

# CARVER COUNTY



## County Roadway Safety Plan 2022 Action Plan Amendment

*Adopted September 6, 2022*



*Prepared by Carver County Public Works*

An update to the Carver County – County Road Safety Plan has been prepared to renew and amend findings and recommendations of the original document approved in July 2013. Carver County has made a commitment to maintaining and improving public safety through the identification of crash issues, evaluation of crash factors, and determination of innovative improvement opportunities to reduce the severity and quantity of crashes. The county’s original plan aligns with the Minnesota Strategic Highway Safety Plan (SHSP) which promotes a positive safety culture that “rejects roadway fatalities and life-changing injuries as a cost of doing business and values the life and well-being for all roadway users.”

This document represents that 2022 Action Plan Amendment to the 2013 plan and intended to highlight recent activities and planning efforts completed to identify, program, study, and implement safety improvements across the county highway system. Carver County has made significant investments in planning, engineering, and construction practices to improve safety for all users of the system.

The safety of the transportation system relies on a shared responsibility by the transportation community of providers and users. This is exemplified by the Minnesota commitment to the Toward Zero Deaths approach to transportation safety which brings together the four Es:

- Engineering,
- Education,
- Enforcement, and
- Emergency Medical and Trauma Services.

The 4 Es work in conjunction to meet the county’s goals of reducing all crashes and eliminating severe (fatal and incapacitating injury) crashes. These focus areas are used to react to and mitigate or eliminate different transportation safety issues.

**Engineering:** Safety engineering efforts includes modifying or restructuring the transportation environment. These physical changes can be used to modify the motorist driver behavior to make the roadway a safer environment. These physical changes also allow the motorist more time to assess and react to changing situations and decrease the severity of crashes that do occur on the transportation system.

**Education:** Safety education efforts involve altering the behavior of transportation users. These efforts primarily focus on drivers but also includes pedestrians and bicyclists. The intent is to not only help transportation users to understand the “rules of the road” but motivate the transportation users to change their habits.

**Enforcement:** Safety enforcement efforts ensure compliance with traffic laws. Compliance reduces unsafe driving practices by changing driver behavior.

**Emergency Medical and Trauma Services:** Safety emergency medical and trauma services reduce the severity of crashes by providing for fast, efficient, and coordinated emergency response when a crash occurs.

The county also subscribes to a fifth E:

- Everyone.

This is in recognition that all users of the transportation system have a responsibility to the safety of the transportation system by following the transportation laws, state statutes, and rules of the road.

The following outlines Carver County’s commitment to implement change through planning and actionable activities to reduce the number of fatal and serious injury crashes across the County.

### Leadership Commitment and Goal Setting

A resolution of support was passed by the Carver County Board of Commissioners on September 6, 2022 for the approval of goals and initiatives identified within this document. Carver County is a strong advocate of the Minnesota Towards Zero Deaths program and is committed to meeting and exceeding the County’s obligation in reducing the number of statewide deaths on Minnesota roadways to 225 by the year 2025 with an eventual goal of eliminating roadway fatalities and serious injury crashes across the county system.

Carver County is committed to reducing and eliminating the occurrence of fatal and serious injury crashes across all city, county, state, and US highways within the County. Crash data provided in **Table 1** shows fatal and serious injury crashes occurring within the County since 2017. Fatal and Serious injury crashes have increased over the years with a recent uptick observed in 2021 and 2022. It is the intent of the actions identified within this plan to reverse this trend through the identification and prioritization of improvements across the city, county, and state system that will have the greatest impact in reducing the likelihood and occurrence of fatal and serious injury crashes.

**Table 1: Carver County System-Wide Fatal and Serious Injury Crashes**

Crash Severity	2017	2018	2019	2020	2021	2022* (To-date)
K – Fatal	1	7	6	5	13	5
A – Serious Injury	18	21	19	22	24	14
<b>Total (K+A) Crashes</b>	<b>19</b>	<b>28</b>	<b>25</b>	<b>27</b>	<b>37</b>	<b>19</b>

\*Reported crashes were obtained from MnDOT MnCMAT2 Application. 2022 crashes are through June 31, 2022.

The approved resolution of support from the Carve County Board of Commissioners can be found in **Appendix A**.

### Planning Committee

Development of the Action Plan was led by a committee consisting of Carver County planning and engineering staff tasked with developing, implementing, and monitoring safety improvements through a variety of efforts ranging from detailed corridor studies to county-wide planning initiatives. Collectively this committee is responsible for carrying out the County’s initiative to improve safety and reduce crashes across the network with a broad focus on the city, county, and state roadway systems. Committee members meet regularly as part of specific project teams and broader planning initiatives and also convened for multiple meetings in the planning and development of this Action Plan. Committee members are identified, below, along with a catalog of planning efforts performed in recent years that make up most of the content included in this document.

**Action Plan Committee:**

- Lyndon Robjent, Public Works Director and County Engineer
- Darin Mielke, Assistant Public Works Director and Assistant County Engineer
- Angie Stenson, Senior Transportation Planner
- Carver County Board of Commissioners
- Consultant Engineers and Planners

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**County Highway Safety Plan – Carver County, 2013; Update in 2018 and 2021/2022**

*Key Participants:* 2013 - Robjent (Lead); Mielke; SRF Consulting

2019/2022 Updates – Robjent, Mielke, Stenson, SRF Consulting, Alliant Engineering

*Project Description:* This Safety Plan for Carver County (Plan) was prepared as part of the Minnesota statewide highway safety planning process. The Plan was data driven, with a goal to reduce severe crashes (defined as those involving fatalities and serious injuries) by documenting at-risk locations, identifying effective low-cost safety improvement strategies, and better positioning Carver County (County) to compete for available safety funds. The Plan includes a description of the connection to safety planning efforts at the national, State (through Minnesota’s Strategic Highway Safety Plan and the Highway Safety Improvement Program), and regional (all counties in the Metro Area) levels. Link to Final Document: [Link](#)

In 2018, an effort began to update and expand upon the work completed with the 2013 Carver County Roadway Safety Plan. A workshop was held in November 2018 with the overarching intent to create a shared understanding of CRSP and Carver County’s infrastructure roadway safety approach, solicit and share safety stakeholder perspectives to reduce severe crashes in Carver County, and collaboratively explore innovative infrastructure strategies for CRSP plan consideration. The US 212/CSAH 51 Intersection and CSAH 40 Corridor were both identified as critical safety areas and discussed at length as case studies with the group. Participants from Carver County, MnDOT Traffic, MnDOT Area Representatives, Impacted Cities, MN State Patrol, First Responders, Transit, and local interest groups all convened to contribute to the effort. Leading up to this meeting, several coordination meetings occurred between County staff and the project team to identify initiatives included with the plan update and develop an understanding of critical elements to be considered.

In 2021, the *Phase 2 County Roadway Safety Plans – Carver County Individual meeting* was held to re-initiate and continue the effort to expand upon the work included in the original County Road Safety Plan. Work complete to date includes finalizing the county roadway network map and geography, establishing a verified roadway and attribute database, updating the data collected in 2018-2019, reassigning updated AADTs and crashes to each location, completing additional quality checks for consistency, building tools to develop a prioritized list of locations and assign potential safety strategies to each segment, curve, and intersection, reviewing analysis processes, completing new analysis, and updating decision trees and risk factors to reflect changes since Phase 1. Meetings held to advance this work are outlined on Page 16.

**Carver County Safety Tool, 2019 (Ongoing)**

*Key Participants:* Robjent (Lead); Mielke; Stenson; Dan McCormick, Traffic Engineer; Bolton & Menk

*Project Description:* The crash tool is formulated to monitor conditions at all county intersections from major intersections on the county and state highway system to minor local roadway connections. The crash tool is also used on a segment and corridor basis.

This crash tool is an important feature of the crash analysis employed by Carver County. The county can use the data within the crash tool to understand current trends and develop an understanding of potential future concerns on a continual basis.

### **2040 Comprehensive Plan Update, 2020**

*Key Participants:* Stenson (Lead); Robjent; Mielke; McCormick; City Staff; SRF Consulting;

*Project Description:* Carver County's 2040 Comprehensive Plan is an important tool for guiding the growth of the County over the next 20 years. Countywide policies for land use, transportation, water resources, parks and trails are all included in the plan. The goal is to create a unified vision for Carver County from today through 2040. The Carver County Board adopted the 2040 Comprehensive Plan on February 4, 2020.

### **Highway 40 Improvements Project, 2021 - Ongoing**

*Key Participants:* Cory Spanier, Project Manager (Lead); Robjent; Mielke; Alliant Engineering

*Project Description:* Highway 40 corridor has been identified in the County's Roadway Safety Plan as a "High Priority Segment" due to the high frequency of crashes, narrow substandard gravel shoulders, and abundant curvature. The goal of the project is to improve safety for all users and rehabilitate the pavement on the Highway 40 corridor between Highway 25 and Highway 52. Specific objectives of the project will include widening of the shoulders, flattening slopes, correcting drainage issues, implementing safety improvements, and rehabilitating the pavement surface.

### **US 212 Project – Benton Township**

*Key Participants:* Mielke (Lead); Robjent; McCormick; Stenson, SRF Consulting

*Project Description:* Carver County, in partnership with Benton Township, the Cities of Norwood Young America and Cologne, and MnDOT, are working together to identify and implement transportation system improvements to Highway 212. The overall objective of the project includes approximately five miles of safety and capacity improvements along Highway 212 between Highway 34 on the east side of the City of Norwood Young America to Highway 36 on the west side of the City of Cologne. The project includes reconstruction and expansion of the highway from a two-lane undivided to a four-lane divided highway. On the both ends, the highway will connect to the existing four-lane divided highway segments, completing the last remaining 'gap' in the safety and mobility in the highway corridor from the City of Glencoe to the Twin Cities.

### **Arboretum Area Transportation Plan**

*Key Participants:* Stenson (Lead); Mielke; Robjent; McCormick; Bolton & Menk

*Project Description:* The Arboretum Area Transportation Plan was developed from March 2019 through 2020 through study of the current and future transportation needs of major corridors near the Minnesota Landscape Arboretum. These corridors included Highway 5, West 82nd Street, Rolling Acres Road, Bavaria Road, and Highway 41. Project partners included Carver County, MnDOT, the Minnesota Landscape Arboretum, and the cities of Victoria, Chanhassen, and Chaska.

The Arboretum Area Transportation Plan identifies 20 improvement projects in total amongst the corridors. The implementation approach for the Plan prioritizes these projects based on multiple factors

including recognition of already planned/ programmed projects, financial constraints, funding opportunities, contribution toward improving the transportation network, public support, and council priorities. The project priority/timing figure on the right represents the level of consideration that went into project sequencing. Link to Study Executive Summary: [Link](#)

### **Highway 10 Corridor Study – Victoria to Chaska, 2019 - 2021**

*Key Participants:* Stenson (Lead); Mielke; Robjent; McCormick; Bolton & Menk

*Project Description:* Carver County, in collaboration with MnDOT, the cities of Chaska, Victoria, and Waconia, and Laketown Township, is working to identify transportation system improvements on Highway 10 from Highway 43 in western Laketown Township to Highway 61 in the City of Chaska. Highway 10 is an important roadway in Carver County providing connections to multiple communities and accommodating vehicle, pedestrian, bicycle, transit, and freight traffic alike. A study of the Highway 11 corridor from Highway 10 to Marsh Lake Road was also performed to establish a vision and identify infrastructure needs to accompany future City of Victoria planning initiatives.

The Highway 10 Corridor Study identifies 14 improvement projects in total amongst the corridors. The implementation approach for the Plan prioritizes these projects based on multiple factors including recognition of already planned/ programmed projects, financial constraints, funding opportunities, contribution toward improving the transportation network, public support, and council priorities. Link to Study Executive Summary: [Link](#).

### Safety Analysis

In 2017, Carver County embarked with its project partners to develop a comprehensive safety tool that leaned heavily on data driven tactics to review (reactive) and predict (proactive) safety concerns at all of its intersections and segments. The primary transportation safety goals for the county are:

- Reduce all crashes
- Eliminate severe (fatal and incapacitating injury) crashes
- Identify safety improvements that can be implemented on a low cost/high benefit basis

### Engineering Strategies

This plan identifies the engineering approach to addressing transportation safety concerns. The tactics employed by Carver County include:

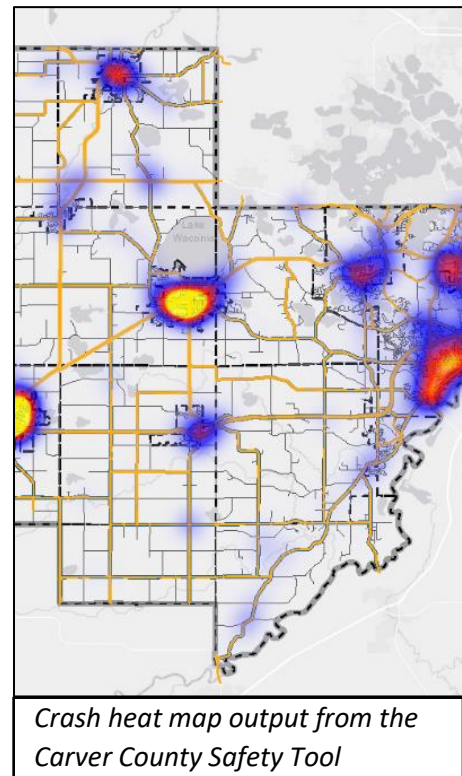
- Data Driven Problem Identification
- Performance Based Approach
- Use of Cost Effective and Appropriate Strategies and Countermeasures

### Tactics

#### *Data Driven Problem Identification*

The county utilizes data from multiple sources when identifying historical, current and potential safety issues.

- Public comments



- Community priorities
- Crash records
- Location characteristics

Comments by the public are useful to identify specific areas where the public has difficulties in navigating the roadway environment and safety may be compromised.

Community priorities are useful to understand different safety priorities and initiatives.

Crash records are useful to identify where crashes occur and what types of crashes are occurring. This is taking a reactive approach to identify where safety may be compromised.

Location characteristics along with crash trends from the crash records are useful to take a proactive approach to identify locations that have a potential for crashes. This is also considered to be a systemic approach to crash mitigation. Location characteristics may include the features of the roadway and transportation environment but also includes traffic volumes and land use changes.

### *Reactive Approach*

Being reactive to the crashes on the transportation system requires a database of the crashes on the system. Crash records in the state of Minnesota are maintained by the Minnesota Department of Public Safety (MnDPS) and are provided for use by public agencies by the Minnesota Department of Transportation (MnDOT). Carver County has their own database analysis tool using the crash records from MnDOT. The tool provides a county-wide perspective on crashes, detailing the crash records and methods for identifying potentially hazardous locations.

#### Methods:

- Crash Frequency
- Crash Rate
- Fatal + Serious Injury Crash Rate
- Crash Index
- Crash Costs

The crash rate is a measure of the crash frequency as a function of exposure. The exposure is the number of vehicles entering an intersection or the vehicle miles of travel along a roadway segment. As the exposure increases, the number of crashes typically increases. The use of crash rates accounts for the variability and allows for comparison of locations with similar designs but different traffic volumes. The crash rate can be compared to the average crash rate for the type of facility.

The crash index compares the crash rate for individual intersections or segments as compared to the critical crash rate. The critical crash rate is the system-wide average rate based on the amount of exposure and a desired statistical level of confidence.

The crash costs are the total benefit if all crashes at the intersection are reduced to zero. A higher crash cost is indicative of either a high number of crashes or a high number of severe crashes. The costs are also a factor used in the selection of mitigation features.

*Proactive Approach*

The proactive approach to transportation safety uses trends in the crash data to identify other facilities with similar characteristics that may have concerns in the future. A specific feature of this approach is identifying traffic volume trends in relation to traffic safety concerns. The state of Minnesota has also identified specific systemic safety improvements through the County Road Safety Plans (CRSP).

Both the reactive and proactive approaches rely on the database of crash data and methods of evaluation. Data drives our understanding of where and why crashes occur. The crash data is an important tool to determine what factors contribute to the crashes. Outputs from the safety tool aid the county in developing top proactive Highway Safety Improvement Program (HSIP) candidate locations, identify future problematic intersections through intersection risk factor reports, and perform an investment analysis for possible improvement projects to be pursued by the County. The goal is to identify problematic safety locations prior to issues being identified through reactive means of crash reporting.

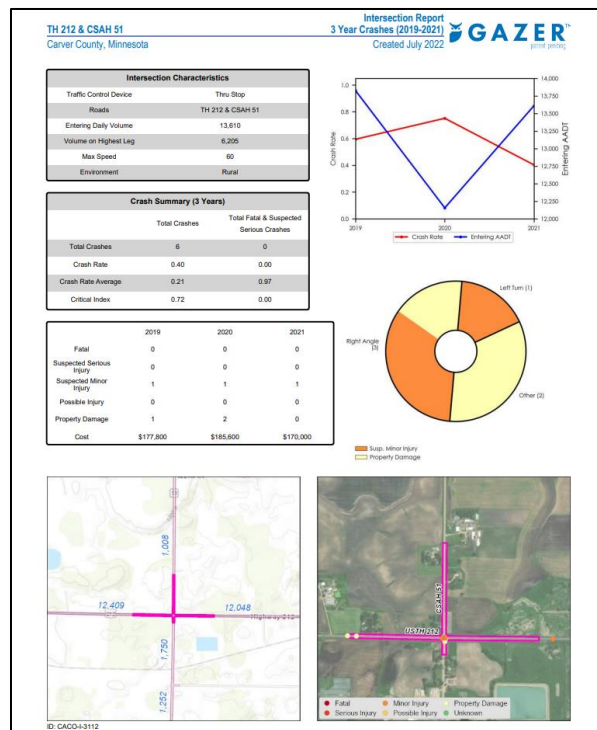
*Carver County Crash Tool*

The crash tool is formulated specifically for Carver County for the major intersections on the county and state highway system. The crash tool is also used on a segment and corridor basis. This crash tool is an important feature of the crash analysis employed by Carver County. The tool is used to catalogue where crashes are occurring, the types of crashes, and the severity of crashes. The analysis features of the tool provide a summary of the crashes and crash history as compared to other similar intersections or corridors. The county is able to use the data within the crash tool to understand current trends and develop an understanding of potential future concerns on a continual basis.

*Performance Based Approach*

A performance-based approach to traffic safety involves tracking performance metrics and using the results to identify the improvements or investments that increase the safety of the transportation system in a cost-effective way. The crash tool incorporates methods to evaluate the system, determine safety improvement strategies, and track progress.

The federal government is employing this approach through transportation legislation which sets the course for highway investments. A cornerstone of this program is a transition to a performance and outcome-based program. It provides for more efficient investment of Federal transportation funds by focusing on national transportation goals, of which safety is one of the goals. The safety goal looks to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. While Carver County is not required to track projects in this way, any Carver County projects with federal funding would be. Overall, Carver County follows this





methodology to understand how their projects meet their safety goals. One of the methods to determine safety improvement needs and track progress is through a scoring system.

#### *Intersection Scoring*

Each major intersection on the county and state highway system in Carver County is provided with two different scores. These scores are used to understand how projects meet the safety goals.

#### *Crash Score*

The crash score is a comparative analysis to other intersections county-wide. It is used to identify the intersections with the highest need for safety review.

#### *Safety Score*

The safety score is a direct analysis of a specific intersection, corridor, or the highway system. It is used to identify how safe the facility is and is used to understand how safety improvements have affected the facility and overall safety of the transportation system. The goal is to improve this score over time with safety improvements even as traffic volumes increase.

#### *Cost Effective and Appropriate Strategies and Countermeasures*

The crash tool includes a feature to determine how some common safety improvement strategies could mitigate the crashes that occur at locations. The crash reduction for the strategies are based on Crash Modification Factors (CMF) located within the Crash Modification Factor Clearinghouse.

Each location throughout the county is unique and the strategies employed at each location will be specific to the location based on the site characteristics, the safety issues, and types of crashes. The evaluation of a location may not indicate a systemic issue that can be rectified through engineering measures. In such cases, education strategies, enforcement strategies, risk management strategies or additional monitoring of the location may be implemented.

Some crash types are more common than others on the transportation system. These crash types are tied to specific safety issues that can then generally be mitigated or reduced through established engineering mitigation strategies.

1. Nighttime crashes
2. Right angle crashes at unsignalized intersections
3. Left turn crashes at unsignalized intersections
4. Rear-end, head-on, and sideswipe crashes at unsignalized intersections
5. Left turn crashes at signalized intersections
6. Rear end crashes at signalized intersections
7. Right angle crashes at signalized intersections
8. Sideswipe and head-on crashes at signalized intersections
9. Pedestrian and bicycle crashes
10. Run off road crashes on corridors
11. Head-on and sideswipe crashes on corridors
12. Left turn crashes on corridors
13. Head-on and run off road crashes on curves

14. Younger driver crashes – focus on education versus engineering strategies
15. Older driver crashes – focus on education versus engineering strategies

*Cost Effective Safety Improvements*

The projected benefit based on the crash reduction is identified at each intersection or segment to develop a benefit to cost ratio. The exact costs for each type of countermeasure should be developed based on the characteristics of each location. A higher benefit to cost ratio is obtained for countermeasures that are cost effective, providing a high crash reduction benefit with lower cost improvements.

