

2014 Amendment to The Carver County 2030 Comprehensive Plan
Appendix TR:R-A:
Carver County Roadway Systems Plan

July 15, 2014

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ROADWAYS

Introduction

This document is an amendment to the Carver County 2010-2030 Roadway Systems Plan Appendix (2030 RSP) of the Carver County 2030 Comprehensive Plan adopted by the Carver County Board on April 27, 2010. The following will define specific changes to the 2030 RSP that are appended to the Carver County 2030 Comprehensive Plan following adoption by the Carver County Board on [DATE APPROVED]. Prior to adoption by the Carver County Board, this amendment underwent a 60-day public comment period which opened on April 16, 2014 and closed on June 16, 2014 and received approval from adoption by the Carver County Planning Commission on April 17, 2014.

The scope of this amendment is to incorporate two key planning and analysis efforts conducted by Carver County Public Works since the 2030 RSP was adopted into the 2030 Comprehensive Plan in 2010:

1. Roadway System Plan Implementation Study: This study includes refinements and revisions to the 2030 travel demand forecasts and recommended roadway improvements for the Carver County Roadway Systems Plan. The study also refines future right of way width requirements and roadway improvement implementation costs.
2. 2012 Functional Classification Update: Reclassification of CR 140 between CSAH 11 and CSAH 61 from a B Minor Arterial to an A Minor Arterial Expander and reclassification of CSAH 10 between Bavaria Road and CSAH 11 from an A Minor Arterial Collector to an A Minor Arterial Expander roadway. Both reclassifications were approved through the Metropolitan Council in 2011.

This document is intended to be used as a supplement to the existing 2030 RSP. This supplement outlines amended sections of the 2030 RSP by providing updated language, figures, or tables and identifying where the provided language, figures, or tables are incorporated into the 2030 RSP and/or where language, figures, or tables are replaced in the 2030 RSP. Language, figures, or tables within the 2030 RSP that are not addressed within this supplement will remain as originally adopted by the Carver County Board in April, 2010.

Contents

The following changes have been made to the 2030 RSP based on two key planning and analysis efforts conducted by Carver County Public Works. The chapters listed identify 2030 RSP Chapters, and indicate amended language, tables, and figures. All language, tables, and figures within the 2030 RSP remain unchanged unless indicated in this document.

2030 RSP CHAPTER 1.0: *NO CHANGES*

2030 RSP CHAPTER 2.0: *NO CHANGES*

2030 RSP CHAPTER 3.0:

The following language is added:

The Travel Demand Model (Model) was updated from a year 2000 to a year 2010 validation year to take advantage of updated source data including:

- 2010 U.S. Census Data
- 2010 Minnesota Department of Employment and Economic Development Data (MnDEED)
- 2010 Metropolitan Council Travel Behavioral Inventory (TBI)
- 2010 and 2011 Average Annual Daily Traffic (AADT)

While remaining consistent with the previous model structure, enhancements were made to improve consistency with Metropolitan Council's Twin Cities Regional Master Network, usability for Public Works and communities, and reliability of the results. The travel demand forecasting process outlined on Figure 6 of the 2030 RSP has not changed.

This amendment retains the Baseline scenario identified in the 2030 RSP (Scenario 1) and its identified state roadway improvements, however, the improvements to the county highways have been refined based on the Roadway System Plan Implementation Study. Several of the roadways identified in Table 6 of the 2030 RSP are no longer recommended to be 4-lane facilities due to reductions in projected traffic volumes and refined roadway performance targets (capacity thresholds have been refined using individual corridor analysis).

For simplicity, this amendment replaces the remaining four scenarios (Scenario 2-5 in the 2030 RSP) with the new 2030 Scenario (Figure 1 in this amendment) which includes improvements to capacity deficient county highways and partial state highway improvements.

Figure 1 is the 2030 Scenario which displays future capacity and connectivity improvements and replaces Tables 7, 8, and 9; and Figure 7 in the 2030 RSP.

- Definition: baseline plus improvements identified in the Roadway System Plan Implementation Study and partial state improvements
- Partial State Improvements:
 - TH 212 Interchange at CR 140.
 - TH 41 4-lane from River Crossing to CSAH 14.
 - TH 212 4-lane from Cologne to CSAH 11.

Carver County recognizes that some improvements to County roads identified in Figure 1 are not identified in the 2030 Regional Transportation Policy Plan or MNSHIP. For these segments, the County understands that implementation of these projects will require coordination with the appropriate authorities and regional processes.

