



Application

17063 - 2022 Roadway Modernization

17710 - Marystown Road Corridor, Shakopee

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted

Submitted Date: 04/12/2022 12:18 PM

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## Primary Contact

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Pronouns First Name Middle Name Last Name

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**\*** Shakopee Minnesota 55379  
City State/Province Postal Code/Zip

**Phone:\*** 952-233-9321  
Phone Ext.

**Fax:**

**What Grant Programs are you most interested in?** Regional Solicitation - Bicycle and Pedestrian Facilities

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## Organization Information

**Name:** SHAKOPEE, CITY OF

**Jurisdictional Agency (if different):**

**Organization Type:** City  
**Organization Website:**  
**Address:** 485 GORMAN ST  
  
\* SHAKOPEE Minnesota 55379  
City State/Province Postal Code/Zip  
**County:** Scott  
**Phone:\*** 952-233-9300  
Ext.  
**Fax:**  
**PeopleSoft Vendor Number** 0000020995A5

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## Project Information

**Project Name** Marystown Road Corridor  
**Primary County where the Project is Located** Scott  
**Cities or Townships where the Project is Located:** Shakopee  
**Jurisdictional Agency (If Different than the Applicant):** N/A

The City of Shakopee, in partnership with MnDOT, is developing the ultimate vision for Marystown Road/Adams Street from Vierling Drive to TH 169 South Ramp in Shakopee, Minnesota (figure 1). The project reconstructs approximately 0.7 miles of a four-lane A-Minor Expander roadway, replaces three existing stop-controlled intersections with roundabouts, and installs pedestrian and bicycle shared use paths and sidewalks to improve multimodal connectivity.

Previous studies, including the Jackson Township Development Area - Shakopee AUAR Transportation Analysis and Trident Development Transportation Study (2019), identified the current traffic control along the corridor will not accommodate future growth and planned development in the areas by the year 2025. Development along the corridor is also occurring rapidly, and the project responds to planned developments in the area (see West End Land Use Master Plan). Planned development includes over 1,600 housing units and 1.1 million square feet of retail business, which will bring over 2,750 jobs into the area. The increased traffic volumes indicate without roadway improvements, Marystown Road/TH 169 operations and level of service (LOS) are expected to fail by year 2025. Vierling Drive, TH 169 WB ramp, and TH 169 EB intersections will see turning movements reach LOS F and lead to unacceptable queue lengths during AM and PM peak hours.

Safety concerns along the corridor are on the rise. Marystown Road is a high-speed corridor (45/55 mph), and there has been an alarming increase in crashes since the study area began developing in 2017. There were 13 crashes along the corridor from 2016-2018, and 26 crashes between 2019-2021, including a serious injury right-angle crash. Most of the corridor crashes are right-angle crashes

**Brief Project Description (Include location, road name/functional class, type of improvement, etc.)**

that present significant safety concerns given the high speed of the corridor. In 2010, there was a right-angle crash at the TH 169 ramp intersection that resulted in fatalities of a female driver and her unborn child. This severe crash and loss of life could have been prevented if a roundabout configuration had been in place. The installation of roundabouts will slow traffic speeds and accommodate high traffic volumes as the area continues to grow, specifically from the Trident and Windermere developments.

The project increases transportation options for residents of all ages and socioeconomic backgrounds while delivering multimodal options for those wishing to walk or bike to work or school by providing a fully connected shared-use path/sidewalk system. This off-street access connects area parks, Sweeney and Jackson Elementary Schools, places of employment, and residences in the area.

*(Limit 2,800 characters; approximately 400 words)*

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**DESCRIPTION - will be used in TIP if the project is selected for funding. [See MnDOT's TIP description guidance.](#)**

CSAH 15/Marystown Road, Shakopee, from 600' north of Vierling Drive to Lusitano Street, Road Reconstruction, Reconstruct intersections to roundabouts at Vierling Drive, TH 169 Westbound ramps, TH 169 EB ramps/Windermere Way, and Lusitano Street. 0.7 miles

*Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).*

**Project Length (Miles)** 0.7

*to the nearest one-tenth of a mile*

## Project Funding

**Are you applying for competitive funds from another source(s) to implement this project?** Yes

**If yes, please identify the source(s)** MnDOT Highway Safety Improvement Program (HSIP) for State Fiscal Years 2025 and 2026

**Federal Amount** \$3,723,172.00

**Match Amount** \$930,793.00

Minimum of 20% of project total

**Project Total** \$4,653,965.00

For transit projects, the total cost for the application is total cost minus fare revenues.

**Match Percentage** 20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

**Source of Match Funds** City of Shakopee

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

### Preferred Program Year

**Select one:** 2026, 2027

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

**Additional Program Years:** 2024, 2025

Select all years that are feasible if funding in an earlier year becomes available.

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## Project Information-Roadways

**County, City, or Lead Agency**

City of Shakopee

**Functional Class of Road**

B Minor (north of north ramp of TH 169) / A Minor Expander South of TH 169

**Road System**

MSAS

TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET

**Road/Route No.**

100

i.e., 53 for CSAH 53

**Name of Road**

Marystown Road/Adams Street

Example; 1st ST., MAIN AVE

**Zip Code where Majority of Work is Being Performed**

55379

**(Approximate) Begin Construction Date**

05/01/2024

**(Approximate) End Construction Date**

10/31/2025

**TERMINI:(Termini listed must be within 0.3 miles of any work)**

**From:**

**(Intersection or Address)**

Vierling Drive W - roadwork extends 600 feet beyond intersection

**To:**

**(Intersection or Address)**

TH 169 South Ramp - roadwork extends 600 feet beyond intersection to Lusitano Street

DO NOT INCLUDE LEGAL DESCRIPTION

**Or At**

**Miles of Sidewalk (nearest 0.1 miles)**

0.1

**Miles of Trail (nearest 0.1 miles)**

0.9

**Miles of Trail on the Regional Bicycle Transportation Network  
(nearest 0.1 miles)**

0

**Primary Types of Work**

Bridge and roundabout construction, bike path, sidewalk, grading, aggregate base, lighting, storm sewer, ponds, median, erosion control

*Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.*

**BRIDGE/CULVERT PROJECTS (IF APPLICABLE)**

**Old Bridge/Culvert No.:**

Bridge #7011, (1995)

**New Bridge/Culvert No.:**

N/A

**Structure is Over/Under  
(Bridge or culvert name):**

TH 169

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## **Requirements - All Projects**

### **All Projects**

*1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).*

**Check the box to indicate that the project meets this requirement. Yes**

*2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.*

The project is consistent with the 2040 Transportation Policy Plans goals, objectives, and strategies. The project furthers the following:

Goal B: Safety and Security - The regional transportation is safe and secure for all users (p. 2.5).

- Obj. A: reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport (p. 2.5).

- Strat. B1: Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, operation (p. 2.5).

-Strat. B6: Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system (p. 2.8).

**Briefly list the goals, objectives, strategies, and associated pages:**

Goal C: A reliable, affordable, and efficient multimodal transportation system supports the prosperity of people and businesses by connecting them to destinations throughout the region and beyond (p. 2.10).

- Obj. A: increase the availability of multimodal travel options, especially in congested highway corridors (p. 2.10).

- Obj. E: Improve the availability of and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations (p. 2.10).

- Strat. C1: Regional transportation partners continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes (p. 2.10).

- Strat. C2: Local units of government should provide a network of interconnected roadways, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles (p. 2.11).

Goal E: Healthy and Equitable Communities ? The regional transportation system advances equity and contributes to communities? livability and sustainability while protecting the natural, cultural, and developed environments (p. 2.30).

- Obj. C: Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities (p. 2.30).

- Obj. D: Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under-represented populations (p. 2.30).

- Strat. E3: Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupant vehicle travel (p. 2.31).



3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

- City of Shakopee Capital Improvement Plan 2022-2026, pgs. 80-81

a. 2022-2026 CIP Projects Map

- Marystown Road Corridor Study (2020)  
- Jackson Township Development Area - Shakopee AUAR Transportation Analysis (2019)

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

- Envision Shakopee 2040 Comprehensive Plan (2019), pgs. 175, 178-179, 202

- West End Land Use Master Plan (2016) - Preferred Development Concept

- Trident Development Transportation Study (2019)

Limit 2,800 characters, approximately 400 words

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible. Unique project costs are limited to those that are federally eligible.

**Check the box to indicate that the project meets this requirement. Yes**

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

**Check the box to indicate that the project meets this requirement. Yes**

6. Applicants must not submit an application for the same project elements in more than one funding application category.

**Check the box to indicate that the project meets this requirement. Yes**

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2022 funding cycle).

**Strategic Capacity (Roadway Expansion):** \$1,000,000 to \$10,000,000

**Roadway Reconstruction/Modernization:** \$1,000,000 to \$7,000,000

**Traffic Management Technologies (Roadway System Management):** \$500,000 to \$3,500,000

**Spot Mobility and Safety:** \$1,000,000 to \$3,500,000

**Bridges Rehabilitation/Replacement:** \$1,000,000 to \$7,000,000

**Check the box to indicate that the project meets this requirement. Yes**

*8.The project must comply with the Americans with Disabilities Act (ADA).*

**Check the box to indicate that the project meets this requirement. Yes**

*9.In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.*

**The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation. Yes**

**(TDM and Unique Project Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.**

**Date plan completed:** 06/19/2018

- June 19, 2018 - Americans with Disabilities Act -  
Public Right of Way Transition Plan;  
<https://cld.bz/H3fw1xw#zoom=z>

**Link to plan:**

**The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.**

**Date self-evaluation completed:**

**Link to plan:**

**Upload plan or self-evaluation if there is no link**

*Upload as PDF*

*10.The project must be accessible and open to the general public.*

**Check the box to indicate that the project meets this requirement. Yes**

*11.The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017. Unique projects are exempt from this qualifying requirement.*

**Check the box to indicate that the project meets this requirement. Yes**

*12.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.*

**Check the box to indicate that the project meets this requirement. Yes**

*13.The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.*

**Check the box to indicate that the project meets this requirement. Yes**

*14.The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.*

Check the box to indicate that the project meets this requirement. Yes

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## Roadways Including Multimodal Elements

1. All roadway and bridge projects must be identified as a principal arterial (non-freeway facilities only) or A-minor arterial as shown on the latest TAB approved roadway functional classification map.

Check the box to indicate that the project meets this requirement. Yes

### Roadway Strategic Capacity and Reconstruction/Modernization and Spot Mobility projects only:

2. The project must be designed to meet 10-ton load limit standards.

Check the box to indicate that the project meets this requirement. Yes

### Bridge Rehabilitation/Replacement and Strategic Capacity projects only:

3. Projects requiring a grade-separated crossing of a principal arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOT's Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

Check the box to indicate that the project meets this requirement.

4. The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.

Check the box to indicate that the project meets this requirement.

### Bridge Rehabilitation/Replacement projects only:

5. The length of the bridge clear span must exceed 20 feet.

Check the box to indicate that the project meets this requirement.

6. The bridge must have a National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.

Check the box to indicate that the project meets this requirement.

### Roadway Expansion, Reconstruction/Modernization, and Bridge Rehabilitation/Replacement projects only:

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.

Check the box to indicate that the project meets this requirement.

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## Requirements - Roadways Including Multimodal Elements

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### Specific Roadway Elements

#### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

Cost

Mobilization (approx. 5% of total cost)

\$165,894.00

Removals (approx. 5% of total cost)

\$302,530.00

|                                                            |                       |
|------------------------------------------------------------|-----------------------|
| Roadway (grading, borrow, etc.)                            | \$125,685.00          |
| Roadway (aggregates and paving)                            | \$655,625.00          |
| Subgrade Correction (muck)                                 | \$0.00                |
| Storm Sewer                                                | \$334,881.00          |
| Ponds                                                      | \$0.00                |
| Concrete Items (curb & gutter, sidewalks, median barriers) | \$739,850.00          |
| Traffic Control                                            | \$99,536.00           |
| Striping                                                   | \$29,548.00           |
| Signing                                                    | \$29,548.00           |
| Lighting                                                   | \$87,941.00           |
| Turf - Erosion & Landscaping                               | \$175,883.00          |
| Bridge                                                     | \$660,000.00          |
| Retaining Walls                                            | \$0.00                |
| Noise Wall (not calculated in cost effectiveness measure)  | \$0.00                |
| Traffic Signals                                            | \$0.00                |
| Wetland Mitigation                                         | \$0.00                |
| Other Natural and Cultural Resource Protection             | \$0.00                |
| RR Crossing                                                | \$0.00                |
| Roadway Contingencies                                      | \$572,972.00          |
| Other Roadway Elements                                     | \$497,682.00          |
| <b>Totals</b>                                              | <b>\$4,477,575.00</b> |

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## Specific Bicycle and Pedestrian Elements

| <b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>    | <b>Cost</b>  |
|--------------------------------------------------------|--------------|
| Path/Trail Construction                                | \$152,750.00 |
| Sidewalk Construction                                  | \$0.00       |
| On-Street Bicycle Facility Construction                | \$0.00       |
| Right-of-Way                                           | \$0.00       |
| Pedestrian Curb Ramps (ADA)                            | \$23,640.00  |
| Crossing Aids (e.g., Audible Pedestrian Signals, HAWK) | \$0.00       |
| Pedestrian-scale Lighting                              | \$0.00       |
| Streetscaping                                          | \$0.00       |
| Wayfinding                                             | \$0.00       |
| Bicycle and Pedestrian Contingencies                   | \$0.00       |

|                                       |                     |
|---------------------------------------|---------------------|
| Other Bicycle and Pedestrian Elements | \$0.00              |
| <b>Totals</b>                         | <b>\$176,390.00</b> |

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## Specific Transit and TDM Elements

| <b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>                             | <b>Cost</b>   |
|---------------------------------------------------------------------------------|---------------|
| Fixed Guideway Elements                                                         | \$0.00        |
| Stations, Stops, and Terminals                                                  | \$0.00        |
| Support Facilities                                                              | \$0.00        |
| Transit Systems (e.g. communications, signals, controls, fare collection, etc.) | \$0.00        |
| Vehicles                                                                        | \$0.00        |
| Contingencies                                                                   | \$0.00        |
| Right-of-Way                                                                    | \$0.00        |
| Other Transit and TDM Elements                                                  | \$0.00        |
| <b>Totals</b>                                                                   | <b>\$0.00</b> |

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## Transit Operating Costs

|                                             |        |
|---------------------------------------------|--------|
| Number of Platform hours                    | 0      |
| Cost Per Platform hour (full loaded Cost)   | \$0.00 |
| Subtotal                                    | \$0.00 |
| Other Costs - Administration, Overhead,etc. | \$0.00 |

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## Totals

|                              |                |
|------------------------------|----------------|
| Total Cost                   | \$4,653,965.00 |
| Construction Cost Total      | \$4,653,965.00 |
| Transit Operating Cost Total | \$0.00         |

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## Measure B: Project Location Relative to Jobs, Manufacturing, and Education

|                                                                       |                                    |
|-----------------------------------------------------------------------|------------------------------------|
| Existing Employment within 1 Mile:                                    | 2619                               |
| Existing Manufacturing/Distribution-Related Employment within 1 Mile: | 315                                |
| Existing Post-Secondary Students within 1 Mile:                       | 0                                  |
| Upload Map                                                            | 1649544805020_Regional Economy.pdf |

Please upload attachment in PDF form.

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## Measure C: Current Heavy Commercial Traffic

RESPONSE: Select one for your project, based on the updated 2021 Regional Truck Corridor Study:

### Along Tier 1:

Miles: 0

(to the nearest 0.1 miles)

### Along Tier 2:

Miles: 0

(to the nearest 0.1 miles)

### Along Tier 3:

Miles: 0

(to the nearest 0.1 miles)

The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: Yes

None of the tiers:

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## Measure A: Current Daily Person Throughput

Location Marystown Road South of Vierling Drive

Current AADT Volume 9300

Existing Transit Routes on the Project 5

*For New Roadways only, list transit routes that will likely be diverted to the new proposed roadway (if applicable).*

Upload Transit Connections Map 1649545032867\_Transit Connections.pdf

Please upload attachment in PDF form.

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## Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership 0

Current Daily Person Throughput 12090.0

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## Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume Yes

If checked, METC Staff will provide Forecast (2040) ADT volume

OR

Identify the approved county or city travel demand model to determine forecast (2040) ADT volume

11,600 ADT from Scott County approved model;  
AUAR Traffic Forecast volumes based on  
Intersection Control Evaluation Reports for  
Marystown Road/TH 169 - April 2020 are 17,500  
AADT

Forecast (2040) ADT volume

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## Measure A: Engagement

*i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.*

*ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.*

*iii. Describe the progression of engagement activities in this project. A full response should answer these questions:*

The project is located in Census Tracts 806 and 807. These tracts have a total population of 9,078 residents. Sixteen percent of the total population is Hispanic or Latino, 9 percent is Asian, 6 percent is Black or African American, 4 percent is two or more races, and 0.5 percent indigenous (American Indian and Alaska Native). The project is in an area above the regional average for population in poverty or population of color.

Equity populations have been engaged prior to and during the project's development. During the development of the 2040 Envision Shakopee, the city's comprehensive plan, extensive engagement with diverse populations was completed. Specifically, the city heard from over 3,000 residents to learn more about their vision for the future. That engagement led to transportation goals that seek a safe system that balances the needs of all users.

**Response:**

Most recently, an online community survey was administered from March 23 to April 8, 2022. The survey was sent to all Shakopee residents and posted to multiple locations including the city website and social media platforms. The survey generated 751 responses. Approximately 12 percent of the respondents were from minority populations. A majority of respondents indicated that they do not feel safe walking or driving through the current corridor layout, with many indicating long delays to turn onto the study roadway. More than 82 percent of the respondents supported the project.

As the project progresses, the city will include a public engagement process that includes all equity populations, specifically low-income housing



residents and older adults living in the community. As shown on the Shakopee Socio-Economic Context (Supplemental) Map, specific outreach includes the following:

- Sixton Apartments (133 units)
- Arlington Ridge Apartments
- Willows at Windemere (60 units-income restricted apartment)
- Emerald Crest Memory Care (61 units senior and assisted living)
- Benedictine Living Community (opened late 2020, 183 units - senior living)
- Sweeney Elementary School - (youth pop.)
- Jackson Elementary School - (youth pop.)

Additionally, the city has conducted informal stakeholder engagement as new development in the area has occurred, including the Windemere Development, Hy-Vee, and the Trident Development. The need to make transportation improvements was identified during this process, with a specific focus on providing safer operations and multimodal facilities to accommodate all users. Also, among the key themes that emerged was a priority on making regional system connections, creating corridors that are welcoming and attractive, filling gaps in the trail network, connecting employment centers, and providing diverse housing options. All are accomplished by this project.

*(Limit 2,800 characters; approximately 400 words):*

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## **Measure B: Equity Population Benefits and Impacts**

*Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:*

*This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.*

*Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.*

*Below is a list of potential negative impacts. This is not an exhaustive list.*

The project is located in a Regional Environmental Justice Area (three census tracts within ½ mile above the regional average for population in poverty or population of color). Populations with higher levels of poverty often have limited access to a vehicle, so investing in multimodal facilities such as bicycle, pedestrian, and transit facilities is needed. This project provides benefits to all residents in the city, including Black, Indigenous, and People of Color, low-income populations, children, people with disabilities, and the elderly. It provides multimodal transportation options, increased safety and access, and public health benefits.

**Response:**

Pedestrian and bicycle safety improvements: The shared use path system on both sides of Marystown Road provides a separated off-street system for all users, eliminating the need to share the roadway with vehicles travelling at a high rate of speed. This is especially important for less skilled bicyclists and children who wish to bike to school who would otherwise be confined to narrow travel lanes amidst a 55-mph roadway. Roundabout improvements at intersections are ADA compliant and feature safer two-stage pedestrian/bicycle crossings.

Improved access to destinations: The project will benefit underrepresented populations by improving connections throughout the corridor for motorists, pedestrians, bicyclists, and transit users. It provides residents with safe, ADA compliant, and multimodal links to schools, employment centers, and parks. Within one mile of the project, there are three senior housing complexes, three affordable housing facilities, four social service buildings, three schools, two daycares, and a linguistically isolated area. Safe facilities and crossings that are ADA compatible are paramount to accommodate these populations.

Public health benefits: The project increases transportation options and livability for residents and encourages an active lifestyle. Lighted paths help illuminate the facility and allow for exercise and recreation activities during non-daylight hours.

Negative Impacts: As with any construction project, negative impacts will be created. Impacts are expected to be temporary. Construction will result in road and sidewalk closures that temporarily do not meet ADA requirements. A transportation management plan (TMP) will be developed to maintain acceptable levels of safety, accessibility, and mobility, and detour routes will be implemented. Noise impacts will also be experienced during construction. Any negative impacts will be publicized, advertised, and mitigated as needed.

*(Limit 2,800 characters; approximately 400 words):*

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## **Measure C: Affordable Housing Access**

*Describe any affordable housing development existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).*

*Describe the projects benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:*

*This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.*

Numerous affordable and senior housing options are in close proximity of the project. Multiple apartment complexes, a manufactured home park, and many other duplexes and multi-family homes are also located within the corridor area. In particular those options include (see map of the socioeconomic characteristics):

- The Willows at Windemere apartments (under ½ mile away) provide 60 affordable units
- The Sixton Apartments (under ½ mile away) provides 133 affordable units
  
- The Arlington Ridge Apartments (just over ½ mile away) provide 48 affordable units
  
- Mobile Manor (1.25 miles away) provide 67 affordable units
- The Sarazin Street Flats and Sarazin Flats II (just under 2 miles away) provide a combined 105 affordable units
  
- The Benedictine Living Community of Shakopee (under ½ mile) provides assisted and senior living opportunities

**Response:**

The project provides a multimodal connection across TH 169 and provides improved and safer pedestrian and bicycle crossing options across Marystown Road. This infrastructure gives a direct connection between all four quadrants of the project area, which each have an assortment of housing types, various community destinations, and 2,619 jobs within one mile of the project (this figure does not include the recently constructed VA clinic). The quadrants include the following:

- Northwest: Tahpah Park, Sweeney Elementary School, single-family and multi-family housing

- Northeast: Hyvee Grocery Store, gas station and other retail, single-family and multi-family housing
- Southwest: Benedictine Living Community (newly constructed assisted living facility), single-family and multi-family housing, New Horizon Academy
- Southeast: Jackson Elementary School, Ladybug Child Care Center, single-family and multi-family housing

The current corridor is unsafe for walking and bicycling and, despite a close proximity, limits access between affordable housing and nearby destinations. The improvements will provide a multiuse trail on both sides of Marystown Road, filling a gap in the regional system and give local access to destinations both north and south of TH 169.

For those residents who need to travel outside the immediate area, the project will also provide for more efficient vehicle movement on and off the Marystown Road corridor and provide direct vehicular access to TH 169. These improvements will allow easier access to citywide and regional destinations.

Finally, there is access to bus route 497 at the corner of Marystown Road and Vierling Drive W. north of TH 169. The multimodal improvements will ease pedestrian access to bus routes.

The City of Shakopee has a 2021 Housing Performance Score of 71.

*(Limit 2,800 characters; approximately 400 words):*

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## Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area): Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the Socio-Economic Conditions map used for this measure. 1649547116445\_Socio-Economic Conditions.pdf

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## Measure A: Year of Roadway Construction

| Year of Original Roadway Construction or Most Recent Reconstruction | Segment Length | Calculation | Calculation 2 |
|---------------------------------------------------------------------|----------------|-------------|---------------|
| 1995                                                                | 0.7            | 1396.5      | 1995.0        |
|                                                                     | 1              | 1397        | 1995          |

---

## Total Project Length

Total Project Length (as entered in "Project Information" form) 0.7

---

## Average Construction Year

Weighted Year 1995

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## Total Segment Length (Miles)

Total Segment Length 0.7

---

## Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements: Yes

**Response:**

The proposed project will provide a significant benefit to freight movements along a high-speed roadway where truck drivers will not have to make judgement calls on gap acceptance with an easier time making maneuvers from side-street approaches. This results in safer access to/from TH 169. Additionally, current conditions require left-turning traffic to make full stops at existing intersections, which leads to travel delays and increased noise and emissions between intersections. Roundabout control will allow trucks to move more freely through the corridor at non-peak times.

*(Limit 700 characters; approximately 100 words)*

**Improved clear zones or sight lines:**

Yes

The 55-mph roadway requires increased sight distance for side-street stop vehicles. With the roundabouts, speeds will be reduced to 40 mph (20 mph through roundabouts) and side-street sight lines will provide adequate time to enter the roundabouts. This will significantly reduce right-angle crashes on the corridor.

**Response:**

There are sight distance issues at the westbound approaches of the Marystown Road/TH 169 ramp intersections. With roundabouts, sight distance issues will be resolved.

The project utilizes curb and gutter in most areas which will provide better vehicular lane guidance during inclement weather conditions allowing for more consistent sight distances throughout the project.

*(Limit 700 characters; approximately 100 words)*

**Improved roadway geometrics:**

Yes



**Response:**

Significant safety benefits for vehicles and pedestrians will be realized through improved roadway geometrics. Speeds along the corridor will be reduced from the current 55 mph to 40 mph (20 mph through roundabouts). Land use to the south of TH 169 is mainly rural, and land use north of TH 169 is suburban. The urbanization and roundabout construction would provide a transition to alert drivers coming from the south that they are entering a more suburban area where pedestrian activity could be higher.

*(Limit 700 characters; approximately 100 words)*

**Access management enhancements:**

Yes

Illegal maneuvers occur at the Hy-Vee RI/RO access. The roundabout at the Adams St./Vierling Dr. intersection eliminates this maneuver and provides a U-turn location at the roundabout for vehicles destined southbound.

**Response:**

Lusitano St. was recently constructed in 2021. This access is restricted and designed as RI/RO. A temporary median was constructed; however, this median only consists of inches of asphalt depth, and may not prevent illegal movements. The project would construct an approximately 14-foot-wide concrete median at this location, reinforcing the access restriction.

Three roundabouts will allow for median separated two-stage crossing for bicycles and pedestrians.

*(Limit 700 characters; approximately 100 words)*

**Vertical/horizontal alignment improvements:**

Yes

Minor horizontal and vertical alignment improvements will be made within the current roadway footprint to provide adequate speed control for vehicles approaching and traversing the roundabout.

**Response:**

(Limit 700 characters; approximately 100 words)

**Improved stormwater mitigation:**

Yes

Implementation of stormwater BMPs to provide water quality treatment will reduce discharge of suspended solids and phosphorus loadings. The addition of curb and gutter with formalized urban drainage system will improve stormwater runoff, and the use of natural infiltration ditch swales will result in a volumetric reduction.

**Response:**

(Limit 700 characters; approximately 100 words)

**Signals/lighting upgrades:**

Yes

Lighting improvements will be made as part of the improved pedestrian network creating a safer environment for users of all ages for travel during the early morning and late evening periods. It is anticipated there will be significantly more lighting along the corridor, especially at the suburban roundabout intersections versus the previous suburban/rural side-street stop approaches.

**Response:**

(Limit 700 characters; approximately 100 words)

**Other Improvements**

Yes

Access and operations at Tahpah Park will be improved through the roundabout construction which will benefit event traffic flow before and after sporting events. Roundabouts provide the flexibility to handle these traffic surges efficiently and safely.

**Response:**

(Limit 700 characters; approximately 100 words)

---

## Measure A: Congestion Reduction/Air Quality

| Total Peak Hour Delay Per Vehicle Without The Project (Seconds/Vehicle) | Total Peak Hour Delay Per Vehicle With The Project (Seconds/Vehicle) | Total Peak Hour Delay Per Reduced by Project (Seconds/Vehicle) | Volume without the Project (Vehicles per hour) | Volume with the Project (Vehicles Per Hour): | Total Peak Hour Delay Reduced by the Project: | Total Peak Hour Delay Reduced by the Project: | EXPLANATION of methodology used to calculate railroad crossing delay, if applicable. | Synchro or HCM Reports |
|-------------------------------------------------------------------------|----------------------------------------------------------------------|----------------------------------------------------------------|------------------------------------------------|----------------------------------------------|-----------------------------------------------|-----------------------------------------------|--------------------------------------------------------------------------------------|------------------------|
|                                                                         |                                                                      |                                                                |                                                |                                              |                                               |                                               |                                                                                      |                        |

|      |      |     |      |      |         |         |     |                                                             |
|------|------|-----|------|------|---------|---------|-----|-------------------------------------------------------------|
| 22.0 | 17.7 | 4.3 | 2979 | 3010 | 12809.7 | 12943.0 | N/A | 164954889<br>4637_Build<br>AM_PM -<br>RAB HCM<br>Report.pdf |
|------|------|-----|------|------|---------|---------|-----|-------------------------------------------------------------|

**12943**

### Vehicle Delay Reduced

|                               |         |
|-------------------------------|---------|
| Total Peak Hour Delay Reduced | 12809.7 |
| Total Peak Hour Delay Reduced | 12943.0 |

### Measure B: Roadway projects that do not include new roadway segments or railroad grade-separation elements

| Total (CO, NOX, and VOC)<br>Peak Hour Emissions<br>without the Project<br>(Kilograms): | Total (CO, NOX, and VOC)<br>Peak Hour Emissions with<br>the Project (Kilograms): | Total (CO, NOX, and VOC)<br>Peak Hour Emissions<br>Reduced by the Project<br>(Kilograms): |
|----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| 22.0                                                                                   | 17.7                                                                             | 4.3                                                                                       |
| 10.8                                                                                   | 14.28                                                                            | -3.48                                                                                     |
| <b>33</b>                                                                              | <b>32</b>                                                                        | <b>1</b>                                                                                  |

### Total

|                          |                                                |
|--------------------------|------------------------------------------------|
| Total Emissions Reduced: | 0.82                                           |
| Upload Synchro Report    | 1649549138383_Build AM_PM - RAB HCM Report.pdf |

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

### Measure B: Roadway projects that are constructing new roadway segments, but do not include railroad grade-separation elements (for Roadway Expansion applications only):

| Total (CO, NOX, and VOC)<br>Peak Hour Emissions<br>without the Project<br>(Kilograms): | Total (CO, NOX, and VOC)<br>Peak Hour Emissions with<br>the Project (Kilograms): | Total (CO, NOX, and VOC)<br>Peak Hour Emissions<br>Reduced by the Project<br>(Kilograms): |
|----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| 22.0                                                                                   | 17.7                                                                             | 4.3                                                                                       |
| <b>22</b>                                                                              | <b>18</b>                                                                        | <b>4</b>                                                                                  |

### Total Parallel Roadway

Emissions Reduced on Parallel Roadways 4.3

### Upload Synchro Report

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

---

## New Roadway Portion:

|                                                                                                   |     |
|---------------------------------------------------------------------------------------------------|-----|
| Cruise speed in miles per hour with the project:                                                  | 0   |
| Vehicle miles traveled with the project:                                                          | 0   |
| Total delay in hours with the project:                                                            | 0   |
| Total stops in vehicles per hour with the project:                                                | 0   |
| Fuel consumption in gallons:                                                                      | 0   |
| Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms):      | 0   |
| EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words) |     |
| Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):                  | 4.3 |

---

## Measure B: Roadway projects that include railroad grade-separation elements

|                                                                                                   |   |
|---------------------------------------------------------------------------------------------------|---|
| Cruise speed in miles per hour without the project:                                               | 0 |
| Vehicle miles traveled without the project:                                                       | 0 |
| Total delay in hours without the project:                                                         | 0 |
| Total stops in vehicles per hour without the project:                                             | 0 |
| Cruise speed in miles per hour with the project:                                                  | 0 |
| Vehicle miles traveled with the project:                                                          | 0 |
| Total delay in hours with the project:                                                            | 0 |
| Total stops in vehicles per hour with the project:                                                | 0 |
| Fuel consumption in gallons (F1)                                                                  | 0 |
| Fuel consumption in gallons (F2)                                                                  | 0 |
| Fuel consumption in gallons (F3)                                                                  | 0 |
| Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):                  | 0 |
| EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words) |   |

---

## Measure A: Roadway Projects that do not Include Railroad Grade-Separation Elements

**Crash Modification Factor Used:**

*(Limit 700 Characters; approximately 100 words)*

Crash modification factors for the conversion of a stop-controlled intersection into a single-lane roundabout and a 15 percent reduction in mean speed of the corridor were utilized.

**Rationale for Crash Modification Selected:**

*(Limit 1400 Characters; approximately 200 words)*

Three of the corridor study intersections will be converted from stop-controlled intersections to single-lane roundabouts. Therefore, a CMF that captured the significant safety benefits associated with single-lane roundabouts was utilized. While the roundabouts are expected to provide speed reductions at the intersections, the design speed for the corridor will also be reduced from 55 mph to 40 mph. With the design standards associated with the reduced design speed, the vehicular speeds along the corridor are expected to be reduced by as high as 30 percent. This reduction will result in slower vehicular speeds not only along the corridor but also into/out of the roundabout which is expected to provide even greater safety benefits. Therefore, the 15 percent reduction in mean speed CMF was utilized.

|                                                                                 |                                    |
|---------------------------------------------------------------------------------|------------------------------------|
| <b>Project Benefit (\$) from B/C Ratio</b>                                      | \$14,530,530.00                    |
| <b>Total Fatal (K) Crashes:</b>                                                 | 0                                  |
| <b>Total Serious Injury (A) Crashes:</b>                                        | 1                                  |
| <b>Total Non-Motorized Fatal and Serious Injury Crashes:</b>                    | 0                                  |
| <b>Total Crashes:</b>                                                           | 26                                 |
| <b>Total Fatal (K) Crashes Reduced by Project:</b>                              | 0                                  |
| <b>Total Serious Injury (A) Crashes Reduced by Project:</b>                     | 1                                  |
| <b>Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:</b> | 0                                  |
| <b>Total Crashes Reduced by Project:</b>                                        | 21                                 |
| <b>Worksheet Attachment</b>                                                     | 1649549597456_Marystown Rd_BCA.pdf |

*Please upload attachment in PDF form.*

---

**Roadway projects that include railroad grade-separation elements:**

**Current AADT volume:** 0

Average daily trains: 0  
Crash Risk Exposure eliminated: 0

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## Measure A: Pedestrian Safety

*Determine if these measures do not apply to your project. Does the project match either of the following descriptions?*

*If either of the items are checked yes, then **score for entire pedestrian safety measure is zero**. Applicant does not need to respond to the sub-measures and can proceed to the next section.*

**Project is primarily a freeway (or transitioning to a freeway) and does not provide safe and comfortable pedestrian facilities and crossings.** No

**Existing location lacks any pedestrian facilities (e.g., sidewalks, marked crossings, wide shoulders in rural contexts) and project does not add pedestrian elements (e.g., reconstruction of a roadway without sidewalks, that doesn't also add pedestrian crossings and sidewalk or sidepath on one or both sides).** No

### **SUB-MEASURE 1: Project-Based Pedestrian Safety Enhancements and Risk Elements**

*To receive maximum points in this category, pedestrian safety countermeasures selected for implementation in projects should be, to the greatest extent feasible, consistent with the countermeasure recommendations in the Regional Pedestrian Safety Action Plan and state and national best practices. Links to resources are provided on the Regional Solicitation Resources web page.*

*Please answer the following two questions with as much detail as possible based on the known attributes of the proposed design. If any aspect referenced in this section is not yet determined, describe the range of options being considered, to the greatest extent available. If there are project elements that may increase pedestrian risk, describe how these risks are being mitigated.*

#### **1. Describe how this project will address the safety needs of people crossing the street at signalized intersections, unsignalized intersections, midblock locations, and roundabouts.**

*Treatments and countermeasures should be well-matched to the roadways context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the Regional Solicitation Resources web page for guidance links.*

Approximately 0.9 miles of shared-use path and 0.1 miles of new sidewalk will be constructed on both sides of Marystown Road. One of the main objectives that supports the roundabout alternatives at the Marystown Road/TH 169 ramp intersections is the ability to repurpose the TH 169 bridge to provide a multi-use trail on both sides, thus connecting a gap in the City of Shakopee's trail system. The existing roadway configuration along the TH 169 bridge does not have adequate space to provide safe pedestrian facilities. Pedestrians have been observed to utilize turn-lanes and shoulders along Marystown Rd to cross TH 169, which presents significant safety concerns given the high-speeds (45/55-mph) of the corridor.

**Response:**

Other than the Marystown Rd/Adams Street/Vierling Drive intersection, which is the northernmost intersection of the project, the corridor has unsignalized, side-street stop control intersections, with no pedestrian crossings. Like the vehicular safety issues observed along the corridor, pedestrians are subject to finding gaps in traffic to cross the high-speed roadway, crossing as many as seven lanes of travel. Reconstructing the intersections to single-lane roundabouts will increase pedestrian safety. The design of the roundabout allows pedestrians to cross one direction of traffic at a time on each leg of the roundabout, vastly reducing the crossing distance (i.e., from seven lanes of travel, to one or two lanes). In addition, the geometry of the roundabout induces significantly lower speeds thereby greatly reducing the severity of crashes. Note that the speed of the corridor is currently 45/55-mph, and vehicles generally drive approximately 20-mph through a roundabout.

In summary the following PEDSAFE countermeasures will be incorporated as part of the project:

- Installation of an Off-Street Trail to provide walking and bicycling area that is removed from the roadway.

- Installation of roundabouts will result improved intersection safety through the elimination of angle crashes, provision of more efficient traffic flow, and the slowing of vehicular traffic.

- Use of curb ramps, marked crosswalks and enhancements, and lighting and illumination to allow pedestrians who are visually impaired or using a wheelchair or stroller to safely navigate the crossings. Provision of crossing islands/pedestrian refuge islands are shown to reduce pedestrian crashes by 32 percent.

- Reduction of the number of lanes which is shown to result in a 41 percent decrease of pedestrian collisions.

*(Limit 2,800 characters; approximately 400 words)*

*Is the distance in between signalized intersections increasing (e.g., removing a signal)?*

**Select one:**

No

*If yes, describe what measures are being used to fill the gap between protected crossing opportunities for pedestrians (e.g., adding High-Intensity Activated Crosswalk beacons to help motorists yield and help pedestrians find a suitable gap for crossing, turning signal into a roundabout to slow motorist speed, etc.).*

**Response:**

*(Limit 1,400 characters; approximately 200 words)*

*Will your design increase the crossing distance or crossing time across any leg of an intersection? (e.g., by adding turn or through lanes, widening lanes, using a multi-phase crossing, prohibiting crossing on any leg of an intersection, pedestrian bridge requiring length detour, etc.). This does not include any increases to crossing distances solely due to the addition of bike lanes (i.e., no other through or turn lanes being added or widened).*

**Select one:**

No

*If yes,*

*How many intersections will likely be affected?*

**Response:**

*Describe what measures are being used to reduce exposure and delay for pedestrians (e.g., median crossing islands, curb bulb-outs, etc.)*



Crossing distances will be significantly reduced with the addition of roundabouts. Each approach will have a median that will serve as a two-stage crossing. The design of the roundabout allows pedestrians to cross one direction of traffic at a time on each leg of the roundabout, vastly reducing the crossing distance (i.e. from seven lanes of travel to one or two lanes).

**Response:**

*(Limit 1,400 characters; approximately 200 words)*

*If grade separated pedestrian crossings are being added and increasing crossing time, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option (e.g., shallow tunnel that doesn't require much elevation change instead of pedestrian bridge with numerous switchbacks).*

**Response:**

N/A

*(Limit 1,400 characters; approximately 200 words)*

*If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways (e.g., nearest protected or enhanced crossing opportunity).*

**Response:**

N/A

*(Limit 1,400 characters; approximately 200 words)*

**2. Describe how motorist speed will be managed in the project design, both for through traffic and turning movements.** Describe any project-related factors that may affect speed directly or indirectly, even if speed is not the intended outcome (e.g., wider lanes and turning radii to facilitate freight movements, adding turn lanes to alleviate peak hour congestion, etc.). Note any strategies or treatments being considered that are intended to help motorists drive slower (e.g., visual narrowing, narrow lanes, truck aprons to mitigate wide turning radii, etc.) or protect pedestrians if increasing motorist speed (e.g., buffers or other separation from moving vehicles, crossing treatments appropriate for higher speed roadways, etc.).

Three of the corridor study intersections will be converted from stop-controlled intersections to single-lane roundabouts. Roundabouts are known to reduce speeds, as vehicles need to yield to opposing traffic. Because of the proximity to nearby schools and other pedestrian generators, the roundabouts are expected to be intentionally designed to reduce speeds entering and exiting the roundabout.

**Response:**

While the roundabouts are expected to provide speed reductions at the intersections, the design speed for the corridor will also be reduced from 55 mph to 40 mph. With the design standards that are associated with the reduced design speed, the vehicular speeds along the corridor are expected to be reduced by as high as 30 percent. This reduction will result in slower vehicular speeds not only along the corridor but also into/out of the roundabout which is expected to provide even greater safety benefits.

*(Limit 2,800 characters; approximately 400 words)*

*If known, what are the existing and proposed design, operation, and posted speeds? Is this an increase or decrease from existing conditions?*

**Response:**

Currently, posted speeds on Marystown Road are 55 miles per hour. After installation of the three roundabouts, posted speeds will be reduced to 40 miles per hour (vehicles generally travel 20 miles per hour within the roundabouts).

*(Limit 1,400 characters; approximately 200 words)*

**SUB-MEASURE 2: Existing Location-Based Pedestrian Safety Risk Factors**

*These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following factors are present. Applicants receive more points if more risk factors are present.*

Existing road configuration is a One-way, 3+ through lanes  
or

Existing road configuration is a Two-way, 4+ through lanes Yes

Existing road has a design speed, posted speed limit, or speed study/data showing 85th percentile travel speeds in excess of 30 MPH or more Yes

Existing road has AADT of greater than 15,000 vehicles per day

List the AADT 9300

**SUB-MEASURE 3: Existing Location-Based Pedestrian Safety Exposure Factors**

These factors are based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following existing location exposure factors are present. Applicants receive more points if more risk factors are present.

Existing road has transit running on or across it with 1+ transit stops in the project area (If flag-stop route with no fixed stops, then 1+ locations in the project area where roadside stops are allowed. Do not count portions of transit routes with no stops, such as non-stop freeway sections of express or limited-stop routes. If service was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 service for this item.)

Yes

Existing road has high-frequency transit running on or across it and 1+ high-frequency stops in the project area (high-frequency defined as service at least every 15 minutes from 6am to 7pm weekdays and 9am to 6pm Saturdays. If service frequency was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 frequency for this item.)

Existing road is within 500 of 1+ shopping, dining, or entertainment destinations (e.g., grocery store, restaurant)

Yes

HyVee Grocery Store, Starbucks, and Walhbugers are all located in the southeast quadrant of the intersection of Marystown Road and Vierling Drive on the north end of the corridor. Another entertainment destination, Tahpah Park Playground/baseball fields lies in the southwest quadrant of the Marystown Road and Vierling Drive intersection.

If checked, please describe:

*(Limit 1,400 characters; approximately 200 words)*

Existing road is within 500 of other known pedestrian generators (e.g., school, civic/community center, senior housing, multifamily housing, regulatorily-designated affordable housing)

Yes

New Horizon Academy, The Willows Apartment, and Tahpah Park are located along Marystown Road. Ladybug Daycare and Jackson Elementary are approximately 750' from the existing roadway.

If checked, please describe:

*(Limit 1,400 characters; approximately 200 words)*

---

**Measure A: Multimodal Elements and Existing Connections**

Approximately 0.7 miles of shared-use path and 0.1 miles of new sidewalk will be constructed on both sides of Marystown Road. One of the main objectives that supports the roundabout alternatives at the Marystown Road/TH 169 ramp intersections is the ability to repurpose the TH 169 bridge to provide a multi-use trail on both sides, thus connecting a gap in the City of Shakopee's trail system. The existing roadway configuration along the TH 169 bridge does not have adequate space to provide safe pedestrian facilities.

The proposed trail on the west side will connect Tahpah Park to Windemere Way over TH 169. The proposed trail on the east side of Marystown Road will connect the Hy-Vee development to 17th Avenue, serving the Trident Development and connecting to Jackson Elementary School. The new trail system paired with roundabouts at intersections will provide numerous safety benefits. The project puts in place infrastructure to comply with ADA standards and allow for the safe crossing of pedestrians, bicyclists, and wheelchairs. Improving this intersection to roundabout control will allow for a connected sidewalk system and two-stage crossing for all users which enhances safety.

**Response:**

These improvements are consistent with the Regional Bicycle Transportation Network (RBTN) Map in showing a planned regional bikeway extending north to south along both sides of Marystown Road from Vierling Drive to 130th Street. The planned improvements will connect to an existing RBTN Tier 2 alignment at 130th Street W and connect to the existing Regional Bikeway within Lions Park. The new bikeway and enhancements will also improve connectivity to Tahpah Park, Sand Venture Aquatic Park, Jackson Elementary School, employment centers, and thousands of residences. This connection will have measurable safety benefits for the bicyclists and

pedestrians using the system.

(Limit 2,800 characters; approximately 400 words)

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## Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

**Check Here if Your Transit Project Does Not Require Construction**

---

## Measure A: Risk Assessment - Construction Projects

### 1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

**Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.**

Yes

100%

**At least one meeting specific to this project with the general public has been used to help identify the project need.**

50%

**At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.**

50%

**No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.**

25%

**No outreach has led to the selection of this project.**

0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Engagement with jurisdictional agencies including Scott County, MnDOT, the City of Shakopee, and Jackson Township occurred over the years, most recently in 2019, as part of the Jackson Township AUAR, and in 2020, as part of the Marystown Road Corridor Study. Note there have been a total of six meetings with partner agencies.

A key theme that emerged from the engagement from the city's 2040 Comprehensive Plan was to support and focus on connections and key links to the regional transportation system. This area is continuing to be prime for development and is an important focus area for the city due to its location and access to TH 169. As part of this outreach, over 4,000 residents, employees, stakeholders, business leaders and visitors were engaged including:

**Response:**

- 140 Focus Group Participants
- 150 Community Workshop Participants
- 425 Participants at Community Events
- 505 Employee Surveys
- 70 High School Workshop Participants
- 1,270 Scott County Community Engagement
- 700 National Citizens Survey (Livability Survey)
- 700 High School Survey Participants

Most recently, an online community survey was administered from March 23 to April 8, 2022. The survey was sent to all Shakopee residents and posted on multiple locations including the city

website and social media platforms. The survey generated 751 responses. Approximately 12 percent of the respondents were from minority populations. A majority of respondents indicated that they do not feel safe walking or driving through the current corridor layout, with many indicating long delays to turn onto the study roadway. More than 82 percent of the respondents are in support of the project.

As the project progresses, the city will include a public engagement process that includes all equity populations, specifically low-income housing residents and older adults living in the community.

Meetings with business/property owners along Marystown Road have occurred and will continue throughout the project duration.

*(Limit 2,800 characters; approximately 400 words)*

## **2. Layout (25 Percent of Points)**

*Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;\* city and/or county limits; existing ROW, labeled; existing signals;\* and bridge numbers\*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;\* proposed signals;\* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. \*If applicable*

**Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.** Yes

100%

**A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements).**

**Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid [colleen.brown@state.mn.us](mailto:colleen.brown@state.mn.us).**

100%

**For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

75%

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

**Attach Layout**

1649550690813\_Figure 1\_Marystown Concept.pdf

*Please upload attachment in PDF form.*

**Additional Attachments**

*Please upload attachment in PDF form.*

**3.Review of Section 106 Historic Resources (15 Percent of Points)**

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

**4.Right-of-Way (25 Percent of Points)**

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%



Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

**5.Railroad Involvement (15 Percent of Points)**

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Yes

100%

**Signature Page**

*Please upload attachment in PDF form.*

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

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**Measure A: Cost Effectiveness**

|                                                            |                |
|------------------------------------------------------------|----------------|
| Total Project Cost (entered in Project Cost Form):         | \$4,653,965.00 |
| Enter Amount of the Noise Walls:                           | \$0.00         |
| Total Project Cost subtract the amount of the noise walls: | \$4,653,965.00 |
| Enter amount of any outside, competitive funding:          | \$0.00         |
| Attach documentation of award:                             |                |
| Points Awarded in Previous Criteria                        |                |
| Cost Effectiveness                                         | \$0.00         |

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**Other Attachments**

| File Name                                             | Description                                                        | File Size |
|-------------------------------------------------------|--------------------------------------------------------------------|-----------|
| 2022-2026 CIP_Map.pdf                                 | City of Shakopee 2022-2026 CIP Projects Map                        | 633 KB    |
| 2040 Forecasts S2_AUAR_Compare.pdf                    | 2040 Forecast from AUAR                                            | 2.0 MB    |
| 220411_Shak Marystown Ltr.pdf                         | Letter of Support - City of Shakopee                               | 546 KB    |
| Build AM_PM - RAB HCM Report.pdf                      | HCM Report                                                         | 129 KB    |
| Emissions Summary.pdf                                 | AM and PM Existing and Build Emissions Summary                     | 29 KB     |
| Existing AADTs from April 2020.pdf                    | Existing AADT from 2020 Intersection Control Evaluation Reports    | 327 KB    |
| Level of Congestion.pdf                               | Level of Congestion (Met Council Generated)                        | 4.2 MB    |
| Marystown Rd_BCA.pdf                                  | Marystown Road BCA                                                 | 724 KB    |
| Marystown Road Project Sheet_041122.pdf               | Marystown Road - One Page Project Sheet                            | 189 KB    |
| Marystown_220411_Final Results.pdf                    | Marystown Road - Community Survey Results                          | 1.7 MB    |
| MET C_Regional Bicycle Transportation Map.pdf         | Met Council Regional Bicycle Transportation Network (Project Area) | 514 KB    |
| MnDOT Letters of Support.pdf                          | MnDOT Letters of Support                                           | 555 KB    |
| Planned Bike Gap Connection.pdf                       | Planned Bicycle Connections Map                                    | 547 KB    |
| PresentationMarystownRdCor.pdf                        | May 4, 2021 - City Council Presentation - Marystown Road Corridor  | 2.8 MB    |
| Project Photograph.pdf                                | Project Photograph                                                 | 574 KB    |
| Proposed Trails 8.5x11.pdf                            | Proposed Trails (Project Area)                                     | 501 KB    |
| Race Data.pdf                                         | Decennial Census Tract Data                                        | 37 KB     |
| Regional Economy.pdf                                  | Regional Economy (Met Council Generated)                           | 1.5 MB    |
| Resolution_R2022-053.pdf                              | Resolution - City of Shakopee                                      | 355 KB    |
| Shakopee School District Letter of Support.pdf        | Letter of Support - Shakopee School District                       | 589 KB    |
| Shakopee Socio-Economic Context.pdf                   | Shakopee Socio-Economic Context Map (Supplemental)                 | 298 KB    |
| Socio-Economic Conditions.pdf                         | Socio-Economic Conditions (Met Council Generated)                  | 1.6 MB    |
| SRF-Cost-Est-Tool_15594ConceptCostEst_SpecYr_2022.pdf | Project Cost Estimate                                              | 119 KB    |
| Transit Connections.pdf                               | Transit Connections (Met Council Generated)                        | 1.5 MB    |

|                                   |                                                           |        |
|-----------------------------------|-----------------------------------------------------------|--------|
| West_End_Land Use Master Plan.pdf | City of Shakopee - Corridor Preferred Development Concept | 938 KB |
| _Windermere TIA 12-7-16.pdf       | Windemere Development TIA (2016)                          | 1.4 MB |

# Regional Economy

Roadway Reconstruction/Modernization Project: Marystown Rd Roadway Reconstruction/Modernization Project | Map

## Results

**WITHIN ONE MI of project:**  
Postsecondary Students: 0

Totals by City:

**Jackson Twp.**

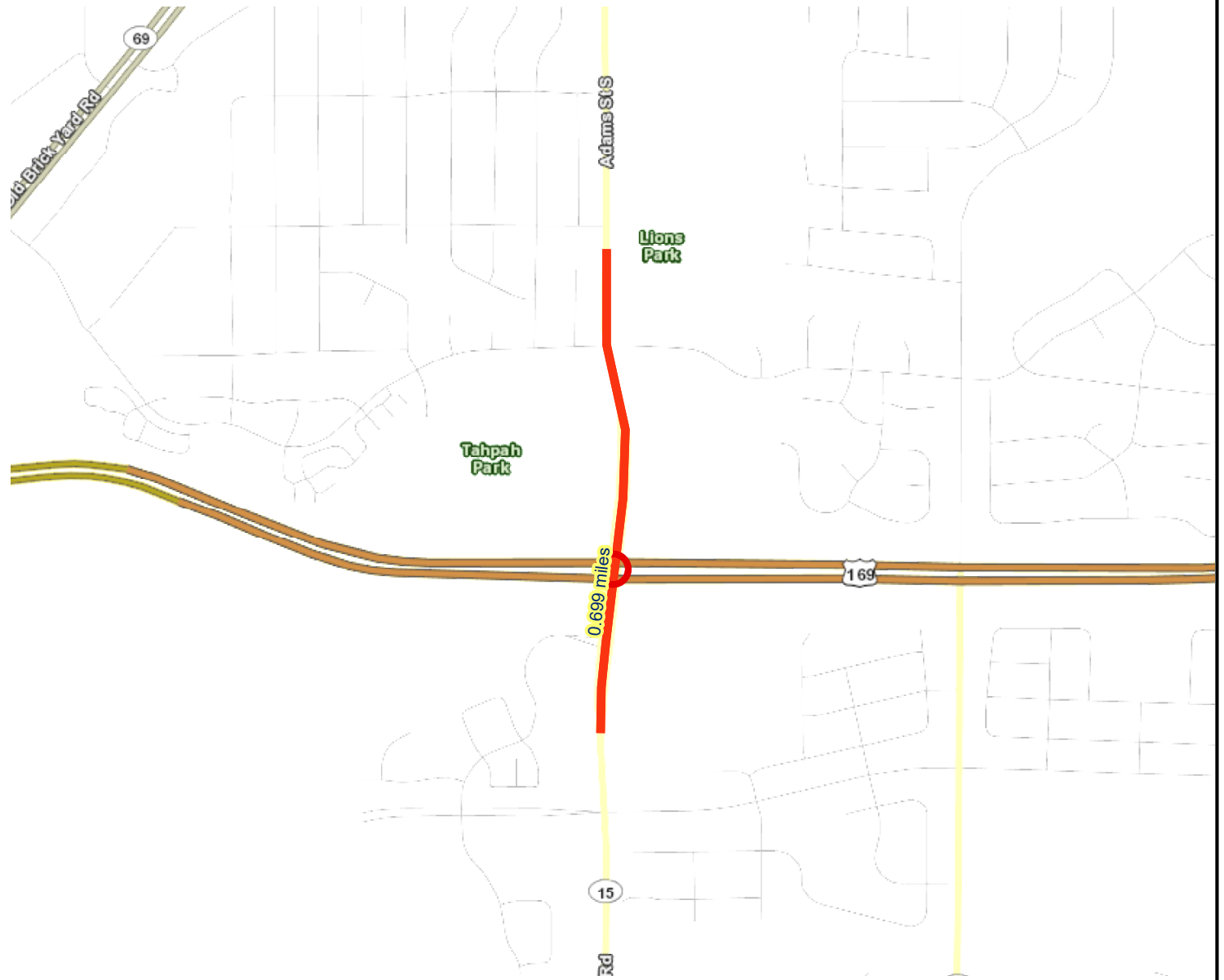
Population: 2235  
Employment: 410  
Mfg and Dist Employment: 71

**Louisville Twp.**

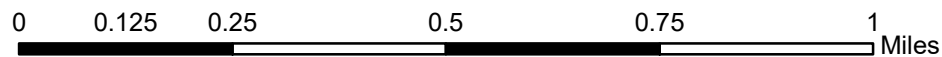
Population: 109  
Employment: 9  
Mfg and Dist Employment: 0

**Shakopee**

Population: 7082  
Employment: 2200  
Mfg and Dist Employment: 244



- Project Points
- Manufacturing/Distribution Centers
- Project
- Job Concentration Centers



Created: 4/5/2022  
LandscapeRSA5

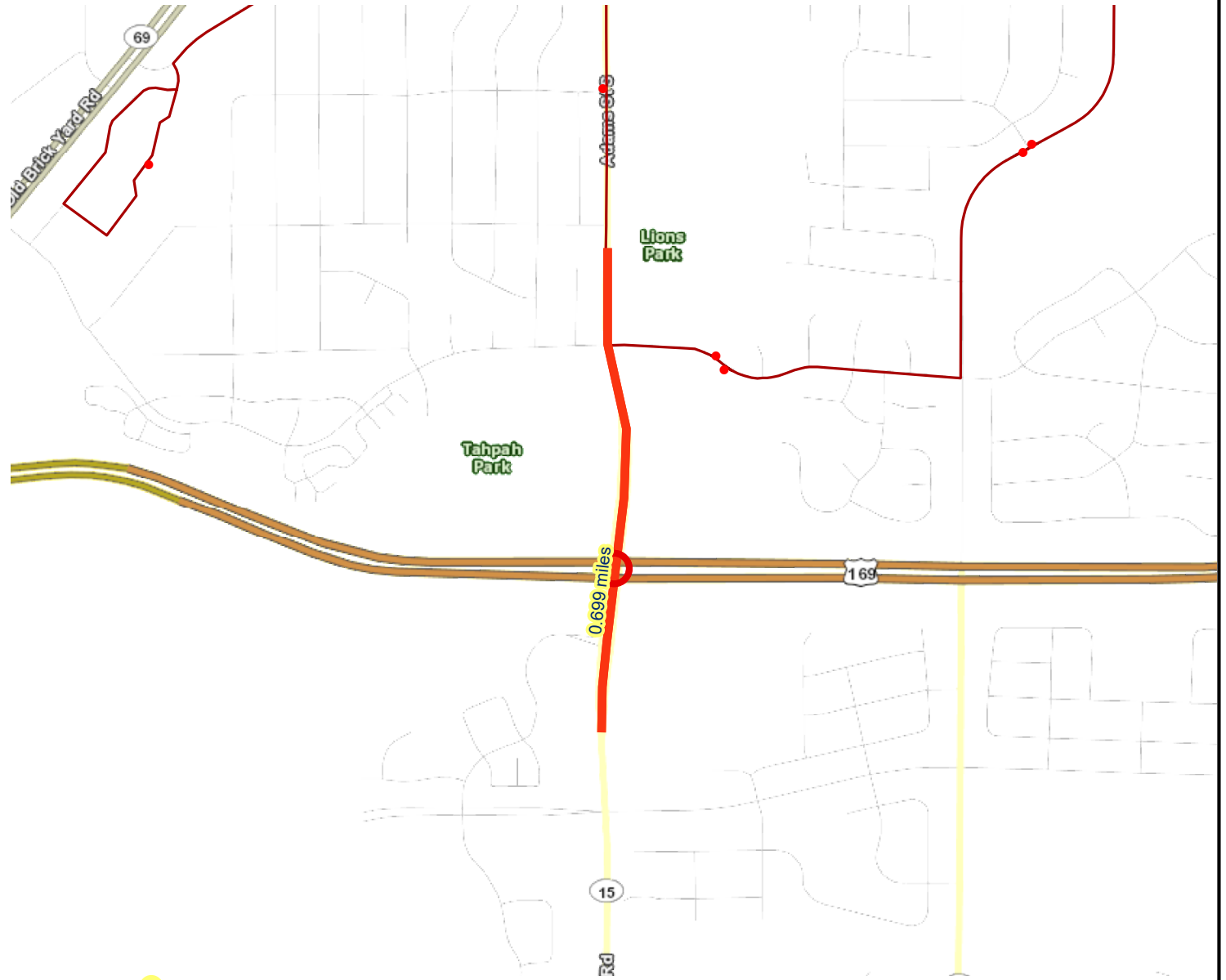


For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



# Transit Connections

Roadway Reconstruction/Modernization Project: Marystown Rd Roadway Reconstruction/Modernization Project | Ma



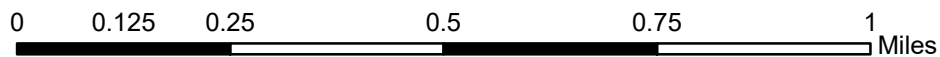
## Results

Transit with a Direct Connection to project:  
497

*\*indicates Planned Alignments*

Transit Market areas: 5

- |  |                            |  |                             |  |                             |  |                             |  |                             |  |                           |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
|  | Project Points             |  | Commuter Rail               |  | Commuter Rail               |  | Arterial Bus Rapid Transit  |  | Undetermined                |  | Light Rail                |
|  | Project                    |  | Dedicated Bus Rapid Transit |  | Dedicated Bus Rapid Transit |  | Dedicated Bus Rapid Transit |  | Arterial Bus Rapid Transit  |  | Modern Streetcar          |
|  | Project Area               |  | Highway Bus Rapid Transit   |  | Highway Bus Rapid Transit   |  | Highway Bus Rapid Transit   |  | Commuter Rail               |  | Undetermined              |
|  | Active Stop                |  | Light Rail                  |  | Light Rail                  |  | Light Rail                  |  | Dedicated Bus Rapid Transit |  | Highway Bus Rapid Transit |
|  | Arterial Bus Rapid Transit |  | Arterial Bus Rapid Transit  |  | Transit Routes              |  | Modern Streetcar            |  | Highway Bus Rapid Transit   |  |                           |



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LandscapeRSA3



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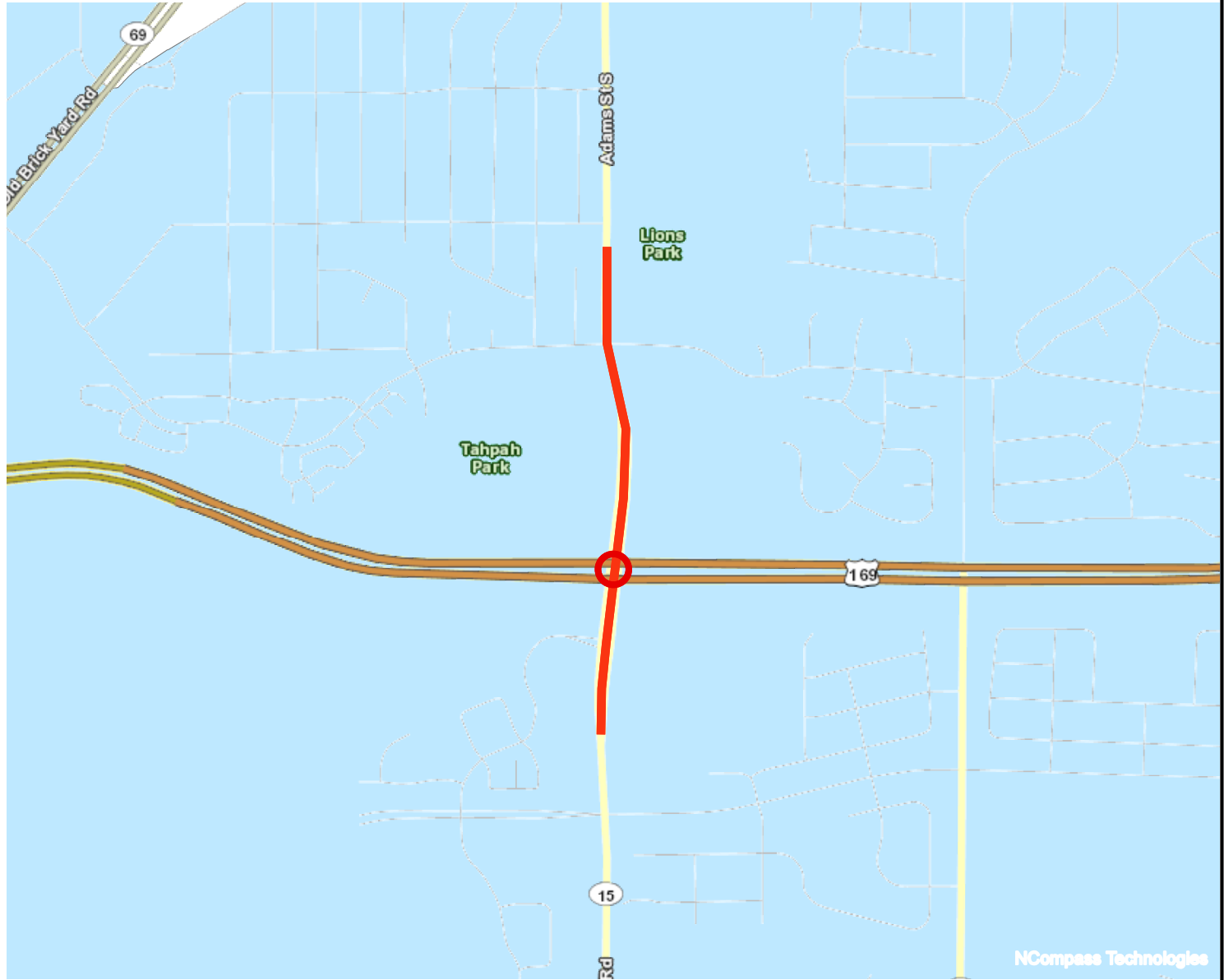






# Socio-Economic Conditions

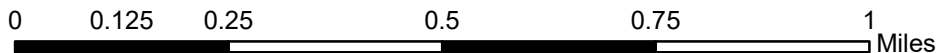
## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 159

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



-  Points
-  Lines
-  Area of Concentrated Poverty
-  Regional Environmental Justice Area



