Application

04774 - 2016 Roadway Modernization

05084 - CSAH 13 Rolling Acres Road Reconstruction Project

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	07/14/2016 8:49 AM

Primary Contact

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

Organization Information

Name:	CARVER COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: PUBLIC WORKS

11360 HWY 212 W #1

*			
	COLOGNE	Minnesota	55322-9133
	City	State/Province	Postal Code/Zip

County: Carver

Phone:* Ext.

Fax:

PeopleSoft Vendor Number 0000026790A12

Project Information

Project Name CSAH 13 Rolling Acres Road Reconstruction Project

Primary County where the Project is Located Carver

Jurisdictional Agency (If Different than the Applicant):

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

The proposed project will modernize County State-Aid Highway (CSAH) 13, for approximately 1.2 miles between Trunk Highway (TH) TH 5 and TH 7 in the City of Victoria (see Figure 1). This segment of road is currently a two-lane undivided A-Minor Expander and will be reconstructed to an urban three-lane roadway with a center left turn lane and right turn lanes at local streets (Figure 2). The project will also include:

- Signal modifications and turn lane improvements at the TH 5 and TH 7 intersections
- Paved multi-use trail on the east side of CSAH 13
- Curb and gutter
- Drainage and ponding infrastructure

CSAH 13 is unique in that it provides a vital north-south connection between TH 5 (A Minor Expander) and TH 7 (Principal Arterial). The corridor as a whole also provides direct access to TH 41 (A Minor Expander) and TH 212 (Principal Arterial). Because of its regional connections to the trunk highway system, CSAH 13 carries large volumes of commuter and freight traffic, as well as travelers bound for the area's regional destinations (e.g., the Minnesota Landscape Arboretum (315,000 annual visitors), Carver Park Reserve, and downtown Victoria. Travel demand on CSAH 13 will continue to increase as the City of Victoria expects to nearly double its population from 7,345 people in 2010 to 15,400 people in 2040. Though employment is also expected to grow, the large majority of people living in Victoria will be commuting to jobs outside of the city via TH 5 and TH 7, placing significant importance on the CSAH 13 connection. It is also important to recognize that there are limited north-south connections between TH 5 and TH 7, as the area's natural features constrain the placement of roadways. The closest north-south arterials to CSAH 13 are 5.6 miles to

the west and 2.7 miles to the east.

Consistent with Carver County's policy of developing and linking trails as roads are upgraded, this project includes construction of a multi-use trail along the east side of CSAH 13. The trail will provide a safer environment for bicyclists and pedestrians, directly connecting users to the Landscape Arboretum trail, as well as to the Lake Minnetonka LRT Regional Trail - linking downtown Victoria to the Carver Park Reserve, the cities of Excelsior, Minnetonka, and Hopkins and the broader regional trail system. The trail will also connect to a planned trail along TH 5 to downtown Victoria.

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)

CSAH 13, CARVER COUNTY, FROM TH 5 TO TH 7, 1.2 MILES, CONSTRUCT/RECONSTRUCT

Project Length (Miles)

1.2

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

$5,119,000.00

Minimum of 20% of project total

Project Total

$12,119,000.00

Match Percentage

42.24%

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

Source of Match Funds

Carver County, City of Victoria

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.

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$580,000.00
Removals (approx. 5% of total cost)	$565,000.00
Roadway (grading, borrow, etc.)	$2,980,000.00
Roadway (aggregates and paving)	$4,200,000.00
Subgrade Correction (muck)	$400,000.00
Storm Sewer	$1,400,000.00
Ponds	$200,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$500,000.00
Traffic Control	$200,000.00
Striping	$50,000.00
Signing	$80,000.00
Lighting	$0.00
Turf - Erosion & Landscaping	$200,000.00
Bridge	$0.00
Retaining Walls	$184,000.00
Noise Wall (do not include in cost effectiveness measure)	$0.00
Traffic Signals	$500,000.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$0.00
Other Roadway Elements	$0.00
Totals	**$12,039,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$30,000.00
Sidewalk Construction	$0.00

On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$50,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$80,000.00**

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	$12,119,000.00
Construction Cost Total	$12,119,000.00

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 ? The regional transportation system is safe and secure for all users

Objectives: Reduce crashes and improve safety and security for all modes of passenger travel and freight transport

Strategies: Regional transportation partners will use best practice to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system

Goal C: Access to Destinations ? People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond

Objectives: Increase the availability of multimodal travel options, especially in congested highway corridors

Strategies: C1. Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel.

Strategies: C9. The Council will support investments in A-minor arterials that build, manage, or improve the system?s ability to supplement the capacity of the principal arterial system and support access to the region?s job, activity, and industrial and manufacturing concentrations.

Strategies: C15. Regional transportation partners

should focus investments on completing Priority Regional Bicycle Transportation Corridors and on improving the larger Regional Bicycle Transportation Network.

Goal F: Leveraging Transportation Investment to Guide Land Use

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.

List the applicable documents and pages:

Carver County Roadway Systems Plan Chapter 3 Page 25 (roadway); City of Victoria Comprehensive Plan Page 77 (trail)

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

Project Information-Roadways

County, City, or Lead Agency	Carver County
Functional Class of Road	"A" Minor Arterial Expander
Road System *TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*	CSAH
Road/Route No. *i.e., 53 for CSAH 53*	13
Name of Road *Example; 1st ST., MAIN AVE*	Rolling Acres Rd.
Zip Code where Majority of Work is Being Performed	55386
(Approximate) Begin Construction Date	06/01/2020
(Approximate) End Construction Date	06/30/2021

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

From: **(Intersection or Address)**	TH 7
To: **(Intersection or Address)** *DO NOT INCLUDE LEGAL DESCRIPTION*	TH 5
Or At	
Primary Types of Work *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.*	Roadway Reconstruction, Trail, Signal Modifications and Turn Lanes

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

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

Expander/Augmentor/Connector/Non-Freeway Principal Arterial

Select one:	Expander
Area	8.826
Project Length	1.2
Average Distance	7.355
Upload Map	1467921348407_RoadwayAreaDefinitionMap.pdf

Reliever: Relieves a Principal Arterial that is a Freeway Facility

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

Reliever: Relieves a Principal 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:	870
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	31
Existing Students:	0
Upload Map	1467921467182_RegionalEconomyMap.pdf

Measure C: Current Heavy Commercial Traffic

Location:	CSAH 13 north of TH 5
Current daily heavy commercial traffic volume:	450
Date heavy commercial count taken:	2015

Measure D: Freight Elements

The CSAH 13 project will help accommodate freight movement throughout the project area and region. For example, CSAH 13 serves as a vital north-south freight connector between the trunk highway system (e.g., TH 5, 7, 41, and 212). Therefore, CSAH 13 is crucial to the movement of goods and products throughout the region. Major freight industries in the area include the Minnesota Landscape Arboretum and ENKI Brewing Company.

Improvements include a center-turn lane on CSAH 13. By providing these turn lanes, freight will have the opportunity to move more efficiently along the corridor without the slowdown of left turning vehicles within the existing through lane. In addition to providing paved shoulders.

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

Not only will the addition of paved shoulders and turn lanes help facilitate a more robust freight network, the intersection improvements at TH 5 and TH 7 will have a positive impact on the region's freight network. For example, according to MnDOT, TH 7 is recognized as part of the State?s ?Principal Freight Network?. The intersection improvements at TH 5 and TH 7 will include the following:
- Two eastbound through lanes both east/west of CSAH 13 on TH 5

- Two westbound through lanes both east/west of CSAH 13 on TH 7

- Dual northbound left-turn lanes on CSAH 13 at TH 7

- Dual southbound left-turn lanes on CSAH 13 at TH 5

Transforming CSAH 13 into an urbanized freight

corridor.

Measure A: Current Daily Person Throughput

Location	CSAH 13 north of TH 5
Current AADT Volume	9200
Existing Transit Routes on the Project	N/A
For New Roadways only, list transit routes that will be moved to the new roadway	
Upload Transit Map	1467921686584_TransitConnectionsMap.pdf

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	11960.0

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	Approved Met Council Carve County Travel Demand Model
Forecast (2040) ADT volume	10900

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

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

The proposed CSAH 13 reconstruction will improve travel times and economic efficiencies for commuter and freight travel along the project corridor, both of which support the health and growth of Carver County?s local economy and provide opportunities for job growth and stability for populations living near the project area. The direct north-south connection between TH 5 and TH 7 will also enable efficient connections to regional job concentrations and manufacturing centers for all populations.

While all users will benefit from the new trail constructed as part of the proposed project, off-road facilities are especially ideal for people who are new to cycling and need the safety and security of riding their bicycles on facilities that offer minimal contact with automobile traffic. As nearly 30 percent of people living in the project area are children, the trails will have an enormous benefit on the nearby population. The trail will enable families to walk or cycle to the nearby Landscape Arboretum or Carver Park Reserve, where there are a range of family and kid-friendly recreational options.

The proposed project will also be good for business. CSAH 13 is heavily used by commuters and freight haulers as it offers the shortest route between TH 5 and TH 7. As the City of Victoria has grown from a small village to a large town and added residential neighborhoods in the CSAH 13 area, new streets have been built that connect to the roadway and create points of conflict. Reconstruction of the roadway will improve access management and safety for users of all modes in the corridor, and transition the roadway from a rural to an urban facility with curb, gutter, and ADA-compliant features that will enable safe travel for individuals with disabilities (5 percent) and the elderly (8 percent) traveling in the corridor.

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

Upload Map 1467921805596_Socio-EconomicConditionsMap.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Victoria	1.2
	1

Total Project Length

Total Project Length (Total Population) 1.2

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) 1.2

Total Housing Score 0

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1957	1.2	2348.4	1957.0
	1	**2348**	**1957**

Average Construction Year

Weighted Year 1957

Total Segment Length (Miles)

Total Segment Length	1.2

Measure B: Geometric, Structural, or Infrastructure Improvements

Improving a non-10-ton roadway to a 10-ton roadway:	Yes
Response (Limit 700 characters; approximately 100 words)	CSAH 13 is currently posted as a 10-ton roadway. Future improvements will also be built to a 10-ton roadway and will comply with State Aid Standards.
Improved clear zones or sight lines:	Yes
Response (Limit 700 characters; approximately 100 words)	The proposed CSAH 13 reconstruction project includes improving slope and various upgrades throughout the modernization process. These improvements, including clear zone and sight lines will be built to State Aid Standards.
Improved roadway geometrics:	Yes
Response (Limit 700 characters; approximately 100 words)	The proposed CSAH 13 reconstruction project will provide improved roadway geometrics along the length of the corridor between TH 5 and TH 7, in addition to intersection improvements. The improved roadway geometrics include: - Reconstruction of a two-lane rural roadway to an urban three-lane roadway - Center left-turn lane - Right-turn lanes at local streets - Two eastbound through lanes both east/west of CSAH 13 on TH 5 - Two westbound through lanes both east/west of CSAH 13 on TH 7 - Dual northbound left-turn lanes on CSAH 13 at TH 7 - Dual southbound left-turn lanes on CSAH 13 at TH 5

Access management enhancements:

Yes

Response (Limit 700 characters; approximately 100 words)

The proposed CSAH 13 reconstruction project will help facilitate better access management by providing center left-turn lanes and right-turn lanes at local streets. Separating left-turning vehicles from mainline traffic will minimize conflicts and improve the corridor's overall mobility and safety. Below is a list of additional access management enhancements associated with the propose project:

- Center left-turn lane

- Right-turn lane at local streets

- Two eastbound through lanes both east/west of CSAH 13 on TH 5

- Two westbound through lanes both east/west of CSAH 13 on TH 7

- Dual northbound left-turn lanes on CSAH 13 at TH 7

- Dual southbound left-turn lanes on CSAH 13 at TH 5

Vertical/horizontal alignments improvements:

Yes

Response (Limit 700 characters; approximately 100 words)

At this time, the proposed CSAH 13 reconstruction project does not require any vertical or horizontal alignment improvements. All improvements will comply with the State Aid Standards.

Improved stormwater mitigation:

Yes

Response (Limit 700 characters; approximately 100 words)

The proposed CSAH 13 reconstruction project will include improved stormwater management. The appropriate stormwater mitigation strategies will be incorporated to accommodate the transition from a rural two-lane facility to an urban roadway segment. The reconstruction of CSAH 13 will include the following stormwater mitigation improvements:

- The construction of curb and gutter

- The implementation of drainage and ponding infrastructure

Signals/lighting upgrades:

Yes

Response (Limit 700 characters; approximately 100 words)

The proposed CSAH 13 reconstruction project will provide signal upgrades at both the TH 5 and TH 7 intersections. Signal improvements are required to accommodate the dual left-turn lanes and the intersection modifications identified in Figure 1. Each intersection will be equipped with the appropriate intersection lighting and the use of LED lights. Signal upgrades at the intersections will be owned and operated by MnDOT.

Other Improvements

Yes

Response (Limit 700 characters; approximately 100 words)

The proposed CSAH 13 reconstruction will include the construction of a multi-use trail along the east side of CSAH 13. Consistent with Carver County?s policy of development and linking trails as roads are upgraded, this trail will provide a safer environment for bicyclists and pedestrians throughout the CSAH 13 corridor. In addition to the multi-use trail construction all new facilities will be ADA compliant, enabling use of the trail and crossings for all populations.

Measure A: Congestion Reduction/Air Quality

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:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
109.0	38.0	71.0	3967	281657.0	See attachment	1468436863027_CSAH 13 Syncro Reports.pdf

Total Delay

Total Peak Hour Delay Reduced	281657.0

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):
11.18	7.66	3.52	3967.0	13963.84
11	**8**		**3967**	**13964**

Total

Total Emissions Reduced:	13963.84
Upload Synchro Report	1468418842330_CSAH 13 Syncro Reports.pdf

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):
0	0		0	0

Total Parallel Roadways

Emissions Reduced on Parallel Roadways	0
Upload Synchro Report	

New Roadway Portion:

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:	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0.0

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)	

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

100%

Stakeholders have been identified	Yes

40%

Stakeholders have not been identified or contacted

0%

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

Layout or Preliminary Plan completed	Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

3)Environmental Documentation (5 Percent of Points)

EIS

EA

PM	Yes

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75% date submitted

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

50%

Document not started Yes

0%

Anticipated date or date of completion/approval 02/01/2018

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

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 Yes

0%

Anticipated date or date of completion of historic/archeological review: 02/01/2018

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

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 Yes

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

75%

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

50%

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

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 01/01/2020

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	Yes
100%	
Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee	
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	
50%	
Construction plans have not been started	Yes
0%	
Anticipated date or date of completion	10/01/2019

10)Letting

Anticipated Letting Date	02/01/2020

Measure A: Roadway Projects that do not Include Railroad Grade-Separation Elements

Crash Modification Factor Used:	0.89
Rationale for Crash Modification Selected:	Improvements include a 2 lane to 3 lane conversion with installation of a two way left-turn lane. The intersection of CSAH 13/TH 7 adds a NBL turn lane, and the CSAH 13/TH 5 intersection adds a SBL turn lane. TH 5 EB and TH 7 WB expand to four lanes through the intersection to accommodate the new dual left-turn lanes. Determined that the two factors below give best result for B/C.

(Limit 1400 Characters; approximately 200 words)

Project Benefit ($) from B/C Ratio	$4,577,394.00
Worksheet Attachment	1467922494628_CSAH 13 Crash Complete.pdf

Roadway projects that include railroad grade-separation elements:

Current AADT volume:	9200.0
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 will implement a missing link in the local trail system by constructing a ten-foot wide multi-use trail on the east side of CSAH 13. This will provide a complete trail link from neighborhoods to the north and west to the Lake Minnetonka LRT Regional Trail, the TH 5 Trail, and the trail underpass to the Minnesota Landscape Arboretum. The project will connect to the many outdoor exploration options in Carver Park Reserve and the Landscape Arboretum, as well as to the downtowns of Victoria, Excelsior, and Hopkins. The value of the diversity of recreational, educational, and employment opportunities along the Regional Trail is recognized in the City of Victoria Parks and Trails Master Plan, as it recommends full connection of trails along the east side of CSAH 13 to the Regional Trail.