Table 1 summarizes the municipal-level development assumptions used in the travel demand forecasts and replaces Table 4 in the 2030 RSP. 2010 population numbers have been updated to incorporate the 2010 Census. 2030 population forecasts have been updated to incorporate changes resulting from the City of Chaska's 2014 comprehensive plan amendment for the Southwest Chaska Growth & Development Plan.

Note: The 2030 RSP, and this amendment, are required to align with 2030 forecasts adopted by the Metropolitan Council under the 2030 Regional Development Framework. The Metropolitan Council adopted 2040 forecasts to inform ThriveMSP 2040 on May 29, 2014. The 2040 forecasts will be incorporated into the next updated Carver County Comprehensive Plan and associated plans in line with regionally required comprehensive plan updates currently scheduled for completion in 2018.

NOTE: Table 1 replaces Table 4 in the 2030 RSP.

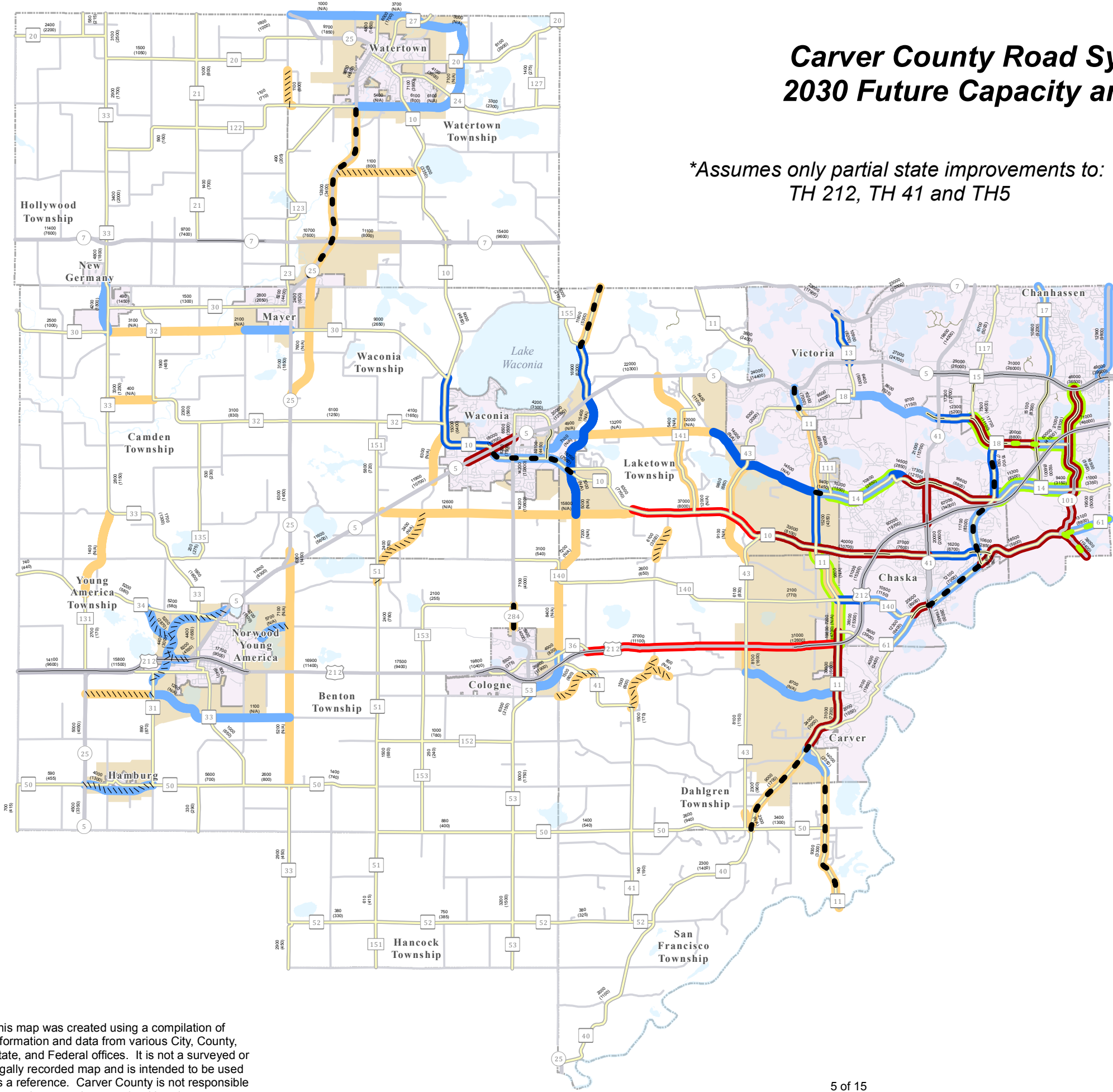
Table 1: Travel Demand Model Assumed Development Totals by Community

