Application

01967 - 2014 Roadway Expansion

02089 - CSAH 13/Radio Drive/Inwood Avenue Pedestrian Crossing of I-94, Bridge and Road Improvements

Regional Solicitation - Roadways Including Multimodal Elements

| | |
|---|---|
| Status: | Submitted |
| Submitted Date: | 12/01/2014 1:41 PM |

## Primary Contact

| | | | | |
|---|---|---|---|---|
| **Name:*** | | Ann | Mary | Pung-Terwedo |
| | Salutation | First Name | Middle Name | Last Name |
| **Title:** | Senior Planner | | | |
| **Department:** | Public Works | | | |
| **Email:** | ann.pung-terwedo@co.washington.mn.us | | | |
| **Address:** | 11660 Myeron Road North | | | |
| * | Stillwater | Minnesota | 55082 | |
| | City | State/Province | Postal Code/Zip | |
| **Phone:*** | 651-430-4362 | | | |
| | Phone | | Ext. | |
| **Fax:** | 651-430-4300 | | | |
| **What Grant Programs are you most interested in?** | Regional Solicitation - Roadways Including Multimodal Elements | | | |

## Organization Information

| | |
|---|---|
| **Name:** | WASHINGTON CTY |
| **Jurisdictional Agency (if different):** | |
| **Organization Type:** | |
| **Organization Website:** | |
| **Address:** | PUBLIC WORKS<br>11660 MYERON RD |
| * | STILLWATER (City) Minnesota (State/Province) 55082 (Postal Code/Zip) |
| **County:** | Washington |
| **Phone:*** | 651-430-4325 Ext. |
| **Fax:** | |
| **PeopleSoft Vendor Number** | 0000028637A10 |

## Project Information

| | |
|---|---|
| **Project Name** | Washington County CSAH 13 Expansion & Multi-Modal Improvements |
| **Primary County where the Project is Located** | Washington |
| **Jurisdictional Agency (If Different than the Applicant):** | |

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

The proposed project is located on CSAH 13 (Radio Drive/Inwood Avenue), a four-lane divided A-Minor Expander in the cities of Woodbury and Oakdale in Washington County. The project will use existing roadway infrastructure more efficiently while improving connections to bus service at the Guardian Angels Park and Ride and a planned Gateway BRT station by linking the bicycle and pedestrian networks in Woodbury and Oakdale. (Note: Gateway BRT is included in the 2040 Transportation Policy Plan currently under review by Met. Council.)

As part of the project, the pedestrian and bicycle trail on the CSAH 13 bridge over I-94 will be converted to a third travel lane to align with an existing third travel lane to the south of the bridge. A new pedestrian and bicycle bridge will be built over I-94 parallel to the roadway and connect to existing trails north and south of the bridge. New crossings and a refuge at the I-94 south ramps will be added to facilitate connections to planned trails on the east side of CSAH 13. The new bicycle and pedestrian bridge will be a major improvement on the existing facilities, which are not up to design standards and include a five-foot trail sandwiched between a jersey barrier and a high chain-link fence. Please see Figures 1, 2, and 3 for a map and layout of the project area and an example image of the proposed trail bridge.

The project is in the heart of Woodburys Places to Shop area, and provides access from I-94 to regional shopping centers such as Tamarack Village, Woodbury Lakes, and Oakdale Village. Furthermore, the immediate project area is experiencing major growth; an 85,000 square foot Cabelas opened in 2014, and construction is underway for City Place, 770,000 square feet of new retail, hotel, restaurant, medical and office

uses. Employment and residential growth is also occurring in Lake Elmo at the Eagle Point Business Park and in adjacent neighborhoods to the north and east. CSAH 13 is the primary connection from I-94 to all of these destinations. The roadway currently has an AADT of 36,000 vehicles (2011) which is forecast to grow to 48,000 vehicles by 2030 as development continues in the project area.

As a result of this truly multi-modal project, pedestrians and bicyclists will enjoy a seamless connection between city trail systems. These improvements are critical to reducing the perceived distance from destinations in Woodbury to the planned Gateway BRT station immediately adjacent to the project on 4th Street in Oakdale, and increasing its use by people arriving via all modes. Commuters, freight haulers, and express bus riders will also benefit from the project as it will reduce congestion and delay at the intersection of the I-94 south ramps and CSAH 13.

*Include location, road name/functional class, type of improvement, etc.*

**Project Length (Miles)** 0.33

***Connection to Local Planning:***

*Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.*

**Connection to Local Planning** Washington County Capital Improvement Program 2015-2019, page 90

## Project Funding

**Are you applying for funds from another source(s) to implement this project?** No

**If yes, please identify the source(s)**

**Federal Amount** $2,636,800.00

**Match Amount** $659,200.00

*Minimum of 20% of project total*

| | |
|---|---|
| **Project Total** | $3,296,000.00 |
| **Match Percentage** | 20.0% |
| *Minimum of 20%*<br>*Compute the match percentage by dividing the match amount by the project total* | |
| **Source of Match Funds** | Washington County |
| **Preferred Program Year** | |
| **Select one:** | 2019 |

## MnDOT State Aid Project Information: Roadway Projects

| | |
|---|---|
| **County, City, or Lead Agency** | Washington County |
| **Functional Class of Road** | A-Minor Expander |
| **Road System** | CSAH |
| *TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET* | |
| **Name of Road** | CSAH 13 (Radio Drive/Inwood Avenue) |
| *Example; 1st ST., MAIN AVE* | |
| **Zip Code where Majority of Work is Being Performed** | 55125 |
| **(Approximate) Begin Construction Date** | 03/01/2019 |
| **(Approximate) End Construction Date** | 12/01/2019 |
| **LOCATION** | |
| **From:**<br>**(Intersection or Address)** | Just south of 3rd Street in Oakdale |
| *Do not include legal description;*<br>*Include name of roadway if majority of facility runs adjacent to a single corridor.* | |
| **To:**<br>**(Intersection or Address)** | Midway between I-94 south ramps and Hudson Road in Woodbury |
| **Type of Work** | bicycle and pedestrian bridge, grading, paving |
| *Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)* | |
| **Old Bridge/Culvert?** | Yes |
| **New Bridge/Culvert?** | |
| **Structure is Over/Under**<br>**(Bridge or culvert name):** | Southbound CSAH 13 bridge over I-94 #82843 |

## Specific Roadway Elements

| **CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES** | **Cost** |
|---|---|

| | |
|---|---|
| Mobilization (approx. 5% of total cost) | $100,000.00 |
| Removals (approx. 5% of total cost) | $100,000.00 |
| Roadway (grading, borrow, etc.) | $90,000.00 |
| Roadway (aggregates and paving) | $125,000.00 |
| Subgrade Correction (muck) | $0.00 |
| Storm Sewer | $80,000.00 |
| Ponds | $0.00 |
| Concrete Items (curb & gutter, sidewalks, median barriers) | $30,000.00 |
| Traffic Control | $60,000.00 |
| Striping | $5,000.00 |
| Signing | $10,000.00 |
| Lighting | $0.00 |
| Turf - Erosion & Landscaping | $35,000.00 |
| Bridge | $0.00 |
| Retaining Walls | $0.00 |
| Noise Wall | $0.00 |
| Traffic Signals | $75,000.00 |
| Wetland Mitigation | $0.00 |
| Other Natural and Cultural Resource Protection | $0.00 |
| RR Crossing | $0.00 |
| Roadway Contingencies | $750,000.00 |
| Other Roadway Elements | $400,000.00 |
| **Totals** | **$1,860,000.00** |

## Specific Bicycle and Pedestrian Elements

| **CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES** | **Cost** |
|---|---|
| Path/Trail Construction | $1,430,000.00 |
| Sidewalk Construction | $0.00 |
| On-Street Bicycle Facility Construction | $0.00 |
| Right-of-Way | $0.00 |
| Pedestrian Curb Ramps (ADA) | $6,000.00 |
| Crossing Aids (e.g., Audible Pedestrian Signals, HAWK) | $0.00 |
| Pedestrian-scale Lighting | $0.00 |
| Streetscaping | $0.00 |

| | |
|---|---|
| Wayfinding | $0.00 |
| Bicycle and Pedestrian Contingencies | $0.00 |
| Other Bicycle and Pedestrian Elements | $0.00 |
| **Totals** | **$1,436,000.00** |

## Specific Transit and TDM Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|---|---|
| Fixed Guideway Elements | $0.00 |
| Stations, Stops, and Terminals | $0.00 |
| Support Facilities | $0.00 |
| Transit Systems (e.g. communications, signals, controls, fare collection, etc.) | $0.00 |
| Vehicles | $0.00 |
| Transit and TDM Contingencies | $0.00 |
| Other Transit and TDM Elements | $0.00 |
| **Totals** | **$0.00** |

## Transit Operating Costs

| OPERATING COSTS | Cost |
|---|---|
| Transit Operating Costs | $0.00 |
| **Totals** | **$0.00** |

## Totals

| | |
|---|---|
| **Total Cost** | $3,296,000.00 |
| **Construction Cost Total** | $3,296,000.00 |
| **Transit Operating Cost Total** | $0.00 |

## Requirements - All Projects

### All Projects

*1.The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).*

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

*2.Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.*

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

*3.Applicants must not submit an application for the same project in more than one funding sub-category.*

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

*4.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Expansion, reconstruction/modernization, and bridges must be between $1,000,000 and $7,000,000. Roadway system management must be between $250,000 and $7,000,000.*

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

*5.The project must comply with the Americans with Disabilities Act.*

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

*6.The project must be accessible and open to the general public.*

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

*7.The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.*

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

*8.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.*

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

*9.The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.*

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

*10.The project applicant must send written notification regarding the proposed projected to all affected communities and other levels and units of government prior to submitting the application.*

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

## Requirements - Roadways Including Multimodal Elements

### Expansion and Reconstruction/Modernization Projects Only

*1.The project must be designed to meet 10-ton load limit standards.*

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

*2.Federal funds are available for roadway construction and reconstruction on new alignments or within existing right-of-way, including associated construction and excavation, bridges, or installation of traffic signals, signs, utilities, bikeway or walkway components and transit components.*
*The project must exclude costs for right-of-way, studies, preliminary engineering, design, or construction engineering. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding unless included as part of a larger project, which is otherwise eligible.*

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

### Bridge Projects Only

*3.The bridge project must be identified as a Principal Arterial (Non-Freeway facilities only) or A Minor Arterial as shown on the latest TAB approved roadway functional classification map.*

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

*4.Bridges selected in previous Bridge Improvement and Replacement solicitations (1994  2011) are not eligible. A previously selected project is not eligible unless it has been withdrawn or sunset prior to the deadline for proposals in this solicitation.*

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

*5.Projects requiring a grade-separated crossing of a Principal Arterial of freeway design must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOTs Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.*

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

*6.The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities sub-categories. Rail-only bridges are ineligible for funding.*

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

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

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

*8.Project limits for bridge projects are limited from abutment to abutment.*

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

*9.The project must exclude costs for studies, preliminary engineering, design, construction engineering, and right-of-way.*

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

### Bridge Replacement Projects Only

*10.The bridge must have a sufficienty rating less than 50. Additionally, it must also be classified as structurally deficient or functionally obsolete.*

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

### Bridge Rehabilitiation Projects Only

*11.The bridge must have a sufficienty rating less than 80. Additionally, it must also be classified as structurally deficient or functionally obsolete.*

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

## Other Attachments

| File Name | Description | File Size |
|---|---|---|
| 2014 11 21 Map Packet_Final.pdf | Figure 1: Project Area Map; Figure 2: Project Limits Map; Figure 3: Pedestrian & Bicycle Bridge Example | 4.4 MB |
| Letterof SupportRadio Drive (CSAH 13) over I-94.pdf | Letter of Support, MnDOT | 38 KB |
| Letters of Support-Woodbury & Oakdale.pdf | Letters of Support from the Cities of Woodbury and Oakdale | 1015 KB |
| Resolution of Support-Washington County & CIP Documentation.pdf | Local match resolution; Project documentation in Washington County CIP | 354 KB |

## Reliever: Freeway Facility or

**Facility being relieved**

**Number of hours per day volume exceeds capacity (based on the Congestion Report)** 0

## Reliever: Non-Freeway Facility or

**Facility being relieved**

**Number of hours per day volume exceeds capacity (based on the table below)** 0

## Non-Freeway Facility Volume/Capacity Table

| Hour | NB/EB Volume | SB/WB Volume | Capacity | Volume exceeds capacity |
|---|---|---|---|---|
| 12:00am - 1:00am | | | 0 | |
| 1:00am - 2:00am | | | 0 | |
| 2:00am - 3:00am | | | 0 | |
| 3:00am - 4:00am | | | 0 | |
| 4:00am - 5:00am | | | 0 | |
| 5:00am - 6:00am | | | 0 | |
| 6:00am - 7:00am | | | 0 | |
| 7:00am - 8:00am | | | 0 | |
| 8:00am - 9:00am | | | 0 | |
| 9:00am - 10:00am | | | 0 | |
| 10:00am - 11:00am | | | 0 | |
| 11:00am - 12:00pm | | | 0 | |
| 12:00pm - 1:00pm | | | 0 | |
| 1:00pm - 2:00pm | | | 0 | |
| 2:00pm - 3:00pm | | | 0 | |
| 3:00pm - 4:00pm | | | 0 | |
| 4:00pm - 5:00pm | | | 0 | |
| 5:00pm - 6:00pm | | | 0 | |
| 6:00pm - 7:00pm | | | 0 | |
| 7:00pm - 8:00pm | | | 0 | |
| 8:00pm - 9:00pm | | | 0 | |

| | |
|---|---|
| 9:00pm - 10:00pm | 0 |
| 10:00pm - 11:00pm | 0 |
| 11:00pm - 12:00am | 0 |

## Expander/Augmentor/Non-Freeway Principal Arterial

| | |
|---|---|
| **Select one:** | Expander |
| **Area** | 0.89 |
| **Project Length** | 0.33 |
| **Average Distance** | 2.697 |
| **Upload Map** | Roadway Area Definition.pdf |

## Measure B: Current Heavy Commercial Traffic

| | |
|---|---|
| **Location** | CSAH 13 at I-94 south ramps |
| **Current daily heavy commercial traffic volume** | 250.0 |

## Measure C: Project Location Relative to Jobs, Manufacturing, and Education

**Select all that apply**

| | |
|---|---|
| **Direct connection to or within a mile of a Job Concentration** | |
| **Direct connection to or within a mile of a Manufacturing/Distribution Location** | |
| **Direct connection to or within a mile of an Educational Institution** | Yes |
| **Project provides a direct connection to or within a mile of an existing local activity center identified in an adopted county or city plan** | Yes |
| **County or City Plan Reference (Limit 700 characters; approximately 100 words)** | As noted in the City of Woodburys 2030 Comprehensive Plan, Tamarack Village and Woodbury Lakes are local activity centers within one mile of the project. There are also two post-secondary educational institutions in the project area: Globe University and Rasmussen College. |
| **Upload Map** | Regional Economy.pdf |

## Measure A: Current Daily Person Throughput

| | |
|---|---|
| **Location** | CSAH 13 at I-94 south ramps |
| **Current AADT Volume** | 36000.0 |

| | |
|---|---|
| **Existing Transit Routes on the Project** | 351, 375 |

## Response: Current Daily Person Throughput

| | |
|---|---|
| **Average Annual Daily Transit Ridership** | 365.0 |
| **Current Daily Person Throughput** | 47165.0 |

## Measure B: 2030 Forecast ADT

| | |
|---|---|
| **Use Metropolitan Council model to determine forecast (2030) ADT volume** | |
| **METC Staff - Forecast (2030) ADT volume** | 0 |
| **OR** | |
| **Approved county or city travel demand model to determine forecast (2030) ADT volume** | Yes |
| **Forecast (2030) ADT volume** | 48000.0 |

## Measure A: Project Location and Impact to Disadvantaged Populations

**Select one:**

| | |
|---|---|
| **Project located in Racially Concentrated Area of Poverty** | |
| **Project located in Concentrated Area of Poverty** | |
| **Projects census tracts are above the regional average for population in poverty or population of color** | Yes |
| **Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly.** | Yes |

**Response (Limit 1,400 characters; approximately 200 words)**

The proposed project is located at the nexus of four census tracts in Oakdale, Woodbury, and Lake Elmo. The project will benefit a diverse group of residents: two tracts have a higher percentage of minority populations (32.9 percent and 24.7 percent) than the regional average (23.7 percent); people with disabilities compose 10.8 percent of one tract, more than the regional average of 9 percent; and two tracts have 15.3 percent and 11.4 percent elderly people, higher than the regional average of 10.8 percent.

