

INTRODUCTION

The County has periodically evaluated needs and options for this 4-way-stop intersection since 2008. Today's traffic volumes and anticipated growth are now causing increased concerns about safety and delays. Preliminary analysis and recent experience suggest a roundabout should be a good long-term solution.



Goals

- Improve safety
- Enhance pedestrian usability
- Maintain mobility
- Encourage lower speeds



Tentative Timeline

2020: Feasibility study and preliminary engineering design

2021: Final engineering design, including right-of-way and utility details

2022: Construction



Project Contact

Doug Abernethy, Project Manager
doug.abernethy@co.dakota.mn.us
952-891-7101



What You Can Do

- Review materials including drawings, maps and videos.
- See a concept drawing of the roundabout.
- Submit feedback using the online form.

ROUNDAABOUT FEATURES

A single-lane roundabout is designed to improve safety for all users.

At a distance
Crosswalks are set back at least 20 feet from roundabout entry/exit points. This provides space for a vehicle to stop at the crosswalk but outside of the circulatory roadway.

Wide turns
Constructed of concrete or other material that can be driven on, an **apron around the center island** provides extra turning room for semi-trucks, buses, and other long vehicles.

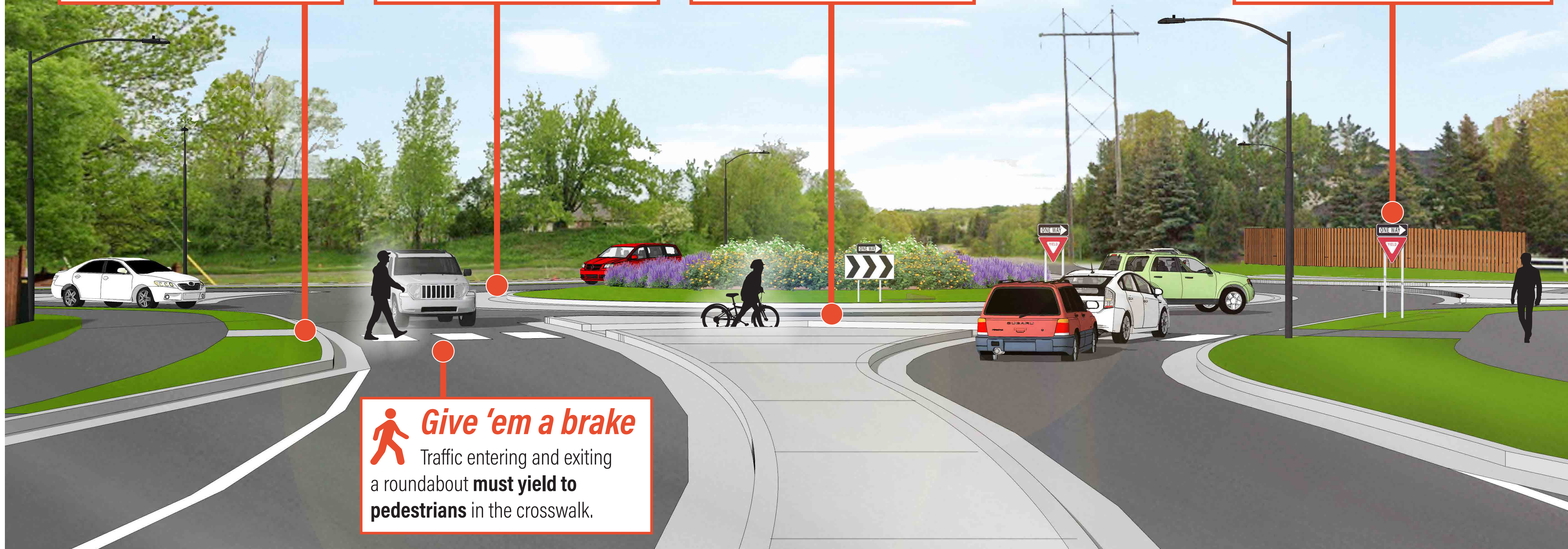
Safe space
A **median island** provides refuge for pedestrians, allowing them to focus on crossing one lane of traffic at a time.

Roundabout basics

One-way flow Entry yield control Low speed

Keeping the flow
Yield signs keep traffic flowing. Traffic entering the roundabout must yield to traffic already within the roundabout and to pedestrians.