***Safety Analysis Overview***

The influence of the Carver County Safety Tool can be found across all planning documents developed or updated in recent years as well as in the recommendations of corridor and intersection-specific studies across the county. Identified safety improvement needs assist the county in prioritizing improvements and dedicating transportation funds to critical efforts:

On a broader planning level,

- Carver County 2040 Comprehensive Plan – Transportation
- 20-Year Transportation Tax Implementation Projects
- Capital Improvement Plan - Highway and trail construction projects

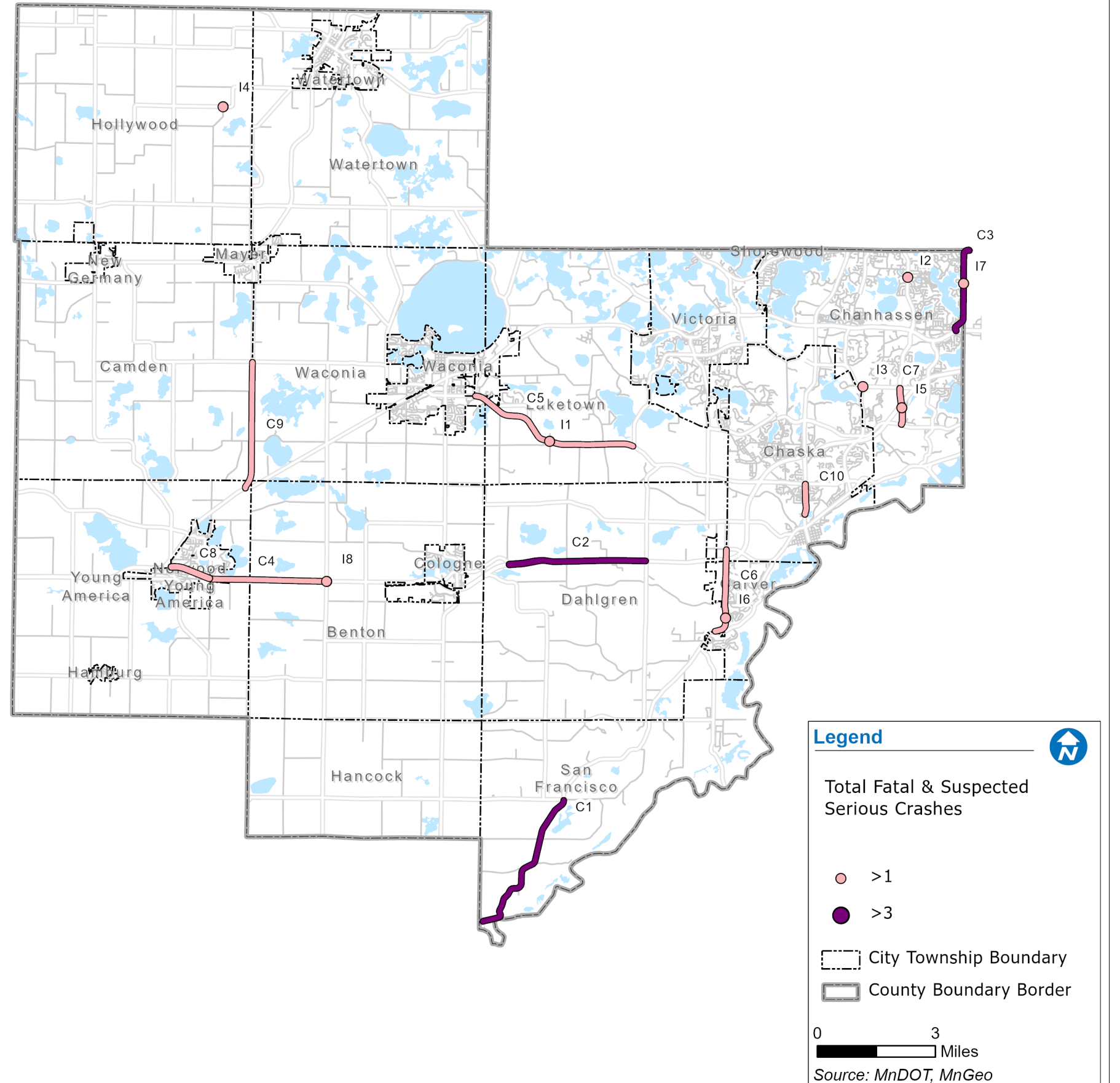
On a project-specific level,

- Highway 40 Improvements, Carver County
- US 212 Improvements Project – Benton Township, Carver County, MnDOT
- Arboretum Area Transportation Plan – Carver County, MnDOT, Cities of Chaska and Victoria, Laketown Township
- Highway 10 Study: Victoria/Chaska Area – Carver County, MnDOT, Cities of Chaska and Victoria, Laketown Township
- Others (Cologne Area Transportation Plan, Jonathan Carver Parkway (CSAH 11) Corridor Study, and many others)

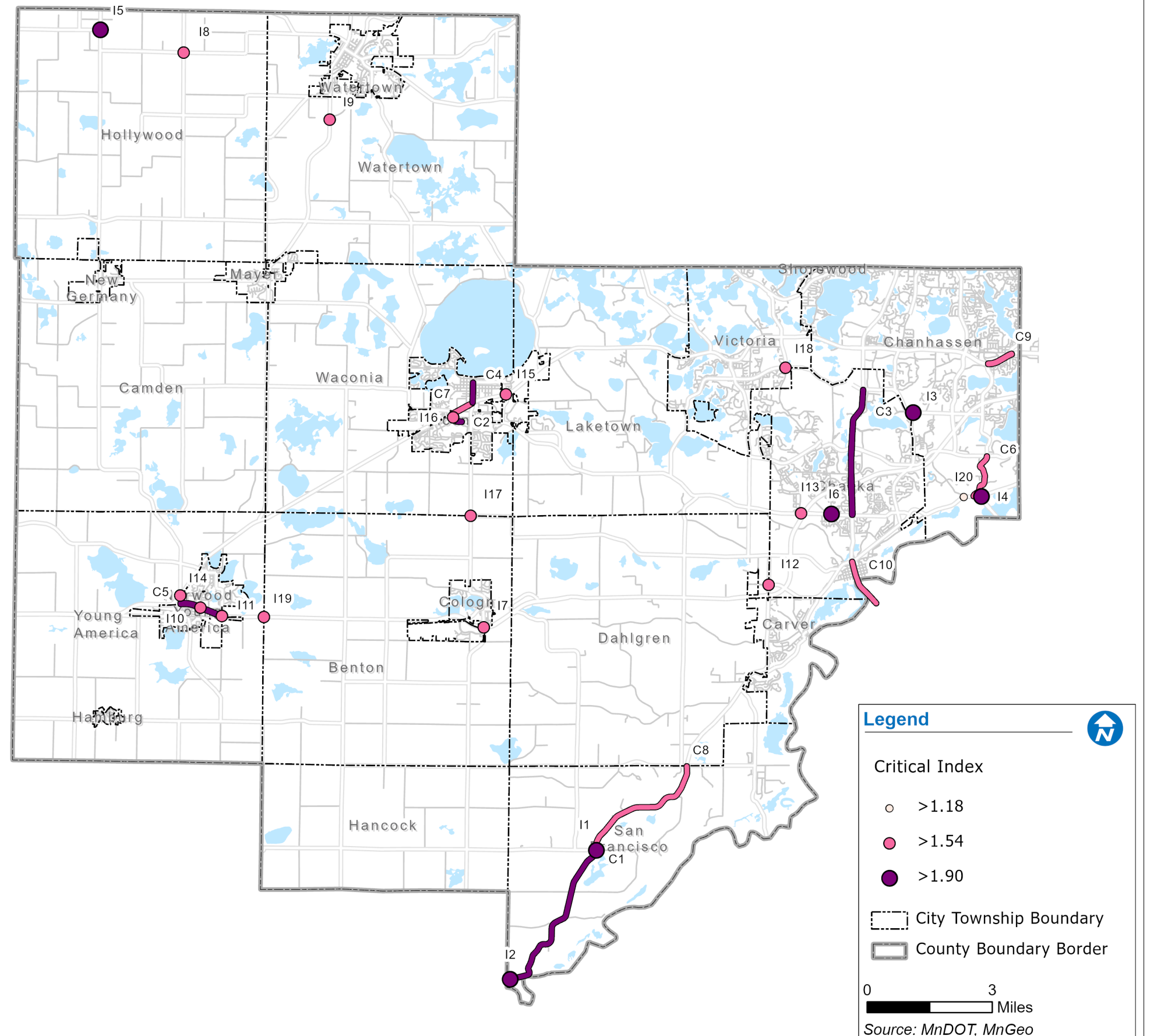
On a policy planning level,

- Pedestrian Crossing Policy
- County-wide Rural Lighting Improvements
- Pavement Marking Policy
- Left-Turn Lane Policy

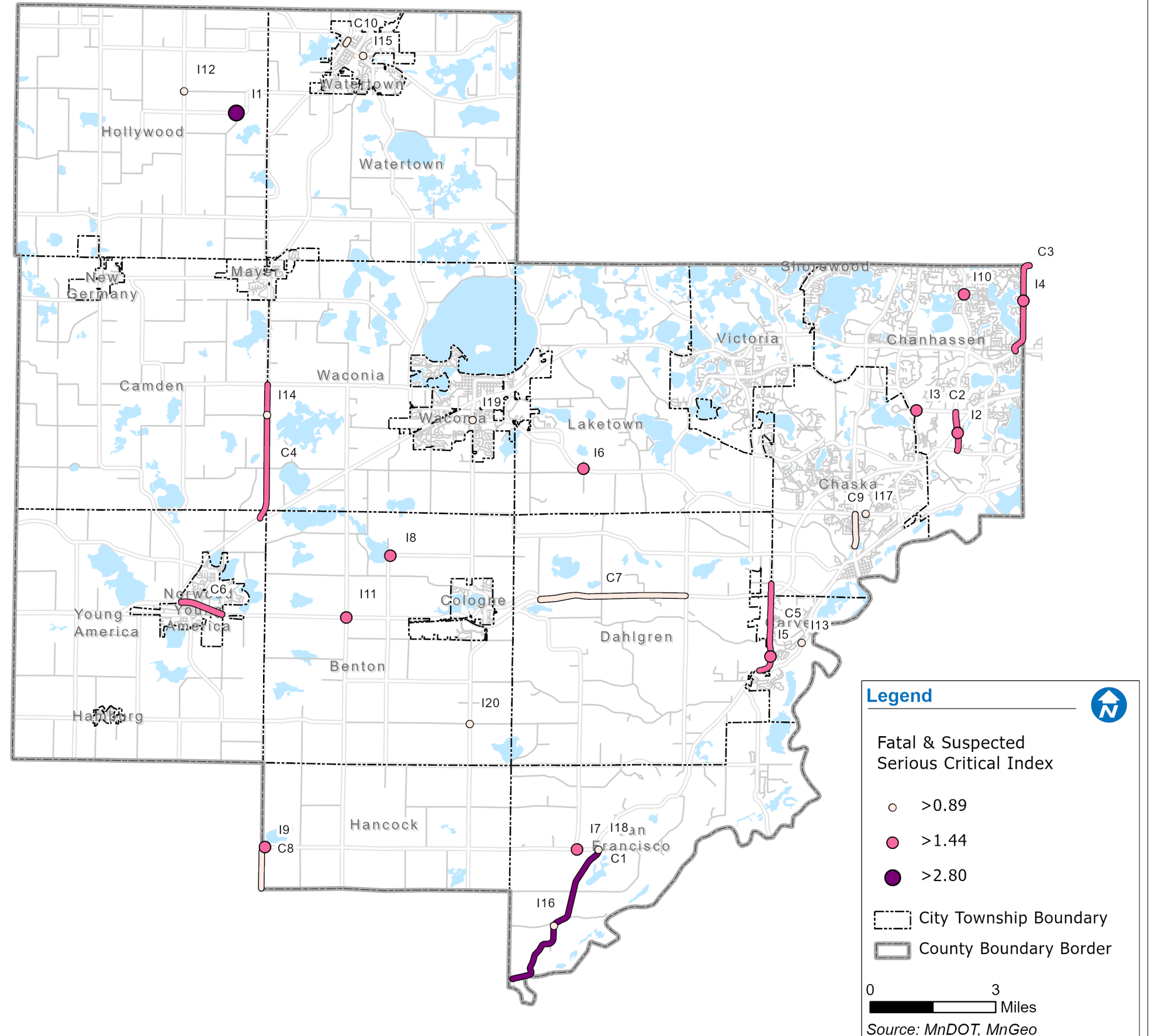
Top 20 Intersections & Top 10 Corridors By Total Fatal & Suspected Serious Crashes					
	Label	ID	Roads	Total Fatal & Suspected Serious Crashes	Total Crashes
Intersections	I1	<a href="#">CACO-I-0907</a>	CSAH 10 & 102ND STREET	2	8
	I2	<a href="#">CACO-I-1358</a>	CSAH 17 & CARVER BEACH ROAD	2	3
	I3	<a href="#">CACO-I-1333</a>	CSAH 15 & CSAH 18	2	49
	I4	<a href="#">CACO-I-0952</a>	CR 122 & STONE AVENUE	2	2
	I5	<a href="#">CACO-I-1381</a>	CSAH 17 & RAMP	2	11
	I6	<a href="#">CACO-I-1241</a>	CSAH 11 & 4TH STREET WEST	2	6
	I7	<a href="#">CACO-I-2426</a>	TH 101 & CHOCTAW CIRCLE	2	6
	I8	<a href="#">CACO-I-3112</a>	TH 212 & CSAH 51	2	13
Corridors	C1	<a href="#">CACO-C-226</a>	CR 40	8	44
	C2	<a href="#">CACO-C-010</a>	US 212	4	47
	C3	<a href="#">CACO-C-015</a>	CR 101/CHANHASSEN RD/W 192ND AVE	4	55
	C4	<a href="#">CACO-C-003</a>	US 212	3	53
	C5	<a href="#">CACO-C-083</a>	CR 10	3	56
	C6	<a href="#">CACO-C-105</a>	JONATHAN CARVER PKWY	3	47
	C7	<a href="#">CACO-C-154</a>	POWERS BLVD	3	29
	C8	<a href="#">CACO-C-008</a>	US 212	2	39
	C9	<a href="#">CACO-C-023</a>	MN 25	2	11
	C10	<a href="#">CACO-C-044</a>	N CHESTNUT ST	2	35



Top 20 Intersections & Top 10 Corridors By Critical Index				
	Label	ID	Roads	Critical Index
Intersections	I1	<a href="#">CACO-I-1097</a>	CSAH 40 & CSAH 52 & 174TH STREET	2.77
	I2	<a href="#">CACO-I-2465</a>	TH 25 & CSAH 40	2.70
	I3	<a href="#">CACO-I-1333</a>	CSAH 15 & CSAH 18	2.20
	I4	<a href="#">CACO-I-3197</a>	CSAH 101 & CSAH 61 & RAMP	2.15
	I5	<a href="#">CACO-I-1395</a>	CSAH 20 & CSAH 33	2.13
	I6	<a href="#">CACO-I-1211</a>	CSAH 10 & BAVARIA ROAD	2.06
	I7	<a href="#">CACO-I-3127</a>	TH 212 & TH 284 & CSAH 53 & RAMP	1.87
	I8	<a href="#">CACO-I-1011</a>	CSAH 20 & CSAH 21	1.77
	I9	<a href="#">CACO-I-2455</a>	TH 25 & 32ND STREET	1.76
	I10	<a href="#">CACO-I-3128</a>	TH 212 & FAXON ROAD NORTH	1.75
	I11	<a href="#">CACO-I-3113</a>	TH 212 & CSAH 34 & TACOMA AVENUE	1.68
	I12	<a href="#">CACO-I-1251</a>	CSAH 11 & CSAH 61 & LEVI GRIFFIN ROAD	1.65
	I13	<a href="#">CACO-I-1215</a>	CSAH 10 & RAMP	1.62
	I14	<a href="#">CACO-I-2464</a>	TH 5 & CSAH 33	1.61
	I15	<a href="#">CACO-I-2578</a>	TH 5 & CSAH 59 & MAIN STREET EAST	1.60
	I16	<a href="#">CACO-I-1231</a>	CSAH 10 & 10TH STREET WEST & MARKETPLACE DRIVE	1.58
	I17	<a href="#">CACO-I-2508</a>	TH 284 & CR 140 & 110TH STREET	1.55
	I18	<a href="#">CACO-I-1300</a>	CSAH 13 & CSAH 18 & 82ND STREET WEST & BAVARIA ROAD	1.54
	I19	<a href="#">CACO-I-3133</a>	TH 212 & SALEM AVENUE	1.54
	I20	<a href="#">CACO-I-3196</a>	CSAH 61 & BLUFF CREEK DRIVE & RAMP	1.51
Corridors	C1	<a href="#">CACO-C-226</a>	CR 40	2.94
	C2	<a href="#">CACO-C-087</a>	W 13TH ST	2.93
	C3	<a href="#">CACO-C-047</a>	HAZELTINE BLVD/N CHESTNUT ST	2.23
	C4	<a href="#">CACO-C-264</a>	OLIVE ST S	2.12
	C5	<a href="#">CACO-C-008</a>	US 212	1.96
	C6	<a href="#">CACO-C-016</a>	CR 101/GREAT PLAINS BLVD	1.84
	C7	<a href="#">CACO-C-052</a>	MN 5	1.81
	C8	<a href="#">CACO-C-227</a>	CR 40	1.75
	C9	<a href="#">CACO-C-055</a>	ARBORETUM BLVD	1.65
	C10	<a href="#">CACO-C-042</a>	CHESTNUT BLVD/N CHESTNUT ST/S CHESTNUT ST	1.62



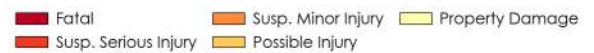
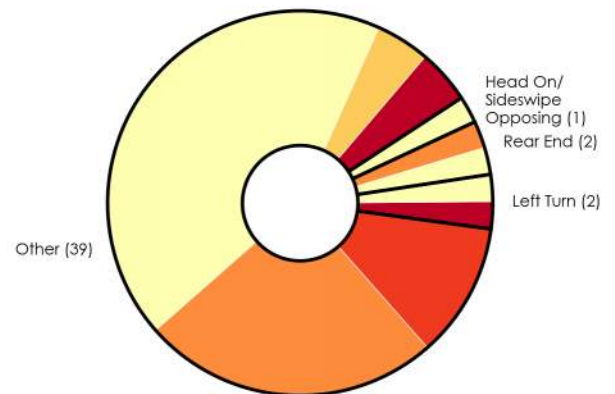
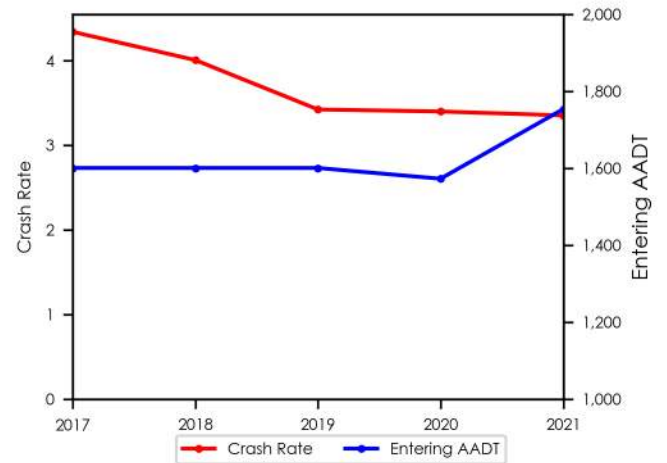
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	I3	CSAH 15 & CSAH 18	2.06
	I4	TH 101 & CHOCTAW CIRCLE	1.77
	I5	CSAH 11 & 4TH STREET WEST	1.75
	I6	CSAH 10 & 102ND STREET	1.65
	I7	CSAH 41 & CSAH 52	1.64
	I8	CR 153 & KNAUER LANE	1.59
	I9	CSAH 33 & CSAH 52	1.59
	I10	CSAH 17 & CARVER BEACH ROAD	1.57
	I11	TH 212 & CSAH 51	1.49
	I12	CSAH 21 & 30TH STREET	1.35
	I13	CSAH 40 & HICKORY STREET	1.34
	I14	TH 25 & 92ND STREET	1.33
	I15	CSAH 10 & CSAH 20 & RAMP	1.29
	I16	CSAH 40 & 188TH STREET	1.27
	I17	CSAH 10 & PARK RIDGE DRIVE & SKYVIEW DRIVE	1.26
	I18	CSAH 40 & CSAH 52 & 174TH STREET	1.26
	I19	TH 284 & CSAH 10	1.24
	I20	CSAH 53 & 150TH STREET	1.22
Corridors	C1	CR 40	4.79
	C2	POWERS BLVD	2.35
	C3	CR 101/CHANHASSEN RD/W 192ND AVE	2.01
	C4	MN 25	1.51
	C5	JONATHAN CARVER PKWY	1.51
	C6	US 212	1.45
	C7	US 212	1.43
	C8	CR 33/SALEM AVE	1.43
	C9	N CHESTNUT ST	1.36
	C10	JEFFERSON AVE NW	1.28



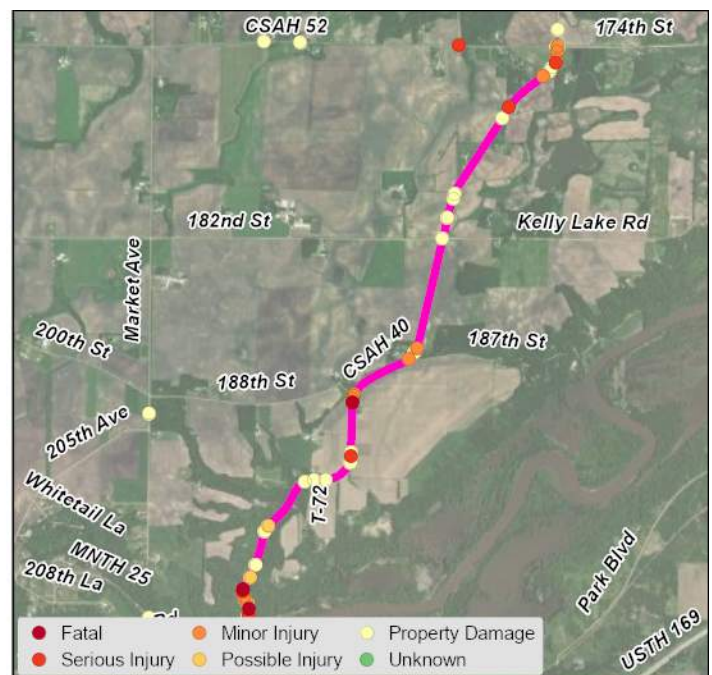
Segment Characteristics	
Length (miles)	4.10
AADT Volume	1,753
Divided/Undivided	Undivided
Max Speed	55
Environment	Rural

Crash Summary (5 Years)		
	Total Crashes	Total Fatal & Suspected Serious Crashes
Total Crashes	44	8
Crash Rate	3.35	60.94
Crash Rate Average	0.57	2.90
Critical Index	2.94	4.79

	2017	2018	2019	2020	2021
Fatal	0	0	0	1	2
Suspected Serious Injury	1	0	1	1	2
Suspected Minor Injury	2	1	3	3	3
Possible Injury	0	0	0	1	1
Property Damage	8	1	4	2	7
Cost (in thousands)	\$992.4	\$177.8	\$1,131.2	\$2,382.6	\$4,191.6



