



Application

13861 - 2020 Roadway Modernization

14051 - CSAH 30 Rural Connection Project from TH 25 to CSAH 10

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted  
Submitted Date: 05/15/2020 1:17 PM

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## Primary Contact

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

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## 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

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## Project Information

**Project Name**

CSAH 30 Rural Connection Modernization 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):**

The proposed project includes the reconstruction and modernization of County State Aid Highway (CSAH) 30 from Trunk Highway (TH) 25 (Ash Avenue S) 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 and includes a full depth reclamation of the 12-foot travel lanes and shoulder widening to eight-foot shoulders. 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.)**

The project is located primarily within Waconia Township, and is the primary east-west highway connection between the standalone communities of Mayer and Waconia. The project is significant to this rural area because it provides access to major north-south minor arterials (TH 25 and CSAH 10), which link to the regional transportation network. TH 25 and CSAH 10 are two continuous north-south routes in rural Carver County that provides access to TH 5 (Minor Arterial), US 212 (Principal Arterial), and TH 7 (Principal Arterial). Mayer and Waconia rely on these connections heavily.

CSAH 30 is a crucial link in the regional transportation network serving Mayer, Waconia, and the surrounding rural township area. This area is growing, and there is a defined need to upgrade CSAH 30 to meet state aid standards

*(Limit 2,800 characters; approximately 400 words)*

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.**

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*

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## 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 \$2,562,400.00

Match Amount \$640,600.00

*Minimum of 20% of project total*

Project Total \$3,203,000.00

*For transit projects, the total cost for the application is total cost minus fare revenues.*

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

*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: 2024

*Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.*

Additional Program Years: 2022, 2023

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

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## 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 06/01/2024

(Approximate) End Construction Date 09/30/2024

**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**

**Miles of Sidewalk (nearest 0.1 miles)** 0

**Miles of Trail (nearest 0.1 miles)** 0

**Miles of Trail on the Regional Bicycle Transportation Network  
(nearest 0.1 miles)** 0

**Primary Types of Work** Grade, Agg Base, Bit base, Bit surface, striping, lighting

*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):**

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## **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 (2018), the 2040 Regional Parks Policy Plan (2018), 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.*

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)

**Briefly list the goals, objectives, strategies, and associated pages:**

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)

*Limit 2,800 characters, approximately 400 words*

*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.*

The project is identified as a County Road Rehabilitation project in the adopted Carver County 20-year Transportation Tax Implementation Plan for eligibility to utilize sales tax funding and to provide funding equity to rural areas. The project is identified in the County's Road and Bridge Construction Plan for construction in 2025.

**List the applicable documents and pages:**

CSAH 30 corridor is listed in the Carver County Roadway Safety Plan. 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.

Limit 2,800 characters, approximately 400 words

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 State Aid 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.

**Strategic Capacity (Roadway Expansion):** \$1,000,000 to \$10,000,000

**Roadway Reconstruction/Modernization:** \$1,000,000 to \$7,000,000

**Traffic Management Technologies (Roadway System Management):** \$250,000 to \$3,500,000

**Spot Mobility and Safety:** \$1,000,000 to \$3,500,000

**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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

**The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation. Yes**

**Date plan completed:** 02/18/2014

**Link to plan:** <https://www.co.carver.mn.us/home/showdocument?id=1164>

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

**Date self-evaluation completed:**

**Link to plan:**

**Upload plan or self-evaluation if there is no link**

Upload as PDF

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**

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## 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 and Strategic Capacity 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 MnDOT's 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.**

### Bridge Rehabilitation/Replacement projects only:

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 National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.

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

### Roadway Expansion, Reconstruction/Modernization, 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 as described in Appendix F of the 2040 Transportation Policy Plan.

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

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## Requirements - Roadways Including Multimodal Elements

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$185,000.00
Removals (approx. 5% of total cost)	\$31,000.00
Roadway (grading, borrow, etc.)	\$637,000.00
Roadway (aggregates and paving)	\$1,566,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$310,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$31,000.00
Striping	\$11,000.00
Signing	\$0.00
Lighting	\$16,000.00
Turf - Erosion & Landscaping	\$106,000.00
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	\$310,000.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$3,203,000.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

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## Transit Operating Costs

<b>Number of Platform hours</b>	0
<b>Cost Per Platform hour (full loaded Cost)</b>	\$0.00
<b>Subtotal</b>	\$0.00

Other Costs - Administration, Overhead,etc. \$0.00

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## Totals

Total Cost \$3,203,000.00  
Construction Cost Total \$3,203,000.00  
Transit Operating Cost Total \$0.00

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## 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 1589469187026\_CSAH 30\_Regional Economy.pdf

*Please upload attachment in PDF form.*

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## Measure C: Current Heavy Commercial Traffic

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

### Along Tier 1:

Miles: 0  
*(to the nearest 0.1 miles)*

### Along Tier 2:

Miles: 0  
*(to the nearest 0.1 miles)*

### Along Tier 3:

Miles: 0  
*(to the nearest 0.1 miles)*

**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

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## Measure A: Current Daily Person Throughput

Location CSAH 30 west of CSAH 10  
Current AADT Volume 2750  
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

1589469362633\_CSAH 30\_Transit Connections.pdf

Please upload attachment in PDF form.

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## Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	3575.0

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## 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

Forecast (2040) ADT volume

3600

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

*1. Sub-measure: Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, 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.*

The project serves Waconia Township's elderly, rural population: 26.5% of Waconia Township residents are over age 60 (ACS 5-Yr Est.) compared to 14.8% of the County's total population 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 regional medical services, and will improve access to medical facilities for elderly populations. 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 proposed improvement on CSAH 30 will also serve children by providing a direct connection to six area schools and bus routes serving over 3,700 students. The project will benefit Watertown and Waconia Township residents and area schools by widening the shoulders and modernizing the roadway to state standards.

**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 in the project area. Residents were mailed project information and invited to attend the township board meeting to provide input. Multiple residents attended and gave feedback at the township board meeting about the future project. A common concern was intersection safety at CSAH 30/Goose Lake Dr./Polk Ave. In response, the County took a closer look at safety analysis and the proposed vertical and horizontal curve.

Residents were also engaged as part of the County's 2040 Comprehensive Plan through specific outreach to the Township. Feedback from residents for the Comp Plan focused on the Township's Community Designation of Agricultural and this project as a vital link in the farm-to-market

highway system. In addition, 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. This is an adopted plan that underwent public review and comment. Feedback was incorporated to provide rural equity by utilizing sales tax funding on rural rehab projects such as this one.

*(Limit 2,800 characters; approximately 400 words)*

**2. Sub-measure:** *Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

*a. Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. 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 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.

**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 project will benefit Watertown Township residents by widening the shoulders and modernizing the roadway to state standards.

The proposed improvement on CSAH 30 will serve children by providing a direct connection to six area schools and bus routes serving over 3,700 students. The school district is expecting to grow to 6,000 students by 2030. Improving the roadway surface and widening the shoulder will better serve the students living along the corridor and school buses using the corridor to connect between rural communities.

Rural County Roads are often used for bicycle and pedestrian travel. Widening the shoulder from 2 ft to 8 ft will provide a much improved facility for bicyclists and pedestrians.

*(Limit 2,800 characters; approximately 400 words)*

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

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.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

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 well as the City of Mayer and City of Waconia. 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.

**Response:**

The City of Mayer and City of Waconia also 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.

*(Limit 2,800 characters; approximately 400 words)*

**Select one:**

**3. Sub-measure: Bonus Points** Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

a. 25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b. 20 points to projects within an Area of Concentrated Poverty

c. 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d. 10 points for all other areas



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

Project located in Area of Concentrated Poverty:

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

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 )

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map

1589469677229\_CSAH 30\_Socio-Economic Conditions.pdf

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## Measure B: Part 1: Housing Performance Score

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	19.0	0.974
Waconia Township	3.7	0.95	8.0	7.59

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## Total Project Length

Total Project Length 3.9

Project length entered on the Project Information - General form.

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## Housing Performance Score

Total Project Length (Miles) or Population 3.9

Total Housing Score 8.564

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## Affordable Housing Scoring

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## Part 2: Affordable Housing Access

*Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.*

*If text box is not showing, click Edit or "Add" in top right of page.*

There are 190 units of affordable housing served by the project area including 5 multi-family rental housing locations (175 units), 5 scattered site rental properties, and 10 owner-occupied Community Land Trust properties. All units are existing. Additional affordability details for each location including number of units, number of bedrooms per unit, level of affordability, funding restrictions, voucher status, and fair housing plan status are listed in the attached documentation. The majority of the units have rent based on 30% of income with a variety of number of bedrooms within the sample.

The proposed project will improve the transportation system for these residents by bringing the roadway up to state aid standards and providing a reliable rural minor arterial connection between standalone communities. The added shoulder width, intersection improvements including a right turn lane, and improved pavement condition will create a safer transportation environment for all users relying on this rural connecting corridor.

**Response:**

All of the affordable housing locations are within 2 miles of the project location, which is consistent with usage for this rural Minor Arterial and with the approved Functional Classification System Criteria for Minor Arterials in Rural areas (vs. Urban Service areas) listed in Appendix D of the TPP. This is the only roadway connecting the City of Mayer to Waconia and critical regional services including medical services. The next closest east-west minor arterial is TH 5 - 4 miles to the south and TH 7, a principal arterial, located 2 miles north of the corridor. The scorer is strongly encouraged to consider the 2 mile buffer area instead of using the urban focused distance of ½ mile for evaluation, which is not relevant in the rural area context and not consistent with functional class spacing in the TPP

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589470037675\_CR 30 Affordable housing table-map.pdf

### 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

The crash rate along the corridor is over 2 times higher than the State average based on 10-yr crash data. Many of these crashes are lane departure crashes. The existing 2 ft shoulders do not provide an adequate area for motorists who cross the lane line to regain control of the vehicle safely.

**Response:**

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

The proposed project will address the roadway geometrics associated with the curve at the intersection of CSAH 30/Goose Lake Dr/Polk Ave. and upgrade geometry to a 55 mph design speed. The project will also include an upgraded shoulder width from 2 to 8 ft. A northbound right turn lane will also be added at the TH 25/CSAH 30 intersection.

