

6

TRANSPORTATION & CIRCULATION

INTRODUCTION

The adequacy and availability of existing and future community facilities will continue to influence the shape and direction of growth within the City of Watertown. To ensure planning consistency with essential public services such as the fire department, water treatment and supply, effective transportation and circulation systems, as well as other important facilities, the City must regularly evaluate its performance to meet the changing and/or growing needs of the community. The Transportation and Circulation element of this plan provides an inventory of existing community circulation infrastructure. It provides an assessment of current uses and demand for such infrastructure, and it anticipates the needs for future circulation systems.

Background

The transportation element of this chapter determines which transportation improvements are required by the community. It is based on existing and future land use patterns, population densities and modes of travel. Present traffic flows are reviewed for functionality and safety is taken into consideration for future design requirements. All modes of transportation are considered for circulation but the trail system is explored in greater detail in another section within this chapter, since trails offer a recreational purpose also.

In 2003 the Watertown Transportation Planning Study was completed. This comprehensive study had three main objectives:

1. Identify historic growth trends for use in transportation planning through 2025
2. Analyze the existing transportation system including an origin-destination survey
3. Determine the future collector street system to serve future demand

This study and the Carver County Roadway Systems Plan that was prepared for the County's 2030 Comprehensive Plan were used as the basis for this section.

EXISTING STREETS AND HIGHWAYS

The roadway system consists of streets and highways maintained by the State (Highway 25), the County (Carver County Roads 10, 20, 24, 27 and 122) and the City (local streets). All three governmental entities work together to control intersections, limit access, plan for improvements, designate speed limits and ensure that circulation is maintained throughout the community.

The existing city and regional roadways are shown on Map 6-1. The existing traffic volumes are shown in Map 6-2. As defined in the 2030 Carver County Roadway Systems Plan, the maximum Average Daily Traffic (ADT) planning level threshold for a two-lane undivided urban roadway should be 8,000-10,000. Watertown has three roadway segments exceeding 5,000 ADT counts and one which has exceeded 10,000. The need for proper planning and improvement as part of this plan are imperative to controlling these traffic levels.

Functional Classification

Along with monitoring traffic volumes, the City and County classify roadways based on their intended use. A functional classification system creates a hierarchy of roadways designed to collect and distribute traffic from neighborhoods to the regional highway system. This balance of roadway types is important to any circulation network.

The Primary classification system is based on functional classification. Mn/DOT bases subcategory classification on land use. TH 25 is classified as both urbanizing and rural based on land use. The City will address access spacing in the future as the City grows along TH 25.

The functional classification system is defined in detail in the 2003 Watertown Transportation Planning Study and the Carver County Roadway Systems Plan and is shown in Figure 6-1 for the Watertown area. The City is connected to other parts of the County entirely by Minor Arterial roadways. As defined by the Metropolitan Council, these roadways relieve, expand or complement the regional system. Watertown is at the crossroads of many minor arterial roadways in northern Carver County.

FIGURE 6-1
Functional Classification of Streets

Class	Function	Provide Access To	Access Spacing
Principal Arterial	Service to major centers of activity, provides continuity to rural arterial system	Principal arterial Minor arterial	1 mile = primary full movement intersection ½ mile = conditional secondary intersection
Minor Arterial	Service of an intra-community nature, urban concentrations to rural collector roads	Principal arterial Collector streets Land	½ mile = primary full movement intersection ¼ mile = conditional secondary intersection
Collector Street	Local collection and distribution between collector streets and arterial, land access in minor generations	Land Minor arterial Local streets	½ mile = primary full movement intersection ¼ = conditional secondary intersection
Local Streets	Service to abutting land	Land Higher system elements	300 – 600 feet dependent upon block length

Source: Metropolitan Council

FIGURE 6-2
Roadway Functional Classification System Characteristics

CHARACTERISTIC	FUNCTIONAL CLASS				
	PRINCIPAL ARTERIALS		MINOR ARTERIAL	COLLECTOR	LOCAL STREET
	Interstate Freeway	Other Principal Arterial			
System Mileage	Suggested Federal upper limits for interstate and other principal arterial combined: urban 10%		Suggested Federal limitations for principal arterial and minor arterial combined: urban 10%	Suggested Federal limitations: urban 5-10% rural 20-35%	Suggested Federal limitations: Urban 65-80% Rural 64-75%
Percent of Travel (VMT)	Suggested Federal limitations for interstate freeways and other principal arterial combined: 45-65%		Suggested Federal limitations for principal arterial and minor arterial combined: 65-80%	Suggested limitations: 5-10%	Suggested Federal limitations 10-30%
Intersection	Grade separated	Desirable; grade separated. Minimum high capacity controlled at grade intersections	Traffic signals and cross street stops	Four-way stops and some traffic signals; local street stops	As required
Parking	None	None	Restricted as necessary	Restricted as necessary	Restricted as necessary
Large Trucks	No restriction	No restriction	Restricted as necessary	Restricted as necessary	Restricted as necessary
Management Tools	Ramp metering, preferential treatment for transit	Ramp metering, preferential treatment for transit, traffic	Traffic signal progression, land access management, preferential	Number of lanes, traffic signal timing, land access management	Intersection control, cul-de-sac, diverters

LAND USE AND TRANSPORTATION

The cause and effect of land use planning on transportation ultimately drives circulation needs. In determining future traffic volumes, anticipated land use is used to modify trip generation rates. In this way the circulation needs for high density housing, commercial and industrial businesses and schools that are in the plan can be accommodated for.

Compatible Uses

Not only must the circulation system provide for vehicular traffic it must also allow for other compatible uses such as bicycle and pedestrian movement, utility placement in the right-of-way and transit. Using the functional classification system and design requirements found in the Watertown Manual of Design and Construction Standards, roadways must be built to allow for compatible uses.

Access management and right-of-way preservation also have an impact on compatible use. As part of the functional classification system used by the City, access restrictions and right-of-way (ROW) requirements have been added. Figure 6-3 presents these ROW guidelines by functional classification and facility type. Street right-of-way and pavement widths shall be outlined in the comprehensive plan and official map, and shall conform to county and state standards. ROW acquisition or preservation process will, over time, reduce cost and streamline project development.