The new bicycle and pedestrian bridge will be separated from car traffic, ADA-compliant, and wide enough to allow for comfortable bidirectional use. This trail upgrade is critical for people with disabilities or elderly people, who may have compromised balance or use motorized wheelchairs to navigate the area. Transit-dependent households in the area will benefit, as the project will improve connections to the current park and ride and planned Gateway BRT station. Express bus riders will also notice faster trips to work as a result of congestion relief in the intersection.

To avoid travel disruption, the project will be staged so that the existing trail can be used until the new bridge is open. Noise and dust mitigation will also be incorporated, though many of these impacts will be avoided because the project is not immediately adjacent to residences or businesses.

**Upload Map**

Socio-Economic Conditions.pdf

## Measure B: Affordable Housing

| City/Township | Segment Length (Miles) |
|---|---|
| City of Woodbury | 0.25 |
| City of Oakdale | 0.08 |

0

## Total Project Length

| | |
|---|---|
| **Total Project Length** | 0.33 |

## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

| City/Township | Segment Length (Miles) | Total Length (Miles) | Score | Segment Length/Total Length | Housing Score Multiplied by Segment percent |
|---|---|---|---|---|---|
| City of Oakdale | 0.08 | 0.33 | 74.0 | 0.242 | 17.939 |
| City of Woodbury | 0.25 | 0.33 | 78.0 | 0.758 | 59.091 |
| | | **1** | **152** | **1** | **77** |

## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

| | |
|---|---|
| **Total Project Length (Miles)** | 0.33 |
| **Total Housing Score** | 77.03 |

## Measure A: Year of Roadway Construction

| Year of Original Roadway Construction or Most Recent Reconstruction | Roadway Segment Length (Miles) | Calculation | Calculation 2 |
|---|---|---|---|
| 1983.0 | 0.33 | 654.39 | 1983.0 |
| | **0** | **654** | **1983** |

## Average Construction Year

| | |
|---|---|
| **Weighted Year** | 1983.0 |

## Total Segment Length (Miles)

| | |
|---|---|
| **Total Segment Length** | 0.33 |

## Measure A: Cost Effectiveness of Vehicle Delay Reduction

| | |
|---|---|
| **Total Project Cost from Cost Sheet** | $3,296,000.00 |
| **Total Peak Hour Vehicle Delay Without The Project** | 55706.0 |
| **Total Peak Hour Vehicle Delay With The Project** | 51727.0 |
| **Total Peak Hour Vehicle Delay Reduced by Project** | 3979.0 |
| **Cost Effectiveness** | $828.35 |
| **Synchro or HCM Reports** | CSAH 13 and South 94 Ramps Existing & Improved Synchro Results.pdf |

## Measure B: Cost Effectiveness of Emissions Reduction

| | |
|---|---|
| **Total Project Cost from Cost Sheet** | $3,296,000.00 |
| **Total Peak Hour Kilograms Reduced by Project** | 0.16 |
| **Cost Effectiveness** | $20,600,000.00 |
| **Synchro or HCM Reports** | CSAH 13 and South 94 Ramps Existing & Improved Synchro Results.pdf |

## Measure A: Benefit/Cost of Crash Reduction

| | |
|---|---|
| **Project Benefit/Cost Ratio** | 0.39 |
| **Worksheet Attachment** | CSAH 13 Cost-Benefit Analysis.pdf |

## Measure A: Transit Connections

| | |
|---|---|
| **Existing Routes Directly Connected to the Project** | 351, 375 |
| **Planned Transitways directly connected to the project (alignment and mode determined and identified in the 2030 TPP)** | N/A |
| **Upload Map** | Transit Connections.pdf |

## Response

*Met Council Staff Data Entry Only*

| | |
|---|---|
| **Route Ridership** | 275240.0 |
| **Transitway Ridership** | 0 |

## Measure B: Bicycle and Pedestrian Connections

To the north, users will seamlessly access the Guardian Angels Park and Ride, the planned Gateway BRT station, and the network of paved multi-use trails in Oakdale that extend the length of the city and connect to the Gateway Regional Trail. To the south, users will link to a paved multi-use trail that parallels CSAH 13 and connects to Woodburys 100 mile-network of off-street trails, as well as Afton Bluffs Regional Trail.

**Response (Limit 1,400 characters; approximately 200 words)**

As noted in the City of Woodbury 2030 Comprehensive Plan, Tamarack Village is a regional shopping center with approximately 60 shops, services, and restaurants. The project provides a direct connection to this high pedestrian traffic area, as well as Cabelas and Oakdale Village. Completion of City Place will also add 770,000 square feet of new retail, restaurants, medical, and office space to the immediate area.

According to the City of Woodburys Preliminary Report for City Place Public Improvements, the developer will construct a paved multi-use trail on the east side of CSAH 13 from Hudson Road to the I-94 south ramps. City Place improvements will be completed during the 2015 construction season and will connect to the proposed bicycle and pedestrian bridge by new at-grade striped crossings of CSAH 13 and the I-94 east bound on-ramp. Intersection improvements will include countdown indicators and ADA-compliant pedestrian ramps and push-button systems.

## Measure C: Multimodal Facilities

**Response (Limit 1,400 characters; approximately 200 words)**

The proposed project includes a new bicycle and pedestrian bridge with an eight-foot wide trail. This represents a major improvement over the narrow path on the CSAH 13 bridge, which crowds pedestrian and bicyclists onto a five-foot trail between a jersey barrier and a chain link fence overlooking I-94. The new bridge will offer a welcome separation from roadway traffic, resulting in a safer more secure crossing over I-94. The wider trail will be suitable for the bidirectional movement of its diverse users (pedestrians, runners, bicyclists, in-line skaters, and people using motorized wheelchairs).

Existing bicycle and pedestrian accommodations include a multi-use trail that runs along CSAH 13 throughout the project area. The 435-space Guardian Angels Park and Ride is adjacent to the project area and express bus routes 351 and 375 use CSAH 13 to access the park and ride from I-94. Transit riders will benefit from reduced congestion in the area, resulting in faster, more reliable trip times.

The proposed improvements will change the intersection from an auto-only space with only one available crossing, to one that pedestrians can navigate safely in multiple directions. When the planned Gateway BRT station opens just 0.2 miles away, bicyclists and pedestrians coming from the station will enjoy a direct connection to shopping, office, and medical destinations in Woodbury.

## Transit Projects Not Requiring Construction

*If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

**Check Here if Your Transit Project Does Not Require Construction**

## Measure A: Risk Assessment

### 1)Project Scope (5 Percent of Points)

**Meetings or contacts with stakeholders have occurred** Yes

*100%*

**Stakeholders have been identified**

*40%*

**Stakeholders have not been identified or contacted**

*0%*

### 2)Layout or Preliminary Plan (5 Percent of Points)

**Layout or Preliminary Plan completed** Yes

*100%*

**Layout or Preliminary Plan started**

*50%*

**Layout or Preliminary Plan has not been started**

*0%*

**Anticipated date or date of completion**

### 3)Environmental Documentation (10 Percent of Points)

**EIS**

**EA**

**PM** Yes

### Document Status:

**Document approved (include copy of signed cover sheet)** 100%

**Document submitted to State Aid for review** 75%

**Document in progress; environmental impacts identified**

*50%*

**Document not started** Yes

*0%*

**Anticipated date or date of completion/approval** 12/01/2015

### 4)Review of Section 106 Historic Resources (15 Percent of Points)

**No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge** Yes

*100%*

**Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated**

*80%*

**Historic/archaeological review under way; determination of adverse effect anticipated**

*40%*

**Unknown impacts to historic/archaeological resources**

*0%*

**Anticipated date or date of completion of historic/archeological review:**

**Project is located on an identified historic bridge**

### 5)Review of Section 4f/6f Resources (15 Percent of Points)

*(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)*

**No Section 4f/6f resources located in the project area** Yes

*100%*

**Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received**

*100%*

**Section 4f resources present within the project area, but no known adverse effects**

*80%*

**Adverse effects (land conversion) to Section 4f/6f resources likely**

*30%*

**Unknown impacts to Section 4f/6f resources in the project area**

*0%*

### 6)Right-of-Way (15 Percent of Points)

**Right-of-way or easements not required** Yes

*100%*

**Right-of-way or easements has/have been acquired**

*100%*

**Right-of-way or easements required, offers made**

*75%*

**Right-of-way or easements required, appraisals made**

*50%*

**Right-of-way or easements required, parcels identified**

*25%*

**Right-of-way or easements required, parcels not identified**

*0%*

**Right-of-way or easements identification has not been completed**

*0%*

**Anticipated date or date of acquisition**

## 7)Railroad Involvement (25 Percent of Points)

**No railroad involvement on project** Yes

*100%*

**Railroad Right-of-Way Agreement is executed (include signature page)** 100%

**Railroad Right-of-Way Agreement required; Agreement has been initiated**

*60%*

**Railroad Right-of-Way Agreement required; negotiations have begun**

*40%*

**Railroad Right-of-Way Agreement required; negotiations not begun**

*0%*

**Anticipated date or date of executed Agreement**

## 8)Construction Documents/Plan (10 Percent of Points)

**Construction plans completed/approved (include signed title sheet)**

*100%*

**Construction plans submitted to State Aid for review**

*75%*

**Construction plans in progress; at least 30% completion**

*50%*

**Construction plans have not been started** Yes

*0%*

**Anticipated date or date of completion** 11/01/2018

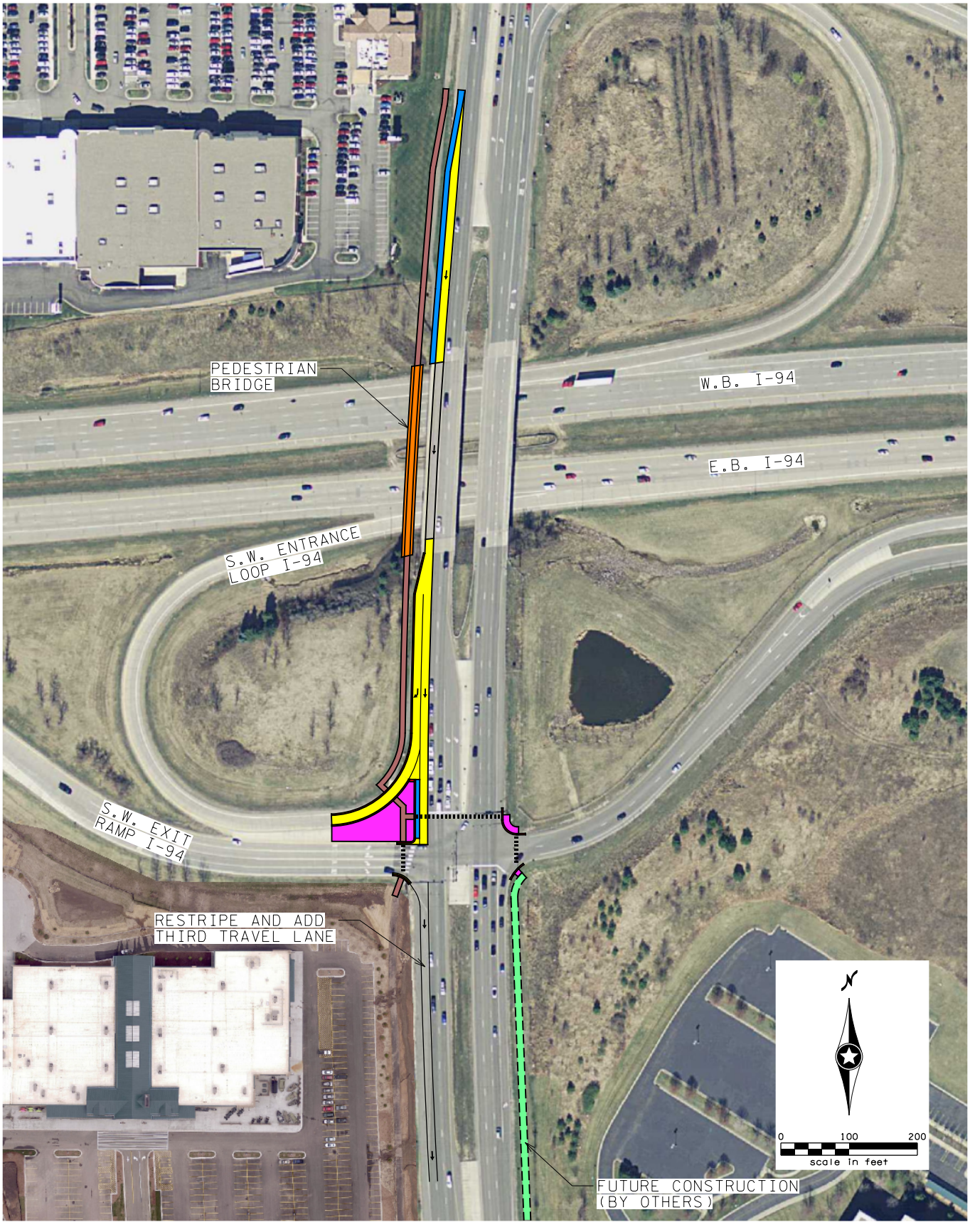
## 9)Letting

**Anticipated Letting Date** 02/01/2019


## Project Area

CSAH 13 (Radio Drive/Inwood Avenue) Roadway Expansion at I-94
Washington County, MN

**Figure 1**




H:\Projects\8673\CAD_BIM\Graphics\Funding Application.dgn

**Project Limits**

**Figure 2**

C.S.A.H. 13 (Radio Drive/Inwood Avenue) Roadway Expansion at I-94
Washington County, MN
11/14/2014

Washington County CSAH 13 Pedestrian and Bicycle Bridge Example

Anoka County CSAH 14 Pedestrian and Bicycle Bridge over I-35W

Figure 3

**Minnesota Department of Transportation**
Metro District
1500 West County Road B-2
Roseville, MN 5511

November 25, 2014

Ann Pung-Terwedo
Washington County
11660 Myeron Road North
Stillwater MN 55082

RE: Regional Solicitation Application for improvements to Radio Drive (CSAH 13) over I-94

Dear Ms. Pung-Terwedo,

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council's 2014 Regional Solicitation. Your application for the project for improvements to Radio Drive (CSAH 13) over I-94 impacts MnDOT right of way on I-94.