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LandscapeRSA2



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| Intersection                |       |       |       |       |
|-----------------------------|-------|-------|-------|-------|
| Intersection Delay, s/veh   | 6.3   |       |       |       |
| Intersection LOS            | A     |       |       |       |
| Approach                    | EB    | WB    | NB    | SB    |
| Entry Lanes                 | 1     | 1     | 1     | 1     |
| Conflicting Circle Lanes    | 1     | 1     | 1     | 1     |
| Adj Approach Flow, veh/h    | 149   | 362   | 308   | 229   |
| Demand Flow Rate, veh/h     | 152   | 370   | 320   | 233   |
| Vehicles Circulating, veh/h | 468   | 277   | 137   | 334   |
| Vehicles Exiting, veh/h     | 99    | 180   | 483   | 313   |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0     | 0     |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh       | 6.1   | 7.3   | 5.6   | 6.1   |
| Approach LOS                | A     | A     | A     | A     |
| Lane                        | Left  | Left  | Left  | Left  |
| Designated Moves            | LTR   | LTR   | LTR   | LTR   |
| Assumed Moves               | LTR   | LTR   | LTR   | LTR   |
| RT Channelized              |       |       |       |       |
| Lane Util                   | 1.000 | 1.000 | 1.000 | 1.000 |
| Follow-Up Headway, s        | 2.609 | 2.609 | 2.609 | 2.609 |
| Critical Headway, s         | 4.976 | 4.976 | 4.976 | 4.976 |
| Entry Flow, veh/h           | 152   | 370   | 320   | 233   |
| Cap Entry Lane, veh/h       | 856   | 1040  | 1200  | 982   |
| Entry HV Adj Factor         | 0.980 | 0.979 | 0.961 | 0.983 |
| Flow Entry, veh/h           | 149   | 362   | 308   | 229   |
| Cap Entry, veh/h            | 839   | 1018  | 1153  | 965   |
| V/C Ratio                   | 0.178 | 0.356 | 0.267 | 0.237 |
| Control Delay, s/veh        | 6.1   | 7.3   | 5.6   | 6.1   |
| LOS                         | A     | A     | A     | A     |
| 95th %tile Queue, veh       | 1     | 2     | 1     | 1     |

| Intersection                |       |       |        |       |       |
|-----------------------------|-------|-------|--------|-------|-------|
| Intersection Delay, s/veh   | 5.9   |       |        |       |       |
| Intersection LOS            | A     |       |        |       |       |
| Approach                    | EB    | WB    | NB     |       | SB    |
| Entry Lanes                 | 1     | 1     | 1      | 1     |       |
| Conflicting Circle Lanes    | 1     | 1     | 1      | 1     |       |
| Adj Approach Flow, veh/h    | 3     | 302   | 289    | 473   |       |
| Demand Flow Rate, veh/h     | 3     | 308   | 300    | 483   |       |
| Vehicles Circulating, veh/h | 629   | 268   | 48     | 150   |       |
| Vehicles Exiting, veh/h     | 4     | 80    | 584    | 265   |       |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0      | 0     |       |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000  | 1.000 |       |
| Approach Delay, s/veh       | 5.0   | 4.8   | 4.8    | 7.3   |       |
| Approach LOS                | A     | A     | A      | A     |       |
| Lane                        | Left  | Left  | Bypass | Left  | Left  |
| Designated Moves            | LTR   | LT    | R      | LTR   | LTR   |
| Assumed Moves               | LTR   | LT    | R      | LTR   | LTR   |
| RT Channelized              |       |       | Yield  |       |       |
| Lane Util                   | 1.000 | 1.000 |        | 1.000 | 1.000 |
| Follow-Up Headway, s        | 2.609 | 2.609 |        | 2.609 | 2.609 |
| Critical Headway, s         | 4.976 | 4.976 | 161    | 4.976 | 4.976 |
| Entry Flow, veh/h           | 3     | 147   | 1053   | 300   | 483   |
| Cap Entry Lane, veh/h       | 726   | 1050  | 0.980  | 1314  | 1184  |
| Entry HV Adj Factor         | 1.000 | 0.980 | 158    | 0.963 | 0.980 |
| Flow Entry, veh/h           | 3     | 144   | 1032   | 289   | 473   |
| Cap Entry, veh/h            | 726   | 1028  | 0.153  | 1265  | 1161  |
| V/C Ratio                   | 0.004 | 0.140 | 4.9    | 0.228 | 0.408 |
| Control Delay, s/veh        | 5.0   | 4.8   | A      | 4.8   | 7.3   |
| LOS                         | A     | A     | 1      | A     | A     |
| 95th %tile Queue, veh       | 0     | 0     |        | 1     | 2     |



| Intersection                |       |       |       |        |       |        |
|-----------------------------|-------|-------|-------|--------|-------|--------|
| Intersection Delay, s/veh   | 5.5   |       |       |        |       |        |
| Intersection LOS            | A     |       |       |        |       |        |
| Approach                    | EB    | WB    | NB    | SB     |       |        |
| Entry Lanes                 | 1     | 1     | 1     | 1      |       |        |
| Conflicting Circle Lanes    | 2     | 2     | 2     | 2      |       |        |
| Adj Approach Flow, veh/h    | 67    | 92    | 320   | 573    |       |        |
| Demand Flow Rate, veh/h     | 69    | 94    | 328   | 585    |       |        |
| Vehicles Circulating, veh/h | 577   | 236   | 264   | 34     |       |        |
| Vehicles Exiting, veh/h     | 7     | 234   | 381   | 296    |       |        |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0     | 0      |       |        |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000 | 1.000  |       |        |
| Approach Delay, s/veh       | 5.0   | 3.9   | 4.7   | 6.2    |       |        |
| Approach LOS                | A     | A     | A     | A      |       |        |
| Lane                        | Left  | Left  | Left  | Bypass | Left  | Bypass |
| Designated Moves            | LTR   | LTR   | LT    | R      | LT    | R      |
| Assumed Moves               | LTR   | LTR   | LT    | R      | LT    | R      |
| RT Channelized              |       |       |       | Yield  |       | Yield  |
| Lane Util                   | 1.000 | 1.000 | 1.000 |        | 1.000 |        |
| Follow-Up Headway, s        | 2.535 | 2.535 | 2.535 |        | 2.535 |        |
| Critical Headway, s         | 4.328 | 4.328 | 4.328 | 122    | 4.328 | 35     |
| Entry Flow, veh/h           | 69    | 94    | 206   | 1087   | 550   | 1370   |
| Cap Entry Lane, veh/h       | 870   | 1162  | 1135  | 0.980  | 1380  | 0.980  |
| Entry HV Adj Factor         | 0.978 | 0.978 | 0.971 | 120    | 0.981 | 34     |
| Flow Entry, veh/h           | 67    | 92    | 200   | 1066   | 539   | 1343   |
| Cap Entry, veh/h            | 851   | 1137  | 1102  | 0.113  | 1353  | 0.025  |
| V/C Ratio                   | 0.079 | 0.081 | 0.182 | 4.4    | 0.399 | 2.9    |
| Control Delay, s/veh        | 5.0   | 3.9   | 4.9   | A      | 6.4   | A      |
| LOS                         | A     | A     | A     | 0      | A     | 0      |
| 95th %tile Queue, veh       | 0     | 0     | 1     |        | 2     |        |

| Intersection                |       |       |       |       |
|-----------------------------|-------|-------|-------|-------|
| Intersection Delay, s/veh   | 8.0   |       |       |       |
| Intersection LOS            | A     |       |       |       |
| Approach                    | EB    | WB    | NB    | SB    |
| Entry Lanes                 | 1     | 1     | 1     | 1     |
| Conflicting Circle Lanes    | 1     | 1     | 1     | 1     |
| Adj Approach Flow, veh/h    | 123   | 364   | 453   | 383   |
| Demand Flow Rate, veh/h     | 125   | 372   | 469   | 390   |
| Vehicles Circulating, veh/h | 626   | 358   | 164   | 399   |
| Vehicles Exiting, veh/h     | 163   | 275   | 587   | 331   |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0     | 0     |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh       | 6.9   | 8.2   | 7.3   | 9.0   |
| Approach LOS                | A     | A     | A     | A     |
| Lane                        | Left  | Left  | Left  | Left  |
| Designated Moves            | LTR   | LTR   | LTR   | LTR   |
| Assumed Moves               | LTR   | LTR   | LTR   | LTR   |
| RT Channelized              |       |       |       |       |
| Lane Util                   | 1.000 | 1.000 | 1.000 | 1.000 |
| Follow-Up Headway, s        | 2.609 | 2.609 | 2.609 | 2.609 |
| Critical Headway, s         | 4.976 | 4.976 | 4.976 | 4.976 |
| Entry Flow, veh/h           | 125   | 372   | 469   | 390   |
| Cap Entry Lane, veh/h       | 729   | 958   | 1167  | 919   |
| Entry HV Adj Factor         | 0.984 | 0.979 | 0.967 | 0.981 |
| Flow Entry, veh/h           | 123   | 364   | 453   | 383   |
| Cap Entry, veh/h            | 717   | 937   | 1128  | 901   |
| V/C Ratio                   | 0.172 | 0.388 | 0.402 | 0.425 |
| Control Delay, s/veh        | 6.9   | 8.2   | 7.3   | 9.0   |
| LOS                         | A     | A     | A     | A     |
| 95th %tile Queue, veh       | 1     | 2     | 2     | 2     |

| Intersection                |       |       |        |       |       |
|-----------------------------|-------|-------|--------|-------|-------|
| Intersection Delay, s/veh   | 7.2   |       |        |       |       |
| Intersection LOS            | A     |       |        |       |       |
| Approach                    | EB    | WB    | NB     |       | SB    |
| Entry Lanes                 | 1     | 1     | 1      | 1     |       |
| Conflicting Circle Lanes    | 1     | 1     | 1      | 1     |       |
| Adj Approach Flow, veh/h    | 11    | 443   | 367    | 577   |       |
| Demand Flow Rate, veh/h     | 11    | 451   | 381    | 589   |       |
| Vehicles Circulating, veh/h | 670   | 339   | 104    | 160   |       |
| Vehicles Exiting, veh/h     | 79    | 146   | 577    | 312   |       |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0      | 0     |       |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000  | 1.000 |       |
| Approach Delay, s/veh       | 5.3   | 6.4   | 5.9    | 8.8   |       |
| Approach LOS                | A     | A     | A      | A     |       |
| Lane                        | Left  | Left  | Bypass | Left  | Left  |
| Designated Moves            | LTR   | LT    | R      | LTR   | LTR   |
| Assumed Moves               | LTR   | LT    | R      | LTR   | LTR   |
| RT Channelized              |       |       | Yield  |       |       |
| Lane Util                   | 1.000 | 1.000 |        | 1.000 | 1.000 |
| Follow-Up Headway, s        | 2.609 | 2.609 |        | 2.609 | 2.609 |
| Critical Headway, s         | 4.976 | 4.976 | 318    | 4.976 | 4.976 |
| Entry Flow, veh/h           | 11    | 133   | 1004   | 381   | 589   |
| Cap Entry Lane, veh/h       | 697   | 977   | 0.980  | 1241  | 1172  |
| Entry HV Adj Factor         | 1.000 | 0.982 | 312    | 0.964 | 0.980 |
| Flow Entry, veh/h           | 11    | 131   | 984    | 367   | 577   |
| Cap Entry, veh/h            | 697   | 959   | 0.317  | 1196  | 1148  |
| V/C Ratio                   | 0.016 | 0.136 | 6.9    | 0.307 | 0.503 |
| Control Delay, s/veh        | 5.3   | 5.0   | A      | 5.9   | 8.8   |
| LOS                         | A     | A     | 1      | A     | A     |
| 95th %tile Queue, veh       | 0     | 0     |        | 1     | 3     |

| Intersection                |       |       |       |        |       |        |
|-----------------------------|-------|-------|-------|--------|-------|--------|
| Intersection Delay, s/veh   | 5.4   |       |       |        |       |        |
| Intersection LOS            | A     |       |       |        |       |        |
| Approach                    | EB    | WB    | NB    | SB     |       |        |
| Entry Lanes                 | 1     | 1     | 1     | 1      |       |        |
| Conflicting Circle Lanes    | 2     | 2     | 2     | 2      |       |        |
| Adj Approach Flow, veh/h    | 52    | 112   | 375   | 567    |       |        |
| Demand Flow Rate, veh/h     | 52    | 114   | 385   | 578    |       |        |
| Vehicles Circulating, veh/h | 546   | 292   | 265   | 29     |       |        |
| Vehicles Exiting, veh/h     | 8     | 241   | 333   | 377    |       |        |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0     | 0      |       |        |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000 | 1.000  |       |        |
| Approach Delay, s/veh       | 4.6   | 4.2   | 5.1   | 5.9    |       |        |
| Approach LOS                | A     | A     | A     | A      |       |        |
| Lane                        | Left  | Left  | Left  | Bypass | Left  | Bypass |
| Designated Moves            | LTR   | LTR   | LT    | R      | LT    | R      |
| Assumed Moves               | LTR   | LTR   | LT    | R      | LT    | R      |
| RT Channelized              |       |       |       | Yield  |       | Yield  |
| Lane Util                   | 1.000 | 1.000 | 1.000 |        | 1.000 |        |
| Follow-Up Headway, s        | 2.535 | 2.535 | 2.535 |        | 2.535 |        |
| Critical Headway, s         | 4.328 | 4.328 | 4.328 | 117    | 4.328 | 53     |
| Entry Flow, veh/h           | 52    | 114   | 268   | 1079   | 525   | 1369   |
| Cap Entry Lane, veh/h       | 893   | 1108  | 1134  | 0.980  | 1386  | 0.980  |
| Entry HV Adj Factor         | 0.991 | 0.982 | 0.971 | 115    | 0.981 | 52     |
| Flow Entry, veh/h           | 52    | 112   | 260   | 1058   | 515   | 1342   |
| Cap Entry, veh/h            | 885   | 1088  | 1101  | 0.109  | 1359  | 0.039  |
| V/C Ratio                   | 0.058 | 0.103 | 0.236 | 4.4    | 0.379 | 3.0    |
| Control Delay, s/veh        | 4.6   | 4.2   | 5.5   | A      | 6.2   | A      |
| LOS                         | A     | A     | A     | 0      | A     | 0      |
| 95th %tile Queue, veh       | 0     | 0     | 1     |        | 2     |        |

|                |                |      |
|----------------|----------------|------|
| <b>AM</b>      | Existing       |      |
|                | Volume         | 2979 |
|                | Total Delay    | 22   |
|                | Co Emissions   | 3.33 |
|                | Nox Emmissions | 0.65 |
| VOC Emmissions | 0.77           |      |

|                |      |
|----------------|------|
| Build          |      |
| Volume         | 3010 |
| Total Delay    | 17.7 |
| Co Emissions   | 4.52 |
| Nox Emmissions | 0.88 |
| VOC Emmissions | 1.05 |

|                |                |      |
|----------------|----------------|------|
| <b>PM</b>      | Existing       |      |
|                | Volume         | 3635 |
|                | Total Delay    | 24   |
|                | Co Emissions   | 4.24 |
|                | Nox Emmissions | 0.82 |
| VOC Emmissions | 0.99           |      |

|                |      |
|----------------|------|
| Build          |      |
| Volume         | 3633 |
| Total Delay    | 20.6 |
| Co Emissions   | 5.49 |
| Nox Emmissions | 1.07 |
| VOC Emmissions | 1.27 |

|                 |                |      |
|-----------------|----------------|------|
| <b>Total</b>    | Existing       |      |
|                 | Volume         | 6614 |
|                 | Total Delay    | 46   |
|                 | Co Emissions   | 7.57 |
|                 | Nox Emmissions | 1.47 |
|                 | VOC Emmissions | 1.76 |
| Total Emissions | 10.8           |      |

|                 |       |
|-----------------|-------|
| Build           |       |
| Volume          | 6643  |
| Total Delay     | 38.3  |
| Co Emissions    | 10.01 |
| Nox Emmissions  | 1.95  |
| VOC Emmissions  | 2.32  |
| Total Emissions | 14.28 |

| Intersection                |       |       |       |       |
|-----------------------------|-------|-------|-------|-------|
| Intersection Delay, s/veh   | 6.3   |       |       |       |
| Intersection LOS            | A     |       |       |       |
| Approach                    | EB    | WB    | NB    | SB    |
| Entry Lanes                 | 1     | 1     | 1     | 1     |
| Conflicting Circle Lanes    | 1     | 1     | 1     | 1     |
| Adj Approach Flow, veh/h    | 149   | 362   | 308   | 229   |
| Demand Flow Rate, veh/h     | 152   | 370   | 320   | 233   |
| Vehicles Circulating, veh/h | 468   | 277   | 137   | 334   |
| Vehicles Exiting, veh/h     | 99    | 180   | 483   | 313   |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0     | 0     |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh       | 6.1   | 7.3   | 5.6   | 6.1   |
| Approach LOS                | A     | A     | A     | A     |
| Lane                        | Left  | Left  | Left  | Left  |
| Designated Moves            | LTR   | LTR   | LTR   | LTR   |
| Assumed Moves               | LTR   | LTR   | LTR   | LTR   |
| RT Channelized              |       |       |       |       |
| Lane Util                   | 1.000 | 1.000 | 1.000 | 1.000 |
| Follow-Up Headway, s        | 2.609 | 2.609 | 2.609 | 2.609 |
| Critical Headway, s         | 4.976 | 4.976 | 4.976 | 4.976 |
| Entry Flow, veh/h           | 152   | 370   | 320   | 233   |
| Cap Entry Lane, veh/h       | 856   | 1040  | 1200  | 982   |
| Entry HV Adj Factor         | 0.980 | 0.979 | 0.961 | 0.983 |
| Flow Entry, veh/h           | 149   | 362   | 308   | 229   |
| Cap Entry, veh/h            | 839   | 1018  | 1153  | 965   |
| V/C Ratio                   | 0.178 | 0.356 | 0.267 | 0.237 |
| Control Delay, s/veh        | 6.1   | 7.3   | 5.6   | 6.1   |
| LOS                         | A     | A     | A     | A     |
| 95th %tile Queue, veh       | 1     | 2     | 1     | 1     |

| Intersection                |       |       |        |       |       |
|-----------------------------|-------|-------|--------|-------|-------|
| Intersection Delay, s/veh   | 5.9   |       |        |       |       |
| Intersection LOS            | A     |       |        |       |       |
| Approach                    | EB    | WB    | NB     |       | SB    |
| Entry Lanes                 | 1     | 1     | 1      | 1     |       |
| Conflicting Circle Lanes    | 1     | 1     | 1      | 1     |       |
| Adj Approach Flow, veh/h    | 3     | 302   | 289    | 473   |       |
| Demand Flow Rate, veh/h     | 3     | 308   | 300    | 483   |       |
| Vehicles Circulating, veh/h | 629   | 268   | 48     | 150   |       |
| Vehicles Exiting, veh/h     | 4     | 80    | 584    | 265   |       |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0      | 0     |       |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000  | 1.000 |       |
| Approach Delay, s/veh       | 5.0   | 4.8   | 4.8    | 7.3   |       |
| Approach LOS                | A     | A     | A      | A     |       |
| Lane                        | Left  | Left  | Bypass | Left  | Left  |
| Designated Moves            | LTR   | LT    | R      | LTR   | LTR   |
| Assumed Moves               | LTR   | LT    | R      | LTR   | LTR   |
| RT Channelized              |       |       | Yield  |       |       |
| Lane Util                   | 1.000 | 1.000 |        | 1.000 | 1.000 |
| Follow-Up Headway, s        | 2.609 | 2.609 |        | 2.609 | 2.609 |
| Critical Headway, s         | 4.976 | 4.976 | 161    | 4.976 | 4.976 |
| Entry Flow, veh/h           | 3     | 147   | 1053   | 300   | 483   |
| Cap Entry Lane, veh/h       | 726   | 1050  | 0.980  | 1314  | 1184  |
| Entry HV Adj Factor         | 1.000 | 0.980 | 158    | 0.963 | 0.980 |
| Flow Entry, veh/h           | 3     | 144   | 1032   | 289   | 473   |
| Cap Entry, veh/h            | 726   | 1028  | 0.153  | 1265  | 1161  |
| V/C Ratio                   | 0.004 | 0.140 | 4.9    | 0.228 | 0.408 |
| Control Delay, s/veh        | 5.0   | 4.8   | A      | 4.8   | 7.3   |
| LOS                         | A     | A     | 1      | A     | A     |
| 95th %tile Queue, veh       | 0     | 0     |        | 1     | 2     |

| Intersection                |       |       |       |        |       |        |
|-----------------------------|-------|-------|-------|--------|-------|--------|
| Intersection Delay, s/veh   | 5.5   |       |       |        |       |        |
| Intersection LOS            | A     |       |       |        |       |        |
| Approach                    | EB    | WB    | NB    | SB     |       |        |
| Entry Lanes                 | 1     | 1     | 1     | 1      |       |        |
| Conflicting Circle Lanes    | 2     | 2     | 2     | 2      |       |        |
| Adj Approach Flow, veh/h    | 67    | 92    | 320   | 573    |       |        |
| Demand Flow Rate, veh/h     | 69    | 94    | 328   | 585    |       |        |
| Vehicles Circulating, veh/h | 577   | 236   | 264   | 34     |       |        |
| Vehicles Exiting, veh/h     | 7     | 234   | 381   | 296    |       |        |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0     | 0      |       |        |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000 | 1.000  |       |        |
| Approach Delay, s/veh       | 5.0   | 3.9   | 4.7   | 6.2    |       |        |
| Approach LOS                | A     | A     | A     | A      |       |        |
| Lane                        | Left  | Left  | Left  | Bypass | Left  | Bypass |
| Designated Moves            | LTR   | LTR   | LT    | R      | LT    | R      |
| Assumed Moves               | LTR   | LTR   | LT    | R      | LT    | R      |
| RT Channelized              |       |       |       | Yield  |       | Yield  |
| Lane Util                   | 1.000 | 1.000 | 1.000 |        | 1.000 |        |
| Follow-Up Headway, s        | 2.535 | 2.535 | 2.535 |        | 2.535 |        |
| Critical Headway, s         | 4.328 | 4.328 | 4.328 | 122    | 4.328 | 35     |
| Entry Flow, veh/h           | 69    | 94    | 206   | 1087   | 550   | 1370   |
| Cap Entry Lane, veh/h       | 870   | 1162  | 1135  | 0.980  | 1380  | 0.980  |
| Entry HV Adj Factor         | 0.978 | 0.978 | 0.971 | 120    | 0.981 | 34     |
| Flow Entry, veh/h           | 67    | 92    | 200   | 1066   | 539   | 1343   |
| Cap Entry, veh/h            | 851   | 1137  | 1102  | 0.113  | 1353  | 0.025  |
| V/C Ratio                   | 0.079 | 0.081 | 0.182 | 4.4    | 0.399 | 2.9    |
| Control Delay, s/veh        | 5.0   | 3.9   | 4.9   | A      | 6.4   | A      |
| LOS                         | A     | A     | A     | 0      | A     | 0      |
| 95th %tile Queue, veh       | 0     | 0     | 1     |        | 2     |        |



| Intersection                |       |       |       |       |
|-----------------------------|-------|-------|-------|-------|
| Intersection Delay, s/veh   | 8.0   |       |       |       |
| Intersection LOS            | A     |       |       |       |
| Approach                    | EB    | WB    | NB    | SB    |
| Entry Lanes                 | 1     | 1     | 1     | 1     |
| Conflicting Circle Lanes    | 1     | 1     | 1     | 1     |
| Adj Approach Flow, veh/h    | 123   | 364   | 453   | 383   |
| Demand Flow Rate, veh/h     | 125   | 372   | 469   | 390   |
| Vehicles Circulating, veh/h | 626   | 358   | 164   | 399   |
| Vehicles Exiting, veh/h     | 163   | 275   | 587   | 331   |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0     | 0     |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh       | 6.9   | 8.2   | 7.3   | 9.0   |
| Approach LOS                | A     | A     | A     | A     |
| Lane                        | Left  | Left  | Left  | Left  |
| Designated Moves            | LTR   | LTR   | LTR   | LTR   |
| Assumed Moves               | LTR   | LTR   | LTR   | LTR   |
| RT Channelized              |       |       |       |       |
| Lane Util                   | 1.000 | 1.000 | 1.000 | 1.000 |
| Follow-Up Headway, s        | 2.609 | 2.609 | 2.609 | 2.609 |
| Critical Headway, s         | 4.976 | 4.976 | 4.976 | 4.976 |
| Entry Flow, veh/h           | 125   | 372   | 469   | 390   |
| Cap Entry Lane, veh/h       | 729   | 958   | 1167  | 919   |
| Entry HV Adj Factor         | 0.984 | 0.979 | 0.967 | 0.981 |
| Flow Entry, veh/h           | 123   | 364   | 453   | 383   |
| Cap Entry, veh/h            | 717   | 937   | 1128  | 901   |
| V/C Ratio                   | 0.172 | 0.388 | 0.402 | 0.425 |
| Control Delay, s/veh        | 6.9   | 8.2   | 7.3   | 9.0   |
| LOS                         | A     | A     | A     | A     |
| 95th %tile Queue, veh       | 1     | 2     | 2     | 2     |

| Intersection                |       |       |        |       |       |
|-----------------------------|-------|-------|--------|-------|-------|
| Intersection Delay, s/veh   | 7.2   |       |        |       |       |
| Intersection LOS            | A     |       |        |       |       |
| Approach                    | EB    | WB    | NB     |       | SB    |
| Entry Lanes                 | 1     | 1     | 1      | 1     |       |
| Conflicting Circle Lanes    | 1     | 1     | 1      | 1     |       |
| Adj Approach Flow, veh/h    | 11    | 443   | 367    | 577   |       |
| Demand Flow Rate, veh/h     | 11    | 451   | 381    | 589   |       |
| Vehicles Circulating, veh/h | 670   | 339   | 104    | 160   |       |
| Vehicles Exiting, veh/h     | 79    | 146   | 577    | 312   |       |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0      | 0     |       |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000  | 1.000 |       |
| Approach Delay, s/veh       | 5.3   | 6.4   | 5.9    | 8.8   |       |
| Approach LOS                | A     | A     | A      | A     |       |
| Lane                        | Left  | Left  | Bypass | Left  | Left  |
| Designated Moves            | LTR   | LT    | R      | LTR   | LTR   |
| Assumed Moves               | LTR   | LT    | R      | LTR   | LTR   |
| RT Channelized              |       |       | Yield  |       |       |
| Lane Util                   | 1.000 | 1.000 |        | 1.000 | 1.000 |
| Follow-Up Headway, s        | 2.609 | 2.609 |        | 2.609 | 2.609 |
| Critical Headway, s         | 4.976 | 4.976 | 318    | 4.976 | 4.976 |
| Entry Flow, veh/h           | 11    | 133   | 1004   | 381   | 589   |
| Cap Entry Lane, veh/h       | 697   | 977   | 0.980  | 1241  | 1172  |
| Entry HV Adj Factor         | 1.000 | 0.982 | 312    | 0.964 | 0.980 |
| Flow Entry, veh/h           | 11    | 131   | 984    | 367   | 577   |
| Cap Entry, veh/h            | 697   | 959   | 0.317  | 1196  | 1148  |
| V/C Ratio                   | 0.016 | 0.136 | 6.9    | 0.307 | 0.503 |
| Control Delay, s/veh        | 5.3   | 5.0   | A      | 5.9   | 8.8   |
| LOS                         | A     | A     | 1      | A     | A     |
| 95th %tile Queue, veh       | 0     | 0     |        | 1     | 3     |

| Intersection                |       |       |       |        |       |        |
|-----------------------------|-------|-------|-------|--------|-------|--------|
| Intersection Delay, s/veh   | 5.4   |       |       |        |       |        |
| Intersection LOS            | A     |       |       |        |       |        |
| Approach                    | EB    | WB    | NB    | SB     |       |        |
| Entry Lanes                 | 1     | 1     | 1     | 1      |       |        |
| Conflicting Circle Lanes    | 2     | 2     | 2     | 2      |       |        |
| Adj Approach Flow, veh/h    | 52    | 112   | 375   | 567    |       |        |
| Demand Flow Rate, veh/h     | 52    | 114   | 385   | 578    |       |        |
| Vehicles Circulating, veh/h | 546   | 292   | 265   | 29     |       |        |
| Vehicles Exiting, veh/h     | 8     | 241   | 333   | 377    |       |        |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0     | 0      |       |        |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000 | 1.000  |       |        |
| Approach Delay, s/veh       | 4.6   | 4.2   | 5.1   | 5.9    |       |        |
| Approach LOS                | A     | A     | A     | A      |       |        |
| Lane                        | Left  | Left  | Left  | Bypass | Left  | Bypass |
| Designated Moves            | LTR   | LTR   | LT    | R      | LT    | R      |
| Assumed Moves               | LTR   | LTR   | LT    | R      | LT    | R      |
| RT Channelized              |       |       |       | Yield  |       | Yield  |
| Lane Util                   | 1.000 | 1.000 | 1.000 |        | 1.000 |        |
| Follow-Up Headway, s        | 2.535 | 2.535 | 2.535 |        | 2.535 |        |
| Critical Headway, s         | 4.328 | 4.328 | 4.328 | 117    | 4.328 | 53     |
| Entry Flow, veh/h           | 52    | 114   | 268   | 1079   | 525   | 1369   |
| Cap Entry Lane, veh/h       | 893   | 1108  | 1134  | 0.980  | 1386  | 0.980  |
| Entry HV Adj Factor         | 0.991 | 0.982 | 0.971 | 115    | 0.981 | 52     |
| Flow Entry, veh/h           | 52    | 112   | 260   | 1058   | 515   | 1342   |
| Cap Entry, veh/h            | 885   | 1088  | 1101  | 0.109  | 1359  | 0.039  |
| V/C Ratio                   | 0.058 | 0.103 | 0.236 | 4.4    | 0.379 | 3.0    |
| Control Delay, s/veh        | 4.6   | 4.2   | 5.5   | A      | 6.2   | A      |
| LOS                         | A     | A     | A     | 0      | A     | 0      |
| 95th %tile Queue, veh       | 0     | 0     | 1     |        | 2     |        |

|                |                |      |
|----------------|----------------|------|
| <b>AM</b>      | Existing       |      |
|                | Volume         | 2979 |
|                | Total Delay    | 22   |
|                | Co Emissions   | 3.33 |
|                | Nox Emmissions | 0.65 |
| VOC Emmissions | 0.77           |      |

|                |      |
|----------------|------|
| Build          |      |
| Volume         | 3010 |
| Total Delay    | 17.7 |
| Co Emissions   | 4.52 |
| Nox Emmissions | 0.88 |
| VOC Emmissions | 1.05 |

|                |                |      |
|----------------|----------------|------|
| <b>PM</b>      | Existing       |      |
|                | Volume         | 3635 |
|                | Total Delay    | 24   |
|                | Co Emissions   | 4.24 |
|                | Nox Emmissions | 0.82 |
| VOC Emmissions | 0.99           |      |

|                |      |
|----------------|------|
| Build          |      |
| Volume         | 3633 |
| Total Delay    | 20.6 |
| Co Emissions   | 5.49 |
| Nox Emmissions | 1.07 |
| VOC Emmissions | 1.27 |

|                 |                |      |
|-----------------|----------------|------|
| <b>Total</b>    | Existing       |      |
|                 | Volume         | 6614 |
|                 | Total Delay    | 46   |
|                 | Co Emissions   | 7.57 |
|                 | Nox Emmissions | 1.47 |
|                 | VOC Emmissions | 1.76 |
| Total Emissions | 10.8           |      |

|                 |       |
|-----------------|-------|
| Build           |       |
| Volume          | 6643  |
| Total Delay     | 38.3  |
| Co Emissions    | 10.01 |
| Nox Emmissions  | 1.95  |
| VOC Emmissions  | 2.32  |
| Total Emissions | 14.28 |

### Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project



#### A. Roadway Description

|          |                                                               |          |  |        |              |
|----------|---------------------------------------------------------------|----------|--|--------|--------------|
| Route    | Marystown Rd                                                  | District |  | County | Scott County |
| Begin RP |                                                               | End RP   |  | Miles  |              |
| Location | Marystown Rd/Adam St from Vierling Drive to US 169 South Ramp |          |  |        |              |

#### B. Project Description

|                      |                                                         |                       |      |
|----------------------|---------------------------------------------------------|-----------------------|------|
| Proposed Work        | Roundabout Construction at Three Corridor Intersections |                       |      |
| Project Cost*        | \$4,653,965                                             | Installation Year     | 2025 |
| Project Service Life | 20 years                                                | Traffic Growth Factor | 2.0% |

\* exclude Right of Way from Project Cost

#### C. Crash Modification Factor

|      |                              |            |                                                                        |
|------|------------------------------|------------|------------------------------------------------------------------------|
| 0.16 | Fatal (K) Crashes            | Reference  |                                                                        |
| 0.09 | Serious Injury (A) Crashes   |            |                                                                        |
| 0.09 | Moderate Injury (B) Crashes  | Crash Type |                                                                        |
| 0.09 | Possible Injury (C) Crashes  |            |                                                                        |
| 0.24 | Property Damage Only Crashes |            | <a href="http://www.CMFclearinghouse.org">www.CMFclearinghouse.org</a> |

#### D. Crash Modification Factor (optional second CMF)

|  |                              |            |                                                                        |
|--|------------------------------|------------|------------------------------------------------------------------------|
|  | Fatal (K) Crashes            | Reference  |                                                                        |
|  | Serious Injury (A) Crashes   |            |                                                                        |
|  | Moderate Injury (B) Crashes  | Crash Type |                                                                        |
|  | Possible Injury (C) Crashes  |            |                                                                        |
|  | Property Damage Only Crashes |            | <a href="http://www.CMFclearinghouse.org">www.CMFclearinghouse.org</a> |

#### E. Crash Data

|                |                          |          |                      |         |
|----------------|--------------------------|----------|----------------------|---------|
| Begin Date     | 1/1/2019                 | End Date | 12/31/2021           | 3 years |
| Data Source    | MnDOT                    |          |                      |         |
| Crash Severity | < enter target crashes > |          | < optional 2nd CMF > |         |
| K crashes      | 0                        |          |                      |         |
| A crashes      | 1                        |          |                      |         |
| B crashes      | 2                        |          |                      |         |
| C crashes      | 6                        |          |                      |         |
| PDO crashes    | 17                       |          |                      |         |

#### F. Benefit-Cost Calculation

|              |                         |                         |
|--------------|-------------------------|-------------------------|
| \$14,530,530 | Benefit (present value) | <b>B/C Ratio = 3.13</b> |
| \$4,653,965  | Cost                    |                         |

Proposed project expected to reduce 8 crashes annually, 1 of which involving fatality or serious injury.

### F. Analysis Assumptions

| Crash Severity | Crash Cost  |
|----------------|-------------|
| K crashes      | \$1,500,000 |
| A crashes      | \$750,000   |
| B crashes      | \$230,000   |
| C crashes      | \$120,000   |
| PDO crashes    | \$13,000    |

Link: [mndot.gov/planning/program/appendix\\_a.html](http://mndot.gov/planning/program/appendix_a.html)

Real Discount Rate 0.7%  
 Traffic Growth Rate 2.00%  
 Project Service Life 20 years

### G. Annual Benefit

| Crash Severity | Crash Reduction | Annual Reduction | Annual Benefit |
|----------------|-----------------|------------------|----------------|
| K crashes      | 0.00            | 0.00             | \$0            |
| A crashes      | 0.91            | 0.30             | \$227,500      |
| B crashes      | 1.82            | 0.61             | \$139,533      |
| C crashes      | 5.46            | 1.82             | \$218,400      |
| PDO crashes    | 12.92           | 4.31             | \$55,987       |

**\$641,420**

### H. Amortized Benefit

| Year | Crash Benefits | Present Value |
|------|----------------|---------------|
| 2025 | \$641,420      | \$641,420     |
| 2026 | \$654,248      | \$649,700     |
| 2027 | \$667,333      | \$658,088     |
| 2028 | \$680,680      | \$666,584     |
| 2029 | \$694,294      | \$675,189     |
| 2030 | \$708,180      | \$683,905     |
| 2031 | \$722,343      | \$692,734     |
| 2032 | \$736,790      | \$701,677     |
| 2033 | \$751,526      | \$710,736     |
| 2034 | \$766,556      | \$719,911     |
| 2035 | \$781,887      | \$729,205     |
| 2036 | \$797,525      | \$738,619     |
| 2037 | \$813,476      | \$748,154     |
| 2038 | \$829,745      | \$757,812     |
| 2039 | \$846,340      | \$767,595     |
| 2040 | \$863,267      | \$777,505     |
| 2041 | \$880,532      | \$787,542     |
| 2042 | \$898,143      | \$797,709     |
| 2043 | \$916,106      | \$808,007     |
| 2044 | \$934,428      | \$818,438     |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |

**Total = \$14,530,530**

## Multiple CMF Calculation - Roundabout Intersections

### Crash Modification Factor - Installation of Single-Lane Roundabouts

|      |                              |            |                                                                                                                         |
|------|------------------------------|------------|-------------------------------------------------------------------------------------------------------------------------|
| 0.28 | Fatal (K) Crashes            | Reference  | <a href="http://www.cmfclearinghouse.org/detail.cfm?facid=210">http://www.cmfclearinghouse.org/detail.cfm?facid=210</a> |
| 0.12 | Serious Injury (A) Crashes   |            |                                                                                                                         |
| 0.12 | Moderate Injury (B) Crashes  | Crash Type | All                                                                                                                     |
| 0.12 | Possible Injury (C) Crashes  |            |                                                                                                                         |
| 0.28 | Property Damage Only Crashes |            |                                                                                                                         |

### Crash Modification Factor - Corridor Speed Reduction

|      |                              |            |                                                                                                                         |
|------|------------------------------|------------|-------------------------------------------------------------------------------------------------------------------------|
| 0.56 | Fatal (K) Crashes            | Reference  | <a href="http://www.cmfclearinghouse.org/detail.cfm?facid=148">http://www.cmfclearinghouse.org/detail.cfm?facid=148</a> |
| 0.78 | Serious Injury (A) Crashes   |            |                                                                                                                         |
| 0.78 | Moderate Injury (B) Crashes  | Crash Type | All                                                                                                                     |
| 0.78 | Possible Injury (C) Crashes  |            |                                                                                                                         |
| 0.85 | Property Damage Only Crashes |            |                                                                                                                         |

### Multiple CMF Calculation

|                                                   |             |                              |
|---------------------------------------------------|-------------|------------------------------|
| $CMF (K) = CMF 1 * CMF 2 = 0.28 * 0.56 = 0.1568$  | <u>0.16</u> | Fatal (K) Crashes            |
| $CMF (A) = CMF 1 * CMF 2 = 0.12 * 0.78 = 0.0936$  | <u>0.09</u> | Serious Injury (A) Crashes   |
| $CMF (B) = CMF 1 * CMF 2 = 0.12 * 0.78 = 0.0936$  | <u>0.09</u> | Moderate Injury (B) Crashes  |
| $CMF (C) = CMF 1 * CMF 2 = 0.12 * 0.78 = 0.0926$  | <u>0.09</u> | Possible Injury (C) Crashes  |
| $CMF (PDO) = CMF 1 * CMF 2 = 0.28 * 0.85 = 0.238$ | <u>0.24</u> | Property Damage Only Crashes |

▼ Countermeasure: Conversion of stop-controlled intersection into single-lane roundabout

| <b>Compare</b>           | CMF  | CRF(%) | Quality | Crash Type | Crash Severity               | Area Type | Reference            | Comments |
|--------------------------|------|--------|---------|------------|------------------------------|-----------|----------------------|----------|
| <input type="checkbox"/> | 0.28 | 72     | ★★★★★   | All        | All                          | Urban     | PERSAUD ET AL., 2001 |          |
| <input type="checkbox"/> | 0.42 | 58     | ★★★★★   | All        | All                          | Rural     | PERSAUD ET AL., 2001 |          |
| <input type="checkbox"/> | 0.12 | 88     | ★★★★★   | All        | Serious injury, Minor injury | Urban     | PERSAUD ET AL., 2001 |          |
| <input type="checkbox"/> | 0.18 | 82     | ★★★★★   | All        | Serious injury, Minor injury | Rural     | PERSAUD ET AL., 2001 |          |

**Compare**

**Reset Compare**

*\*NOTE: You can compare CMFs across countermeasures, subcategories, and categories.*

▼ Countermeasure: 15% reduction in mean speed

| <b>Compare</b>           | CMF  | CRF(%) | Quality | Crash Type | Crash Severity               | Area Type | Reference          | Comments |
|--------------------------|------|--------|---------|------------|------------------------------|-----------|--------------------|----------|
| <input type="checkbox"/> | 0.56 | 44     | ★★★★★   | All        | Fatal                        | All       | ELVIK ET AL., 2004 |          |
| <input type="checkbox"/> | 0.78 | 22     | ★★★★★   | All        | Serious injury, Minor injury | All       | ELVIK ET AL., 2004 |          |
| <input type="checkbox"/> | 0.85 | 15     | ★★★★★   | All        | Property Damage Only (PDO)   | All       | ELVIK ET AL., 2004 |          |

**Compare**

**Reset Compare**

*\*NOTE: You can compare CMFs across countermeasures, subcategories, and categories.*



Adams Street & Vierling Drive (2019-2021)

| INCIDENT | CRASH_MONTH | CRASH_DAY | CRASH_YEAR | CRASH_DAYOFWEEK | CRASH_HOUR | CRASHSEVERITY | NUMBERKILLED | NUMBEROFVEHICLES | MANNEROFCOLLISION | LIGHTCOND | WEATHER | ROADWAY    | INTERSEC | CRASH_DATE_TIME  | NARRATIVE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------|-------------|-----------|------------|-----------------|------------|---------------|--------------|------------------|-------------------|-----------|---------|------------|----------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 736237   | 7           | 26        | 2019       | Fri             | 14         | 4             | 0            | 1                |                   |           |         | ADAMS ST S |          | 7/26/2019 14:29  | Squad video and body camera video. I answered a Dispatch radio call for a vehicle accident at 2:31 PM on July 26, 2019. The location of the accident was on Adams St at Vierling Dr. I arrived to scene at 2:39 PM. Joseph was pulled over on Vierling Dr. and was standing on the sidewalk with Gerardo. Joseph said he was in the left lane on south Adams St at Vierling Dr. Joseph said when he started going Gerardo appeared and they collided. Joseph said he never saw Gerardo. I called the witness/reporting persons, Jeff Reinhard. Jeff said he saw the accident happen. Jeff said he had been driving in his vehicle in the right lane on west Vierling Dr at Adams St. Jeff said he was turning right onto north Adams St. Jeff said the intersection was very busy, with multiple vehicles waiting at all four corners. Jeff said Joseph had been stopped on the sidewalk of Vierling Dr before crossing Adams St. Gerardo said he crossed Adams St in the marked crosswalk. Gerardo said Joseph had been stopped before the marked crosswalk. Gerardo said when he collided with Joseph's car he hit his belly on his handrails, and scuffed his left elbow on the hood of Joseph's car. Gerardo declined medical attention. Gerardo's mother Maria arrived on the scene. |
|          |             |           |            |                 |            |               |              |                  |                   |           |         |            |          |                  | Unit #1 was driving east on Vierling Drive. Unit #1 was driving through intersection of Vierling Drive and Adams Street. Unit #2 was driving north on Adams Drive. Unit #2 was driving through the intersection. It was a four way stop. Driver #2 said they did not see Unit #1 in the intersection. Driver #2 said they applied the brakes, but slid due to the snowy weather. Unit #2 collided with Unit #1.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 684441   | 2           | 7         | 2019       | Thu             | 7          | 5             | 0            | 2                |                   |           |         | ADAMS ST   |          | 2/7/2019 7:17    | NW45                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 702544   | 4           | 9         | 2019       | Tue             | 16         | 4             | 0            | 2                |                   |           |         | ADAMS ST   |          | 4/9/2019 16:47   | ADAMS ST                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 764564   | 11          | 22        | 2019       | Fri             | 17         | 5             | 0            | 2                |                   |           |         | DR         |          | 11/22/2019 17:30 | DR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 746060   | 9           | 9         | 2019       | Mon             | 14         | 5             | 0            | 2                |                   |           |         | ADAMS ST   |          | 9/9/2019 14:06   | ADAMS ST                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 822391   | 7           | 29        | 2020       | Wed             | 14         | 5             | 0            | 2                |                   |           |         | ADAMS ST   | ADAMS ST | 7/29/2020 14:23  | ADAMS ST                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|          |             |           |            |                 |            |               |              |                  |                   |           |         |            |          |                  | UNIT 2 DRIVER, FORD/EC, INDICATED SHE WAS TRAVELING WB VIERLING DRIVE, INSIDE LANE, AND STOPPED FOR THE STOP SIGN AT THE INTERSECTION OF ADAMS STREET, INTENDING TO MAKE A LEFT TURN ONTO ADAMS. FORD/EC STATED SHE PROCEEDED FORWARD WHEN IT WAS HER TURN TO GO AND WAS STRUCK BY UNIT 1 IN THE INTERSECTION.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 813086   | 5           | 21        | 2020       | Thu             | 12         | 5             | 0            | 2                |                   |           |         | ADAMS ST S |          | 5/21/2020 12:07  | ADAMS ST S                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 917433   | 7           | 11        | 2021       | Sun             | 10         | 5             | 0            | 2                |                   |           |         | ADAMS ST   | ADAMS ST | 7/11/2021 10:57  | ADAMS ST                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 903999   | 5           | 5         | 2021       | Wed             | 17         | 5             | 0            | 2                |                   |           |         | ADAMS ST   | ADAMS ST | 5/5/2021 17:09   | ADAMS ST                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

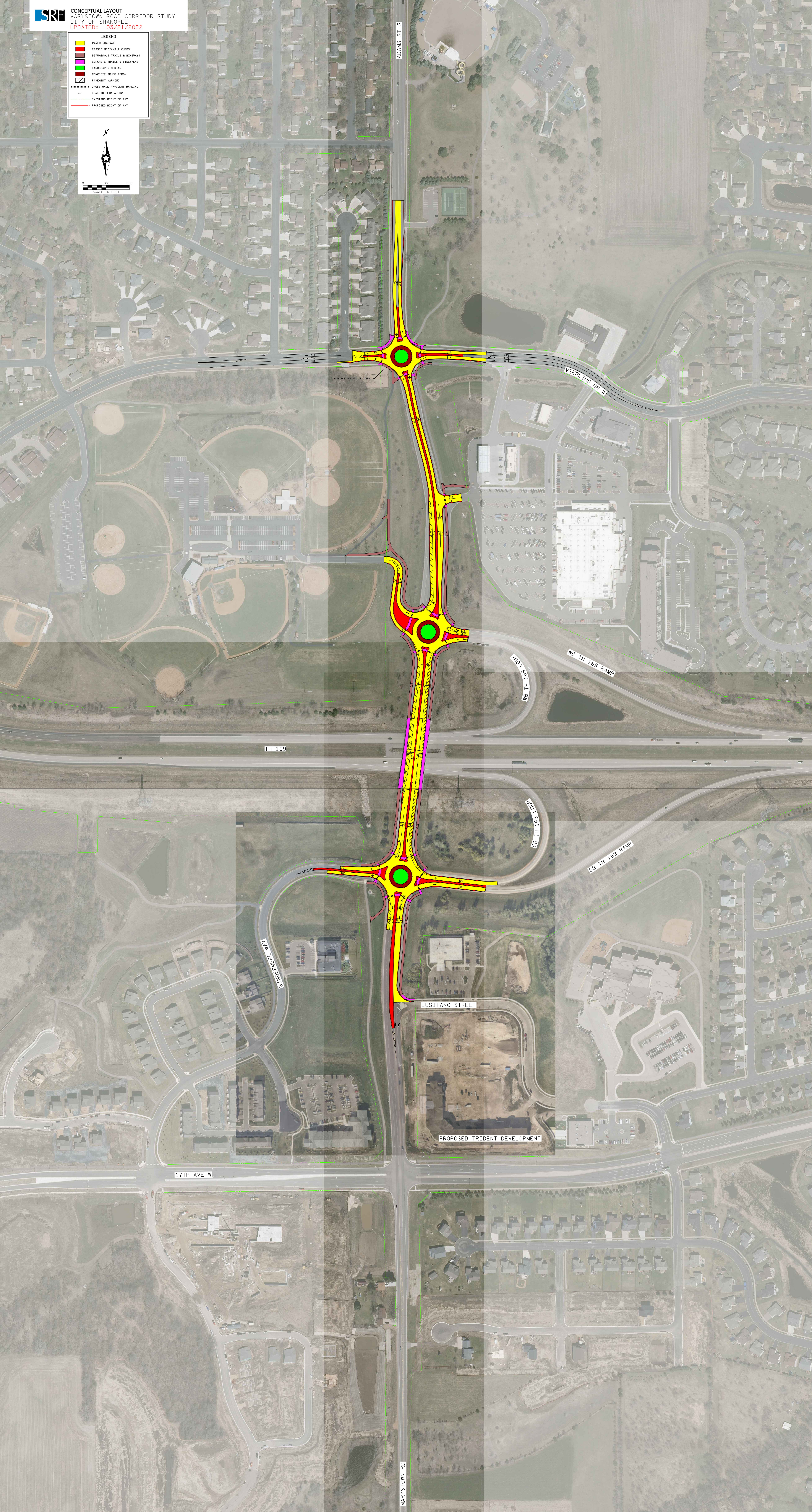
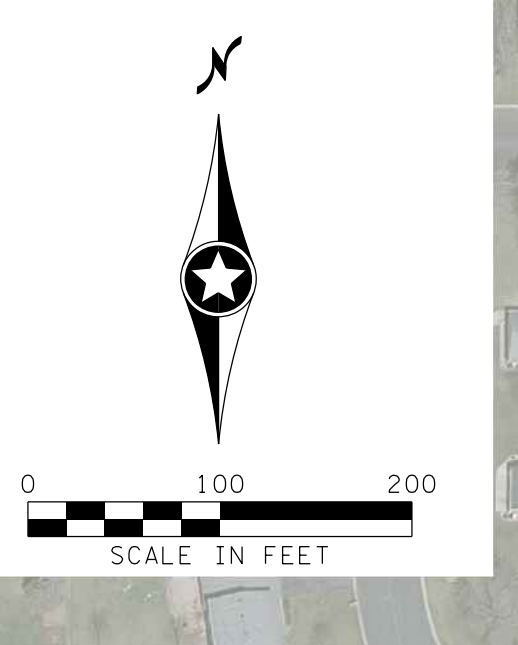
Marystown Road & US 169 North Ramp (2019-2021)

| INCIDENT | CRASH_MONTH | CRASH_DAY | CRASH_YEAR | CRASH_DAYOFWEEK | CRASH_HOUR | CRASHSEVERITY | NUMBERKILLED | NUMBEROFVEHICLES | MANNEROFCOLLISION | LIGHTCOND | WEATHER | ROADWAY  | INTERSEC | CRASH_DATE_TIME  | NARRATIVE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|----------|-------------|-----------|------------|-----------------|------------|---------------|--------------|------------------|-------------------|-----------|---------|----------|----------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 696217   | 3           | 8         | 2019       | Fri             | 16         | 5             | 0            | 2                |                   |           |         | ADAMS ST | RAMP#41  | 3/8/2019 16:30   | ADAMS ST                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 726638   | 6           | 13        | 2019       | Thu             | 18         | 5             | 0            | 2                |                   |           |         | RAMP#7   | RAMP#41  | 6/13/2019 18:40  | RAMP#7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 683561   | 2           | 4         | 2019       | Mon             | 21         | 4             | 0            | 2                |                   |           |         | RAMP#41  |          | 2/4/2019 15:34   | RAMP#41                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 749823   | 9           | 22        | 2019       | Sun             | 15         | 5             | 0            | 2                |                   |           |         | RAMP#41  |          | 9/22/2019 21:00  | RAMP#41                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 678932   | 1           | 25        | 2019       | Fri             | 8          | 5             | 0            | 2                |                   |           |         | RAMP#41  |          | 1/25/2019 8:10   | RAMP#41                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 740302   | 8           | 14        | 2019       | Wed             | 15         | 5             | 0            | 2                |                   |           |         | ADAMS ST |          | 8/14/2019 15:40  | ADAMS ST                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|          |             |           |            |                 |            |               |              |                  |                   |           |         |          |          |                  | UNIT 2 (MOLIB) WAS TRAVELING NB MARYSTOWN ROAD, INSIDE LANE, AND APPROACHING THE HIGHWAY ENTRANCE / EXIT RAMP FOR HWY 169. UNIT 1 (HAUBRICH) WAS TRAVELING SB MARYSTOWN ROAD, LEFT TURN LANE AT THE 169 SB ENTRANCE RAMP. UNIT 1 WAS INTENDING TO TURN LEFT AND TRAVEL ONTO SB 169. UNIT 1 MADE THE LEFT TURN INTO THE PATH OF ONCOMING UNIT 2. BOTH VEHICLES COLLIDED. UNIT 2 HAD THE RIGHT-OF-WAY, NO CONTROLS.                                                                                    |
| 807430   | 4           | 18        | 2020       | Sat             | 8          | 4             | 0            | 2                |                   |           |         | ADAMS ST | RAMP#57  | 4/18/2020 8:54   | ADAMS ST                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|          |             |           |            |                 |            |               |              |                  |                   |           |         |          |          |                  | HAUBRICH CITED FOR FAILURE TO YIELD. CRASH OCCURRED ON THE OFF RAMP FROM SB US169 ONTO MARYSTOWN RD IN SHAKOPEE MN. VEH 1 (TOYOTA) VEH 2 (FORD) VEH 2 WAS AT THE STOP SIGN ON THE OFF RAMP ABOUT TO TURN NORTH ON MARYSTOWN RD. VEH 1 WAS APPROACHING FROM BEHIND AND DID NOT STOP, COLLIDING WITH VEH 2 AT THE STOP SIGN. DRIVER OF VEH 1 STATED SHE LOOKED BACK IN HER VEHICLE AND WHEN SHE LOOKED FORWARD AGAIN SHE REALIZED VEH 2 WAS THERE AND COULDN'T STOP IN TIME. MINOR DAMAGE NO INJURIES. |
| 846591   | 10          | 15        | 2020       | Thu             | 16         | 5             | 0            | 2                |                   |           |         | RAMP#41  |          | 10/15/2020 16:28 | RAMP#41                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 914327   | 6           | 25        | 2021       | Fri             | 11         | 3             | 0            | 2                |                   |           |         | ADAMS ST |          | 6/25/2021 11:30  | ADAMS ST                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 882289   | 11          | 21        | 2021       | Tue             | 9          | 5             | 0            | 2                |                   |           |         | ADAMS ST |          | 11/21/2021 9:07  | ADAMS ST                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

Marystown Road & US 169 South Ramp (2019-2021)

| INCIDENT | CRASH_MONTH | CRASH_DAY | CRASH_YEAR | CRASH_DAYOFWEEK | CRASH_HOUR | CRASHSEVERITY | NUMBERKILLED | NUMBEROFVEHICLES | MANNEROFCOLLISION | LIGHTCOND | WEATHER | ROADWAY  | INTERSEC | CRASH_DATE_TIME | NARRATIVE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|----------|-------------|-----------|------------|-----------------|------------|---------------|--------------|------------------|-------------------|-----------|---------|----------|----------|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 729467   | 6           | 25        | 2019       | Tue             | 8          | 5             | 0            | 2                |                   |           |         | RAMP#204 |          | 6/25/2019 8:10  | RAMP#204                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 746895   | 9           | 12        | 2019       | Thu             | 17         | 5             | 0            | 2                |                   |           |         | RAMP#07  | ADAMS ST | 9/12/2019 17:30 | RAMP#07                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 817403   | 7           | 1         | 2020       | Wed             | 16         | 3             | 0            | 2                |                   |           |         | RAMP#204 |          | 7/1/2020 16:15  | RAMP#204                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 819651   | 7           | 14        | 2020       | Tue             | 21         | 4             | 0            | 2                |                   |           |         | RAMP#07  |          | 7/14/2020 21:50 | RAMP#07                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|          |             |           |            |                 |            |               |              |                  |                   |           |         |          |          |                 | Unit #1 was traveling north on Marystown Rd. Unit #1 approached the intersection of the northbound Hwy 169 entrance and exit ramps. As Unit #1 passed through the intersection it was struck in the passenger side by Unit #2. Unit #2 was at the north bound Hwy 169 to Marystown Rd. exit ramp stop sign. Driver #2 said they did not see Unit #1 in the intersection and began turning left to go south on Marystown Rd. The two vehicles collided. Driver #1 and Driver #2 were uninjured. Unit #1 was towed due to disabling damage. Unit #1 was drivable. Unit 1 was stopped at stop sign facing east on Windermere Way at Marystown Rd intersection. Unit 2 was travelling Southbound on Marystown Rd. Unit 1 drove east to enter ramp to Northbound HWY 169 when Unit 2 struck Unit 1 in the Southbound lanes of Marystown Rd. Unit 2 did not have a stop sign and Unit 1 failed to yield Unit 2. Driver of Unit 2 had a bloody nose and several scrapes on his arms. Driver of Unit 2 was checked out by Allina and did not get transported. Driver of Unit 3 was issued a citation for failure to yield right of way. EY91                                                                                                                                                                                                                           |
|          |             |           |            |                 |            |               |              |                  |                   |           |         |          |          |                 | Unit 1 was travelling east on Windermere Way and stopped at the stop sign at the intersection of Marystown Road. Driver of Unit 1 reported she came to a complete stop, looked both ways and proceeded through the intersection. She stated she did not see any approaching vehicles from the north or south. Unit 2 was travelling northbound Marystown Road approaching the intersection at Windermere Way. Driver of Unit 2 stated Unit 1 pulled out in front of her and she did not have time to stop before striking Unit 1 on the passenger side. Unit 2 had moderate damage to the front end. Unit 1 sustained moderate damage to the passenger side rear. Driver of Unit 1 reported minor back pain but declined medical attention at the scene. Drivers exchanged information. Both vehicles were disabled and towed to Shakopee Towing. The intersection is controlled by a stop for east/westbound traffic on Windermere Way. Marystown Road does not have a stop sign. Driver of Unit 1 was later cited by mail for failure to yield right of way.                                                                                                                                                                                                                                                                                                 |
|          |             |           |            |                 |            |               |              |                  |                   |           |         |          |          |                 | Unit #1 was traveling off the ramp from Northbound 169 and approached Marystown Road. She crossed Marystown Road westbound towards Windermere Way. She did not see the stop sign and proceeded into the intersection and struck Unit #2 that was southbound on Marystown Road. The collision pushed Unit #2 off the road. The driver of Unit #2 was trapped in her vehicle when it arrived. Shakopee Fire extricated the driver and she was transported via Allina to Fairview Southdale Hospital. When I arrived I was initially approached by the driver of Unit #1 and she stated something along the lines of "I think I caused this crash, I think I ran the stop sign". Driver of Unit #1 was cooperative with officers on the scene. Driver of Unit #1 was transported to St. Francis Hospital via Allina with minor injuries. Both vehicle had substantial damage and were both towed to Shakopee Towing. BWC cameras were active on several officers at the scene. Officer Santos took photographs and uploaded them to LETG. There were several people that stopped to assist after the accident, however no one saw the impact occur. Spicene Dean Shelburn D00102891 (612-759-7780) stopped and stated he saw the vehicle right after they collided but did not see the initial accident. Driver of Unit #1 will be cited for stop sign violation. |
| 936366   | 8           | 25        | 2021       | Wed             | 6          | 5             | 0            | 2                |                   |           |         | ADAMS ST | RAMP#07  | 8/25/2021 6:10  | ADAMS ST                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|          |             |           |            |                 |            |               |              |                  |                   |           |         |          |          |                 | Vehicle two was stopped at the stop sign facing east bound and started to turn to go north bound on Marystown Road. Vehicle two came to a stop facing west bound and wanted to go straight across. Vehicle two started her turn when vehicle one failed to yield the right of way and struck vehicle two. The driver of the truck of driver one and she stated that she just did not see the other vehicle. Minor damage to both vehicles. On 04/13/2021 at approximately 2214 hours, I Officer Filan, was dispatched to a single vehicle accident on Marystown Road near Highway 169. On arrival I met with Grace and Emmanuel. They both told me the same story. They were on their way home on Highway 169 SB, when they exited onto Marystown Road. While on Marystown Road, the vehicle began to slide, due to the ice on the bridge. Both stated Grace was not speeding. The vehicle then went into the ditch and down into the ravine. The vehicle was stuck on a ledge. Both stated they were wearing their seatbelts. Grace was transported to Allina and Emmanuel went with her. While walking on the bridge I almost fell multiple times. I believe this accident was caused by the ice on the bridge.                                                                                                                                              |
| 900607   | 4           | 13        | 2021       | Tue             | 22         | 4             | 0            | 1                |                   |           |         | ADAMS ST |          | 4/13/2021 22:14 | ADAMS ST                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

- LEGEND**
- PAVED SHOULDER
  - PAVED MEDIANS & CURBS
  - CONTINUOUS TRAILS & SIDEWALKS
  - CONCRETE TRAILS & SIDEWALKS
  - LANDSCAPED MEDIAN
  - CONCRETE TRUCK APRON
  - PAVEMENT MARKING
  - PAVED WALK PAVEMENT MARKING
  - TRAFFIC FLOW ARROW
  - EXISTING RIGHT OF WAY
  - PROPOSED RIGHT OF WAY



ADAMS ST S

VIERLING DR W

WB TH 169 RAMP

WB TH 169 RAMP

TH 169

EB TH 169 RAMP

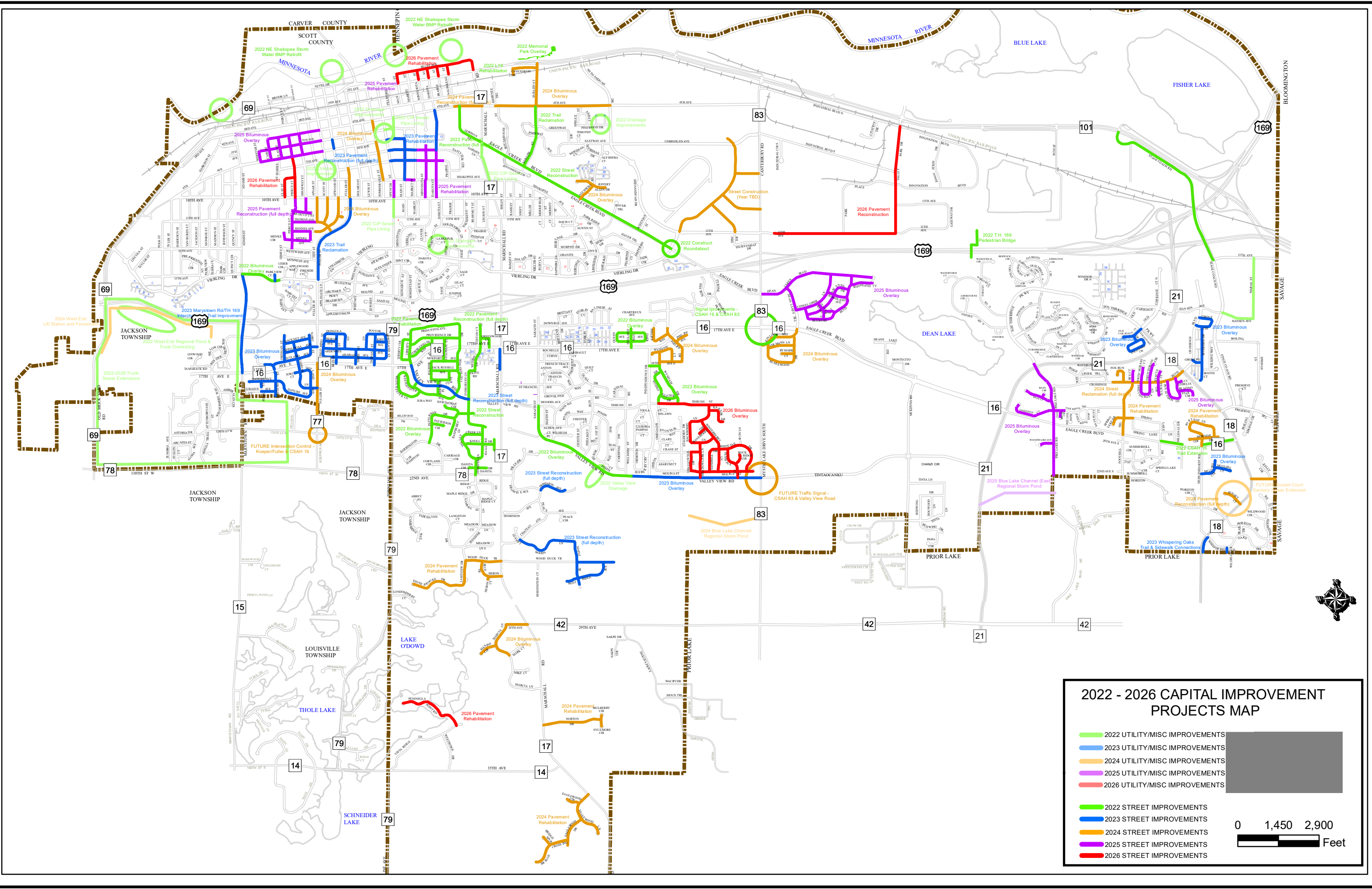
EB TH 169 RAMP

17TH AVE W

LUSITANO STREET

PROPOSED TRIDENT DEVELOPMENT

MARYSTOWN RD



### 2022 - 2026 CAPITAL IMPROVEMENT PROJECTS MAP

|                                       |                                |
|---------------------------------------|--------------------------------|
| <span style="color: green;">—</span>  | 2022 UTILITY/MISC IMPROVEMENTS |
| <span style="color: blue;">—</span>   | 2023 UTILITY/MISC IMPROVEMENTS |
| <span style="color: orange;">—</span> | 2024 UTILITY/MISC IMPROVEMENTS |
| <span style="color: purple;">—</span> | 2025 UTILITY/MISC IMPROVEMENTS |
| <span style="color: red;">—</span>    | 2026 UTILITY/MISC IMPROVEMENTS |
| <span style="color: green;">—</span>  | 2022 STREET IMPROVEMENTS       |
| <span style="color: blue;">—</span>   | 2023 STREET IMPROVEMENTS       |
| <span style="color: orange;">—</span> | 2024 STREET IMPROVEMENTS       |
| <span style="color: purple;">—</span> | 2025 STREET IMPROVEMENTS       |
| <span style="color: red;">—</span>    | 2026 STREET IMPROVEMENTS       |

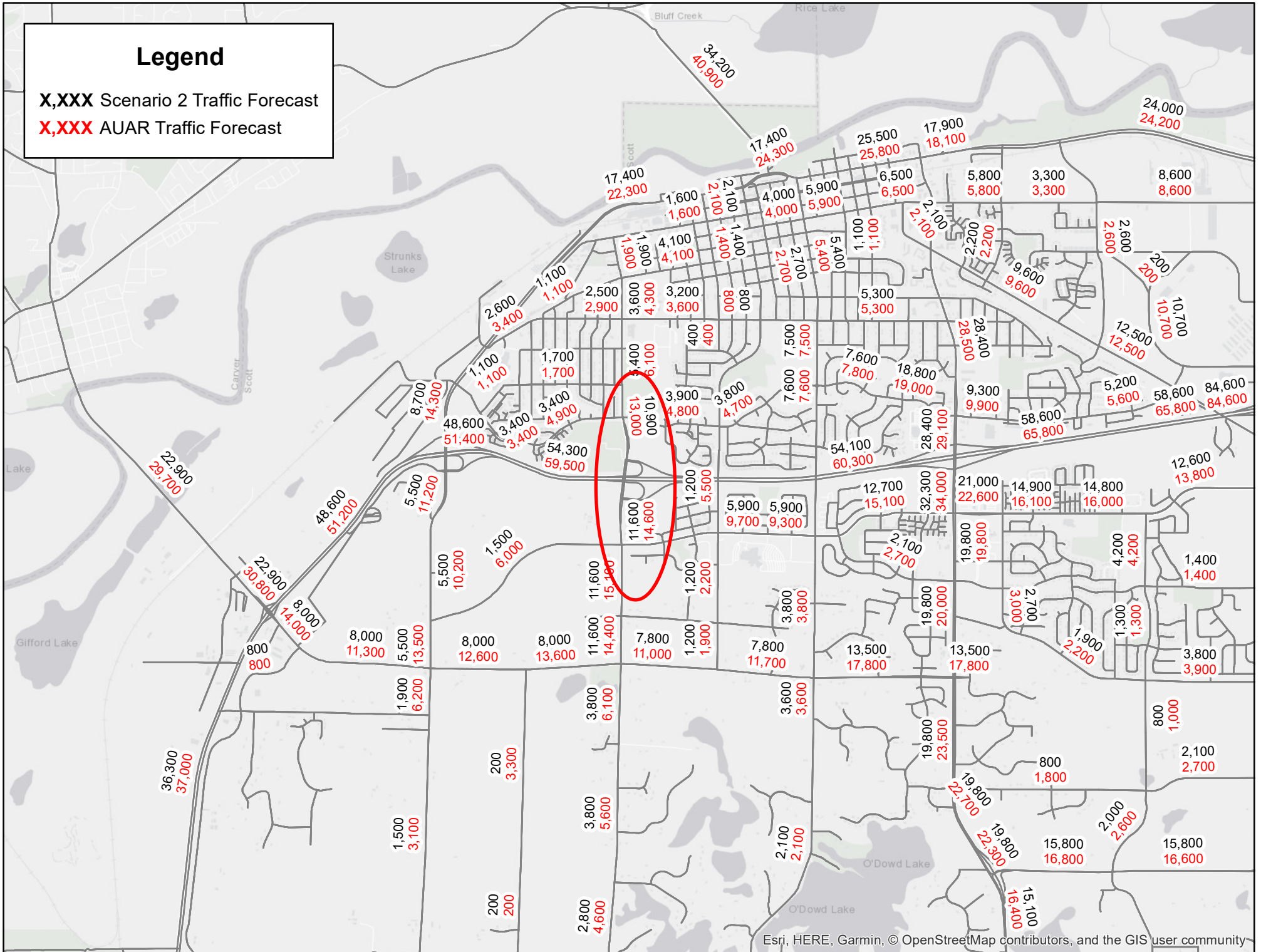
0    1,450    2,900

Feet

# Legend

X,XXX Scenario 2 Traffic Forecast

X,XXX AUAR Traffic Forecast





April 11, 2022

Metropolitan Council TAB and TAC

RE: Federal Regional Solicitation  
Marystown Road/Adams Street at TH 169 Grant Application

Dear TAB and TAC members:

On behalf of the City of Shakopee, please accept the attached Regional Solicitation grant application for the Marystown Road/Adams Street corridor improvements at the TH 169 interchange. The proposed roadway safety, roundabouts, and pedestrian improvements will substantially improve and address the existing and future safety and mobility issues within this corridor.