Today, pedestrians and cyclists trying to access these regional destinations via CSAH 13 are forced to walk or cycle on the roadway's narrow shoulder alongside high volumes of freight and commuter traffic (Figure 3). In addition to the trail connection, the expansion of CSAH 13 will include construction of shoulders that can accommodate on-road bike commuters, who may choose to take a more direct path at faster speeds. The project will also link to the planned TH 5 Trail to downtown Victoria called for in the 2030 Carver County Comprehensive Plan.

Transit is not incorporated into the CSAH 13 expansion project because there are no existing transit routes that use the facility. However, the proposed project will improve access for commuters to two nearby park and ride facilities at Excelsior City Hall near TH 7, and at Chanhassen Transit Station, near TH 5. Both park and ride facilities are served by peak period express service

to downtown Minneapolis. The lack of transit service is consistent with the project area's designation as a Transit Market Area IV by the

Metropolitan Council (i.e. an area that only supports dial-a-ride and peak period express/commuter service).

The project's multimodal elements include the completion of a multi-use trail, connection to transit stations, and improved shoulders for on-street bicycle commuters. All new facilities will be ADA compliant, enabling use of the trail by elderly people and people with disabilities.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$12,119,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$12,119,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
CSAH 13 Figure 1.pdf	Figure 1 - Project Area	1.5 MB
CSAH 13 Figure 2 Updated.pdf	Figure 2 - Layout	913 KB
CSAH 13 Figure 3.pdf	Figure 3 - Existing Conditions	241 KB
CSAH 13 Rolling Acres Rd MnDOT letter of support.pdf	MnDOT Letter of Support	107 KB
CSAH13VictoriaResolution.pdf	City of Victoria Resolution	414 KB

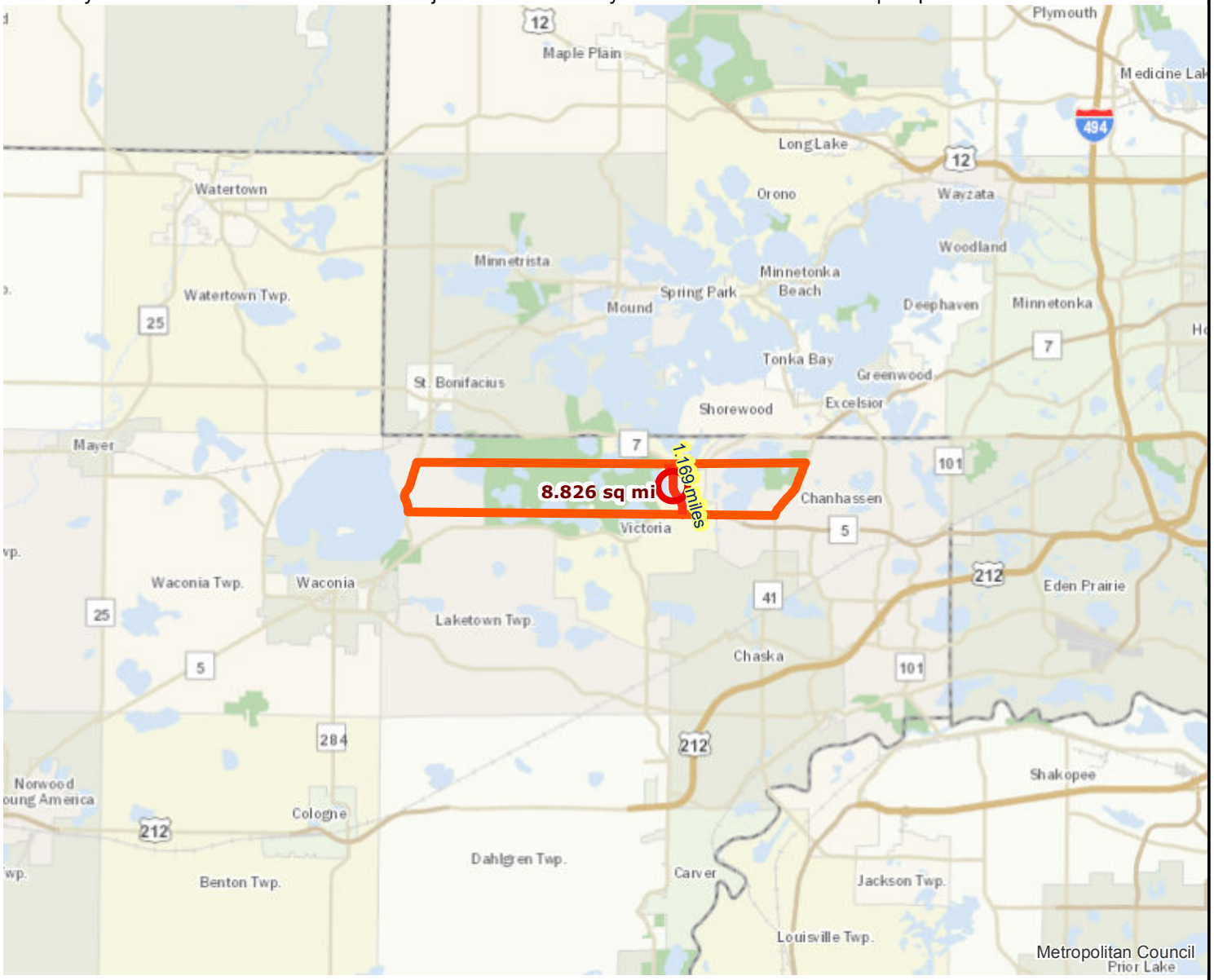
Roadway Area Definition

Roadway Reconstruction/Modernization Project: Carver County CSAH 13 Reconstruction | Map ID: 1464893661652

Results

Project Length: 1.169 miles

Project Area: 8.826 sq mi



Project Points Project Area

Project

0 2 4 8 12 16 Miles

Created: 6/2/2016
LandscapeRSA1

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

METROPOLITAN COUNCIL

Regional Economy

Roadway Reconstruction/Modernization Project: Carver County CSAH 13 Reconstruction | Map ID: 1464893661652

Results

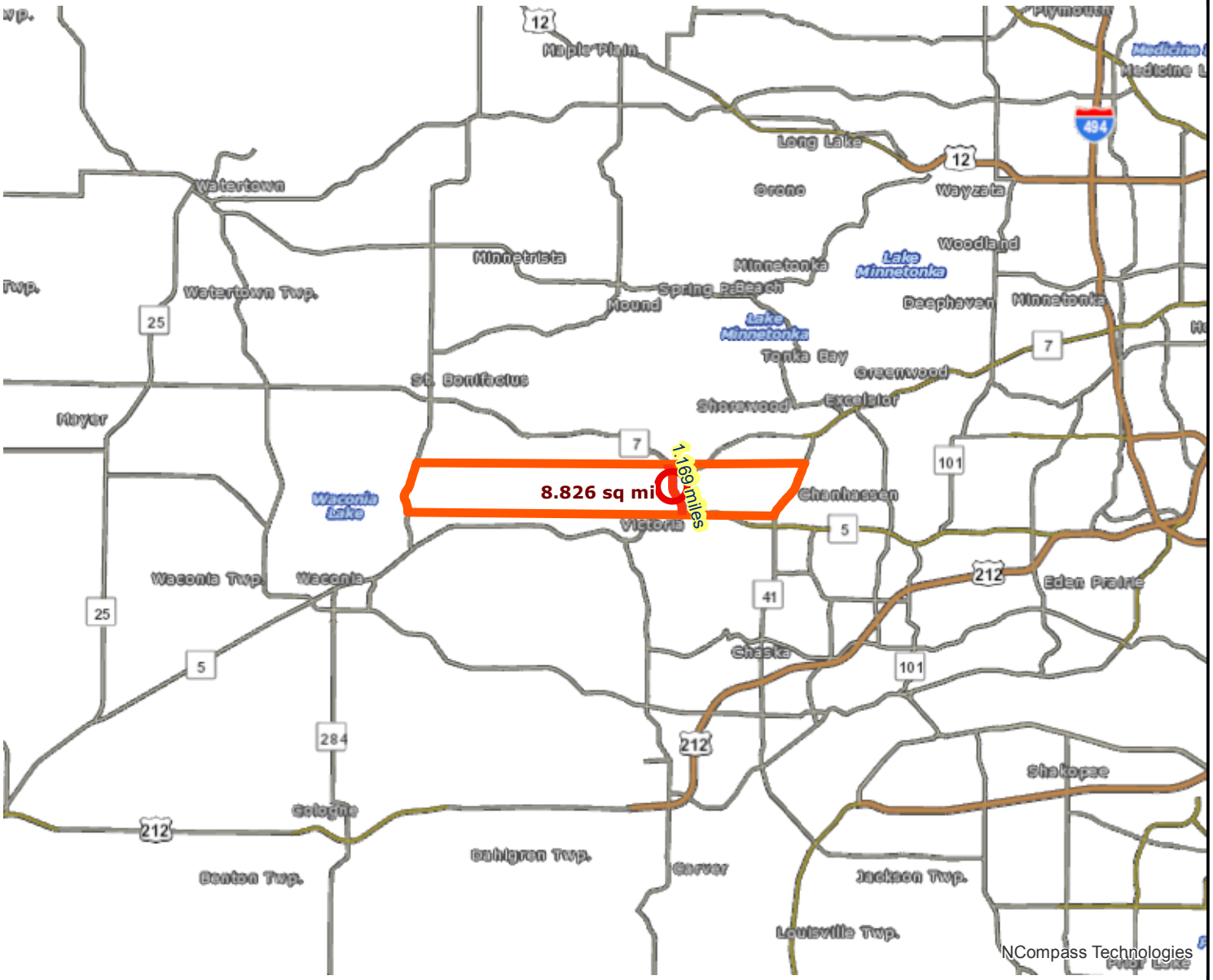
WITHIN ONE MI of project:

Totals by City:

Chanhassen
Population: 1619
Employment: 246
Mfg and Dist Employment: 13

Victoria
Population: 4749
Employment: 1056
Mfg and Dist Employment: 115

Postsecondary Students:
0



Project Points
Project Area
Project

0 2 4 8 12 16 Miles

Created: 6/2/2016
LandscapeRSA5

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

METROPOLITAN COUNCIL

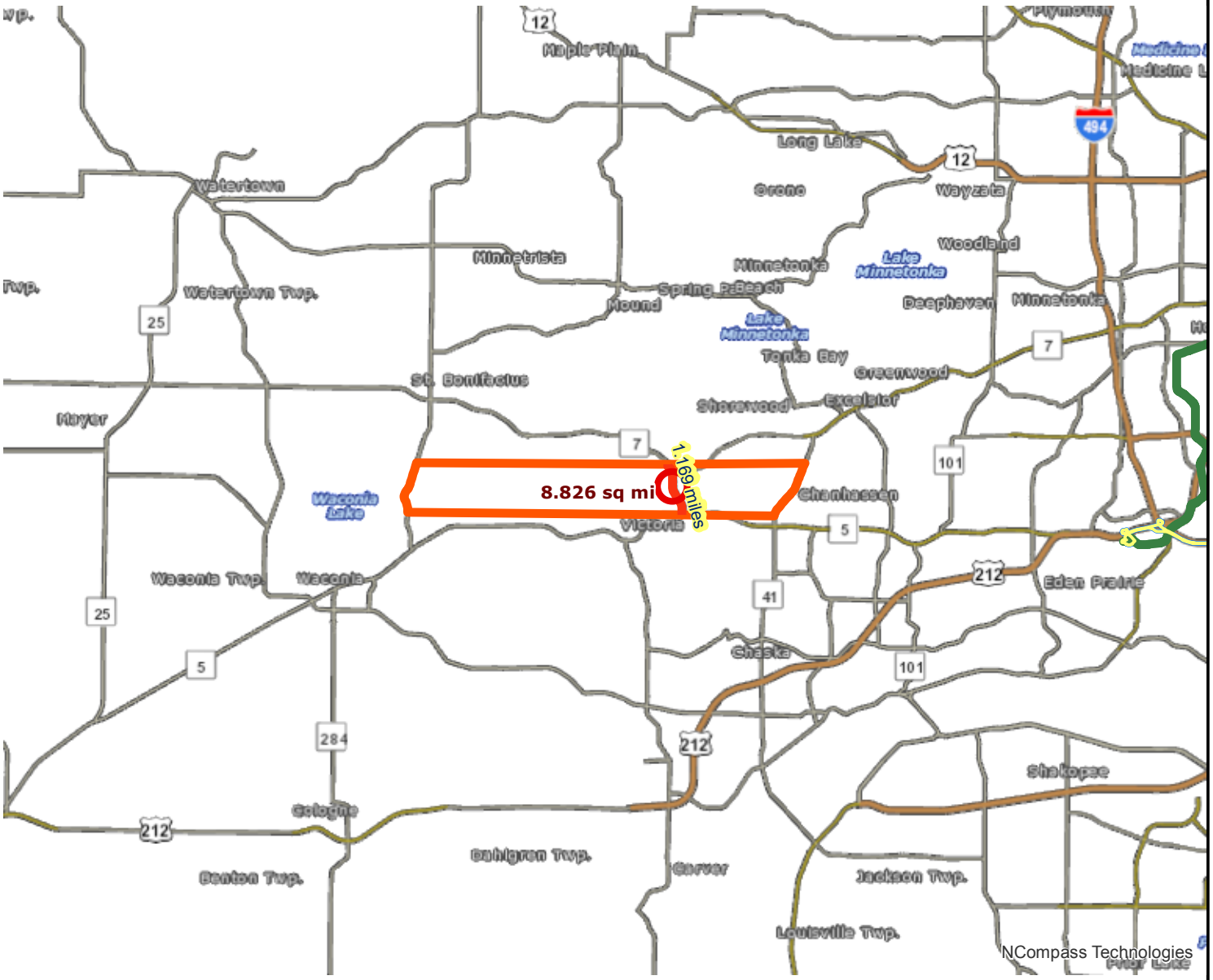
Transit Connections

Roadway Reconstruction/Modernization Project: Carver County CSAH 13 Reconstruction | Map ID: 1464893661652

Results

Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*



Project Points | Project Area | **Planned Alignments** | Light Rail, Green Line Extension