MnDOT, as the agency with jurisdiction over I-94, supports the application for improvements to Radio Drive (CSAH 13) over I-94 to add an additional lane to the southbound bridge and the construction of a separate pedestrian bridge. Maintenance responsibilities would likely remain unchanged for the Radio Drive interchange and the Radio Drive bridge over I-94; however, the new pedestrian bridge will have to be owned and maintained by the County.

This project currently has no funding from MnDOT.

Sincerely,

Scott McBride, P.E.
Metro District Engineer

Cc: Elaine Koustsoukos, Metropolitan Council
Adam Josephson, MnDOT Metro District – East Area Manager

CITY OF MINNESOTA
Woodbury
A leading community in which to live, work and thrive.

8301 Valley Creek Road • Woodbury, Minnesota 55125-2320 • www.ci.woodbury.mn.us
651/714-3500 • TDD 651/714-3568 • FAX 651/714-3501

November 15, 2014

Wayne Sandberg
Washington County Engineer
11660 Myeron Road North
Stillwater, MN 55082

**Subject: Support for Reconstruction/Modernization of CSAH 13/Radio Drive /Inwood Avenue in the cities of Woodbury and Oakdale.**

Dear Mr. Sandberg,

The City of Woodbury supports construction of a pedestrian bridge over Interstate (I) 94 and expansion of the CSAH 13 roadway bridge and other road improvements in the Cities of Woodbury and Oakdale. This project has regional significance and therefore Washington County's application for Federal Surface Transportation Program funds through the Regional Solicitation should be granted to help this important project move forward.

This roadway provides an important regional transportation connection, and is the busiest corridor in the Washington County area. Reconstruction and modernization of this roadway will provide the necessary safety and management improvements for development and redevelopment, increased traffic and truck volumes, while addressing safety concerns related to pedestrian crossings, and turning movements to and from the local street network.

Thank you for your consideration on this matter. If you have any questions, comments, or concerns, please do not hesitate to contact me

Regards,

Klayton Eckles
Engineering and Public Works Director

c: Ann Pung-Terwedo, Washington County Senior Planner

CITY OF OAKDALE
1584 Hadley Avenue North
Oakdale, MN 55128
651-730-2730
FAX: 651-730-2830
www.ci.oakdale.mn.us

November 18, 2014

Mr. Wayne Sandberg
Washington County Engineer
WASHINGTON COUNTY PUBLIC WORKS
11660 Myeron Road North
Stillwater, MN 55082

RE: SUPPORT FOR RECONSTRUCTION/MODERNIZATION OF CSAH 13/RADIO DRIVE/INWOOD AVENUE IN THE CITIES OF WOODBURY AND OAKDALE

Dear Mr. Sandberg:

The City of Oakdale City Council strongly supports Washington County's application for Federal Surface Transportation Program funds through the Regional Solicitation for construction of a pedestrian bridge over Interstate (I) 94 and expansion of the roadway bridge and other road improvements in the cities of Woodbury and Oakdale.

Development and redevelopment, increased traffic and truck volumes along this stretch of roadway is straining the capacity of CSAH 13. Safety concerns are increasing which include pedestrian crossings, and turning movements to and from the local street network. This roadway provides an important regional transportation connection so reconstruction and modernization of this roadway will provide the necessary safety and management improvements for the future.

City of Oakdale Resolution No. 2014-113 is enclosed showing our support for this funding. Thank you for your consideration on this matter. If you have any questions, comments, or concerns, please do not hesitate to contact me.

Sincerely,
CITY OF OAKDALE

Brian Bachmeier
PUBLIC WORKS DIRECTOR/CITY ENGINEER

Encl: Resolution No. 2014-113

*S:\Engineering\Washington County\Ltr to Wayne Sandberg re Supporting Washington County's Application 11-07-14.doc*

# RESOLUTION NO. 2014-113

## RESOLUTION OF SUPPORT FOR WASHINGTON COUNTY REGARDING THEIR APPLICATION FOR FEDERAL SURFACE TRANSPORTATION PROGRAM FUNDS THROUGH THE REGIONAL SOLICITATION FOR CONSTRUCTION OF A PEDESTRIAN BRUDGE OVER I-94 AS WELL AS THE EXPANSION OF THE INWOOD AVENUE (CSAH 13) ROADWAY BRIDGE AND OTHER ROAD IMPROVEMENTS IN THE CITY OF OAKDALE.

At a regular meeting of the City Council of the City of Oakdale held on Monday, November 10, 2014 at the Oakdale Municipal Building, 1584 Hadley Avenue North, Oakdale, Minnesota, with the following members present: Mayor Carmen Sarrack, Councilmembers Kent Dotas, Stan Karwoski, Lori Pulkrabek and Paul Reinke, and the following absent: None; the Oakdale City Council resolved:

**WHEREAS,** the City of Oakdale strongly supports Washington County's application for Federal Surface Transportation Program funding through the Regional Solicitation for construction of a pedestrian bridge over I-94 and expansion of the Inwood Avenue (CSAH 13) southbound bridge lanes, as well as other road improvements in the City of Oakdale, and

**WHEREAS,** to advance and support Washington County in their application for funding for these projects,

**NOW, THEREFORE, BE IT RESOLVED** that the City of Oakdale supports Washington County's efforts to apply for Federal Surface Transportation Program funding through the Regional Solicitation for construction of a pedestrian bridge over I-94 and the expansion of the Inwood Avenue (CSAH 13) southbound roadway bridge and other road improvements.

**VOTING IN FAVOR:** Mayor Sarrack, Councilmembers Dotas, Karwoski, Pulkrabek and Reinke

**VOTING AGAINST:** None

Resolution duly seconded and passed this 10th day of November, 2014.

Mayor Carmen Sarrack

Attest:

Susan Barry, City Clerk

*S:\Engineering\Washington County\Resolution Supporting Washington County's Application 11-07-14.doc*

BOARD OF COUNTY COMMISSIONERS
WASHINGTON COUNTY, MINNESOTA

RESOLUTION NO. 2014-128

DATE October 14, 2014

DEPARTMENT Public Works

MOTION BY COMMISSIONER Weik

SECONDED BY COMMISSIONER Miron

## RESOLUTION AUTHORIZING SUBMITTAL OF APPLICATIONS TO THE METROPOLITAN COUNCIL FOR FUNDING UNDER THE METROPOLITAN COUNCIL REGIONAL SOLICITATION

**WHEREAS**, the Regional Solicitation process started with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991; and

**WHEREAS**, as authorized by the most recent federal surface transportation funding act, Moving Ahead for Progress in the 21st Century (MAP-21), projects will be selected for funding as part of three federal programs: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and Transportation Alternatives Program (TAP); and

**WHEREAS**, pursuant to TAP and the regulations promulgated there under, eligible project sponsors wishing to receive federal grants for a project shall submit an application first with the appropriate Metropolitan Planning Organization (MPO) for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

**WHEREAS**, the Metropolitan Council and the Transportation Advisory Board (TAB) act as the MPO for the seven county twin cities region and have released the Regional Solicitation for federal transportation funds; and

**WHEREAS**, the Metropolitan Council provides staffing to the TAB and facilitates the Regional Solicitation process; and

**WHEREAS**, Washington County is an eligible project sponsor for Regional Solicitation funds; and

**WHEREAS**, Washington County is proposing to submit grant applications to Metropolitan Council as part of the 2014 Regional Solicitation for the following projects:

1. Off road trail development along County State Aid Highway (CSAH) 19/ Keats Avenue South (Central Greenway Regional Trail) between Indian Drive and 80th Street in the City of Cottage Grove.

2. Construction of an underpass structure along the Gateway State Trail under CSAH 9/Jamaca Avenue in the City of Grant.

3. Off road trail development, signal modifications and a pedestrian refuge along CSAH 20(18)/Bailey Road and CSAH 38 in the City of Newport.

4. A pedestrian bridge crossing over Interstate 94, bridge lane and roadway improvements along CSAH 13/Radio Drive in the City of Woodbury.

5. Construction of an interchange at CSAH 35/Hadley Avenue / Trunk Highway 36 with support of the Minnesota Department of Natural Resources for the Gateway Trail pedestrian tunnel under CSAH 35/Hadley Avenue in the City of Oakdale.

6. Reconstruction of CSAH 21/Stagecoach Trail from 22nd Street to CSAH 14 in West Lakeland and Baytown Townships.

**NOW, THEREFORE BE IT RESOLVED,** that the Washington County Board of Commissioners authorizes submittal of the applications listed above for funding under the 2014 Regional Solicitation.

ATTEST:

COUNTY ADMINISTRATOR

COUNTY BOARD CHAIR

| | YES | NO |
|---|---|---|
| BEARTH | X | |
| KRIESEL | X | |
| LEHRKE | X | |
| MIRON | X | |
| WEIK | X | |

**Project #** RB-2587

**Project Name** Radio Drive Pedestrian Bridge over I-94

**Location** Woodbury

**Department** Capital Road & Bridge Project
**Contact** W. Sandberg
**Type** Construction
**Useful Life** 5+ years
**Category** Road & Bridge
**Priority**

## Description

This project will add a pedestrian bridge over Intersate (I) 94, adjacent to the Radio Drive bridge.

## Justification

Currently, pedstrians and cyclists cross I-94 in this area via a narrow section of the existing Radio Drive Bridge. This section does not meet current design standards for two-way trail traffic, and the approaches do not meet Americans with Disablities Act standards.

A new pedestrian bridge will accommodate all trail users, and will also provide the ability to re-purpose the space on the Radio Drive bridge to allow for a third Southbound travel lane. Traffic studies indicate this third lane will be needed in the near future.

| Expenditures | 2015 | 2016 | 2017 | 2018 | 2019 | Total |
|---|---|---|---|---|---|---|
| Planning / Design | | 200,000 | | | | 200,000 |
| Land Acquisition | | | 50,000 | | | 50,000 |
| Construction | | | 2,000,000 | | | 2,000,000 |
| **Total** | | **200,000** | **2,050,000** | | | **2,250,000** |

| Funding Sources | 2015 | 2016 | 2017 | 2018 | 2019 | Total |
|---|---|---|---|---|---|---|
| State Aid | | 200,000 | 2,050,000 | | | 2,250,000 |
| **Total** | | **200,000** | **2,050,000** | | | **2,250,000** |

## Budget Impact/Other

The pedestrian bridge will improve the accessibility and provide an upgraded facility for pedestrians and bicyclists. This project will allow repurposing of the existing space on the I-94 bridge to accommodate three southbound lanes, thereby providing additional capacity of the roadway.

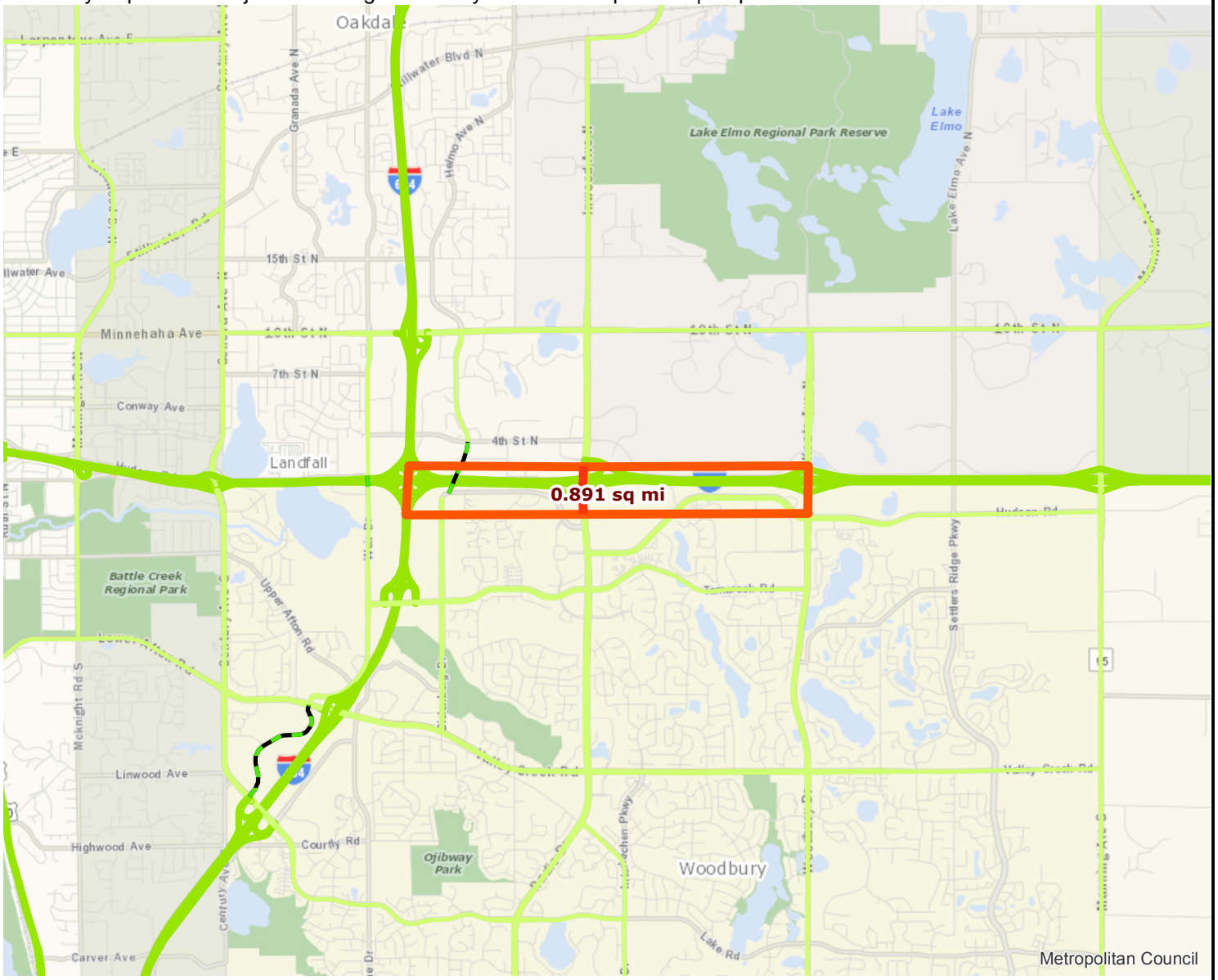
# Roadway Area Definition

Roadway Expansion Project: Washington County CSAH 13 Expansion | Map ID: 1415737199707

