


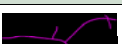








DRAFT Evaluation Matrix
Carver County River Crossing Study
Watertown, MN

Concept	Arterial Performance																			
	Speed	Connectivity			Traffic Demands					Operations					Score	%	Overall Improvement to Arterial Performance	Meets Project Purpose and Need	Comment	
	Design Speed (mph)	Connection above the 100 year floodplain (Including connection on TH 25 to City)	Accommodate Truck Traffic through Community / Directness of Route	2035 Daily Traffic Volumes on CSAH 10 Bridge	2035 Daily Traffic Volumes on Proposed Roadway (west of CSAH 10)	System Serves Traffic Demands	Requires expansion of CSAH 10 through downtown to 4 lanes	Average System Speed (mph)	Daily (2035) Vehicle Miles Traveled (VMT)	Daily (2035) Vehicle Hours Traveled (VHT)	Score	%	Overall Improvement to Arterial Performance	Meets Project Purpose and Need						Comment
No Build	N/A	N/A	F	F	32,100	0	F	Yes	F	6	F	95,100	A	14,700	F	6	20%	14	No	Required to be carried forward but does not meet P&N
Concept A 	55	Yes	A	A	17,700	15,700	A	No	A	35	A	109,100	C	3,100	A	30	100%	1	Yes	Direct route that serves system demands and relieves CSAH 10
Concept B 	55	No	F	B	17,900	15,450	A	No	A	35	A	109,500	C	3,100	A	25	83%	4	Yes	Direct route that serves system demands and relieves CSAH 10 / TH 25 Connection in Floodplain
Concept C 	55	No	F	D	21,900	11,550	D	Yes	F	27	C	106,000	B	3,900	C	12	40%	10	No	Indirect route / Will not adequately serve system demands / Other Roadway Expansion Needed / TH 25 Connection in Floodplain
Concept D 	55	No	F	F	26,700	9,250	F	Yes	F	17	D	91,000	A	5,300	F	7	23%	13	No	Indirect route / Will not adequately serve system demands / Other Roadway Expansion Needed / TH 25 Connection in Floodplain
Concept E 	55	No	F	C	18,900	14,650	A	No	A	33	B	107,800	B	3,300	B	22	73%	9	No	Indirect route / Will not adequately serve system demands / TH 25 Connection in Floodplain
Concept F 	55	No	F	D	21,900	11,550	D	Yes	F	27	C	106,000	B	3,900	C	12	40%	10	No	Indirect route / Will not adequately serve system demands / Other Roadway Expansion Needed / TH 25 Connection in Floodplain
Concept G 	55	No	F	D	21,900	11,550	D	Yes	F	27	C	106,000	B	3,900	C	12	40%	10	No	Indirect route / Will not adequately serve system demands / Other Roadway Expansion Needed / TH 25 Connection in Floodplain
Concept H 	55	No	F	B	17,700	15,700	A	No	A	35	A	109,100	C	3,100	A	25	83%	4	Yes	Direct route that serves system demands and relieves CSAH 10 / TH 25 Connection in Floodplain
Concept I 	55	No	F	B	17,700	15,700	A	No	A	35	A	109,100	C	3,100	A	25	83%	4	Yes	Direct route that serves system demands and relieves CSAH 10 / TH 25 Connection in Floodplain
Concept J 	55	Yes	A	C	17,700	15,700	A	No	A	35	A	108,300	C	3,100	A	28	93%	3	No	Indirect route / Will not adequately serve system demands
Concept K 	55	No	F	C	17,700	15,700	A	No	A	35	A	108,300	C	3,100	A	24	80%	8	No	Indirect route / Will not adequately serve system demands / TH 25 Connection in Floodplain
Concept L 	55	No	F	B	17,700	15,700	A	No	A	35	A	109,100	C	3,100	A	25	83%	4	Yes	Direct route that serves system demands and relieves CSAH 10 / TH 25 Connection in Floodplain
Concept M 	55	Yes	A	A	17,700	15,700	A	No	A	35	A	109,100	C	3,100	A	30	100%	1	Yes	Direct route that serves system demands and relieves CSAH 10
Notes					Relief Provided	Volumes West of CSAH 10	Summary of Prior 2 Columns			Existing Average Speed is 36 mph						30				