FIGURE 6-3
Right-of-Way Guidelines

Functional Class	ROW Widths**	ROW Widths Include One Separated Bike/Pedestrian Facility	ROW Widths Include Two Separated Bike/Pedestrian Facilities	Facility Type
Principal Arterial	140 feet	155 feet	170 feet	4-lane divided urban
	220 feet	240 feet	260 feet	4-lane divided rural
	180 feet	195 feet	210 feet	5-6 lane divided urban
Minor Arterial	100 feet	115 feet	130 feet	4-lane undivided urban
	120 feet	135 feet	150 feet	4-lane divided urban
	180 feet	200 feet	220 feet	4-lane divided rural
	100 feet	115 feet	130 feet	3-lane urban
	100 feet	120 feet	140 feet	2-lane rural
Collector	100 feet	115 feet	130 feet	3-lane urban
	100 feet	120 feet	140 feet	2-lane rural
	100 feet	115 feet	130 feet	2-lane urban

Parkway	110 feet	132 feet	150 feet	2-lane urban
Local Street	60 feet	102 feet	120 feet	2-lane urban
Cul-de-sac (radius)	60 feet			

*Right-of-way width may be increased to provide additional parking, traffic calming, etc. as necessary to provide the health, safety, and general welfare.

**Due to certain development conditions or physical features of the site or highway corridor, Carver County or the City may require additional right-of-way width greater than shown in the Right-of-Way Guidelines.

Safety

As traffic pressures increase on the circulation system, the ability to maintain safe roadways will also require prudent planning. A summary of traffic accidents is shown in Map 6-4. The Carver County Roadway Systems Plan highlighted three segments in Watertown with High Rate, High Frequency crashes. Information from road safety audits, such as the one completed in 2006 by Carver County, which examines the performance, design and operations of roadways, can be a helpful tool in determining changes that can be made to further improve the safety of circulation in the area.

In order for Carver County to identify segments with high crash rates, a comparison was made between average crash rates by facility type, and the rates for each individual segment in the County. According to the Carver County Roadway Systems Plan, the segments with high rate, high frequency (meets or exceeds 4 accidents per mile per year) were State Highway 25 and the intersection of Paul Avenue and County Road 20.

Transit

Watertown is within Transit Market Area IV. Unfortunately, Watertown is outside the metropolitan transit taxing district so bus service is not currently available into the metro area. The Carver County Rural Transit (CART) does operate a door-to-door subscription service for the physically disabled, elderly and others to provide a transit option. Carver County Human Services also coordinates a volunteer program that offers transportation for medical and social service appointments.

Since many commuters pass through Watertown via State and County roads, the City does provide an informal Park-and-Ride lot downtown for commuters at the intersection of Lewis Avenue and Territorial Street.

Aviation

The City does not have airport facilities nor is it affected by operations of any nearby airports. Air service for the area is provided by the Minneapolis-St. Paul International

Airport approximately 40 miles to the east and other local airports in Eden Prairie, Buffalo and Winsted.

The City has established standards and notification requirements for objects affecting navigable airspace. The City Code regulates towers and antennas less than 200 feet by conditional use permit. Towers or antennas taller than 200 feet are not permitted. Documentation of approval from the Federal Aviation Administration (FAA) or documentation that the approval is not needed is required for the issuance and continuation of a conditional use permit.

FORECASTS

Traffic Analysis Zones

The Metropolitan Council forecasts regional traffic volumes using geographical districts known as Traffic Analysis Zones (TAZ). Watertown is entirely within TAZ 126. Therefore, the projected forecast numbers (7,700 for population, 3,000 for households, and 1,770 for employment) were used to determine traffic within this zone. Carver County has subdivided these zones further for their current Transportation Plan analysis. Watertown is divided into 3 main zones and 8 sub zones. Map 6-5 shows the geographic areas of these zones according to the Carver County Roadway System Plan (2030).

Traffic Counts and Congestion

Carver County modeled the traffic flow using projected populations that were applied to the individual TAZ areas to come up with the forecasted traffic counts shown in Map 6-2. These traffic counts are mostly consistent with the projected traffic volumes show in the Watertown Transportation Study. Map 6-2 clearly shows that even with two new river crossings and a loop on the east side of the City, traffic volumes will still be approaching or exceeding the maximum planning level threshold of 10,000 for two-lane undivided urban roadways.

The City has identified the following priorities relating to transportation and this Comprehensive Plan:

- A second river crossing outside of the downtown.
- The reconstruction of CSAH 20 intersection from CSAH 10 and East to Paul Avenue.
- The reconstruction of State Highway 25 from CSAH 10 north to the High/Middle School.
- A second river crossing (could be a pedestrian only crossing) within the downtown in the City.
- 30th Street on the south side of the City and east of CSAH 10.

Along with numerous intersections:

- Highway 25 and County Road 10/Territorial
- Highway 25/County Road 10 and State Street
- County Road 10/County Road 20
- County Road 10/County Road 24 intersections on the east side of the City

Planned Improvements

As population and employment growth create additional demands on the transportation system, improvements will need to be made mostly on the County and state highways. The local road system will need to be designed such that it fits into the functional classification design requirements. Traffic volumes will be evaluated as the local road system becomes more developed as growth and development occur.

The local roadways that will require improvements as noted in the Watertown Transportation Study are 30th Street on the south of the City and east of County Road 10, Newton Ave to the south and an improved roadway connecting to Lewis Avenue downtown from the south and west. Mill Avenue was also noted as needing improvements, some of which have already been completed. Two other local roadways that will need to be improved are Paul Ave on the east side of the City and Quarry Ave on the west side of the City. Both of these roadways are used for school access and have been planned for as developments in the areas are expanded.

Besides upgrading some existing local roadways to meet higher demand levels new interconnecting County roads will need to be added. Two of these interconnecting roadways will require new bridges across the Crow River. These will relieve the bottleneck that is occurring right now in downtown and maintain the traffic level through downtown to an acceptable level.

One of these new roadways is the extension of CSAH 122 from County Road 122 east to CSAH 24. This roadway will immediately relieve congestion at the downtown river crossing and will provide a much-needed east-west circulation route. Several alternatives were considered for this route as part of the Watertown Transportation Plan. A study completed in October 2008 and attached as Appendix K, North/South Alignment Study, reveals a local preferred route for further planning, preservation, and environmental analysis based on an objective evaluation of alternatives.