Project | Arterial BRT

0 2 4 8 12 16 Miles

Created: 6/2/2016
LandscapeRSA3

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

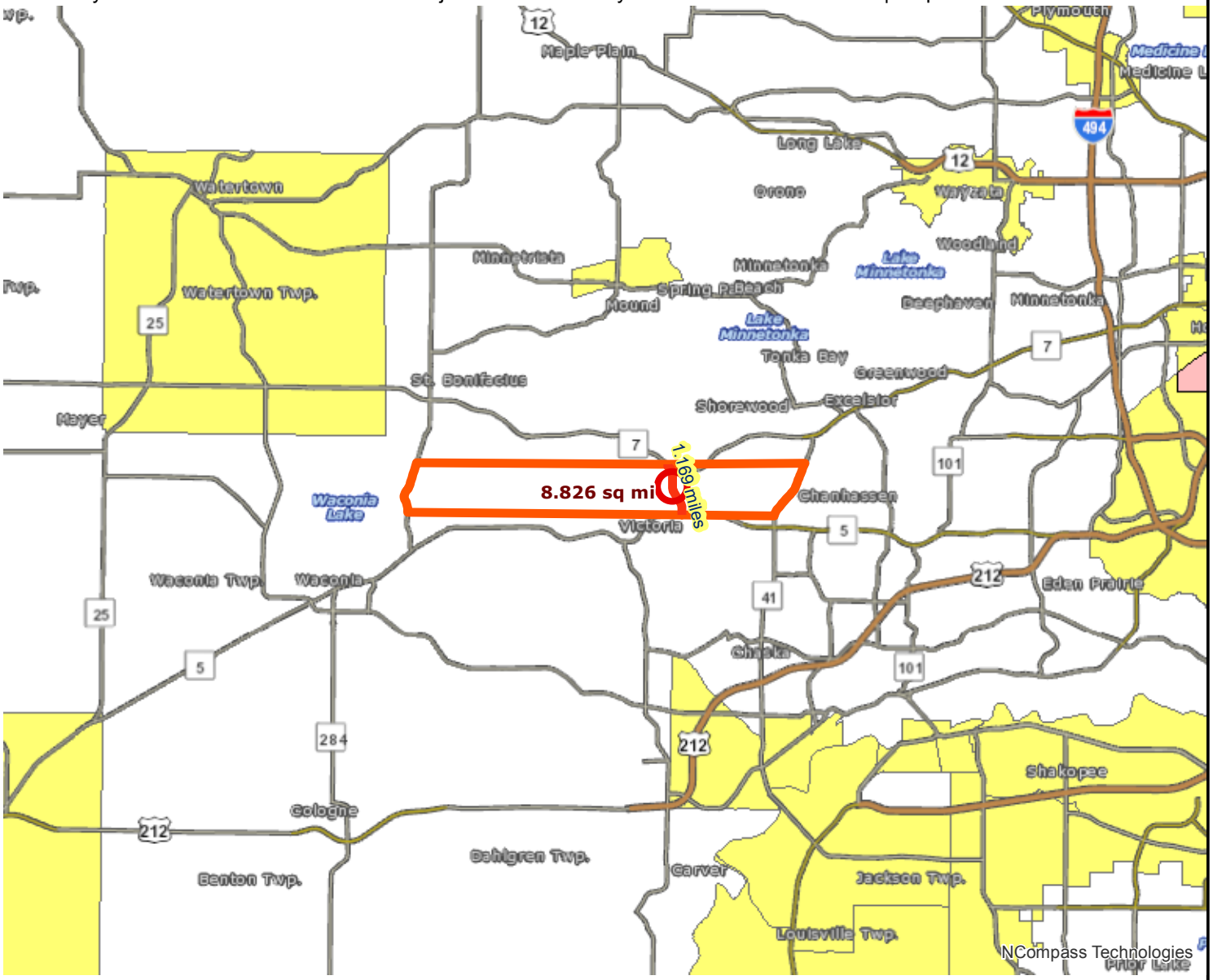
METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: Carver County CSAH 13 Reconstruction | Map ID: 1464893661652

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 2 4 8 12 16 Miles

Created: 6/2/2016
LandscapeRSA2

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http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

3: CSAH 13/Smithtown Rd & Hwy 7

Direction	All
Future Volume (vph)	1740
Total Delay / Veh (s/v)	21
CO Emissions (kg)	2.23
NOx Emissions (kg)	0.43
VOC Emissions (kg)	0.52

8: CSAH 13 & Hwy 5

Direction	All
Future Volume (vph)	2227
Total Delay / Veh (s/v)	98
CO Emissions (kg)	5.61
NOx Emissions (kg)	1.09
VOC Emissions (kg)	1.30

3: CSAH 13/Smithtown Rd & Hwy 7

Direction	All
Future Volume (vph)	1740
Total Delay / Veh (s/v)	17
CO Emissions (kg)	2.07
NOx Emissions (kg)	0.40
VOC Emissions (kg)	0.48

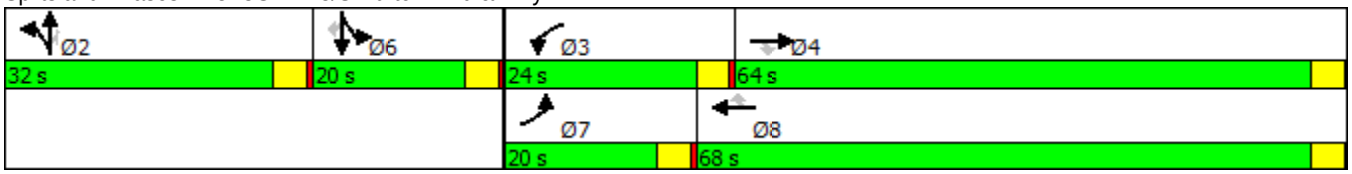
8: CSAH 13 & Hwy 5

Direction	All
Future Volume (vph)	2227
Total Delay / Veh (s/v)	21
CO Emissions (kg)	3.30
NOx Emissions (kg)	0.64
VOC Emissions (kg)	0.77

Phase Number	2	3	4	6	7	8
Movement	NBTL	WBL	EBT	SBTL	EBL	WBT
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None
Maximum Split (s)	32	24	64	20	20	68
Maximum Split (%)	22.9%	17.1%	45.7%	14.3%	14.3%	48.6%
Minimum Split (s)	20	8	20	20	20	20
Yellow Time (s)	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
Minimum Initial (s)	4	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)	5		5	5	5	5
Flash Dont Walk (s)	11		11	11	11	11
Dual Entry	Yes	No	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	52	76	32	52	72
End Time (s)	32	76	0	52	72	0
Yield/Force Off (s)	28	72	136	48	68	136
Yield/Force Off 170(s)	17	72	125	37	57	125
Local Start Time (s)	0	52	76	32	52	72
Local Yield (s)	28	72	136	48	68	136
Local Yield 170(s)	17	72	125	37	57	125

Intersection Summary	
Cycle Length	140
Control Type	Actuated-Uncoordinated
Natural Cycle	90

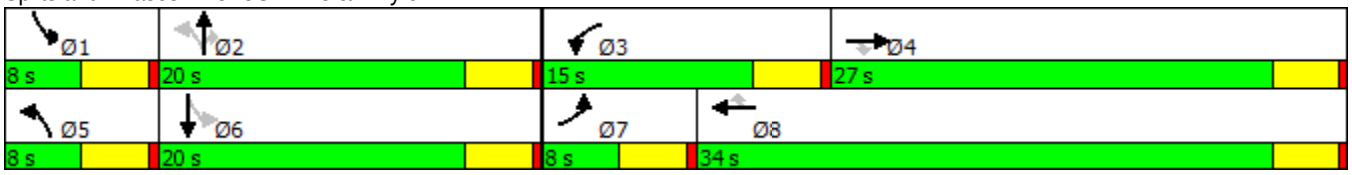
Splits and Phases: 3: CSAH 13/Smithtown Rd & Hwy 7



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	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)	8	20	15	27	8	20	8	34
Maximum Split (%)	11.4%	28.6%	21.4%	38.6%	11.4%	28.6%	11.4%	48.6%
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)	0	8	28	43	0	8	28	36
End Time (s)	8	28	43	0	8	28	36	0
Yield/Force Off (s)	4	24	39	66	4	24	32	66
Yield/Force Off 170(s)	4	13	39	55	4	13	32	55
Local Start Time (s)	62	0	20	35	62	0	20	28
Local Yield (s)	66	16	31	58	66	16	24	58
Local Yield 170(s)	66	5	31	47	66	5	24	47

Intersection Summary	
Cycle Length	70
Control Type	Actuated-Uncoordinated
Natural Cycle	90

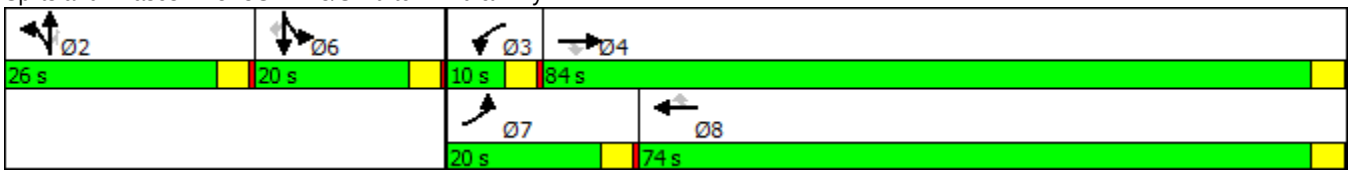
Splits and Phases: 8: CSAH 13 & Hwy 5



Phase Number	2	3	4	6	7	8
Movement	NBTL	WBL	EBT	SBTL	EBL	WBT
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None
Maximum Split (s)	26	10	84	20	20	74
Maximum Split (%)	18.6%	7.1%	60.0%	14.3%	14.3%	52.9%
Minimum Split (s)	20	8	20	20	20	20
Yellow Time (s)	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
Minimum Initial (s)	4	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)	5		5	5	5	5
Flash Dont Walk (s)	11		11	11	11	11
Dual Entry	Yes	No	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	46	56	26	46	66
End Time (s)	26	56	0	46	66	0
Yield/Force Off (s)	22	52	136	42	62	136
Yield/Force Off 170(s)	11	52	125	31	51	125
Local Start Time (s)	0	46	56	26	46	66
Local Yield (s)	22	52	136	42	62	136
Local Yield 170(s)	11	52	125	31	51	125

Intersection Summary	
Cycle Length	140
Control Type	Actuated-Uncoordinated
Natural Cycle	90

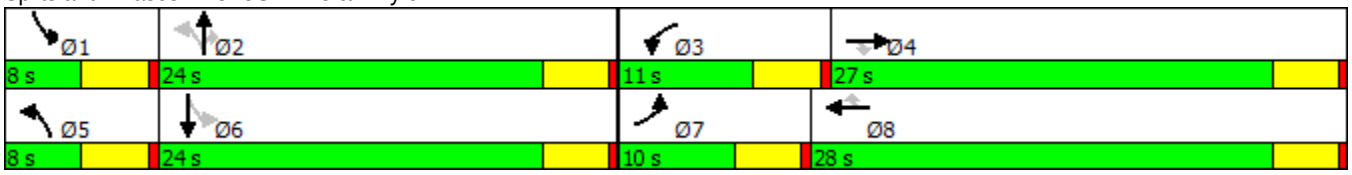
Splits and Phases: 3: CSAH 13/Smithtown Rd & Hwy 7



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	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)	8	24	11	27	8	24	10	28
Maximum Split (%)	11.4%	34.3%	15.7%	38.6%	11.4%	34.3%	14.3%	40.0%
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	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	8	32	43	0	8	32	42
End Time (s)	8	32	43	0	8	32	42	0
Yield/Force Off (s)	4	28	39	66	4	28	38	66
Yield/Force Off 170(s)	4	17	39	55	4	17	38	55
Local Start Time (s)	62	0	24	35	62	0	24	34
Local Yield (s)	66	20	31	58	66	20	30	58
Local Yield 170(s)	66	9	31	47	66	9	30	47

Intersection Summary	
Cycle Length	70
Control Type	Actuated-Uncoordinated
Natural Cycle	60

Splits and Phases: 8: CSAH 13 & Hwy 5



3: CSAH 13/Smithtown Rd & Hwy 7

Direction	All
Future Volume (vph)	1740
Total Delay / Veh (s/v)	21
CO Emissions (kg)	2.23
NOx Emissions (kg)	0.43
VOC Emissions (kg)	0.52

8: CSAH 13 & Hwy 5

Direction	All
Future Volume (vph)	2227
Total Delay / Veh (s/v)	98
CO Emissions (kg)	5.61
NOx Emissions (kg)	1.09
VOC Emissions (kg)	1.30

3: CSAH 13/Smithtown Rd & Hwy 7

Direction	All
Future Volume (vph)	1740
Total Delay / Veh (s/v)	17
CO Emissions (kg)	2.07
NOx Emissions (kg)	0.40
VOC Emissions (kg)	0.48

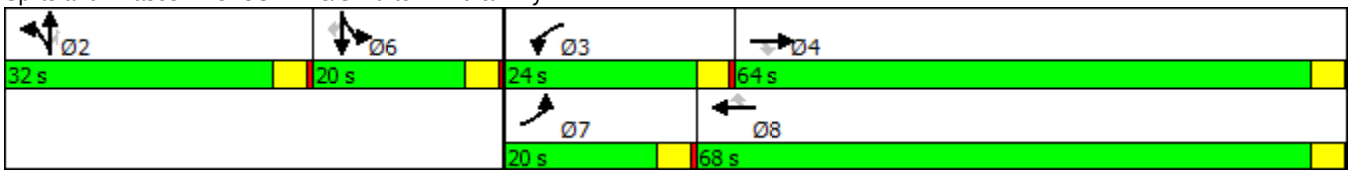
8: CSAH 13 & Hwy 5

Direction	All
Future Volume (vph)	2227
Total Delay / Veh (s/v)	21
CO Emissions (kg)	3.30
NOx Emissions (kg)	0.64
VOC Emissions (kg)	0.77

Phase Number	2	3	4	6	7	8
Movement	NBTL	WBL	EBT	SBTL	EBL	WBT
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None
Maximum Split (s)	32	24	64	20	20	68
Maximum Split (%)	22.9%	17.1%	45.7%	14.3%	14.3%	48.6%
Minimum Split (s)	20	8	20	20	20	20
Yellow Time (s)	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
Minimum Initial (s)	4	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)	5		5	5	5	5
Flash Dont Walk (s)	11		11	11	11	11
Dual Entry	Yes	No	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	52	76	32	52	72
End Time (s)	32	76	0	52	72	0
Yield/Force Off (s)	28	72	136	48	68	136
Yield/Force Off 170(s)	17	72	125	37	57	125
Local Start Time (s)	0	52	76	32	52	72
Local Yield (s)	28	72	136	48	68	136
Local Yield 170(s)	17	72	125	37	57	125

Intersection Summary	
Cycle Length	140
Control Type	Actuated-Uncoordinated
Natural Cycle	90

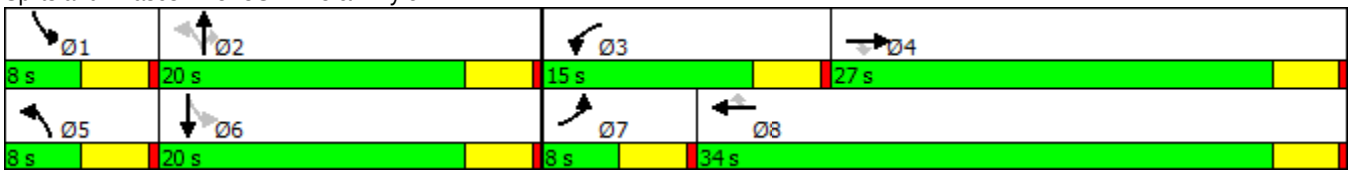
Splits and Phases: 3: CSAH 13/Smithtown Rd & Hwy 7



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	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)	8	20	15	27	8	20	8	34
Maximum Split (%)	11.4%	28.6%	21.4%	38.6%	11.4%	28.6%	11.4%	48.6%
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)	0	8	28	43	0	8	28	36
End Time (s)	8	28	43	0	8	28	36	0
Yield/Force Off (s)	4	24	39	66	4	24	32	66
Yield/Force Off 170(s)	4	13	39	55	4	13	32	55
Local Start Time (s)	62	0	20	35	62	0	20	28
Local Yield (s)	66	16	31	58	66	16	24	58
Local Yield 170(s)	66	5	31	47	66	5	24	47

Intersection Summary	
Cycle Length	70
Control Type	Actuated-Uncoordinated
Natural Cycle	90