**Response:**

*(Limit 700 characters; approximately 100 words)*

**Access management enhancements:**

Yes

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 four full, 3-way T-intersections (Shimmcor St., Quartz Ave., Rutz Lake Rd., and 78th St.). This falls within the County's access management guidance. In addition, the existing and planned land use along the corridor is Agricultural, with 1 dwelling 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.

**Response:**

*(Limit 700 characters; approximately 100 words)*

**Vertical/horizontal alignment improvements:**

Yes

The roadway will follow the existing alignment, which does not have major vertical or horizontal alignment issues. The horizontal radius for the curve was reviewed and is an approximately 4 degree curve, which meets standards for a 55 mph design speed. Vertical curve was reviewed and is expected to meet standards as well. The project will improve the existing alignment roadway width by widening the existing shoulder to 8 feet from the existing 2 feet.

**Response:**

*(Limit 700 characters; approximately 100 words)*

**Improved stormwater mitigation:**

Yes

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.

**Response:**

*(Limit 700 characters; approximately 100 words)*

**Signals/lighting upgrades:**

Yes

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 part of this project.

**Response:**

*(Limit 700 characters; approximately 100 words)*

**Other Improvements**

Yes

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.

**Response:**

*(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 without the Project (Vehicles per hour)	Volume with the Project (Vehicles Per Hour):	Total Peak Hour Delay Reduced by the Project:	Total Peak Hour Delay Reduced by the Project:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
9.0	8.0	1.0	1583	1583	1583.0	1583.0	N/A	158947077 9912_CSA H 30 Synchro Existing-Improved Report.pdf

1583

### Vehicle Delay Reduced

Total Peak Hour Delay Reduced 1583.0

Total Peak Hour Delay Reduced 1583.0

### 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):
1.44	1.44	0
1	1	0

### Total

Total Emissions Reduced: 0

Upload Synchro Report 1589470918122\_CSAH 30 Synchro Existing-Improved Report.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

A dual CMF was used for the CSAH 30/TH 25 Intersection.

Improvements include constructing a right-turn lane and adding lighting. Specific documentation is attached.

CMF1=install right-turn lane

CMF2=Install lighting

Dual CMF= (CMF1)\*(CMF2)

Rear End (All): (.35)\*(.53) = .19

Angle (PDO): (.73)\*(.53) = .39

**Crash Modification Factor Used:**

A dual CMF was used for CSAH 30 from CSAH 10 to TH 25

Improvements include reconstructing the roadway and adding a paved shoulder. Specific documentation is attached.

CMF1=Increase pavement friction

CMF2=Install a paved shoulder

CMF=CMF1\*CMF2

ROR, Head On (PDO and Injury): .59\*.39=.23

Rear End (PDO): .30\*.86=.26

*(Limit 700 Characters; approximately 100 words)*

**Rationale for Crash Modification Selected:**

The proposed project includes constructing 8 ft paved shoulders, adding right-turn lanes and lighting at intersections. Therefore CMFs that captured the significant safety benefits of these improvements were utilized. CMFs were vetted by quality and area type - Rural.

*(Limit 1400 Characters; approximately 200 words)*

Project Benefit (\$) from B/C Ratio	\$5,017,475.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	1
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	12
Total Fatal (K) Crashes Reduced by Project:	0
Total Serious Injury (A) Crashes Reduced by Project:	1
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	0
Total Crashes Reduced by Project:	5
Worksheet Attachment	1589471114570_CSAH 30 Crash Analysis B-C_Crash Data.pdf

*Please upload attachment in PDF form.*

---

### 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

Rural County Roads are often used for bicycle and pedestrian travel as the only connection from point A to B. Widening the shoulder from 2 ft to 8 ft and paving a portion of it will provide a safer facility for bicyclists and pedestrians using the roadway. A countermeasure for upgrading an unpaved or non-existent shoulder to composite shoulder in a rural area was referenced for all types of crashes and will provide a safety benefit for the corridor.

**Response:**

At each intersection within the project area, ADA compliant ramp and crossings will be implemented. Students who live along CSAH 30 are picked up by school bus on the roadway. Current road conditions require students to wait on the narrow shoulder. With the proposed improvements, the shoulder width will be expanded meaning students can safely wait with additional separation from passing vehicles.

Intersection lighting is being added along CSAH 30. According to FHWA PEDSAFE program, adding lighting at crosswalks and enhanced signing and marking is a proven pedestrian safety countermeasure. Per MnDOT's Best Practices for Pedestrian/Bicycle Safety, adding crosswalk lighting has a 33 to 44 percent reduction in all crash types.

*(Limit 2,800 characters; approximately 400 words)*

---

## **Measure A: Multimodal Elements and Existing Connections**

In rural areas, wide shoulders on county roads are often used by residents for bicycling and walking transportation as the only connection from point A to B. This roadway, for example, is the primary and most direct connection between the City of Mayer and the City of Waconia. The existing roadway has 2 ft shoulders (1 ft paved, 1 ft aggregate). This modernization project will expand the shoulder width to 8 ft, providing a safer and more comfortable facility for bicycle and pedestrian usage.

**Response:**

CSAH 30 also provides a direct connection to the parallel Dakota Rail Regional Trail, designated as an existing Regional Trail open to the public in Met Council's THRIVE Parks Policy Plan. The paved Dakota Rail Regional Trail extends 13.5 miles through Carver County from the county line (roughly 2 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 regional trail. If the RBTN included rural areas and facilities connecting rural communities and cities for analysis, this significant Regional Trail would be a Tier 1 Alignment. The trail can be accessed from Quartz Lane and Goose Lake Dr. from CSAH 30. Residents of Waconia Township and the City of Waconia are likely to use CSAH 30 to access the Dakota Rail Regional 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 on-road bicyclist needs.

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 7-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 (25 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**

1589471785393\_CSAH 30\_layout-letter.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**

06/28/2018

### 2)Review of Section 106 Historic Resources (15 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 (25 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**

11/01/2023

### **4)Railroad Involvement (15 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**

### **5) Public Involvement (20 percent of points)**

*Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:*

**Meeting with general public:** 06/25/2018

**Meeting with partner agencies:** 06/25/2018

**Targeted online/mail outreach:** 06/18/2018

**Number of respondents:** 8

**Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.** Yes

100%

**Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.**

75%

**At least one meeting specific to this project with the general public has been used to help identify the project need.**

50%

**At least one meeting specific to this project with key partner agencies has been used to help identify the project need.**

50%

**No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.**

25%

**No outreach has led to the selection of this project.**

0%



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 in the project area. Residents were mailed project information and invited to attend the township board meeting to provide input. Multiple residents attended and gave feedback at the township board meeting about the future project. A common concern was intersection safety at CSAH 30/Goose Lake Dr./Polk Ave. In response, the County took a closer look at safety analysis and the proposed vertical and horizontal curve.

Response (Limit 2,800 characters; approximately 400 words):

Residents were also engaged as part of the County's 2040 Comprehensive Plan through specific outreach to the Township. Feedback from residents for the Comp Plan focused on the Township's Community Designation of Agricultural and this project as a vital link in the farm-to-market highway system. In addition, 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. This is an adopted plan that underwent public review and comment. Feedback was incorporated to provide rural equity by utilizing sales tax funding on rural rehab projects such as this one.

The City of Mayer and City of Waconia also 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.

---

## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):

\$3,203,000.00

Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$3,203,000.00
Enter amount of any outside, competitive funding:	\$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

## Other Attachments

File Name	Description	File Size
CarverCo_CSAH 30Reconstruct_Summary2020.pdf	CSAH 30 Rural Connection 1-page Summary	1.2 MB
CarverCo_CSAH 30_Reconstruct_Photo.pdf	CSAH 30 Rural Connection existing conditions photo	171 KB
CSAH 30 Layout.pdf	CSAH 30 Rural Connection Concept and Layout	587 KB
CSAH 30 Support Letter_Waconia.pdf	City of Waconia letter of support for CSAH 30 Rural Connection Project	150 KB
LOS_Mayer_CSAH30.pdf	City of Mayer letter of support for CSAH 30 Rural Connection Project	337 KB

# Regional Economy

## Results

**WITHIN ONE MI** of project:  
Postsecondary Students: 0

Totals by City:

