Application

10354 - 2018 Roadway Modernization

10884 - CSAH 30 Reconstruction from TH 25 to CSAH 10

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	07/13/2018 3:18 PM

Primary Contact

Name:*		Angie		Stenson
	Salutation	First Name	Middle Name	Last Name
Title:	Sr. Transportation Planner			
Department:	Public Works Division			
Email:	astenson@co.carver.mn.us			
Address:	11360 Highway 212			
	Suite 1			
*	Cologne	Minnesota	55322	
	City	State/Province	Postal Code/Zip	
Phone:*	952-466-5273			
	Phone	Ext.		
Fax:	952-466-5223			
What Grant Programs are you most interested in?	Regional Solicitation - Roadways Including Multimodal Elements			

Organization Information

Name:	CARVER COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: PUBLIC WORKS

11360 HWY 212 W #1

*	COLOGNE	Minnesota	55322-9133
	City	State/Province	Postal Code/Zip

County: Carver

Phone:* Ext.

Fax:

PeopleSoft Vendor Number 0000026790A12

Project Information

Project Name CSAH 30 Reconstruction from TH 25 to CSAH 10

Primary County where the Project is Located Carver

Cities or Townships where the Project is Located: Waconia Township, City of Mayer

Jurisdictional Agency (If Different than the Applicant): N/A

The proposed project includes the reconstruction and modernization of County State Aid Highway (CSAH) 30 (70th Street) from Trunk Highway (TH) 25 (Ash Avenue South) to CSAH 10 in Carver County. CSAH 30 is currently a two-lane A-Minor Connector rural highway with 12-foot lanes and two-foot gravel shoulders. The project is located primarily within Waconia Township. The improvements will upgrade CSAH 30 to state aid standards, which includes a full depth reclamation of the 12-foot travel lanes and shoulder widening to eight-foot shoulders. Lighting will also be upgraded at key intersections. The extra shoulder width and flattened in-slopes will improve safety for motorists, bicyclists, heavy commercial vehicles, farming equipment and provide a safe emergency stopping area for vehicles.

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

CSAH 30 is a crucial link to the regional transportation network. CSAH 30 is a major east west connector in Carver County that links two the standalone communities of Mayer and Waconia. The City of Waconia is located on the eastern edge of the project area and is growing rapidly. CSAH 30's rural significance is related to its access to major north-south A Minor Connectors (TH 25 and CSAH 10), which link to the regional transportation network. TH 25 and CSAH 10 serve as one of the few continuous north-south routes in rural Carver County that provides access to TH 5 (A Minor Connector), US 212 (Principal Arterial), and TH 7 (Principal Arterial). Mayer and Waconia rely on these connections heavily.

Based on the area's growth, there is an immediate need to upgrade CSAH 30 to meet state aid standards. The improvements will provide multimodal benefits, including the freight and bicycle communities, who have limited paved

options in rural parts of the region.

(Limit 2,800 characters; approximately 400 words)

TIP Description Guidance (will be used in TIP if the project is selected for funding)

Reconstruction of CSAH 30 from TH 25 to CSAH 10 including shoulder widening

Project Length (Miles)

3.9

to the nearest one-tenth of a mile

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount

$2,413,920.00

Match Amount

$603,480.00

Minimum of 20% of project total

Project Total

$3,017,400.00

Match Percentage

20.0%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

County (local and/or CSAH regular construction funds)

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:

2023

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years:

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

Project Information-Roadways

County, City, or Lead Agency

Carver County

Functional Class of Road

A-Minor Arterial Connector

Road System

CSAH

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

Road/Route No.

30

i.e., 53 for CSAH 53

Name of Road

70th St

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed	55387
(Approximate) Begin Construction Date	07/01/2022
(Approximate) End Construction Date	10/31/2022

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

From: **(Intersection or Address)**	TH 25
To: **(Intersection or Address)**	CSAH 10

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Primary Types of Work	Grade, Agg base, Agg surface, Bit base, Bit surface, Storm sewer, Striping

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.:

New Bridge/Culvert No.:

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

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 (2015), the 2040 Regional Parks Policy Plan (2015), 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.

List the goals, objectives, strategies, and associated pages:

These are the primary goals, objective, and strategies from the 2040 TPP supported by the proposed project:

Goal A - Transportation System Stewardship; Objective - Efficiently preserve and maintain the regional transportation system in a state of good repair; Strategy A1, A2 (page 2.6)

Goal B - Safety and Security; Objective - Reduce crash rates and improve safety and security for all modes of passenger travel and freight transport; Strategy B1, B3, B6 (page 2.7)

Goal D - Competitive Economy; Objective - Support the region's economic competitiveness through the efficient movement of freight; Strategy D1 (page 2.11)

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.

List the applicable documents and pages:

CSAH 30 corridor is listed in the Carver County Roadway Safety Plan (2013). CSAH 30 is ranked in the rural segment prioritization category for road departure in Appendix D (page 148 of full document). The corridor is also identified in the edge risk assessment as risky (worst rating) for shoulder width and clear zone on page 147 of the full CRSP document.

The project is identified as a County Road Rehabilitation project in the adopted Carver County 20-year Transportation Tax Implementation Plan to provide funding equity to rural populations.

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.

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

5.Applicants that are not 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.
***Roadway Expansion:** $1,000,000 to $7,000,000*
***Roadway Reconstruction/ Modernization Modernization and Spot Mobility:** $1,000,000 to $7,000,000*
***Traffic Management Technologies (Roadway System Management):** $250,000 to $7,000,000*
***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, or be substantially working towards, completing 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 applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation. Yes 02/18/2014 Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation. Date process started Date of anticipated plan completion/adoption

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

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation. Date process started Date of anticipated plan completion/adoption

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

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.

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

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 Expansion 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 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 MnDOTs 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.

5.The length of the bridge must equal or exceed 20 feet.

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

6. The bridge must have a sufficiency rating less than 80 for rehabilitation projects and less than 50 for replacement projects. Additionally, the bridge must also be classified as structurally deficient or functionally obsolete.

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

Roadway Expansion, Reconstruction/Modernization and Spot Mobility, 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.

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$174,000.00
Removals (approx. 5% of total cost)	$29,200.00
Roadway (grading, borrow, etc.)	$600,000.00
Roadway (aggregates and paving)	$1,476,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$292,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$0.00
Traffic Control	$29,200.00
Striping	$10,000.00
Signing	$0.00
Lighting	$15,000.00
Turf - Erosion & Landscaping	$100,000.00
Bridge	$0.00
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	$292,000.00
Other Roadway Elements	$0.00
Totals	**$3,017,400.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$0.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$0.00

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
Totals	**$0.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	**Cost**
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
Totals	**$0.00**

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

Totals

Total Cost	$3,017,400.00
Construction Cost Total	$3,017,400.00
Transit Operating Cost Total	$0.00

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor	TH 7

Adjacent Parallel Corridor Start and End Points:

Start Point:	TH 7 at TH 25
End Point:	TH 7 at CSAH 10
Free-Flow Travel Speed:	59

The Free-Flow Travel Speed is black number.

Peak Hour Travel Speed:	55

The Peak-Hour Travel Speed is red number.

Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation):	6.78%
Upload the "Level of Congestion" map:	1531411664000_CSAH 30 Reconstruction_Level of Congestion Map.pdf

Principal Arterial Intersection Conversion Study:

Proposed at-grade project that reduces delay at a High Priority Intersection:

(65 Points)

Proposed at-grade project that reduces delay at a Medium Priority Intersection:

(55 Points)

Proposed at-grade project that reduces delay at a Low Priority Intersection:

(45 Points)

Not listed as a priority in the study:	Yes

(0 Points)

Congestion Management and Safety Plan IV:

Proposed at-grade project that reduces delay at a CMSP opportunity area:

(65 Points)

Not listed as a CMSP priority location:	Yes

(0 Points)

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

Existing Employment within 1 Mile:	113
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	42
Existing Post-Secondary Students within 1 Mile:	0

Upload Map	1531411715875_CSAH 30 Reconstruction_Regional Economy Map.pdf

Please upload attachment in PDF form.

Measure C: Current Heavy Commercial Traffic

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

Along Tier 1:	
Along Tier 2:	
Along Tier 3:	
The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor:	
None of the tiers:	Yes

Measure A: Current Daily Person Throughput

Location	CSAH 30 west of Quartz Ave
Current AADT Volume	2950
Existing Transit Routes on the Project	N/A

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

Upload Transit Connections Map	1531411871593_CSAH 30 Reconstruction_Transit Connections Map.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	3835.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume	No
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	2040 Carver County model (same number as Met Council 2040 model)
Forecast (2040) ADT volume	3600

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

Projects census tracts are above the regional average for population in poverty or population of color:

(up to 60% of maximum score)

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly: Yes

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.
Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Response:

Carver County reached out to Waconia Township officials regarding the project and determined the best approach for resident engagement was via a direct mailing to residents along the project and in the project area. Residents were mailed project information and invited to attend the township board meeting to provide input. Waconia Township considered resident feedback at their township board meeting and discussed the future project. Waconia Township has a Community Designation of Agricultural, and this project is a vital link in the farm-to-market highway system.

The City of Mayer and City of Waconia approved letters of support for the project, which is a key connection between these two communities. Outreach and coordination with the Township, cities, and residents will continue throughout project development.

The project is identified as a County Road Rehab project in the adopted Carver County 20-year Transportation Tax Implementation Plan as part of the goal to provide funding equity to rural populations.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

The project provides access to medical facilities and critical services for Waconia Township's elderly, rural population. 26.5% of Waconia Township residents are over age 60 (2012-16 ACS 5-Yr Est.) compared to 14.8% of Carver County's total population (ACS 5-Yr Est.) and 15.7% of the Minneapolis-St. Paul MSA (2010 Census). The project corridor is a direct connection to the City of Waconia, which is home to a regional medical services facility, Ridgeview Medical Center. The project will improve access to this medical facility for elderly populations with a wider shoulder that complies with state standards and upgraded pavement.