Community	2010			2030		
	Population	Households	Employment	Population	Households	Employment
Benton Township	786	297	274	940	340	330
Camden Township	922	329	56	1,030	400	50
City of Carver	3,724	1,182	187	19,560	7,550	3,030
City of Chanhassen	22,952	8,352	9,746	38,000	14,800	14,450
City of Chaska	23,770	8,816	11,123	33,500	12,500	21,100
Chaska Township	0	0	0	0	0	0
City of Cologne	1,519	539	270	9,440	3,840	450
Dahlgren Township (Urban)	436	164	175	0	0	0
Dahlgren Township (Rural)	895	330	27	1,600	600	200
City of Hamburg	513	201	109	1,000	400	170
Hancock Township	345	127	10	440	170	50
Hollywood Township	1,041	387	90	1,300	500	170
Laketown Township	2,243	660	116	0	0	0
City of Mayer	1,749	589	151	9,600	3,700	400
City of New Germany	372	146	46	1,500	650	300
City of Norwood Young America	3,549	1,389	1,165	11,900	5,400	2,670
San Francisco Township	832	307	46	1,200	460	60
City of Victoria	7,345	2,435	1,502	28,000	10,200	5,100
City of Waconia	10,697	3,909	5,578	25,000	10,000	13,000
Waconia Township	1,228	434	98	1,590	700	450
City of Watertown	4,205	1,564	556	7,700	3,000	1,770
Watertown Township	1,204	468	392	1,800	700	280
Young America Township	715	266	119	1,200	450	100
TOTAL	91,042	32,891	31,836	196,300	76,360	64,130

Figure 1

Carver County Road System Plan - 2014 Amendment 2030 Future Capacity and Connectivity Improvements

**Assumes only partial state improvements to:
TH 212, TH 41 and TH5*



Traffic Information

#,### - 2030
(#,###) - 2011

Existing Roadway Network

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

Recommended Roadway Network

- 2-lane rural
- 2-lane divided rural
- 2-lane urban
- 2-lane divided urban
- 4-lane rural
- 4-lane urban

Project Status

- Halo Denotes Completed
- In Progress
- Sufficient
- Post 2030 Project

City/Township Boundary

- Existing City
- City/Township Boundary
- City Growth Areas 2030

This map was created using a compilation of information and data from various City, County, State, and Federal offices. It is not a surveyed or legally recorded map and is intended to be used as a reference. Carver County is not responsible for any inaccuracies contained herein.

2030 RSP CHAPTER 4.1:

The following language is added:

In 2011 the Metropolitan Council approved three Functional Classification changes in Carver County. CR 140 between CSAH 11 and CSAH 61 was reclassified from a B Minor Arterial to an A Minor Arterial Expander, CSAH 10 between Bavaria Road and CSAH 11 was reclassified from an A Minor Arterial Collector to an A Minor Arterial Expander, and the Watertown Beltline was classified as an A-Minor Connector with the caveat from the Metropolitan Council that CSAH 24 between CSAH 10 and Paul Ave be reclassified from an A Minor Connector to a Major Collector.

At the time of this amendment, Carver County and the City of Watertown are considering reclassification of CSAH 24 between CSAH 10 and Paul Ave from a Major Collector back to an A Minor Connector. If and when reclassification is determined to be appropriate an application requesting this reclassification would be submitted to the Metropolitan Council.

Figure 2 replaces Figure 8 in the 2030 RSP.