**There were two fatalities in 2010 at this interchange – the proposed project improvements would have prevented these deaths.**

Your consideration and support are greatly appreciated. Please contact me with any questions. Thank you.

Sincerely,

Steven L. Lillehaug, PE, PTOE  
City Engineer/Public Works Director

| Intersection                |       |       |       |       |
|-----------------------------|-------|-------|-------|-------|
| Intersection Delay, s/veh   | 6.3   |       |       |       |
| Intersection LOS            | A     |       |       |       |
| Approach                    | EB    | WB    | NB    | SB    |
| Entry Lanes                 | 1     | 1     | 1     | 1     |
| Conflicting Circle Lanes    | 1     | 1     | 1     | 1     |
| Adj Approach Flow, veh/h    | 149   | 362   | 308   | 229   |
| Demand Flow Rate, veh/h     | 152   | 370   | 320   | 233   |
| Vehicles Circulating, veh/h | 468   | 277   | 137   | 334   |
| Vehicles Exiting, veh/h     | 99    | 180   | 483   | 313   |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0     | 0     |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh       | 6.1   | 7.3   | 5.6   | 6.1   |
| Approach LOS                | A     | A     | A     | A     |
| Lane                        | Left  | Left  | Left  | Left  |
| Designated Moves            | LTR   | LTR   | LTR   | LTR   |
| Assumed Moves               | LTR   | LTR   | LTR   | LTR   |
| RT Channelized              |       |       |       |       |
| Lane Util                   | 1.000 | 1.000 | 1.000 | 1.000 |
| Follow-Up Headway, s        | 2.609 | 2.609 | 2.609 | 2.609 |
| Critical Headway, s         | 4.976 | 4.976 | 4.976 | 4.976 |
| Entry Flow, veh/h           | 152   | 370   | 320   | 233   |
| Cap Entry Lane, veh/h       | 856   | 1040  | 1200  | 982   |
| Entry HV Adj Factor         | 0.980 | 0.979 | 0.961 | 0.983 |
| Flow Entry, veh/h           | 149   | 362   | 308   | 229   |
| Cap Entry, veh/h            | 839   | 1018  | 1153  | 965   |
| V/C Ratio                   | 0.178 | 0.356 | 0.267 | 0.237 |
| Control Delay, s/veh        | 6.1   | 7.3   | 5.6   | 6.1   |
| LOS                         | A     | A     | A     | A     |
| 95th %tile Queue, veh       | 1     | 2     | 1     | 1     |

| Intersection                |       |       |        |       |       |
|-----------------------------|-------|-------|--------|-------|-------|
| Intersection Delay, s/veh   | 5.9   |       |        |       |       |
| Intersection LOS            | A     |       |        |       |       |
| Approach                    | EB    | WB    | NB     |       | SB    |
| Entry Lanes                 | 1     | 1     | 1      | 1     |       |
| Conflicting Circle Lanes    | 1     | 1     | 1      | 1     |       |
| Adj Approach Flow, veh/h    | 3     | 302   | 289    | 473   |       |
| Demand Flow Rate, veh/h     | 3     | 308   | 300    | 483   |       |
| Vehicles Circulating, veh/h | 629   | 268   | 48     | 150   |       |
| Vehicles Exiting, veh/h     | 4     | 80    | 584    | 265   |       |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0      | 0     |       |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000  | 1.000 |       |
| Approach Delay, s/veh       | 5.0   | 4.8   | 4.8    | 7.3   |       |
| Approach LOS                | A     | A     | A      | A     |       |
| Lane                        | Left  | Left  | Bypass | Left  | Left  |
| Designated Moves            | LTR   | LT    | R      | LTR   | LTR   |
| Assumed Moves               | LTR   | LT    | R      | LTR   | LTR   |
| RT Channelized              | Yield |       |        |       |       |
| Lane Util                   | 1.000 | 1.000 |        | 1.000 | 1.000 |
| Follow-Up Headway, s        | 2.609 | 2.609 |        | 2.609 | 2.609 |
| Critical Headway, s         | 4.976 | 4.976 | 161    | 4.976 | 4.976 |
| Entry Flow, veh/h           | 3     | 147   | 1053   | 300   | 483   |
| Cap Entry Lane, veh/h       | 726   | 1050  | 0.980  | 1314  | 1184  |
| Entry HV Adj Factor         | 1.000 | 0.980 | 158    | 0.963 | 0.980 |
| Flow Entry, veh/h           | 3     | 144   | 1032   | 289   | 473   |
| Cap Entry, veh/h            | 726   | 1028  | 0.153  | 1265  | 1161  |
| V/C Ratio                   | 0.004 | 0.140 | 4.9    | 0.228 | 0.408 |
| Control Delay, s/veh        | 5.0   | 4.8   | A      | 4.8   | 7.3   |
| LOS                         | A     | A     | 1      | A     | A     |
| 95th %tile Queue, veh       | 0     | 0     |        | 1     | 2     |

| Intersection                |       |       |       |        |       |        |
|-----------------------------|-------|-------|-------|--------|-------|--------|
| Intersection Delay, s/veh   | 5.5   |       |       |        |       |        |
| Intersection LOS            | A     |       |       |        |       |        |
| Approach                    | EB    | WB    | NB    | SB     |       |        |
| Entry Lanes                 | 1     | 1     | 1     | 1      |       |        |
| Conflicting Circle Lanes    | 2     | 2     | 2     | 2      |       |        |
| Adj Approach Flow, veh/h    | 67    | 92    | 320   | 573    |       |        |
| Demand Flow Rate, veh/h     | 69    | 94    | 328   | 585    |       |        |
| Vehicles Circulating, veh/h | 577   | 236   | 264   | 34     |       |        |
| Vehicles Exiting, veh/h     | 7     | 234   | 381   | 296    |       |        |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0     | 0      |       |        |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000 | 1.000  |       |        |
| Approach Delay, s/veh       | 5.0   | 3.9   | 4.7   | 6.2    |       |        |
| Approach LOS                | A     | A     | A     | A      |       |        |
| Lane                        | Left  | Left  | Left  | Bypass | Left  | Bypass |
| Designated Moves            | LTR   | LTR   | LT    | R      | LT    | R      |
| Assumed Moves               | LTR   | LTR   | LT    | R      | LT    | R      |
| RT Channelized              |       |       |       | Yield  |       | Yield  |
| Lane Util                   | 1.000 | 1.000 | 1.000 |        | 1.000 |        |
| Follow-Up Headway, s        | 2.535 | 2.535 | 2.535 |        | 2.535 |        |
| Critical Headway, s         | 4.328 | 4.328 | 4.328 | 122    | 4.328 | 35     |
| Entry Flow, veh/h           | 69    | 94    | 206   | 1087   | 550   | 1370   |
| Cap Entry Lane, veh/h       | 870   | 1162  | 1135  | 0.980  | 1380  | 0.980  |
| Entry HV Adj Factor         | 0.978 | 0.978 | 0.971 | 120    | 0.981 | 34     |
| Flow Entry, veh/h           | 67    | 92    | 200   | 1066   | 539   | 1343   |
| Cap Entry, veh/h            | 851   | 1137  | 1102  | 0.113  | 1353  | 0.025  |
| V/C Ratio                   | 0.079 | 0.081 | 0.182 | 4.4    | 0.399 | 2.9    |
| Control Delay, s/veh        | 5.0   | 3.9   | 4.9   | A      | 6.4   | A      |
| LOS                         | A     | A     | A     | 0      | A     | 0      |
| 95th %tile Queue, veh       | 0     | 0     | 1     |        | 2     |        |



| Intersection                |       |       |       |       |
|-----------------------------|-------|-------|-------|-------|
| Intersection Delay, s/veh   | 8.0   |       |       |       |
| Intersection LOS            | A     |       |       |       |
| Approach                    | EB    | WB    | NB    | SB    |
| Entry Lanes                 | 1     | 1     | 1     | 1     |
| Conflicting Circle Lanes    | 1     | 1     | 1     | 1     |
| Adj Approach Flow, veh/h    | 123   | 364   | 453   | 383   |
| Demand Flow Rate, veh/h     | 125   | 372   | 469   | 390   |
| Vehicles Circulating, veh/h | 626   | 358   | 164   | 399   |
| Vehicles Exiting, veh/h     | 163   | 275   | 587   | 331   |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0     | 0     |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh       | 6.9   | 8.2   | 7.3   | 9.0   |
| Approach LOS                | A     | A     | A     | A     |
| Lane                        | Left  | Left  | Left  | Left  |
| Designated Moves            | LTR   | LTR   | LTR   | LTR   |
| Assumed Moves               | LTR   | LTR   | LTR   | LTR   |
| RT Channelized              |       |       |       |       |
| Lane Util                   | 1.000 | 1.000 | 1.000 | 1.000 |
| Follow-Up Headway, s        | 2.609 | 2.609 | 2.609 | 2.609 |
| Critical Headway, s         | 4.976 | 4.976 | 4.976 | 4.976 |
| Entry Flow, veh/h           | 125   | 372   | 469   | 390   |
| Cap Entry Lane, veh/h       | 729   | 958   | 1167  | 919   |
| Entry HV Adj Factor         | 0.984 | 0.979 | 0.967 | 0.981 |
| Flow Entry, veh/h           | 123   | 364   | 453   | 383   |
| Cap Entry, veh/h            | 717   | 937   | 1128  | 901   |
| V/C Ratio                   | 0.172 | 0.388 | 0.402 | 0.425 |
| Control Delay, s/veh        | 6.9   | 8.2   | 7.3   | 9.0   |
| LOS                         | A     | A     | A     | A     |
| 95th %tile Queue, veh       | 1     | 2     | 2     | 2     |

| Intersection                |       |       |        |       |       |
|-----------------------------|-------|-------|--------|-------|-------|
| Intersection Delay, s/veh   | 7.2   |       |        |       |       |
| Intersection LOS            | A     |       |        |       |       |
| Approach                    | EB    | WB    | NB     |       | SB    |
| Entry Lanes                 | 1     | 1     | 1      | 1     |       |
| Conflicting Circle Lanes    | 1     | 1     | 1      | 1     |       |
| Adj Approach Flow, veh/h    | 11    | 443   | 367    | 577   |       |
| Demand Flow Rate, veh/h     | 11    | 451   | 381    | 589   |       |
| Vehicles Circulating, veh/h | 670   | 339   | 104    | 160   |       |
| Vehicles Exiting, veh/h     | 79    | 146   | 577    | 312   |       |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0      | 0     |       |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000  | 1.000 |       |
| Approach Delay, s/veh       | 5.3   | 6.4   | 5.9    | 8.8   |       |
| Approach LOS                | A     | A     | A      | A     |       |
| Lane                        | Left  | Left  | Bypass | Left  | Left  |
| Designated Moves            | LTR   | LT    | R      | LTR   | LTR   |
| Assumed Moves               | LTR   | LT    | R      | LTR   | LTR   |
| RT Channelized              | Yield |       |        |       |       |
| Lane Util                   | 1.000 | 1.000 |        | 1.000 | 1.000 |
| Follow-Up Headway, s        | 2.609 | 2.609 |        | 2.609 | 2.609 |
| Critical Headway, s         | 4.976 | 4.976 | 318    | 4.976 | 4.976 |
| Entry Flow, veh/h           | 11    | 133   | 1004   | 381   | 589   |
| Cap Entry Lane, veh/h       | 697   | 977   | 0.980  | 1241  | 1172  |
| Entry HV Adj Factor         | 1.000 | 0.982 | 312    | 0.964 | 0.980 |
| Flow Entry, veh/h           | 11    | 131   | 984    | 367   | 577   |
| Cap Entry, veh/h            | 697   | 959   | 0.317  | 1196  | 1148  |
| V/C Ratio                   | 0.016 | 0.136 | 6.9    | 0.307 | 0.503 |
| Control Delay, s/veh        | 5.3   | 5.0   | A      | 5.9   | 8.8   |
| LOS                         | A     | A     | 1      | A     | A     |
| 95th %tile Queue, veh       | 0     | 0     |        | 1     | 3     |

| Intersection                |       |       |       |        |       |        |
|-----------------------------|-------|-------|-------|--------|-------|--------|
| Intersection Delay, s/veh   | 5.4   |       |       |        |       |        |
| Intersection LOS            | A     |       |       |        |       |        |
| Approach                    | EB    | WB    | NB    | SB     |       |        |
| Entry Lanes                 | 1     | 1     | 1     | 1      |       |        |
| Conflicting Circle Lanes    | 2     | 2     | 2     | 2      |       |        |
| Adj Approach Flow, veh/h    | 52    | 112   | 375   | 567    |       |        |
| Demand Flow Rate, veh/h     | 52    | 114   | 385   | 578    |       |        |
| Vehicles Circulating, veh/h | 546   | 292   | 265   | 29     |       |        |
| Vehicles Exiting, veh/h     | 8     | 241   | 333   | 377    |       |        |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0     | 0      |       |        |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000 | 1.000  |       |        |
| Approach Delay, s/veh       | 4.6   | 4.2   | 5.1   | 5.9    |       |        |
| Approach LOS                | A     | A     | A     | A      |       |        |
| Lane                        | Left  | Left  | Left  | Bypass | Left  | Bypass |
| Designated Moves            | LTR   | LTR   | LT    | R      | LT    | R      |
| Assumed Moves               | LTR   | LTR   | LT    | R      | LT    | R      |
| RT Channelized              |       |       |       | Yield  |       | Yield  |
| Lane Util                   | 1.000 | 1.000 | 1.000 |        | 1.000 |        |
| Follow-Up Headway, s        | 2.535 | 2.535 | 2.535 |        | 2.535 |        |
| Critical Headway, s         | 4.328 | 4.328 | 4.328 | 117    | 4.328 | 53     |
| Entry Flow, veh/h           | 52    | 114   | 268   | 1079   | 525   | 1369   |
| Cap Entry Lane, veh/h       | 893   | 1108  | 1134  | 0.980  | 1386  | 0.980  |
| Entry HV Adj Factor         | 0.991 | 0.982 | 0.971 | 115    | 0.981 | 52     |
| Flow Entry, veh/h           | 52    | 112   | 260   | 1058   | 515   | 1342   |
| Cap Entry, veh/h            | 885   | 1088  | 1101  | 0.109  | 1359  | 0.039  |
| V/C Ratio                   | 0.058 | 0.103 | 0.236 | 4.4    | 0.379 | 3.0    |
| Control Delay, s/veh        | 4.6   | 4.2   | 5.5   | A      | 6.2   | A      |
| LOS                         | A     | A     | A     | 0      | A     | 0      |
| 95th %tile Queue, veh       | 0     | 0     | 1     |        | 2     |        |

|                |                |      |
|----------------|----------------|------|
| <b>AM</b>      | Existing       |      |
|                | Volume         | 2979 |
|                | Total Delay    | 22   |
|                | Co Emissions   | 3.33 |
|                | Nox Emmissions | 0.65 |
| VOC Emmissions | 0.77           |      |

|                |      |
|----------------|------|
| Build          |      |
| Volume         | 3010 |
| Total Delay    | 17.7 |
| Co Emissions   | 4.52 |
| Nox Emmissions | 0.88 |
| VOC Emmissions | 1.05 |

|                |                |      |
|----------------|----------------|------|
| <b>PM</b>      | Existing       |      |
|                | Volume         | 3635 |
|                | Total Delay    | 24   |
|                | Co Emissions   | 4.24 |
|                | Nox Emmissions | 0.82 |
| VOC Emmissions | 0.99           |      |

|                |      |
|----------------|------|
| Build          |      |
| Volume         | 3633 |
| Total Delay    | 20.6 |
| Co Emissions   | 5.49 |
| Nox Emmissions | 1.07 |
| VOC Emmissions | 1.27 |

|                 |                |      |
|-----------------|----------------|------|
| <b>Total</b>    | Existing       |      |
|                 | Volume         | 6614 |
|                 | Total Delay    | 46   |
|                 | Co Emissions   | 7.57 |
|                 | Nox Emmissions | 1.47 |
|                 | VOC Emmissions | 1.76 |
| Total Emissions | 10.8           |      |

|                 |       |
|-----------------|-------|
| Build           |       |
| Volume          | 6643  |
| Total Delay     | 38.3  |
| Co Emissions    | 10.01 |
| Nox Emmissions  | 1.95  |
| VOC Emmissions  | 2.32  |
| Total Emissions | 14.28 |

|                |                |      |
|----------------|----------------|------|
| <b>AM</b>      | Existing       |      |
|                | Volume         | 2979 |
|                | Total Delay    | 22   |
|                | Co Emissions   | 3.33 |
|                | Nox Emmissions | 0.65 |
| VOC Emmissions | 0.77           |      |

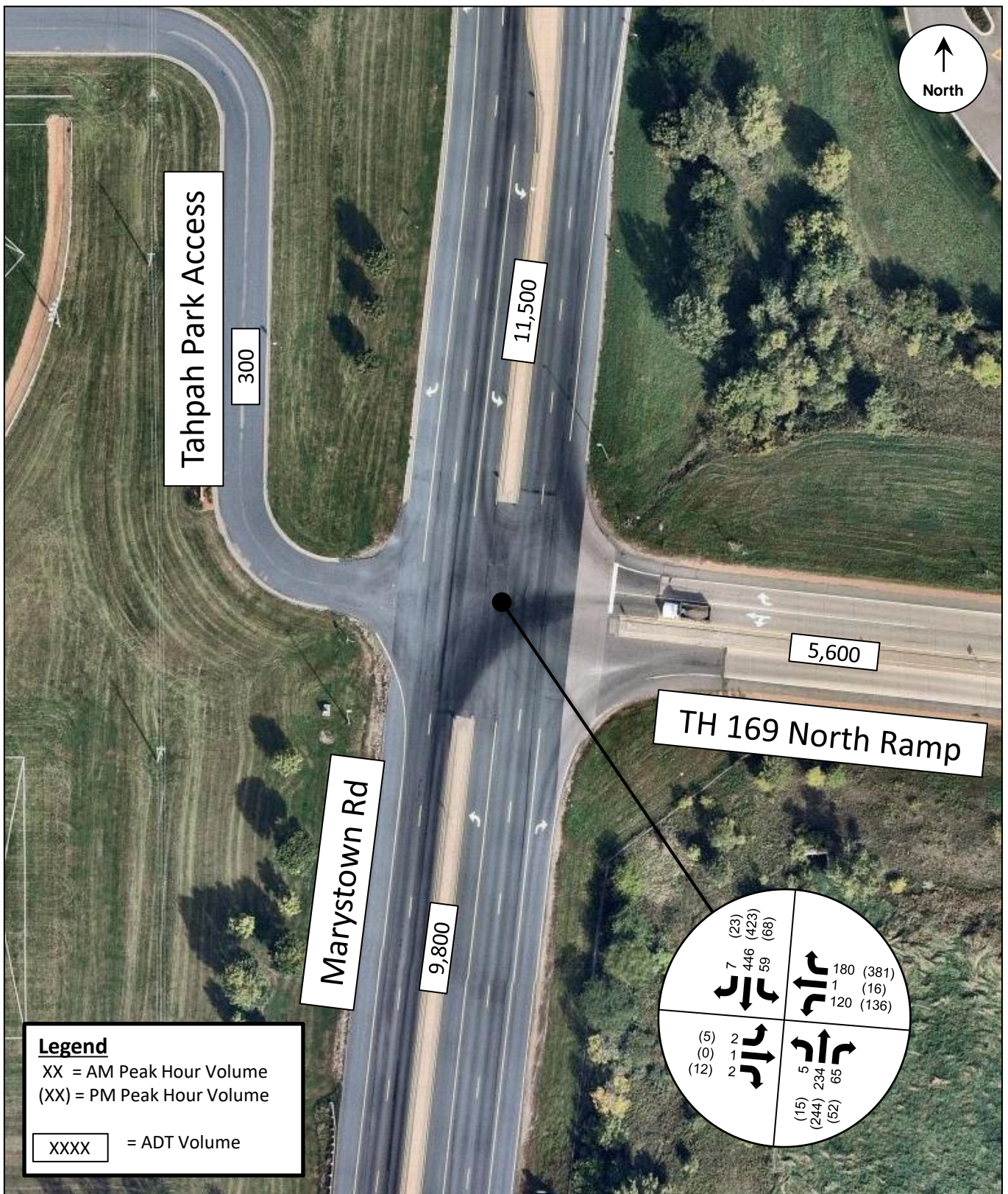
|                |      |
|----------------|------|
| Build          |      |
| Volume         | 3010 |
| Total Delay    | 17.7 |
| Co Emissions   | 4.52 |
| Nox Emmissions | 0.88 |
| VOC Emmissions | 1.05 |

|                |                |      |
|----------------|----------------|------|
| <b>PM</b>      | Existing       |      |
|                | Volume         | 3635 |
|                | Total Delay    | 24   |
|                | Co Emissions   | 4.24 |
|                | Nox Emmissions | 0.82 |
| VOC Emmissions | 0.99           |      |

|                |      |
|----------------|------|
| Build          |      |
| Volume         | 3633 |
| Total Delay    | 20.6 |
| Co Emissions   | 5.49 |
| Nox Emmissions | 1.07 |
| VOC Emmissions | 1.27 |

|                 |                |      |
|-----------------|----------------|------|
| <b>Total</b>    | Existing       |      |
|                 | Volume         | 6614 |
|                 | Total Delay    | 46   |
|                 | Co Emissions   | 7.57 |
|                 | Nox Emmissions | 1.47 |
|                 | VOC Emmissions | 1.76 |
| Total Emissions | 10.8           |      |

|                 |       |
|-----------------|-------|
| Build           |       |
| Volume          | 6643  |
| Total Delay     | 38.3  |
| Co Emissions    | 10.01 |
| Nox Emmissions  | 1.95  |
| VOC Emmissions  | 2.32  |
| Total Emissions | 14.28 |



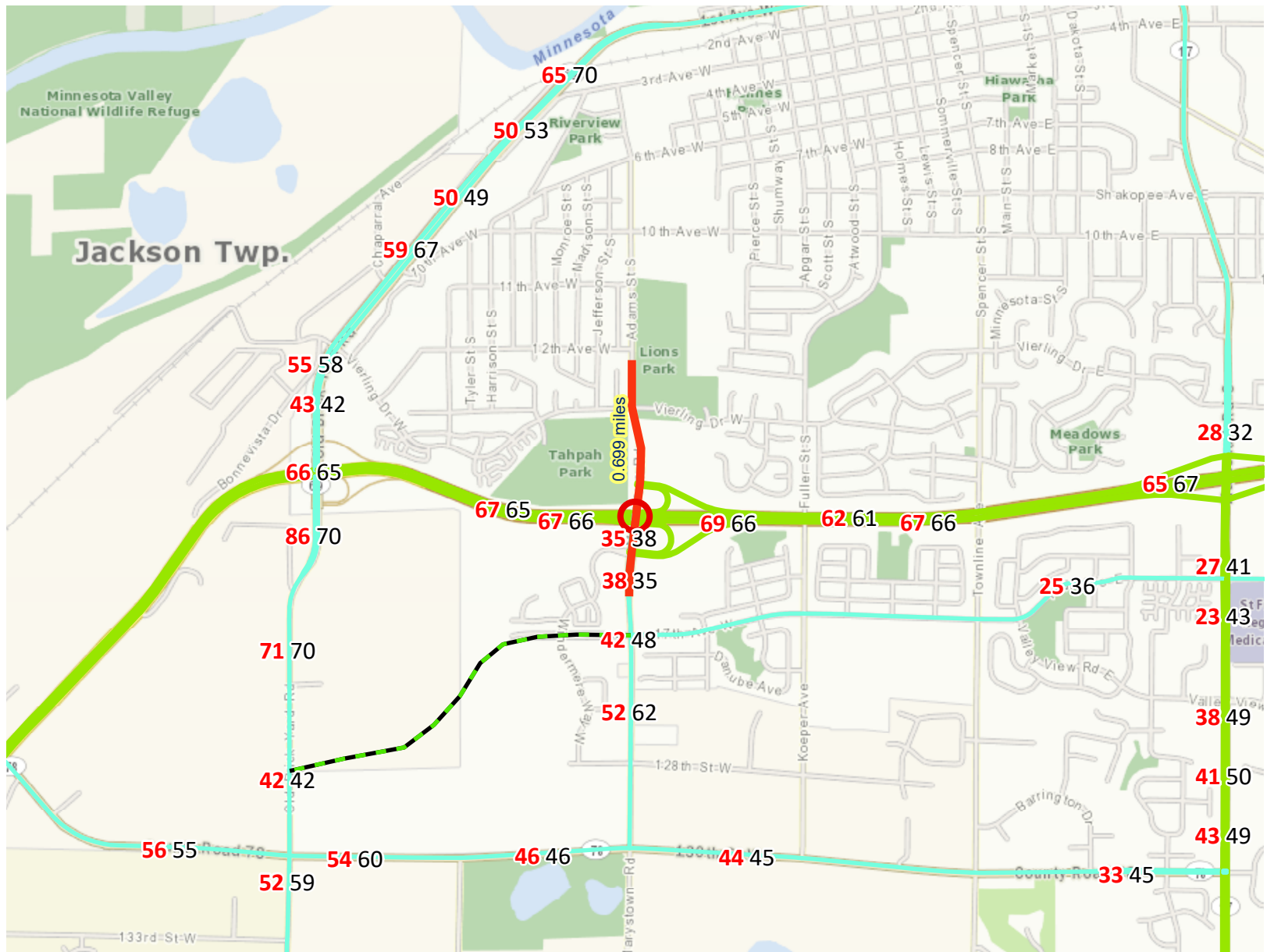
**SRI Existing Volumes**

Intersection Control Evaluation  
 Marystown Road at North TH 169 Ramp  
 Shakopee, Minnesota

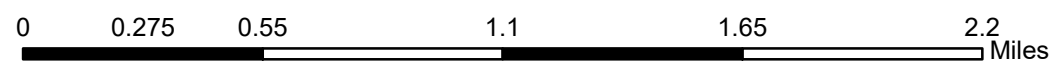
**Figure 4**

# Level of Congestion

Roadway Reconstruction/Modernization Project: Marystown Rd Roadway Reconstruction/Modernization Project | Map ID: 1649184386988



- Project Points
- Project
- A Minor Arterials
- Principal Arterials
- - - Principal Arterials Planned
- - - A Minor Arterials Planned



Created: 4/5/2022  
LandscapeRSA1



For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



### Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project



#### A. Roadway Description

|          |                                                               |          |  |        |              |
|----------|---------------------------------------------------------------|----------|--|--------|--------------|
| Route    | Marystown Rd                                                  | District |  | County | Scott County |
| Begin RP |                                                               | End RP   |  | Miles  |              |
| Location | Marystown Rd/Adam St from Vierling Drive to US 169 South Ramp |          |  |        |              |

#### B. Project Description

|                      |                                                         |                       |      |
|----------------------|---------------------------------------------------------|-----------------------|------|
| Proposed Work        | Roundabout Construction at Three Corridor Intersections |                       |      |
| Project Cost*        | \$4,653,965                                             | Installation Year     | 2025 |
| Project Service Life | 20 years                                                | Traffic Growth Factor | 2.0% |

\* exclude Right of Way from Project Cost

#### C. Crash Modification Factor

|      |                              |            |                                                                        |
|------|------------------------------|------------|------------------------------------------------------------------------|
| 0.16 | Fatal (K) Crashes            | Reference  |                                                                        |
| 0.09 | Serious Injury (A) Crashes   |            |                                                                        |
| 0.09 | Moderate Injury (B) Crashes  | Crash Type |                                                                        |
| 0.09 | Possible Injury (C) Crashes  |            |                                                                        |
| 0.24 | Property Damage Only Crashes |            | <a href="http://www.CMFclearinghouse.org">www.CMFclearinghouse.org</a> |

#### D. Crash Modification Factor (optional second CMF)

|  |                              |            |                                                                        |
|--|------------------------------|------------|------------------------------------------------------------------------|
|  | Fatal (K) Crashes            | Reference  |                                                                        |
|  | Serious Injury (A) Crashes   |            |                                                                        |
|  | Moderate Injury (B) Crashes  | Crash Type |                                                                        |
|  | Possible Injury (C) Crashes  |            |                                                                        |
|  | Property Damage Only Crashes |            | <a href="http://www.CMFclearinghouse.org">www.CMFclearinghouse.org</a> |

#### E. Crash Data

|                |                          |          |                      |         |
|----------------|--------------------------|----------|----------------------|---------|
| Begin Date     | 1/1/2019                 | End Date | 12/31/2021           | 3 years |
| Data Source    | MnDOT                    |          |                      |         |
| Crash Severity | < enter target crashes > |          | < optional 2nd CMF > |         |
| K crashes      | 0                        |          |                      |         |
| A crashes      | 1                        |          |                      |         |
| B crashes      | 2                        |          |                      |         |
| C crashes      | 6                        |          |                      |         |
| PDO crashes    | 17                       |          |                      |         |

#### F. Benefit-Cost Calculation

|              |                         |                         |
|--------------|-------------------------|-------------------------|
| \$14,530,530 | Benefit (present value) | <b>B/C Ratio = 3.13</b> |
| \$4,653,965  | Cost                    |                         |

Proposed project expected to reduce 8 crashes annually, 1 of which involving fatality or serious injury.



### F. Analysis Assumptions

| Crash Severity | Crash Cost  |
|----------------|-------------|
| K crashes      | \$1,500,000 |
| A crashes      | \$750,000   |
| B crashes      | \$230,000   |
| C crashes      | \$120,000   |
| PDO crashes    | \$13,000    |

Link: [mndot.gov/planning/program/appendix\\_a.html](http://mndot.gov/planning/program/appendix_a.html)

Real Discount Rate 0.7%  
 Traffic Growth Rate 2.00%  
 Project Service Life 20 years

### G. Annual Benefit

| Crash Severity | Crash Reduction | Annual Reduction | Annual Benefit |
|----------------|-----------------|------------------|----------------|
| K crashes      | 0.00            | 0.00             | \$0            |
| A crashes      | 0.91            | 0.30             | \$227,500      |
| B crashes      | 1.82            | 0.61             | \$139,533      |
| C crashes      | 5.46            | 1.82             | \$218,400      |
| PDO crashes    | 12.92           | 4.31             | \$55,987       |

**\$641,420**

### H. Amortized Benefit

| Year | Crash Benefits | Present Value |
|------|----------------|---------------|
| 2025 | \$641,420      | \$641,420     |
| 2026 | \$654,248      | \$649,700     |
| 2027 | \$667,333      | \$658,088     |
| 2028 | \$680,680      | \$666,584     |
| 2029 | \$694,294      | \$675,189     |
| 2030 | \$708,180      | \$683,905     |
| 2031 | \$722,343      | \$692,734     |
| 2032 | \$736,790      | \$701,677     |
| 2033 | \$751,526      | \$710,736     |
| 2034 | \$766,556      | \$719,911     |
| 2035 | \$781,887      | \$729,205     |
| 2036 | \$797,525      | \$738,619     |
| 2037 | \$813,476      | \$748,154     |
| 2038 | \$829,745      | \$757,812     |
| 2039 | \$846,340      | \$767,595     |
| 2040 | \$863,267      | \$777,505     |
| 2041 | \$880,532      | \$787,542     |
| 2042 | \$898,143      | \$797,709     |
| 2043 | \$916,106      | \$808,007     |
| 2044 | \$934,428      | \$818,438     |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |
| 0    | \$0            | \$0           |

**Total = \$14,530,530**

## Multiple CMF Calculation - Roundabout Intersections

### Crash Modification Factor - Installation of Single-Lane Roundabouts

|      |                              |            |                                                                                                                         |
|------|------------------------------|------------|-------------------------------------------------------------------------------------------------------------------------|
| 0.28 | Fatal (K) Crashes            | Reference  | <a href="http://www.cmfclearinghouse.org/detail.cfm?facid=210">http://www.cmfclearinghouse.org/detail.cfm?facid=210</a> |
| 0.12 | Serious Injury (A) Crashes   |            |                                                                                                                         |
| 0.12 | Moderate Injury (B) Crashes  | Crash Type | All                                                                                                                     |
| 0.12 | Possible Injury (C) Crashes  |            |                                                                                                                         |
| 0.28 | Property Damage Only Crashes |            |                                                                                                                         |

### Crash Modification Factor - Corridor Speed Reduction

|      |                              |            |                                                                                                                         |
|------|------------------------------|------------|-------------------------------------------------------------------------------------------------------------------------|
| 0.56 | Fatal (K) Crashes            | Reference  | <a href="http://www.cmfclearinghouse.org/detail.cfm?facid=148">http://www.cmfclearinghouse.org/detail.cfm?facid=148</a> |
| 0.78 | Serious Injury (A) Crashes   |            |                                                                                                                         |
| 0.78 | Moderate Injury (B) Crashes  | Crash Type | All                                                                                                                     |
| 0.78 | Possible Injury (C) Crashes  |            |                                                                                                                         |
| 0.85 | Property Damage Only Crashes |            |                                                                                                                         |

### Multiple CMF Calculation

|                                                 |      |                              |
|-------------------------------------------------|------|------------------------------|
| CMF (K) = CMF 1 * CMF 2 = 0.28 * 0.56 = 0.1568  | 0.16 | Fatal (K) Crashes            |
| CMF (A) = CMF 1 * CMF 2 = 0.12 * 0.78 = 0.0936  | 0.09 | Serious Injury (A) Crashes   |
| CMF (B) = CMF 1 * CMF 2 = 0.12 * 0.78 = 0.0936  | 0.09 | Moderate Injury (B) Crashes  |
| CMF (C) = CMF 1 * CMF 2 = 0.12 * 0.78 = 0.0926  | 0.09 | Possible Injury (C) Crashes  |
| CMF (PDO) = CMF 1 * CMF 2 = 0.28 * 0.85 = 0.238 | 0.24 | Property Damage Only Crashes |

▼ Countermeasure: Conversion of stop-controlled intersection into single-lane roundabout

| <b>Compare</b>           | CMF  | CRF(%) | Quality | Crash Type | Crash Severity               | Area Type | Reference            | Comments |
|--------------------------|------|--------|---------|------------|------------------------------|-----------|----------------------|----------|
| <input type="checkbox"/> | 0.28 | 72     | ★★★★★   | All        | All                          | Urban     | PERSAUD ET AL., 2001 |          |
| <input type="checkbox"/> | 0.42 | 58     | ★★★★★   | All        | All                          | Rural     | PERSAUD ET AL., 2001 |          |
| <input type="checkbox"/> | 0.12 | 88     | ★★★★★   | All        | Serious injury, Minor injury | Urban     | PERSAUD ET AL., 2001 |          |
| <input type="checkbox"/> | 0.18 | 82     | ★★★★★   | All        | Serious injury, Minor injury | Rural     | PERSAUD ET AL., 2001 |          |

**Compare**

**Reset Compare**

*\*NOTE: You can compare CMFs across countermeasures, subcategories, and categories.*

▼ Countermeasure: 15% reduction in mean speed

| <b>Compare</b>           | CMF  | CRF(%) | Quality | Crash Type | Crash Severity               | Area Type | Reference          | Comments |
|--------------------------|------|--------|---------|------------|------------------------------|-----------|--------------------|----------|
| <input type="checkbox"/> | 0.56 | 44     | ★★★★★   | All        | Fatal                        | All       | ELVIK ET AL., 2004 |          |
| <input type="checkbox"/> | 0.78 | 22     | ★★★★★   | All        | Serious injury, Minor injury | All       | ELVIK ET AL., 2004 |          |
| <input type="checkbox"/> | 0.85 | 15     | ★★★★★   | All        | Property Damage Only (PDO)   | All       | ELVIK ET AL., 2004 |          |

**Compare**

**Reset Compare**

*\*NOTE: You can compare CMFs across countermeasures, subcategories, and categories.*

Adams Street & Vierling Drive (2019-2021)

| INCIDENT | CRASH MONTH | CRASH DAY | CRASH YEAR | CRASH DAYOFWEEK | CRASH HOUR | CRASHSEVERITY | NUMBERKILLED | NUMBEROFVEHICLES | MANNEROFCOLLISION | LIGHTCON | WEATHER | ROADWAY     | INTERSECT  | CRASH DATE TIME  | NARRATIVE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------|-------------|-----------|------------|-----------------|------------|---------------|--------------|------------------|-------------------|----------|---------|-------------|------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 736237   | 7           | 26        | 2019       | Fri             | 14         | 4             | 0            | 1                |                   |          |         | ADAMS ST S  |            | 7/26/2019 14:29  | Squad video and body camera video. I answered a Dispatch radio call for a vehicle accident at 2:31 PM on July 26, 2019. The location of the accident was on Adams St at Vierling Dr. I arrived to scene at 2:39 PM. Joseph was pulled over on Vierling Dr. and was standing on the sidewalk with Gerardo. Joseph said he was in the left lane on south Adams St at Vierling Dr. Joseph said when he started going Gerardo appeared and they collided. Joseph said he never saw Gerardo. I called the witness/reporting persons, Jeff Reinhard. Jeff said he saw the accident happen. Jeff said he had been driving in his vehicle in the right lane on west Vierling Dr at Adams St. Jeff said he was turning right onto north Adams St. Jeff said the intersection was very busy, with multiple vehicles waiting at all four corners. Jeff said Joseph had been stopped on the sidewalk of Vierling Dr before crossing Adams St. Gerardo said he crossed Adams St in the marked crosswalk. Gerardo said Joseph had been stopped before the marked crosswalk. Gerardo said when he collided with Joseph's car he hit his belly on his handrails, and scuffed his left elbow on the hood of Joseph's car. Gerardo declined medical attention. Gerardo's mother Maria arrived on the scene. |
|          |             |           |            |                 |            |               |              |                  |                   |          |         |             |            |                  | Unit #1 was driving east on Vierling Drive. Unit #1 was driving through intersection of Vierling Drive and Adams Street. Unit #2 was driving north on Adams Drive. Unit #2 was driving through the intersection. It was a four way stop. Driver #2 said they did not see Unit #1 in the intersection. Driver #2 said they applied the brakes, but slid due to the snowy weather. Unit #2 collided with Unit #1.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 684441   | 2           | 7         | 2019       | Thu             | 7          | 5             | 0            | 2                |                   |          |         | VIERLING    | ADAMS ST   | 2/7/2019 7:17    | NW45                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 702544   | 4           | 9         | 2019       | Tue             | 16         | 4             | 0            | 2                |                   |          |         | VIERLING    | ADAMS ST   | 4/9/2019 16:47   | Vehicle #1 was north bound on Adams Street at Vierling Drive. Vehicle #2 was west bound on Vierling Drive. Vehicle #1 failed to stop at the stop sign and hit vehicle #2. Driver and passenger of vehicle #2 were treated by Allina but not transported. Both vehicles towed. Body worn camera was on. ID67                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 764564   | 11          | 22        | 2019       | Fri             | 17         | 5             | 0            | 2                |                   |          |         | VIERLING DR |            | 11/22/2019 17:30 | Unit 1 was northbound on Vierling Drive in the right lane. Unit 2 was westbound Vierling Drive in the right lane. Unit 1 started to enter intersection to cross Vierling Drive on Adams Street. A large truck was in the left lane of Vierling Drive and also started to enter the intersection. Because of this, Unit 2, who was unable to see unit 1, also entered the intersection. The large truck suddenly stopped in the intersection because unit 1 was crossing the intersection, but unit 2 did not see unit 1. They believed the intersection to be clear because the large truck began to cross. Unit 1 continued through the intersection, and unit 2 was unable to stop before seeing unit 1 and hit unit 1. Unit 2 failed to yield to unit 1. Driver of unit 1 believed unit 2 did not come to complete stop at intersection. Unable to determine further.                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 746060   | 9           | 9         | 2019       | Mon             | 14         | 5             | 0            | 2                |                   |          |         | VIERLING    | ADAMS ST   | 9/9/2019 14:06   | Unit 1 was NB Adams Street and Vierling at stop sign. Unit 2 was SB Adams Street and Vierling making left turn onto EB Vierling. Unit 2 started making left turn and Unit 1 did not see vehicle turning. Both collided at intersection. Unit 1 and 2 had damage to front end. No injuries. Photos taken. Unit 1's driver admitted to no insurance. Also Unit 1's driver was suspended. He was cited for both. Unit 1 was towed from scene to residence due to no insurance and blocking roadway. Squad 165 and BWV recording. No further report. G68                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 822391   | 7           | 29        | 2020       | Wed             | 14         | 5             | 0            | 2                |                   |          |         | ADAMS ST    | VIERLING S | 7/29/2020 14:23  | Vehicle one was traveling east bound on Vierling Drive near Adams Street. Vehicle two was traveling north bound on Adams Street and was turning left to go west bound on Vierling Drive. Driver of vehicle one stated that a truck had turned left and she was going thru the intersection when vehicle two started to go and failed to yield the right of way. She involved to avoid the crash but they hit. Driver of vehicle two stated that she could not see because of the reflection of the sun off of vehicle one. Both parties stated the other party was at fault. It appears that vehicle one was most of the way thru the intersection when it was hit by vehicle two. No citations issued. J657                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|          |             |           |            |                 |            |               |              |                  |                   |          |         |             |            |                  | UNIT 2 DRIVER, FORCEYCE, INDICATED SHE WAS TRAVELING WB VIERLING DRIVE, INSIDE LANE, AND STOPPED FOR THE STOP SIGN AT THE INTERSECTION OF ADAMS STREET, INTENDING TO MAKE A LEFT TURN ONTO ADAMS. FORCEYCE STATED SHE PROCEEDED FORWARD WHEN IT WAS HER TURN TO GO AND WAS STRUCK BY UNIT 1 IN THE INTERSECTION.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 813086   | 5           | 21        | 2020       | Thu             | 12         | 5             | 0            | 2                |                   |          |         | ADAMS ST S  |            | 5/21/2020 12:07  | UNIT 1 DRIVER, PETERSON, TRAVELING NB ADAMS STREET, INSIDE LANE, INDICATED HE STOPPED FOR THE STOP SIGN AT VIERLING DRIVE. PETERSON INDICATED HE HAD STOPPED BEHIND THE STOP SIGN, AND POINTED OUT WHERE HE HAD STOPPED BEFORE PROCEEDING FORWARD. THE AREA HE POINTED TO WAS APPROXIMATELY 3 CAR LENGTHS BEHIND THE WHITE CROSSWALK MARKINGS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 917433   | 7           | 11        | 2021       | Sun             | 10         | 5             | 0            | 2                |                   |          |         | ADAMS ST    | VIERLING S | 7/11/2021 10:57  | LISTED WITNESS, HIRNETH, A MOTORIST, DRIVER, INDICATED HE WAS SB ADAMS STREET AND MAKING A RIGHT TURN ONTO VIERLING DRIVE AND SAW UNIT 1 RUN THE STOP SIGN AND STRIKE UNIT 2 AT 35-40 MPH.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 903999   | 5           | 5         | 2021       | Wed             | 17         | 5             | 0            | 2                |                   |          |         | ADAMS ST    | VIERLING S | 5/5/2021 17:09   | PETERSON CITED FOR STOP SIGN VIOLATION. Vehicle #1 was east on Vierling Dr. Vehicle #2 was north on Adams St. Both vehicles approached the 4 way stop controlled intersection and proceeded. Vehicle #2 struck the passenger side of vehicle #1 at a right angle. Both drivers stated that they stopped and then proceeded through the intersection. Neither could explain who may have gone first or went through the stop sign. Vehicle #1 towed for disabling damage.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

Marystown Road & US 169 North Ramp (2019-2021)

| INCIDENT | CRASH MONTH | CRASH DAY | CRASH YEAR | CRASH DAYOFWEEK | CRASH HOUR | CRASHSEVERITY | NUMBERKILLED | NUMBEROFVEHICLES | MANNEROFCOLLISION | LIGHTCON | WEATHER | ROADWAY  | INTERSECT | CRASH DATE TIME  | NARRATIVE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|----------|-------------|-----------|------------|-----------------|------------|---------------|--------------|------------------|-------------------|----------|---------|----------|-----------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 696217   | 3           | 8         | 2019       | Fri             | 16         | 5             | 0            | 2                |                   |          |         | ADAMS ST | RAMP541   | 3/8/2019 16:30   | driver one was rear ended by driver two, state report completed. c656                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 726638   | 6           | 13        | 2019       | Thu             | 18         | 5             | 0            | 2                |                   |          |         | RAMP57   | RAMP541   | 6/13/2019 18:47  | Unit 1 and 2 were exiting southbound US 169 onto Adams Street. V1 was behind V2 at the stop sign at the top of the exit ramp. D3 thought V2 was moving forward to turn. V1 accelerated and struck V2. There was minor damage to both vehicles. Vehicle #2 was slowing almost and almost to a stop with a vehicle ahead of them at the stop sign on the top of the ramp to Co. Rd 15 from Hwy 169 when vehicle #1 came up from behind and struck vehicle #2 after sliding on the icy roads. Driver #1 had no explanation to what happened. Driver #2 stated that it appeared that they were going way to fast for the conditions and slid badly on the ice. Both vehicles drive-able, vehicle #2 had moderate damage but was drive-able. |
| 683561   | 2           | 4         | 2019       | Mon             | 21         | 4             | 0            | 2                |                   |          |         | RAMP541  |           | 2/4/2019 15:34   | RK40                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 749823   | 9           | 22        | 2019       | Sun             | 15         | 5             | 0            | 2                |                   |          |         | RAMP541  |           | 9/22/2019 21:00  | ACCORDING TO STATEMENTS FROM BOTH DRIVERS THERE BOTH UNITS WERE AT THE TOP OF THE RAMP FROM SB 169 TO MARYSTOWN RD. U2 WAS STOPPED AT THE STOP SIGN WHEN SHE WAS REAR ENDED BY U1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 678932   | 1           | 25        | 2019       | Fri             | 8          | 5             | 0            | 2                |                   |          |         | RAMP541  |           | 1/25/2019 8:12   | U1 AND U2 WERE EXITING SOUTHBOUND US 169 ONTO ADAMS STREET. V1 WAS BEHIND V2 AT THE STOP SIGN AT THE TOP OF THE RAMP TO CO. RD 15 FROM HWY 169 WHEN VEHICLE #1 CAME UP FROM BEHIND AND STRUCK VEHICLE #2 AFTER SLIDING ON THE ICY ROADS. DRIVER #1 HAD NO EXPLANATION TO WHAT HAPPENED. DRIVER #2 STATED THAT IT APPEARED THAT THEY WERE GOING WAY TO FAST FOR THE CONDITIONS AND SLID BADLY ON THE ICE. BOTH VEHICLES DRIVE-ABLE, VEHICLE #2 HAD MODERATE DAMAGE BUT WAS DRIVE-ABLE.                                                                                                                                                                                                                                                   |
| 740302   | 8           | 14        | 2019       | Wed             | 15         | 5             | 0            | 2                |                   |          |         | RAMP541  | ADAMS ST  | 8/14/2019 15:40  | Unit #2 was stopped at the Southbound 169 and Marystown Rd. exit ramp. Unit #2 was turning right onto Marystown Rd. Unit #1 was behind Unit #2. Unit #1 pulled forward to see around a dump truck that was waiting to turn left. Driver #1 thought that Unit #2 had pulled into the intersection. Unit #1 rear ended Unit #2. Driver #1 and Driver #2 were both uninjured. Unit #1 and Unit #2 pulled to the shoulder of Marystown Rd. Moderate damage to both vehicles.                                                                                                                                                                                                                                                                |
|          |             |           |            |                 |            |               |              |                  |                   |          |         |          |           |                  | UNIT 2 (MOJUR) WAS TRAVELING NB MARYSTOWN ROAD, INSIDE LANE, AND APPROACHING THE HIGHWAY ENTRANCE / EXIT RAMP FOR HWY 169.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|          |             |           |            |                 |            |               |              |                  |                   |          |         |          |           |                  | UNIT 1 (HAUBRICH) WAS TRAVELING SB MARYSTOWN ROAD, LEFT TURN LANE AT THE 169 SB ENTRANCE RAMP. UNIT 1 WAS INTENDING TO TURN LEFT AND TRAVEL ONTO SB 169.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|          |             |           |            |                 |            |               |              |                  |                   |          |         |          |           |                  | UNIT 1 MADE THE LEFT TURN INTO THE PATH OF ONCOMING UNIT 2.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|          |             |           |            |                 |            |               |              |                  |                   |          |         |          |           |                  | BOTH VEHICLES COLLIDED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|          |             |           |            |                 |            |               |              |                  |                   |          |         |          |           |                  | UNIT 2 HAD THE RIGHT-OF-WAY, NO CONTROLS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 807430   | 4           | 18        | 2020       | Sat             | 8          | 4             | 0            | 2                |                   |          |         | MARYST   | RAMP57    | 4/18/2020 8:54   | HAUBRICH CITED FOR FAILURE TO YIELD. CRASH OCCURRED ON THE OFF RAMP FROM SB US169 ONTO MARYSTOWN RD IN SHAKOPEE MN.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|          |             |           |            |                 |            |               |              |                  |                   |          |         |          |           |                  | VEH 1 (TOYOTA)<br>VEH 2 (FORD)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|          |             |           |            |                 |            |               |              |                  |                   |          |         |          |           |                  | VEH 2 WAS AT THE STOP SIGN ON THE OFF RAMP ABOUT TO TURN NORTH ON MARYSTOWN RD. VEH 1 WAS APPROACHING FROM BEHIND AND DID NOT STOP, COLLIDING WITH VEH 2 AT THE STOP SIGN. DRIVER OF VEH 1 STATED SHE LOOKED BACK IN HER VEHICLE AND WHEN SHE LOOKED FORWARD AGAIN SHE REALIZED VEH 2 WAS THERE AND COULDN'T STOP IN TIME. MINOR DAMAGE NO INJURIES.                                                                                                                                                                                                                                                                                                                                                                                    |
| 846591   | 10          | 15        | 2020       | Thu             | 16         | 5             | 0            | 2                |                   |          |         | RAMP541  |           | 10/15/2020 16:28 | VEH 1 IS AT FAULT. NO CITATION ISSUED. VEH 1 DRIVER ADMITTED FAULT.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 914327   | 6           | 25        | 2021       | Fri             | 11         | 3             | 0            | 2                |                   |          |         | MARYSTO  | RAMP6     | 6/25/2021 11:32  | vehicle two was north on marystown, vehicle one pulled in front of v2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 882289   | 11          | 21        | 2021       | Tue             | 9          | 5             | 0            | 2                |                   |          |         | RAMP541  | ADAMS ST  | 11/21/2021 9:07  | Driver 2 said he was stopped at stop sign on off ramp, waiting to turn left. Driver 2 said he had been looking at watching southbound Adams St traffic. Driver 2 said he was suddenly collided with unit 1. Driver 1 said she was turning right onto the Hwy 169 on-ramp. Driver 1 said she hit some ice, and lost control.                                                                                                                                                                                                                                                                                                                                                                                                             |

Marystown Road & US 169 South Ramp (2019-2021)

| INCIDENT | CRASH MONTH | CRASH DAY | CRASH YEAR | CRASH DAYOFWEEK | CRASH HOUR | CRASHSEVERITY | NUMBERKILLED | NUMBEROFVEHICLES | MANNEROFCOLLISION | LIGHTCON | WEATHER | ROADWAY      | INTERSECT | CRASH DATE TIME | NARRATIVE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|----------|-------------|-----------|------------|-----------------|------------|---------------|--------------|------------------|-------------------|----------|---------|--------------|-----------|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 729467   | 6           | 25        | 2019       | Tue             | 8          | 5             | 0            | 2                |                   |          |         | RAMP204      |           | 6/25/2019 8:10  | The driver of the Dodge reported being stopped at the stop sign to go left (south) on Marys town road and was struck by the Suburban. The driver of the Suburban reported driving north on Marystown road when the Dodge pulled out in front of him unexpectedly, he swerved and braked to avoid but they still hit. No injuries reported. No tows needed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 746895   | 9           | 12        | 2019       | Thu             | 17         | 5             | 0            | 2                |                   |          |         | RAMP807      | MARYSTO   | 9/12/2019 17:30 | Unit #1 was traveling north on Marystown Rd. Unit #1 approached the intersection of the north bound Hwy 169 entrance and exit ramps. As Unit #1 passed through the intersection it was struck in the passenger side by Unit #2. Unit #2 was at the north bound Hwy 169 to Marystown Rd. exit ramp stop sign. Driver #2 said they did not see Unit #1 in the intersection and began turning left to go south on Marystown Rd. The two vehicles collided. Driver #1 and Driver #2 were uninjured. Unit #1 was towed due to disabling damage. Unit #1 was driveable.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 817403   | 7           | 1         | 2020       | Wed             | 16         | 3             | 0            | 2                |                   |          |         | MARYSTO      | RAMP204   | 7/1/2020 16:15  | Unit 1 was stopped at stop sign facing east on Windermere Way at Marystown Rd intersection. Unit 2 was travelling Southbound on Marystown Rd. Unit 1 drove east to enter ramp to Northbound HWY 169 when Unit 2 struck Unit 1 in the Southbound lanes of Marystown Rd. Unit 2 did not have a stop sign and Unit 1 failed to yield Unit 2. Driver of Unit 2 had a bloody nose and several scrapes on his arms. Driver of Unit 2 was checked out by Allina and did not get transported. Driver of Unit 3 was issued a citation for failure to yield right of way. KV91                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 819651   | 7           | 14        | 2020       | Tue             | 21         | 4             | 0            | 2                |                   |          |         | MARYSTO      | RAMP807   | 7/14/2020 21:50 | Unit 1 was travelling east on Windermere Way and stopped at the stop sign at the intersection of Marystown Road. Driver of Unit 1 reported she came to a complete stop, looked both ways and proceeded through the intersection. She stated she did not see any approaching vehicles from the north or south. Unit 2 was travelling northbound Marystown Road approaching the intersection at Windermere Way. Driver of Unit 2 stated Unit 1 pulled out in front of her and she did not have time to stop before striking Unit 1 on the passenger side. Unit 2 had moderate damage to the front end. Unit 1 sustained moderate damage to the passenger side rear. Driver of Unit 1 reported minor back pain but declined medical attention at the scene. Drivers exchanged information. Both vehicles were disabled and towed to Shakopee Towing. The intersection is controlled by a stop for east/westbound traffic on Windermere Way. Marystown Road does not have a stop sign. Driver of Unit 1 was later cited by mail for failure to yield right of way. |
|          |             |           |            |                 |            |               |              |                  |                   |          |         |              |           |                 | Unit #1 was traveling off the ramp from Northbound 169 and approached Marystown Road. She crossed Marystown Road westbound towards Windermere Way. She did not see the stop sign and proceeded into the intersection and struck Unit #2 that was southbound on Marystown Road. The collision pushed Unit #2 off the road. The driver of Unit #2 was trapped in her vehicle when it arrived. Shakopee Fire extricated the driver and she was transported via Allina to Fairview Southdale Hospital.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|          |             |           |            |                 |            |               |              |                  |                   |          |         |              |           |                 | When I arrived I was initially approached by the driver of Unit #1 and she stated something along the lines of "I think I caused this crash, I think I ran the stop sign". Driver of Unit #1 was cooperative with officers on the scene. Driver of Unit #1 was transported to St. Francis Hospital via Allina with minor injuries. Both vehicle had substantial damage and were both towed to Shakopee Towing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|          |             |           |            |                 |            |               |              |                  |                   |          |         |              |           |                 | BWV cameras were active on several officers at the scene. Officer Santos took photographs and uploaded them to LETG.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 846674   | 10          | 15        | 2020       | Thu             | 8          | 2             | 0            | 2                |                   |          |         | 39           |           | 10/15/2020 8:32 | Driver of Unit #1 will be cited for stop sign violation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 936366   | 8           | 25        | 2021       | Wed             | 6          | 5             | 0            | 2                |                   |          |         | MARYSTO      | RAMP807   | 8/25/2021 6:40  | Vehicle two was stopped at the stop sign facing east bound and started to turn to go north bound on Marystown Road. Vehicle two came to a stop facing west bound and wanted to go straight across. Vehicle two started her turn when vehicle one failed to yield the right of way and struck vehicle two. The driver of the fault driver one and she stated that she just did not see the other vehicle. Minor damage to both vehicles.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|          |             |           |            |                 |            |               |              |                  |                   |          |         |              |           |                 | On 04/13/2021 at approximately 2214 hours, I Officer Filan, was dispatched to a single vehicle accident on Marystown Road near Highway 169.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|          |             |           |            |                 |            |               |              |                  |                   |          |         |              |           |                 | On arrival I met with Grace and Emmanuel. They both told me the same story. They were on their way home on Highway 169 SB, when they exited onto Marystown Road. While on Marystown Road, the vehicle began to slide, due to the ice on the bridge. Both stated Grace was not speeding. The vehicle then went into the ditch and down into the ravine. The vehicle was stuck on a ledge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|          |             |           |            |                 |            |               |              |                  |                   |          |         |              |           |                 | Both stated they were wearing their seatbelts. Grace was transported to Allina and Emmanuel went with her.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|          |             |           |            |                 |            |               |              |                  |                   |          |         |              |           |                 | While walking on the bridge I almost fell multiple times.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|          |             |           |            |                 |            |               |              |                  |                   |          |         |              |           |                 | I believe this accident was caused by the ice on the bridge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 900607   | 4           | 13        | 2021       | Tue             | 22         | 4             | 0            | 1                |                   |          |         | MARYSTOWN RD |           | 4/13/2021 22:14 | 0687                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

# Project Summary

**Project Name** – Marystown Road Corridor

**Applicant** – City of Shakopee

**Total Project Cost** – \$ 4,653,965

**Requested Federal Dollars** - \$3,723,172

**Project Location** – Municipal State-Aid Street System Road Marystown Road/Adams Street from Vierling Drive to Lusitano Street in the City of Shakopee, Scott County

**Project Description** –Marystown Road/Adams Street is a four-lane A-minor expander. The project reconstructs approximately 0.7 miles of roadway, replaces three existing stop-controlled intersections with roundabouts, and installs pedestrian and bicycle shared use paths and sidewalks that fill a regional system gap.

Traffic volumes will continue to rise as planned commercial and residential developments are constructed in the area. Current development includes over 1,600

housing units, and 1.1 million square feet of retail business, which is expected to bring in over 2,750 jobs into the area. Previous studies have indicated that increasing traffic volumes will cause worsening operations and level of service at intersections will fail by year 2025.

Safety concerns along the corridor are on the rise. Marystown Road is a high-speed corridor (45/55 mph) and crashes have doubled and become more severe in the latest three-year analysis period. There were 13 crashes along the corridor from 2016-2018, and 26 crashes between 2019-2021, including a serious injury crash.