## Results

Project Length: 0.326 miles

Project Area: 0.891 sq mi




Project

Project Area

Principal Arterials

A Minor Arterials

Principal Arterials Planned

A Minor Arterials Planned

0 0.5 1 2 3 4 Miles

Created: 11/11/2014

LandscapeRSA1

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

METROPOLITAN COUNCIL

# Regional Economy

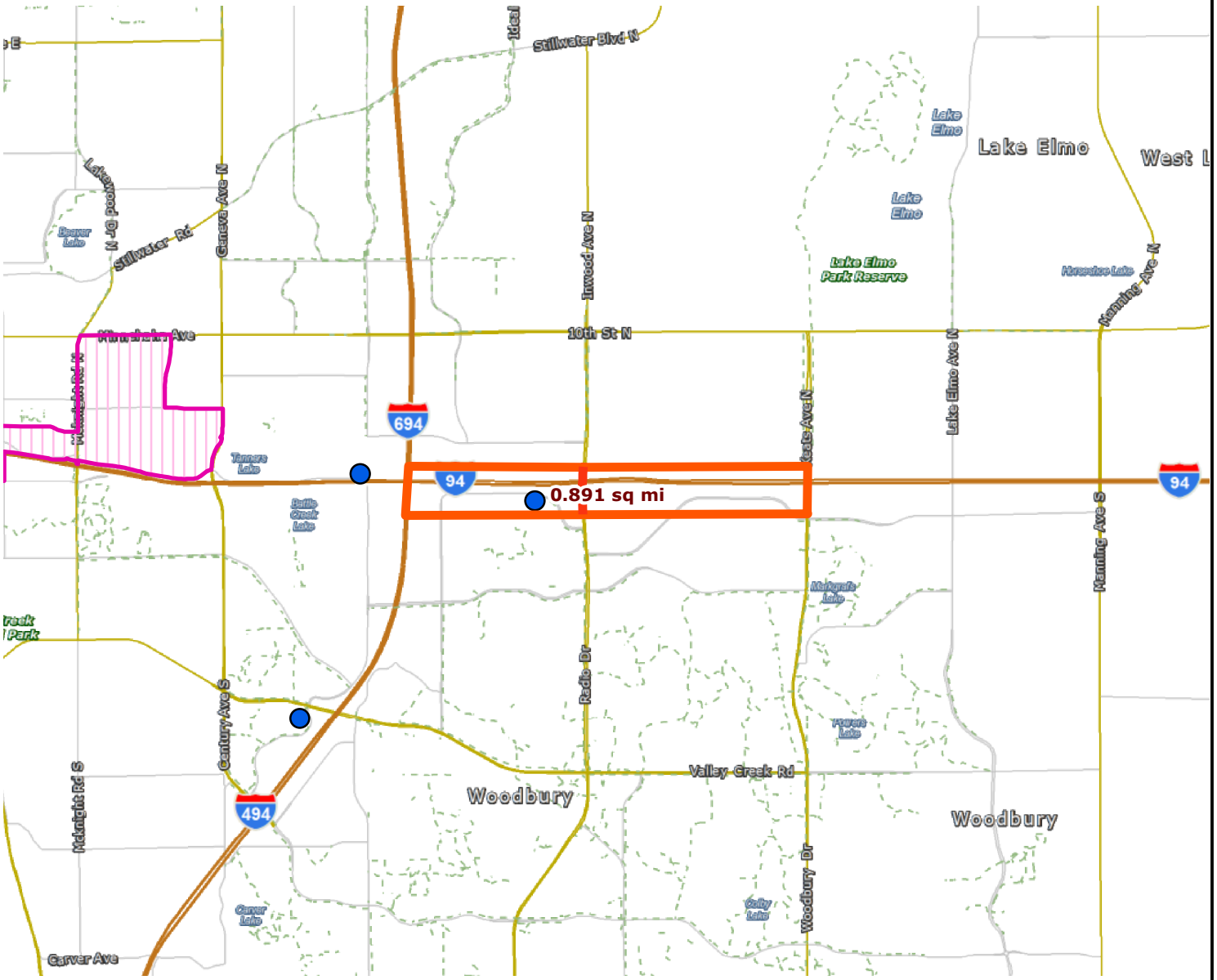
Roadway Expansion Project: Washington County CSAH 13 Expansion | Map ID: 1415737199707

## Results

Project **NOT IN** area of Job Concentration.

Project **NOT IN** to area of Manufacturing and Distribution.

Project **CONNECTED** to area of Education Institutions.




Project
PostSecondary Education Centers
Job Concentration Centers
Project Area
Manfacturing/Distribution Centers

0 0.5 1 2 3 4 Miles

Created: 11/11/2014
LandscapeRSA5

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

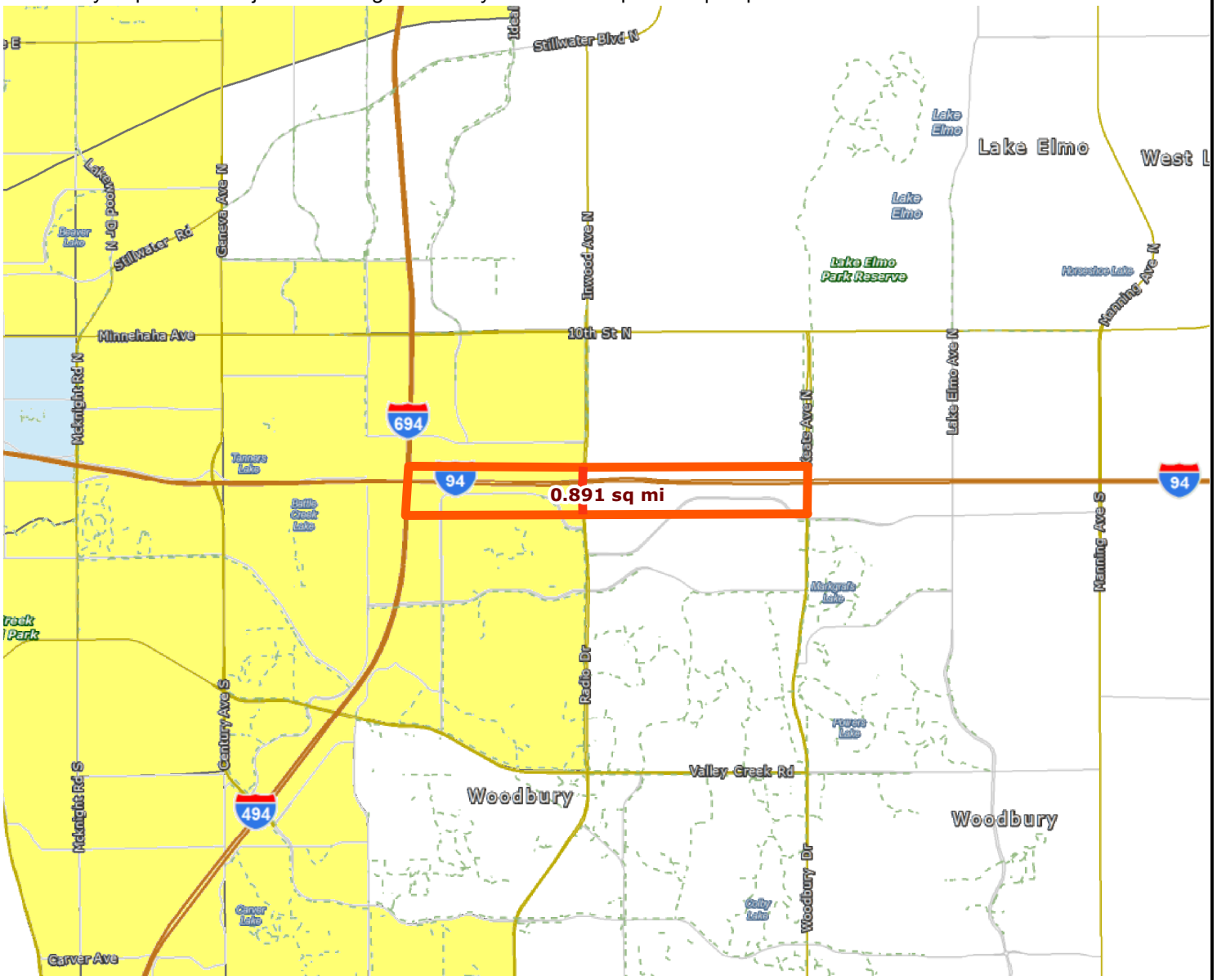
METROPOLITAN COUNCIL

# Socio-Economic Conditions

Roadway Expansion Project: Washington County CSAH 13 Expansion | Map ID: 1415737199707

Results

Project **IN** area of above average concentration of race or poverty.




Project
Project Area
Racially concentrated area of poverty
Concentrated area of poverty
Above reg'l avg conc of race/poverty

0 0.5 1 2 3 4 Miles

Created: 11/11/2014
LandscapeRSA2

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

METROPOLITAN COUNCIL

## 3: CSAH 13 & South 94 Ramp

| Direction | All |
|---|---|
| Volume (vph) | 3979 |
| Total Delay / Veh (s/v) | 14 |
| CO Emissions (kg) | 3.35 |
| NOx Emissions (kg) | 0.65 |
| VOC Emissions (kg) | 0.78 |

## 3: CSAH 13 & South 94 Ramp

| Direction | All |
|---|---|
| Volume (vph) | 3979 |
| Total Delay / Veh (s/v) | 13 |
| CO Emissions (kg) | 3.24 |
| NOx Emissions (kg) | 0.63 |
| VOC Emissions (kg) | 0.75 |

## 3: CSAH 13 & South 94 Ramp

| Direction | All |
|---|---|
| Volume (vph) | 3979 |
| Total Delay / Veh (s/v) | 14 |
| CO Emissions (kg) | 3.35 |
| NOx Emissions (kg) | 0.65 |
| VOC Emissions (kg) | 0.78 |

## 3: CSAH 13 & South 94 Ramp

| Direction | All |
|---|---|
| Volume (vph) | 3979 |
| Total Delay / Veh (s/v) | 13 |
| CO Emissions (kg) | 3.24 |
| NOx Emissions (kg) | 0.63 |
| VOC Emissions (kg) | 0.75 |

# HSIP worksheet

| Control Section | T.H. / Roadway | Location | Beginning Ref. Pt. | Ending Ref. Pt. | State, County, City or Township | Study Period Begins | Study Period Ends |
|---|---|---|---|---|---|---|---|
| | CSAH 13 Radio Dr | From the South I-94 Ramp to just south of the North I-94 Ramp | | | Washington County | 1/1/2011 | 12/31/2013 |
| **Description of Proposed Work** | Adding a southbound through lane | | | | | | |

| Accident Diagram Codes | | | 1 Rear End | 2 Sideswipe Same Direction | 3 Left Turn Main Line | 5 Right Angle | 4,7 Ran off Road | 8, 9 Head On/ Sideswipe - Opposite Direction | Pedestrian | 6, 90, 99 Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Study Period: Number of Crashes** | Fatal | F | | | | | | | | | |
| | Personal Injury (PI) | A | | | | | | | | | |
| | | B | | | | | | | | | |
| | | C | 3 | | | 1 | | | | | 4 |
| | Property Damage | PD | 9 | 2 | | | 3 | | | 2 | 16 |
| **% Change in Crashes** *Use Crash Modification Factors Clearinghouse | Fatal | F | | | | | | | | | |
| | PI | A | | | | | | | | | |
| | | B | | | | | | | | | |
| | | C | -52% | | | -45% | | | | | |
| | Property Damage | PD | -52% | -44% | | | -44% | | | -31% | |
| **Change in Crashes** = No. of crashes **X** % change in crashes | Fatal | F | | | | | | | | | |
| | PI | A | | | | | | | | | |
| | | B | | | | | | | | | |
| | | C | **-1.56** | | | **-0.45** | | | | | **-2.01** |
| | Property Damage | PD | **-4.68** | **-0.88** | | | **-1.32** | | | **-0.62** | **-7.50** |

**Year** (Safety Improvement Construction) **2019**

**Project Cost** (exclude Right of Way) **$ 3,296,000**

**Right of Way Costs** (optional)

**Traffic Growth Factor** **3%**

**Capital Recovery**

1. **Discount Rate** **4.5%**
2. **Project Service Life (n)** **20**

| Type of Crash | Study Period: Change in Crashes | Annual Change in Crashes | Cost per Crash | Annual Benefit |
|---|---|---|---|---|
| F | | | $ 1,100,000 | |
| A | | | $ 550,000 | |
| B | | | $ 160,000 | |
| C | -2.01 | -0.67 | $ 81,000 | $ 54,270 |
| PD | -7.50 | -2.50 | $ 7,400 | $ 18,500 |
| **Total** | | | | $ 72,770 |

