Application

04751 - 2016 Roadway Expansion

04883 - CSAH 610

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	07/15/2016 9:12 AM

Primary Contact

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What Grant Programs are you most interested in?	Regional Solicitation - Roadways Including Multimodal Elements			

Organization Information

Name:	MAPLE GROVE, CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website:

Address: PO BOX 1180

*	MAPLE GROVE	Minnesota	55311-6180
	City	State/Province	Postal Code/Zip

County: Hennepin

Phone:* 763-494-6000 Ext.

Fax:

PeopleSoft Vendor Number 0000020964A2

Project Information

Project Name CSAH 610

Primary County where the Project is Located Hennepin

Jurisdictional Agency (If Different than the Applicant): Hennepin County

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

The proposed project includes construction of a new four-lane divided roadway, CSAH 610, between CSAH 30 and TH 610 in Maple Grove. This roadway will be classified as an A-Minor Arterial Expander. As shown in Figure 1, the project will help complete some of the missing movements in the I-94 interchange area, including an interchange loop from westbound I-94 to westbound CSAH 610 and a bridge over I-94 to connect eastbound CSAH 610 to TH 610. CSAH 30 will be realigned to form a new signalized intersection with CSAH 610, and a signalized intersection will be constructed at the proposed CSAH 610/Eastbound I-94 Onramp intersection. The project will construct walkways/trails along both sides of CSAH 610 including curb ramps and accessible pedestrian signals at all crosswalk locations. This project is closely related to the TH 610 project, which is currently being constructed by MnDOT with Corridors of Commerce funding. There are additional connections to the MnDOT TH 610 project that are not yet funded (see red lines in Figure 1), but will likely be constructed in tandem with the proposed CSAH 610 project. This request is to assist the city in achieving their cost participation portion for the overall improvements highlighted in yellow and red in Figure 1.

The proposed project is a vital east-west link for the growing northern suburbs. CSAH 610 will provide improved regional connections to three important roadway facilities in the northwest Twin Cities Metropolitan Area: I-94, TH 610, and CSAH 30. The CSAH 30 corridor, as it extends to the west, serves a large geographic area between TH 55 and I-94 that is currently underserved by an arterial roadway system. The Met Council Environmental Services is currently extending an interceptor to serve Corcoran, Rogers, and Dayton which will promote growth in this area with significant impacts

to an already congested CSAH 30 corridor.

The proposed project will also provide multimodal benefits by providing direct access to the METRO Blue Line Extension (Bottineau LRT) and a transit hub located on Maple Grove Parkway between I-94 and TH 610.

More importantly, CSAH 610 is identified in the Met Councils 2040 Transportation Policy Plan as one the few remaining A-Minor Arterial Expander roadways that are planned, but not yet constructed. The proposed project is a pivotal component in fulfilling regional plans for expansion, while supporting infrastructure investments that are currently being made in the area by MnDOT.

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

TIP Description Guidance (will be used in TIP if the project is selected for funding)

Construction of new four lane divided highway (CSAH 610) between CSAH 30 and TH 610. Includes new bridge over I-94 and turning movement and signalization improvements on CSAH 30

Project Length (Miles)

1.5

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

$7,000,000.00

Match Amount

$12,187,000.00

Minimum of 20% of project total

Project Total

$19,187,000.00

Match Percentage

63.52%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

City of Maple Grove, Hennepin County

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one:	2020
For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.	
Additional Program Years:	2019
Select all years that are feasible if funding in an earlier year becomes available.	

Project Information: Roadway Projects

County, City, or Lead Agency	City of Maple Grove
Functional Class of Road	A Minor Arterial Expander
Road System	CSAH
TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET	
Road/Route No.	610
i.e., 53 for CSAH 53	
Name of Road	CSAH 610
Example; 1st ST., MAIN AVE	
Zip Code where Majority of Work is Being Performed	55311
(Approximate) Begin Construction Date	06/01/2019
(Approximate) End Construction Date	12/01/2020

TERMINI:(Termini listed must be within 0.3 miles of any work)

From: **(Intersection or Address)**	CSAH 30
To: **(Intersection or Address)**	TH 610
DO NOT INCLUDE LEGAL DESCRIPTION	
Or At	
Primary Types of Work	GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, BIKE PATH, PED RAMPS, BRIDGE, LANDSCAPING
Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.	

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:	
New Bridge/Culvert No.:	
Structure is Over/Under **(Bridge or culvert name):**	

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$730,000.00
Removals (approx. 5% of total cost)	$23,000.00
Roadway (grading, borrow, etc.)	$3,140,000.00
Roadway (aggregates and paving)	$3,300,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$1,380,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$410,000.00
Traffic Control	$430,000.00
Striping	$120,000.00
Signing	$320,000.00
Lighting	$84,000.00
Turf - Erosion & Landscaping	$422,000.00
Bridge	$5,050,000.00
Retaining Walls	$260,000.00
Noise Wall (do not include in cost effectiveness measure)	$0.00
Traffic Signals	$192,000.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$3,160,000.00
Other Roadway Elements	$0.00
Totals	**$19,021,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$68,000.00
Sidewalk Construction	$98,000.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$0.00

Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$166,000.00**

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
Contingencies	$0.00
Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$0.00**

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	$0.00
Substotal	$0.00
Other Costs - Administration, Overhead,etc.	$0.00

Totals

Total Cost	$19,187,000.00
Construction Cost Total	$19,187,000.00
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 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2.The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

List the goals, objectives, strategies, and associated pages:

Goal B: Safety and Security (2040 TPP, pg. 2.7) - The regional transportation system is safe and secure for all users.

Objectives: Reduce crash rates and improve safety and security for all modes of passenger travel and freight transport.

Strategies:
B1 - Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, operation.

B3 - Regional transportation partners should monitor and routinely analyze safety and security data by mode and severity to identify priorities and progress.

B6 - Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system.

Goal D: Competitive Economy (2040 TPP, pg. 2.11) - The regional transportation system supports the economic competitiveness, vitality, and prosperity of the regions and state.
Objectives: Support the region's economic competitiveness through the efficient movement of freight.

Strategies:
D5 - The Council and MnDOT will work with transportation partners to identify the impacts of highway congestion on freight and identify cost-effective mitigation.

Goal F: Leveraging Transportation Investment to Guide Land Use (2040 TPP, pg. 2.14) The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.

Objectives: Encourage local land use design that integrates highways, streets, transit, walking, and bicycling.

Strategies:

F7 - Local governments should include bicycle and pedestrian elements in local comprehensive plans.

3.The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

2030 Hennepin County Transportation Systems Plan (2011), Page 5-12

List the applicable documents and pages:

City of Maple Grove Transportation Plan (2009), Page 22

4.The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

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

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

6.Applicants must not submit an application for the same project elements in more than one funding application category.

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

7.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.
Roadway Expansion: *$1,000,000 to $7,000,000*
Roadway Reconstruction/ Modernization: *$1,000,000 to $7,000,000*
Roadway System Management *$250,000 to $7,000,000*
Bridges Rehabilitation/ Replacement: *$1,000,000 to $7,000,000*

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

8.The project must comply with the Americans with Disabilities Act.

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

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

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

10.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

11.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

12.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

13.The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Roadways Including Multimodal Elements

1.All roadway and bridge projects must be identified as a Principal Arterial (Non-Freeway facilities only) or A-Minor Arterial as shown on the latest TAB approved roadway functional classification map.

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

Roadway Expansion and Reconstruction/Modernization projects only:

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

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

Bridge Rehabilitation/Replacement projects only:

3.Projects requiring a grade-separated crossing of a Principal Arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using 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.

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

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

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

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

6. The bridge must have a sufficiency rating less than 80 for rehabilitation projects and less than 50 for replacement projects. Additionally, the bridge must also be classified as structurally deficient or functionally obsolete.

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

Requirements - Roadways Including Multimodal Elements

Expander/Augmentor/Non-Freeway Principal Arterial

Select one:	Expander
Area	7.8
Project Length	3.475
Average Distance	2.2446
Upload Map	

Reliever: Relieves a Principle Arterial that is a Freeway Facility

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

Reliever: Relives a Principle Arterial that is a Non-Freeway Facility

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

Measure B: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1 Mile:	5762
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	1398
Existing Students:	0
Upload Map	1468016259214_Regional Economy Map.pdf

Measure C: Current Heavy Commercial Traffic

Location:	Maple Grove Parkway, between CSAH 30 and I-94 SB (West) Ramps
Current daily heavy commercial traffic volume:	500
Date heavy commercial count taken:	2014

Measure D: Freight Elements

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

The proposed project builds upon the MnDOT Corridors of Commerce TH 610 project that was focused on increasing connectivity between freight centers located along TH 610 and I-94. By continuing the corridor and providing the missing interchange movements from the overall project (see Figure 1), the city hopes to improve regional freight mobility in the northwest metropolitan area.

By improving connectivity between I-94, TH 610 and CSAH 30, the facility will increase truck efficiency, security and safety. While the TH 610 project focuses on freight movement to the east, this project will additionally provide improvements/connectivity between CSAH 30 and I-94. For example, CSAH 30 serves a large area between I-94 and TH 55 that is unserved by an arterial. Large freight industries located in proximity to the project that will directly benefit include Dayton Freight Lines, UPS Distribution Center, and Rose Distribution Center.

Effectively, this project provides these large industries access to the recently designated National Highway Freight Network (i.e. I-94 and beyond).

As such, this project will be designed to handle freight movements. Freight elements include paved wide shoulders, and longer acceleration/turning lanes associated with the interchange to facilitate truck movement.

Measure A: Current Daily Person Throughput

Location	Maple Grove Parkway at western I-94 ramps
Current AADT Volume	13000

Existing Transit Routes on the Project	787
For New Roadways only, list transit routes that will be moved to the new roadway	
Upload Transit Map	1468016499524_Transit Connections Map.pdf

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	16900.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume	No
If checked, METC Staff will provide Forecast (2040) ADT volume	
OR	
Identify the approved county or city travel demand model to determine forecast (2040) ADT volume	I-94 FEIS Re-evaluation
Forecast (2040) ADT volume	76000

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):	
Project located in Area of Concentrated Poverty:	
Projects census tracts are above the regional average for population in poverty or population of color:	
Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:	Yes

It is import to first recognize the project area includes areas below the regional average concentration of race and poverty. In that respect, the CSAH 610 expansion will improve travel times and economic efficiencies for commuter and freight travel on the corridor, both of which support the health and growth of Maple Grove and Dayton's local economy, and provide opportunities for job growth and stability for low-income households (4%) and minority populations (23%).
This project further supports the retention and expansion of a logistics/manufacturing cluster to the south on TH 610. The logistics industry is one of the last fields where someone with a high school education can still get an entry level job and work their way to the top. This project will improve the availability and connectivity to these "ladders of opportunity".

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

Additionally, the proposed CSAH 610 connections to TH 610 and I-94 will help remove regional traffic from local roadways and relieve congestion on Maple Grove Parkway and CSAH 30. These roadways are important access routes for all travel modes and will serve various socioeconomic groups. For example, the proposed project will help link populations in poverty and low income households to the future METRO Blue Line (Bottineau LRT). This connection will provide greater opportunities for populations to access jobs throughout the Twin Cities without having to own a vehicle. The project will also improve regional access for the 31% population of children living in the area (compared to only 27% within the seven-county regional area) to Fernbrook Elementary School and the Maple Grove Senior High School.

The project is also located in proximity to several hospitals and medical facilities (e.g., Maple Grove Hospital and Gillette Children's Specialty

Healthcare). The proposed project will improve access and emergency response times to these regional destinations, and accommodate the elderly population (9%) living in the project area.

The proposed trails will offer benefits to all trail users, including children and users with disabilities (6% within the project area). The trails along CSAH 610 will function as transportation corridors for bicyclists and pedestrians accessing future land use developments on the west side of I-94. This multimodal option will serve the vast range of populations living in the project area, offering better access to jobs, educational institutions, health care, and recreational opportunities.

The response should address the benefits, impacts, and mitigation for the populations affected by the project.

Upload Map 1468016628998_SES Map.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Maple Grove	3.467
	3

Total Project Length

Total Project Length (Total Population) 1.5

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
		0	**0**	**0**	**0**

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 3.467

Total Housing Score 0

Measure A: Infrastructure Age

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1965.0	0.51	1002.15	1965.0
	1	**1002**	**1965**

Average Construction Year

Weighted Year	1965.0

Total Segment Length (Miles)

Total Segment Length	0.51

Measure A: Vehicle Delay Reduction

Total Peak Hour Delay Per Vehicle Without The Project	Total Peak Hour Delay Per Vehicle With The Project	Total Peak Hour Delay Per Vehicle Reduced by Project	Volume (Vehicles Per Hour)	Total Peak Hour Delay Reduced by the Project (Seconds)	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable:	Synchro or HCM Reports
112.0	87.0	25.0	11633.0	290825.0	See attachment.	1468437512413_CSAH 610 Synchro.pdf

Total Delay

Total Peak Hour Delay Reduced	290825.0

Measure B:Roadway projects that do not include new roadway segments or railroad grade-separation elements

Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced Per Vehicle by the Project (Kilograms):	Volume (Vehicles Per Hour):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	**0**		**0**	**0**

Total

Total Emissions Reduced:	0
Upload Synchro Report	

Measure B: Roadway projects that are constructing new roadway segments, but do not include railroad grade-separation elements (for Roadway Expansion applications only):

Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced Per Vehicle by the Project (Kilograms):	Volume (Vehicles Per Hour):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
21.44	17.2	4	1163.0	4652.0
21	**17**		**1163**	**4652**

Total Parallel Roadways

Emissions Reduced on Parallel Roadways	4652.0
Upload Synchro Report	1468421199892_CSAH 610 Synchro.pdf

New Roadway Portion:

Cruise speed in miles per hour with the project:	22.0
Vehicle miles traveled with the project:	1127.0
Total delay in hours with the project:	14.0
Total stops in vehicles per hour with the project:	1589.0
Fuel consumption in gallons:	3188.261
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms):	317.87

EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	The methodology is consistent with the application guidelines and proposed improvements.
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	4334.13

Measure B:Roadway projects that include railroad grade-separation elements

Cruise speed in miles per hour without the project:	0
Vehicle miles traveled without the project:	0
Total delay in hours without the project:	0
Total stops in vehicles per hour without the project:	0
Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons (F1)	0
Fuel consumption in gallons (F2)	0
Fuel consumption in gallons (F3)	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	

Measure A: Benefit of Crash Reduction

Crash Modification Factor Used:	See Methodology and Attachments
(Limit 700 Characters; approximately 100 words)	

See the "Crash Analysis" attachment for a summary of the crash reduction methodology.:

Rationale for Crash Modification Selected:

CSAH 30 from Queensland Rd to Maple Grove Parkway and the Maple Grove Parkway I-94 Ramps and Weaver Lake Road Ramps will be most affected by the CSAH 610 extension. Existing crash rates were calcuted for these segments.

It is estimated that a total of 25 crashes will be reduced, however 11 new crashes are estimated to occur along the extension of CSAH 610. Thus, a reduced crash total of 14 crashes. The crash reduction factor is 14/148 = 10%.

(Limit 1400 Characters; approximately 200 words)

Project Benefit ($) from B/C Ratio: 2841028.0

Worksheet Attachment 1468416967708_CSAH 610 Crash Analysis.pdf

Roadway projects that include railroad grade-separation elements:

Current AADT volume: 0

Average daily trains: 0

Crash Risk Exposure eliminated: 0

Measure A: Multimodal Elements and Existing Connections

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

The proposed project includes walkways/trails along both sides of CSAH 610. Designed to meet ADA requirements, design elements like curb ramps and accessible pedestrian signals will provide a safe and secure experience for all users.

These improvements provide connectivity to existing bike/pedestrian facilities along CSAH 30 and Maple Grove Parkway that begin at CSAH 101 and continue to 101st Avenue, a distance of approximately five miles. Combined, these facilities serve major commercial developments, neighborhoods (otherwise divided by I-94), medical and educational facilities, and the Medicine Lake Regional Trail. The area served is designated a high volume pedestrian area in the City's Comprehensive Plan.

In addition, this project will provide additional connectivity to the planned Rush Creek Regional Trail extension west from Elm Creek Park Reserve to Crow-Hassan Park Reserve. This planned trail will cross I-94 over the 105th Avenue bridge, which is being constructed as part of the TH 610 project. The City of Maple Grove Land Use Plan identifies a planned trail along the east side of Rush Creek between 101st Avenue and CSAH 30.

The propose project will also benefit the existing and planned transit amenities in the area:

This project will provide congestion relief to Maple Grove Parkway, a major transit corridor.

A Park and Ride facility, Parkway Station, is located adjacent to the project area on the east side of Maple Grove Parkway, across from "The Grove" commercial development.

Three Maple Grove Transit service routes run along Maple Grove Parkway and connect to TH 610/CSAH 81 or I-94 (see Figure 2). Potential rerouting of transit services to the project areas developments are possible with the proposed project.

Improve access to the park and ride for all modes of travel by reducing regional traffic and congestion on Maple Grove Parkway. Currently, the eastbound and westbound I-94 ramps and Maple Grove Parkway experience congestion and poor operations during the p.m. peak hour.

The project will provide stronger regional connections to the planned light rail station (Blue Line) at TH 169/101st in Brooklyn Park.

Provide direct access to I-94, which is identified as a future highway BRT corridors in the Met Council's Highway Transitway Corridor Study which is referenced in the Regional 2040 Transportation Policy Plan.

Transit Projects Not Requiring Construction

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

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 10/01/2012

3)Environmental Documentation (5 Percent of Points)

EIS

EA Yes

PM

Document Status:

Document approved (include copy of signed cover sheet) Yes

100%

Document submitted to State Aid for review

75% date submitted

Document in progress; environmental impacts identified; review request letters sent

50%

Document not started

0%

Anticipated date or date of completion/approval

4)Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

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%

Unsure if there are any historic/archaeological resources in the project area

0%

Anticipated date or date of completion of historic/archeological review: 05/01/2012

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?
6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

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

100%

No impact to 4f property. The 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%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

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

Right-of-way, permanent or temporary easements not required

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made Yes

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

Right-of-way, permanent or temporary easements required, parcels not identified

0%

Right-of-way, permanent or temporary easements identification has not been completed

0%

Anticipated date or date of acquisition 12/01/2018

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)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee Yes

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9)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 Yes

50%

Construction plans have not been started

0%

Anticipated date or date of completion 12/01/2018

10)Letting

Anticipated Letting Date 05/01/2019

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): $19,187,000.00

Enter Amount of the Noise Walls: $0.00

Total Project Cost subtract the amount of the noise walls: $19,187,000.00

Points Awarded in Previous Criteria

Cost Effectiveness $0.00

Other Attachments

File Name	Description	File Size
610 Extension CSAH 610 MnDOT letter of support.pdf	MnDOT Letter of Support	107 KB
CSAH 610_InterchangeRequest.pdf	MnDOT Interchange Request Letter	54 KB
Figure 1-Proposed Improvements-110614b.pdf	Figure 1 - Proposed Improvements	2.1 MB
Hennepin County LOS.pdf	Hennepin County Letter of Support	259 KB
RAD610MapleGrREX.pdf	RAD610MapleGrRE	385 KB
Streetview.pdf	Figure 2 - Street Views	7.3 MB

Regional Economy

Roadway Expansion Project: CSAH 610 | Map ID: 1466440612919

Results

WITHIN ONE MI of project:

Totals by City:

Dayton
Population: 818
Employment: 730
Mfg and Dist Employment: 489

Maple Grove
Population: 9985
Employment: 5032
Mfg and Dist Employment: 909

Postsecondary Students:
0

Project Points
Project Area
Project

0 3.5 7 14 21 28 Miles

Created: 6/20/2016
LandscapeRSA5

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

METROPOLITAN COUNCIL

Transit Connections

Roadway Expansion Project: CSAH 610 | Map ID: 1466440612919

Results

Transit with a Direct Connection to project: 787

**indicates Planned Alignments*

Project Points Project Area

Project

0 3.5 7 14 21 28 Miles

Created: 6/20/2016

LandscapeRSA3

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

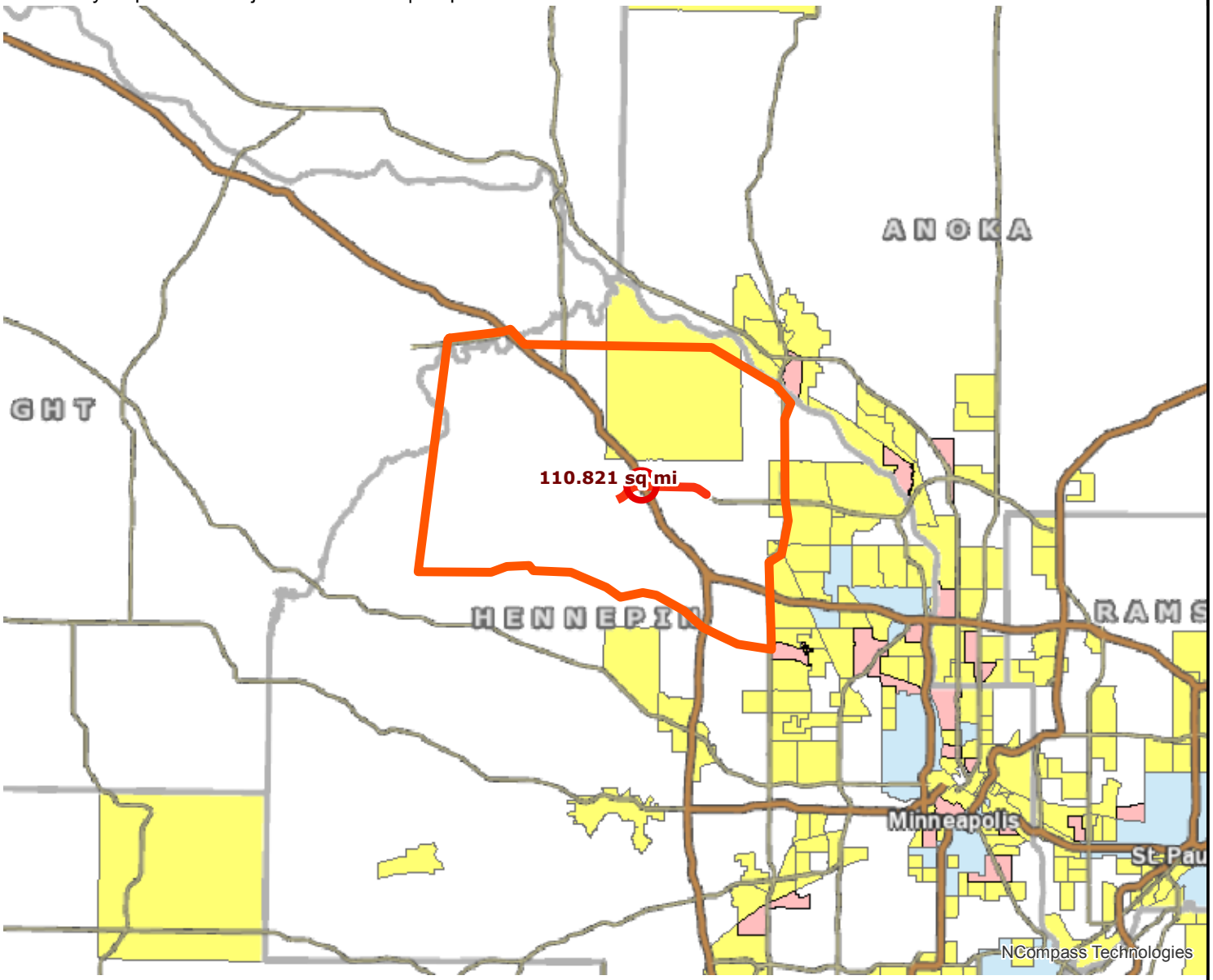
METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Expansion Project: CSAH 610 | Map ID: 1466440612919