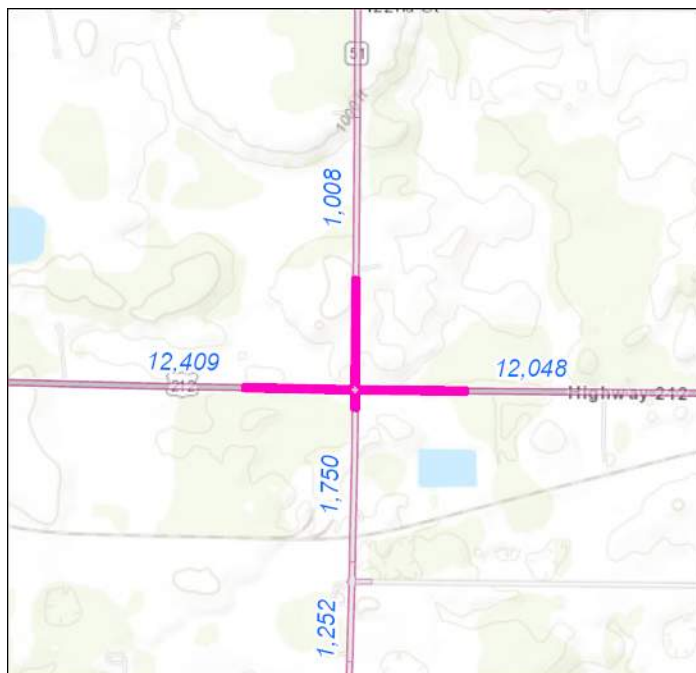
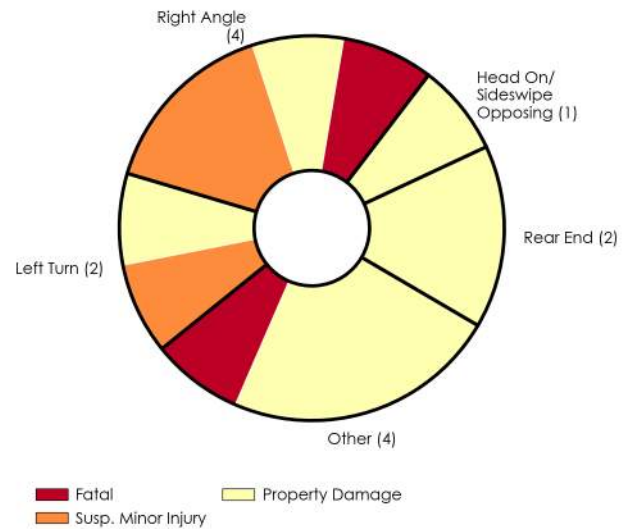
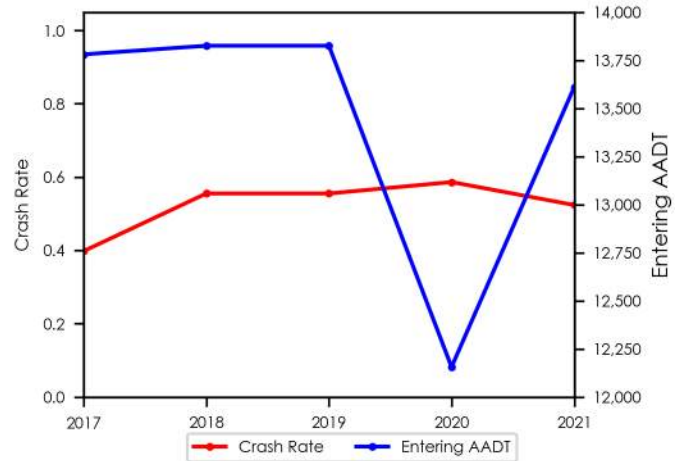
ID: CACO-C-226



Intersection Characteristics	
Traffic Control Device	Thru Stop
Roads	TH 212 & CSAH 51
Entering Daily Volume	13,610
Volume on Highest Leg	6,205
Max Speed	60
Environment	Rural

Crash Summary (5 Years)		
	Total Crashes	Total Fatal & Suspected Serious Crashes
Total Crashes	13	2
Crash Rate	0.52	8.05
Crash Rate Average	0.22	0.92
Critical Index	1.07	1.49

	2017	2018	2019	2020	2021
Fatal	0	2	0	0	0
Suspected Serious Injury	0	0	0	0	0
Suspected Minor Injury	0	0	1	1	1
Possible Injury	0	0	0	0	0
Property Damage	2	3	1	2	0
Cost (in thousands)	\$15.6	\$2,383.4	\$177.8	\$185.6	\$170.0



### *Engagement and Collaboration*

Carver County understands that engagement and collaboration are critical components to an inclusive planning process that represents the views and opinions of the general public, relevant project stakeholders, underserved populations, and participating agencies. The findings and recommendations outlined within this Action Plan represent the culmination of planning and engagement efforts performed as part of several planning projects and initiatives in recent years. An overview of these engagement activities is provided, below:

#### **County Highway Safety Plan – Carver County, 2013 | Updates performed in 2018 | 2021-Ongoing**

*Participating Agencies:* Carver County, MnDOT Traffic, MnDOT Area Representatives, CH2M Hill, Cities within Carver County, MN State Patrol, First Responders, Transit, and local interest groups all convened to contribute to the effort.

*Engagement Activities:* Dedicated engagement opportunities and activities were performed in conjunction with the 2013, 2018, and 2021-current County Highway Safety Plan efforts. A summary of these activities is provided, below:

- Phase I (2012/2013): Multiple coordination meetings were held with the project team to establish priorities and develop a plan for evaluating and implementing systemic change across the county and region. The culmination of these efforts was a Safety Strategies Workshop held on August 1, 2012, involving representatives from Carver County Public Works, Carver County Commissioners, area cities, Carver County Sheriff's office, MnDOT Traffic, MnDOT OTST, State Patrol, T2D Regional Planning, and others. An attendee list from this meeting is provided in **Appendix C**.
- Phase II (2018): Multiple meetings were held with the project team (County, MnDOT, and Consultants) in preparation of the Phase II update workshop. A workshop and County Board presentation was held on 11/27/2018 with key members from Carver County, MnDOT Traffic, MnDOT Area Representatives, Impacted Cities, MN State Patrol, First Responders, Transit, and local interest groups. A summary of this meeting is provided in **Appendix C**.
- Phase II (2021-Current): Multiple meetings have been held with the project team (County, MnDOT, and Consultants) to continue planning efforts to update the County Road Safety Plan. Meetings are planned for Fall/Winter 2022 to review work completed to-date and advance progress to complete the Carver County Highway Safety Plan update in 2023.

#### **Carver County Safety Tool, 2019 (Ongoing)**

*Participating Agencies:* Carver County, MnDOT

*Engagement Activities:* The Carver County Safety Tool is continuously updated to react and respond to the latest available crash information available for the County. Outputs and reports from the tool are regularly referenced by County staff and shared with city, township, and state staff/officials, industry professionals, and residents to discuss safety concerns. Updates to the tool are regularly completed to review different corridor/intersection attributes and best identify issues and needs on the roadway system.

#### **2040 Comprehensive Plan Update, 2020**

*Participating Agencies:* Carver County, MnDOT

*Engagement Activities:* Extensive stakeholder and community engagement was completed as part of the 2040 Comprehensive Planning Process. The following groups and activities were utilized during the planning process:

- *Stakeholder Groups:* Citizen and Landowners, County Board and Advisory Commissions,



Township Boards, County Divisions and Departments, City Partners, Other Partners (Regional, State, and Federal), local offices and community leaders

- *Communication and Engagement:* 2040 Plan Website, Online Questionnaire, Social Pinpoint, Several Public Meetings, Several Pop-Up Meetings, Four Open House Meetings.

### **County-Led Corridor Studies**

Carver County has led and contributed to over a dozen corridor studies in recent years to identify, plan for, and implement change throughout the transportation system. A listing of the most prominent of these efforts is provided below:

- **Highway 40 Improvements Project, 2021 – Ongoing**  
*Participating Agencies:* Carver County, Dahlgren Township  
*Engagement Activities:* The project is currently ongoing. Opportunities have been made available for public input including two open houses and online surveys. Information related to the most recent project open house can be found here: [Link](#)
- **US 212 Project – Benton Township**  
*Participating Agencies:* Carver County, MnDOT, Benton Township, Cities of Norwood Young America, City of Cologne  
*Engagement Activities:* The project is currently ongoing. A survey was completed in 2020 with over 430 respondents. Multiple public open houses have been held and the project incorporates safety improvements to address resident concerns. Opportunities have been made available for public input. Information related to the most recent project open house can be found here: [Link](#)
- **Arboretum Area Transportation Plan**  
*Participating Agencies:* Carver County, MnDOT, City of Victoria, City of Chaska, City of Chanhassen, University of Minnesota Landscape Arboretum  
*Engagement Activities:* A summary of all engagement activities is provided in **Appendix C** and on Page 9 of the Executive Summary here: [Link](#)
- **Highway 10 Corridor Study – Victoria to Chaska Area**  
*Participating Agencies:* Carver County, MnDOT, City of Victoria, City of Chaska, Laketown Township  
*Engagement Activities:* A summary of all engagement activities is provided in **Appendix C** and on Page 9 of the Executive Summary here: [Link](#)

Contents of this action plan are available to the public on the county website and shared at the County board of commissioners meeting on September 6, 2022. This is a representative list of engagement activities performed by the County in conjunction with planning efforts supporting the completion of the Action Plan. It is not an all-inclusive list.

### *Equity Considerations*

Carver County understands that consideration of equitable planning and design is a critical component to an inclusive process that represents the views and opinions of all populations including underserved and underrepresented populations. The findings and recommendations outlined within this Action Plan represent the culmination of planning and engagement efforts performed as part of several planning projects and initiatives in recent years. An overview of these equitable engagement activities is provided, below:

### **2040 Comprehensive Plan Update, 2020**

*Equitable Emphasis:* The planning process included several opportunities for disadvantaged populations to engage and provide input. One example highlighting this emphasis includes hosting of an open house with interpreters present to help reach Somali and Hispanic populations.

### **County-Led Corridor Studies**

Carver County deploys tactics on all corridor studies to ensure that the needs and desires of all populations are acknowledged and considered during the planning process. Carver County recently completed a Title VI Non-Discrimination Implementation Plan that guides our interaction and communication with the public. A link to the complete document is provided here: [Link](#). Activities regularly used by the county to emphasize the importance of equitable decision-making are as follows:

- Provide translators at in-person engagement events
- Provide alternate languages on project website and for virtual engagement events
- Provide engagement activities nearby and in the same timeframe as regular events held for the elderly
- Consider area demographics in conjunction with all corridor studies to understand the make-up of the impacted populations and identify methodology to best engage common corridor users
- Develop and distribute surveys through direct mail and online to target populations not typically involved in transportation projects, such as residents under age 18, disabled, and low-income

### **Additional Activities**

In addition to the engagement activities outlined above, the County also participates in regular safety-oriented planning activities through established organizations and coordination with safety professionals operating within the County. Examples include:

- *Metro Minnesota Toward Zero Deaths Workshops* – County staff attends the annual workshop held to help facilitate Minnesota TZD's goal of creating a collaborative, comprehensive, and regional approach to reducing traffic deaths and severe injuries. Staff is active throughout the year in engaging with the program and ensure advancements developed by the TZD program are implemented throughout the county transportation system.
- *Carver County Sheriff's Office* – Public works staff regularly coordinates with law enforcement personnel tasked with maintaining and enforcing safe practices on all county roadways. Staff understands the importance of coordination and collaboration between the Engineering and Enforcement components of the 4Es. Initiatives related to speed reduction, crash reports/analysis, citizen concerns, and other items are regularly discussed to identify mitigation strategies and effectively improve safety on county roadways.

### **Policy and Process Changes**

Carver County has made immense strides in recent years to prioritize transportation safety through comprehensive planning activities outlined within the Safety Analysis section and in efforts completed in the areas of broader planning, project-specific analysis and design, and through the adoption of county-wide policies. An overview of these activities is provided, below.

On a broader planning level,

- Carver County – County Roadway Safety Plan ([Link](#))
- Carver County 2040 Comprehensive Plan – Transportation ([Link](#))

- 20-Year Transportation Tax Implementation Projects ([Link](#))
- Capital Improvement Plan - Highway and trail construction projects ([Link](#))
- Carver County Safety Tool Needs Assessment and Project Lists

On a project-specific level,

- Highway 40 Improvements, Carver County ([Link](#))
- US 212 Improvements Project – Benton Township, Carver County, MnDOT ([Link](#))
- Arboretum Area Transportation Plan – Carver County, MnDOT, Cities of Chaska and Victoria, Laketown Township ([Interactive Story Map – Link](#))
- Highway 10 Study: Victoria/Chaska Area – Carver County, MnDOT, Cities of Chaska and Victoria, Laketown Township ([Executive Summary – Link](#))
- Others (Cologne Area Transportation Plan, Jonathan Carver Parkway (CSAH 11) Corridor Study, and many others)

On a policy planning level,

- Pedestrian Crossing Policy – The purpose of this policy is to provide guidelines and permissible locations for pedestrian crosswalk treatments at uncontrolled pedestrian crossing locations on highways under the jurisdiction of Carver County.  
*Document Link:* [Link](#)
- County-wide Rural Lighting Improvements – Identify and implement system-wide improvements with consideration of the needs of all communities within the County to reduce the number of nighttime crashes. A comprehensive GIS-based safety evaluation was performed to identify warrants for the installation of rural intersection lighting based upon crash history, traffic volumes, and complex intersections. The County has received funding through the Highway Safety Improvement Program (HSIP) solicitation to implement these improvements in recent years.
- Pavement Marking Policy – Carver County developed a pavement marking policy to evaluate roadway and corridor characteristics including remaining pavement life, AADT, functional roadway classification, available pavement marking product types, and others to establish consistency in application and maximize available county funding. The County has received funding through the Highway Safety Improvement Program (HSIP) solicitation to implement these improvements on County roadways with a focus on reducing run-off-road and head-on crashes in recent years.
- Left-Turn Lane Policy – Carver County developed a policy to establish consistency in the implementation of turn lanes at public streets and private accesses throughout the county. The intent of the policy is to ensure that turn lanes are provided where crash history, traffic volumes, or complex intersections dictate the need for turn lanes to maintain a high level of safety of roadway users.

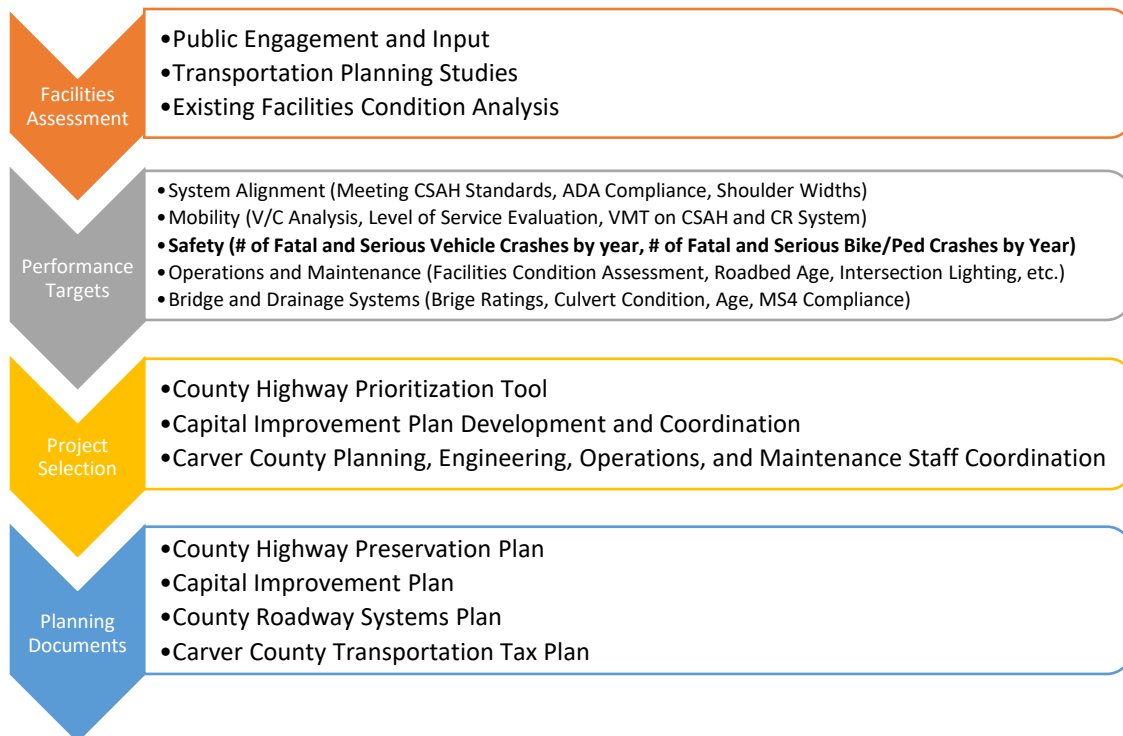
The culmination of these efforts is a comprehensive list of transportation network needs on city streets, county roads, and state highways. Identified improvements range from small spot safety improvements such as adding lighting to a rural intersection all the way up to implementing corridor and network-wide improvements that reshape the County system and have costs in excess of \$100 million. It is the responsibility of County staff to assess the list of needs and identified improvements, available funding and funding solicitations, existing pavement condition, recent safety data, local community initiatives, and an infinite number of other

considerations to develop an annual program of corridor improvements and identify the near-, mid-, and long-term improvements to be pursued within the County.

To assist in overall project selection and prioritization, Carver County developed a Prioritization Score and associated methodology to effectively rank planned improvements for all highways (county and state) throughout the county system. Scoring was assigned based upon criteria in the areas of Safety, presence in County Safety Plan or Metro District Highway Safety Plan, volume/capacity ratio, overall system relief (new roads), system significance (functional classification), regional/county significance, multimodal connections, roadway condition, freight needs, heavy commercial %, geometric deficiencies, infrastructure age, structural capacity, funding availability, project readiness, and agency/community support. The output of this process was a robust and comprehensive consideration of all performance targets and relevant influences to establish projects included in and prioritized within the developed planning documents.

This exercise is critical to meet regional guidelines and promote a wide-range of modern, responsive, safe, and cost-effective transportation resources to support the County's rural and urban economies and growing population. In general, the flowchart below outlines process and considerations observed to generate plans for the County's transportation-related facilities, including principal and minor arterial highways; transit services and facilities; bicycling and walking facilities; aviation facilities; and the County's freight related systems.

### County Project Selection and Prioritization



Projects identified in the County Highway Preservation Plan, Capital Improvement Plan, County Roadway Systems Plan, and Carver County Transportation Tax Plan makeup the totality of

identified near-, mid-, and long-term improvements currently planned for the next 20-years. Near-term improvements are revisited on an annual basis with adoption of the 5-year Capital Improvement Program (CIP) of highway and trail construction projects. Mid- and long-term improvements are inserted in the 5-year plan as priorities and funding align. In addition to planned construction projects, Carver County continually programs and completes intersection, corridor, and system-wide studies to identify areas of need and prioritize critical improvements across the county system. These activities paired with obtaining competitive and allocated county, state, and federal funding influence the overall program and often move planned projects from mid-term to short-term prioritization.

### Strategy and Project Selections

Per the Safe Streets and Roads for All (SS4A) discretionary grant program announcement, *the primary goal of the SS4A grants is to improve roadway safety by supporting communities in developing comprehensive safety action plans based on a Safe System Approach, and implementing projects and strategies that significantly reduce or eliminate transportation-related fatalities and serious injuries involving pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users, commercial vehicle operators; and motorists.*

As outlined in the previous sections of the Action Plan, Carver County has completed an exhaustive process to assemble a list of priority projects that improve safety and advance both development and mobility in an equitable manner for all communities within the County. These efforts have led to the development of an extensive list of near-, mid-, and long-term priorities for the County to pursue to improve the system for all users. These projects and priorities can be found in the projects highlighted on the maps shown on pages 10-14 of this document and within **Appendix B**.

Carver County has also programed and completed several system-wide improvements to remedy documented safety issues at rural intersections and segments through the strategic implementation of rural intersection lighting and enhanced pavement markings. Rural intersection lighting improvements were prioritized through a system-wide evaluation considering crash history, complex intersection geometry, and traffic volumes. Additional lighting has been provided at 20+ intersections through this program and more intersections are planned in upcoming years. Programming of enhanced pavement markings for priority segments was established through the review of crash data (run off road, injury, wet road, and nighttime crashes), pavement condition, planned improvements to maximize the benefits of county investments today and well into the future. The implementation of these rural intersection lighting and enhanced pavement marking improvements on county rural roadways is expected to have long-standing benefits in crash reduction for the county system.

It is the intent of this Action Plan and program to highlight and advance those projects with the greatest need and greatest urgency to implement improvements to reduce or eliminate transportation-related fatalities and serious injuries on the city, county, and state systems with Carver County from the projects highlighted on the maps shown on pages 10-14 of this document and within **Appendix B**.

Projects included in the 2022 – 2027 Capital Improvement Plan ([Link](#)) make up the best catalog of planned near-term improvement projects scheduled for city, county, and state roadways and trails throughout the County. The overlap in project lists observed when comparing those

identified in the CIP with those included in the *Top Fatal and Suspected Serious Crash Locations*, *Top Critical Index Locations*, and *Top Fatal & Suspected Serious Critical Index Locations* maps represent the list of near-term improvements planned to make the greatest potential to impact documented safety concerns. The information provided in these maps paired projects identified within other noted planning initiatives, corridor studies, and policies generate the list of mid- and long-term improvements to target beyond the near-term period.

It was the responsibility of the Planning Committee to prioritize projects identified through the policy and process exercise that best meet the needs of the SS4A Program and have the greatest immediate impact for improving safety at all levels throughout the County. An overview of the proposed improvements along with supporting justification for the selection by the planning committee is provided, below.

### **Highway 40 Improvements Project, 2021 - Ongoing**

#### *Improvement Overview:*

Highway 40 corridor has been identified in the County's Roadway Safety Plan as a "High Priority Segment" due to the high frequency of crashes, narrow substandard gravel shoulders, and abundant curvature. This project is reviewing short-term improvements for Highway 40 north of the Minnesota River at the Highway 25 intersection, heading northeast for approximately 4.1 miles to the southern intersection of Highway 52. The project will widen shoulders, flatten slopes, correct drainage issues, implement safety improvements, and rehabilitate the pavement surface. Planned near- and long-term projects are plan to complete construction of the segment of Highway 40 from Highway 52 to Highway 50 and Highway 50 to Highway 11.

#### *Selection Criteria:*

- Crash Stats (2017-2021): 8 Fatal & Serious Injury Crashes (2X of any other corridor)
- Crash Stats (2017-2021): CSAH 40 & TH 25 - #3 Top Critical Crash Index (Intersection)
- Crash Stats (2017-2021): CSAH 40 & 188<sup>th</sup> St - #16 Top Critical Crash Index (Intersection)
- Crash Stats (2017-2021): CSAH 40 & CSAH 52 - #19 Top Critical Crash Index (Intersection)
- Crash Stats (2017-2021): CSAH 40 from TH 25 to CSAH 52 - #1 Top Critical Crash Index (Segment)
- Crash Stats (2017-2021): CSAH 40 from CSAH 52 to CSAH 50 - #10 Top Critical Crash Index (Segment)
- Crash Stats (2017-2021): CSAH 40 & 188<sup>th</sup> St - #16 Top Fatal & Serious Injury Critical Crash Index (Intersection)
- Crash Stats (2017-2021): CSAH 40 & CSAH 52 - #18 Top Fatal & Serious Injury Critical Crash Index (Intersection)
- Crash Stats (2017-2021): CSAH 40 from CR 122 to Stone Ave - #1 Top Fatal & Serious Injury Critical Crash Index (Segment)
- CRSP – CSAH 40 to East Union limits: #6 Rural Segment Prioritization – Road Departure
- CRSP – East Union Limits to CSAH 11 S: #9 Rural Segment Prioritization – Road Departure
- CRSP – CSAH 40 and TH 25: #5 Rural Intersection Prioritization
- CRSP – CSAH 40 and CSAH 50: #18 Rural Intersection Prioritization
- CRSP – CSAH 40 and CSAH 52: #24 Rural Intersection Prioritization
- Tax Implementation Project – CSAH 40 from TH 25 to CSAH 52 (Priority A)
- Tax Implementation Project – CSAH 40 from CSAH 52 to CSAH 11 (Priority B)

- Carver County Road Systems Plan – Identified as Transportation Policy Plan Improvement
- \*CRSP data is from the County Road Safety Plan approved in 2013.

