Application

13860 - 2020 Roadway Expansion

14015 - TH 282, CSAH 9, TH 169 Grade Separation

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	05/15/2020 3:46 PM

Primary Contact

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*	Jordan	Minnesota	55352
	City	State/Province	Postal Code/Zip

Phone:*	952-496-8012	
	Phone	Ext.

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

Organization Information

Name:	SCOTT COUNTY

Jurisdictional Agency (if different):	
Organization Type:	County Government
Organization Website:	
Address:	600 COUNTRY TRAIL E
*	JORDAN (City) Minnesota (State/Province) 55352 (Postal Code/Zip)
County:	Scott
Phone:*	612-496-8355 Ext.
Fax:	
PeopleSoft Vendor Number	0000024262A3

Project Information

Project Name	TH 169, TH 282 and CSAH 9 Interchange
Primary County where the Project is Located	Scott
Cities or Townships where the Project is Located:	Jordan
Jurisdictional Agency (If Different than the Applicant):	
Brief Project Description (Include location, road name/functional class, type of improvement, etc.)	The proposed interchange is located at the intersection of Highway (TH)169, Trunk Highway (TH) 282 and County Highway (CH) 9 in the City of Jordan, Minnesota. The project will include construction of an interchange at the existing at-grade intersection of TH 169, TH 282, and CH 9. The project will include an overpass and supporting road network improvements along TH 169. The cross-street of this project is an A-minor connector. TH 169 is classified as a principal arterial.
(Limit 2,800 characters; approximately 400 words)	
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.	TH 169, TH 282 and CSAH 9 Interchange
Project Length (Miles) *to the nearest one-tenth of a mile*	2.64

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?	Yes
If yes, please identify the source(s)	
Federal Amount	$10,000,000.00
Match Amount	$14,000,000.00

Minimum of 20% of project total

Project Total	$24,000,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage	58.33%

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

Source of Match Funds	Local

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:	2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years:	2023

Select all years that are feasible if funding in an earlier year becomes available.

Project Information-Roadways

County, City, or Lead Agency	Scott County
Functional Class of Road	Principal Arterial, A-minor Connector
Road System	TH 169, TH 282, CSAH 9

TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET

Road/Route No.	1692829

i.e., 53 for CSAH 53

Name of Road	US Trunk Highway 169, Trunk Highway 282, and CSAH 9

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed	55352
(Approximate) Begin Construction Date	03/18/2024
(Approximate) End Construction Date	11/03/2025

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

From: **(Intersection or Address)**	Valley View Drive south

To: **(Intersection or Address)**	Creek Lane west

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Miles of Sidewalk (nearest 0.1 miles)	2.02
Miles of Trail (nearest 0.1 miles)	0.33
Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles)	0
Primary Types of Work	Bridge, retaining wall, culverts, sidewalk, bituminous trail, excavation

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

Structure is Over/Under
(Bridge or culvert name):

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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 goals, objectives, and strategies that relate to the project.

Briefly list the goals, objectives, strategies, and associated pages:	Goal: Safety and Security, Objective A; (p.60-61); Strategy B3, (p. 2.21), Strategy B6, (p.2.23) Goal: Competitive Economy, Objective C; p.64-65; Strategy D3 (p.2.39) Goal: Access to Destinations, Objective A, Objective B; p.62-63; Strategy C1 (p.2.24), C7 (p.2.30), Strategy C16 (p.2.36)

Limit 2,800 characters, approximately 400 words

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:	This project is documented in the TH169/TH 282/CSAH 9 Interchange Concept Study completed in November 2018 by Kimley-Horn for the City of Jordan, Scott County, and MnDOT. Additionally, this proposal is identified in the Transportation section of the City of Jordan?s 2040 Comprehensive Plan (Chapter 3 Page 20). The proposal is also identified in Scott County?s 2040 Comprehensive Plan as freight congestion area and an interchange need (Chapter VI Page 61).

Limit 2,800 characters, approximately 400 words

4.The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of 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 State Aid 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.
Strategic Capacity (Roadway Expansion): *$1,000,000 to $10,000,000*
Roadway Reconstruction/Modernization: *$1,000,000 to $7,000,000*
Traffic Management Technologies (Roadway System Management): *$250,000 to $3,500,000*
Spot Mobility and Safety: *$1,000,000 to $3,500,000*
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 (ADA).

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

9.In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.	Yes
Date plan completed:	10/16/2018
Link to plan:	https://www.scottcountymn.gov/DocumentCenter/View/12076/Scott-County-ADA-Transit-Plan

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

11.The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12.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

13.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

14.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 and Spot Mobility 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 and Strategic Capacity 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.

Bridge Rehabilitation/Replacement projects only:

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 National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.

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

Roadway Expansion, Reconstruction/Modernization, and Bridge Rehabilitation/Replacement projects only:

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$1,000,000.00
Removals (approx. 5% of total cost)	$246,000.00
Roadway (grading, borrow, etc.)	$650,300.00
Roadway (aggregates and paving)	$2,206,800.00
Subgrade Correction (muck)	$1,404,200.00
Storm Sewer	$250,000.00
Ponds	$750,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$436,000.00
Traffic Control	$150,000.00
Striping	$50,000.00
Signing	$50,000.00
Lighting	$300,000.00
Turf - Erosion & Landscaping	$200,000.00
Bridge	$3,275,000.00
Retaining Walls	$2,010,000.00
Noise Wall (not calculated in cost effectiveness measure)	$3,200,000.00
Traffic Signals	$300,000.00
Wetland Mitigation	$750,000.00

Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$3,900,000.00
Roadway Contingencies	$343,500.00
Other Roadway Elements	$2,033,840.00
Totals	**$23,505,640.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$0.00
Sidewalk Construction	$286,700.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$75,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$50,000.00
Streetscaping	$17,900.00
Wayfinding	$25,760.00
Bicycle and Pedestrian Contingencies	$35,400.00
Other Bicycle and Pedestrian Elements	$3,600.00
Totals	**$494,360.00**

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
Subtotal	$0.00
Other Costs - Administration, Overhead,etc.	$0.00

Totals

Total Cost	$24,000,000.00
Construction Cost Total	$24,000,000.00
Transit Operating Cost Total	$0.00

Congestion within Project Area:

The measure will analyze the level of congestion within the project area. Council staff will provide travel speed data on the "Level of Congestion" map. The analysis will compare the peak hour travel speed within the project area to fee-flow conditions.

Free-Flow Travel Speed:	56
Peak Hour Travel Speed:	38
Percentage Decrease in Travel Speed in Peak Hour compared to Free-Flow:	32.14%
Upload Level of Congestion map:	1589511051742_TH282_TH169_CSAH9_Interchange_Congestion_5_13.pdf

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor TH 14

Adjacent Parallel Corridor Start and End Points:

Start Point:	TH 169
End Point:	Louisville Road
Free-Flow Travel Speed:	52

The Free-Flow Travel Speed is black number.

Peak Hour Travel Speed: 41

The Peak Hour Travel Speed is red number.

Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow:	21.15%
Upload Level of Congestion Map:	1589566340050_CR 14 map.pdf

Principal Arterial Intersection Conversion Study:

Proposed interchange or at-grade project that reduces delay at a High Priority Intersection:	
(80 Points)	
Proposed at-grade project that reduces delay at a Medium Priority Intersection:	
(60 Points)	
Proposed at-grade project that reduces delay at a Low Priority Intersection:	
(50 Points)	
Proposed interchange project that reduces delay at a Medium Priority Intersection:	Yes
(40 Points)	
Proposed interchange project that reduces delay at a Low Priority Intersection:	
(0 Points)	
Not listed as a priority in the study:	
(0 Points)	

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

Existing Employment within 1 Mile:	1635
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	342
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1589511229981_TH282_TH169_CSAH9_Interchange_RegionalEconomy_5_13.pdf

Please upload attachment in PDF form.

Measure C: Current Heavy Commercial Traffic

RESPONSE: Select one for your project, based on the Regional Truck Corridor Study:

Along Tier 1:	Yes
Miles:	1.04
(to the nearest 0.1 miles)	
Along Tier 2:	
Miles:	0
(to the nearest 0.1 miles)	
Along Tier 3:	
Miles:	0

(to the nearest 0.1 miles)

The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor:	Yes
None of the tiers:	

Measure A: Current Daily Person Throughput

Location	TH 169 / Highway 282 / County Road 9 Intersection
Current AADT Volume	30500
Existing Transit Routes on the Project	Other

For New Roadways only, list transit routes that will likely be diverted to the new proposed roadway (if applicable).

Upload Transit Connections Map	1589511493076_TH282_TH169_CSAH9_Interchange_Transit_5_13.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	39650.0

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	The 2040 Scott County Travel Demand Model was used to determine the forecasted 2040 ADT volumne.
Forecast (2040) ADT volume	46700

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

*1.**Sub-measure**: Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.*

Response:

Engagement among stakeholders has been ongoing for almost 20 years concerning this intersection. MnDOT developed concepts in the early 2000s at this time no consensus was reached with the City, residents, and businesses. The City of Jordan, knowing this intersection is the lifeline for its residents to employment, food, recreation, and schools have been leading the planning and public engagement for the intersection. In the Citys 2008 Comprehensive Plan engagement efforts, the intersection was identified as the major challenge facing the City of Jordan due to the high number of injury/fatal crashes and congestion at the intersection. In addition to City meetings, a community survey was mailed to all households. The re-engagement/visioning efforts started in late 2017. The City held small outreach meetings with residents/businesses on intersection needs leading up to an October 2018 open house on the intersection. Advertised in the newspaper, and mailers were sent out to residents, including the Valley Green (VG) manufactured home park which located under a half-mile from the intersection.