Results

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



Project Points
Project
Project Area

Area of Concentrated Povertry > 50% residents of color
Area of Concentrated Poverty
Above reg'l avg conc of race/poverty

0 3.5 7 14 21 28 Miles

Created: 6/20/2016
LandscapeRSA2

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

METROPOLITAN COUNCIL

401: Dunkirk Ln/Maple Grove Parkway & CR 30

Direction	All
Future Volume (vph)	4322
Total Delay / Veh (s/v)	33
CO Emissions (kg)	5.30
NOx Emissions (kg)	1.03
VOC Emissions (kg)	1.23

402: West Ramps & Maple Grove Pkwy

Direction	All
Future Volume (vph)	3974
Total Delay / Veh (s/v)	42
CO Emissions (kg)	5.44
NOx Emissions (kg)	1.06
VOC Emissions (kg)	1.26

403: East Ramps & Maple Grove Pkwy

Direction	All
Future Volume (vph)	3337
Total Delay / Veh (s/v)	37
CO Emissions (kg)	4.29
NOx Emissions (kg)	0.84
VOC Emissions (kg)	0.99

401: Dunkirk Ln/Maple Grove Parkway & CR 30

Direction	All
Future Volume (vph)	3712
Total Delay / Veh (s/v)	23
CO Emissions (kg)	4.03
NOx Emissions (kg)	0.78
VOC Emissions (kg)	0.93

402: West Ramps & Maple Grove Pkwy

Direction	All
Future Volume (vph)	3639
Total Delay / Veh (s/v)	33
CO Emissions (kg)	4.45
NOx Emissions (kg)	0.87
VOC Emissions (kg)	1.03

403: East Ramps & Maple Grove Pkwy

Direction	All
Future Volume (vph)	3002
Total Delay / Veh (s/v)	31
CO Emissions (kg)	3.58
NOx Emissions (kg)	0.70
VOC Emissions (kg)	0.83

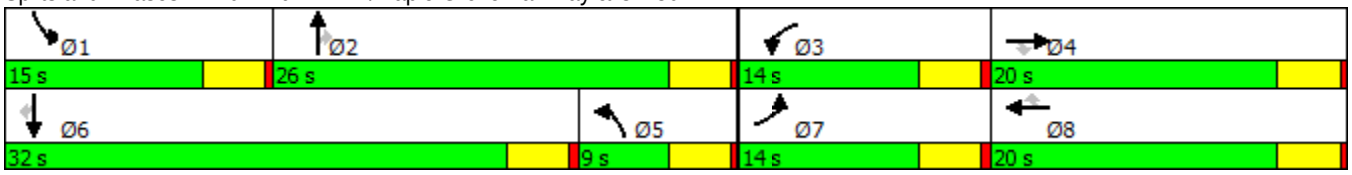
3: CSAH 30/TH 610

Direction	All
Future Volume (vph)	2479
Total Delay (hr)	14
Stops (#)	1589
Average Speed (mph)	22
Total Travel Time (hr)	52
Distance Traveled (mi)	1127

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	15	26	14	20	9	32	14	20
Maximum Split (%)	20.0%	34.7%	18.7%	26.7%	12.0%	42.7%	18.7%	26.7%
Minimum Split (s)	8	20	8	20	8	20	8	20
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Minimum Initial (s)	4	4	4	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		5		5		5		5
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	No	No	No	No	No	No	No	No
Start Time (s)	0	15	41	55	32	0	41	55
End Time (s)	15	41	55	0	41	32	55	0
Yield/Force Off (s)	11	37	51	71	37	28	51	71
Yield/Force Off 170(s)	11	26	51	60	37	17	51	60
Local Start Time (s)	60	0	26	40	17	60	26	40
Local Yield (s)	71	22	36	56	22	13	36	56
Local Yield 170(s)	71	11	36	45	22	2	36	45

Intersection Summary	
Cycle Length	75
Control Type	Actuated-Uncoordinated
Natural Cycle	75

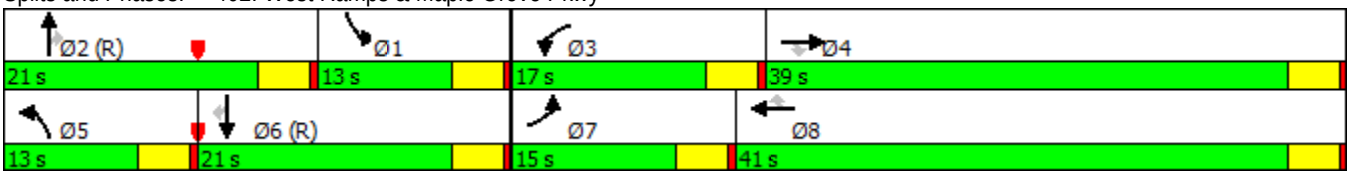
Splits and Phases: 401: Dunkirk Ln/Maple Grove Parkway & CR 30



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	13	21	17	39	13	21	15	41
Maximum Split (%)	14.4%	23.3%	18.9%	43.3%	14.4%	23.3%	16.7%	45.6%
Minimum Split (s)	8	20	8	20	8	20	8	20
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Minimum Initial (s)	4	4	4	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		5		5		5		5
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	8	77	21	38	77	0	21	36
End Time (s)	21	8	38	77	0	21	36	77
Yield/Force Off (s)	17	4	34	73	86	17	32	73
Yield/Force Off 170(s)	17	83	34	62	86	6	32	62
Local Start Time (s)	8	77	21	38	77	0	21	36
Local Yield (s)	17	4	34	73	86	17	32	73
Local Yield 170(s)	17	83	34	62	86	6	32	62

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

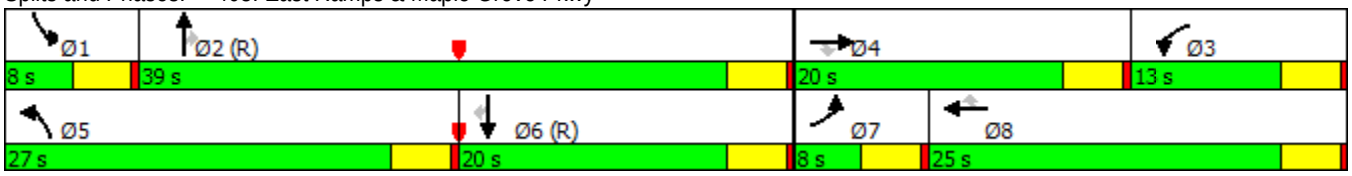
Splits and Phases: 402: West Ramps & Maple Grove Pkwy



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	8	39	13	20	27	20	8	25
Maximum Split (%)	10.0%	48.8%	16.3%	25.0%	33.8%	25.0%	10.0%	31.3%
Minimum Split (s)	8	20	8	20	8	20	8	20
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Minimum Initial (s)	4	4	4	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		5		5		5		5
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	53	61	40	20	53	0	20	28
End Time (s)	61	20	53	40	0	20	28	53
Yield/Force Off (s)	57	16	49	36	76	16	24	49
Yield/Force Off 170(s)	57	5	49	25	76	5	24	38
Local Start Time (s)	53	61	40	20	53	0	20	28
Local Yield (s)	57	16	49	36	76	16	24	49
Local Yield 170(s)	57	5	49	25	76	5	24	38

Intersection Summary	
Cycle Length	80
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

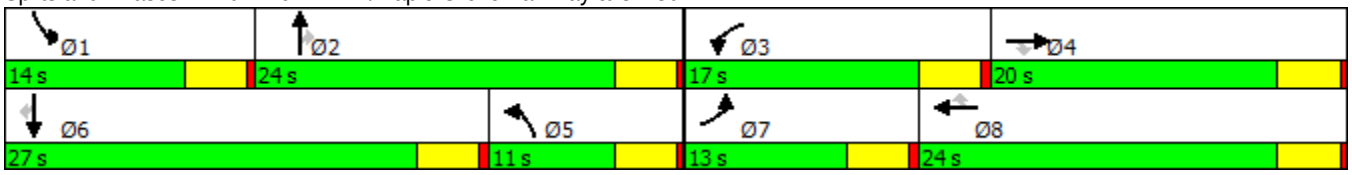
Splits and Phases: 403: East Ramps & Maple Grove Pkwy



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	14	24	17	20	11	27	13	24
Maximum Split (%)	18.7%	32.0%	22.7%	26.7%	14.7%	36.0%	17.3%	32.0%
Minimum Split (s)	8	20	8	20	8	20	8	20
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Minimum Initial (s)	4	4	4	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		5		5		5		5
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	No	No	No	No	No	No	No	No
Start Time (s)	0	14	38	55	27	0	38	51
End Time (s)	14	38	55	0	38	27	51	0
Yield/Force Off (s)	10	34	51	71	34	23	47	71
Yield/Force Off 170(s)	10	23	51	60	34	12	47	60
Local Start Time (s)	61	0	24	41	13	61	24	37
Local Yield (s)	71	20	37	57	20	9	33	57
Local Yield 170(s)	71	9	37	46	20	73	33	46

Intersection Summary	
Cycle Length	75
Control Type	Actuated-Uncoordinated
Natural Cycle	60

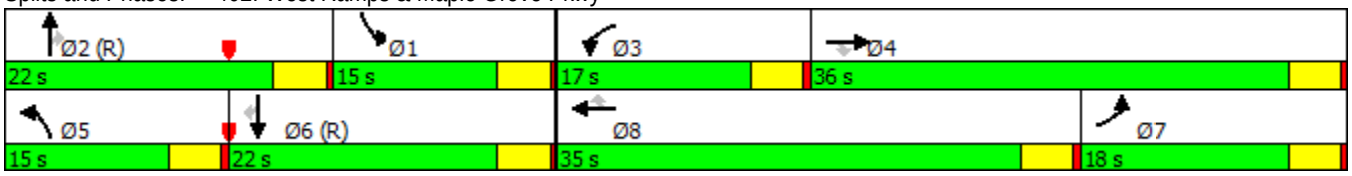
Splits and Phases: 401: Dunkirk Ln/Maple Grove Parkway & CR 30



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	15	22	17	36	15	22	18	35
Maximum Split (%)	16.7%	24.4%	18.9%	40.0%	16.7%	24.4%	20.0%	38.9%
Minimum Split (s)	8	20	8	20	8	20	8	20
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Minimum Initial (s)	4	4	4	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		5		5		5		5
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	7	75	22	39	75	0	57	22
End Time (s)	22	7	39	75	0	22	75	57
Yield/Force Off (s)	18	3	35	71	86	18	71	53
Yield/Force Off 170(s)	18	82	35	60	86	7	71	42
Local Start Time (s)	7	75	22	39	75	0	57	22
Local Yield (s)	18	3	35	71	86	18	71	53
Local Yield 170(s)	18	82	35	60	86	7	71	42

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

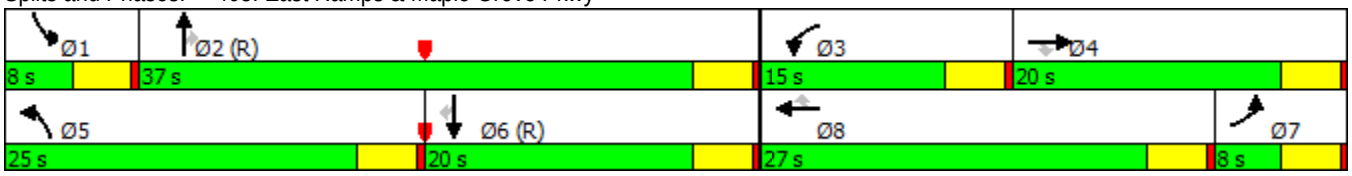
Splits and Phases: 402: West Ramps & Maple Grove Pkwy



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	8	37	15	20	25	20	8	27
Maximum Split (%)	10.0%	46.3%	18.8%	25.0%	31.3%	25.0%	10.0%	33.8%
Minimum Split (s)	8	20	8	20	8	20	8	20
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Minimum Initial (s)	4	4	4	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		5		5		5		5
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	55	63	20	35	55	0	47	20
End Time (s)	63	20	35	55	0	20	55	47
Yield/Force Off (s)	59	16	31	51	76	16	51	43
Yield/Force Off 170(s)	59	5	31	40	76	5	51	32
Local Start Time (s)	55	63	20	35	55	0	47	20
Local Yield (s)	59	16	31	51	76	16	51	43
Local Yield 170(s)	59	5	31	40	76	5	51	32

Intersection Summary	
Cycle Length	80
Control Type	Actuated-Coordinated
Natural Cycle	75
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

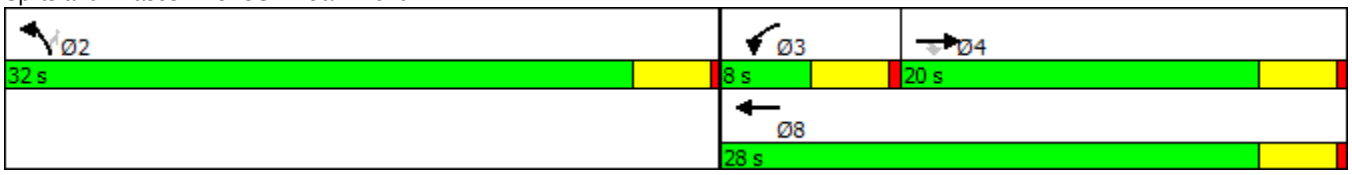
Splits and Phases: 403: East Ramps & Maple Grove Pkwy



Phase Number	2	3	4	8
Movement	NBL	WBL	EBT	WBT
Lead/Lag		Lead	Lag	
Lead-Lag Optimize		Yes	Yes	
Recall Mode	Max	None	None	None
Maximum Split (s)	32	8	20	28
Maximum Split (%)	53.3%	13.3%	33.3%	46.7%
Minimum Split (s)	20	8	20	20
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5
Minimum Initial (s)	4	4	4	4
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	5		5	5
Flash Dont Walk (s)	11		11	11
Dual Entry	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	32	40	32
End Time (s)	32	40	0	0
Yield/Force Off (s)	28	36	56	56
Yield/Force Off 170(s)	17	36	45	45
Local Start Time (s)	0	32	40	32
Local Yield (s)	28	36	56	56
Local Yield 170(s)	17	36	45	45

Intersection Summary	
Cycle Length	60
Control Type	Actuated-Uncoordinated
Natural Cycle	60

Splits and Phases: 3: CSAH 30/TH 610



401: Dunkirk Ln/Maple Grove Parkway & CR 30

Direction	All
Future Volume (vph)	4322
Total Delay / Veh (s/v)	33
CO Emissions (kg)	5.30
NOx Emissions (kg)	1.03
VOC Emissions (kg)	1.23

402: West Ramps & Maple Grove Pkwy

Direction	All
Future Volume (vph)	3974
Total Delay / Veh (s/v)	42
CO Emissions (kg)	5.44
NOx Emissions (kg)	1.06
VOC Emissions (kg)	1.26

403: East Ramps & Maple Grove Pkwy

Direction	All
Future Volume (vph)	3337
Total Delay / Veh (s/v)	37
CO Emissions (kg)	4.29
NOx Emissions (kg)	0.84
VOC Emissions (kg)	0.99

401: Dunkirk Ln/Maple Grove Parkway & CR 30

Direction	All
Future Volume (vph)	3712
Total Delay / Veh (s/v)	23
CO Emissions (kg)	4.03
NOx Emissions (kg)	0.78
VOC Emissions (kg)	0.93

402: West Ramps & Maple Grove Pkwy

Direction	All
Future Volume (vph)	3639
Total Delay / Veh (s/v)	33
CO Emissions (kg)	4.45
NOx Emissions (kg)	0.87
VOC Emissions (kg)	1.03

403: East Ramps & Maple Grove Pkwy

Direction	All
Future Volume (vph)	3002
Total Delay / Veh (s/v)	31
CO Emissions (kg)	3.58
NOx Emissions (kg)	0.70
VOC Emissions (kg)	0.83

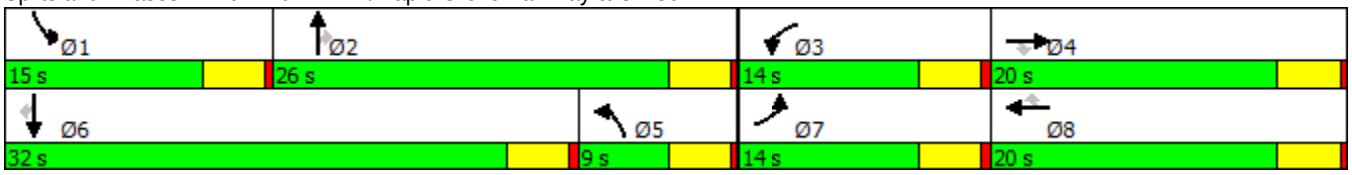
3: CSAH 30/TH 610

Direction	All
Future Volume (vph)	2479
Total Delay (hr)	14
Stops (#)	1589
Average Speed (mph)	22
Total Travel Time (hr)	52
Distance Traveled (mi)	1127

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	15	26	14	20	9	32	14	20
Maximum Split (%)	20.0%	34.7%	18.7%	26.7%	12.0%	42.7%	18.7%	26.7%
Minimum Split (s)	8	20	8	20	8	20	8	20
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Minimum Initial (s)	4	4	4	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		5		5		5		5
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	No	No	No	No	No	No	No	No
Start Time (s)	0	15	41	55	32	0	41	55
End Time (s)	15	41	55	0	41	32	55	0
Yield/Force Off (s)	11	37	51	71	37	28	51	71
Yield/Force Off 170(s)	11	26	51	60	37	17	51	60
Local Start Time (s)	60	0	26	40	17	60	26	40
Local Yield (s)	71	22	36	56	22	13	36	56
Local Yield 170(s)	71	11	36	45	22	2	36	45

Intersection Summary	
Cycle Length	75
Control Type	Actuated-Uncoordinated
Natural Cycle	75

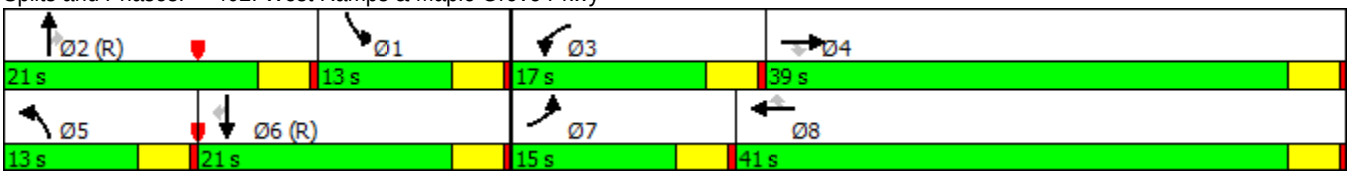
Splits and Phases: 401: Dunkirk Ln/Maple Grove Parkway & CR 30



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	13	21	17	39	13	21	15	41
Maximum Split (%)	14.4%	23.3%	18.9%	43.3%	14.4%	23.3%	16.7%	45.6%
Minimum Split (s)	8	20	8	20	8	20	8	20
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Minimum Initial (s)	4	4	4	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		5		5		5		5
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	8	77	21	38	77	0	21	36
End Time (s)	21	8	38	77	0	21	36	77
Yield/Force Off (s)	17	4	34	73	86	17	32	73
Yield/Force Off 170(s)	17	83	34	62	86	6	32	62
Local Start Time (s)	8	77	21	38	77	0	21	36
Local Yield (s)	17	4	34	73	86	17	32	73
Local Yield 170(s)	17	83	34	62	86	6	32	62

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

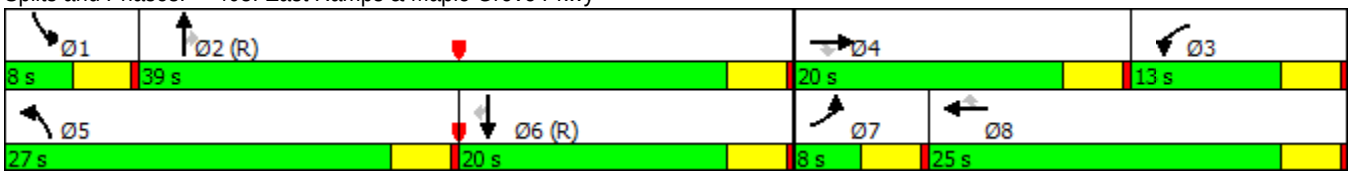
Splits and Phases: 402: West Ramps & Maple Grove Pkwy



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	8	39	13	20	27	20	8	25
Maximum Split (%)	10.0%	48.8%	16.3%	25.0%	33.8%	25.0%	10.0%	31.3%
Minimum Split (s)	8	20	8	20	8	20	8	20
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Minimum Initial (s)	4	4	4	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		5		5		5		5
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	53	61	40	20	53	0	20	28
End Time (s)	61	20	53	40	0	20	28	53
Yield/Force Off (s)	57	16	49	36	76	16	24	49
Yield/Force Off 170(s)	57	5	49	25	76	5	24	38
Local Start Time (s)	53	61	40	20	53	0	20	28
Local Yield (s)	57	16	49	36	76	16	24	49
Local Yield 170(s)	57	5	49	25	76	5	24	38

Intersection Summary	
Cycle Length	80
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