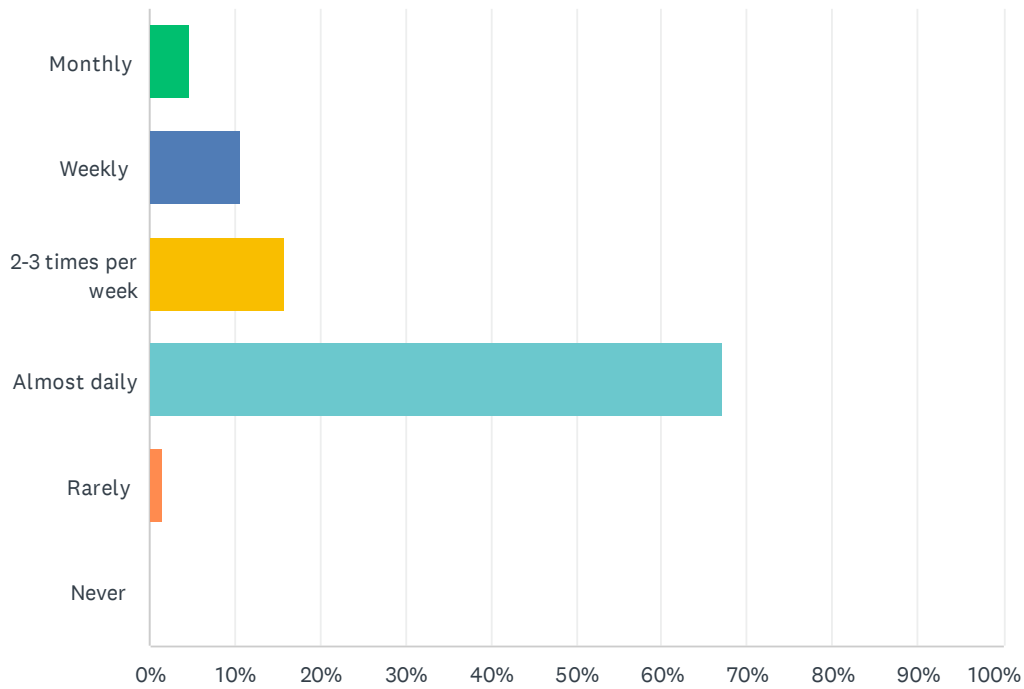
**Project Benefits** – The Marystown Road Reconstruction project will provide the following benefits:

- The installation of roundabouts immediately improves intersection operations to level of service A, and accommodates max build out traffic volumes as the areas continues to grow
- Repurposing the TH 169 bridge to provide multiuse trail on both sides, thus connecting a gap in the trail system and enhancing safety and mobility for all users. The path connects to a Regional Bike Transportation Network (RBTN) Tier 2 alignment at 130th Street.
- Adds significantly more lighting on pedestrian network and at intersections
- Roundabouts will address severe and high-speed crashes
- Reduces posted speed limits and creates curb and gutter to delineate lanes and roadway for better vehicle guidance in inclement weather
- Provides for ADA compliant infrastructure throughout corridor
- Numerous access improvements to address current illegal maneuvers



## Q1 How often do you drive through the project area?

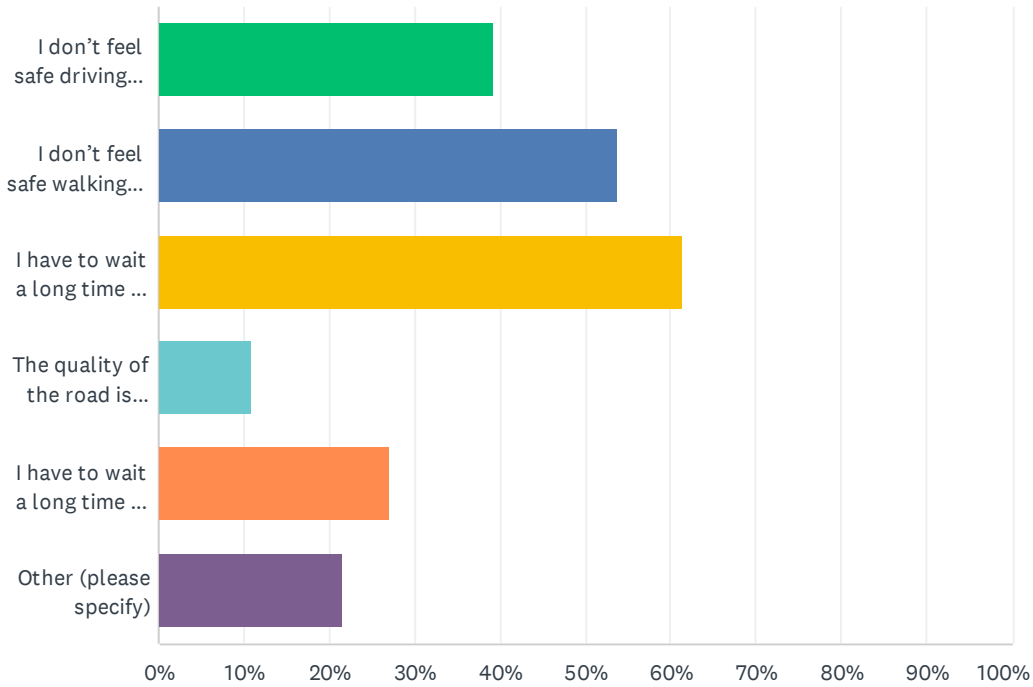
Answered: 751 Skipped: 5



| ANSWER CHOICES     | RESPONSES |            |
|--------------------|-----------|------------|
| Monthly            | 4.79%     | 36         |
| Weekly             | 10.65%    | 80         |
| 2-3 times per week | 15.85%    | 119        |
| Almost daily       | 67.24%    | 505        |
| Rarely             | 1.46%     | 11         |
| Never              | 0.00%     | 0          |
| <b>TOTAL</b>       |           | <b>751</b> |

## Q2 What are the concerns you experience in the study area (select all that apply)?

Answered: 713 Skipped: 43



| ANSWER CHOICES                                                      | RESPONSES |     |
|---------------------------------------------------------------------|-----------|-----|
| I don't feel safe driving through the study area.                   | 39.13%    | 279 |
| I don't feel safe walking or biking through the study area.         | 53.72%    | 383 |
| I have to wait a long time to make a turn in the study area.        | 61.43%    | 438 |
| The quality of the road is poor (e.g., potholes) in the study area. | 10.94%    | 78  |
| I have to wait a long time to get through the study area.           | 27.07%    | 193 |
| Other (please specify)                                              | 21.60%    | 154 |
| Total Respondents: 713                                              |           |     |

| # | OTHER (PLEASE SPECIFY)                                                                                  | DATE              |
|---|---------------------------------------------------------------------------------------------------------|-------------------|
| 1 | I don't have any concerns                                                                               | 4/10/2022 6:42 PM |
| 2 | No concerns. It's fine the way it is.                                                                   | 4/8/2022 7:09 PM  |
| 3 | I have no issues with the study area.                                                                   | 4/7/2022 10:12 AM |
| 4 | People drive way too fast in the area, especially through the 17th avenue and Marystown Rd intersection | 4/6/2022 11:20 AM |
| 5 | I walk and drive thru the Vierling/Adams St intersection often and feel safe doing so.                  | 4/5/2022 6:08 PM  |
| 6 | I currently have NO problem with the study area. I go through that area every day going North           | 4/5/2022 3:21 PM  |

## Shakopee – Marystown Road Corridor Improvements Survey

and South mostly. I have been using that area since the 169 bypass was built everyday going to work.

|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                    |
|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 7  | There is not access to Lusitano Street coming from both directions on Marystown, which causes people to get lost and struggle to access resources such as the VA clinic. Also, there needs to be a traffic light coming off of 169. Taking a left off the freeway ramp can be challenging.                                                                                                                                                                                                                                                                                          | 4/4/2022 10:54 AM  |
| 8  | I have no issues with this area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 4/4/2022 6:00 AM   |
| 9  | I do not have any issues with the area really                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 4/3/2022 9:16 PM   |
| 10 | I've witnessed multiple accidents at the 4 way stop at Marystown and Veirling and many other close calls with people speeding and running the stop sign driving on Marystown. Vehicles typically do not stop for peds in the crosswalk.                                                                                                                                                                                                                                                                                                                                             | 4/3/2022 8:59 PM   |
| 11 | No concern. Why is this not an option?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 4/3/2022 12:35 PM  |
| 12 | 8 lanes of traffic flowing into the Vierling Dr, Adams St intersection. Not everyone follows the rules.                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 4/2/2022 4:56 PM   |
| 13 | Needs walking path on over pass                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 4/2/2022 1:01 PM   |
| 14 | Speed limit from 17 to Vietminh is too high                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 4/1/2022 9:46 PM   |
| 15 | The only concern on this road is the Entrance into the baseball park. I walk and bike and drive this intersection. If you place a roundabout it will not make me feel safer to cross over to the park. Roundabouts help traffic to move, Not watch for pedestrians.                                                                                                                                                                                                                                                                                                                 | 4/1/2022 9:05 PM   |
| 16 | A single Lane roundabout will not handle the traffic on Vierling and Marystown Rd. Too much traffic , it will stack and back up.                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 4/1/2022 7:39 PM   |
| 17 | Would like side walk on bridge area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 4/1/2022 3:40 PM   |
| 18 | We do not have any concerns. we have no problems with the way it is now or if you have roundabouts. Hopefully you are getting either State or Federal money to construct the improvements. I can see where some folks might have concerns accessing Marystown Road.                                                                                                                                                                                                                                                                                                                 | 4/1/2022 3:35 PM   |
| 19 | Don't have any.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 4/1/2022 1:20 PM   |
| 20 | Wait time depends on directionality of the turn and day of week/time of day.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 4/1/2022 11:02 AM  |
| 21 | Speed limit is not safe- many accidents happen                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 4/1/2022 10:29 AM  |
| 22 | It's just so busy with nothing slowing people down                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 4/1/2022 10:09 AM  |
| 23 | Lack of speed limit signs caused a huge discrepancy in the speed of drivers. Speed limit signs immediately coming off of 169 and between the church and 169 to the South would be of great assistance to consistent driving                                                                                                                                                                                                                                                                                                                                                         | 4/1/2022 8:47 AM   |
| 24 | steep ramps and no barriers                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 4/1/2022 8:32 AM   |
| 25 | It is a scary intersection most of the time!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 4/1/2022 7:47 AM   |
| 26 | My kids are supposed to walk to school but there is no way they are walking across Marystown to get there.                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 4/1/2022 7:38 AM   |
| 27 | Please also consider 17th and Marshall. I completely avoid the area during busy traffic time. Not only because it feels unsafe, but the amount of time waiting and safely crossing over Marshall is concerning. My mom lives at Benedictine on Windermere and I feel is so very unsafe for senior drivers.                                                                                                                                                                                                                                                                          | 4/1/2022 7:21 AM   |
| 28 | Not enough lighting.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 4/1/2022 1:15 AM   |
| 29 | You have a much larger problem on Koeper and 17th and on the west side of the school. The main intersection is a free for all between people turning or trying to go south to the west entrance, some people trying to pull a u-turn in that intersection to head east. Or just overall traffic in those areas. You mix in the sun in the morning - I have witnessed and see a few accidents and or near misses as people are all in a rush. As a resident of the neighboring development, we can not leave during the morning or afternoons when school traffic is at its highest. | 3/31/2022 10:46 PM |



## Shakopee – Marystown Road Corridor Improvements Survey

|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                    |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 30 | Entering Tahpah Park from the west/southbound 169 off ramp and from north bound Adams st are unsafe. Eliminate the ability to turn left from nb Adams st. Move the park entrance 100 ft north and add an entrance to the park of Virginia drive between fields 5 and 4 so northbound traffic clears the area before entering the park. Southbound traffic still can access park on Adams st.                                                                                                                                            | 3/31/2022 9:38 PM  |
| 31 | Very dangerous road, have observed many crashes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/31/2022 6:10 PM  |
| 32 | We have had no issues with this area or intersections                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/31/2022 6:04 PM  |
| 33 | I have no issues in this area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/31/2022 5:35 PM  |
| 34 | Not a busy traffic road                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3/31/2022 5:32 PM  |
| 35 | This intersection is very busy. I've seen a lot of dumb quick choices cause drivers don't have enough patience in waiting. A round a bout would help slow down the traffic and also allow turning traffic to enter safely. I drive this intersect daily. I have seen jr high (ish) age kids walking home (to the newer developments), I have seen them wait on the side of the rode to cross safely and also see them running across once it is "safe". I don't feel comfortable with them walking home knowing the speeds of the cars. | 3/31/2022 5:27 PM  |
| 36 | People come out of the hyvee and go north on marystown then constantly see them do u-turns to go back south on marystown...its need blocked off all the way to 4 way stop sign...which that intersection also needs improvements. Also the next intersection south on marystown road needs a stop light at that intersection as well. Have seen multiple bad accidents at that point...I'm not a fan of roundabouts..no one knows what to do at them...stop lights in my opinion would be a much better option..thank u!                | 3/31/2022 1:33 PM  |
| 37 | Only help this area needs is stop lights at Vierling as Shakopee residents and guests are clueless regarding 4 way stop sign protocol. Exhibit: Car 1 who waves to the person to go ahead out of turn. Car 2 doesn't know when to go thus floors the gas pedal and prays. Car 3 going straight yields to Car 4 across the lane turning left. Car 5 next to Car 6 doesn't go at all and sits and waits until the song in their head is finished. I believe the song is Row Row Row Your Boat.                                            | 3/31/2022 11:16 AM |
| 38 | Speed limit is high and difficult to make left turn given the speed of cross traffic.                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/31/2022 11:00 AM |
| 39 | none, people just need to learn how to drive                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 3/31/2022 10:47 AM |
| 40 | You falsely say what problems. There are no problems in this study area for a person with even entry level driving skills.                                                                                                                                                                                                                                                                                                                                                                                                              | 3/31/2022 10:41 AM |
| 41 | 4 way stop at the intersection of Vierling and Marystown                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/31/2022 10:28 AM |
| 42 | none                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 3/31/2022 10:19 AM |
| 43 | No concerns. Traffic is usually minimal on this road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/31/2022 9:23 AM  |
| 44 | People make a lot of ubturns even with the no u turn sign                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 3/31/2022 9:19 AM  |
| 45 | The merge off of 169/marystown/hyvee is dangerous. I've seen too many "near misses" there                                                                                                                                                                                                                                                                                                                                                                                                                                               | 3/31/2022 9:09 AM  |
| 46 | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 3/31/2022 9:08 AM  |
| 47 | No concerns traveling north-south on Marystown Rd.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/31/2022 9:03 AM  |
| 48 | No concerns with that area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/31/2022 8:40 AM  |
| 49 | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 3/31/2022 8:38 AM  |
| 50 | People tend to drive under the speed limit in this area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3/31/2022 8:32 AM  |
| 51 | Over all I have issues through there. It is not a heavy traveled road yet. I am sure it will change with growth.                                                                                                                                                                                                                                                                                                                                                                                                                        | 3/31/2022 8:31 AM  |
| 52 | I have no concerns                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/31/2022 8:29 AM  |
| 53 | I live off of Marystown so drive this many times each day. The only thing I experience is waiting quite a while at times to turn left onto Marystown off of 169 S.                                                                                                                                                                                                                                                                                                                                                                      | 3/31/2022 8:26 AM  |
| 54 | It usually isn't busy when I drive there to get to church.                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3/31/2022 6:47 AM  |

## Shakopee – Marystown Road Corridor Improvements Survey

|    |                                                                                                                                                                                                                                                                                                  |                    |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 55 | It is fine.                                                                                                                                                                                                                                                                                      | 3/31/2022 12:55 AM |
| 56 | I don't have any issues                                                                                                                                                                                                                                                                          | 3/30/2022 9:16 PM  |
| 57 | Speed limit too high                                                                                                                                                                                                                                                                             | 3/30/2022 8:37 PM  |
| 58 | It's hard to see traffic on marystown, from both directions, when exiting 169.                                                                                                                                                                                                                   | 3/30/2022 8:29 PM  |
| 59 | Unsafe crossing at Tapah/169                                                                                                                                                                                                                                                                     | 3/30/2022 7:48 PM  |
| 60 | There 100% needs to be a sidewalk AND stoplights with all the developments going up. It's a nightmare during rush hour or to walk from 17th to Hy-Vee - it's unsafe and a 55mph is nuts with an elementary and daycares on the corners. Marystown and 17th should very much be included in this! | 3/30/2022 7:28 PM  |
| 61 | 17th & Marystown isnt on the diagram- that's the problem intersection! It's very difficult to turn south on marystown off westbound 17.                                                                                                                                                          | 3/30/2022 7:00 PM  |
| 62 | Very dangerous with vehicles on Marystown Road coming through at 55MPH and not having to stop or slow down. Also believe 17th Ave and Marystown Rd should have a roundabout as well, the vehicles driving north on Marystown Rd are flying in at a high rate of speed.                           | 3/30/2022 6:42 PM  |
| 63 | It's close to Jackson elementary school. Which is already busy with the entrance exit of the school being so weird.                                                                                                                                                                              | 3/30/2022 6:25 PM  |
| 64 | People making u-turns at Hy-Vee on Marystown Road.                                                                                                                                                                                                                                               | 3/30/2022 6:24 PM  |
| 65 | There are poorly marked lines and lanes--or people taking inappropriate u-turns.                                                                                                                                                                                                                 | 3/30/2022 6:02 PM  |
| 66 | This road/area has become way too busy and the road is clearly not meant to handle this much traffic                                                                                                                                                                                             | 3/30/2022 6:00 PM  |
| 67 | Very high rate of speed 50 mph on Marystown.                                                                                                                                                                                                                                                     | 3/30/2022 5:33 PM  |
| 68 | No concerns, multiple household drive through twice a day no issues                                                                                                                                                                                                                              | 3/30/2022 5:01 PM  |
| 69 | No concerns.                                                                                                                                                                                                                                                                                     | 3/30/2022 4:56 PM  |
| 70 | Speed calming measures would be appreciated on the southern end of the corridor.                                                                                                                                                                                                                 | 3/30/2022 4:10 PM  |
| 71 | People regularly run the 4 way stop at Adams and Vierling.                                                                                                                                                                                                                                       | 3/30/2022 3:59 PM  |
| 72 | Sometimes people don't understand or pay attention in the area.                                                                                                                                                                                                                                  | 3/30/2022 2:25 PM  |
| 73 | Only place I feel UNSAFE driving is coming out of the Tahpah Park parking lot. Especially when making a left-hand turn. As for a roundabout on Vierling Drive & Adams Street, I'm not sold on that being safer than the 4-way stop. Traffic lights would be safer, in my opinion.                | 3/30/2022 2:25 PM  |
| 74 | Need at least one light at mary's Town and 169, People traveling Norris towards Hy-Vee are coming down the hill too fast. It can be very dangerous trying to get on Mary's Town from either 169 or any of the other side roads                                                                   | 3/30/2022 2:01 PM  |
| 75 | Throughtout the day - it is hard to safely exit out of Tahpah Park. Left turns off of 169 ramp .                                                                                                                                                                                                 | 3/30/2022 12:20 PM |
| 76 | I don't have a problem, seems if people just learned how to drive properly it would be even better.                                                                                                                                                                                              | 3/30/2022 12:17 PM |
| 77 | No northbound right hand turn lane from Marystown rd onto Vierling.                                                                                                                                                                                                                              | 3/30/2022 11:42 AM |
| 78 | Put a trail in so people who live across 169 can walk to Hy-Vee and Lions Park.                                                                                                                                                                                                                  | 3/30/2022 11:27 AM |
| 79 | I rarely have to wait to due a turning movement.                                                                                                                                                                                                                                                 | 3/30/2022 10:34 AM |
| 80 | There is no safe way to walk from Trident to Hyvee                                                                                                                                                                                                                                               | 3/30/2022 9:52 AM  |
| 81 | Dangerous getting out of neighborhood. Roundabouts would be really nice.                                                                                                                                                                                                                         | 3/30/2022 9:49 AM  |
| 82 | I don't have any issues with this area.                                                                                                                                                                                                                                                          | 3/29/2022 7:35 PM  |
| 83 | Many drivers are seen making u-turns at Vierling and Adams street or where the divider ends between Hy-Vee and Tahpah park.                                                                                                                                                                      | 3/29/2022 6:03 PM  |
| 84 | Vehicles travel too fast coming into Hy-Vee from Marystown road.                                                                                                                                                                                                                                 | 3/29/2022 3:57 PM  |

## Shakopee – Marystown Road Corridor Improvements Survey

|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                    |
|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 85  | Vehicles turn around in my driveway at Vierling Dr & Quincy Cir sometimes ten an hour since HyVee was operational. Vehicles also turn around In middle of Intersection of Vierling Dr & Marystown Road and in middle of street on Vierling Drive. Makes for dangerous traffic in area. Also very difficult for foot traffic to cross intersection.                                                                                                                                                                                                                                                                                                                    | 3/29/2022 1:02 PM  |
| 86  | I would like to make a left-hand turn when existing the Hy-Vee complex onto Marystown Road. Right now, this is not an option.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/29/2022 10:25 AM |
| 87  | It's fine                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/29/2022 7:58 AM  |
| 88  | Need access to VA CBOC other than 17th Ave.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/29/2022 7:40 AM  |
| 89  | The design is confusing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3/29/2022 7:17 AM  |
| 90  | From our home we have watched many horrible accidents occur at the intersection of Marystown and 17. With the amount of residents now living and having to cross Marystown, something has to change and soon. These intersection seeking improvement are all very unsafe for motorists to cross and far too dangerous for children to be crossing to get to school. We often times see kids running across the highway in the afternoon. We have messaged the city about it and have received a generic response. We believe a temporary fix would be to lower the speed limit from 55 down to 35. Please make a change before someone seriously gets hurt or killed! | 3/29/2022 2:40 AM  |
| 91  | The speed limit is too high for a growing residential area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/29/2022 2:05 AM  |
| 92  | no problem                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 3/28/2022 10:42 PM |
| 93  | I live on Danube Ave and I have a lot of concerns about the increase in traffic with the many apartments that the city approved here. There is a school and people drive way too fast.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/28/2022 9:38 PM  |
| 94  | Driving through there is a breeze but the bridge needs something for bicycles and pedestrians. I live right by around about and they are NOT safe places for cyclist or walkers to cross the roadway.                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3/28/2022 8:36 PM  |
| 95  | No issues.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 3/28/2022 8:28 PM  |
| 96  | People crossings are not existent or safe. Road is too fast. Inability to safety exit or enter 17th Ave in Marystown ...and 17th and Marystown isn't part of this study???                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 3/28/2022 8:24 PM  |
| 97  | 4 way stop is fine at Vierling. The roundabout is needed more at 17th Ave. and Marystown Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3/28/2022 8:20 PM  |
| 98  | I live on Quincy Circle. There is constant heavy traffic from Hyvee that uses our street to turn around to get on the 169. People will turn around right in the intersection, in the first few driveways without looking for other traffic.                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/28/2022 8:05 PM  |
| 99  | No concerns, do not fix what is not broken! A lot of elderly drive in these areas and do not do well with roundabouts!! Thus causing more accidents!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 3/28/2022 7:08 PM  |
| 100 | Illegal U turns on Marystown Rd at Vierling after coming out of Hy-Vee                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/28/2022 6:14 PM  |
| 101 | Too many people pulling out in front of me way too often                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3/28/2022 5:47 PM  |
| 102 | I've never had a problem there.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/28/2022 5:38 PM  |
| 103 | no problems                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/28/2022 5:19 PM  |
| 104 | Too many people (8 possible cars at once) waiting to proceed thru the 4 way stop sign at vierling and marystown at one time creates confusion on whose turn to proceed. I've experienced that too many times.                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/28/2022 5:03 PM  |
| 105 | Speed on road, lack of stop lights.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/28/2022 4:34 PM  |
| 106 | People drive too fast sometimes over 60-70mph.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3/28/2022 4:01 PM  |
| 107 | Trusting other drivers not from area as neighborhoods grow.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/28/2022 3:50 PM  |
| 108 | Southbound 169 to turn right onto Marystown is a crapshoot. And the turn lanes both into Hy-Vee and at Vierling are confusing (just make it two lanes!) From Vierling, to turn right onto Marystown, there is a stop sign on the south side of the intersection on the path that faces the road and is confusing.                                                                                                                                                                                                                                                                                                                                                     | 3/28/2022 3:32 PM  |

## Shakopee – Marystown Road Corridor Improvements Survey

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|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 109 | Need a pedestrian bridge over #169. Or put up a fence on the current bridge, so people and bikes can't fall off the sides.                                                                                                                                                                                                                                   | 3/28/2022 3:13 PM  |
| 110 | The entrance/exit from Hyvee onto Marystown Road is dangerous. Cars are moving to fast into the Hyvee parking lot. Also, alot of cars leave that same exit, only to u-turn into the southbound lane of Marystown Road. Have had to slam on brakes often to avoid cars who u-turn unexpectedly.                                                               | 3/28/2022 3:10 PM  |
| 111 | Busy traffic area                                                                                                                                                                                                                                                                                                                                            | 3/28/2022 3:09 PM  |
| 112 | Lot's of fast moving traffic, especially coming from Mary's town to get on 169. Lot's of Buses due to schools.                                                                                                                                                                                                                                               | 3/28/2022 2:59 PM  |
| 113 | No issues                                                                                                                                                                                                                                                                                                                                                    | 3/28/2022 2:39 PM  |
| 114 | Not a safe area to cross the road in a vehicle or walking at anytime, especially during sporting events.                                                                                                                                                                                                                                                     | 3/28/2022 2:22 PM  |
| 115 | People do not know how to do 4 way stop                                                                                                                                                                                                                                                                                                                      | 3/28/2022 2:18 PM  |
| 116 | People do not come to a full stop at the intersection to get on marystown.                                                                                                                                                                                                                                                                                   | 3/28/2022 2:06 PM  |
| 117 | The wait-time to turn left onto Marystown from 169 is exceedingly long, not to mention dangerous! The high volume of traffic forces drivers to take unnecessary risks, just in an effort to turn left and keep traffic moving. Also, there are often several buses in line to turn left, carrying students to school which causes additional safety concern. | 3/28/2022 1:30 PM  |
| 118 | None                                                                                                                                                                                                                                                                                                                                                         | 3/28/2022 1:19 PM  |
| 119 | very unsafe people drive to fast. by the time you look both ways cars appear out of no where at high speeds. There are alot of kids and elderly coming off lusitano to get on mary's town road.                                                                                                                                                              | 3/28/2022 1:14 PM  |
| 120 | Improvements needed.                                                                                                                                                                                                                                                                                                                                         | 3/28/2022 12:46 PM |
| 121 | Somewhat concerned with Marystown/17th Ave intersection. Have issues there also.                                                                                                                                                                                                                                                                             | 3/28/2022 12:45 PM |
| 122 | Need a stoplight on the west side. Very difficult to turn East off the 169 exit to get on to Marystown                                                                                                                                                                                                                                                       | 3/28/2022 12:34 PM |
| 123 | With all the new homes and apartments it's only gonna get worse. Very unsafe and sometimes you wait several minutes or more just to get on or across Mary's town road. Please fix this issue ASAP.                                                                                                                                                           | 3/28/2022 12:22 PM |
| 124 | I don't generally have any issue navigating through the area.                                                                                                                                                                                                                                                                                                | 3/28/2022 12:06 PM |
| 125 | There needs to be a Left turn option off Marystown to the VA clinic. Folks are doing U-turns in the middle of the road to get to the clinic and it's dangerous.                                                                                                                                                                                              | 3/28/2022 11:58 AM |
| 126 | Needs some type of traffic control at both Marystown/17th intersection and on 169 off ramp onto Marystown.                                                                                                                                                                                                                                                   | 3/28/2022 11:46 AM |
| 127 | Intersection wait is no worse than the traffic at Vierling and Marshall.                                                                                                                                                                                                                                                                                     | 3/28/2022 11:37 AM |
| 128 | Excess speed and poor visibility.                                                                                                                                                                                                                                                                                                                            | 3/28/2022 11:30 AM |
| 129 | It needs stop lights, not roundabouts. Singles lane roundabouts do not work as well as double. If the city decides to do roundabouts it needs pedestrian bridges.                                                                                                                                                                                            | 3/28/2022 11:26 AM |
| 130 | Seems fine to me                                                                                                                                                                                                                                                                                                                                             | 3/28/2022 11:24 AM |
| 131 | I have no concerns. The proposed roundabouts would only confuse most drivers and cause more accidents.                                                                                                                                                                                                                                                       | 3/28/2022 11:22 AM |
| 132 | It is a complicated intersection, very wide, and the speed is too high for the complexity and distance one must cover to make a cross traffic move from the stop signs at the end of the freeway ramps.                                                                                                                                                      | 3/28/2022 11:13 AM |
| 133 | Walking across Marystown is not safe. A pedestrian bridge would be great.                                                                                                                                                                                                                                                                                    | 3/28/2022 11:07 AM |
| 134 | I don't feel safe driving through the 169 intersection nor the 17th Ave. intersection. My husband and I live in the Windermere development. The speed limit is high, but the issue is people                                                                                                                                                                 | 3/28/2022 11:07 AM |

## Shakopee – Marystown Road Corridor Improvements Survey

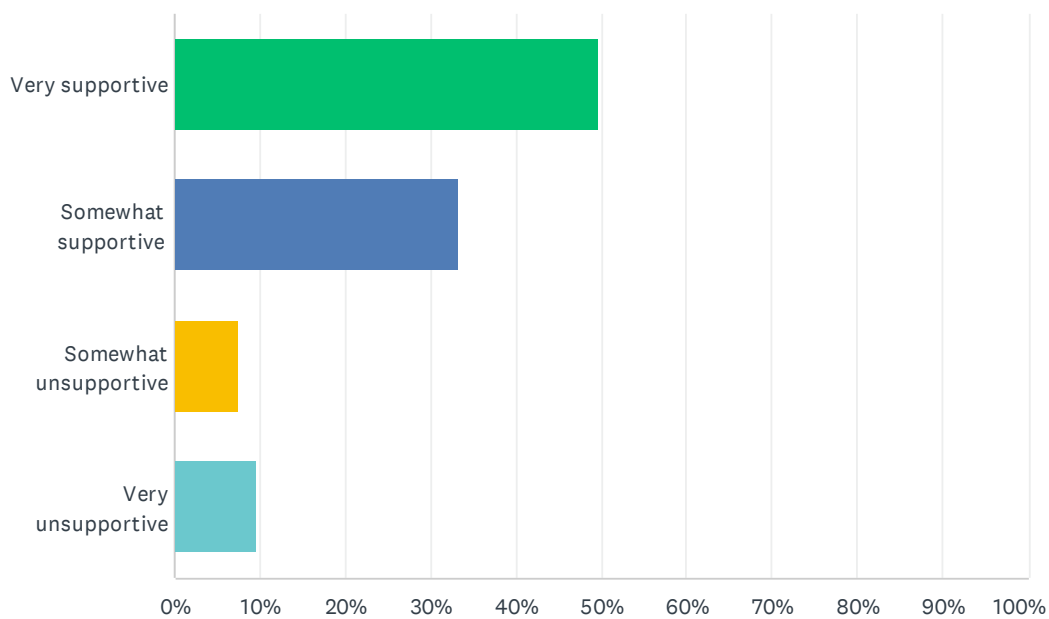
going slow and/or turning in front of others in all aspects of those intersections. Slow drivers cause accidents almost daily. I would never attempt to walk or bike that stretch. The 17th Ave. intersection is the worst in both our opinions.

|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                    |
|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 135 | Much worse with games at Tahpah.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/28/2022 11:05 AM |
| 136 | This area is poorly designed and needs to have roundabouts both for safety and the length it takes to turn. The speed limit is 55 in this area and getting off 169 to marystown is very unsafe. Also we need walking access to cross the 169 bridge on marystown to connect the city. Gates should be along the bridge with a side walk just like marschall road.                                                                                                                                                                                                                                                                                                                                                               | 3/28/2022 11:04 AM |
| 137 | Drivers heading N on Marystown are sometimes driving much faster than drivers heading S - this makes judging your turn ability trickier (increased risk).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/28/2022 11:02 AM |
| 138 | Too many construction vehicles. And Marystown road is NOT marked well at all. Can't see lanes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 3/28/2022 11:01 AM |
| 139 | Rolling stops are endless at the 4 way stop by Hyvee causes no gaps for a left turn from southbound 169 exit heading south on Marystown rd. Traffic is extreme from the schools and used as a bypass. Living in the Dr Horton development for 2 plus years this is just getting worse.                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3/28/2022 11:01 AM |
| 140 | I don't have any concerns                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/28/2022 10:59 AM |
| 141 | Speeds are way to fast give all of the development in recent years.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/28/2022 10:58 AM |
| 142 | No concerns                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 3/28/2022 10:57 AM |
| 143 | It seems fine, should need a sidewalk                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/28/2022 10:54 AM |
| 144 | The development and increase of people has rapidly outgrown the amount of traffic that can be handled safely by the stop signs. This needs immediate attention as more and more houses get built and the road becomes busier. I would include Marystown and 17th intersection as well.                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3/28/2022 10:52 AM |
| 145 | I would like to see a walk/ bike to cross over the bridge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/28/2022 10:52 AM |
| 146 | Traffic is increasing with housing development and it's still 55. Need roundabouts at Astoria, 17th, both directions of 169, and better access and exit to Hy-Vee.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3/28/2022 10:49 AM |
| 147 | I believe the only real issue is the entrance to Tahpah park. When there is a lot of activity at the park, there can be delays in exiting the park. I have witnessed a few fender benders there but it is really just impatient drivers coming out of Tahpah Park. I don't believe that implementing roundabouts in these areas will improve things but rather increase bad behavior. The new property owners in the Windermere area has other ways to get out of their properties. I have heard more grumbings from those home owners because they have to wait to cross Marystown. People in a hurry seems to always be the problem. Solve that issue and there is no need to spend a ton of money to develop the roundabouts | 3/28/2022 10:48 AM |
| 148 | Drivers coming off of 169 rarely stop at stop sign before coming onto the road                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 3/28/2022 10:44 AM |
| 149 | None. Generally traffic flows easily and fluidly through all intersections, even during rush hour times.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3/28/2022 10:44 AM |
| 150 | Unsure during busy times of the day                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/28/2022 10:41 AM |
| 151 | Need light at marystown & 17th ave. Need better trail connections.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3/28/2022 10:41 AM |
| 152 | Cars don't know who has the right of way and the speed needs to be slower                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/28/2022 10:41 AM |
| 153 | My biggest concerns are speed and unsafe intersections at the MnDOT ramps. Additionally, there is no pedestrian or bicycle routes for safe passage. You often have to sit at the ramps for a long time (during peak hours) and drive aggressive or risky in order to get off the ramp onto Marystown Road. You cannot tell which lanes cars are in and they are travelling very fast, especially northbound traffic. I do not use this corridor for walking/biking due to the lack of safe infrastructure. This is unfortunate as there are regional parks and grocery/gas etc divided by the MnDOT highway. I have seen many near misses out here.                                                                             | 3/25/2022 11:28 AM |
| 154 | Depending on the time of day, it can be difficult to enter Marystown Road from the 169 ramps due to traffic volumes. In addition, I have witnessed several dangerous maneuvers from vehicles exiting Hy-Vee and making illegal u-turns around the median.                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/25/2022 11:03 AM |



### Q3 Do you support this concept?

Answered: 754 Skipped: 2



| ANSWER CHOICES        | RESPONSES |     |
|-----------------------|-----------|-----|
| Very supportive       | 49.60%    | 374 |
| Somewhat supportive   | 33.16%    | 250 |
| Somewhat unsupportive | 7.56%     | 57  |
| Very unsupportive     | 9.68%     | 73  |
| TOTAL                 |           | 754 |

## Q4 Please provide any other comments you have about the study area.

Answered: 374 Skipped: 382

| #  | RESPONSES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | DATE              |
|----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| 1  | Add one more roundabout at the intersection of Marystown Rd and 17th ave.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 4/10/2022 8:30 PM |
| 2  | This needs to be done I live at Vierling and Jefferson and get numerous cars every day trying to turn around after they exit Hy Vee                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 4/10/2022 8:01 PM |
| 3  | Do NOT want roundabouts. Especially 3. Walking/biking path across the highway and repairing the road itself I support fully. Roundabouts are not the solve-all solution. People do not know how to use them properly. Can cause just as much traffic as stop signs or lights                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 4/10/2022 9:57 AM |
| 4  | These one lane roundabouts are too tight and close together. Also they do not improve walking and biking safety, there would be more crossings and no stopping traffic. There should be a bike and walking path through the area only, no road modifications are needed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 4/10/2022 9:46 AM |
| 5  | I've almost been hit by people in roundabouts more times than I can count. Too many drivers don't understand how to use them. Please leave the road how it is.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 4/8/2022 7:09 PM  |
| 6  | I agree with the roundabouts at 169 but think that Adams and Vierling is a safe intersection. Never had problems there. But need a roundabout at Marystown and 17th Ave as many accidents have occurred there plus with the additional traffic from the new apartments.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 4/7/2022 5:06 PM  |
| 7  | Single lane roundabouts are terrible. People do not understand how to properly use them. Pickup truck drivers don't look to see if someone is in the roundabout have have caused far too many near misses where other drivers have to slam on brakes. Single lane roundabouts are not safe at all and I oppose this proposal 100%.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 4/6/2022 8:12 PM  |
| 8  | Roundabouts, like the one at Spencer and Vierling, seem also a bit chaotic and dangerous. I've seen several accidents on that Spencer/Vierling roundabout over the years. People also drive fast on it (perhaps due to the 45 mph speed limit on Spencer?)... and it doesn't seem like people watch for pedestrians. That all being said, I think the roundabout idea will be a big improvement over the current setup. I really dislike the current 4-way stop intersection at Adams and Vierling. It is VERY dangerous for pedestrians. Me and my family were almost hit by a car on at least one occasion. One more pedestrian comment... (we live in the area so we walk the area a lot)... is: On vierling... by the fire station... people do not stop very often at the crosswalk, across Vierling. If possible, I'd like to request more enforcement on that crosswalk but also a signal at the crosswalk. Thanks! | 4/6/2022 1:17 PM  |
| 9  | [NOTE: this was a mailed in survey entry that was received from M. Pauly, 1292 Parkview Ter, rec'd 4/6/22 at city hall]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 4/6/2022 12:04 PM |
| 10 | Some type of better traffic control needs to be put in place at the 17th Ave. and Marystown Rd. intersection.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 4/6/2022 11:20 AM |
| 11 | In terms of traffic, I am very supportive of the change to roundabouts, especially on Vierling and Adams. As a frequent bike rider, I feel that the four-way stop at V&A is dangerous, and connecting trails on either side of 169 would be fantastic. As long as there are safe pedestrian paths around the roundabout, I fully support this change!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 4/6/2022 8:35 AM  |
| 12 | I support this concept for the continuous flow of vehicular traffic; however, I would not feel safe if I were walking or biking at these intersections because vehicles don't have to stop and are less likely to give the right-of-way to pedestrians. I've observed many vehicles traveling South to North just blow right thru the roundabout on Vierling/Spencer without slowing down because they believe they have the right-of-way and the east/west traffic doesn't.                                                                                                                                                                                                                                                                                                                                                                                                                                               | 4/5/2022 6:08 PM  |
| 13 | I think reconstructing this area with 3 single lane Roundabouts it totally idiotic. One lane is NOT enough width for any Semi trucks, Large tandem trucks, Large School buses, Fire trucks, or Snow Plows. Those poor drivers would have to try and maneuver around those narrow turns which is also VERY unsafe!! I can see having a DOUBLE lane roundabout at Vierling Drive and Adams but NOT Single lane! Because of your already POOR design for anyone coming                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 4/5/2022 3:21 PM  |



## Shakopee – Marystown Road Corridor Improvements Survey

out of HyVee from the West side onto Adams, in order to get back onto 169 to go South on Adams traffic must turn around somewhere on Vierling and Adams, a roundabout would work in that situation. In all my 55 years of driving I have NEVER seen a roundabout at the top of a freeway exit ramp! I know that you have already made your decision, but if you MUST put in 3 roundabouts, DO IT RIGHT THE FIRST TIME AND INSTALL DOUBLE LANES IN ALL THREE roundabouts!

|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                   |
|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| 14 | I don't think roundabout's are the answer. Would prefer to see sensed traffic lights. The road isn't always busy or unsafe, only at busy times (school/rush hour/ball games).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 4/5/2022 2:50 PM  |
| 15 | Roundabouts would help allow turners to get through a bit faster.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 4/5/2022 11:57 AM |
| 16 | We. Need traffic lights on 17th ave                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 4/5/2022 11:49 AM |
| 17 | I think it could be helpful reduce the speed of the road in the higher populated area as well                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 4/4/2022 7:57 PM  |
| 18 | We love the idea!! We drive it everyday and it would speed up traffic in a safe way!!! Not sure how semi's would do with a roundabout though.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 4/4/2022 5:19 PM  |
| 19 | We have been wanting these addressed as well as the intersection of marystown and 17th Ave                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 4/4/2022 2:28 PM  |
| 20 | Does not address the lack of access to Lusitano street.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 4/4/2022 10:54 AM |
| 21 | If this goes through, please make the roundabouts bigger than the roundabout at Vietling and 79 !! That roundabout is a joke                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 4/4/2022 6:00 AM  |
| 22 | The southern roundabout should be a stop light with lighted crosswalks (like on 17th) due to lots of student activity                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 4/3/2022 10:41 PM |
| 23 | Although just outside the study area I have concerns about The pedestrian crosswalk at Adams street and 11th Avenue. Cars already do not stop for pedestrians in the crosswalk and removing the stop signs at Vierling will further increase traffic speeds along Adams st. I have personally almost been hit in the crosswalk and have witnessed many other close calls. This crosswalk is the main access for the presidential neighborhood to lions park and the sand venture pool as well as being a major crosswalk for the students at the middle school. This crosswalk needs to be improved in my opinion this intersection could benefit from a roundabout similar to the proposed change to the Vierling and marystown intersection. | 4/3/2022 8:59 PM  |
| 24 | How about 17th Ave? I feel like that one is very difficult to cross Marystown.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 4/3/2022 7:05 PM  |
| 25 | it would be wonderful to find a way to turn south out of HyVee - rather than only turning north and onto Vierling.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 4/3/2022 5:04 PM  |
| 26 | With all the new construction, either a round about or stop light need to be included on the marystown road 17 intersection                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 4/3/2022 3:29 PM  |
| 27 | I'd rather have the money spent on lights put up around the High School. It's like a death trap. Cars are speed, not looking for people walking. Waiting to turn is a NIGHTMARE! I'm still shocked there hasn't been a major accident yet.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 4/3/2022 3:23 PM  |
| 28 | Please ensure that the round-about is the right size. The one put in at Vierling (existing) is too small and not your typical size. Even the buses have difficulty. Make sure the size is what other cities use and is conducive to buses and is safe.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 4/3/2022 2:33 PM  |
| 29 | Do not look forward to the construction time, but the proposal makes sense.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 4/3/2022 12:49 PM |
| 30 | Multi use trails (pedestrian traffic) and round abouts don't mix very well.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 4/3/2022 12:35 PM |
| 31 | The biggest concern is the Marystown Rd & Vierling Dr, so if you can't do all of the projects at least do that one                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 4/3/2022 11:32 AM |
| 32 | Some people are afraid of roundabouts. There should be some type of instruction. This area has many senior citizens that need it.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 4/3/2022 11:05 AM |
| 33 | Walking on crosswalks in roundabouts is hard because cars don't always stop and can plug up the roundabout unsafely                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 4/3/2022 9:16 AM  |
| 34 | cost                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 4/2/2022 9:03 PM  |
| 35 | Round abouts are great but a large majority of the population do not know how to probably use them. I'm concerned that a single lane round about will just cause more congestion than the                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 4/2/2022 6:43 PM  |

## Shakopee – Marystown Road Corridor Improvements Survey

|    |                                                                                                                                                                                                                                                                                                                                                              |                   |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
|    | four way stop currently does.                                                                                                                                                                                                                                                                                                                                |                   |
| 36 | Too many citizens don't know how to properly drive a round about.                                                                                                                                                                                                                                                                                            | 4/2/2022 4:56 PM  |
| 37 | People speed going down Marystown road and I have noticed a lot of car accidents at 16th and Marystown. Definitely don't want my kids biking on Marystown unless there was a bike path.                                                                                                                                                                      | 4/2/2022 4:17 PM  |
| 38 | What is the plan for the 17th Ave intersection? It can be difficult to cross or get on Marystown at this intersection as well. A roundabout would be helpful here as well along with a crosswalk for walking across 17th Ave.                                                                                                                                | 4/2/2022 2:44 PM  |
| 39 | Add a traffic light instead.                                                                                                                                                                                                                                                                                                                                 | 4/2/2022 2:37 PM  |
| 40 | Needs walking path                                                                                                                                                                                                                                                                                                                                           | 4/2/2022 1:01 PM  |
| 41 | All I have to say is get it done please. How many accidents do you need to start moving this project.                                                                                                                                                                                                                                                        | 4/2/2022 9:41 AM  |
| 42 | Make the roundabouts big enough to handle all the recently added traffic and additional future traffic. A stoplight or roundabout also needs to be put in at Marystown and 17th. That interesction is extremely dangerous. Accidents happen all the time.                                                                                                    | 4/2/2022 9:07 AM  |
| 43 | Too many round a-bouts in succession                                                                                                                                                                                                                                                                                                                         | 4/1/2022 9:46 PM  |
| 44 | I'm glad they are looking into making some changes; I typically alter my route when turning SB on Marystown from 169 as it takes a long time to make a left.                                                                                                                                                                                                 | 4/1/2022 9:24 PM  |
| 45 | Will this proposal help with the following issue-making a left from 17th to go south on Marystown? During the morning and after school hours, there is a significant wait to make this turn.                                                                                                                                                                 | 4/1/2022 8:37 PM  |
| 46 | I've seen too many people run the stop sign at vierling and Adam's. Roundabout here is a terrible idea                                                                                                                                                                                                                                                       | 4/1/2022 8:31 PM  |
| 47 | See previous comments.                                                                                                                                                                                                                                                                                                                                       | 4/1/2022 7:39 PM  |
| 48 | Also roundabout or stop light on Matystown/17th Ave, takes long to get through every morning                                                                                                                                                                                                                                                                 | 4/1/2022 3:40 PM  |
| 49 | Shakopee hasn't done very well with the single lane round abouts they already have. If they were two lane roundabouts that would help. Why haven't they dropped the speed limit to 35 miles an hour, in order to give people more time. I go through this area every day and don't have issues or have to wait very long to take a left turn onto marystown. | 4/1/2022 3:30 PM  |
| 50 | Multi-lane round abouts would work great here.                                                                                                                                                                                                                                                                                                               | 4/1/2022 1:21 PM  |
| 51 | Would ratherseeasemaphoretatVierlingandctyrd15andleavetheotherintersectionastheyare.                                                                                                                                                                                                                                                                         | 4/1/2022 1:20 PM  |
| 52 | Don't make a change to the 4-way stop on vierling. Agree with round about at other locations, lower speed limit in the area north of the round abouts, increase to 55 mph when south of last round about.                                                                                                                                                    | 4/1/2022 11:56 AM |
| 53 | Also reduce the speed limit coming down from Marystown going into the proposed section                                                                                                                                                                                                                                                                       | 4/1/2022 11:08 AM |
| 54 | Roundabouts will help - anyway to do a 2 lane roundabout might be better                                                                                                                                                                                                                                                                                     | 4/1/2022 10:09 AM |
| 55 | Would prefer lights                                                                                                                                                                                                                                                                                                                                          | 4/1/2022 9:15 AM  |
| 56 | There is absolutely no driving issues through their this is a waste of time and money                                                                                                                                                                                                                                                                        | 4/1/2022 8:47 AM  |
| 57 | A roundabout is needed on 17th and Marystown Rd. That is the next worse one in the area, only to get made worse as the traffic volume increases.                                                                                                                                                                                                             | 4/1/2022 8:40 AM  |
| 58 | 169 S exit ramp onto 15 - going into a round a bout is stressful (so much traffic with Tahpah right there. Could work well though. The other round-a-bouts sound great.                                                                                                                                                                                      | 4/1/2022 8:32 AM  |
| 59 | I feel traffic lights would be better! There are too many seniors that live there, and roundabouts are scary! Because there is so much traffic , it would be hard to know just when we could go. Please do not do a roundabout!                                                                                                                              | 4/1/2022 7:47 AM  |
| 60 | The plows do a terrible job with moving the snow from the corners in the winter making these intersections even more dangerous.                                                                                                                                                                                                                              | 4/1/2022 7:38 AM  |

## Shakopee – Marystown Road Corridor Improvements Survey

|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                   |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| 61 | Could use more or brighter lighting.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 4/1/2022 1:15 AM  |
| 62 | there's a need for another round about at marystown and 17t ave.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3/31/2022 9:52 PM |
| 63 | Roundabouts would help but might be more than needed. The park entrance is what causes safety issues as the road has gotten busier.                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/31/2022 9:38 PM |
| 64 | 17th and Marystown is my biggest concern. This intersection should be included as well. Traffic moves too fast on Marystown and there are too many lanes to assess to safely enter southbound Marystown from westbound 17th.                                                                                                                                                                                                                                                                                                                                                                  | 3/31/2022 9:21 PM |
| 65 | The study should be extended to 17th Ave & Marystown                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3/31/2022 8:49 PM |
| 66 | Reduce the speed limit!!!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 3/31/2022 7:09 PM |
| 67 | This does not address the traffic on 17th avenue which is one of the most dangerous intersections. The park entrance should be moved off Marystown and on to a side street.                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/31/2022 6:10 PM |
| 68 | Connection trails would be a positive improvement, but not sure about how reducing driving lanes would help.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 3/31/2022 6:04 PM |
| 69 | Not a busy traffic as I know. I like the old fashion way instead of roundabout. I wish MN can go back to stop signs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3/31/2022 5:32 PM |
| 70 | I make this turn at 7:45 am and 4:30 pm daily.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/31/2022 5:27 PM |
| 71 | No roundabout is needed they don't solve the problems. A single lane roundabout is only going to back up traffic. People just need to learn how to use a 4 way stop. Stop building more house on all these busy roads that don't have the proper traffic signals to handle more traffic.                                                                                                                                                                                                                                                                                                      | 3/31/2022 5:26 PM |
| 72 | Bike/ped lanes to connect this missing piece is essential                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 3/31/2022 4:16 PM |
| 73 | Get the prisoners to pick up trash along the roads and ditches, please.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/31/2022 4:15 PM |
| 74 | The roundabouts need to be big enough so that pedestrians can be seen. The Marystown Rd and Vierling intersection has A LOT of pedestrian traffic. The roundabout by Middle School West is too small!                                                                                                                                                                                                                                                                                                                                                                                         | 3/31/2022 3:25 PM |
| 75 | Roundabouts and bike walk trails don't seem very safe...cars are too busy watching who's coming in by vehicle and too many people enter way too fast.                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/31/2022 3:24 PM |
| 76 | Lots of out of town visitors using the 169 ramp for hy-vee causing problems. Combine that with people who don't understand how to navigate roundabouts could create more accidents, especially with pedestrians crossing the Vierling intersection.                                                                                                                                                                                                                                                                                                                                           | 3/31/2022 3:14 PM |
| 77 | Love the idea, especially as people get educated on how to actually drive in a Round-About!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/31/2022 3:14 PM |
| 78 | People don't always know the rules of driving through a roundabout.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/31/2022 3:14 PM |
| 79 | why only single lane roundabouts??                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 3/31/2022 3:13 PM |
| 80 | i think at the 2 sections of 169 there should be lights? i get worried about People and bikers crossing that area with a round about                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3/31/2022 3:10 PM |
| 81 | I love that a trail will be connecting the two sides of 169, as I see people walking/or biking across 169 often and it feels so dangerous. But I would say 50% of people do not know how to properly drive in a roundabout. Adding roundabouts into an area that is also meant to be more pedestrian friendly seems like a recipe for disaster. Certain crosswalks, like the one at the entrance to Tahpah Park would be fine, but Marystown and Veirling is a very busy intersection all around. Having pedestrians trying to cross through there would be awful and I would never even try. | 3/31/2022 2:50 PM |
| 82 | Ned a bike tunnel underneath to get to Tahpah and avoid crossing Roundabout. Eliminate the northbound exit onto Marystown Rd from HyVee Convenience Store, there only needs to be an inlet from Northbound Traffic on Marystown Rd... The traffic crisscrosses, once on Hyvee Property. Serves no purpose to have an exit onto Marystown from Hy Vee... Direct all to the 2 exits on Vierling.                                                                                                                                                                                                | 3/31/2022 2:46 PM |
| 83 | I don't feel like round abouts off the highway will help the problem. I think 17th/Marystown intersection needs to be included in this study. This is a dangerous intersection and very busy due to the increase in population in this area.                                                                                                                                                                                                                                                                                                                                                  | 3/31/2022 1:53 PM |

## Shakopee – Marystown Road Corridor Improvements Survey

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| 84  | Round about are very unsafe with all the traffic that is there for Pedestrians it is not a ideal situation at the 169 intersections for kids and people to be crossing. the other 1 on vierling i would see to be fine                                                                                                                                                                                                                                                                                                             | 3/31/2022 1:52 PM  |
| 85  | Additional roundabout at 17 th also                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/31/2022 1:47 PM  |
| 86  | More work is needed on enforcement and education for negligent drivers in roundabouts. I live close to the Spencer Ave roundabout and routinely have to scream and flail to dodge drivers.                                                                                                                                                                                                                                                                                                                                         | 3/31/2022 1:39 PM  |
| 87  | Round abouts make it very difficult for young drivers as well as other inexperienced drivers and as far as I'm concerned cause bigger problems than solutions...stop lights with turning lanes beat option in my opinion..thank you                                                                                                                                                                                                                                                                                                | 3/31/2022 1:33 PM  |
| 88  | Making left turns in this area is incredibly difficult. Roundabouts would be a great improvement                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/31/2022 1:27 PM  |
| 89  | Feel like you should also include a roundabout at Marystown and 17th also                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3/31/2022 1:02 PM  |
| 90  | HATE roundabouts!!! No one knows how to use them and the last one you made was too small                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/31/2022 12:50 PM |
| 91  | We would like to also see one at 17th Avenue and Marystown, or some sort of better safety options so close to the crosswalk at Jackson Elementary.                                                                                                                                                                                                                                                                                                                                                                                 | 3/31/2022 12:37 PM |
| 92  | I think that 169 in both directions are too busy for round a bouts. It would slow traffic down so much more.                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/31/2022 12:33 PM |
| 93  | Roundabouts are band aids over really fixing the issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/31/2022 12:29 PM |
| 94  | It's an improvement, but for on/off ramps to a highway, I think stoplights would be safer.                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/31/2022 12:06 PM |
| 95  | Old Brick Yard Rd and Co Rd 78 is the major problem as the idiots who can't master a 4 way stop ASSUME this intersection IS a 4 way stop despite the fact the Stop Sign clearly states cross traffic does not stop.                                                                                                                                                                                                                                                                                                                | 3/31/2022 11:16 AM |
| 96  | Would like round about at Vierling and 17th. Intersection of 17th is not safe. Never have issues at 169 and I think those are too many.                                                                                                                                                                                                                                                                                                                                                                                            | 3/31/2022 11:07 AM |
| 97  | I absolutely hate the roundabouts that have been added. The one by West, on Vierling, is horrible and unsafe. Drivers do not follow the right of way and it's like a game of chicken to get through there. My student should be able to walk to school but would need to cross there and it's simply too dangerous. Please do NOT add yet another one so aggressive drivers can use it as their own racetrack and assert their dominance by busting through without following rules. It's unsafe for drivers and pedestrians alike | 3/31/2022 11:02 AM |
| 98  | I hate the amount of roundabouts being constructed in the area, especially 3 in a row!                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/31/2022 11:00 AM |
| 99  | 3 roundabouts in 300 yds, need a spot to pull over after so you aren't to dizzy to drive. why not start with 30 mph zone to allow cars to enter marystown. I have heard that fire dept has a hell of a time getting the ladder rig around the 79 roundabout, might want to take that into consideration as well.                                                                                                                                                                                                                   | 3/31/2022 10:47 AM |
| 100 | I like roundabouts, but is there really a problem here? Make the developers who are determined to destroy every inch of wild land from here to Spring Lake pay for it.                                                                                                                                                                                                                                                                                                                                                             | 3/31/2022 10:41 AM |
| 101 | Better signage. People always seem to stop and almost cause accidents as it is now because of lack of signage/awareness of off/on access to 169                                                                                                                                                                                                                                                                                                                                                                                    | 3/31/2022 10:37 AM |
| 102 | There is a major problem at Marystown and 17th Avenue...waiting time is long and people are walking across from Jackson elementary to the new developement. Cars are pulling out onto Marystown not realizing the speed limit is higher (55) and accidents have ocured. There needs to be a stoplight or roundabout at this intersection as well. I know there have been multiple accidents at this intersection.                                                                                                                  | 3/31/2022 10:30 AM |
| 103 | Anything that can be done to make it easier to turn left onto Marystown from 169 South would be amazing. It would also be wonderful to have a safe walking and bike trail across the overpass so my family could more easily walk/bike to Hy-Vee. Thank you!                                                                                                                                                                                                                                                                       | 3/31/2022 10:28 AM |
| 104 | I think a roundabout at the four way stop sign that intersects with Vierling at the top of the picture would be great since I have seen quite a few people do illegal U-Turns at that 4 way stop due to not being able to take a left out of that in between road that is by the Hy-Vee gas station. The other two roundabouts, in my opinion, would be completely Unnecessary and possibly cause more harm than good. One example: With the fire station being right there I                                                      | 3/31/2022 10:28 AM |

## Shakopee – Marystown Road Corridor Improvements Survey

think adding all of those roundabouts could cause them to go slower and every second counts when an emergency happens. Roundabouts are definitely a great feature in some areas but let's not go over board.

|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                    |
|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 105 | How long and how expensive would this be? Also, if your plan is long term and most of those roads are already 2 lane, why not build the roundabouts as 2 lanes right away?                                                                                                                                                                                                                                                                                                                           | 3/31/2022 10:25 AM |
| 106 | People don't know how to drive in roundabouts. Stoplights or stop signs                                                                                                                                                                                                                                                                                                                                                                                                                              | 3/31/2022 10:19 AM |
| 107 | I like the idea of replacing the current intersections with single-lane roundabouts.                                                                                                                                                                                                                                                                                                                                                                                                                 | 3/31/2022 9:59 AM  |
| 108 | So glad this is being addressed!! It's a little nerve racking for those in vehicles...people on foot or bikes are not safe there. People drive too fast and don't even look!                                                                                                                                                                                                                                                                                                                         | 3/31/2022 9:46 AM  |
| 109 | A traffic light at Vierling Dr would better control. Lots of pedestrians walking through there.                                                                                                                                                                                                                                                                                                                                                                                                      | 3/31/2022 9:39 AM  |
| 110 | Pedestrian safety is better enhanced with traffic lights.                                                                                                                                                                                                                                                                                                                                                                                                                                            | 3/31/2022 9:37 AM  |
| 111 | How can we educate people on using roundabouts properly?                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/31/2022 9:33 AM  |
| 112 | Roundabouts are not the answer please put in stop lights                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/31/2022 9:20 AM  |
| 113 | Traffic lights for the 169 exit and entrance but roundabout at vierling                                                                                                                                                                                                                                                                                                                                                                                                                              | 3/31/2022 9:19 AM  |
| 114 | I like the idea of a roundabout at Adams/Vierling. I think traffic would be too busy/stressful for a roundabout off of 169 at Tapah/Hyvee area. Not sure what a better solution would be though.                                                                                                                                                                                                                                                                                                     | 3/31/2022 9:14 AM  |
| 115 | I love the idea but my concern is a lot of people don't seem to understand how roundabouts work! Yielding and giving right of way seems to be a foreign concept to people not used to roundabouts, which could potentially be a safety issue on the flip side. Maybe educational videos might help??                                                                                                                                                                                                 | 3/31/2022 9:10 AM  |
| 116 | I have found that the roundabouts that have been put around the city are not as effective as stop sign S. I don't feel that a roundabouts at these points would be safe or effective. Especially at the intersection of vierling & Adams. The pedestrian traffic with people walking, children riding their bikes and the park being right there it wouldn't be safe. I've lived here 19 yrs and drive that way everyday. I feel that drivers respect the pedestrian traffic at that intersection.   | 3/31/2022 9:09 AM  |
| 117 | Put in traffic lights. There are way too many walkers on the trail and walking through roundabouts has proven to be completely unsafe. The one on spencer and Vierling has had daily near accidents with foot traffic going through on the trail.                                                                                                                                                                                                                                                    | 3/31/2022 9:08 AM  |
| 118 | I feel like that would be too many roundabouts. The roundabout on Vierling seems to be too much. I love the multi use trail though more so if the roundabouts need to be there for the trail then I would be good.                                                                                                                                                                                                                                                                                   | 3/31/2022 9:08 AM  |
| 119 | There also needs to be additional control between 17th Avenue and Marystown. There have been a number of times where drivers drive through the stop sign without slowing down at all. This intersection is significantly worse than Vierling and Marystown in my mind.                                                                                                                                                                                                                               | 3/31/2022 9:04 AM  |
| 120 | Round abouts are dangerous for area with high pedestrian traffic. Car do NOT slow down and don't look for walkers/bikers. I am concerned about putting a round about in at Adam's/Vierling intersection because that is a heavily used area for pedestrians. Please reconsider.                                                                                                                                                                                                                      | 3/31/2022 8:57 AM  |
| 121 | People can not navigate roundabouts, I will drive out of my way to avoid the one on Spencer and vierling                                                                                                                                                                                                                                                                                                                                                                                             | 3/31/2022 8:57 AM  |
| 122 | So many people don't look at any of these intersections. Seen a few accidents at the 169 interchange. Almost had someone hit me a few times on the 17th St one. Seen a few just run the stop signs. It is really bad.                                                                                                                                                                                                                                                                                | 3/31/2022 8:57 AM  |
| 123 | Pedestrian traffic exiting Lions park, for instance, may have increased risk with a roundabout. Wonder if reconfiguring intersection with dedicated turn lanes might help. Or if pedestrian walkway with flashing signals (similar to what is near Sun Path school) might be helpful (perhaps at existing spot by fire station). 169 roundabouts seem less problematic for pedestrians and likely to have more positive impact, especially left turns onto Marystown upon exiting 169 heading south. | 3/31/2022 8:57 AM  |
| 124 | Pedestrian crossing at roundabouts is a terrible experience.                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/31/2022 8:55 AM  |

## Shakopee – Marystown Road Corridor Improvements Survey

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| 125 | Stop with the roundabouts. It is not necessary!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/31/2022 8:48 AM  |
| 126 | Roundabouts do not improve safety and impede traffic flow.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3/31/2022 8:44 AM  |
| 127 | It is very difficult to turn left onto Marystown from the TH 169 W offramp. It would also be helpful to have a pedestrian connection over TH 169 that connects to the Hy-Vee area and ultimately areas north of that (Lions Park). It appears that is part of the current plan, so that's wonderful!                                                                                                                                                                                                                                                              | 3/31/2022 8:43 AM  |
| 128 | People don't know how to use round a bouts and thus causing more confusing and kids having to walk through them on there way home isn't safe.                                                                                                                                                                                                                                                                                                                                                                                                                     | 3/31/2022 8:41 AM  |
| 129 | Drivers do not understand how to drive through round abouts. Stop lights or stop signs work better                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/31/2022 8:38 AM  |
| 130 | Eh, I guess                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/31/2022 8:37 AM  |
| 131 | People are too stupid to use roundabouts. How about stop signs instead just to try them out first? If those aren't working then I guess move to roundabouts. Start with a less expensive option first.                                                                                                                                                                                                                                                                                                                                                            | 3/31/2022 8:37 AM  |
| 132 | Lights or roundabouts are definitely needed. Also more crosswalks with lights. (Like the one on marshall) I've seen alot of people almost get hit.                                                                                                                                                                                                                                                                                                                                                                                                                | 3/31/2022 8:36 AM  |
| 133 | A single Lane roundabout will slow things down here causing more traffic. A double lane roundabout would work better. It seems the majority of people in this area have trouble navigating single Lane roundabouts. Seems more often than not it gets treated like a stop sign which just makes things worse                                                                                                                                                                                                                                                      | 3/31/2022 8:32 AM  |
| 134 | If you are going to make the round a bouts build them right the first time and not too small since there is room.                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3/31/2022 8:31 AM  |
| 135 | While I absolutely agree that something needs to be done. I'm not sure 3 round abouts with such close distance is a good idea. Also, is there a plan for a side walks? There's zero way to walk across the bridge safely. Lastly, I haven't seen or heard of a plan for the 17th by the high school — that's a much worse area and high traffic and a lot of accidents that with our children                                                                                                                                                                     | 3/31/2022 8:31 AM  |
| 136 | I dont find that the average driver understands how to navigate roundabouts properly. Many times a driver with right of way stops. I recognize the data support fewer accidents at roundabouts, but i dont know why and stopping behind someone that doesn't understand them can be frustrating. Multilane 4-way stops are a bit complicated but are generally understood by the driving public.                                                                                                                                                                  | 3/31/2022 8:29 AM  |
| 137 | This is a horrible stretch. With the amount of development and the "perk" of being off a major highway, it is scary to come off 169 into this area. I will often go a different route to avoid the Marystown/169 interchange. The 4way stop at Adams and Vierling is a joke. No turn lanes, and the amount of traffic that comes through there constantly can not self regulate who goes first at a 4 way - it is impossible to watch leading up to the intersection because of the amount of traffic. This is a very poorly planned stretch of road in the city. | 3/31/2022 8:28 AM  |
| 138 | Marystown Rd and 17th Ave are not safe to cross as pedestrian                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 3/31/2022 8:25 AM  |
| 139 | It would be nice to go one corner further and have one at the intersection of 17th and Adams St.                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 3/31/2022 8:01 AM  |
| 140 | Drivers have not grasp the concept of roundabouts                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3/31/2022 7:58 AM  |
| 141 | Roundabouts are not always the safest solution, especially coming off 169, a street light would be safer.                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/31/2022 7:56 AM  |
| 142 | Would anything be done to the next intersection to the south?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 3/31/2022 7:48 AM  |
| 143 | Roundabouts would be excellent. There is not enough traffic to warrant a stop light and the speeds are too high. Roundabouts would help it flow nicely and safely.                                                                                                                                                                                                                                                                                                                                                                                                | 3/31/2022 7:03 AM  |
| 144 | I would rather see stop lights at the main part of the intersection (on both sides of 169 bridge). This area is becoming heavily traveled and will only get worse. A one lane round about is good for less heavily traveled areas.                                                                                                                                                                                                                                                                                                                                | 3/31/2022 6:17 AM  |
| 145 | This is a necessity, and the sooner the better. I'm a little skeptical about the use of a roundabout (as opposed to a light) at the 169-S offramp / Tahpah intersection. Especially                                                                                                                                                                                                                                                                                                                                                                               | 3/30/2022 11:18 PM |

## Shakopee – Marystown Road Corridor Improvements Survey

during busy times like softball season and end-of-workday rush, I wonder if that will be too much traffic for a roundabout to handle. Regarding the pedestrian/bike trail to cross the bridge, yes please. I live in the Windermere development and would like the ability to safely cross over 169 to get to Tahpah, HyVee, Sweeney, etc. with the kids. Right now, it's treacherous.

|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                    |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 146 | I believe that this should be a two lane road with two line round about with traffic and continued growing area. However there needs to be a bridge or trail added for predestination traffic from neighborhoods to Hy-Vee and the parks.                                                                                                                                                                                                                                                                    | 3/30/2022 10:48 PM |
| 147 | More so concerns for the children that walk to Jackson with the increase in traffic around all access points to the school                                                                                                                                                                                                                                                                                                                                                                                   | 3/30/2022 10:14 PM |
| 148 | Will there be a walking and bike path added across the bridge?                                                                                                                                                                                                                                                                                                                                                                                                                                               | 3/30/2022 9:33 PM  |
| 149 | Three consecutive roundabouts sounds like a car repair shops dream. The one single lane roundabout on Vierling and Spencer is a nightmare. No one knows how to proceed through it. Someone always pulls out in front of you or 10 cars from the same side all go at once. If this concept was to be put in place, that's one less road I'll be driving on.                                                                                                                                                   | 3/30/2022 9:25 PM  |
| 150 | Double lane roundabout                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/30/2022 9:20 PM  |
| 151 | It would be helpful to include the 17th street intersection in the redevelopment plan                                                                                                                                                                                                                                                                                                                                                                                                                        | 3/30/2022 9:13 PM  |
| 152 | A light or roundabout is needed. Taking a left onto Marystown is tricky now that there's more traffic                                                                                                                                                                                                                                                                                                                                                                                                        | 3/30/2022 8:45 PM  |
| 153 | My family has a car accident in that area due to another driver trying to get across the road even though I had the right of way. Thankfully nobody was seriously hurt but I have had too many close calls in that area in the many years I have lived here. I am 100% for the proposed change.                                                                                                                                                                                                              | 3/30/2022 8:45 PM  |
| 154 | Roundabouts can be useful but I find most people run into safety issues when biking and walking through them. People are so focused watching cars to the left of them that they forget to watch for pedestrians. I'm not a huge fan of having so many roundabouts in a row, but if that is the only option, my preference would be to see separate bridges or paths for the pedestrians. No matter what it is an improvement from what we have now.                                                          | 3/30/2022 8:39 PM  |
| 155 | Intersection at 17th should be made a roundabout. This is the most dangerous and problematic intersection in the study area. Why is this one not being addressed here???                                                                                                                                                                                                                                                                                                                                     | 3/30/2022 8:37 PM  |
| 156 | I think roundabouts are a great solution. Reduces the need to be able to see traffic at a long distance and will naturally slow the traffic on marystown. I also love the idea of connecting the gap in the trail system. This would make biking to lions park from the south side of 169 possible                                                                                                                                                                                                           | 3/30/2022 8:29 PM  |
| 157 | Are roundabouts the best option? Three roundabouts seems like a lot. Have traffic lights been considered at the 169 interchanges? When you take the Marystown exit off of 169 southbound, I have to wait a very long time to take a left and usually I just end up taking 3 rights to get to my home near Jackson Elementary. Also, I feel that the intersection of 17th and Marystown needs a traffic exchange - either stop lights or a roundabout and pedestrian crossing at this very busy intersection. | 3/30/2022 8:25 PM  |
| 158 | This is much needed. The sooner this can be completed, the better. If safety is what the City and County are looking for, this should be done as soon as possible.                                                                                                                                                                                                                                                                                                                                           | 3/30/2022 8:20 PM  |
| 159 | Need a light at 17th & Marystown                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/30/2022 8:15 PM  |
| 160 | The area that is hard to turn out of is coming onto Marystown after dropping off kids at Jackson elementary. That road is super unpredictable to turn out onto Marystown .                                                                                                                                                                                                                                                                                                                                   | 3/30/2022 7:52 PM  |
| 161 | I love the ideas of roundabouts. Keeps the traffic moving in a safe way                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/30/2022 7:49 PM  |
| 162 | Add in dedicated right turn only lanes at SB 169 off ramp and Tapah Exit because there will be too much congestion in the roundabout during peak usage if only a single lane.                                                                                                                                                                                                                                                                                                                                | 3/30/2022 7:48 PM  |
| 163 | You need stoplights at 169 entrances and exits at the least - same with Vierling with a major grocery store and gas station - but could work. No round about will allow less time trying to get off the highway on to Marystown - very poor places to put a round about in when exiting and entering the highway. Clearly the population was not factored in regarding rush hours from the                                                                                                                   | 3/30/2022 7:28 PM  |

## Shakopee – Marystown Road Corridor Improvements Survey

schools; daycares and work. If anything this should mirror Mashall Rd for it to actually allow relief and safety.