**B/C= 0.39**

*Using present worth values,*

**B= $ 1,273,032**

**C= $ 3,296,000**

*See "Calculations" sheet for amortization.*

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

# CSAH 13 (Radio Drive) from 4th Street to I-94 South Ramps (2011 - 2013) - created on 11-17-2014 by rile1che

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

| SYS | NUM | REF_POINT | GIS_ROUTE | GIS_TM | RD_DIR | ELEM | RELY | INV | R_U | ATP | CO | CITY | DOW | MONTH | DAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04 | 82000013 | 007+00.042 | 0482000013 | 7.042 | Z | | 1 | 0 | U | | 82 | 4173 | 4-Wed | 3 | 2 |
| 04 | 82000013 | 007+00.137 | 0482000013 | 7.137 | S | | 1 | 3 | U | UNIT TWO WAS EASTBOUND, TO TURN NORTHBOUND WITH GREEN LIGHT. UNIT ONE WAS SOUTHBOUND IN OUTSIDE LAN | 82 | 4173 | 2-Mon | 1 | 30 |
| 04 | 82000013 | 007+00.137 | 0482000013 | 7.137 | N | 352 | 1 | 1 | U | V1 WAS SB ON INWOOD TO THE CLOVERLEAF RAMP TO WB 94. D1 SAID HE HAD A GREEN LIGHT. I INQUIRED THR | 82 | 4173 | 7-Sat | 3 | 3 |
| 04 | 82000013 | 007+00.061 | 0482000013 | 7.061 | S | | 2 | 3 | U | UNIT #1 WAS DRIVING WI/GIGEM SOUTHBOUND 200 INWOOD AVE WHEN TRAFFIC STOPPED AND HE WAS REAR ENDED. | 82 | 4173 | 6-Fri | 12 | 23 |
| 04 | 82000013 | 007+00.137 | 0482000013 | 7.137 | S | 351 | 1 | 3 | U | UNIT 1 WAS E/B ON THE INTERSTATE 94 OFF RAMP AT RADIO DR. UNIT 2 WAS E/B ON THE INTERSTATE 94 OFF R | 82 | 4173 | 6-Fri | 1 | 14 |
| 04 | 82000013 | 007+00.137 | 0482000013 | 7.137 | S | 409 | 2 | 3 | U | VEH1 STOPPED IN TRAFFIC AT RED LIGHT WHEN IT WAS REAR-ENDED BY VEH2. DRIVER OF VEH2 STATED THAT SHE | 82 | 4173 | 6-Fri | 12 | 23 |
| 04 | 82000013 | 007+00.137 | 0482000013 | 7.137 | S | 409 | 2 | 3 | U | DRIVER 1 REPORTED DRIVING SOUTHBOUND ON INWOOD AVE. BEHIND UNIT 2 WHEN DRIVER 2 STOPPED ABRUPTLY. D | 82 | 4173 | 7-Sat | 4 | 28 |
| 04 | 82000013 | 007+00.137 | 0482000013 | 7.137 | S | | 1 | 3 | U | VEH 1 STOPPING IN TRAFFIC S/B RADIO DRIVE, NORTH OF I 94 OVERPASS. VEH 2 DIRECTLY BEHIND VEH 1, FAI | 82 | 4173 | 5-Thu | 8 | 30 |
| 04 | 82000013 | 007+00.137 | 0482000013 | 7.137 | S | 352 | 1 | 3 | U | UNIT 2 WAS STOPPED AT STOPLIGHT WHEN UNIT 1 REARENDED UNIT 2. DRIVER OF UNIT 1 SAID SHE THOUGHT TH | 82 | 4173 | 6-Fri | 11 | 9 |
| 04 | 82000013 | 007+00.137 | 0482000013 | 7.137 | S | 352 | 1 | 3 | U | UNIT 1 WAS STOPPED IN TURN LANE ON SB INWOOD AVE FOR WB I-94. UNIT 2 SLID INTO THE BACK OF UNIT 1, | 82 | 4173 | 2-Mon | 11 | 12 |
| 04 | 82000013 | 007+00.142 | 0482000013 | 7.142 | E | 352 | A | 1 | U | REPORT TAKEN BY PHONE. BOTH VEHICLES WERE ON THE R | 82 | 4173 | 5-Thu | 7 | 26 |
| 04 | 82000013 | 007+00.142 | 0482000013 | 7.142 | Z | 352 | 1 | 3 | U | DRIVER #1 REARENDED DRIVER #2 WHO WAS STOPPED IN TRAFFIC AT SEMAPHORE AND WAS PUSHED INTO DRIVER #3 | 82 | 4173 | 6-Fri | 8 | 2 |
| 04 | 82000013 | 007+00.142 | 0482000013 | 7.142 | Z | 352 | 1 | 3 | U | SCHNEIDER AND WEIDA WERE ON THE RADIO DR EXIT RAM FROM I94 EAST. SCHNEIDER AND WEIDA WERE IN THE RI | 82 | 4173 | 5-Thu | 12 | 12 |
| 04 | 82000013 | 007+00.142 | 0482000013 | 7.142 | S | 351 | 1 | 3 | U | UNIT 1 WAS BEHIND UNIT 2 EXITING FROM EASTBOUND I-94 TO SOUTHBOUND RADIO DRIVE. UNIT 2 SLOWED TO Y | 82 | 4173 | 5-Thu | 6 | 27 |
| 04 | 82000013 | 007+00.142 | 0482000013 | 7.142 | E | 351 | 1 | 3 | U | VEH 1 STOPPED TO WAIT FOR TRAFFIC BEFORE TURNING. VEH 2 THOUGHT VEH 1 PROCEEDED TO TURN AND ENDED | 82 | 4173 | 3-Tue | 12 | 17 |
| 04 | 82000013 | 007+00.042 | 0482000013 | 7.042 | E | | 1 | 1 | U | UNIT 1 WAS ON THE RAMP FROM EASTBOUND INTERSTATE 94 TO RADIO DRIVE. IT WAS SLEETING/FREEZING RAIN | 82 | 4173 | 1-Sun | 1 | 27 |
| 04 | 82000013 | 007+00.042 | 0482000013 | 7.042 | S | | 1 | 3 | U | UNIT 1 WAS SOUTHBOUND COUNT RD 13 (RADIO DR) ON THE BRIDGE OVER INTERSTATE HWY 94(I94). THE BRIDGE | 82 | 4173 | 4-Wed | 4 | 20 |
| 04 | 82000013 | 007+00.137 | 0482000013 | 7.137 | N | | 1 | 3 | U | VEH 1 WAS ENTERED ONTO I94 E/B VIA N/B RADIO DR RAMP. VEH 1 SPUN OUT AND STRUCK A FENCE BETWEEN TH | 82 | 4173 | 5-Thu | 4 | 18 |
| ~~04~~ | ~~82000013~~ | ~~007+00.137~~ | ~~0482000013~~ | ~~7.137~~ | ~~Z~~ | ~~—~~ | ~~1~~ | ~~0~~ | ~~U~~ | ~~—~~ | ~~82~~ | ~~4173~~ | ~~7-Sat~~ | ~~9~~ | ~~17~~ |
| 04 | 82000013 | 007+00.042 | 0482000013 | 7.042 | E | | 1 | 1 | U | V1 EASTBOUND I94 RAMP TO NORTH BOUND RADIO DR IN THE RIGHT LANE. V2 CAME UP ALONG SIDE V1 FROM BEHI | 82 | 4173 | 4-Wed | 1 | 9 |
| 04 | 82000013 | 007+00.137 | 0482000013 | 7.137 | E | C14 | 1 | 1 | U | BOTH VEHICLES HAD ENTERED I94 EASTBOUND FROM RADIO DRV. VEHICLE 1 QUICKLY MOVED TO THE LEFT. VEHICL | 82 | 4173 | 3-Tue | 11 | 13 |
| ~~04~~ | ~~82000013~~ | ~~007+00.038~~ | ~~0482000013~~ | ~~7.038~~ | ~~N~~ | ~~—~~ | ~~1~~ | ~~3~~ | ~~U~~ | ~~VEH 1 WAS N/B RADIO DR. THE STOP LIGHT AT RADIO/I94 WAS RED SO VEH 1 WAS STOPPED. VEH 2 WAS STOPP~~ | ~~82~~ | ~~4173~~ | ~~6-Fri~~ | ~~4~~ | ~~13~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.042~~ | ~~0482000013~~ | ~~7.042~~ | ~~N~~ | ~~—~~ | ~~1~~ | ~~3~~ | ~~U~~ | ~~ON 5/17/11 THE LISTED VEHICLES WERE INVOLVED IN A PROPERTY DAMAGE ACCIDENT. VEHICLE 1 WAS NORTHBOU~~ | ~~82~~ | ~~4173~~ | ~~3-Tue~~ | ~~5~~ | ~~17~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.047~~ | ~~0482000013~~ | ~~7.047~~ | ~~N~~ | ~~—~~ | ~~1~~ | ~~3~~ | ~~U~~ | ~~VEH 1 AND VEH 2 WERE BOTH NB RADIO DR APPROACHING THE ENTRANCE RAMP TO EB I94. VEH 2 WAS BEHIND VEH~~ | ~~82~~ | ~~4173~~ | ~~4-Wed~~ | ~~1~~ | ~~4~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.121~~ | ~~0482000013~~ | ~~7.121~~ | ~~Z~~ | ~~—~~ | ~~1~~ | ~~3~~ | ~~U~~ | ~~VEHICLE 1 WAS NB RADIO DR IN THE CENTER LANE APPRAOCHING WOODBURY LAKES RD/I-94 RAMP ON A GREEN LIG~~ | ~~82~~ | ~~4173~~ | ~~3-Tue~~ | ~~8~~ | ~~7~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.137~~ | ~~0482000013~~ | ~~7.137~~ | ~~N~~ | ~~351~~ | ~~1~~ | ~~3~~ | ~~U~~ | ~~BOTH VEHICLES, OWNED BY THE SAME FAMILY UNDER THE SAME INSURANCE ACCOUNT (MARRIED COUPLE GOING TO A~~ | ~~82~~ | ~~4173~~ | ~~4-Wed~~ | ~~2~~ | ~~9~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.137~~ | ~~0482000013~~ | ~~7.137~~ | ~~N~~ | ~~309~~ | ~~1~~ | ~~3~~ | ~~U~~ | ~~UNIT 3 WAS IN THE RIGHT LANE N/B RADIO DR AT INTERSTATE 94, STOPPED FOR A RED LIGHT. UNIT 2 WAS TRA~~ | ~~82~~ | ~~4173~~ | ~~5-Thu~~ | ~~4~~ | ~~21~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.137~~ | ~~0482000013~~ | ~~7.137~~ | ~~Z~~ | ~~351~~ | ~~1~~ | ~~3~~ | ~~U~~ | ~~REDDING WAS STOPPED IN TRAFFIC NB RADIO SOUTH OF I-94 RAMP,LINDAHL WAS STOPPED BEHIND HIM. LINDAHL~~ | ~~82~~ | ~~4173~~ | ~~6-Fri~~ | ~~4~~ | ~~6~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.137~~ | ~~0482000013~~ | ~~7.137~~ | ~~N~~ | ~~351~~ | ~~1~~ | ~~3~~ | ~~U~~ | ~~UNIT2 AND UNIT3 SLOWING FOR STOPPED TRAFFIC AT LOCAITON. TRAFFIC BACKED UP DUE TO HEAVY CONGESTION~~ | ~~82~~ | ~~4173~~ | ~~5-Thu~~ | ~~5~~ | ~~10~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.137~~ | ~~0482000013~~ | ~~7.137~~ | ~~Z~~ | ~~D14~~ | ~~1~~ | ~~1~~ | ~~U~~ | ~~BOTH VEHICLES WERE MAKING RIGHT TURNS FROM INWOOD AVENUE TO GO WEST ON I 94. VEHICLE 2 WAS STOPPED~~ | ~~82~~ | ~~4173~~ | ~~3 Tue~~ | ~~10~~ | ~~4~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.137~~ | ~~0482000013~~ | ~~7.137~~ | ~~Z~~ | ~~352~~ | ~~2~~ | ~~1~~ | ~~U~~ | ~~VEHICLES ONE AND TWO WERE NORTH BOUND ON RADIO DRIVE TAKING RAMP TO GO TO WEST BOUND ISTH 94. DRIV~~ | ~~82~~ | ~~4173~~ | ~~3 Tue~~ | ~~6~~ | ~~12~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.137~~ | ~~0482000013~~ | ~~7.137~~ | ~~Z~~ | ~~351~~ | ~~1~~ | ~~3~~ | ~~U~~ | ~~UNIT 1 WAS GOING NB RADIO FROM THE EB I 94 EXIT RAMP WITH A GREEN ARROW. UNIT 2 WAS NB RADIO IN THE~~ | ~~82~~ | ~~4173~~ | ~~2 Mon~~ | ~~1~~ | ~~17~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.137~~ | ~~0482000013~~ | ~~7.137~~ | ~~Z~~ | ~~352~~ | ~~1~~ | ~~3~~ | ~~U~~ | ~~D 1 WAS STOPPED FOR THE RED LIGHT ON 3RD STREET. D 1 WAS ALSO STOPPED FOR THE RED LIGHT ON 3RD STR~~ | ~~82~~ | ~~4173~~ | ~~5 Thu~~ | ~~4~~ | ~~28~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.137~~ | ~~0482000013~~ | ~~7.137~~ | ~~Z~~ | ~~D14~~ | ~~1~~ | ~~1~~ | ~~U~~ | ~~BOTH VEHICLES WERE AT THE TOP OF THE RAMP FROM NORTHBOUND RADIO DRIVE TO GO WESTBOUND ON INTERSTATE~~ | ~~82~~ | ~~4173~~ | ~~2 Mon~~ | ~~11~~ | ~~19~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.137~~ | ~~0482000013~~ | ~~7.137~~ | ~~W~~ | ~~352~~ | ~~1~~ | ~~1~~ | ~~U~~ | ~~VEHICLE 1 WAS NORTH ON CR 13 AND ENTERED THE INTERSECTION ON A RED LIGHT. VEHICLE 2 WAS TRAVELING~~ | ~~82~~ | ~~4173~~ | ~~6-Fri~~ | ~~1~~ | ~~14~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.142~~ | ~~0482000013~~ | ~~7.142~~ | ~~Z~~ | ~~351~~ | ~~B~~ | ~~1~~ | ~~U~~ | ~~VEHICLE 1 WAS TRAVELING NORTH ON INWOOD AVENUE. V~~ | ~~82~~ | ~~4173~~ | ~~4 Wed~~ | ~~6~~ | ~~13~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.142~~ | ~~0482000013~~ | ~~7.142~~ | ~~N~~ | ~~351~~ | ~~1~~ | ~~3~~ | ~~U~~ | ~~UNIT 1 STOPPED AT RED LIGHT TO GO N/B RADIO DR AT HUDSON RD. UNIT 2 WAS APPROACHING THE INTERSECTIO~~ | ~~82~~ | ~~4173~~ | ~~1 Sun~~ | ~~8~~ | ~~4~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.142~~ | ~~0482000013~~ | ~~7.142~~ | ~~N~~ | ~~309~~ | ~~1~~ | ~~2~~ | ~~U~~ | ~~UNIT 1 WAS STOPPED AT TRAFFIC SIGNAL, WITH UNIT 2 STOPPED AT SAME SIGNAL BEHIND UNIT 1. DRIVER OF U~~ | ~~82~~ | ~~4173~~ | ~~6 Fri~~ | ~~12~~ | ~~6~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.142~~ | ~~0482000013~~ | ~~7.142~~ | ~~Z~~ | ~~352~~ | ~~1~~ | ~~1~~ | ~~U~~ | ~~DVR V1 STATED SHE WAS SLOWING FOR TRAFFIC IN FRONT OF HER WHEN SHE WAS REAR ENDED BY V2. DVR V2 ST~~ | ~~82~~ | ~~4173~~ | ~~6 Fri~~ | ~~12~~ | ~~6~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.142~~ | ~~0482000013~~ | ~~7.142~~ | ~~N~~ | ~~352~~ | ~~1~~ | ~~3~~ | ~~U~~ | ~~VEH 1 N/B RADIO DR APPROACHING I 94. VEH 2 FOLLOWING BEHIND AND REAR ENDED VEH 1 AS TRAFFIC SLOWED.~~ | ~~82~~ | ~~4173~~ | ~~1 Sun~~ | ~~12~~ | ~~15~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.142~~ | ~~0482000013~~ | ~~7.142~~ | ~~N~~ | ~~352~~ | ~~1~~ | ~~1~~ | ~~U~~ | ~~BOTH VEHICLES WERE ATTEMPTING TO ENTER I94 WESTBOUND FROM RADIO DR ON THE NORTH SIDE OF THE INTERS~~ | ~~82~~ | ~~4173~~ | ~~3-Tue~~ | ~~8~~ | ~~6~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.142~~ | ~~0482000013~~ | ~~7.142~~ | ~~Z~~ | ~~352~~ | ~~1~~ | ~~3~~ | ~~U~~ | ~~THE ABOVE LISTED DRIVERS AND VEHICLES WERE INVOLVED IN A PERSONAL INJURY ACCIDENT AT RADIO DRIVE AN~~ | ~~82~~ | ~~4173~~ | ~~4 Wed~~ | ~~9~~ | ~~4~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.142~~ | ~~0482000013~~ | ~~7.142~~ | ~~S~~ | ~~352~~ | ~~1~~ | ~~2~~ | ~~U~~ | ~~UNIT 1 WAS SB INWOOD AV N GOING THROUGH A GREEN LIGHT TURNING LEFT TO GET ON THE RAMP TO GO WB I94.~~ | ~~82~~ | ~~4173~~ | ~~7 Sat~~ | ~~7~~ | ~~13~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.142~~ | ~~0482000013~~ | ~~7.142~~ | ~~S~~ | ~~351~~ | ~~1~~ | ~~3~~ | ~~U~~ | ~~DRIVER WAS WITHIN HIS RESTRICTIONS. DRIVER 2 SHOWED NO SIGNS OF IMPAIRMENT BUT STATED HE HADNT BE'~~ | ~~82~~ | ~~4173~~ | ~~6 Fri~~ | ~~8~~ | ~~30~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.190~~ | ~~0482000013~~ | ~~7.190~~ | ~~Z~~ | ~~—~~ | ~~2~~ | ~~2~~ | ~~U~~ | ~~VEH 1 WAS N/B ON INWOOD AV N SLOWING DOWN TO MAKE A RIGHT HAND TURN ONTO W/B I 94. THE ROADS WERE I~~ | ~~82~~ | ~~2100~~ | ~~2 Mon~~ | ~~3~~ | ~~18~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.286~~ | ~~0482000013~~ | ~~7.286~~ | ~~E~~ | ~~—~~ | ~~2~~ | ~~3~~ | ~~U~~ | ~~MN 941BVG WAS STOPPED AT A RED LIGHT WHEN MN SBW456 REARENDED HIM. DRIVER OF MN SBW456 WAS CITED F~~ | ~~82~~ | ~~2100~~ | ~~3 Tue~~ | ~~11~~ | ~~8~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.293~~ | ~~0482000013~~ | ~~7.293~~ | ~~E~~ | ~~—~~ | ~~1~~ | ~~3~~ | ~~U~~ | ~~ON 12/14/2011 AT ABOUT 0641 HRS WOODBURY POLICE WERE DISPATCHED TO LOCATION FOR A PERSONAL INJURY C~~ | ~~82~~ | ~~2100~~ | ~~4 Wed~~ | ~~12~~ | ~~14~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.312~~ | ~~0482000013~~ | ~~7.312~~ | ~~N~~ | ~~—~~ | ~~1~~ | ~~2~~ | ~~U~~ | ~~VEH1 NB INWOOD AV STOPPED AT RED SEMAPHORE WAITING TO GO LEFT ONTO 3RD ST N. VEH2 WAS BEHIND VEH1~~ | ~~82~~ | ~~2100~~ | ~~4 Wed~~ | ~~3~~ | ~~7~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.315~~ | ~~0482000013~~ | ~~7.315~~ | ~~N~~ | ~~—~~ | ~~1~~ | ~~3~~ | ~~U~~ | ~~DRIVER 1 WAS NORTHBOUND ON INWOOD AVE AT THE INTERSECTION OF 3RD ST. DRIVER 1 WAS IN THE LEFT TURN~~ | ~~82~~ | ~~2100~~ | ~~7 Sat~~ | ~~5~~ | ~~14~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.315~~ | ~~0482000013~~ | ~~7.315~~ | ~~Z~~ | ~~—~~ | ~~1~~ | ~~2~~ | ~~U~~ | ~~UNIT 1 WI/LIC 774DZG WAS W/B 3RD ST TURNING LEFT TO S/B INWOOD, THE M/V WAS STOPPED AT THE TRIFFIC~~ | ~~82~~ | ~~2100~~ | ~~4 Wed~~ | ~~7~~ | ~~13~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.315~~ | ~~0482000013~~ | ~~7.315~~ | ~~N~~ | ~~—~~ | ~~1~~ | ~~2~~ | ~~U~~ | ~~MN LIC 473EEC, UNIT 1, WAS N/B INWOOD IN LEFT LANE AND MOVED TO RIGHT LANE TO AVOID HITTING VEHICLE~~ | ~~82~~ | ~~2100~~ | ~~7 Sat~~ | ~~6~~ | ~~30~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.315~~ | ~~0482000013~~ | ~~7.315~~ | ~~N~~ | ~~—~~ | ~~1~~ | ~~3~~ | ~~U~~ | ~~DISPATCHED TO A TWO VEHICLE ACCIDENT WITH INJURIES. AGRIMSON DRIVING MN/635KAC NORTH BOUND INWOOD A~~ | ~~82~~ | ~~2100~~ | ~~3 Tue~~ | ~~11~~ | ~~13~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.315~~ | ~~0482000013~~ | ~~7.315~~ | ~~Z~~ | ~~—~~ | ~~1~~ | ~~2~~ | ~~U~~ | ~~UNIT 1 DRIVER SAID HE WAS TRAVELING NORTHBOUND ON INWOOD AV APPROACHING 3RD ST. N TRAFFIC LIGHT. UN~~ | ~~82~~ | ~~2100~~ | ~~5-Thu~~ | ~~6~~ | ~~21~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.315~~ | ~~0482000013~~ | ~~7.315~~ | ~~Z~~ | ~~—~~ | ~~1~~ | ~~0~~ | ~~U~~ | ~~BOTH VEHICLES WERE STOPPED AT A RED LIGHT FOR A RIGHT TURN FROM 3RD ST. N. ONTO THE SOUTHBOUND LANE~~ | ~~82~~ | ~~2100~~ | ~~6-Fri~~ | ~~5~~ | ~~27~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.315~~ | ~~0482000013~~ | ~~7.315~~ | ~~Z~~ | ~~—~~ | ~~1~~ | ~~3~~ | ~~U~~ | ~~UNIT 1 WAS STOPPED AT RED LIGHT BEHIND SEVERAL OTHER VEHICLES WHEN UNIT 2 REAR ENDED UNIT 1. DRIVE~~ | ~~82~~ | ~~2100~~ | ~~4 Wed~~ | ~~3~~ | ~~13~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.447~~ | ~~0482000013~~ | ~~7.447~~ | ~~S~~ | ~~—~~ | ~~1~~ | ~~3~~ | ~~U~~ | ~~UNIT #1 WAS TRAVELING SOUTH ON INWOOD AND FAILED TO STOP FOR A SNOW COVERED RED SEMAPHORE, STRIKING~~ | ~~82~~ | ~~2100~~ | ~~3 Tue~~ | ~~4~~ | ~~23~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.448~~ | ~~0482000013~~ | ~~7.448~~ | ~~S~~ | ~~—~~ | ~~1~~ | ~~3~~ | ~~U~~ | ~~UNIT 1 TRAVELING SOUTH ON INWOOD AV APPROACHING STOP LIGHT SLID ON WET, SLIPPERY SNOW COVERED ROADS~~ | ~~82~~ | ~~2100~~ | ~~7 Sat~~ | ~~12~~ | ~~3~~ |
| ~~04~~ | ~~82000013~~ | ~~007+00.449~~ | ~~0482000013~~ | ~~7.449~~ | ~~S~~ | ~~—~~ | ~~1~~ | ~~3~~ | ~~U~~ | ~~VEHICLE 1 WAS STOPPED FOR THE RED LIGHT AT SOUTHBOUND INWOOD AT 4TH STREET. VEHICLE 2 REAR ENDED V~~ | ~~82~~ | ~~2100~~ | ~~6 Fri~~ | ~~6~~ | ~~15~~ |