Response:

The project corridor connects to Watertown Township, located 1 mile north of the project corridor, which is designated as a Township above the regional average for concentrated poverty. The roadway reconstruction project will benefit Watertown Township residents by widening the shoulders and modernizing the roadway to state standards.

CSAH 30 provides a direct connection to six area schools and 94 different district bus routes serving over 3,700 students on a daily basis. The school district is expecting to grow rapidly to 6,000 students by 2030.

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.
Below is a list of negative impacts. Note that this is not an exhaustive list.
Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
Increased noise.
Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
Increased speed and/or cut-through traffic.
Removed or diminished safe bicycle access.
Inclusion of some other barrier to access to jobs and other destinations.
Displacement of residents and businesses.
Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
Other

Response:

Negative externalities or negative project impacts are not expected or planned to be created by this project. It is a non-controversial roadway reconstruction project to modernize the roadway to state standards including shoulder widening. The County has taken preliminary steps to mitigate any potential externalities by engaging Waconia Township officials. As part of these outreach efforts, residents along the project corridor were mailed project information and provided a venue for project discussion at the Township meeting.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531412026859_CSAH 30 Reconstruction_Socio-Economic Map.pdf

Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Mayer	0.2	0.05	25.0	1.282
Not Available	3.7	0.95	0	0

Total Project Length

Total Project Length (as entered in the "Project Information" form)	3.9

Affordable Housing Scoring

Total Project Length (Miles) or Population	3.9
Total Housing Score	1.282

Affordable Housing Scoring

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1953	3.9	7616.7	1953.0
	4	**7617**	**1953**

Total Project Length

Total Project Length (as entered in "Project Information" form)	3.9

Average Construction Year

Weighted Year	1953

Total Segment Length (Miles)

Total Segment Length	3.9

Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements:	Yes

Response:

The proposed CSAH 30 reconstruction and modernization project improvements will accommodate heavy freight vehicles and agricultural equipment weighing over 10-tons. CSAH 30 is currently posted as a ten-ton route. The reconstruction of CSAH 30 will maintain this designation. Widening the shoulder to the state aid standard of 8 feet will better accommodate freight movement along the corridor.

(Limit 700 characters; approximately 100 words)

Improved clear zones or sight lines:

Yes

Response:

The crash rate along the corridor is higher than the State average based on 10-yr crash statistics: segment btwn Shimmcor & Quartz - 2.2x higher; segment east of Polk - 2.2x higher; Polk intersection - 2.7x higher; segment btwn Polk & 78th - 2.7x higher. Many of these crashes are lane departure crashes. The existing two-ft shoulders do not provide an adequate area for motorists who cross the lane line to regain control of the vehicle safely.

The proposed shoulder widening of CSAH 30 from 2 ft to 8 ft will provide a clear zone for operators to regain control of their vehicle. The extra shoulder width will also provide a safe emergency stopping area for vehicles.

(Limit 700 characters; approximately 100 words)

Improved roadway geometrics:

Yes

Response:

The proposed project will address the roadway geometrics associated with the curves on the roadway and upgrade geometry to a 55 mph design speed. The project will also include an upgraded shoulder width from two to eight feet. A northbound right hand turn lane will also be added at the TH 25/CSAH 30 intersection.

(Limit 700 characters; approximately 100 words)

Access management enhancements:

Yes

Response:

The County Comprehensive Plan identifies this roadway for ½ mile spacing of full intersections and ¼ mile spacing of secondary intersections. The 3.9 mile corridor contains one full access, 4-way intersection (Goose Lake Dr/Polk Ave) and 4 full, 3-way T-intersections (Shimmcor St, Quartz Ave, Rutz Lk Rd, and 78th St). This falls within the County's access management guidance. The majority of the existing and planned land use along the corridor is Agricultural, with 1 dwelling per ¼ ¼ section (1 per 40 acres) and many of the parcels are identified as Enrolled Agricultural Preserves. No changes to driveways are planned as part of the project because of low existing and planned densities.

(Limit 700 characters; approximately 100 words)

Vertical/horizontal alignment improvements:

Yes

Response:

The roadway intends to follow the existing alignment, which has reasonable vertical or horizontal alignment conditions. One intersection will be reviewed for intersection reconfiguration and better intersection sight distance, which may require a partial mainline segment shift. The shoulder widening of the existing 2 ft shoulder is the main purpose of the project.

(Limit 700 characters; approximately 100 words)

Improved stormwater mitigation:

Yes

Response:

The project will meet Carver County WMO requirements including the incorporation of BMPs such as enhanced infiltration techniques. In addition, the proposed project will apply the appropriate stormwater mitigation measures for a rural two-lane roadway.

(Limit 700 characters; approximately 100 words)

Signals/lighting upgrades:

Yes

Response:

The proposed project will include the appropriate lighting at county road intersections. Upgraded and enhanced LED lighting will be installed at the two highway intersections on the project corridor of TH 25/CSAH 30 and CSAH 10/CSAH 30. Signals are not included as part of this project.

(Limit 700 characters; approximately 100 words)

Other Improvements

Yes

Response:

The project corridor does not currently meet state aid standards. This roadway modernization project will update the highway to meet state aid standards, with the major improvement being reconstruction of existing pavement and shoulder widening from 2 feet to 8 feet.

(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 Vehicle Reduced by Project (Seconds/Vehicle)	Volume (Vehicles per hour)	Total Peak Hour Delay Reduced by the Project:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
3.0	3.0	0	923	0		1531249850701_Synchro Results CSAH 30.pdf
5.0	5.0	0	593	0		1531249870467_Synchro Results CSAH 30.pdf

Vehicle Delay Reduced

Total Peak Hour Delay Reduced

0

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

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
1.37	1.37	0
1	**1**	**0**

Total

Total Emissions Reduced: 0

Upload Synchro Report 1531249784248_Synchro Results CSAH 30.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) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	**0**	**0**

Total Parallel Roadway

Emissions Reduced on Parallel Roadways 0

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):	0.0

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)*	Various CMFs were used for different parts of the project. This includes shoulder width changes, lighting, and roadway friction increases. Specific CMF details are identified in the attachment.
Rationale for Crash Modification Selected: *(Limit 1400 Characters; approximately 200 words)*	They matched the improvements identified for the corridor and intersections while providing the most accurate CMF.
Project Benefit ($) from B/C Ratio	$5,173,514.00
Worksheet Attachment *Please upload attachment in PDF form.*	1531405976656_Complete CSAH 30 Crash Analysis_8x11.pdf

Roadway projects that include railroad grade-separation elements:

Current AADT volume:	0
Average daily trains:	0
Crash Risk Exposure eliminated:	0

Measure A: Multimodal Elements and Existing Connections

Response:

The existing roadway has two-foot shoulders (1 foot paved, 1 foot aggregate). This modernization project will expand the shoulder width to 8 feet. In rural areas, wide shoulders on county roads are often used by residents for bicycling and walking transportation. This roadway, for example, is the primary and most direct connection between the City of Mayer and the City of Waconia.

CSAH 30 also provides a direct connection to the parallel Dakota Rail Regional Trail. The trail can be accessed from Quartz Lane and Goose Lake Drive off of CSAH 30. Residents of Waconia Township and the City of Waconia are likely to use CSAH 30 to access the Dakota Rail Regional Trail. The paved Dakota Rail Regional Trail extends 13.5 miles through Carver County from the county line (roughly two miles west of New Germany) to the east county line on the northeast side of Lake Waconia. The trail is part of the larger 44-mile, three county trail.

In addition, the existing pavement is at the end of its useful life and this reconstruction project will improve the pavement condition and pavement markings to better serve bicyclists and pedestrians.

The project is located in a rural area of the county and region and is served by SmartLink Transit. SmartLink operates dial-a-ride transit service for the general public. This transit service serves the rural residents along the project corridor and provides a transit connection for residents to connect anywhere in the seven county metro area. The modernization of CSAH 30 to include wider shoulders will allow SmartLink buses to better access rural households.

(Limit 2,800 characters; approximately 400 words)

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)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

Yes

100%

Attach Layout

1531501232140_CSAH 30_Reconstruct_Layout_CoLetter8.5x11.pdf

Please upload attachment in PDF form.

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

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (20 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

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements required, parcels identified Yes

25%

Right-of-way, permanent or temporary easements required, parcels not all identified

0%

Anticipated date or date of acquisition

4)Railroad Involvement (20 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%