## **US 212 and CSAH 51 Improvements Project in Benton Township**

### *Improvement Overview:*

The proposed interchange project is part of a larger conversion study that is proposing to expand the existing 2-Lane Hwy 212 roadway to a divided 4-Lane roadway. As part of the expansion project a variety of alternatives have been developed and tested to identify the correct intersection/interchange design at this location. As part of the analysis process, the interchange alternative was determined to be the best option for addressing the safety and mobility needs at this location.

The proposed project is to convert the existing side street stop-controlled intersection to a grade separated facility serviced with right-on/right-off access points at the existing intersection and an overpass roadway crossing Hwy 212 east of the existing intersection. This interchange design is similar to a quadrant style interchange. The proposed design will include right turn lanes in both directions to facilitate exiting traffic and an auxiliary lane to be used as an acceleration lane in both directions for entering vehicles.

### *Corridor Statistics:*

- Crash Stats (2017-2021): 1 of 8 Intersections with 2+ Fatal & Serious Injuries
  - Crash Stats (2017-2021): 1 of 10 Corridors with 2+ Fatal & Serious Injuries – US 212 from Cologne to Norwood Young America
  - Crash Stats (2017-2021): US 212 & CSAH 51 - #11 Top Fatal & Serious Injury Critical Crash Index (Intersection)
  - CRSP – US 212 and CSAH 51: #15 Rural Intersection Prioritization
  - Tax Implementation Project – US 212 from Cologne to Norwood Young America (Priority C)
  - Carver County Road Systems Plan – Identified as Transportation Policy Plan Improvement
- \*CRSP data is from the County Road Safety Plan approved in 2013.

## **Arboretum Area Transportation Plan**

### *Improvement Overview:*

Carver County is planning for a broader corridor improvement to TH 5 from west CSAH 11 W in the City of Victoria to east of TH 41 in the City of Chanhassen. A near term improvement from this project is an expansion of Highway 5 to a 4-lane divided urban highway from 0.25 mile west of Kochia Lane to 0.4 mile east of Minnewashta Parkway, and Highway 13 from 78th Street to Fribourg Court.

### *Corridor Statistics:*

- CRSP – TH 5 at CSAH 13: #14 Ranked Urban Right Angle Intersection Prioritization
  - CRSP – TH 5 at CSAH 13: #12 Ranked Urban Ped/Bike Intersection Prioritization
  - CRSP – TH 5 at CSAH 11: #30 Ranked Urban Right Angle Intersection Prioritization
  - CRSP – TH 5 at CSAH 11: #5 Ranked Urban Ped/Bike Intersection Prioritization
  - Tax Implementation Project – TH 5/Rolling Acres Road Intersection (Priority A)
  - Tax Implementation Project – TH 7/Rolling Acres Road Intersection (Priority B)
  - Tax Implementation Project – TH 5 from TH 41 to Rolling Acres Road (Priority B)
  - Tax Implementation Project – TH 5 from Rolling Acres Road to Victoria Drive (Priority D)
  - Carver County Road Systems Plan – Identified as Transportation Policy Plan Improvement
- \*CRSP data is from the County Road Safety Plan approved in 2013.

## Highway 41-10 Improvements Projects in Chaska

*Improvement Overview:* Carver County is planning to reconstruct approximately three quarters of a mile of County State Aid Highway 10 (CSAH 10), from the intersection of Bavaria Road to Park Ridge Drive located in the city of Chaska. The project includes a variety of improvements focused on both safety and mobility with the construction of two roundabouts, a traffic signal to serve both pedestrians and motorists, two pedestrian underpasses, enhanced pedestrian crossings, additional trail connections, and expansion from a two-lane suburban to a 4-lane divided section.

### *Corridor Statistics:*

- County Crash Stats (2017-2021): 1 of 10 Corridors with 2+ Fatal & Serious Injuries – TH 41 from Walnut Drive to CSAH 10
- County Crash Stats (2017-2021): CSAH 10 & Bavaria Road - #6 Top Critical Crash Index (Intersection)
- County Crash Stats (2017-2021): TH 41 from CSAH 10 to 82<sup>nd</sup> Street - #3 Top Critical Crash Index (Segment)
- CRSP – TH 41 at CSAH 10: #4 Ranked Urban Right Angle Intersection Prioritization
- CRSP – TH 41 at CSAH 10: #6 Ranked Urban Ped/Bike Intersection Prioritization
- CRSP – Chaska Limits to TH 41: County Road Safety Plan - #28 Ranked Urban Segment
- CRSP – CSAH 10 from TH 41 to CSAH 61: County Road Safety Plan - #33 Ranked Urban Segment
- Tax Implementation Project – CSAH 10 from TH 41 to TH 212 (Priority B)
- Tax Implementation Project – CSAH 10 from TH 41 to CSAH 61 (Priority B)
- Tax Implementation Project – TH 41/CSAH 10 (Engler Blvd) Intersection (Priority B)
- Carver County Road Systems Plan – Identified as Transportation Policy Plan Improvement

\*CRSP data is from the County Road Safety Plan approved in 2013.

## Progress and Transparency

Carver County is committed to advancing initiatives to identify, program, study, and implement safety improvements that reduce the likelihood of fatal and serious injury crashes across the county highway system. This ongoing commitment will ensure that the tools and processes currently in place are actively monitored and continue to evolve to meet the everchanging needs of both local communities as well as the greater transportation network. The following activities will be carried forward to continue the initiative to reduce and eliminate fatal and serious injury crashes:

- *Carver County Safety Tool*
  - *Summary Reports:* The County Safety Tool will be regularly updated to incorporate and review the latest available crash data as reported to the Department of Public Safety on a quarterly basis. County staff will produce summary reports outlining top crash locations, top critical rate locations, fatal and serious injury crash locations, etc. to monitor issues and proactively program improvements to remedy safety concerns.
- *Towards Zero Deaths Program:* Carver County will continue to act as a strong advocate for the Minnesota Towards Zero Deaths program. It will continue its commitment to meeting and exceeding the County's obligation to reducing the number of statewide deaths on Minnesota roadways to 225 by the year 2025. Involvement in TZD activities and coordination with the County Sheriff office will continue and is planned to increase in the coming years.



Carver County will ensure transparency is maintained with residents and relevant stakeholders through the following activities:

- *SS4A Action Plan* – Carver County has made this plan available via a public posting on the county website at the following location:  
[County Highway Safety Plan | Carver County, MN.](#)
- *Annual Reporting* – Carver County is committed to providing updates to this Action Plan via annual reports. Annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries will be provided.
  - County staff will utilize the GovDelivery system to notify interested parties of updated results as they become available.
  - *Project Tracking*: We will complete a follow-up analysis three years following implementation of the safety improvements to review the progress toward reducing and eliminating fatal and serious injury crashes.

**Appendix A:**  
Resolution of Support

**BOARD OF COUNTY COMMISSIONERS  
CARVER COUNTY, MINNESOTA**

Date: September 6, 2022

Resolution No: 70-22

Motion by Commissioner: Udermann

Seconded by Commissioner: Workman

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**Resolution to Adopt the County Roadway Safety Plan 2022 Action Plan  
Amendment**

WHEREAS, Carver County is responsible for the planning and development of a safe and functional multimodal transportation system within County jurisdictional boundaries; and

WHEREAS, the comprehensive County Roadway Safety Plan was last prepared in July 2013;

WHEREAS, the County has made significant investments in planning, engineering, and construction practices to improve safety for all users of the transportation system; and

WHEREAS, the County maintains and improves public safety through the identification of crash issues, evaluation of crash factors, and determination of innovative improvement opportunities to reduce the severity and quantity of crashes; and

WHEREAS, the 2022 Action Plan Amendment updates and amends the findings and recommendations of the original document by highlighting recent activities and planning efforts completed to identify, program, study, and implement safety improvements across the county highway system; and

WHEREAS, the 2022 Action Plan Amendment identifies how roadway safety analysis is incorporated in a comprehensive manner into corridor level plans, on the project-specific level, and through specific safety oriented policies; and

WHEREAS, the County commits to progress and transparency to advancing initiatives to identify, program, study, and implement safety improvements that reduce the likelihood of fatal and serious injury crashes across the county highway system; and

WHEREAS, furthermore, the County is committed to reducing and eliminating the occurrence of fatal and serious injury crashes across all roadways within the County and commits to meet and exceed the County's obligation in reducing the number of statewide deaths on Minnesota roadways with an eventual goal of eliminating roadway fatalities and serious injury crashes across the county system; and

NOW THEREFORE, BE IT RESOLVED that Carver County hereby adopts the comprehensive County Road Safety Plan 2022 Action Plan Amendment to guide transportation safety planning, policy, and investment towards reducing and eliminating the occurrence of fatal and serious injury crashes across all roadways within the County.

Yes	No	Absent
Degler		
Fahey		
Lynch		
Udermann		
Workman		

STATE OF MINNESOTA  
 COUNTY OF CARVER

I, Dave Hemze, duly appointed and qualified County Administrator of the County of Carver, State of Minnesota, do hereby certify that I have compared the foregoing copy of this resolution with the original minutes of the proceedings of the Board of County Commissioners, Carver County, Minnesota, at its session held on the 6 day of September, 2022, now on file in the Administration office, and have found the same to be a true and correct copy thereof.

Dated this 6 day of September, 2022.

  
Dave Hemze (Sep 7, 2022 15:19 CDT)

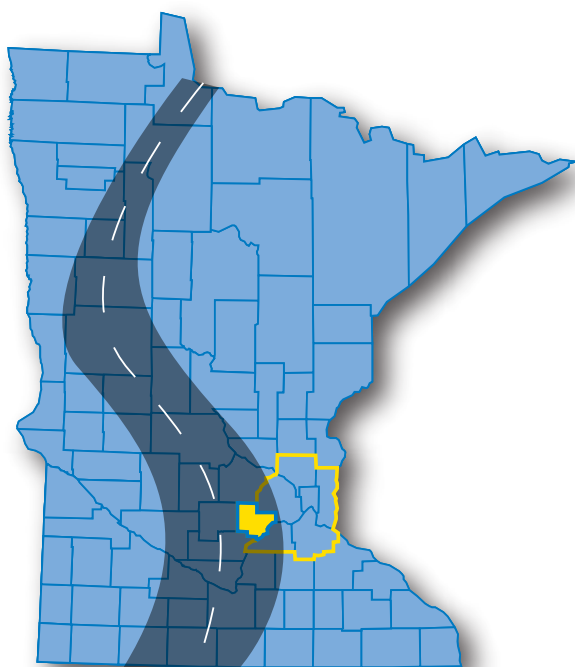
Dave Hemze

County Administrator

**Appendix B:**  
Supporting Documentation

# Carver County

## COUNTY ROADWAY



July 2013



CARVER  
COUNTY

# Safety PLAN

Moving Toward **ZERO** Deaths

Prepared by:  
CH2M HILL  
SRF Consulting Group, Inc.



**Carver County**  
**Urban Right Angle Intersection Prioritization**  
**Analysis Years: 2007 - 2011**

Rank	Int #	Sys	#	Street Name	Intersection Description	Major ADT	Configur ation	Major Speed Limit	Severe Right Angle Crash	Priority	Crash Cost
1	101.03	CSAH	101	Market Blvd	CSAH 101 AND MNTH-5	*	*	*		***	\$ 1,569,000
2	17.04	CSAH	17	Powers Blvd	CSAH 17 AND ARBORETUM BLVD MNTH-5 EB	*	*	*		***	\$ 800,000
3	15.06	CSAH	15	Galpin Blvd	CSAH 15 AND ARBORETUM BLVD MNTH-5; CR-117	*	*	*		***	\$ 175,000
4	10.22	CSAH	10	Engler Blvd	CSAH 10 AND MNTH-41	*	*	*		**	\$ 1,766,000
5	10.12	CSAH	10	Waconia Pkwy S	CSAH 10 AND MNTH-5		*	*		**	\$ 1,494,000
6	14.06	CSAH	14	Pioneer Tr	CSAH 14 AND MNTH-41 CHESTNUT ST		*	*		**	\$ 1,477,000
7	17.01	CSAH	17	Powers Blvd	CSAH 17 AND LYMAN BLVD CSAH-18		*	*		**	\$ 1,452,000
8	14.07	CSAH	14	Pioneer Tr	CSAH 14 AND HUNDERTMARK RD; MSAS-108		*	*		**	\$ 1,186,000
9	61.11	CSAH	61	Flying Cloud Dr	CSAH 61 AND CSAH-101	*		*		**	\$ 822,000
10	33.03	CSAH	33	Reform St	CSAH 33 AND USTH-212 EBL; NORWOOD YOUNG AMERICA CL		*	*		**	\$ 680,000
11	59.03	CSAH	59	Main St	CSAH 59 AND MNTH-5 WBL		*	*		**	\$ 581,000
12	15.01	CSAH	15	Audubon Rd	CSAH 15 AND CHASKA BLVD CSAH-61; AUDUBON RD MSAS-116		*	*		**	\$ 478,000
13	13.04	CSAH	13	Rolling Acres Rd	CSAH 13 AND MNTH-7; SMITHTOWN RD MSAS-111	*		*		**	\$ 441,000
14	13.03	CSAH	13	Bavaria Rd	CSAH 13 AND ARBORETUM BLVD MNTH-5	*	*	*		**	\$ 333,000
15	15.04	CSAH	15	Galpin Blvd	CSAH 15 AND LYMAN BLVD CSAH-18 EBL (NORTH)		*	*		**	\$ 299,000
16	10.15	CSAH	10	13th Street	CSAH 10 AND MAIN ST E CSAH-59 SBL; MSAS-117 SBL		*	*		**	\$ -
17	18.02	CSAH	18	Lyman Blvd	CSAH 18 AND MNTHH-41			*		*	\$ 984,000
18	61.04	CSAH	61	Chaska Blvd	CSAH 61 AND MNTH-41	*				*	\$ 956,000
19	15.03	CSAH	15	Audubon Rd	CSAH 15 AND LYMAN BLVD CSAH-18 EBL (SOUTH)		*			*	\$ 862,000
20	17.05	CSAH	17	Powers Blvd	CSAH 17 AND 78TH ST W MSAS-113		*			*	\$ 635,000
21	11.04	CSAH	11	Jonathan Carver Pkwy	CSAH 11 AND CHASKA BLVD OLD USTH-212			*		*	\$ 436,000
22	61.10	CSAH	61	Flying Cloud Dr	CSAH 61 AND MNTH-101; OLD USTH-212			*		*	\$ 405,000
23	14.10	CSAH	14	Pioneer Tr	CSAH 14 AND GREAT PLAINS BLVD MNTH-101			*		*	\$ 378,000
24	14.08	CSAH	14	Pioneer Tr	CSAH 14 AND AUDOBON RD CSAH-15			*		*	\$ 374,000
25	101.01	CSAH	101	Great Plains Blvd	CSAH 101 AND LYMAN BLVD; OLD MNTH-101; MSAS-112		*			*	\$ 194,000
26	10.23	CSAH	10	Engler Blvd	CSAH 10 AND AUDOBON BLVD CSAH-15			*		*	\$ 36,000
27	15.02	CSAH	15	Audubon Rd	CSAH 15 AND BUTTERNUT DR M-312 BLUFF CRK DR EB MSAS-12?			*		*	\$ -
28	57.01	CSAH	57	Olive St	CSAH 57 AND MNTH-5; MNTH-284					*	\$ 838,000
29	61.05	CSAH	61	Chaska Blvd	CSAH 61 AND WALNUT ST M-34 MSAS-118					*	\$ 223,000
30	11.11	CSAH	11	Victoria Dr	CSAH 11 AND ARBORETUM DR MNTH-5 (EAST)					*	\$ 218,000

Total Stars -- 8 16 22 0  
 % That Gets Star -- 27% 53% 73% 0%

Totals		
	#	%
***	0	0%
**	3	10%
*	13	43%
	11	37%
-	3	10%
	30	100%

**Stars**

- If intersection has a major entering ADT >= 17,500 vpd
- If intersection configuration is divided
- If intersection major approach speed is 45 mph to 55 mph
- If intersection has a severe right angle crash

**Carver County**  
**Urban Pedestrian/Bike Intersection Prioritization**  
 Analysis Year: 2007 - 2011

Rank	Int #	Sys #	Street Name	Intersection Description	Major ADT	Configuration	Major Speed Limit	Bus Stop	Ped Gen	Severe Ped/Bike Crash	Priority	Crash Cost
1	61.04	CSAH 61	Chaska Blvd	CSAH 61 AND MNTH-41	*	*	*		*		★★★★	\$ 956,000
2	57.01	CSAH 57	Olive St	CSAH 57 AND MNTH-5; MNTH-284		*	*		*		★★★	\$ 838,000
3	17.05	CSAH 17	Powers Blvd	CSAH 17 AND 78TH ST W MSAS-113			*		*	*	★★★	\$ 635,000
4	61.05	CSAH 61	Chaska Blvd	CSAH 61 AND WALNUT ST M-34 MSAS-118		*	*		*	*	★★★	\$ 223,000
5	11.11	CSAH 11	Victoria Dr	CSAH 11 AND ARBORETUM DR MNTH-5 (EAST)		*	*		*	*	★★★	\$ 218,000
6	10.22	CSAH 10	Engler Blvd	CSAH 10 AND MNTH-41	*		*				★★	\$ 1,766,000
7	18.02	CSAH 18	Lyman Blvd	CSAH 18 AND MNTH-41		*			*		★★	\$ 984,000
8	61.11	CSAH 61	Flying Cloud Dr	CSAH 61 AND CSAH-101	*	*					★★	\$ 822,000
9	17.04	CSAH 17	Powers Blvd	CSAH 17 AND ARBORETUM BLVD MNTH-5 EB	*				*		★★	\$ 800,000
10	13.04	CSAH 13	Rolling Acres Rd	CSAH 13 AND MNTH-7; SMITHTOWN RD MSAS-111	*	*					★★	\$ 441,000
11	11.04	CSAH 11	Jonathan Carver Pkwy	CSAH 11 AND CHASKA BLVD OLD USTH-212		*			*		★★	\$ 436,000
12	13.03	CSAH 13	Bavaria Rd	CSAH 13 AND ARBORETUM BLVD MNTH-5	*	*					★★	\$ 333,000
13	101.01	CSAH 101	Great Plains Blvd	CSAH 101 AND LYMAN BLVD; OLD MNTH-101; MSAS-112			*		*		★★	\$ 194,000
14	15.06	CSAH 15	Galpin Blvd	CSAH 15 AND ARBORETUM BLVD MNTH-5; CR-117	*				*		★★	\$ 175,000
15	101.03	CSAH 101	Market Blvd	CSAH 101 AND MNTH-5	*						*	\$ 1,569,000
16	10.12	CSAH 10	Waconia Pkwy S	CSAH 10 AND MNTH-5					*		*	\$ 1,494,000
17	14.06	CSAH 14	Pioneer Tr	CSAH 14 AND MNTH-41 CHESTNUT ST					*		*	\$ 1,477,000
18	14.07	CSAH 14	Pioneer Tr	CSAH 14 AND HUNDERTMARK RD; MSAS-108					*		*	\$ 1,186,000
19	15.03	CSAH 15	Audubon Rd	CSAH 15 AND LYMAN BLVD CSAH-18 EBL (SOUTH)			*				*	\$ 862,000
20	33.03	CSAH 33	Reform St	CSAH 33 AND USTH-212 EBL; NORWOOD YOUNG AMERICA CL					*		*	\$ 680,000
21	59.03	CSAH 59	Main St	CSAH 59 AND MNTH-5 WBL					*		*	\$ 581,000
22	15.01	CSAH 15	Audubon Rd	CSAH 15 AND CHASKA BLVD CSAH-61; AUDUBON RD MSAS-116					*		*	\$ 478,000
23	61.10	CSAH 61	Flying Cloud Dr	CSAH 61 AND MNTH-101; OLD USTH-212		*					*	\$ 405,000
24	14.10	CSAH 14	Pioneer Tr	CSAH 14 AND GREAT PLAINS BLVD MNTH-101		*					*	\$ 378,000
25	14.08	CSAH 14	Pioneer Tr	CSAH 14 AND AUDOBON RD CSAH-15		*					*	\$ 374,000
26	10.23	CSAH 10	Engler Blvd	CSAH 10 AND AUDOBON BLVD CSAH-15		*					*	\$ 36,000
27	15.02	CSAH 15	Audubon Rd	CSAH 15 AND BUTTERNUT DR M-312 BLUFF CRK DR EB MSAS-1;		*					*	\$ -
28	17.01	CSAH 17	Powers Blvd	CSAH 17 AND LYMAN BLVD CSAH-18								\$ 1,452,000
29	15.04	CSAH 15	Galpin Blvd	CSAH 15 AND LYMAN BLVD CSAH-18 EBL (NORTH)								\$ 299,000
30	10.15	CSAH 10	13th Street	CSAH 10 AND MAIN ST E CSAH-59 SBL; MSAS-117 SBL								\$ -

Total Stars -- 8 14 8 0 16 1  
 % That Gets Star -- 27% 47% 27% 0% 53% 3%

Totals	#	%
★★★★★	0	0%
★★★★	0	0%
★★★	1	3%
★★	4	13%
*	9	30%
	13	43%
-	3	10%
	30	100%

Stars  
 If intersection has a major entering ADT greater than or equal to 17,500 vpd  
 If intersection configuration is undivided  
 If intersection major approach speed is less than or equal to 40 mph  
 If intersection has a bus stop in a quadrant  
 If intersection has a pedestrian generator in a quadrant  
 If intersection has a severe pedestrian/bike crash