| | | | | | | | | | | | | | | | | | | PERSON1 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| YEAR | TIME | SEV | NUM_KILLED | NUM_VEH | JUNC | SL | TYPE | Type | DIAG | LOC1 | TCD | LIT | WTHR1 | WTHR2 | SURF | CHAR | DESGN | ACC_NUM | VTYPE | DIR | ACT | FAC1 | FAC2 | POSN | INJ |
| 2011 | 1840 | N | 0 | 2 | 0 | 0 | 1 | Other | 90 | 0 | 1 | 7 | 1 | 0 | 1 | 0 | 0 | 110910225 | 1 | 3 | 11 | 0 | 0 | 1 | N |
| 2012 | 1215 | N | 0 | 2 | 4 | 45 | 1 | Other | 90 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 120300112 | 1 | 5 | 1 | 5 | 2 | 1 | N |
| 2012 | 1228 | C | 0 | 2 | 4 | 40 | 1 | RA | 5 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 3 | 120670242 | 2 | 5 | 4 | 5 | 15 | 1 | N |
| 2011 | 1407 | C | 0 | 2 | 1 | 40 | 1 | RE | 1 | 1 | 98 | 1 | 2 | 0 | 2 | 1 | 3 | 113570122 | 1 | 5 | 1 | 1 | 0 | 1 | C |
| 2011 | 1014 | N | 0 | 2 | 4 | 55 | 1 | RE | 1 | 1 | 1 | 1 | 2 | 0 | 2 | 5 | 2 | 110150060 | 3 | 3 | 5 | 15 | 0 | 1 | N |
| 2011 | 1320 | N | 0 | 2 | 1 | 50 | 1 | RE | 1 | 1 | 98 | 1 | 1 | 0 | 1 | 1 | 7 | 113620068 | 3 | 5 | 1 | 1 | 0 | 1 | N |
| 2012 | 1200 | N | 0 | 2 | 1 | 45 | 1 | RE | 1 | 1 | 98 | 1 | 3 | 0 | 2 | 1 | 3 | 121190076 | 1 | 5 | 1 | 1 | 0 | 1 | N |
| 2012 | 1221 | C | 0 | 2 | 1 | 45 | 1 | Re | 1 | 1 | 98 | 1 | 1 | 0 | 1 | 1 | 3 | 122430121 | 3 | 5 | 10 | 15 | 0 | 1 | N |
| 2012 | 1759 | N | 0 | 2 | 4 | 45 | 1 | Re | 1 | 1 | 1 | 4 | 1 | 0 | 1 | 1 | 3 | 123140139 | 1 | 5 | 1 | 15 | 0 | 1 | N |
| 2012 | 0850 | N | 0 | 2 | 7 | 55 | 1 | RE | 1 | 1 | 1 | 1 | 1 | 4 | 5 | 1 | 5 | 123180050 | 2 | 5 | 57 | 1 | 0 | 1 | N |
| 2012 | 1747 | N | 0 | 2 | 20 | 55 | 1 | RE | 1 | 1 | 5 | 1 | 2 | 0 | 1 | 5 | 2 | 122260225 | 1 | 3 | 1 | 4 | 15 | 1 | N |
| 2013 | 1811 | N | 0 | 3 | 7 | 30 | 1 | RE | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 2 | 5 | 132150108 | 4 | 3 | 11 | 1 | 0 | 1 | N |
| 2013 | 1218 | C | 0 | 2 | 21 | 30 | 1 | RE | 1 | 1 | 1 | 1 | 1 | 0 | 5 | 2 | 2 | 133460180 | 1 | 3 | 3 | 15 | 0 | 1 | N |
| 2013 | 1428 | N | 0 | 2 | 4 | 50 | 1 | RE | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 6 | 131780116 | 4 | 4 | 3 | 4 | 0 | 1 | N |
| 2013 | 1411 | N | 0 | 2 | 4 | 65 | 1 | RE | 1 | 1 | 1 | 1 | 1 | 0 | 4 | 3 | 2 | 133510287 | 1 | 4 | 11 | 1 | 0 | 1 | N |
| 2013 | 1257 | N | 0 | 1 | 21 | 55 | 35 | ROR | 7 | 1 | 98 | 1 | 5 | 0 | 5 | 6 | 2 | 130280274 | 1 | 3 | 1 | 3 | 0 | 1 | N |
| 2011 | 0537 | N | 0 | 1 | 1 | 45 | 34 | ROR | 7 | 1 | 98 | 2 | 1 | 2 | 5 | 1 | 3 | 111120002 | 2 | 5 | 1 | 3 | 46 | 1 | N |
| 2013 | 1301 | N | 0 | 1 | 1 | 30 | 35 | ROR | 4 | 4 | 99 | 1 | 5 | 0 | 4 | 6 | 90 | 131080117 | 4 | 4 | 1 | 3 | 61 | 1 | N |
| 2011 | 0915 | C | 0 | 1 | 0 | 0 | 6 | SSO | 9 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 112970127 | 53 | 98 | 56 | 0 | 0 | 25 | C |
| 2013 | 1337 | N | 0 | 2 | 2 | 35 | 1 | SSS | 2 | 1 | 1 | 1 | 1 | 0 | 1 | 2 | 2 | 130250185 | 1 | 3 | 11 | 1 | 0 | 1 | N |
| 2012 | 1700 | N | 0 | 2 | 1 | 65 | 1 | SSS | 2 | 1 | 98 | 4 | 1 | 0 | 1 | 1 | 1 | 123350143 | 1 | 3 | 1 | 15 | 0 | 1 | N |
| 2012 | 1350 | C | 0 | 2 | 7 | 40 | 1 | | 1 | 1 | 1 | 1 | 2 | 0 | 2 | 1 | 3 | 121040066 | 4 | 1 | 11 | 1 | 0 | 1 | C |
| 2011 | 1352 | N | 0 | 2 | 4 | 50 | 1 | | 5 | 1 | 3 | 1 | 1 | 90 | 1 | 2 | 2 | 111370147 | 1 | 2 | 3 | 2 | 7 | 1 | N |
| 2012 | 1845 | N | 0 | 2 | 5 | 50 | 1 | | 1 | 1 | 1 | 4 | 2 | 0 | 1 | 2 | 3 | 120050087 | 1 | 1 | 1 | 15 | 4 | 1 | N |
| 2012 | 1734 | N | 0 | 2 | 4 | 50 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 5 | 122200129 | 1 | 1 | 10 | 1 | 0 | 1 | N |
| 2011 | 1032 | N | 0 | 2 | 4 | 55 | 1 | | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 5 | 110410210 | 3 | 1 | 1 | 4 | 0 | 1 | N |
| 2011 | 1725 | N | 0 | 3 | 4 | 50 | 1 | | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 5 | 111110148 | 1 | 1 | 1 | 15 | 4 | 1 | N |
| 2012 | 1511 | N | 0 | 3 | 1 | 45 | 1 | | 1 | 1 | 98 | 1 | 1 | 0 | 1 | 1 | 5 | 121310136 | 1 | 1 | 1 | 15 | 0 | 1 | N |
| 2011 | 1558 | C | 0 | 2 | 20 | 55 | 1 | | 1 | 1 | 5 | 1 | 1 | 0 | 1 | 6 | 2 | 112780258 | 1 | 2 | 11 | 1 | 0 | 1 | C |
| 2012 | 0654 | N | 0 | 2 | 20 | 45 | 1 | | 1 | 1 | 5 | 1 | 1 | 0 | 1 | 5 | 2 | 121730216 | 3 | 2 | 11 | 1 | 0 | 1 | N |
| 2011 | 1026 | C | 0 | 2 | 7 | 50 | 1 | | 3 | 1 | 1 | 1 | 2 | 4 | 3 | 1 | 3 | 110170136 | 1 | 3 | 6 | 1 | 0 | 1 | C |
| 2011 | 1550 | N | 0 | 2 | 4 | 55 | 1 | | 6 | 1 | 1 | 1 | 2 | 3 | 2 | 1 | 3 | 111180152 | 1 | 3 | 3 | 1 | 0 | 1 | N |
| 2012 | 1730 | N | 0 | 2 | 20 | 40 | 1 | | 1 | 1 | 5 | 4 | 1 | 0 | 1 | 5 | 2 | 123280206 | 1 | 3 | 9 | 15 | 0 | 1 | N |
| 2011 | 1546 | C | 0 | 5 | 7 | 45 | 1 | | 5 | 1 | 1 | 1 | 4 | 0 | 3 | 1 | 2 | 110250012 | 1 | 5 | 1 | 5 | 3 | 1 | N |
| 2012 | 1758 | C | 0 | 2 | 4 | 50 | 1 | | 3 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 5 | 121730177 | 1 | 1 | 1 | 5 | 0 | 1 | C |
| 2013 | 1702 | N | 0 | 2 | 4 | 45 | 1 | | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 5 | 132160064 | 3 | 1 | 11 | 1 | 0 | 1 | N |
| 2013 | 1800 | C | 0 | 2 | 4 | 45 | 1 | | 1 | 1 | 1 | 4 | 1 | 1 | 4 | 1 | 5 | 133450005 | 1 | 1 | 11 | 50 | 50 | 1 | N |
| 2013 | 1548 | C | 0 | 2 | 20 | 30 | 1 | | 1 | 1 | 5 | 1 | 1 | 0 | 5 | 5 | 2 | 133450373 | 1 | 1 | 10 | 4 | 0 | 1 | N |
| 2013 | 1722 | N | 0 | 2 | 7 | 45 | 1 | | 1 | 1 | 1 | 4 | 1 | 0 | 2 | 1 | 5 | 133500052 | 3 | 1 | 1 | 1 | 0 | 1 | N |
| 2013 | 2014 | N | 0 | 2 | 7 | 50 | 1 | | 1 | 1 | 5 | 4 | 3 | 0 | 2 | 5 | 2 | 132250244 | 1 | 2 | 16 | 15 | 0 | 1 | N |
| 2013 | 1321 | C | 0 | 2 | 4 | 30 | 1 | | 1 | 1 | 5 | 1 | 1 | 0 | 1 | 6 | 2 | 132470125 | 1 | 2 | 53 | 1 | 0 | 1 | C |
| 2013 | 1621 | N | 0 | 2 | 4 | 55 | 1 | | 3 | 1 | 1 | 1 | 1 | 0 | 1 | 2 | 5 | 131950130 | 3 | 3 | 6 | 5 | 0 | 1 | N |
| 2013 | 1141 | N | 0 | 2 | 4 | 45 | 1 | | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 5 | 132420075 | 3 | 5 | 11 | 1 | 0 | 1 | N |
| 2013 | 1011 | N | 0 | 1 | 1 | 45 | 25 | | 4 | 1 | 98 | 1 | 4 | 7 | 5 | 1 | 5 | 130770183 | 3 | 1 | 1 | 46 | 61 | 1 | N |
| 2011 | 1312 | C | 0 | 2 | 2 | 30 | 1 | | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 5 | 113120187 | 3 | 3 | 11 | 21 | 0 | 1 | C |
| 2011 | 0641 | C | 0 | 2 | 20 | 45 | 1 | | 1 | 1 | 1 | 4 | 6 | 2 | 2 | 5 | 2 | 113480090 | 1 | 3 | 10 | 1 | 0 | 1 | C |
| 2012 | 1452 | C | 0 | 2 | 4 | 40 | 1 | | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 5 | 120670143 | 2 | 1 | 4 | 0 | 0 | 1 | C |
| 2011 | 1708 | N | 0 | 2 | 4 | 45 | 1 | | 1 | 1 | 1 | 1 | 3 | 2 | 2 | 1 | 5 | 111340100 | 1 | 1 | 6 | 1 | 0 | 1 | N |
| 2011 | 1642 | C | 0 | 3 | 4 | 55 | 1 | | 8 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 7 | 111940137 | 3 | 1 | 1 | 2 | 5 | 1 | C |
| 2012 | 1519 | N | 0 | 2 | 4 | 45 | 1 | | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 5 | 121820141 | 1 | 1 | 1 | 4 | 0 | 1 | N |
| 2012 | 1209 | C | 0 | 2 | 4 | 40 | 1 | | 8 | 1 | 1 | 1 | 1 | 0 | 1 | 2 | 5 | 123190152 | 1 | 1 | 1 | 1 | 0 | 1 | C |
| 2012 | 1843 | N | 0 | 2 | 4 | 40 | 1 | | 3 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 5 | 121730154 | 3 | 2 | 6 | 99 | 0 | 1 | N |
| 2011 | 1815 | N | 0 | 2 | 0 | 30 | 1 | | 1 | 0 | 1 | 1 | 3 | 0 | 2 | 0 | 0 | 111470288 | 1 | 3 | 57 | 0 | 0 | 1 | N |
| 2013 | 1317 | C | 0 | 2 | 4 | 45 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 5 | 130720147 | 3 | 5 | 1 | 1 | 1 | 1 | N |
| 2013 | 0953 | C | 0 | 2 | 4 | 45 | 1 | | 5 | 1 | 1 | 1 | 1 | 0 | 2 | 1 | 5 | 131130142 | 1 | 5 | 1 | 5 | 0 | 1 | C |
| 2011 | 2243 | N | 0 | 1 | 4 | 45 | 22 | | 4 | 3 | 1 | 4 | 4 | 0 | 3 | 1 | 5 | 113370335 | 1 | 5 | 57 | 46 | 61 | 1 | N |
| 2012 | 1428 | C | 0 | 2 | 4 | 55 | 1 | | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 1 | 3 | 121700049 | 7 | 5 | 1 | 4 | 15 | 1 | N |
| 2012 | 1200 | C | 0 | 2 | 4 | 45 | 1 | | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 3 | 120970076 | 2 | 1 | 9 | 9 | 15 | 1 | N |