**Waconia Twp.**

Population: 628

Employment: 67

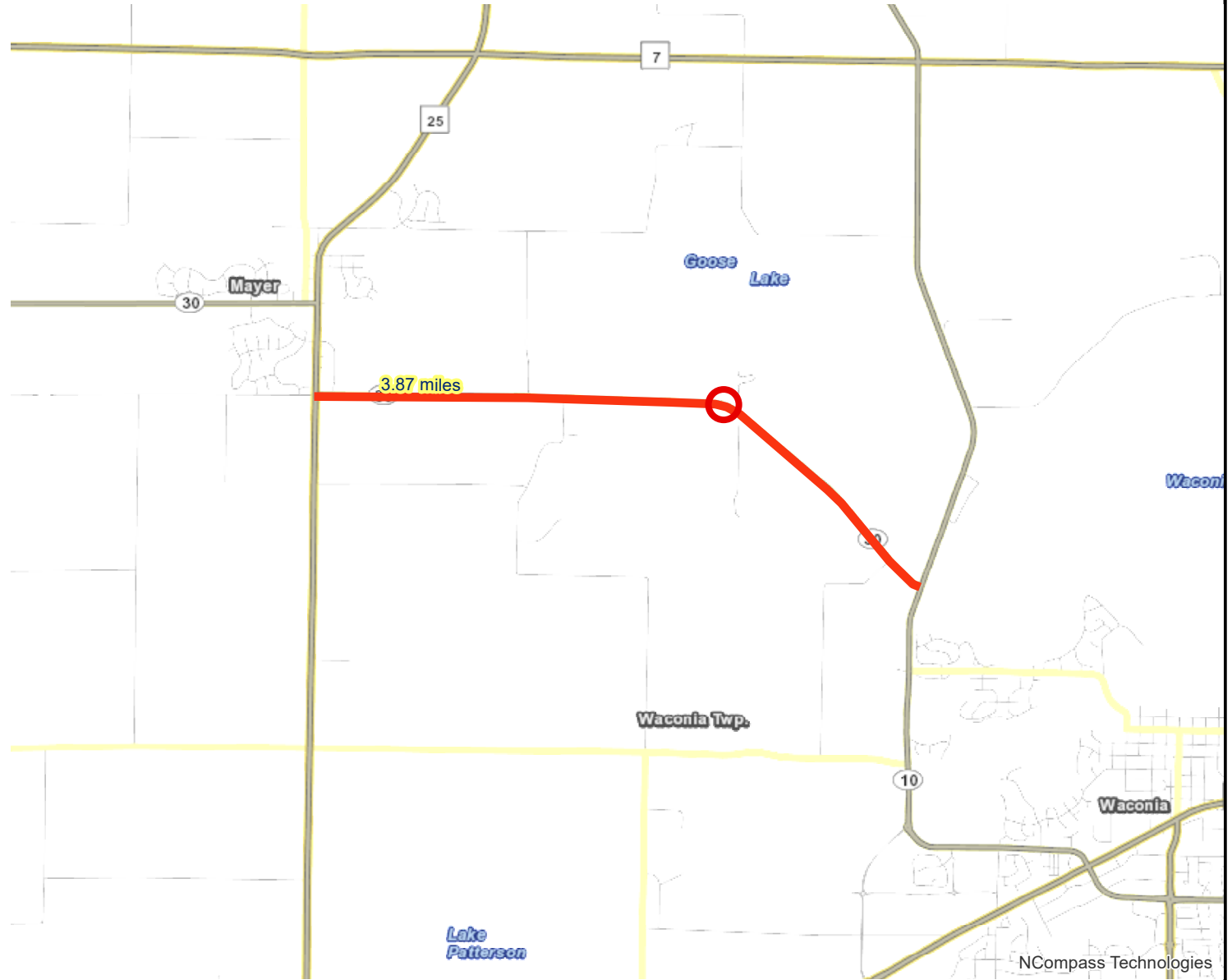
Mfg and Dist Employment: 42





**Watertown Twp.**

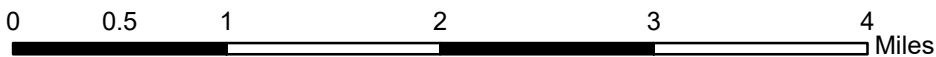
Population: 195

Employment: 46

Mfg and Dist Employment: 0



-  Project Points
-  Project
-  Manufacturing/Distribution Centers
-  Job Concentration Centers



Created: 5/4/2020  
LandscapeRSA5

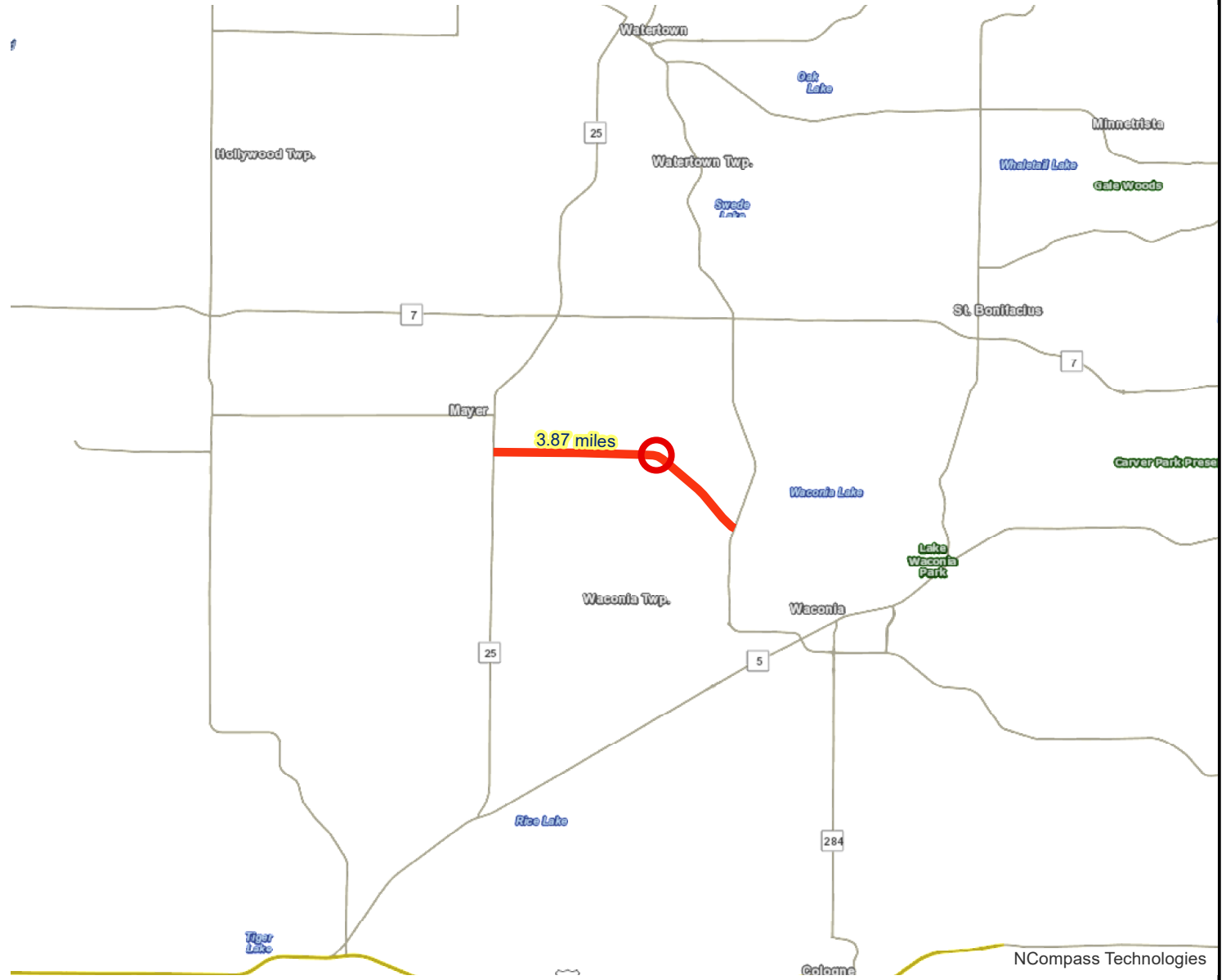


For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



NCompass Technologies

# Transit Connections



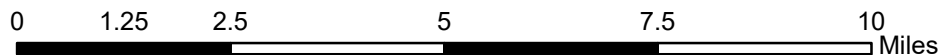
## Results

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

*\*indicates Planned Alignments*

Transit Market areas: 5

-  Project Points
-  Project
-  Project Area



Created: 5/4/2020  
LandscapeRSA3



For complete disclaimer of accuracy, please visit  
<https://giswebsite.metc.state.mn.us/gis/notice.aspx>

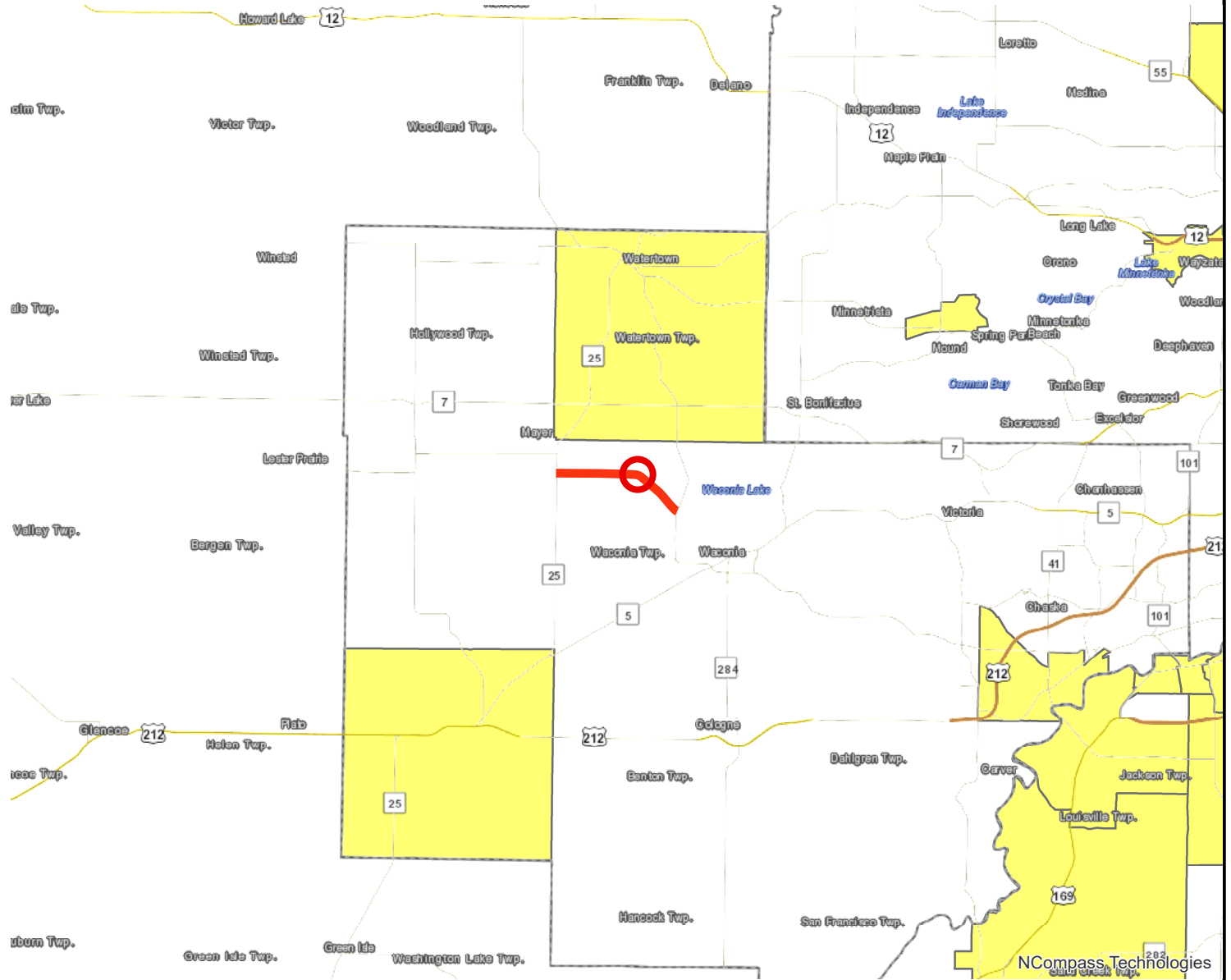





NCompass Technologies



**Results**

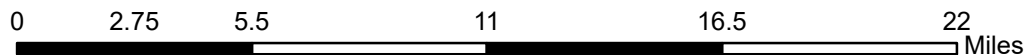
Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly:  
(0 to 12 Points)