The other new interconnecting roadway that crosses the Crow River is shown in the Carver County Roadway Systems Plan. The extension of Common Street from Highway 25 on the west to County Road 27 and a future river crossing and ultimately County Road 20 on the east will allow Highway 25 traffic flowing from the west to get to eastern routes without going through downtown. Although this area has not been studied for an exact route, it was discussed as being a needed connection in the future.

The proposed County Road improvements have been conceptually identified and mapped. The exact routing of these future road corridors has not been completed. As new developments are initiated, it is anticipated that the City in partnership with Carver County will study and evaluate the initial layout and design for those sections that affect a developer's given property. The City will require proposed developments to contribute to the cost consistent with the goals and policies of the City. This process would need to be completed prior to the City allowing a development to move forward. As part of the study, the County and City will evaluate the appropriate and logical termination point of new corridors and evaluate the use and traffic volumes on nearby streets and the potential implications.

Other connections shown in the Watertown Transportation Plan and the Carver County Roadway Systems Plan are beyond the requirements for this Comprehensive Plan.

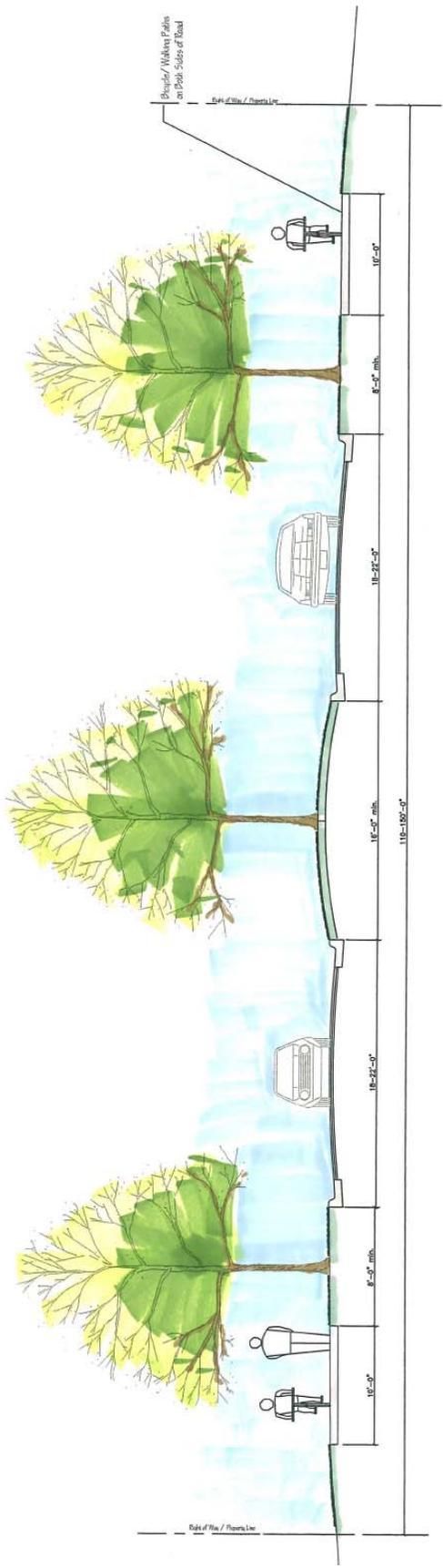
As part of these roadway changes there are numerous intersection improvements which will also need to be completed. The most critical intersections are those at Highway 25 and County Road 10/Territorial, Highway 25/County Road 10 and State Street, the County Road 10/County Road 20 and the County Road 10/County Road 24 intersections on the east side of the City.

Section 7.0 of the Carver County Roadway Systems Plan outlines projected County improvements needs by timeline.

Local System

The City of Watertown will need to develop a localized system of city collectors to adequately accommodate new development as it occurs. City collector streets will have a quarter of a mile to one-half mile spacing. City collector streets provide access to and from neighborhood streets. City collectors will be characterized in Watertown as not allowing or with limited individual driveway access, typically having one lane in each direction, utilizing speed control measures where necessary and potentially being separated by a planted median or boulevard. Utilization of city collector streets will alleviate high speeds through residential neighborhoods by providing quick and adequately spaced access to arterial roadways. It is anticipated that new city collector streets will be developed within new development as growth occurs. Local collectors will need to accommodate pedestrian trails on both sides of the road corridor to accommodate walkability and connectivity within the development and City.

The need and location of local city collector streets is conceptually shown on Map 6-3, "Future Functional Class Map". It is anticipated that the exact location and need will be determined as development occurs and will be studied by the County and City as individual developments occurs. A typical collector street is shown on Figure 6-4.



LOCAL COLLECTOR TYPICAL SECTION with BLVD.
 City of Watertown 2030 Comprehensive Plan
 2008
 N1.5

Figure 6-4



LOCAL COLLECTOR TYPICAL SECTION
 2008
 City of Watertown 2030 Comprehensive Plan
 N.T.S.

Figure 6-4

Safety

By identifying segments with congestion or operational problems, improvement options can be investigated and planned (i.e., roadway improvements, intersection control changes, alternative routes, setback requirements, etc.). In addition, these transportation corridors can be targeted for access controls and other management tools to improve their traffic operations until major improvements are completed.

Public safety is a high priority to determine when a road is improved and/or maintained to a higher level of service. While a majority of accidents occur at intersections especially along State Highway 25, it is also important to analyze accidents along roadway segments to identify high-crash areas. Although a number of elements contribute to accidents such as geometric or cross-section deficiencies, sight distance problems, excessive access, blowing/drifted snow, public safety analysis and investigations highlight potential problems to determine design solutions at these critical locations. In addition, segments can be targeted for safety improvements and investments.

According to the data provided by Minnesota Department of Transportation as depicted in Map 6-4, “Watertown Area Accident Location”, the majority of accidents occurred along Highway 25 between the years 2000-2006. Improvements will need to be made to Highway 25 as growth occurs to the west. Other intersections that will need improvement are on Paul Avenue at County Roads 20 and 24 and County Road 10 at the new 30th Street crossing.

Long-Term Solutions

Besides making needed roadway system improvements, circulation can be improved long-term in the Watertown area by planning for enhanced services. Transit will need to be incorporated as a long-term solution. With the Luce Line Trail leading from Minnetonka to Watertown and beyond to Hutchinson, it should be noted that this could become a long-term solution to transit if it would be developed into a light rail corridor.