2030 RSP CHAPTER 5: *NO CHANGES*

2030 RSP CHAPTER 6.3:

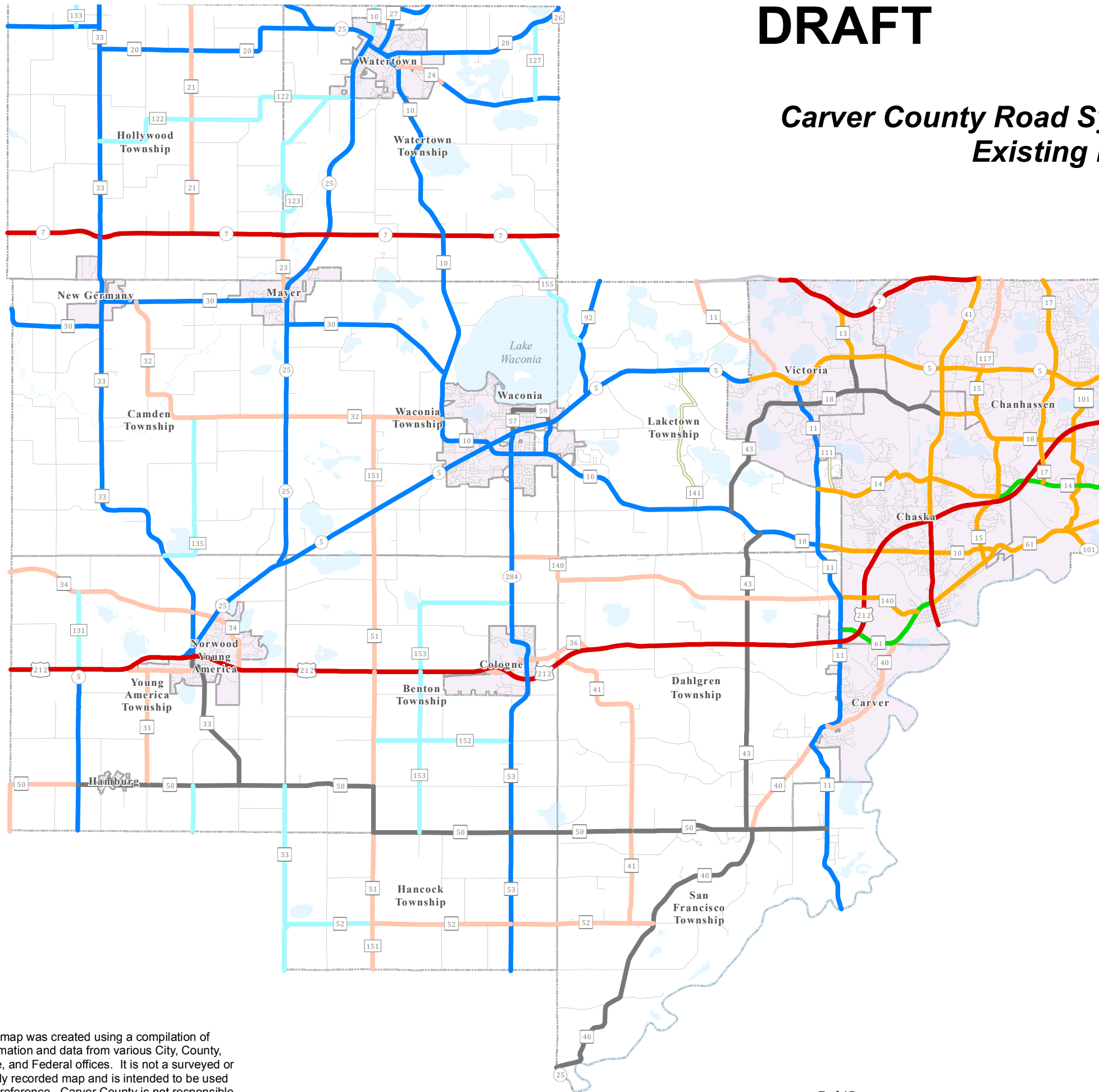
The following language is added:

Carver County has amended the Right-of-Way Guidelines. Facility type will now determine Right-of-Way widths rather than functional classification. The new right-of-way guidelines allow for a more realistic approach to identify needs in an effort to control project costs. The new guidelines provide consistency, allow for pedestrian/ bike accommodations, allow for turn lane improvements, and provide a facility type definition.

Table 2 contains the new Right-of-Way Guidelines and replaces Table 16 in the 2030 RSP.

DRAFT

**Carver County Road System Plan - 2014 Amendment
Existing Functional Class**



Legend

Existing Functional Class

- Principal Arterial
- A Minor Reliever
- A Minor Expander
- A Minor Connector
- B Minor
- Major Collector
- Minor Collector
- Local Roads

City/Township Boundary

- Existing City
- City/Township Boundary

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NOTE: Table 2 replaces Table 16 in the 2030 RSP.

Table 2: Carver County Right-of Way Guidelines*

Facility Type	Definition**	ROW Widths***		
		No Bike/Pedestrian Facilities	One Separated Bike/Pedestrian Facility	Two Separated Bike/Pedestrian Facilities
6-lane urban	divided with turn lanes (2xltl, rtl) + trail both sides	150	165	180
4-lane rural	divided with turn lanes (ltl, rtl) + trail one side	185	200	215
4-lane urban	divided with turn lanes (ltl, rtl) + trail both sides	115	130	145
2-lane urban****	turn lanes (ltl, rtl) + trail both sides	85	100	115
2-lane rural	turn lanes + trail one side	115	125	135
2-lane divided urban	median + turn lanes (ltl, rtl) + trail both sides	90	105	120
2-lane divided rural	median + turn lanes (ltl, rtl) + trail one side	145	155	165
<p>* All ROW widths assume no parking on roadway</p> <p>** Definition describes the assumed cross-section</p> <p>*** Due to certain development conditions or physical features of the site or highway corridor, Carver County may require additional right-of-way width greater than shown in the Right-of-Way Guidelines</p> <p>**** or 3-lane urban (center turn lane)</p>				