Tracts within half-mile: 90200 90301



-  Points
-  Lines
-  Area of Concentrated Poverty > 50% residents of color

-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



Created: 5/4/2020  
LandscapeRSA2

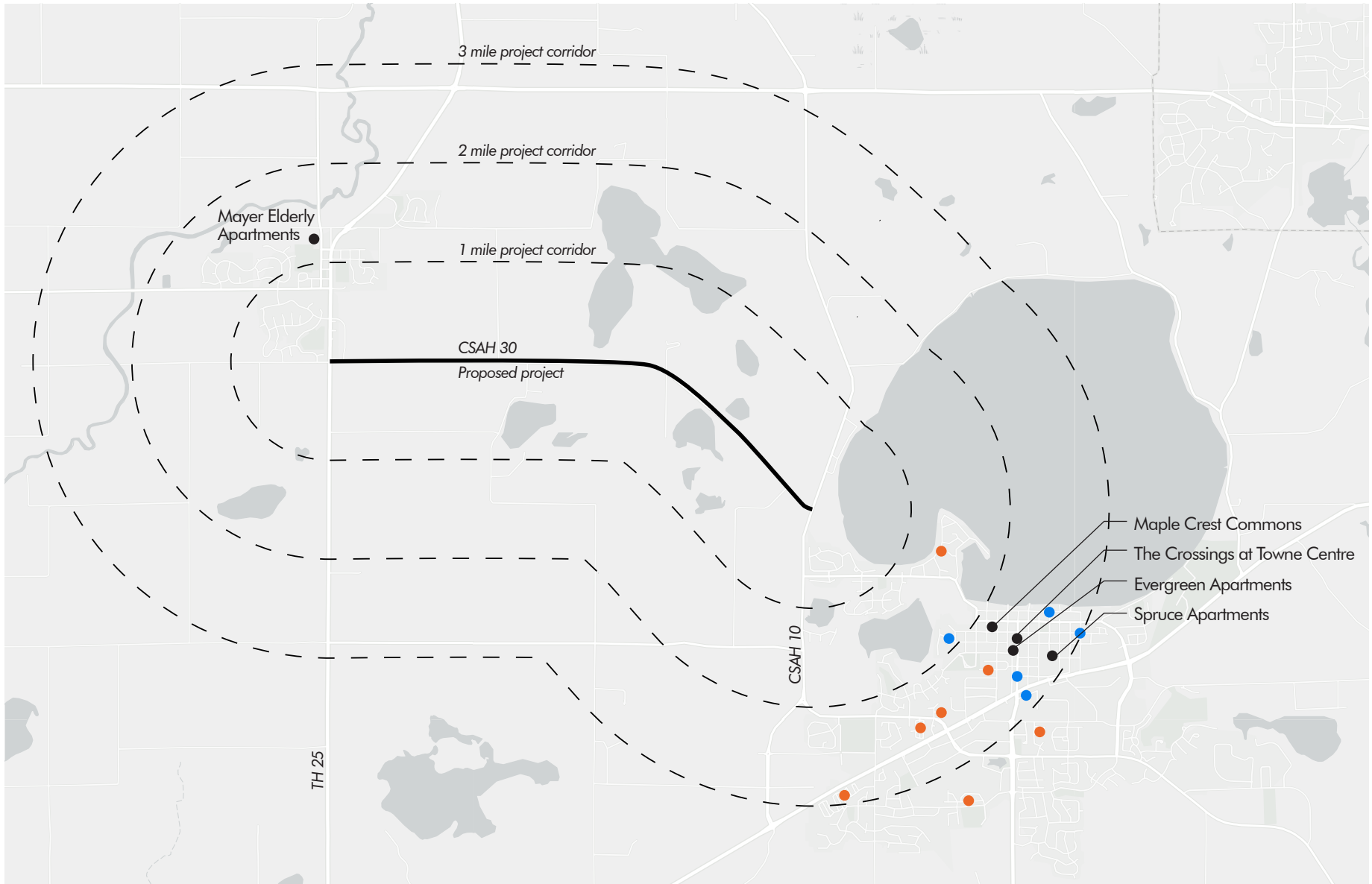


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



## Affordable Housing County Road 30 Corridor

Name	Location	Stage	Total units	Affordable at 100% AMI	Affordable at 80% AMI	Affordable at 60% AMI	Affordable at 50% AMI	Affordable at 30% AMI	Bedrooms	Funding restrictions	Vouchers accepted?	Fair Housing plan?
<b>Multi-family rental housing</b>												
Mayer Elderly Apartments	419 Bluejay Ave., Mayer	Existing	10					10	All are 1-bedroom	USDA RD		The CDA (owner & manager) has an agency-wide fair housing plan
Maple Crest Commons	330 W. 1st Street, Waconia	Existing	20		Rent is based on 30% of income				All are 1-bedroom	USDA RD and project based assistance		Unknown
The Crossings at Towne Centre	200 S. Olive Street, Waconia	Existing	68	68					3-Efficiency 43- 1 bed/+Den 22- 2 bed/+Den	100% AMI with 2 project based vouchers	Yes	CDA's Plan
Evergreen Apartments	100 W. 3rd Street, Waconia	Existing	46		Rent is based on 30% of income				45 -1 bedroom 1 - 2 bedroom 21 -1 bedroom	HUD Section 8 building		Unknown
Spruce Apartments	325 S. Spruce Street, Waconia	Existing	31		Rent is based on 30% of income				6 - 2 bedroom 4 - 3 bedroom 4 bedroom	1- HUD Public Housing		CDA's Plan
<b>Scattered site rental properties</b>												
Scattered site public housing	XXX S. Spruce Street	Existing	1		Rent is based on 30% of income				2 bedroom	Public housing	No	CDA's plan
Scattered site public housing	XXX E. 1st Street	Existing	1		Rent is based on 30% of income				4 bedroom	Public housing	No	CDA's plan
Scattered site public housing	XXX Elm Street S.	Existing	1		Rent is based on 30% of income				3 bedroom	Public housing	No	CDA's plan
Scattered site public housing	XXX W. 2nd Street	Existing	1		Rent is based on 30% of income				3 bedroom	Public housing	No	CDA's plan
Scattered site public housing	XXX Pine Street	Existing	1		Rent is based on 30% of income				3 bedroom	Public housing	No	CDA's plan
We also know that there are Housing Choice Vouchers being accepted by private landlords throughout this area as well. The total number however is unknown.												
<b>Owner-occupied housing</b>												
Commuity Land Trust property	XXX 3 1/2 Street	Existing	1		1					CLT	N/A	CDA's plan
Commuity Land Trust property	XXX Lilac Court	Existing	1		1					CLT	N/A	CDA's plan
Commuity Land Trust property	XXX Tiffany Lane	Existing	1		1					CLT	N/A	CDA's plan
Commuity Land Trust property	XXX Tiffany Lane	Existing	1		1					CLT	N/A	CDA's plan
Commuity Land Trust property	XXX Tiffany Lane	Existing	1		1					CLT	N/A	CDA's plan
Commuity Land Trust property	XXX Tiffany Lane	Existing	1		1					CLT	N/A	CDA's plan
Commuity Land Trust property	XXX Countryside Road	Existing	1		1					CLT	N/A	CDA's plan
Commuity Land Trust property	XXX Lakeview Terrace	Existing	1		1					CLT	N/A	CDA's plan
Commuity Land Trust property	XXX Carver Square	Existing	1		1					CLT	N/A	CDA's plan
Commuity Land Trust property	XXX Idlewild Lane	Existing	1		1					CLT	N/A	CDA's plan



- Multi-family rental housing
- Scattered site rental properties (exact location private)
- Owner-occupied housing (exact location private)

**CSAH 30 Reconstruction**  
Affordable Housing



---

2: CSAH 10 & CSAH 30

---

Direction	All
Future Volume (vph)	962
Total Delay / Veh (s/v)	3
CO Emissions (kg)	0.62
NOx Emissions (kg)	0.12
VOC Emissions (kg)	0.14

---

7: TH 25 & CSAH 30

---

Direction	All
Future Volume (vph)	621
Total Delay / Veh (s/v)	5
CO Emissions (kg)	0.39
NOx Emissions (kg)	0.08
VOC Emissions (kg)	0.09



---

2: CSAH 10 & CSAH 30

---

Direction	All
Future Volume (vph)	962
Total Delay / Veh (s/v)	3
CO Emissions (kg)	0.62
NOx Emissions (kg)	0.12
VOC Emissions (kg)	0.14

---

7: TH 25 & CSAH 30

---

Direction	All
Future Volume (vph)	621
Total Delay / Veh (s/v)	6
CO Emissions (kg)	0.39
NOx Emissions (kg)	0.08
VOC Emissions (kg)	0.09

---

2: CSAH 10 & CSAH 30

---

Direction	All
Future Volume (vph)	962
Total Delay / Veh (s/v)	3
CO Emissions (kg)	0.62
NOx Emissions (kg)	0.12
VOC Emissions (kg)	0.14

---

7: TH 25 & CSAH 30

---

Direction	All
Future Volume (vph)	621
Total Delay / Veh (s/v)	5
CO Emissions (kg)	0.39
NOx Emissions (kg)	0.08
VOC Emissions (kg)	0.09