In addition to linking Watertown internally with trails and sidewalks, connections to other communities should be established. With the short distances to Mayer, Montrose, Delano and Waconia, transportation corridors should include additional right-of-way for trails connecting these communities to Watertown. The new school property between Mayer and Watertown will also necessitate this need for an interconnecting trail.

MOBILIZING AGING ADULTS

Transportation and the mobility of aging adults play important roles in the integrated transportation system of Watertown. In fact, transportation accessibility for all ages will become a more sensitive topic as the needs of a growing aging adult population increase. According to the *2007 Master Plan to Create Communities for a Lifetime in Carver County*, drafted by the Communities for a Lifetime Senior Commission (CFAL), all people of Carver County should have access to safe, convenient, flexible, and affordable

transportation options and related facilities. Multimodal transportation systems including trails, sidewalks, transit, on-call transportation (i.e. CARTS: Carver Area Rural Transit System), etc., provide opportunities for aging adults to be mobile in the City and throughout the County. CARTS is offered by Carver County Social Services, and it provides bus service to local grocery stores, aging adult centers, aging adult dining, adult day programs, and supportive employment throughout the County. Rides to medical and social service appointments are provided by volunteer drivers. Priority is given to elderly, disabled, and economically disadvantaged residents.

The CFAL plan suggests that by providing aging adults with various transportation options through planning and design, their flexibility, safety, and independence are increased. The plan states, “Flexibility is a consideration of transportation and mobility planning and design” and “Safety is emphasized and promoted.”

Within the Transportation and Mobility section of the CFAL document, desirable community features for aging adults include:

- Safety features in roadway design
- Signage and markings to consider the size, font, reflective characteristics and proper placements of signs throughout the community
- Offer residents multi transportation choices both more accessibility and availability as funding and resources permit
- Encourage local planning strategies when dealing with accessibility and establish connections between transportation and aging adult housing.

CFAL supports creating accessible and efficient transportation linkage systems in close proximity to elderly housing and connecting to goods and services. As stated in the plan, CFAL encourages consumer choice, variety, accessibility, and availability. The City will continue to work with the Watertown Commission on Aging, Carver County, and Carver County Office of Aging to develop and achieve outcomes to mobilize aging adults through Watertown and Carver County.

SAFETY IMPROVEMENS AND ACCESS GUIDELINES

Access guidelines along roadway corridors provide a means for balancing safety concerns and the need of property owners to access the circulation system. Standardized guidelines as those adopted by Carver County reflect Minnesota DOT best practices and can aid in the reduction of conflicts and traffic incidents. As noted in the Carver County Roadway Systems Plan for each functional classification category, these recommended guidelines should be used in the planning process for all new and existing roadway improvements.

TRANSPORTATION & CIRCULATION GOALS, POLICIES AND IMPLEMENTATION STRATEGIES

1. GOAL

Achieve ongoing and regular involvement of all stakeholders

POLICY

Develop and maintain partnerships with various agencies, organizations, surrounding communities and property owners

IMPLEMENTATION STRATEGIES

- Collaborate with State and County on future transportation projects that provide access to and from Watertown
- Notify the Minnesota Department of Transportation (MN DOT) regarding development along Trunk Highway (TH) 25
- Require the development of any or all airport, heliport or seaplane surface water areas to be within the guidelines of regulations established by the Federal Aviation Administration, Minnesota Department of Transportation (MN DOT), and the Met Council Aviation Chapter of the regional Transportation Policy Plan. Maintain regulations that limit the height of all structures with the City so as not to conflict with airspace utilization
- Monitor the demand for park-and-ride facilities and work with the Minnesota Department of Transportation (MN DOT) to provide a facility if needed

2. GOAL

Provide a well-planned and fully-functional transportation system

POLICIES

- Provide a safe and accessible multi-modal infrastructure that links key destinations throughout the City
- Ensure a complete street network

IMPLEMENTATION STRATEGIES

- Ensure concurrency with County State Highway (CSAH) rules and standards
- Require connections between developments for both vehicular and pedestrian traffic
- Manage land use and development to avoid over-intensification of the use of any single traffic corridor
- Require demonstration of adequate public facilities prior to the approval of all new development
- Implement the capital improvements plan (CIP) to ensure necessary street improvements and repairs are completed
- Develop a Transportation Access Spacing Plan
- Pursue a program of minor collectors and local street extensions into undeveloped areas
- Consider additional river crossings in the downtown area
- Limit the number of access drives along Trunk Highway 25 and other major arterials

- Establish requirements that encourage the design of complete roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users such as:
 - Sidewalks
 - Bicycle lanes
 - Wide shoulders
 - Plenty of well designed and well placed crosswalks
 - Crossing islands in appropriate midblock locations when block lengths are long medians
 - Raised crosswalks
 - Audible pedestrian signals
 - Sidewalk bulb-outs
 - Street trees, planter strips and ground cover, which tend to lower speeds and define an edge to travel ways
 - Center medians with trees and ground cover
 - Reduction in numbers of driveways
 - On street parking and other visual speed reduction methods, when properly designed to accommodate bicycles
- Evaluate and strive to build streets with logical termination points through new corridor studies

3. GOAL

Uphold the safety of our residents so they can travel within the community safely by all modes of transportation

POLICIES

- Create safe routes for residents to walk and bike
- Create a walkable community for all ages
- Ensure that sidewalk and trail facilities are incorporated into new development and redevelopment prior to development approval

IMPLEMENTATION STRATEGIES

- Enforce appropriate speed limits at key places in the community ie. school and park crossings
- Establish criteria for walkable neighborhoods and safe crossings such as:
 - Sidewalks/Paths
 - Signage and crosswalks
 - Traffic calming techniques
 - Walking Safety
 - Ambience: lighting, benches or rest spots, landscaping, trees, trash receptacles
- Create school zones and adopt a zero-tolerance speed enforcement at those zones
- Include walking and bicycling safety education curricula in schools and City publications
- Develop “Safe-Routes-to-School” walking plans for parents and students

- Develop better access to current and future facilities by developing pedestrian linkage system
- Include traffic calming techniques as part of street design such as:
 - Speed humps or speed tables
 - Curb extensions also know as bulb-out
 - Median islands
 - Traffic circles
 - Driver speed feedback signs
 - On-pavement “SLOW” markings
 - Corner radius treatment
 - Narrow traffic lanes
 - Raised crosswalks
 - Raised intersections