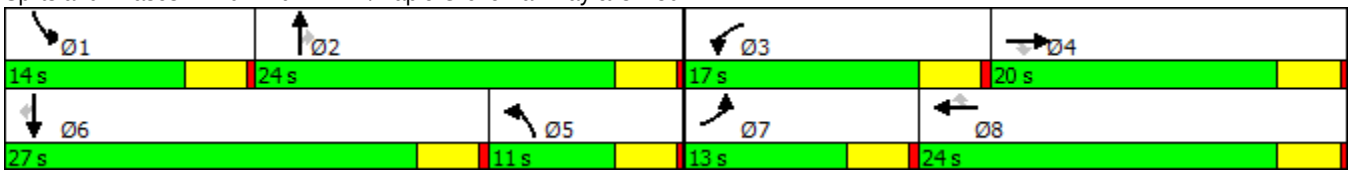
Splits and Phases: 403: East Ramps & Maple Grove Pkwy



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	14	24	17	20	11	27	13	24
Maximum Split (%)	18.7%	32.0%	22.7%	26.7%	14.7%	36.0%	17.3%	32.0%
Minimum Split (s)	8	20	8	20	8	20	8	20
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Minimum Initial (s)	4	4	4	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		5		5		5		5
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	No	No	No	No	No	No	No	No
Start Time (s)	0	14	38	55	27	0	38	51
End Time (s)	14	38	55	0	38	27	51	0
Yield/Force Off (s)	10	34	51	71	34	23	47	71
Yield/Force Off 170(s)	10	23	51	60	34	12	47	60
Local Start Time (s)	61	0	24	41	13	61	24	37
Local Yield (s)	71	20	37	57	20	9	33	57
Local Yield 170(s)	71	9	37	46	20	73	33	46

Intersection Summary	
Cycle Length	75
Control Type	Actuated-Uncoordinated
Natural Cycle	60

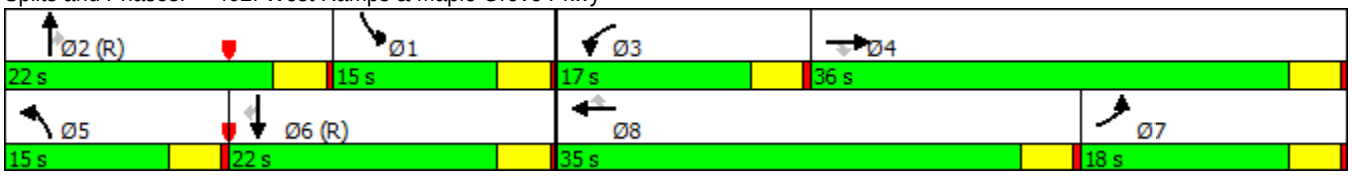
Splits and Phases: 401: Dunkirk Ln/Maple Grove Parkway & CR 30



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	15	22	17	36	15	22	18	35
Maximum Split (%)	16.7%	24.4%	18.9%	40.0%	16.7%	24.4%	20.0%	38.9%
Minimum Split (s)	8	20	8	20	8	20	8	20
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Minimum Initial (s)	4	4	4	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		5		5		5		5
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	7	75	22	39	75	0	57	22
End Time (s)	22	7	39	75	0	22	75	57
Yield/Force Off (s)	18	3	35	71	86	18	71	53
Yield/Force Off 170(s)	18	82	35	60	86	7	71	42
Local Start Time (s)	7	75	22	39	75	0	57	22
Local Yield (s)	18	3	35	71	86	18	71	53
Local Yield 170(s)	18	82	35	60	86	7	71	42

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

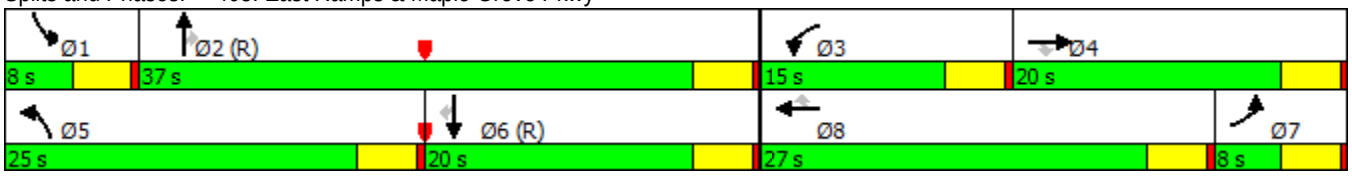
Splits and Phases: 402: West Ramps & Maple Grove Pkwy



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	8	37	15	20	25	20	8	27
Maximum Split (%)	10.0%	46.3%	18.8%	25.0%	31.3%	25.0%	10.0%	33.8%
Minimum Split (s)	8	20	8	20	8	20	8	20
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Minimum Initial (s)	4	4	4	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		5		5		5		5
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	55	63	20	35	55	0	47	20
End Time (s)	63	20	35	55	0	20	55	47
Yield/Force Off (s)	59	16	31	51	76	16	51	43
Yield/Force Off 170(s)	59	5	31	40	76	5	51	32
Local Start Time (s)	55	63	20	35	55	0	47	20
Local Yield (s)	59	16	31	51	76	16	51	43
Local Yield 170(s)	59	5	31	40	76	5	51	32

Intersection Summary	
Cycle Length	80
Control Type	Actuated-Coordinated
Natural Cycle	75
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

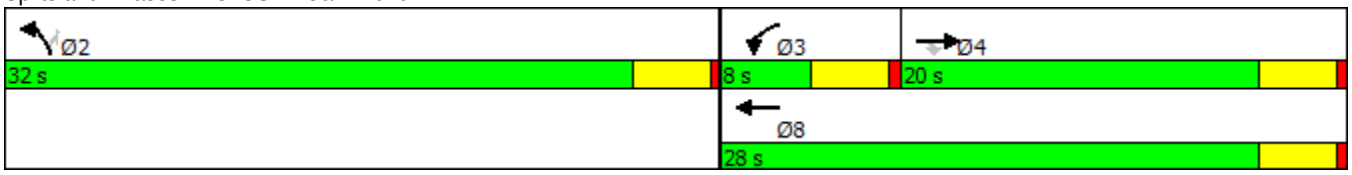
Splits and Phases: 403: East Ramps & Maple Grove Pkwy



Phase Number	2	3	4	8
Movement	NBL	WBL	EBT	WBT
Lead/Lag		Lead	Lag	
Lead-Lag Optimize		Yes	Yes	
Recall Mode	Max	None	None	None
Maximum Split (s)	32	8	20	28
Maximum Split (%)	53.3%	13.3%	33.3%	46.7%
Minimum Split (s)	20	8	20	20
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5
Minimum Initial (s)	4	4	4	4
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	5		5	5
Flash Dont Walk (s)	11		11	11
Dual Entry	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	32	40	32
End Time (s)	32	40	0	0
Yield/Force Off (s)	28	36	56	56
Yield/Force Off 170(s)	17	36	45	45
Local Start Time (s)	0	32	40	32
Local Yield (s)	28	36	56	56
Local Yield 170(s)	17	36	45	45

Intersection Summary	
Cycle Length	60
Control Type	Actuated-Uncoordinated
Natural Cycle	60

Splits and Phases: 3: CSAH 30/TH 610



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 30/Maple Grove Pkwy	From Queensland Rd to Maple Grove Parkway, and MGP/94 Ramps (Both) and Weaver			Maple Grove	1/1/2013	12/31/2015

Description of Proposed Work: CSAH 610 Extension (reducing number of vehicles/day on roadway)

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	1								**1**
		C	10			6	2	2		2	**22**
	Property Damage	**PD**	34	7	3	6	2	1			**53**
% Change in Crashes *Use Crash Modification Factors Clearinghouse	Fatal	**F**									
	PI	**A**									
		B	-10%								
		C	-10%			-10%	-10%	-10%		-10%	
	Property Damage	**PD**	-10%	-10%	-10%	-10%	-10%	-10%			
Change in Crashes = No. of crashes **x** % change in crashes	Fatal	**F**									
	PI	**A**									
		B	**-0.10**								**-0.10**
		C	**-1.00**			**-0.60**	**-0.20**	**-0.20**		**-0.20**	**-2.20**
	Property Damage	**PD**	**-3.40**	**-0.70**	**-0.30**	**-0.60**	**-0.20**	**-0.10**			**-5.30**

Year (Safety Improvement Construction): **2020**

Project Cost (exclude Right of Way): **$ 19,187,000**

Right of Way Costs (optional)

Traffic Growth Factor: **3%**

Capital Recovery

1. **Discount Rate**: **4.5%**
2. **Project Service Life (n)**: **30**

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			$ 1,400,000	
A			$ 570,000	
B	-0.10	-0.03	$ 170,000	$ 5,672
C	-2.20	-0.73	$ 83,000	$ 60,922
PD	-5.30	-1.77	$ 7,600	$ 13,439
Total				$ 80,033

B/C= 0.10

Using present worth values,

B= $ 1,962,184

C= $ 19,187,000

See "Calculations" sheet for amortization.

Office of Traffic, Safety and Technology
September 2014

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
	Weaver Lake Rd	From Queensland Rd to Maple Grove Parkway, and MGP/94 Ramps (Both) and Weaver			Maple Grove	1/1/2013	12/31/2015

Description of Proposed Work: CSAH 610 Extension (reducing number of vehicles/day on roadway)

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	6				1		1		**8**
	Property Damage	**PD**	39	4		7	2			2	**54**
% Change in Crashes *Use Crash Modification Factors Clearinghouse	Fatal	**F**									
	PI	**A**									
		B									
		C	-10%				-10%		-10%		
	Property Damage	**PD**	-10%	-10%		-10%	-10%			-10%	
Change in Crashes = No. of crashes **x** % change in crashes	Fatal	**F**									
	PI	**A**									
		B									
		C	**-0.60**				**-0.10**		**-0.10**		**-0.80**
	Property Damage	**PD**	**-3.90**	**-0.40**		**-0.70**	**-0.20**			**-0.20**	**-5.40**

Year (Safety Improvement Construction): **2020**

Project Cost (exclude Right of Way): **$ 19,187,000**

Right of Way Costs (optional)

Traffic Growth Factor: **3%**

Capital Recovery

1. **Discount Rate**: **4.5%**
2. **Project Service Life (n)**: **30**

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			**$ 1,400,000**	
A			**$ 570,000**	
B			**$ 170,000**	
C	**-0.80**	**-0.27**	**$ 83,000**	**$ 22,154**
PD	**-5.40**	**-1.80**	**$ 7,600**	**$ 13,693**
Total				**$ 35,846**

B/C= 0.05

Using present worth values,

B= $ 878,844

C= $ 19,187,000

See "Calculations" sheet for amortization.

Office of Traffic, Safety and Technology
September 2014

CSAH 30/Maple Grove Parkway
Crash Analysis
July 2016

	Intersections	Total Number of Accidents	Years of Data	ADT*	Calculated Crash Rate (Million Entering Vehicles)	Type of Intersection: Vol < 15K ADT; Low Speed < 45 mph Low	Average Crash Rate for Similar Intersections, Ra	Vehicle Exposure During Study Period, m
Existing	Maple Grove Parkway/CSAH 30	44	3	37550	**1.08**	Signalized; High Volume, Low Speed	0.68	41.12
Future	Maple Grove Parkway/CSAH 30	37	3	31550	**1.08**	Signalized; High Volume, Low Speed	0.68	34.55
Existing	Maple Grove Parkway/West 94 Ramp	20	3	20700	**0.89**	Signalized; High Volume, Low Speed	0.68	22.67
Future	Maple Grove Parkway/West 94 Ramp	15	3	15700	**0.88**	Signalized; High Volume, Low Speed	0.68	17.19
Existing	Maple Grove Parkway/East 94 Ramp	12	3	26575	**0.42**	Signalized; High Volume, Low Speed	0.68	29.10
Future	Maple Grove Parkway/East 94 Ramp	11	3	24075	**0.42**	Signalized; High Volume, Low Speed	0.68	26.36
Existing	Elm Creek Rd and Weaver Lake Rd	12	3	39600	**0.28**	Signalized; High Volume, Low Speed	0.68	43.36
Future	Elm Creek Rd and Weaver Lake Rd	10	3	35600	**0.26**	Signalized; High Volume, Low Speed	0.68	38.98
Existing	Weaver Lake Rd/Fish Lake Rd	30	3	23200	**1.19**	Signalized; High Volume, Low Speed	0.68	25.40
Future	Weaver Lake Rd/Fish Lake Rd	26	3	20700	**1.15**	Signalized; High Volume, Low Speed	0.68	22.67
Existing	Weaver Lake Rd/North 94 Ramps	12	3	43650	**0.26**	Signalized; High Volume, Low Speed	0.68	47.80
Future	Weaver Lake Rd/North 94 Ramps	11	3	41150	**0.25**	Signalized; High Volume, Low Speed	0.68	45.06
Existing	Weaver Lake Rd/South 94 Ramps	8	3	34750	**0.22**	Signalized; High Volume, Low Speed	0.68	38.05
Future	Weaver Lake Rd/South 94 Ramps	7	3	32250	**0.20**	Signalized; High Volume, Low Speed	0.68	35.31

	Segments	Total Number of Accidents	Years of Data	ADT	Segment Length (Miles)	Calculated Crash Rate (Million Entering Vehicles)	Type of Segment: 2-, 3-, 4-, or 5-Lane; Urban vs Rural; Divided vs Undivided	Average Crash Rate for Similar Segments, Ra
Existing	CSAH 30 from Queensland Dr to Maple Grove Parkway	10	3	14800	1.0	0.62	4-Lane Divided Conventional	2.84
Future	CSAH 30 from Queensland Dr to Maple Grove Parkway	6	3	8800	1.0	0.75	4-Lane Divided Conventional	2.84
Future New Road	610 Volume from CSAH 30	11	3	6000	1.0	1.52	4-Lane Expressway	1.67

Notes:
* ADT: used the total volume at each leg of the intersection divided by two (to only account for the vehicles entering the intersection)

A total of 25 crashes will be reduced from this project, however, 11 additional crashes will occur along CSAH 610, thus reducing the crashes reduced to 14 crashes.

Represents the Minnesota Average Crash Rates for the Metro Area similar roadway segments or intersections.

Crash Reduction Methodology

Maple Grove Parkway – **Methodology in Red**

Question: For the Roadway Expansion application, how do I complete the Safety measure for a project that involves the construction of a new roadway? More specifically, there isn't a crash modification factor that can be used for the construction of a new roadway in the HSIP methodology.
Answer: With the construction of a new roadway, an analysis should be conducted to determine the parallel routes that will be affected by the project. The crash reduction factor can be calculated using the following methodology:

- Identify the parallel roadway(s) that will be affected by the project.
    - **CSAH 30 from Queensland Rd to Maple Grove Parkway and the Maple Grove Parkway I-94 Ramps and Weaver Lake Rd Ramps will be most affected by the CSAH 610 extension.**
- Using the crash data for the most recent three years, calculate the existing crash rate for the parallel roadway(s).
    - **Existing crash rate was calculated for the previously listed segments**
- Identify the daily traffic volume that will be relocated from the parallel roadway(s) to the new roadway.
    - **Approximately 6000 vehicles (based on year 2014 volumes)**
- Calculate the number of crashes related to the relocated traffic volume using the existing crash rate for the parallel roadway(s). For instance, if 5,000 vehicles are expected to relocate from the existing parallel roadway to the new roadway, calculate the number of crashes related to the 5,000 vehicles.
    - **It was calculated that 26 crashes will be eliminated by reducing the volumes at the intersections.**
- Identify the average crash rate for the new roadway using MnDOT's crash rates by roadway type. Using the average crash rate for the new roadway, calculate the number of crashes related to the relocated traffic (such as the 5,000 vehicles).
    - **The additional 6000 vpd on CSAH 610 are expected to add 11 crashes to the segment.**
- Calculate the crash reduction factor using the existing number of crashes on the existing parallel roadway compared to the new roadway, due to the relocated traffic volume (such as the 5,000 vehicles).
    - **It is estimated that a total of 25 crashes will be reduced, however 11 new crashes are estimated to occur along the extension of CSAH 610, thus a reduced crash total of 14 crashes. The crash reduction factor is 14/148 = 10%**
- The calculated crash reduction factor should be used in the HSIP B/C worksheet.

Maple Grove Pkwy from approx 350' east and west of CSAH 30 (2013 - 2015)

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
05	24300106	004+00.444	0524300106	4.444	Z		1	3	U	BOTH VEHICLES WERE IN THE RIGHT LANE OF NORTHBOUND TRAFFIC ON DUNKIRK LANE SOUTH OF CO 30. BOTH VE	27
05	24300106	004+00.499	0524300106	4.499	N		1	3	U	UNITS 1 AND 2 WERE BOTH NORTH BOUND ON DUNKIRK APPROACHING COUNT 30. THE DRIVER OF UNIT 2 SAID SH	27
05	24300106	004+00.502	0524300106	4.502	N		1	3	U	ALL THREE VEHICLES WERE N/B DUNKIRK LN TO GO E/B CO RD 30. D#3 STATED HE STOPPED & LOOKED LEFT TO L	27
05	24300106	004+00.505	0524300106	4.505	E		1	1	U	VEH.#1 WAS ON THE RAMP FROM MAPLE GROVE PARKWAY TO E/B 94. IT WAS ICY UNDER THE CR30 BRIDGE WHEN T	27
05	24300106	004+00.506	0524300106	4.506	Z		1	3	U	VEHICLE 2 WAS EASTBOUND AND STOPPED AT THE TRAFFIC SIGNAL AT COUNTY RD 30/MAPLE GROVE PARKWAY IN TH	27
05	24300106	004+00.506	0524300106	4.506	Z		1	3	U	DRIVER 1 WAS TURNING RIGHT FROM WB CO 30 ONTO MAPLE GROVE PKWY. A BLACK SUBURBAN WAS INFRONT OF HER	27
05	24300106	004+00.506	0524300106	4.506	N		1	3	U	BUT STATED HE WAS NOT INJURED & DID NOT WANT MEDICAL ATTENTION. -I OBSERVERD HEAVY FRONT END DAMAG	27
05	24300106	004+00.506	0524300106	4.506	Z		1	3	U	BOTH VEHICLES WERE SOUTH ON DUNKIRK TURNING TO WESTBOUND CO 30. VEHICLE ONE WAS BEHIND VEHICLE 2 I	27
05	24300106	004+00.506	0524300106	4.506	Z		1	3	U	VEH #1 WAS TRAVELING WB ON COUNTY ROAD 30 APPROACHING DUNKIRK LANE IN THE RIGHT LANE. VEH #2 WAS TR	27
05	24300106	004+00.524	0524300106	4.524	Z		1	3	U	DV1 STATED SHE WAS STOPPED IN TRAFFIC AT RED LIGHT ON E/B COUNTY RD 30 A DUNKIRK LN IN THE RIGHTMOS	27

CSAH 30 from approx 350' north and south of Maple Grove Pkwy (2013 - 2015)