---

2: CSAH 10 & CSAH 30

---

Direction	All
Future Volume (vph)	962
Total Delay / Veh (s/v)	3
CO Emissions (kg)	0.62
NOx Emissions (kg)	0.12
VOC Emissions (kg)	0.14

---

7: TH 25 & CSAH 30

---

Direction	All
Future Volume (vph)	621
Total Delay / Veh (s/v)	6
CO Emissions (kg)	0.39
NOx Emissions (kg)	0.08
VOC Emissions (kg)	0.09

**CSAH 30 Benefit Cost****Total Benefit-Cost Calculation**

\$5,017,475	Benefit (present value)
-------------	-------------------------

\$3,203,000	Cost
-------------	------

**B/C Ratio = 1.57****Benefit (Present Value) Summary**

\$289,031 TH 25 Intersection

\$4,728,444 Segment between TH 25 and CSAH 10

### Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project



#### A. Roadway Description

Route	CSAH 30	District		County	Carver
Begin RP		End RP		Miles	
Location	CSAH 30 and TH 25				

#### B. Project Description

Proposed Work	Construct right-turn lane and install intersection lighting		
Project Cost*	\$3,203,000	Installation Year	2024
Project Service Life	20 years	Traffic Growth Factor	3.0%

\* exclude Right of Way from Project Cost

#### C. Crash Modification Factor

0.19	Fatal (K) Crashes	Reference	Crash Clearinghouse
0.19	Serious Injury (A) Crashes		
0.19	Moderate Injury (B) Crashes	Crash Type	Rear End
0.19	Possible Injury (C) Crashes		
0.19	Property Damage Only Crashes		<a href="http://www.CMFClearinghouse.org">www.CMFClearinghouse.org</a>

#### D. Crash Modification Factor (optional second CMF)

0.39	Fatal (K) Crashes	Reference	Crash Clearinghouse
0.39	Serious Injury (A) Crashes		
0.39	Moderate Injury (B) Crashes	Crash Type	All
0.39	Possible Injury (C) Crashes		
0.39	Property Damage Only Crashes		<a href="http://www.CMFClearinghouse.org">www.CMFClearinghouse.org</a>

#### E. Crash Data

Begin Date	1/1/2016	End Date	12/31/2018	3 years
Data Source	MnDOT			
	Crash Severity	Rear End	All	
	K crashes	0	0	
	A crashes	0	0	
	B crashes	0	0	
	C crashes	0	0	
	PDO crashes	3	1	

#### F. Benefit-Cost Calculation

\$289,031	Benefit (present value)	<b>B/C Ratio = 0.10</b>
\$3,203,000	Cost	

Proposed project expected to reduce 2 crashes annually, 0 of which involving fatality or serious injury.

### F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	\$1,360,000
A crashes	\$680,000
B crashes	\$210,000
C crashes	\$110,000
PDO crashes	\$12,000

Link: [mndot.gov/planning/program/appendix\\_a.html](http://mndot.gov/planning/program/appendix_a.html)

Real Discount Rate 1.2%  
 Traffic Growth Rate 3.0%  
 Project Service Life 20 years

### G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$0
A crashes	0.00	0.00	\$0
B crashes	0.00	0.00	\$0
C crashes	0.00	0.00	\$0
PDO crashes	3.04	1.01	\$12,160

**\$12,160**

### H. Amortized Benefit

Year	Crash Benefits	Present Value
2024	\$12,160	\$12,160
2025	\$12,525	\$12,376
2026	\$12,901	\$12,596
2027	\$13,288	\$12,820
2028	\$13,686	\$13,048
2029	\$14,097	\$13,281
2030	\$14,520	\$13,517
2031	\$14,955	\$13,757
2032	\$15,404	\$14,002
2033	\$15,866	\$14,251
2034	\$16,342	\$14,504
2035	\$16,832	\$14,762
2036	\$17,337	\$15,025
2037	\$17,857	\$15,292
2038	\$18,393	\$15,564
2039	\$18,945	\$15,841
2040	\$19,513	\$16,123
2041	\$20,099	\$16,410
2042	\$20,702	\$16,701
2043	\$21,323	\$16,999
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0

**Total = \$289,031**

Dual CMF for CSAH 30/TH 25 Intersection

Improvements include Constructing a right-turn lane and adding lighting

CMF1=install right-turn lane

CMF2=Install lighting

Dual CMF= (CMF1)\*(CMF2)

Rear End (All): (.35)\*(.53) = .19

Angle (PDO): (.73)\*(.53) = .39

Countermeasure(s)	Crash Type	Crash Severity	Area Type	Config	Control	Major	Minor	Ref	Obs	Effectiveness				Study Type
						Daily Traffic Volume (veh/day)				Crash Reduction Factor / Function	Std Error	Range		
												Low	High	
Prohibit right-turn-on-red (cont'd)	All	All	Urban/ Suburban		Signal			62		100(1-(0.984)^n); n=number of signalized intersection approaches 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



Desktop Reference for Crash Reduction Factors

Intersection Crashes

Countermeasure(s)	Crash Type	Crash Severity	Area Type	Config	Control	Major	Minor	Ref	Obs	Effectiveness				Study Type	
						Daily Traffic Volume (veh/day)				Crash Reduction Factor / Function	Std Error	Range			
												Low	High		
<b>RIGHT-TURN COUNTERMEASURES</b>															
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	

Desktop Reference for Crash Reduction Factors

Intersection Crashes

Countermeasure(s)	Crash Type	Crash Severity	Area Type	Config	Control	Major	Minor	Ref	Obs	Effectiveness				Study Type
						Daily Traffic Volume (veh/day)				Crash Reduction Factor / Function	Std Error	Range		
												Low	High	
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				

**Traffic Safety Benefit-Cost Calculation**

Highway Safety Improvement Program (HSIP) Reactive Project



**A. Roadway Description**

Route	CSAH 30	District		County	Carver
Begin RP		End RP		Miles	
Location	CSAH 30 from TH 25 to CSAH 10				

**B. Project Description**

Proposed Work	Widen shoulder and Improve Pavement Friction		
Project Cost*	\$3,203,000	Installation Year	2024
Project Service Life	20 years	Traffic Growth Factor	3.0%

\* exclude Right of Way from Project Cost

**C. Crash Modification Factor**

0.23	Fatal (K) Crashes	Reference	Crash Clearinghouse
0.23	Serious Injury (A) Crashes		
0.23	Moderate Injury (B) Crashes	Crash Type	Run Off Road, Head On
0.23	Possible Injury (C) Crashes		
0.23	Property Damage Only Crashes		<a href="http://www.CMFclearinghouse.org">www.CMFclearinghouse.org</a>

**D. Crash Modification Factor (optional second CMF)**

0.26	Fatal (K) Crashes	Reference	Crash Clearinghouse
0.26	Serious Injury (A) Crashes		
0.26	Moderate Injury (B) Crashes	Crash Type	Rear End
0.26	Possible Injury (C) Crashes		
0.26	Property Damage Only Crashes		<a href="http://www.CMFclearinghouse.org">www.CMFclearinghouse.org</a>

**E. Crash Data**

Begin Date	1/1/2016	End Date	12/31/2018	3 years
Data Source	MnDOT			
	Crash Severity	Run Off Road, Head On	Rear End	
	K crashes	0	0	
	A crashes	1	0	
	B crashes	0	0	
	C crashes	0	0	
	PDO crashes	6	2	

**F. Benefit-Cost Calculation**

\$4,728,444	Benefit (present value)	<b>B/C Ratio = 1.48</b>
\$3,203,000	Cost	

Proposed project expected to reduce 3 crashes annually, 1 of which involving fatality or serious injury.

### F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	\$1,360,000
A crashes	\$680,000
B crashes	\$210,000
C crashes	\$110,000
PDO crashes	\$12,000

Link: [mndot.gov/planning/program/appendix\\_a.html](http://mndot.gov/planning/program/appendix_a.html)

Real Discount Rate 1.2%  
 Traffic Growth Rate 3.0%  
 Project Service Life 20 years

### G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$0
A crashes	0.77	0.26	\$174,533
B crashes	0.00	0.00	\$0
C crashes	0.00	0.00	\$0
PDO crashes	6.10	2.03	\$24,400

**\$198,933**

### H. Amortized Benefit

Year	Crash Benefits	Present Value
2024	\$198,933	\$198,933
2025	\$204,901	\$202,472
2026	\$211,048	\$206,073
2027	\$217,380	\$209,738
2028	\$223,901	\$213,469
2029	\$230,618	\$217,266
2030	\$237,537	\$221,130
2031	\$244,663	\$225,063
2032	\$252,003	\$229,066
2033	\$259,563	\$233,141
2034	\$267,350	\$237,287
2035	\$275,370	\$241,508
2036	\$283,631	\$245,804
2037	\$292,140	\$250,176
2038	\$300,905	\$254,625
2039	\$309,932	\$259,154
2040	\$319,230	\$263,764
2041	\$328,806	\$268,455
2042	\$338,671	\$273,230
2043	\$348,831	\$278,090
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0

**Total = \$4,728,444**

Dual CMF for CSAH 30 from CSAH 10 to TH 25

Improvements include reconstructing the roadway and adding a paved shoulder

CMF1=Increase pavement friction

CMF2=Install a paved shoulder

$CMF = CMF1 * CMF2$

ROR, Head On (PDO and Injury):  $.59 * .39 = .23$

Rear End (PDO):  $.30 * .86 = .26$

▪ 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

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

[Compare](#)

[Reset Compare](#)