Anticipated date or date of executed Agreement

Measure A: Cost Effectiveness

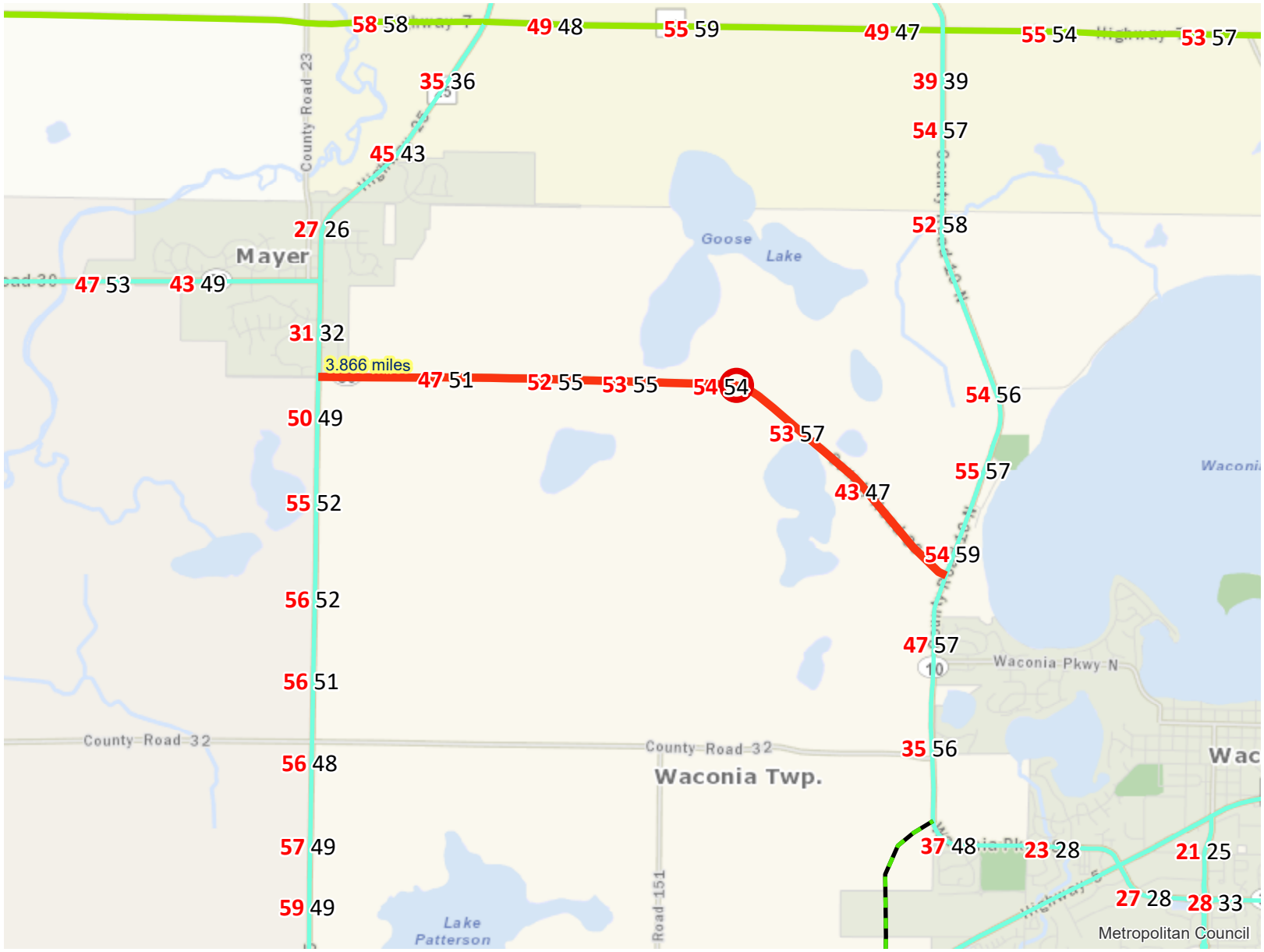
Total Project Cost (entered in Project Cost Form):	$3,017,400.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$3,017,400.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
CarverCo_CSAH 30Reconstruct_Summary.pdf	1 Page Project Summary	570 KB
CarverCo_CSAH 30_Reconstruct_Photo.pdf	Existing Conditions Photo	171 KB
CSAH 30 Reconstruction Project Support - Waconia.pdf	City of Waconia Letter of Support	34 KB
CSAH 30_Layout-Concept 8.5x11.pdf	Map of Proposed Improvement	289 KB
Mayer_LOS_CSAH30.pdf	City of Mayer Letter of Support	40 KB

Level of Congestion

Roadway Reconstruction/Modernization Project: CSAH 30 Reconstruction from TH 25 to CSAH 10 | Map ID: 1529067970324



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

0 0.5 1 2 3 4 Miles

Created: 6/15/2018
LandscapeRSA1

METROPOLITAN COUNCIL

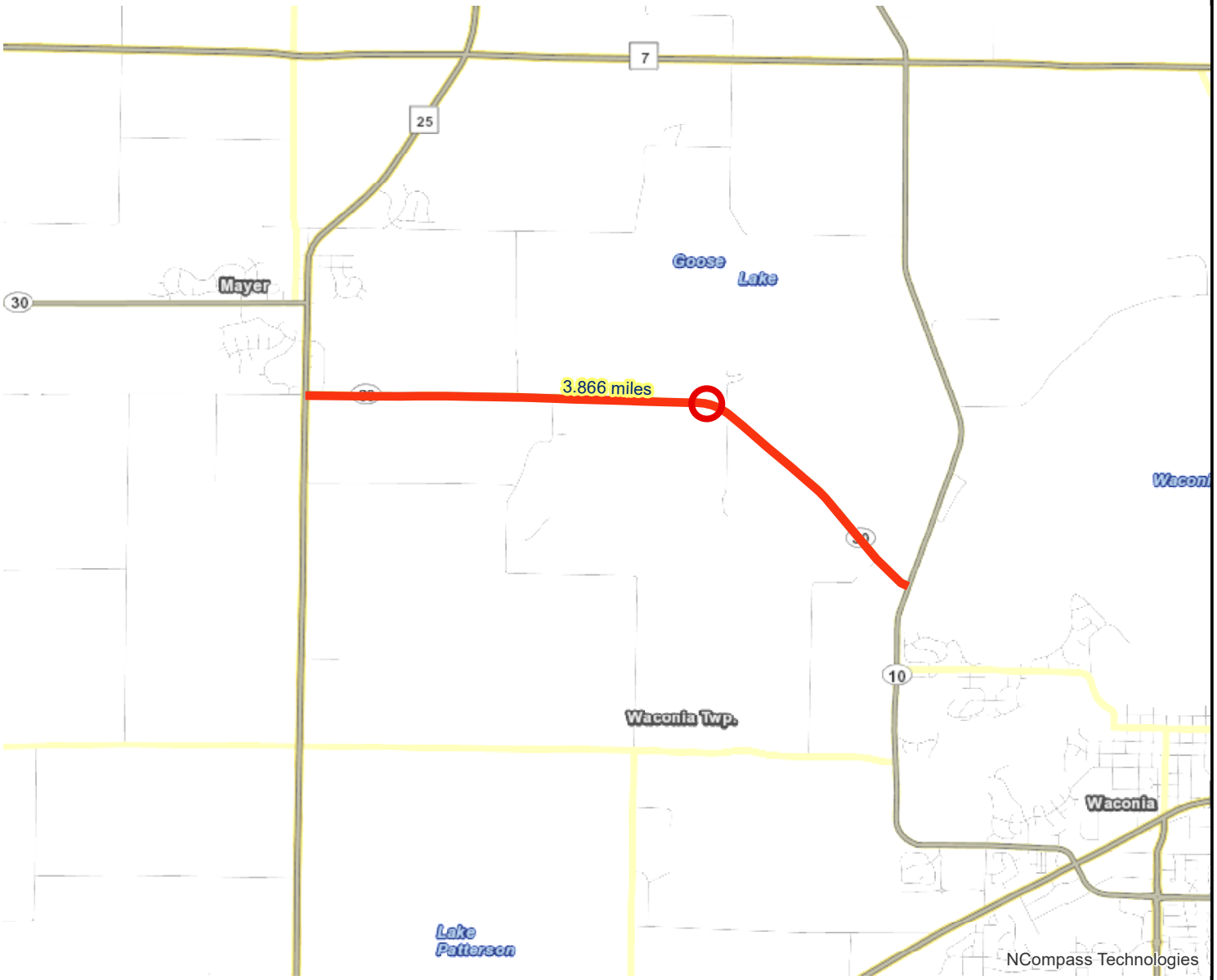
Regional Economy

Roadway Reconstruction/Modernization Project: CSAH 30 Reconstruction from TH 25 to CSAH 10 | Map ID: 1529067

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:
Waconia Twp.
Population: 628
Employment: 67
Mfg and Dist Employment: 42
Watertown Twp.
Population: 195
Employment: 46
Mfg and Dist Employment: 0



Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.5 1 2 3 4 Miles

Created: 6/15/2018
LandscapeRSA5

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

METROPOLITAN COUNCIL

Transit Connections

Roadway Reconstruction/Modernization Project: CSAH 30 Reconstruction from TH 25 to CSAH 10 | Map ID: 152906

Results

Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*

Project Points

Project

0 0.75 1.5 3 4.5 6 Miles

Created: 6/15/2018
LandscapeRSA3

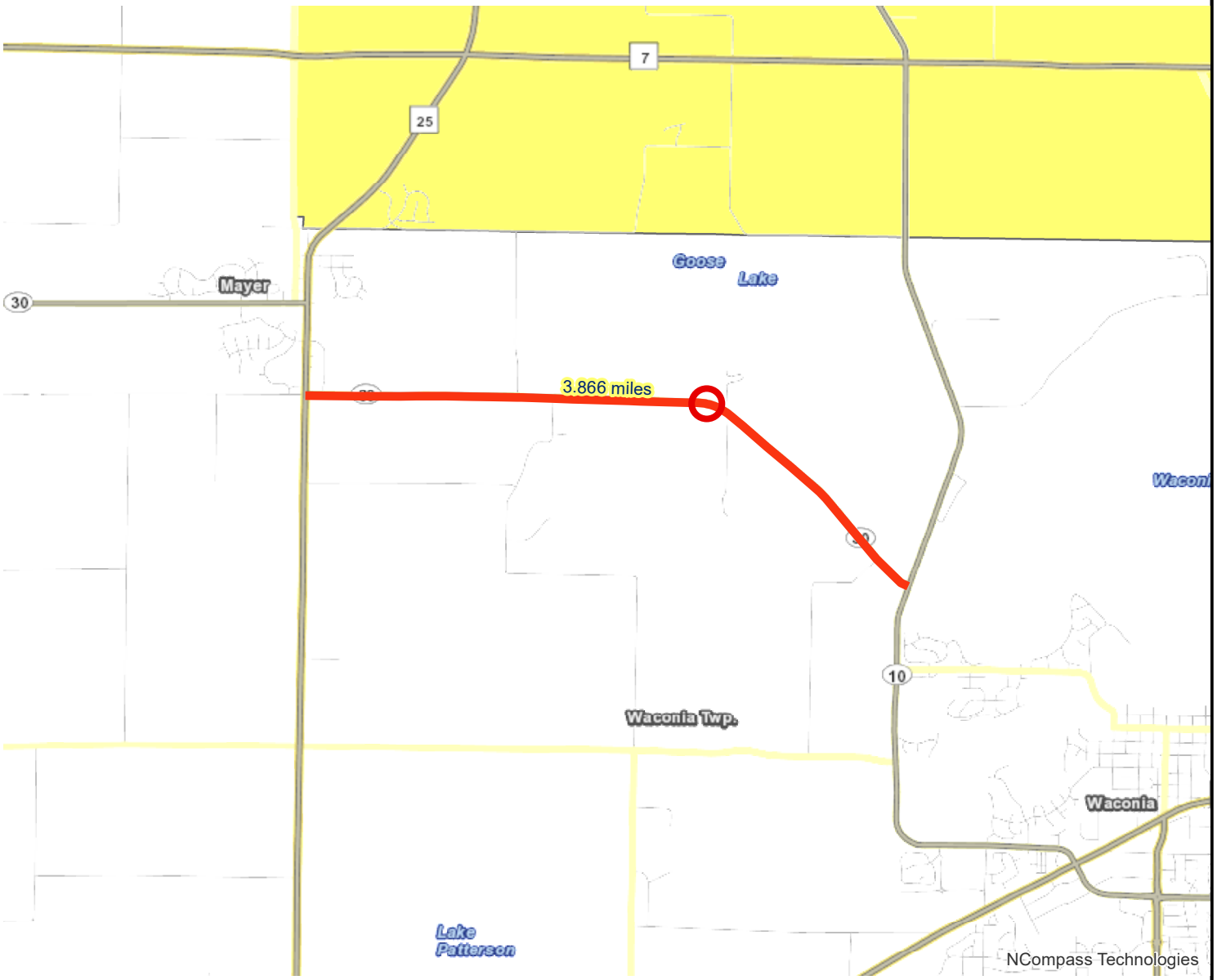
METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: CSAH 30 Reconstruction from TH 25 to CSAH 10 | Map ID: 1529067970824