Through these engagement discussions with residents, bike/pedestrian needs, and concerns for the mobile home park arose which were never part of discussions held over the previous years. Concepts developed early 2019 extended the project limits ½ mile and added bike/ped accommodations to VG. This change was a direct result of input received from this early engagement. An EAW was conducted and approved with a negative declaration for an EIS, and a draft Cat-Ex doc was proactively drafted and submitted to MnDOT/FHWA. This was done to review NEPA issues and explore additional issues above and beyond an EAW. Environmental justice and noise walls were reviewed as part of a Cat-Ex document. Noise walls for the VG were included as a result of the NEPA process. An open house was held in

February 2020 to discuss the project and environmental document findings with residents. An additional open house for residents of VG at their community building was scheduled to be held on March 31st, 2020. The open house was postponed due to COVID-19.

290 households located in VG are predominantly low-income and historically disadvantaged populations. The purpose of the open house was for additional feedback on the concept elements and a general project check-in. As part of the continued project engagement plan, additional informational boards and pop-up meetings were planned for the Jordan Library/senior housing building, Scott County Fair, and local the grocery store.

(Limit 2,800 characters; approximately 400 words)

*2.**Sub-measure**: Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

a.Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

Response:

TH 169 is a high-speed roadway which severs the community of Jordan in half. Low-income populations of color, children, and the elderly residents live in the Valley Green (VG) manufactured home park a half-mile north of TH 169. These historically disadvantaged households currently walk or bike in the street to cross TH 169 at the at grade signal. There are no bike or pedestrian facilities from VG to the signal. TH 169 is a high-speed and high-volume highway with a high volume of commercial truck traffic and a major uninviting barrier to cross; especially for children and the elderly in VG. The signal also experiences red-light runners due to driver indecisions or inattention, as it's over 50 miles in each direction to the next signal. VG households must travel from the other side of TH 169 to access goods, services, recreation, and schools. Downtown Jordan services are also located on the southside of TH 169, where banks, postal service, pharmacies, auto sales/service, supermarkets, health clinic, library, schools, entertainment, and restaurants are located. Trails on both sides of TH 282 and CH 9 will be an added safety benefit for these populations to access the previously mentioned destinations. With no bike/pedestrian facilities, most VG adult residents rely on the automobile to safely access these destinations, if they have a vehicle. Approximately 7% of Jordan residents do not own a car. The project will provide grade separation of TH 169.

A trail is included to the VG park from the project area as a new mode choice closing the gap which will allow for residents to walk and bike for a healthier lifestyle or allow non-motorized access to schools, businesses, and services. This trail extension was added during engagement efforts, as the VG park is 1/2 mile from the intersection and wasn?t previously considered during concept efforts in the early 2000s. There are no alternative crossings of TH 169 in the area for vehicles/bikes/peds, and thus the project will provide time savings for all City of Jordan residents.

Noise will be addressed by the project by providing noise walls for the VG park. With the project, this will be a quality of life improvement. Delay for the VG residents to cross TH 169 will be greatly reduced. Additional project and community benefits from services like ambulance, police, and fire protection will be more time-efficient in reaching both sides of the community.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

Response:

It's anticipated that all residents and businesses in the City of Jordan would experience a delay on TH 169 during the construction of the road improvements due to single lanes and reduced speed for construction. For the Valley Green (VG) manufactured home park, which has a high number of people of color, children, elderly, and people with disabilities, access to TH 169 will be maintained throughout construction. Residents may also experience some delay during construction due to TH 169 single-lane restrictions and lower speed in the corridor during construction. While these delays are not permanent, they are also temporary during one construction season. A major benefit of the project is that the existing delay at the at-grade signalized intersection experienced today by VG residents and others in the community will be removed with the construction of the project. During construction, it's likely to be more difficult for bike and pedestrian users to negotiate. The existing road noise that is generated by the TH 169 expressway will be mitigated by noise walls constructed through the project for the VG residents. Any noise generated from construction equipment during the project?s construction will be mitigated by only being permitted during daytime hours per the City?s noise ordinance.

(Limit 2,800 characters; approximately 400 words)

Select one:

*3.**Sub-measure: Bonus Points** Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:*
a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color
b.20 points to projects within an Area of Concentrated Poverty
c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
d.10 points for all other areas

Project is located in an Area of Concentrated Poverty where 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: Yes

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

(up to 40% of maximum score)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map 1589566727995_FINAL SOCIO-ECON COMBINED.pdf

Measure B: Part 1: Housing Performance Score

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Jordan	2.64	1.0	89.0	89.0

Total Project Length

Total Project Length 2.64

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 2.64

Total Housing Score 89.0

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.
If text box is not showing, click Edit or "Add" in top right of page.

Response:

Most of Jordan?s affordable housing units are near the project area. Please refer to affordable housing map for location, number of units, number of bedrooms, and level of affordability as this info could not fit in a limited response. The project provides trails on both sides of TH 282/CH 9. These trails benefit all the affordable housing units by providing safe access, other than walking or biking on the busy highway. Trails on both sides allow residents to access their destinations and cross the highway when needed at a safe controlled intersection vs if the trail was on only one side, affordable housing residents would be forced to cross a busy road to access a trail.

Valley Green manufactured home park (VG) will have a direct access benefit. VG, located north of the project has 290 affordable home sites with a disadvantaged population having no bike or pedestrian access to their neighborhood today. A trail was added and project limits are extended from CH 9 to the VG park, improving alternative access. A grade separation of TH 169/TH 282 intersection, will reduce vehicle delay for residents of VG and other housing in Jordan. The grade separation will also reduce delays and improve safety for pedestrians and bikes crossing the high-speed expressway that will come from VG. In addition to the grade separation of TH 169, a grade separation of the railroad will provide a safe crossing for bikes/pedestrians and benefit the nearby VG park and Pineview by providing a safe crossing to businesses, grocery stores, schools, parks, and downtown Jordan.

Other housing nearby includes Britland Apartments, a 24-unit low-income housing apartment complex within the project area. Schule Haus a 52-unit senior low-income apartment complex, Brentwood Court Apartments, and the soon to be completed

Brentwood Terrace in 2020.

(Limit 2,100 characters; approximately 300 words)

Upload map: 1589514945768_FINAL_Affordable housing map.pdf

Measure A: Infrastructure Age

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1993.0	0.39	777.27	1253.661
1988.0	0.23	457.24	737.484
	1	**1235**	**1991**

Average Construction Year

Weighted Year 1991.145

Total Segment Length (Miles)

Total Segment Length 0.62

Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project (Seconds/ Vehicle)	Total Peak Hour Delay Per Vehicle With The Project (Seconds/ Vehicle)	Total Peak Hour Delay Per Vehicle Reduced by Project (Seconds/ Vehicle)	Volume without the Project (Vehicles per hour)	Volume with the Project (Vehicles Per Hour):	Total Peak Hour Delay Reduced by the Project:	Total Peak Hour Delay Reduced by the Project:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
70.7	6.3	64.4	16550	14930	1065820.0	961492.0	N/A	1589515448829_169 & 282 Interchange 5A Synchro Reports.pdf
						961492		

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	1065820.0
Total Peak Hour Delay Reduced	961492.0

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

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
52.07	10.19	41.88
52	**10**	**42**

Total

Total Emissions Reduced:	41.88
Upload Synchro Report	1589567403141_169 & 282 Interchange 5B Synchro Reports.pdf

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

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

Total Parallel Roadway

Emissions Reduced on Parallel Roadways	0
Upload Synchro Report	

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

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)	

Measure A: Benefit of Crash Reduction

Crash Modification Factor Used:

4 crash modification factors were applied at 3 separate locations. A crash modification factor (CMF) of 0.58 was used for converting the at-grade intersection of TH 169/TH 282 into a grade-separated interchange, A CMF of 1.0 was assumed for removing the stop condition for thru traffic on TH 169 at the intersection with TH 282; this was applied only to rear-end crashes involving thru traffic on TH 169. A CMF of 0.55 was used for modifying the intersection of TH 282/Triangle Ln from a full access intersection to a right-in-right-out intersection. A CMF factor of 0.56 was used for converting the intersection of CSAH 9/Frontage Rd from a minor-road stop-controlled intersection to a roundabout.

(Limit 700 Characters; approximately 100 words)

Rationale for Crash Modification Selected:	Removing stop condition on TH 169 at TH 282 (Logical Assumption) -This CMF was assumed because there will no longer be intersection-related rear-end crashes involving thru traffic on 169 once the stop condition at TH 282 is removed. Convert at-grade intersection into grade-separated interchange (CMF ID: 459) -This CMF was chosen because it can be applied to all crash types and severity levels. This CMF was applied to all crashes at the intersection except rear end crashes involving thru traffic on TH 169. Install right-in-right-out (RIRO) operations at stop-controlled intersections (CMF ID: 9821) -This CMF was chosen because it is applicable to 4-6 lane divided roadways and can be applied to all crash types and severity levels. Convert intersection with minor-road stop control to modern roundabout (CMF ID: 227) -This CMF was chosen because it is applicable to minor-road stop-controlled intersections, it is applicable to both single and multi-lane roundabouts, and it can be applied to all crash types and severity levels.
(Limit 1400 Characters; approximately 200 words)	
Project Benefit ($) from B/C Ratio:	$19,711,742.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	0
Total Non-Motorized Fatal and Serious Injury Crashes:	0

Total Crashes:	64
Total Fatal (K) Crashes Reduced by Project:	0
Total Serious Injury (A) Crashes Reduced by Project:	0
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	0
Total Crashes Reduced by Project:	475
Worksheet Attachment	1589574500764_Copy of 169 282 Interchange Worksheet.pdf

Please upload attachment in PDF form.

Roadway projects that include railroad grade-separation elements:

Current AADT volume:	0
Average daily trains:	0
Crash Risk Exposure eliminated:	0

Measure A: Multimodal Elements and Existing Connections

The project will provide considerable safety improvements over existing conditions for pedestrians. TH 169 is a high-speed expressway with a high volume of truck traffic severing the city of Jordan in half. Residents and businesses are located both north and south of the expressway, but crossing the expressway at the existing at grade signal is not inviting for pedestrians to use due to lack of sufficient pedestrian infrastructure and high speeds on the expressway. This at grade signal is the last signalized on TH 169 in Scott County. Congestion at the signal and running red signals by cars and trucks are a hazard for pedestrians. High-speed running of the red signal from driver indecisiveness or inattention is a major problem, as it is over 30 miles to the north and 30 miles to the south of Jordan on TH 169 until drivers experience the next signal.