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

CSAH 30 (9th Avenue) @ MNTH 25 (Ash Avenue) 2009 - 2018

objectid	Incident ID	Date and Time	Year	Hour	Crash Seve	Number Kil	Number of Officer Nar	Constructic	County	City	Township
<del>2032259</del>	<del>10623498</del>	<del>9/6/2010,</del>	<del>2010</del>	<del>12</del>	<del>Property-D</del>	<del>0</del>	<del>2</del>	<del>Driver-of</del>	<del>M</del>	<del>Carver</del>	<del>Waconia</del>
<del>2307730</del>	<del>10622956</del>	<del>8/15/2010,</del>	<del>2010</del>	<del>22</del>	<del>Property-D</del>	<del>0</del>	<del>1</del>	<del>Unit 2 hear</del>	<del>M</del>	<del>Carver</del>	<del>Waconia</del>
<del>2255353</del>	<del>10703279</del>	<del>9/7/2011,</del>	<del>2011</del>	<del>7</del>	<del>Possible Inj</del>	<del>0</del>	<del>2</del>	<del>Both</del>	<del>M</del>	<del>Carver</del>	<del>Mayer</del>
<del>2438885</del>	<del>10938938</del>	<del>11/20/201</del>	<del>2014</del>	<del>16</del>	<del>Property-D</del>	<del>0</del>	<del>2</del>	<del>V#1 stoppe</del>	<del>M</del>	<del>Carver</del>	<del>Mayer</del>
<del>1951883</del>	<del>11019033</del>	<del>5/2/2015,</del>	<del>2015</del>	<del>17</del>	<del>Minor Injur</del>	<del>0</del>	<del>1</del>	<del>Unit #1-</del>	<del>M</del>	<del>Carver</del>	<del>Mayer</del>
1829384	334990	3/10/2016,	2016	17	Property D	0	2	Unit 2 stop	M	CARVER	Waconia
1862766	522472	12/6/2017,	2017	7	Property D	0	2	Driver of	M	CARVER	Mayer
2262571	509855	10/18/201	2017	17	Property D	0	2	Driver of	M	CARVER	Waconia
2336628	453114	5/17/2017,	2017	16	Property D	0	2	Driver of	M	CARVER	Mayer
<del>2658027</del>	<del>740656</del>	<del>8/15/2019,</del>	<del>2019</del>	<del>14</del>	<del>Minor Injury Crash</del>			<del>The crash occurred in</del>	<del>1</del>	<del>Carver</del>	<del>Mayer</del>

Route Type	Route ID	Route Mea	Roadway N	Divided Ro	Intersectio	Manner of Collision	First Harmf	Relative Tr	Lighting Co	Road Circu	road_circu
<del>State Trunk</del>	<del>030000000</del>	<del>32.613</del>	<del>Hwy 25</del>		<del>County Ro</del>	<del>Sideswipe—Same Dir</del>	<del>Motor Veh</del>	<del>On Roadw</del>	<del>Daylight</del>		
<del>State Trunk</del>	<del>030000000</del>	<del>32.613</del>	<del>Hwy 25</del>		<del>Co Rd 30</del>	<del>Other</del>	<del>Motor Veh</del>	<del>On Roadw</del>	<del>Dark (Street Lights On)</del>		
<del>State Trunk</del>	<del>030000000</del>	<del>32.626</del>	<del>MNTH 25</del>		<del>75 F N CSA</del>	<del>REAR-END</del>	<del>Motor Veh</del>	<del>On Roadw</del>	<del>Daylight</del>		
<del>State Trunk</del>	<del>100002395</del>	<del>0.506</del>	<del>State High</del>	<del>North</del>	<del>County Ro</del>	<del>Sideswipe—Opposin</del>	<del>Motor Veh</del>	<del>On Roadw</del>	<del>Sunset</del>		
<del>State Trunk</del>	<del>100002395</del>	<del>0.506</del>	<del>Hwy 25</del>		<del>Co Rd 30</del>	<del>RAN OFF RD RIGHT</del>	<del>Overturn/R</del>	<del>On Roadw</del>	<del>Daylight</del>		
County Sta	040000659	7.293679	CSAH 30	West		Front to Rear	Motor Veh	On Roadw	Daylight	None	
State Trunk	030000000	33.01664	ASH AVE S			Rear to Rear	Motor Veh	On Roadw	Sunrise	Road Surface Conditi	
County Sta	040000659	7.300752	CSAH 30			Front to Rear	Motor Veh	On Roadw	Daylight	None	
State Trunk	030000000	33.01499	ASH AVE S	Not Applicable		Front to Rear	Motor Veh	On Roadw	Daylight	None	
<del>State Trunk</del>	<del>030000000</del>	<del>32.62393</del>	<del>ASH AVE S</del>	<del>Not Applicable</del>		<del>Angle</del>	<del>Motor Veh</del>	<del>On Roadw</del>	<del>Daylight</del>	<del>None</del>	

Road Circu	road_circu	Relative Int	Traffic Con	Weather Pi	Weather Se	Surface Co	Work Zone	Work Zone	Work Zone	Workers Pr	Unit1 Type	Unit1 Vehic
	<del>Intersection</del>	<del>STPSN-NO</del>	<del>Cloudy</del>			<del>Dry</del>	<del>2</del>	<del>NOT APPLI</del>	<del>NOT APPLI</del>	<del>Not Applic</del>	<del>Motor Veh</del>	<del>VAN OR MI</del>
	<del>Four-Way I</del>	<del>STPSN-NO</del>	<del>Cloudy</del>			<del>Dry</del>	<del>2</del>	<del>NOT APPLI</del>	<del>NOT APPLI</del>	<del>Not Applic</del>	<del>(Not in</del>	<del>VAN OR MI</del>
	<del>Intersection</del>	<del>Not Applic</del>	<del>Clear</del>	<del>Clear</del>		<del>Dry</del>	<del>2</del>	<del>NOT APPLI</del>	<del>NOT APPLI</del>	<del>Not Applic</del>	<del>Motor Veh</del>	<del>Passenger</del>
	<del>Four-Way I</del>	<del>STPSGN-AL</del>	<del>Clear</del>			<del>Dry</del>	<del>2</del>	<del>NOT APPLI</del>	<del>NOT APPLI</del>	<del>Not Applic</del>	<del>Motor Veh</del>	<del>Passenger</del>
	<del>Four-Way I</del>	<del>STPSN-NO</del>	<del>Clear</del>			<del>Dry</del>	<del>2</del>	<del>NOT APPLI</del>	<del>NOT APPLI</del>	<del>Not Applic</del>	<del>Motor Veh</del>	<del>Motorcycle</del>
	Four-Way I	Stop Sign	Clear			Dry	2	NOT APPLICABLE			Motor Veh	Sport Utilit
1 (wet, icy, snow, slush,	Intersection	Stop Sign	Clear			Ice/Frost	2	NOT APPLICABLE			Motor Veh	Pickup
	Intersection	Stop Sign	Clear			Dry	2	NOT APPLICABLE			Motor Veh	Sport Utilit
	Four-Way I	Stop Sign	Cloudy			Dry	2	NOT APPLICABLE			Motor Veh	Passenger
	<del>Four-Way I</del>	<del>Stop Sign</del>	<del>Clear</del>			<del>Dry</del>	<del>2</del>	<del>NOT APPLICABLE</del>			<del>Motor Veh</del>	<del>Sport Utilit</del>

Unit1 Direc	Unit1 Factc	Unit1 Factc	Unit1 Most	Unit1 Vehic	Unit1 Traff	Unit1 Postc	Unit1 Horiz	Unit1 Road	Unit1 Nonr	Unit1 Injur	Unit1 Physi	Unit1 Age
Southbound			Motor Veh	Overtaking	2-LANES 1-	55	Straight	Level		No Appare	Apparently	33
Westbound	Failure to Yield Right-o		Motor Vehicle	In Trans	2-LANES 1-	55	Straight	Level	PED-FAIL-YI	No Appare	Apparently	17
Northbound	Inattentive Failure to C		Motor Veh	Moving For	2-LANES 1-	30	Straight	Level		No Appare	Apparently	17
Northbound	No Clear Contributing-	OTHER COI	Motor Veh	Moving For	2-LANES 1-	55	Straight	Level		No Appare	Apparently	49
Southbound	No Clear Contributing-	EMBANKM	Motor Veh	Overtaking	2-LANES 1-	40	Straight	Level		Suspected-	Apparently	20
Westbound	No Clear Contributing		Motor Veh	Vehicle Sto	Two-Way, I	55	Straight	Level		No Appare	Apparently	25
Southbound	Following Too Closely		Motor Veh	Moving For	Two-Way, I	55	Straight	Level		No Appare	Apparently	16
Westbound	Following Too Closely		Motor Veh	Moving For	Two-Way, I	55	Straight	Level		No Appare	Apparently	24
Southbound	Following Too Closely		Motor Veh	Slowing	Two-Way, I	55	Straight	Level		No Appare	Apparently	17
Westbound	Failure to Yield Right-o		Motor Veh	Moving For	Two-Way, I	55	Straight	Level		No Appare	Apparently	64

Unit1 Sex	Unit2 Type	Unit2 Vehic	Unit2 Direc	Unit2 Factc	Unit2 Factc	Unit2 Most	Unit2 Vehic	Unit2 Nonr	Unit2 Injur	Unit2 Physi	Unit2 Age	Unit2 Sex
<del>Female</del>	<del>Motor Veh</del>	<del>Passenger</del>	<del>1</del>	<del>SOUTHEAST</del>			<del>Motor Veh</del>	<del>Turning Left</del>	<del>No Appare</del>	<del>Apparently</del>	<del>39</del>	<del>Male</del>
<del>Male</del>	<del>Motor Veh</del>	<del>Passenger</del>	<del>1</del>	<del>Southboun</del>	<del>No Clear Contributing</del>		<del>Motor Veh</del>	<del>Moving Forward</del>	<del>No Appare</del>	<del>Apparently</del>	<del>19</del>	<del>Female</del>
<del>Male</del>	<del>Motor Veh</del>	<del>Sport Utilit</del>	<del>1</del>	<del>Northboun</del>	<del>No Clear C</del>	<del>No Clear C</del>	<del>Motor Veh</del>	<del>Turning Left</del>	<del>Possible Inj</del>	<del>Apparently</del>	<del>59</del>	<del>Female</del>
<del>Male</del>	<del>Motor Veh</del>	<del>Passenger</del>	<del>1</del>	<del>Westboun</del>	<del>Failure to Yield Right</del>	<del>e</del>	<del>OTHER COI</del>	<del>VEH STRTNG N TRC</del>	<del>No Appare</del>	<del>Apparently</del>	<del>32</del>	<del>Male</del>
<del>Male</del>												
Female	Motor Veh	Passenger	1	Westboun	No Clear Contributing		Motor Veh	Turning Right	No Appare	Apparently	49	Male
Male	Motor Veh	Cargo Van	1	Southboun	No Clear Contributing		Motor Veh	Moving Forward	No Appare	Apparently	25	Male
Male	Motor Veh	Passenger	1	Westboun	No Clear Contributing		Motor Veh	Vehicle Stopped or Sta	No Appare	Apparently	55	Female
Male	Motor Veh	Passenger	1	Southboun	No Clear Contributing		Motor Veh	Turning Left	No Appare	Apparently	25	Male
<del>Female</del>	<del>Motor Veh</del>	<del>Sport Utilit</del>	<del>1</del>	<del>Northboun</del>	<del>No Clear Contributing</del>		<del>Motor Veh</del>	<del>Moving Forward</del>	<del>Suspected</del>	<del>Apparently</del>	<del>31</del>	<del>Female</del>