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| 164 | The intersection at 17th is more of a concern than Vierling.                                                                                                                                                                                                                                                                                                                                                                                                 | 3/30/2022 7:24 PM |
| 165 | I really struggle turning left onto Marystown Rd from the 169 exit ramp. There is so much traffic, it forces drivers to take unnecessary risks, such as driving out into oncoming traffic. With all the buses carrying children, I am particularly concerned there is going to be a bad accident at some point.                                                                                                                                              | 3/30/2022 7:21 PM |
| 166 | Add 17th and Marystown to this improved intersection plan                                                                                                                                                                                                                                                                                                                                                                                                    | 3/30/2022 7:00 PM |
| 167 | In the meantime - reduce the speed limit throughout this area!!!                                                                                                                                                                                                                                                                                                                                                                                             | 3/30/2022 6:47 PM |
| 168 | Are there any plans to add a roundabout at Marystown and 17th Ave? I would like to see one there too                                                                                                                                                                                                                                                                                                                                                         | 3/30/2022 6:42 PM |
| 169 | It's great, but one more roundabout is definitely needed at 17th Ave and Marystown Rd., VERY VERY dangerous intersection there. Vehicles driving East on 17th Ave to Marystown Rd have to pull out in front of 2 lanes of higher speed vehicles to turn north on Marystown Rd. The most dangerous intersection out of all of them is the one not getting the roundabout makes no sense. Do it right the first time and not regret making it safe everywhere. | 3/30/2022 6:42 PM |
| 170 | I think a light may be better because of how fast people drive and continual lack of knowledge of how to properly drive through a roundabout                                                                                                                                                                                                                                                                                                                 | 3/30/2022 6:40 PM |
| 171 | Too many roundabouts within 1 mile                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/30/2022 6:34 PM |
| 172 | I think a stoplight or traffic circle at 17th and Marystown should be a higher priority. I have personally seen multiple high speed accidents there and it is incredibly difficult to cross as a pedestrian                                                                                                                                                                                                                                                  | 3/30/2022 6:32 PM |
| 173 | A light needs to go up or another roundabout at 17th and Marystown.                                                                                                                                                                                                                                                                                                                                                                                          | 3/30/2022 6:31 PM |
| 174 | Much needed as growth and development has moved into this area                                                                                                                                                                                                                                                                                                                                                                                               | 3/30/2022 6:28 PM |
| 175 | A stop light is needed at 17th ave and marystown rd. So many accidents!!                                                                                                                                                                                                                                                                                                                                                                                     | 3/30/2022 6:28 PM |
| 176 | We have to try something. It can't stay the way it is. Round a bouts make sense.                                                                                                                                                                                                                                                                                                                                                                             | 3/30/2022 6:27 PM |
| 177 | Do construction work in school areas during summer break and finish before school starts.                                                                                                                                                                                                                                                                                                                                                                    | 3/30/2022 6:25 PM |
| 178 | Should close exit from HyVee onto Marystown. So many drivers make U-turns and cause issues.                                                                                                                                                                                                                                                                                                                                                                  | 3/30/2022 6:24 PM |
| 179 | This may also help with accidents at the nearby 17th Ave and Marystown road interchange.                                                                                                                                                                                                                                                                                                                                                                     | 3/30/2022 6:02 PM |
| 180 | People in Shakopee already struggle with the roundabouts we currently have. Make them double lane if they need to be built.                                                                                                                                                                                                                                                                                                                                  | 3/30/2022 6:00 PM |
| 181 | This many roundabouts in such a co denied area seems like it may create another issue altogether. People are not well versed on how to use these and you see so many issues at the other roundabouts in town.                                                                                                                                                                                                                                                | 3/30/2022 6:00 PM |
| 182 | I think traffic lights would be more effective. Also, the interchange with Marystown and 17th Avenue should be included as well.                                                                                                                                                                                                                                                                                                                             | 3/30/2022 5:53 PM |
| 183 | Exiting off of marystown in either direction is dangerous, especially in the winter. I find myself often making a right turn and go out of my way to avoid turning across traffic. One of these days a life will be lost or someone injured at these intersections. With the new development in the area the traffic is even worse i.e. Hyvee, daycare and new development and retirement home.                                                              | 3/30/2022 5:53 PM |
| 184 | 17th Avenue is also of concern. This intersection is more risky due to only 2 way stop signs and high volume traffic on marystown. This inte re section is worse than vierling and marystown.                                                                                                                                                                                                                                                                | 3/30/2022 5:45 PM |
| 185 | None                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/30/2022 5:43 PM |
| 186 | More interested in the bike/walking bridge or lanes. I don't think roundabouts are necessary for the highway in ramps                                                                                                                                                                                                                                                                                                                                        | 3/30/2022 5:42 PM |



## Shakopee – Marystown Road Corridor Improvements Survey

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| 187 | Please also add the 17th ave intersection. Too many bad accidents because people don't understand the speed limit and that the Marystown travelers do not have a stop sign.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 3/30/2022 5:38 PM |
| 188 | Please hurry!!!! This section is an absolute nightmare!! Your proposal is going to change all that!!! Hurry please!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3/30/2022 5:36 PM |
| 189 | The roundabouts need to be larger than what is currently being utilized in the city of Shakopee....i.e. near the Shakopee West Jr High School (Vierling and County Road 79)....a great example that I have driven on previous is on Hilton Head Island, SC.....at the intersection of Greenwood Dr/Pope Ave/William Hilton Pkwy/Palmetto Bay Road                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 3/30/2022 5:36 PM |
| 190 | Can we put temporary stop signs in place until this is built? I nearly get hit 2 or more times a week at Marystown and 169. Even reduce the speed to 35 instead of 55. Speed is a huge factor with heavy traffic.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 3/30/2022 5:35 PM |
| 191 | Roundabouts are terrible. No one knows how to use them properly. That is a very busy area and ONE lane is terrible idea. There needs to be two lanes. Please just put in stop lights at the on/off Ramps of the highway. The roundabouts in Prior Lake are nightmares.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/30/2022 5:33 PM |
| 192 | Live in the area, never noticed any accidents or cause for concern in the area. Barely any traffic unless an event is going on a few times a year. I believe more issues would come from roundabouts because still no one knows how to drive them. If anything put up some traffic lights instead.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/30/2022 5:01 PM |
| 193 | This area is dangerous. These improvements can't come soon enough. Thank you!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/30/2022 4:34 PM |
| 194 | Please put a stoplight at 17th Ave and Marystown road. With the posted speed of 55 there it makes turning dangerously. Especially with all the cars come out of the new housing development.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3/30/2022 3:59 PM |
| 195 | I really like the concept of roundabouts. My initial thoughts of leveraging J-turn intersections for traffic coming off 169 and attempting to cross would be even better served by roundabouts! My only concern is some people seem to still struggle with the concept of roundabouts, coming off the highway into one might pose a challenge. I would suggest you touch base with Hy-Vee corporate down in Iowa as well as PDI (Perishable Distributors of Iowa) who frequently use this exit to service Hy-Vee with semi traffic.                                                                                                                                                                                                                                                                          | 3/30/2022 3:19 PM |
| 196 | Sinage is very important in a newly constructed roundabout area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/30/2022 2:25 PM |
| 197 | The whole area is unsafe for bikers and pedestrians. The only place I feel UNSAFE driving is coming out of the Tahpah Park parking lot. Especially when making a left-hand turn. A roundabout might help there, but if there was an accident in the roundabout, there would be no exit out of Tahpah park on a busy night. Need another exit (between field 4 & 5) from the main parking lot at Tahpah Park feeding exiting traffic directly out to Vierling Drive in order to alleviate outgoing traffic issues, since Vierling Drive is the destination road for most people taking a left out of the current exit, anyhow. As for a roundabout on Vierling Drive & Adams Street, I'm not sold on that being safer than the 4-way stop. Traffic lights would be safer at that intersection, in my opinion. | 3/30/2022 2:25 PM |
| 198 | Single lane roundabouts will not be enough to support the volume of traffic long term. You have a main artery converging and long term as volume increases will stil cause bottlenecks. Need larger roundabouts at 169 to deal with on off traffic                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/30/2022 2:04 PM |
| 199 | I am not in agreement of funneling traffic from 2 lanes to 1 to use a roundabout. Traffic will backup even more than it does now when that happens during peak times which is when people complain. If you want to use roundabouts they need to be multilane ones. However that does not address the people walking/biking safety part.                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/30/2022 2:04 PM |
| 200 | Either at least one light or multiple lights or a roundabout(s) is needed for safety. Thanks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3/30/2022 2:01 PM |
| 201 | I drive this road every day several times - yes, it has continued to get busier each month and needs to be addressed. With the new residences now trying to enter Marystown Road from the southwest area of 169 coupled with the speed limit of those traveling south from Marystown, it has become a very dangerous area - not to mention the U-turns caused on Marystown Road and Vierling Drive from those exiting HyVee and trying to head North on Marystown Road.                                                                                                                                                                                                                                                                                                                                      | 3/30/2022 1:48 PM |
| 202 | Great to see the trail system connecting for easier access walking or biking to Tapah Park. A single lane roundabout coming off of 169 seems like it would create more of a traffic problem to me.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/30/2022 1:34 PM |

## Shakopee – Marystown Road Corridor Improvements Survey

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| 203 | I'm a little concerned about all the circles and the proximity to the high school. At that time of day, I wonder what it would be like to try to come from a different direction                                                                                                                                                                                                                                                                                                                                                                                                           | 3/30/2022 12:50 PM |
| 204 | Roundabout at Vierling. Lights at 17th Ave. close entrance/exit near daycare                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 3/30/2022 12:40 PM |
| 205 | Roundabouts are not going to solve the issues.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/30/2022 12:25 PM |
| 206 | I guess it would be an improvement. But again, people don't seem to want to learn how to navigate roundabouts so this seems like a waste of resources to me.                                                                                                                                                                                                                                                                                                                                                                                                                               | 3/30/2022 12:17 PM |
| 207 | I am curious to know if a single lane roundabout is able to handle the capacity of cars moving through this intersection during the morning and evening commute when cars are exiting 169 onto Marystown.                                                                                                                                                                                                                                                                                                                                                                                  | 3/30/2022 12:08 PM |
| 208 | I think single lane roundabouts won't handle the level of traffic that goes through there.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3/30/2022 12:06 PM |
| 209 | There should be another round about at 17 and marystown                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 3/30/2022 12:03 PM |
| 210 | This should help the congestion after normal work hours from those exiting 169 onto Marystown Rd                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/30/2022 11:57 AM |
| 211 | Why aren't signal light not being considered? With the confusion Shakopee drivers have in roundabouts I fear these areas will be negatively affected.                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/30/2022 11:46 AM |
| 212 | I don't think a roundabout to get on and off ramps is smart. Especially the off ramp and one side going into a parking lot/park road. Spend the money on something needed more.                                                                                                                                                                                                                                                                                                                                                                                                            | 3/30/2022 11:40 AM |
| 213 | The roundabout for single traffic is too small in this town. I see trucks getting stuck almost daily on Vierling where they're stopping and backing up or even worse going up into the roundabout because it wasn't designed correctly. With Hy-Vee being there this will just get worse with big trucks trying to make turns. Lights would be a better idea!! Even better would've been better planning when agreeing to development. The price you pay now because someone just wants to approve everything without looking into the future impact it might have on traffic in Shakopee. | 3/30/2022 11:39 AM |
| 214 | I dislike roundabouts No one knows how to drive through them                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 3/30/2022 11:37 AM |
| 215 | 3 roundabouts in a row could be tricky for drivers                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/30/2022 11:28 AM |
| 216 | This is very needed for those of us who live in the area - especially if we like to walk and bike with the kids. An additional note that the west HyVee exit onto Vierling is also very unsafe for walkers. People coming and going from the gas station are often not looking and I've almost been hit many times through the large driveway.                                                                                                                                                                                                                                             | 3/30/2022 11:14 AM |
| 217 | One on 17th Ave and marystown.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/30/2022 11:13 AM |
| 218 | No stoplights!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/30/2022 11:12 AM |
| 219 | Roundabouts would definitely improve vehicle traffic flow in these areas, but I wouldn't feel any safer as a pedestrian. That being said, I'm still very supportive of this plan because these intersections need a different form of traffic control than present                                                                                                                                                                                                                                                                                                                         | 3/30/2022 10:38 AM |
| 220 | There has got to be other ways to move traffic. There is issues with motorists not knowing how to properly use a roundabout.                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 3/30/2022 10:34 AM |
| 221 | I think this is a great idea! It's consistently been challenging to turn onto this road, walk near this road, etc. There have been multiple accidents at these intersections and I am always overly cautious at these intersections due to the varying speed zones and heavy traffic. Additionally, I don't currently feel safe walking to the park or HyVee, but I would love to be able to! Our neighborhood is growing so fast, and I think this would be a great addition for our community.                                                                                           | 3/30/2022 9:56 AM  |
| 222 | Please provide safe pedestrian access along Marystown between 17th and Hyvee :)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 3/30/2022 9:52 AM  |
| 223 | A walkway across the bridge to the park and Hy-vee would be very nice as well. I see a few people in wheelchairs cross over that bridge a few times a week and cars don't move over for them. Same with families going to the soccer/baseball fields.                                                                                                                                                                                                                                                                                                                                      | 3/30/2022 9:49 AM  |
| 224 | If we are going to go the roundabout route, they should be the dual-lane variety. I support the idea of enhancing the trail network.                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/29/2022 7:35 PM  |

## Shakopee – Marystown Road Corridor Improvements Survey

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| 225 | We need walking paths to get across 169 safely. People quickly trying to run across it on the shoulder has been dangerous.                                                                                                                                                                                                                                                                                                                                 | 3/29/2022 7:27 PM  |
| 226 | With the busy roads of Vierling Drive, Marystown Road, and 17th Ave, traffic will only be getting worse with all the development happening in the west end of town. People going to and from Tahpah Park need to have safe access as well.                                                                                                                                                                                                                 | 3/29/2022 7:22 PM  |
| 227 | Something needs to be done to address this. Removing the Hy-Vee exit to Marystown road should also be considered as well as dropping the speed limit to 45.                                                                                                                                                                                                                                                                                                | 3/29/2022 6:03 PM  |
| 228 | Need roundabout at the Marystown and 17th Ave intersection as well                                                                                                                                                                                                                                                                                                                                                                                         | 3/29/2022 5:10 PM  |
| 229 | Please don't design this like the round about on Vierling. It is dangerous.                                                                                                                                                                                                                                                                                                                                                                                | 3/29/2022 4:19 PM  |
| 230 | This shows no change to Marystown Road and 17th Avenue? Something needs to be done there too.                                                                                                                                                                                                                                                                                                                                                              | 3/29/2022 3:57 PM  |
| 231 | When you neck 2 lanes down to a round about it makes for longer wait times and lines. lights are better and safer especially in this city. The Spencer round about will show you this                                                                                                                                                                                                                                                                      | 3/29/2022 3:42 PM  |
| 232 | Growing very quickly.                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/29/2022 2:16 PM  |
| 233 | How will pedestrians go through the roundabouts? What is planned for intersection at Marystown Rd and 17th Avenue? The day HyVee opened is when all the problems started for our neighborhood on Quincy Circle. The traffic is horrendous using my driveway as a turn around. Letters of concern were sent to the City of Shakopee and manager of HyVee. We have never received a reply from HyVee and City says it was a county road and not their issue. | 3/29/2022 1:02 PM  |
| 234 | I am not an expert on the best alternatives, but I agree the current situation is less than ideal. I also have concerns about the intersection at 17th Ave and Marystown Road from a safety perspective.                                                                                                                                                                                                                                                   | 3/29/2022 12:45 PM |
| 235 | Without the left-hand turn coming out of the Hy-Vee complex, will the roundabout at Vierling just turn into a place for a bunch of people to make a "U-turn" to get back onto 169? Also, I remember hearing that the single-lane roundabout that is already on Vierling near the Junior High is too small for plows and school buses to navigate. Will we run into the same issue with these three roundabouts?                                            | 3/29/2022 10:25 AM |
| 236 | What's the ETA on a MNDOT effort to install a sound wall along the 169 corridor through Shakopee? Let's put that infrastructure bill to work!                                                                                                                                                                                                                                                                                                              | 3/29/2022 10:25 AM |
| 237 | I think stoplights would work a lot better on the exits, similar to Marshall rd. Too much traffic for roundabouts. Also, marystown and 17th Ave needs to be looked at as there are already close calls and accidents there. Would be fine with a roundabout there. Very hard to cross that as a walker as well                                                                                                                                             | 3/29/2022 10:16 AM |
| 238 | Please consider lights at the Fuller/17th intersection before someone is struck walking to school.                                                                                                                                                                                                                                                                                                                                                         | 3/29/2022 9:14 AM  |
| 239 | Please Please Please                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/29/2022 9:13 AM  |
| 240 | I have to turn left onto Marystown Road from 17th Avenue twice a day to get and drop off my kids from day care. Specifically at 8:00AM when school is starting, it can take 5 minutes to safely turn left onto Marystown with all the high school students turning in. There NEEDS to be another roundabout or stop light there.                                                                                                                           | 3/29/2022 9:00 AM  |
| 241 | Roundabouts there may not work - too much traffic.                                                                                                                                                                                                                                                                                                                                                                                                         | 3/29/2022 8:33 AM  |
| 242 | Given the proposed housing growth, the roundabouts should be double lane.                                                                                                                                                                                                                                                                                                                                                                                  | 3/29/2022 8:17 AM  |
| 243 | too fast down roads                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3/29/2022 7:40 AM  |
| 244 | I think it is better to add turn signals to make the turn and pass through safe. Please also add Bike paths and side walks                                                                                                                                                                                                                                                                                                                                 | 3/29/2022 7:14 AM  |
| 245 | Would be more important to add a traffic control solution to 17th and Marystown.                                                                                                                                                                                                                                                                                                                                                                           | 3/29/2022 7:08 AM  |
| 246 | Why is Marystown and 17 not being addressed?                                                                                                                                                                                                                                                                                                                                                                                                               | 3/29/2022 2:40 AM  |
| 247 | I believe a roundabout needs to be installed at the 17th street intersection as well. More accidents have happened there than the three suggested spots combined, for the roundabout.                                                                                                                                                                                                                                                                      | 3/29/2022 2:05 AM  |

## Shakopee – Marystown Road Corridor Improvements Survey

17th street and Marystown is very dangerous intersection that also needs to be addressed by the city

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| 248 | Why only single lane?! This stretch of road is a double lane already going over the highway. What sort of community education will you be doing on roundabout etiquette? We just moved from Lakeville and when they added a roundabout accidents increased astronomically because people dont understand them.                                                                                                                                                                 | 3/28/2022 9:38 PM |
| 249 | Roundabouts at this area would significantly impact the traffic flow and make it much unsafe . roundabouts have been proven to be unsafe for traffic . Traffic signal would be a better option                                                                                                                                                                                                                                                                                 | 3/28/2022 9:16 PM |
| 250 | 17th Ave and marystown is also hard to cross. A reduction in speed limit would help and or a crosswalk                                                                                                                                                                                                                                                                                                                                                                         | 3/28/2022 8:57 PM |
| 251 | Round abouts do help keep the traffic flowing and are a pretty maintenance free interchange but they are not as safe as portrayed.                                                                                                                                                                                                                                                                                                                                             | 3/28/2022 8:36 PM |
| 252 | This is trying to find a solution to a nonexistent problem.                                                                                                                                                                                                                                                                                                                                                                                                                    | 3/28/2022 8:28 PM |
| 253 | Include 17th and Marystown                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 3/28/2022 8:24 PM |
| 254 | I believe that intersection 17th Ave is more dangerous than the Vierling intersection. Watch your video.                                                                                                                                                                                                                                                                                                                                                                       | 3/28/2022 8:20 PM |
| 255 | I am concerned that there is too much traffic from Hyvee that a round about would make it more difficult. Could the exit from Hyvee be closed off instead to prevent the people from using inappropriate places to turn around to get back to 169. I am concerned that more accidents will occur with roundabouts than currently happen at these inter sections. Why could the interceptions not be two lanes since the roads are Already two lanes so people are not merging. | 3/28/2022 8:05 PM |
| 256 | Please contact S.M. Hentges & Sons for this project. They are local and do phenomenal work quality.                                                                                                                                                                                                                                                                                                                                                                            | 3/28/2022 7:33 PM |
| 257 | Roundabouts coming on and off a highway is a bit nerve wracking considering not many individuals know how to properly utilize a roundabout.                                                                                                                                                                                                                                                                                                                                    | 3/28/2022 7:31 PM |
| 258 | You could try lights coming on and off the highways. Just like Marshall road on the other side of town.                                                                                                                                                                                                                                                                                                                                                                        | 3/28/2022 7:08 PM |
| 259 | Traffic lights would be better                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3/28/2022 6:37 PM |
| 260 | Need a crossing signal at the junction that connects marystown road , Windermere way and us 169                                                                                                                                                                                                                                                                                                                                                                                | 3/28/2022 6:26 PM |
| 261 | The roundabout at Marystown and Vierling is good but I do not support the roundabouts at the 169 entrances/ exits.                                                                                                                                                                                                                                                                                                                                                             | 3/28/2022 6:14 PM |
| 262 | I support this project but there really needs to be a stop light at 17th Ave and Marystown. This is a very unsafe area for children to walk across to go to school. It needs to be a controlled intersection not a roundabout. Also, there are two different speeds (going North, it's slower, but coming from the South, the speed limit is higher). Please consider making this a stoplight for the safety of the kids.                                                      | 3/28/2022 6:14 PM |
| 263 | I don't mind roundabouts but they are not pedestrian friendly. Please consider the walkers beforehand! (Rather than after as at Vierling and Spencer)                                                                                                                                                                                                                                                                                                                          | 3/28/2022 6:06 PM |
| 264 | Way to much traffic in this area for a single lane roundabout!!                                                                                                                                                                                                                                                                                                                                                                                                                | 3/28/2022 6:02 PM |
| 265 | I think it should be 2 lane round about or lights. Single lane will make traffic slow way down. Too many people in the area for single lanes                                                                                                                                                                                                                                                                                                                                   | 3/28/2022 5:47 PM |
| 266 | Needs more down marystown rd                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/28/2022 5:32 PM |
| 267 | Marystown and 17 is a dangerous intersection to cross. Kids can not get across for school and will only be busier once 17 extends.                                                                                                                                                                                                                                                                                                                                             | 3/28/2022 5:21 PM |
| 268 | traffic flows freely, occasional cycle speeding.                                                                                                                                                                                                                                                                                                                                                                                                                               | 3/28/2022 5:19 PM |
| 269 | Cost and construction time                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 3/28/2022 5:08 PM |
| 270 | Very much welcome the project for safety and we are avid bikers so would use the trails over                                                                                                                                                                                                                                                                                                                                                                                   | 3/28/2022 5:03 PM |

## Shakopee – Marystown Road Corridor Improvements Survey

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|     | 169 too.                                                                                                                                                                                                                                                                                                           |                   |
| 271 | I have to wait at least 3 - 5 minutes every time I try to cross Marystown road by New Horizon. I have seen SEVERAL car accidents at that intersection. It is scary to cross there. I have my son drive through our neighborhood to the 17th Avenue intersection to cross Marystown road because it is safer there. | 3/28/2022 4:53 PM |
| 272 | It is good how it is!                                                                                                                                                                                                                                                                                              | 3/28/2022 4:40 PM |
| 273 | Other than lack of sidewalks, I don't have an issue with the road there. I'm not a huge fan of roundabouts and I don't really find them necessary there, but obviously others have issues if it's being looked at.                                                                                                 | 3/28/2022 4:28 PM |
| 274 | Watched the aftermath of an accident on Marystown and 17, and worry of more happening especially with having two major apartment complexes there.                                                                                                                                                                  | 3/28/2022 4:01 PM |
| 275 | ASAP                                                                                                                                                                                                                                                                                                               | 3/28/2022 3:58 PM |
| 276 | It's too soon and likely costs waaaay too much taxpayer dollars but better walk ways across 169 and safer boundary walls on south side of Marystown road by park sledding hill.                                                                                                                                    | 3/28/2022 3:50 PM |
| 277 | Way too many accidents and we live close by so we have to drive through it multiple times a day. We highly support this project!                                                                                                                                                                                   | 3/28/2022 3:48 PM |
| 278 | I think it would be helpful to expand this to the Marystown Rd / 17th Ave intersection as well. That intersection seems to be very dangerous as well.                                                                                                                                                              | 3/28/2022 3:47 PM |
| 279 | This needs to include Marystown Rd and 17th Ave intersection as well. It's almost impossible to cross there as a pedestrian. Speed limit should be lowered in this area.                                                                                                                                           | 3/28/2022 3:41 PM |
| 280 | I would also propose a roundabout or stop light at the intersection of 17th and marystown.                                                                                                                                                                                                                         | 3/28/2022 3:38 PM |
| 281 | Stop with the roundabouts.                                                                                                                                                                                                                                                                                         | 3/28/2022 3:32 PM |
| 282 | These roundabouts are great but most people DO NOT know how to use them properly. Maybe a little more ticketing would help!!!!                                                                                                                                                                                     | 3/28/2022 3:22 PM |
| 283 | Area needs street lights.                                                                                                                                                                                                                                                                                          | 3/28/2022 3:13 PM |
| 284 | Anything that makes it easier to get to the North side of 169 by foot or bike is very much needed. The intersections at 169 will definitely be an improvement!!                                                                                                                                                    | 3/28/2022 3:00 PM |
| 285 | The Verling needs to be a larger round about. Slow the traffic down coming from Marytown.                                                                                                                                                                                                                          | 3/28/2022 2:59 PM |
| 286 | Walking paths to connect to other trails please! This is a big ask for those that live in the new development. We would love to be able to safely walk to Hy-Vee!                                                                                                                                                  | 3/28/2022 2:52 PM |
| 287 | Would be great to send out information to people in the area on the correct way to use a roundabout.                                                                                                                                                                                                               | 3/28/2022 2:51 PM |
| 288 | Another round-about at 17th is needed.                                                                                                                                                                                                                                                                             | 3/28/2022 2:49 PM |
| 289 | Expanding it down to 17th and adding a bike path all the way down Marystown until the stop sign out of town.                                                                                                                                                                                                       | 3/28/2022 2:44 PM |
| 290 | is this the only option?                                                                                                                                                                                                                                                                                           | 3/28/2022 2:34 PM |
| 291 | Not a fan of roundabouts but something needs to happen at these locations                                                                                                                                                                                                                                          | 3/28/2022 2:22 PM |
| 292 | Double to single lanes may cause more backups                                                                                                                                                                                                                                                                      | 3/28/2022 2:18 PM |
| 293 | I personally do not have much problem with the current road but I have noticed that the southern intersection can take a bit to cross when exiting onto highway 169 or when exiting highway 169                                                                                                                    | 3/28/2022 2:04 PM |
| 294 | Expected duration of reconstruction and alternate routes during reconstruction.                                                                                                                                                                                                                                    | 3/28/2022 1:52 PM |
| 295 | Round abouts is going to cause more accident not big enough                                                                                                                                                                                                                                                        | 3/28/2022 1:44 PM |
| 296 | Is the City planning anything for the intersection of Marystown & 17th Avenue? We live nearby and it is a dangerous intersection. We've witnessed multiple accidents recently at that intersection.                                                                                                                | 3/28/2022 1:38 PM |

## Shakopee – Marystown Road Corridor Improvements Survey

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| 297 | Roundabout on busy roads could back up on freeway at times                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/28/2022 1:28 PM  |
| 298 | The roundabouts will hopefully eliminate or reduce the severity of crashes in the areas. And a walking biking path is a much needed feature for the safe travels for young people in that area.                                                                                                                                                                                                                                                                                                              | 3/28/2022 1:23 PM  |
| 299 | I would more likely support a double lane roundabout over a single lane. I don't have many problems in the area already and I live in the Presidential neighborhood by Adams. If anything, adding better streetlights would help people see walkers and bikers after dark.                                                                                                                                                                                                                                   | 3/28/2022 1:19 PM  |
| 300 | Perfect solution. Something needs to be done before someone gets hurt. I use Marschall exit on 169S, because safer to turn left. Will be nice to use Marystown once it is safer.                                                                                                                                                                                                                                                                                                                             | 3/28/2022 1:08 PM  |
| 301 | People in Shakopee seem to understand roundabouts worse than they understand stop signs. My son has almost been hit multiple times when trying to cross at the Vierling and Spencer roundabout because no one stops to view pedestrians. I go through the Vierling and Adams/Marystown intersection at least twice each day and the longest I have ever had to wait at the sign was one minute.                                                                                                              | 3/28/2022 1:04 PM  |
| 302 | It appears the roundabout turn acts as the entrance to 169. Seems like that may cause confusion to an already confusing interstate entry/exit.                                                                                                                                                                                                                                                                                                                                                               | 3/28/2022 1:02 PM  |
| 303 | Walking and biking sidewalks/designations needed. I.e. school, senior housing, childcare, residential housing, parks, etc. in the area.                                                                                                                                                                                                                                                                                                                                                                      | 3/28/2022 12:46 PM |
| 304 | We also need a stop light or something at 17th Ave and Marystown Rd.                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/28/2022 12:42 PM |
| 305 | The idea of implementing multi-use trail on both sides seems like a waste of money (similar to the waste on Marshall bridge). There should be no reason to provide that type of facility on both sides. There are crosswalks available and can be utilized instead of the extra build-out.                                                                                                                                                                                                                   | 3/28/2022 12:39 PM |
| 306 | Please put a roundabout at 17th and Marystown Rd too.                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3/28/2022 12:39 PM |
| 307 | I like the idea of adding additional walking capabilities but my experience of trying to walk through roundabouts is that they make it more dangerous to the pedestrian. Drivers don't seem to see or yield to pedestrians trying to cross through the roundabout. Roundabouts are a horrible idea that I wish the county would quit using at least where pedestrians are involved. If necessary, provide dedicated walking lights that can be turned on when a pedestrian tries to navigate the roundabout. | 3/28/2022 12:39 PM |
| 308 | Put in the roundabouts, they are well overdue!                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 3/28/2022 12:32 PM |
| 309 | Would like the trails on the side of road to be 'protected' somehow. Barriers or something between cars and pedestrians.                                                                                                                                                                                                                                                                                                                                                                                     | 3/28/2022 12:26 PM |
| 310 | The exits on/off Marystown from 169 need to be stoplights. With housing continuing to be developed in this area, there is simply too much traffic to be a roundabout. I live off this exit and drive this area daily. PLEASE put in stoplights!                                                                                                                                                                                                                                                              | 3/28/2022 12:26 PM |
| 311 | Please implement this ASAP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/28/2022 12:22 PM |
| 312 | Concerned about the size of a one lane roundabout. Would the roundabout be bigger in diameter than the roundabout by west middle school on Vierling Drive. That roundabout it is very small and tight to turn. I believe this one would need to be bigger to accommodate the traffic and speed of traffic near 169.                                                                                                                                                                                          | 3/28/2022 12:17 PM |
| 313 | Adding a pedestrian bridge, Marshall road added one, they already had a sidewalk. There's nothing on marystown, very dangerous for walkers and bikers crossing 169. Thanks                                                                                                                                                                                                                                                                                                                                   | 3/28/2022 12:15 PM |
| 314 | Why wouldn't it be a 2 lane?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3/28/2022 12:10 PM |
| 315 | I believe that traffic lights at each intersection would be just as effective for traffic control and a far more cost effective solution and a good example of fiscal responsibility.                                                                                                                                                                                                                                                                                                                        | 3/28/2022 12:06 PM |
| 316 | The project needs to be extended down to 17th. I have seen many crashes at the intersection of Marystown and 17th. It also would benefit from a roundabout so people going to the trident development can go through the roundabout as a U-turn and go into that development using the the one way instead of turning down 17th and entering by the school. That area has enough cars going in and out during school drop off/pick up and thats not safe either with all the kids.                           | 3/28/2022 12:03 PM |
| 317 | If the people of Shakopee actually used roundabouts properly, it would be great. However, they haven't seemed to learn with the other ones in town. I have lived in other places where                                                                                                                                                                                                                                                                                                                       | 3/28/2022 11:59 AM |

## Shakopee – Marystown Road Corridor Improvements Survey

even double lane roundabouts were used properly, effectively and safely. Putting new ones in will lead to more accidents. Since this will probably pass no matter what, please make it bigger and better than the one by the Jr high of Veirling as that is too small and dangerous for the way people use it. I would think that lighted cross walks would be safer and more effective for bike/ walking paths - pedestrians and cyclists are just going to get hit more frequently.

|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                    |
|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 318 | Roundabouts are fine for those intersections identified, but there also needs to be a stoplight or roundabout at the intersection of 17th Ave and Marystown. There are kids trying to walk across the road to school and the 55 mph speed limit and no crosswalks makes it dangerous.                                                                                                                                                                                                                                   | 3/28/2022 11:51 AM |
| 319 | A traffic light might be better but know the cost increases significantly.                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3/28/2022 11:46 AM |
| 320 | I would prefer stop lights over roundabouts                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/28/2022 11:44 AM |
| 321 | Not sure if roundabouts would fix the traffic issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 3/28/2022 11:43 AM |
| 322 | The intersection at 17th and Marystown is also very clutzy please include a new round about there as well.                                                                                                                                                                                                                                                                                                                                                                                                              | 3/28/2022 11:37 AM |
| 323 | I'm deeply concerned that Shakopee and Scott County will install roundabouts that are too small to safely handle the traffic volume. For example, the 'roundabout' at Spencer and Vierling allows drivers on Spencer to barely have to adjust the vehicle direction or slow down their vehicle when going through. It's a poor concept and very dangerous mixing different speeds - high speed (Spencer) with lower speeds (Vierling). Good luck and please move forward with the best LONG-TERM solution for the city. | 3/28/2022 11:37 AM |
| 324 | I use a mobility scooter and would be more independent if I could safely cross 169 on a trail or sidewalk from the apartments on the South side to Hy-vee on the North.                                                                                                                                                                                                                                                                                                                                                 | 3/28/2022 11:32 AM |
| 325 | A bike path, pedestrian crosswalk would also be very helpful and much safer for residents to get across Marystown Rd and over to 17th Ave.                                                                                                                                                                                                                                                                                                                                                                              | 3/28/2022 11:31 AM |
| 326 | 4 way stop by HYvee is a mess. when busy its worse. A driver just cringes while pulling out. Too much going on needs lights or round about. The exit to turn left on marystown is rough on both sides of 169. No way you can manage it with more buildings, housing, and traffic. I can wait 5 mins or more on snowy icy day before I can go during a.m. rush hour.                                                                                                                                                     | 3/28/2022 11:31 AM |
| 327 | We should be looking at the Co Rd 15/17 intersection also for future improvements. This is another dangerous intersection and will only get worse with addition housing units and density in the corridor and to the west.                                                                                                                                                                                                                                                                                              | 3/28/2022 11:30 AM |
| 328 | What about the Marystown Road and 17th Avenue intersection?                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/28/2022 11:28 AM |
| 329 | Would single lanes work better than double lanes, since that is what is there already?                                                                                                                                                                                                                                                                                                                                                                                                                                  | 3/28/2022 11:26 AM |
| 330 | The size of the roundabouts is a concern. The roundabout at Vierling and Townline is so small that it doesn't allow traffic from more than one lane to enter when people are exceeding speeds they should be. If there is additional size for these roundabouts, it would allow traffic to hopefully more effectively utilize a roundabout than happens at that intersection.                                                                                                                                           | 3/28/2022 11:23 AM |
| 331 | Already stated in question 2.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/28/2022 11:22 AM |
| 332 | Double lane roundabouts?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/28/2022 11:21 AM |
| 333 | There should be one at the intersection of 17th/Marystown as well. There are so many accidents there.                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/28/2022 11:15 AM |
| 334 | I don't support the roundabouts on the entrance and exits on 169. Just because I've been hit a couple time from the rear as people don't always stop completely. I think adding roundabouts in these areas would only increase these types of accidents.                                                                                                                                                                                                                                                                | 3/28/2022 11:15 AM |
| 335 | Roundabouts get backed up when traffic is heavy                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/28/2022 11:15 AM |
| 336 | Single-lane roundabouts with 2 lane roads leading to them is a poor design and will impede traffic flow more than just installing lights as what should be used to address this.                                                                                                                                                                                                                                                                                                                                        | 3/28/2022 11:13 AM |
| 337 | Single lane roundabouts? on a multi lane road? You're kidding, right? Roundabouts might help, but please do multilane roundabouts.                                                                                                                                                                                                                                                                                                                                                                                      | 3/28/2022 11:13 AM |
| 338 | Round about are fine for traffic but not great for pedestrians. Crossing the intersection of Marys town and 17th is like playing chicken with your life. At least getting flashing lights installed                                                                                                                                                                                                                                                                                                                     | 3/28/2022 11:12 AM |

## Shakopee – Marystown Road Corridor Improvements Survey

there would be nice. Kids cross there to go to the high school.

|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                    |
|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 339 | Most senior citizen drivers hate the traffic circle intersections. The county needs to have better or more accesable information how to properly navigate a traffic circle. Plus. Each traffic circle in Shakopee lacks the ight metered pedestrian cross walks that are Sorely needed for better pedestrian safety. Cars exiting a traffic circle cannot see pedestrians on the curb of the cross walk because today's cars have thicker "A" pillers that block a drivers view of pedestrians at the angle of the automobiles departure from the traffic circle. I know this from personal experience where my car's A pillar hid my view of the crosswalk as a mother with stroller attempted to cross as I exited the traffic circle. I could not see her because I had my attention on the ctoad on my immediate left driving up to the circle to make sure no cars are present . The mother and stroller at that point were on the side walk 20 feet from the curb on my right side exit straight ahead . As I exited my Right A pillar hid my view of the pedestrian attempting to start walking from the curb onto the street. I missed barely missed her. Should I have come to a full stop when I noticed her still on the side walk 20 to 30ft from the curb? As a local driver , I want easier access to information how to properly & safely navigate a traffic circle. Also, I believe our traffic circles need metered lighting for pedestrians. | 3/28/2022 11:11 AM |
| 340 | These need to be large roundabouts. If they are small like the one on Vierling and Spencer don't bother changing anything.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 3/28/2022 11:07 AM |
| 341 | The 17th Ave. intersection is the most dangerous out of all of them.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/28/2022 11:07 AM |
| 342 | roundabouts are very unsafe due to people not using them properly. Every time I use one there is a narrowly missed accident by someone. I try to avoid them whenever possible                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 3/28/2022 11:06 AM |
| 343 | I'm happy to see that the roundabouts are being utilized in this area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/28/2022 11:06 AM |
| 344 | You might as well add a fourth roundabout at 17th and Marystown - that intersection has turned into a nightmare as well.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/28/2022 11:06 AM |
| 345 | This may improve traffic flow at a steady speed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 3/28/2022 11:05 AM |
| 346 | Stop lights at 17th Ave would also be beneficial. I addition, bringing the speed limit down south of 17th Ave.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3/28/2022 11:03 AM |
| 347 | The entrance to Tapah will be a problem regardless of games or not. And on game days the lines will be as long as they get now as no one can use roundabouts correctly. I would expect a definite increase in crashes with a roundabout there. However with the ridiculous amount of construction and additional amount of vehicles, clearly something will need to be done.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/28/2022 11:01 AM |
| 348 | Baseball park entrance should be shut down from Marystown rd. The abuse of parking for sledding and what not is horrible for that high of traffic. 17th and Marystown rd will need a traffic light.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 3/28/2022 11:01 AM |
| 349 | We live at the Adam's street and Vierling intersection & worry about accidents happening at the roundabout there right next to the residential homes nearby                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 3/28/2022 10:58 AM |
| 350 | Are single lane roundabouts big enough for all future traffic that will be using this area? What about traffic at 17th Ave and Marystown. This is the area I feel most unsafe trying to drive on a daily basis.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/28/2022 10:58 AM |
| 351 | Please expedite this development.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3/28/2022 10:57 AM |
| 352 | I am concerned about the impact to those of us that live in this area and traverse the bridge and on and off ramps several times a day. I can see this being a wonderful addition as long as the project is completely quickly with minimal impact to those of us who it would impact majorly                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 3/28/2022 10:57 AM |
| 353 | No especially with all the hs students. It's too confusing. No. Stop signs, signals or lower speed limit. Do not do roundabouts                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/28/2022 10:54 AM |
| 354 | I already actively avoid the round about on Vierling by the middle school (Spencer St?). People don't know how to use roundabouts -and I'm pretty sure I'm going to die when using it. Please consider other options.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3/28/2022 10:53 AM |
| 355 | Please consider the Marystown and 17th intersection as well. Please make the roundabouts large enough to provide for the amount of traffic now and future growth                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 3/28/2022 10:52 AM |
| 356 | I would like lights when coming up the ramp                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 3/28/2022 10:52 AM |



## Shakopee – Marystown Road Corridor Improvements Survey

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|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 357 | I live in the new DR Horton housing development and as a resident of this area I am very pleased to see this. At times, it is nearly impossible to cross Marystown on 17th and I see accidents or near misses constantly and I'm wondering if that intersection will also be addressed. I also have a student at the high school who has to cross the same intersection and it's very dangerous for vehicles and pedestrians.                                  | 3/28/2022 10:52 AM |
| 358 | 17th absolutely needs a roundabout. Why would this be left out? Another 300+ houses are going in, we have a school there and it's a major rd. Don't cut this project short.                                                                                                                                                                                                                                                                                    | 3/28/2022 10:49 AM |
| 359 | 17th and Marystown is also a very dangerous intersection. I have seen multiple cars run these stop signs, and our family was hit by a driver running these stop signs. we pas here multiple times a day and live in the Windemere development, so this area is very concerning as the housing developments continue to grow, and traffic will increase. I also sit at these stop signs for several minutes daily to get from 169 or 17th on to Marystown road. | 3/28/2022 10:49 AM |
| 360 | I think you will need one sooner than later at 17th Ave and Marystown road also. Could you save \$ if you did all 3 at once?                                                                                                                                                                                                                                                                                                                                   | 3/28/2022 10:49 AM |
| 361 | This will not solve problems and imagine the fire department having to navigate 4 roundabouts to get to a call. Seems like the current infrastructure supports flexibility for those first responders. I would be interested in understanding the number of accidents and fatalities, if any, that is driving this proposal. I am guessing there is not as many as other areas that could use some tax dollars                                                 | 3/28/2022 10:48 AM |
| 362 | I don't think there is anything wrong with the road at the moment. I do support eliminating the trail gaps, but fear that 3 roundabouts would severely slow down traffic and would be confusing to motorists. Generally, people aren't all that bright to begin with.                                                                                                                                                                                          | 3/28/2022 10:47 AM |
| 363 | People do not know how to drive in roundabouts. A driver almost hit me in the one on Vierling because she did not look to if anyone was in the roundabout. There will be more accidents along that stretch if you put in roundabouts.                                                                                                                                                                                                                          | 3/28/2022 10:46 AM |
| 364 | Instead of round abouts a feel traffic control lights would be better especially with pedestrian traffic being able to have a controlled way to cross those intersections                                                                                                                                                                                                                                                                                      | 3/28/2022 10:45 AM |
| 365 | Most people don't know how to use a roundabout and make traffic worse                                                                                                                                                                                                                                                                                                                                                                                          | 3/28/2022 10:45 AM |
| 366 | Please take a look at the large intersection of 17th and Marystown                                                                                                                                                                                                                                                                                                                                                                                             | 3/28/2022 10:44 AM |
| 367 | The only issue at present is connecting the trail systems. Roundabouts do not lessen the chance of pedestrian accident exposure. Vehicular traffic incidents should be looked at as the ONLY deciding factor. This is civil improvement where we are paying for additional expenses that are not due yet.                                                                                                                                                      | 3/28/2022 10:44 AM |
| 368 | The speed limit is way too high for the growth that has happened. Can that be reduced in the meantime while the build is planned? Also crossing Marystown at 17th Ave is dangerous as a pedestrian- I'd recommend installing ped crossing lights similar to those on 17th by the schools- even with a roundabout I think that will still be an issue.                                                                                                          | 3/28/2022 10:43 AM |
| 369 | We use the bike trails in Shakopee and appreciate any improvements that are made.                                                                                                                                                                                                                                                                                                                                                                              | 3/28/2022 10:41 AM |
| 370 | Good improvements                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3/28/2022 10:41 AM |
| 371 | This area is more urban than rual now with the buildout                                                                                                                                                                                                                                                                                                                                                                                                        | 3/28/2022 10:41 AM |
| 372 | I support a roundabout at marystown and Vierling but lights are needed at marystown rd and 17th Ave. I would close the entrance On the west near the daycare-it should have never been opened there.                                                                                                                                                                                                                                                           | 3/28/2022 10:41 AM |
| 373 | Please invest in this corridor, make safety improvements and reconnect Shakopee across HWY169!                                                                                                                                                                                                                                                                                                                                                                 | 3/25/2022 11:28 AM |
| 374 | The speed of drivers through this corridor varies quite a bit and makes it hard to determine how much time you have to complete a turn. In addition, the size of the intersections can make turning movements difficult.                                                                                                                                                                                                                                       | 3/25/2022 11:03 AM |

## Q5 What is your Zip Code? (optional, response not required)

Answered: 691 Skipped: 65

| #  | RESPONSES | DATE              |
|----|-----------|-------------------|
| 1  | 55379     | 4/11/2022 6:21 AM |
| 2  | 55379     | 4/10/2022 8:02 PM |
| 3  | 55379     | 4/10/2022 6:42 PM |
| 4  | 55379     | 4/10/2022 9:57 AM |
| 5  | 55379     | 4/10/2022 9:46 AM |
| 6  | 55379     | 4/8/2022 7:09 PM  |
| 7  | 55379     | 4/7/2022 5:07 PM  |
| 8  | 55379     | 4/7/2022 2:57 PM  |
| 9  | 553797    | 4/7/2022 2:49 PM  |
| 10 | 55379     | 4/7/2022 10:14 AM |
| 11 | 55379     | 4/7/2022 6:34 AM  |
| 12 | 55379     | 4/6/2022 8:12 PM  |
| 13 | 55379     | 4/6/2022 1:17 PM  |
| 14 | 55379     | 4/6/2022 12:05 PM |
| 15 | 55379     | 4/6/2022 11:20 AM |
| 16 | 55379     | 4/6/2022 8:35 AM  |
| 17 | 55379     | 4/5/2022 10:22 PM |
| 18 | 55379     | 4/5/2022 6:08 PM  |
| 19 | 55379     | 4/5/2022 3:22 PM  |
| 20 | 55379     | 4/5/2022 2:50 PM  |
| 21 | 55379     | 4/5/2022 11:57 AM |
| 22 | 55379     | 4/5/2022 11:51 AM |
| 23 | 55379     | 4/5/2022 7:07 AM  |
| 24 | 55379     | 4/5/2022 6:32 AM  |
| 25 | 55379     | 4/4/2022 7:58 PM  |
| 26 | 55379     | 4/4/2022 5:20 PM  |
| 27 | 55379     | 4/4/2022 5:19 PM  |
| 28 | 55379     | 4/4/2022 4:51 PM  |
| 29 | 55379     | 4/4/2022 2:28 PM  |
| 30 | 55379     | 4/4/2022 2:28 PM  |
| 31 | 55379     | 4/4/2022 12:04 PM |
| 32 | 55379     | 4/4/2022 10:39 AM |
| 33 | 55379     | 4/4/2022 6:00 AM  |

## Shakopee - Marystown Road Corridor Improvements Survey

|    |       |                   |
|----|-------|-------------------|
| 34 | 55379 | 4/4/2022 5:51 AM  |
| 35 | 55379 | 4/4/2022 12:06 AM |
| 36 | 55379 | 4/3/2022 10:12 PM |
| 37 | 55379 | 4/3/2022 9:16 PM  |
| 38 | 55379 | 4/3/2022 9:00 PM  |
| 39 | 55379 | 4/3/2022 8:47 PM  |
| 40 | 55379 | 4/3/2022 7:05 PM  |
| 41 | 55379 | 4/3/2022 5:04 PM  |
| 42 | 55379 | 4/3/2022 3:29 PM  |
| 43 | 55379 | 4/3/2022 3:23 PM  |
| 44 | 55379 | 4/3/2022 2:34 PM  |
| 45 | 55379 | 4/3/2022 12:50 PM |
| 46 | 55379 | 4/3/2022 12:35 PM |
| 47 | 55379 | 4/3/2022 11:32 AM |
| 48 | 55379 | 4/3/2022 11:05 AM |
| 49 | 55379 | 4/3/2022 9:16 AM  |
| 50 | 55379 | 4/3/2022 8:42 AM  |
| 51 | 55379 | 4/2/2022 9:03 PM  |
| 52 | 55379 | 4/2/2022 6:43 PM  |
| 53 | 55379 | 4/2/2022 5:26 PM  |
| 54 | 55379 | 4/2/2022 4:56 PM  |
| 55 | 56379 | 4/2/2022 4:17 PM  |
| 56 | 55379 | 4/2/2022 2:55 PM  |
| 57 | 55379 | 4/2/2022 2:45 PM  |
| 58 | 55379 | 4/2/2022 2:37 PM  |
| 59 | 55379 | 4/2/2022 1:01 PM  |
| 60 | 55379 | 4/2/2022 12:37 PM |
| 61 | 55379 | 4/2/2022 10:13 AM |
| 62 | 55379 | 4/2/2022 9:42 AM  |
| 63 | 56379 | 4/2/2022 9:07 AM  |
| 64 | 55379 | 4/2/2022 8:39 AM  |
| 65 | 55379 | 4/2/2022 8:11 AM  |
| 66 | 55379 | 4/1/2022 9:24 PM  |
| 67 | 55352 | 4/1/2022 8:37 PM  |
| 68 | 55379 | 4/1/2022 8:31 PM  |
| 69 | 55379 | 4/1/2022 7:39 PM  |
| 70 | 55379 | 4/1/2022 3:41 PM  |
| 71 | 55379 | 4/1/2022 3:35 PM  |

## Shakopee - Marystown Road Corridor Improvements Survey

|     |       |                    |
|-----|-------|--------------------|
| 72  | 55379 | 4/1/2022 3:31 PM   |
| 73  | 55379 | 4/1/2022 2:10 PM   |
| 74  | 55379 | 4/1/2022 1:21 PM   |
| 75  | 55379 | 4/1/2022 1:20 PM   |
| 76  | 55379 | 4/1/2022 11:56 AM  |
| 77  | 55378 | 4/1/2022 11:30 AM  |
| 78  | 55379 | 4/1/2022 11:09 AM  |
| 79  | 55379 | 4/1/2022 11:02 AM  |
| 80  | 55379 | 4/1/2022 10:54 AM  |
| 81  | 55379 | 4/1/2022 10:29 AM  |
| 82  | 55379 | 4/1/2022 10:09 AM  |
| 83  | 55379 | 4/1/2022 9:41 AM   |
| 84  | 55379 | 4/1/2022 9:15 AM   |
| 85  | 55379 | 4/1/2022 8:47 AM   |
| 86  | 55379 | 4/1/2022 8:40 AM   |
| 87  | 55379 | 4/1/2022 8:32 AM   |
| 88  | 55379 | 4/1/2022 7:48 AM   |
| 89  | 55379 | 4/1/2022 7:39 AM   |
| 90  | 55379 | 4/1/2022 7:20 AM   |
| 91  | 55318 | 4/1/2022 1:16 AM   |
| 92  | 55379 | 3/31/2022 11:19 PM |
| 93  | 55352 | 3/31/2022 10:49 PM |
| 94  | 55379 | 3/31/2022 10:47 PM |
| 95  | 55379 | 3/31/2022 9:52 PM  |
| 96  | 55337 | 3/31/2022 9:38 PM  |
| 97  | 55379 | 3/31/2022 9:22 PM  |
| 98  | 55379 | 3/31/2022 8:50 PM  |
| 99  | 55379 | 3/31/2022 8:11 PM  |
| 100 | 55379 | 3/31/2022 7:09 PM  |
| 101 | 55379 | 3/31/2022 6:58 PM  |
| 102 | 55379 | 3/31/2022 6:10 PM  |
| 103 | 55379 | 3/31/2022 6:04 PM  |
| 104 | 55379 | 3/31/2022 5:54 PM  |
| 105 | 55379 | 3/31/2022 5:36 PM  |
| 106 | 55379 | 3/31/2022 5:32 PM  |
| 107 | 55379 | 3/31/2022 5:28 PM  |
| 108 | 55379 | 3/31/2022 5:27 PM  |
| 109 | 55379 | 3/31/2022 5:01 PM  |

## Shakopee - Marystown Road Corridor Improvements Survey

|     |       |                   |
|-----|-------|-------------------|
| 110 | 55379 | 3/31/2022 5:00 PM |
| 111 | 55379 | 3/31/2022 4:53 PM |
| 112 | 55379 | 3/31/2022 4:53 PM |
| 113 | 55379 | 3/31/2022 4:34 PM |
| 114 | 55379 | 3/31/2022 4:34 PM |
| 115 | 55379 | 3/31/2022 4:20 PM |
| 116 | 55379 | 3/31/2022 4:17 PM |
| 117 | 55379 | 3/31/2022 4:10 PM |
| 118 | 55379 | 3/31/2022 3:54 PM |
| 119 | 55379 | 3/31/2022 3:53 PM |
| 120 | 55379 | 3/31/2022 3:50 PM |
| 121 | 55379 | 3/31/2022 3:42 PM |
| 122 | 55379 | 3/31/2022 3:40 PM |
| 123 | 55379 | 3/31/2022 3:39 PM |
| 124 | 55379 | 3/31/2022 3:38 PM |
| 125 | 55379 | 3/31/2022 3:31 PM |
| 126 | 55379 | 3/31/2022 3:29 PM |
| 127 | 55379 | 3/31/2022 3:27 PM |
| 128 | 55379 | 3/31/2022 3:25 PM |
| 129 | 55379 | 3/31/2022 3:14 PM |
| 130 | 55379 | 3/31/2022 3:13 PM |
| 131 | 55378 | 3/31/2022 3:12 PM |
| 132 | 55379 | 3/31/2022 3:10 PM |
| 133 | 55379 | 3/31/2022 3:09 PM |
| 134 | 55379 | 3/31/2022 3:09 PM |
| 135 | 55379 | 3/31/2022 3:09 PM |
| 136 | 55379 | 3/31/2022 3:05 PM |
| 137 | 55379 | 3/31/2022 2:51 PM |
| 138 | 55379 | 3/31/2022 2:46 PM |
| 139 | 55352 | 3/31/2022 2:25 PM |
| 140 | 55379 | 3/31/2022 1:53 PM |
| 141 | 55379 | 3/31/2022 1:52 PM |
| 142 | 55379 | 3/31/2022 1:50 PM |
| 143 | 55379 | 3/31/2022 1:48 PM |
| 144 | 55379 | 3/31/2022 1:40 PM |
| 145 | 55379 | 3/31/2022 1:33 PM |
| 146 | 55379 | 3/31/2022 1:27 PM |
| 147 | 55379 | 3/31/2022 1:05 PM |

## Shakopee - Marystown Road Corridor Improvements Survey

|     |       |                    |
|-----|-------|--------------------|
| 148 | 55379 | 3/31/2022 1:02 PM  |
| 149 | 55379 | 3/31/2022 12:53 PM |
| 150 | 55379 | 3/31/2022 12:50 PM |
| 151 | 55379 | 3/31/2022 12:37 PM |
| 152 | 55379 | 3/31/2022 12:33 PM |
| 153 | 55379 | 3/31/2022 12:11 PM |
| 154 | 55420 | 3/31/2022 12:07 PM |
| 155 | 55379 | 3/31/2022 12:03 PM |
| 156 | 55379 | 3/31/2022 12:02 PM |
| 157 | 55379 | 3/31/2022 11:26 AM |
| 158 | 55379 | 3/31/2022 11:22 AM |
| 159 | 55379 | 3/31/2022 11:16 AM |
| 160 | 55379 | 3/31/2022 11:08 AM |
| 161 | 55379 | 3/31/2022 11:07 AM |
| 162 | 55379 | 3/31/2022 11:03 AM |
| 163 | 55379 | 3/31/2022 11:00 AM |
| 164 | 55379 | 3/31/2022 10:48 AM |
| 165 | 55379 | 3/31/2022 10:47 AM |
| 166 | 55379 | 3/31/2022 10:43 AM |
| 167 | 55379 | 3/31/2022 10:42 AM |
| 168 | 55379 | 3/31/2022 10:37 AM |
| 169 | 55379 | 3/31/2022 10:37 AM |
| 170 | 55379 | 3/31/2022 10:36 AM |
| 171 | 55379 | 3/31/2022 10:33 AM |
| 172 | 55379 | 3/31/2022 10:31 AM |
| 173 | 55379 | 3/31/2022 10:29 AM |
| 174 | 55379 | 3/31/2022 10:28 AM |
| 175 | 55379 | 3/31/2022 10:26 AM |
| 176 | 55379 | 3/31/2022 10:22 AM |
| 177 | 55379 | 3/31/2022 10:18 AM |
| 178 | 55379 | 3/31/2022 10:17 AM |
| 179 | 55379 | 3/31/2022 10:12 AM |
| 180 | 55379 | 3/31/2022 10:10 AM |
| 181 | 55379 | 3/31/2022 10:10 AM |
| 182 | 55379 | 3/31/2022 10:03 AM |
| 183 | 55379 | 3/31/2022 9:59 AM  |
| 184 | 55379 | 3/31/2022 9:47 AM  |
| 185 | 55379 | 3/31/2022 9:40 AM  |

Shakopee - Marystown Road Corridor Improvements Survey

|     |       |                   |
|-----|-------|-------------------|
| 186 | 55379 | 3/31/2022 9:38 AM |
| 187 | 55379 | 3/31/2022 9:38 AM |
| 188 | 55379 | 3/31/2022 9:37 AM |
| 189 | 55337 | 3/31/2022 9:33 AM |
| 190 | 55379 | 3/31/2022 9:24 AM |
| 191 | 55379 | 3/31/2022 9:20 AM |
| 192 | 55379 | 3/31/2022 9:19 AM |
| 193 | 55379 | 3/31/2022 9:16 AM |
| 194 | 55379 | 3/31/2022 9:15 AM |
| 195 | 55379 | 3/31/2022 9:14 AM |
| 196 | 55379 | 3/31/2022 9:10 AM |
| 197 | 55379 | 3/31/2022 9:10 AM |
| 198 | 55379 | 3/31/2022 9:09 AM |
| 199 | 55379 | 3/31/2022 9:09 AM |
| 200 | 55379 | 3/31/2022 9:09 AM |
| 201 | 55379 | 3/31/2022 9:09 AM |
| 202 | 55379 | 3/31/2022 9:04 AM |
| 203 | 55379 | 3/31/2022 9:04 AM |
| 204 | 55379 | 3/31/2022 9:03 AM |
| 205 | 55379 | 3/31/2022 9:02 AM |
| 206 | 55379 | 3/31/2022 9:00 AM |
| 207 | 55379 | 3/31/2022 8:58 AM |
| 208 | 55379 | 3/31/2022 8:57 AM |
| 209 | 55379 | 3/31/2022 8:57 AM |
| 210 | 55379 | 3/31/2022 8:57 AM |
| 211 | 55379 | 3/31/2022 8:56 AM |
| 212 | 55379 | 3/31/2022 8:55 AM |
| 213 | 55379 | 3/31/2022 8:53 AM |
| 214 | 55379 | 3/31/2022 8:50 AM |
| 215 | 55379 | 3/31/2022 8:49 AM |
| 216 | 55379 | 3/31/2022 8:48 AM |
| 217 | 55379 | 3/31/2022 8:47 AM |
| 218 | 55379 | 3/31/2022 8:45 AM |
| 219 | 55379 | 3/31/2022 8:44 AM |
| 220 | 55379 | 3/31/2022 8:44 AM |
| 221 | 55379 | 3/31/2022 8:43 AM |
| 222 | 55379 | 3/31/2022 8:42 AM |
| 223 | 55379 | 3/31/2022 8:42 AM |

## Shakopee - Marystown Road Corridor Improvements Survey

|     |       |                    |
|-----|-------|--------------------|
| 224 | 55379 | 3/31/2022 8:41 AM  |
| 225 | 55379 | 3/31/2022 8:41 AM  |
| 226 | 55379 | 3/31/2022 8:39 AM  |
| 227 | 55379 | 3/31/2022 8:38 AM  |
| 228 | 55379 | 3/31/2022 8:37 AM  |
| 229 | 55379 | 3/31/2022 8:37 AM  |
| 230 | 55379 | 3/31/2022 8:37 AM  |
| 231 | 55379 | 3/31/2022 8:36 AM  |
| 232 | 55379 | 3/31/2022 8:36 AM  |
| 233 | 55379 | 3/31/2022 8:35 AM  |
| 234 | 55379 | 3/31/2022 8:32 AM  |
| 235 | 55379 | 3/31/2022 8:32 AM  |
| 236 | 55379 | 3/31/2022 8:31 AM  |
| 237 | 55379 | 3/31/2022 8:31 AM  |
| 238 | 55379 | 3/31/2022 8:30 AM  |
| 239 | 55379 | 3/31/2022 8:29 AM  |
| 240 | 55379 | 3/31/2022 8:28 AM  |
| 241 | 55379 | 3/31/2022 8:26 AM  |
| 242 | 55379 | 3/31/2022 8:26 AM  |
| 243 | 55379 | 3/31/2022 8:26 AM  |
| 244 | 55379 | 3/31/2022 8:25 AM  |
| 245 | 55379 | 3/31/2022 8:19 AM  |
| 246 | 55379 | 3/31/2022 8:07 AM  |
| 247 | 55379 | 3/31/2022 8:02 AM  |
| 248 | 55379 | 3/31/2022 7:59 AM  |
| 249 | 55352 | 3/31/2022 7:56 AM  |
| 250 | 55379 | 3/31/2022 7:48 AM  |
| 251 | 55379 | 3/31/2022 7:41 AM  |
| 252 | 55379 | 3/31/2022 7:03 AM  |
| 253 | 55379 | 3/31/2022 6:48 AM  |
| 254 | 55379 | 3/31/2022 6:20 AM  |
| 255 | 55379 | 3/31/2022 6:19 AM  |
| 256 | 55379 | 3/31/2022 12:36 AM |
| 257 | 55379 | 3/31/2022 12:34 AM |
| 258 | 55379 | 3/30/2022 11:18 PM |
| 259 | 55379 | 3/30/2022 10:48 PM |
| 260 | 55379 | 3/30/2022 10:14 PM |
| 261 | 55379 | 3/30/2022 9:33 PM  |



## Shakopee - Marystown Road Corridor Improvements Survey

|     |       |                   |
|-----|-------|-------------------|
| 262 | 55379 | 3/30/2022 9:20 PM |
| 263 | 55379 | 3/30/2022 9:14 PM |
| 264 | 55379 | 3/30/2022 9:01 PM |
| 265 | 55379 | 3/30/2022 9:00 PM |
| 266 | 55379 | 3/30/2022 8:47 PM |
| 267 | 55379 | 3/30/2022 8:46 PM |
| 268 | 55379 | 3/30/2022 8:45 PM |
| 269 | 55379 | 3/30/2022 8:45 PM |
| 270 | 55379 | 3/30/2022 8:41 PM |
| 271 | 55379 | 3/30/2022 8:39 PM |
| 272 | 55379 | 3/30/2022 8:37 PM |
| 273 | 55379 | 3/30/2022 8:34 PM |
| 274 | 55379 | 3/30/2022 8:29 PM |
| 275 | 55379 | 3/30/2022 8:29 PM |
| 276 | 55379 | 3/30/2022 8:26 PM |
| 277 | 55379 | 3/30/2022 8:22 PM |
| 278 | 56011 | 3/30/2022 8:22 PM |
| 279 | 55379 | 3/30/2022 8:20 PM |
| 280 | 55379 | 3/30/2022 8:15 PM |
| 281 | 55379 | 3/30/2022 8:02 PM |
| 282 | 55379 | 3/30/2022 7:52 PM |
| 283 | 55379 | 3/30/2022 7:51 PM |
| 284 | 55379 | 3/30/2022 7:50 PM |
| 285 | 55379 | 3/30/2022 7:48 PM |
| 286 | 55379 | 3/30/2022 7:45 PM |
| 287 | 55379 | 3/30/2022 7:36 PM |
| 288 | 55379 | 3/30/2022 7:31 PM |
| 289 | 55379 | 3/30/2022 7:29 PM |
| 290 | 55379 | 3/30/2022 7:28 PM |
| 291 | 55379 | 3/30/2022 7:28 PM |
| 292 | 55379 | 3/30/2022 7:24 PM |
| 293 | 55379 | 3/30/2022 7:22 PM |
| 294 | 55379 | 3/30/2022 7:19 PM |
| 295 | 55379 | 3/30/2022 7:16 PM |
| 296 | 55379 | 3/30/2022 7:12 PM |
| 297 | 55379 | 3/30/2022 7:08 PM |
| 298 | 55379 | 3/30/2022 7:07 PM |
| 299 | 55379 | 3/30/2022 7:01 PM |

## Shakopee - Marystown Road Corridor Improvements Survey

|     |       |                   |
|-----|-------|-------------------|
| 300 | 55379 | 3/30/2022 6:55 PM |
| 301 | 55352 | 3/30/2022 6:53 PM |
| 302 | 55379 | 3/30/2022 6:47 PM |
| 303 | 55379 | 3/30/2022 6:46 PM |
| 304 | 55379 | 3/30/2022 6:42 PM |
| 305 | 55379 | 3/30/2022 6:42 PM |
| 306 | 55379 | 3/30/2022 6:41 PM |
| 307 | 55379 | 3/30/2022 6:40 PM |
| 308 | 56379 | 3/30/2022 6:37 PM |
| 309 | 55379 | 3/30/2022 6:36 PM |
| 310 | 55379 | 3/30/2022 6:35 PM |
| 311 | 55379 | 3/30/2022 6:34 PM |
| 312 | 55379 | 3/30/2022 6:33 PM |
| 313 | 55379 | 3/30/2022 6:33 PM |
| 314 | 55379 | 3/30/2022 6:32 PM |
| 315 | 55379 | 3/30/2022 6:31 PM |
| 316 | 55379 | 3/30/2022 6:28 PM |
| 317 | 55379 | 3/30/2022 6:28 PM |
| 318 | 55379 | 3/30/2022 6:27 PM |
| 319 | 55379 | 3/30/2022 6:26 PM |
| 320 | 55379 | 3/30/2022 6:26 PM |
| 321 | 55379 | 3/30/2022 6:25 PM |
| 322 | 55379 | 3/30/2022 6:19 PM |
| 323 | 55379 | 3/30/2022 6:19 PM |
| 324 | 55379 | 3/30/2022 6:16 PM |
| 325 | 55379 | 3/30/2022 6:13 PM |
| 326 | 55379 | 3/30/2022 6:13 PM |
| 327 | 55379 | 3/30/2022 6:10 PM |
| 328 | 55379 | 3/30/2022 6:08 PM |
| 329 | 55379 | 3/30/2022 6:06 PM |
| 330 | 55379 | 3/30/2022 6:03 PM |
| 331 | 55379 | 3/30/2022 6:02 PM |
| 332 | 55379 | 3/30/2022 6:00 PM |
| 333 | 55379 | 3/30/2022 6:00 PM |
| 334 | 55379 | 3/30/2022 6:00 PM |
| 335 | 55379 | 3/30/2022 5:56 PM |
| 336 | 55379 | 3/30/2022 5:54 PM |
| 337 | 55379 | 3/30/2022 5:54 PM |

## Shakopee - Marystown Road Corridor Improvements Survey

|     |       |                   |
|-----|-------|-------------------|
| 338 | 55379 | 3/30/2022 5:53 PM |
| 339 | 55379 | 3/30/2022 5:52 PM |
| 340 | 55379 | 3/30/2022 5:46 PM |
| 341 | 55379 | 3/30/2022 5:45 PM |
| 342 | 55379 | 3/30/2022 5:45 PM |
| 343 | 55379 | 3/30/2022 5:43 PM |
| 344 | 55379 | 3/30/2022 5:43 PM |
| 345 | 55379 | 3/30/2022 5:43 PM |
| 346 | 55379 | 3/30/2022 5:38 PM |
| 347 | 55379 | 3/30/2022 5:38 PM |
| 348 | 55379 | 3/30/2022 5:38 PM |
| 349 | 55379 | 3/30/2022 5:37 PM |
| 350 | 55352 | 3/30/2022 5:36 PM |
| 351 | 55379 | 3/30/2022 5:36 PM |
| 352 | 55379 | 3/30/2022 5:36 PM |
| 353 | 55379 | 3/30/2022 5:35 PM |
| 354 | 55379 | 3/30/2022 5:34 PM |
| 355 | 55379 | 3/30/2022 5:33 PM |
| 356 | 55379 | 3/30/2022 5:02 PM |
| 357 | 55379 | 3/30/2022 4:57 PM |
| 358 | 55352 | 3/30/2022 4:47 PM |
| 359 | 55379 | 3/30/2022 4:34 PM |
| 360 | 55379 | 3/30/2022 4:10 PM |
| 361 | 55379 | 3/30/2022 4:07 PM |
| 362 | 55379 | 3/30/2022 3:59 PM |
| 363 | 55379 | 3/30/2022 3:19 PM |
| 364 | 55379 | 3/30/2022 3:00 PM |
| 365 | 55379 | 3/30/2022 2:58 PM |
| 366 | 55379 | 3/30/2022 2:25 PM |
| 367 | 55379 | 3/30/2022 2:25 PM |
| 368 | 55379 | 3/30/2022 2:13 PM |
| 369 | 55379 | 3/30/2022 2:10 PM |
| 370 | 55379 | 3/30/2022 2:04 PM |
| 371 | 55379 | 3/30/2022 2:04 PM |
| 372 | 55379 | 3/30/2022 2:01 PM |
| 373 | 55379 | 3/30/2022 1:53 PM |
| 374 | 55379 | 3/30/2022 1:50 PM |
| 375 | 55379 | 3/30/2022 1:49 PM |

## Shakopee – Marystown Road Corridor Improvements Survey

|     |       |                    |
|-----|-------|--------------------|
| 376 | 55379 | 3/30/2022 1:35 PM  |
| 377 | 55379 | 3/30/2022 1:28 PM  |
| 378 | 55379 | 3/30/2022 1:26 PM  |
| 379 | 55379 | 3/30/2022 1:02 PM  |
| 380 | 55379 | 3/30/2022 12:51 PM |
| 381 | 55379 | 3/30/2022 12:42 PM |
| 382 | 55379 | 3/30/2022 12:41 PM |
| 383 | 55379 | 3/30/2022 12:36 PM |
| 384 | 55379 | 3/30/2022 12:27 PM |
| 385 | 55379 | 3/30/2022 12:25 PM |
| 386 | 55379 | 3/30/2022 12:23 PM |
| 387 | 55352 | 3/30/2022 12:21 PM |
| 388 | 55379 | 3/30/2022 12:20 PM |
| 389 | 55379 | 3/30/2022 12:17 PM |
| 390 | 55379 | 3/30/2022 12:09 PM |
| 391 | 55379 | 3/30/2022 12:07 PM |
| 392 | 55379 | 3/30/2022 11:57 AM |
| 393 | 55379 | 3/30/2022 11:52 AM |
| 394 | 55379 | 3/30/2022 11:47 AM |
| 395 | 55378 | 3/30/2022 11:46 AM |
| 396 | 55379 | 3/30/2022 11:40 AM |
| 397 | 55379 | 3/30/2022 11:39 AM |
| 398 | 55379 | 3/30/2022 11:37 AM |
| 399 | 55379 | 3/30/2022 11:34 AM |
| 400 | 55379 | 3/30/2022 11:32 AM |
| 401 | 55379 | 3/30/2022 11:28 AM |
| 402 | 55379 | 3/30/2022 11:28 AM |
| 403 | 55379 | 3/30/2022 11:27 AM |
| 404 | 55379 | 3/30/2022 11:21 AM |
| 405 | 55378 | 3/30/2022 11:14 AM |
| 406 | 55379 | 3/30/2022 11:13 AM |
| 407 | 55379 | 3/30/2022 11:12 AM |
| 408 | 55379 | 3/30/2022 10:38 AM |
| 409 | 55379 | 3/30/2022 10:34 AM |
| 410 | 55379 | 3/30/2022 10:08 AM |
| 411 | 55379 | 3/30/2022 9:56 AM  |
| 412 | 55379 | 3/30/2022 9:52 AM  |
| 413 | 55378 | 3/30/2022 9:49 AM  |