Response:

The project provides a proven strategy of building grade separation of TH 169 for pedestrians with the bridge construction. TH 282/CSAH 9 will go over TH 169 and provide pedestrian accommodations on both sides of TH 282/CSAH 9 for a mile which is another proven pedestrian safety strategy. The project will also construct a grade separation of the existing Union Pacific Railroad. This pedestrian hazard will also be mitigated by the proven grade separation strategy. FHWA guidance states the benefits of improved crossings boosts the quality of life for pedestrians of all ages and abilities.

Medians will be installed on TH 282/CH 9 where the roadway is currently undivided today. These medians are another proven safety strategy proposed by this project.

This project includes a roundabout at a ramp (proven safety measure) which lowers traffic speeds and has fewer conflict points. Lower speeds and reduced conflict points with vehicles is beneficial for the safety of pedestrians as these countermeasures have shown to decrease fatalities and increase the chance of surviving a crash. While there have been no pedestrian crashes reported in the last 5 years, there have been 5 injury bike/vehicle crashes on TH 282 in the vicinity.

Pedestrian safety countermeasures like crosswalk visibility enhancements such as lighting, signing, and marking will be installed. These proven enhancements will help drivers see pedestrians, especially during low-light times. These enhancements will improve pedestrian safety, accessibility to goods, services, cultural and recreational activities, and jobs and will improve the quality of life for the people of Jordan.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Existing Connections

Response:

TH 169 severs the community of Jordan in two; residents and businesses are located on the north and south side of TH 169. Connecting the two halves are critical. This project adds 2.35 miles of new sidewalk/trail. Trails will be constructed on both sides of TH 282 and CH 9. The grade separation of TH 169 will create a safe bike/pedestrian space for crossing TH 169 expressway, a major physical barrier for the City of Jordan. The trails will allow residents on both sides of TH 169 to access businesses and services where there wasn?t access before. The trail on both sides of CH 9 will also provide a grade separation of the existing Union Pacific RR crossing on CH 9. This grade separation will be an improvement for all modes, and allow freight trains to move faster by eliminating this road crossing.

The project proposes trail connections along Syndicate Street to the Valley Green manufactured home park which has no alternative modes to access the rest of Jordan.

Sidewalk will be constructed on both sides along Triangle Lane to provide pedestrian access to businesses and a park-and-pool located within the project area. Park-and-Pool lots are TDM tools reducing the number of vehicles on the road. Completing construction of the sidewalk/bike gaps will create new connections that enable residents to walk/bike to local businesses and services in the area.

As a rural center, Jordan was excluded from RBTN planning, however, the project constructs a mile of planned regional trail along TH 282/CH9 consistent with Met Council Park Policy Plan. This alignment will become part of the RBTN as urbanization occurs. This planned trail provides a crossing of the MN River (Tier 1 Barrier) for Jordan residents.

ADA will be met and three ramp locations identified in the Scott County ADA Transition Plan will be addressed.

TransitLink provides transit service and is highly utilized by residents of Jordan, as 7% of households don?t have a vehicle and 30% of households have one vehicle. A reduction in delay and congestion in the project area will improve on-time performance and lower TransitLink operational costs. Land-to-Air, an inter-city bus service has a stop in the project area. Land-to-Air provides bus service to communities along the TH 169 corridor to MSP. This inter-city bus is funded through the Federal Inter-City Bus program (5311f) for those living in rural areas without a fixed route service.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit 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 - Construction Projects

1)Layout (25 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

Attach Layout 1589520282350_EDITED LAYOUT.pdf

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion	04/03/2020

2)Review of Section 106 Historic Resources (15 Percent of Points)

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

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete	Yes

50%

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

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

100%

Signature Page

Please upload attachment in PDF form.

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

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Anticipated date or date of executed Agreement 07/29/2022

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public: 02/20/2020

Meeting with partner agencies: 03/31/2020

Targeted online/mail outreach: 04/01/2019

Number of respondents: 691

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

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

This project has been a part of extensive outreach for the last 20 years with the business community, residents, and partners agencies. Countless meetings and hours invested with partner agencies have been held over the years. Over many years, project layout iterations and discussions occurred, a consensus has finally been reached between the City of Jordan, MnDOT, and Scott County. In the early 2000s MnDOT identified a need in an IRC study/document for improvement with its countless engagement efforts. From the results of the IRC MnDOT started a design effort and proposed concepts for an interchange where consensus was never reached with the City, residents, and business in the area. A 2008 survey result sent to every household in Jordan identified the intersection as Jordan?s top priority/citizen concern. The city in the early 2010s recorded an official map that encompassed several concepts. Through City and County comprehensive plan engagement efforts the need was also identified in the respective comprehensive plans.

The City of Jordan has engaged both Scott County and MnDOT in recent efforts to address the intersection starting in 2017. FHWA was also included for PMT meetings and guidance. The outreach process that was conducted helped identify the need to extend a trail to the Valley Green Manufactured home park where this trail was not considered in the past. A number of business/resident individual meetings took place. There have been 3 public open houses, with planned for March 31, 2020. The March 2020 open house had to be postponed due to COVID-19.

An EAW process was completed for the project with a negative declaration approved. The City proactively funded a cat-ex to be drafted and submitted to MnDOT and FHWA for review and comment. Feedback was received and edits have been made from the comments. The cat-ex looked at federal issues and went through this process ahead of receiving any federal funding which helped identify the need for noise walls where it was not considered before.

Multiple online and mail outreach efforts have been made to residents, commercial businesses, and disadvantaged populations within the project area. Project webpages have been created on the City of Jordan and Scott County official webpages to inform residents of public input opportunities and project information. The local City of Jordan library/senior building will display project informational boards for local residents to learn about the project and upcoming outreach events.

Measure A: Cost Effectiveness

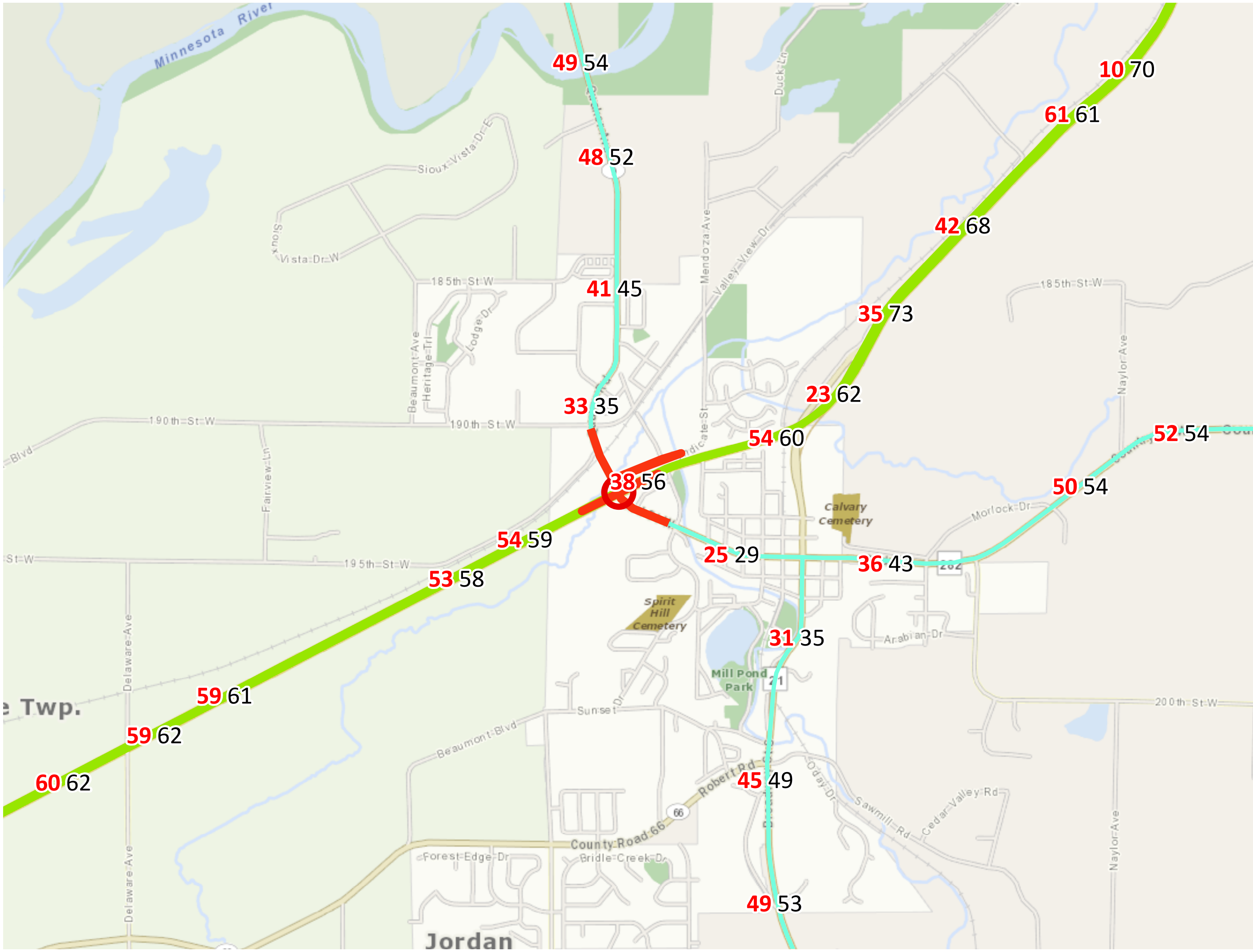
Total Project Cost (entered in Project Cost Form):	$24,000,000.00
Enter Amount of the Noise Walls:	$3,200,000.00
Total Project Cost subtract the amount of the noise walls:	$20,800,000.00
Enter amount of any outside, competitive funding:	$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
169 & 282 Interchange Collision Diagrams (2016-2018).pdf	Collision Diagrams	244 KB
169_282_9_beforephoto.pdf	Existing Conditions	277 KB
City of Jordan Support Letter.pdf	City of Jordan Letter of Support	401 KB
Raw Crash Data.pdf	Raw Crash Data	487 KB
Scott Co US 169_Hwy 282 letter.pdf	MnDOT Support Letter	549 KB
Scott County Board Resolution.pdf	Scott County Board Resolution	602 KB
TH282_TH169_CSAH9_Interchange_OnePageSummary_5_13.pdf	1 Page Project Summary	1.2 MB
Valley Green.pdf	Valley Green Open House Invite	82 KB