**Carver County**  
**Urban Segment Prioritization**  
 Analysis Years: 2007 - 2011

											Tiebreakers		
Rank	Int #	Sys	#	Street Name	Start	End	ADT	Major Approach Lanes	Access Density	Speed Limit	Severe Rear End Sideswipe or Head on Crash	Priority	Crash Cost
1	101.01	CSAH	101	101.00	LYMAN BLVD: OLD MNTH-101	MNTH-5	*	*		*		***	\$4,042,000
2	18.03	CSAH	18	Lyman Blvd	MNTH-41	OLD MNTH-101		*		*	*	***	\$3,798,000
3	17.02	CSAH	17	Powers Blvd	MNTH-5	CSAH-17 ENDS, HENN CO			*	*	*	***	\$2,593,000
4	10.03	CSAH	10	Waconia Rd	MNTH-25 (SOUTH)	WATERTOWN CORP LIMIT			*	*	*	***	\$2,440,000
5	59.01	CSAH	59	Main St	CSAH-57	CSAH-10		*	*	*		***	\$635,000
6	14.01	CSAH	14	Pioneer Tr	CSAH-11	MNTH-41		*		*		**	\$2,950,000
7	15.01	CSAH	15	CR 15	CSAH-61	CSAH-18 (SOUTH)		*			*	**	\$2,487,000
8	57.01	CSAH	57	Olive St	MNTH-5	CSAH-59			*	*		**	\$1,204,000
9	31.03	CSAH	31	Elm St	USTH-212	CSAH-33			*	*		**	\$1,114,000
10	61.01	CSAH	61	Chaska Blvd	CSAH-11	MNTH-41			*	*		**	\$977,000
11	33.03	CSAH	33	CR 33	NORWOOD/YOUNG AMER CL	USTH-212			*	*		**	\$955,000
12	117.01	CNTY	117	Galpin Blvd	MNTH-5	CR-117 ENDS, HENN CO			*	*		**	\$716,000
13	34.02	CSAH	34	CR 34	MNTH-25	USTH-212			*	*		**	\$517,000
14	15.02	CSAH	15	Galpin Blvd	CSAH-18 (NORTH)	MNTH-5		*	*	*		**	\$462,000
16	36.01	CSAH	36	Lake St	USTH-212	COLOGNE CORP LIMIT			*	*		**	\$380,000
17	10.07	CSAH	10	E 13th St	MNTH-5	CSAH-59			*	*		**	\$242,000
18	30.02	CSAH	30	Broadway St	CSAH-33 (NORTH)	NEW GERMANY CORP LIMIT			*	*		**	\$227,000
19	27.01	CSAH	27	White Ave	CSAH-10	WATERTOWN CORP LIMIT			*	*		**	\$160,000
20	10.02	CSAH	10	Jefferson Ave	WATERTOWN CORP LIMIT	MNTH-25 (NORTH)			*	*		**	\$139,000
21	30.04	CSAH	30	CR 30	MAYER CORP LIMIT	MNTH-25 (NORTH)			*	*		**	\$139,000
22	50.02	CSAH	50	Park Ave	HAMBURG CORP LIMIT	HAMBURG CORP LIMIT			*	*		**	\$12,000
23	33.04	CSAH	33	CR 33	USTH-212	MNTH-25			*	*		**	\$12,000
24	50.05	CSAH	50	CR 50	EAST UNION	EAST UNION			*	*		**	\$0
25	33.06	CSAH	33	State Ave	NEW GERMANY CL	NEW GERMANY CL			*	*		**	\$0
26	40.02	CSAH	40	CR 40	EAST UNION	EAST UNION			*	*		**	\$0
27	23.01	CSAH	23	Bluejay Ave	CSAH-30	58th ST			*	*		**	\$0
28	10.09	CSAH	10	Engler Blvd	CHASKA CORP LIMIT	MNTH-41					*	*	\$6,315,000
29	14.02	CSAH	14	Pioneer Tr	MNTH-41	CSAH-14 ENDS, HENN CO			*	*		*	\$4,399,000
30	11.06	CSAH	11	CR 11	CSAH-14	MNTH-5 (EAST)			*	*		*	\$3,552,000
31	17.01	CSAH	17	Powers Blvd	CSAH-14	MNTH-5		*		*		*	\$2,909,000
32	13.01	CSAH	13	Rolling Acres Rd	CSAH-18	MNTH-7			*	*		*	\$1,877,000
33	10.10	CSAH	10	Engler Blvd	MNTH-41	CSAH-61				*	*	*	\$1,125,000
34	18.01	CSAH	18	CR 18	CSAH-11	CSAH-13				*	*	*	\$720,000
35	50.07	CSAH	50	CR 50	SAN FRANCISCO TWSP	CSAH-11			*	*		*	\$548,000
36	43.03	CSAH	43	Church Lake Blvd	TELLERS RD	CSAH-11			*	*		*	\$448,000
37	111.01	CNTY	111	Shady Oak Dr	CSAH-14	CSAH-11			*	*		*	\$160,000
38	122.02	CNTY	122	30th St	CR-123	MNTH-25			*	*		*	\$103,000
39	140.03	CNTY	140	CR 140	CHASKA CORP LIMIT	CSAH-61			*	*		*	\$0
40	61.02	CSAH	61	Flying Cloud Blvd	MNTH-41	CSAH-61 ENDS, HENN CO						*	\$3,620,000
41	40.05	CSAH	40	Main St	CSAH-11 (NORTH)	CHASKA BLVD CSAH-61						*	\$1,701,000
42	24.01	CSAH	24	CR 24	CSAH-10	DREAM LANE						*	\$354,000
43	20.03	CSAH	20	CR 20	CSAH-10	WATERTOWN CORP LIMIT						*	\$115,000

Totals		
#		%
*****	0	0%
*****	0	0%
****	0	0%
***	5	12%
**	21	50%
*	12	29%
-	4	10%
	42	100%

Total Stars -- 1 7 30 26 5  
 % That Gets Star -- 2% 17% 71% 62% 12%

**Stars**

- If segment has a major entering ADT greater than or equal to 10000 vpd.
- If segment has lanes greater than or equal to 4.
- If segment has an access density between 15 60.
- If segment has a speed less than or equal to 40 mph.
- If segment has at least 1 severe rear end or sideswipe or head on crash.

Carver County  
Rural Segment Prioritization - Road Departure Priority

Analysis Years: 2007 - 2011

#	Corridor	Route	#	Start	End	Length	ADT	ADT Range	Lane Departure Density	Access Density	Curve Critical Radius Density	Edge Risk	Totals	Tiebreakers	
														Edge Risk	ADT
1	11.03	CSAH	11	SAN FRA	CSAH-40 (SOUTH)	0.9	2,150	*	*	*	*	****	3	2150	
2	33.02	CSAH	33	CSAH-50	NORWOOD/YOUNG AME	2.5	600	*	*	*	*	****	3	600	
3	24.02	CSAH	24	DREAM L	CSAH-15	2.7	2,800	*	*	*	*	****	2	2800	
4	10.06	CSAH	10	66TH ST	MNTH-5	4.0	6,290	*	*	*	*	****	1	6290	
5	20.02	CSAH	20	CSAH-33	MNTH-25	5.2	1,025	*	*	*	*	****	3	1025	
6	40.01	CSAH	40	CSAH-40	EAST UNION	7.2	983	*	*	*	*	***	3	983	
7	10.05	CSAH	10	MNTH-7	66TH ST	1.6	4,500	*	*	*	*	****	2	4500	
8	11.07	CSAH	11	MNTH-5 (	MNTH-7, HENNEPIN CO	2.8	2,250	*	*	*	*	****	2	2250	
9	40.03	CSAH	40	EAST UN	CSAH-11 (SOUTH)	2.1	1,550	*	*	*	*	****	2	1550	
10	30.01	CSAH	30	CSAH-30	CSAH-33 (SOUTH)	1.9	1,050	*	*	*	*	****	2	1050	
11	36.02	CSAH	36	COLOGN	USTH-212	1.3	870	*	*	*	*	****	2	870	
12	43.02	CSAH	43	CSAH-10	TELLERS RD	1.7	783	*	*	*	*	****	2	783	
13	123.01	CNTY	123	MNTH-7	CR-122	3.7	245	*	*	*	*	****	2	245	
14	135.01	CNTY	135	CSAH-33	CSAH-32	3.7	244	*	*	*	*	****	2	244	
15	11.04	CSAH	11	CSAH-40	CSAH-61	2.8	5,803	*	*	*	*	****	1	5803	
16	92.01	CSAH	92	MNTH-5	CSAH-92 ENDS, HENN C	2.5	5,530	*	*	*	*	****	1	5530	
17	10.04	CSAH	10	WATERT	(MNTH-7	3.4	3,850	*	*	*	*	****	1	3850	
18	20.04	CSAH	20	WATERT	(CSAH-20 ENDS, HENN C	2.9	3,350	*	*	*	*	****	1	3350	
19	43.01	CSAH	43	CSAH-50	CSAH-10 (EAST)	6.6	1,310	*	*	*	*	****	1	1310	
20	30.05	CSAH	30	MNTH-25	CSAH-10	3.9	2,450	*	*	*	*	**	3	2450	
21	11.05	CSAH	11	CSAH-61	CSAH-14	3.6	2,170	*	*	*	*	**	3	2170	
22	53.01	CSAH	53	CSAH-53	USTH-212	6.5	1,770	*	*	*	*	**	3	1770	
23	133.01	CNTY	133	CSAH-20	CR-133 ENDS, WRIGHT (	0.5	180	*	*	*	*	**	3	180	
24	30.03	CSAH	30	NEW GEFMAYER	CORP LIMIT	2.2	1,705	*	*	*	*	**	2	1705	
25	10.01	CSAH	10	CSAH-10	WATERTOWN CORP LIM	0.4	1,400	*	*	*	*	**	2	1400	
26	50.06	CSAH	50	EAST UN	SAN FRANCISCO TWSP	0.7	1,400	*	*	*	*	**	2	1400	
27	32.02	CSAH	32	MNTH-25	CSAH-10	3.4	1,375	*	*	*	*	**	2	1375	
28	140.01	CNTY	140	MNTH-28	CSAH-11 (WEST)	7.2	748	*	*	*	*	**	2	748	
29	151.02	CNTY	151	MNTH-5	CSAH-32	2.1	665	*	*	*	*	**	2	665	
30	127.01	CNTY	127	CSAH-24	CSAH-20	1.7	275	*	*	*	*	**	2	275	
31	155.01	CNTY	155	CSAH-92	MNTH-7	2.8	233	*	*	*	*	**	2	233	
32	131.01	CNTY	131	USTH-21	CSAH-34	1.7	185	*	*	*	*	**	2	185	
33	10.08	CSAH	10	CSAH-59	CHASKA CORP LIMIT	7.1	6,570	*	*	*	*	**	1	6570	
34	11.02	CSAH	11	SAN FRA	SAN FRANCISCO TWSP	2.9	2,643	*	*	*	*	**	1	2643	
35	27.02	CSAH	27	WATERT	(CSAH-27 ENDS, WRIGHT	1.1	1,815	*	*	*	*	**	1	1815	
36	33.05	CSAH	33	MNTH-25	NEW GERMANY CL	8.2	1,388	*	*	*	*	**	1	1388	
37	50.01	CSAH	50	CSAH-50	HAMBURG CORP LIMIT	1.9	466	*	*	*	*	**	2	466	
38	153.01	CNTY	153	CSAH-50	MNTH-284	7.0	201	*	*	*	*	**	2	201	
39	151.01	CNTY	151	CR-151	B CSAH-52	1.0	150	*	*	*	*	**	2	150	
40	122.01	CNTY	122	CSAH-33	CR-123	5.9	963	*	*	*	*	**	1	963	
41	50.04	CSAH	50	S JCT	CSEAST UNION	8.0	653	*	*	*	*	**	1	653	
42	32.01	CSAH	32	CSAH-30	MNTH-25	5.5	647	*	*	*	*	**	1	647	
43	23.02	CSAH	23	58TH ST	MNTH-7	0.5	630	*	*	*	*	**	1	630	
44	33.01	CSAH	33	CSAH-33	CSAH-50 (EAST)	1.0	390	*	*	*	*	**	1	390	
45	52.01	CSAH	52	CSAH-52	CSAH-40	8.0	323	*	*	*	*	**	1	323	
46	41.01	CSAH	41	CSAH-52	CSAH-36	7.3	220	*	*	*	*	**	1	220	
47	34.01	CSAH	34	CSAH-34	MNTH-25	4.7	528	*	*	*	*	**	0	528	
48	33.07	CSAH	33	NEW GEFC	CSAH-33 ENDS, WRIGHT	6.0	2,013	*	*	*	*	**	1	2013	
49	20.01	CSAH	20	CSAH-20	CSAH-33 (NORTH)	2.0	1,000	*	*	*	*	**	1	1000	
50	31.02	CSAH	31	CSAH-50	CSAH-31	2.5	940	*	*	*	*	**	1	940	
51	51.01	CSAH	51	CSAH-52	MNTH-5	9.0	734	*	*	*	*	**	1	734	
52	50.03	CSAH	50	HAMBUR	N JCT CSAH-51	5.2	727	*	*	*	*	**	1	727	
53	21.01	CSAH	21	MNTH-7	CSAH-21 ENDS, WRIGHT	5.0	720	*	*	*	*	**	1	720	
54	31.01	CSAH	31	CSAH-31	CSAH-50 (EAST)	1.0	310	*	*	*	*	**	1	310	
55	152.01	CNTY	152	CSAH-51	CSAH-53	3.0	194	*	*	*	*	**	1	194	

Total Stars -- 7 21 28 21 29  
% That Gets Star -- 13% 38% 51% 38% 53%

#	%	Mileage	%	
****	0	0%	0.0	0%
****	4	7%	10.1	5%
***	15	27%	49.4	25%
**	17	31%	56.0	28%
*	11	20%	50.8	25%
	8	15%	33.7	17%
	55	100%	200.0	100%

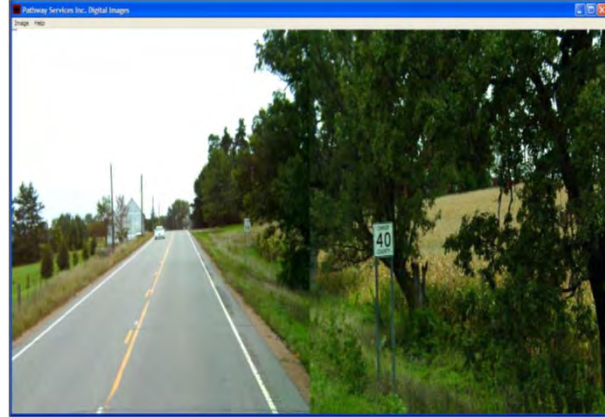
Stars  
ADT Range - If segment has an ADT in the range of most at risk ADT based on ATP totals. (> 3000)  
Lane Departure Density - If segment has higher road departure density than the county average (0.43).  
Access Density - If segment has access density greater than the county average (11.4).  
Curve Critical Radius Density - If segment has higher density of curves with critical radius than the county average (0.42).  
Edge Risk Assessment - Edge risk of 2 or 3, based on assessment of roadway edge and clear zone.

# CSAH 40 from EAST UNION to CSAH-11 (SOUTH) Project

Agency: Carver County

## Roadway Data

Type: CSAH  
 Number: 40  
Verbal  
 Start: EAST UNION  
 End: CSAH-11 (SOUTH)  
 City/Rural: Rural  
 County: Carver  
 ATP: Metro  
 ADT: 1550  
 Facility Type: 2-Lane  
 Lane Width: 12  
 Speed Limit: 55  
 Shoulder Width: 3'  
 Shoulder Type: paved  
 Length (miles): 2.1  
 Rumble Installed: no



## Crash Data

2007-2011 MnCMAT Crash Data

5 years

	Total	Lane Dept	K+A
Crashes	7	4	0
Density (per mile per year)	0.67	0.38	0.00
Rate (per MVM)	1.18	0.67	0.00

## Ranking Criteria

	Value	Critical	Road Departure Risk Ranking
ADT Range	1,550	> 3,000	
Lane Departure Density	0.32	0.43	
Access Density	15.2	11.40	★
Curve Critical Radius Density	0.48	0.42	★
Edge Risk	2	2 or 3	★
			★★★

## Short List of Strategies Considered

Description	Type	Cost per mi	Mileage	Cost	Notes - County preference
2' Shoulder Pave+RS+Safety Wedge	Proactive	\$40,000	0.0	\$0	to use 2' shoulder paving and rumble strips instead of rumble stripEs. Since shoulder is already paved, rumble strips selected as project.
Rumble Strip	Proactive	\$3,000	2.1	\$6,300	
Rumble StripE	Proactive	\$3,500	0.0	\$0	
6" Edge Lines	Proactive	\$650	0.0	\$0	
Ground In Wet-Reflective Markings	Proactive	\$8,500	0.0	\$0	
Center Line Rumble Strip	Proactive	\$3,000	0.0	\$0	
4' Buffer w/Centerline Rumble Strips	Proactive	\$150,000	0.0	\$0	
12' Painted Median w/Left Turn Lanes	Proactive	\$500,000	0.0	\$0	

## Implementation Cost

	Federal Funds	\$5,670
Local Match (10% of Total project cost)		\$630
	<b>Total Project Cost</b>	<b>\$6,300</b>

## Curves on CSAH 40 from CSAH-40 BEGINS, SIBLEY CO to EAST UNION

Agency: Carver County

### Curve Data

Curve ID	K	A	Radius (ft)	ADT	Intersection on Curve	Visual Trap	Risk Ranking	Proximity or Existing Chevrons	High Priority Segment + Critical Radius	Sign Improvement Project	Shoulder Paving Project	Shoulder Rumble Strip Project	Advance Horizontal Alignment Warning Sign	Advisory Speed Plaque
40A	1	1	296	960	no	no	**	x	-	Chevron	Outside	Inside/Outside	x	Inspect Curve
40B	0	1	481	960	no	no	**	x	-	Chevron	Outside	Inside/Outside	x	35
40C	0	0	817	960	no	no	**	-	x	Chevron	Outside	Inside/Outside	x	45
40D	0	0	680	960	no	no	**	-	x	Chevron	Inside/Outside	Inside/Outside	x	40
40E	0	0	487	960	no	no	*	x	-	Chevron	Inside/Outside	Inside/Outside	x	35
40F	0	0	698	960	no	no	**	x	x	Chevron	Inside/Outside	Inside/Outside	x	40
40G	0	0	737	960	yes	no	***	x	x	Chevron	Outside	Inside/Outside	x	45
40H	0	0	800	1000	yes	no	***	x	x	Chevron	Outside	Inside/Outside	x	45
40I	1	0	955	1000	no	no	***	-	x	Chevron	Outside	Inside/Outside	x	50
40J	0	1	1365	1000	no	no	**	-	-	-	-	-	-	-
40K	0	0	735	1000	no	no	**	-	x	Chevron	Outside	Inside/Outside	x	45
40L	0	0	1311	990	no	no	*	-	-	-	-	-	-	-
40M	0	0	1572	990	no	no	*	-	-	-	-	-	-	-
40N	0	1	1598	990	no	no	**	-	-	-	-	-	-	-
40O	0	0	1757	990	no	no	*	-	-	-	-	-	-	-
40P	0	0	1050	990	no	no	**	-	x	Chevron	-	Inside/Outside	x	50
40Q	0	0	1021	990	no	no	**	-	x	Chevron	-	Inside/Outside	x	50
40R	0	0	734	990	yes	yes	***	x	x	Chevron	-	Inside/Outside	x	45
40S	0	0	1544	1200	no	no	*	-	-	-	-	-	-	-

\*Curve numbering not consecutive, as some curves may have been removed from further analysis because a large radius, located on a gravel road, etc

\*\*Curves with radius greater than 1,200 feet did not receive a new or replacement chevron project.

### Ranking Criteria

Criteria	
Severe Crashes	> 0
Radius	500 to 1200
ADT	600 to 1800
Intersection on Curve	Yes
Visual Trap	Yes

Curves are selected for project if:  
 - 3 or more \*s  
 - x in Proximity or Existing Chevron column  
 - x in High Priority Segment + Critical Radius column

### Short List of Strategies Considered

Description	Type	Unit Cost	Quantity	Total cost
Chevrons	Proactive	\$3,300 per curve	13	\$42,900
Arrow Board Only	Proactive	\$500 per curve	0	\$0
Shoulder Paving	Proactive	\$37,000 per mile	.7 miles	\$26,755
Advance Warning Sign/Speed Advisory Plaque	Proactive	\$800 per curve	13	\$10,400
Rumble Strip	Proactive	\$3,000 per mile	1.6 miles	\$4,656
				<b>\$84,712</b>

### Implementation Cost

Federal Funds	\$76,241
Local Match (10% of Total project cost)	\$8,471
<b>Total Project Cost</b>	<b>\$84,712</b>

## Curves on CSAH 40 from EAST UNION to CSAH-11 (SOUTH)

Agency: Carver County

### Curve Data

Curve ID	K	A	Radius (ft)	ADT	Intersection on Curve	Visual Trap	Risk Ranking	Proximity or Existing Chevrons	High Priority Segment + Critical Radius	Sign Improvement Project	Shoulder Paving Project	Shoulder Rumble Strip Project	Advance Horizontal Alignment Warning Sign	Advisory Speed Plaque
40V	0	0	1164	1550	no	no	★★	-	x	Chevron	-	Inside/Outside	-	-

\*Curve numbering not consecutive, as some curves may have been removed from further analysis because a large radius, located on a gravel road, etc

\*\*Curves with radius greater than 1,200 feet did not receive a new or replacement chevron project.