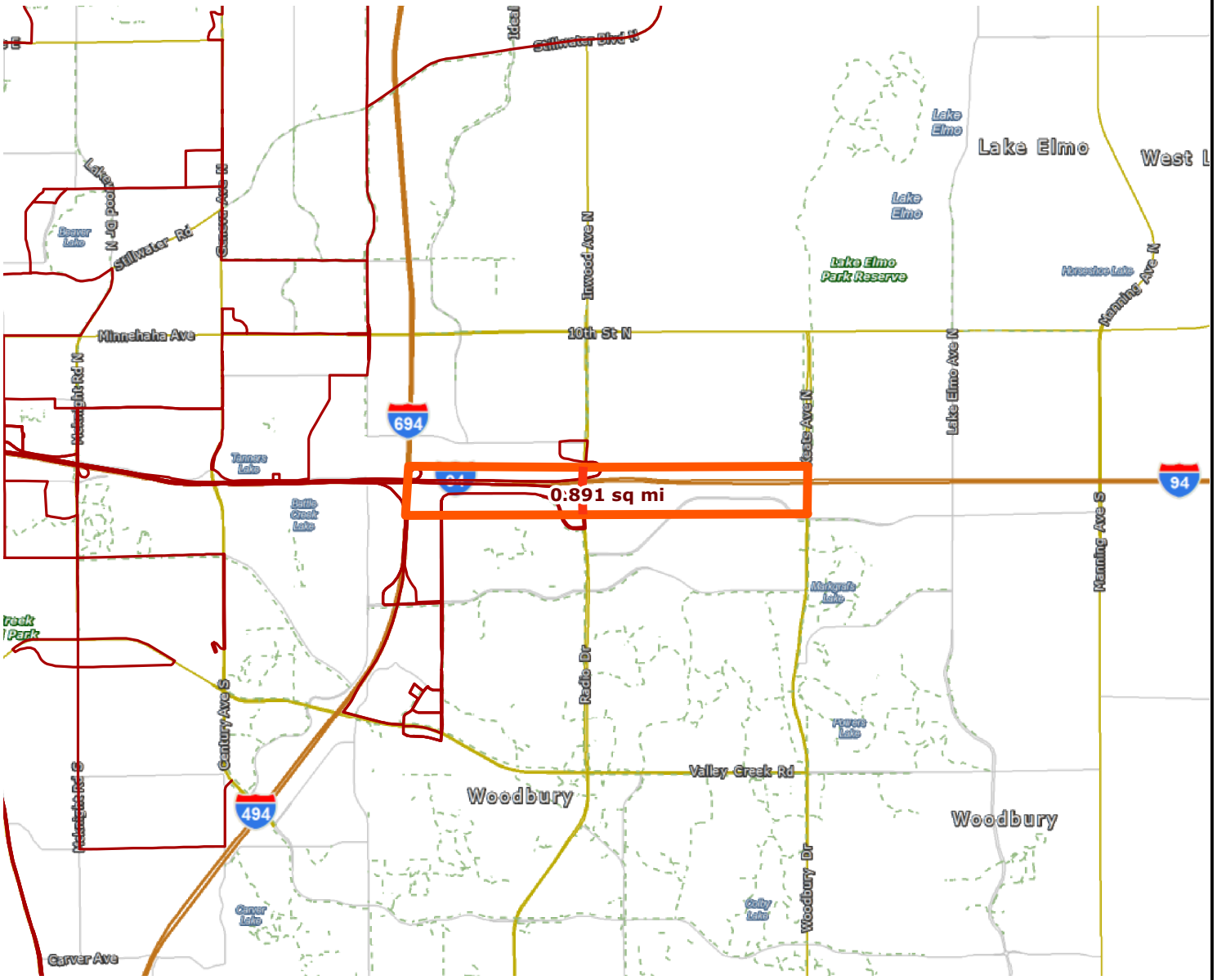
| | | | | PERSON2 | | | | | | | PERSON3 | | | | | | | | | | | | | PERSON4 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EQP | PHYS | AGE | SEX | VTYPE | DIR | ACT | FAC1 | FAC2 | POSN | INJ | EQP | PHYS | AGE | SEX | VTYPE | DIR | ACT | FAC1 | FAC2 | POSN | INJ | EQP | PHYS | AGE | SEX | VTYPE | DIR |
| 4 | 0 | 51 | F | 1 | 3 | 3 | 0 | 0 | 1 | N | 0 | 0 | 61 | F | | | | | | | | | | | | | |
| 4 | 1 | 17 | M | 1 | 3 | 1 | 1 | 1 | 1 | N | 4 | 1 | 29 | M | | | | | | | | | | | | | |
| 4 | 1 | 56 | M | 3 | 1 | 1 | 1 | 0 | 1 | N | 4 | 1 | 40 | F | | | | | | | | | | | | | |
| 4 | 1 | 62 | M | 1 | 5 | 1 | 2 | 0 | 1 | C | 4 | 1 | 20 | F | | | | | | | | | | | | | |
| 99 | 1 | 50 | M | 3 | 3 | 5 | 1 | 0 | 1 | N | 99 | 1 | 60 | M | | | | | | | | | | | | | |
| 4 | 1 | 73 | M | 1 | 5 | 1 | 15 | 0 | 1 | N | 4 | 1 | 22 | F | | | | | | | | | | | | | |
| 4 | 1 | 56 | M | 1 | 5 | 1 | 61 | 0 | 1 | N | 4 | 1 | 30 | M | | | | | | | | | | | | | |
| 4 | 1 | 44 | F | 1 | 5 | 10 | 1 | 0 | 1 | C | 4 | 1 | 46 | F | | | | | | | | | | | | | |
| 4 | 1 | 59 | F | 3 | 5 | 11 | 1 | 0 | 1 | N | 4 | 1 | 16 | M | | | | | | | | | | | | | |
| 4 | 1 | 34 | M | 1 | 5 | 1 | 61 | 46 | 1 | N | 4 | 1 | 22 | F | | | | | | | | | | | | | |
| 4 | 99 | 25 | F | 1 | 3 | 11 | 1 | 0 | 1 | N | 4 | 1 | 21 | M | | | | | | | | | | | | | |
| 3 | 1 | 48 | F | 3 | 3 | 1 | 15 | 21 | 1 | N | 4 | 1 | 66 | M | 1 | 3 | | | | | | | | | | | |
| 4 | 1 | 54 | M | 1 | 3 | 3 | 0 | 0 | 1 | C | 4 | 1 | 61 | F | | | | | | | | | | | | | |
| 4 | 1 | 46 | F | 1 | 4 | 3 | 1 | 0 | 1 | N | 4 | 1 | 70 | M | | | | | | | | | | | | | |
| 4 | 1 | 19 | F | 4 | 4 | 3 | 15 | 0 | 1 | N | 4 | 1 | 55 | M | | | | | | | | | | | | | |
| 4 | 1 | 55 | F | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 1 | 51 | F | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 1 | 46 | F | | | | | | | | | | | | | | | | | | | | | | | | |
| ~~98~~ | ~~98~~ | ~~899~~ | ~~M~~ | ~~3~~ | ~~0~~ | ~~0~~ | ~~0~~ | ~~0~~ | ~~1~~ | ~~N~~ | ~~0~~ | ~~0~~ | ~~42~~ | ~~M~~ | | | | | | | | | | | | | |
| 4 | 1 | 49 | F | 3 | 3 | 1 | 8 | 15 | 1 | N | 4 | 1 | 72 | F | | | | | | | | | | | | | |
| 4 | 1 | 33 | M | 1 | 3 | 16 | 1 | 0 | 1 | N | 4 | 1 | 31 | M | | | | | | | | | | | | | |
| ~~4~~ | ~~1~~ | ~~49~~ | ~~M~~ | ~~1~~ | ~~1~~ | ~~9~~ | ~~15~~ | ~~0~~ | ~~1~~ | ~~N~~ | ~~4~~ | ~~1~~ | ~~29~~ | ~~F~~ | | | | | | | | | | | | | |
| ~~4~~ | ~~98~~ | ~~27~~ | ~~F~~ | ~~1~~ | ~~4~~ | ~~6~~ | ~~1~~ | ~~1~~ | ~~1~~ | ~~N~~ | ~~4~~ | ~~98~~ | ~~49~~ | ~~F~~ | | | | | | | | | | | | | |
| ~~4~~ | ~~1~~ | ~~23~~ | ~~M~~ | ~~1~~ | ~~1~~ | ~~1~~ | ~~1~~ | ~~0~~ | ~~1~~ | ~~N~~ | ~~4~~ | ~~1~~ | ~~21~~ | ~~M~~ | | | | | | | | | | | | | |
| ~~4~~ | ~~1~~ | ~~28~~ | ~~F~~ | ~~3~~ | ~~1~~ | ~~10~~ | ~~15~~ | ~~0~~ | ~~1~~ | ~~N~~ | ~~4~~ | ~~1~~ | ~~30~~ | ~~F~~ | | | | | | | | | | | | | |
| ~~4~~ | ~~1~~ | ~~38~~ | ~~F~~ | ~~1~~ | ~~1~~ | ~~1~~ | ~~1~~ | ~~1~~ | ~~1~~ | ~~N~~ | ~~4~~ | ~~1~~ | ~~38~~ | ~~M~~ | | | | | | | | | | | | | |
| ~~4~~ | ~~1~~ | ~~19~~ | ~~F~~ | ~~1~~ | ~~1~~ | ~~1~~ | ~~1~~ | ~~0~~ | ~~1~~ | ~~N~~ | ~~4~~ | ~~1~~ | ~~89~~ | ~~M~~ | ~~1~~ | ~~1~~ | | | | | | | | | | | |
| ~~4~~ | ~~1~~ | ~~16~~ | ~~M~~ | ~~3~~ | ~~1~~ | ~~11~~ | ~~1~~ | ~~0~~ | ~~1~~ | ~~C~~ | ~~4~~ | ~~1~~ | ~~67~~ | ~~M~~ | | | | | | | | | | | | | |
| 4 | 1 | ~~26~~ | ~~F~~ | ~~3~~ | ~~1~~ | ~~10~~ | ~~1~~ | ~~0~~ | ~~1~~ | ~~N~~ | 4 | ~~1~~ | ~~41~~ | ~~M~~ | ~~2~~ | ~~1~~ | | | | | | | | | | | |
| 4 | ~~1~~ | ~~50~~ | ~~F~~ | ~~1~~ | ~~2~~ | ~~9~~ | ~~4~~ | ~~15~~ | ~~1~~ | ~~N~~ | 4 | ~~1~~ | ~~28~~ | ~~F~~ | | | | | | | | | | | | | |
| 4 | ~~1~~ | ~~37~~ | ~~F~~ | ~~3~~ | ~~2~~ | ~~1~~ | ~~3~~ | 4 | ~~1~~ | ~~N~~ | 4 | ~~1~~ | ~~41~~ | ~~M~~ | | | | | | | | | | | | | |
| 4 | ~~1~~ | ~~35~~ | ~~F~~ | ~~1~~ | ~~1~~ | ~~1~~ | ~~5~~ | ~~2~~ | ~~1~~ | ~~N~~ | 4 | ~~1~~ | ~~77~~ | ~~M~~ | | | | | | | | | | | | | |
| 4 | ~~1~~ | ~~52~~ | ~~M~~ | ~~1~~ | ~~3~~ | ~~3~~ | ~~1~~ | ~~0~~ | ~~1~~ | ~~N~~ | 4 | ~~1~~ | ~~44~~ | ~~F~~ | | | | | | | | | | | | | |
| 4 | ~~1~~ | ~~30~~ | ~~F~~ | ~~3~~ | ~~3~~ | ~~11~~ | ~~1~~ | ~~0~~ | ~~1~~ | ~~N~~ | 4 | ~~1~~ | ~~38~~ | ~~F~~ | | | | | | | | | | | | | |
| 4 | ~~1~~ | ~~22~~ | ~~F~~ | ~~1~~ | ~~7~~ | ~~11~~ | ~~1~~ | ~~0~~ | ~~1~~ | ~~C~~ | 4 | ~~1~~ | ~~59~~ | ~~M~~ | 4 | ~~3~~ | | | | | | | | | | | |
| 4 | ~~1~~ | ~~51~~ | ~~M~~ | ~~3~~ | 4 | ~~6~~ | ~~1~~ | ~~0~~ | ~~1~~ | ~~N~~ | 4 | ~~1~~ | ~~29~~ | ~~F~~ | | | | | | | | | | | | | |
| 4 | ~~1~~ | ~~41~~ | ~~M~~ | ~~1~~ | ~~1~~ | ~~1~~ | ~~15~~ | ~~0~~ | ~~1~~ | ~~N~~ | 4 | ~~2~~ | ~~30~~ | ~~F~~ | | | | | | | | | | | | | |
| 4 | ~~1~~ | ~~43~~ | ~~M~~ | ~~1~~ | ~~1~~ | ~~11~~ | ~~21~~ | ~~21~~ | ~~1~~ | ~~N~~ | 4 | ~~1~~ | ~~53~~ | ~~F~~ | | | | | | | | | | | | | |
| 4 | ~~1~~ | ~~25~~ | ~~F~~ | ~~1~~ | ~~1~~ | ~~10~~ | ~~1~~ | ~~0~~ | ~~1~~ | ~~C~~ | 4 | ~~1~~ | ~~38~~ | ~~F~~ | | | | | | | | | | | | | |
| 4 | ~~1~~ | ~~39~~ | ~~F~~ | ~~1~~ | ~~1~~ | ~~1~~ | 4 | ~~0~~ | ~~1~~ | ~~N~~ | 4 | ~~1~~ | ~~33~~ | ~~M~~ | | | | | | | | | | | | | |
| 4 | ~~1~~ | ~~27~~ | ~~M~~ | ~~1~~ | ~~2~~ | ~~10~~ | ~~1~~ | ~~0~~ | ~~1~~ | ~~N~~ | 4 | ~~1~~ | ~~26~~ | ~~M~~ | | | | | | | | | | | | | |
| 4 | ~~1~~ | ~~59~~ | ~~F~~ | ~~3~~ | ~~2~~ | ~~5~~ | 4 | ~~0~~ | ~~1~~ | ~~N~~ | 4 | ~~1~~ | ~~41~~ | ~~M~~ | | | | | | | | | | | | | |
| 4 | ~~1~~ | ~~66~~ | ~~F~~ | ~~1~~ | ~~1~~ | ~~1~~ | ~~5~~ | ~~0~~ | ~~1~~ | ~~N~~ | 4 | ~~1~~ | ~~21~~ | ~~M~~ | | | | | | | | | | | | | |
| 4 | ~~1~~ | ~~25~~ | ~~F~~ | ~~1~~ | ~~5~~ | ~~10~~ | ~~15~~ | ~~0~~ | ~~1~~ | ~~N~~ | 4 | ~~1~~ | ~~26~~ | ~~M~~ | | | | | | | | | | | | | |
| 4 | ~~1~~ | ~~59~~ | ~~M~~ | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | ~~1~~ | ~~41~~ | ~~M~~ | ~~1~~ | ~~3~~ | ~~1~~ | ~~15~~ | ~~21~~ | ~~1~~ | ~~N~~ | 4 | ~~1~~ | ~~27~~ | ~~F~~ | | | | | | | | | | | | | |
| 4 | ~~1~~ | ~~44~~ | ~~F~~ | ~~3~~ | ~~3~~ | ~~38~~ | 4 | ~~9~~ | ~~1~~ | ~~N~~ | 4 | ~~1~~ | ~~25~~ | ~~F~~ | | | | | | | | | | | | | |
| 4 | ~~1~~ | ~~40~~ | ~~M~~ | ~~1~~ | ~~1~~ | ~~0~~ | ~~21~~ | ~~9~~ | ~~1~~ | ~~C~~ | 4 | ~~1~~ | ~~60~~ | ~~M~~ | | | | | | | | | | | | | |
| 4 | ~~1~~ | ~~21~~ | ~~F~~ | ~~3~~ | ~~1~~ | ~~6~~ | ~~1~~ | ~~0~~ | ~~1~~ | ~~N~~ | 4 | ~~1~~ | ~~57~~ | ~~F~~ | | | | | | | | | | | | | |
| 4 | ~~1~~ | ~~30~~ | ~~M~~ | ~~3~~ | ~~3~~ | ~~1~~ | ~~1~~ | ~~1~~ | ~~1~~ | ~~N~~ | 4 | ~~1~~ | ~~56~~ | ~~M~~ | ~~1~~ | ~~7~~ | | | | | | | | | | | |
| 4 | ~~1~~ | ~~23~~ | ~~M~~ | ~~1~~ | ~~1~~ | ~~1~~ | ~~1~~ | ~~0~~ | ~~1~~ | ~~N~~ | 4 | ~~1~~ | ~~20~~ | ~~F~~ | | | | | | | | | | | | | |
| 4 | ~~1~~ | ~~21~~ | ~~F~~ | ~~3~~ | 4 | ~~6~~ | ~~1~~ | ~~0~~ | ~~1~~ | ~~C~~ | 4 | ~~1~~ | ~~60~~ | ~~M~~ | | | | | | | | | | | | | |
| ~~1~~ | ~~98~~ | ~~35~~ | ~~F~~ | ~~1~~ | ~~1~~ | ~~1~~ | ~~99~~ | ~~0~~ | ~~1~~ | ~~N~~ | 4 | ~~98~~ | ~~19~~ | ~~M~~ | | | | | | | | | | | | | |
| 4 | 0 | ~~49~~ | ~~M~~ | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | ~~1~~ | ~~51~~ | ~~M~~ | ~~1~~ | ~~5~~ | ~~1~~ | ~~15~~ | ~~0~~ | ~~1~~ | ~~C~~ | 4 | ~~1~~ | ~~28~~ | ~~M~~ | | | | | | | | | | | | | |
| 4 | ~~1~~ | ~~68~~ | ~~F~~ | ~~3~~ | ~~7~~ | ~~6~~ | ~~1~~ | ~~0~~ | ~~1~~ | ~~N~~ | 4 | ~~1~~ | ~~57~~ | ~~F~~ | | | | | | | | | | | | | |
| 4 | ~~1~~ | ~~20~~ | ~~F~~ | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | ~~1~~ | ~~50~~ | ~~F~~ | ~~2~~ | ~~5~~ | ~~11~~ | ~~1~~ | ~~0~~ | ~~1~~ | ~~C~~ | 4 | ~~1~~ | ~~53~~ | ~~M~~ | | | | | | | | | | | | | |