## Shakopee - Marystown Road Corridor Improvements Survey

|     |       |                    |
|-----|-------|--------------------|
| 414 | 55379 | 3/30/2022 8:04 AM  |
| 415 | 55379 | 3/29/2022 10:23 PM |
| 416 | 55379 | 3/29/2022 7:36 PM  |
| 417 | 55379 | 3/29/2022 7:28 PM  |
| 418 | 55379 | 3/29/2022 7:25 PM  |
| 419 | 55379 | 3/29/2022 7:23 PM  |
| 420 | 55379 | 3/29/2022 5:28 PM  |
| 421 | 55379 | 3/29/2022 5:10 PM  |
| 422 | 55379 | 3/29/2022 4:19 PM  |
| 423 | 55379 | 3/29/2022 3:57 PM  |
| 424 | 55379 | 3/29/2022 3:42 PM  |
| 425 | 55379 | 3/29/2022 2:38 PM  |
| 426 | 55379 | 3/29/2022 2:17 PM  |
| 427 | 55379 | 3/29/2022 1:38 PM  |
| 428 | 55379 | 3/29/2022 1:03 PM  |
| 429 | 55379 | 3/29/2022 12:45 PM |
| 430 | 55379 | 3/29/2022 12:26 PM |
| 431 | 55379 | 3/29/2022 12:13 PM |
| 432 | 55379 | 3/29/2022 10:26 AM |
| 433 | 55379 | 3/29/2022 10:25 AM |
| 434 | 55379 | 3/29/2022 10:16 AM |
| 435 | 55379 | 3/29/2022 10:10 AM |
| 436 | 55379 | 3/29/2022 9:36 AM  |
| 437 | 55379 | 3/29/2022 9:15 AM  |
| 438 | 55379 | 3/29/2022 9:14 AM  |
| 439 | 55379 | 3/29/2022 9:00 AM  |
| 440 | 55379 | 3/29/2022 8:51 AM  |
| 441 | 55379 | 3/29/2022 8:48 AM  |
| 442 | 55379 | 3/29/2022 8:23 AM  |
| 443 | 55379 | 3/29/2022 8:18 AM  |
| 444 | 55379 | 3/29/2022 8:05 AM  |
| 445 | 55379 | 3/29/2022 7:58 AM  |
| 446 | 55379 | 3/29/2022 7:45 AM  |
| 447 | 55379 | 3/29/2022 7:28 AM  |
| 448 | 55379 | 3/29/2022 7:14 AM  |
| 449 | 55379 | 3/29/2022 7:09 AM  |
| 450 | 55379 | 3/29/2022 6:58 AM  |
| 451 | 55379 | 3/29/2022 4:12 AM  |

## Shakopee - Marystown Road Corridor Improvements Survey

|     |       |                    |
|-----|-------|--------------------|
| 452 | 55379 | 3/29/2022 2:41 AM  |
| 453 | 55379 | 3/29/2022 2:05 AM  |
| 454 | 55379 | 3/29/2022 12:41 AM |
| 455 | 55379 | 3/28/2022 11:27 PM |
| 456 | 55379 | 3/28/2022 10:42 PM |
| 457 | 55379 | 3/28/2022 9:38 PM  |
| 458 | 55379 | 3/28/2022 9:17 PM  |
| 459 | 55379 | 3/28/2022 8:57 PM  |
| 460 | 55379 | 3/28/2022 8:37 PM  |
| 461 | 55379 | 3/28/2022 8:31 PM  |
| 462 | 55352 | 3/28/2022 8:29 PM  |
| 463 | 55379 | 3/28/2022 8:25 PM  |
| 464 | 55379 | 3/28/2022 8:21 PM  |
| 465 | 55379 | 3/28/2022 8:21 PM  |
| 466 | 55379 | 3/28/2022 8:06 PM  |
| 467 | 55379 | 3/28/2022 8:05 PM  |
| 468 | 55379 | 3/28/2022 7:46 PM  |
| 469 | 55379 | 3/28/2022 7:37 PM  |
| 470 | 55379 | 3/28/2022 7:34 PM  |
| 471 | 55379 | 3/28/2022 7:31 PM  |
| 472 | 55379 | 3/28/2022 7:08 PM  |
| 473 | 55379 | 3/28/2022 6:38 PM  |
| 474 | 55379 | 3/28/2022 6:32 PM  |
| 475 | 55379 | 3/28/2022 6:28 PM  |
| 476 | 55379 | 3/28/2022 6:26 PM  |
| 477 | 55379 | 3/28/2022 6:24 PM  |
| 478 | 55379 | 3/28/2022 6:23 PM  |
| 479 | 55379 | 3/28/2022 6:14 PM  |
| 480 | 55379 | 3/28/2022 6:14 PM  |
| 481 | 55379 | 3/28/2022 6:11 PM  |
| 482 | 55379 | 3/28/2022 6:07 PM  |
| 483 | 55379 | 3/28/2022 6:06 PM  |
| 484 | 55379 | 3/28/2022 6:02 PM  |
| 485 | 55379 | 3/28/2022 6:02 PM  |
| 486 | 55379 | 3/28/2022 5:53 PM  |
| 487 | 55379 | 3/28/2022 5:49 PM  |
| 488 | 55379 | 3/28/2022 5:47 PM  |
| 489 | 55379 | 3/28/2022 5:39 PM  |

## Shakopee - Marystown Road Corridor Improvements Survey

|     |       |                   |
|-----|-------|-------------------|
| 490 | 55379 | 3/28/2022 5:32 PM |
| 491 | 55379 | 3/28/2022 5:21 PM |
| 492 | 55379 | 3/28/2022 5:20 PM |
| 493 | 55379 | 3/28/2022 5:18 PM |
| 494 | 55379 | 3/28/2022 5:12 PM |
| 495 | 55379 | 3/28/2022 5:10 PM |
| 496 | 55379 | 3/28/2022 5:08 PM |
| 497 | 55379 | 3/28/2022 5:03 PM |
| 498 | 55379 | 3/28/2022 5:03 PM |
| 499 | 55379 | 3/28/2022 5:01 PM |
| 500 | 55379 | 3/28/2022 4:54 PM |
| 501 | 55379 | 3/28/2022 4:43 PM |
| 502 | 55379 | 3/28/2022 4:40 PM |
| 503 | 55379 | 3/28/2022 4:35 PM |
| 504 | 55379 | 3/28/2022 4:28 PM |
| 505 | 55379 | 3/28/2022 4:23 PM |
| 506 | 55379 | 3/28/2022 4:15 PM |
| 507 | 55379 | 3/28/2022 4:04 PM |
| 508 | 55379 | 3/28/2022 4:01 PM |
| 509 | 55379 | 3/28/2022 3:59 PM |
| 510 | 55379 | 3/28/2022 3:59 PM |
| 511 | 55379 | 3/28/2022 3:59 PM |
| 512 | 55379 | 3/28/2022 3:58 PM |
| 513 | 55379 | 3/28/2022 3:53 PM |
| 514 | 29715 | 3/28/2022 3:51 PM |
| 515 | 55379 | 3/28/2022 3:48 PM |
| 516 | 55379 | 3/28/2022 3:47 PM |
| 517 | 55379 | 3/28/2022 3:38 PM |
| 518 | 55379 | 3/28/2022 3:36 PM |
| 519 | 55379 | 3/28/2022 3:32 PM |
| 520 | 55379 | 3/28/2022 3:23 PM |
| 521 | 55379 | 3/28/2022 3:14 PM |
| 522 | 55379 | 3/28/2022 3:13 PM |
| 523 | 55379 | 3/28/2022 3:11 PM |
| 524 | 55379 | 3/28/2022 3:09 PM |
| 525 | 55379 | 3/28/2022 3:08 PM |
| 526 | 55379 | 3/28/2022 3:00 PM |
| 527 | 55379 | 3/28/2022 3:00 PM |

## Shakopee - Marystown Road Corridor Improvements Survey

|     |       |                    |
|-----|-------|--------------------|
| 528 | 55379 | 3/28/2022 2:52 PM  |
| 529 | 55379 | 3/28/2022 2:51 PM  |
| 530 | 55379 | 3/28/2022 2:51 PM  |
| 531 | 55379 | 3/28/2022 2:49 PM  |
| 532 | 55379 | 3/28/2022 2:47 PM  |
| 533 | 55379 | 3/28/2022 2:44 PM  |
| 534 | 55379 | 3/28/2022 2:39 PM  |
| 535 | 55379 | 3/28/2022 2:34 PM  |
| 536 | 55379 | 3/28/2022 2:33 PM  |
| 537 | 55379 | 3/28/2022 2:23 PM  |
| 538 | 55379 | 3/28/2022 2:18 PM  |
| 539 | 55379 | 3/28/2022 2:06 PM  |
| 540 | 55379 | 3/28/2022 2:04 PM  |
| 541 | 55379 | 3/28/2022 2:04 PM  |
| 542 | 55379 | 3/28/2022 2:02 PM  |
| 543 | 55379 | 3/28/2022 1:55 PM  |
| 544 | 55379 | 3/28/2022 1:52 PM  |
| 545 | 55379 | 3/28/2022 1:44 PM  |
| 546 | 55379 | 3/28/2022 1:39 PM  |
| 547 | 55379 | 3/28/2022 1:32 PM  |
| 548 | 55378 | 3/28/2022 1:30 PM  |
| 549 | 55379 | 3/28/2022 1:29 PM  |
| 550 | 55379 | 3/28/2022 1:27 PM  |
| 551 | 55379 | 3/28/2022 1:24 PM  |
| 552 | 55379 | 3/28/2022 1:19 PM  |
| 553 | 55379 | 3/28/2022 1:18 PM  |
| 554 | 55379 | 3/28/2022 1:08 PM  |
| 555 | 55379 | 3/28/2022 1:04 PM  |
| 556 | 55379 | 3/28/2022 1:02 PM  |
| 557 | 55379 | 3/28/2022 1:01 PM  |
| 558 | 55379 | 3/28/2022 12:57 PM |
| 559 | 55379 | 3/28/2022 12:52 PM |
| 560 | 55372 | 3/28/2022 12:47 PM |
| 561 | 55379 | 3/28/2022 12:45 PM |
| 562 | 55379 | 3/28/2022 12:42 PM |
| 563 | 55379 | 3/28/2022 12:40 PM |
| 564 | 55379 | 3/28/2022 12:40 PM |
| 565 | 55379 | 3/28/2022 12:39 PM |



## Shakopee - Marystown Road Corridor Improvements Survey

|     |       |                    |
|-----|-------|--------------------|
| 566 | 55379 | 3/28/2022 12:38 PM |
| 567 | 55379 | 3/28/2022 12:34 PM |
| 568 | 55379 | 3/28/2022 12:33 PM |
| 569 | 55379 | 3/28/2022 12:27 PM |
| 570 | 55379 | 3/28/2022 12:27 PM |
| 571 | 55379 | 3/28/2022 12:26 PM |
| 572 | 55379 | 3/28/2022 12:24 PM |
| 573 | 55379 | 3/28/2022 12:23 PM |
| 574 | 55379 | 3/28/2022 12:17 PM |
| 575 | 55379 | 3/28/2022 12:16 PM |
| 576 | 55379 | 3/28/2022 12:10 PM |
| 577 | 55379 | 3/28/2022 12:10 PM |
| 578 | 55379 | 3/28/2022 12:07 PM |
| 579 | 55379 | 3/28/2022 12:04 PM |
| 580 | 55379 | 3/28/2022 11:59 AM |
| 581 | 55379 | 3/28/2022 11:58 AM |
| 582 | 55379 | 3/28/2022 11:56 AM |
| 583 | 55379 | 3/28/2022 11:56 AM |
| 584 | 55379 | 3/28/2022 11:52 AM |
| 585 | 55379 | 3/28/2022 11:46 AM |
| 586 | 55379 | 3/28/2022 11:44 AM |
| 587 | 55379 | 3/28/2022 11:44 AM |
| 588 | 55379 | 3/28/2022 11:43 AM |
| 589 | 55379 | 3/28/2022 11:43 AM |
| 590 | 55379 | 3/28/2022 11:37 AM |
| 591 | 55379 | 3/28/2022 11:37 AM |
| 592 | 55379 | 3/28/2022 11:34 AM |
| 593 | 55379 | 3/28/2022 11:33 AM |
| 594 | 55379 | 3/28/2022 11:32 AM |
| 595 | 55379 | 3/28/2022 11:31 AM |
| 596 | 55379 | 3/28/2022 11:30 AM |
| 597 | 55379 | 3/28/2022 11:30 AM |
| 598 | 55379 | 3/28/2022 11:29 AM |
| 599 | 55379 | 3/28/2022 11:27 AM |
| 600 | 55379 | 3/28/2022 11:26 AM |
| 601 | 55379 | 3/28/2022 11:26 AM |
| 602 | 55379 | 3/28/2022 11:25 AM |
| 603 | 55379 | 3/28/2022 11:25 AM |

## Shakopee - Marystown Road Corridor Improvements Survey

|     |            |                    |
|-----|------------|--------------------|
| 604 | 55379      | 3/28/2022 11:23 AM |
| 605 | 55379      | 3/28/2022 11:22 AM |
| 606 | 55379-2248 | 3/28/2022 11:22 AM |
| 607 | 55379      | 3/28/2022 11:20 AM |
| 608 | 55379      | 3/28/2022 11:20 AM |
| 609 | 55379      | 3/28/2022 11:18 AM |
| 610 | 55379      | 3/28/2022 11:17 AM |
| 611 | 55379      | 3/28/2022 11:17 AM |
| 612 | 55379      | 3/28/2022 11:15 AM |
| 613 | 55379      | 3/28/2022 11:15 AM |
| 614 | 55379      | 3/28/2022 11:15 AM |
| 615 | 55379      | 3/28/2022 11:14 AM |
| 616 | 55379      | 3/28/2022 11:14 AM |
| 617 | 55379      | 3/28/2022 11:13 AM |
| 618 | 55379      | 3/28/2022 11:13 AM |
| 619 | 55379      | 3/28/2022 11:12 AM |
| 620 | 55379      | 3/28/2022 11:11 AM |
| 621 | 55379      | 3/28/2022 11:09 AM |
| 622 | 55379      | 3/28/2022 11:09 AM |
| 623 | 55379      | 3/28/2022 11:08 AM |
| 624 | 55379      | 3/28/2022 11:08 AM |
| 625 | 55379      | 3/28/2022 11:07 AM |
| 626 | 55379      | 3/28/2022 11:07 AM |
| 627 | 55379      | 3/28/2022 11:07 AM |
| 628 | 55379      | 3/28/2022 11:06 AM |
| 629 | 55379      | 3/28/2022 11:05 AM |
| 630 | 55379      | 3/28/2022 11:04 AM |
| 631 | 55379      | 3/28/2022 11:02 AM |
| 632 | 55379      | 3/28/2022 11:02 AM |
| 633 | 55379      | 3/28/2022 11:02 AM |
| 634 | 55379      | 3/28/2022 11:01 AM |
| 635 | 55379      | 3/28/2022 11:01 AM |
| 636 | 55379      | 3/28/2022 11:00 AM |
| 637 | 55379      | 3/28/2022 10:59 AM |
| 638 | 55379      | 3/28/2022 10:59 AM |
| 639 | 55379      | 3/28/2022 10:58 AM |
| 640 | 55379      | 3/28/2022 10:58 AM |
| 641 | 55379      | 3/28/2022 10:58 AM |

## Shakopee - Marystown Road Corridor Improvements Survey

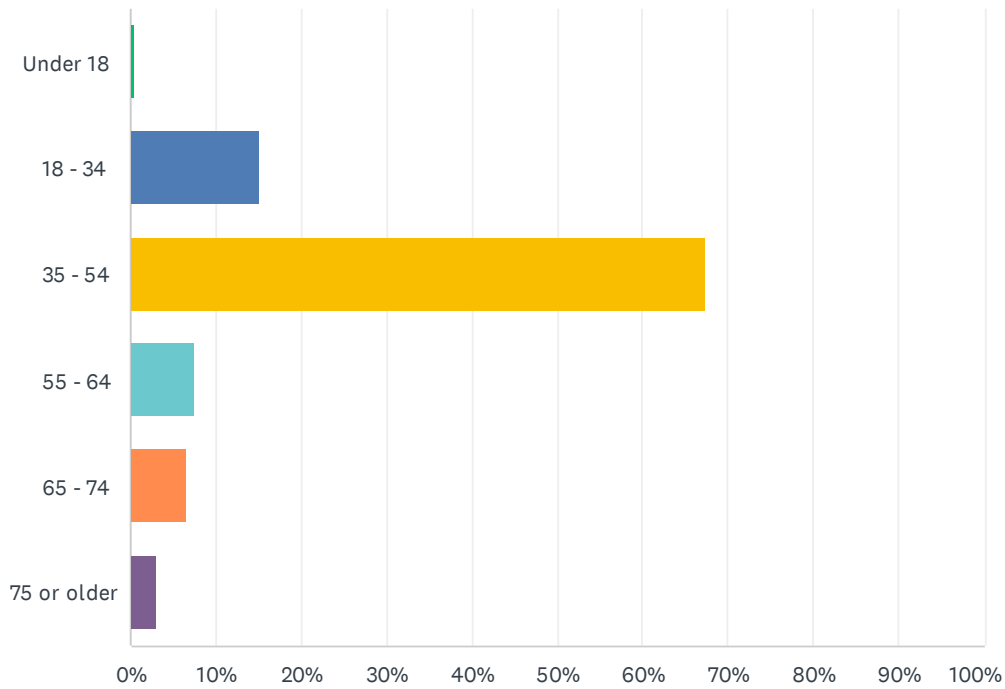
|     |       |                    |
|-----|-------|--------------------|
| 642 | 55379 | 3/28/2022 10:58 AM |
| 643 | 55379 | 3/28/2022 10:57 AM |
| 644 | 55379 | 3/28/2022 10:55 AM |
| 645 | 55379 | 3/28/2022 10:55 AM |
| 646 | 55379 | 3/28/2022 10:55 AM |
| 647 | 55379 | 3/28/2022 10:55 AM |
| 648 | 55379 | 3/28/2022 10:54 AM |
| 649 | 55379 | 3/28/2022 10:53 AM |
| 650 | 55379 | 3/28/2022 10:53 AM |
| 651 | 55379 | 3/28/2022 10:52 AM |
| 652 | 55379 | 3/28/2022 10:52 AM |
| 653 | 55379 | 3/28/2022 10:52 AM |
| 654 | 55379 | 3/28/2022 10:52 AM |
| 655 | 55379 | 3/28/2022 10:52 AM |
| 656 | 55379 | 3/28/2022 10:51 AM |
| 657 | 55379 | 3/28/2022 10:51 AM |
| 658 | 55379 | 3/28/2022 10:50 AM |
| 659 | 55379 | 3/28/2022 10:49 AM |
| 660 | 55379 | 3/28/2022 10:49 AM |
| 661 | 55379 | 3/28/2022 10:49 AM |
| 662 | 55379 | 3/28/2022 10:49 AM |
| 663 | 55379 | 3/28/2022 10:49 AM |
| 664 | 55379 | 3/28/2022 10:48 AM |
| 665 | 55379 | 3/28/2022 10:48 AM |
| 666 | 55379 | 3/28/2022 10:47 AM |
| 667 | 55379 | 3/28/2022 10:47 AM |
| 668 | 55379 | 3/28/2022 10:46 AM |
| 669 | 55379 | 3/28/2022 10:46 AM |
| 670 | 55379 | 3/28/2022 10:46 AM |
| 671 | 55379 | 3/28/2022 10:46 AM |
| 672 | 55379 | 3/28/2022 10:45 AM |
| 673 | 55379 | 3/28/2022 10:44 AM |
| 674 | 55379 | 3/28/2022 10:44 AM |
| 675 | 55379 | 3/28/2022 10:44 AM |
| 676 | 55379 | 3/28/2022 10:44 AM |
| 677 | 55379 | 3/28/2022 10:43 AM |
| 678 | 55379 | 3/28/2022 10:43 AM |
| 679 | 55379 | 3/28/2022 10:42 AM |

# Shakopee - Marystown Road Corridor Improvements Survey

|     |       |                    |
|-----|-------|--------------------|
| 680 | 55379 | 3/28/2022 10:42 AM |
| 681 | 55379 | 3/28/2022 10:42 AM |
| 682 | 55378 | 3/28/2022 10:41 AM |
| 683 | 55352 | 3/28/2022 10:41 AM |
| 684 | 55379 | 3/28/2022 10:41 AM |
| 685 | 55379 | 3/28/2022 10:41 AM |
| 686 | 55379 | 3/28/2022 10:41 AM |
| 687 | 55379 | 3/28/2022 10:40 AM |
| 688 | 55379 | 3/28/2022 10:40 AM |
| 689 | 55379 | 3/28/2022 10:40 AM |
| 690 | 55379 | 3/25/2022 11:29 AM |
| 691 | 55378 | 3/25/2022 11:03 AM |

## Q6 What is your age? (optional, response not required)

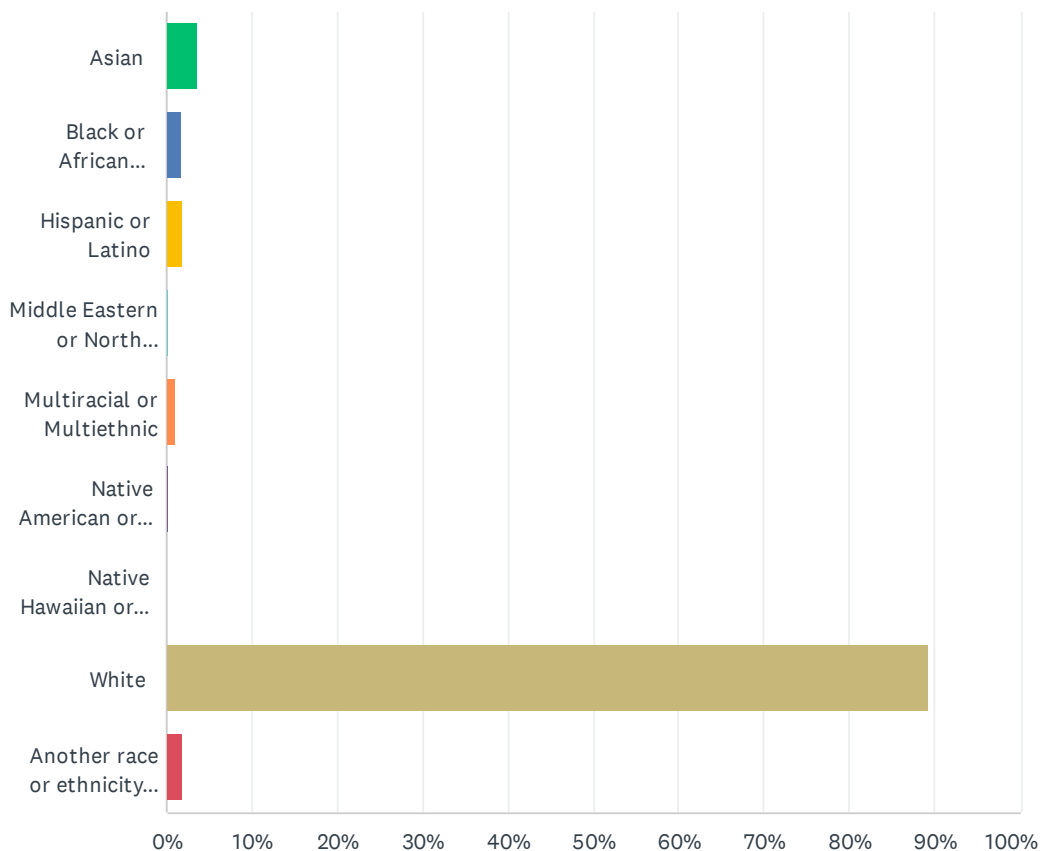
Answered: 714 Skipped: 42



| ANSWER CHOICES | RESPONSES  |
|----------------|------------|
| Under 18       | 0.42% 3    |
| 18 - 34        | 15.13% 108 |
| 35 - 54        | 67.37% 481 |
| 55 - 64        | 7.42% 53   |
| 65 - 74        | 6.58% 47   |
| 75 or older    | 3.08% 22   |
| <b>TOTAL</b>   | <b>714</b> |

## Q7 What is your race or ethnicity? (optional, response not required)

Answered: 652 Skipped: 104



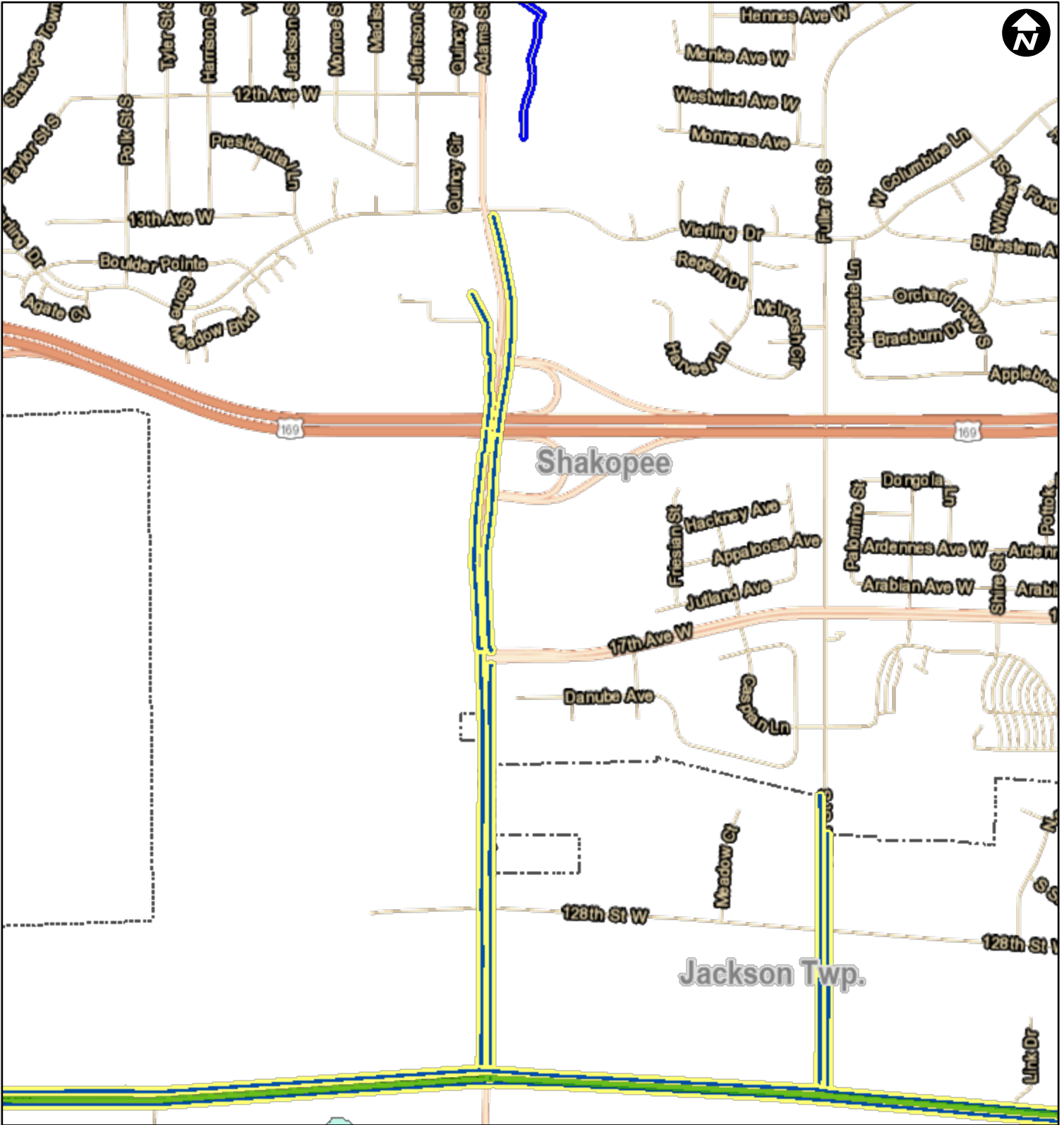
| ANSWER CHOICES                                   | RESPONSES  |
|--------------------------------------------------|------------|
| Asian                                            | 3.68% 24   |
| Black or African American                        | 1.69% 11   |
| Hispanic or Latino                               | 1.99% 13   |
| Middle Eastern or North African                  | 0.15% 1    |
| Multiracial or Multiethnic                       | 1.07% 7    |
| Native American or Alaska Native                 | 0.31% 2    |
| Native Hawaiian or other Pacific Islander        | 0.00% 0    |
| White                                            | 89.26% 582 |
| Another race or ethnicity, please describe below | 1.84% 12   |
| <b>TOTAL</b>                                     | <b>652</b> |

| # | ANOTHER RACE OR ETHNICITY, PLEASE DESCRIBE BELOW | DATE              |
|---|--------------------------------------------------|-------------------|
| 1 | Unsure why race applies to roundabouts           | 3/31/2022 5:36 PM |

## Shakopee - Marystown Road Corridor Improvements Survey

|    |                                                                                                                                                                                                                                                                          |                    |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 2  | Multi racial                                                                                                                                                                                                                                                             | 3/31/2022 3:53 PM  |
| 3  | Nunya                                                                                                                                                                                                                                                                    | 3/31/2022 10:26 AM |
| 4  | Why does this matter?                                                                                                                                                                                                                                                    | 3/31/2022 9:02 AM  |
| 5  | This is a ridiculous question. My race and color of my skin has nothing to do with your proposed project. with your project. Why would you even ask this question. Quite frankly, I'm appalled that you would even ask. Good job white supremacist Shakopee City council | 3/31/2022 8:36 AM  |
| 6  | Prefer not to respond                                                                                                                                                                                                                                                    | 3/31/2022 8:31 AM  |
| 7  | 55379                                                                                                                                                                                                                                                                    | 3/31/2022 12:57 AM |
| 8  | European                                                                                                                                                                                                                                                                 | 3/30/2022 6:25 PM  |
| 9  | Prefer not to answer and you should not be asking!                                                                                                                                                                                                                       | 3/28/2022 12:40 PM |
| 10 | american                                                                                                                                                                                                                                                                 | 3/28/2022 11:14 AM |
| 11 | Irish American                                                                                                                                                                                                                                                           | 3/28/2022 11:01 AM |
| 12 | Superstar                                                                                                                                                                                                                                                                | 3/28/2022 10:47 AM |

# Reg'n'l Bicycle Transportation Network



## Tier 1 RBTN

- RBTN Tier 1 Corridors
- RBTN Tier 1 Corridor Centerlines
- RBTN Tier 1 Alignments

## Layers

- Lakes and Rivers
- City and Township Boundaries
- Minnesota State Trails (DNR)

## Tier 2 RBTN

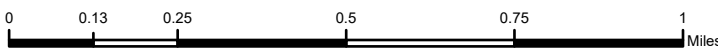
- RBTN Tier 2 Corridors
- RBTN Tier 2 Corridor Centerlines
- RBTN Tier 2 Alignments

## Regional Bikeways Inventory

- Existing
- Planned
- Programmed

## Destinations

- Job Centers
- Job Centers
- Sports Ent Complex
- Sports Ent Complex
- Hi Visit Reg Parks
- Hi Visit Reg Parks
- Higher Ed >2K
- Higher Ed >2K
- Major High Schools
- Major High Schools



Created: 3/10/2020

For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gissticnew/notice.aspx>







**MnDOT Metro District  
1500 West County Road B-2  
Roseville, MN 55113**

May 12, 2020

Steve Lillehaug, PE, PTOE  
Public Works Director/City Engineer  
City of Shakopee  
129 Holmes St S  
Shakopee, MN 55379

**Re: MnDOT Letter for Shakopee  
Metropolitan Council/Transportation Advisory Board 2020 Regional Solicitation Funding  
Request for Marystown Road/Adams Street at TH 169 interchange Project**

Dear Steve Lillehaug,

This letter documents MnDOT Metro District's recognition for Shakopee to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2020 Regional Solicitation for the construction of bike and pedestrian facilities in MnDOT ROW along TH 169.

As proposed, this project impacts MnDOT right-of-way on TH 169. As the agency with jurisdiction over the highway, MnDOT will allow Shakopee to seek improvements proposed in the application for the pedestrian and bike trail and bridge project. If funded, details of any future maintenance agreement with Shakopee will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

There is no funding from MnDOT currently planned or programmed for this project. Due to expected loss of future state and federal transportation revenues as a result of the COVID-19 pandemic, there is likely to be significant disruptions to the current MnDOT construction program that will surface in the next year. MnDOT does not anticipate partnering on local projects beyond current agreements.

In addition, the Metro District currently does not anticipate any significant discretionary funding in state fiscal years 2024 or 2025 that could fund project construction, nor do we have the resources to assist with MnDOT services such as the design or construction engineering of the project. If your project receives funding, continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Shakopee as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to Mark Lindeberg, South Area Manager, at [mark.lindeberg@state.mn.us](mailto:mark.lindeberg@state.mn.us) or 651-234-7729.

Sincerely,

Michael Barnes, PE  
Metro District Engineer

CC: Mark Lindeberg, Metro District South Area Manager  
Molly McCartney, Metro Program Director  
Dan Erickson, Metro State Aid Engineer

October 26, 2017

Steve Lillehaug, PE  
Public Works Director/City Engineer  
City of Shakopee  
485 Gorman Street  
Shakopee, MN 55379

RE: Letter of Support for the Adams Street/Marystown Road Roundabouts Project  
2017 Local Road Improvement Program (LRIP) Funding Application

Dear Mr. Lillehaug,

Thank you for requesting a letter of support from the Minnesota Department of Transportation (MnDOT) for the 2017 for the Local Road Improvement Program (LRIP) funding application. The City of Shakopee's application for the proposed roundabout intersection improvements at the Adams Street/Marystown Road interchange impacts MnDOT right-of-way on US Highway 169.

MnDOT, as the agency with jurisdiction over US 169, would allow the improvements included in the application. Details of a future maintenance agreement with the City would be determined during project development to define how the improvements will be maintained for the project's useful life. The proposed roundabouts will improve safety at the highway ramp intersections and accommodate non-motorized facilities to improve mobility across US Highway 169 for bicyclists and pedestrians.

MnDOT is supportive of the City of Shakopee in the proposed improvements to Adams Street/Marystown Road, serving as a route of regional significance and providing access to US Highway 169.

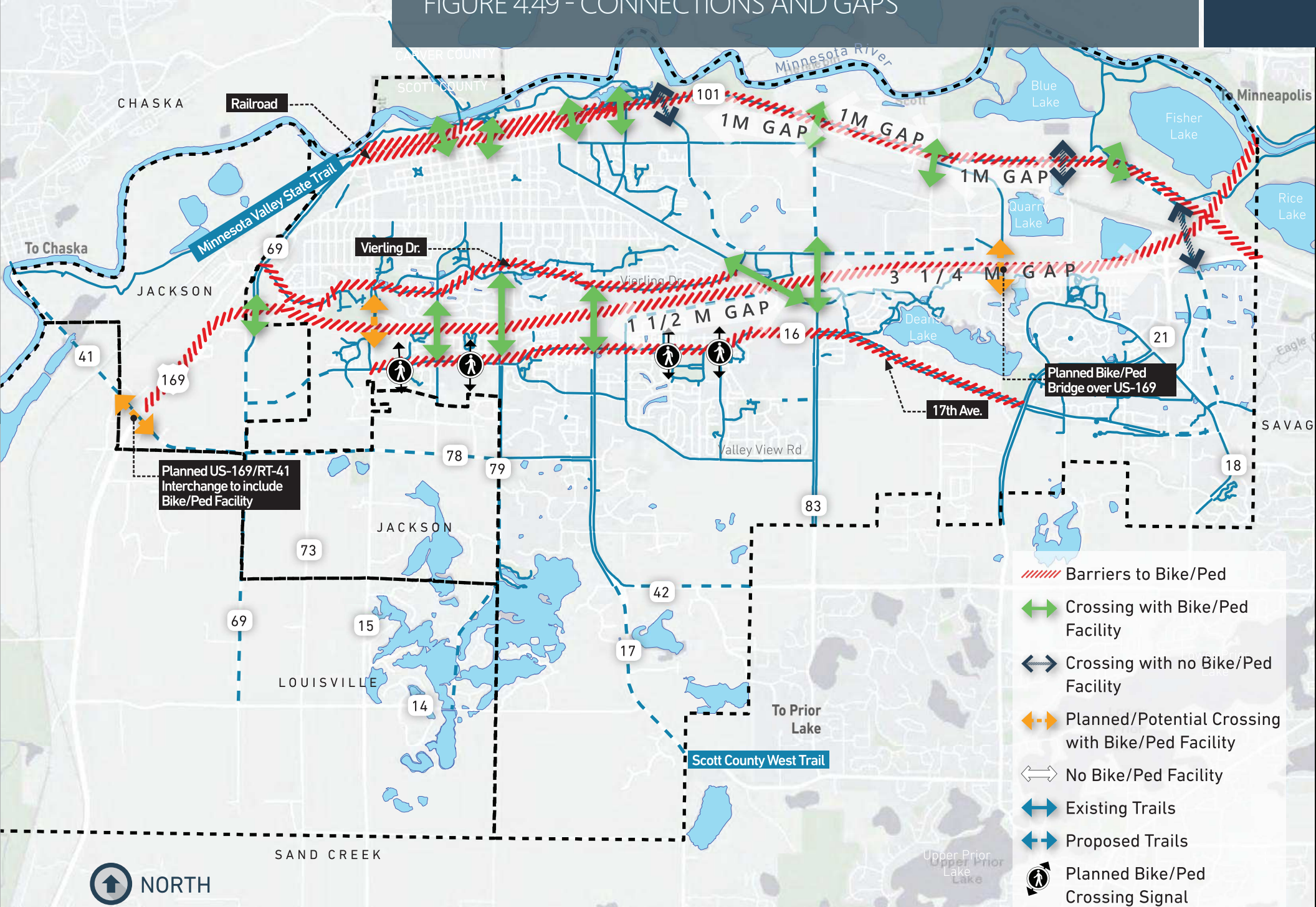
Sincerely,



Scott McBride, P.E.  
Metro District Engineer

Cc: Jon Solberg, MnDOT Metro District – South Area Manager

FIGURE 4.49 - CONNECTIONS AND GAPS



- Barriers to Bike/Ped
- Crossing with Bike/Ped Facility
- Crossing with no Bike/Ped Facility
- Planned/Potential Crossing with Bike/Ped Facility
- No Bike/Ped Facility
- Existing Trails
- Proposed Trails
- Planned Bike/Ped Crossing Signal



# Marystown Road Corridor

City Council Work Session  
May 4, 2021



SHAKOPEE | MN

COMMUNITY PRIDE SINCE 1857

City of Shakopee | 485 Gorman St., Shakopee MN 55379 | 952-233-9300 | www.ShakopeeMN.gov

# OUTLINE

- Issues – Review the issues.
- History – Past studies, plans, CIP projects (place holders), funding applications
- Marytown Road Corridor Study
- Consensus?
- Next steps



SHAKOPEE | MN  
COMMUNITY PRIDE SINCE 1857

City of Shakopee | 485 Gorman St., Shakopee MN 55379 | 952-233-9300 | [www.ShakopeeMN.gov](http://www.ShakopeeMN.gov)

# Marystown Road Corridor

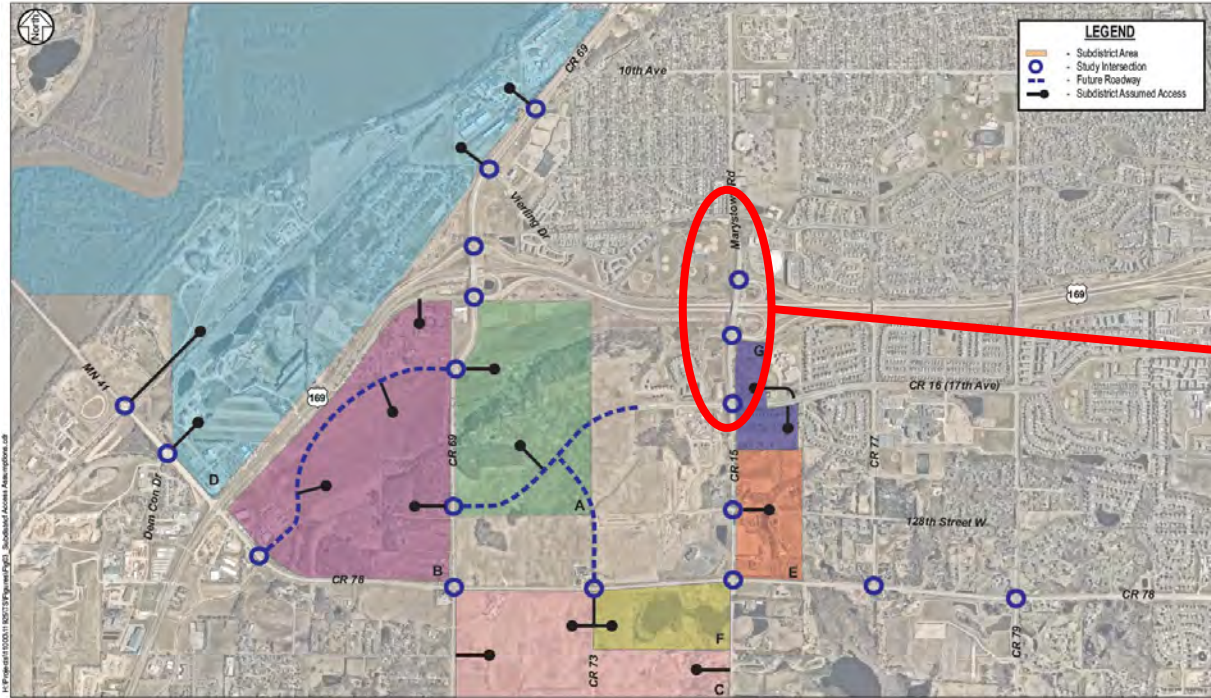
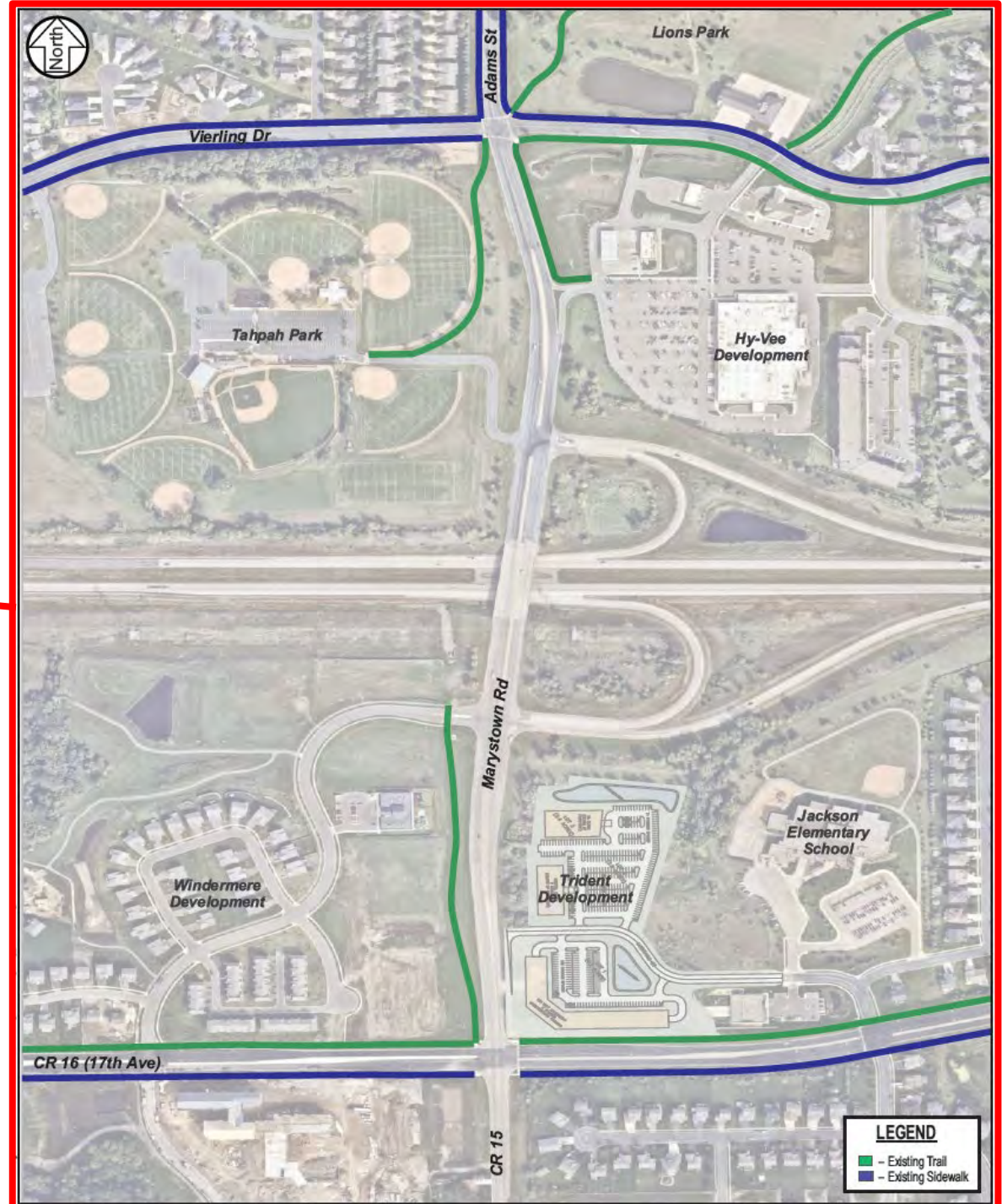


Figure 3

**SRI** Subdistrict Access Assumptions  
 Shakopee AUAR Transportation Analysis  
 0011925  
 September 2019  
 City of Shakopee

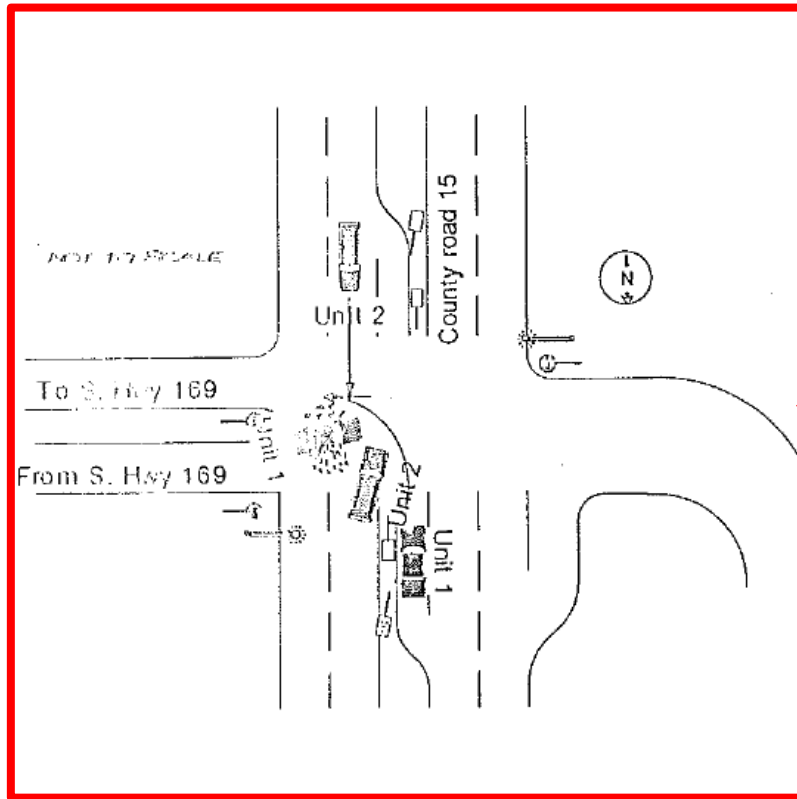


**SHAKOPEE** | MN  
 COMMUNITY PRIDE SINCE 1857  
 City of Shakopee | 485 Gorman St., Shakopee MN 55379 | 952-233-9300 | www.ShakopeeMN.gov

# Marystown Road Corridor - ISSUES

**STATE OF MINNESOTA - DEPARTMENT OF PUBLIC SAFETY**  
**ACCIDENT REPORT (LAW ENFORCEMENT ONLY)**

LOCAL CASE NO. 10014639  
 AMPLIFIED N  
 HIT-AND-RUN N PUB PROP Y VEHICLES 02 KILLED 02 INJURED 02 SMN Y  
 ROUTE SYSTEM ON 04 ROUTE NUMBER OR STREET NAME County Road 15  
 ROADWAY DIRECTION N S E W



**STATE OF MINNESOTA - DEPARTMENT OF PUBLIC SAFETY**  
**ACCIDENT REPORT (LAW ENFORCEMENT ONLY)**

LOCAL CASE NO. 10014639  
 AMPLIFIED N  
 HIT-AND-RUN N PUB PROP Y VEHICLES 02 KILLED 02 INJURED 02 SMN Y  
 ROUTE SYSTEM ON 04 ROUTE NUMBER OR STREET NAME County Road 15  
 ROADWAY DIRECTION N S E W

DATE 10/19/2010 TIME 2100  
 COUNTY 04 COUNTY ROAD 15  
 CITY 70 CITY TWP 3515  
 ROUTE 02 HWY 169

VEHICLE 01: CHASKA MN 55318, FORD, TCS, 1998, BLU, MAZD TRI 2003 Red, American Family

VEHICLE 02: SHAKOPEE MN 55379, UNBOEN CHILD

OFFICER: Canon Christianson 56, Shakopee PD

DESCRIPTION: V1 was traveling south on County road 15. V1 entered left turn lane at Hwy 169 and made a left turn to go southbound Hwy 169. V2 was traveling north on county road 15 in left lane. V1 made left turn in front of V2. V2 struck V1 in passenger door. State accident recon called



# Marystown Road Corridor - ISSUES

## Hy-Vee Development:

- Traffic Impact Study Recommendations and Conclusions

## Current Issues:

- Illegal left turns
- U-turns
- turn around in adjacent neighborhoods

As the proposed West End development progresses, impacts from that traffic will start to cause capacity issues at the study intersections. The traffic impact analysis provided an analysis that reviewed signalization and roundabout control at the study intersections. Based on that analysis, both options will provide an acceptable level of service, with roundabouts providing overall better operations. A more thorough review of West End traffic impacts should be performed to provide more refinement to future improvements in the study area.

The proposed development is recommended to provide a dedicated northbound right-turn lane at the project access driveway on Marystown Road. The right-in/right-out driveway along Marystown Road is anticipated to operate at LOS A at build out.



| HY-VEE       |               |                   |
|--------------|---------------|-------------------|
| BLDG. S.F.   | NO. OF SPACES | RATIO             |
| 95,800 S.F.  | 517           | 5.40 / 1,000 S.F. |
| C-STORE      |               |                   |
| BLDG. S.F.   | NO. OF SPACES | RATIO             |
| 4,341 S.F.   | 27            | 5.30 / 1,000 S.F. |
| TOTAL        |               |                   |
| BLDG. S.F.   | NO. OF SPACES | RATIO             |
| 100,141 S.F. | 540           | 5.39 / 1,000 S.F. |

TOTAL SITE AREA  
23.84 ACRES

### LEGEND

- OVERSTORY TREES
- CONIFEROUS TREES
- ORNAMENTAL TREES
- SHRUB / PERENNIAL BED
- TURF
- DRY POND STORMWATER AREA
- WET POND STORMWATER AREA

SITE PLAN : PHASE II  
SHAKOPEE, MN  
JUNE 2016



Kimley»Horn

2520 UNIVERSITY AVE. SUITE 200  
ST. PAUL, MINNESOTA 55105  
TEL: 612.835.4100  
FAX: 612.835.4101



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# Marystown Road Corridor - ISSUES

## Multi-jurisdictions:

- MnDOT at interchange with access control
- County all 4 legs of CR 15/16 intersection
- City

- Conflicting and overlapping interests between mobility (MnDOT and County) and access (City)

→ City goal: Maintain balance (between mobility and access)



# Marystown Road Corridor - ISSUES

## County Road 15 – “Turnback”



Consent Business

5. C. 2.

**TO:** Mayor and City Council

**FROM:** Bruce Loney, Public Works Director

**DATE:** 08/16/2016

**SUBJECT:** \*Approve a Turnback Agreement with Scott County for County Road 15 (D,E)

### Action Sought

Authorize the appropriate city officials to execute the Scott County Turnback Agreement associated with County Highway 15 from 760 feet north of CH 16 to 6<sup>th</sup> Avenue.

### Background

On March 22, 2016, the City Council of Shakopee and Scott County commissioners met on various items concerning the west end study and transportation projects. At the meeting, it was decided to **turn back CH 15 from CH 16 to 6<sup>th</sup> Avenue to the city**. Also, the county wants to extend CH 16 from CH 15 to CH 69 as shown in the west end study. From that meeting, the county has decided to keep CH 15 760 feet north of CSAH 16 as a county road and turn back the rest of CH 15 to 6<sup>th</sup> Avenue.

Attached to this memo is the County Turnback Agreement from County Highway No. 15. The agreement contains the conditions of the turnback with the county performing maintenance of CH 15 prior to turnback. Also, a condition on working on the extension of CH 16 through the west end study.



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CP 15-12  
Turnback Agreement  
County of Scott  
City of Shakopee

### CITY OF SHAKOPEE SCOTT COUNTY

### TURNBACK AGREEMENT COUNTY HIGHWAY NO. 15

**THIS AGREEMENT**, made and entered into this 16<sup>th</sup> day of September, 2016, by and between the City of Shakopee, a body politic and corporate under the laws of the State of Minnesota, hereinafter referred to as the “City” and the County of Scott, a body politic and corporate existing under the laws of the State of Minnesota, hereinafter referred to as the “County,” both hereinafter collectively referred to as the “Parties.”

### WITNESSETH:

**WHEREAS**, the County seeks to reconvey to the City, County Highway (CH) 15, from 760 feet north of the north right-of-way line of CH 16 to 6<sup>th</sup> Avenue West in the City of Shakopee, including all County owned right-of-way, as shown on Attachment 1,

**WHEREAS**, the County Board of Commissioners has the authority under Minnesota Statute 163.11 to turnback County roads to Cities; and

**WHEREAS**, CH 15 no longer serves a County highway function north of CH 16 as discussed at the joint workshop of the City Council and County Board. The roadway primarily provides local collector and B minor arterial access within the City of Shakopee to the north of CH 16 and serves less of a mobility function and, thereby, being better suited to be on the City roadway system; and

**WHEREAS**, the County needs to maintain control of the influence area of the CH 16 and CH15 intersection to ensure proper function of the operations of this intersection in the future; and

**WHEREAS**, the Parties desire to transfer jurisdiction of a portion of CH 15 in an orderly fashion and have therefore set forth their respective obligations to accomplish this objective; and

**WHEREAS**, the City has prepared a West End Study and has developers considering subdivision of property which includes extending CH16 from its current termini at CH 15 to the west concluding at CH 69.

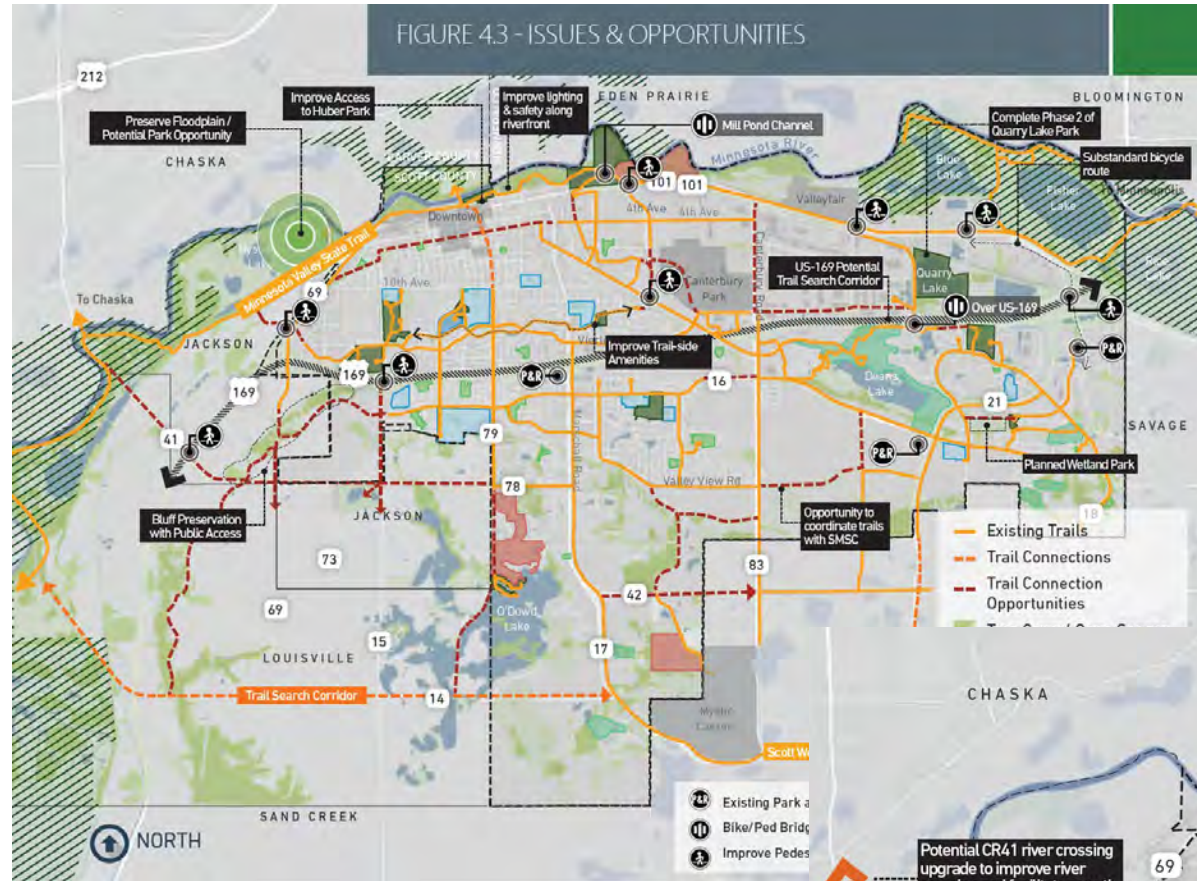


# Marystown Road Corridor - ISSUES

2019 Comprehensive Plan  
(Envision Shakopee)

Marystown Road:

- Identified as a “High Crash Corridor)
- TH 169 barrier identified (pedestrians)

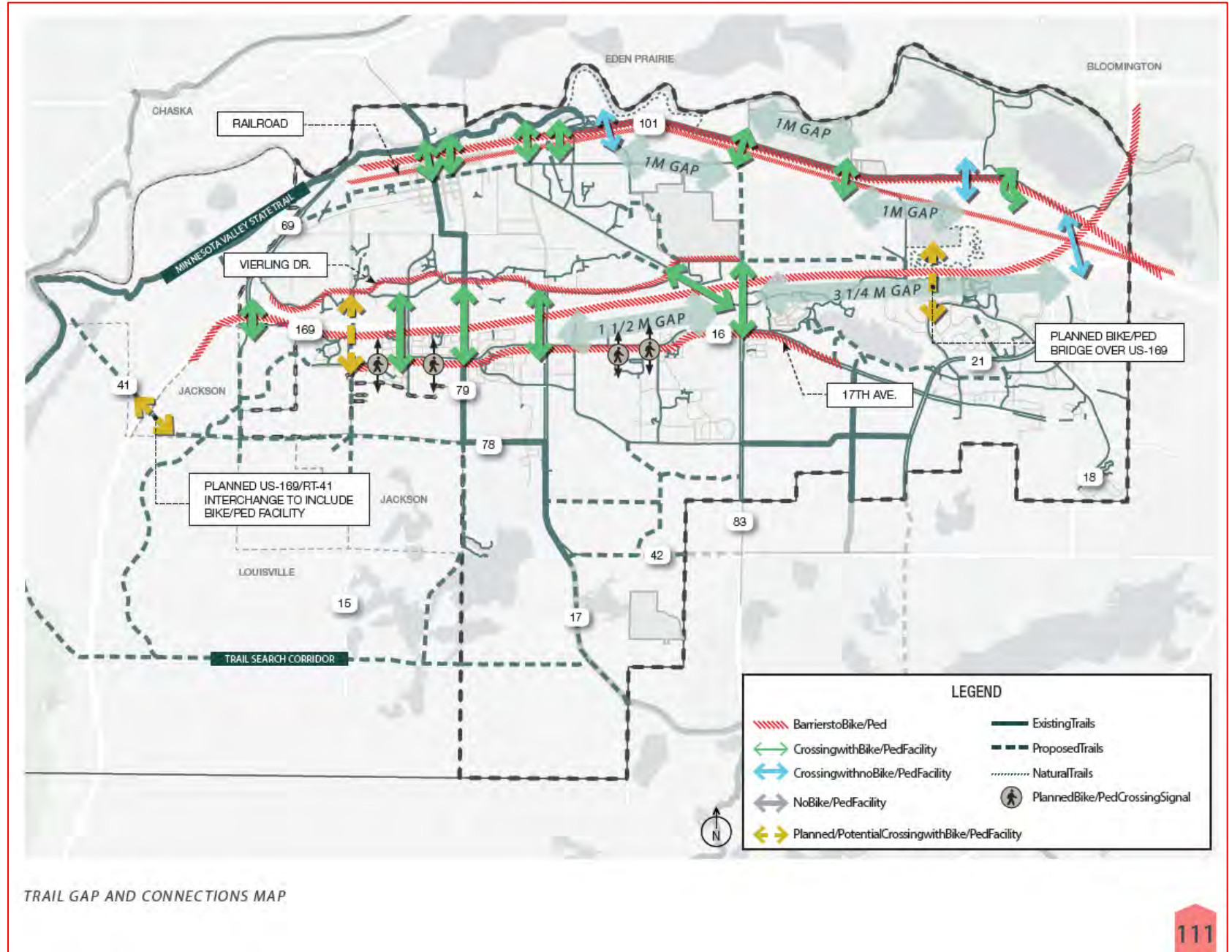


- /// High Crash Corridor
- Barriers to Bike/Ped Travel
- ↕ Bike/Ped Opportunities to Connect North-South Across US-169
- ↔ Bike/Ped Opportunities to Connect North-South Across CR-101 to the Minnesota River



# Marystown Road Corridor - ISSUES

## 2019 Parks/Rec Master Plan



# Marystown Road Corridor - ISSUES

## 2019 Parks/Rec Master Plan

- Regional Ped gap (Vierling Greenway connection and continuance through Windermere and the bluff and city park system to the west
- TH 169 → barrier between residential/school on the south side and the parks and HyVee on the north

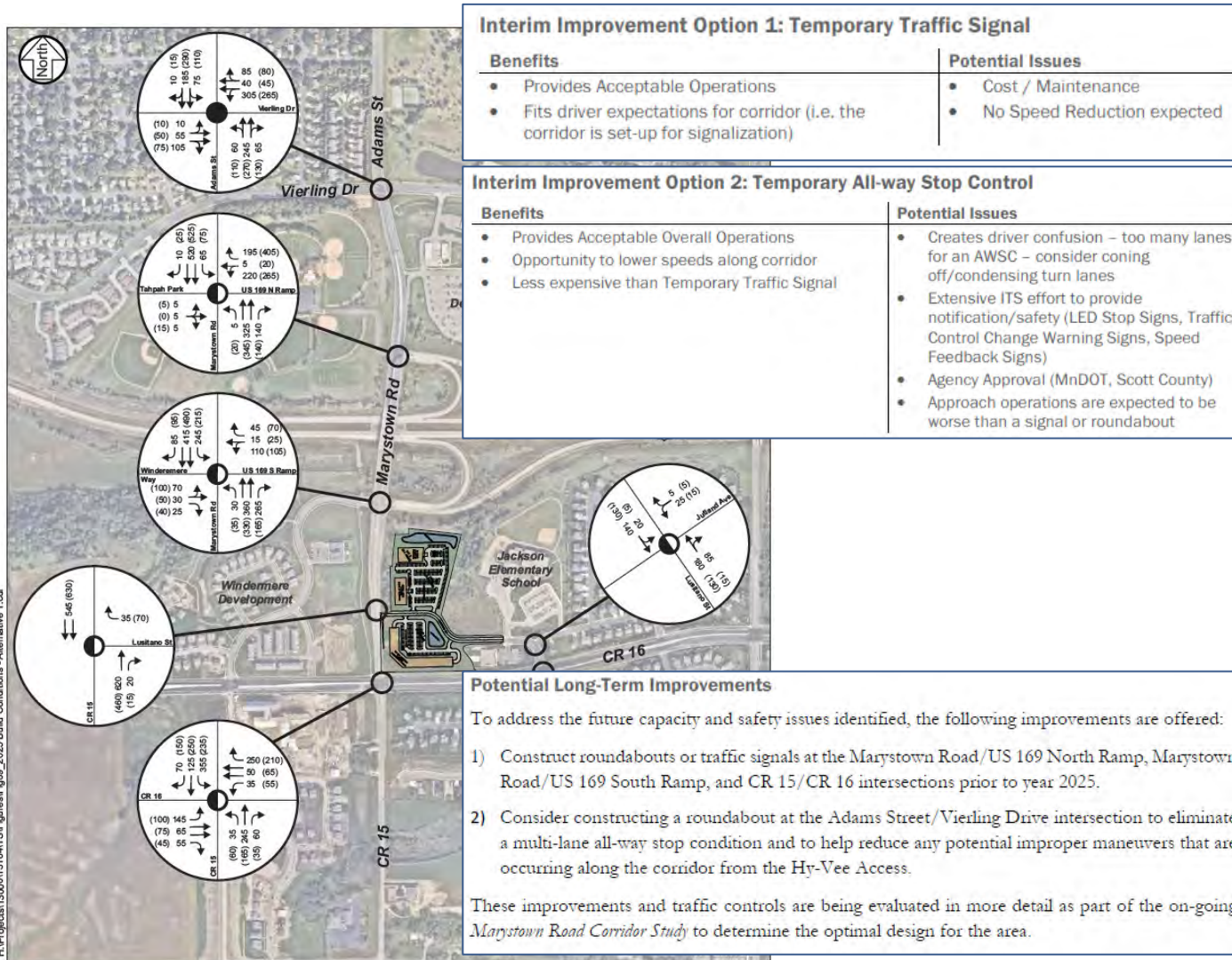
## VIERLING GREENWAY CONCEPT PLAN ENLARGEMENTS



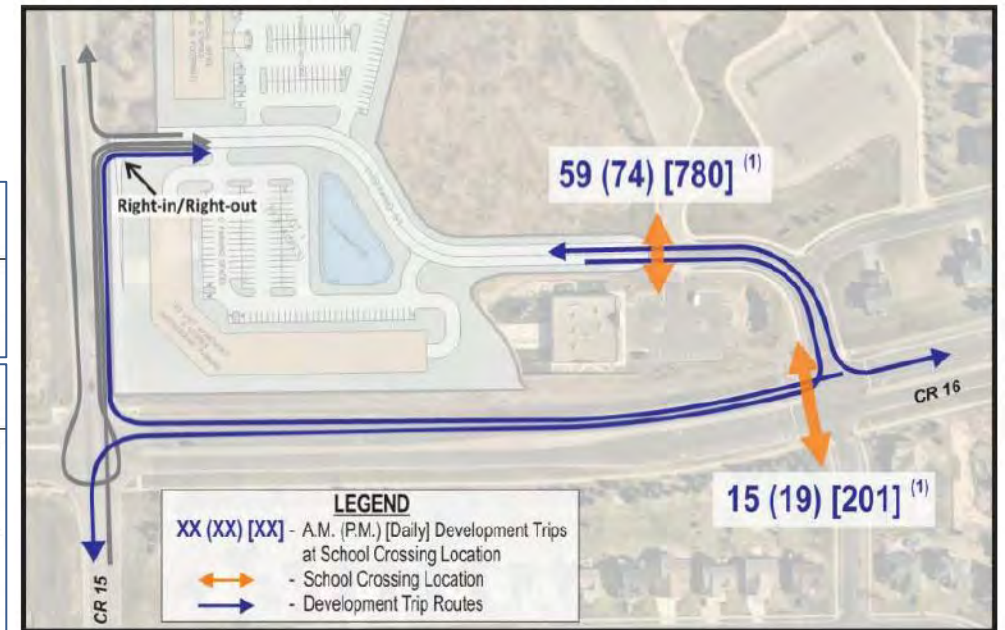
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# Marystown Road Corridor - ISSUES

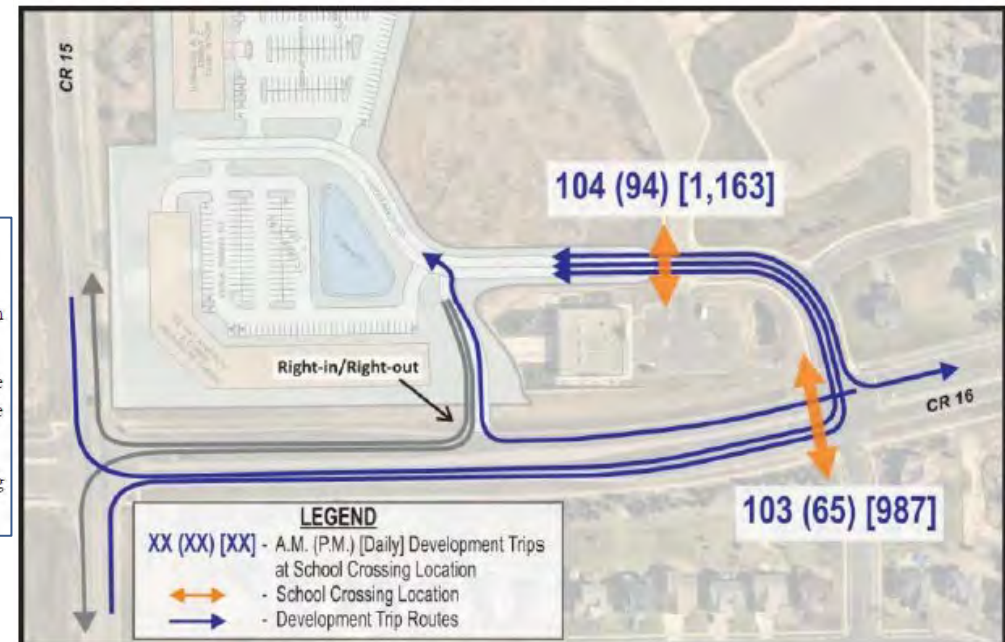
## Trident Development – traffic



### Access Alternative 1: Right-in/Right-out on CR 15



### Access Alternative 2: Right-in/Right-out on CR 16



# Marystown Road Corridor - ISSUES

## Traffic Safety Committee:

- Since 2018, Corridor complaints consistent (10 Traffic Safety Committee “cases”)
- Short-Term: Identified the issues, some interim strategies implemented
- Long-Term: Marystown Rd Corridor Implementation

Meeting Minutes  
Traffic Safety Committee (TSC)  
October 8, 2020

Traffic Safety Committee (TSC) members present: Public Works Director/City Engineer-Steve Lillehaug, Assistant City Engineer-Ryan Halverson, Police Captain-Chris Dellwo, Project Engineer-Micah Heckman, Public Works Superintendent-Bill Egan, Administrative Assistant-Carmela Nascene, Graduate Engineer-Adam Bentson

I. Old Business

- A. Adams Street/Hy-Vee – Striping & Way Finding Plan  
TSC member raised a concern that the fog line striping was not modified during construction of the new Hy-Vee. In addition, the city has received complaints from neighbors on Quincy Circle regarding vehicles exiting Hy-Vee and using their driveways to turn around. The city has also received complaints regarding exiting vehicles making U-turns on Adams Street on the north end of the existing median.