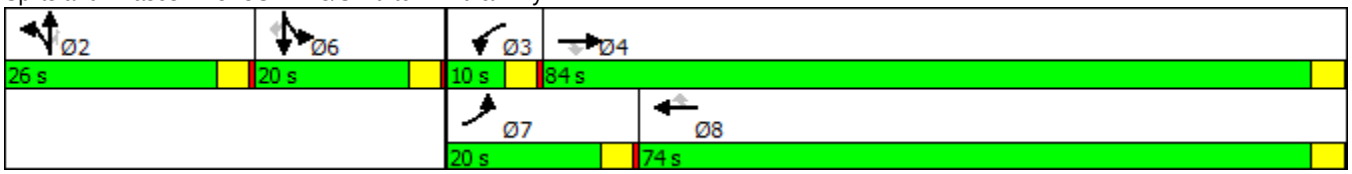
Splits and Phases: 8: CSAH 13 & Hwy 5



Phase Number	2	3	4	6	7	8
Movement	NBTL	WBL	EBT	SBTL	EBL	WBT
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize		Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None
Maximum Split (s)	26	10	84	20	20	74
Maximum Split (%)	18.6%	7.1%	60.0%	14.3%	14.3%	52.9%
Minimum Split (s)	20	8	20	20	20	20
Yellow Time (s)	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
Minimum Initial (s)	4	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)	5		5	5	5	5
Flash Dont Walk (s)	11		11	11	11	11
Dual Entry	Yes	No	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	46	56	26	46	66
End Time (s)	26	56	0	46	66	0
Yield/Force Off (s)	22	52	136	42	62	136
Yield/Force Off 170(s)	11	52	125	31	51	125
Local Start Time (s)	0	46	56	26	46	66
Local Yield (s)	22	52	136	42	62	136
Local Yield 170(s)	11	52	125	31	51	125

Intersection Summary	
Cycle Length	140
Control Type	Actuated-Uncoordinated
Natural Cycle	90

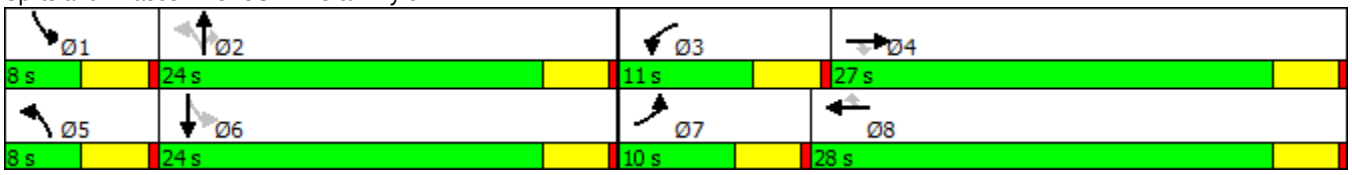
Splits and Phases: 3: CSAH 13/Smithtown Rd & Hwy 7



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	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)	8	24	11	27	8	24	10	28
Maximum Split (%)	11.4%	34.3%	15.7%	38.6%	11.4%	34.3%	14.3%	40.0%
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	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	8	32	43	0	8	32	42
End Time (s)	8	32	43	0	8	32	42	0
Yield/Force Off (s)	4	28	39	66	4	28	38	66
Yield/Force Off 170(s)	4	17	39	55	4	17	38	55
Local Start Time (s)	62	0	24	35	62	0	24	34
Local Yield (s)	66	20	31	58	66	20	30	58
Local Yield 170(s)	66	9	31	47	66	9	30	47

Intersection Summary	
Cycle Length	70
Control Type	Actuated-Uncoordinated
Natural Cycle	60

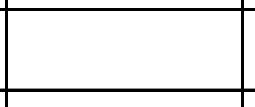
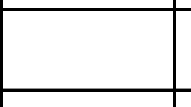
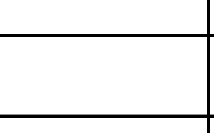
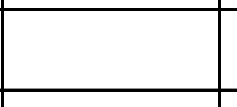
Splits and Phases: 8: CSAH 13 & Hwy 5



HSIP worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	CSAH 13	From TH 5 to TH 7			Carver	1/1/2013	12/31/2015

Description of Proposed Work: Construct a 3-lane urban section with TWLTL and Right Turn Lanes at all local roads

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	2								**2**
	Property Damage	**PD**	8				5	1		1	**15**
% Change in Crashes *Use Crash Modification Factors Clearinghouse	Fatal	**F**									
	PI	**A**									
		B									
		C	-85%								
	Property Damage	**PD**	-85%				-71%	-71%		-71%	
Change in Crashes = No. of crashes **X** % change in crashes	Fatal	**F**									
	PI	**A**									
		B									
		C	**-1.70**								**-1.70**
	Property Damage	**PD**	**-6.80**				**-3.55**	**-0.71**		**-0.71**	**-11.77**

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

Project Cost (exclude Right of Way)	**$ 12,119,000**
Right of Way Costs (optional)	
Traffic Growth Factor	**3%**
Capital Recovery	
1. Discount Rate	**4.5%**
2. Project Service Life (n)	**20**

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			**$ 1,400,000**	
A			**$ 570,000**	
B			**$ 170,000**	
C	**-1.70**	**-0.57**	**$ 83,000**	**$ 47,076**
PD	**-11.77**	**-3.93**	**$ 7,600**	**$ 29,845**
Total				**$ 76,921**

B/C= 0.11

Using present worth values,

B= $ 1,345,648

C= $ 12,119,000

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
	CSAH 13	TH 5/CSAH 13			Carver	1/1/2013	12/31/2015

Description of Proposed Work: Add Dual SBL, and expand EB TH 5 to 2 lanes to accommodate the dual SBL, improve pavement

		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	**2**
		C	1		1	1		2			**5**
	Property Damage	**PD**	5	1				1		1	**8**
% Change in Crashes *Use Crash Modification Factors Clearinghouse	Fatal	**F**									
	PI	**A**									
		B				-57%				-59%	
		C	-86%		-83%	-57%		-72%			
	Property Damage	**PD**	-86%	-89%				-72%		-59%	
Change in Crashes = No. of crashes **X** % change in crashes	Fatal	**F**									
	PI	**A**									
		B				**-0.57**				**-0.59**	**-1.16**
		C	**-0.86**		**-0.83**	**-0.57**		**-1.44**			**-3.70**
	Property Damage	**PD**	**-4.30**	**-0.89**				**-0.72**		**-0.59**	**-6.50**

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

Project Cost (exclude Right of Way): **$ 12,119,000**

Right of Way Costs (optional):

Traffic Growth Factor: **3%**

Capital Recovery

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

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			**$ 1,400,000**	
A			**$ 570,000**	
B	**-1.16**	**-0.39**	**$ 170,000**	**$ 65,793**
C	**-3.70**	**-1.23**	**$ 83,000**	**$ 102,460**
PD	**-6.50**	**-2.17**	**$ 7,600**	**$ 16,482**
Total				**$ 184,735**

B/C= 0.27

Using present worth values,

B= $ 3,231,746

C= $ 12,119,000

See "Calculations" sheet for amortization.

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

▾ Countermeasure: Introduce TWLTL (two-way left turn lanes) on rural two lane roads

CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
0.64	36	★★★★★	All	All	Rural	Persaud et al., 2008	
0.53	47	★★★★★	Rear end	All	Rural	Persaud et al., 2008	
0.65	35	★★★★☆	All	Serious injury,Minor injury	Rural	Persaud et al., 2008	

- Countermeasure: Install TWLTL (two-way left turn lane) on two lane road

CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
0.797	20.3	★★★★★	All	All	All	Lyon et al., 2008	

-

0.739	26.1	★★★★★	All	Fatal,Serious injury,Minor injury	All	Lyon et al., 2008	

-

0.613	38.7	★★★★★	Rear end	All	All	Lyon et al., 2008	

-

0.775	22.5	★★★★☆	All	All	All	Lyon et al., 2008	

-

0.686	31.4	★★★★☆	All	All	All	Lyon et al., 2008	

-

0.843	15.7	★★★★☆	All	All	All	Lyon et al., 2008
0.629	37.1	★★★★☆	All	Fatal,Serious injury,Minor injury	All	Lyon et al., 2008
0.725	27.5	★★★★☆	All	Fatal,Serious injury,Minor injury	All	Lyon et al., 2008
1.019	-1.9	★★★★☆	All	Fatal,Serious injury,Minor injury	All	Lyon et al., 2008
0.501	49.9	★★★★☆	Rear end	All		Lyon et al., 2008
0.506	49.4	★★★★☆	Rear end	All	All	Lyon et al., 2008
0.783	21.7	★★★★☆	Rear end	All	All	Lyon et al., 2008
0.488	51.2	★★★★☆	All	All	Rural	Lyon et al., 2008

0.492	50.8	★★★★☆	All	All	Rural	Lyon et al., 2008
0.727	27.3	★★★★☆	All	All	Rural	Lyon et al., 2008
1.05	-5	★★★★☆	All	All	Urban	Lyon et al., 2008
0.874	12.6	★★★☆☆	All	All	All	Lyon et al., 2008
0.469	53.1	★★★☆☆	All	Fatal,Serious injury,Minor injury	All	Lyon et al., 2008

- Countermeasure: Improve pavement friction (increase skid resistance)

CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
0.799	20.1	★★★★☆	All	All	All	Lyon and Persaud, 2008	
0.667	33.3	★★★★☆	All	All	All	Lyon and Persaud, 2008	
0.819	18.1	★★★★☆	All	All	All	Lyon and Persaud, 2008	
0.797	20.3	★★★★☆	All	All	All	Lyon and Persaud, 2008	
1.271	-27.1	★★★★☆	All	All	All	Lyon and Persaud, 2008	
0.426	57.4	★★★★☆	Wet road	All	All	Lyon and Persaud, 2008	
0.372	62.8	★★★★☆	Wet road	All	All	Lyon and Persaud,	

0.575	42.5	★★★★☆	Rear end,Wet road	All		Lyon and Persaud, 2008
0.59	41	★★★☆☆	All	All	All	Lyon and Persaud, 2008
0.589	41.1	★★★☆☆	All	All	All	Lyon and Persaud, 2008
0.361	63.9	★★★☆☆	Wet road	All	All	Lyon and Persaud, 2008
0.304	69.6	★★★☆☆	Rear end	All	All	Lyon and Persaud, 2008
0.943	5.7	★★★☆☆	Rear end	All	All	Lyon and Persaud, 2008
0.504	49.6	★★★☆☆	Rear end	All	All	Lyon and Persaud, 2008

0.221	77.9	★★★☆☆	Rear end,Wet road	All	All	Lyon and Persaud, 2008
0.787	21.3	★★★☆☆	Angle	All	All	Lyon and Persaud, 2008
0.828	17.2	★★★☆☆	Angle	All	All	Lyon and Persaud, 2008
0.898	10.2	★★★☆☆	Angle	All	All	Lyon and Persaud, 2008
0.799	20.1	★★★☆☆	Angle,Wet road	All	All	Lyon and Persaud, 2008
0.47	53	★★★☆☆	Angle,Wet road	All	All	Lyon and Persaud, 2008
0.828	17.2	★★★☆☆	Angle,Wet road	All	All	Lyon and Persaud, 2008

Countermeasure(s)	Crash Type	Crash Severity	Area Type	Road Type	Daily Traffic Volume (veh/day)	Ref	Effectiveness				Study Type
							Crash Reduction Factor / Function	Std Error	Range		
									Low	High	
Flatten side slopes and remove guardrail	All	All	All	All		27	42	58			EB Before-After
Improve curve superelevation	All	All	Rural	All		21	0				Expert Panel
	All	All	Rural			21	100(1-(1.00+6(SD-0.01))); SD=superelevation deficiency between 0.01 and 0.02				Expert Panel
	All	All	Rural			21	100(1-(1.06+3(SD-0.02))); SD=superelevation deficiency greater than 0.02				Expert Panel
Improve gore area	All	All				15	25				
	All	All	All	All		1	25				
Improve horizontal and vertical alignments	All	All				15	58				
	All	All	All	All		1	50				
	All	All				15	50				
	All	All				15	50				
	All	All				15	73				
Improve longitudinal grade	All	All				15	49				
	All	All	All	All		1	40				
	All	All				15	40				
	All	All				15	57				
	All	Fatal/ Injury				15	87				
	All	PDO				15	83				
Improve superelevation	All	All				15	40				
	All	All				1	40				
	ROR	All				15	50				
Improve superelevation (for drainage)	All	All				15	45				
	All	All				15	40				
	All	All				15	49				
Increase number of lanes	All	All			<5,000/lane	15	20				
	All	All			>5,000/lane	15	31				
	All	All				15	10				
	All	All				15	20				
	All	All				15	22				

Countermeasure(s)	Crash Type	Crash Severity	Area Type	Road Type	Daily Traffic Volume (veh/day)	Ref	Effectiveness				Study Type
							Crash Reduction Factor / Function	Std Error	Range		
									Low	High	
Increase number of lanes (cont'd)	All	All				15	25				
	All	All				15	25				
	All	All				15	25				
	All	Fatal				15	39				
	All	Injury				15	23				
	All	PDO				15	27				
	Head-on	All			<5,000/lane	15	38				
	Head-on	All			>5,000/lane	15	44				
	Head-on	All				15	53				
	Head-on	All				15	53				
	Head-on	PDO				15	50				
	Left-turn	All				15	71				
	Left-turn	PDO				15	67				
	ROR	All				15	44				
	ROR	All				15	26				
	ROR	All				15	44				
	ROR	All				15	44				
	ROR	PDO				15	50				
	Overturn	All			<5,000/lane	15	42				
	Overturn	All			>5,000/lane	15	52				
	Rear-end	All			<5,000/lane	15	42				
	Rear-end	All			>5,000/lane	15	52				
	Rear-end	All				15	32				
	Rear-end	All				15	32				
	Rear-end	All				15	40				
	Rear-end	All				15	53				
	Rear-end	PDO				15	53				
	Right-angle	All			<5,000/lane	15	35				
	Right-angle	All			>5,000/lane	15	45				
	Right-angle	All				15	15				
	Right-angle	PDO				15	46				
	Sideswipe	All			<5,000/lane	15	38				

Countermeasure(s)	Crash Type	Crash Severity	Area Type	Road Type	Daily Traffic Volume (veh/day)	Ref	Effectiveness				Study Type
							Crash Reduction Factor / Function	Std Error	Range		
									Low	High	
Increase number of lanes (cont'd)	Sideswipe	All			>5,000/lane	15	44				
	Sideswipe	All				15	30				
	Sideswipe	All				15	30				
	Sideswipe	All				15	35				
	Sideswipe	PDO				15	64				
Increase vertical grade by 1%	All	All	Rural	2-lane		23	-1.6P; P=percent grade (absolute value)				
Install acceleration/ deceleration lanes	All	All				15	26				
	All	All	All	All		1	10				
	All	All				15	10				
	All	All				15	10				
	All	All				15	10				
	All	All				15	25				
	All	All				15	75				
	Rear-end	All				15	75				
	Sideswipe	All				15	75				
Install channelized lane	All	All				15	67				
	All	PDO				15	62				
	Rear-end	All				15	93				
Install climbing lane (where large difference between car and truck speed)	All	Fatal/ Injury	Rural	2-lane		38	33				
Install passing/climbing lane	All	All	All	All		1	20				
	All	Fatal/ Injury	Rural	2-lane		38	33				
Install shoulder	All	All				15	9				
Install shoulder bus lanes	Head-on	Fatal/ Injury				15	50				
	Head-on	PDO				15	86				
	Left-turn	Fatal/ Injury				15	42				
	Left-turn	PDO				15	57				

Dual CRF for CSAH 13 between TH 5 and TH 7

Improvements include a 2 lane to 3 lane conversion with installation of a two way left-turn lane. The intersection of CSAH 13/TH 7 adds a NBL turn lane, and the CSAH 13/TH 5 intersection adds a SBL turn lane. TH 5 EB and TH 7 WB expand to four lanes through the intersection to accommodate the new dual left-turn lanes. Determined that the two factors below give best result for B/C.