Level of Congestion

Roadway Expansion | Map ID: 1589376017680



Project Points
Principal Arterials
Principal Arterials Planned
Project
A Minor Arterials
A Minor Arterials Planned

0 0.325 0.65 1.3 1.95 2.6 Miles

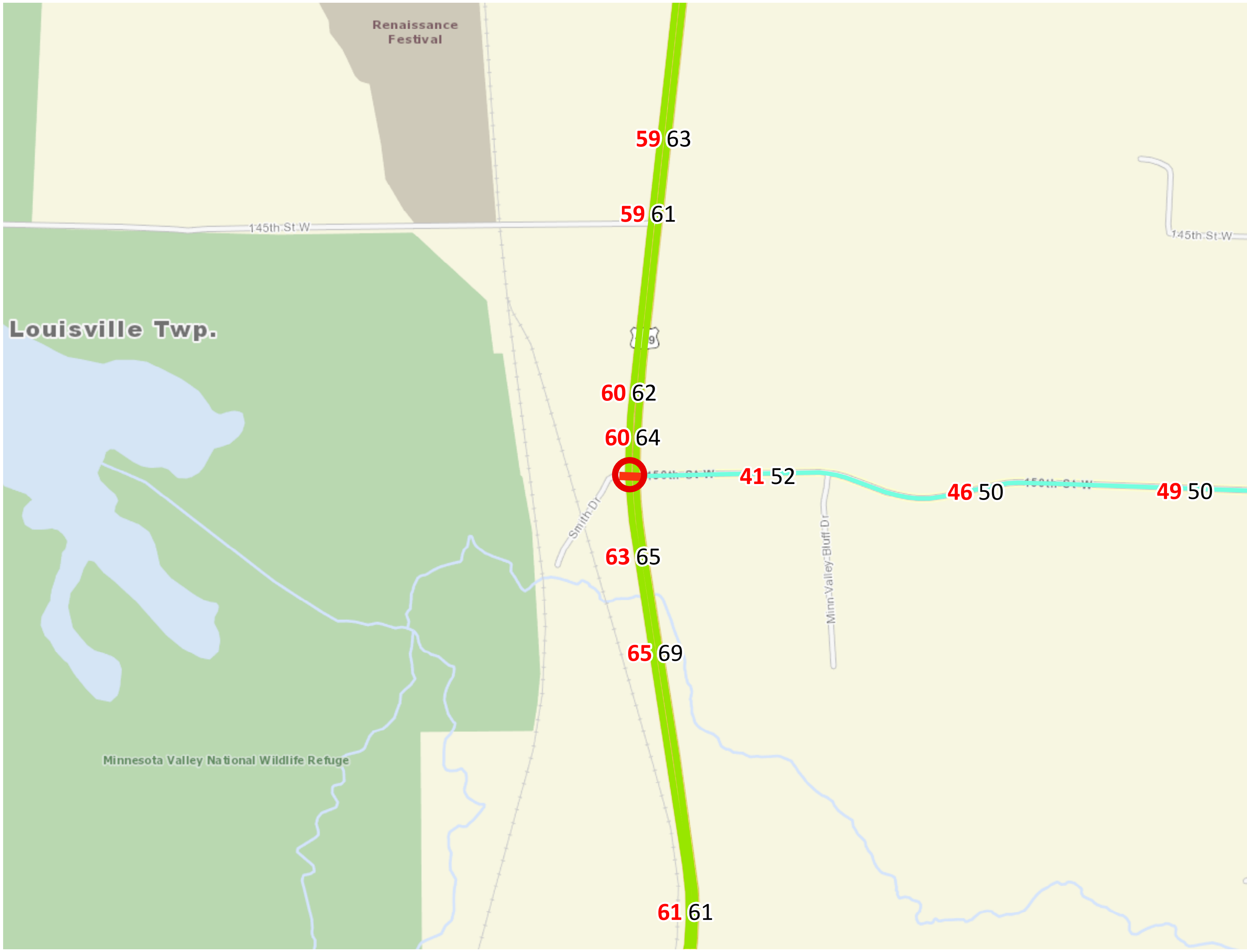
Created: 5/13/2020
LandscapeRSA1

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

METROPOLITAN COUNCIL

Level of Congestion

Roadway Expansion Project: Level of Congestion: CR 14 | Map ID: 1589560456906



Project Points
Principal Arterials
Principal Arterials Planned
Project
A Minor Arterials
A Minor Arterials Planned

0 0.175 0.35 0.7 1.05 1.4 Miles

Created: 5/15/2020
LandscapeRSA1

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

Regional Economy

Roadway Expansion | Map ID: 1589376017680

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:

Jordan
Population: 2087
Employment: 841
Mfg and Dist Employment: 45

Sand Creek Twp.
Population: 2419
Employment: 489
Mfg and Dist Employment: 201

St. Lawrence Twp.
Population: 875
Employment: 305
Mfg and Dist Employment: 96

Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 5/13/2020
LandscapeRSA5

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

METROPOLITAN COUNCIL

Transit Connections

Roadway Expansion | Map ID: 1589376017680

Results

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

**indicates Planned Alignments*

Transit Market areas: 5

Project Points • Active Stop

Project

Project Area

0 0.15 0.3 0.6 0.9 1.2 Miles

Created: 5/13/2020
LandscapeRSA3

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

METROPOLITAN COUNCIL

SOCIO-ECONOMIC EQUITY MAP

N W E S

0 0.07 0.15 0.3 Miles

PROPOSED PROJECT

NOISE WALL

VALLEY GREEN MOBILE HOME PARK

CENTRAL BUSINESS DISTRICT

MULTIFAMILY HOUSING

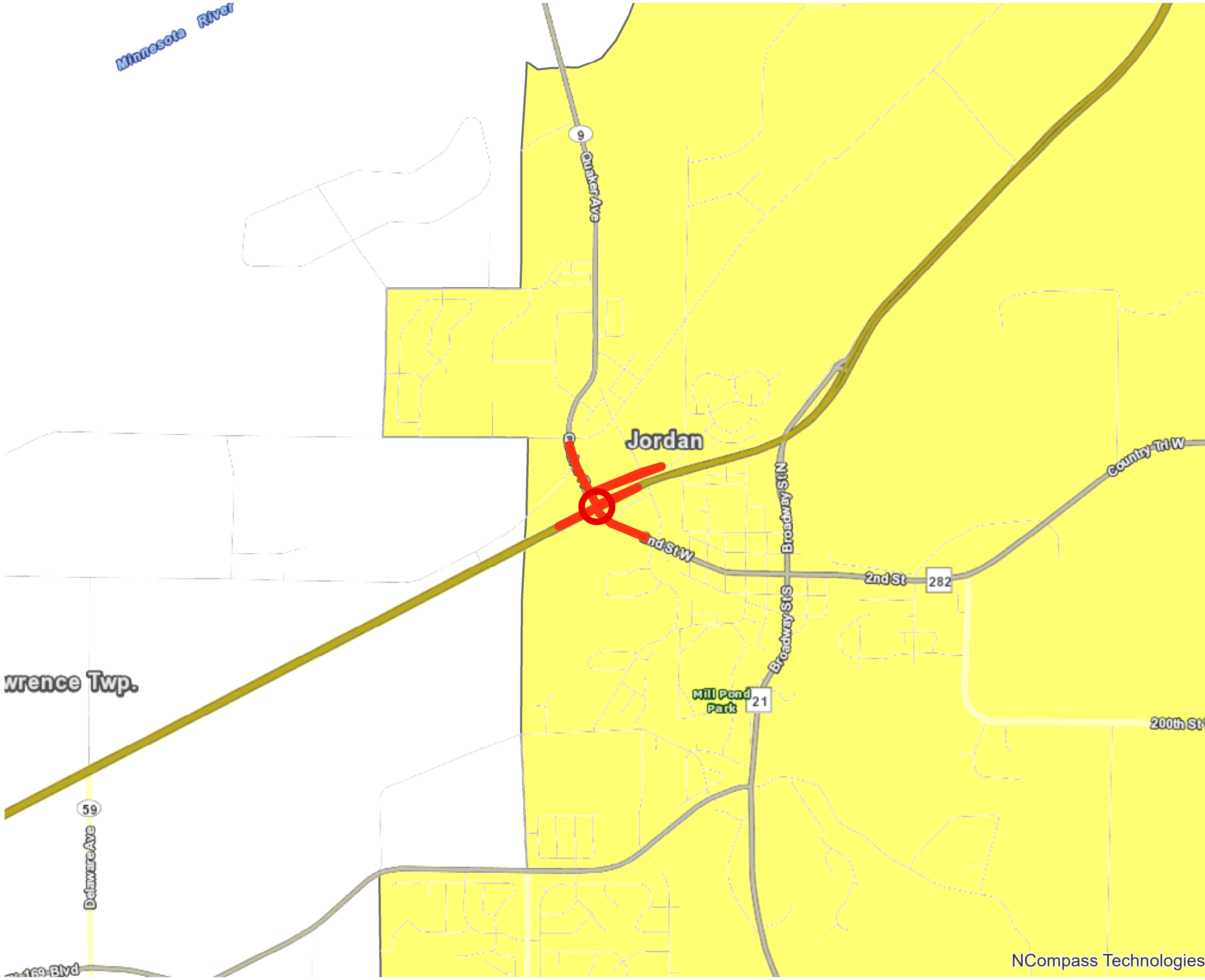
Socio-Economic Conditions

Roadway Expansion | Map ID: 1589376017680

Results

Project census tracts are above the regional average for population in poverty or population of color:
(0 to 18 Points)