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
04	27000030	007+00.140	0427000030	7.140	E		1	3	U	DRIVER #1 WAS TRAVELING EASTBOUND COUNTY ROAD 30 IN THE FAR LEFT TURN LANE WITH SIGNAL ON APPROACHI	27
04	27000030	007+00.146	0427000030	7.146	Z		1	3	U	VEHICLE 2 WAS STOPPED FOR THE TRAFFIC SIGNAL ON COUNTY ROAD 30 AND DUNKIRK LANE FACING EAST IN THE	27
04	27000030	007+00.151	0427000030	7.151	E		1	3	U	UNITS 1 AND 2 WERE STOPPED IN THE TURN LANE TO GO NORTH ON DUNKIRK LANE FROM CO 30. THE LIGHT CHANG	27
04	27000030	007+00.151	0427000030	7.151	Z		1	3	U	UNIT 1 WAS IN RIGHT MERGE LANE FROM CO RD 30 WB ONTO MAPLE GROVE PKWY. , BOTH ROADS ARE 2 LANE. UNI	27
04	27000030	007+00.151	0427000030	7.151	E		1	3	U	UNIT #3 WAS STOPPED AT A RED LEFT TURN SEMAPHORE. UNIT #2 WAS STOPPED BEHIND UNIT #3. UNIT #1 WAS S	27
04	27000030	007+00.151	0427000030	7.151	Z		1	3	U	BOTH VEH WERE NB DUNKIRK LA GOING TO TURN RIGHT ONTO EB CO RD 30. -DR 1 SAID HE SAW AN UNKNOWN VEH	27
04	27000030	007+00.151	0427000030	7.151	Z		1	3	U	UNITS 1 AND 2 WERE E BOUND ON CO RD 30 APPROACHING DUNKIRK LN. UNIT 2 STOPPED FOR THE RED LIGHT. UN	27
04	27000030	007+00.151	0427000030	7.151	Z		1	3	U	WHILE TRAVELING EASTBOUND ON COUNTY 30 APPROACHING DUNKIRK LANE, THE DRIVER OF VEHICLE #1 STATED TH	27
04	27000030	007+00.151	0427000030	7.151	W		1	3	U	- VEHICLE 1 HAD JUST TURNED RIGHT FROM SOUTHBOUND DUNKIRK LANE TO WESTBOUND COUNTY RD 30 - DRIVER 1	27
04	27000030	007+00.151	0427000030	7.151	S		1	3	U	D1 WAS DRIVING V1 SB DUNKIRK LN. D2 WAS DRIVING V2 WB CO RD 30. D1 PULLED OUT INFRONT OF V2 AND ALL	27
04	27000030	007+00.151	0427000030	7.151	Z		1	3	U	BOTH UNITS WERE IN THE #2 LEFT TURN LANE. DR. 1 SAID HE WAS TRYING TO USE HIS HAND CONTROLS TO STOP	27
04	27000030	007+00.151	0427000030	7.151	W		1	3	U	BOTH VEHICLES HAD BEEN GOING WEST ON CSAH 30 AND WERE IN THE TURN LANE TO GO NORTH ONTO MAPLE GROVE	27
04	27000030	007+00.151	0427000030	7.151	E		1	3	U	BOTH VEHICLES WERE EASTBOUND ON CO RD 30. VEHICLE 2 WAS STOPPED FOR THE RED LIGHT AT DUNKIRK LN N.	27
04	27000030	007+00.151	0427000030	7.151	N		1	3	U	D1 WAS IN V1 NB ON DUNKIRK LA AND TURNING RIGHT INTO THE PARKING LOT AREA OF GOODWILL. D2 WAS IN V2	27
04	27000030	007+00.151	0427000030	7.151	N		1	3	U	UNITS 1 AND 2 WERE IN THE MERGE LANE FROM WB CSAH 30 TO NB DUNKIRK LANE. UNIT 2 STOPPED FOR TRAFFIC	27
04	27000030	007+00.151	0427000030	7.151	E		1	3	U	DRIVER OF VEHICLE #1 WAS MAKING A RIGHT TURN FROM NORTHBOUND MAPLE GROVE PARKWAY TO EASTBOUND COUNT	27
04	27000030	007+00.151	0427000030	7.151	Z		1	3	U	THE DRIVER OF UNIT #1 WAS NOT PAYING ATTENTION WHILE DRIVING AND REARENDED UNIT #2 WHILE IT WAS STO	27
04	27000030	007+00.151	0427000030	7.151	Z		1	3	U	DRIVERS 1 AND 2 WERE STOPPED , JUST GETTING READY TO BEGIN MOVING AGAIN WHEN VEHICLE 3 REAR ENDED V	27
04	27000030	007+00.151	0427000030	7.151	Z		1	3	U	VEHICLE 1 WAS EASTBOUND ON COUNTY ROAD 30 APPROACHING DUNKIRK LANE. VEHICLE 2 WAS NORTHBOUND FROM	27
04	27000030	007+00.151	0427000030	7.151	W		1	3	U	DRIVER 1 WAS WEST BOUND ON CO RD 30. DRIVER 2 WAS SOUTH BOUND ON DUNKIRK LN TURNING WESTBOUND ONTO	27
04	27000030	007+00.151	0427000030	7.151	Z		1	3	U	-V1 & V2 TRAVELING WESTBOUND CO-30 AT THE LIGHT OF MAPLE GROVE PKWY/DUNKIRK LN. -BOTH VEHICLES WERE	27
04	27000030	007+00.151	0427000030	7.151	W		1	3	U	* DRIVER ONE WAS MAKING A LEFT TURN FROM WEST BOUND CO 30 TO SOUTH BOUND DUNKIRK LN. * DRIVER ONE	27
04	27000030	007+00.151	0427000030	7.151	W		1	3	U	UNIT 1 TRAVELING NORTH ON DUNKIRK LA N. DRIVER OF UNIT 1 SAID LIGHT WAS YELLOW AND SHE DIDNT THINK'	27
04	27000030	007+00.151	0427000030	7.151	Z		1	3	U	UNITS 1 AND 2 WERE WAITING FOR TRAFFIC TO CLEAR SO THEY COULD ENTER ONTO MAPLE GROVE PARKWAY. UNIT	27
04	27000030	007+00.160	0427000030	7.160	W		1	3	U	* VEHICLE WAS WAS MERGING ONTO MAPLE GROVE PARKWAY. SHE STOPPED WHEN SHE OBSERVED A CAR COMING IN	27
04	27000030	007+00.160	0427000030	7.160	Z		1	3	U	VEHICLE #1 TRAVELING EASTBOUND ON COUNTY ROAD 30 APPROACHING DUNKIRK LANE. DRIVER OF VEHICLE #1 ST	27
04	27000030	007+00.160	0427000030	7.160	W		1	1	U	VEHICLE 1 WAS NORTHBOUND 93RD AVENUE. VEHICLE 2 WAS WESTBOUND MAPLE GROVE PARKWAY. VEHICLE 2 HAD	27
04	27000030	007+00.160	0427000030	7.160	E		1	3	U	DRV 2 WAS WAITING FOR EB CO 30 RD TRFC TO CLEAR SO HE COULD MERGE IN. DRV 1 THOUGHT VEH 2 WAS MOVIN	27
04	27000030	007+00.160	0427000030	7.160	Z		1	3	U	UNIT1 WAS WEST ON CO RD 30 IN THE OUTSIDE LEFT TURN LANE TO GO SOUTH ON DUNKIRK LANE WITH A GREEN L	27
04	27000030	007+00.164	0427000030	7.164	W		1	3	U	D#1 AND BOTH HER PASSENGERS ADVISED THEY WERE REAR-ENDED BY V#2. JUVENILE PASSENGER (CAROLINE LYNGE	27
04	27000030	007+00.185	0427000030	7.185	E		2	3	U	VEHICLE (VEH) 1 WAS NORTH BOUND IN PARKING LOT OF SHOPPING CENTER APPROACHING EXIT AT CO RD 30. VEH	27
04	27000030	007+00.188	0427000030	7.188	Z		1	3	U	UNIT 1 TURNED NB ONTO SERVICE RD FROM EB CO 30 AND DID NOT SEE UNIT 2 TRAVELING WB DUE TO CARS STOP	27
04	27000030	007+00.207	0427000030	7.207	Z		2	3	U	DV1 STATED SHE WAS W/B CO RD 30 APPROACHING DUNKIRK WHEN THE VEH IN FRONT OF HER STOPPED SUDDENLY C	27
04	27000030	007+00.207	0427000030	7.207	E		2	3	U	UNIT 1 WAS CROSSING SOUTH OVER CSAH 30 FROM PARKING LOTS. HEAVY TRAFFIC AND CARS IN TURN LANE TO GO	27

																				PERSON1
CITY	DOW	MONTH	DAY	YEAR	TIME	SEV	NUM_KILLED	NUM_VEH	JUNC	SL	TYPE	DIAG	LOC1	TCD	LIT	WTHR1	WTHR2	SURF	CHAR	DESGN	ACC_NUM	VTYPE
2430	4-Wed	6	19	2013	1514	N	0	2	1	40	1	1	1	98	1	1	0	1	1	5	131700118	1
2430	2-Mon	8	11	2014	1631	N	0	2	4	45	1	2	1	1	1	1	1	1	1	3	142240087	1
2430	6-Fri	1	24	2014	0717	N	0	3	4	45	1	1	1	1	1	2	0	4	5	3	140240150	1
2430	2-Mon	1	27	2014	1055	C	0	1	1	70	34	7	2	98	1	1	0	5	5	2	140340346	3
2430	7-Sat	3	16	2013	0829	N	0	2	4	40	1	1	1	1	2	1	1	5	1	5	130750199	1
2430	4-Wed	4	10	2013	0801	N	0	1	4	40	1	1	1	1	1	2	0	1	1	3	131000049	1
2430	2-Mon	7	22	2013	1540	N	0	2	4	40	1	3	1	4	1	1	0	1	1	8	132030122	4
2430	1-Sun	2	23	2014	1220	N	0	2	4	40	1	1	1	98	1	1	0	5	1	5	140540167	3
2430	3-Tue	11	17	2015	1157	N	0	2	7	40	1	5	1	98	1	3	0	2	1	5	153210099	2
2430	2-Mon	1	12	2015	0836	C	0	2	4	45	1	1	1	1	1	1	0	1	1	3	150120072	3

																				PERSON1
CITY	DOW	MONTH	DAY	YEAR	TIME	SEV	NUM_KILLED	NUM_VEH	JUNC	SL	TYPE	DIAG	LOC1	TCD	LIT	WTHR1	WTHR2	SURF	CHAR	DESGN	ACC_NUM	VTYPE
2430	2-Mon	6	23	2014	1049	N	0	2	4	40	1	2	1	1	1	1	1	1	1	5	141740062	3
2430	6-Fri	3	8	2013	0826	N	0	2	4	45	1	1	1	1	1	1	1	1	1	5	130670065	4
2430	3-Tue	5	21	2013	0839	N	0	2	4	40	1	1	1	1	1	3	2	2	1	3	131410119	1
2430	1-Sun	6	9	2013	1447	N	0	2	4	40	1	1	1	1	1	3	0	2	1	90	131600094	3
2430	2-Mon	6	17	2013	1635	N	0	3	4	45	1	1	1	1	1	2	2	1	1	90	131680108	3
2430	4-Wed	11	27	2013	1420	N	0	2	4	40	1	1	1	1	1	2	0	1	1	90	133310128	2
2430	4-Wed	12	11	2013	0540	N	0	2	4	40	1	1	1	1	4	1	0	5	1	5	133460030	1
2430	6-Fri	12	13	2013	1712	N	0	2	4	45	1	2	1	1	4	2	0	5	2	3	133470193	2
2430	6-Fri	12	20	2013	1545	N	0	3	2	40	1	1	1	4	1	2	4	2	1	3	133540169	1
2430	2-Mon	2	24	2014	1747	N	0	2	2	40	1	5	1	4	4	1	1	5	1	5	140550342	1
2430	7-Sat	5	17	2014	0802	N	0	2	4	45	1	1	1	1	1	1	0	1	1	90	141370032	4
2430	3-Tue	7	29	2014	1843	N	0	2	4	40	1	1	1	1	1	1	1	1	1	3	142100185	2
2430	4-Wed	7	30	2014	0654	N	0	2	4	40	22	1	1	1	1	1	0	1	1	5	142110027	1
2430	7-Sat	9	27	2014	1729	C	0	2	8	10	1	6	6	4	1	1	1	1	1	8	142700133	1
2430	7-Sat	12	6	2014	1742	N	0	2	4	40	1	1	1	5	4	1	0	2	1	3	143400113	1
2430	4-Wed	1	28	2015	0721	N	0	2	4	40	1	1	1	1	4	2	2	2	5	5	150280029	1
2430	1-Sun	2	1	2015	1233	C	0	3	4	45	1	1	1	1	1	1	0	1	1	5	150320051	3
2430	5-Thu	7	2	2015	1140	C	0	3	4	40	1	1	1	1	1	1	0	1	1	5	151830107	3
2430	4-Wed	8	12	2015	1808	C	0	2	4	40	1	5	1	1	1	1	0	1	1	5	152240210	3
2430	3-Tue	8	18	2015	1507	N	0	2	4	40	1	2	1	4	1	3	0	2	1	5	152300107	4
2430	3-Tue	9	15	2015	1801	N	0	2	1	45	1	1	1	1	3	1	0	1	1	5	152580181	4
2430	6-Fri	10	30	2015	1640	N	0	2	4	45	1	1	1	1	1	1	0	1	5	5	153030142	1
2430	3-Tue	11	3	2015	1348	C	0	3	4	40	1	8	1	1	1	1	0	1	5	90	153080169	1
2430	5-Thu	11	5	2015	1732	N	0	2	4	45	1	1	1	5	4	1	1	1	5	3	153090157	1
2430	7-Sat	3	29	2014	1802	C	0	2	4	45	1	1	1	1	1	1	0	1	5	90	140880099	3
2430	5-Thu	5	15	2014	1950	C	0	3	4	40	1	5	1	1	3	2	0	1	1	3	141350130	1
2430	2-Mon	10	13	2014	2040	C	0	2	4	40	1	5	1	1	4	2	0	2	1	90	142870253	2
2430	3-Tue	10	21	2014	0709	C	0	2	4	45	1	1	1	1	2	1	0	1	5	3	142940030	1
2430	6-Fri	12	18	2015	0644	N	0	2	4	45	1	3	1	1	4	1	0	1	5	5	153520020	1
2430	3-Tue	10	15	2013	1524	N	0	2	4	45	1	1	1	1	1	3	0	2	5	3	132880219	3
2430	4-Wed	9	25	2013	0840	C	0	2	2	40	1	6	1	4	1	1	1	1	1	5	132680055	1
2430	5-Thu	5	2	2013	1420	C	0	2	8	45	1	5	1	98	1	1	0	1	1	3	131220088	3
2430	5-Thu	5	22	2014	1420	N	0	2	1	45	1	1	1	98	1	1	0	1	1	5	141420113	3
2430	3-Tue	9	8	2015	1646	N	0	2	4	40	1	5	1	98	1	1	0	1	1	3	152510322	1

										PERSON2												PERSON3		
DIR	ACT	FAC1	FAC2	POSN	INJ	EQP	PHYS	AGE	SEX	VTYPE2	DIR3	ACT4	FAC15	FAC26	POSN7	INJ8	EQP9	PHYS10	AGE11	SEX12	VTYPE13	DIR14	ACT15
1	9	1	0	1	N	4	1	41	M	2	1	9	21	0	1	N	4	1	16	F	2	1	
1	1	1	1	1	N	4	1	39	F	4	1	14	8	1	1	N	4	1	63	F			
3	5	1	0	1	N	4	1	17	M	3	3	5	1	0	1	N	4	1	54	F	1	3	
3	1	3	15	1	C	4	1	58	F														
1	5	4	1	1	N	4	1	50	F	3	1	5	1	0	1	N	4	1	58	M			
7	5	1	0	1	N	99	1	29	F														
5	6	2	15	1	N	4	1	25	M	1	1	1	1	0	1	N	4	1	58	M			
5	5	3	0	1	N	4	1	31	M	1	5	5	3	0	1	N	4	1	18	F	1	5	
6	7	10	0	1	N	4	1	19	M	2	7	1	1	0	1	N	4	1	73	M			
3	11	1	0	1	C	4	1	43	F	3	3	1	31	4	1	N	4	1	31	M	3	3	

										PERSON2												PERSON3		
DIR	ACT	FAC1	FAC2	POSN	INJ	EQP	PHYS	AGE	SEX	VTYPE2	DIR3	ACT4	FAC15	FAC26	POSN7	INJ8	EQP9	PHYS10	AGE11	SEX12	VTYPE13	DIR14	ACT15
3	1	1	1	1	N	4	1	39	F	3	3	14	2	8	1	N	4	1	66	F	3	3	
3	11	15	1	1	N	4	98	41	F	4	3	11	1	1	1	N	4	1	38	F	4	3	
3	1	4	0	1	N	4	1	32	F	4	3	11	1	0	1	N	4	1	56	F	4	3	
1	5	1	0	1	N	4	1	49	M	3	1	5	15	0	1	N	4	1	34	F	3	1	
3	11	1	1	1	N	4	1	19	F	1	3	11	1	1	2	N	4	1	20	F	3	3	
1	5	4	90	1	N	4	1	58	M	1	1	5	1	0	1	N	4	1	26	F	1	1	
3	1	4	46	1	N	4	1	36	M	1	3	1	1	0	1	N	4	1	66	M			
3	14	8	15	1	N	99	1	49	M	1	3	1	1	0	1	N	99	1	39	M	1	3	
7	1	1	0	1	N	4	1	34	F	1	7	1	1	0	1	N	4	1	21	M	2	7	
5	5	2	3	1	N	4	1	36	F	1	7	1	1	1	1	N	4	1	26	M			
3	10	21	0	1	N	90	1	51	M	1	3	11	1	0	1	N	4	1	28	F	4	3	
8	3	15	0	1	N	4	1	30	M	1	8	3	1	0	1	N	4	1	17	M			
3	1	15	0	1	N	4	1	26	M	1	3	11	1	0	1	N	4	1	39	M	1	3	
7	1	1	1	1	C	4	1	67	F	3	3	5	8	10	1	N	4	1	74	F	1	7	
1	16	15	4	1	N	4	1	22	M	1	1	16	1	0	1	N	4	1	28	F			
2	5	1	1	1	N	4	1	16	F	1	2	5	2	15	1	N	4	1	18	F	1	2	
1	1	4	0	1	N	4	1	39	F	4	1	1	1	0	1	C	4	1	40	M	3	1	
1	11	1	0	1	C	4	1	51	F	1	1	11	1	0	1	N	4	1	29	F	1	1	
3	37	5	15	1	N	4	1	33	F	1	1	31	1	0	1	C	99	1	54	M			
7	1	1	1	1	N	4	1	69	M	2	7	5	2	15	1	N	4	1	74	M			
3	1	4	15	1	N	4	1	53	F	4	3	6	1	0	1	N	4	1	40	F	4	3	
5	6	4	0	1	N	4	1	16	M	1	5	6	1	1	1	N	4	1	52	F			
7	1	1	0	1	C	4	1	52	F	4	5	11	1	0	1	N	4	1	35	M	4	1	
1	5	15	1	1	N	4	1	39	F	1	1	5	1	1	1	N	4	1	17	F			
8	0	1	0	1	N	3	1	16	F	3	8	16	4	0	1	N	4	1	51	M	3	8	
3	1	2	15	1	N	4	1	49	F	1	5	1	1	0	1	C	4	1	39	M	4	1	
1	1	1	0	1	N	4	1	49	M	1	7	1	5	0	1	C	4	1	35	F	2	1	
3	5	1	0	1	C	4	1	69	M	3	3	5	4	15	1	N	4	1	45	F	3	3	
6	6	1	0	1	N	4	1	35	F	2	3	1	5	0	1	N	4	1	43	M			
7	1	2	0	1	N	4	1	49	F	4	7	11	1	0	1	N	4	1	40	F	4	7	
3	1	1	0	1	C	4	1	36	F	1	8	6	2	0	1	N	4	1	36	F	1	3	
7	1	1	0	1	N	4	1	17	M	3	1	6	2	33	1	N	4	1	59	F	3	1	
7	1	1	0	1	N	4	1	16	F	1	7	1	4	16	1	N	4	1	17	F	1	7	
5	1	33	0	1	N	4	1	25	F	2	3	1	1	0	1	N	4	1	50	M			


PERSON4
FAC116 FAC217 POSN18 INJ19 EQP20 PHYS21 AGE22 SEX23 VTYPE24 DIR25 ACT26 FAC127 FAC228 POSN29 INJ30 EQP31 PHYS32 AGE33 SEX34


PERSON4
FAC116 FAC217 POSN18 INJ19 EQP20 PHYS21 AGE22 SEX23 VTYPE24 DIR25 ACT26 FAC127 FAC228 POSN29 INJ30 EQP31 PHYS32 AGE33 SEX34

TH 94 @ Maple Grove Pkwy (300's & 400's) 2013 -2015

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
West Ramp									
05	24300106	004+00.740	0524300106	4.740	Z	351	1	3	U
05	24300106	004+00.740	0524300106	4.740	Z	351	1	3	U
05	24300106	004+00.740	0524300106	4.740	N	351	1	1	U
05	24300106	004+00.718	0524300106	4.718	N	409	1	3	U
05	24300106	004+00.740	0524300106	4.740	Z	409	1	3	U
05	24300106	004+00.740	0524300106	4.740	Z	409	2	3	U
05	24300106	004+00.784	0524300106	4.784	Z	409	2	3	U
05	24300106	004+00.740	0524300106	4.740	W	A14	1	3	U
05	24300106	004+00.718	0524300106	4.718	S		1	3	U
05	24300106	004+00.718	0524300106	4.718	S		1	3	U
05	24300106	004+00.718	0524300106	4.718	Z		1	3	U
05	24300106	004+00.736	0524300106	4.736	W		1	3	U
East Ramp									
05	24300106	004+00.740	0524300106	4.740	E	352	1	3	U
05	24300106	004+00.740	0524300106	4.740	E	352	1	3	U
05	24300106	004+00.740	0524300106	4.740	Z	352	1	3	U
05	24300106	004+00.740	0524300106	4.740	S	352	1	3	U
05	24300106	004+00.740	0524300106	4.740	Z	352	1	3	U

ATP	CO	CITY	DOW	MONTH	DAY	YEAR	TIME	SEV	NUM_KILLED
VEHICLE ONE WAS WEST ON MAPLE GROVE PARKWAY IN THE TURN LANE TO NORTHBOUND 96TH AVE. VEHICLE TWO W	27	2430	7-Sat	6	14	2014	1640	N	0
BOTH VEHICLES WERE IN THE TURN LANE FROM EAST MAPLE GROVE PKWY TO THE ON RAMP TO EASTBOUND I94. VE	27	2430	6-Fri	10	17	2014	1617	N	0
UPON ARRIVAL BOTH VEHICLES WERE ON THE RIGHT SHOULDER. THE DRIVER OF V1 STATED THAT SHE WAS STOPP	27	2430	5-Thu	5	7	2015	0729	N	0
VEH 1 2 AND 3 WERE WAITING AT A RED LIGHT TO TAKE A LEFT FROM SB MAPLE GROVE PKWY TO GET ONTO RAMP	27	2430	3-Tue	2	12	2013	1950	N	0
#NAME?	27	2430	3-Tue	5	13	2014	1640	N	0
-V1 & V2 TRAVELING WESTBOUND MAPLE GROVE PKWY FROM GROVE CIRCLE TO 96TH AVE. -V2 WAS STOPPED DO TO	27	2430	1-Sun	12	20	2015	1510	N	0
#NAME?	27	2430	7-Sat	10	10	2015	1203	N	0
DRIVER #1 WAS STOPPED YIELDING TO TRAFFIC AT RED LIGHT WAITING TO MAKE RIGHT TURN FROM THE I94 WEST	27	2430	4-Wed	2	26	2014	1659	C	0
DRIVER #1 WAS MAKING A LEFT TURN FROM MAPLE GROVE PARKWAY TO THE EB I94 ENTRANCE RAMP. DRIVER #1 W	27	2430	5-Thu	3	5	2015	1507	N	0
DRIVER OF UNIT 1 WAS MAKING A LEFT TURN ON THE GREEN ARROW AND DRIVER OF UNIT 2 ADMITTED TO RUNNING	27	2430	1-Sun	8	17	2014	1413	C	0
* DRIVER ONE AND TWO WERE BOTH TURNING ONTO WEST BOUND MAPLE GROVE PKWY. * DRIVER ONE STOPPED WITH	27	2430	3-Tue	6	23	2015	1741	N	0
. NO CITATIONS ISSUED STEMMING FROM THIS ACCIDENT.	27	2430	3-Tue	1	29	2013	1340	C	0
DRIVER 1 WAS STOPPED IN THE RIGHT TURN LANE TO TURN ON TO EASTBOUND I 94. DRIVER 2 SAID HE WAS SLOW	27	2430	3-Tue	1	7	2014	1401	C	0
. UNIT #1 STRUCK UNIT #2, WHICH WAS PUSHED INTO UNIT #3. DRIVER OF UNIT #2 COMPLAINING OF NECK AN	27	2430	4-Wed	2	5	2014	2151	C	0
DRIVER OF VEHICLE #1 STATED HE WAS COMING UP THE ON RAMP TO MAPLE GROVE PARKWAY FROM WESTBOUND INTE	27	2430	2-Mon	2	24	2014	2021	N	0
UNITS 1 AND 2 TURNED SOUTH ONTO MAPLE GROVE PARKWAY FROM I94. UNIT 1 SPUN OUT ON FRESH SNOW AND STR	27	2430	5-Thu	4	3	2014	1843	N	0
UNIT 1 WAS WAITING TO TURN LEFT ON TO MAPLE GROVE PARKWAY AT A RED LIGHT. UNIT 2 CAME ACROSS THE I	27	2430	7-Sat	11	15	2014	1716	C	0