Give 'em a brake
Traffic entering and exiting a roundabout **must yield to pedestrians** in the crosswalk.



Roundabout Rules

Drivers

- Slow down.
- Yield to pedestrians.
- Yield to vehicles already in the roundabout.
- Continue through roundabout until you reach your exit.
- Yield to pedestrians when exiting a roundabout.

Pedestrians

- Cross only at crosswalks.
- Use the median island at the halfway point to check for approaching traffic.

Bicyclists

- Ride with traffic inside the roundabout or use the crosswalks appropriately.
- Follow same rules as vehicles when riding with traffic.

WHAT WE'VE HEARD

Open House Feedback

February 6, 2020 • 4:30-6:30 pm • Rosemount Community Center



62 attendees



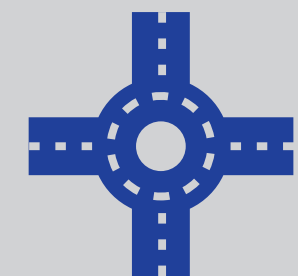
20 written comments



Many verbal comments

About **3 out of 4** attendees

supported a single-lane roundabout at the intersection of County Road 33 (Diamond Path) and 140th Street W/Connemara Trail.



Concerns about a having **roundabout** at this intersection



Pedestrian safety



Snow plowing



Usability by school buses & emergency vehicles



Proximity to Delta Ave & Delta Place



Potential impact to private properties



Lack of experience using them



Increased traffic congestion



Cost of building



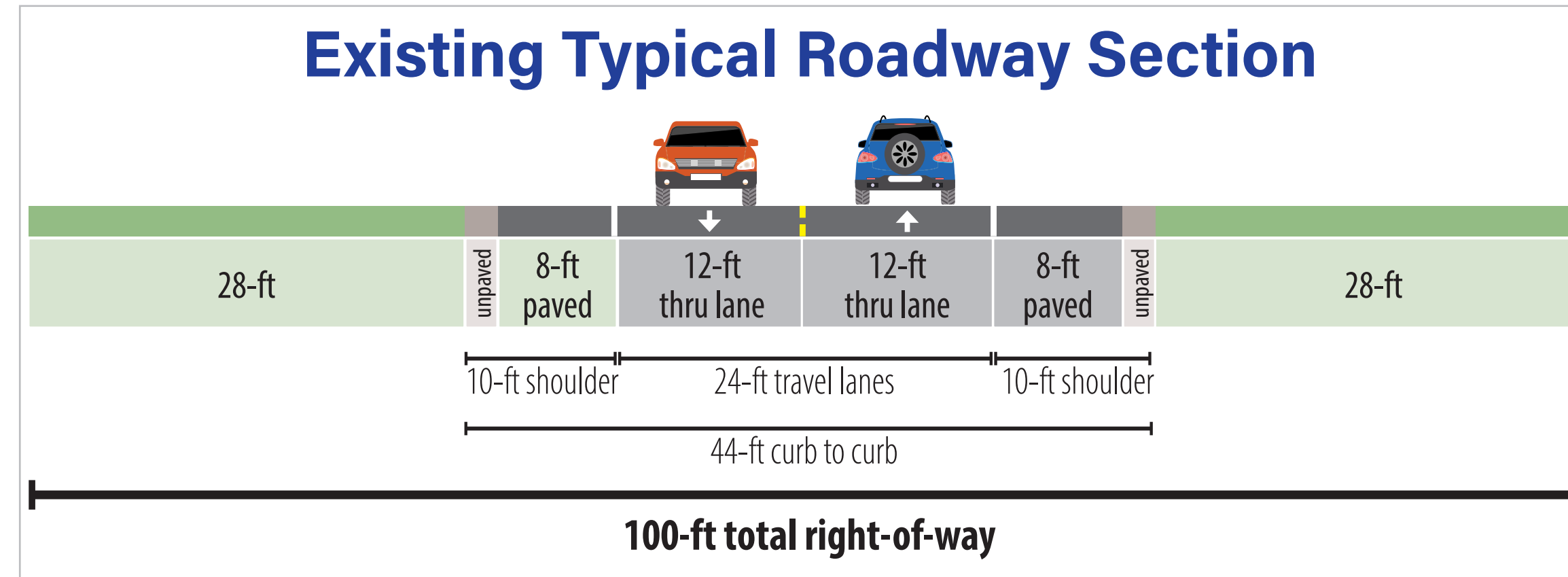
Other comments

- Existing intersection needs help
- Some prefer a traffic signal in place of a roundabout
- Accommodate existing neighborhood signs
- Support for pedestrian connection to the north
- Most in favor of conversion of 140th Street to three-lane roadway (like Connemara Trail)
- Desire for improved sight lines along Connemara Trail