| Countermeasure(s) | Crash Type | Crash Severity | Area Type | Road Type | Daily Traffic Volume (veh/day) | Ref | Effectiveness | | | | Study Type |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Crash Reduction Factor / Function | Std Error | Range | | |
| | | | | | | | | | Low | High | |
| Increase number of lanes | All | All | | | <5,000/lane | 15 | 20 | | | | |
| | All | All | | | >5,000/lane | 15 | 31 | | | | |
| | All | All | | | | 15 | 10 | | | | |
| | All | All | | | | 15 | 20 | | | | |
| | All | All | | | | 15 | 22 | | | | |
| | All | All | | | | 15 | 25 | | | | |
| | All | All | | | | 15 | 25 | | | | |
| | All | All | | | | 15 | 25 | | | | |
| | All | Fatal | | | | 15 | 39 | | | | |
| | All | Injury | | | | 15 | 23 | | | | |
| | All | PDO | | | | 15 | 27 | | | | |
| | Head-on | All | | | <5,000/lane | 15 | 38 | | | | |
| | Head-on | All | | | >5,000/lane | 15 | 44 | | | | |
| | Head-on | All | | | | 15 | 53 | | | | |
| | Head-on | All | | | | 15 | 53 | | | | |
| | Head-on | PDO | | | | 15 | 50 | | | | |
| | Left-turn | All | | | | 15 | 71 | | | | |
| | Left-turn | PDO | | | | 15 | 67 | | | | |
| | ROR | All | | | | 15 | 44 | | | | |
| | ROR | All | | | | 15 | 26 | | | | |
| | ROR | All | | | | 15 | 44 | | | | |
| | ROR | All | | | | 15 | 44 | | | | |
| | ROR | PDO | | | | 15 | 50 | | | | |
| | Overturn | All | | | <5,000/lane | 15 | 42 | | | | |
| | Overturn | All | | | >5,000/lane | 15 | 52 | | | | |
| | Rear-end | All | | | <5,000/lane | 15 | 42 | | | | |
| | Rear-end | All | | | >5,000/lane | 15 | 52 | | | | |
| | Rear-end | All | | | | 15 | 32 | | | | |
| | Rear-end | All | | | | 15 | 32 | | | | |
| | Rear-end | All | | | | 15 | 40 | | | | |
| | Rear-end | All | | | | 15 | 53 | | | | |
| | Rear-end | PDO | | | | 15 | 53 | | | | |

| Countermeasure(s) | Crash Type | Crash Severity | Area Type | Road Type | Daily Traffic Volume (veh/day) | Ref | Effectiveness | | | | Study Type |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Crash Reduction Factor / Function | Std Error | Range | | |
| | | | | | | | | | Low | High | |
| Increase number of lanes (cont'd) | Right-angle | All | | | <5,000/lane | 15 | 35 | | | | |
| | Right-angle | All | | | >5,000/lane | 15 | 45 | | | | |
| | Right-angle | All | | | | 15 | 15 | | | | |
| | Right-angle | PDO | | | | 15 | 46 | | | | |
| | Sideswipe | All | | | <5,000/lane | 15 | 38 | | | | |
| | Sideswipe | All | | | >5,000/lane | 15 | 44 | | | | |
| | Sideswipe | All | | | | 15 | 30 | | | | |
| | Sideswipe | All | | | | 15 | 30 | | | | |
| | Sideswipe | All | | | | 15 | 35 | | | | |
| | Sideswipe | PDO | | | | 15 | 64 | | | | |
| Increase vertical grade by 1% | All | All | Rural | 2-lane | | 23 | -1.6P; P=percent grade (absolute value) | | | | |
| Install acceleration/ deceleration lanes | All | All | | | | 15 | 26 | | | | |
| | All | All | All | All | | 1 | 10 | | | | |
| | All | All | | | | 15 | 10 | | | | |
| | All | All | | | | 15 | 10 | | | | |
| | All | All | | | | 15 | 10 | | | | |
| | All | All | | | | 15 | 25 | | | | |
| | All | All | | | | 15 | 75 | | | | |
| | Rear-end | All | | | | 15 | 75 | | | | |
| | Sideswipe | All | | | | 15 | 75 | | | | |
| Install channelized lane | All | All | | | | 15 | 67 | | | | |
| | All | PDO | | | | 15 | 62 | | | | |
| | Rear-end | All | | | | 15 | 93 | | | | |
| Install climbing lane (where large difference between car and truck speed) | All | Fatal/ Injury | Rural | 2-lane | | 38 | 33 | | | | |

# Transit Connections

Roadway Expansion Project: Washington County CSAH 13 Expansion | Map ID: 1415737199707




## Results

Transit with a Direct Connection to project:
351 375

**indicates Planned Alignments*

Project
Transit Routes
Project Area

0 0.5 1 2 3 4 Miles

Created: 11/11/2014
LandscapeRSA3

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

METROPOLITAN COUNCIL