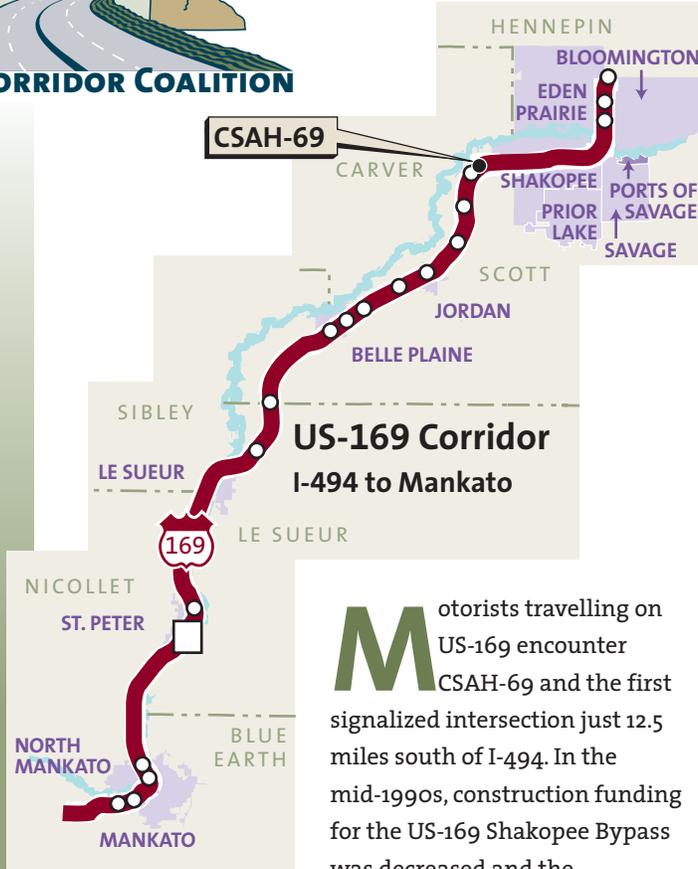




CSAH-69 INTERCHANGE

FUNDING NEEDED TO IMPROVE SAFETY AND MOBILITY ON US-169



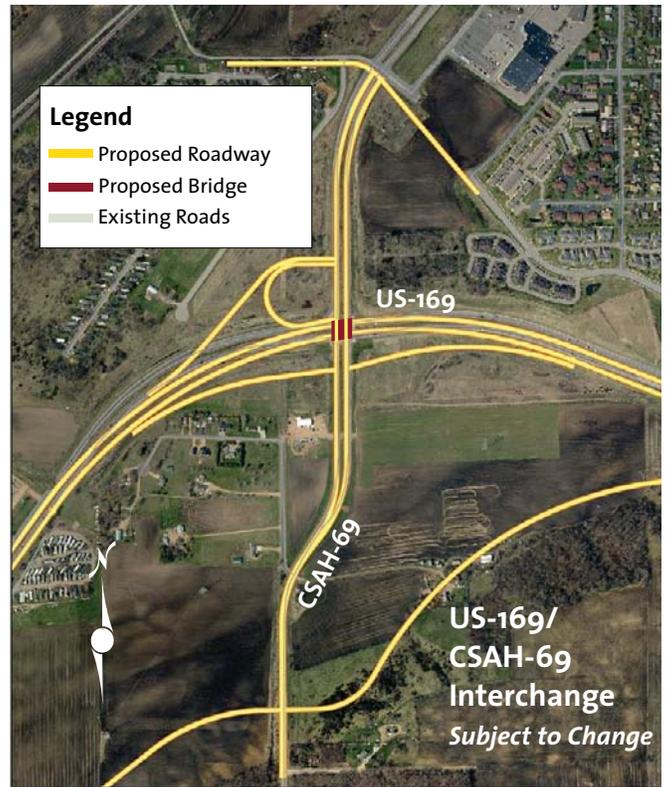
Motorists travelling on US-169 encounter CSAH-69 and the first signalized intersection just 12.5 miles south of I-494. In the mid-1990s, construction funding for the US-169 Shakopee Bypass was decreased and the

interchange was not constructed. Significant right-of-way had been acquired by the state before the interchange was eliminated from the project.

Several severe and fatal accidents have occurred in the vicinity of this intersection since the opening of the bypass. Most crashes are related to congestion in peak periods and are caused by the signal and unexpected maneuvers motorists encounter while driving at freeway speeds. A curve just west of the intersection in the northbound lanes is a blind spot that has contributed to a number of the serious accidents.

Projected 2030 traffic on US-169 in the area will approach 60,000 vehicles per day. The CSAH-69 connection to County Highway 101 is one of only six crossings in Scott County that cross the Minnesota River. Currently, the north leg of CSAH-69 has a daily traffic volume of nearly 8,000 trips; by 2030 more than 11,000 trips are projected per day for that section. The current signalized intersection cannot accommodate these projected volumes.

During the *TH-41 Draft Environmental Impact Statement* Process in 2007, interchange design concepts were created to generate discussion about future development, access and local roads in the area. The CSAH-69 intersection is currently located in Jackson Township and is in the City of Shakopee's



Planning Area. A preliminary design, environmental documentation and an interchange management plan, conducted jointly by MnDOT, Scott County, City of Shakopee and Jackson Township, would guide development in the interchange area and assist with right-of-way preservation and the supporting road network.

COMMUNITY BENEFITS

Construction of an interchange would:

- Improve safety on the Corridor by removing an at-grade signalized intersection.
- Support the mobility of the US-169 Corridor.
- Serve a planned employment center in Scott County.
- Provides a connection to the TH-101 river crossing.

FUNDING

An approved layout, environmental documentation and interchange management plan is needed. Most anticipated right-of-way is owned by MnDOT.

Estimated design and study cost: \$600,000.

Estimated project construction cost: \$12-17 million.

QUESTIONS

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