COUNTY ROAD 33 N STUDY IN 2024

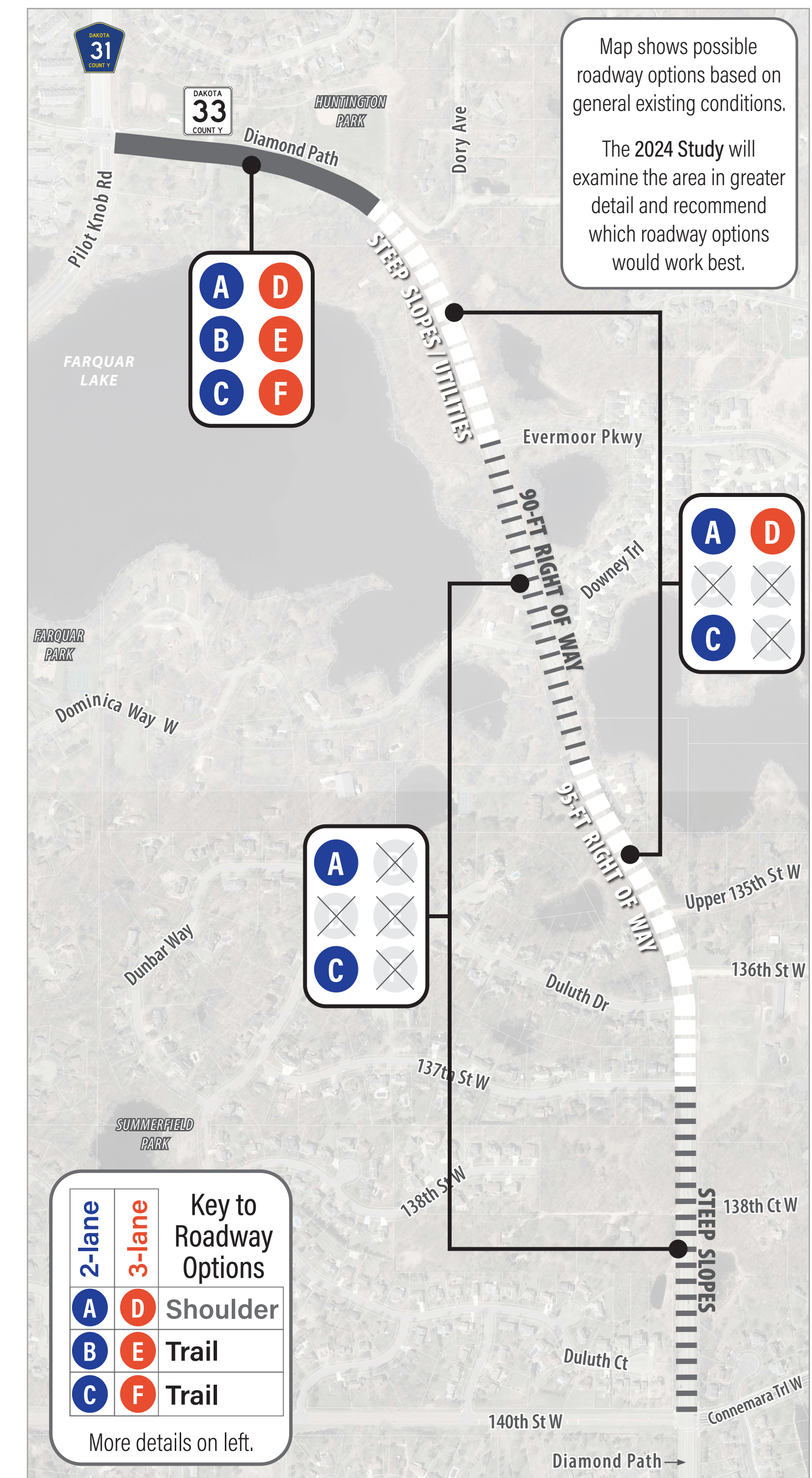
A new trail and other roadway improvements on County Road 33 (Diamond Path) between Pilot Knob Road and 140th Street/Connemara Trail will be considered in a study beginning in 2024. The right-of-way width, which ranges from 90 to 125 feet wide, and other conditions along the corridor will determine which improvement options can be used where.