Results

Project located in
a census tract that is below
the regional average for
population in poverty
or populations of color,
or includes children,
people with disabilities,
or the elderly:
(0 to 12 Points)



Project Points
Project
Area of Concentrated Povertry > 50% residents of color
Area of Concentrated Poverty
Above reg'l avg conc of race/poverty

0 0.5 1 2 3 4 Miles

Created: 6/15/2018
LandscapeRSA2

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

METROPOLITAN COUNCIL

2: CSAH 10 & CSAH 30

Direction	All
Future Volume (vph)	923
Total Delay / Veh (s/v)	3
CO Emissions (kg)	0.59
NOx Emissions (kg)	0.11
VOC Emissions (kg)	0.14

7: TH 25 & CSAH 30

Direction	All
Future Volume (vph)	593
Total Delay / Veh (s/v)	5
CO Emissions (kg)	0.37
NOx Emissions (kg)	0.07
VOC Emissions (kg)	0.09

2: CSAH 10 & CSAH 30

Direction	All
Future Volume (vph)	923
Total Delay / Veh (s/v)	3
CO Emissions (kg)	0.59
NOx Emissions (kg)	0.11
VOC Emissions (kg)	0.14

7: TH 25 & CSAH 30

Direction	All
Future Volume (vph)	593
Total Delay / Veh (s/v)	5
CO Emissions (kg)	0.37
NOx Emissions (kg)	0.07
VOC Emissions (kg)	0.09

2: CSAH 10 & CSAH 30

Direction	All
Future Volume (vph)	923
Total Delay / Veh (s/v)	3
CO Emissions (kg)	0.59
NOx Emissions (kg)	0.11
VOC Emissions (kg)	0.14

7: TH 25 & CSAH 30

Direction	All
Future Volume (vph)	593
Total Delay / Veh (s/v)	5
CO Emissions (kg)	0.37
NOx Emissions (kg)	0.07
VOC Emissions (kg)	0.09

2: CSAH 10 & CSAH 30

Direction	All
Future Volume (vph)	923
Total Delay / Veh (s/v)	3
CO Emissions (kg)	0.59
NOx Emissions (kg)	0.11
VOC Emissions (kg)	0.14

7: TH 25 & CSAH 30

Direction	All
Future Volume (vph)	593
Total Delay / Veh (s/v)	5
CO Emissions (kg)	0.37
NOx Emissions (kg)	0.07
VOC Emissions (kg)	0.09

2: CSAH 10 & CSAH 30

Direction	All
Future Volume (vph)	923
Total Delay / Veh (s/v)	3
CO Emissions (kg)	0.59
NOx Emissions (kg)	0.11
VOC Emissions (kg)	0.14

7: TH 25 & CSAH 30

Direction	All
Future Volume (vph)	593
Total Delay / Veh (s/v)	5
CO Emissions (kg)	0.37
NOx Emissions (kg)	0.07
VOC Emissions (kg)	0.09

2: CSAH 10 & CSAH 30

Direction	All
Future Volume (vph)	923
Total Delay / Veh (s/v)	3
CO Emissions (kg)	0.59
NOx Emissions (kg)	0.11
VOC Emissions (kg)	0.14

7: TH 25 & CSAH 30

Direction	All
Future Volume (vph)	593
Total Delay / Veh (s/v)	5
CO Emissions (kg)	0.37
NOx Emissions (kg)	0.07
VOC Emissions (kg)	0.09

HSIP worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	CSAH 30	TH 25 Intersection			Carver	1/1/2013	12/31/2015

Description of Proposed Work: Construct Right Turn Lane and Install Intersection Lighting

			Accident Diagram Codes: 1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction	Pedestrian	6, 90, 99 Other	Total
Study Period: Number of Crashes	Fatal	**F**									
	Personal Injury (PI)	**A**									
		B					1				**1**
		C									
	Property Damage	**PD**						1			**1**
% Change in Crashes *Use Crash Modification Factors Clearinghouse	Fatal	**F**									
	PI	**A**									
		B					-66%				
		C									
	Property Damage	**PD**						-60%			
Change in Crashes = No. of crashes **x** % change in crashes	Fatal	**F**									
	PI	**A**									
		B					**-0.66**				**-0.66**
		C									
	Property Damage	**PD**						**-0.60**			**-0.60**

Year (Safety Improvement Construction): **2020**

Project Cost (exclude Right of Way): **$ 3,017,400**

Right of Way Costs (optional):

Traffic Growth Factor: **3%**

Capital Recovery

1. **Discount Rate:** **1.3%**
2. **Project Service Life (n):** **20**

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			$ 1,180,000	
A			$ 590,000	
B	-0.66	-0.22	$ 170,000	$ 37,434
C			$ 87,000	
PD	-0.60	-0.20	$ 7,800	$ 1,561
Total				$ 38,996

B/C= 0.30

Using present worth values,

B= $ 917,715

C= $ 3,017,400

See "Calculations" sheet for amortization.

Office of Traffic, Safety and Technology **September 2014**

HSIP worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	CSAH 30	CSAH 10 Intersection			Carver	1/1/2013	12/31/2015

Description of Proposed Work: Install Intersection Lighting

			Accident Diagram Codes: 1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction	Pedestrian	6, 90, 99 Other	Total
Study Period: Number of Crashes	Fatal	**F**									
	Personal Injury (PI)	**A**									
		B									
		C									
	Property Damage	**PD**	1						1		**2**
% Change in Crashes *Use Crash Modification Factors Clearinghouse	Fatal	**F**									
	PI	**A**									
		B									
		C									
	Property Damage	**PD**	-84%						-69%		
Change in Crashes = No. of crashes **x** % change in crashes	Fatal	**F**									
	PI	**A**									
		B									
		C									
	Property Damage	**PD**	**-0.84**						**-0.69**		**-1.53**

Year (Safety Improvement Construction): **2020**

Project Cost (exclude Right of Way): **$ 3,017,400**

Right of Way Costs (optional):

Traffic Growth Factor: **3%**

Capital Recovery

1. **Discount Rate:** **1.3%**
2. **Project Service Life (n):** **20**

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			$ 1,180,000	
A			$ 590,000	
B			$ 170,000	
C			$ 87,000	
PD	-1.53	-0.51	$ 7,800	$ 3,982
Total				$ 3,982

B/C= 0.03

Using present worth values,

B= $ 93,703

C= $ 3,017,400

See "Calculations" sheet for amortization.

Office of Traffic, Safety and Technology **September 2014**

HSIP worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	CSAH 30	CSAH 10 to TH 25			Carver	1/1/2013	12/31/2015

Description of Proposed Work: Reconsruct roadway and add paved shoulders

			Accident Diagram Codes: 1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction	Pedestrian	6, 90, 99 Other	Total
Study Period: Number of Crashes	Fatal	F									
	Personal Injury (PI)	A									
		B					2				2
		C					3				3
	Property Damage	PD	3	1		1	5	1		2	13
% Change in Crashes *Use Crash Modification Factors Clearinghouse	Fatal	F									
	PI	A									
		B					-77%				
		C					-77%				
	Property Damage	PD	-74%	-49%		-32%	-77%	-77%		-49%	
Change in Crashes = No. of crashes **x** % change in crashes	Fatal	F									
	PI	A									
		B					**-1.54**				**-1.54**
		C					**-2.31**				**-2.31**
	Property Damage	PD	**-2.22**	**-0.49**		**-0.32**	**-3.85**	**-0.77**		**-0.98**	**-8.63**

Year (Safety Improvement Construction): **2020**

Project Cost (exclude Right of Way): **$ 3,017,400**

Right of Way Costs (optional):

Traffic Growth Factor: **3%**

Capital Recovery

1. **Discount Rate:** **1.3%**
2. **Project Service Life (n):** **20**

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			$ 1,180,000	
A			$ 590,000	
B	-1.54	-0.51	$ 170,000	$ 87,346
C	-2.31	-0.77	$ 87,000	$ 67,051
PD	-8.63	-2.88	$ 7,800	$ 22,459
Total				$ 176,856

B/C= 1.38

Using present worth values,

B= $ 4,162,096

C= $ 3,017,400

See "Calculations" sheet for amortization.

