



**CITY OF MARSHALL  
AGENDA ITEM REPORT**

<b>Meeting Date:</b>	Tuesday, July 13, 2021
<b>Category:</b>	NEW BUSINESS
<b>Type:</b>	ACTION
<b>Subject:</b>	Intersection Control Evaluation (ICE) Report as prepared by Short Elliot Hendrickson (SEH) for the Intersection of South 4th Street and Country Club Drive.
<b>Background Information:</b>	<p>The existing intersection of S. 4<sup>th</sup> Street and Country Club Drive operates under traffic signal control today. The traffic signal system was installed in 1983 and is well out of compliance with current standards.</p> <p>Both S. 4<sup>th</sup> Street and Country Club Drive are Municipal State Aid System (MSAS) routes. The City of Marshall receives a significant amount of funding for the maintenance and improvement of MSAS routes. With this funding, there is also a mandate from MnDOT that engineering standards are complied with and MSAS rules are followed to both utilize the funds for improvements and continue to draw “needs” that result in MSAS fund disbursement. With these considerations in mind, and understanding that an improvement should be made at this intersection, Engineering staff received Council support to solicit proposals for an Intersection Control Evaluation at the January 26, 2021 meeting. Following solicitation at the February 23, 2021 meeting, the City selected Short Elliot Hendrickson (SEH) to perform the ICE and generate the report that is included with this memorandum.</p> <p>The intent of the ICE report is to conduct a thorough analysis of the intersection to determine the best type of intersection control for this specific intersection. The analysis included a detailed traffic count, review of intersection geometry, crash history, right of way review, utility review, delay study, future trip generation, pedestrian analysis, and much more. In addition to evaluating technical items to determine safe and efficient intersection control, SEH was tasked with ensuring safe pedestrian crossings, minimizing driveway access impacts, minimize right of way acquisition requirements, and keep construction costs under control. The result of the ICE is a report that considers a multitude of intersection improvements. The improvements that were considered are as follows: no build scenario (no change), all-way stop control, traffic signal control, roundabout control, minor street stop control, or access reduction such as right-in/right out (RI/RO) or ¾ access control.</p> <p>The recommended improvement for this intersection is a Split T-Intersection design, with a mini roundabout at the western intersection and a ¾ access at the eastern intersection. This recommended intersection control meets the desired intent of improving safety for all users, improving operational efficiency, maintaining driveway access, and limiting construction and property acquisition costs. This type of Split T-intersection improves the safety by significantly reducing the number of intersection conflict points and reducing speed with the mini roundabout, while also providing the lowest overall vehicle delay for all legs of the intersection.</p> <p>At their meeting on July 6, 2021, the Public Improvement/Transportation Committee passed a motion for a recommendation to City Council to agree with the ICE report</p>

	recommendation of a Split T-Intersection design as shown in Drawing No. 3 or Drawing No. 5 and authorize staff to fit this improvement project into the CIP.
<b>Fiscal Impact:</b>	An estimated cost of \$1,451,000 including contingency and engineering costs for this intersection improvement. An estimated \$1,900,000 to include resurfacing the remainder of Country Club Drive and S. 4 <sup>th</sup> Street to College Drive.
<b>Alternative/Variations:</b>	that the Council agree with the ICE report recommendation of a Split T-Intersection design as shown in Drawing No. 5 and authorize staff to fit this improvement project into the CIP. Drawing No. 5 is the recommended improvement from the ICE report and the preferred improvement option from City Engineering staff.
<b>Recommendation:</b>	that the Council to agree with the ICE report recommendation of a Split T-Intersection design as shown in Drawing No. 3 or Drawing No. 5 and authorize staff to fit this improvement project into the CIP.