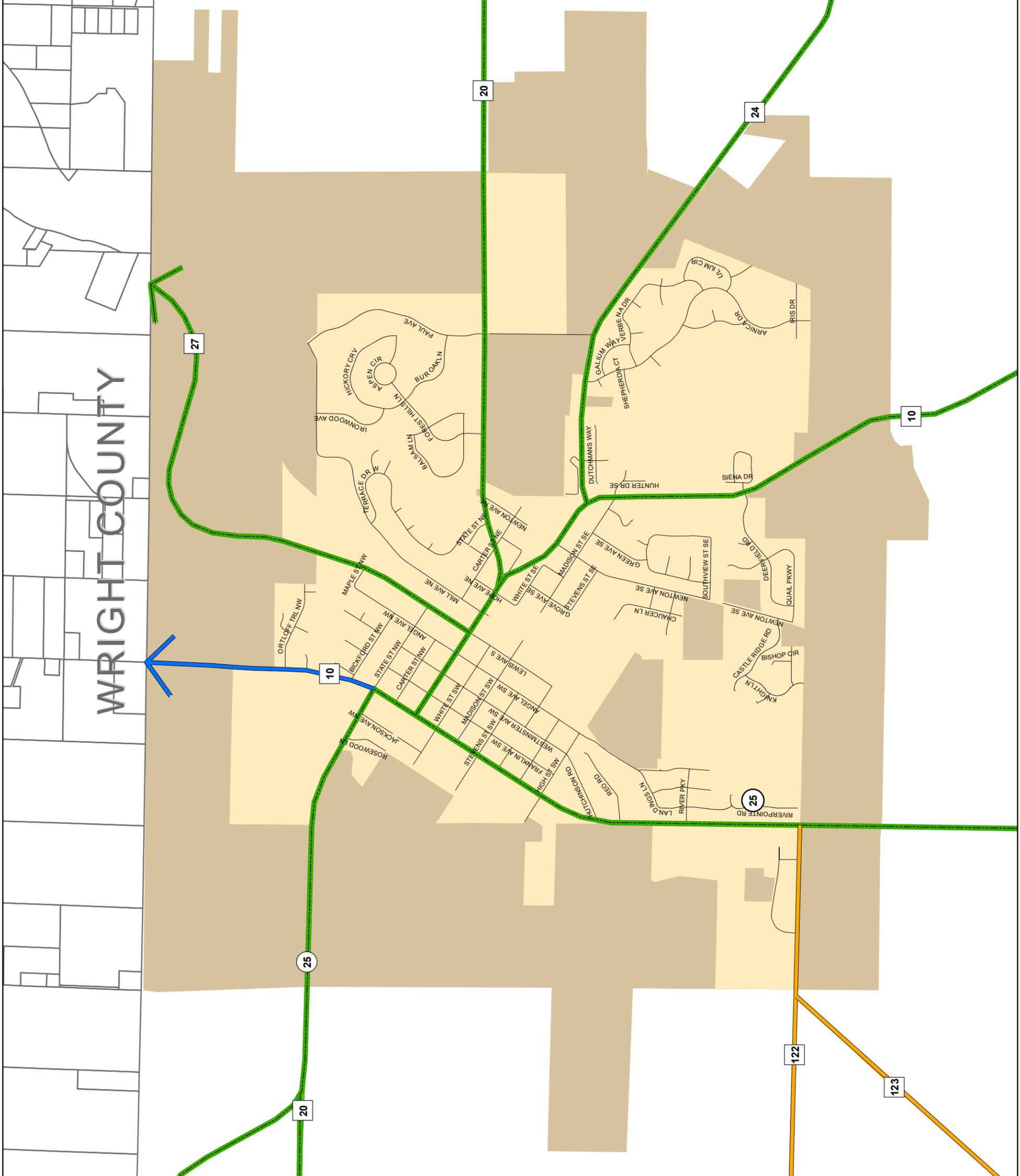


**EXISTING FUNCTIONAL CLASS
MAP 6-1**

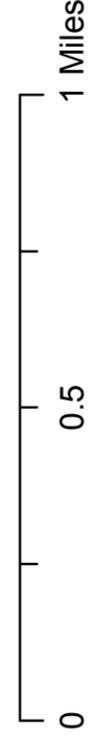
Legend

- Functional Class**
- **A Minor Connector**
- **Major Collector**
- **Minor Collector**
- City Municipal Boundary**
- 2030 Growth Area**

Source: Carver County Road Systems Plan, 2008



Map/Data Disclaimer:
 These map products and all underlying data were developed for use by the City of Watertown for its internal purposes only, and were not designed or intended for general use by members of the public. This map is neither a legally recorded map or a survey and it is not intended to be used as one. This map is a compilation of records, information, and data located in various City, County, State, and Federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and the City does not represent that the GIS Data can be used for navigational, tracking or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The preceding disclaimer is provided pursuant to Minnesota Statutes §466.03, Subd. 21(2000), and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend indemnify, and holds harmless the City from any and all claims brought by User, its employees or agents, or third parties which arise out of the User's access or use of data provided.