Office of Traffic, Safety and Technology **September 2014**

Countermeasure(s)	Crash Type	Crash Severity	Area Type	Config	Control	Major Daily Traffic Volume (veh/day)	Minor Daily Traffic Volume (veh/day)	Ref	Obs	Effectiveness: Crash Reduction Factor / Function	Effectiveness: Std Error	Effectiveness: Range Low	Effectiveness: Range High	Study Type
Prohibit right-turn-on-red (cont'd)	All	All	Urban/ Suburban		Signal			62		100(1-(0.984)^n); n=number of signalized intersection appraoches where RTOR is prohibited				Expert Panel
	Right-angle	All			Signal			15		30				Cross-section
	Sideswipe	All			Signal			15		20				Cross-section
Prohibit turns	All turns	All	All					1		45		40	90	
Restrict parking near intersections (to off-street)	All	All						28		49		8	90	
	Ped	All						15		30				
Vary speed	All	All	Rural					6		100(1-EXP(0.019(V-55))); V=major-road speed limit (or design speed) (mph)				
	All	All	Urban					6		100(1-EXP(0.005(V-40))); V=major-road speed limit (or design speed) (mph)				
LIGHTING														
Improve lighting at intersection	Ped	Fatal						5		78	87			
	Ped	Injury						5		**42**	18			
Install lighting	All	All			Signal			51		30				
	All	Fatal/Injury			Signal			51		17				
	Night	All			Signal			51		50				
	All	All			No Signal			28		47				
	All	All						62		4				Meta Analysis/ Expert Panel
	All	Injury						62		6				Meta Analysis/ Expert Panel
	Night	All						62		21				Meta Analysis/ Expert Panel
	Night	Injury						62		29				Meta Analysis/ Expert Panel

Countermeasure(s)	Crash Type	Crash Severity	Area Type	Config	Control	Major Daily Traffic Volume (veh/day)	Minor Daily Traffic Volume (veh/day)	Ref	Obs	Effectiveness: Crash Reduction Factor / Function	Effectiveness: Std Error	Effectiveness: Range Low	Effectiveness: Range High	Study Type
RIGHT-TURN COUNTERMEASURES														
Increase length of right-turn lane	All	Fatal/Injury	All	All	All			58		15				
Install right-turn lane	All	All	All	4-Leg (1 app)	Signal	4,200-55,100	100-26,000	22		**4**	2			EB Before-After
	All	All	All	4-Leg (1 app)	Stop	1,100-40,600	25-11,800	22		**14**	5			EB Before-After
	All	All	All	4-Leg (2 app)	Signal	4,200-55,100	100-26,000	22		**8**	3			EB Before-After
	All	All	All	4-Leg (2 app)	Stop	1,100-40,600	25-11,800	22		**26**	7			EB Before-After
	All	All	All	All	All			58		35				
	All	All	All					1		25				
	All	All	Rural	4-Leg (1 app)	No signal			28		14				
	All	All	Rural	4-Leg (1 app)	No signal			28		21		14	27	
	All	All		All	No signal			28		27		24	30	
	All	All						15		25				
	All	All						15		25				Cross-section
	All	All						15		25				Simple Before-After
	All	All						15		25				Simple Before-After
	All	Fatal/Injury	All	4-Leg (1 app)	Signal	4,200-55,100	100-26,000	22		**9**	3			EB Before-After
	All	Fatal/Injury	All	4-Leg (1 app)	Stop	1,100-40,600	25-11,800	22		**23**	7			EB Before-After
	All	Fatal/Injury	All	All	No signal			58		35				
	All	Fatal/Injury	All	All	Signal			58		35				
	All	Fatal/Injury	All	All				51		40				
	All	Fatal/Injury	Rural	All	All			58		35				
	All	Fatal/Injury	Urban	All	All			58		30				
	Rear-end	All						15		65				Simple Before-After

Countermeasure(s)	Crash Type	Crash Severity	Area Type	Config	Control	Major Daily Traffic Volume (veh/day)	Minor Daily Traffic Volume (veh/day)	Ref	Obs	Effectiveness: Crash Reduction Factor / Function	Effectiveness: Std Error	Effectiveness: Range Low	Effectiveness: Range High	Study Type
Install right-turn lane (cont'd)	Right-angle	All						15		50				Simple Before-After
	Right-turn	All						15		53				
	Right-turn	All						15		56				Simple Before-After
	Right-turn	All						15		50				Cross-section
	Sideswipe	All						15		20				Simple Before-After
Install right-turn lane (painted separation)	All	Fatal/Injury	All	All	All			58		30				
Install right-turn lane (physical channelization)	All	Fatal/Injury	All	All	All			58		35				

- Countermeasure: Improve pavement friction (increase skid resistance)

CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
0.799	20.1	★★★★☆	All	All	All	Lyon and Persaud, 2008	
0.667	33.3	★★★★☆	All	All	All	Lyon and Persaud, 2008	
0.819	18.1	★★★★☆	All	All	All	Lyon and Persaud, 2008	
0.797	20.3	★★★★☆	All	All	All	Lyon and Persaud, 2008	
1.271	-27.1	★★★★☆	All	All	All	Lyon and Persaud, 2008	
0.426	57.4	★★★★☆	Wet road	All	All	Lyon and Persaud, 2008	
0.372	62.8	★★★★☆	Wet road	All	All	Lyon and Persaud,	

0.575	42.5	★★★★☆	Rear end,Wet road	All		Lyon and Persaud, 2008
0.59	41	★★★☆☆	All	All	All	Lyon and Persaud, 2008
0.589	41.1	★★★☆☆	All	All	All	Lyon and Persaud, 2008
0.361	63.9	★★★☆☆	Wet road	All	All	Lyon and Persaud, 2008
0.304	69.6	★★★☆☆	Rear end	All	All	Lyon and Persaud, 2008
0.943	5.7	★★★☆☆	Rear end	All	All	Lyon and Persaud, 2008
0.504	49.6	★★★☆☆	Rear end	All	All	Lyon and Persaud, 2008

0.221	77.9	★★★☆☆	Rear end,Wet road	All	All	Lyon and Persaud, 2008
0.787	21.3	★★★☆☆	Angle	All	All	Lyon and Persaud, 2008
0.828	17.2	★★★☆☆	Angle	All	All	Lyon and Persaud, 2008
0.898	10.2	★★★☆☆	Angle	All	All	Lyon and Persaud, 2008
0.799	20.1	★★★☆☆	Angle,Wet road	All	All	Lyon and Persaud, 2008
0.47	53	★★★☆☆	Angle,Wet road	All	All	Lyon and Persaud, 2008
0.828	17.2	★★★☆☆	Angle,Wet road	All	All	Lyon and Persaud, 2008

▼ Countermeasure: Upgrade unpaved or non-existent shoulders to composite shoulders

Compare	CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
☐	1.114	-11.4	★★★★☆	All	All	Rural	Zeng, H. and S.D. Schrock, 2012	
☐	0.861	13.9	★★★★☆	All	All	Rural	Zeng, H. and S.D. Schrock, 2012	This CMF is also contained ... [read more]
☐	1.42	-42	★★★★☆	All	All	Rural	Zeng, H. and S.D. Schrock, 2012	
☐	0.944	5.6	★★★☆☆	All	K,A,B,C	Rural	Zeng, H. and S.D. Schrock, 2012	In this study, the treatment ... [read more]
☐	0.674	32.6	★★★☆☆	Head on,Run off road,Sideswipe	All	Rural	Zeng, H. and S.D. Schrock, 2012	In this study, the treatment ... [read more]
☐	0.692	30.8	★★★☆☆	All	K,A,B,C	Rural	Zeng, H. and S.D. Schrock, 2012	In this study, the treatment ... [read more]
☐	0.389	61.1	★★★☆☆	Head on,Run off road,Sideswipe	All	Rural	Zeng, H. and S.D. Schrock, 2012	In this study, the treatment ... [read more]

Compare Reset Compare

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

Dual CRF for CSAH 30/TH 25 Intersection

Improvements include Constructing a right-turn lane and adding lighting

CR1=install right-turn lane
CR2=Install lighting

CR=1 – (1-CR1)*(1-CR2)

ROR (Injury): 1 – (1-.35)*(1-.47) = .66
Sideswipe (PDO): 1 – (1-.25)*(1-.47) = .60

Dual CRF for CSAH 30/CSAH 10 Intersection

Improvements include reconstructing the roadway and adding lighting

CR1=Increase pavement friction
CR2=Install lighting

CR=1 – (1-CR1)*(1-CR2)

Other (PDO): 1 – (1-.41)*(1-.47) = .69
Rear End (PDO): 1 – (1-.70)*(1-.47) = .84

Dual CRF for CSAH 30 from CSAH 10 to TH 25

Improvements include reconstructing the roadway and adding a paved shoulder

CR1=Increase pavement friction
CR2=Install a paved shoulder

CR=1 – (1-CR1)*(1-CR2)

Angle Crashes (PDO): 1 – (1-.21)*(1-.14) = 0.32
Head On, ROR, Sideswipe (PDO): 1 – (1-.41)*(1-.61) = 0.77
ROR (Injury): 1 – (1-.41)*(1-.61) = 0.77
Other (PDO): 1 – (1-.41)*(1-.14) = 0.49
Other (Injury): 1 – (1-.41)*(1-.31) = 0.59
Rear End (PDO): 1 – (1-.70)*(1-.14) = 0.74

TH 25 at CSAH 30 - Created 6/27/2018 by Tsachi

Sys	Route	Ref_Point	Co	City	Dist	Trib	Crash_Num	Month	Day	Year	DyWk	Time	Rd_Dir	Elem	Rely	Investigat	Sev	NumKilled	Diag	NumVeh
10-M	24800020	000+00.51	10	2480	0		143240162	11	20	2014	THU	1604	N	Z	1	2	N	0	9	2
10-M	24800020	000+00.51	10	2480	0		151220132	5	2	2015	SAT	1730	Z	Z	1	2	B	0	7	1

Junc	SL	Type	Loc1	TCD	LIT	Wthr1	Wthr2	Surf	Char	Desgn	WZ	V1Type	V1Dir	V1Act	V1Fac1	V1Fac2	V1Phys	V1Age	V1Sex	V2Type	
	4	55	1	1	3	3	1	0	1	1	8	98	1	1	1	1	0	1	49	M	1
	4	40	64	1	4	1	1	0	1	1	8	98	11	5	15	1	0	1	19	M	

V2Dir	V2Act	V2Fac1	V2Fac2	V2Phys	V2Age	V2Sex	V3Type	V3Dir	V3Act	V3Fac1	V3Fac2	V3Phys	V3Age	V3Sex	V4Type	V4Dir	V4Act	V4Fac1	V4Fac2	V4Phys
7	9	2	0	1	32	M														

V4Age	V4Sex	True_Miles	Route_Cod	POINT_X	POINT_Y
		0.515	1.02E+09	429850.6	4969706
		0.515	1.02E+09	429850.6	4969706

TH 10 from 50' North and South of CSAH 30 (2013 - 2015) - created on 06-17-2016 by r

Crash data is managed by the Mn/DOT Office of Traffic, Safety, and Operations.