Three Lane Section between Hwy 5 and Hwy 7
CR1=Introduce TWLTL
CR2=Improve Pavement Friction

CR=1 – (1-CR1)*(1-CR2)

All = CR = 1 – (1-.51)*(1-.41)= .71
All (injury): CR = 1 – (1-.53)*(1-.41) = .72
Rear End: CR=1 – (1-.50)*(1-.70) = .85

TH 5 Intersection
CR1=Increase Lanes
CR2=Improve Pavement Friction

CR=1 – (1-CR1)*(1-CR2)

All: CR=1 – (1-.31)*(1-.41) = .59
Rear End: CR=1 – (1-.53)*(1-.70) = .86
Angle: CR=1 – (1-.45)*(1-.21) = .57
Left Turn: CR=1 – (1-.71)*(1-.41) = .83
Head On: CR=1 – (1-.53)*(1-.41) = .72
Sideswipe: CR=1 – (1-.64)*(1-.70) = .89

CSAH 13 From TH 5 to TH 7 (2013 - 2015) - created on 06-17-2016 by ri

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
04	10000013	000+00.808	0410000013	0.808	S	
04	10000013	000+00.860	0410000013	0.860	Z	
04	10000013	001+00.084	0410000013	1.084	Z	
04	10000013	001+00.165	0410000013	1.165	Z	
04	10000013	001+00.225	0410000013	1.225	Z	
04	10000013	001+00.315	0410000013	1.315	Z	
04	10000013	001+00.465	0410000013	1.465	Z	
04	10000013	001+00.465	0410000013	1.465	Z	
04	10000013	001+00.465	0410000013	1.465	N	
04	10000013	001+00.892	0410000013	1.892	Z	
04	10000013	001+00.545	0410000013	1.545	Z	
04	10000013	001+00.295	0410000013	1.295	Z	
04	10000013	001+00.404	0410000013	1.404	Z	
04	10000013	001+00.680	0410000013	1.680	Z	
04	10000013	001+00.866	0410000013	1.866	Z	
04	10000013	001+00.290	0410000013	1.290	Z	
04	10000013	001+00.465	0410000013	1.465	Z	

le1che

RELY	INV	R_U
1	2	U
2	2	U
1	2	U
2	2	U
1	2	U
3	2	U
1	2	U
1	2	U
1	2	U
2	2	U
1	2	U
1	2	U
2	2	U
1	2	U
1	0	U
1	2	U
1	0	U

ATP

)1 SAID SHE WAS STATED SHE WAS STOPPED SB, JUST PAST TAMARACK ROAD, IN A LINE OF TRAFFIC WAITING FC
EH 1, 2, AND 3 WERE SOUTHBOUND ON CO RD 13, APPROACHING A TRAFFIC LIGHT. VEH #3 AND 2 SLOWED WIT
RIVER OF VEH 1 WAS SB ON CO RD 13 WHEN THE VEHICLE IN FRONT SLOWED. DRIVER OF VEH 1 SLOWED AS WE
/EH #2 WAS SB ON CO RD 13. AS VEH #2 APPROACHED THE CROSSWALK FOR THE LRT TRAIL, DRIVER #2 STATED
AND V2 WERE BOTH SB ON CO RD 13. V2 WAS STOPPED WITHIN THE ROADWAY WAITING FOR AN UNKNOWN VI
VEHICLE 1 TRAVELING NB CO RD 13/ROLLING ACRES RD. VEHICLE 2 TRAVELING NB CO RD 13/ROLLING ACRES RD
AND V3 WERE STOPPED LEGALLY IN ROADWAY NORTHBOUND ROLLING ACRES RD. AT INTERLAKEN, WAITING FC
JNIT #1 WAS STOPPED IN TRAFFIC. UNIT #2 WAS SLOWING TO STOP. UNIT #3 WAS ALSO SLOWING TO STOP AND
/1 WAS NB CO. RD. 13, STOPPED IN TRAFFIC WAITING TO MAKE A LEFTHAND TURN INTO MT. OLIVET CHURCH, V
JNIT #1 WAS TRAVELLING NB ON CO RD. 13 APPROACHING HWY. 7. TRAFFIC IN FRONT OF UNIT #1 WAS STOPPED
NIT 1 WAS N/B ON ROLLING ACRES ROAD AND BEGIN TO FISHTAIL ON THE ICE COVERED ROADWAY. DRIVER STA
EHICLE #1 WAS SOUTHBOUND ON COUNTY ROAD 13. VEHICLE #1 LOST CONTROL, RAN OFF THE RIGHT SIDE OF T
NIT 1 WAS TRAVELING SOUTHBOUND ON ROLLING ACRES RD. AT A CURVE IN THE ROAD, UNIT 1 TRAVELLED OFF
UNIT #1 WAS TRAVELLING NB ON ROLLING ACRES RD. (CO RD. 13). UNIT #1 APPROACHED CURVE AT A SPEED FA

CLE #1 WAS SOUTHBOUND ON COUNTY ROAD 11 DRIVING THROUGH A CRASH SCENE WITH EMERGENCY VEHICI

CO	CITY	DOW	MONTH	DAY	YEAR	TIME	SEV
10	3895	2-Mon	5	18	2015	0756	N
10	3895	2-Mon	11	18	2013	0752	C
10	3895	2-Mon	8	17	2015	1730	N
10	3895	3-Tue	7	23	2013	1522	N
10	3895	3-Tue	2	3	2015	1544	N
10	3895	4-Wed	7	10	2013	1915	N
10	3895	5-Thu	2	6	2014	1752	C
10	3895	4-Wed	12	10	2014	0730	N
10	3895	3-Tue	8	11	2015	1714	N
10	3895	3-Tue	12	23	2014	1830	N
10	3895	6-Fri	3	15	2013	2259	N
10	3895	4-Wed	1	22	2014	1005	N
10	3895	4-Wed	12	30	2015	0645	N
10	3895	1-Sun	8	17	2014	1950	N
10	3895	7-Sat	3	16	2013	0900	N
10	3895	4-Wed	1	22	2014	1140	N
10	3895	2-Mon	10	20	2014	1926	N

NUM_KILLED	NUM_VEH	JUNC	SL	TYPE	DIAG	LOC1	TCD
0	2	1	45	1	1	1	98
0	3	1	45	1	1	1	98
0	2	1	45	1	1	1	98
0	2	11	45	1	1	1	98
0	2	2	45	1	1	1	98
0	2	11	40	1	1	1	98
0	3	4	45	1	1	1	4
0	3	4	45	1	1	1	98
0	2	4	45	1	1	1	98
0	2	1	45	1	1	1	1
0	1	8	45	30	4	2	98
0	1	2	45	25	7	2	98
0	1	1	45	37	7	2	98
0	1	1	45	37	7	8	98
0	1	0	45	26	7	0	98
0	2	1	45	1	9	1	98
0	1	0	40	8	90	0	98

							PERSON1
LIT	WTHR1	WTHR2	SURF	CHAR	DESGN	ACC_NUM	VTYPE
1	1	0	1	1	8	151410114	1
1	1	0	1	1	8	133220059	38
1	2	3	1	1	8	152360027	1
1	1	0	1	1	8	132060061	1
1	4	2	3	1	8	150360121	3
1	1	1	1	1	1	131920017	1
3	1	0	1	1	8	140380014	3
1	7	0	5	1	8	143440038	3
1	1	0	1	1	8	152240109	1
4	2	3	2	1	8	143570335	1
6	5	0	5	1	8	130750046	1
1	7	0	5	6	8	140220342	3
6	2	2	2	5	8	153640036	1
3	2	0	1	5	8	142310202	1
1	2	0	5	0	0	131090078	1
1	7	0	5	6	8	140220345	38
7	1	0	1	0	0	143280071	11

DIR	ACT	FAC1	FAC2	POSN	INJ	EQP	PHYS	AGE
5	1	1	0	1	N	4	1	29
5	1	15	0	1	N	3	1	44
5	1	1	0	1	N	4	1	32
5	1	15	0	1	N	4	1	19
5	1	61	3	1	N	4	1	17
1	10	1	1	1	N	4	1	23
1	1	15	0	1	N	4	1	60
1	11	1	0	1	N	4	1	36
1	1	1	0	1	N	4	1	17
1	10	4	0	1	N	4	1	19
1	1	61	16	1	N	4	1	18
5	1	3	0	1	N	4	1	66
5	1	1	1	1	N	4	1	19
2	1	3	15	1	N	4	1	20
5	1	0	0	1	N	4	0	21
1	1	90	0	1	N	4	1	56
5	1	0	0	1	N	12	0	67

	PERSON2							
SEX	**VTYPE**	**DIR**	**ACT**	**FAC1**	**FAC2**	**POSN**	**INJ**	**EQP**
F	4	5	1	15	4	1	N	4
M	2	5	10	1	0	1	N	4
F	1	5	1	15	0	1	N	4
F	1	5	57	1	0	1	N	4
F	1	5	1	1	0	1	N	4
M	1	1	1	4	15	1	N	4
F	3	1	11	1	0	1	C	4
F	1	1	10	1	0	1	N	4
F	1	1	11	1	0	1	N	4
F	3	1	11	1	0	1	N	4
M								
F								
F								
F								
M								
M	1	5	1	90	0	1	N	4
M								

			PERSON3					
PHYS	**AGE**	**SEX**	**VTYPE**	**DIR**	**ACT**	**FAC1**	**FAC2**	**POSN**
1	24	M						
1	41	M	1	5				
1	20	F						
1	40	F						
1	24	F						
1	34	M						
1	60	F	1	1				
1	22	F	1	1				
1	18	M						
1	28	F						
1	36	F						

					PERSON4			
INJ	EQP	PHYS	AGE	SEX	VTYPE	DIR	ACT	FAC1

FAC2	POSN	INJ	EQP	PHYS	AGE	SEX

TH 5 from 250' East and West of CSAH 13 (2013 -2015) - created on 06

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
~~04~~	~~10000013~~	~~000+00.760~~	~~0410000013~~	~~0.760~~	~~Z~~		~~1~~
04	10000013	000+00.760	0410000013	0.760	E		1
04	10000013	000+00.760	0410000013	0.760	Z		1
04	10000013	000+00.760	0410000013	0.760	Z		1
~~04~~	~~10000013~~	~~000+00.760~~	~~0410000013~~	~~0.760~~	~~Z~~		~~1~~
~~04~~	~~10000013~~	~~000+00.760~~	~~0410000013~~	~~0.760~~	~~Z~~		~~1~~
~~03~~	~~00000005~~	~~040+00.383~~	~~0300000005~~	~~40.443~~	~~W~~		~~1~~
03	00000005	040+00.388	0300000005	40.448	E		1
03	00000005	040+00.400	0300000005	40.460	E		1
~~03~~	~~00000005~~	~~040+00.403~~	~~0300000005~~	~~40.463~~	~~Z~~		~~2~~
03	00000005	040+00.403	0300000005	40.463	Z		1
03	00000005	040+00.403	0300000005	40.463	Z		1
03	00000005	040+00.403	0300000005	40.463	Z		1
03	00000005	040+00.403	0300000005	40.463	Z		1
03	00000005	040+00.403	0300000005	40.463	Z		1
03	00000005	040+00.403	0300000005	40.463	Z		1
03	00000005	040+00.403	0300000005	40.463	Z		1
03	00000005	040+00.403	0300000005	40.463	Z		1
03	00000005	040+00.403	0300000005	40.463	E		1
~~03~~	~~00000005~~	~~040+00.403~~	~~0300000005~~	~~40.463~~	~~Z~~		~~1~~
~~03~~	~~00000005~~	~~040+00.403~~	~~0300000005~~	~~40.463~~	~~W~~		~~1~~
~~03~~	~~00000005~~	~~040+00.403~~	~~0300000005~~	~~40.463~~	~~W~~		~~3~~
~~03~~	~~00000005~~	~~040+00.403~~	~~0300000005~~	~~40.463~~	~~Z~~		~~1~~
~~03~~	~~00000005~~	~~040+00.403~~	~~0300000005~~	~~40.463~~	~~Z~~		~~1~~
~~03~~	~~00000005~~	~~040+00.403~~	~~0300000005~~	~~40.463~~	~~Z~~		~~1~~
03	00000005	040+00.413	0300000005	40.473	E		1
~~03~~	~~00000005~~	~~040+00.453~~	~~0300000005~~	~~40.513~~	~~Z~~		~~1~~
~~03~~	~~00000005~~	~~040+00.459~~	~~0300000005~~	~~40.519~~	~~Z~~		~~2~~
~~03~~	~~00000005~~	~~040+00.459~~	~~0300000005~~	~~40.519~~	~~Z~~		~~2~~

5-17-2016 by rile

INV	R_U
~~2~~	~~U~~
2	U
2	U
2	U
~~2~~	~~U~~
~~2~~	~~U~~
~~1~~	~~U~~
1	U
1	U
~~0~~	~~U~~
2	U
1	U
2	U
2	U
1	U
2	U
2	U
2	U
2	U
~~2~~	~~U~~
~~1~~	~~U~~
~~1~~	~~U~~
~~2~~	~~U~~
~~1~~	~~U~~
~~2~~	~~U~~
1	U
~~2~~	~~U~~
~~2~~	~~U~~
~~0~~	~~U~~

1che

ATP

1 WAS IN THE STRAIGHT/RIGHT TURN LANE, V2 WAS BEHIND V1. BOTH VEHICLES WERE MAKING A RIGHT HAND T
SPOKE TO DRIVER OF UNIT 1 WHO SAID SHE WAS DRIVING EAST ON HIGHWAY 5 AND REAR ENDED UNIT 2. SPOKE
1 WAS POSITIONED TO TURN RIGHT ON RED FROM SOUTHBOUND ROLLING ACRES ROAD TO GO WESTBOUND ON
INIT 2 WAS SOUTH ON BAVARIA RD. IN VICTORIA MN. UNIT 1 WAS ON THE SOUTHBOUND SHOULDER. UNIT 1 STA
1. V1, V2 AND V4 ALL SUSTAINED LIGHT DAMAGE. V3 SUSTAINED MODERATE DAMAGE AND WAS TOWED BY WILL
1 TRAVELING EB HWY 5 APPROACHING CO RD 13 WITH A GREEN LIGHT. V2 TRAVELING WB HWY 5 APPROACHING
1 SLOWWING FOR TRAFFIC AHEAD APPROACHING STOP LIGHT AND WAS STRUCK FROM BEHIND BY V2. L. G. WELK
-V1 AND V2 WERE E/B HWY 5 -V2 STOPPED IN TRAFFIC -V1 DID NOT STOP IN TIME -V1 COLLIDED WITH V2.
-V1 WAS S/B CR 13 TO E/B HWY 5 -V2 WAS N/B CR 13. -V1 COLLIDED WITH V2 IN THE MIDDLE OF THE INTERSE