**EXISTING & FUTURE
TRAFFIC COUNTS
MAP 6-2**

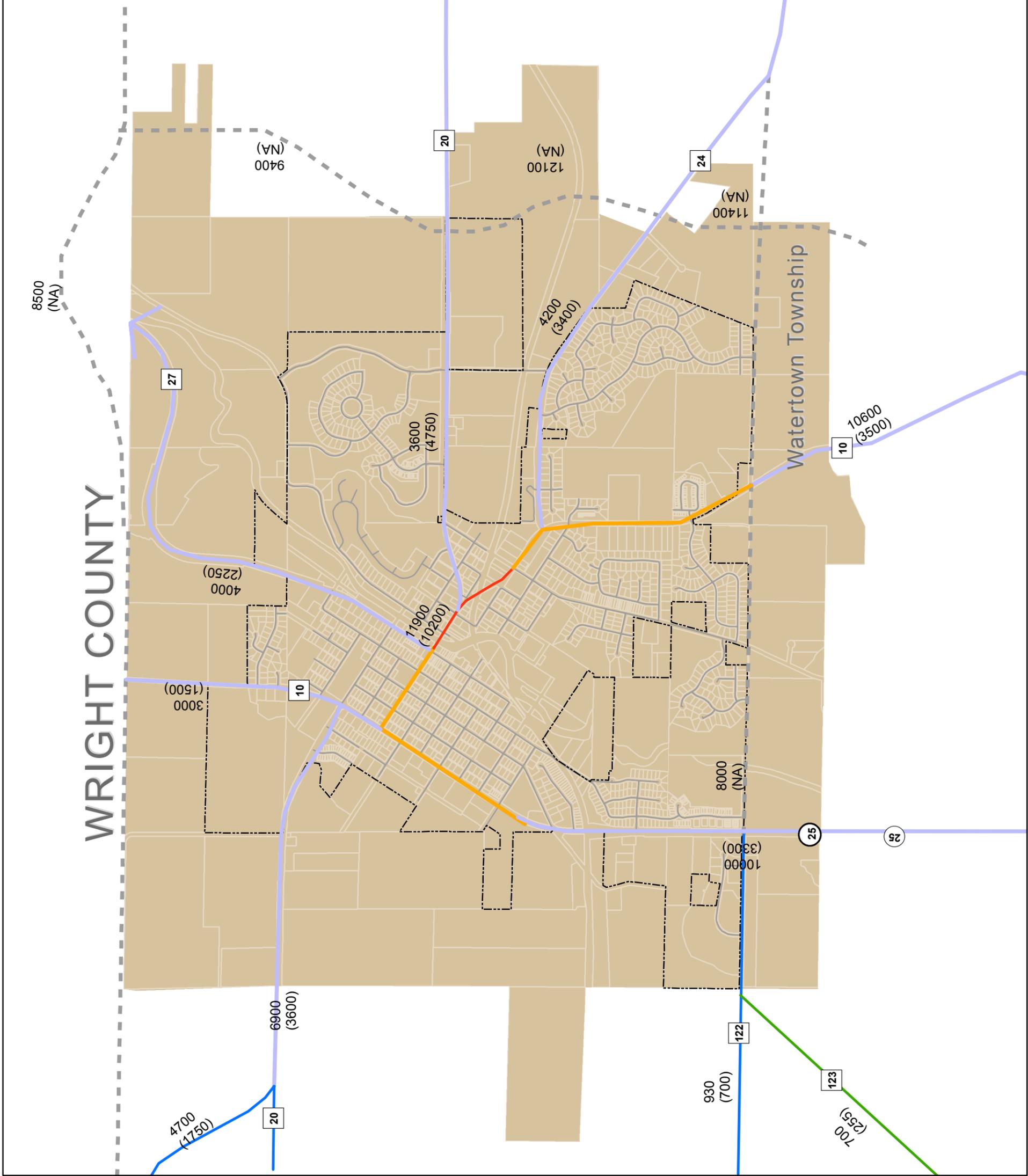
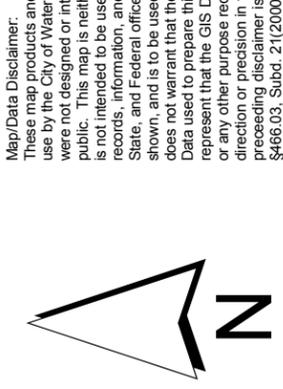
Legend

- City Municipal Boundary
- Growth Area to 2030
- Average Daily Traffic**
- ADT <500
- ADT 500 to 1,999
- ADT 2000 to 4,999
- ADT 5,000-10,000
- ADT >10000
- Future Roads

Source: Carver County Roadway Systems Plan, 2008
Mn/DOT 2004, Carver County 2005

Note:

XXX Future ADT Count
(XXX) Existing ADT Count



Map/Data Disclaimer:
These map products and all underlying data were developed for use by the City of Watertown for its internal purposes only, and were not designed or intended for general use by members of the public. This map is neither a legally recorded map or a survey and it is not intended to be used as one. This map is a compilation of records, information, and data located in various City, County, State, and Federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and the City does not represent that the GIS Data can be used for navigational, tracking or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The preceding disclaimer is provided pursuant to Minnesota Statutes §466.03, Subd. 21(2000), and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend indemnify, and holds harmless the City from any and all claims brought by User, its employees or agents, or third parties which arise out of the User's access or use of data provided.



FUTURE FUNCTIONAL CLASS MAP 6-3

Legend

Functional Class FUTURE

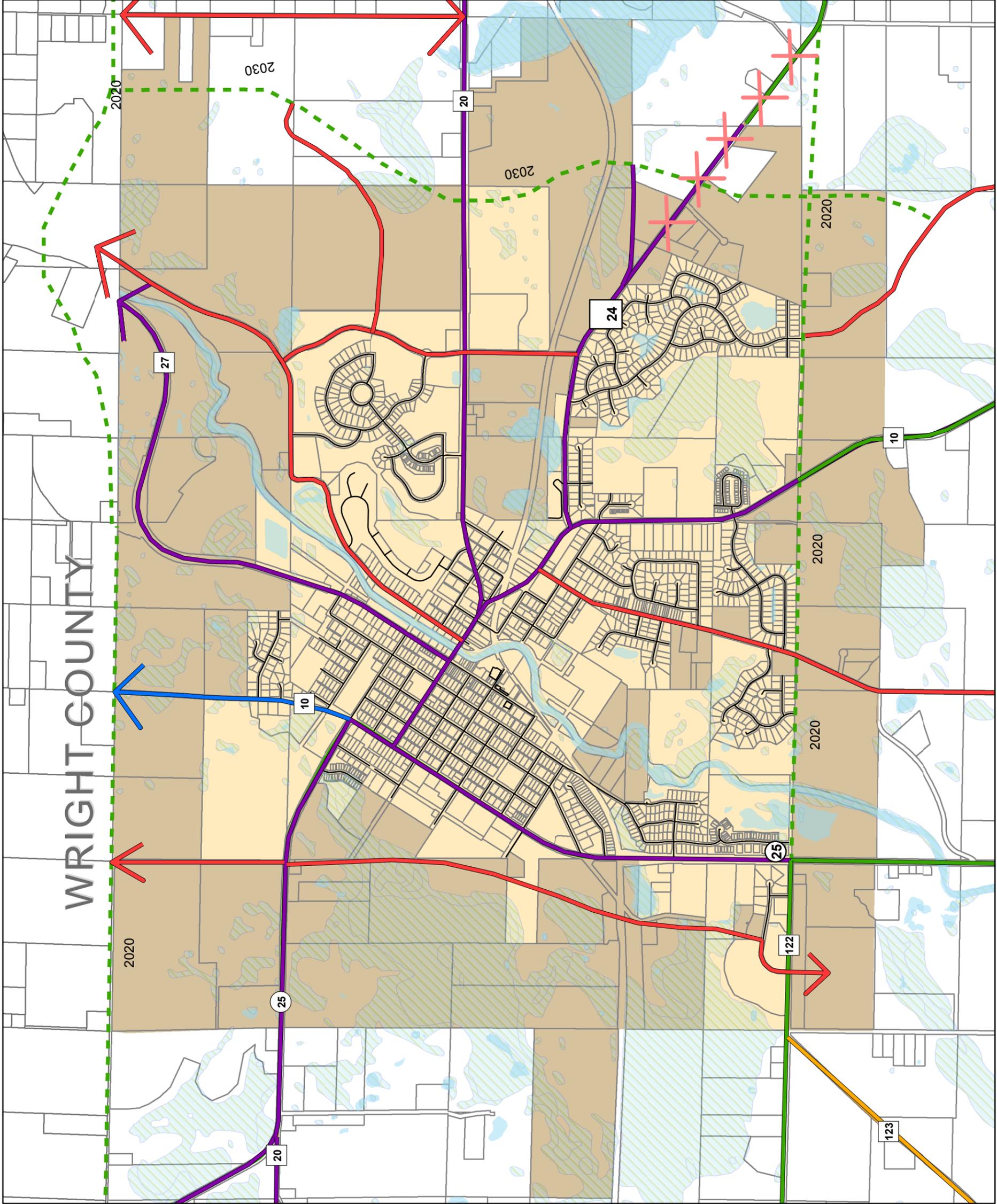
- A Minor Arterial
- B Minor Arterial
- Major Collector
- Minor Collector
- City Collector Street