SYS	NUM	REF_POINT	GIS_ROUTE	GIS_TM	RD_DIR	ELEM	RELY	INV	R_U
04	10000010	008+00.860	0410000010	8.860	Z		1	2	R
04	10000030	011+00.119	0410000030	11.119	Z		1	2	R

ile1che

ATP	CO	CITY	DOW	MONTH	DAY	YEAR	TIME	SEV	NUM_KILLED
VEHICLE 1 WAS TRAVELLING EASTBOUND ON CO RD 30 AND CAME TO A STOP AT THE INTERSECTION OF CO RD 30 A	10	0000	6-Fri	10	30	2015	0744	N	0
DRIVER OF UNIT #1 PULLED OUT IN FRONT OF UNIT #2 AS IT WAS HEADING EAST ON CO. RD. 30. UNIT #1 HAD	10	0000	6-Fri	6	19	2015	1108	N	0

													PERSON1					
NUM_VEH	JUNC	SL	TYPE	DIAG	LOC1	TCD	LIT	WTHR1	WTHR2	SURF	CHAR	DESGN	ACC_NUM	VTYPE	DIR	ACT	FAC1	FAC2	POSN
2	2	55	1	1	1	4	1	2	0	1	1	8	153030045	1	3	9	90	0	1
2	7	55	1	90	1	4	1	1	0	1	6	8	151730029	3	3	0	1	0	1

					PERSON2											PERSON3				
INJ	**EQP**	**PHYS**	**AGE**	**SEX**	**VTYPE2**	**DIR3**	**ACT4**	**FAC15**	**FAC26**	**POSN7**	**INJ8**	**EQP9**	**PHYS10**	**AGE11**	**SEX12**	**VTYPE13**	**DIR14**	**ACT15**	**FAC116**	**FAC217**
N	4	1	40	F	3	3	1	1	0	1	N	4	1	44	F					
N	4	1	30	M	1	90	37	2	0	1	N	4	98	83	M					

POSN18	INJ19	EQP20	PHYS21	AGE22	SEX23	VTYPE24	DIR25	ACT26	FAC127	FAC228	POSN29	INJ30	EQP31	PHYS32	AGE33	SEX34	Column35	Column36	Column37

Column38	Column39	Column40	Column41	Column42	Column43	Column44	Column45	Column46	Column47	Column48	Column49	Column50	Column51	Column52	Column53

Column54	Column55	Column56	Column57	Column58	Column59	Column60	Column61	Column62	Column63	Column64	Column65	Column66	Column67	Column68	Column69

Column70	Column71	Column72	Column73	Column74	Column75	Column76	Column77	Column78	Column79	Column80	Column81	Column82	Column83	Column84	Column85

Column86	Column87	Column88	Column89	Column90	Column91	Column92	Column93	Column94	Column95	Column96	Column97	Column98	Column99	Column100	Column101

Column102	Column103	Column104	Column105	Column106	Column107	Column108	Column109	Column110	Column111	Column112	Column113	Column114	Column115	Column116

Column117	Column118	Column119	Column120	Column121	Column122	Column123	Column124	Column125	Column126	Column127	Column128	Column129	Column130	Column131

Column132	Column133	Column134	Column135	Column136	Column137	Column138	Column139	Column140	Column141	Column142	Column143	Column144	Column145	Column146

Column147	Column148	Column149	Column150	Column151	Column152	Column153	Column154	Column155	Column156	Column157	Column158	Column159	Column160	Column161

Column162	Column163	Column164	Column165	Column166	Column167	Column168	Column169	Column170	Column171	Column172	Column173	Column174	Column175	Column176

Column177	Column178	Column179	Column180	Column181	Column182	Column183	Column184	Column185	Column186	Column187	Column188	Column189	Column190	Column191

Column192	Column193	Column194	Column195	Column196	Column197	Column198	Column199	Column200	Column201	Column202	Column203	Column204	Column205	Column206

Column207	Column208	Column209	Column210	Column211	Column212

CSAH 30 From TH 25 to CSAH 10 (2013 - 2015) - created on 06-17-2016 by rile1che

Crash data is managed by the Mn/DOT Office of Traffic, Safety, and Operations.

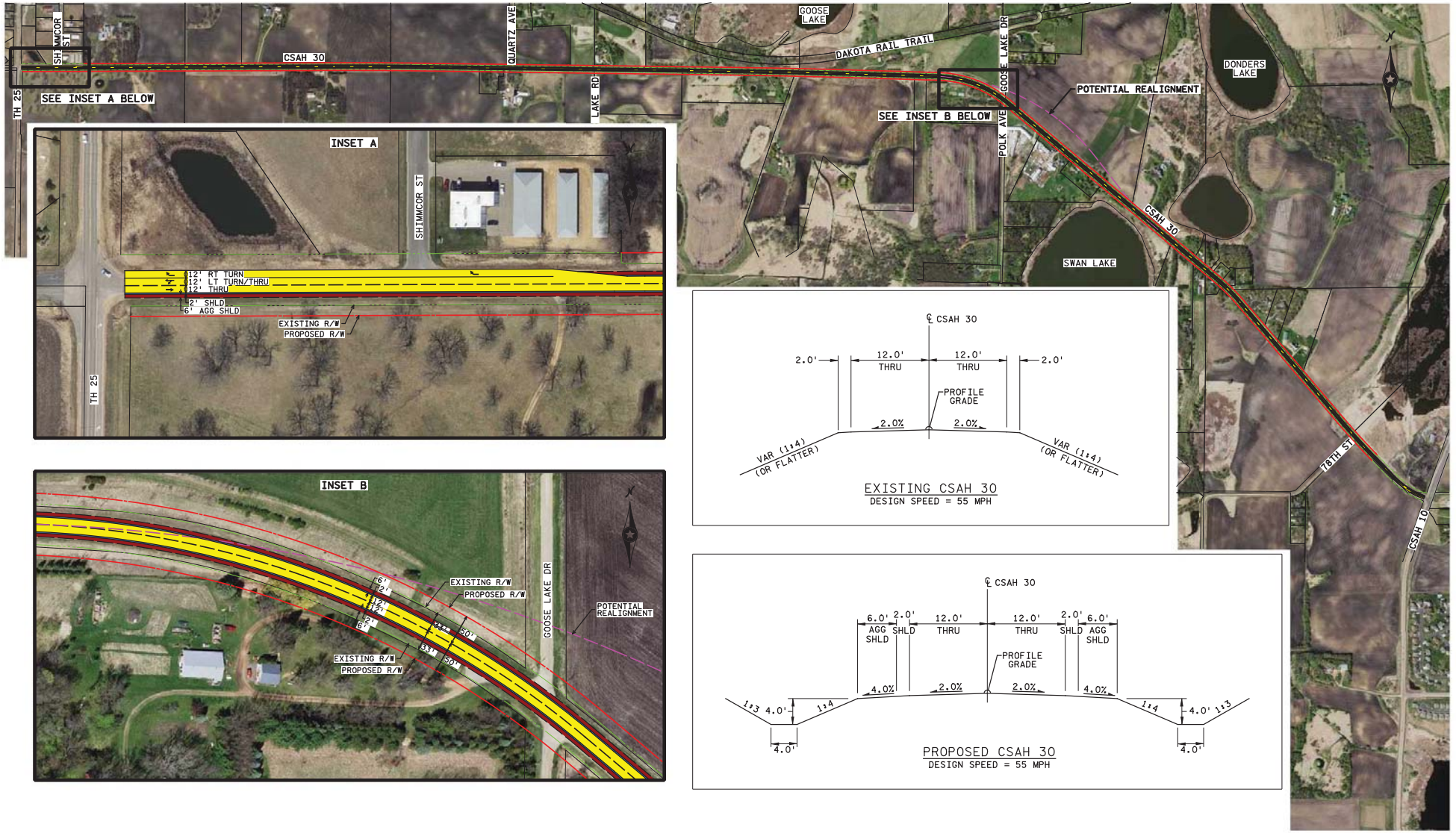
SYS	NUM	REF_POINT	GIS_ROUTE	GIS_TM	RD_DIR	ELEM	RELY	INV	R_U
04	10000030	007+00.299	0410000030	7.299	Z		1	2	R
04	10000030	007+00.690	0410000030	7.690	Z		2	2	R
04	10000030	007+00.700	0410000030	7.700	Z		3	0	R
04	10000030	008+00.111	0410000030	8.111	Z		3	2	R
04	10000030	008+00.160	0410000030	8.160	E		2	2	R
04	10000030	008+00.229	0410000030	8.229	Z		2	2	R
04	10000030	008+00.410	0410000030	8.410	W		1	2	R
04	10000030	008+00.714	0410000030	8.714	Z		2	3	R
04	10000030	009+00.150	0410000030	9.150	Z		1	2	R
04	10000030	009+00.572	0410000030	9.572	Z		2	2	R
04	10000030	009+00.650	0410000030	9.650	E		1	2	R
04	10000030	009+00.650	0410000030	9.650	W		1	2	R
04	10000030	009+00.650	0410000030	9.650	Z		2	2	R
~~04~~	~~10000030~~	~~009+00.744~~	~~0410000030~~	~~9.744~~	~~Z~~	~~—~~	~~3~~	~~2~~	~~R~~
04	10000030	009+00.773	0410000030	9.773	Z		3	2	R
~~04~~	~~10000030~~	~~009+00.830~~	~~0410000030~~	~~9.830~~	~~Z~~	~~—~~	~~2~~	~~2~~	~~R~~
04	10000030	009+00.900	0410000030	9.900	Z		2	2	R
04	10000030	010+00.150	0410000030	10.150	W		2	2	R
04	10000030	010+00.950	0410000030	10.950	Z		2	2	R
08	10000100	000+00.460	0810000100	0.460	Z		1	2	R