Tracts within half-mile:
80800 81300



Points

Lines

Area of Concentrated Povertry > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

0 0.325 0.65 1.3 1.95 2.6 Miles

Created: 5/13/2020
LandscapeRSA2

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

METROPOLITAN COUNCIL

AFFORDABLE HOUSING MAP

0 0.07 0.15 0.3 Miles

Project | Jordan Public Schools | Affordable Housing Location

Name	Development Stage	Number of Units	Number of Bedrooms Per Unit	Level of Affordability
Pine View Townhomes	Existing	6	3 (1) bedroom units 3 (2) bedroom units	Developed using TIF and units are rent controlled
Valley Green Manufactured Home Park	Existing	290	Models vary	Vouchers are accepted, generally more affordable units, Rent to Own option available
Schule Haus	Existing	52	49 (1) bedroom units 3 (2) bedroom units	Senior disabled low income housing subsidized by HUD
Brentwood Court	Existing	50	3 studio 37 (1) bedroom units 10 (2) bedroom units	Senior housing owned by Scott County CDA and vouchers are accepted
Brentwood Terrace	Under Construction	59	14 (2) bedroom units 37 (1) bedroom units 8 studio units	Construction is expected to be completed in 2020 and vouchers will be accepted.
Britland Apartments	Existing	24	3 (1) bedroom units 15 (2) bedroom units 6 (3) bedroom units	Vouchers are accepted and a fair marketing plan is in place. This property is owned by the Scott County CDA.
Jordan Valley Townhomes	Existing	44	22 (1) bedroom units 22 (2) bedroom units	Vouchers are accepted and units are income based

SECTION 5A – ANALYSIS REPORTS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	40	315	50	50	45	280	425	30	100	1090	100
Future Volume (Veh/h)	80	40	315	50	50	45	280	425	30	100	1090	100
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	87	43	342	54	54	49	304	462	33	109	1185	109
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2372	2560	647	2260	2598	248	1294			495		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2372	2560	647	2260	2598	248	1294			495		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	17	0	0	93	43			90		
cM capacity (veh/h)	0	10	414	0	9	753	531			1065		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	472	157	535	264	702	702
Volume Left	87	54	304	0	109	0
Volume Right	342	49	0	33	0	109
cSH	0	0	531	1700	1065	1700
Volume to Capacity	Err	Err	0.57	0.16	0.10	0.41
Queue Length 95th (ft)	Err	Err	89	0	9	0
Control Delay (s)	Err	Err	17.5	0.0	2.5	0.0
Lane LOS	F	F	C		A	
Approach Delay (s)	Err	Err	11.7		1.3	
Approach LOS	F	F				

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	96.1%	ICU Level of Service	F
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	170	20	725	115	30	1425
Future Volume (Veh/h)	170	20	725	115	30	1425
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	185	22	788	125	33	1549
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			268			
pX, platoon unblocked	0.80	0.80			0.80	
vC, conflicting volume	1433	456			913	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1048	0			401	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	97			96	
cM capacity (veh/h)	173	871			927	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	207	525	388	343	620	620
Volume Left	185	0	0	33	0	0
Volume Right	22	0	125	0	0	0
cSH	189	1700	1700	927	1700	1700
Volume to Capacity	1.10	0.31	0.23	0.04	0.36	0.36
Queue Length 95th (ft)	250	0	0	3	0	0
Control Delay (s)	145.1	0.0	0.0	1.2	0.0	0.0
Lane LOS	F			A		
Approach Delay (s)	145.1	0.0		0.3		
Approach LOS	F					

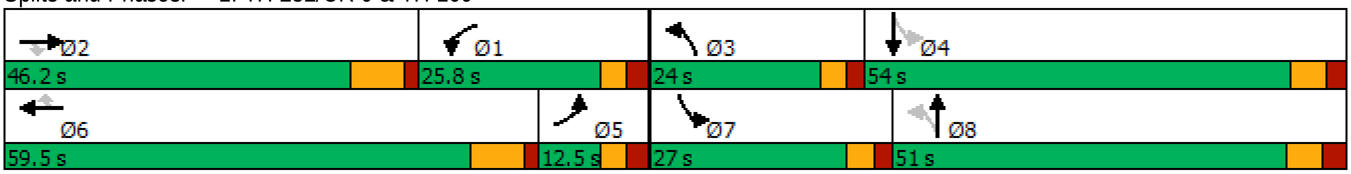
Intersection Summary			
Average Delay	11.3		
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	765	320	220	1385	165	370	605	110	200	1050	350
Future Volume (vph)	70	765	320	220	1385	165	370	605	110	200	1050	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	550		350	150		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			50			25		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3458	0	1770	3408	0
Flt Permitted	0.950			0.950			0.081			0.206		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	151	3458	0	384	3408	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			295			125		14			32	
Link Speed (mph)		55			55			30			40	
Link Distance (ft)		2217			1000			466			268	
Travel Time (s)		27.5			12.4			10.6			4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	832	348	239	1505	179	402	778	0	217	1521	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	15.0	15.0	7.0	15.0	15.0	5.0	7.0		5.0	7.0	
Minimum Split (s)	12.5	22.5	22.5	12.5	22.5	22.5	10.0	14.0		10.0	13.5	
Total Split (s)	12.5	46.2	46.2	25.8	59.5	59.5	24.0	51.0		27.0	54.0	
Total Split (%)	8.3%	30.8%	30.8%	17.2%	39.7%	39.7%	16.0%	34.0%		18.0%	36.0%	
Yellow Time (s)	3.0	6.0	6.0	3.0	6.0	6.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	2.5	1.5	1.5	2.5	1.5	1.5	2.0	3.0		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	7.5	7.5	5.5	7.5	7.5	5.0	7.0		5.0	6.5	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Min	Min	None	Min	Min	None	None		None	None	
Act Effct Green (s)	7.0	38.7	38.7	20.3	52.0	52.0	70.0	49.5		65.5	47.5	
Actuated g/C Ratio	0.05	0.26	0.26	0.14	0.35	0.35	0.47	0.33		0.44	0.32	
v/c Ratio	0.93	0.91	0.56	1.00	1.23	0.28	1.46	0.68		0.68	1.38	
Control Delay	149.8	68.8	12.2	121.7	151.3	12.7	260.6	46.7		34.2	215.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	149.8	68.8	12.2	121.7	151.3	12.7	260.6	46.7		34.2	215.4	
LOS	F	E	B	F	F	B	F	D		C	F	
Approach Delay		58.0			134.8			119.6			192.8	
Approach LOS		E			F			F			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Natural Cycle: 150	

Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.46
Intersection Signal Delay: 132.6 Intersection LOS: F
Intersection Capacity Utilization 125.2% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: TH 282/CR 9 & TH 169



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	1450	20	10	980	75	10	10	10	50	5	95
Future Volume (Veh/h)	120	1450	20	10	980	75	10	10	10	50	5	95
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	130	1576	22	11	1065	82	11	11	11	54	5	103
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		466			844							
pX, platoon unblocked	0.59			0.69			0.74	0.74	0.69	0.74	0.74	0.59
vC, conflicting volume	1147			1598			3040	3016	799	2152	2945	1065
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	902			971			2011	1979	0	818	1884	763
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	71			98			0	65	99	51	86	50
cM capacity (veh/h)	442			488			9	31	749	111	36	205

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	918	810	11	1065	82	33	162
Volume Left	130	0	11	0	0	11	54
Volume Right	0	22	0	0	82	11	103
cSH	442	1700	488	1700	1700	20	143
Volume to Capacity	0.29	0.48	0.02	0.63	0.05	1.62	1.13
Queue Length 95th (ft)	30	0	2	0	0	110	226
Control Delay (s)	10.1	0.0	12.6	0.0	0.0	706.9	176.2
Lane LOS	B		B			F	F
Approach Delay (s)	5.4		0.1			706.9	176.2
Approach LOS						F	F

Intersection Summary			
Average Delay	19.9		
Intersection Capacity Utilization	117.4%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1445	65	85	995	70	70
Future Volume (Veh/h)	1445	65	85	995	70	70
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1571	71	92	1082	76	76
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	919			391		
pX, platoon unblocked			0.70		0.71	0.70
vC, conflicting volume			1642		2872	821
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1062		1853	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			80		0	90
cM capacity (veh/h)			457		37	760

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	1047	595	92	1082	76	76
Volume Left	0	0	92	0	76	0
Volume Right	0	71	0	0	0	76
cSH	1700	1700	457	1700	37	760
Volume to Capacity	0.62	0.35	0.20	0.64	2.05	0.10
Queue Length 95th (ft)	0	0	19	0	207	8
Control Delay (s)	0.0	0.0	14.9	0.0	717.2	10.3
Lane LOS			B		F	B
Approach Delay (s)	0.0		1.2		363.8	
Approach LOS					F	

Intersection Summary			
Average Delay	19.1		
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	1170	260	100	905	25	155	30	90	30	20	30
Future Volume (Veh/h)	85	1170	260	100	905	25	155	30	90	30	20	30
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	92	1272	283	109	984	27	168	33	98	33	22	33
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									4			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1310										
pX, platoon unblocked				0.66			0.66	0.66	0.66	0.66	0.66	
vC, conflicting volume	1011			1272			2702	2685	1272	2688	2672	998
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1011			1156			3315	3289	1156	3294	3269	998
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	87			73			0	0	38	0	0	89
cM capacity (veh/h)	686			400			0	4	159	0	4	296