Existing Typical Roadway Section



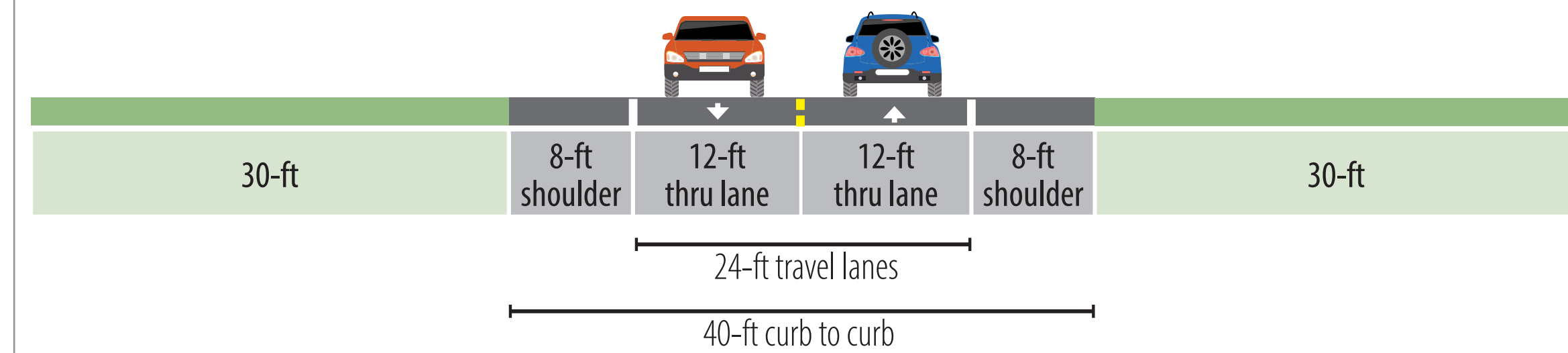
Possible Options by Location

Trails and other roadway options appropriate along this stretch of road will depend upon right-of-way width, slope, and other conditions.

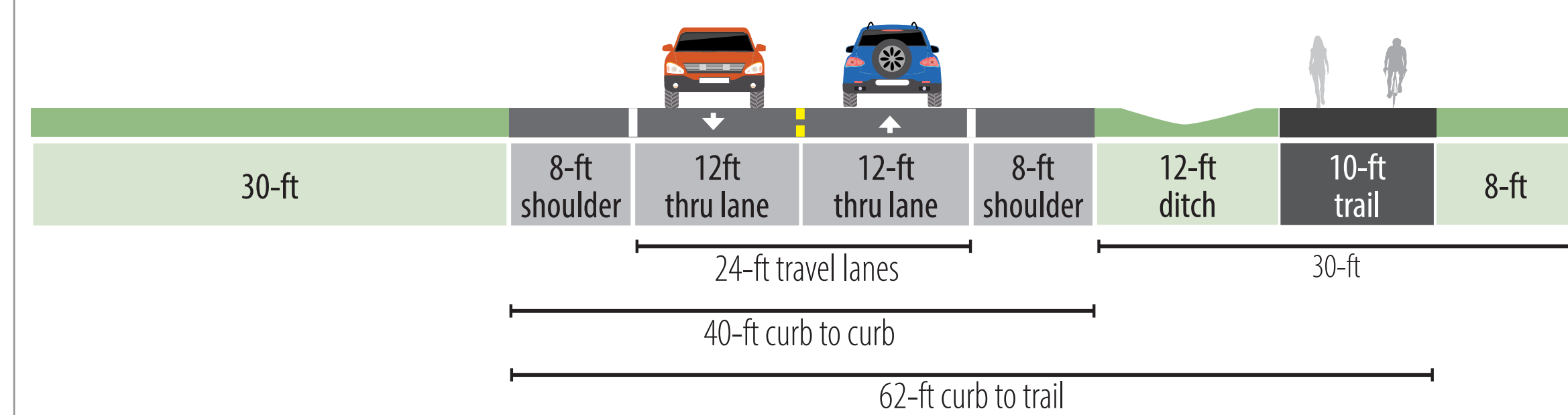


Roadway Options (Based on an average right-of-way width of 100 feet.)