Unit3 Type Unit3 Vehic Unit3 Direc Unit3 Factc Unit3 Factc Unit3 Most Unit3 Vehic Unit3 Nonr Unit3 Injur Unit3 Physi Unit3 Age Unit3 Sex Unit4 Type

~~Motor Veh Sport Utilit Southboun No Clear Contributing Motor Veh Vehicle Stopped or Sta Suspected Apparently 28 Male~~

Unit4 Vehic Unit4 Direc Unit4 Factc Unit4 Factc Unit4 Most Unit4 Vehic Unit4 Nonr Unit4 Injur Unit4 Physi Unit4 Age Unit4 Sex interchang otst\_inters

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ASH AVE AI

ASH AVE AI



city_section	utm_x	utm_y	x	y
<del>MN25@M:</del>	<del>429851</del>	<del>4969706</del>	<del>429851</del>	<del>4969706</del>
<del>MN25@M:</del>	<del>429851</del>	<del>4969706</del>	<del>429851</del>	<del>4969706</del>
<del>MN25@M:</del>	<del>429851</del>	<del>4969728</del>	<del>429851</del>	<del>4969728</del>
<del>VD CSAH 3C</del>	<del>429851</del>	<del>4969706</del>	<del>429851</del>	<del>4969706</del>
<del>VD CSAH 3C</del>	<del>429851</del>	<del>4969706</del>	<del>429851</del>	<del>4969706</del>
VD CSAH 3C	429852.9	4969707	429852.9	4969707
MN25@M:	429848.7	4969734	429848.7	4969734
VD CSAH 3C	429864.3	4969705	429864.3	4969705
MN25@M:	429847.6	4969731	429847.6	4969731
	<del>429847.2</del>	<del>4969724</del>	<del>429847.2</del>	<del>4969724</del>

CSAH 30 from MNTH 25 to CSAH 10 (2009 - 2018)

objectid	Incident ID	Date and Time	Year	Crash Seve	Number	Kil	Number of	Officer Nar	Manner of Collision	First Harmf	Relative Tr	Lighting Co
1881437	371014	8/12/2016,	2016	Property D	0	1	Driver of			Ditch	On Roadsic	Daylight
1926603	331478	2/24/2016,	2016	Property D	0	2	Driver #1	Front to Rear		Motor Veh	On Roadwæ	Daylight
2286907	405042	12/16/2016,	2016	Property D	0	0	Deputies			Other - Fixe	On Roadsic	Dark (Stree
2502809	351328	5/24/2016,	2016	Property D	0	1	Driver was driving straight ahead or	Standing Tr	Off Roadwæ	Daylight		
1914757	522823	12/7/2017,	2017	Property D	0	2	Driver of	Front to Rear		Motor Veh	On Roadwæ	Daylight
2023700	581655	3/6/2018, :	2018	Property D	0	1	Unit 1 slid off road to the right and	: Fence, Not	On Roadsic	Daylight		
2136756	538783	1/20/2018,	2018	Serious Inju	0	2	Vehicle #1	Front to Front		Motor Veh	On Roadwæ	Dark (No St
2369258	661593	11/18/2018,	2018	Property D	0	1	While responding to a disturbance c	Roadway S	On Roadsic	Dark (Unkn		
2430361	664247	11/28/2018,	2018	Property D	0	1	Vehicle 1 was traveling westbound c	: Fence, Not	Outside of	Daylight		

Road Circu	road_circu	Road Circu	road_circu	Relative Int	Traffic Con	Weather Pi	Weather S	Surface Co	Work Zone	Work Zone	Work Zone	Workers Pr
None		T Intersecti	Stop Sign	Cloudy			Dry		2			NOT APPLICABLE
None		T Intersecti	Stop Sign	Clear			Dry		2			NOT APPLICABLE
Road Surface Condition (wet, icy, snow, slush,		T Intersecti	Stop Sign	Snow			Snow		2			NOT APPLICABLE
None		Not at Inte	No Control	Clear			Dry		2			NOT APPLICABLE
Road Surface Condition (wet, icy, snow, slush,		Not at Inte	Stop Sign	Clear			Ice/Frost		2			NOT APPLICABLE
Road Surface Condition (wet, icy, snow, slush,		Not at Inte	No Control	Clear			Snow		2			NOT APPLICABLE
None		Four-Way I	No Control	Clear			Dry		2			NOT APPLICABLE
None		T Intersecti	Stop Sign	Clear			Dry		2			NOT APPLICABLE
Road Surface Condition (wet, icy, snow, slush,		Not at Inte	No Control	Snow			Snow		2			NOT APPLICABLE

Unit1 Type	Unit1 Vehic	Unit1 Direc	Unit1 Factc	Unit1 Factc	Unit1 Most	Unit1 Vehic	Unit1 Traff	Unit1 Postc	Unit1 Horiz	Unit1 Road	Unit1 Nonr	Unit1 Injur
Motor Veh Passenger	Westbound	Unknown		Ditch	Moving For	Two-Way, I	55	Straight	Level			No Appare
Motor Veh Sport Utilit	Eastbound	Following Too Closely			Motor Veh Moving For	Two-Way, I	55	Straight	Level			No Appare
Hit-And-Ru Sport Utilit	Eastbound	Ran Off Road		Other - Fixc	Moving For	Two-Way, I	50	Straight	Level			No Appare
Motor Veh Passenger	Westbound	Ran Off Road		Standing Tr	Moving For	Two-Way, I	55	Straight	Sag (Bottom)			No Appare
Motor Veh Passenger	Eastbound	Following Too Closely			Motor Veh Moving For	Two-Way, Not Divided		Straight	Level			No Appare
Motor Veh Passenger	Westbound	Swerved or Avoided D		Fence (Nor	Moving For	Two-Way, I	55	Straight	Level			No Appare
Motor Veh Pickup	Westbound	Failed to Kc		Operated M	Motor Veh Moving For	Two-Way, I	55	Straight	Level			Suspected
Motor Veh Passenger	Eastbound	Ran Off Road		Roadway S	Moving For	Two-Way, I	55	Straight	Level			No Appare
Motor Veh Sport Utilit	Westbound	Swerved or Avoided D		Fence (Nor	Slowing	Two-Way, I	55	Curve Left	Downhill			No Appare



Unit2 Age Unit2 Sex Unit3 Type Unit3 Vehic Unit3 Direc Unit3 Factc Unit3 Factc Unit3 Most Unit3 Vehic Unit3 Nonr Unit3 Injur Unit3 Physi Unit3 Age

41 Female

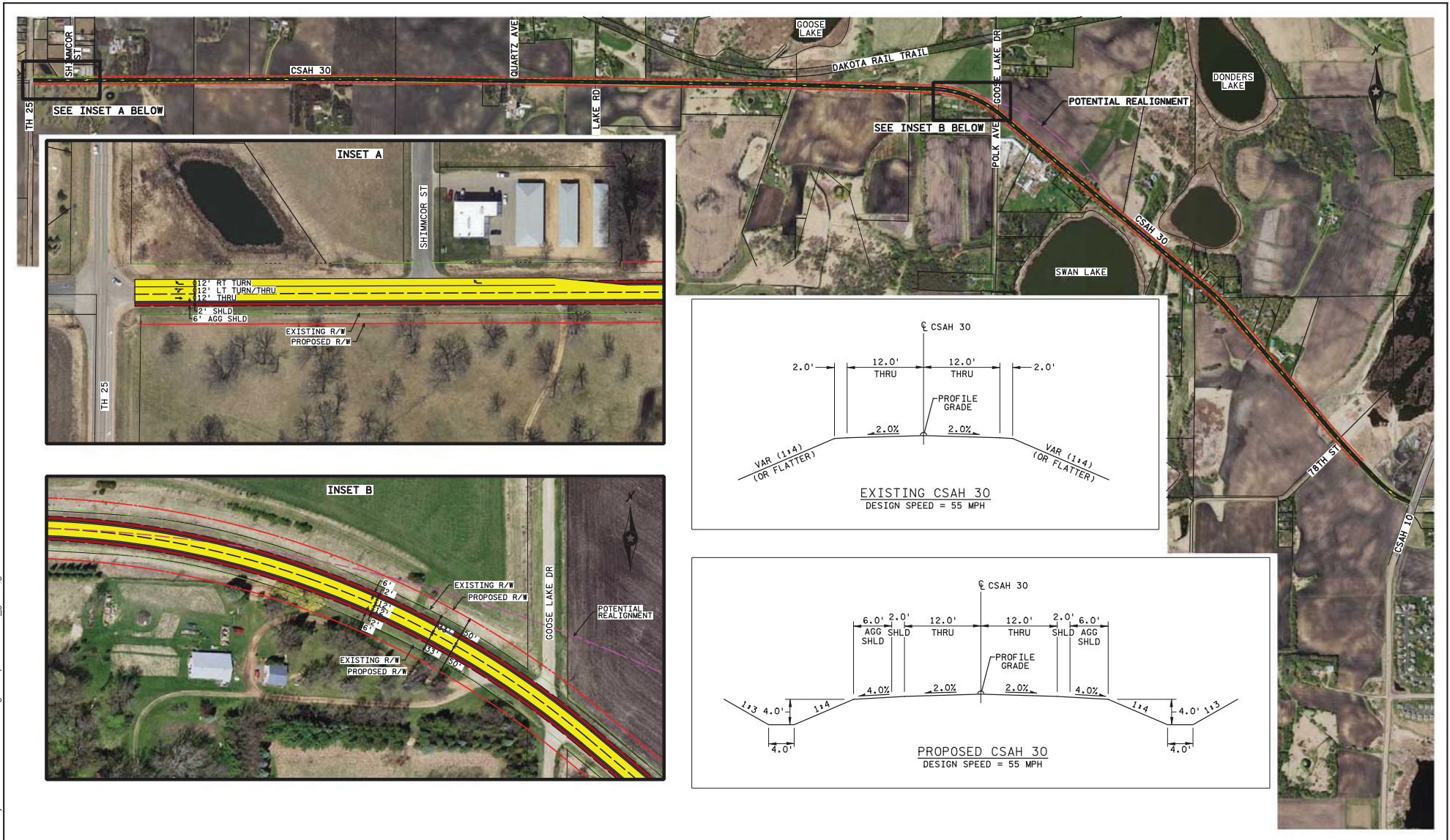
39 Male

57 Female

Unit3 Sex Unit4 Type Unit4 Vehic Unit4 Direc Unit4 Factc Unit4 Factc Unit4 Most Unit4 Vehic Unit4 Nonr Unit4 Injur Unit4 Physi Unit4 Age Unit4 Sex