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	92	1272	283	109	1011	168	131	33	55
Volume Left	92	0	0	109	0	168	0	33	0
Volume Right	0	0	283	0	27	0	98	0	33
cSH	686	1700	1700	400	1700	0	14	0	9
Volume to Capacity	0.13	0.75	0.17	0.27	0.59	Err	9.63	Err	5.96
Queue Length 95th (ft)	12	0	0	27	0	Err	Err	Err	Err
Control Delay (s)	11.1	0.0	0.0	17.3	0.0	Err	Err	Err	Err
Lane LOS	B			C		F	F	F	F
Approach Delay (s)	0.6			1.7		Err		Err	
Approach LOS						F		F	

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	92.4%	ICU Level of Service	F
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	40	315	120	40	35	280	425	100	50	1090	100
Future Volume (vph)	80	40	315	120	40	35	280	425	100	50	1090	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	300		300	300		0	275		275
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	3539	1583
Flt Permitted	0.851			0.435			0.091			0.497		
Satd. Flow (perm)	1585	1863	1583	810	1863	1583	170	1863	1583	926	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57			136			109			136
Link Speed (mph)		30			30			30			40	
Link Distance (ft)		841			954			1232			1309	
Travel Time (s)		19.1			21.7			28.0			22.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	43	342	130	43	38	304	462	109	54	1185	109
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Total Split (s)	10.7	22.5	29.0	12.0	23.8	23.8	29.0	75.9	75.9	9.6	56.5	56.5
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	11.3	8.0	26.8	15.5	9.2	9.2	62.7	55.6	55.6	43.6	38.1	38.1
Actuated g/C Ratio	0.13	0.09	0.30	0.17	0.10	0.10	0.70	0.62	0.62	0.49	0.43	0.43
v/c Ratio	0.41	0.26	0.67	0.52	0.23	0.13	0.64	0.40	0.11	0.11	0.79	0.15
Control Delay	42.7	48.8	30.1	44.5	46.6	1.0	26.5	10.8	1.9	7.6	27.1	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.7	48.8	30.1	44.5	46.6	1.0	26.5	10.8	1.9	7.6	27.1	2.2
LOS	D	D	C	D	D	A	C	B	A	A	C	A
Approach Delay		34.1			37.1			15.1			24.3	
Approach LOS		C			D			B			C	

Intersection Summary
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 89.5
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 24.1 — Intersection LOS: C
Intersection Capacity Utilization 70.2% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 8: CR 9 & CR 57/Valley View Drive

Scheme Summary

Control Data

Control Data and Model Parameters

TH 169 & 2nd St Interchange	2040 PHF Flow Profile (veh)
WB ramps/2nd St/Frontage Rd 2040 PM Peak	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	No
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle ?
1	2nd St SB	0	0	24.00	2	28.00	2	131.00	66.00	30.00
2	WB on ramp	90	0	12.00	1	14.00	1	131.00	66.00	30.00
3	2nd St NB	180	0	24.00	2	28.00	2	131.00	66.00	30.00
4	WB off ramp	270	0	24.00	2	28.00	2	131.00	66.00	30.00
5	Frontage SWB	315	0	12.00	1	14.00	1	131.00	66.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	2nd St SB	230.00	30.00	2	28.00	2	24.00	2
2	WB on ramp	230.00	30.00	2	14.00	1	12.00	1
3	2nd St NB	230.00	15.00	1	28.00	2	24.00	2
4	WB off ramp	230.00	30.00	2	14.00	1	12.00	1
5	Frontage SWB	230.00	30.00	2	14.00	1	12.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	2nd St SB	0	1.000	0	1.000	24.00	3584	0	24.00	3584	0
2	WB on ramp	0	1.000	0	1.000	24.00	1792	0	12.00	1792	0
3	2nd St NB	0	1.000	0	1.000	24.00	3584	0	24.00	3584	0
4	WB off ramp	0	1.000	0	1.000	24.00	3584	0	12.00	1792	0
5	Frontage SWB	0	1.000	0	1.000	24.00	1792	0	12.00	1792	0

Traffic Flow Data (veh/hr)

2040 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows						Flow Modifiers		
		U-Turn	Exit-4	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	2nd St SB	0	30	0	1075	350	0	5.0	1.00	0.9
2	WB on ramp	0	0	0	0	1	0	5.0	1.00	0.9
3	2nd St NB	0	370	555	110	0	0	5.0	1.00	0.9
4	WB off ramp	0	220	0	160	5	0	5.0	1.00	0.9
5	Frontage SWB	0	0	130	40	20	0	5.0	1.00	0.9

Operational Results

2040 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	2nd St SB	None	1455		760		735	1743		0.8649	
2	WB on ramp	None	1		1454		760	669		0.0015	
3	2nd St NB	None	1035		30		1426	2165		0.4847	
4	WB off ramp	None	385		1065		0	1563		0.2510	
5	Frontage SWB	None	190		1305		145	767		0.2533	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	2nd St SB	None	13.37		13.37	22.16		B		B
2	WB on ramp	None	0.00		0.00	0.00		A		A
3	2nd St NB	None	4.48		4.48	3.99		A		A
4	WB off ramp	None	4.95		4.95	1.68		A		A
5	Frontage SWB	None	5.79		5.79	1.00		A		A

2040 PM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr) Arrival Flow Entry	Arrival Flow Bypass	Opposing Flow Entry	Opposing Flow Bypass	Exit Flow	Capacity (veh/hr) Capacity Entry	Capacity Bypass	Average VCR Entry	Average VCR Bypass
1	2nd St SB	None	1617		843		816	1694		0.9852	
2	WB on ramp	None	1		1599		838	626		0.0018	
3	2nd St NB	None	1150		33		1567	2163		0.5368	
4	WB off ramp	None	428		1181		0	1495		0.2892	
5	Frontage SWB	None	211		1448		160	723		0.2955	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec) Entry	Average Delay Bypass	Average Delay Leg	95% Queue (veh) Entry	95% Queue Bypass	Level of Service Entry	Level of Service Bypass	Level of Service Leg
1	2nd St SB	None	18.01		18.01	22.16		C		C
2	WB on ramp	None	0.00		0.00	0.00		A		A
3	2nd St NB	None	4.63		4.63	3.99		A		A
4	WB off ramp	None	5.12		5.12	1.68		A		A
5	Frontage SWB	None	6.06		6.06	1.00		A		A

Approach Flow Profile

2040 PM Peak - Approach Flows (Veh / Hour)

Time Slice	2nd St SB	WB on ramp	2nd St NB	WB off ramp	Frontage SWB
0.0 - 7.5	175.14	0.12	124.58	46.34	22.87
7.5 - 15.0	175.14	0.12	124.58	46.34	22.87
15.0 - 22.5	175.14	0.12	124.58	46.34	22.87
22.5 - 30.0	202.08	0.14	143.75	53.47	26.39
30.0 - 37.5	202.08	0.14	143.75	53.47	26.39
37.5 - 45.0	175.14	0.12	124.58	46.34	22.87
45.0 - 52.5	175.14	0.12	124.58	46.34	22.87
52.5 - 60.0	175.14	0.12	124.58	46.34	22.87
Peak 15 min	202.08	0.14	143.75	53.47	26.39
Peak 60 min	181.88	0.12	129.38	48.13	23.75

Exit Flow Profile

2040 PM Peak - Exit Flows (Veh / Hour)

Time Slice	2nd St SB	WB on ramp	2nd St NB	WB off ramp	Frontage SWB
0.0 - 7.5	88.38	91.24	171.02	0.00	17.42
7.5 - 15.0	88.47	91.46	171.59	0.00	17.45
15.0 - 22.5	88.47	91.47	171.63	0.00	17.45
22.5 - 30.0	101.82	104.21	194.21	0.00	20.00
30.0 - 37.5	102.08	105.39	197.55	0.00	20.12
37.5 - 45.0	88.73	93.03	176.10	0.00	17.61
45.0 - 52.5	88.48	91.51	171.72	0.00	17.46
52.5 - 60.0	88.47	91.49	171.67	0.00	17.45
0-60	735	760	1426	0	145
%Trucks	5.00	5.00	5.00	0.00	5.00

Economics

Economic Input Data

2040 - Vehicle Delay Parameters

Peaks	Peak / Day	Days / Year	Delay Cost ($ / hour)
AM Peak	1	325	15.00
OFF Peak	14	325	15.00
PM Peak	1	325	15.00

2040 - Accident Severity Proportions and Costs

Accident Type	Proportion (%)	Cost ($)
Fatal Vehicle Accident	0.3	0
Incapacitating Vehicle Accident	17.7	0
Non-incapacitating Vehicle Accident	82	0
Damage Only Vehicle Accident	100	0
Pedestrian Injury Accident	100	0

Economics - Results Data

2040 Delay and Accident Costs

Delay Costs			Accident Costs			Total Costs	
Peak	Delays Veh.hrs	Costs ($)	Accident Types	Annual Accidents	Accident Costs	Cost Type	Costs ($/year)
AM	0.00	0	Vehicles Injury	0.00	0	Vehicle Delay Cost	36683
OFF	0.00	0	Vehicles DO	0.00	0	Vehicle Injury Acc Cost	0
PM	2445.53	36683	Pedestrians	0.00	0	Vehicle DO Acc Cost	0
						Pedestrian Accident Cost	0
						Total Accident Cost	0
Total	2445.53	36683	Totals	0.00	0	TOTAL COST	36683

Global Results

Performance and Accidents

2040 PM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	3066		3066
Capacity	veh/hr	6908		6908
Average Delay	sec/veh	8.84		8.84
L.O.S. (Signal)	A – F	A		A
L.O.S. (Unsig)	A – F	A		A
Total Delay	veh.hrs	7.52		7.52