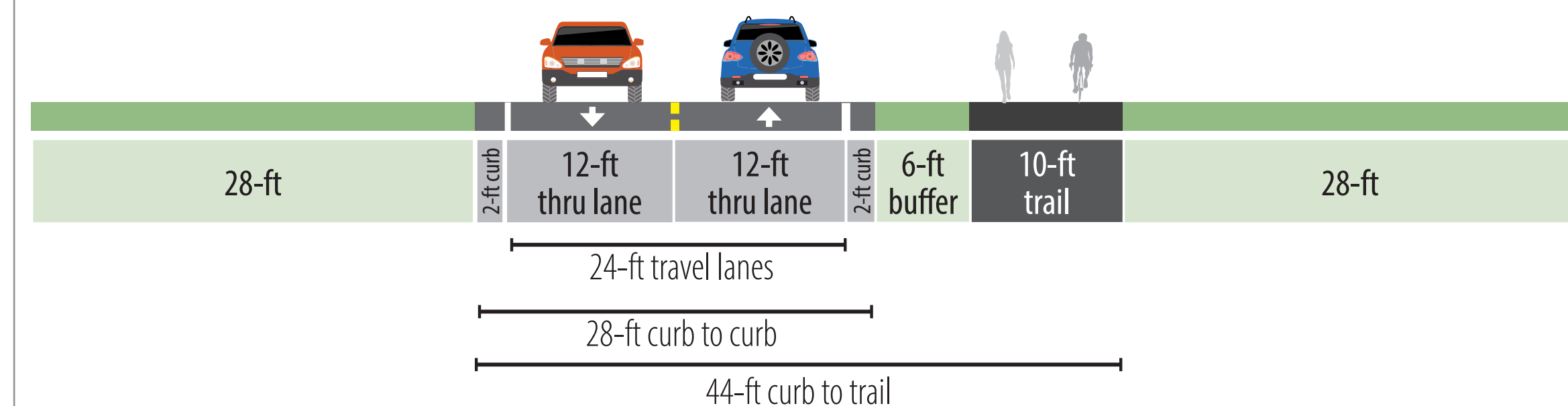
Two-lane roadway*



A **D**
Rural

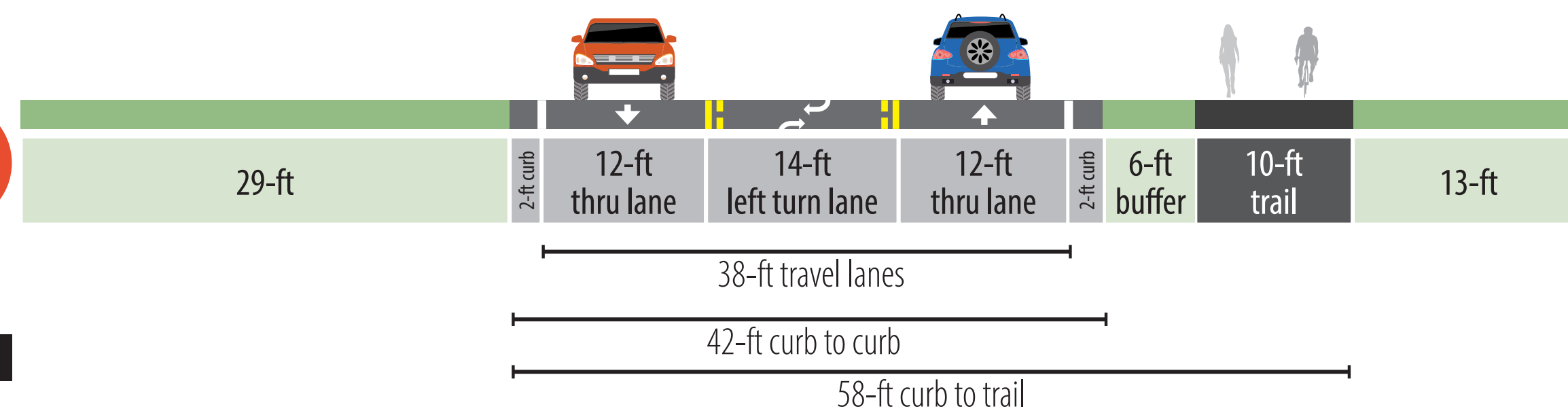