#1 DRIVER STATED HE WAS DRIVING AT POSTED 55 MPH. #1 DRIVER STATED HE DID NOT SEE THAT VEHICLE IN
VEHICLE WAS STOPPED AT THE STOP LIGHT. VEHICLE 2 WAS NOT PAYING ATTENTION TO TRAFFIC IN FRONT OF H
UNIT 1 WAS STOPPED AT RED LIGHT GOING EB ON HWY 5 AT BAVARIA ROAD. DRIVER OF UNIT 2 ADMITTED SHE L
INITS 1 & 2 WERE STOPPED NEAR THE INTERSECTION OF HWY 5 AND BAVARIA ROAD FOR A RED LIGHT. WHEN TH
/1 WAS SOUTH ROLLING ACRES ROAD, TURNING EAST ON MNTH 5. IN THE PROCESS OF MAKING HIS TURN, V/1 V
VEH #1 WAS WB ON HWY 5. VEH #2 WAS AT A STOP LIGHT SB ON CO RD 13 AT HWY 5. A SEMI TRUCK IN THE TUR
WAS MAKING A RIGHT HAND TURN, WHEN U1 SLID INTO U2, WHICH WAS JUST ABOUT TO MAKE A LEFT HAND TU
N 06/10/2014 AT 0830 HOURS, THERE WAS A 2 VEHICLE PROPERTY DAMAGE CRASH AT THE INTERSECTION OF MN
RIVER 1 WAS TRAVELLING EASTBOUND ON HIGHWAY 5. DRIVER 1 WAS TRAVELLING APPROXIMATLEY 55-60 MILES
02/02/2013 AT APPROXIMETLY 0915 HOURS THERE WAS A PROPERTY DAMAGE CRASH AT THE INTERSECTION OF
-V1, V2, V3 AND V4 WERE W/B HWY 5. V2, V3, AND V4 WERE STOPPED AT THE TRAFFIC LIGHT. V1 DID NOT S
1 SLOWING IN TRAFFIC. V2 DIRECTLY BEHIND D2 STATED SHE LOOKED DOWN AND THEN WAS UNABLE TO STOP B
RIVER OF VEHICLE #2 REPORTED HE WAS W/B MNTH 5 AND WAS STOPPED FOR THE RED LIGHT AT THE INTERSEC
V/1 AND V/2 BOTH WEST BOUND ON MNTH 5. V/2 WAS THE LEAD VEHICLE, STOPPED AT A RED LIGHT. NOT ABLE
VEHICLE #1 WAS STOPPED IN TRAFFIC AT THE STOP LIGHT AT THE INTERSECTION OF HWY 5 AND ROLLING ACRES
'1 ENTERED INTERSECTION ON A RED LIGHT AND WAS STRUCK BY V2. V3 WAS STOPPED IN LTL WB HWY 5 AND W
V1 WAS TRAVELING WB HWY 5 JUST BEFORE CO RD. 13. V2 WAS STOPPED IN LEFT TURN LANE AT HWY 5/CO RD. 1
RIVER OF UNIT 1 WAS WB ON MN HWY 5 APPROACHING CO.RD. 13 WHEN HE DID NOT NOTICE THAT TRAFFIC IN F

CO	CITY	DOW	MONTH	DAY	YEAR	TIME	SEV	NUM_KILLED
~~10~~	~~3895~~	~~5-Thu~~	~~6~~	~~18~~	~~2015~~	~~1104~~	~~N~~	~~0~~
10	3895	1-Sun	5	10	2015	0816	C	0
10	3895	7-Sat	10	4	2014	1637	N	0
10	3895	1-Sun	10	19	2014	1345	C	0
~~10~~	~~3895~~	~~3-Tue~~	~~3~~	~~31~~	~~2015~~	~~1550~~	~~C~~	~~0~~
~~10~~	~~3895~~	~~4-Wed~~	~~5~~	~~6~~	~~2015~~	~~2234~~	~~B~~	~~0~~
~~10~~	~~3895~~	~~4-Wed~~	~~3~~	~~4~~	~~2015~~	~~1733~~	~~C~~	~~0~~
10	3895	5-Thu	9	19	2013	1456	N	0
10	3895	2-Mon	9	9	2013	0610	C	0
~~10~~	~~3895~~	~~5-Thu~~	~~4~~	~~18~~	~~2013~~	~~1400~~	~~N~~	~~0~~
10	3895	6-Fri	2	15	2013	0754	N	0
10	3895	4-Wed	11	20	2013	0619	N	0
10	3895	6-Fri	10	17	2014	0910	N	0
10	3895	7-Sat	12	6	2014	1520	N	0
10	3895	3-Tue	12	22	2015	1605	C	0
10	3895	2-Mon	12	9	2013	1257	B	0
10	3895	1-Sun	12	8	2013	1849	N	0
10	3895	3-Tue	6	10	2014	0830	N	0
10	3895	2-Mon	8	17	2015	1109	B	0
~~10~~	~~3895~~	~~2-Mon~~	~~2~~	~~4~~	~~2013~~	~~0915~~	~~N~~	~~0~~
~~10~~	~~3895~~	~~2-Mon~~	~~5~~	~~20~~	~~2013~~	~~2115~~	~~N~~	~~0~~
~~10~~	~~3895~~	~~6-Fri~~	~~9~~	~~20~~	~~2013~~	~~1738~~	~~N~~	~~0~~
~~10~~	~~3895~~	~~2-Mon~~	~~10~~	~~7~~	~~2013~~	~~0653~~	~~N~~	~~0~~
~~10~~	~~3895~~	~~5-Thu~~	~~12~~	~~5~~	~~2013~~	~~2123~~	~~N~~	~~0~~
~~10~~	~~3895~~	~~1-Sun~~	~~12~~	~~8~~	~~2013~~	~~1715~~	~~N~~	~~0~~
10	3895	2-Mon	6	17	2013	1807	C	0
~~10~~	~~3895~~	~~4-Wed~~	~~4~~	~~16~~	~~2014~~	~~1858~~	~~N~~	~~0~~
~~10~~	~~3895~~	~~2-Mon~~	~~11~~	~~18~~	~~2013~~	~~1750~~	~~C~~	~~0~~
~~10~~	~~3895~~	~~6-Fri~~	~~5~~	~~8~~	~~2015~~	~~1719~~	~~N~~	~~0~~

NUM_VEH	JUNC	SL	TYPE	DIAG	LOC1	TCD	LIT	WTHR1
~~2~~	~~4~~	~~45~~	~~1~~	~~1~~	~~1~~	~~1~~	~~1~~	~~1~~
4	4	55	1	1	1	1	1	2
2	4	45	1	2	1	1	1	1
2	1	40	1	3	1	98	1	1
~~4~~	~~1~~	~~55~~	~~1~~	~~1~~	~~1~~	~~1~~	~~1~~	~~1~~
~~2~~	~~4~~	~~55~~	~~1~~	~~5~~	~~1~~	~~1~~	~~4~~	~~1~~
~~2~~	~~4~~	~~55~~	~~1~~	~~1~~	~~1~~	~~1~~	~~1~~	~~1~~
2	4	55	1	1	1	1	1	1
2	4	55	1	8	1	1	1	1
~~1~~	~~0~~	~~10~~	~~2~~	~~7~~	~~0~~	~~98~~	~~1~~	~~7~~
2	1	55	1	1	1	98	1	1
2	1	55	1	1	1	1	2	1
2	4	55	1	1	1	1	1	2
2	4	55	1	1	1	1	1	1
2	4	55	1	5	1	1	1	2
2	4	55	1	5	1	1	1	1
2	4	55	1	6	1	1	4	4
2	4	55	1	9	1	1	1	1
1	1	55	90	98	1	98	1	1
~~2~~	~~4~~	~~55~~	~~1~~	~~5~~	~~1~~	~~1~~	~~1~~	~~1~~
~~4~~	~~4~~	~~55~~	~~1~~	~~1~~	~~1~~	~~1~~	~~4~~	~~2~~
~~2~~	~~1~~	~~55~~	~~1~~	~~1~~	~~1~~	~~98~~	~~1~~	~~2~~
~~2~~	~~4~~	~~55~~	~~1~~	~~1~~	~~1~~	~~1~~	~~2~~	~~2~~
~~2~~	~~4~~	~~55~~	~~1~~	~~1~~	~~1~~	~~1~~	~~4~~	~~1~~
~~2~~	~~4~~	~~55~~	~~1~~	~~2~~	~~1~~	~~1~~	~~4~~	~~4~~
4	4	55	1	8	1	1	1	1
~~3~~	~~1~~	~~55~~	~~1~~	~~1~~	~~1~~	~~98~~	~~1~~	~~2~~
~~4~~	~~4~~	~~55~~	~~1~~	~~1~~	~~1~~	~~1~~	~~4~~	~~2~~
~~2~~	~~0~~	~~55~~	~~1~~	~~1~~	~~0~~	~~1~~	~~1~~	~~1~~

					PERSON1			
WTHR2	SURF	CHAR	DESGN	ACC_NUM	VTYPE	DIR	ACT	FAC1
~~0~~	~~1~~	~~1~~	~~8~~	~~151700080~~	~~1~~	~~1~~	~~3~~	~~1~~
0	1	1	3	151300046	3	3	1	15
0	1	1	8	142790054	3	6	3	1
0	1	1	8	142940042	1	5	1	1
~~0~~	~~1~~	~~1~~	~~8~~	~~150910086~~	~~3~~	~~7~~	~~1~~	~~1~~
~~1~~	~~1~~	~~1~~	~~8~~	~~151280021~~	~~1~~	~~7~~	~~4~~	~~5~~
~~2~~	~~1~~	~~1~~	~~8~~	~~150630364~~	~~2~~	~~7~~	~~1~~	~~8~~
0	1	1	8	132780154	1	3	1	15
0	1	1	8	132530181	3	4	6	2
~~0~~	~~5~~	~~0~~	~~0~~	~~131410106~~	~~99~~	~~0~~	~~0~~	~~0~~
1	2	3	8	130460077	3	3	1	3
0	1	1	8	133250288	2	3	1	1
0	1	1	5	142900051	1	3	1	15
0	1	2	8	143400107	1	3	9	15
0	1	1	8	153570289	2	1	1	1
0	1	1	8	133470062	3	5	9	1
0	5	1	5	133420276	2	5	11	1
0	1	1	8	141610040	3	5	6	2
0	1	1	1	152290134	11	3	1	18
~~0~~	~~4~~	~~1~~	~~8~~	~~130350155~~	~~1~~	~~7~~	~~1~~	~~3~~
~~0~~	~~1~~	~~1~~	~~8~~	~~131510227~~	~~1~~	~~7~~	~~11~~	~~1~~
~~0~~	~~1~~	~~1~~	~~8~~	~~132710130~~	~~1~~	~~7~~	~~1~~	~~15~~
~~0~~	~~1~~	~~1~~	~~5~~	~~132800086~~	~~1~~	~~7~~	~~1~~	~~15~~
~~0~~	~~5~~	~~1~~	~~8~~	~~133400530~~	~~1~~	~~7~~	~~1~~	~~3~~
~~0~~	~~5~~	~~1~~	~~8~~	~~133430040~~	~~3~~	~~7~~	~~11~~	~~1~~
0	1	1	8	131820201	1	1	9	2
~~4~~	~~4~~	~~1~~	~~8~~	~~141060207~~	~~1~~	~~7~~	~~10~~	~~61~~
~~2~~	~~1~~	~~1~~	~~8~~	~~133230017~~	~~1~~	~~7~~	~~11~~	~~1~~
~~0~~	~~1~~	~~0~~	~~0~~	~~151610060~~	~~3~~	~~7~~	~~11~~	~~0~~

							PERSON2	
FAC2	POSN	INJ	EQP	PHYS	AGE	SEX	VTYPE2	DIR3
~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~30~~	~~F~~	~~3~~	~~1~~
0	1	N	4	1	54	F	1	3
0	1	N	4	1	35	M	3	6
0	1	C	4	1	23	F	3	5
~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~47~~	~~F~~	~~3~~	~~7~~
~~2~~	~~1~~	~~N~~	~~99~~	~~1~~	~~43~~	~~M~~	~~3~~	~~3~~
~~4~~	~~1~~	~~N~~	~~4~~	~~1~~	~~17~~	~~F~~	~~2~~	~~7~~
0	1	N	4	1	44	M	3	3
0	1	C	4	1	64	F	1	1
~~0~~	~~1~~	~~N~~	~~98~~	~~0~~	~~901~~	~~Z~~		
4	1	N	4	1	16	M	3	3
0	1	N	4	1	61	M	1	3
0	1	N	4	1	19	F	3	3
0	1	N	4	1	49	F	3	3
0	1	N	4	1	32	M	1	4
0	1	C	4	1	40	F	1	7
0	1	N	4	1	39	M	3	7
0	1	N	4	1	42	M	3	1
0	1	B	15	3	51	M		
~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~22~~	~~M~~	~~3~~	~~5~~
~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~23~~	~~M~~	~~2~~	~~7~~
~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~44~~	~~F~~	~~3~~	~~7~~
~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~23~~	~~M~~	~~2~~	~~7~~
~~4~~	~~1~~	~~N~~	~~99~~	~~1~~	~~18~~	~~M~~	~~4~~	~~7~~
~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~74~~	~~M~~	~~3~~	~~7~~
15	1	N	4	1	46	F	35	3
~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~17~~	~~M~~	~~1~~	~~7~~
~~1~~	~~1~~	~~N~~	~~4~~	~~1~~	~~24~~	~~F~~	~~4~~	~~7~~
~~0~~	~~1~~	~~N~~	~~4~~	~~0~~	~~32~~	~~M~~	~~1~~	~~7~~

ACT4	FAC15	FAC26	POSN7	INJ8	EQP9	PHYS10	AGE11	SEX12
~~3~~	~~4~~	~~5~~	~~1~~	~~N~~	~~4~~	~~1~~	~~17~~	~~M~~
11	1	0	1	N	4	1	24	F
3	8	0	1	N	4	1	67	F
7	10	0	1	N	4	1	19	F
~~1~~	~~1~~	~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~43~~	~~F~~
~~1~~	~~1~~	~~1~~	~~1~~	~~B~~	~~99~~	~~1~~	~~41~~	~~M~~
~~10~~	~~1~~	~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~22~~	~~M~~
1	1	0	1	N	4	1	41	M
1	1	0	1	C	4	1	51	F
11	1	1	1	N	4	1	43	M
1	15	0	1	N	4	1	32	M
1	1	0	1	N	4	1	68	F
9	1	0	1	N	4	1	49	M
6	2	0	1	N	4	1	18	M
1	5	0	1	N	4	1	42	F
5	3	61	1	N	4	1	41	M
1	1	0	1	N	4	1	50	F
~~6~~	~~1~~	~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~27~~	~~F~~
~~1~~	~~15~~	~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~37~~	~~M~~
~~10~~	~~1~~	~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~49~~	~~M~~
~~11~~	~~1~~	~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~20~~	~~M~~
~~1~~	~~1~~	~~0~~	~~1~~	~~N~~	~~99~~	~~1~~	~~37~~	~~F~~
~~5~~	~~46~~	~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~35~~	~~F~~
1	1	0	1	C	4	1	44	M
~~11~~	~~1~~	~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~44~~	~~F~~
~~11~~	~~1~~	~~1~~	~~1~~	~~N~~	~~4~~	~~1~~	~~47~~	~~M~~
~~1~~	~~0~~	~~0~~	~~1~~	~~N~~	~~4~~	~~0~~	~~54~~	~~F~~

PERSON3								
VTYPE13	DIR14	ACT15	FAC116	FAC217	POSN18	INJ19	EQP20	PHYS21
3	3							
~~1~~	~~7~~							
~~3~~	~~7~~							
3	7							
~~1~~	~~7~~							
~~2~~	~~7~~							

		PERSON4						
AGE22	SEX23	VTYPE24	DIR25	ACT26	FAC127	FAC228	POSN29	INJ30

EQP31	**PHYS32**	**AGE33**	**SEX34**	Column35	Column36	Column37	Column38

Column39	Column40	Column41	Column42	Column43	Column44	Column45

Column46	Column47	Column48	Column49	Column50	Column51	Column52

Column53	Column54	Column55	Column56	Column57	Column58	Column59

Column60	Column61	Column62	Column63	Column64	Column65	Column66

Column67	Column68	Column69	Column70	Column71	Column72	Column73

Column74	Column75	Column76	Column77	Column78	Column79	Column80

Column81	Column82	Column83	Column84	Column85	Column86	Column87

Column88	Column89	Column90	Column91	Column92	Column93	Column94

Column95	Column96	Column97	Column98	Column99	Column100	Column101

Column102	Column103	Column104	Column105	Column106	Column107

Column108	Column109	Column110	Column111	Column112	Column113

Column114	Column115	Column116	Column117	Column118	Column119

Column120	Column121	Column122	Column123	Column124	Column125

Column126	Column127	Column128	Column129	Column130	Column131

Column132	Column133	Column134	Column135	Column136	Column137

Column138	Column139	Column140	Column141	Column142	Column143

Column144	Column145	Column146	Column147	Column148	Column149

Column150	Column151	Column152	Column153	Column154	Column155

Column156	Column157	Column158	Column159	Column160	Column161

Column162	Column163	Column164	Column165	Column166	Column167

Column168	Column169	Column170	Column171	Column172	Column173

Column174	Column175	Column176	Column177	Column178	Column179

Column180	Column181	Column182	Column183	Column184	Column185

Column186	Column187	Column188	Column189	Column190	Column191

Column192	Column193	Column194	Column195	Column196	Column197

Column198	Column199	Column200	Column201	Column202	Column203

Column204	Column205	Column206	Column207	Column208	Column209

Column210	Column211	Column212

TH 5 from 250' East and West of CSAH 13 (2013 -2015) - created on 06-17-2016 by rile