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	70	320	0	965	1425	0
Future Volume (vph)	70	320	0	965	1425	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Satd. Flow (prot)	1770	1583	0	3539	3539	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	1583	0	3539	3539	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		32				
Link Speed (mph)	30			30	30	
Link Distance (ft)	889			271	354	
Travel Time (s)	20.2			6.2	8.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	348	0	1049	1549	0
Turn Type	Perm	Perm		NA	NA	
Protected Phases				2	6	
Permitted Phases	4	4				
Total Split (s)	44.0	44.0		76.0	76.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	
Act Effct Green (s)	24.0	24.0		49.6	49.6	
Actuated g/C Ratio	0.29	0.29		0.59	0.59	
v/c Ratio	0.15	0.73		0.50	0.74	
Control Delay	25.7	35.7		11.2	15.4	
Queue Delay	0.0	0.0		0.0	0.3	
Total Delay	25.7	35.7		11.2	15.7	
LOS	C	D		B	B	
Approach Delay	33.9			11.2	15.7	
Approach LOS	C			B	B	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 83.4

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 16.7 Intersection LOS: B

Intersection Capacity Utilization 77.2% ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 29: TH 169 EB Off Ramp & CR 9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Volume (veh/h)	0	1745	855	160	0	110
Future Volume (Veh/h)	0	1745	855	160	0	110
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1897	929	174	0	120
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		271	838			
pX, platoon unblocked	0.82				0.76	0.82
vC, conflicting volume	1103				1878	464
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	685				464	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	86
cM capacity (veh/h)	741				402	889

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	SB 1
Volume Total	948	948	464	464	174	120
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	174	120
cSH	1700	1700	1700	1700	1700	889
Volume to Capacity	0.56	0.56	0.27	0.27	0.10	0.14
Queue Length 95th (ft)	0	0	0	0	0	12
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	9.7
Lane LOS						A
Approach Delay (s)	0.0		0.0			9.7
Approach LOS						A

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	51.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1660	85	85	1015	0	140
Future Volume (Veh/h)	1660	85	85	1015	0	140
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1804	92	92	1103	0	152
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	585			524		
pX, platoon unblocked			0.67		0.78	0.67
vC, conflicting volume			1896		2540	902
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1355		1178	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			73		100	79
cM capacity (veh/h)			338		104	728

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	902	902	92	92	552	552	152
Volume Left	0	0	0	92	0	0	0
Volume Right	0	0	92	0	0	0	152
cSH	1700	1700	1700	338	1700	1700	728
Volume to Capacity	0.53	0.53	0.05	0.27	0.32	0.32	0.21
Queue Length 95th (ft)	0	0	0	27	0	0	20
Control Delay (s)	0.0	0.0	0.0	19.6	0.0	0.0	11.2
Lane LOS				C			B
Approach Delay (s)	0.0			1.5			11.2
Approach LOS							B

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

Scheme Summary

Control Data

Control Data and Model Parameters

TH 169 & 2nd St Interchange	2040 PHF Flow Profile (veh)
2nd St/Creek Ln 2040 PM peak hour	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	Yes
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle ?
1	2nd St SB	0	0	24.00	2	28.00	2	164.00	66.00	30.00
2	Creek Ln EB	90	0	12.00	1	14.00	1	164.00	66.00	30.00
3	2nd St NB	180	0	24.00	2	28.00	2	164.00	66.00	30.00
4	Creek Ln WB	270	0	12.00	1	14.00	1	164.00	66.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	2nd St SB	164.00	15.00	1	28.00	2	24.00	2
2	Creek Ln EB	164.00	30.00	2	14.00	1	12.00	1
3	2nd St NB	164.00	15.00	1	14.00	1	12.00	1
4	Creek Ln WB	164.00	30.00	2	14.00	1	12.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	2nd St SB	0	1.000	0	1.000	24.00	3584	0	24.00	3584	0
2	Creek Ln EB	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
3	2nd St NB	0	1.000	0	1.000	20.00	3584	0	12.00	1792	0
4	Creek Ln WB	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

Bypass Geometry

Bypass Approach Geometry (ft)

Leg	Leg Names	Bypass Type	Bypass Flows	V	nv	Vb	nvb	Vt	nvt
1	2nd St SB	Yield	410	24	2	12	1	24	2

Bypass Entry and Exit Geometry (ft)

Leg	Leg Names	Entry Geometry						Leg	Leg Names	Exit Lanes	
		Eb	neb	Lb	Lt	Rb	Phib			nex	Nmx
1	2nd St SB	12	1	0	130	66.0000887	30	2	Creek Ln EB	1	2

Bypass Entry Capacity Modifiers and Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Calibration	
		Capacity + or -	Cross Walk Factor	Intercept + or -	Slope Factor
1	2nd St SB	0	1.000	0	1.000

Traffic Flow Data (veh/hr)

2040 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	2nd St SB	85	325	980	0	410	5.0	1.00	0.9
2	Creek Ln EB	0	145	40	90	0	5.0	1.00	0.9
3	2nd St NB	0	100	840	95	0	5.0	1.00	0.9
4	Creek Ln WB	0	75	15	30	0	5.0	1.00	0.9

Operational Results

2040 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	2nd St SB	Yield	1390	410	190	190	1100	2005	962	0.7075	0.4343
2	Creek Ln EB	None	275		1465		525	578		0.4946	
3	2nd St NB	None	1035		595		1145	1607		0.6576	
4	Creek Ln WB	None	120		1170		460	683		0.1800	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	2nd St SB	Yield	7.13	6.44	6.97	9.31	2.33	A	A	A
2	Creek Ln EB	None	10.90		10.90	3.11		B		B
3	2nd St NB	None	6.17		6.17	6.44		A		A
4	Creek Ln WB	None	5.97		5.97	0.65		A		A

2040 PM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	2nd St SB	Yield	1544	456	211	211	1217	1985	952	0.7907	0.4852
2	Creek Ln EB	None	306		1622		582	522		0.5996	
3	2nd St NB	None	1150		658		1267	1545		0.7548	
4	Creek Ln WB	None	133		1295		509	638		0.2116	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	2nd St SB	Yield	8.10	6.69	7.78	9.31	2.33	A	A	A
2	Creek Ln EB	None	12.62		12.62	3.11		B		B
3	2nd St NB	None	7.22		7.22	6.44		A		A
4	Creek Ln WB	None	6.21		6.21	0.65		A		A

Approach Flow Profile

2040 PM Peak - Approach Flows (Veh / Hour)

Time Slice	2nd St SB	Creek Ln EB	2nd St NB	Creek Ln WB
0.0 - 7.5	216.67	33.10	124.58	14.44
7.5 - 15.0	216.67	33.10	124.58	14.44
15.0 - 22.5	216.67	33.10	124.58	14.44
22.5 - 30.0	250.00	38.19	143.75	16.67
30.0 - 37.5	250.00	38.19	143.75	16.67
37.5 - 45.0	216.67	33.10	124.58	14.44
45.0 - 52.5	216.67	33.10	124.58	14.44
52.5 - 60.0	216.67	33.10	124.58	14.44
Peak 15 min	250.00	38.19	143.75	16.67
Peak 60 min	225.00	34.38	129.38	15.00

Exit Flow Profile

2040 PM Peak - Exit Flows (Veh / Hour)

Time Slice	2nd St SB	Creek Ln EB	2nd St NB	Creek Ln WB
0.0 - 7.5	132.13	63.03	137.53	55.25
7.5 - 15.0	132.39	63.19	137.81	55.36
15.0 - 22.5	132.40	63.19	137.82	55.37
22.5 - 30.0	151.62	72.61	157.88	63.41
30.0 - 37.5	152.72	72.90	158.97	63.87
37.5 - 45.0	133.58	63.50	138.97	55.85
45.0 - 52.5	132.43	63.20	137.84	55.38
52.5 - 60.0	132.41	63.20	137.83	55.37
0-60	1100	525	1145	460
%Trucks	5.00	5.00	5.00	5.00

Economics

Economic Input Data

2040 - Vehicle Delay Parameters

Peaks	Peak / Day	Days / Year	Delay Cost ($ / hour)
AM Peak	1	325	15.00
OFF Peak	14	325	15.00
PM Peak	1	325	15.00

2040 - Accident Severity Proportions and Costs

Accident Type	Proportion (%)	Cost ($)
Fatal Vehicle Accident	0.3	0
Incapacitating Vehicle Accident	17.7	0
Non-incapacitating Vehicle Accident	82	0
Damage Only Vehicle Accident	100	0
Pedestrian Injury Accident	100	0

Economics - Results Data

2040 Delay and Accident Costs

Delay Costs			Accident Costs			Total Costs	
Peak	Delays Veh.hrs	Costs ($)	Accident Types	Annual Accidents	Accident Costs	Cost Type	Costs ($/year)
AM	0.00	0	Vehicles Injury	0.00	0	Vehicle Delay Cost	30666
OFF	0.00	0	Vehicles DO	0.00	0	Vehicle Injury Acc Cost	0
PM	2044.40	30666	Pedestrians	0.00	0	Vehicle DO Acc Cost	0
						Pedestrian Accident Cost	0
						Total Accident Cost	0
Total	2044.40	30666	Totals	0.00	0	TOTAL COST	30666

Global Results

Performance and Accidents

2040 PM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	2820	410	3230
Capacity	veh/hr	4873	962	5835
Average Delay	sec/veh	7.09	6.44	7.01
L.O.S. (Signal)	A – F	A	A	A
L.O.S. (Unsig)	A – F	A	A	A
Total Delay	veh.hrs	5.56	0.73	6.29

SECTION 5B – ANALYSIS REPORTS

8: CR 9 & CR 57/Valley View Drive

Direction	All
Future Volume (vph)	2604
CO Emissions (kg)	3.30
NOx Emissions (kg)	0.64
VOC Emissions (kg)	0.77