														PERSON1						
NUM_VEH	JUNC	SL	TYPE	DIAG	LOC1	TCD	LIT	WTHR1	WTHR2	SURF	CHAR	DESGN	ACC_NUM	VTYPE	DIR	ACT	FAC1	FAC2	POSN	INJ
2	4	30	1	2	1	1	1	2	0	1	1	5	141650091	1	1	3	5	0	1	N
2	1	40	1	1	1	98	1	2	0	1	1	5	142900135	4	3	1	4	0	1	N
2	7	60	1	1	1	1	1	1	0	2	1	1	151300135	3	1	11	1	0	1	N
3	4	40	1	1	1	1	4	2	0	1	2	5	130430206	1	5	9	1	0	1	N
2	1	40	1	2	1	1	1	2	0	1	1	5	141330133	3	6	1	8	0	1	N
2	1	40	1	1	1	1	1	2	0	1	1	5	153540099	1	7	1	4	15	1	N
2	1	40	1	1	1	98	1	1	0	1	1	5	152830050	2	6	1	4	0	1	N
2	21	40	1	1	1	1	1	7	8	5	6	2	140580098	1	8	5	1	1	1	C
2	4	40	1	1	1	1	1	1	1	5	2	5	150650089	2	6	11	1	1	1	N
2	4	45	1	5	1	1	1	1	0	1	1	5	142290046	1	3	6	1	0	1	C
2	4	40	1	1	1	1	1	1	0	1	2	5	151740176	3	7	1	1	0	1	N
2	7	40	1	1	1	1	1	1	0	2	1	3	130290289	2	7	11	1	0	1	C
2	4	40	1	1	1	1	1	1	0	1	1	5	140070173	1	3	1	15	0	1	N
3	7	40	1	5	1	1	4	1	0	1	1	3	140360251	1	8	6	1	0	1	C
2	4	40	1	5	1	1	4	2	0	5	2	5	140550375	1	2	57	46	3	1	N
2	21	40	1	2	1	1	1	4	5	5	2	2	140940027	3	5	6	1	0	1	N
2	4	30	1	8	1	1	4	2	2	3	1	2	143200114	1	1	11	1	1	1	N

				PERSON2											PERSON3					
EQP	PHYS	AGE	SEX	VTYPE2	DIR3	ACT4	FAC15	FAC26	POSN7	INJ8	EQP9	PHYS10	AGE11	SEX12	VTYPE13	DIR14	ACT15	FAC116	FAC217	POSN18
4	1	80	F	1	1	1	8	0	1	N	4	1	69	M	1	1				
4	1	22	F	1	3	1	4	0	1	N	4	1	17	F	1	3				
4	1	47	F	1	1	1	4	15	1	N	4	1	25	F						
4	1	28	M	1	5	9	1	0	1	N	4	1	23	F	2	5				
4	1	46	F	1	6	1	8	0	1	N	4	1	35	F						
4	1	58	M	1	7	11	1	0	1	N	4	1	46	F	1	7				
4	1	19	M	2	6	1	1	0	1	N	4	1	58	M						
4	1	43	F	3	8	5	46	61	1	N	4	1	45	M	3	8				
4	1	60	M	3	6	11	21	4	1	N	4	1	74	F						
4	1	33	F	1	1	1	5	0	1	N	4	1	20	F	1	1				
4	1	63	M	3	7	1	15	0	1	N	4	1	25	M	3	7				
4	1	52	M	2	7	1	15	41	1	N	4	1	58	M						
4	1	24	M	2	3	11	1	0	1	C	4	1	52	M						
4	1	48	F	1	7	1	5	0	1	N	4	1	49	F	1	8				
4	1	28	M	1	3	99	99	99	1	N	99	0	902	Z						
4	1	38	F	3	5	6	61	46	1	N	4	1	56	F						
4	1	45	F	1	5	32	21	5	1	C	99	7	73	F	1	1				


PERSON4
INJ19
EQP20
PHYS21
AGE22
SEX23
VTYPE24
DIR25
ACT26
FAC127
FAC228
POSN29
INJ30
EQP31
PHYS32
AGE33
SEX34

TH 94 @ Maple Grove Pkwy (100's & 200's) (A&B's) 2013 -2015

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
01	00000094	214+00.118	0100000094	214.798	W	101	1	1	U
01	00000094	214+00.118	0100000094	214.798	E	101	1	1	U
01	00000094	214+00.118	0100000094	214.798	E	101	1	1	U
01	00000094	214+00.118	0100000094	214.798	E	101	1	1	U
01	00000094	214+00.118	0100000094	214.798	Z	101	2	1	U
01	00000094	214+00.118	0100000094	214.798	E	103	1	1	U
01	00000094	214+00.118	0100000094	214.798	E	103	1	1	U
01	00000094	214+00.118	0100000094	214.798	Z	103	2	1	U
01	00000094	214+00.118	0100000094	214.798	E	106	1	1	U
01	00000094	214+00.118	0100000094	214.798	E	106	2	1	U
01	00000094	214+00.118	0100000094	214.798	W	106	2	1	U
01	00000094	214+00.118	0100000094	214.798	W	106	2	1	U
01	00000094	214+00.118	0100000094	214.798	E	106	2	1	U
01	00000094	214+00.118	0100000094	214.798	Z	106	1	3	U
01	00000094	214+00.118	0100000094	214.798	E	106	1	1	U
01	00000094	214+00.118	0100000094	214.798	E	106	2	1	U
01	00000094	214+00.118	0100000094	214.798	E	201	1	1	U
01	00000094	214+00.118	0100000094	214.798	E	201	1	1	U
01	00000094	214+00.118	0100000094	214.798	E	201	1	1	U
01	00000094	214+00.118	0100000094	214.798	E	201	1	3	U
01	00000094	214+00.118	0100000094	214.798	E	201	2	1	U
01	00000094	214+00.118	0100000094	214.798	E	203	1	1	U
01	00000094	214+00.118	0100000094	214.798	E	203	1	1	U
01	00000094	214+00.118	0100000094	214.798	W	203	1	1	U
01	00000094	214+00.118	0100000094	214.798	W	203	3	1	U
01	00000094	214+00.118	0100000094	214.798	W	203	2	1	U
01	00000094	214+00.118	0100000094	214.798	W	203	2	3	U
01	00000094	214+00.118	0100000094	214.798	W	203	2	1	U
01	00000094	214+00.118	0100000094	214.798	W	203	2	1	U
01	00000094	214+00.118	0100000094	214.798	E	203	2	3	U
01	00000094	214+00.118	0100000094	214.798	Z	208	2	0	U
01	00000094	214+00.118	0100000094	214.798	E	208	2	1	U
01	00000094	214+00.118	0100000094	214.798	E	208	1	1	U
01	00000094	214+00.118	0100000094	214.798	E	208	2	1	U
01	00000094	214+00.118	0100000094	214.798	E	208	1	1	U
01	00000094	214+00.118	0100000094	214.798	E	208	2	1	U
01	00000094	214+00.118	0100000094	214.798	W	208	2	1	U
01	00000094	214+00.118	0100000094	214.798	N	208	1	3	U
01	00000094	214+00.118	0100000094	214.798	E	208	2	1	U
01	00000094	214+00.118	0100000094	214.798	W	208	2	1	U
01	00000094	214+00.118	0100000094	214.798	Z	208	2	1	U
01	00000094	214+00.118	0100000094	214.798	Z	208	2	3	U
01	00000094	214+00.118	0100000094	214.798	E	309	2	3	U

~~01~~	~~00000094~~	~~214+00.118~~	~~0100000094~~	~~214.798~~	~~E~~	~~309~~	~~2~~	~~1~~	~~U~~
~~01~~	~~00000094~~	~~214+00.118~~	~~0100000094~~	~~214.798~~	~~Z~~	~~309~~	~~1~~	~~3~~	~~U~~
~~01~~	~~00000094~~	~~214+00.118~~	~~0100000094~~	~~214.798~~	~~Z~~	~~309~~	~~2~~	~~1~~	~~U~~
~~01~~	~~00000094~~	~~214+00.110~~	~~0100000094~~	~~214.790~~	~~E~~	~~—~~	~~2~~	~~3~~	~~U~~
~~01~~	~~00000094~~	~~214+00.118~~	~~0100000094~~	~~214.798~~	~~E~~	~~—~~	~~1~~	~~1~~	~~U~~
~~01~~	~~00000094~~	~~214+00.118~~	~~0100000094~~	~~214.798~~	~~W~~	~~—~~	~~3~~	~~1~~	~~U~~
~~01~~	~~00000094~~	~~214+00.118~~	~~0100000094~~	~~214.798~~	~~E~~	~~—~~	~~2~~	~~1~~	~~U~~
~~01~~	~~00000094~~	~~214+00.118~~	~~0100000094~~	~~214.798~~	~~E~~	~~—~~	~~2~~	~~1~~	~~U~~
~~01~~	~~00000094~~	~~214+00.118~~	~~0100000094~~	~~214.798~~	~~N~~	~~—~~	~~2~~	~~3~~	~~U~~
East Ramp									
01	00000094	214+00.118	0100000094	214.798	S	351	1	3	U
01	00000094	214+00.118	0100000094	214.798	Z	352	1	3	U
01	00000094	214+00.118	0100000094	214.798	Z	352	1	3	U
01	00000094	214+00.117	0100000094	214.797	Z	B05	1	0	U
01	00000094	214+00.118	0100000094	214.798	Z	B05	1	3	U
01	00000094	214+00.118	0100000094	214.798	W	B05	1	3	U
01	00000094	214+00.118	0100000094	214.798	Z	B05	2	3	U
West Ramp									
01	00000094	214+00.118	0100000094	214.798	Z	409	2	3	U
01	00000094	214+00.104	0100000094	214.784	E		3	1	U
01	00000094	214+00.118	0100000094	214.798	Z		2	3	U
01	00000094	214+00.118	0100000094	214.798	Z	A04	2	0	U
01	00000094	214+00.118	0100000094	214.798	Z	A14	1	3	U
01	00000094	214+00.118	0100000094	214.798	Z	A14	1	3	U
01	00000094	214+00.118	0100000094	214.798	Z	A14	1	0	U
01	00000094	214+00.118	0100000094	214.798	Z	A14	1	1	U

ATP	CO	CITY	DOW	MONTH	DAY	YEAR	TIME	SEV	NUM_KILLED
DRIVE SPUN OUT ON SNOWY / ICY ROADS. I ASKED HOW FAST HE WAS GOING AND HE TOLD ME 60 AND WAS KEEPIN	27	2430	5-Thu	4	11	2013	1054	N	0
UPON ARRIVAL BOTH VEHICLES WERE ON THE LEFT SHOULDER. THE DRIVER OF V1 STATED THAT SHE WAS STOPPED	27	2430	2-Mon	6	30	2014	0804	N	0
UPON ARRIVAL BOTH VEHICLES WERE ON THE LEFT SHOULDER. THE DRIVER OF V1 STATED THAT SHE WAS IN THE	27	2430	2-Mon	6	30	2014	0829	N	0
V1 AND V2 WERE STOPPED IN THE LEFT LANE OF EB 94 DUE TO RUSH HOUR TRAFFIC. DV3 STATED HE WAS IN TH	27	2430	3-Tue	1	27	2015	0722	N	0
- UPON ARRIVAL V1 WAS ON THE RIGHT SHOULDER. - PER WITNESSES V1 WAS TRAVELING IN THE CENTER LANE. -	27	2430	6-Fri	6	19	2015	1031	B	0
- UNIT 1 WAS TRAVELING EASTBOUND ON I94 FROM MAPLE GROVE PARKWAY IN THE ACCELERATION LANE. - UNIT 2	27	2430	5-Thu	4	24	2014	0952	N	0
VEH 1 EB 94 LEFT ROADWAY TO THE RIGHT, STRUCK SIGN STRUCTURE AND ENDED UP IN DITCH WITH WATER. DRIV	27	2430	3-Tue	5	6	2014	0633	N	0
UPON ARRIVAL BOTH VEHICLES WERE ON THE RIGHT SHOULDER. THE DRIVER OF V1 STATED THAT SHE HAD JUST	27	2430	7-Sat	8	1	2015	1849	N	0
ALL VEHICLES I-94 E/B IN THE LEFT LANE. &QUOTE;MORNING RUSH HOUR&QUOTE; TRAFFIC CONDITIONS. D1 ST	27	2430	4-Wed	2	5	2014	0631	N	0
V#1 WAS TRAVELING EB ON I94 NEAR MAPLE GROVE PARKWAY. IT WAS SNOWING AND THE ROADS WERE SNOW-COV	27	2430	6-Fri	4	4	2014	0454	N	0
UPON ARRIVAL BOTH VEHICLES WERE ON THE RIGHT SHOULDER. THE DRIVER OF V1 STATED THAT SHE WAS IN THE	27	2430	3-Tue	8	5	2014	1733	N	0
BOTH VEHICLES WERE WB I-94. V1 WAS STOPPED IN HEAVY TRAFFIC IN THE LEFT LANE. DRIVER OF V2 STATE	27	2430	6-Fri	8	8	2014	1645	C	0
VEHICLE 1 WAS IN THE RIGHT THROUGH-LANE OF EAST-BOUND 94 AND VEHICLE 2 WAS IN RIGHT MERGE LANE. D	27	2430	4-Wed	12	17	2014	0751	N	0
VEH 1 AND 2 WERE STOPPED. DRIVER 3 SAID SHE WAS LOOKING OVER HER SHOULDER AND DIDNT SEE THAT THEY	27	2430	6-Fri	1	31	2014	1544	C	0
V1 WAS HEADING EB ON ISTH94 IN THE LEFT LANE. DV1 STATED THAT SHE WAS STOPPED IN TRAFFIC WHEN SHE	27	2430	6-Fri	10	2	2015	0635	B	0
VEHICLE 1 WAS IN THE LEFT LANE OF EAST-BOUND 94 AND VEHICLE 2 WAS IN THE CENTER LANE. BOTH DRIVERS	27	2430	6-Fri	10	30	2015	1433	N	0
SQUAD HAD BEEN ON RIGHT SHOULDER OF E/B 94 WITH REAR EMERGENCY LIGHTS FLASHING, ASSISTING ANOTHER M	27	2430	2-Mon	11	18	2013	0636	N	0
VEH 1 WAS IN LEFT LANE OF E/B 94 UNDER MAPLE GROVE PARKWAY. VEH 2 AND OTHER TRAFFIC STOPPED DUE TO	27	2430	4-Wed	12	11	2013	0746	B	0
BOTH VEHICLES WERE IN THE LEFT LANE OF HWY 94 EAST-BOUND NEAR MAPLE GROVE PARKWAY. TRAFFIC WAS SLO	27	2430	4-Wed	1	8	2014	0638	N	0
DRIVER 1 REALIZED THE ROADS WERE SLIPPERY AND THERE WERE EMERGENCY VEHICLES AHEAD ON THE SIDE OF TH	27	2430	7-Sat	1	18	2014	0956	N	0
BOTH VEHICLES TRAVELING EB ON ISTH 94 NEAR MAPLE GROVE PKWY. DRIVER OF VEHICLE #1 RICHARDSON STAT	27	2430	1-Sun	10	19	2014	1123	N	0
V1 WAS I-94 E/B. D1 STATED THAT SHE WAS INTENDING TO EXIT TO MAPLE GROVE PKWY. D1 STATED THAT SH	27	2430	4-Wed	11	12	2014	0914	N	0
AURICH (V1) STATED CAME OFF RAMP FROM MGP, LOST CONTROL, HIT MEDIAN CABLE SAFETY BARRIER, BOUNCED O	27	2430	3-Tue	1	14	2014	1126	N	0
UPON ARRIVAL BOTH V1 AND V2 WERE ON THE LEFT SHOULDER AGAINST THE CABLE SAFETY BARRIER. THE DRIV	27	2430	3-Tue	1	14	2014	1408	C	0
ALL VEHICLES WERE WB I-94. V1 AND V2 WERE SLOWING IN HEAVY TRAFFIC. DRIVER OF V3 STATED SHE LOOKE	27	2430	6-Fri	4	25	2014	1629	C	0
BOTH VEHICLES WERE IN THE LEFT LANE OF WEST-BOUND HWY 94. DRIVER 1 SAID TRAFFIC AHEAD OF VEHICLE 1	27	2430	6-Fri	7	17	2015	1410	C	0
V1 WAS HEADING WB ON ISTH 94 IN THE LEFT LANE. DV1 STATED THAT HE WAS TRAVELING APPROXIMATELY 40MP	27	2430	6-Fri	8	14	2015	1708	N	0
UNIT 1 AND 2 DRIVING WESTBOUND ON I 94 NEAR MAPLE GROVE PKWY. UNIT 1 IN LANE 1. UNIT 2 BEHIND UNIT	27	2430	3-Tue	9	22	2015	1933	N	0
V2 SLOWED FOR TRAFFIC. D1 WAS UNABLE TO STOP IN TIME. V1 STRUCK THE REAR OF V2. BOTH OCCUPANT IN	27	2430	6-Fri	10	9	2015	1326	C	0
V1 WAS HEADING WB ON ISTH94 IN THE LEFT LANE. DV1 STATED THAT SHE WAS SLOWING WITH TRAFFIC WHEN SH	27	2430	3-Tue	11	17	2015	1828	N	0
VEH 1 WAS EXITING EB I-94 TO MAPLE GROVE PKWY. VEH 2 WAS STOPPED AT A RED TRAFFIC SIGNAL AT THE TOP	27	2430	5-Thu	12	17	2015	1752	N	0
_____	27	2430	5-Thu	3	7	2013	0858	N	0
BOTH VEHICLES HAD BEEN I-94 E/B IN THE LEFT LANE. D1 STATED THAT HE HAD BEEN LOOKING AT HIS RADIO	27	2430	3-Tue	10	8	2013	0836	N	0
BOTH VEHICLES WERE IN THE LEFT LANE IN MODERATELY HEAVY TRAFFIC. DRVR 1 HAD TO APPLY BRAKES HARD A	27	2430	2-Mon	10	14	2013	0804	N	0
UPON ARRIVAL BOTH VEHICLES WERE ON THE LEFT SHOULDER. THE DRIVER OF V1 STATED THAT SHE WAS IN THE	27	2430	6-Fri	10	4	2013	1150	N	0
VEH.#1 WAS E/B ON 94 AT MAPLE GROVE PARKWAY WHEN THE VEHICLE WENT OFF THE ROAD TO THE RIGHT JUST EA	27	2430	3-Tue	12	24	2013	1018	C	0
A FLATBED SEMI WAS TRAVELING ON AND OFF OF THE RIGHT SHOULDER EB 94. THIS CAUSED V2 TO STOP IN RIGH	27	2430	7-Sat	1	18	2014	0919	N	0
VEH #1 LOST CONTROL ON ICY ROADS AND JACK-KNIFED INTO THE MEDIAN BLOCKING ALL LANES. VEH #2 WAS UN	27	2430	6-Fri	2	21	2014	0756	N	0
UNIT1 WAS WEST ON I94 APPROACHING OVERPASS OF CO RD 30 IN THE INSIDE LANE COMING TO A STOP DUE TO T	27	2430	5-Thu	4	24	2014	1748	N	0
VEH 1 AND VEH 2 WERE EB 94. VEH 1 WAS ENTERING FREEWAY FROM MAPLE GROVE PARKWAY, VEH 2 WAS IN CENT	27	2430	4-Wed	8	27	2014	2016	N	0
DV1 STATED THAT SHE WAS IN THE FAR RIGHT LANE HEADING WB ISTH 94. SHE STATED THAT V2 LOST CONTROL A	27	2430	3-Tue	3	3	2015	0907	N	0
VEH 1, 2, 3 WB 94 LEFT LANE. VEH 1 REAREND VEH 2 SLOWING IN TRAFFIC PUSHING INTO VEH 3 SLOWING IN T	27	2430	5-Thu	7	2	2015	1426	N	0
BOTH VEHICLES WERE SOUTH ON MAPLE GROVE PARKWAY GOING OVER I94. VEHICLE ONE WAS BEHIND VEHICLE TWO	27	2430	5-Thu	10	29	2015	1926	C	0
-BOTH VEHS E/B I94. VEH 1 DIRECTLY BEHIND VEH 2. -VEH 2 STOPPED ABRUPTLY FOR TRAFFIC IN FRONT OF H	27	2430	1-Sun	7	26	2015	1149	N	0

~~DRIVER OF V1 STATED SHE WAS IN THE CENTER LANE GOING EAST ON 94 AT MAPLE GROVE PARKWAY. D1 ADMITTE~~	~~27~~	~~2430~~	~~4-Wed~~	~~8~~	~~19~~	~~2015~~	~~0837~~	~~N~~	~~0~~
~~WITNESS STATED VEH EB I94 AND FOR NO APPARENT REASON CROSSED LANES AND HIT THE GUARDRAIL ON THE INS~~	~~27~~	~~2430~~	~~1-Sun~~	~~10~~	~~18~~	~~2015~~	~~2138~~	~~N~~	~~0~~
~~DRIVER OF V1 STATED THAT SHE WAS DRIVING IN THE LEFT LANE GOING EAST ON 94 AT MAPLE GROVE PARKWAY.~~	~~27~~	~~2430~~	~~4-Wed~~	~~11~~	~~11~~	~~2015~~	~~2224~~	~~N~~	~~0~~
~~VEHICLE 1 WAS TRAVELING EAST BOUND ON I 94 IN THE FAR LEFT LANE. VEHICLE 2 WAS IN FRONT OF VEHICLE~~	~~27~~	~~2430~~	~~5 Thu~~	~~2~~	~~14~~	~~2013~~	~~0537~~	~~B~~	~~0~~
~~BOTH VEHICLES WERE E/B ON ISTH 94 APPROACHING MAPLE GROVE PARKWAY IN THE RIGHT LANE OF THREE. THE~~	~~27~~	~~2430~~	~~1 Sun~~	~~2~~	~~1~~	~~2015~~	~~0619~~	~~C~~	~~0~~
~~UPON ARRIVAL BOTH VEHICLES WERE ON THE LEFT SHOULDER. THE DRIVER OF V1 STATED THAT SHE HAD STOPPED~~	~~27~~	~~2430~~	~~5-Thu~~	~~6~~	~~25~~	~~2015~~	~~1913~~	~~N~~	~~0~~
~~UPON ARRIVAL BOTH VEHICLES WERE ON THE RIGHT SHOULDER. THE DRIVER OF V1 STATED THAT SHE WAS IN THE~~	~~27~~	~~2430~~	~~2-Mon~~	~~9~~	~~14~~	~~2015~~	~~1226~~	~~N~~	~~0~~
~~V1 AND V2 WERE TRAVELING WB ON 94 NEAR MAPLE GROVE PARKWAY. V2 WAS IN FRONT OF V1 IN THE LEFT LANE~~	~~27~~	~~2430~~	~~4 Wed~~	~~12~~	~~2~~	~~2015~~	~~0645~~	~~N~~	~~0~~
~~AFTER THE FACT AND WENT TO A DOCTOR TO BE SEEN. THE ACCOUNTS OF BOTH DRIVERS WERE TAKEN VIA PHONE~~	~~27~~	~~2430~~	~~7 Sat~~	~~12~~	~~12~~	~~2015~~	~~1940~~	~~C~~	~~0~~
DRIVER EXITING WB I94 TO SB MAPLE GROVE PARKWAY. DRIVER STATED AS HE TURNED SOUTHBOUND ON A GREEN	27	2430	2-Mon	2	18	2013	1723	N	0
VEHICLE 2 WAS TRAVELING SOUTHBOUND, AND STOPPED WITH TRAFFIC FOR THE SIGNAL ON THE SOUTH SIDE OF TH	27	2430	7-Sat	3	9	2013	1208	N	0
UNIT1 WAS NORTH ON THE EXIT RAMP FROM EB I94 TO MAPLE GROVE PARKWAY TO GO STRAIGHT ONTO GROVE CIRCL	27	2430	4-Wed	7	8	2015	0751	N	0
	27	2430	1-Sun	10	12	2014	1005	N	0
VEHICLE ONE WAS ON THE ONRAMP TO EASTBOUND 94 FROM MAPLE GROVE PARKWAY. DRIVER ONE STATED THAT WHI	27	2430	7-Sat	12	7	2013	1853	C	0
AND STRUCK HER. DRIVER 2 STATES ALL TRAFFIC WAS STOPPED AT THE LIGHT, EVERYONE, INCLUDING HIM AND	27	2430	3-Tue	8	19	2014	1528	C	0
- UNIT 2 WAS WAITING AT A RED LIGHT TO TURN RIGHT FROM THE TOP OF THE WESTBOUND I-94 RAMP TO NORTHB	27	2430	5-Thu	2	26	2015	1240	N	0
VEH 2 AND 3 WERE BOTH STOPPED IN TRAFFIC THAT WAS BACKED UP DUE TO CONSTRUCTION FURTHER DOWN THE RO	27	2430	5-Thu	7	23	2015	1712	N	0
DRIVER ONE BELIEVED TO HAVE SUFFERED UNKNOWN MEDICAL CONDITION WHILE DRIVING. HE WENT OFF THE ROAD	27	2430	6-Fri	7	26	2013	1642	N	0
ALL FOUR VEHICLE WERE WESTBOUND ON MAPLE GROVE PKWY ON THE BRIDGE OVER I94. ALL VEHICLES WERE IN T	27	2430	3-Tue	12	24	2013	1139	N	0
	27	2430	3-Tue	11	25	2014	2015	N	0
#NAME?	27	2430	7-Sat	1	4	2014	0727	N	0
#NAME?	27	2430	4-Wed	2	12	2014	1330	N	0
	27	2430	5-Thu	5	15	2014	1000	B	0
VEHICLE 1 SLOWED AND THEN STOPPED ON THE ENTRANCE RAMP TO 94 WEST-BOUND FROM MAPLE GROVE PARKWAY, B	27	2430	5-Thu	5	15	2014	1018	C	0