### Ranking Criteria

Criteria	
Severe Crashes	> 0
Radius	500 to 1200 ADT 600 to 1800
Intersection on Curve	Yes
Visual Trap	Yes

Curves are selected for project if:  
 - 3 or more ★s  
 - x in Proximity or Existing Chevron column  
 - x in High Priority Segment + Critical Radius column

### Short List of Strategies Considered

Description	Type	Unit Cost	Quantity	Total cost
Chevrons	Proactive	\$3,300 per curve	1	\$3,300
Arrow Board Only	Proactive	\$500 per curve	0	\$0
Shoulder Paving	Proactive	\$37,000 per mile	.0 miles	\$0
Advance Warning Sign/Speed Advisory Plaque	Proactive	\$800 per curve	0	\$0
Rumble Strip	Proactive	\$3,000 per mile	.1 miles	\$300
				<b>\$3,600</b>

### Implementation Cost

Federal Funds	\$3,240
Local Match (10% of Total project cost)	\$360
<b>Total Project Cost</b>	<b>\$3,600</b>

**Carver County**  
**Rural Intersection Prioritization**  
**Analysis Years: 2007 - 2011**

Rank	Int #	Sys	#	Intersection Description	Skew	On/Near Curve	Development	RR Xing	Previous STOP (>5mi)	Right Angle Crash	Ratio (Min/Maj)	Priority	Crash Cost
1	33.07	CSAH	33	CSAH 33 AND MNTH 7		*	*		*	*	*	*****	\$ 218,000
2	33.05	CSAH	33	CSAH 33 AND CSAH 34		*			*	*	*	*****	\$1,551,000
3	34.03	CSAH	34	CSAH 34 AND USTH 212 WBL	*	*			*	*	*	*****	\$ 254,000
4	20.05	CSAH	20	CSAH 20 AND MNTH 25	*	*			*		*	*****	\$ 103,000
5	40.01	CSAH	40	CSAH 40 AND MNTH 25; T-340		*			*	*	*	***	\$1,451,000
6	23.02	CSAH	23	CSAH 23 AND MNTH 7; CR 123		*			*	*	*	***	\$ 987,000
7	31.05	CSAH	31	CSAH 31 AND USTH 212 WBL		*			*	*	*	***	\$ 738,000
8	41.03	CSAH	41	CSAH 41 AND USTH 212 EBL		*			*	*	*	***	\$ 354,000
9	51.04	CSAH	51	CSAH 51 AND MNTH 5; CR 151	*	*			*	*	*	***	\$ 175,000
10	11.13	CSAH	11	CSAH 11 AND MNTH 7; HENNEPIN CO LINE	*	*			*	*	*	***	\$ 24,000
11	20.06	CSAH	20	CSAH 20 AND CR 127	*	*			*		*	***	\$ -
12	30.03	CSAH	30	CSAH 30 AND CSAH 32		*			*		*	***	\$ -
13	33.06	CSAH	33	CSAH 33 AND 110TH ST T-181 CR 135	*	*			*		*	***	\$ -
14	43.01	CSAH	43	CSAH 43 AND CSAH-50; NATHAN CR T-514		*			*		*	***	\$ -
15	51.03	CSAH	51	CSAH 51 AND USTH 212		*			*	*	*	**	\$1,920,000
16	43.02	CSAH	43	CSAH 43 AND USTH 212		*			*	*	*	**	\$1,199,000
17	11.07	CSAH	11	CSAH 11 AND MARSH LAKE RD T-162 VICTORIC DR CSAH 14	*	*			*	*	*	**	\$ 399,000
18	40.03	CSAH	40	CSAH 40 AND CSAH 50		*			*		*	**	\$ 263,000
19	10.18	CSAH	10	CSAH 10 AND CSAH 43 (EAST)	*	*			*		*	**	\$ 227,000
20	36.04	CSAH	36	CSAH 36 AND USTH 212 WBL	*	*			*		*	**	\$ 218,000
21	10.19	CSAH	10	CSAH 10 AND GUERNSEY AVE CSAH 11		*			*		*	**	\$ 160,000
22	36.01	CSAH	36	CSAH 36 AND USTH 212 EBL	*	*			*		*	**	\$ 160,000
23	36.03	CSAH	36	CSAH 36 AND MARKET AVE T-19 CSAH 41	*	*			*		*	**	\$ 160,000
24	40.02	CSAH	40	CSAH 40 AND CSAH 52 174TH ST T-127		*			*		*	**	\$ 136,000
25	52.03	CSAH	52	CSAH 52 AND CSAH 53		*			*		*	**	\$ 136,000
26	50.06	CSAH	50	CSAH 50 AND CSAH 53		*			*		*	**	\$ 103,000
27	92.01	CSAH	92	CSAH 92 AND MNTH 5	*	*			*		*	**	\$ 91,000
28	34.02	CSAH	34	CSAH 34 AND MNTH 25	*	*			*		*	**	\$ 36,000
29	131.01	CNTY	131	CNTY 131 AND USTH 212 EBL; MNTH 5 & 25		*			*	*	*	**	\$ 12,000
30	20.03	CSAH	20	CSAH 20 AND CSAH 33 (SOUTH)		*			*		*	**	\$ -
31	20.07	CSAH	20	CSAH 20 AND CR 26		*			*		*	**	\$ -
32	34.01	CSAH	34	CSAH 34 AND CR 131		*			*		*	**	\$ -
33	52.02	CSAH	52	CSAH 52 AND SIBLEY CO CSAH 5 (EAST)		*			*		*	**	\$ -
34	92.02	CSAH	92	CSAH 92 AND CR 155	*	*			*		*	**	\$ -
35	122.01	CNTY	122	CNTY 122 AND CR 123	*	*			*		*	**	\$ -
36	21.01	CSAH	21	CSAH 21 AND MNTH-7		*			*		*	*	\$ 939,000
37	140.01	CNTY	140	CNTY 140 AND MNTH-284; 110TH ST T-178		*			*		*	*	\$ 251,000
38	50.02	CSAH	50	CSAH 50 AND MNTH-5		*			*		*	*	\$ 239,000
39	153.01	CNTY	153	CNTY 153 AND USTH-212		*			*		*	*	\$ 239,000
40	10.17	CSAH	10	CSAH 10 AND CSAH-43 (WEST)	*	*			*		*	*	\$ 227,000
41	32.01	CSAH	32	CSAH 32 AND CR-135		*			*		*	*	\$ 227,000
42	32.02	CSAH	32	CSAH 32 AND MNTH-25; W LIM WACONIA TWP		*			*	*	*	*	\$ 218,000
43	20.02	CSAH	20	CSAH 20 AND CSAH-33 (NORTH)		*			*	*	*	*	\$ 194,000
44	155.01	CNTY	155	CNTY 155 AND MNTH-7	*	*			*		*	*	\$ 148,000
45	50.04	CSAH	50	CSAH 50 AND S JCT CSAH-51; 158TH ST T-8		*			*		*	*	\$ 136,000
46	31.03	CSAH	31	CSAH 31 AND CSAH 50 (WEST); VERA AVE T-50		*			*		*	*	\$ 24,000
47	31.02	CSAH	31	CSAH 31 AND CSAH-50 (EAST); UPTON RD T-66		*			*		*	*	\$ 12,000
48	10.16	CSAH	10	CSAH 10 AND CR-141 (new CR)	*	*			*		*	*	\$ 12,000
49	24.01	CSAH	24	CSAH 24 AND CR-127	*	*			*		*	*	\$ 12,000
50	41.02	CSAH	41	CSAH 41 AND CSAH-50		*			*		*	*	\$ 12,000
51	50.01	CSAH	50	CSAH 50 AND CSAH-10; ZEBRA AVE T-37		*			*		*	*	\$ 12,000
52	50.03	CSAH	50	CSAH 50 AND N JCT CSAH-51; 150TH ST T-167		*			*		*	*	\$ 12,000
53	21.02	CSAH	21	CSAH 21 AND CR-122		*			*		*	*	\$ -
54	32.03	CSAH	32	CSAH 32 AND QUAAS AVE T-91 CR-151		*			*		*	*	\$ -
55	33.01	CSAH	33	CSAH 33 AND CSAH-50 (EAST)		*			*		*	*	\$ -
56	33.08	CSAH	33	CSAH 33 AND CR-122		*			*		*	*	\$ -
57	51.01	CSAH	51	CSAH 51 AND CSAH-52; CR-151 SEG #1		*			*		*	*	\$ -
58	52.01	CSAH	52	CSAH 52 AND SIBLEY CO CSAH-5 (WEST)		*			*		*	*	\$ -
59	53.01	CSAH	53	CSAH 53 AND CR-152 MAPLEWOOD RD T-173		*			*		*	*	\$ -
60	151.01	CNTY	151	CNTY 151 AND SIBLEY CO T-158 & CSAH-60		*			*		*	*	\$ -
61	20.04	CSAH	20	CSAH 20 AND CSAH-21		*			*		*	*	\$ 160,000
62	153.02	CNTY	153	CNTY 153 AND MN-284; 118TH ST T-177		*			*		*	*	\$ 103,000
63	11.06	CSAH	11	CSAH 11 AND GUERNSEY AVE; CR-140		*			*		*	*	\$ 24,000
64	41.01	CSAH	41	CSAH 41 AND CSAH 52		*			*		*	*	\$ 24,000
65	20.01	CSAH	20	CSAH 20 AND CR-133		*			*		*	*	\$ 12,000
66	31.01	CSAH	31	CSAH 31 AND SIBLEY CO T-150 & CSAH 16		*			*		*	*	\$ -
67	50.05	CSAH	50	CSAH 50 AND CR-153 PAUL AVE T-97		*			*		*	*	\$ -
68	51.02	CSAH	51	CSAH 51 AND 142ND ST T-172 CR-152		*			*		*	*	\$ -
69	152.01	CNTY	152	CNTY 152 AND CR-153		*			*		*	*	\$ -

Totals Total Stars -- 11 28 1 0 35 15 24  
 % That Gets Star -- 16% 41% 1% 0% 51% 22% 35%

#	%
*****	0 0%
*****	0 0%
*****	1 1%
****	3 4%
***	10 14%
**	21 30%
*	25 36%
-	9 13%
69	100%

- Stars**
- Skew - If intersection is skewed at an angle of 15 degrees or greater.
  - On/Near Curve - If intersection is on or within 1,000 feet of curve.
  - Development - If intersection aerial shows a commercial development with access near intersection.
  - RR Xing - If intersection has a railroad crossing on any approach within 500 feet.
  - Previous STOP (>5 mi) - If vehicles approaching the stop control have not had a previous stop along the roadway within 5 miles
  - Total Crashes - If intersection has at least 1 crash.
  - Ratio (Min/Maj) - If intersection has an ADT ratio in the range of 0.2 to 0.6.

# CSAH 51 AND USTH 212

**Agency: Carver County**

## Intersection Data

Configuration: X  
 Configuration (2): Undivided  
 True Mile: 0.00  
 Urban/Rural: Rural  
 County: Carver  
 ATP: Metro  
 Entering ADT: 12195  
 Traffic Control Device: THRU STOP  
 Street Lights: NO  
 Flashers: NO  
 Major ADT: 11100  
 Minor ADT: 1095



## Crash Data

2007-2011 MnCMAT Crash Data

5 years

	Total	Angle	K+A
Crashes	12	2	2
Rate (per MVM)	0.5	0.1	0.1

## Ranking Criteria

	Value	Critical	Risk Ranking
Skew	No	Yes	
On/Near Curve	No	Yes	
Development	No	Yes	
Near RR Crossing	No	Yes	
Distance from previous STOP	Yes	Yes	★
Volume Ratio	0.10	0.2 - 0.6	
Total Crashes	2	>0	★
			★★

## Short List of Strategies Considered

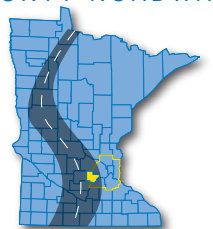
Description	Unit Cost	Units	Cost	Notes - Turn lanes installed in 2010.
Roundabout	\$1,000,000 per intersection	0	\$0.00	Reevaluate in future and determine if additional countermeasures are needed. Intersection lighting is currently installed, but may be inadequate. Carver County will determine lighting needs by intersection and provide documentation for upgrade when applying for funds.
Directional Median	\$750,000 per intersection	1	\$750,000.00	
Mainline Dynamic Warning Sign	\$50,000 per intersection	0	\$0.00	
Installing Street Lights	\$6,000 per street light	2	\$12,000.00	
Upgrade Stop Sign	\$350 per sign	2	\$700.00	
Upgrade Junction Sign	\$350 per sign	2	\$700.00	
Upgrade Stop Ahead Sign	\$450 per sign	2	\$900.00	
Upgrade Stop Ahead Marking	\$450 per marking	2	\$900.00	
Upgrade Stop Bar	\$250 per marking	2	\$500.00	
Review Signs and CST	\$2,450 per intersection	0	\$0.00	
			\$765,700.00	

Signs and Markings and Street Light project costs vary by the number of minor legs associated with the intersection.

## Implementation Cost

Federal Funds	\$689,130
Local Match (10% of Total project cost)	\$76,570
<b>Total Project Cost</b>	<b>\$765,700</b>

COUNTY ROADWAY



**Safety**  
PLAN

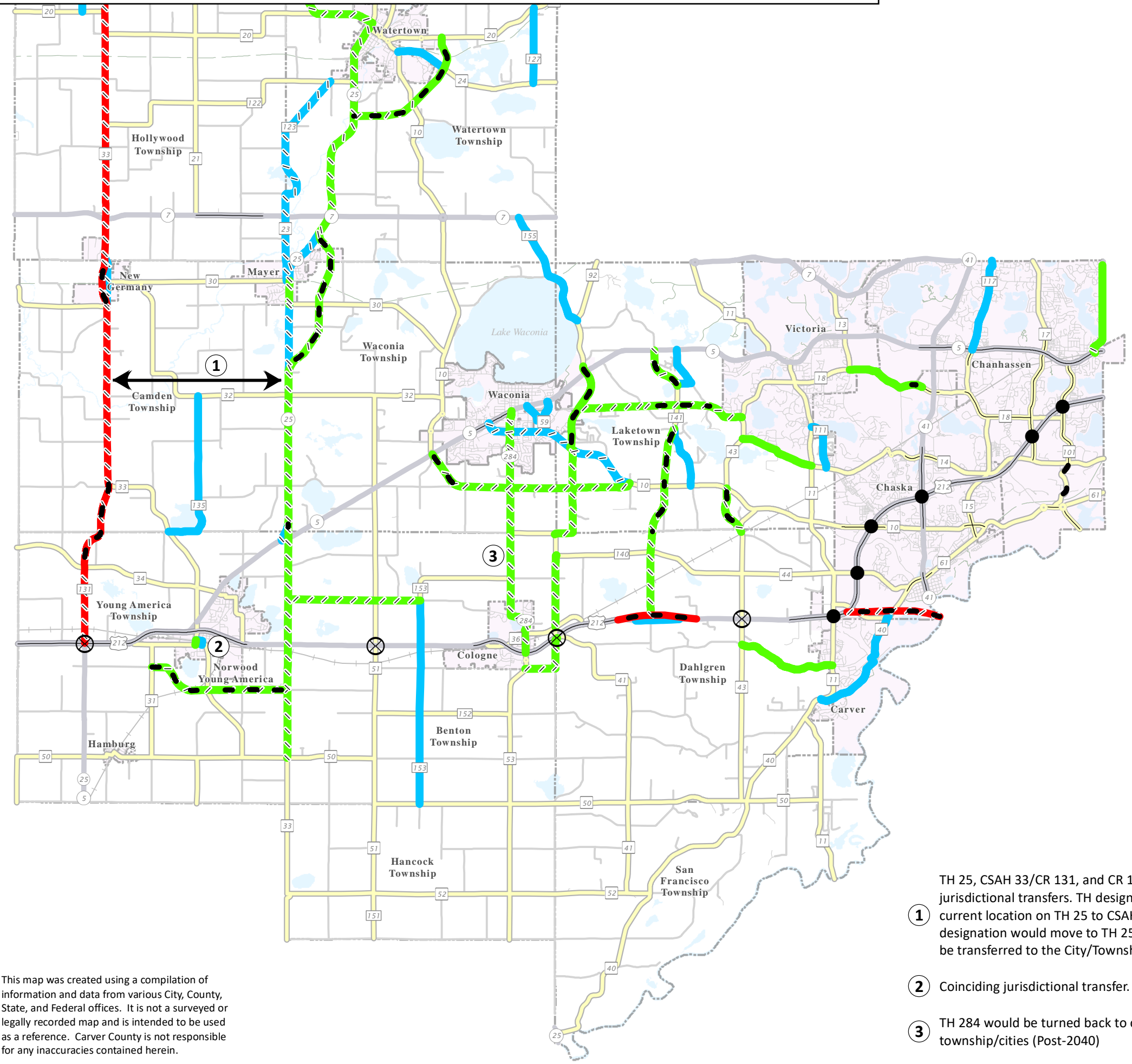
Moving Toward **ZERO** Deaths





## Future Network Changes with Potential Jurisdictional Transfers

Figure 4.11



### Legend

#### TH 212 Access

- Interchange Access Locations
- ⊗ Potential Interchange Preservation Location
- — — New Alignment
- /// Post 2040 Project

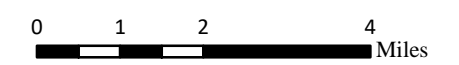
#### Future Network

- Future City/Township
- Future County
- Future State

#### Existing Roadway Network

- 2 Lane County Road
- 4 Lane County Road
- 2 Lane Trunk Highway
- 4 Lane Trunk Highway

- TH 25, CSAH 33/CR 131, and CR 123 are coinciding jurisdictional transfers. TH designation would move from current location on TH 25 to CSAH 33/CR 131, CSAH designation would move to TH 25, and CR 123 would be transferred to the City/Township. (Post-2040)
- 1
  - 2
  - 3
- TH 284 would be turned back to county or township/cities (Post-2040)

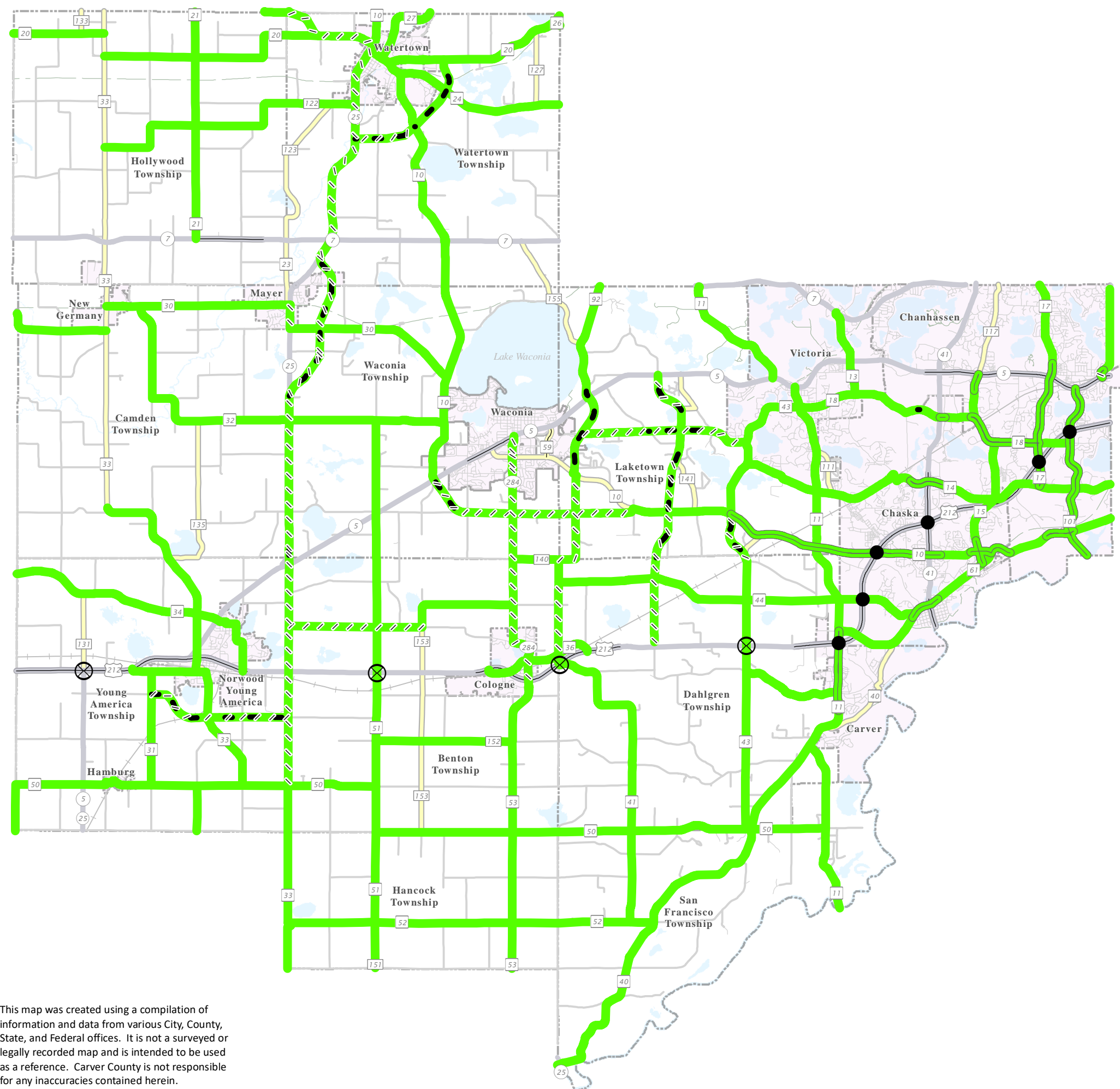


Public Works Division  
 11360 Hwy 212, Suite 1  
 Cologne, MN 55322  
 (952) 466-5200  
 Created: 9/18/2019

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# Future CSAH/County Road Network

Figure 4.12



## Legend

### TH 212 Access

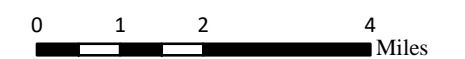
- Interchange Access Locations
- ⊗ Potential Interchange Preservation Location
- //// Post 2040 Project
- New Alignment

### Future Network

- 2 Lane County Road
- 4 Lane County Road

### Existing Roadway Network

- 2 Lane County Road
- 4 Lane County Road
- 2 Lane Trunk Highway
- 4 Lane Trunk Highway

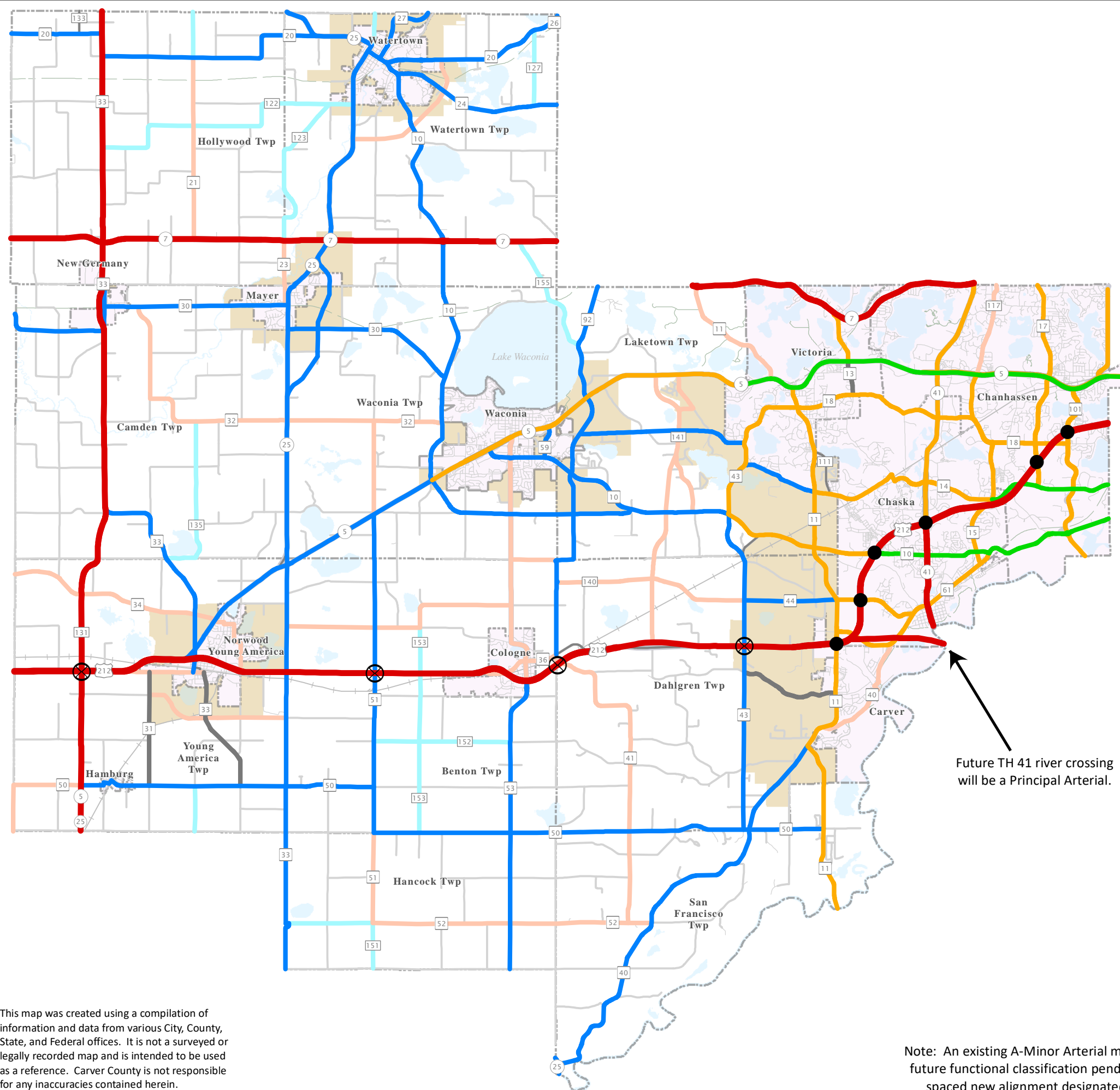


Public Works Division  
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 Created: 5/8/2019

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# Future Functional Class

Figure 4.13



## Legend

- Interchange Access Locations
- ⊗ Potential Interchange Preservation Location
- Principal Arterial
- A Minor Reliever
- A Minor Expander
- A Minor Connector
- Other Arterial
- Major Collector
- Minor Collector
- Local Road

## City/Township Boundary

- Existing City
- City/Township Boundary
- City Growth Areas 2040

Future TH 41 river crossing will be a Principal Arterial.