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	10000013	000+00.760	0410000013	0.760	Z	—	1	2	U
04	10000013	000+00.760	0410000013	0.760	E		1	2	U
04	10000013	000+00.760	0410000013	0.760	Z		1	2	U
04	10000013	000+00.760	0410000013	0.760	Z		1	2	U
04	10000013	000+00.760	0410000013	0.760	Z	—	1	2	U
04	10000013	000+00.760	0410000013	0.760	Z	—	1	2	U
03	00000005	040+00.383	0300000005	40.443	W	—	1	1	U
03	00000005	040+00.388	0300000005	40.448	E		1	1	U
03	00000005	040+00.400	0300000005	40.460	E		1	1	U
03	00000005	040+00.403	0300000005	40.463	Z	—	2	0	U
03	00000005	040+00.403	0300000005	40.463	Z		1	2	U
03	00000005	040+00.403	0300000005	40.463	Z		1	1	U
03	00000005	040+00.403	0300000005	40.463	Z		1	2	U
03	00000005	040+00.403	0300000005	40.463	Z		1	2	U
03	00000005	040+00.403	0300000005	40.463	Z		1	1	U
03	00000005	040+00.403	0300000005	40.463	Z		1	2	U
03	00000005	040+00.403	0300000005	40.463	Z		1	2	U
03	00000005	040+00.403	0300000005	40.463	Z		1	2	U
03	00000005	040+00.403	0300000005	40.463	E		1	2	U
03	00000005	040+00.403	0300000005	40.463	Z	—	1	2	U
03	00000005	040+00.403	0300000005	40.463	W	—	1	1	U
03	00000005	040+00.403	0300000005	40.463	W	—	3	1	U
03	00000005	040+00.403	0300000005	40.463	Z	—	1	2	U
03	00000005	040+00.403	0300000005	40.463	Z	—	1	1	U
03	00000005	040+00.403	0300000005	40.463	Z	—	1	2	U
03	00000005	040+00.413	0300000005	40.473	E		1	1	U
03	00000005	040+00.453	0300000005	40.513	Z	—	1	2	U
03	00000005	040+00.459	0300000005	40.519	Z	—	2	2	U
03	00000005	040+00.459	0300000005	40.519	Z	—	2	0	U

e1che

ATP	CO	CITY	DOW	MONTH	DAY	YEAR	TIME	SEV
V1 WAS IN THE STRAIGHT/RIGHT TURN LANE, V2 WAS BEHIND V1. BOTH VEHICLES WERE MAKING A RIGHT HAND TU	10	3895	5-Thu	6	18	2015	1104	N
SPOKE TO DRIVER OF UNIT 1 WHO SAID SHE WAS DRIVING EAST ON HIGHWAY 5 AND REAR ENDED UNIT 2. SPOKE T	10	3895	1-Sun	5	10	2015	0816	C
UNIT 1 WAS POSITIONED TO TURN RIGHT ON RED FROM SOUTHBOUND ROLLING ACRES ROAD TO GO WESTBOUND ON HW	10	3895	7-Sat	10	4	2014	1637	N
UNIT 2 WAS SOUTH ON BAVARIA RD. IN VICTORIA MN. UNIT 1 WAS ON THE SOUTHBOUND SHOULDER. UNIT 1 STAT	10	3895	1-Sun	10	19	2014	1345	C
V1. V1, V2 AND V4 ALL SUSTAINED LIGHT DAMAGE. V3 SUSTAINED MODERATE DAMAGE AND WAS TOWED BY WILLIA	10	3895	3-Tue	3	31	2015	1550	C
V1 TRAVELING EB HWY 5 APPROACHING CO RD 13 WITH A GREEN LIGHT. V2 TRAVELING WB HWY 5 APPROACHING C	10	3895	4-Wed	5	6	2015	2234	B
V1 SLOWWING FOR TRAFFIC AHEAD APPROACHING STOP LIGHT AND WAS STRUCK FROM BEHIND BY V2. L. G. WELK S	10	3895	4-Wed	3	4	2015	1733	C
-V1 AND V2 WERE E/B HWY 5 -V2 STOPPED IN TRAFFIC -V1 DID NOT STOP IN TIME -V1 COLLIDED WITH V2.	10	3895	5-Thu	9	19	2013	1456	N
-V1 WAS S/B CR 13 TO E/B HWY 5 -V2 WAS N/B CR 13. -V1 COLLIDED WITH V2 IN THE MIDDLE OF THE INTERSE	10	3895	2-Mon	9	9	2013	0610	C
	10	3895	5-Thu	4	18	2013	1400	N
#1 DRIVER STATED HE WAS DRIVING AT POSTED 55 MPH. #1 DRIVER STATED HE DID NOT SEE THAT VEHICLE IN	10	3895	6-Fri	2	15	2013	0754	N
VEHICLE WAS STOPPED AT THE STOP LIGHT. VEHICLE 2 WAS NOT PAYING ATTENTION TO TRAFFIC IN FRONT OF H	10	3895	4-Wed	11	20	2013	0619	N
UNIT 1 WAS STOPPED AT RED LIGHT GOING EB ON HWY 5 AT BAVARIA ROAD. DRIVER OF UNIT 2 ADMITTED SHE L	10	3895	6-Fri	10	17	2014	0910	N
UNITS 1 & 2 WERE STOPPED NEAR THE INTERSECTION OF HWY 5 AND BAVARIA ROAD FOR A RED LIGHT. WHEN THE	10	3895	7-Sat	12	6	2014	1520	N
V/1 WAS SOUTH ROLLING ACRES ROAD, TURNING EAST ON MNTH 5. IN THE PROCESS OF MAKING HIS TURN, V/1 W	10	3895	3-Tue	12	22	2015	1605	C
VEH #1 WAS WB ON HWY 5. VEH #2 WAS AT A STOP LIGHT SB ON CO RD 13 AT HWY 5. A SEMI TRUCK IN THE TUR	10	3895	2-Mon	12	9	2013	1257	B
U1 WAS MAKING A RIGHT HAND TURN, WHEN U1 SLID INTO U2, WHICH WAS JUST ABOUT TO MAKE A LEFT HAND TUR	10	3895	1-Sun	12	8	2013	1849	N
ON 06/10/2014 AT 0830 HOURS, THERE WAS A 2 VEHICLE PROPERTY DAMAGE CRASH AT THE INTERSECTION OF MNT	10	3895	3-Tue	6	10	2014	0830	N
DRIVER 1 WAS TRAVELLING EASTBOUND ON HIGHWAY 5. DRIVER 1 WAS TRAVELLING APPROXIMATLEY 55-60 MILES P	10	3895	2-Mon	8	17	2015	1109	B
ON 02/02/2013 AT APPROXIMETLY 0915 HOURS THERE WAS A PROPERTY DAMAGE CRASH AT THE INTERSECTION OF M	10	3895	2-Mon	2	4	2013	0915	N
-V1, V2, V3 AND V4 WERE W/B HWY 5. -V2, V3, AND V4 WERE STOPPED AT THE TRAFFIC LIGHT. -V1 DID NOT S	10	3895	2-Mon	5	20	2013	2115	N
V1 SLOWING IN TRAFFIC. V2 DIRECTLY BEHIND D2 STATED SHE LOOKED DOWN AND THEN WAS UNABLE TO STOP BE	10	3895	6-Fri	9	20	2013	1738	N
DRIVER OF VEHICLE #2 REPORTED HE WAS W/B MNTH 5 AND WAS STOPPED FOR THE RED LIGHT AT THE INTERSECTI	10	3895	2-Mon	10	7	2013	0653	N
V/1 AND V/2 BOTH WEST BOUND ON MNTH 5. V/2 WAS THE LEAD VEHICLE, STOPPED AT A RED LIGHT. NOT ABLE	10	3895	5-Thu	12	5	2013	2123	N
VEHICLE #1 WAS STOPPED IN TRAFFIC AT THE STOP LIGHT AT THE INTERSECTION OF HWY 5 AND ROLLING ACRES	10	3895	1-Sun	12	8	2013	1715	N
V1 ENTERED INTERSECTION ON A RED LIGHT AND WAS STRUCK BY V2. V3 WAS STOPPED IN LTL WB HWY 5 AND WA	10	3895	2-Mon	6	17	2013	1807	C
V1 WAS TRAVELING WB HWY 5 JUST BEFORE CO RD. 13. V2 WAS STOPPED IN LEFT TURN LANE AT HWY 5/CO RD. 1	10	3895	4-Wed	4	16	2014	1858	N
DRIVER OF UNIT 1 WAS WB ON MN HWY 5 APPROACHING CO.RD. 13 WHEN HE DID NOT NOTICE THAT TRAFFIC IN FR	10	3895	2-Mon	11	18	2013	1750	C
	10	3895	6-Fri	5	8	2015	1719	N

															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~~	~~4~~	~~45~~	~~1~~	~~1~~	~~1~~	~~1~~	~~1~~	~~1~~	~~0~~	~~1~~	~~1~~	~~8~~	~~151700080~~	~~1~~	~~1~~	~~3~~	~~1~~	~~0~~
0	4	4	55	1	1	1	1	1	2	0	1	1	3	151300046	3	3	1	15	0
0	2	4	45	1	2	1	1	1	1	0	1	1	8	142790054	3	6	3	1	0
0	2	1	40	1	3	1	98	1	1	0	1	1	8	142940042	1	5	1	1	0
~~0~~	~~4~~	~~1~~	~~55~~	~~1~~	~~1~~	~~1~~	~~1~~	~~1~~	~~1~~	~~0~~	~~1~~	~~1~~	~~8~~	~~150910086~~	~~3~~	~~7~~	~~1~~	~~1~~	~~0~~
~~0~~	~~2~~	~~4~~	~~55~~	~~1~~	~~5~~	~~1~~	~~1~~	~~4~~	~~1~~	~~1~~	~~1~~	~~1~~	~~8~~	~~151280021~~	~~1~~	~~7~~	~~4~~	~~5~~	~~2~~
~~0~~	~~2~~	~~4~~	~~55~~	~~1~~	~~1~~	~~1~~	~~1~~	~~1~~	~~1~~	~~2~~	~~1~~	~~1~~	~~8~~	~~150630364~~	~~2~~	~~7~~	~~1~~	~~8~~	~~4~~
0	2	4	55	1	1	1	1	1	1	0	1	1	8	132780154	1	3	1	15	0
0	2	4	55	1	8	1	1	1	1	0	1	1	8	132530181	3	4	6	2	0
~~0~~	~~1~~	~~0~~	~~10~~	~~2~~	~~7~~	~~0~~	~~98~~	~~1~~	~~7~~	~~0~~	~~5~~	~~0~~	~~0~~	~~131410106~~	~~99~~	~~0~~	~~0~~	~~0~~	~~0~~
0	2	1	55	1	1	1	98	1	1	1	2	3	8	130460077	3	3	1	3	4
0	2	1	55	1	1	1	1	2	1	0	1	1	8	133250288	2	3	1	1	0
0	2	4	55	1	1	1	1	1	2	0	1	1	5	142900051	1	3	1	15	0
0	2	4	55	1	1	1	1	1	1	0	1	2	8	143400107	1	3	9	15	0
0	2	4	55	1	5	1	1	1	2	0	1	1	8	153570289	2	1	1	1	0
0	2	4	55	1	5	1	1	1	1	0	1	1	8	133470062	3	5	9	1	0
0	2	4	55	1	6	1	1	4	4	0	5	1	5	133420276	2	5	11	1	0
0	2	4	55	1	9	1	1	1	1	0	1	1	8	141610040	3	5	6	2	0
0	1	1	55	90	98	1	98	1	1	0	1	1	1	152290134	11	3	1	18	0
~~0~~	~~2~~	~~4~~	~~55~~	~~1~~	~~5~~	~~1~~	~~1~~	~~1~~	~~1~~	~~0~~	~~4~~	~~1~~	~~8~~	~~130350155~~	~~1~~	~~7~~	~~1~~	~~3~~	~~0~~
~~0~~	~~4~~	~~4~~	~~55~~	~~1~~	~~1~~	~~1~~	~~1~~	~~4~~	~~2~~	~~0~~	~~1~~	~~1~~	~~8~~	~~131510227~~	~~1~~	~~7~~	~~11~~	~~1~~	~~0~~
~~0~~	~~2~~	~~1~~	~~55~~	~~1~~	~~1~~	~~1~~	~~98~~	~~1~~	~~2~~	~~0~~	~~1~~	~~1~~	~~8~~	~~132710130~~	~~1~~	~~7~~	~~1~~	~~15~~	~~0~~
~~0~~	~~2~~	~~4~~	~~55~~	~~1~~	~~1~~	~~1~~	~~1~~	~~2~~	~~2~~	~~0~~	~~1~~	~~1~~	~~5~~	~~132800086~~	~~1~~	~~7~~	~~1~~	~~15~~	~~0~~
~~0~~	~~2~~	~~4~~	~~55~~	~~1~~	~~1~~	~~1~~	~~1~~	~~4~~	~~1~~	~~0~~	~~5~~	~~1~~	~~8~~	~~133400530~~	~~1~~	~~7~~	~~1~~	~~3~~	~~4~~
~~0~~	~~2~~	~~4~~	~~55~~	~~1~~	~~2~~	~~1~~	~~1~~	~~4~~	~~4~~	~~0~~	~~5~~	~~1~~	~~8~~	~~133430040~~	~~3~~	~~7~~	~~11~~	~~1~~	~~0~~
0	4	4	55	1	8	1	1	1	1	0	1	1	8	131820201	1	1	9	2	15
~~0~~	~~3~~	~~1~~	~~55~~	~~1~~	~~1~~	~~1~~	~~98~~	~~1~~	~~2~~	~~4~~	~~4~~	~~1~~	~~8~~	~~141060207~~	~~1~~	~~7~~	~~10~~	~~61~~	~~0~~
~~0~~	~~4~~	~~4~~	~~55~~	~~1~~	~~1~~	~~1~~	~~1~~	~~4~~	~~2~~	~~2~~	~~1~~	~~1~~	~~8~~	~~133230017~~	~~1~~	~~7~~	~~11~~	~~1~~	~~1~~
~~0~~	~~2~~	~~0~~	~~55~~	~~1~~	~~1~~	~~0~~	~~1~~	~~1~~	~~1~~	~~0~~	~~1~~	~~0~~	~~0~~	~~151610060~~	~~3~~	~~7~~	~~11~~	~~0~~	~~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~~	~~1~~	~~30~~	~~F~~	~~3~~	~~1~~	~~3~~	~~4~~	~~5~~	~~1~~	~~N~~	~~4~~	~~1~~	~~17~~	~~M~~				
1	N	4	1	54	F	1	3	11	1	0	1	N	4	1	24	F	3	3		
1	N	4	1	35	M	3	6	3	8	0	1	N	4	1	67	F				
1	C	4	1	23	F	3	5	7	10	0	1	N	4	1	19	F				
~~1~~	~~N~~	~~4~~	~~1~~	~~47~~	~~F~~	~~3~~	~~7~~	~~1~~	~~1~~	~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~43~~	~~F~~	~~1~~	~~7~~		
~~1~~	~~N~~	~~99~~	~~1~~	~~43~~	~~M~~	~~3~~	~~3~~	~~1~~	~~1~~	~~1~~	~~1~~	~~B~~	~~99~~	~~1~~	~~41~~	~~M~~				
~~1~~	~~N~~	~~4~~	~~1~~	~~17~~	~~F~~	~~2~~	~~7~~	~~10~~	~~1~~	~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~22~~	~~M~~				
1	N	4	1	44	M	3	3	1	1	0	1	N	4	1	41	M				
1	C	4	1	64	F	1	1	1	1	0	1	C	4	1	51	F				
~~1~~	~~N~~	~~98~~	~~0~~	~~901~~	~~Z~~															
1	N	4	1	16	M	3	3	11	1	1	1	N	4	1	43	M				
1	N	4	1	61	M	1	3	1	15	0	1	N	4	1	32	M				
1	N	4	1	19	F	3	3	1	1	0	1	N	4	1	68	F				
1	N	4	1	49	F	3	3	9	1	0	1	N	4	1	49	M				
1	N	4	1	32	M	1	4	6	2	0	1	N	4	1	18	M				
1	C	4	1	40	F	1	7	1	5	0	1	N	4	1	42	F				
1	N	4	1	39	M	3	7	5	3	61	1	N	4	1	41	M				
1	N	4	1	42	M	3	1	1	1	0	1	N	4	1	50	F				
1	B	15	3	51	M															
~~1~~	~~N~~	~~4~~	~~1~~	~~22~~	~~M~~	~~3~~	~~5~~	~~6~~	~~1~~	~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~27~~	~~F~~				
~~1~~	~~N~~	~~4~~	~~1~~	~~23~~	~~M~~	~~2~~	~~7~~	~~1~~	~~15~~	~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~37~~	~~M~~	~~3~~	~~7~~		
~~1~~	~~N~~	~~4~~	~~1~~	~~44~~	~~F~~	~~3~~	~~7~~	~~10~~	~~1~~	~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~49~~	~~M~~				
~~1~~	~~N~~	~~4~~	~~1~~	~~23~~	~~M~~	~~2~~	~~7~~	~~11~~	~~1~~	~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~20~~	~~M~~				
~~1~~	~~N~~	~~99~~	~~1~~	~~18~~	~~M~~	~~4~~	~~7~~	~~1~~	~~1~~	~~0~~	~~1~~	~~N~~	~~99~~	~~1~~	~~37~~	~~F~~				
~~1~~	~~N~~	~~4~~	~~1~~	~~74~~	~~M~~	~~3~~	~~7~~	~~5~~	~~46~~	~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~35~~	~~F~~				
1	N	4	1	46	F	35	3	1	1	0	1	C	4	1	44	M	3	7		
~~1~~	~~N~~	~~4~~	~~1~~	~~17~~	~~M~~	~~1~~	~~7~~	~~11~~	~~1~~	~~0~~	~~1~~	~~N~~	~~4~~	~~1~~	~~44~~	~~F~~	~~1~~	~~7~~		
~~1~~	~~N~~	~~4~~	~~1~~	~~24~~	~~F~~	~~4~~	~~7~~	~~11~~	~~1~~	~~1~~	~~1~~	~~N~~	~~4~~	~~1~~	~~47~~	~~M~~	~~2~~	~~7~~		
~~1~~	~~N~~	~~4~~	~~0~~	~~32~~	~~M~~	~~1~~	~~7~~	~~1~~	~~0~~	~~0~~	~~1~~	~~N~~	~~4~~	~~0~~	~~54~~	~~F~~				