														PERSON1						
NUM_VEH	JUNC	SL	TYPE	DIAG	LOC1	TCD	LIT	WTHR1	WTHR2	SURF	CHAR	DESGN	ACC_NUM	VTYPE	DIR	ACT	FAC1	FAC2	POSN	INJ
1	21	70	1	7	1	98	1	4	0	3	1	1	131050190	1	7	1	3	0	1	N
2	1	70	1	1	1	98	1	1	0	1	1	1	141910185	1	3	1	1	0	1	N
2	1	70	1	1	1	98	1	1	0	1	1	1	141910186	2	3	1	4	15	1	N
3	1	65	1	1	1	98	1	2	0	1	2	1	150270215	1	4	14	15	0	1	N
1	22	45	51	90	1	98	1	1	0	1	1	3	151750197	11	5	13	1	0	1	B
2	1	70	1	2	1	98	1	3	0	2	1	1	141140196	35	3	1	1	0	1	N
1	22	70	26	7	4	98	1	1	0	1	5	1	141260179	1	4	1	21	15	1	N
2	1	60	1	1	1	98	1	1	0	1	1	1	152300275	1	3	1	4	15	1	N
3	22	70	1	1	1	98	6	2	0	1	5	1	140380322	1	4	11	1	0	1	N
1	1	70	32	4	2	98	4	4	0	3	1	1	141060285	1	4	1	3	46	1	N
2	1	70	1	2	1	98	1	1	0	1	1	1	142180180	3	7	1	1	0	1	N
2	1	70	1	1	1	98	1	1	0	1	1	1	142220142	2	7	11	1	0	1	C
2	1	70	1	1	1	98	1	2	0	1	1	1	143590103	35	3	1	1	0	1	N
3	4	40	1	1	1	1	1	1	0	1	2	5	150320040	3	7	1	4	15	1	N
4	1	70	1	1	1	98	2	1	0	1	1	1	152770192	3	3	11	1	0	1	B
2	1	70	1	2	1	98	1	2	0	1	5	1	153110155	1	3	1	15	0	1	N
2	22	70	1	1	1	98	4	2	0	1	1	1	133220211	1	3	10	1	0	1	N
2	1	60	1	1	1	98	1	1	0	1	2	1	133450406	1	3	11	1	0	1	B
2	1	70	1	1	1	98	4	1	0	90	1	1	140090454	1	3	10	4	0	1	N
2	1	60	1	1	1	98	1	4	1	5	1	1	140180123	2	3	11	1	0	1	N
2	1	60	1	2	1	98	1	1	0	1	1	1	142930217	2	3	14	8	14	1	N
1	21	70	26	4	4	98	1	2	0	1	6	2	143180301	1	4	1	21	8	1	N
1	20	70	32	4	1	98	1	4	0	3	1	1	140160305	1	3	16	3	61	1	N
2	1	70	1	90	1	98	1	1	0	2	1	1	140170252	1	3	1	8	3	1	C
3	1	70	1	1	1	98	1	1	0	1	1	1	141160135	2	7	10	1	0	1	N
2	1	70	1	1	1	98	1	1	0	1	1	1	151990174	3	7	1	1	0	1	C
2	1	70	1	1	1	98	1	1	0	1	1	1	152280142	1	7	10	1	0	1	N
2	1	70	1	2	1	98	3	2	0	2	1	1	152650182	1	7	1	19	0	1	N
2	1	70	1	1	1	98	1	2	0	1	1	1	152830155	2	7	10	15	0	1	N
2	1	70	1	1	1	98	6	3	2	2	1	1	153220243	2	7	10	1	0	1	N
2	4	45	1	1	1	1	4	1	1	1	1	2	153510194	1	3	11	1	0	1	N
4	0	60	1	1	0	98	1	1	0	1	0	0	130990082	1	3	1	0	0	1	N
2	1	70	1	1	1	98	1	1	0	1	1	1	132810317	1	3	1	15	0	1	N
2	1	70	1	2	2	98	1	2	0	1	1	1	132900164	1	3	10	4	0	1	N
2	1	60	1	2	1	98	1	1	0	1	1	1	132930177	2	3	14	8	7	1	N
1	1	70	51	7	4	98	1	2	0	1	5	1	133600223	1	3	1	15	16	1	C
2	1	70	1	1	1	98	1	2	0	3	1	1	140190240	35	3	1	15	3	1	N
2	1	70	1	1	1	98	1	1	0	5	1	1	140540322	2	7	1	1	0	1	N
2	7	70	1	1	1	98	1	2	0	1	1	5	141140124	3	8	11	1	0	1	N
2	1	70	1	2	1	98	4	1	0	1	1	1	142400221	3	3	14	8	15	1	N
2	1	70	1	5	1	98	1	4	2	3	1	1	150630357	1	7	1	8	61	1	N
3	1	70	1	1	1	98	1	1	0	1	1	1	152050234	1	8	1	4	3	1	N
2	1	40	1	1	1	98	4	2	0	1	1	5	153030081	1	5	11	1	0	1	C
2	1	70	1	1	1	98	1	1	1	1	1	1	152070071	1	5	1	4	4	1	N

1	1	70	32	4	1	98	1	3	2	2	1	1	152320273	1	3	1	21	0	1	N
1	1	70	32	7	1	98	4	1	0	1	1	1	152910144	1	3	1	99	0	1	N
1	1	70	32	4	1	98	5	3	8	2	1	1	153160273	1	3	1	3	61	1	N
2	1	60	1	1	1	98	4	2	2	3	1	1	130450271	1	3	1	3	3	1	B
2	1	70	1	1	1	98	4	1	0	1	4	1	150330225	1	3	1	18	3	1	C
2	1	70	1	1	1	98	1	1	0	1	1	1	151850129	3	7	11	1	0	1	N
2	1	70	1	1	1	98	1	1	0	1	1	1	152600267	1	3	10	1	0	1	N
2	1	65	1	1	1	98	2	1	0	2	1	1	153360290	2	7	10	4	0	1	N
2	4	45	1	1	1	1	4	99	99	1	1	5	153510217	1	1	1	21	0	1	N
1	4	40	51	3	1	1	3	2	7	1	1	5	130490108	35	7	6	50	0	1	N
2	1	40	1	1	1	1	1	3	2	2	1	7	130680074	3	7	1	1	0	1	N
2	4	40	1	5	1	1	1	1	0	1	1	5	151890085	1	1	1	1	0	1	N
2	0	0	1	1	0	98	1	1	0	1	0	0	143170090	3	3	5	0	0	1	N
2	1	70	1	4	1	98	4	4	0	5	8	2	133420150	1	3	1	46	61	1	N
2	4	45	1	1	1	1	1	1	0	1	2	2	142310146	4	1	11	1	0	1	C
2	4	70	1	1	1	1	1	1	0	1	1	2	150570103	3	8	5	15	0	1	N
3	1	70	1	1	1	98	1	1	1	1	1	1	152040142	1	7	1	15	0	1	N
1	21	70	64	7	1	98	1	1	0	1	1	1	132200183	32	3	1	90	0	1	N
4	1	45	1	1	1	98	1	2	0	5	1	5	133580197	1	7	1	15	3	1	N
2	0	30	1	9	0	0	4	1	0	1	0	0	143630135	3	4	0	0	0	1	N
1	1	35	26	5	4	98	1	2	2	5	6	2	140040051	1	5	1	61	46	1	N
1	21	35	26	4	1	98	1	1	0	1	6	2	140430121	3	3	10	8	0	1	N
2	0	25	1	1	0	98	1	2	0	1	0	0	141640092	1	7	10	0	0	1	B
2	1	70	1	1	1	98	1	2	0	1	6	2	141840169	1	8	10	4	0	1	C

				PERSON2											PERSON3					
EQP	PHYS	AGE	SEX	VTYPE2	DIR3	ACT4	FAC15	FAC26	POSN7	INJ8	EQP9	PHYS10	AGE11	SEX12	VTYPE13	DIR14	ACT15	FAC116	FAC217	POSN18
4	1	47	M																	
4	1	38	F	1	3	1	4	15	1	N	4	1	20	F	1	3				
4	1	16	M	1	3	11	1	0	1	N	4	1	32	F	1	3				
4	1	33	M	1	4	11	1	0	1	N	4	1	29	F	1	4				
11	1	44	M																	
4	1	32	M	1	3	16	2	0	1	N	4	1	74	M	1	3				
4	7	25	M	1	4	1	21	15	3	N	4	99	902	Z						
4	1	16	M	3	3	1	1	0	1	N	4	1	36	F						
4	1	24	M	1	4	10	1	0	1	N	4	1	58	F	1	4				
4	1	48	F																	
4	1	51	F	4	7	14	8	15	1	N	4	1	30	F						
4	1	44	M	1	7	14	15	4	1	N	4	1	22	F	1	7				
4	1	67	M	1	3	16	2	0	1	N	4	1	44	F						
4	1	44	F	2	7	11	1	0	1	C	4	1	44	F	3	7				
4	1	38	F	4	3	1	15	0	1	N	4	1	23	M	1	3				
4	1	74	F	31	3	1	1	0	1	N	4	1	28	M						
4	1	27	F	1	3	10	15	0	1	N	4	1	53	F						
4	1	64	M	2	3	1	4	15	1	N	4	1	40	M	1	3				
4	1	29	F	1	3	10	1	0	1	N	4	1	45	F						
4	1	55	M	1	3	1	3	0	1	N	4	1	27	M	2	3				
4	1	50	M	3	3	14	1	0	1	N	4	1	50	M						
4	90	39	F																	
4	1	19	F																	
4	1	32	F	1	3	1	1	0	1	C	4	1	50	F						
4	1	59	M	3	7	14	15	4	1	N	4	1	54	F	1	7				
4	1	46	M	1	7	10	15	0	1	N	4	1	16	M	1	7				
4	1	31	M	1	7	10	4	0	1	N	4	1	20	M	1	7				
4	1	25	M	1	7	14	8	0	1	N	99	1	25	M	1	7				
4	1	25	M	3	7	10	1	0	1	C	4	1	45	M	3	7				
4	1	35	F	2	7	1	4	0	1	N	4	1	44	M	2	7				
4	1	21	F	1	3	1	21	0	1	N	4	1	20	M						
0	0	42	M	1	3	10	0	0	1	N	4	0	45	F	1	3				
4	1	20	M	1	3	13	1	0	1	N	4	1	39	M	1	3				
4	1	21	F	1	3	10	1	0	1	N	4	1	42	F	1	3				
4	1	51	M	1	3	1	1	0	1	N	4	1	37	F	1	3				
4	1	17	M																	
4	1	55	M	35	3	11	1	0	1	N	4	1	52	M						
4	1	42	M	35	7	1	3	46	1	N	4	1	30	M						
4	1	19	M	2	8	14	4	0	1	N	4	1	33	M	3	8				
4	1	41	F	34	3	1	1	0	1	N	4	1	63	M						
4	1	39	M	1	7	13	1	0	1	N	4	1	39	F						
4	1	19	M	1	8	10	4	0	1	N	4	1	21	M	3	8				
4	1	47	M	1	5	1	15	0	1	N	4	1	28	F	1	5				
4	1	31	F	1	5	11	1	1	1	N	4	1	60	F	1	5				

~~4~~	~~7~~	~~18~~	~~F~~													
~~99~~	~~99~~	~~28~~	~~M~~													
~~4~~	~~1~~	~~22~~	~~F~~													
~~4~~	~~1~~	~~19~~	~~M~~	~~35~~	~~3~~	~~1~~	~~1~~	~~1~~	~~1~~	~~N~~	~~4~~	~~1~~	~~53~~	~~M~~		
~~4~~	~~3~~	~~23~~	~~M~~	~~4~~	~~3~~	~~1~~	~~1~~	~~0~~	~~1~~	~~C~~	~~4~~	~~1~~	~~52~~	~~F~~	~~4~~	~~3~~
~~4~~	~~1~~	~~25~~	~~F~~	~~2~~	~~7~~	~~1~~	~~4~~	~~15~~	~~1~~	~~N~~	~~4~~	~~1~~	~~16~~	~~M~~	~~2~~	~~7~~
~~4~~	~~1~~	~~30~~	~~F~~	~~1~~	~~3~~	~~14~~	~~4~~	~~15~~	~~1~~	~~N~~	~~4~~	~~1~~	~~32~~	~~M~~		
~~4~~	~~1~~	~~36~~	~~M~~	~~2~~	~~7~~	~~10~~	~~1~~	~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~37~~	~~M~~		
~~99~~	~~1~~	~~47~~	~~F~~	~~1~~	~~1~~	~~11~~	~~1~~	~~0~~	~~1~~	~~N~~	~~99~~	~~1~~	~~27~~	~~F~~	~~1~~	~~1~~
99	1	59	M													
4	1	41	F	1	7	1	4	0	1	N	4	1	46	M		
4	1	30	F	4	7	1	5	0	1	N	4	1	38	M	4	7
4	0	66	M	3	3	0	0	0	1	N	0	0	64	M	3	3
4	1	32	F	1	3	1	1	0	1	N	4	1	41	M	1	3
4	1	40	F	2	1	1	15	0	1	N	4	1	60	M	4	1
4	1	47	M	1	8	5	1	0	1	N	4	1	64	F		
4	1	46	M	3	8	11	1	0	1	N	4	1	45	F	1	8
4	99	48	M													
4	1	43	M	4	7	9	1	0	1	N	4	1	40	F	1	7
4	0	29	F	99	0	0	0	0	1	N	98	0	25	F		
4	1	31	M													
4	1	72	F													
3	0	26	M	3	7	0	0	0	1	N	0	0	50	F	1	7
4	1	50	F	1	8	13	8	0	1	N	4	1	26	M	1	8

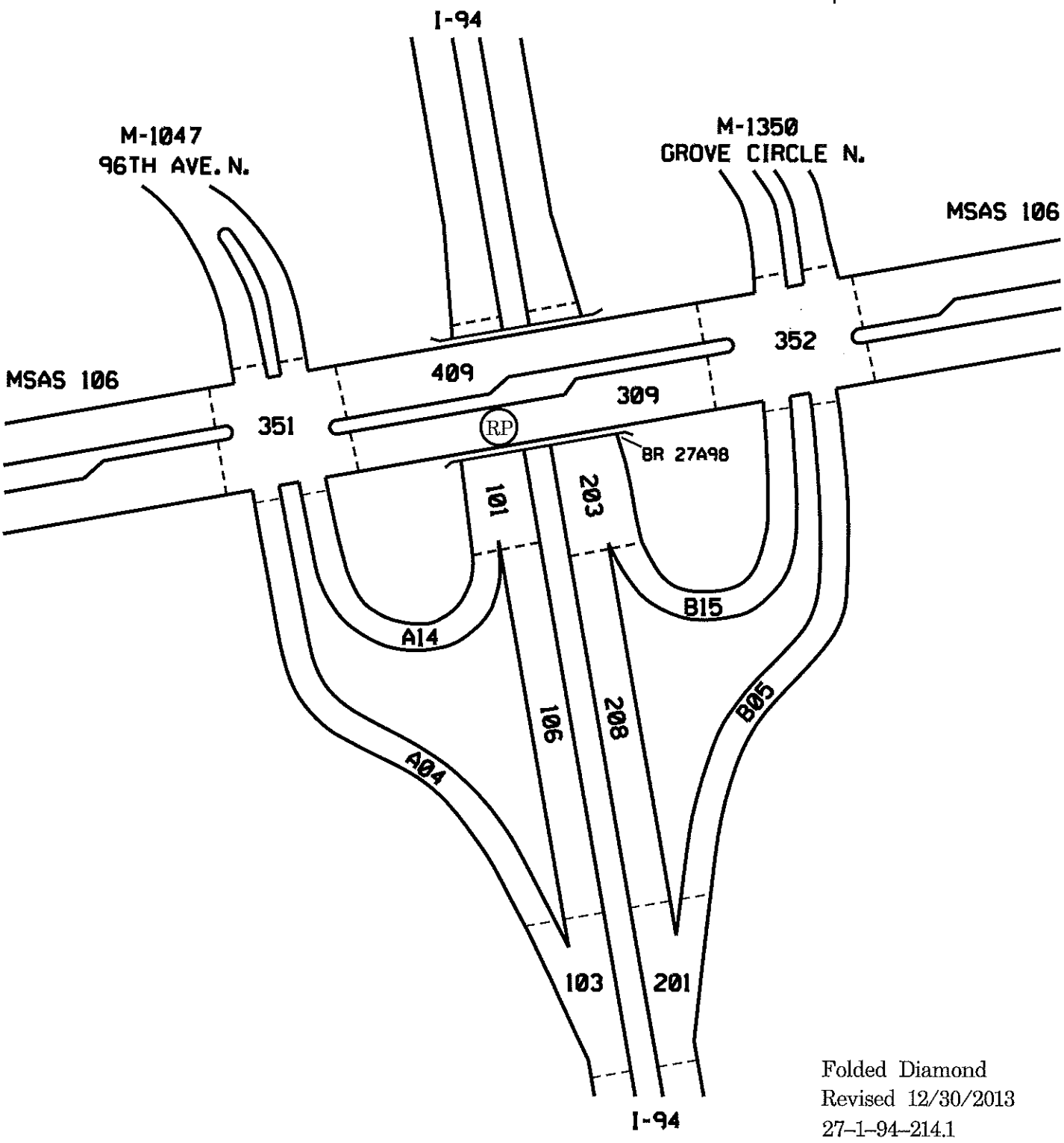

PERSON4
INJ19
EQP20
PHYS21
AGE22
SEX23
VTYPE24
DIR25
ACT26
FAC127
FAC228
POSN29
INJ30
EQP31
PHYS32
AGE33
SEX34

I–94 JCT WITH MSAS 106
(MAPLE GROVE PARKWAY N.)