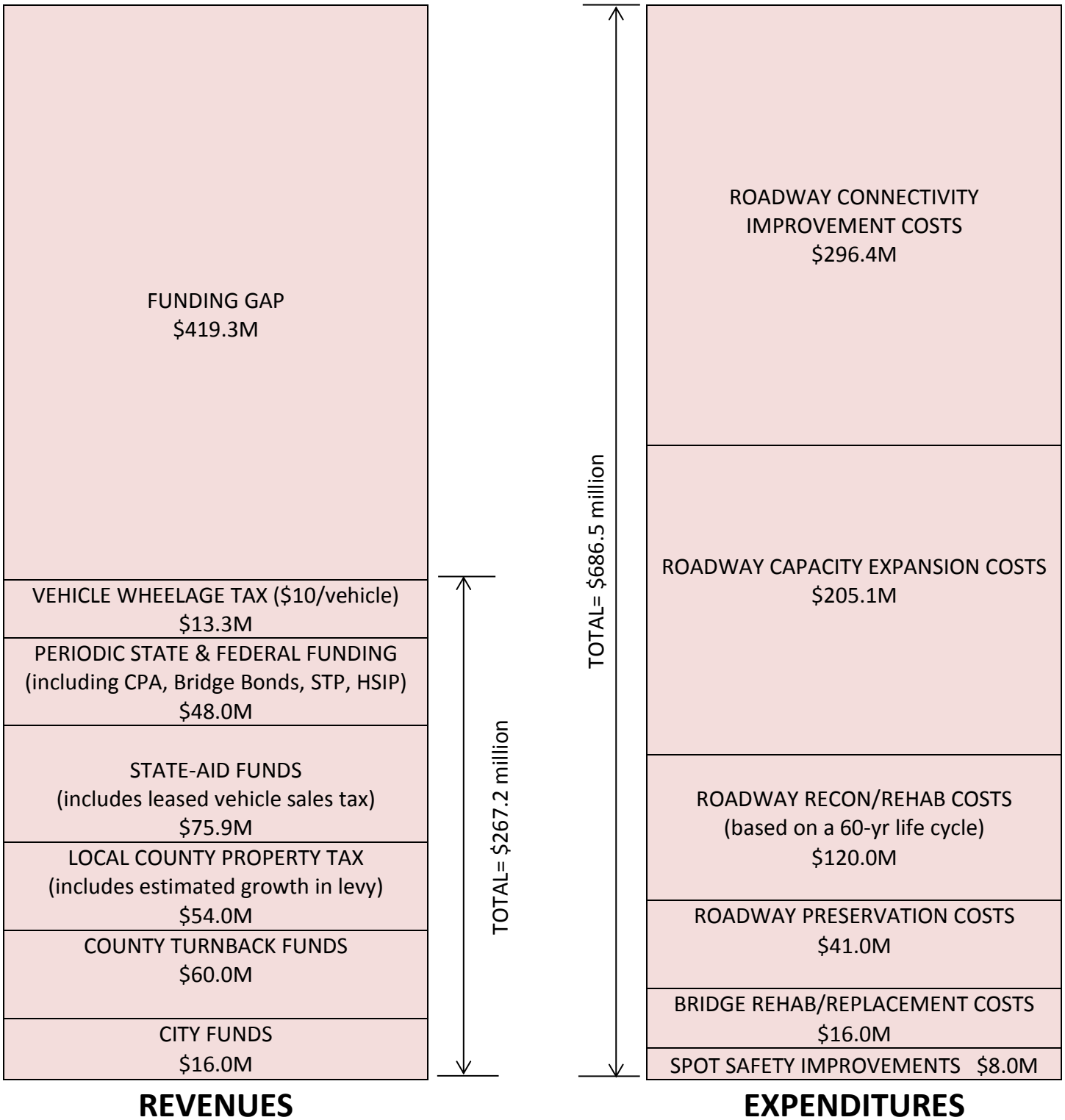
2030 RSP CHAPTER 7.2 and 7.3:

The following language is added:

The 2030 RSP includes a 23-year period (2008-2030) revenue and expenditure analysis. Since the adoption of the 2030 RSP, revenue sources and expectations have changed somewhat. Congressional High Priority Project (HPP) funding is no longer available and has been replaced to some extent with the TIGER grant process. The County Wheelage Tax has been raised from \$5 to \$10 per eligible vehicle. The remaining funding sources shown in the 2030 RSP are essentially the same; however the estimated proceeds have been updated to current projections. Projected expenditures have been refined with the Roadway System Implementation Study which includes more detailed estimating procedures. The costs shown in Table 17 of the 2030 RSP are no longer valid. This amendment does not include a revised table; however, Figure 21 has been replaced with Figure 3.