FAC217	POSN18	INJ19	EQP20	PHYS21	AGE22	SEX23	VTYPE24	DIR25	ACT26	FAC127	FAC228	POSN29	INJ30	EQP31	PHYS32	AGE33	SEX34	Column35	Column36

Column37	Column38	Column39	Column40	Column41	Column42	Column43	Column44	Column45	Column46	Column47	Column48	Column49	Column50	Column51	Column52

Column53	Column54	Column55	Column56	Column57	Column58	Column59	Column60	Column61	Column62	Column63	Column64	Column65	Column66	Column67	Column68

Column69	Column70	Column71	Column72	Column73	Column74	Column75	Column76	Column77	Column78	Column79	Column80	Column81	Column82	Column83	Column84

Column85	Column86	Column87	Column88	Column89	Column90	Column91	Column92	Column93	Column94	Column95	Column96	Column97	Column98	Column99	Column100

Column101	Column102	Column103	Column104	Column105	Column106	Column107	Column108	Column109	Column110	Column111	Column112	Column113	Column114	Column115

Column116	Column117	Column118	Column119	Column120	Column121	Column122	Column123	Column124	Column125	Column126	Column127	Column128	Column129	Column130

Column131	Column132	Column133	Column134	Column135	Column136	Column137	Column138	Column139	Column140	Column141	Column142	Column143	Column144	Column145

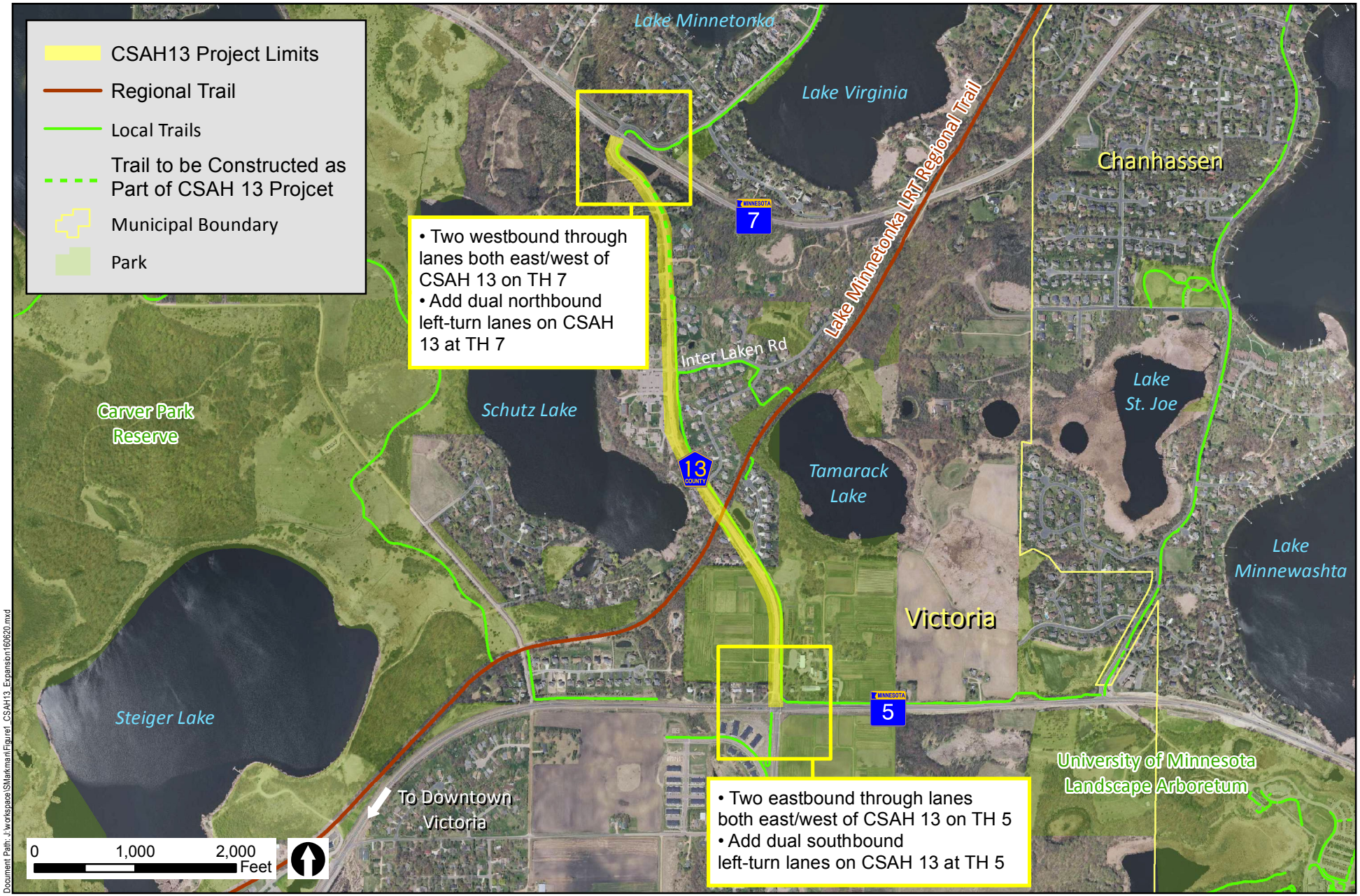
Column146	Column147	Column148	Column149	Column150	Column151	Column152	Column153	Column154	Column155	Column156	Column157	Column158	Column159	Column160

Column161	Column162	Column163	Column164	Column165	Column166	Column167	Column168	Column169	Column170	Column171	Column172	Column173	Column174	Column175

Column176	Column177	Column178	Column179	Column180	Column181	Column182	Column183	Column184	Column185	Column186	Column187	Column188	Column189	Column190

Column191	Column192	Column193	Column194	Column195	Column196	Column197	Column198	Column199	Column200	Column201	Column202	Column203	Column204	Column205

Column206	Column207	Column208	Column209	Column210	Column211	Column212

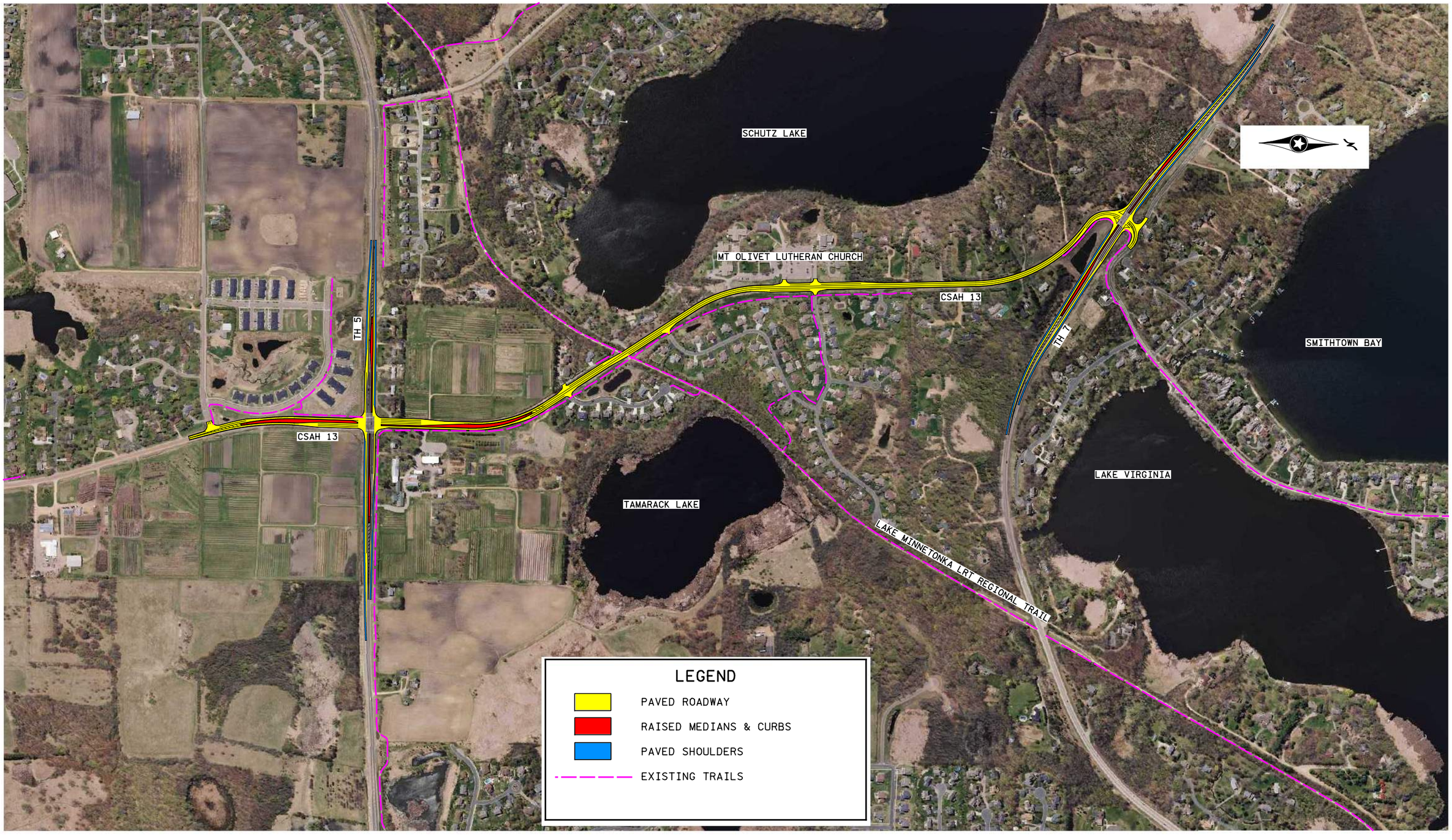


Project Limits

CSAH 13 Roadway Reconstruction from TH 5 to TH 7

Carver County, MN

Figure 1



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SRF Consulting Group, Inc.

Job # 9282
7/6/2016

CSAH 13

CSAH 13 from TH 5 to TH 7
Carver County

Note: Preliminary design has determined the appropriate improvements for this corridor and intersections. Final design will address the appropriate median installation and locations near the intersections. The construction cost estimates takes into consideration these improvements.

Figure 1

CSAH 13 Roadway Reconstruction from TH 5 to TH 7

Carver County, MN

Existing Conditions

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

July 8, 2016

Darin Mielke PE LSIT PMP
Assistant Public Works Director, Deputy County Engineer
Carver County Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322

RE: Regional Solicitation Application for CSAH 13 Rolling Acres Road Reconstruction Project

Dear Mr. Mielke:

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 13 Rolling Acres Road Reconstruction Project impacts MnDOT right of way on TH 5 and TH 7.

MnDOT, as the agency with jurisdiction over TH 5 and TH 7, would allow the improvements included in the application for CSAH 13 Rolling Acres Road Reconstruction 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
Jon Solberg, MnDOT Metro District – South Area Manager

CITY OF VICTORIA, MINNESOTA

DATE: June 27, 2016 **RESOLUTION NUMBER:** 16-53

MOTION BY: Council Member Crowley **SECOND BY:** Council Member Basa

A RESOLUTION SUPPORTING CARVER COUNTY'S APPLICATION FOR FUNDING FOR THE RECONSTRUCTION OF CSAH 13 FROM HWY 7 TO HWY 5.

WHEREAS, County State Aid Highway (CSAH) 13 is an A Minor Expander from Hwy 5 to Hwy 7 in the City of Victoria;

WHEREAS, the 2030 Carver County Road System Plan recognizes the need to improve transportation connections and operations in order to provide a safe and efficient transportation system that meets the anticipated future needs and demands;

WHEREAS, said transportation plan demonstrates the need to improve and modernize CSAH 13;

WHEREAS, the City of Victoria, Carver County and the Minnesota Department of Transportation are working cooperatively to meet the future needs to CSAH 13 and adjacent highways and city streets;

AND WHEREAS, the improvement and modernization of CSAH 13 will create a highly accessible facility that will help reduce traffic congestion, improve reliability to the highway users, improve safety and enhance the economic vitality of the community.

NOW, THEREFORE, BE IT RESOLVED,

1. The City of Victoria endorses Carver County's regional solicitation application submittal to the Metropolitan Council for federal funding for the improvement and modernization of CSAH 13 from approximately Hwy 7 to Hwy 5.

2. The City of Victoria agrees to financially participate with Carver County and the Minnesota Department of Transportation in providing the matching funding at such time that the project is awarded federal funding subject to agreement on the project details.

Adopted this 27th day of June, 2016 by the Victoria City Council.

Councilmember	Aye	Nay	Abstain	Absent
Tom O'Connor	X			
Lani Basa	X			
Jim Crowley	X			
Tom Strigel				X
Tom Vogt	X			

Tom O'Connor, Mayor

ATTEST:

Jennifer Kretsch

Jennifer Kretsch, City Clerk