HENNEPIN CO. 27
MAPLE GROVE 2430
PS 2520

I–94 100's 200's A&B's USE (RP) =214+00.118

MSAS 106 300's 400's USE (RP) =004+00.740



Folded Diamond
Revised 12/30/2013
27–1–94–214.1

TH 94 @ Weaver Lake Road East and West Ramps (2013 - 2015)

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
North Ramp									
01	00000094	215+00.579	0100000094	216.236	W	A04	1	1	U
01	00000094	215+00.579	0100000094	216.236	W	A04	1	1	U
01	00000094	215+00.579	0100000094	216.236	Z	A04	1	3	U
01	00000094	215+00.579	0100000094	216.236	W	A04	1	1	U
01	00000094	215+00.579	0100000094	216.236	W	A04	1	3	U
01	00000094	215+00.579	0100000094	216.236	Z	A04	1	3	U
01	00000094	215+00.579	0100000094	216.236	E	A04	1	3	U
01	00000094	215+00.579	0100000094	216.236	Z	A04	1	3	U
01	00000094	215+00.579	0100000094	216.236	W	A04	2	1	U
01	00000094	215+00.579	0100000094	216.236	Z	A04	2	3	U
01	00000094	215+00.579	0100000094	216.236	Z	A05	1	0	U
01	00000094	215+00.579	0100000094	216.236	W	A05	1	3	U
South Ramp									
01	00000094	215+00.579	0100000094	216.236	E	B03	2	3	U
01	00000094	215+00.579	0100000094	216.236	E	B04	1	1	U
01	00000094	215+00.579	0100000094	216.236	Z	B04	1	3	U
01	00000094	215+00.579	0100000094	216.236	E	B04	2	1	U
01	00000094	215+00.579	0100000094	216.236	W	B05	1	3	U
01	00000094	215+00.579	0100000094	216.236	E	B05	2	3	U
01	00000094	215+00.579	0100000094	216.236	E	B15	1	1	U
01	00000094	215+00.579	0100000094	216.236	E	B15	1	3	U

ATP	CO	CITY	DOW	MONTH	DAY	YEAR	TIME	SEV	NUM_KILLED
BOTH DRIVER EXITED FROM WEST 94 TO WEAVER LAKE RD. AT THE TOP OF THE RAMP, BOTH VEHICLES WERE GOIN	27	2430	1-Sun	1	20	2013	1802	N	0
V1 (MNDOT SNOWPLOW) STOPPED AT TOP OF RAMP. DRIVER OF V2 TRAVELING TOO FAST FOR ROAD CONDITIONS CO	27	2430	1-Sun	1	27	2013	1455	N	0
I SPOKE WITH THE DRIVERS INVOLVED IN THIS VEHICLE PROPERTY DAMAGE ACCIDENT AND I OBTAINED SOME OF T	27	2430	3-Tue	6	18	2013	1153	N	0
DRIVER TWO WAS STOPPED AT THE STOP LIGHT WHEN HE WAS REAR ENDED BY VEHICLE ONE. DRIVER ONE SAID S	27	2430	5-Thu	11	21	2013	2026	N	0
UNITS 1 AND 2 EXITING FROM WB I94 TO EAST WEAVER. UNIT 2 STOPPED FOR TRAFFIC AND UNIT 1 DID NOT SEE	27	2430	4-Wed	12	11	2013	1341	N	0
UNIT 2 WAS STOPPED AT THE TOP OF THE RAMP FROM WB I-94 TO EB CO RD 109. UNIT 1 WAS FOLLOWING AND DR	27	2430	7-Sat	9	13	2014	0924	N	0
D1 WAS DRIVING V1 BEHIND D2 WHO WAS DRIVING V2. BOTH D1 AND D2 WERE EXITING I94 AT WEAVER LAKE RD T	27	2430	4-Wed	12	24	2014	1614	N	0
#NAME?	27	2430	6-Fri	1	24	2014	1200	N	0
UPON ARRIVAL BOTH VEHICLES WERE OFF THE ROADWAY IN A PARKING LOT. THE DRIVER OF V1 STATED THAT HE	27	2430	3-Tue	2	24	2015	1855	N	0
DRIVER VEHICLE #1 SAID HE HAD EXITED WESTBOUND I-94 EXIT RAMP AT WEAVER LKRD. HE WAS SLOWING DOWN A	27	2430	4-Wed	8	19	2015	0850	N	0
	27	2430	1-Sun	3	31	2013	1300	N	0
VEH 1 AND VEH 2 BOTH EXITED WESTBOUND I 94 ON THE WEAVER LAKE RD EXIT. THEY WERE BOTH TAKING THE DE	27	2430	4-Wed	7	15	2015	1706	C	0
DRIVER 1 WAS ON THE ENTRANCE RAMP TO EASTBOUND I 94 FROM WEAVER LAKE RD. AS HE WAS GOING AROUND TH	27	2430	1-Sun	12	13	2015	0907	N	0
BOTH VEHICLES WERE ON THE RAMP FROM E/B 94 TO WEAVER LAKE ROAD. THE DRIVER OF VEH.#1 STATED THAT H	27	2430	3-Tue	2	12	2013	1238	N	0
#1 SAID SHE WAS GOING SLOWLY THINKING SHE HAD TO MERGE AND NOT REALIZING SHE HAD HER OWN LANE AFTER	27	2430	4-Wed	3	13	2013	1344	C	0
V1 WAS STOPPED ON THE RAMP FROM EB ISTH94 TO WEAVER LAKE ROAD IN THE CENTER LANE. DV1 STATED HE WA	27	2430	5-Thu	12	31	2015	1043	N	0
SIGN ON THE OFF RAMP INDICATING TO TRAFFIC THAT IS ATTEMPTING TO EXIT ONTO WEAVER LAKE RD EB THEY	27	2430	6-Fri	9	26	2014	1145	N	0
KIDD ADVISED SHE WAS WALKING E/B WEAVER LAKE RD AND WALKED OVER THE I94 BRIDGE ON THE SOUTH SIDE. S	27	2430	5-Thu	10	8	2015	0946	C	0
UPON ARRIVAL V1 WAS IN THE APEX OF 94 EASTBOUND FROM WEAVER LAKE RD. THE DRIVER MAY HAVE HAD SOME	27	2430	3-Tue	3	12	2013	2007	N	0
BOTH VEHICLES WERE ENTERING EASTBOUND I 694 FROM WEAVER LAKE RD. BOTH VEHICLES, AS WELL AS SEVERAL	27	2430	4-Wed	12	25	2013	0903	N	0

														PERSON1						
NUM_VEH	JUNC	SL	TYPE	DIAG	LOC1	TCD	LIT	WTHR1	WTHR2	SURF	CHAR	DESGN	ACC_NUM	VTYPE	DIR	ACT	FAC1	FAC2	POSN	INJ
2	4	35	1	1	1	1	4	1	0	1	5	2	130250242	3	8	10	1	0	1	N
2	1	30	1	2	1	1	1	4	0	3	2	2	130310215	90	7	11	1	0	1	N
2	21	60	1	1	1	1	1	1	0	1	2	2	131690099	3	7	9	15	0	1	N
2	4	60	1	1	1	1	4	2	0	1	1	2	133260222	1	7	1	18	0	1	N
2	21	40	1	1	1	5	1	1	0	5	6	2	133450177	1	7	11	1	0	1	N
2	21	40	1	1	1	98	1	1	0	1	5	2	142560064	1	3	5	15	0	1	N
2	2	40	1	1	1	5	1	1	1	1	1	5	143580152	3	3	1	1	1	1	N
2	21	60	1	1	1	90	1	2	2	1	7	2	150240122	3	2	5	1	1	1	N
2	1	60	1	1	1	1	4	1	0	1	5	2	150680193	3	7	11	1	0	1	N
2	4	40	1	1	1	1	1	3	0	2	7	2	152310065	4	7	10	1	0	1	N
2	0	30	1	1	0	5	1	1	0	1	0	0	131230062	4	1	5	0	0	1	N
2	4	40	1	1	1	1	1	1	0	1	5	2	151960405	3	3	11	14	0	1	C
1	20	60	1	7	1	98	1	3	0	2	6	2	153470031	2	3	1	46	16	1	N
2	7	60	1	2	1	98	1	1	0	1	1	2	130450337	31	5	6	1	0	1	N
2	7	40	1	1	1	98	1	1	1	1	1	3	130720142	3	3	57	8	1	1	C
2	2	30	1	1	1	1	1	2	0	1	2	2	153650280	2	3	11	1	0	1	N
2	21	45	1	1	1	90	1	1	1	1	5	2	142690091	4	7	1	1	1	1	N
1	21	40	7	90	1	90	1	1	0	1	7	2	152810076	54	98	35	1	0	35	C
1	20	60	22	4	1	98	4	1	0	2	1	1	130880166	3	3	1	8	90	1	N
2	1	60	1	5	1	98	1	4	0	4	6	2	133590043	2	3	1	61	46	1	N

				PERSON2											PERSON3					
EQP	PHYS	AGE	SEX	VTYPE2	DIR3	ACT4	FAC15	FAC26	POSN7	INJ8	EQP9	PHYS10	AGE11	SEX12	VTYPE13	DIR14	ACT15	FAC116	FAC217	POSN18
4	1	42	F	1	8	10	4	15	1	N	4	1	42	F	1	8				
4	1	56	F	1	7	1	15	3	1	N	4	1	26	F	1	7				
4	1	58	F	4	7	11	1	1	1	N	4	1	44	M						
4	2	40	F	1	7	11	1	0	1	N	4	1	20	M						
4	1	30	F	1	7	5	4	46	1	N	4	1	31	F						
99	1	58	M	1	3	5	1	0	1	N	99	1	27	F	1	3				
4	1	33	M	1	3	1	3	4	1	N	4	1	23	M						
4	1	17	F	3	2	5	4	4	1	N	4	1	39	F	3	2				
4	1	45	M	1	7	1	4	15	1	N	4	1	58	M	3	7				
4	1	34	M	3	7	10	15	9	1	N	4	1	23	F	3	7				
4	0	65	M	1	1	5	0	0	1	N	0	0	901	M	1	1				
4	1	34	F	3	3	11	14	0	1	C	4	1	61	F						
4	1	17	M	2	3	1	46	16	15	N	0	98	904	Z						
4	1	37	M	2	5	5	15	0	1	N	4	1	50	M	31	5				
4	1	52	F	4	3	57	15	1	1	N	4	1	38	F						
4	1	55	M	3	3	1	4	15	1	N	4	1	32	F	3	3				
4	1	22	M	1	7	11	5	9	1	N	4	1	39	F	4	7				
98	1	33	F	1	1	5	99	0	1	N	0	0	903	F						
99	90	52	F																	
4	1	23	M	1	3	1	61	46	1	N	4	1	18	F						


PERSON4
INJ19
EQP20
PHYS21
AGE22
SEX23
VTYPE24
DIR25
ACT26
FAC127
FAC228
POSN29
INJ30
EQP31
PHYS32
AGE33
SEX34

Elm Creek Blvd @ Weaver Lake Road (2013 - 2015)

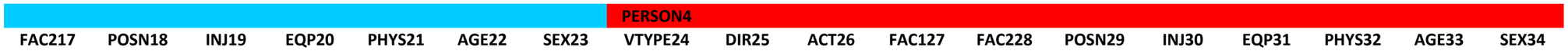
Crash data is managed by the Mn/DOT Office of Traffic, Safety, and Operations.

SYS	NUM	REF_POINT	GIS_ROUTE	GIS_TM	RD_DIR	ELEM	RELY	INV	R_U
04	27000130	001+00.292	0427000130	1.292	Z		1	0	U
04	27000130	001+00.297	0427000130	1.297	Z		1	3	U
04	27000130	001+00.298	0427000130	1.298	Z		1	3	U
04	27000130	001+00.300	0427000130	1.300	Z		1	3	U
04	27000130	001+00.300	0427000130	1.300	N		1	3	U
04	27000130	001+00.300	0427000130	1.300	Z		1	3	U
04	27000130	001+00.300	0427000130	1.300	N		1	3	U
04	27000130	001+00.300	0427000130	1.300	Z		1	3	U
04	27000130	001+00.300	0427000130	1.300	Z		1	3	U
04	27000130	001+00.300	0427000130	1.300	Z		1	3	U
04	27000130	001+00.301	0427000130	1.301	S		1	3	U
04	27000130	001+00.368	0427000130	1.368	N		2	3	U

ATP	CO	CITY	DOW	MONTH	DAY	YEAR	TIME	SEV
	27	2430	1-Sun	12	8	2013	1400	N
UNIT1 WAS STOPPED DUE TO THE RED LIGHT IN THE LEFT TURN LANE OF SOUTHBOUND ELM CREEK BOULEVARD TO T	27	2430	3-Tue	12	10	2013	0841	N
BOTH VEHICLES WERE IN THE INSIDE TURN LANE ON NORTHBOUND CO 130 TO GO WEST ON CO 109. BOTH DRIVE	27	2430	6-Fri	1	25	2013	1728	N
BOTH UNITS WERE IN THE LEFT TURN LANE STOPPED. DR 1 SAID THE LIGHT TURNED GREEN BUT SHE AND DR 2 HA	27	2430	4-Wed	4	17	2013	1147	N
DRIVER #1 WAS TRAVELLING NORTHBOUND ON ELM CREEK BLVD. DRIVER #2 WAS STOPPED FOR A RED LIGHT AT TH	27	2430	3-Tue	8	26	2014	0003	N
DV1 STATED SHE WAS E/B WEAVER LAKE RD STOPPED IN TRAFFIC AT THE RED LIGHT AT ELM CREEK BLVD. V2 RAN	27	2430	7-Sat	1	10	2015	1105	N
DRIVER 1 WAS STOPPED IN THE LEFT TURN LANE WAITING FOR TRAFFIC TO PASS. DRIVER 2 MOVED INTO THE	27	2430	6-Fri	2	20	2015	0758	N
VEHICLE #1 EAST ON WEAVER LAKE ROAD TO TURN SOUTH ON ELM CREEK BOULEVARD. DRIVER OF VEHICLE #1 STA	27	2430	3-Tue	6	16	2015	1220	N
VEHICLE #1 SB ELM CREEK BLVD ENTERED THE INTERSECTION OF WEAVER LAKE RD ON THE GREEN LIGHT AND WAS	27	2430	2-Mon	6	22	2015	0624	N
DRIVER 1 AND INDEPENDENT WITNESS SAID THAT VEH 2 SWERVED SUDDENLY FROM THE LANE TO GO STRAIGHT AND	27	2430	3-Tue	6	30	2015	1410	N
UNIT #1 CAME TO A STOP IN THE NORTH BOUND LANE OF ELM CREEK BLVD. AT WEAVER LAKE ROAD. THE DRIVER O	27	2430	7-Sat	12	6	2014	2233	N
UNIT 1 WAS NORTHBOUND ON CSAH 130 MOVING FROM LEFT LANE TO RIGHT IN FRONT OF UNIT 2. TRAFFIC AHEAD	27	2430	6-Fri	10	23	2015	1912	C

															PERSON1				
NUM_KILLED	NUM_VEH	JUNC	SL	TYPE	DIAG	LOC1	TCD	LIT	WTHR1	WTHR2	SURF	CHAR	DESGN	ACC_NUM	VTYPE	DIR	ACT	FAC1	FAC2
0	2	0	40	1	1	0	1	1	2	0	5	0	0	140100096	1	5	11	0	0
0	2	4	40	1	1	1	1	1	1	0	5	1	5	133470072	3	5	11	1	0
0	2	4	40	1	1	1	1	1	2	0	1	1	3	130250261	1	1	1	4	15
0	2	4	40	1	1	1	1	1	2	0	1	1	3	131070078	4	1	1	1	0
0	2	4	45	2	1	1	1	4	1	1	1	1	5	142380179	1	1	1	15	0
0	2	4	40	1	1	1	1	1	2	0	5	1	3	150100086	3	3	11	1	0
0	2	4	40	1	1	1	1	1	2	0	5	1	5	150510127	3	1	11	1	0
0	2	4	40	1	1	1	1	1	1	1	1	1	3	151670097	3	3	11	1	0
0	2	4	40	1	5	1	1	1	3	0	2	1	3	151730091	1	3	3	2	0
0	2	4	40	1	2	1	1	1	1	0	1	1	5	151810134	1	7	1	1	0
0	2	4	40	1	5	1	1	4	1	90	1	1	5	143410026	1	7	1	1	0
0	3	1	40	1	1	1	1	4	3	0	2	1	5	152960248	3	1	10	1	0

						PERSON2											PERSON3			
POSN	INJ	EQP	PHYS	AGE	SEX	VTYPE2	DIR3	ACT4	FAC15	FAC26	POSN7	INJ8	EQP9	PHYS10	AGE11	SEX12	VTYPE13	DIR14	ACT15	FAC116
1	N	4	0	70	M	3	5	10	0	0	1	N	0	0	65	M	3	5		
1	N	4	1	48	F	1	5	10	61	0	1	N	4	1	35	F				
1	N	4	1	55	M	1	1	10	1	0	1	N	4	1	30	F				
1	N	4	1	73	F	3	1	1	1	0	1	N	4	1	30	F				
1	N	4	1	18	F	1	1	11	1	1	1	N	4	1	18	F				
1	N	4	1	41	F	4	3	1	15	4	1	N	4	1	46	F	3	3		
1	N	4	1	42	F	1	1	10	61	46	1	N	4	1	30	F	1	1		
1	N	4	1	47	F	1	3	1	15	0	1	N	4	1	23	F				
1	N	3	1	69	F	1	5	1	1	0	1	N	4	1	60	F				
1	N	4	1	16	M	4	7	5	2	8	1	N	4	1	26	M	4	7		
1	N	4	1	42	M	1	5	1	2	0	1	N	4	3	58	M				
1	N	4	1	42	M	2	1	1	1	0	1	C	4	1	58	M	2	1		


PERSON4
FAC217
POSN18
INJ19
EQP20
PHYS21
AGE22
SEX23
VTYPE24
DIR25
ACT26
FAC127
FAC228
POSN29
INJ30
EQP31
PHYS32
AGE33
SEX34

Fish Lake Road approx. 150' south of Weaver Lake Road (2013 -2015)

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
05	24300107	002+00.790	0524300107	2.790	Z		1	3	U
05	24300107	002+00.790	0524300107	2.790	Z		1	3	U
05	24300107	002+00.790	0524300107	2.790	Z		1	3	U
05	24300107	002+00.820	0524300107	2.820	Z		1	3	U
05	24300107	002+00.871	0524300107	2.871	E		1	3	U
05	24300107	002+00.878	0524300107	2.878	Z		1	3	U
05	24300107	002+00.890	0524300107	2.890	N		1	3	U
05	24300107	002+00.890	0524300107	2.890	Z	1	1	3	U
05	24300107	002+00.890	0524300107	2.890	E		1	3	U

ATP	CO	CITY	DOW	MONTH	DAY	YEAR	TIME	SEV
* DRIVER CONTACTED US COMPLAINING OF NECK PAIN FROM OUR MC DONALDS AT 2307. * HE IS UNSURE OF WH	27	2430	5-Thu	5	8	2014	2200	C
PROPERTY DAMAGE CRASH ONLY, NO INJURIES. D1 OF V1 SAID HE WAS TURNING FROM EB MAPLE LANE TO NB EAS	27	2430	7-Sat	11	1	2014	2154	N
DRIVER WAS TRAVELING NORTH ON EAST FISH LAKE RD APPROACHING THE CURVE WEST BY MAPLE LA WHEN SHE HIT	27	2430	7-Sat	12	27	2014	1121	N
#1 SAID SHE WAS SLOWING WHEN #2 IN FRONT OF HER BEGAN TO START SKIDDING, #1 APPLIED HER BRAKES BUT	27	2430	3-Tue	2	25	2014	0700	N
BOTH VEHICLES WERE EASTBOUND ON WEAVER LAKE RD. DRIVER 1 STOPPED FOR OTHER TRAFFIC. DRIVER 2 WAS	27	2430	1-Sun	3	1	2015	1034	N
UNIT #2 MADE TURN FROM WB WEAVER TO SB EAST FISH LAKE RD. DRIVER OF UNIT #1 NB EAST FISH, UNABLE T	27	2430	1-Sun	1	5	2014	2155	N
WHILE ON ROUTINE PATROL IN THE AREA OF WEAVER LAKE RD AND W FISH LAKE RD, I OBSERVED TWO VEHICLES S	27	2430	6-Fri	7	26	2013	1857	N
UNIT1 WAS STOPPED IN THE RIGHT TURN LANE, DUE TO THE RED LIGHT, TO GO EAST ONTO WEAVER LAKE ROAD FR	27	2430	2-Mon	10	13	2014	1538	N
VEH 1 WAS EB ON WEAVER LAKE RD IN TRAFFIC. VEH 2 APPROACHED VEH 1 FROM BEHIND. VEH 2 APPLIED BRAKES	27	2430	6-Fri	12	18	2015	1721	C

															PERSON1				
NUM_KILLED	NUM_VEH	JUNC	SL	TYPE	DIAG	LOC1	TCD	LIT	WTHR1	WTHR2	SURF	CHAR	DESGN	ACC_NUM	VTYPE	DIR	ACT	FAC1	FAC2
0	1	2	40	37	7	1	98	4	3	0	2	5	8	141290001	1	1	1	0	0
0	2	2	40	1	5	1	4	4	1	0	1	5	8	143070164	1	3	6	2	0
0	1	1	45	13	98	1	90	1	4	1	3	5	99	143610196	2	0	0	3	0
0	3	1	40	1	1	1	98	1	1	1	5	5	8	140560115	1	1	10	46	61
0	2	2	40	1	1	1	1	1	1	0	1	1	5	150600042	4	3	11	1	0
0	2	7	40	1	5	1	1	4	1	0	5	6	8	150060002	1	8	1	3	46
0	2	4	45	1	1	1	1	1	1	1	1	1	5	132100008	1	7	1	15	0
0	2	4	40	1	5	1	1	1	3	0	2	6	5	142860146	3	1	11	1	0
0	5	4	40	1	1	1	1	4	1	1	1	1	5	153520290	1	3	1	1	0

						PERSON2											PERSON3	
POSN	INJ	EQP	PHYS	AGE	SEX	VTYPE2	DIR3	ACT4	FAC15	FAC26	POSN7	INJ8	EQP9	PHYS10	AGE11	SEX12	VTYPE13	DIR14
1	C	3	1	18	M													
1	N	4	1	25	M	3	5	1	1	0	1	N	4	1	54	F	3	5
1	N	3	1	19	F													
1	N	4	1	18	F	1	1	1	46	61	1	N	4	1	30	F	1	1
1	N	4	1	41	F	3	3	1	4	0	1	N	4	1	44	F	4	3
1	N	4	1	20	M	3	6	6	1	0	1	N	4	1	19	M		
1	N	4	1	66	M	1	98	1	0	0	1	N	4	1	41	M		
1	N	4	1	64	M	1	5	5	16	0	1	N	4	1	16	M		
1	C	4	1	54	M	1	3	1	90	0	1	N	4	1	22	M	1	3

Weaver Lake Road from approx. 300' east and west of Fish Lake Road (2013- 2015)

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
05	24300102	002+00.813	0524300102	2.813	W		3	2	U
05	24300102	002+00.859	0524300102	2.859	E		2	3	U
05	24300102	003+00.019	0524300102	3.019	Z		1	3	U
05	24300102	003+00.020	0524300102	3.020	E		1	3	U
05	24300102	003+00.030	0524300102	3.030	E		1	3	U
05	24300102	003+00.030	0524300102	3.030	Z		1	3	U
05	24300102	003+00.039	0524300102	3.039	Z		1	3	U
05	24300102	003+00.039	0524300102	3.039	W		1	3	U
05	24300102	003+00.039	0524300102	3.039	Z		1	3	U
05	24300102	003+00.039	0524300102	3.039	N		1	3	U
05	24300102	003+00.039	0524300102	3.039	Z		1	3	U
05	24300102	003+00.039	0524300102	3.039	Z		1	3	U
05	24300102	003+00.039	0524300102	3.039	Z		1	3	U
05	24300102	003+00.039	0524300102	3.039	E		2	3	U
05	24300102	003+00.039	0524300102	3.039	Z		1	3	U
05	24300102	003+00.048	0524300102	3.048	Z		1	3	U
05	24300102	003+00.054	0524300102	3.054	Z		1	3	U
05	24300102	003+00.063	0524300102	3.063	Z		1	3	U
05	24300102	003+00.074	0524300102	3.074	W		1	3	U
05	24300102	003+00.092	0524300102	3.092	Z		2	3	U
05	24300102	003+00.135	0524300102	3.135	Z		1	3	U