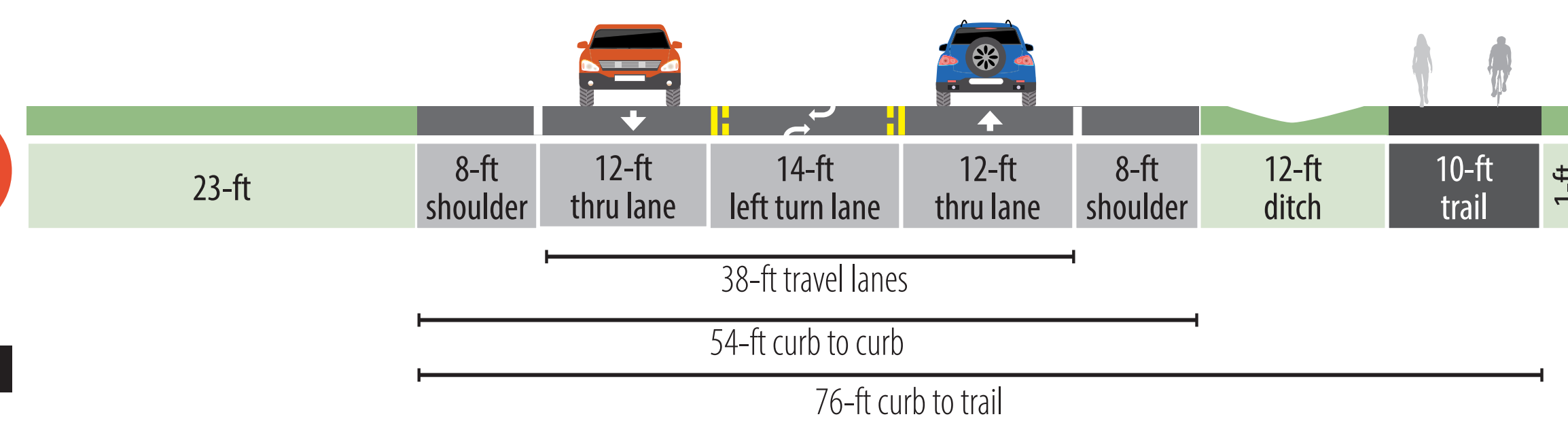
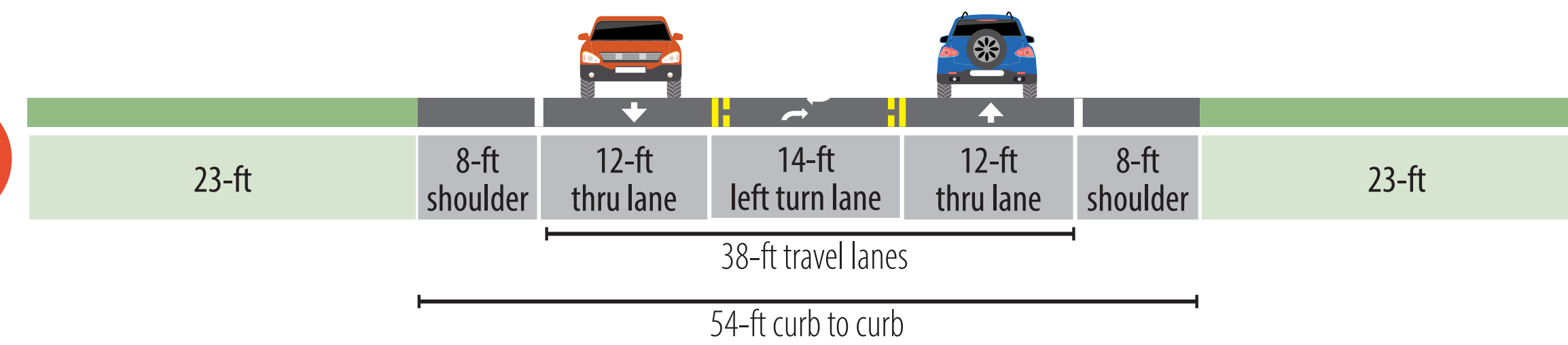