A traffic study was completed prior to Hy-Vee being built but it did not identify any potential issues. However, it is evident that access control issues occur, and mitigation measures and improvements are needed.

The TSC determined that the striping along Adams Street at the right-in access to Hy-Vee needed to be restriped (this was completed with the city's 2019 annual striping project). In addition, the city hired a consultant to evaluate the intersection of Adams Street and Vierling Drive. The TSC also identified possible internal wayfinding improvements on the Hy-Vee site.

Action: A corridor study along Adams Street/Marystown Road was completed by a consultant and the report indicated a roundabout is recommended at the intersection of Adams Street and Vierling Drive and the existing median on Adams Street should be extended north to Vierling Drive to channelize traffic. Public Works has also been in contact with Hy-Vee to implement onsite wayfinding signage to properly access southbound Adams Street via Vierling Drive. Hy-Vee will implement internal wayfinding signage. Public Works will provide follow-up information to the inquirers.



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# Marystown Road Corridor - ISSUES

## Traffic conditions:

- existing (50 MPH +)
- uncontrolled intersections
- large/wide pavement areas at intersections
- sight line issues with vertical curvature of roadways
- transition from rural to urban
- interchange
- no ped facilities
- accidents on the rise



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# Marystown Road Corridor - HISTORY

## History of studies and initiatives

- West End Study (2015)
- Hy-Vee Traffic Impact Study (2016)
- Turnback Agreement with County (2016)
- Trident Traffic Impact Study (2019)
- Jackson Township AUAR (2019-20)
- Comprehensive Plan - Transportation (2019)
- Parks and Rec Master Plan - Trails (2019)
- Marystown Road Corridor Study (2020)



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## RESOLUTION NO. R2020-036

### A RESOLUTION OF THE CITY OF SHAKOPEE, MINNESOTA AUTHORIZING THE ADOPTION OF THE ALTERNATIVE URBAN AREA WIDE REVIEW (AUAR) FOR JACKSON TOWNSHIP

**WHEREAS**, the City of Shakopee, as the responsible governmental unit (RGU), prepared a draft AUAR and Mitigation Plan which identifies and assesses the environmental impacts and mitigation measures associated with the Jackson Township area, and distributed this plan for comments, with notice published in the EQB Monitor, consistent with Minnesota Rule 4410.3610; and

**WHEREAS**, the City of Shakopee prepared a revised/final AUAR and Mitigation Plan which included responses to agency comments received in connection with the draft AUAR and Mitigation Plan and distributed final documents to state agencies and the Met Council; and

**WHEREAS**, the comments received and the City's responses to these comments are included in the public record for the AUAR; and

**WHEREAS**, no objections to the revised/final AUAR and Mitigation Plan have been received; and

**WHEREAS**, the revised/final AUAR and Mitigation Plan is an informational document that will assist the City of Shakopee in guiding development of the subject area.

**NOW, THEREFORE, BE IT RESOLVED THAT** the City Council of the City of Shakopee hereby adopts the revised/final AUAR and Mitigation Plan for Jackson Township.

Adopted in regular session of the City Council of the City of Shakopee, Minnesota, held the 17 day of March, 2020.



Mayor

ATTEST:



City Clerk

# Marystown Road Corridor - HISTORY

## Jackson Township AUAR (2019-20)

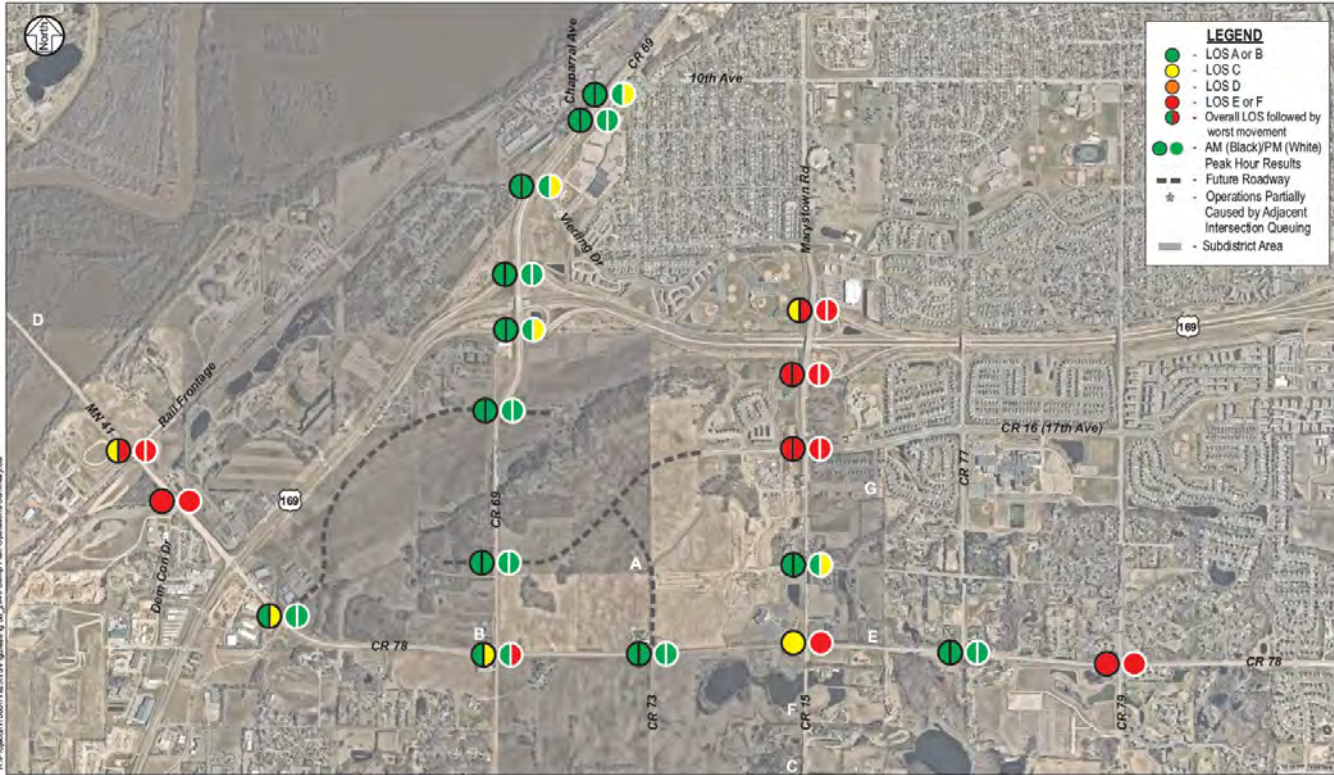


Figure 8

SRP 2040 Comp Plan Operations Summary  
Shakopee AUAR Transportation Analysis

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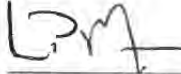
WHEREAS, the comments received and the City's responses to these comments are included in the public record for the AUAR; and

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Adopted in regular session of the City Council of the City of Shakopee, Minnesota, held the 17 day of March, 2020.

  
Mayor

ATTEST:

  
City Clerk

Table 15: 2040 Comprehensive Plan Scenario – Intersection Capacity Analysis

| Intersection                                    | A.M. Peak Hour |         | P.M. Peak Hour |          |
|-------------------------------------------------|----------------|---------|----------------|----------|
|                                                 | LOS            | Delay   | LOS            | Delay    |
| <b>Marystown Road/CR 15</b>                     |                |         |                |          |
| Marystown Road/US 169 North Ramp <sup>(1)</sup> | C/F            | 51 sec. | F/F            | >3 min   |
| Marystown Road/US 169 South Ramp <sup>(1)</sup> | F/F            | >3 min  | F/F            | >3 min   |
| CR 15/CR 16 <sup>(1)</sup>                      | F/F            | >3 min  | E/F            | ~2.5 min |

Table 16: Max Build Scenario – Intersection Capacity Analysis

| Intersection                                    | A.M. Peak Hour |         | P.M. Peak Hour |         |
|-------------------------------------------------|----------------|---------|----------------|---------|
|                                                 | LOS            | Delay   | LOS            | Delay   |
| <b>Marystown Road/CR 15<sup>(3)</sup></b>       |                |         |                |         |
| Marystown Road/US 169 North Ramp <sup>(3)</sup> | A              | 6 sec.  | A              | 10 sec. |
| Marystown Road/US 169 South Ramp <sup>(3)</sup> | A              | 9 sec.  | A              | 10 sec. |
| CR 15/CR 16 <sup>(3)</sup>                      | C              | 22 sec. | B              | 17 sec. |

# Marystown Road Corridor - Study



## Memorandum

SRF No. 13195.00

**To:** Steve Lillehaug, PE, PTOE, Public Works Director/City Engineer  
City of Shakopee

**From:** Brent Clark, PE, Senior Engineer  
Matt Pacyna, PE, Principal

**Date:** June 24, 2020

**Subject:** Marystown Road Corridor Study

### Introduction

The City of Shakopee, in partnership with Scott County and the Minnesota Department of Transportation (MnDOT), developed the future vision for County Road (CR) 15/Marystown Road/Adams Street from Vierling Drive to CR 16 (17th Avenue W) in Shakopee, Minnesota. The development and operations along the corridor have been discussed and evaluated in the following studies that were completed in 2019:

- *Shakopee AUAR Transportation Analysis*, SRF Consulting (September 2019)
- *Trident Development Transportation Study*, SRF Consulting (December 2019)

These previous studies identified that the current traffic control along the corridor is not expected to sufficiently accommodate future growth and planned development in the area by the year 2025. In addition, there are safety concerns at the intersections, as CR 15/Marystown Road is a high-speed corridor (45 to 55 mph) and there has been a recent increase in crashes since construction of the Hy-Vee and Windermere developments (along with the addition of the west approaches at the US 169 South Ramp and CR 16 intersections to accommodate the Windermere development). The City also has a desire to repurpose the US 169 Bridge to provide a multi-use trail on both sides, thus connecting a gap in the City's trail system. Therefore, this study was completed to determine the current and future traffic control/corridor needs of CR 15/Marystown Road that will inform the anticipated reconstruction project from Vierling Drive to CR 16 planned for the year 2022. This study summarizes the technical evaluation completed for the project.

\*4.D.3.



Shakopee City Council  
November 6, 2019

**FROM:** Steve Lillehaug, City Engineer/Public Works Director  
**TO:** Mayor and Council Members

**Subject:**  
Professional Services Agreement with SRF Consulting Group, Inc., for the Marystown Road/Adams Street Corridor Study

**Policy/Action Requested:**  
Authorize the execution of a professional services agreement with SRF Consulting Group, Inc., for corridor study services for the Marystown Road/Adams Street Corridor Improvement Project CIF-TBD-007.

**Recommendation:**  
Authorize execution of the agreement.

**Discussion:**  
The Capital Improvement Plan (CIP) identifies the future Marystown Road/Adams Street Improvement Project CIF-TBD-007. The project is categorized as a "pending" project in the CIP, indicating that the priority and funding are yet to be determined. Subsequent to approving the CIP on September 17, 2019, a developer is now proceeding with the development approval process for the quadrant of land located east of Marystown Road between Trunk Highway 169 and County Road 16 (17th Avenue, located just west of the Jackson Elementary School), referenced as the Trident Development. Additionally, the traffic study portion of the Alternative Urban Areawide Review plan for the west end of Shakopee and Jackson Township that is underway identifies the four intersections included in this CIP project as needing intersection control improvements (e.g. roundabouts) in the coming future once the traffic, level of service and safety conditions warrant implementation.

Based on the current traffic conditions including the safety and access complaints surrounding the Hy-Vee development, the substantial development of the Windermere area and now the proposed Trident Development, the advancement of the Marystown Road/Adams Street Improvement Project is warranted to ensure transportation safety is maintained within the corridor. **With City Council approval, city staff is prepared to immediately proceed with the preliminary design and study necessary to advance the actual design and construction of the project, which is anticipated to be advanced to a 2021-22 construction.**

The project is a complex, multi-jurisdictional project that will involve key transportation planning and approval measures including substantial agency coordination, data collection, traffic analysis and reporting, four intersection control evaluations (ICE Reports), complex concept layout design that coordinates with the Trunk Highway Interchange and the existing bridge, bridge concept layout, cost estimating and a formal Interchange Revision Request. Additionally, applications for state and federal funding are included as part of the scope of work through the Highway Safety Improvement Fund and through the Regional Federal Solicitation. City staff needs assistance from a design consultant to complete the corridor study based on current and expected workload. City staff has worked with SRF Consulting Group, Inc. to develop a scope of work needed to deliver the project. SRF Consulting Group, Inc., has the experience, technical skill, and capacity to provide the needed services and is a firm in the city's approved consultant pool. The attached Professional Services Agreement authorizes and describes the scope and fee for their work on this project.

# Marystown Road Corridor - Study



The latest three-year period (2017-2019) was used for the crash analysis per MnDOT ICE report guidance and is summarized below:

- 25 intersection crashes were reported at the study intersections; Approximately 70 percent of the crashes were right-angle crashes.
- No fatal or incapacitating injury crashes occurred along the corridor; there were six (6) non-incapacitating injury crashes, five (5) possible injury crashes, and 14 property damage only (PDO) crashes.
  - There was a right-angle crash that resulted in two fatalities at the Marystown Road/US 169 North Ramp intersection in 2010.
- All four study intersections have crash rates higher than the average rate; the CR 15/CR 16 intersection has a crash rate higher than the critical crash rate.
  - All eight (8) CR 15/CR 16 intersection crashes occurred after the west leg of the intersection was constructed in 2018.
  - Six (6) of the eight (8) crashes were right-angle crashes; five (5) of which resulted in injury.

# Marystown Road Corridor - Study

## Analysis → Evaluations → Conclusions and Recommendations

### Future Operations Analysis (Appendix E)

A year 2025 and year 2040 intersection capacity analysis was completed to evaluate how the study intersections are expected to operate in the future if no geometric or traffic control changes are made. The intersections were evaluated with the existing geometry and traffic control, with forecasted turning movements. Results of the analysis identified the following:

- Under year 2025 conditions, the CR 15/CR 16 and Marystown Road/US 169 ramp intersections are expected to have failing side-street operations during the peak hours. The US 169 ramps are expected to have queues that extend over 50 percent of the off-ramp, which may cause safety issues as vehicles coming from US 169 may not expect these queues. Furthermore, as side-street operations begin to fail, drivers will begin to accept smaller gaps, which could present additional safety risks.
- Under year 2040 conditions, the CR 15/CR 16 and Marystown Road/US 169 ramp intersections are expected to operate at an overall LOS F during the peak hours, with delays greater than three (3) minutes. These intersections had model failure, meaning the full demand at these intersections was not able to enter the network.
  - The Adams Street/Vierling Drive intersection is expected to operate at a LOS D during the p.m. peak hour, with the westbound approach operating at LOS E; the improper movements at the Hy-Vee right-in/right-out access identified under existing conditions are expected to continue.

To address operational and safety issues, the CR 15/CR 16 and Marystown Road/US 169 ramp intersections traffic controls were evaluated to be converted to a traffic signal or roundabout. A roundabout, traffic signal, and reconfigured all-way stop control was evaluated at the Adams Street/Vierling Drive intersection to eliminate the existing multi-lane all-way stop condition and reduce improper movements along the corridor.

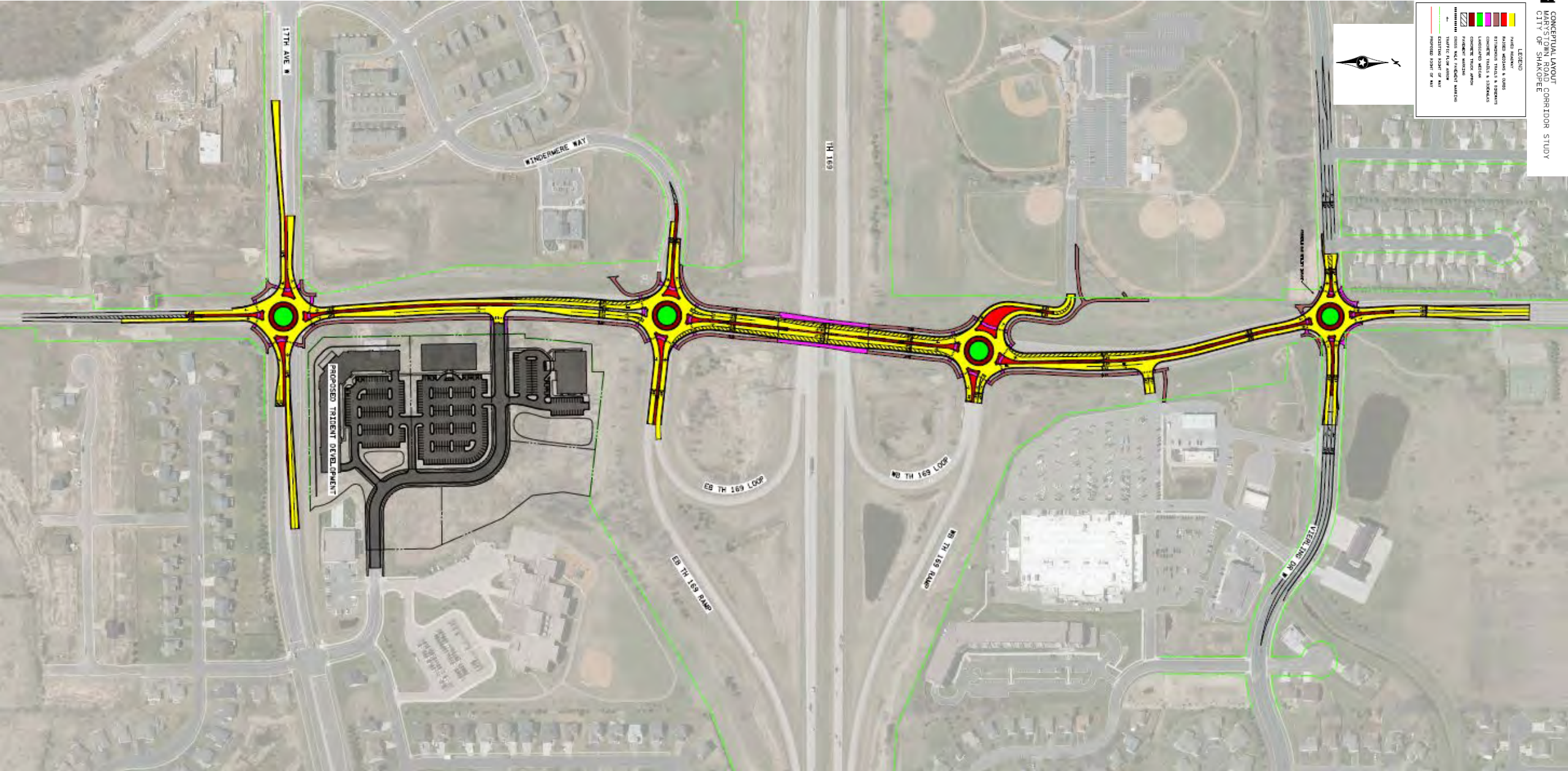
### Intersection Control Evaluations (Appendix F)

As part of the Intersection Control Evaluations, the following analyses/factors were considered to determine the long-term preferred intersection control:

- **Capacity Analysis:** The future operations of the traffic control alternatives were evaluated using a combination of Synchro/SimTraffic, HCS 7, and Rodel.
- **Safety Analysis:** The *Highway Safety Manual (HSM) Predictive Method* was used to predict crash frequency and severity at the study intersections based on traffic volumes and traffic controls.
- **Pedestrian Considerations:** Pedestrian connectivity and safety were discussed for the traffic control alternatives; this was particularly important due to the corridor's close proximity to area schools and regional parks.
- **Transportation System Considerations:** Traffic control continuity was discussed along with other alternative considerations.
- **Site Access:** Traffic control alternatives and their impacts to the Hy-Vee and Trident development access were discussed.
- **Cost Analysis:** An incremental benefit-cost analysis was performed to determine the economic benefit of an alternative; construction cost estimates for recent construction improvements were also discussed.
- **Right-of-Way:** Potential impacts to right-of-way were evaluated and discussed.

Based on the results of the ICE, a roundabout control is recommended at the four study intersections along the corridor. This alternative performed better in all categories measured.

# Marystown Road Corridor - Study



LEGEND

|  |                            |
|--|----------------------------|
|  | PAVED SHOULDERS & CURBS    |
|  | STANDARD TRAILS & SIDEWAYS |
|  | CONCRETE TRAILS & SIDEWAYS |
|  | CONCRETE TRUCK APPROACH    |
|  | PAVEMENT MARKING           |
|  | CONCRETE FLOW DIVIDER      |
|  | TRAFFIC FLOW DIVIDER       |
|  | EXISTING RIGHT OF WAY      |
|  | PROPOSED RIGHT OF WAY      |



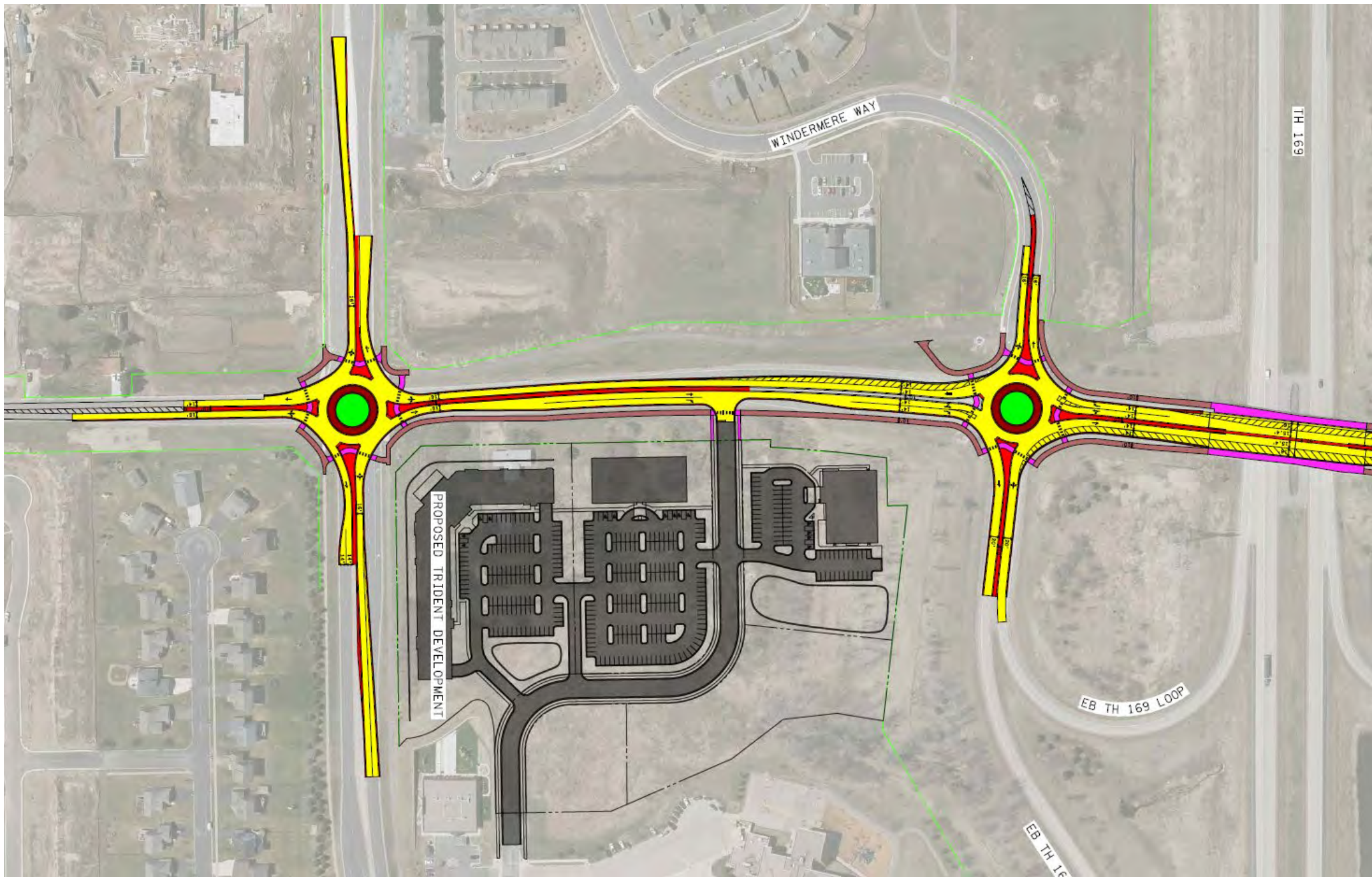
TH 169

WINDERMERE WAY

PROPOSED TRIDENT DEVELOPMENT

EB TH 169 LOOP

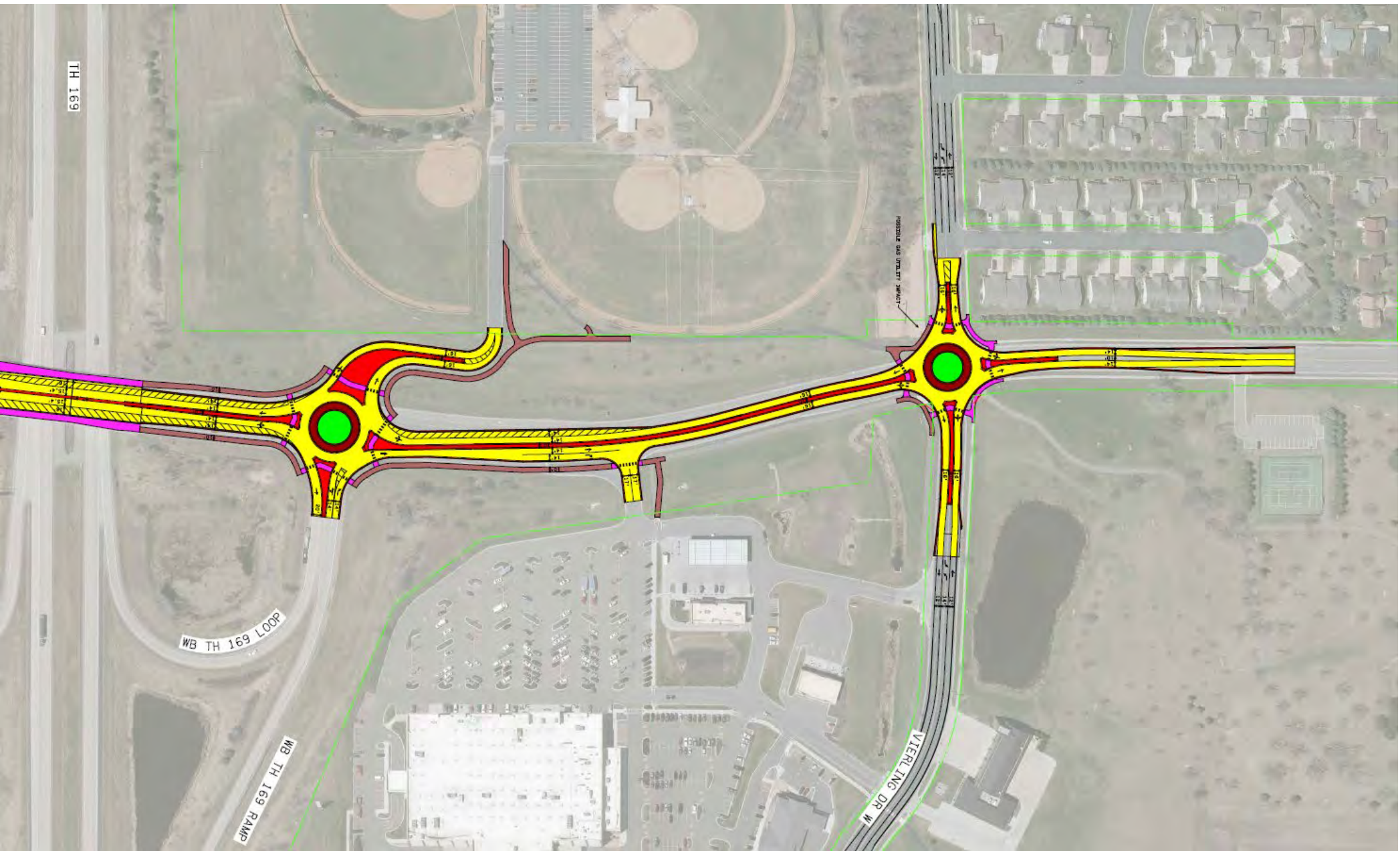
EB TH 169





LEGEND

|  |                             |
|--|-----------------------------|
|  | PAVED AREAS & CURBS         |
|  | PAVED MEDIANS & CURBS       |
|  | EXISTING TRAILS & SIDEWALKS |
|  | CONCRETE TRAILS & SIDEWALKS |
|  | CONCRETE TRUCK APPROACH     |
|  | PAVED BIKEWAY               |
|  | EXISTING TRAIL ALIGNMENT    |
|  | TRAFFIC FLOW ALIGNMENT      |
|  | EXISTING RIGHT OF WAY       |
|  | PROPOSED RIGHT OF WAY       |



TH 169

WB TH 169 LOOP

WB TH 169 RAMP

VIERLING DR W

POSSIBLE GAS UTILITY TANK

# Marystown Road Corridor – CIP projects

## 2015 CIP

- Interchange and trail connection improvements

### City of Shakopee Capital Improvement Program 2015-2019

| Project Manager:<br>Bruce Loney | Project Type:<br>Street Construction |      | Project Title:<br>CR 15 Interchange & Trail Improvements |      | Total Project Cost:<br>\$2,500,000 |                  |
|---------------------------------|--------------------------------------|------|----------------------------------------------------------|------|------------------------------------|------------------|
| A. Expenditure Items:           | 2015                                 | 2016 | 2017                                                     | 2018 | 2019                               | FUTURE           |
| Land & ROW                      |                                      |      |                                                          |      |                                    | 2,200,000        |
| Construction                    |                                      |      |                                                          |      |                                    |                  |
| Improvements                    |                                      |      |                                                          |      |                                    | 300,000          |
| Engineering/Admin.              |                                      |      |                                                          |      |                                    |                  |
| <b>Total</b>                    | -                                    | -    | -                                                        | -    | -                                  | <b>2,500,000</b> |
| B. Funding Source:              |                                      |      |                                                          |      |                                    |                  |
| General Fund                    |                                      |      |                                                          |      |                                    |                  |
| Capital Improvement Fund        |                                      |      |                                                          |      |                                    | 1,000,000        |
| Park Reserve Fund               |                                      |      |                                                          |      |                                    |                  |
| Grants (specify)                |                                      |      |                                                          |      | Federal                            | 1,100,000        |
| Donations (specify)             |                                      |      |                                                          |      | Scott County Grant                 | 400,000          |
| State Aid                       |                                      |      |                                                          |      |                                    |                  |
| Assessments                     |                                      |      |                                                          |      |                                    |                  |
| Sanitary Sewer Fund-Base        |                                      |      |                                                          |      |                                    |                  |
| Sanitary Sewer Fund-Trunk       |                                      |      |                                                          |      |                                    |                  |
| Storm Drainage Fund-Base        |                                      |      |                                                          |      |                                    |                  |
| Storm Drainage Fund-Trunk       |                                      |      |                                                          |      |                                    |                  |
| Tax Levy                        |                                      |      |                                                          |      |                                    |                  |
| <b>Total</b>                    | -                                    | -    | -                                                        | -    | -                                  | <b>2,500,000</b> |



PROJECT LOCATION

#### Description:

Interchange improvements to improve safety and construct trail connectors along CR 15 from 17th Avenue to Vierling Drive.

#### Justification:

Improvements to the Interchange is for safety and to provide safe pedestrian crossings of the CR 15 bridge over TH 169.

#### Other Comments:

Would need Federal Grant selection to receive federal funds.

#### Operating Costs:



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City of Shakopee | 485 Gorman St., Shakopee MN 55379 | 952-233-9300 | www.ShakopeeMN.gov

# Marystown Road Corridor – CIP projects

## 2019 CIP

- Interchange, Roundabout, and trail connection improvements

### Capital Improvement Plan City of Shakopee, Minnesota

2019 thru 2023

Department Capital Improvements Fund  
Contact Public Works Director  
Type Improvement  
Useful Life 30  
Category Street Construction  
Priority 2 Important-Provide Efficiency  
Status Pending

Project # CIF-TBD-007  
Project Name \*Marystown Rd/TH 169 Interchange & Trail Imp

Accounting Code  
Fund Capital Improvement Fund

Total Project Cost: \$3,638,000

#### Description

Interchange improvements to improve safety and construct trail connections along Marystown Road from 17th Avenue to Vierling Drive.

#### Justification

Improvements to the Interchange are for vehicle safety and to provide safe pedestrian crossings of the Marystown Road bridge over TH 169. Project timing is dependent upon further need and successfully receiving state/federal funding support for the project. A 2018 funding application was unsuccessful in receiving federal Local Road Improvement Funding from the state.

| Expenditures             | 2019 | 2020 | 2021 | 2022 | 2023     | Total    | Future       |
|--------------------------|------|------|------|------|----------|----------|--------------|
| Construction/Maintenance |      |      |      |      | 0        | 0        | 3,638,000    |
| <b>Total</b>             |      |      |      |      | <b>0</b> | <b>0</b> | <b>Total</b> |

| Funding Sources          | 2019 | 2020 | 2021 | 2022 | 2023     | Total    | Future       |
|--------------------------|------|------|------|------|----------|----------|--------------|
| Capital Improvement Fund |      |      |      |      | 0        | 0        | 3,638,000    |
| <b>Total</b>             |      |      |      |      | <b>0</b> | <b>0</b> | <b>Total</b> |



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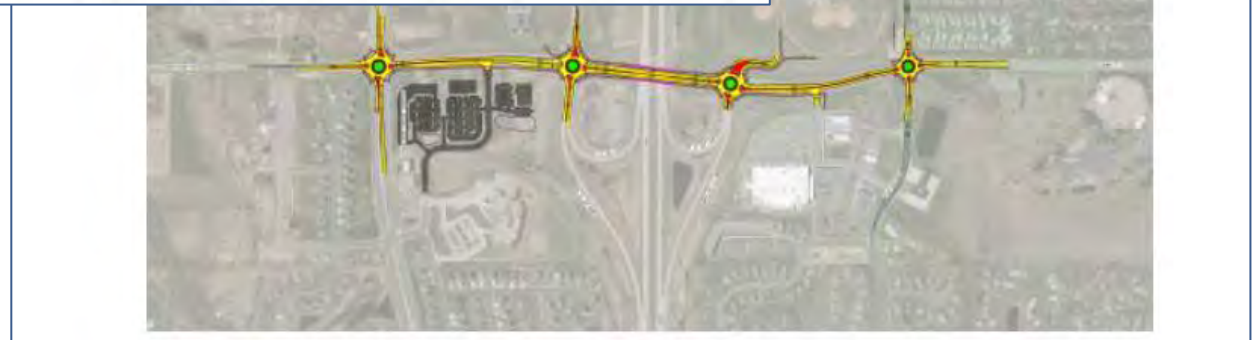
# Marystown Road Corridor – CIP projects

## 2021 CIP

- Expanded to all 4 intersections per Corridor Study

| Capital Improvement Plan      |                                             | 2021 thru 2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                  |           |      |      |           |
|-------------------------------|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------|------|------|-----------|
| City of Shakopee, Minnesota   |                                             | Department                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Capital Improvements Fund        |           |      |      |           |
|                               |                                             | Contact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Public Works Director            |           |      |      |           |
| Project #                     | CIF-23-004                                  | Type                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Improvement                      |           |      |      |           |
| Project Name                  | Marystown Rd/TH 169 Interchange & Trail Imp | Useful Life                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 30                               |           |      |      |           |
|                               |                                             | Category                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Street Construction              |           |      |      |           |
| Accounting Code               |                                             | Priority                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 1 Critical for Safety/Preservati |           |      |      |           |
| Fund Capital Improvement Fund |                                             | Status                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Active                           |           |      |      |           |
|                               |                                             | Total Project Cost:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | \$7,380,000                      |           |      |      |           |
| Description                   |                                             | Interchange, intersection and access control improvements to improve safety and construct trail connections along Marystown Road/Adams Street/CSAH 15 from 17th Avenue (CSAH 16) to Vierling Drive.                                                                                                                                                                                                                                                                                                                                       |                                  |           |      |      |           |
| Justification                 |                                             | Improvements to the Interchange are for vehicle safety and to provide safe pedestrian crossings of the Marystown Road bridge over TH 169. Intersection and access control improvements are needed to address increased traffic issues and existing access control issues at HyVee. Project timing is dependent upon further need and successfully receiving state/federal/Municipal COOP funding support for the project. A 2018 funding application was unsuccessful in receiving federal Local Road Improvement Funding from the state. |                                  |           |      |      |           |
| Prior                         | Expenditures                                | 2021                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 2022                             | 2023      | 2024 | 2025 | Total     |
| 120,000                       | Construction/Maintenance                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                  | 6,147,000 |      |      | 6,147,000 |
|                               | Engineering/Administration                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 557,000                          | 556,000   |      |      | 1,113,000 |
| Total                         |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 557,000                          | 6,703,000 |      |      | 7,260,000 |
| Prior                         | Funding Sources                             | 2021                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 2022                             | 2023      | 2024 | 2025 | Total     |
| 120,000                       | Capital Improvement Fund                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 557,000                          | 1,785,000 |      |      | 2,342,000 |
|                               | Cost Sharing, MnDOT/Federal                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                  | 4,918,000 |      |      | 4,918,000 |
| Total                         |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 557,000                          | 6,703,000 |      |      | 7,260,000 |
| Budget Impact/Other           |                                             | It is anticipated that this project would be prioritized once successful state/federal grant selection. Portions of this section has been turned back to the City by the County, the southerly section south of the south ramp including the CSAH 16 intersection is under the county jurisdiction.                                                                                                                                                                                                                                       |                                  |           |      |      |           |

| 2021 thru 2025 |                           |
|----------------|---------------------------|
| Department     | Capital Improvements Fund |
| Contact        | Public Works Director     |



# Marystown Road Corridor – Funding Need

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## PROJECT: MARYSTOWN CORRIDOR STUDY

### Concept Cost Estimate

Prepared By: SRF Consulting Group, Inc., 04/30/2020

| ITEM DESCRIPTION                                               | UNIT      | UNIT PRICE | ROUNDBOUT #1 - ADAMS STREET/VIERLING DRIVE |               | ROUNDBOUT #2 - MARYSTOWN ROAD/US 169 NORTH RAMP |               | ROUNDBOUT #3 - MARYSTOWN ROAD/US 169 SOUTH RAMP |               | ROUNDBOUT #4 - CR 15/CR 16 |               | TRIDENT DEVELOPMENT TURN LANE |             | TOTAL         |             |
|----------------------------------------------------------------|-----------|------------|--------------------------------------------|---------------|-------------------------------------------------|---------------|-------------------------------------------------|---------------|----------------------------|---------------|-------------------------------|-------------|---------------|-------------|
|                                                                |           |            | EST. QUANTITY                              | EST. AMOUNT   | EST. QUANTITY                                   | EST. AMOUNT   | EST. QUANTITY                                   | EST. AMOUNT   | EST. QUANTITY              | EST. AMOUNT   | EST. QUANTITY                 | EST. AMOUNT | EST. QUANTITY | EST. AMOUNT |
| <b>PAVING AND GRADING COSTS</b>                                |           |            |                                            |               |                                                 |               |                                                 |               |                            |               |                               |             |               |             |
| GRP 1a 2105 Excavation - common & subgrade                     | cu. yd.   | \$5.00     | 3,300                                      | \$16,500      | 4,000                                           | \$20,000      | 3,750                                           | \$18,750      | 4,650                      | \$23,250      | 350                           | \$1,750     | 16,050        | \$80,250    |
| GRP 1b 2105 Subgrade Preparation                               | road sta. | \$200,000  | 20.72                                      | \$4,144,000   | 28.27                                           | \$5,654,000   | 28.27                                           | \$5,654,000   | 30.23                      | \$6,046,000   | 1.20                          | \$240,000   | 105           | \$21,000    |
| GRP 2a 2211 Aggregate Base Class 5 (CV)                        | cu. yd.   | \$15.00    | 1,800                                      | \$27,000      | 2,580                                           | \$38,700      | 2,300                                           | \$34,500      | 2,250                      | \$33,750      | 190                           | \$2,850     | 9,120         | \$136,800   |
| GRP 3a Mainline Pavement - 5' HMA                              | sq. yd.   | \$21.00    | 6,450                                      | \$135,450     | 7,625                                           | \$160,325     | 7,250                                           | \$152,250     | 7,650                      | \$160,650     | 800                           | \$16,800    | 29,675        | \$623,175   |
| GRP 3b Mainline - Truck Apron - 10' Concrete                   | sq. yd.   | \$100.00   | 350                                        | \$35,000      | 375                                             | \$37,500      | 375                                             | \$37,500      | 375                        | \$37,500      | 16                            | \$1,600     | 1,475         | \$147,500   |
| GRP 4a Concrete Walk / Trail / Median                          | sq. yd.   | \$125.00   | 1,140                                      | \$142,500     | 1,760                                           | \$220,000     | 1,325                                           | \$165,625     | 1,775                      | \$221,875     | 55                            | \$6,875     | 6,055         | \$756,875   |
| GRP 4b Bituminous Walk / Trail                                 | sq. yd.   | \$45.00    | 2,215                                      | \$99,675      | 2,215                                           | \$99,675      | 1,780                                           | \$79,800      | 755                        | \$33,975      | 110                           | \$4,950     | 4,750         | \$115,750   |
| GRP 4c ADA Pedestrian Curb Ramp - Truncated Domes              | sq. ft.   | \$20.00    | 130                                        | \$2,600       | 144                                             | \$2,880       | 120                                             | \$2,400       | 130                        | \$2,600       | 16                            | \$320       | 540           | \$10,800    |
| GRP 5 Concrete Curb and Gutter                                 | lin. ft.  | \$21.00    | 5,177                                      | \$108,717     | 3,870                                           | \$81,270      | 3,553                                           | \$74,613      | 5,240                      | \$110,040     | 110                           | \$2,310     | 17,950        | \$376,950   |
| GRP 6a Removals - Pavement (Bituminous)                        | sq. yd.   | \$4.00     | 10,700                                     | \$42,800      | 11,850                                          | \$47,400      | 11,300                                          | \$45,200      | 15,650                     | \$62,600      |                               |             | 49,500        | \$198,000   |
| GRP 6b Removals - Pavement (Concrete)                          | sq. yd.   | \$18.00    | 300                                        | \$5,400       | 300                                             | \$5,400       | 1,300                                           | \$23,400      |                            |               |                               |             | 1,800         | \$32,400    |
| GRP 6c Removals - Curb & Gutter                                | lin. ft.  | \$3.50     | 3,430                                      | \$12,005      | 2,300                                           | \$8,050       | 350                                             | \$1,225       | 2,420                      | \$8,470       |                               |             | 8,500         | \$29,750    |
| GRP 6d Removals - Concrete Walk                                | sq. ft.   | \$1.50     | 2,700                                      | \$4,050       | 2,000                                           | \$3,000       | 150                                             | \$225         | 1,850                      | \$2,775       |                               |             | 4,000         | \$6,000     |
| GRP 6e Removals - Concrete Median                              | sq. ft.   | \$5.00     | 1,150                                      | \$5,750       | 12,525                                          | \$62,625      | 8,875                                           | \$44,375      | 5,350                      | \$26,750      |                               |             | 27,700        | \$138,500   |
| GRP 6f Removals - Bituminous Walk                              | sq. ft.   | \$1.00     | 1,575                                      | \$1,575       |                                                 |               | 200                                             | \$200         |                            |               | 1,125                         | \$1,125     | 2,900         | \$2,900     |
| <b>SUBTOTAL PAVING AND GRADING COSTS:</b>                      |           |            |                                            | \$558,657     |                                                 | \$768,820     |                                                 | \$672,603     |                            | \$743,100     |                               | \$34,320    |               | \$2,777,500 |
| <b>DRAINAGE, UTILITIES AND EROSION CONTROL</b>                 |           |            |                                            |               |                                                 |               |                                                 |               |                            |               |                               |             |               |             |
| DR 5 Drainage - urban                                          | lump sum  | \$476,000  |                                            | \$476,000     |                                                 | \$128,974     |                                                 | \$128,974     |                            | \$114,888     |                               | \$135,724   | 1             | \$476,000   |
| DR 7 Turf Establishment & Erosion Control                      | lump sum  | \$250,000  |                                            | \$250,000     |                                                 | \$48,888      |                                                 | \$48,888      |                            | \$20,329      |                               | \$2,834     | 1             | \$250,000   |
| <b>SUBTOTAL DRAINAGE, UTILITIES AND EROSION CONTROL</b>        |           |            |                                            | \$141,907,000 |                                                 | \$193,662,000 |                                                 | \$175,195,000 |                            | \$207,007,000 |                               | \$8,229,000 |               | \$726,000   |
| <b>BRIDGE COSTS</b>                                            |           |            |                                            |               |                                                 |               |                                                 |               |                            |               |                               |             |               |             |
| BR 1 Bridge - No. 70011 Modification                           | lump sum  | \$900,000  |                                            | \$900,000     |                                                 | \$450,000     |                                                 | \$450,000     |                            | \$450,000     |                               |             | 1             | \$900,000   |
| <b>SUBTOTAL BRIDGE COSTS:</b>                                  |           |            |                                            | \$900,000     |                                                 | \$450,000     |                                                 | \$450,000     |                            | \$450,000     |                               |             |               | \$900,000   |
| <b>SIGNAL AND LIGHTING COSTS</b>                               |           |            |                                            |               |                                                 |               |                                                 |               |                            |               |                               |             |               |             |
| SGL 4 Mainline Lighting (permanent)                            | lump sum  | \$125,000  |                                            | \$24,433      |                                                 | \$33,344      |                                                 | \$30,164      |                            | \$35,642      |                               | \$1,417     | 1             | \$125,000   |
| <b>SUBTOTAL SIGNAL AND LIGHTING COSTS:</b>                     |           |            |                                            | \$24,433      |                                                 | \$33,344      |                                                 | \$30,164      |                            | \$35,642      |                               | \$1,417     |               | \$125,000   |
| <b>SIGNING &amp; STRIPING COSTS</b>                            |           |            |                                            |               |                                                 |               |                                                 |               |                            |               |                               |             |               |             |
| SGN 1 Mainline Signing (C&D)                                   | lump sum  | \$84,000   |                                            | \$16,419      |                                                 | \$22,407      |                                                 | \$20,270      |                            | \$23,952      |                               | \$952       | 1             | \$84,000    |
| SGN 2 Mainline Striping                                        | lump sum  |            |                                            | \$16,419      |                                                 | \$22,407      |                                                 | \$20,270      |                            | \$23,952      |                               | \$952       |               | \$84,000    |
| <b>SUBTOTAL SIGNING &amp; STRIPING COSTS:</b>                  |           |            |                                            | \$16,419      |                                                 | \$22,407      |                                                 | \$20,270      |                            | \$23,952      |                               | \$952       |               | \$84,000    |
| <b>SUBTOTAL CONSTRUCTION COSTS:</b>                            |           |            |                                            | \$741,416     |                                                 | \$1,468,233   |                                                 | \$1,348,232   |                            | \$1,009,701   |                               | \$44,918    |               | \$4,612,500 |
| <b>MISCELLANEOUS COSTS</b>                                     |           |            |                                            |               |                                                 |               |                                                 |               |                            |               |                               |             |               |             |
| M 1 Mobilization                                               | 4%        | \$190,000  |                                            | \$37,138      |                                                 | \$50,683      |                                                 | \$45,850      |                            | \$54,176      |                               | \$2,154     | 1             | \$190,000   |
| M 2 Non Quantified Minor Items                                 | 20%       | \$700,000  |                                            | \$139,824     |                                                 | \$198,728     |                                                 | \$168,821     |                            | \$199,594     |                               | \$7,935     | 1             | \$700,000   |
| M 3 Traffic Control                                            | 3%        | \$84,000   |                                            | \$16,419      |                                                 | \$22,407      |                                                 | \$20,270      |                            | \$23,952      |                               | \$952       | 1             | \$84,000    |
| <b>SUBTOTAL MISCELLANEOUS COSTS:</b>                           |           |            |                                            | \$190,381     |                                                 | \$259,816     |                                                 | \$235,041     |                            | \$277,721     |                               | \$11,041    |               | \$974,000   |
| <b>ESTIMATED TOTAL CONSTRUCTION COSTS without Contingency:</b> |           |            |                                            | \$931,797     | \$1,728,049                                     | \$1,583,273   | \$1,287,422                                     | \$55,959      | \$5,586,500                |               |                               |             |               |             |
| 1 Contingency or "risk"                                        | 10%       |            | \$94,000                                   | \$173,000     | \$159,000                                       | \$129,000     | \$8,000                                         | \$561,000     |                            |               |                               |             |               |             |
| <b>ESTIMATED TOTAL CONSTRUCTION COSTS PLUS CONTINGENCY:</b>    |           |            |                                            | \$1,025,797   | \$1,901,049                                     | \$1,742,273   | \$1,416,422                                     | \$61,959      | \$6,147,500                |               |                               |             |               |             |
| <b>OTHER PROJECT COSTS:</b>                                    |           |            |                                            |               |                                                 |               |                                                 |               |                            |               |                               |             |               |             |
| DESIGN ENG. & CONSTRUCTION ADMIN.                              | Lump Sum  | 20%        |                                            | \$206,000     |                                                 | \$381,000     |                                                 | \$349,000     |                            | \$284,000     |                               | \$13,000    |               | \$1,233,000 |
| <b>SUBTOTAL OTHER PROJECT COSTS</b>                            |           |            |                                            | \$206,000     |                                                 | \$381,000     |                                                 | \$349,000     |                            | \$284,000     |                               | \$13,000    |               | \$1,233,000 |
| <b>TOTAL PROJECT COST</b>                                      |           |            |                                            | \$1,231,797   |                                                 | \$2,282,049   |                                                 | \$2,091,273   |                            | \$1,700,422   |                               | \$74,959    |               | \$7,380,500 |

NOTES No right of way costs assumed.  
 Minimal impacts assumed to the gas facility in the SW quadrant of the Adams St/Vierling Dr roundabout, therefore no cost estimate was included.  
 Assumed existing subbase would be able to be reused with minimal modifications. Assumed 5' of HMA to match as-built plans for the corridor.

# Marystown Road Corridor – Funding Need

## Funding Requests:

- 2017 LRIP (MnDOT)
- 2020 Federal Regional Solicitation (Federal)
- 2020 Highway Safety Improvement Program (Federal/State)
- 2020 Local Partnership Program (MnDOT)
- 2020 Local Road Improvement Program (MnDOT) - **TBD**
- 2021 Local Trail Connections (Mn DNR) – **TBD**



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# Marystown Road Corridor – WHAT, WHO, HOW and WHEN

## Strategy and Approach Consensus?

1. Agree on issues.
2. Agreement on on Needed Improvements
  1. Interim (possible temp/wood pole traffic signal system at CR 16/15)
  2. Ultimate (Corridor Study layout with roundabouts and trail)
3. City lead the charge
4. Funding and partner seeking
5. Keep working on delivering the project **now – keep priority...**



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# Marystown Road Corridor – WHAT, WHO, HOW and WHEN

## Next Steps:

### 1. Short Term (2021-22)

- a) Public Outreach – Marystown Road Corridor Study Concept (4 roundabouts/trails)
- b) CIP – Prioritize this project in CIP as “1” (safety issue, must have)
- c) County Outreach – City to present Corridor Study directly to County Commission
- d) County Road 15/16 intersection
  - Request County to perform Traffic Signal Warrant Analysis
  - If warrants met, install temporary wood-pole traffic signal system (interim only)

### 2. Long Term (+1 years...)

- a) Continue funding seeking
- b) Turnback Agreement Amendment – City vs. County jurisdictional termini of Marystown vs. CR 15. Revise to interchange location OR to CR 16.
- c) Promote and keep this project high priority



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# Marystown Road Corridor – Why?



Pedestrians Walking Northbound on Marystown Rd

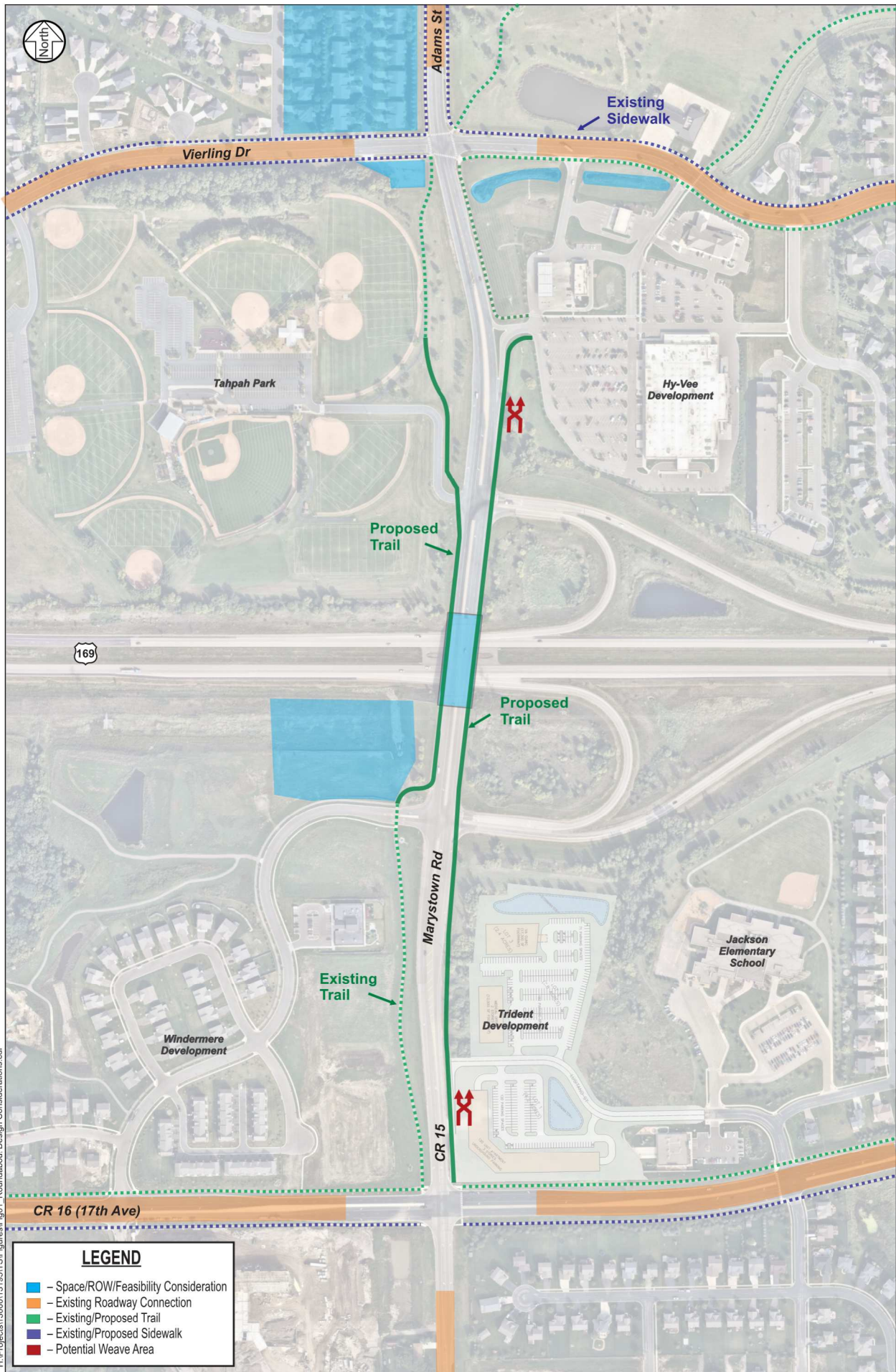
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Table: DECENNIALPL2020.P2

| Label                                            | Census Tract 806, Scott County, Minnesota | Census Tract 807, Scott County, Minnesota | 2 tracts combined | Percent |
|--------------------------------------------------|-------------------------------------------|-------------------------------------------|-------------------|---------|
| Total:                                           | 4,876                                     | 4,206                                     | 9082              | 100.00% |
| Hispanic or Latino                               | 519                                       | 954                                       | 1473              | 16.22%  |
| Not Hispanic or Latino:                          | 4,357                                     | 3,252                                     | 7609              | 83.78%  |
| Population of one race:                          | 4,133                                     | 3,094                                     | 7227              | 79.57%  |
| White alone                                      | 3,389                                     | 2,424                                     | 5813              | 64.01%  |
| Black or African American alone                  | 280                                       | 224                                       | 504               | 5.55%   |
| American Indian and Alaska Native alone          | 28                                        | 18                                        | 46                | 0.51%   |
| Asian alone                                      | 410                                       | 401                                       | 811               | 8.93%   |
| Native Hawaiian and Other Pacific Islander alone | 3                                         | 0                                         | 3                 | 0.03%   |
| Some Other Race alone                            | 23                                        | 27                                        | 50                | 0.55%   |
| Population of two or more races:                 | 224                                       | 158                                       | 382               | 4.21%   |

# Regional Economy

Roadway Reconstruction/Modernization Project: Marystown Rd Roadway Reconstruction/Modernization Project | Map

## Results

**WITHIN ONE MI of project:**  
Postsecondary Students: 0

Totals by City:

**Jackson Twp.**

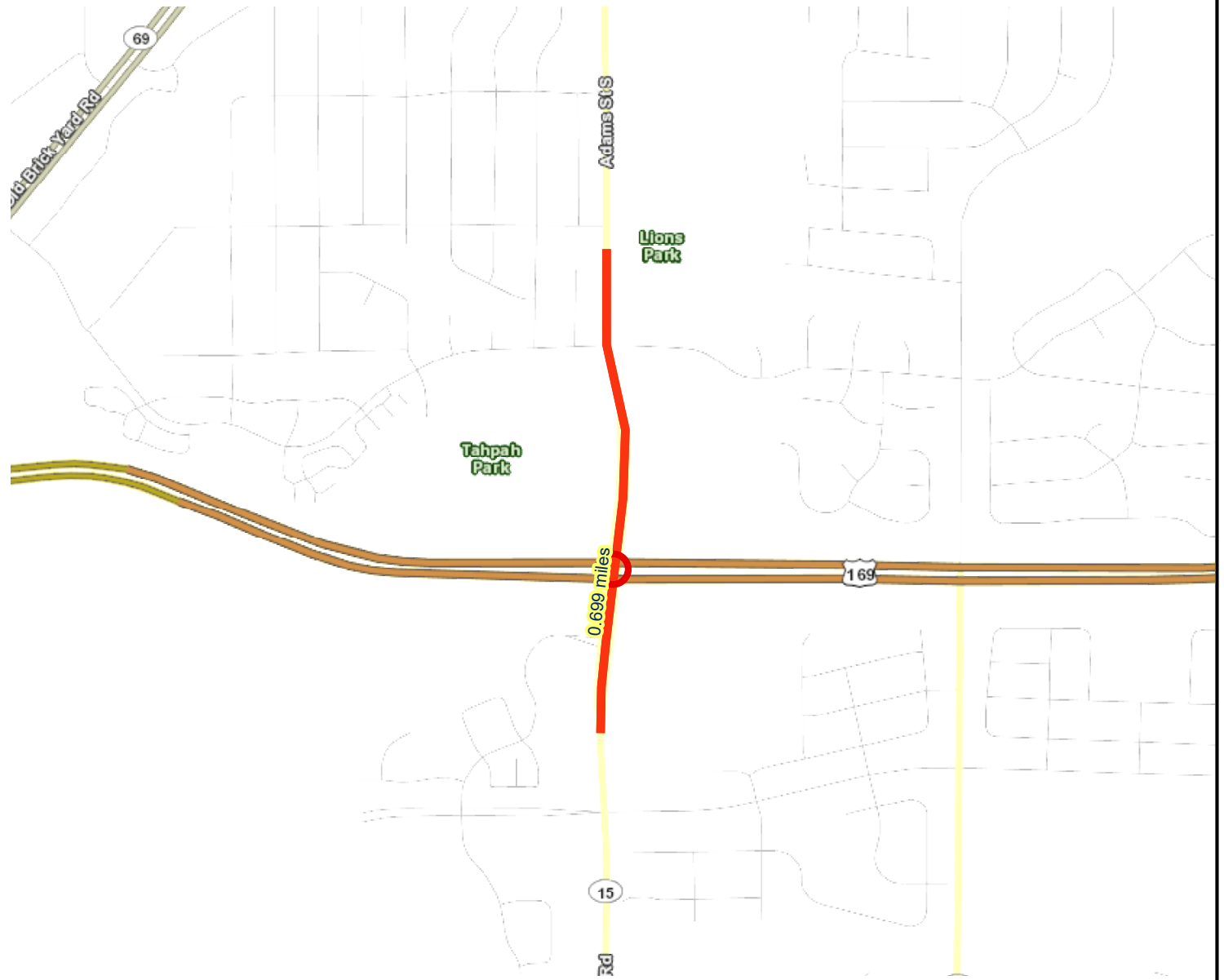
Population: 2235  
Employment: 410  
Mfg and Dist Employment: 71





**Louisville Twp.**

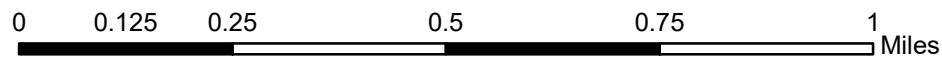
Population: 109  
Employment: 9  
Mfg and Dist Employment: 0

**Shakopee**

Population: 7082  
Employment: 2200  
Mfg and Dist Employment: 244



-  Project Points
-  Project
-  Manufacturing/Distribution Centers
-  Job Concentration Centers



Created: 4/5/2022  
LandscapeRSA5



For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



**RESOLUTION R2022-053**

**A RESOLUTION OF THE CITY OF SHAKOPEE, MINNESOTA AUTHORIZING THE CITY TO SUBMIT A 2022 FEDERAL ROADWAY MODERNIZATION GRANT APPLICATION.**

WHEREAS, the City of Shakopee supports the application made to the Metropolitan Council for a 2022 Federal Roadway Modernization Grant, a part of the Highway Safety Improvement Program, and

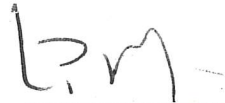
WHEREAS, the application is to obtain funding for constructing safety improvements to the Marystown Road and HWY 169 area, Shakopee, and

WHEREAS, the Marystown Rd/TH 169 Interchange and Trail Imp. Project is in the city's 2022-2026 Capital Improvement Plan, and

WHEREAS, the City of Shakopee recognizes a 20% grant match is required.

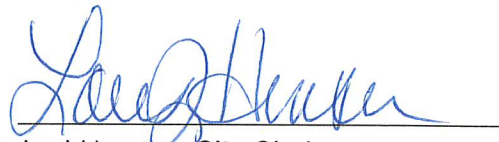
NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHAKOPEE, MINNESOTA, if the City of Shakopee is awarded a grant by the Metropolitan Council, the City of Shakopee agrees to accept the award and may enter into an agreement with the Metropolitan Council for the above referenced project. The City of Shakopee will comply with all applicable laws, requirements and regulations as stated in the grant agreement.

Adopted in adjourned regular session of the City Council of the City of Shakopee, Minnesota held this 5th day of April, 2022.



William Mars, Mayor  
City of Shakopee

ATTEST:



Lori Hensen, City Clerk  
City of Shakopee

PREPARED BY:  
City of Shakopee  
485 Gorman Street  
Shakopee, MN 55379



Superintendent Mike Redmond

December 16, 2019

RE: Preliminary Plat Powers First Addition; NE Corner of CH 15 and CH 16

Honorable Mayor William Mars and Shakopee City Council Members:

I'm writing this letter on behalf of the Shakopee Public Schools in regards to the proposed Trident Development project adjacent to Jackson Elementary School. As I'm sure you know, understand, and support, my concern for student safety is paramount.

In a community that is growing and developing, it is certainly expected we will face situations from time to time that dictate we examine and compare the potential impact of various forms of development and related activities, such as transportation, on student safety. We are currently facing one of these situations in the form of access to the proposed Trident Development.

Having read the SRF Consulting 'Trident Development Transportation Study' completed December 4, 2019, it appears there are some clear advantages, when it comes to the impact on student safety, to locating the access, in the form of a 'right turn in and right turn out', to the proposed Trident Development on CR 15, rather than on CR 16.

From my perspective, the SRF study appears to be objective and thorough. The portion of the study examining the potential impact on the Jackson Elementary area seems to be very well done and a high quality representation of the current travel patterns in the area of Jackson Elementary School. SRF gave detailed consideration of school hours, access, circulation, pick-up/drop-off, and pedestrian crossing in their study.

I certainly understand there is no way to completely mitigate the impact of development and increased vehicle trips on the area near Jackson Elementary. But, it is clear from my review of the SRF study these impacts, especially in terms of the projected number of daily trips at the two primary pedestrian crossings to/from the school, are lessened with an access to the Trident Development located on CR 15. In light of this evidence, I would encourage you to place the access to the Trident Development on CR 15 and not on CR 16.