ATP	CO	CITY	DOW	MONTH	DAY	YEAR	TIME	SEV
VEH #1 WAS STOPPED BY VEH #2 FOR A TRAFFIC VIOLATION. WHEN RELEASED FROM THE SCENE THE DRIVER OF VE	27	2430	1-Sun	10	27	2013	2217	N
-VEHICLE 1 & 2 WERE TRAVELING E/B ON WEAVER LAKE RD, JUST PRIOR TO EAST FISH LAKE RD. -VEHICLE 2 W	27	2430	6-Fri	4	26	2013	1235	N
BOTH VEH. WERE EB ON WEAVER LAKE RD. DR 1 CHANGED LANES FROM LEFT TO RIGHT INFRONT OF DR 2. DR 1 HA	27	2430	2-Mon	1	7	2013	0721	N
DRIVER #2 AND PASSENGER ADVISED THEY WERE STOPPED AT THE RED LIGHT AND WERE REAR-ENDED BY VEHICLE #	27	2430	2-Mon	12	23	2013	1628	C
DRIVER #2 WAS MAKING RIGHT TURN FROM I94 WESTBOUND EXIT RAMP ONTO WEAVER LAKE ROAD. DRIVER #2 WAS	27	2430	7-Sat	3	16	2013	1102	N
DV1 STATED HE WAS W/B WEAVER LAKE RD APPROACHING THE I94 INTERSECTION W/B SIDE. STATED HE HAD A GRE	27	2430	5-Thu	11	21	2013	1250	N
BOTH UNITS WERE WB WEAVER LAKE RD. UNIT 1 WAS IN THE LEFT TURN LANE FOR EAST FISH LAKE RD AND UNIT	27	2430	5-Thu	11	21	2013	0634	N
V#1 STOPPED AT RED LEFT TURN ARROW. V#2 SLOWED BEHIND V#1 AND V#3 SLOWED BEHIND V#2. ROADWAY WAS PA	27	2430	5-Thu	12	5	2013	1647	N
VEH 1 WAS STOPPED IN THE TURN LANE, DRIVER 2 COULDNT STOP ON THE ICY ROAD AND REAR ENDED VEH 1. N'	27	2430	5-Thu	12	5	2013	1808	N
ON 12/05/2013 AT 1832 HOURS I RESPONDED TO A PROPERTY DAMAGE ACCIDENT AT THE INTERSECTION OF WEAVER	27	2430	5-Thu	12	5	2013	1832	N
ALL VEHICLES INVOLVED WERE EASTBOUND ON CO 109 (WEAVER LK RD) INBETWEEN W FISH LK RD AND E FISH LAK	27	2430	3-Tue	2	25	2014	1416	N
VEHICLE #1 STOPPED IN THE LEFT TURN LANE FROM WESTBOUND WEAVER LAKE ROAD TO GO SOUTHBOUND ON EAST F	27	2430	4-Wed	5	20	2015	1758	N
VEHICLE #1 STOPPED IN EB WEAVER LK ROAD TRAFFIC. VEHICLE#2 STOPPED BEHIND VEHICLE #1. THE DRIVER OF	27	2430	2-Mon	8	17	2015	1040	N
I WAS DISPATCHED TO TAKE A REPORT OF A CRASH AT THE NOTED LOCATION. DRIVER 1 HAD TO LEAVE FOR WORK	27	2430	6-Fri	12	18	2015	2238	N
VEH #1 WAS BEHIND VEH #2 EB ON WEAVER LAKE ROAD IN THE RIGHT LANE WAITING FOR THE LIGHT AT EAST FI	27	2430	3-Tue	12	29	2015	1255	N
VEH #1 WAS TRAVELING WB ON WEAVER LAKE RD APPROACHING EAST FISH LAKE RD INTERSECTION IN THE RIGHT L	27	2430	2-Mon	1	12	2015	1554	N
BOTH VEHICLES WERE ON THE OFF RAMP FROM WEST BOUND I94 TO WEAVER LK RD (CO 109). BOTH VEHICLES WER	27	2430	2-Mon	1	20	2014	1507	N
BOTH VEHICLES WERE WEST ON CO 109 APPROACHING I94. DRIVER 2 STATED THAT A VEHICLE IN FRONT OF HIM	27	2430	2-Mon	1	20	2014	1740	N
- VEH 2 WAS DRIVING WESTBOUND WEAVER LAKE RD. - VEH 2 WAS STARTING TO SLOW AND STOP IN TRAFFIC. - V	27	2430	4-Wed	10	14	2015	1709	N
VEHICLE #1 TRAVELING WESTBOUND ON WEAVER LAKE ROAD JUST PAST EAST FISH LAKE ROAD AND STOPPED FOR TH	27	2430	2-Mon	12	21	2015	2045	N
D1 AND D2 BOTH HAD EXITED I-94 AND MERGED ONTO WEAVER LAKE RD WHEN AN UNIDENTIFIED VEHICLE CUT IN F	27	2430	2-Mon	5	25	2015	1537	C

															PERSON1				
NUM_KILLED	NUM_VEH	JUNC	SL	TYPE	DIAG	LOC1	TCD	LIT	WTHR1	WTHR2	SURF	CHAR	DESGN	ACC_NUM	VTYPE	DIR	ACT	FAC1	FAC2
0	2	1	40	2	90	2	98	4	1	1	1	2	5	133010030	1	7	8	9	9
0	2	7	40	1	1	1	1	1	1	0	1	1	5	131170049	1	98	1	1	0
0	2	1	40	1	1	1	98	2	1	0	1	1	90	130070031	1	3	1	1	0
0	2	7	40	1	1	1	1	3	2	0	5	4	3	133580228	3	3	11	21	2
0	2	4	40	1	1	1	1	1	1	1	5	6	5	130750180	1	2	5	2	4
0	2	21	40	1	5	1	1	1	2	0	2	1	5	133250107	2	7	1	1	0
0	2	4	40	1	2	1	1	4	2	0	1	1	3	133250035	1	7	1	1	0
0	3	4	40	1	1	1	1	4	2	0	5	2	3	133390357	4	7	11	1	0
0	2	4	40	1	1	1	1	4	1	1	5	2	5	133390367	1	7	10	61	0
0	2	4	40	1	1	1	1	4	4	0	3	2	90	133470218	1	7	4	1	0
0	4	1	40	1	1	1	98	1	1	0	5	8	5	140560360	1	3	1	3	46
0	2	4	40	1	1	1	1	1	1	1	1	2	3	151400160	4	7	11	1	1
0	2	4	40	1	1	1	1	1	1	0	1	1	5	152300080	2	3	11	1	0
0	2	2	40	1	1	1	1	4	1	1	1	2	3	153530027	1	3	1	15	0
0	2	7	40	1	1	1	1	1	2	0	4	2	5	153630099	1	3	11	1	0
0	2	1	35	1	1	1	98	1	1	1	1	1	4	150120165	3	7	11	1	1
0	2	4	40	1	1	1	98	1	2	0	2	5	5	140200110	3	3	1	9	0
0	2	1	40	1	1	1	98	4	2	0	2	1	5	140210199	1	7	1	4	0
0	2	1	40	1	1	1	98	1	1	0	1	1	5	152870173	1	7	1	15	4
0	2	2	40	1	1	1	1	4	1	1	1	1	3	153550316	2	7	1	15	15
0	2	7	40	1	1	1	98	1	2	2	1	1	3	151460090	2	3	1	1	1

						PERSON2											PERSON3			
POSN	INJ	EQP	PHYS	AGE	SEX	VTYPE2	DIR3	ACT4	FAC15	FAC26	POSN7	INJ8	EQP9	PHYS10	AGE11	SEX12	VTYPE13	DIR14	ACT15	FAC116
1	N	4	1	25	F															
1	N	4	1	45	M	2	98	1	4	0	1	N	4	1	29	M				
1	N	4	1	44	M	1	3	14	1	0	1	N	4	1	33	M				
1	N	4	1	59	F	3	3	11	1	0	1	N	4	1	67	M	3	3		
1	N	4	1	30	F	1	2	5	1	1	1	N	4	1	23	F	1	2		
1	N	4	1	51	M	1	3	6	2	21	1	N	99	90	81	F				
1	N	99	1	34	F	1	7	14	8	0	1	N	4	1	31	M	1	7		
1	N	4	1	30	F	1	7	10	61	46	1	N	4	1	55	F	1	7		
1	N	4	1	29	M	3	7	11	1	0	1	N	4	1	43	F	3	7		
1	N	4	1	52	F	1	7	4	3	61	1	N	4	1	29	F				
1	N	4	1	23	F	1	3	1	46	3	1	N	4	1	50	M	1	3		
1	N	4	1	37	F	1	7	1	15	18	1	N	99	2	28	F				
1	N	4	1	44	M	1	3	9	15	0	1	N	4	1	50	F				
1	N	99	1	58	M	3	3	1	1	0	1	N	99	1	35	M	3	3		
1	N	4	1	64	F	1	3	11	15	0	1	N	4	1	60	F				
1	N	4	1	48	F	1	7	1	15	4	1	N	4	1	23	M				
1	N	4	1	34	M	1	3	1	15	0	1	N	4	1	19	M				
1	N	4	1	20	M	1	7	10	1	0	1	N	4	1	20	M				
1	N	4	1	18	F	3	7	11	1	1	1	N	4	1	22	F	1	7		
1	N	4	1	42	M	1	7	11	1	1	1	N	4	1	38	F				
1	N	4	1	30	M	1	3	1	1	1	1	C	4	1	33	F	1	3		


FAC217
POSN18
INJ19
EQP20
PHYS21
AGE22
SEX23

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

July 8, 2016

Ken Ashfeld, P.E.,
Director of Public Works/City Engineer
City of Maple Grove
12800 Arbor Lakes Parkway
P.O. Box 1180
Maple Grove, Minnesota 55311

RE: Regional Solicitation Application for CSAH 610 project

Dear Mr. Ashfeld:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council/Transportation Advisory Board (TAB) 2016 Regional Solicitation. Your application for the CSAH 610 project impacts MnDOT right of way on I-94.

MnDOT, as the agency with jurisdiction over I-94, would allow the improvements included in the application for CSAH 610 project. Details of a future maintenance agreement with the City would be determined during project development to define how the improvements will be maintained for the project's useful life.

This project has no funding from MnDOT. In addition, the Metro District currently has no discretionary funding in year 2020 of the State Transportation Improvement Program (STIP) or year 2021 of the Capital Highway Investment Plan (CHIP) to assist with construction or assist with MnDOT services such as the design or construction engineering of the project. Please continue to work with MnDOT Area staff to assist in identifying additional project funding if needed.

Sincerely,

Scott McBride, P.E.
Metro District Engineer

Cc: Elaine Koustsoukos, Metropolitan Council
John Griffith, MnDOT Metro District – West Area Manager

Minnesota Department of Transportation
Metropolitan District
Waters Edge Building
1500 County Road B2 West
Roseville, MN 55113

July 7, 2016

John Hagen, P.E., PTOE
Transportation Operations Engineer
City of Maple Grove
12800 Arbor Lakes Parkway
PO Box 1180
Maple Grove, MN 55311

Dear Mr. Hagen,

This letter is to serve as your notification that the Interchange Review Committee has determined that the proposed CR 610 Extension to I-94 and MN 610 as shown in your July 5, 2016 memo is consistent with the qualifying criteria found in Appendix F of the Council's Transportation Policy Plan and no additional documentation is necessary.

Please note that this evaluation concerns itself only with appropriate location of access to the trunk highway system's Twin Cities freeways. We do have safety concerns with the specifics of how the movement from westbound TH 610 to eastbound I-94 is proposed and we look forward to later stages in the process where we can consider a wide range of alternatives to improve upon how this might be accomplished.

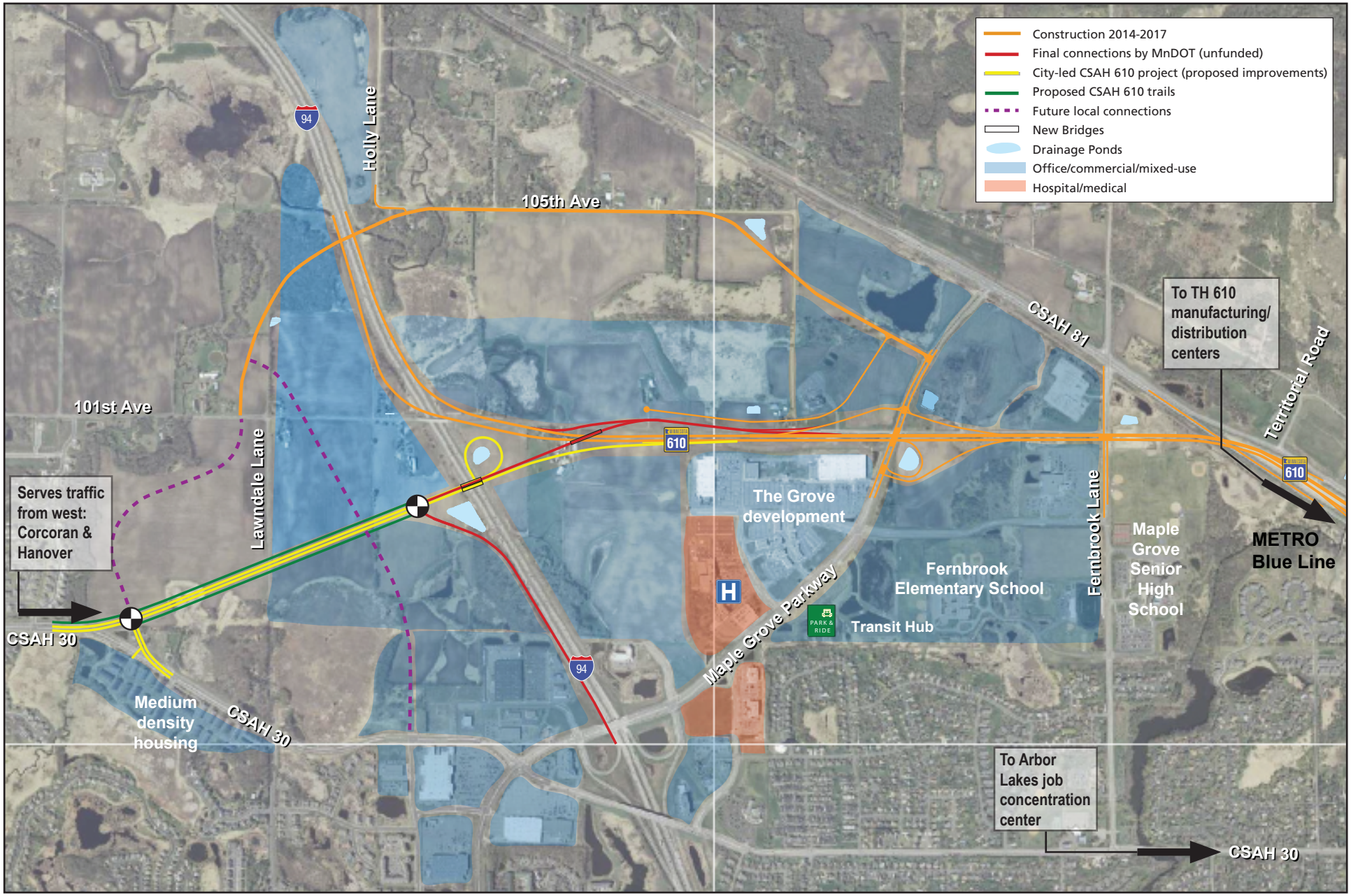
As the project layout and design progresses, please continue to work with MnDOT, FHWA and Met Council to assure the technical and design criteria of Appendix F continue to be met and that appropriate steps are taken to complete the Metropolitan Council's Controlled Access Approval (contact Steve Peterson at 651-602-1819) and FHWA's Interchange Access Request (IAR) (including a PM peak hour analysis) when needed.

We appreciate your efforts to work with the Interchange Review Committee in our effort to understand this project.

If you have any questions concerning this letter, please contact me at (651) 234-7784.
Sincerely,

Karen Scheffing
Principal Planner

CC:
Lynne Bly, MnDOT
Tony Fischer, MnDOT
John Griffith, MnDOT
Ramankutty Kanankutty, MnDOT
Steve Peterson, Met Council
Ryan Hickson, FHWA
Cyrus Knutson, MnDOT



Communications/Projects/8645 Regional Solicitation_CSAH 610 Extension/ Funding application-City of MG

Proposed Improvements

CSAH 610

Maple Grove Regional Solicitation Roadway Expansion Application

Figure 1

Hennepin County
Public Works

Transportation Department
James N. Grube P.E., Director
1600 Prairie Drive
Medina, Minnesota 55340

612-596-0300, Phone
612-321-3410, Fax
www.hennepin.us/transportation

July 7, 2016

Elaine Koutsoukos, TAB Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

RE: CSAH 610 between CSAH 30 (93rd Avenue North) and TH 610 Regional Solicitation Funding Submittal

Dear Ms. Koutsoukos:

Hennepin County has been notified that the City of Maple Grove is submitting an application for regional solicitation funding for the proposed CSAH 610 project. This project includes the construction of CSAH 610, which would be an extension of the TH 610 corridor, between CSAH 30 (93rd Avenue North) and TH 610/I-94 interchange. Hennepin County supports this funding application and acknowledges that the county will have jurisdictional authority over the roadway. Hennepin County will operate and maintain CSAH 610 for the useful life of the improvement.

Hennepin County looks forward to working with the City of Maple Grove on this project, if the city is successful in securing regional solicitation funding.

Sincerely,

James N. Grube

James Grube, P.E.
Director of Transportation Project Delivery and County Engineer

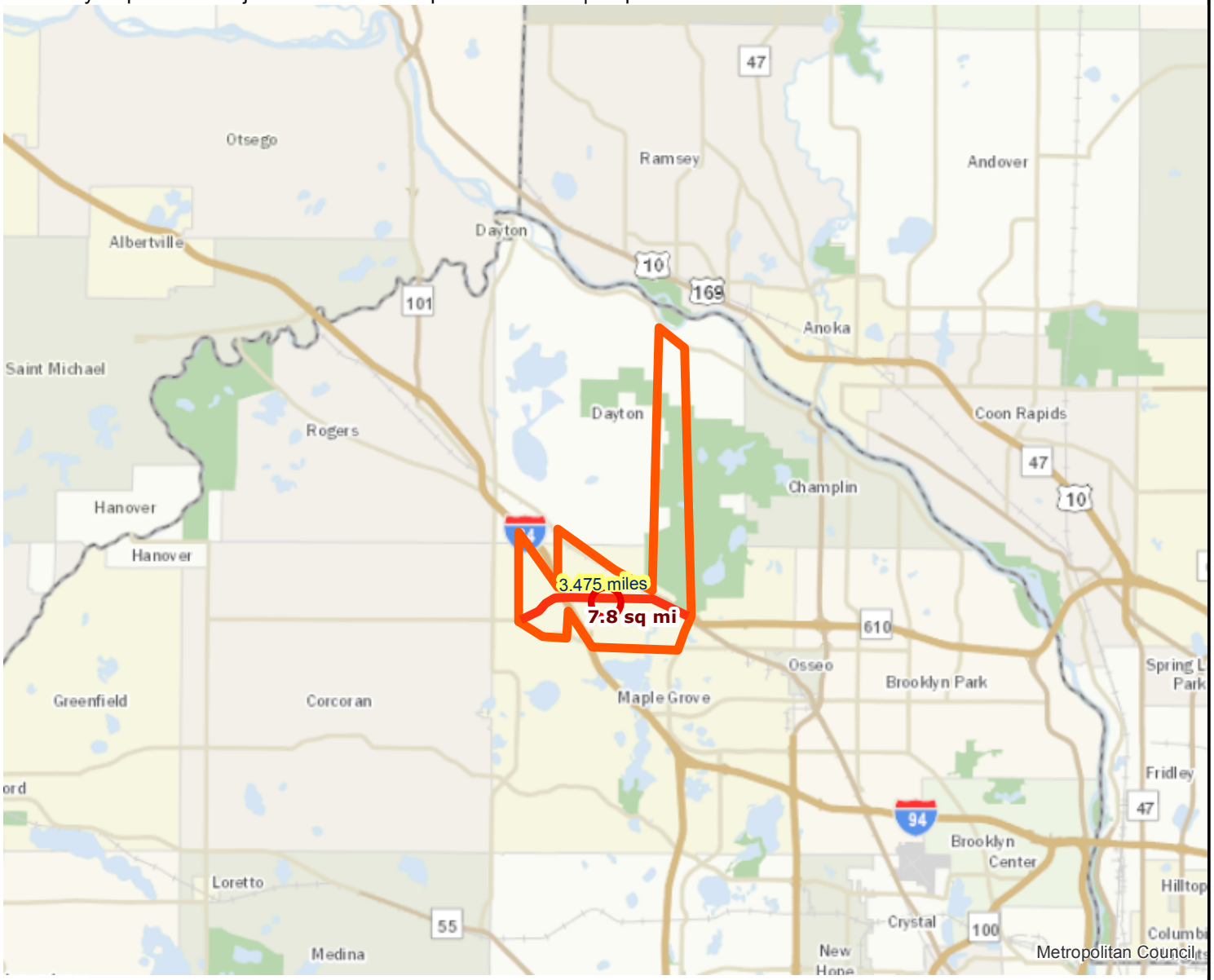
Roadway Area Definition

Roadway Expansion Project: 04883 610 Maple Grove REX | Map ID: 1472135969370

Results

Project Length: 3.475 miles

Project Area: 7.8 sq mi



Project Points Project Area

Project

0 1.75 3.5 7 10.5 14 Miles

Created: 8/25/2016
LandscapeRSA1

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

METROPOLITAN COUNCIL

Google Maps

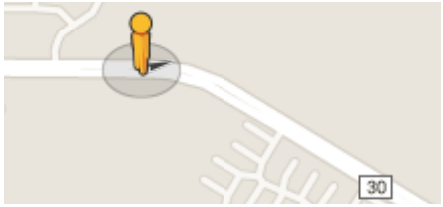
97th Ave N

Proposed CSAH 30/CSAH 610 intersection looking east to I-94

Image capture: Sep 2013 © 2016 Google

Maple Grove, Minnesota

Street View - Sep 2013



Google Maps

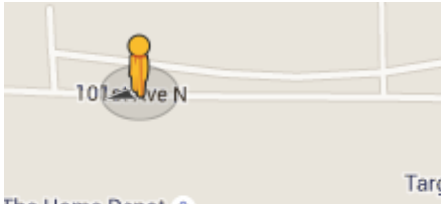
101st Ave N

Proposed CSAH 610 alignment on 101st Ave looking west to I-94

Image capture: Sep 2013 © 2016 Google

Maple Grove, Minnesota

Street View - Sep 2013



Google Maps

US-52

Proposed northbound exit ramp at I-94 and proposed CSAH 610

Image capture: Nov 2015 © 2016 Google

Maple Grove, Minnesota

Street View - Nov 2015