NOTE: Figure 3 summarizes projected revenues and expenditures for a 16-year period (2015-2030) and identifies the expected funding gap, and replaces Figure 21 in the 2030 RSP.

Figure 3: 16-Year (2015-2030) Transportation Expenditure and Revenue Estimates



2030 RSP APPENDIX A: *NO CHANGES*

2030 RSP APPENDIX B: *NO CHANGES*

2030 RSP APPENDIX C: *NO CHANGES*

2030 RSP APPENDIX D –

NOTE: Figure 4 is based on the modeling updates described earlier in this document and replaces the Future 2030 AADT Forecast Maps provided in the 2030 RSP.

2030 RSP APPENDIX E: *NO CHANGES*

2030 RSP APPENDIX F: *NO CHANGES*

2030 RSP APPENDIX G: *NO CHANGES*

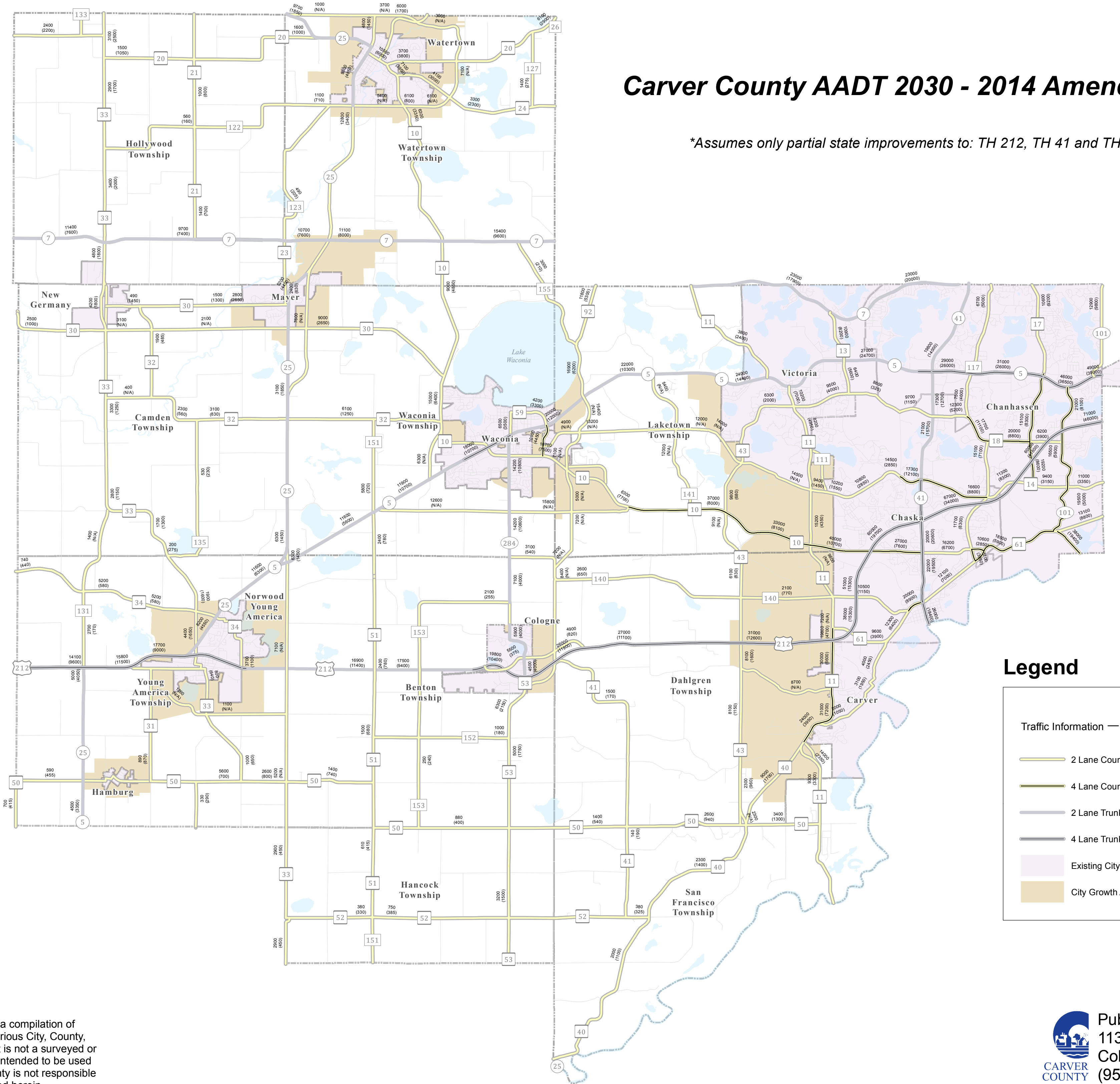
2030 RSP APPENDIX H: *NO CHANGES*

2030 RSP APPENDIX I:

NOTE: Figures 5 – 7 replace the typical cross-sections found in Appendix I of the 2030 RSP and show typical cross-sections that correspond to the facility types defined in Table 2 of this amendment.

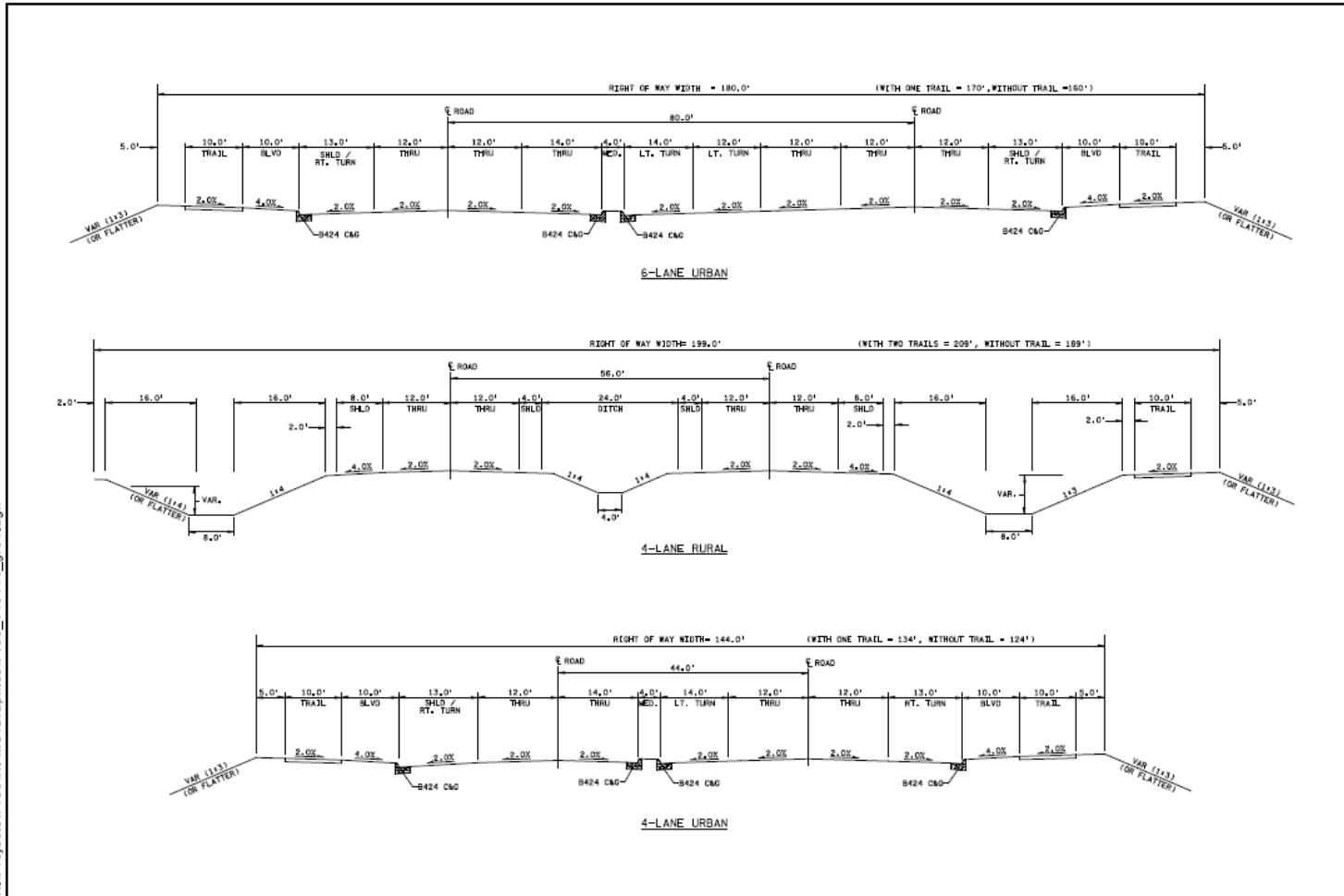
Carver County AADT 2030 - 2014 Amendment