interchang	otst_inters	city_section	utm_x	utm_y	x	y
CSAH 30 AND RUTZ LA			432132.6	4969681	432132.6	4969681
			435381.7	4967980	435381.7	4967980
CSAH 10			435408.3	4967937	435408.3	4967937
			432763.5	4969672	432763.5	4969672
			435342.5	4967985	435342.5	4967985
			433648.3	4969619	433648.3	4969619
			432182.7	4969667	432182.7	4969667
CSAH 10			435387	4967966	435387	4967966
			433212.2	4969660	433212.2	4969660





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Figure 1



**Carver County  
Public Works**

11360 Highway 212, Suite 1  
Cologne, MN 55322

May 8, 2020

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

**SUBJECT: CSAH 30 Rural Connection Modernization 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 Rural Connection 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



# Carver County CSAH 30 Rural Connection Modernization 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:  
**\$2,562,400**

Total Project Cost:  
**\$3,203,000**

## 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 2-foot 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 8-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, and farming equipment, and provide a safe emergency stopping area for vehicles.

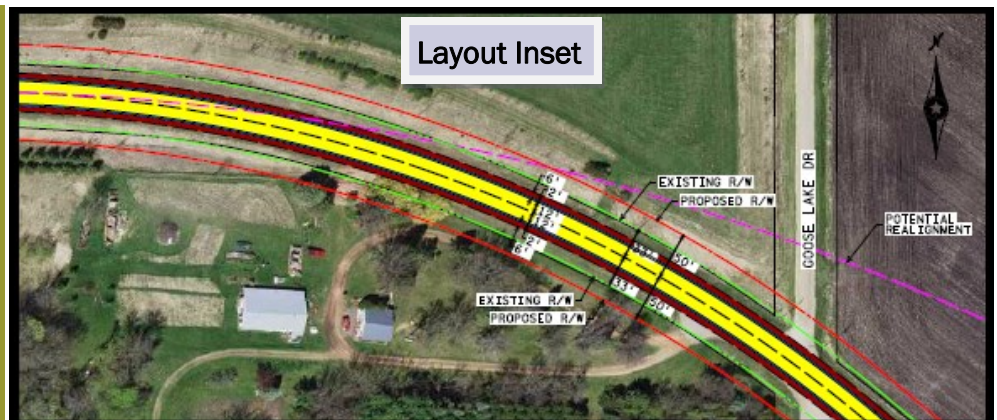
## Project Benefits

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



## Existing Conditions Pictures



## Regional Significance

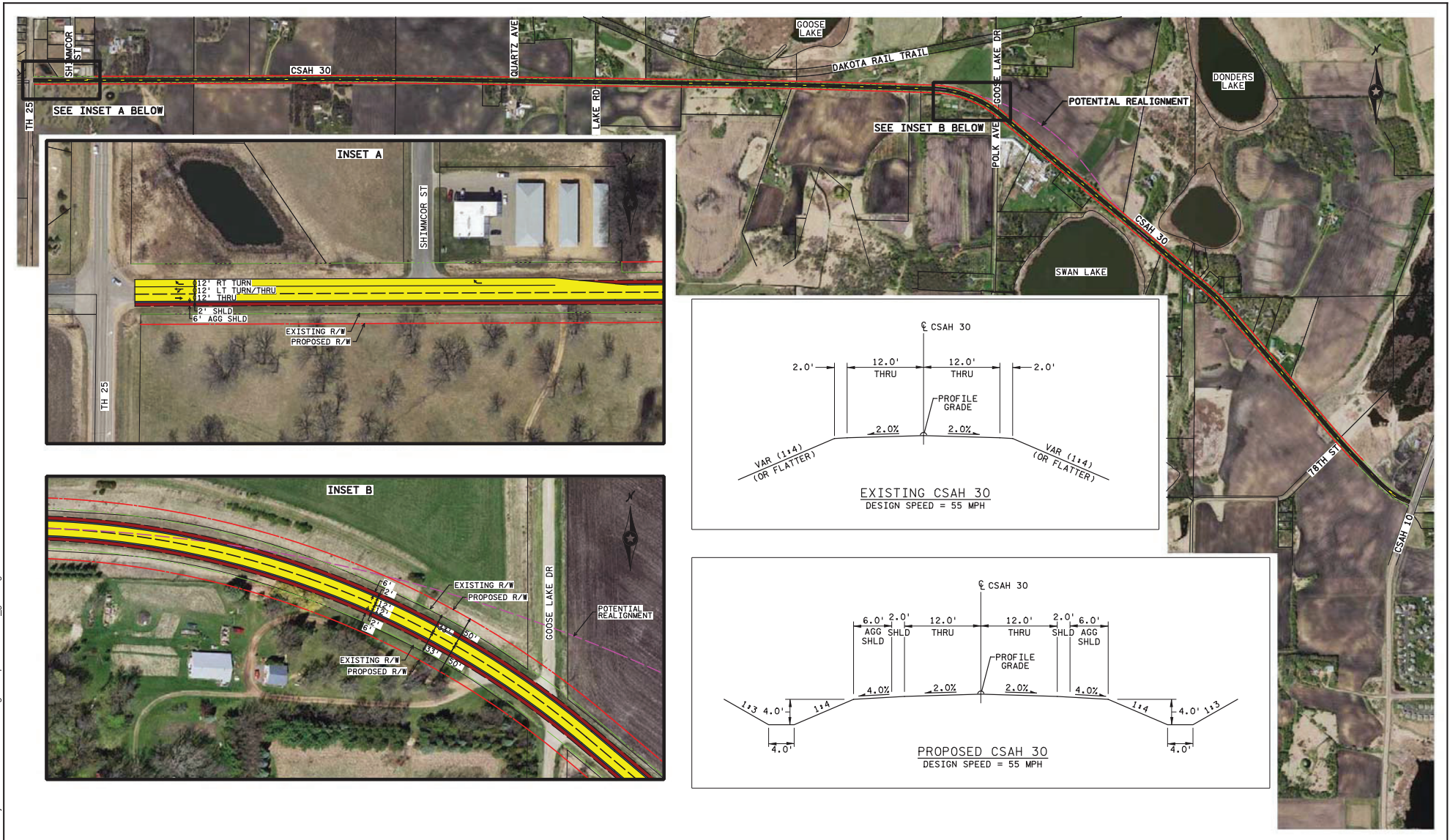
CSAH 30 is a major east west connector in Carver County that links the standalone communities of Mayer and Waconia. The City of Waconia is located on the eastern edge of the project area and is growing rapidly. CSAH 30's rural significance is related to its access to major north-south A Minor Connectors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





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Figure 1



# City of Waconia

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May 4, 2020

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 pleased to support Carver County's application for CSAH 30 Reconstruction from TH 25 to CSAH 10 under the Roadway Reconstruction and Modernization category of Metropolitan Council's 2020 Regional Solicitation for federal transportation funding.

CSAH 30 is a crucial link to the regional transportation network from a rural perspective connecting the cities of Mayer and Waconia. Currently, the highway is a two-lane rural road with 12 ft. lanes and two ft. gravel shoulders. The improvements include a reconstruction of CSAH 30 to State-Aid standards including a wider shoulder. The additional shoulder width will improve safety for motorists, heavy commercial vehicles, and farming equipment as well as provide a safe emergency stopping area for vehicles.

The City of Waconia supports the County's application to the Metropolitan Council's 2020 Regional Solicitation funding program.

Sincerely,

Susan MH Arntz  
City Administrator

---

City Hall  
201 South Vine Street  
Waconia, MN 55387  
952-442-2184

Public Services  
310 10<sup>th</sup> Street East  
Waconia, MN 55387  
952-442-2615

Fire Station  
26 Maple Street South  
Waconia, MN 55387  
952-442-2316

Safari Island Community Center  
1600 Community Drive  
Waconia, MN 55387  
952-442-0695

Ice Arena  
1250 Oak Avenue  
Waconia, MN 55387  
952-442-RINK (7465)



April 9, 2020

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 Carver County's application for CSAH 30 Reconstruction from TH 25 to CSAH 10 under the Roadway Reconstruction and Modernization category of Metropolitan Council's 2020 Regional Solicitation for federal transportation funding.

CSAH 30 is a crucial link to the regional transportation network from a rural perspective connecting the cities of Mayer and Waconia. Currently, the highway is a two-lane rural road with 12 ft. lanes and two ft. gravel shoulders. The improvements include a reconstruction of CSAH 30 to State-Aid standards including a wider shoulder. The additional shoulder width will improve safety for motorists, bicyclists, heavy commercial vehicles, and farming equipment as well as provide a safe emergency stopping area for vehicles.

The proposed project is endorsed by the City of Mayer, and we are supportive of the County's application to the Metropolitan Council's 2020 Regional Solicitation funding program.

Sincerely,

Margaret McCallum  
City Administrator  
City of Mayer