B **E**
Rural with trail



C **F**
Urban with trail


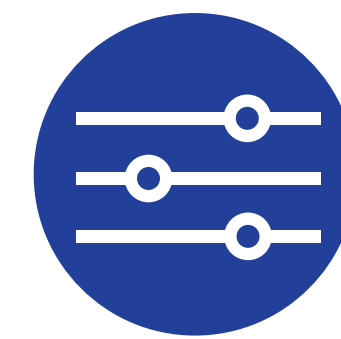

Three-lane roadway*



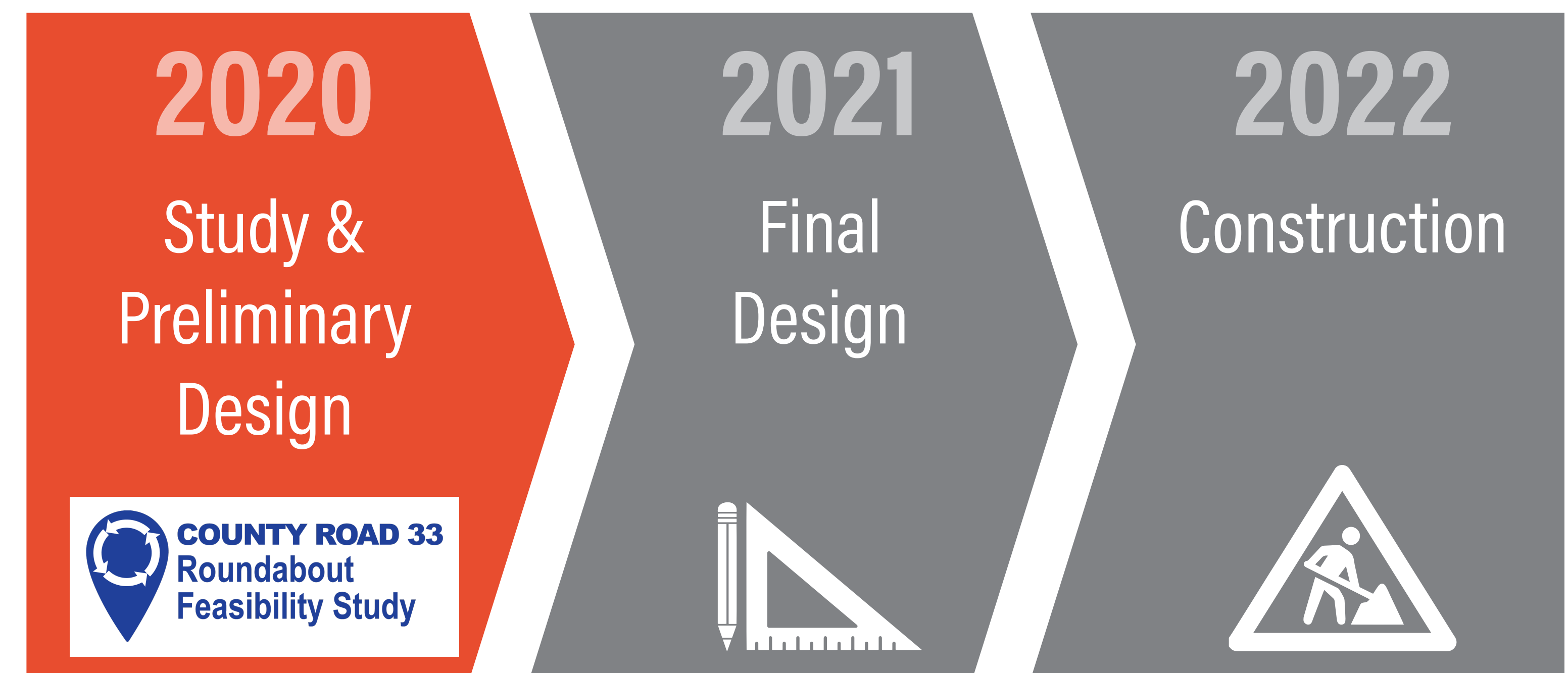
* Widths of thru lanes and left turn lanes are preliminary. 11-ft-wide thru lanes and 12-ft-wide left turn lanes may be considered.

NEXT STEPS

The project team will:

-  Review additional input received through Spring 2020.
-  Refine recommended concept.
-  Write final report for study.

Long Term Plan



After completion of the feasibility study, preliminary design will occur. Next year the design will be finalized with construction currently planned for 2022.