Future Road Networks

- - - Existing City Street
- Water
- Wetlands
- City Limits
- 2030 Growth Area

Source: Carver County Road Systems Plan, 2008
 Future Alignment of road systems shall be determined by City & Carver County

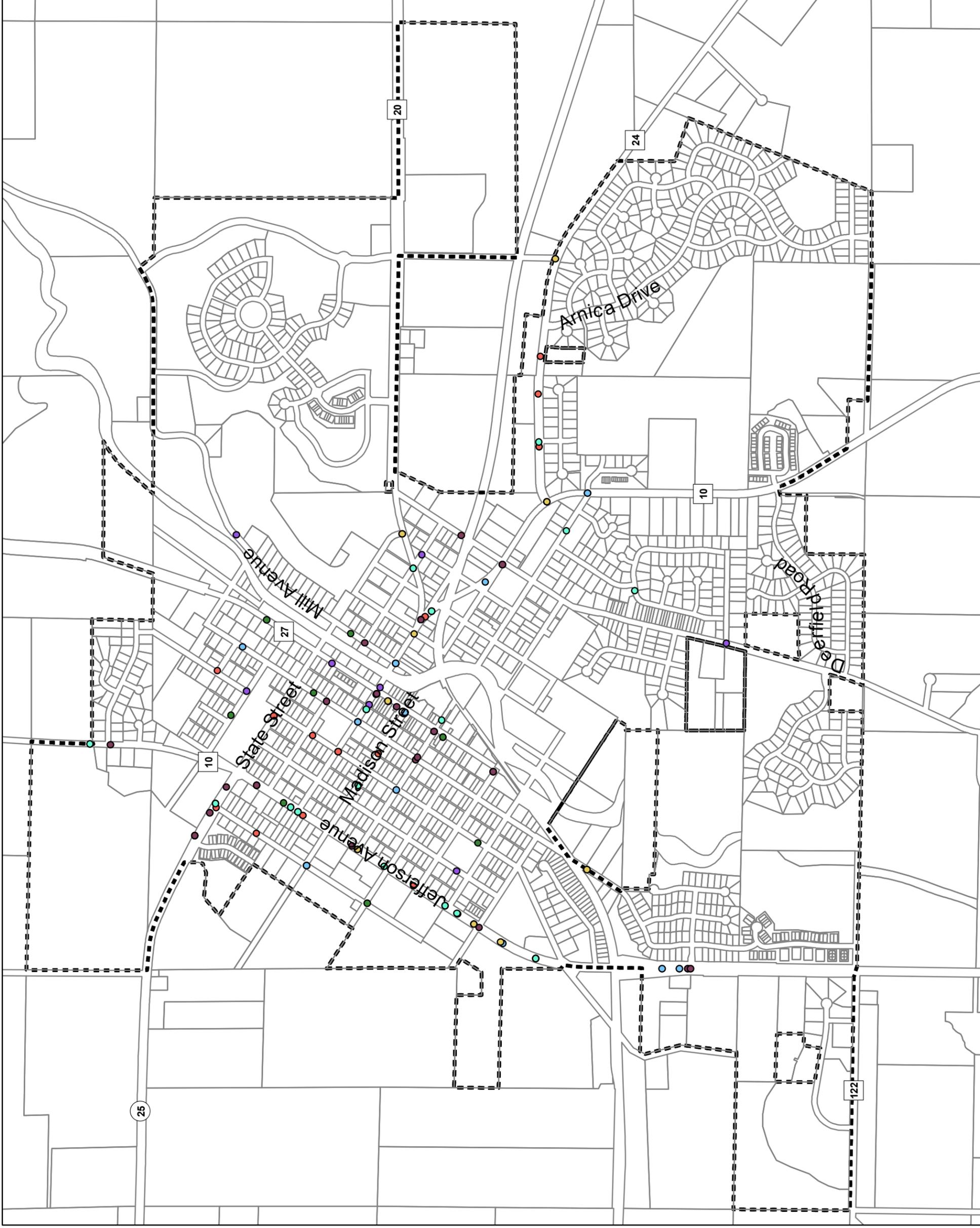
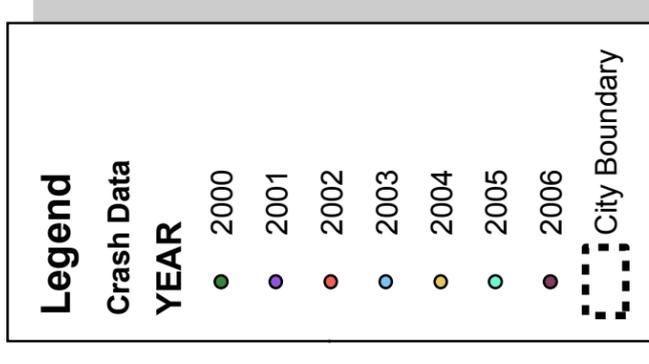
Map/Data Disclaimer:
 These map products and all underlying data were developed for use by the City of Watertown for its internal purposes only, and were not designed or intended for general use by members of the public. This map is neither a legally recorded map or a survey and it is not intended to be used as one. This map is a compilation of records, information, and data located in various City, County, State, and Federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and the City does not represent that the GIS Data can be used for navigational, tracking or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The preceding disclaimer is provided pursuant to Minnesota Statutes §466.03, Subd. 21(2000), and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend, indemnify, and hold harmless the City from any and all claims brought by User, its employees or agents, or third parties which arise out of the User's access or use of data provided.