ATP	CO	CITY	DOW	MONTH	DAY	YEAR	TIME	SEV
DRIVER OF UNIT #1 REAR ENDED DRIVER OF UNIT #2. DRIVERS STATED SUN WAS VERY BRIGHT IN EYES AND HA'	10	0000	6-Fri	9	18	2015	0729	N
UNIT 1 TRAVELING EAST ON CR30. UNIT 1 STRUCK DEER.	10	0000	6-Fri	10	23	2015	2047	N
	10	0000	1-Sun	12	28	2014	0815	N
DRIVER OF #1 WAS EASTBOUND ON CSAH 30. ROAD WAS ICE COVERED, SHE SAID SHE STARTED TO FISHTAIL. SLID	10	0000	5-Thu	2	14	2013	1011	C
UNIT ONE WAS TRAVELING EAST ON CO RD 30 WHEN IT LOST CONTROL AND LEFT THE ROADWAY TO THE RIGHT. UNI	10	0000	1-Sun	1	5	2014	1132	N
VEHICLE 1 WAS TRAVELLING EASTBOUND ON CO RD 30 APPROXIMATELY ONE MILE EAST OF HWY 25. THE DRIVER OF	10	0000	6-Fri	7	31	2015	1612	N
UNIT ONE WAS TRAVELING WEST ON CO RD 30 WHEN IT ATTEMPTED TO PASS UNIT TWO ON ITS LEFT. UNIT ONE HI	10	0000	7-Sat	1	4	2014	1017	N
	10	0000	1-Sun	11	8	2015	1740	N
DRIVER VEH 1 SAID HE FELL ASLEEP AND WOKE UP AFTER CRASH, HE CROSSED CENTER LINE, DROVE INTO ONCOMI	10	0000	4-Wed	8	6	2014	2149	N
UNIT 1 DRIVER INDICATED HE BLACKED OUT AND RAN OFF THE ROADWAY. THE VEHICLE LEFT THE ROADWAY ON TH	10	0000	3-Tue	10	27	2015	1325	C
DRIVER WAS TRAVELING EASTBOUND ON CO RD 30. DRIVER STATED VEHICLE HIT ICY SPOT ON ROADWAY AND BEGA	10	0000	7-Sat	12	20	2014	0915	N
DRIVER WAS TRAVELING WESTBOUND ON CO RD 30. DRIVER STATED VEHICLE HIT ICY SPOT ON ROADWAY AND BEGAN	10	0000	7-Sat	12	20	2014	0854	N
DRIVER OF UNIT #1 WAS HEADING WESTBOUND ON CO. RD. 30 AND RAN OFF ROAD RIGHT SIDE. MODERATE DAMAGE	10	0000	5-Thu	10	15	2015	1100	N
~~VEH 1 STRUCK DEER THAT WAS STANDING IN ROADWAY, DEER RAN OFF, UNABLE TO LOCATE DEER. WHITE COPY IS~~	~~10~~	~~0000~~	~~4-Wed~~	~~1~~	~~23~~	~~2013~~	~~1816~~	~~N~~
UNIT 1 WAS TRAVELING WESTBOUND ON CO RD 30 WHEN IT RAN OFF THE ROAD TO THE RIGHT. THE VEHICLE ENTER	10	0000	7-Sat	12	21	2013	0229	B
~~VEH 1 HIT DEER, MOVED VEH TO SAFE LOCATION IN DRIVEWAY OF 12325 CO RD 30. DEER GOA. DRIVER DROVE~~	~~10~~	~~0000~~	~~5-Thu~~	~~10~~	~~30~~	~~2014~~	~~1935~~	~~N~~
DRIVER #1 STATED HE WAS DRIVING SE ON CO RD 30. DRIVER #1 STATED A DEER WALKED INTO THE ROADWAY.	10	0000	7-Sat	10	24	2015	1825	N
UNIT ONE WAS TRAVELING WEST ON CO RD 30 WHEN IT FAILED TO SLOW DOWN TO ALLOW UNIT TWO TO MAKE A LEF	10	0000	2-Mon	8	19	2013	0926	N
VEH 1 WAS EB ON CO RD 30 NEAR 78TH ST. ROAD WAS DRY WITH SOME ICY AND SNOW PACKED AREAS. VEH 1 DROV	10	0000	1-Sun	12	28	2014	0823	C
DRIVER #1 WAS LOCATED AT RIDGEVIEW ER. SHE WAS INVOLVED IN AN PI ACCIDENT. VEH #1 WAS LOCATED I	10	0000	3-Tue	5	19	2015	2330	B

															PERSON1		
NUM_KILLED	NUM_VEH	JUNC	SL	TYPE	DIAG	LOC1	TCD	LIT	WTHR1	WTHR2	SURF	CHAR	DESGN	ACC_NUM	VTYPE	DIR	ACT
0	2	1	55	1	1	1	98	2	1	0	1	1	8	152640024	1	3	1
0	1	1	55	8	8	1	98	6	3	0	2	1	8	152970028	4	3	1
0	1	0	55	51	0	0	98	1	1	0	5	0	0	150330031	1	3	1
0	1	1	55	51	7	4	98	1	2	0	5	1	8	130450122	4	3	1
0	1	1	55	37	7	4	98	1	7	0	5	1	8	140050061	1	3	1
0	2	1	55	1	1	1	98	1	1	0	1	1	8	152130035	3	3	1
0	2	1	55	1	2	1	98	1	5	7	5	1	8	140050028	1	7	15
0	1	1	55	8	90	1	98	6	2	0	1	1	8	153280051	2	7	1
0	1	1	55	30	4	8	98	6	1	0	1	1	8	142180200	1	3	1
0	1	1	55	51	7	4	98	1	1	1	1	1	8	153000169	1	3	1
0	1	4	55	35	4	4	98	1	6	0	2	5	8	143540084	1	3	1
0	1	1	55	35	7	4	98	1	6	0	2	5	8	143540077	1	7	1
0	1	1	55	37	7	4	98	1	1	0	1	6	8	152880114	1	7	1
~~0~~	~~1~~	~~1~~	~~55~~	~~8~~	~~90~~	~~1~~	~~98~~	~~6~~	~~1~~	~~0~~	~~1~~	~~7~~	~~8~~	~~130240014~~	~~2~~	~~7~~	~~1~~
0	1	1	55	51	7	4	98	6	1	0	1	6	8	133590131	2	7	1
~~0~~	~~1~~	~~1~~	~~55~~	~~8~~	~~90~~	~~1~~	~~98~~	~~6~~	~~2~~	~~0~~	~~1~~	~~4~~	~~8~~	~~143030166~~	~~1~~	~~7~~	~~1~~
0	1	1	55	8	5	1	98	6	3	0	2	1	8	152990016	2	4	1
0	2	1	55	1	1	1	98	1	1	0	1	3	8	132310063	1	7	1
0	1	1	55	37	7	4	98	1	2	0	5	1	8	143620040	1	3	1
0	1	4	55	37	7	2	98	6	1	0	1	5	8	151400022	1	7	1

								PERSON2											PERSON3
FAC1	FAC2	POSN	INJ	EQP	PHYS	AGE	SEX	VTYPE	DIR	ACT	FAC1	FAC2	POSN	INJ	EQP	PHYS	AGE	SEX	VTYPE
4	0	1	N	4	1	16	F	1	3	57	1	0	1	N	4	1	17	F	
1	0	1	N	4	1	33	M												
0	0	1	N	4	0	53	M												
46	0	1	C	4	1	30	F												
61	0	1	N	4	1	32	M												
15	0	1	N	4	1	18	M	1	3	11	1	0	1	N	4	1	26	M	
3	61	1	N	4	1	49	F	38	7	1	1	0	1	N	4	1	52	M	
1	0	1	N	4	1	28	M												
15	6	1	N	4	7	18	M												
15	90	1	C	4	1	20	M												
61	0	1	N	4	1	26	F												
61	0	1	N	4	1	57	M												
99	99	1	N	4	1	47	F												
~~1~~	~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~30~~	~~M~~												
18	0	1	C	4	2	23	M												
~~1~~	~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~36~~	~~M~~												
1	0	1	N	4	1	77	M												
15	4	1	N	4	1	22	M	1	7	6	1	0	1	N	4	1	66	M	
13	0	1	C	4	1	53	M												
90	0	1	B	4	1	18	F												


PERSON4
DIR
ACT
FAC1
FAC2
POSN
INJ
EQP
PHYS
AGE
SEX
VTYPE
DIR
ACT
FAC1
FAC2
POSN
INJ
EQP
PHYS
AGE
SEX



H:\Projects\11000\11772\Design\Graphics\11772_gr02.dgn

SRF Consulting Group, Inc.