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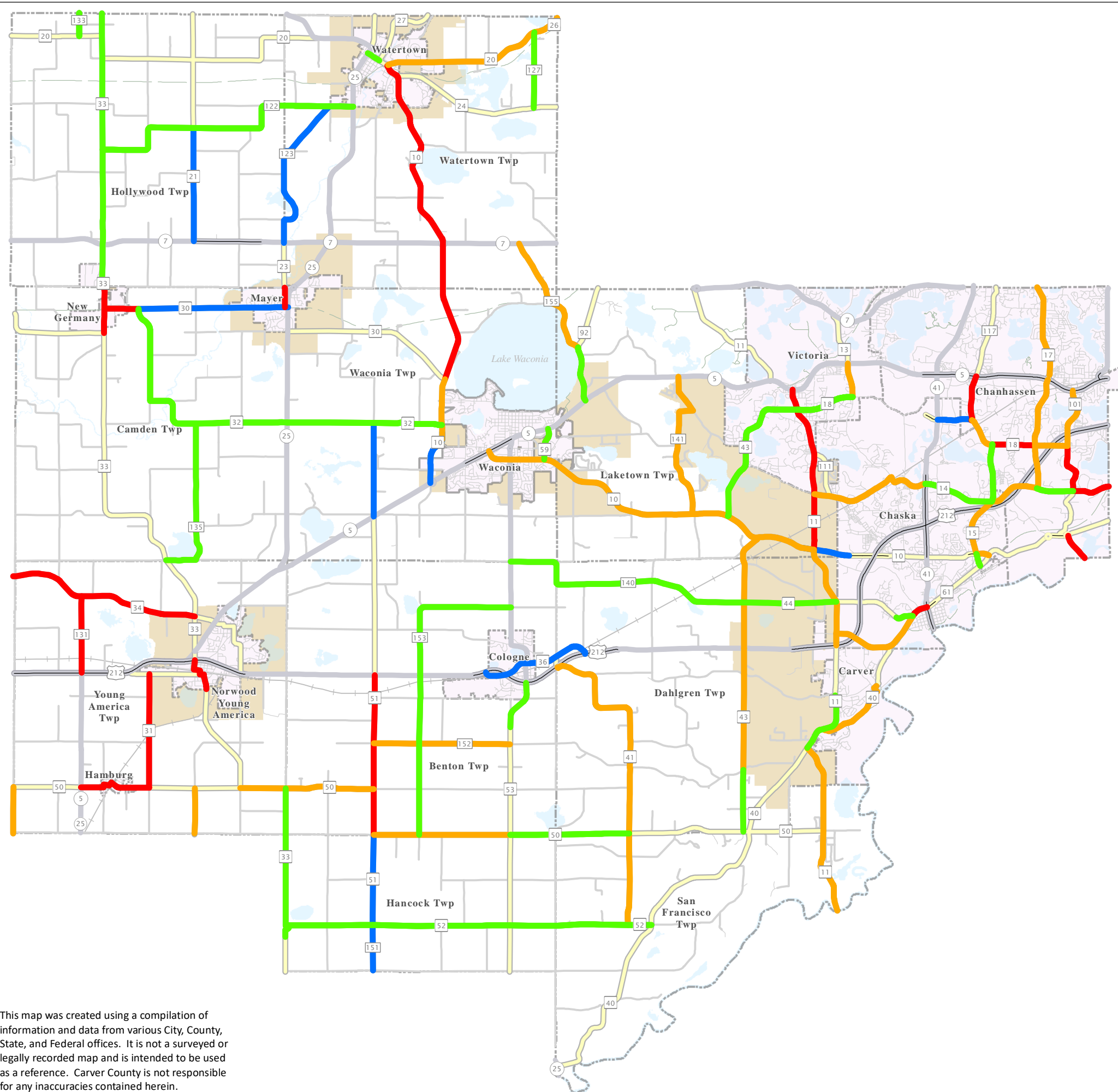
Note: An existing A-Minor Arterial may be considered for a lower future functional classification pending the addition of a closely spaced new alignment designated as an A-Minor Arterial.



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 (952) 466-5200  
 Created: 5/8/2019

# 20-year Highway Resurfacing Plan (2018 - 2037)

Figure 4.16



## Legend

### Project Horizon

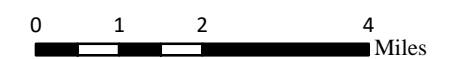
- 2018-2023
- 2024-2028
- 2029-2033
- 2034-2037

### Existing Roadway Network

- 2 Lane County Road
- 4 Lane County Road
- 2 Lane Trunk Highway
- 4 Lane Trunk Highway

### City/Township Boundary

- Existing City
- City/Township Boundary
- City Growth Areas 2040



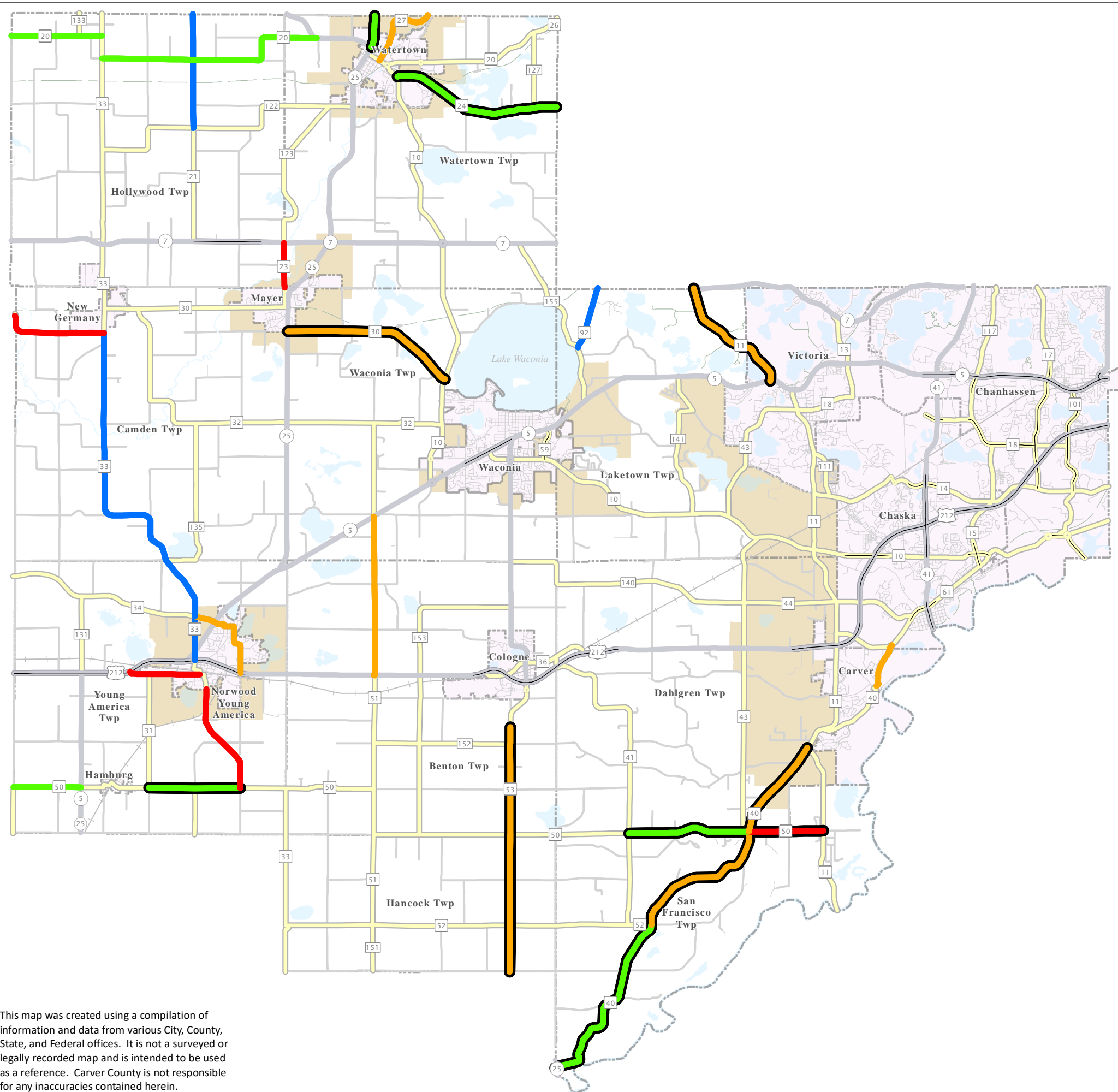
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Public Works Division  
 11360 Hwy 212, Suite 1  
 Cologne, MN 55322  
 (952) 466-5200  
 Created: 5/8/2019

# 20-year Highway Rehabilitation Plan (2018 - 2037)

Figure 4.17



## Legend

### Project Horizon

- █ 2018-2023
- █ 2024-2028
- █ 2029-2033
- █ 2034-2037

Shoulder Widening


### Existing Roadway Network

- 2 Lane County Road
- 4 Lane County Road
- 2 Lane Trunk Highway
- 4 Lane Trunk Highway

### City/Township Boundary

- Existing City
- City/Township Boundary
- City Growth Areas 2040

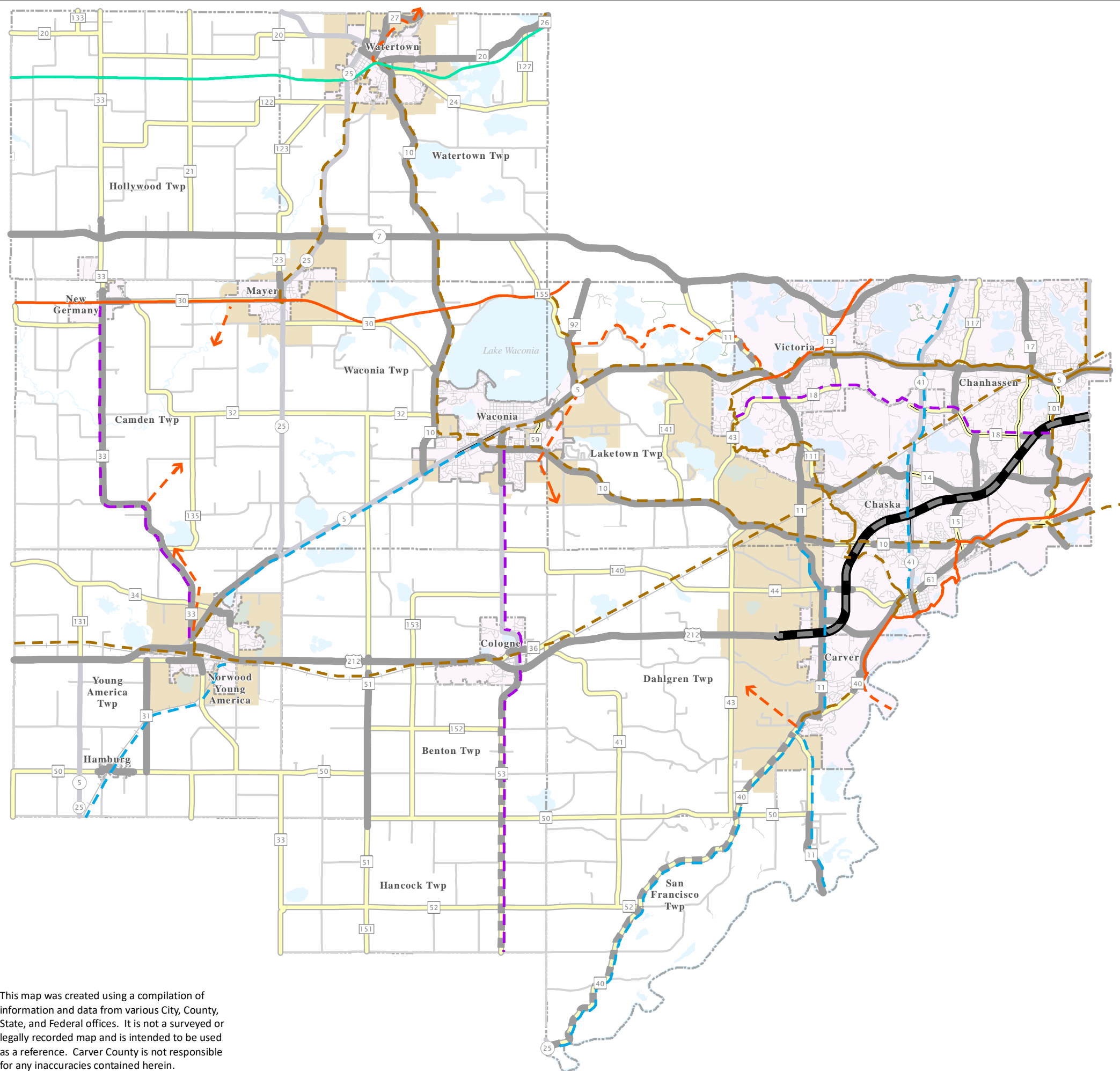



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 Created: 5/8/2019

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# Existing and Planned On or Off-Road Bike Facilities

Figure 4.23



## Legend

### Trails

- Existing Destination State Trail
- Existing Destination Regional Trail
- Existing Linking Regional Trail

### Future Trails

- Future Destination Trail
- Future Linking Trail
- Future Local Trail
- Proposed Regional Linking Trail

### Bicycles Prohibited

- Paved Road Shoulders Greater Than 4 Feet
- Shoulder Widening Projects - Resulting in Paved Shoulder Greater Than 4 Feet

### Existing Roadway Network

- 2 Lane County Road
- 4 Lane County Road
- 2 Lane Trunk Highway
- 4 Lane Trunk Highway

### City/Township Boundary

- Existing City
- City Growth Areas 2040

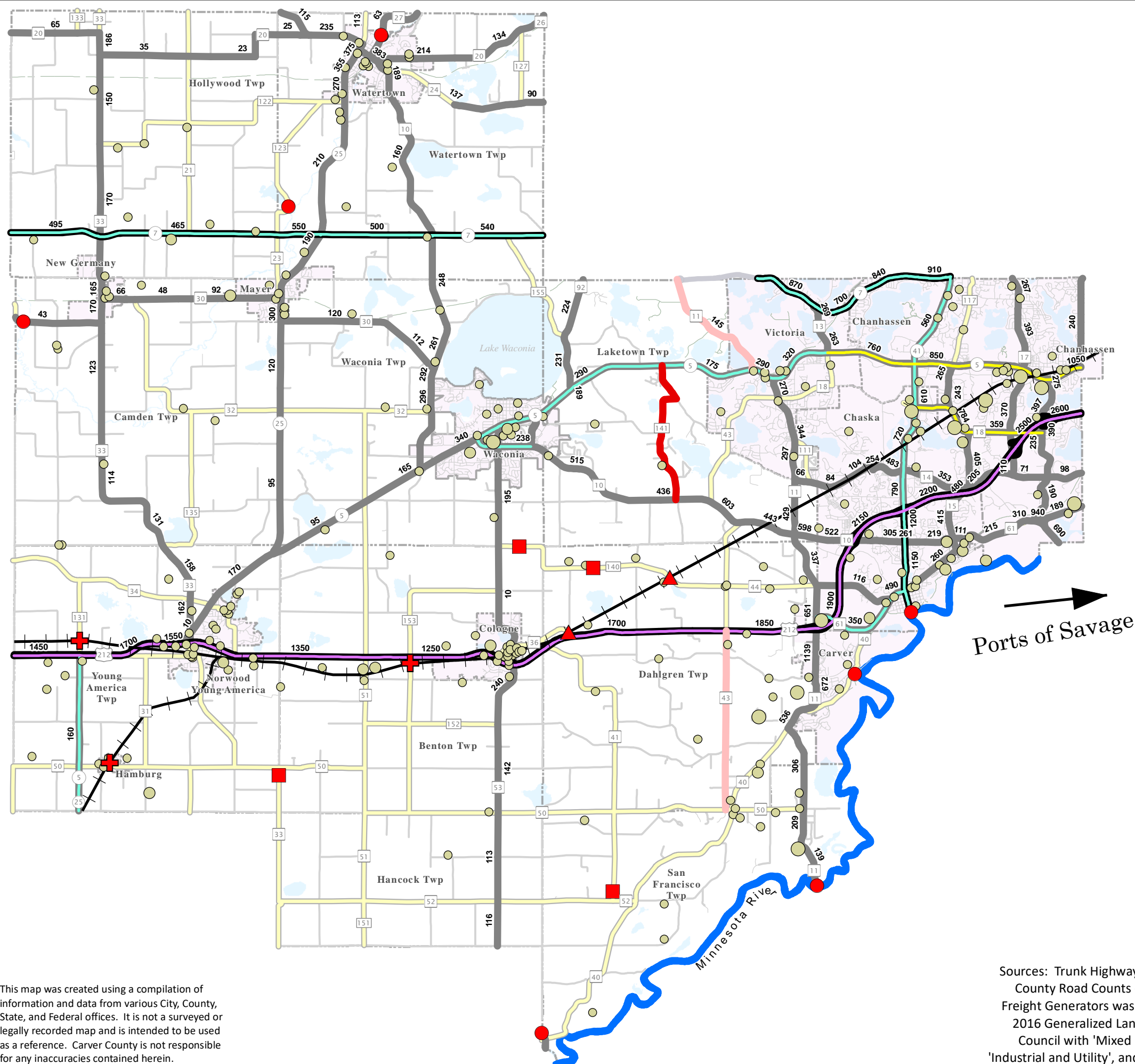


Public Works Division  
 11360 Hwy 212, Suite 1  
 Cologne, MN 55322  
 (952) 466-5200  
 Created: 9/19/2019

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# Existing Freight Conditions and Multi-axle Truck Volumes

Figure 4.24



## Legend

Truck Volumes  
### - 2017 HCAADT

### Barriers to Freight

#### Bridge Restrictions

- ▲ Insufficient Height or Width
- Load Restrictions

#### Spring Load Restrictions

- 9 Ton Road
- 7 Ton Road

All Other County Roads Are 10 Ton

#### Other Restrictions

- + Uncontrolled Railroad Crossings
- Flooding Points
- Minnesota River

### Other Conditions

#### Freight Generators Existing Functional Class

- 0 - 15 Acres — Principal Arterial
- 15 - 30 Acres — A Minor Arterial
- 30+ Acres

#### Truck Corridor Tiers Existing Roadway Network

- Tier 1 — 2 Lane County Road
- Tier 2 — 4 Lane County Road
- Tier 3 — 2 Lane Trunk Highway
- Active Rail — 4 Lane Trunk Highway

0 1 2 4 Miles

Sources: Trunk Highway Counts - MnDOT,  
County Road Counts - Carver County  
Freight Generators was created using the  
2016 Generalized Land Use from Met  
Council with 'Mixed Use Industrial',  
'Industrial and Utility', and 'Extractive' shown.