WRIGHT COUNTY



WATERTOWN AREA ACCIDENT LOCATION MAP 6-4



Source: Minnesota Department of Transportation

Map/Data Disclaimer:
 These map products and all underlying data were developed for use by the City of Watertown for its internal purposes only, and were not designed or intended for general use by members of the public. This map is neither a legally recorded map or a survey and it is not intended to be used as one. This map is a compilation of records, information, and data located in various City, County, State, and Federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and the City does not represent that the GIS Data can be used for navigational, tracking or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The preceding disclaimer is provided pursuant to Minnesota Statutes §466.03, Subd. 21(2000), and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend indemnify, and hold harmless the City from any and all claims brought by User, its employees or agents, or third parties which arise out of the User's access or use of data provided.

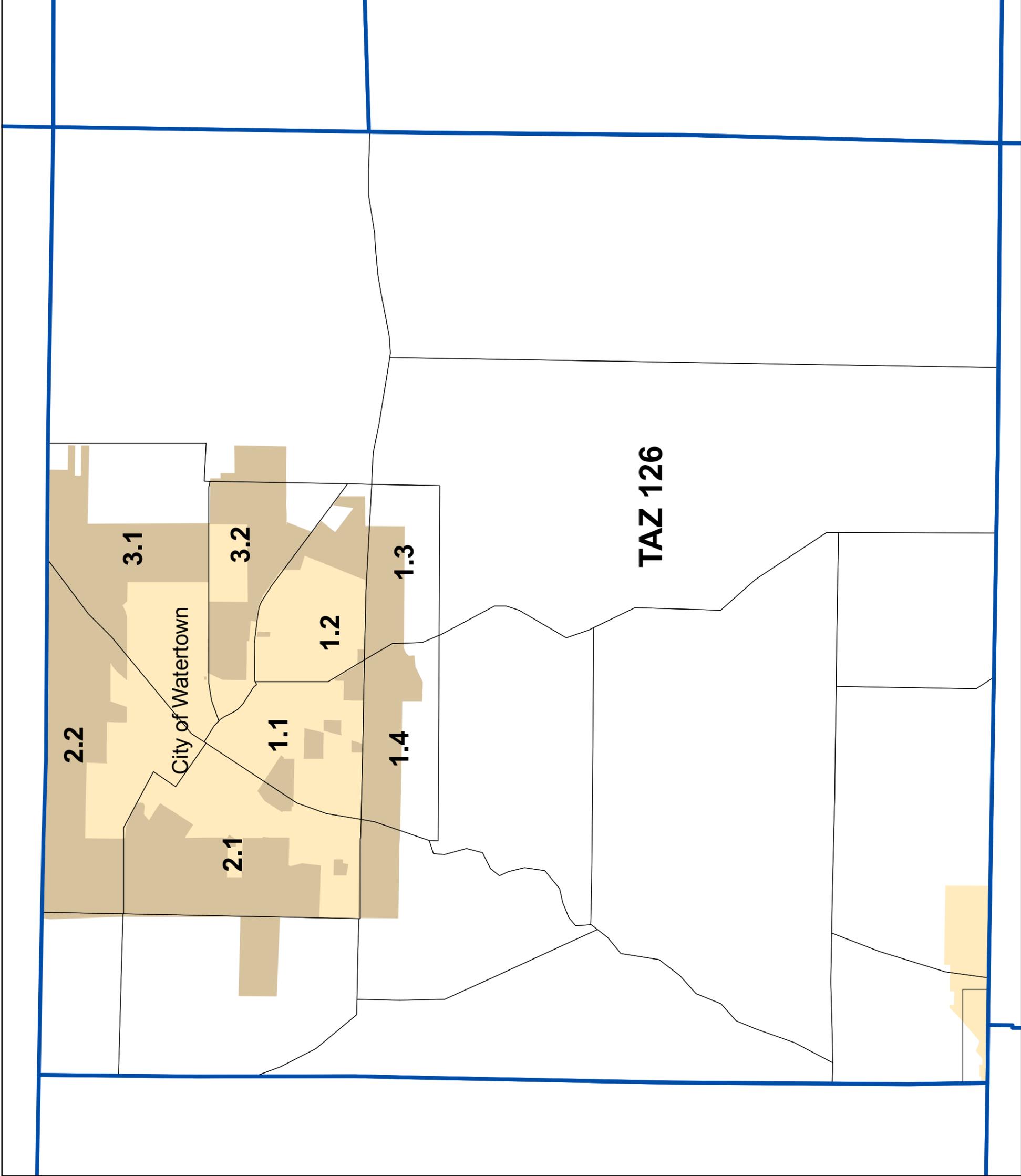


TRAFFIC ANALYSIS ZONES (TAZ) MAP 6-5

Legend

- Met Council TAZ 126
- Carver County TAZ
- City Municipal Boundary
- 2030 Growth Area to 2030

Source: Metropolitan Council and Carver County



Map/Data Disclaimer:
These map products and all underlying data were developed for use by the City of Watertown for its internal purposes only, and were not designed or intended for general use by members of the public. This map is neither a legally recorded map or a survey and it is not intended to be used as one. This map is a compilation of records, information, and data located in various City, County, State, and Federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and the City does not represent that the GIS Data can be used for navigational, tracking or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The preceding disclaimer is provided pursuant to Minnesota Statutes §466.03, Subd. 21(2000), and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend indemnify, and hold harmless the City from any and all claims brought by User, its employees or agents, or third parties which arise out of the User's access or use of data provided.