It is also clear from my review of this proposed development that I'm not alone in making sure we do our best to provide safe routes for our students and their families. I've seen first hand the commitment of City and County leaders, planners, and engineers in making transportation safety a top priority.














Thank you for your consideration.

Sincerely,

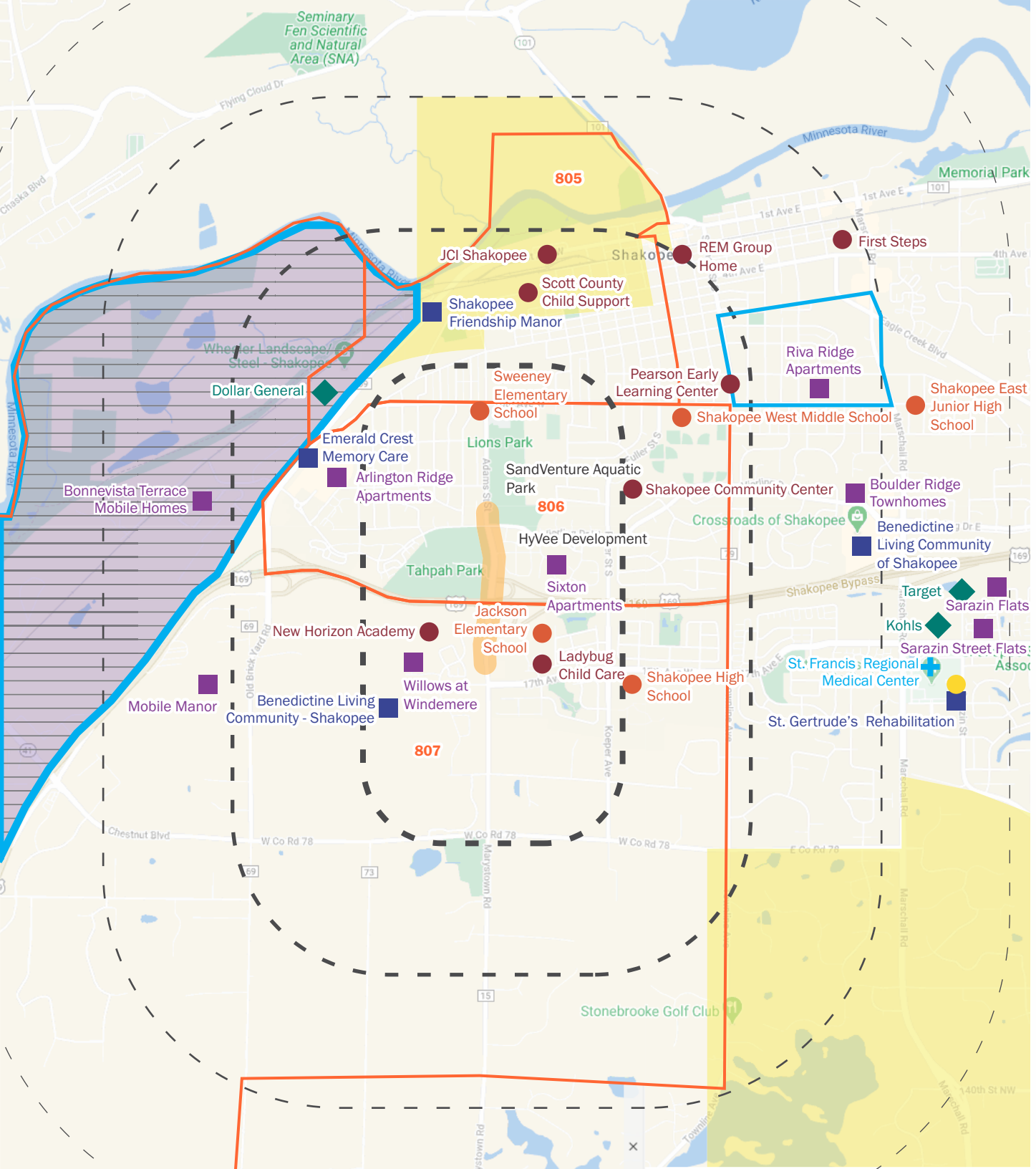
Mike Redmond



### Shakopee Socio-Economic Context (Supplemental)

-  Project area
-  Buffer (.5 mile increments)
-  Minority Population (Above 70th percentile)
-  Low Income Population (Above 80th percentile)
-  Linguistically Isolated\* (Above 80th percentile)
-  Over Age 64 (Above 80th percentile)
-  Shopping
-  Schools
-  Healthcare
-  Senior Housing
-  Affordable Housing
-  Social Services
-  Census Tract - 2020

\*Note: Linguistically Isolated is defined as no one in the household over age 14 speaks English "very well"



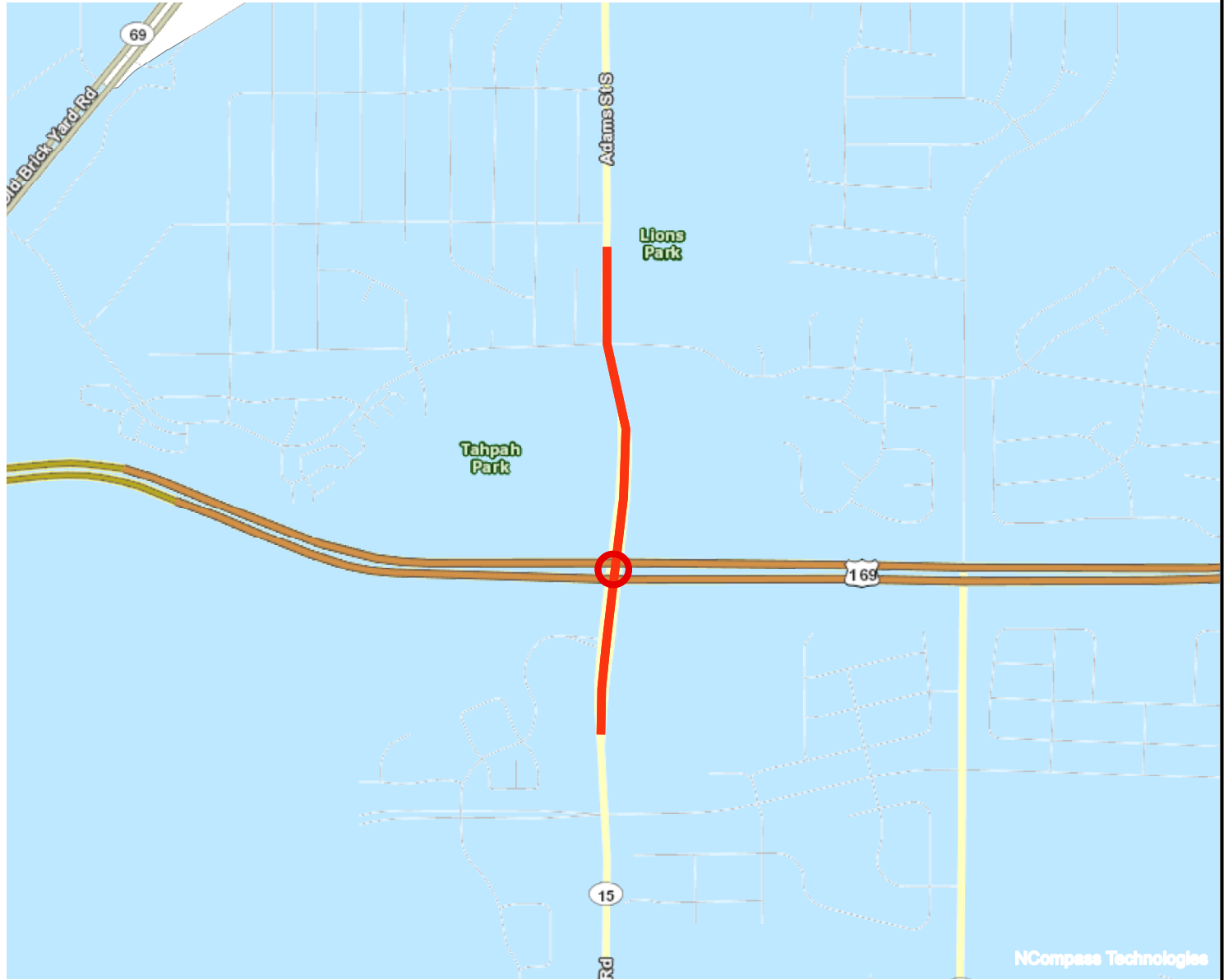


# Socio-Economic Conditions

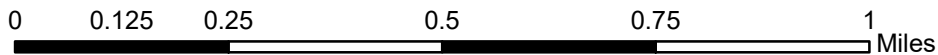
## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 159

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



- Points
- Lines
- Area of Concentrated Poverty
- Regional Environmental Justice Area



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LandscapeRSA2



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**PROJECT: MARYSTOWN CORRIDOR STUDY**

**Concept Cost Estimate**

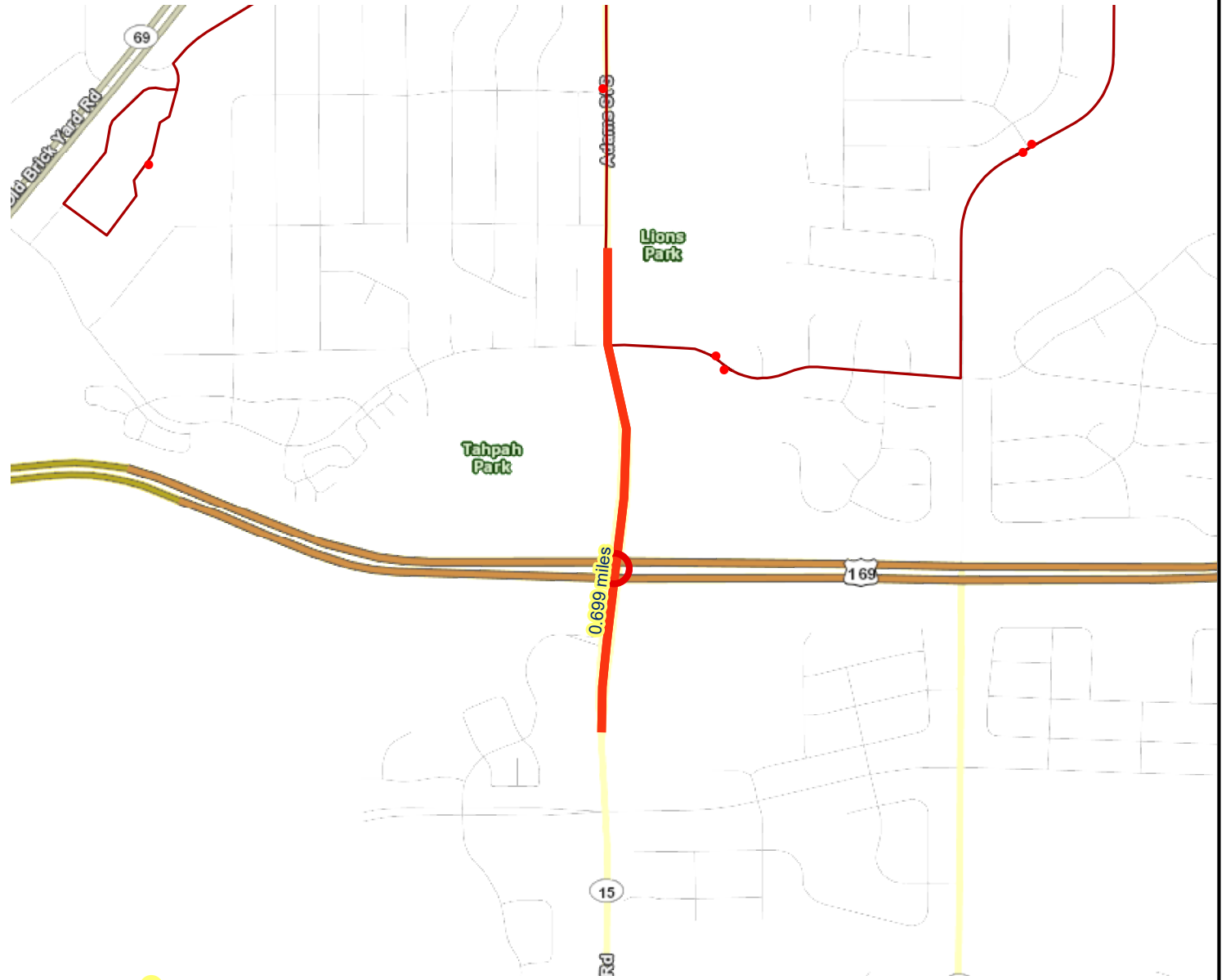
Prepared By: SRF Consulting Group, Inc., 04/30/2020 Updated: 4/6/2022

| ITEM DESCRIPTION                                                      | UNIT                                       | *UNIT PRICE | ROUNDAABOUT #1 - ADAMS STREET/VIERLING DRIVE |             | ROUNDAABOUT #2 - MARYSTOWN ROAD/US 169 NORTH RAMP |             | ROUNDAABOUT #3 - MARYSTOWN ROAD/US 169 SOUTH RAMP |             | TOTAL              |             |                    |
|-----------------------------------------------------------------------|--------------------------------------------|-------------|----------------------------------------------|-------------|---------------------------------------------------|-------------|---------------------------------------------------|-------------|--------------------|-------------|--------------------|
|                                                                       |                                            |             | EST. QUANTITY                                | EST. AMOUNT | EST. QUANTITY                                     | EST. AMOUNT | EST. QUANTITY                                     | EST. AMOUNT | EST. QUANTITY      | EST. AMOUNT |                    |
| <b>PAVING AND GRADING COSTS</b>                                       |                                            |             |                                              |             |                                                   |             |                                                   |             |                    |             |                    |
| GrP 1a                                                                | 2106 Excavation - common & subgrade        | cu. yd.     | \$8.00                                       | 3,300       | \$26,400                                          | 4,000       | \$32,000                                          | 3,750       | \$30,000           | 11,050      | \$88,400           |
| GrP 1d                                                                | 2106 Subgrade Preparation                  | road sta.   | \$500.00                                     | 20.72       | \$10,360                                          | 28.27       | \$14,135                                          | 25.58       | \$12,790           | 75          | \$37,285           |
| GrP 2e                                                                | 2211 Aggregate Base Class 5 (CV)           | cu. yd.     | \$15.00                                      | 1,800       | \$27,000                                          | 2,560       | \$38,400                                          | 2,300       | \$34,500           | 6,660       | \$99,900           |
| GrP 3a                                                                | Mainline Pavement - 5" HMA                 | sq. yd.     | \$21.00                                      | 6,450       | \$135,450                                         | 7,525       | \$158,025                                         | 7,250       | \$152,250          | 21,225      | \$445,725          |
| GrP 3b                                                                | Mainline - Truck Apron - 10" Concrete      | sq. yd.     | \$100.00                                     | 350         | \$35,000                                          | 375         | \$37,500                                          | 375         | \$37,500           | 1,100       | \$110,000          |
| GrP 4a                                                                | Concrete Walk / Trail / Median             | sq. yd.     | \$125.00                                     | 1,140       | \$142,500                                         | 1,760       | \$220,000                                         | 1,325       | \$165,625          | 4,225       | \$528,125          |
| GrP 4b                                                                | Bituminous Walk / Trail                    | sq. yd.     | \$25.00                                      |             |                                                   | 2,215       | \$55,375                                          | 1,780       | \$44,500           | 3,995       | \$99,875           |
| GrP 4c                                                                | ADA Pedestrian Curb Ramp - Truncated Domes | sq. ft.     | \$60.00                                      | 130         | \$7,800                                           | 144         | \$8,640                                           | 120         | \$7,200            | 394         | \$23,640           |
| GrP 5                                                                 | Concrete Curb and Gutter                   | lin. ft.    | \$21.00                                      | 5,177       | \$108,717                                         | 3,870       | \$81,270                                          | 3,553       | \$74,613           | 12,600      | \$264,600          |
| GrP 8a                                                                | Removals - Pavement (Bituminous)           | sq. yd.     | \$4.00                                       | 10,700      | \$42,800                                          | 11,850      | \$47,400                                          | 11,300      | \$45,200           | 33,850      | \$135,400          |
| GrP 8d                                                                | Removals - Pavement (Concrete)             | sq. yd.     | \$18.00                                      |             |                                                   | 300         | \$5,400                                           | 1,300       | \$23,400           | 1,600       | \$28,800           |
| GrP 8e                                                                | Removals - Curb & Gutter                   | lin. ft.    | \$3.50                                       | 3,430       | \$12,005                                          | 2,300       | \$8,050                                           | 350         | \$1,225            | 6,080       | \$21,280           |
| GrP 8f                                                                | Removals - Concrete Walk                   | sq. ft.     | \$1.50                                       | 2,200       | \$3,300                                           |             |                                                   | 150         | \$225              | 2,350       | \$3,525            |
| GrP 8g                                                                | Removals - Concrete Median                 | sq. ft.     | \$5.00                                       | 1,150       | \$5,750                                           | 12,525      | \$62,625                                          | 8,675       | \$43,375           | 22,350      | \$111,750          |
| GrP 8h                                                                | Removals - Bituminous Walk                 | sq. ft.     | \$1.00                                       | 1,575       | \$1,575                                           |             |                                                   | 200         | \$200              | 1,775       | \$1,775            |
| <b>SUBTOTAL PAVING AND GRADING COSTS:</b>                             |                                            |             |                                              |             | <b>\$558,657</b>                                  |             | <b>\$768,820</b>                                  |             | <b>\$672,603</b>   |             | <b>\$2,000,080</b> |
| <b>DRAINAGE, UTILITIES AND EROSION CONTROL</b>                        |                                            |             |                                              |             |                                                   |             |                                                   |             |                    |             |                    |
| Dr 5                                                                  | Drainage - urban                           | lump sum    | \$334,881                                    |             | \$93,041                                          |             | \$126,974                                         |             | \$114,866          | 1           | \$334,881          |
| Dr 7                                                                  | Turf Establishment & Erosion Control       | lump sum    | \$175,883                                    |             | \$48,866                                          |             | \$66,688                                          |             | \$60,329           | 1           | \$175,883          |
| <b>SUBTOTAL DRAINAGE, UTILITIES AND EROSION CONTROL</b>               |                                            |             |                                              |             | <b>\$141,907</b>                                  |             | <b>\$193,662</b>                                  |             | <b>\$175,195</b>   |             | <b>\$510,764</b>   |
| <b>BRIDGE COSTS</b>                                                   |                                            |             |                                              |             |                                                   |             |                                                   |             |                    |             |                    |
| Br 1                                                                  | Bridge - No. 70011 Modification            | lump sum    | \$660,000                                    |             |                                                   |             | \$330,000                                         |             | \$330,000          | 1           | \$660,000          |
| <b>SUBTOTAL BRIDGE COSTS:</b>                                         |                                            |             |                                              |             |                                                   |             | <b>\$330,000</b>                                  |             | <b>\$330,000</b>   |             | <b>\$660,000</b>   |
| <b>SIGNAL AND LIGHTING COSTS</b>                                      |                                            |             |                                              |             |                                                   |             |                                                   |             |                    |             |                    |
| SGL 4                                                                 | Mainline Lighting (permanent)              | lump sum    | \$87,941                                     |             | \$24,433                                          |             | \$33,344                                          |             | \$30,164           | 1           | \$87,941           |
| <b>SUBTOTAL SIGNAL AND LIGHTING COSTS:</b>                            |                                            |             |                                              |             | <b>\$24,433</b>                                   |             | <b>\$33,344</b>                                   |             | <b>\$30,164</b>    |             | <b>\$87,941</b>    |
| <b>SIGNING &amp; STRIPING COSTS</b>                                   |                                            |             |                                              |             |                                                   |             |                                                   |             |                    |             |                    |
| SGN 1                                                                 | Mainline Signing (C&D)                     | lump sum    | \$59,096                                     |             | \$16,419                                          |             | \$22,407                                          |             | \$20,270           | 1           | \$59,096           |
| SGN 2                                                                 | Mainline Striping                          | lump sum    |                                              |             |                                                   |             |                                                   |             |                    |             |                    |
| <b>SUBTOTAL SIGNING &amp; STRIPING COSTS:</b>                         |                                            |             |                                              |             | <b>\$16,419</b>                                   |             | <b>\$22,407</b>                                   |             | <b>\$20,270</b>    |             | <b>\$59,096</b>    |
| <b>SUBTOTAL CONSTRUCTION COSTS:</b>                                   |                                            |             |                                              |             | <b>\$741,416</b>                                  |             | <b>\$1,348,233</b>                                |             | <b>\$1,228,232</b> |             | <b>\$3,317,881</b> |
| <b>MISCELLANEOUS COSTS</b>                                            |                                            |             |                                              |             |                                                   |             |                                                   |             |                    |             |                    |
| M 1                                                                   | Mobilization                               | 5%          | \$165,894                                    |             | \$37,071                                          |             | \$67,412                                          |             | \$61,412           | 1           | \$165,894          |
| M 2                                                                   | Non Quantified Minor Items                 | 15%         | \$497,682                                    |             | \$111,212                                         |             | \$202,235                                         |             | \$184,235          | 1           | \$497,682          |
| M 8                                                                   | Traffic Control                            | 3%          | \$99,536                                     |             | \$22,242                                          |             | \$40,447                                          |             | \$36,847           | 1           | \$99,536           |
| <b>SUBTOTAL MISCELLANEOUS COSTS:</b>                                  |                                            |             |                                              |             | <b>\$170,526</b>                                  |             | <b>\$310,094</b>                                  |             | <b>\$282,493</b>   |             | <b>\$763,113</b>   |
| <b>ESTIMATED TOTAL CONSTRUCTION COSTS without Contingency:</b>        |                                            |             |                                              |             | <b>\$911,942</b>                                  |             | <b>\$1,658,327</b>                                |             | <b>\$1,510,725</b> |             | <b>\$4,080,994</b> |
| 1                                                                     | Contingency or "risk"                      | 10%         |                                              |             | \$91,194                                          |             | \$165,833                                         |             | \$151,073          |             | \$408,099          |
| 2                                                                     | Inflation                                  | 2%          |                                              |             | \$36,842                                          |             | \$66,996                                          |             | \$61,033           |             | \$164,872          |
| <b>ESTIMATED TOTAL CONSTRUCTION COSTS PLUS CONTINGENCY/INFLATION:</b> |                                            |             |                                              |             | <b>\$1,039,978</b>                                |             | <b>\$1,891,156</b>                                |             | <b>\$1,722,831</b> |             | <b>\$4,653,965</b> |
| <b>OTHER PROJECT COSTS:</b>                                           |                                            |             |                                              |             |                                                   |             |                                                   |             |                    |             |                    |
| <b>DESIGN ENG. &amp; CONSTRUCTION ADMIN.</b>                          |                                            | Lump Sum    | 20%                                          |             | \$208,000                                         |             | \$379,000                                         |             | \$345,000          |             | \$932,000          |
| <b>SUBTOTAL OTHER PROJECT COSTS</b>                                   |                                            |             |                                              |             | <b>\$208,000</b>                                  |             | <b>\$379,000</b>                                  |             | <b>\$345,000</b>   |             | <b>\$932,000</b>   |
| <b>TOTAL PROJECT COST</b>                                             |                                            |             |                                              |             | <b>\$1,247,978</b>                                |             | <b>\$2,270,156</b>                                |             | <b>\$2,067,831</b> |             | <b>\$5,585,965</b> |

NOTES: No right of way costs assumed.  
 Minimal impacts assumed to the the gas facility in the SW quadrant of the Adams St/Vierling Dr roundabout, therefore no cost estimate was included.  
 Assumed existing subbase would be able to be reused with minimal modifications. Assumed 5" of HMA to match as-built plans for the corridor  
 2% inflation cost added to project since initial estimate of 04/30/2020.

# Transit Connections

Roadway Reconstruction/Modernization Project: Marystown Rd Roadway Reconstruction/Modernization Project | Ma



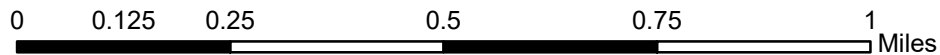
## Results

Transit with a Direct Connection to project:  
497

*\*indicates Planned Alignments*

Transit Market areas: 5

- |  |                            |  |                             |  |                             |  |                             |  |                             |  |                           |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
|  | Project Points             |  | Commuter Rail               |  | Commuter Rail               |  | Arterial Bus Rapid Transit  |  | Undetermined                |  | Light Rail                |
|  | Project                    |  | Dedicated Bus Rapid Transit |  | Dedicated Bus Rapid Transit |  | Dedicated Bus Rapid Transit |  | Arterial Bus Rapid Transit  |  | Modern Streetcar          |
|  | Project Area               |  | Highway Bus Rapid Transit   |  | Highway Bus Rapid Transit   |  | Highway Bus Rapid Transit   |  | Commuter Rail               |  | Undetermined              |
|  | Active Stop                |  | Light Rail                  |  | Light Rail                  |  | Light Rail                  |  | Dedicated Bus Rapid Transit |  | Highway Bus Rapid Transit |
|  | Arterial Bus Rapid Transit |  | Arterial Bus Rapid Transit  |  | Transit Routes              |  | Modern Streetcar            |  |                             |  |                           |



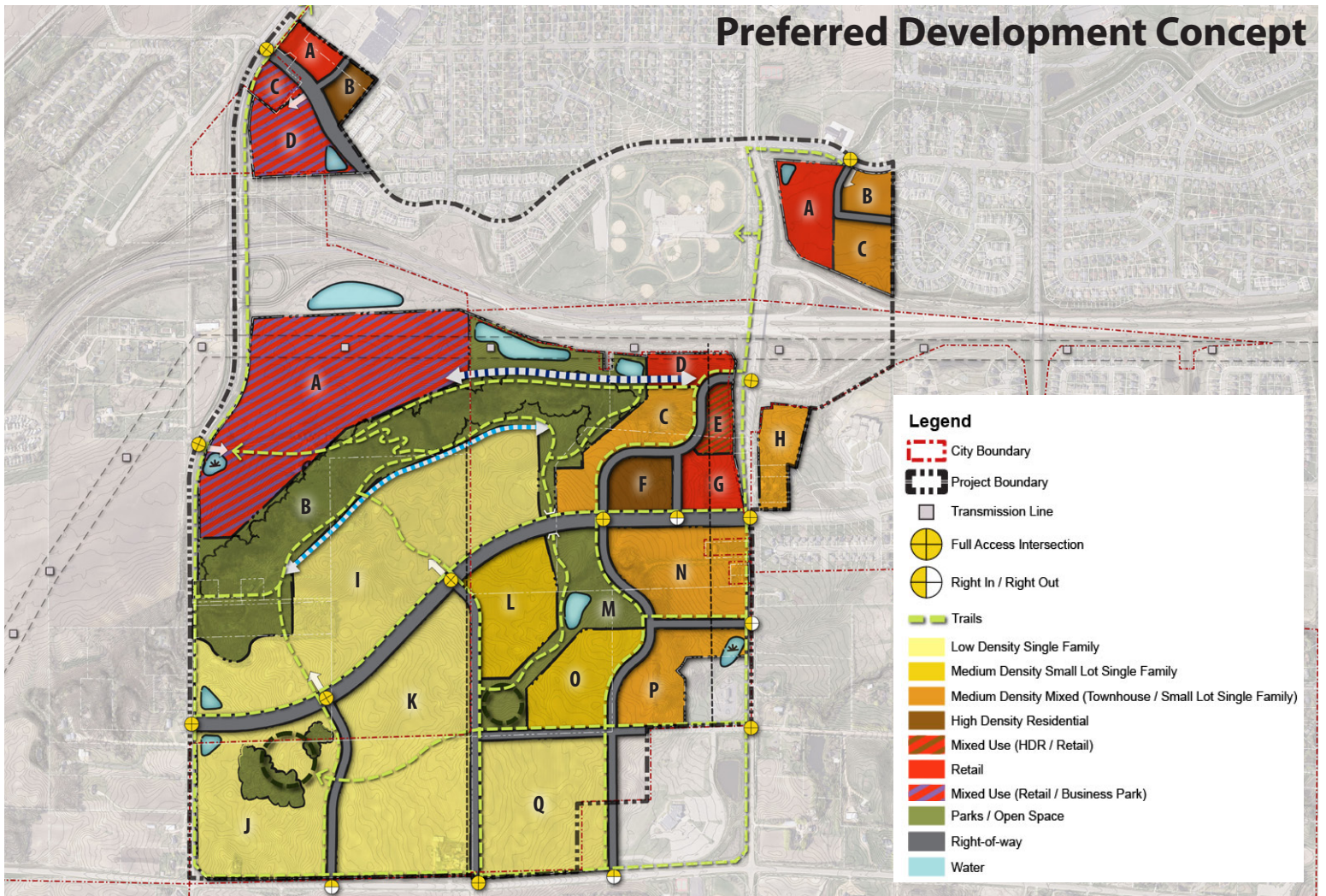
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# Preferred Development Concept



| QUADRANT           | SITE ID                   | FUTURE LAND USE           | ACRES      | SF UNITS     | MF UNITS   | TOTAL UNITS  | TOTAL S.F.       |
|--------------------|---------------------------|---------------------------|------------|--------------|------------|--------------|------------------|
| NORTHEAST          | -                         | ROW                       | 1.52       | -            | -          | 0            | 0                |
|                    | A                         | Retail                    | 10.49      | -            | -          | 0            | 91,380           |
|                    | B                         | Single Family Attached    | 4.33       | 37           | -          | 37           | 0                |
|                    | C                         | Single Family Attached    | 7.55       | 64           | -          | 64           | 0                |
| NORTHWEST          | -                         | ROW                       | 5.22       | -            | -          | 0            | 0                |
|                    | A                         | Retail                    | 4.17       | -            | -          | 0            | 36,332           |
|                    | B                         | Multifamily Stacked       | 3.40       | -            | 92         | 92           | 0                |
|                    | C                         | Mixed Use (Retail/BP)     | 3.24       | -            | -          | 0            | 35,292           |
|                    | D                         | Mixed Use (Retail/BP)     | 11.80      | -            | -          | 0            | 128,490          |
| SOUTH              | -                         | ROW                       | 43.33      | -            | -          | 0            | 0                |
|                    | A                         | Mixed Use (Retail/BP)     | 65.28      | -            | -          | 0            | 710,940          |
|                    | B                         | Parks                     | 102.40     | -            | -          | 0            | 0                |
|                    | C                         | Single Family Attached    | 14.09      | 120          | -          | 120          | 0                |
|                    | D                         | Retail                    | 5.25       | -            | -          | 0            | 45,780           |
|                    | E                         | Mixed Use (HD/Retail)     | 4.24       | -            | 57         | 57           | 18,452           |
|                    | F                         | Multifamily Stacked       | 6.90       | -            | 186        | 186          | 0                |
|                    | G                         | Retail                    | 6.78       | -            | -          | 0            | 59,029           |
|                    | H                         | Single Family Attached    | 7.95       | 68           | -          | 68           | 0                |
|                    | I                         | Traditional Single Family | 81.36      | 203          | -          | 203          | 0                |
|                    | J                         | Traditional Single Family | 42.63      | 107          | -          | 107          | 0                |
|                    | K                         | Traditional Single Family | 62.58      | 156          | -          | 156          | 0                |
|                    | L                         | Small Lot Single Family   | 18.79      | 75           | -          | 75           | 0                |
|                    | M                         | Parks                     | 20.98      | -            | -          | 0            | 0                |
|                    | N                         | Single Family Attached    | 22.97      | 195          | -          | 195          | 0                |
|                    | O                         | Small Lot Single Family   | 15.80      | 63           | -          | 63           | 0                |
| P                  | Single Family Attached    | 13.79                     | 117        | -            | 117        | 0            |                  |
| Q                  | Traditional Single Family | 31.36                     | 78         | -            | 78         | 0            |                  |
| <b>GRAND TOTAL</b> |                           |                           | <b>618</b> | <b>1,284</b> | <b>335</b> | <b>1,619</b> | <b>1,125,695</b> |

» 618 total acres

» 1,619 housing units

» net residential density: 4.83

» 1,125,695 square feet retail/business park

» 2,753 jobs

## ASSUMPTIONS:

| RESIDENTIAL               | UNITS PER ACRE | UNITS PER ACRE | UNITS PER ACRE |
|---------------------------|----------------|----------------|----------------|
|                           | LOW            | HIGH           | AVERAGE        |
| Traditional Single Family | 2.00           | 3.00           | 2.50           |
| Small Lot Single Family   | 3.00           | 5.00           | 4.00           |
| Single Family Attached    | 5.00           | 12.00          | 8.50           |
| Multifamily Stacked       | 24.00          | 30.00          | 27.00          |
| Mixed Use (HDR Portion)   | 24.00          | 30.00          | 27.00          |

| NON-RESIDENTIAL                | PARK DEDICATION | FAR LOW | FAR HIGH | FAR AVERAGE | S.F. PER EMPLOYEE |
|--------------------------------|-----------------|---------|----------|-------------|-------------------|
| Retail                         | 0.10            | 0.15    | .25      | .20         | 250               |
| Mixed Use (Commercial Portion) | 0.10            | .20     | .30      | .25         | 500               |

Traffic Impact Study for  
**Windermere**

Shakopee, Minnesota

**Prepared by:**

Westwood Professional Services  
7699 Anagram Drive  
Eden Prairie, MN 55344  
(952) 937-5150

Project Number R0000615.00  
December 7, 2016

## **1.0 INTRODUCTION**

Westwood Professional Services, Inc., has been contracted by D.R. Horton, Inc., to analyze the traffic impacts of their proposed retail and residential development called “Windermere” in the southwest quadrant of the intersection of Marystown Rd (CSAH 15) and US 169 in Shakopee, Minnesota (see Figure 1-1). This report will review the level of trip generation for the proposed project and determine the traffic impacts on the local study network that the development may cause.

The objectives of this study are to determine the traffic impacts of the proposed development on the surrounding study area and to identify any mitigation strategies.

## **2.0 EXISTING CONDITIONS**

### **2.1 Site Location**

The project location is the 76.58 acre site south of US 169 and west of Marystown Rd (CSAH 15) in Shakopee, MN. The site location is shown on Figure 1-1.

### **2.2 Land Use and Intensity**

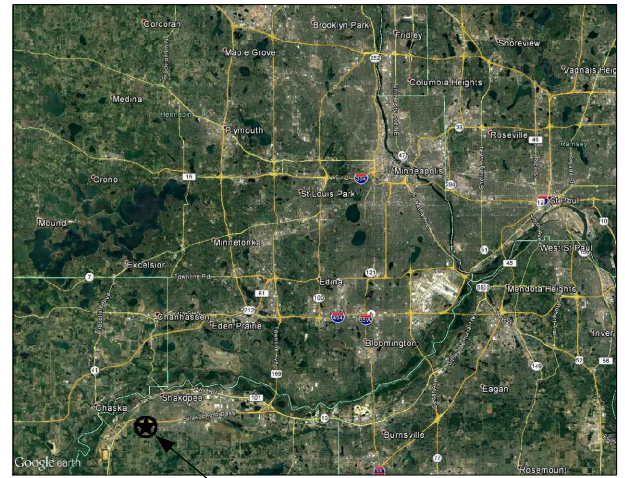
The parcel is currently zoned as “Highway Business” and “Medium Density Residential”, which means, “The Purpose of the Highway Business zone is to provide an area for business uses fronting on or with immediate access to arterial and collector streets.” and “The purpose of the Medium Density Residential zone is to provide an area which will allow five and one-one hundredth (5.01) to eight (8) residential dwellings per acre and also provide a transitional zone between single family residential areas and other land uses.”<sup>1</sup> The commercial portion of the site currently does not have specific land uses, listed below are the known and assumed land uses. Figure 2-1 shows the current site plan.

Specific land uses proposed for the site include:

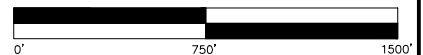
- 53 single family residential units
- 136 attached townhome units

---

<sup>1</sup> <http://www.shakopeemn.gov/city-government/departments/planning-zoning/zoning-information>



SITE LOCATION



# Westwood

Phone (952) 937-5150 7699 Anagram Drive  
 Fax (952) 937-5822 Eden Prairie, MN 55344  
 Toll Free (888) 937-5150 [westwoodps.com](http://westwoodps.com)

Westwood Professional Serv

Crew: \_\_\_\_\_  
 Checked: \_\_\_\_\_  
 Drawn: JAR  
 Record Drawing by/date: \_\_\_\_\_

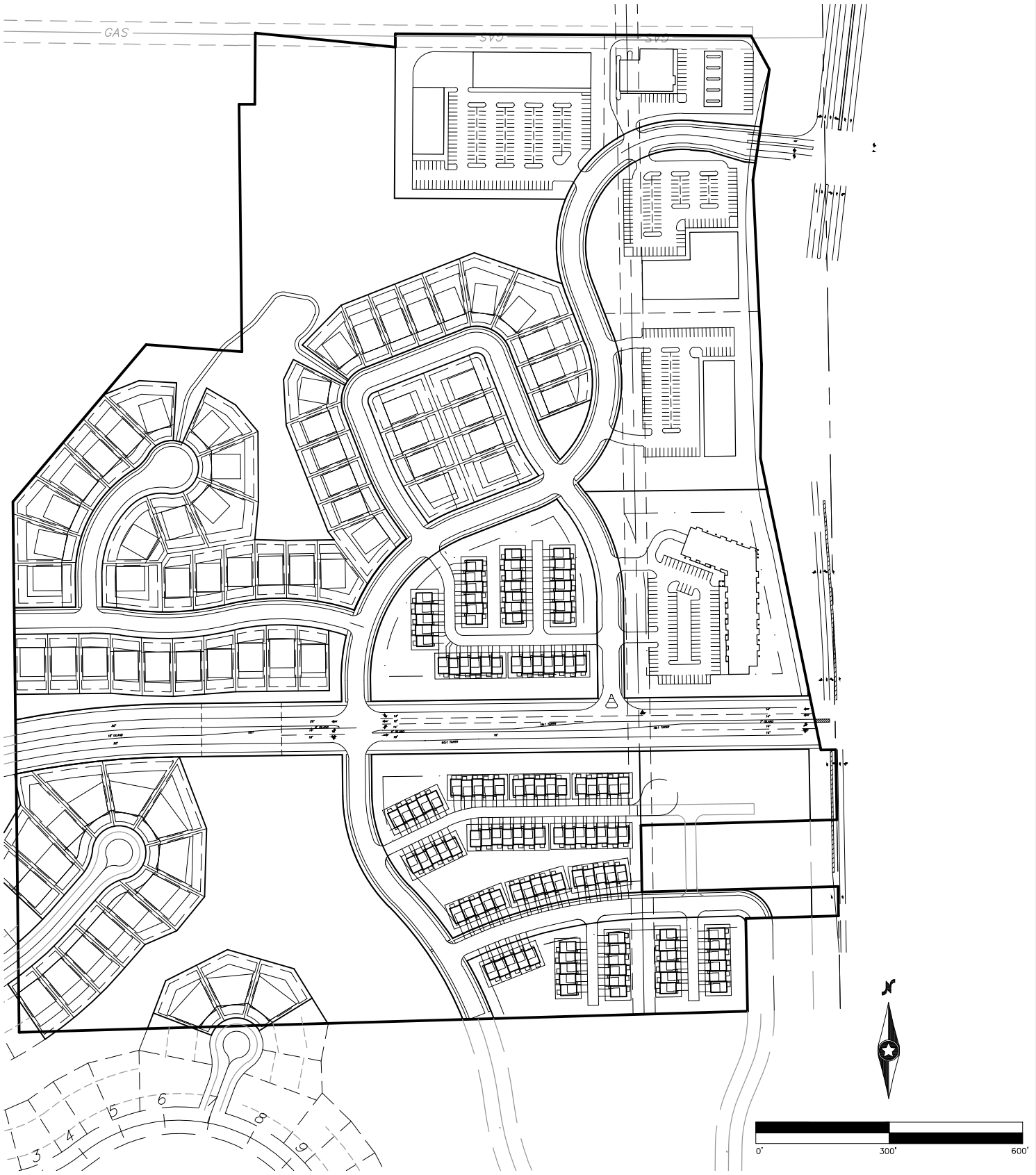
## Windermere

Shakopee, MN

Date: 12-7-2016

Site Location

Figure 1-1



Date: 12-7-2016

Site Plan

# Westwood

Phone (952) 937-5150 7699 Anagram Drive  
 Fax (952) 937-5822 Eden Prairie, MN 55344  
 Toll Free (888) 937-5150 [westwoodps.com](http://westwoodps.com)

Westwood Professional Serv

Crew: \_\_\_\_\_  
 Checked: \_\_\_\_\_  
 Drawn: JAR  
 Record Drawing by/date: \_\_\_\_\_

## Windermere

Shakopee, MN

Figure 2-1



Assumed land uses for the site include:

- 120 unit apartment building
- 30 ksf office building
- 10 ksf drug store/pharmacy
- 43 ksf shopping center

### **2.3 Existing Study Area Roadway Network**

The following roadways have been reviewed in the study area:

- A. Marystown Road (CSAH 81) is a 96-foot wide arterial roadway at the north entrance (US 169 EB ramp) with 6 lanes, a median, and a shoulder. It currently has dedicated left and right turn lanes into the site. These turn lanes are 180 ft. and 320 ft., respectively. It then tapers to a 36-foot wide roadway at the 17th Avenue (CSAH 16) entrance with one northbound lane and one southbound lane plus a passing lane. At 128th Street it is again a 36-foot wide road.
- B. 17<sup>th</sup> Avenue (CSAH 16) is an 86-foot wide road with six lanes and a median. There are currently only 4 lanes being utilized; two lanes eastbound and designated right and left turn lanes westbound. The two additional lanes can be used for through movements westbound. The right and left turn lanes are 400 ft. and 280 ft. long respectively.
- C. 128<sup>th</sup> Street West is a residential road that is 24 feet wide on the east side of Marystown Rd (CSAH 15) and 50 feet wide on the west side. There are no marked lanes.
- D. Vierling Drive West is a 52-foot wide, four lane undivided roadway that runs east-west. The Vierling Dr and Marystown Rd (CSAH 15) intersection is all way stop controlled.

### **2.4 Existing Intersection Traffic Control**

The following intersection traffic control has been identified:

- Vierling Dr and Marystown Rd (CSAH 15) – All way stop
- US 169 EB ramps and Marystown Rd (CSAH 15)–side street (169 ramp) stop
- US 169 WB ramps and Marystown Rd (CSAH 15)–side street (169 ramp) stop
- 17th Avenue (CSAH 16) and Marystown Rd (CSAH 15)–side street (17th Ave) stop
- 128th Street West and Marystown Rd (CSAH 15)–side street (128th St W) stop

## **2.5 Existing Speed Limits**

The following prevailing speed limits include:

- Vierling Dr – 30 mph (posted)
- Marystown Rd (CSAH 15)– 55 mph (posted)
- 17th Avenue (CSAH 16)– 45 mph (posted)
- 128th Street West – 30 mph (statutory)

## **2.6 Transit Service**

There is no scheduled transit service currently in this area.

## **2.7 Pedestrian/Bicycle Facilities**

There are no sidewalks along Marystown Rd (CSAH 15) or the 169 ramps but there are sidewalks along both sides of 17th Avenue.

## **2.8 Existing Traffic Volumes**

Daily traffic volumes have been recorded and published by MnDOT.<sup>2</sup> Westwood conducted a.m. and p.m. peak hour traffic counts at the study area intersections. Figure 2-2 shows the daily traffic volumes and Figure 2-3 shows the peak hour turning movement volumes in the study area.

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<sup>2</sup> 2015 Publication Traffic Volumes Metro Street Series – 5C, Minnesota Department of Transportation Office of Transportation Data and Analysis, Traffic Volume Program, 2015 AADT Product, <http://www.dot.state.mn.us/traffic/data/maps/indexmaps/2015/5C.pdf>

Figure 2-2: Existing Daily Traffic Volumes



(Source: 2015 Publication Traffic Volumes Metro Street Series – 5C, MnDOT)

## 2.9 Level of Service

Traffic engineers quantify traffic operation and performance of intersections in terms of “Levels of Service” (or LOS). Traffic operations for the A.M. and P.M. peak hour conditions for intersections within the study area were analyzed using the industry-standard *Synchro/SimTraffic Version 9* software package, which uses the methodology contained in the 2010 Highway Capacity Manual (2010 HCM), published by the Transportation Research Board. The software model was calibrated to replicate existing conditions as accurately as possible before being used to assess future conditions. A full discussion of the methodology used to assess traffic operation appears in the Appendix of this report.

Westwood analyzed existing traffic conditions based on turning movement counts, existing lane geometrics and traffic control in the study area. Turning movement counts used in this analysis are from the Hy-Vee Development Traffic Impact Analysis prepared by Kimley Horn<sup>3</sup>. The operational analyses for Existing A.M. and P.M. peak hour conditions are summarized in Table 2-1.

<sup>3</sup> Hy-Vee Development – NE Corner of Trunk Highway 169 & Marystown Road, Kimley Horn, June 2016.

Table 2-1: Existing Peak Hour Traffic Operations

| Intersection                                           | Movement | Existing         |                      |                  |                      |
|--------------------------------------------------------|----------|------------------|----------------------|------------------|----------------------|
|                                                        |          | AM               |                      | PM               |                      |
|                                                        |          | Level of Service | 95th %ile Queue (ft) | Level of Service | 95th %ile Queue (ft) |
| Vierling Dr & Marystown Rd (CSAH 15)                   | EBLT     | A                | 42                   | A                | 43                   |
|                                                        | EBTR     | A                | 47                   | A                | 52                   |
|                                                        | WBLT     | A                | 51                   | A                | 44                   |
|                                                        | WBTR     | A                | 28                   | A                | 42                   |
|                                                        | NBLT     | A                | 45                   | A                | 44                   |
|                                                        | NBTR     | A                | 52                   | A                | 48                   |
|                                                        | SBTL     | A                | 53                   | A                | 69                   |
| WB US 169 Ramps & Marystown Rd (CSAH 15)               | SBTR     | A                | 32                   | A                | 43                   |
|                                                        | EBLTR    | -                | -                    | -                | -                    |
|                                                        | WBLT     | A                | 29                   | A                | 59                   |
|                                                        | WBR      | A                | 32                   | A                | 49                   |
|                                                        | NBL      | -                | -                    | -                | -                    |
|                                                        | NBT      | A                | -                    | A                | -                    |
|                                                        | NBR      | A                | -                    | A                | -                    |
|                                                        | SBL      | A                | 23                   | A                | 20                   |
| EB US 169 Ramps/Windermere Rd & Marystown Rd (CSAH 15) | SBT      | A                | -                    | A                | -                    |
|                                                        | SBR      | -                | -                    | -                | -                    |
|                                                        | EBLT     | -                | -                    | -                | -                    |
|                                                        | EBR      | -                | -                    | -                | -                    |
|                                                        | WBLT     | A                | 47                   | A                | 32                   |
|                                                        | WBR      | A                | 28                   | A                | 32                   |
|                                                        | NBL      | -                | -                    | -                | -                    |
|                                                        | NBT      | A                | -                    | A                | -                    |
| 17th Ave (CSAH 16) & Marystown Rd (CSAH 15)            | NBR      | A                | 11                   | A                | 7                    |
|                                                        | SBL      | A                | 42                   | A                | 46                   |
|                                                        | SBT      | A                | -                    | A                | -                    |
|                                                        | SBR      | -                | -                    | -                | -                    |
|                                                        | EBL      | -                | -                    | -                | -                    |
|                                                        | EBTR     | -                | -                    | -                | -                    |
|                                                        | WBL      | A                | 28                   | A                | 44                   |
|                                                        | WBT      | -                | -                    | -                | -                    |
|                                                        | WBR      | A                | 50                   | A                | 35                   |
|                                                        | NBL      | -                | -                    | -                | -                    |
| 128th St & Marystown Rd (CSAH 15)                      | NBT      | A                | -                    | A                | -                    |
|                                                        | NBR      | A                | -                    | A                | -                    |
|                                                        | SBL      | A                | 48                   | A                | 33                   |
|                                                        | SBT      | A                | -                    | A                | -                    |
|                                                        | SBR      | -                | -                    | -                | -                    |
|                                                        | EBLT     | A                | 9                    | A                | 28                   |
|                                                        | EBR      | A                | -                    | A                | 10                   |
| 128th St & Marystown Rd (CSAH 15)                      | WBLTR    | A                | 33                   | A                | 28                   |
|                                                        | NBLTR    | A                | -                    | A                | -                    |
|                                                        | SBLT     | A                | -                    | A                | 12                   |
|                                                        | SBR      | A                | -                    | A                | -                    |

(Source: Westwood professional Services, December 2016)

The overall intersection operation for the existing condition is shown to be at acceptable levels with no queuing issues.

### **3.0 NO-BUILD CONDITION**

In analyzing the traffic impacts of proposed development, it is important to model traffic conditions in the study area for future year(s) without the development. Prior to this study, it was agreed analysis would be conducted for one year after project build-out (2019) as well as for the horizon year (2029) to remain consistent with the previously mentioned Kimley Horn traffic study.

For this study the No-Build conditions assumed 1% growth rate per year as well as including the Hy-Vee development traffic from the Kimley Horn study.

Figure 3-1 shows the projected turning movements of the 2019 No-Build condition and Figure 3-2 shows the projected turning movements for the 2029 No-Build condition. Table 3-1 illustrates the traffic operational impacts for the 2019 and 2029 No-Build conditions. There is insufficient capacity at Vierling Dr & Marystown Rd (CSAH 15) for the westbound left turns in both the 2019 and 2029 conditions. Intersection operations should be monitored to determine if signal warrants are met at Vierling Dr & Marystown Rd (CSAH 15). Results for the remaining intersections indicate there remains sufficient capacity in the existing roadway geometrics to accommodate this growth in background traffic levels.

Table 3-1: 2019 and 2029 No Build Traffic Operations

| Intersection                                           | Movement | 2019 No Build    |                      |                  |                      | 2029 No Build    |                      |                  |                      |
|--------------------------------------------------------|----------|------------------|----------------------|------------------|----------------------|------------------|----------------------|------------------|----------------------|
|                                                        |          | AM               |                      | PM               |                      | AM               |                      | PM               |                      |
|                                                        |          | Level of Service | 95th %ile Queue (ft) | Level of Service | 95th %ile Queue (ft) | Level of Service | 95th %ile Queue (ft) | Level of Service | 95th %ile Queue (ft) |
| Vierling Dr & Marystown Rd (CSAH 15)                   | EBLT     | A                | 47                   | B                | 48                   | A                | 44                   | B                | 59                   |
|                                                        | EBTR     | A                | 51                   | A                | 49                   | A                | 59                   | A                | 59                   |
|                                                        | WBLT     | A                | 87                   | E                | 276                  | A                | 91                   | F                | 719                  |
|                                                        | WBTR     | A                | 38                   | C                | 194                  | A                | 37                   | C                | 542                  |
|                                                        | NBLT     | A                | 37                   | B                | 75                   | A                | 46                   | B                | 82                   |
|                                                        | NBTR     | A                | 59                   | A                | 88                   | A                | 61                   | A                | 99                   |
|                                                        | SBTL     | B                | 75                   | B                | 111                  | B                | 70                   | C                | 155                  |
| SBTR                                                   | A        | 33               | A                    | 48               | A                    | 34               | C                    | 77               |                      |
| WB US 169 Ramps & Marystown Rd (CSAH 15)               | EBLTR    | -                | -                    | -                | -                    | -                | -                    | -                | -                    |
|                                                        | WBLT     | A                | 42                   | D                | 103                  | B                | 43                   | E                | 126                  |
|                                                        | WBR      | A                | 44                   | A                | 126                  | A                | 61                   | A                | 144                  |
|                                                        | NBL      | -                | -                    | -                | -                    | -                | -                    | -                | -                    |
|                                                        | NBT      | A                | -                    | A                | -                    | A                | -                    | A                | -                    |
|                                                        | NBR      | A                | -                    | A                | -                    | A                | 7                    | A                | -                    |
|                                                        | SBL      | A                | 33                   | A                | 44                   | A                | 35                   | A                | 46                   |
|                                                        | SBT      | A                | -                    | A                | -                    | A                | -                    | A                | -                    |
| SBR                                                    | -        | -                | -                    | -                | -                    | -                | -                    | -                |                      |
| EB US 169 Ramps/Windermere Rd & Marystown Rd (CSAH 15) | EBLT     | -                | -                    | -                | -                    | -                | -                    | -                | -                    |
|                                                        | EBR      | -                | -                    | -                | -                    | -                | -                    | -                | -                    |
|                                                        | WBLT     | C                | 43                   | C                | 46                   | D                | 59                   | C                | 33                   |
|                                                        | WBR      | A                | 31                   | A                | 40                   | A                | 38                   | A                | 42                   |
|                                                        | NBL      | -                | -                    | -                | -                    | -                | -                    | -                | -                    |
|                                                        | NBT      | A                | -                    | A                | -                    | A                | -                    | A                | -                    |
|                                                        | NBR      | A                | 20                   | A                | 8                    | A                | 19                   | A                | 11                   |
|                                                        | SBL      | A                | 75                   | A                | 76                   | A                | 84                   | A                | 70                   |
| SBT                                                    | A        | -                | A                    | -                | A                    | -                | A                    | -                |                      |
| SBR                                                    | -        | -                | -                    | -                | -                    | -                | -                    | -                |                      |
| 17th Ave (CSAH 16) & Marystown Rd (CSAH 15)            | EBL      | -                | -                    | -                | -                    | -                | -                    | -                | -                    |
|                                                        | EBTR     | -                | -                    | -                | -                    | -                | -                    | -                | -                    |
|                                                        | WBL      | A                | 27                   | A                | 38                   | A                | 23                   | A                | 38                   |
|                                                        | WBT      | -                | -                    | -                | -                    | -                | -                    | -                | -                    |
|                                                        | WBR      | A                | 51                   | A                | 45                   | A                | 63                   | A                | 59                   |
|                                                        | NBL      | -                | -                    | -                | -                    | -                | -                    | -                | -                    |
|                                                        | NBT      | A                | -                    | A                | -                    | A                | -                    | A                | -                    |
|                                                        | NBR      | A                | -                    | A                | -                    | A                | -                    | A                | -                    |
|                                                        | SBL      | A                | 59                   | A                | 44                   | A                | 49                   | A                | 50                   |
| SBT                                                    | A        | -                | A                    | -                | A                    | -                | A                    | -                |                      |
| SBR                                                    | -        | -                | -                    | -                | -                    | -                | -                    | -                |                      |
| 128th St & Marystown Rd (CSAH 15)                      | EBLT     | A                | 9                    | A                | 24                   | A                | 9                    | A                | 23                   |
|                                                        | EBR      | A                | -                    | A                | -                    | A                | -                    | A                | 10                   |
|                                                        | WBLTR    | A                | 37                   | A                | 26                   | A                | 35                   | A                | 23                   |
|                                                        | NBLTR    | A                | -                    | A                | -                    | A                | -                    | A                | -                    |
|                                                        | SBLT     | A                | -                    | A                | -                    | A                | 9                    | A                | 9                    |
| SBR                                                    | A        | -                | A                    | -                | A                    | -                | A                    | -                |                      |

(Source: Westwood professional Services, December 2016)

## 4.0 PROPOSED DEVELOPMENT

The project site is currently undeveloped. As the site develops, there will be a significant amount of pass-by and diverted trips for the proposed commercial uses, as well as the additional new trips to and from the proposed residential uses.

The proposed development of the site will include a 53 single family homes and 120 townhomes. It should be noted that the 16 additional townhomes may be developed if the property in the south west corner of Marystown Rd (CSAH 15) and 17<sup>th</sup> Ave (CSAH 16) is acquired. Therefore, these townhomes were included in this study for a total of 136. In addition, there is the potential for 16 single family homes in the south west corner of the site. However, these homes would be a part of a separate development and should be analyzed if/when that development occurs. The commercial portion of the site does not yet have specific land uses. It was assumed that it would include a 120 unit apartment building, a 30 ksf office building, a 10 ksf drug store/pharmacy, a 16 pump gas station, and 43 ksf of shopping center space.

The Windermere development is part of a larger 323 acre development called the West End. In the West Ends master plan the intensity of development on the 76 acre Windermere parcel is higher than the current proposed Windermere development<sup>4</sup>. Therefore, analysis of the West End traffic was not reviewed in this study as the initial West End study would represent a worst case scenario.

As presented earlier, Figure 1-2 illustrates the concept site plan for the development. Table 4-1 provides a land use comparison between existing and proposed uses on the site.

*Table 4-1 – Land Use Comparison*

| Existing Use |             | Proposed Use          |           |
|--------------|-------------|-----------------------|-----------|
| open space   | 76.58 Acres | Single Family Housing | 53 units  |
|              |             | Townhomes             | 136 units |
|              |             | Apartments            | 120 units |
|              |             | Office Building       | 30 ksf    |
|              |             | Drug Store/ Pharmacy  | 10 ksf    |
|              |             | Shopping Center       | 43 ksf    |
|              |             | Gas Station           | 16 pumps  |

(Source: Westwood Professional Services, 2016)

<sup>4</sup> [http://destinyhosted.com/shakodocs/2016/CCREG/20160419\\_536/2706\\_West\\_End\\_Concept.pdf](http://destinyhosted.com/shakodocs/2016/CCREG/20160419_536/2706_West_End_Concept.pdf)

#### 4-1 Proposed Trip Generation

The Institute of Transportation Engineers’ Trip Generation Manual, Ninth Edition, was used to estimate the numbers of trips that would be generated by this development.<sup>5</sup> Table 4-2 summarizes the trip generation of the proposed land uses minus the internal trips (i.e., trips from one internal land use to another). Therefore, these are the trips to be assigned and distributed throughout the background traffic for each design year.

Table 4-2 – Trip Generation

| Land Use                   | ITE   | Size         | Weekday      |              | AM peak    |            | PM Peak    |            |
|----------------------------|-------|--------------|--------------|--------------|------------|------------|------------|------------|
|                            |       |              | Enter        | Exit         | Enter      | Exit       | Enter      | Exit       |
| Single Family Housing      | 210   | 53 units     | 213          | 213          | 9          | 27         | 24         | 15         |
| Condominium/Townhouse      | 230   | 136 units    | 334          | 334          | 9          | 46         | 34         | 17         |
| Apartment                  | 220   | 120 units    | 338          | 338          | 11         | 45         | 35         | 19         |
| General Office Building    | 710.2 | 30 k.s.f.    | 140          | 140          | 37         | 5          | 6          | 27         |
| Gas/Service w/ Conv & Wash | 946   | 16 fuel pos. | 1,034        | 1,034        | 88         | 85         | 82         | 79         |
| Pharmacy - No Drive Thru   | 880   | 10 k.s.f.    | 381          | 381          | 17         | 9          | 30         | 31         |
| Shopping Center            | 820   | 43 k.s.f.    | 777          | 777          | 24         | 15         | 56         | 60         |
| <b>TOTAL</b>               |       |              | <b>3,217</b> | <b>3,217</b> | <b>195</b> | <b>232</b> | <b>267</b> | <b>248</b> |
|                            |       |              | <b>6,434</b> |              | <b>427</b> |            | <b>515</b> |            |

(Source: ITE Trip Generation Manual, Ninth Edition, 2012; Westwood Professional Services, 2016)

#### 4-2 Trip Assignment

It is projected the development trips will distribute in generally the same pattern that background traffic travels to and from the area today. Westwood used the calculated inbound and outbound flow of the background traffic on the roadway system based on the traffic counts taken in the area. Trip assignment in and out of the site was determined based on the land uses and their proximity to each entrance/exit. The trip assignment is shown on Figure 4-1.

#### 4-3 Traffic Volume Comparisons and Operational Performance

Figure 4-2 shows the 2019 Build condition turning movement volumes and Figure 4-3 shows the 2029 Build condition turning movement volumes.

Table 4-3 shows the operational performance of the 2019 and 2029 Build Condition. In the 2019 Build condition it was assumed that both ramp intersections on Marystown Rd (CSAH 15) would be all way stop controlled. In the 2029 Build condition it was assumed that both ramp intersections on Marystown Rd (CSAH 15) and Vierling Dr & Marystown Rd (CSAH 15) would be signalized. With these geometric improvements, traffic operations are acceptable.

<sup>5</sup> Trip Generation Manual, Ninth Edition, Institute of Transportation Engineers, Washington DC, 2012



Table 4-3: 2019 and 2029 Build Traffic Operations

| Intersection                                           | Movement | 2019 Build       |                      |                  |                      | 2029 Build       |                      |                  |                      |
|--------------------------------------------------------|----------|------------------|----------------------|------------------|----------------------|------------------|----------------------|------------------|----------------------|
|                                                        |          | AM               |                      | PM               |                      | AM               |                      | PM               |                      |
|                                                        |          | Level of Service | 95th %ile Queue (ft) | Level of Service | 95th %ile Queue (ft) | Level of Service | 95th %ile Queue (ft) | Level of Service | 95th %ile Queue (ft) |
| Vierling Dr & Marystown Rd (CSAH 15)                   | EBLT     | A                | 49                   | B                | 40                   | C                | 42                   | C                | 30                   |
|                                                        | EBTR     | A                | 61                   | A                | 40                   | D                | 140                  | D                | 118                  |
|                                                        | WBLT     | A                | 102                  | E                | 310                  | C                | 217                  | C                | 314                  |
|                                                        | WBTR     | A                | 44                   | C                | 212                  | C                | 56                   | C                | 96                   |
|                                                        | NBLT     | A                | 53                   | B                | 95                   | A                | 66                   | B                | 117                  |
|                                                        | NBTR     | A                | 65                   | B                | 109                  | A                | 86                   | A                | 123                  |
|                                                        | SBTL     | B                | 72                   | C                | 172                  | B                | 126                  | C                | 200                  |
| SBTR                                                   | A        | 42               | C                    | 89               | B                    | 64               | C                    | 114              |                      |
| WB US 169 Ramps & Marystown Rd (CSAH 15)               | EBLTR    | -                | -                    | -                | -                    | -                | -                    | -                | -                    |
|                                                        | WBLT     | A                | 36                   | A                | 69                   | D                | 88                   | C                | 154                  |
|                                                        | WBR      | A                | 52                   | A                | 120                  | A                | 66                   | A                | 117                  |
|                                                        | NBL      | -                | -                    | A                | 10                   | -                | -                    | A                | 8                    |
|                                                        | NBT      | B                | 57                   | B                | 63                   | A                | 52                   | A                | 79                   |
|                                                        | NBR      | A                | 40                   | A                | 42                   | A                | 44                   | A                | 43                   |
|                                                        | SBL      | A                | 46                   | B                | 59                   | A                | 56                   | B                | 95                   |
|                                                        | SBT      | B                | 74                   | B                | 72                   | A                | 21                   | A                | 102                  |
| SBR                                                    | -        | -                | -                    | -                | -                    | -                | -                    | -                |                      |
| EB US 169 Ramps/Windermere Rd & Marystown Rd (CSAH 15) | EBLT     | A                | 54                   | A                | 62                   | D                | 139                  | D                | 142                  |
|                                                        | EBR      | A                | 36                   | A                | 40                   | A                | 30                   | A                | 56                   |
|                                                        | WBLT     | A                | 38                   | A                | 42                   | C                | 63                   | C                | 73                   |
|                                                        | WBR      | A                | 46                   | A                | 43                   | A                | 46                   | A                | 56                   |
|                                                        | NBL      | A                | 53                   | A                | 39                   | A                | 55                   | A                | 54                   |
|                                                        | NBT      | A                | 39                   | A                | 41                   | A                | 62                   | A                | 64                   |
|                                                        | NBR      | A                | 49                   | A                | 25                   | A                | 51                   | A                | 33                   |
|                                                        | SBL      | B                | 68                   | B                | 63                   | A                | 115                  | A                | 91                   |
| SBT                                                    | B        | 68               | B                    | 74               | A                    | 47               | A                    | 44               |                      |
| SBR                                                    | A        | 17               | A                    | 21               | A                    | 20               | A                    | 10               |                      |
| 17th Ave (CSAH 16) & Marystown Rd (CSAH 15)            | EBL      | B                | 43                   | A                | 30                   | B                | 50                   | C                | 29                   |
|                                                        | EBTR     | A                | 40                   | B                | 28                   | B                | 41                   | B                | 30                   |
|                                                        | WBL      | A                | 27                   | A                | 42                   | A                | 28                   | A                | 37                   |
|                                                        | WBT      | B                | 15                   | A                | 23                   | C                | 16                   | B                | 28                   |
|                                                        | WBR      | A                | 63                   | A                | 39                   | A                | 88                   | A                | 48                   |
|                                                        | NBL      | A                | -                    | A                | -                    | A                | -                    | A                | 17                   |
|                                                        | NBT      | A                | -                    | A                | -                    | A                | -                    | A                | -                    |
|                                                        | NBR      | A                | -                    | A                | -                    | A                | -                    | A                | -                    |
|                                                        | SBL      | A                | 49                   | A                | 42                   | A                | 68                   | A                | 50                   |
| SBT                                                    | A        | -                | A                    | -                | A                    | -                | A                    | -                |                      |
| SBR                                                    | A        | -                | A                    | -                | A                    | -                | A                    | -                |                      |
| 128th St & Marystown Rd (CSAH 15)                      | EBLT     | A                | 12                   | A                | 30                   | A                | 0                    | A                | 26                   |
|                                                        | EBR      | A                | -                    | A                | 10                   | A                | -                    | A                | -                    |
|                                                        | WBLTR    | A                | 29                   | A                | 29                   | A                | 40                   | A                | 23                   |
|                                                        | NBLTR    | A                | -                    | A                | -                    | A                | -                    | A                | -                    |
|                                                        | SBLT     | A                | -                    | A                | 9                    | A                | -                    | A                | 21                   |
| SBR                                                    | A        | -                | A                    | -                | A                    | -                | A                    | -                |                      |

(Source: Westwood Professional Services, December 2016)

## **5.0 FINDINGS AND RECOMMENDATIONS**

### **5-1 Findings**

Trip generation of the proposed Windermere development does impact traffic in the study area. There are 427 total trips projected by the site for the A.M. Peak and 515 trips projected in the P.M. Peak Hour. Traffic is projected to be 54% outbound and 46% inbound during the A.M. Peak Hour, while the P.M. Peak Hour is 52% inbound and 48% outbound.

The principal findings of the analysis included:

- After internal trip reduction and pass-by reduction the A.M. Peak Hour has 255 projected new trips and the P.M. Peak Hour has 298 projected new trips.
- Intersections will operate at Level of Service D (LOS-D) or better in the 2019 & 2029 No-Build conditions. However, the westbound left turn at Vierling Dr & Marystown Rd will be over capacity.
- The intersection of Marystown Road (CSAH 15) and US 169 EB ramp/ Windermere Way experienced excessive delays without mitigation in the 2019 and 2029 Build conditions.
- Due to the existing capacity of Marystown Road (CSAH 15) and 17th Avenue (CSAH 16) no expansion is necessary.
- The Windermere development is less intense than the projection for this land area in the West End master plan study therefore no additional analysis including the West End traffic was included in the report.

## 5-2 Recommendations

Recommendations include the following:

- Marystown Road (CSAH 15) & US 169 EB Ramps/Windermere Way and Marystown Road (CSAH 15) & US 169 WB Ramps should be all-way stop controlled after full build out and should be reanalyzed in the future to determine if it meets signal warrants.
- The new Windermere Way access onto Marystown Rd (CSAH 15) geometry should have a left/thru turn lane and a dedicated right turn lane.
- Institute side-street stop control on the proposed Windermere Way and 17th Avenue (CSAH 16), Windermere Way would then stop for traffic on 17th Avenue (CSAH 16).
- Build dedicated right and left turn lanes on Marystown Road (CSAH 15) southbound at 17th Avenue (CSAH 16).
- Re-mark westbound 17th Avenue (CSAH 16) at Marystown Rd (CSAH 15) to accommodate two through lanes and dedicated left & right turn lanes.
- Institute a speed limit of 45 mph for Future 17th Avenue (CSAH 16) connection.