*Assumes only partial state improvements to: TH 212, TH 41 and TH5



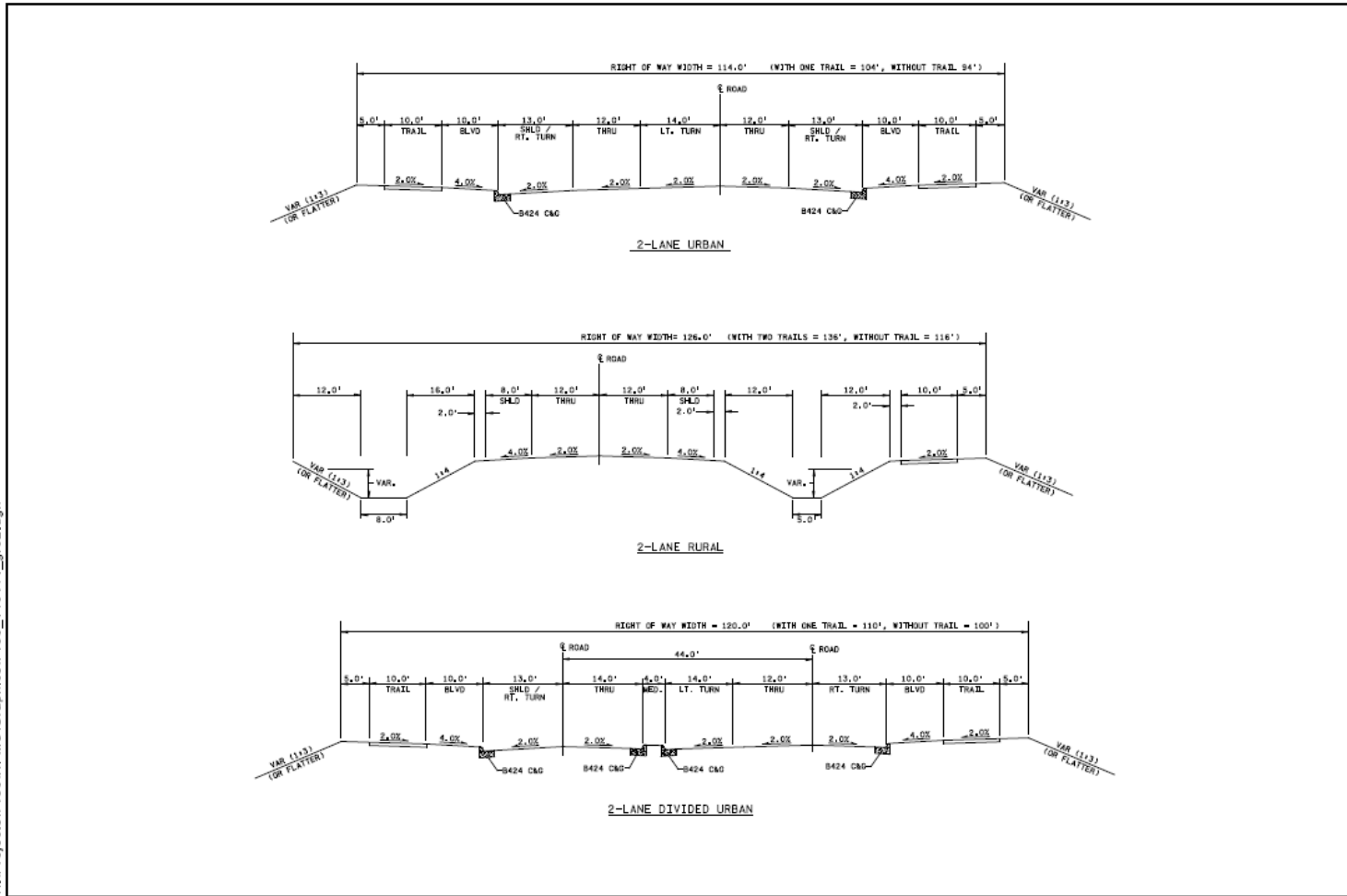
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Figure 5: Typical highway cross-sections – 6-Lane Urban, 4-Lane Rural, 4-Lane Urban



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Figure 6: Typical highway cross-sections – 2-Lane Urban, 2-Lane Rural, 2-Lane Divided Urban



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