Job #9282
6/28/2018

CSAH 30 Improvements

CSAH 30 from TH 25 to CSAH 10
Carver County

Figure 1

Carver County
Public Works
11360 Highway 212, Suite 1
Cologne, MN55322

July 12, 2018

Elaine Koutsoukos
TAB Coordinator
METROPOLITAN COUNCIL
390 Robert St. N
St. Paul, MN 55101

SUBJECT: CSAH 30 Reconstruction Project Risk Assessment Layout Approval Letter

Dear Ms. Koutsoukos:

This letter is to confirm the County's agreement and approval to date with the attached layout for the CSAH 30 Reconstruction and Modernization Project between TH 25 and CSAH 10. The County led development of the layout and is aware of the details specified in the application attachment, which upgrades the roadway cross section to state aid standards.

Although not required, the County consulted with Waconia Township via a direct mailing to residents along the proposed project and a presentation to the Township Board. The City of Mayer and the City of Waconia, located on the western and eastern ends of the project corridor, respectively, provided letters of support for the project.

As demonstrated in the proposed project layout, the County is committed to this rural reconstruction project in order to modernize CSAH 30 from TH 25 to CSAH 10 to state aid standards.

Sincerely,

Lyndon Robjent, P.E.
Public Works Director/County Engineer

Carver County

CSAH 30 Reconstruction

from TH 25 to CSAH 10

Project Information

Project Location:
Waconia Township, Carver County; connecting the City of Mayer & the City of Waconia

Federal Funding Request:
$2,413,920

Total Project Cost:
$3,017,400

Project Description

The proposed project includes the reconstruction and modernization of CSAH 30 (70th Street) from TH 25 (Ash Avenue South) to CSAH 10 in Carver County. CSAH 30 is currently a two-lane A-Minor Connector rural highway with 12-foot lanes and two-foot gravel shoulders. The improvements will upgrade CSAH 30 to state aid standards, which includes a full depth reclamation of the 12-foot travel lanes and shoulder widening to eight-foot shoulders. Lighting will also be upgraded at key intersections. The extra shoulder width and flattened in-slopes will improve safety for motorists, bicyclists, heavy commercial vehicles, farming equipment and provide a safe emergency stopping area for vehicles.

Project Benefits

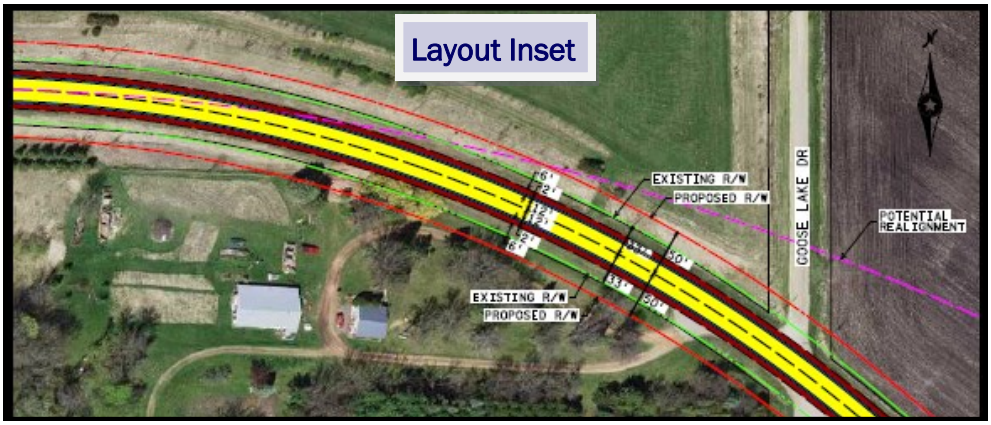
Modernization and Safety

- Upgrade to State Aid standards
- Widen shoulders from 2 ft. to 8 ft.
- Upgrade lighting
- Add right turn lane

Multimodal

- Connect to Regional Trail
- Widen shoulders for multimodal uses

Layout Inset



Existing Conditions Pictures

Regional Significance

CSAH 30 is a major east west connector in Carver County that links two the standalone communities of Mayer and Waconia. The City of Waconia is located on the eastern edge of the project area and is growing rapidly. CSAH 30's rural significance is related to its access to major north-south A Minor Connectors (TH 25 and CSAH 10), which link to the regional transportation network. TH 25 and CSAH 10 serve as one of the few continuous north-south routes in rural Carver County that provide access to TH 5 (A Minor Connector), US 212 (Principal Arterial), and TH 7 (Principal Arterial).

Contact Information

Lyndon Robjent, P.E.
Public Works Director/County Engineer

Carver County Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322
Phone: 952-466-5200

City of Waconia

June 18, 2018

Lyndon Robjent, P.E.
Public Works Director, County Engineer
Carver County Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322

Dear Mr. Robjent,

The City of Waconia is pleased to support the 2018 Federal Regional solicitation application for CSAH 30 Reconstruction from TH 25 to CSAH 10 under the Roadway Reconstruction and Modernization category.

CSAH 30 is an important link to the regional transportation network from a rural perspective. CSAH 30 is a two-lane rural highway with 12-foot lanes and two-foot gravel shoulders. The improvements include upgrading CSAH 30 to state standards, which includes 12-foot travel lanes and eight-foot shoulders. The extra shoulder width will improve safety for motorists, bicyclists, heavy commercial vehicles, farming equipment and provide a safe emergency stopping area for vehicles.

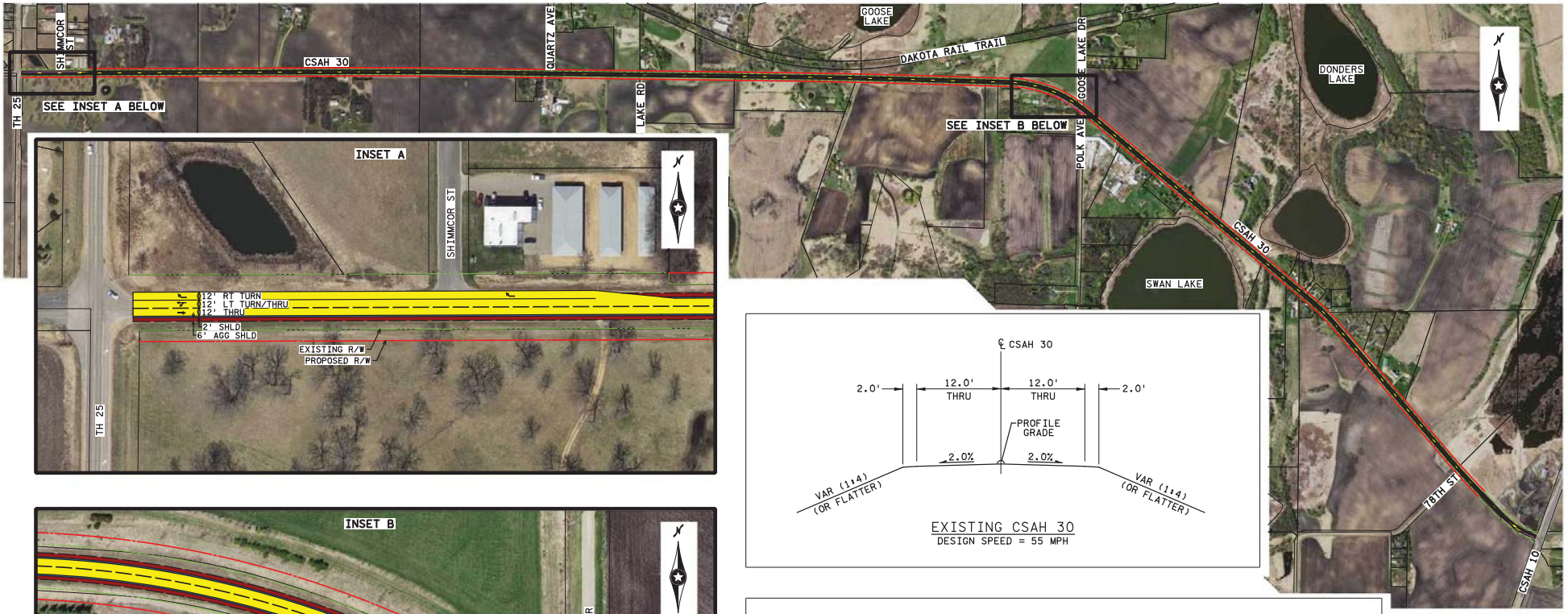
On behalf of the City Council, I thank you for your consideration.

Sincerely,

James P. Sanborn
Mayor

City Hall	Public Services	Fire Station	Safari Island Community Center	Ice Arena
201 South Vine Street	310 10th Street East	26 Maple Street South	1600 Community Drive	1250 Oak Avenue
Waconia, MN 55387	Waconia, MN 55387	Waconia, MN 55387	Waconia, MN 55387	Waconia, MN 55387
952-442-2184	952-442-2615	952-442-2316	952-442-0695	952-442-RINK (7465)

www.waconia.org



H:\Projects\11000\11772\Design\Graphics\11772_gr02.dgn

SRF Consulting Group, Inc.

Job #9282
6/26/2018

CSAH 30 Improvements

CSAH 30 from TH 25 to CSAH 10
Carver County

Figure 1

June 11, 2018

Lyndon Robjent, P.E.
Public Works Director, County Engineer
Carver County Public Works
11360 Highway 212, Suite 1, Cologne, MN 55322

Dear Mr. Robjent,

The City of Mayer is pleased to support the 2018 Federal Regional solicitation application for CSAH 30 Reconstruction from TH 25 to CSAH 10 under the Roadway Reconstruction and Modernization category.

CSAH 30 is a crucial link to the regional transportation network from a rural perspective. CSAH 30 is a two-lane rural highway with 12-foot lanes and two-foot gravel shoulders. The improvements include upgrading CSAH 30 to state standards, which includes 12-foot travel lanes and eight-foot shoulders. The extra shoulder width will improve safety for motorists, bicyclists, heavy commercial vehicles, farming equipment and provide a safe emergency stopping area for vehicles.

The proposed project is endorsed by the City of Mayer and we are supportive of the Regional Solicitation Application.

Sincerely,

Margaret McCallum
City Administrator
City of Mayer