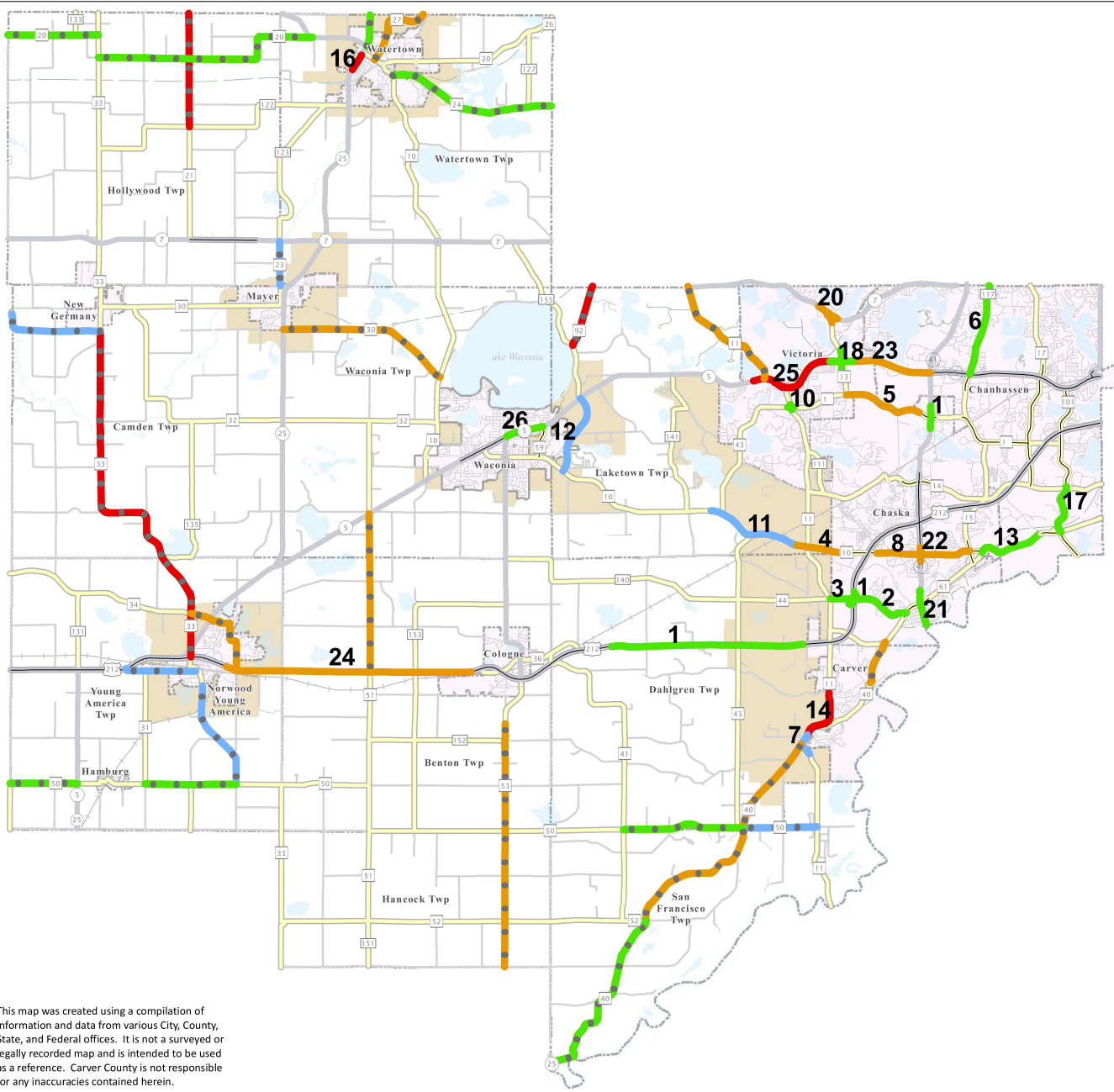
Public Works Division  
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# Appendix B\_ 20-Year Transportation Tax Implementation Projects

## Transportation Tax Projects (2018 - 2037)

Figure 4.2



### Legend

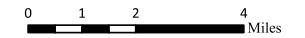
- Major Rehab
- Priority A (CIP)
- Priority B
- Priority C
- Priority D

### Existing Roadway Network

- 2 Lane County Road
- 4 Lane County Road
- 2 Lane Trunk Highway
- 4 Lane Trunk Highway

### City/Township Boundary

- Existing City
- City/Township Boundary
- City Growth Areas 2040



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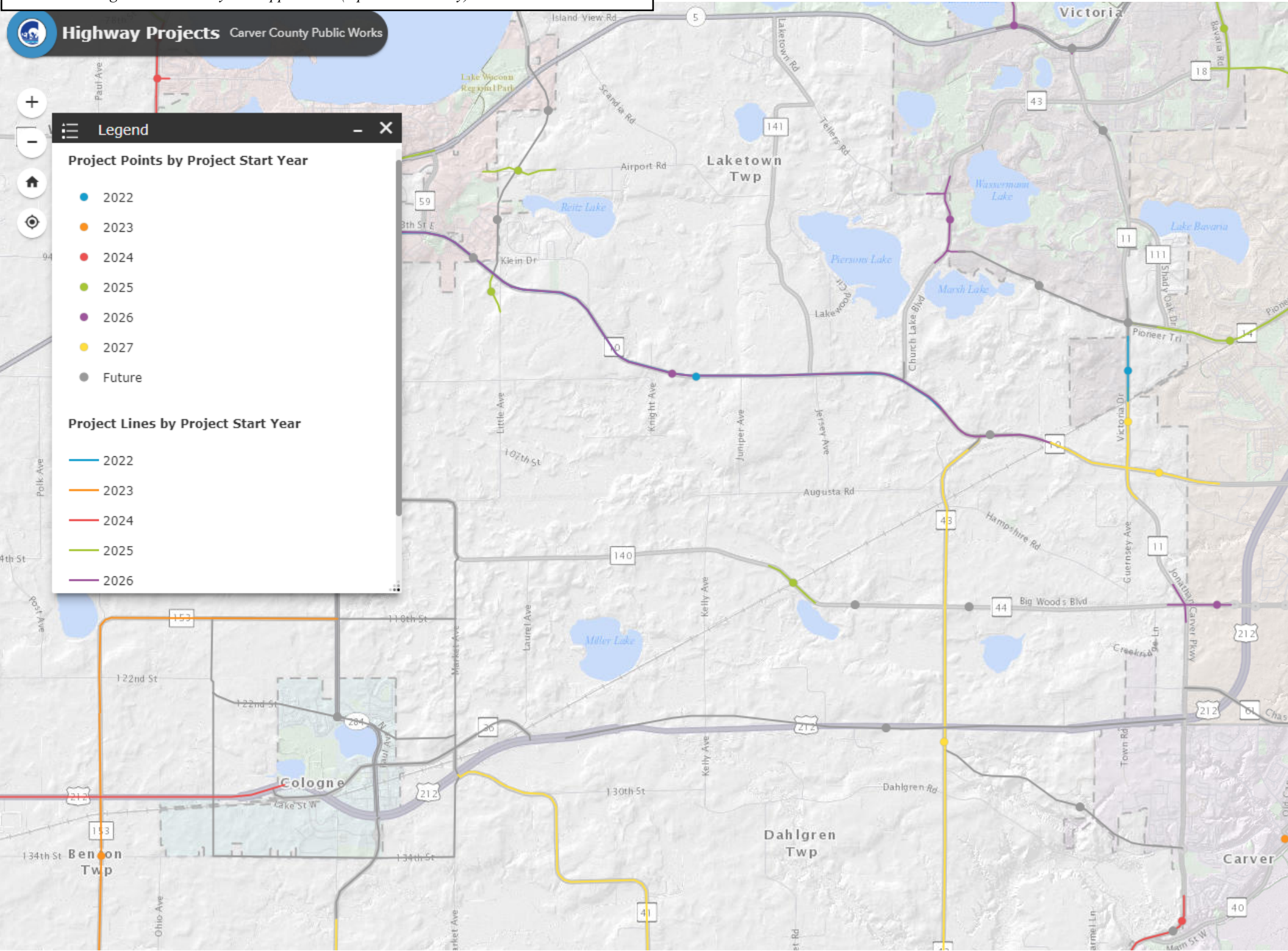


◇ Table 4.2: 20-Year Transportation Tax Implementation Project Table

County Road Projects		State Road Projects	
Map Reference #	Project Description	CIP	Priority
1	CSAH 4 and US 212 Interchange	2018-2023	A (CIP)
2	CSAH 4 from west of CSAH 61 to US 212	2018-2023	A (CIP)
3	CSAH 4 from CSAH 11 to US 212	2018-2023	A (CIP)
4	CSAH 10 (Engler Blvd.) from Clover Ridge Dr. to CSAH 11	2018-2023	A (CIP)
5	CSAH 18 Extension (82nd St) from Bavaria Rd. to TH 41	2024-2028	B
6	CR 117 (Galpin Blvd.) from TH 5 to northern County line	2018-2023	A (CIP)
7	CSAH 11/CSAH 40 (S) Intersection	2024-2028	B
8	CSAH 10 (Engler Blvd.) from TH 41 to TH 212	2024-2028	B
9	CSAH 10 (Engler Blvd.) from TH 41 to CSAH 61	2024-2028	B
10	CSAH 11/CSAH 18/43 Intersection	2018-2023	A (CIP)
11	CSAH 10 from CSAH 11 to CSAH 43 (W)	2029-2033	C
12	Eas Waconia bypass from CSAH 10 to TH 5	2029-2033	C
13	CSAH 61 (Flying Cloud Dr.) from Engler Blvd. to Bluff Creek Dr.	2018-2023	A (CIP)
14	CSAH 11 (Johnathan Carver Pkwy.) from 6th St. to CSAH 40	2034-2037	D
15	TH 1/Lyman Blvd. Intersection	2018-2023	A (CIP)
16	TH 25 from High St. to White St.	2034-2037	D
17	TH 101 Bluff from Flying Cloud Dr. to Pioneer Trail	2018-2023	A (CIP)
18	TH 5/Rolling Acres Rd. Intersection	2018-2023	A (CIP)
19	US 212 from Carver to Cologne	2018-2023	A (CIP)
20	TH 7/Rolling Acres Rd Intersection	2024-2028	B
21	TH 41 from MN River to Walnut Ct. and CSAH 61 from TH 41 to E h	2018-2023	A (CIP)
22	TH 1/CSAH 10 (Engler Blvd.) Intersection	2024-2028	B
23	TH 5 from TH 41 to Rolling Acres Rd.	2024-2028	B
24	TH 212 from Cologne to Norwood Young America	2029-2033	C
25	TH 5 from Rolling Acres Rd. to Victoria Dr. (W)	2034-2037	D
26	TH 5 from Birch St to TH 284	2018-2023	A (CIP)

# Appendix B\_Carver County Capital Improvement Program: 2022 - 2027 Projects

Available through Carver County GIS Application (Updated Annually)



**Appendix C:**  
Public Engagement Efforts



# County Road Safety Plans - Phase IV Safety Strategies Workshop Attendees

**ATP: Metro**

**August 1, 2012**

**Workshop Group: C (Carver, Scott, MnDOT & Others,)**

**Location: MN Landscape Arboretum, Chaska, MN**

**Attendees: 36**

	Name	County	Representing
1	Rich Revering	Scott County	Elko New Market
2	Angela Trutnam	Scott County	Shakopee Police
3	George Silverniss	Scott County	New Market TWP Supervisor
4	Mark McNeill	Scott County	City of Shakopee
5	Mike Sehiltz	Scott County	City of Savage
6	Dean Opatz	Scott County	SCSO
7	Leslie Vermillion	Scott County	Scott County Comm
8	Craig Jenson	Scott County	Scott County
9	Marty Schoritz	Scott County	Scott County Planning Dept.
10	Lyndon Robjent	Carver County	Carver County
11	Gayle Degler	Carver County	Carver County
12	Sharon Sims	Carver County	Carver County
13	Luayn Murphy	Carver County	City of Mayer
14	Katy Boone	Carver County	Carver County
15	Eric Johnson	Carver County	Carver County
16	Crystal Paumen	Carver County	City of Watertown
17	Kate Miner	Carver County	Carver County
18	Marcee Shauchnessy	Carver County	Carver County
19	Kreg Schmidt	Carver County	Waconia, Norwood Young America, Cologne
20	Bill Weckman	Carver County	Carver County
21	Paul Oehme	Carver County	Chanhassen
22	Bill Monk	Carver County	Chaska
23	Ken Carlson	Carver County	Carver County
24	Dan Boyum	Carver County	Carver County
25	George Putahl	Carver County	Carver County Sheriff
26	Scott A. Sawah	Carver County	Carver County Eng.
27	Tom Workman	Carver County	Carver County
28	Randy Maluchnic	Carver County	Carver County Commissioner
29	Jim Olson	Carver County	Carver County Sheriff
30	Gina Mittero	MnDOT & Others	MnDOT Metro
31	David Sheen	MnDOT & Others	MnDOT Traffic
32	Gordy Pehrson	MnDOT & Others	MN DPS/OTS
33	Diane Langenbach	MnDOT & Others	MnDOT Metro
34	Peter Buchen	MnDOT & Others	MnDOT OTST
35	Tiffani Nielson	MnDOT & Others	State Patrol
36	Judy Jacobs	MnDOT & Others	T2D Regional Coordination



## Carver County Safety Workshop

**WORKSHOP DATE:** Tuesday, November 27, 2018  
**MEETING TIME:** 11:30 – 3:00 PM Safety Workshop  
**LOCATION:** Carver County Government Center – EOC Training Room  
604 East 4<sup>th</sup> Street  
Chaska, MN 55318

### Attendees

- Almin Ramic, MnDOT Metro Traffic
- Amber Blanchard, MnDOT
- Angie Stenson, Carver County
- Bryan Nemeth, Bolton & Menk
- Captain Jason Bartell, MN State Patrol
- Chad Braun, Carver County Trans
- Dan McCormick, Carver County
- Darel Radde, Ridgeview Ambulance
- Darin Mielke, Carver County
- Dave Simoneau, First Transit
- Diane Langenbach, MnDOT
- Eric Kittelson, Lieutenant at Carver County Sherriff's Office
- George Pufahl, Carver County
- Jake Bongard, Bolton & Menk, Inc.
- John Wickenhauser, Carver County PW
- Kristine Hernandez, MnDOT TZD
- Lars Impola, MnDOT
- Lyndon Robjent, Carver County PW
- Patrick Stieg, Carver County Public Health
- Paul Oehme, City of Chanhassen
- Perry Clark, Carver County
- Randy Maluchnik, Carver County Commissioner
- Ronald Swartzler, MnDOT
- Tiffani Nielson, Minnesota State Patrol
- Tim Litfin, Tour de Tonka

### Project Team

- Derek Leuer, MnDOT
- Girma Feyissa, MnDOT
- Howard Preston, Jacobs
- Cheri Marti, Jacobs
- Renae Kuehl, SRF

## Workshop Goals

---

### Welcome, Introductions, and Workshop Goals

- Create a shared understanding of CRSP and Carver County's infrastructure roadway safety approach.
  - Solicit and share safety stakeholder perspectives to reduce severe crashes in Carver County.
  - Collaboratively explore innovative infrastructure strategies for CRSP plan consideration.
- 

## County Roadway Safety Plan (CRSP) Updates

- **County Roadway Safety Plan (CRSP) Overview**
- **Discussion:** *What is important to advance road safety in the county?*

- There has been a population growth in the county so there are more cars on the road. People that have lived here for awhile are not used to the traffic/congestion. Increased delay for left turning vehicles. Peak period traffic is getting worse.
- Driver behavior and distracted driving
- Hard to see the edge of the road on TH212. TH5, etc. due to blowing snow. Maybe consider snow fences
- Paving wider shoulders is helpful
- Talking to legislation about a hands-free phone use. This would help law enforcement enforce the current no-texting law.
- There have been more “cell phone free vehicles” signs on consultant vehicles lately. This is likely a company/insurance-based initiative.
- Educating young students is critical.
- More funds should be put into driver behavior related education events – young drivers get to test driving while texting, driving drunk, etc. while in a simulator. It is currently a grant through the “Ford Foundation” that has come to MN a few times.
- There is a gap in the driver education approach, only required for kids under 18. A lot of kids are waiting until they are 18 to get their license to avoid taking driver education classes.
- Parents need to set an example of safe driving and not using their phone.
- LIFE360 app – good app to monitor youth driving behaviors.
- Flashing lights on stop signs to draw awareness to the sign for distracted driving.
- Larger pavement markings and arrows painted on the road.
- Pedestrian/biking is very high in Carver county, very important to promote safety for multi users.
- Road maintenance is needed to keep our road surface safe.
- **MN Overview of Proactive Systemic Safety Approach**
  - All of Carver County roads are paved
- **Implemented Safety Projects and Carver County Implementation Approach**
  - Carver County has implemented various safety strategies over the past few years:
    - Pavement surface improvements
    - Shoulder widening
    - Roadside management of ditches
    - Clear objects in the clear zone
    - Rumble strips
    - Chevrons
    - Geometric improvements
    - Roundabouts
    - Street lighting installed. Now working to upgrade to LED and add a 2<sup>nd</sup> light at intersections.
    - Higher order markings on the roadway
    - Being more active with maintenance and plowing
    - Safety edge on all pavement edges
    - Signalized intersections with flashing yellow arrows
    - Added all red clearance interval at some signals
    - Speed advisory signs added
- **Carver County Crash Data Overview and Focus Areas**
  - Howard reviewed carver county crash data
- **Infrastructure Safety Strategies “Big Book of Ideas” and Discussion of Key Strategies**
  - Mumble strips – MnDOT has installed 2,000 miles of mumbles. Most have been centerline.
  - Three-foot shoulder is not wide enough for bicyclists
- **Priority Site Location Discussions**
  - Intersection: CR 51 and Hwy 212

- Existing Conditions
      - Hard to cross TH212 from CSAH 51
      - There have been two fatalities at this location, as well as other crashes
      - NB and SB traffic is side- street stop controlled
      - Hard to anticipate the speed of oncoming traffic on TH212
      - Looking to the east, the light poles cause an obstruction if you are stopped back from the intersection
      - You need to inch out into the traffic to get good sight lines to see oncoming traffic due to other signage in the corners, utility poles, street lights and right turn vehicles yielding next to you
      - Very hard to take a left turn from the side street. Have to wait a long time to get a gap.
      - Very similar concerns at the intersection for TH212/CSAH 43
      - Have seen a lot of near misses due to gap selection.
      - Will hear from FHWA if funding will be available to upgrade this to a 4-lane roadway. Would be projected for 2022 if funded.
    - County Installed
      - Street lights have been installed
      - Turn lanes were installed on TH212
    - Recommendations
      - Paint a stop bar closer to the intersection (not in line with the stop sign post). Important to educate those that are painting the stop bar on the proper location.
      - Should the NB and SB left turn lanes be offset to improve sightlines?
      - LED stop signs – only if it’s a “run the stop sign” issue. This does not help in locations where drivers are selecting a poor gap
      - RCUT – Lars Impola has a drawing for this type of design to consider, will share with Carver County staff.
- Segment: CR 40 (TH 25 to CSAH 50)
  - Existing Conditions
    - Recreational route
    - Motorcycle route for leisure driving
    - Would be interested to compare crash data on CSAH 6 in Sibley County (6 miles of eastern section) since this is a continuation of this section and a continuation of the motorcycle route. CSAH 6 has had widened shoulders. More truck traffic due to gravel pits in this area.
    - The last curve has a tighter radius and is too tight. Crashes occur here. Location is called “carter’s corner”
  - Recommendations
    - Shoulder widening – would be costly
    - Plastic delineators
    - Optical speed bars
    - Curve dynamic signs
    - Motorcycle Pilot safety study
    - Rumbles on edgeline
    - Wider-ground in edgeline



## Carver County Board Presentation

**DATE:** Tuesday, November 27, 2018  
**MEETING TIME:** 10:00 AM – 11:00 AM Board Member Presentation  
**LOCATION:** County Board Meeting  
Carver County Government Center  
604 East 4<sup>th</sup> Street  
Chaska, MN 55318

## Attendees

- Angie Stenson, Carver County
- Lyndon Robjent, County Engineer
- Darin Mielke, Carver County
- Dan McCormick, Carver County
- Chad Braun, Carver County
- Gayle Degler, County Commissioner
- Tom Workman, County Commissioner
- Randy Maluchnik, County Commissioner
- Tim Lynch, County Commissioner
- James Ische, County Commissioner
- David Hemze, Carver County Administrator
- Mark Metz, County Attorney

## Project Team

- Derek Leuer, MnDOT
- Girma Feyissa, MnDOT
- Howard Preston, Jacobs
- Cheri Marti, Jacobs
- Renae Kuehl, SRF

## Workshop Goals

---

### Welcome, Introductions, and Workshop Goals

- Create a shared understanding of the County Road Safety Plan update process and its importance.
  - Develop a more comprehensive understanding of featured infrastructure safety strategies to reduce severe crashes in Carver County.
- 

## County Roadway Safety Plan (CRSP) Updates

- **Overview of CRSP**
  - Derek gave an overview of the CRSP process and approach.
- **Overview of Proactive Systemic Safety Approach**
  - If you look at locations with high crashes, are they given priority first? Locations that have had a crash are ranked higher than those that don't, as part of the various risk factors that are reviewed at each location.



- If a crash occurs at an intersection, is the crash cause always attributed to the intersection/roadway itself? No, law enforcement tracks the contributing factor for the crash and if it is behavior related (drunk driving, distracted driving, etc) it is noted. When conducting a crash review, the contributing factors are always reviewed.
- If you have 90% of crashes that are due to behavior, how much of the safety money is spent on behavior related strategies? The MN Dept of Traffic Safety addresses behavioral related issues which is separate from the County Road Safety Plan approach which is engineering related.
- **Summary of Carver County Crash Data & Focus Areas**
  - Howard gave an overview of Carver County Crash Data
- **Infrastructure Safety Strategies “Big Book of Ideas” and Discussion of Key Strategies**
  - Rumble Strips
    - Lyndon gave an overview of the Carver County rumble strip policy. The county plans to review recent research on “mumble strips” (sinusoidal/wave shaped cut in rumbles) and update the policy accordingly.
    - MnDOT has installed 2,000 miles of “mumble strips” and have not received any complaints to date.
  - Restricted Cross U-Turn (RCUT) Intersections
    - There was one installed in Cologne that the county board and engineer worked hard to educate the public and local businesses on. Since its been installed, there have been minimal complaints.
  - Roundabouts
    - County has installed many roundabouts
    - County received a grant to install a roundabout at Hwy 5/CSAH 33

# Public Engagement for the Arboretum Area Transportation Plan

## Stakeholder Advisory Committee Meetings

- June 19, 2019
- November 6, 2019
- March 11, 2020
- November 10, 2020 (online)

## Public Open Houses

- July 16, 2019
- December 17, 2019
- July 20-August 7, 2020 (online)
- November 19-December 4, 2020 (online)

## Neighborhood Meetings

### Rolling Acres Road

- June 27, 2019
- November 20, 2019
- March-April 2020 (online)
- June 17-July 12, 2020 (online)

### Downtown Victoria Businesses

- June 27, 2019
- August 8, 2019
- July 29, 2020 (online)

### Highway 5 eastern subarea/West 82nd Street

- June 25, 2019
- December 4, 2019
- May 13-May 28, 2020 (online)

### Minnewashta Parkway

- January 21, 2021 (online)

### Crimson Bay Road

- January 21, 2021 (online)

## Property Owner Meetings

8 meetings with individuals/small groups

## Individual Points of Contact

800+ online comments and survey responses  
 150+ calls and emails

## Digital Engagement

### Online Comment Map

June 29-July 15, 2019

### Online Surveys

- July 9-31, 2019
- December 23, 2019-January 19, 2020
- March 19-April 4, 2020

### E-bulletins

29 project bulletins  
 762 subscribers

## City Council Updates

### Victoria City Council

- October 28, 2019
- March 23, 2020
- September 14, 2020
- November 9, 2020
- February 8, 2021

### Chaska City Council

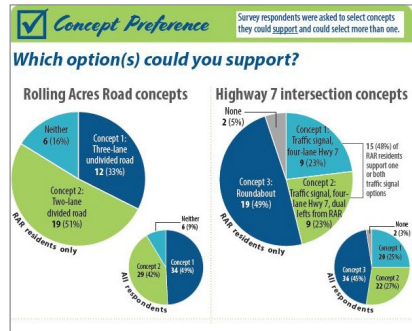
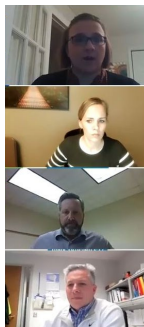
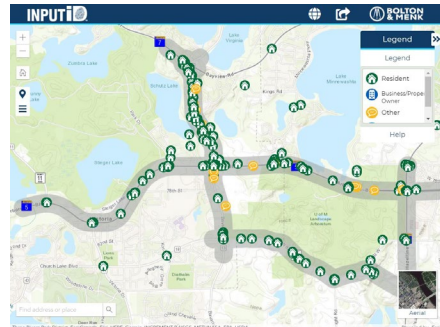
- June 1, 2020
- February 1, 2021

### Chanhasen City Council

- January 27, 2020
- November 9, 2020
- February 8, 2021

## Carver County Board Updates

- August 20, 2020
- October 27, 2020
- February 23, 2021



# Public Engagement for the Arboretum Area Transportation Plan

## Stakeholder Advisory Committee Meetings

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### Chaska City Council

- June 1, 2020
- February 1, 2021

### Chanhasen City Council

- January 27, 2020
- November 9, 2020
- February 8, 2021

## Carver County Board Updates

- August 20, 2020
- October 27, 2020
- February 23, 2021