7: CR 9 & Frontage Road

Direction	All
Future Volume (vph)	2485
CO Emissions (kg)	1.51
NOx Emissions (kg)	0.29
VOC Emissions (kg)	0.35

1: TH 282/CR 9 & TH 169

Direction	All
Future Volume (vph)	5610
CO Emissions (kg)	17.74
NOx Emissions (kg)	3.45
VOC Emissions (kg)	4.11

2: Driveway/Triangle Lane & TH 282

Direction	All
Future Volume (vph)	2834
CO Emissions (kg)	2.98
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69

3: Rademachers Driveway & TH 282

Direction	All
Future Volume (vph)	2731
CO Emissions (kg)	10.77
NOx Emissions (kg)	2.10
VOC Emissions (kg)	2.50

4: Creek Lane & TH 282

Direction	All
Future Volume (vph)	2901
CO Emissions (kg)	3.51
NOx Emissions (kg)	0.68
VOC Emissions (kg)	0.81

8: CR 9 & CR 57/Valley View Drive

Direction	All
Future Volume (vph)	2675
CO Emissions (kg)	3.46
NOx Emissions (kg)	0.67
VOC Emissions (kg)	0.80

INTERSECTION SUMMARY

Site: 101 [TH 282 at TH 169]

New Site
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values		
Performance Measure	**Vehicles**	**Persons**
Travel Speed (Average)	16.7 mph	16.7 mph
Travel Distance (Total)	2113.6 veh-mi/h	2536.4 pers-mi/h
Travel Time (Total)	126.4 veh-h/h	151.6 pers-h/h
Demand Flows (Total)	3326 veh/h	3991 pers/h
Percent Heavy Vehicles (Demand)	3.0 %	
Degree of Saturation	1.247	
Practical Spare Capacity	-31.8 %	
Effective Intersection Capacity	2667 veh/h	
Control Delay (Total)	69.41 veh-h/h	83.29 pers-h/h
Control Delay (Average)	75.1 sec	75.1 sec
Control Delay (Worst Lane)	147.0 sec	
Control Delay (Worst Movement)	147.0 sec	147.0 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	75.1 sec	
Idling Time (Average)	46.3 sec	
Intersection Level of Service (LOS)	LOS F	
95% Back of Queue - Vehicles (Worst Lane)	67.2 veh	
95% Back of Queue - Distance (Worst Lane)	1720.2 ft	
Queue Storage Ratio (Worst Lane)	0.43	
Total Effective Stops	6622 veh/h	7946 pers/h
Effective Stop Rate	1.99	1.99
Proportion Queued	0.67	0.67
Performance Index	326.7	326.7
Cost (Total)	1935.61 $/h	1935.61 $/h
Fuel Consumption (Total)	115.7 gal/h	
Carbon Dioxide (Total)	1036.3 kg/h	
Hydrocarbons (Total)	0.103 kg/h	
Carbon Monoxide (Total)	1.146 kg/h	
NOx (Total)	1.505 kg/h	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Site Model Variability Index (Iterations 3 to N): 0.3 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 94.9% 0.3%

Intersection Performance - Annual Values		
Performance Measure	**Vehicles**	**Persons**
Demand Flows (Total)	1,596,522 veh/y	1,915,826 pers/y
Delay	33,315 veh-h/y	39,978 pers-h/y
Effective Stops	3,178,324 veh/y	3,813,989 pers/y
Travel Distance	1,014,548 veh-mi/y	1,217,458 pers-mi/y
Travel Time	60,657 veh-h/y	72,788 pers-h/y
Cost	929,091 $/y	929,091 $/y

Fuel Consumption	55,550	gal/y
Carbon Dioxide	497,410	kg/y
Hydrocarbons	49	kg/y
Carbon Monoxide	550	kg/y
NOx	722	kg/y

29: TH 169 EB Off Ramp & CR 9

Direction	All
Future Volume (vph)	2780
CO Emissions (kg)	1.93
NOx Emissions (kg)	0.38
VOC Emissions (kg)	0.45

9: TH 282 & Triangle Ln N

Direction	All
Future Volume (vph)	2870
CO Emissions (kg)	0.54
NOx Emissions (kg)	0.11
VOC Emissions (kg)	0.13

1: Site Access & TH 282

Direction	All
Future Volume (vph)	2985
CO Emissions (kg)	0.86
NOx Emissions (kg)	0.17
VOC Emissions (kg)	0.20

INTERSECTION SUMMARY

Site: 101 [TH 282 at Creek Lane]

2040 PM Build
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	Vehicles		Persons	
Travel Speed (Average)	26.4	mph	26.4	mph
Travel Distance (Total)	2220.9	veh-mi/h	2665.0	pers-mi/h
Travel Time (Total)	84.2	veh-h/h	101.0	pers-h/h
Demand Flows (Total)	3511	veh/h	4213	pers/h
Percent Heavy Vehicles (Demand)	3.0	%		
Degree of Saturation	0.874			
Practical Spare Capacity	-2.8	%		
Effective Intersection Capacity	4017	veh/h		
Control Delay (Total)	24.39	veh-h/h	29.26	pers-h/h
Control Delay (Average)	25.0	sec	25.0	sec
Control Delay (Worst Lane)	56.9	sec		
Control Delay (Worst Movement)	56.9	sec	56.9	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	25.0	sec		
Idling Time (Average)	13.0	sec		
Intersection Level of Service (LOS)	LOS D			
95% Back of Queue - Vehicles (Worst Lane)	29.3	veh		
95% Back of Queue - Distance (Worst Lane)	749.8	ft		
Queue Storage Ratio (Worst Lane)	0.19			
Total Effective Stops	4344	veh/h	5213	pers/h
Effective Stop Rate	1.24		1.24	
Proportion Queued	0.93		0.93	
Performance Index	213.7		213.7	
Cost (Total)	1313.21	$/h	1313.21	$/h
Fuel Consumption (Total)	105.1	gal/h		
Carbon Dioxide (Total)	941.8	kg/h		
Hydrocarbons (Total)	0.087	kg/h		
Carbon Monoxide (Total)	1.104	kg/h		
NOx (Total)	1.469	kg/h		

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Site Model Variability Index (Iterations 3 to N): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 96.6% 0.0%

Intersection Performance - Annual Values				
Performance Measure	Vehicles		Persons	
Demand Flows (Total)	1,685,217	veh/y	2,022,261	pers/y
Delay	11,706	veh-h/y	14,047	pers-h/y
Effective Stops	2,085,198	veh/y	2,502,238	pers/y
Travel Distance	1,066,018	veh-mi/y	1,279,222	pers-mi/y
Travel Time	40,417	veh-h/y	48,501	pers-h/y
Cost	630,343	$/y	630,343	$/y

Fuel Consumption	50,464	gal/y
Carbon Dioxide	452,080	kg/y
Hydrocarbons	42	kg/y
Carbon Monoxide	530	kg/y
NOx	705	kg/y

Project Cost			
$ 24,000,000.00		B/C	0.82

Project Benefit	
169/282	$ 18,355,047.54
282/Triangle Ln	$ 1,272,952.59
CSAH 9/Frontage Rd	$ 83,741.10
Total	$ 19,711,741.24

Crashes Prevented	
169/282	448.2
282/Triangle Ln	13.5
CSAH 9/Frontage Rd	13.2
Total	475

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
	TH 169	TH 282/CSAH 9				1/1/2016	12/31/2018

Description of Proposed Work: Grade Separated Interchange

		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	5		3						**8**
		C	10		2					1	**13**
	Property Damage	**PD**	21	1	8					6	**36**
% Change in Crashes *Use Desktop Reference for Crash Reduction Factors	Fatal	**F**									
	PI	**A**									
		B	-100%		-42%						
		C	-100%		-42%					-42%	
	Property Damage	**PD**	-100%	-42%	-42%					-42%	
Change in Crashes = No. of crashes **x** % change in crashes	Fatal	**F**									
	PI	**A**									
		B	**-5.00**		**-1.26**						**-6.26**
		C	**-10.00**		**-0.84**					**-0.42**	**-11.26**
	Property Damage	**PD**	**-21.00**	**-0.42**	**-3.36**					**-2.52**	**-27.30**

Year (Safety Improvement Construction)	**2024**
Project Cost (exclude Right of Way)	**$ 24,000,000**
Right of Way Costs (optional)	
Traffic Growth Factor	**0.5%**
Capital Recovery	
1. Discount Rate	**2%**
2. Project Service Life (n)	**30**

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			$ 1,180,000	
A			$ 590,000	
B	-6.26	-2.09	$ 170,000	$ 354,733
C	-11.26	-3.75	$ 87,000	$ 326,540
PD	-27.30	-9.10	$ 7,800	$ 70,980
Total				$ 752,253

B/C= 0.76

Using present worth values,

B= $ 18,355,048

C= $ 24,000,000

See "Calculations" sheet for amortization.

Office of Traffic Engineering
July 2018

Amortizing…

Year	Crash Benefits	Present Worth Benefits	Present Worth Costs
2024	$ 752,253	$ 752,253	$ 24,000,000
2025	$ 756,015	$ 741,191	
2026	$ 759,795	$ 730,291	
2027	$ 763,594	$ 719,551	
2028	$ 767,412	$ 708,970	
2029	$ 771,249	$ 698,544	
2030	$ 775,105	$ 688,271	
2031	$ 778,980	$ 678,149	
2032	$ 782,875	$ 668,177	
2033	$ 786,790	$ 658,350	
2034	$ 790,724	$ 648,669	
2035	$ 794,677	$ 639,130	
2036	$ 798,651	$ 629,731	
2037	$ 802,644	$ 620,470	
2038	$ 806,657	$ 611,345	
2039	$ 810,690	$ 602,355	
2040	$ 814,744	$ 593,497	
2041	$ 818,818	$ 584,769	
2042	$ 822,912	$ 576,169	
2043	$ 827,026	$ 567,696	
2044	$ 831,161	$ 559,348	
2045	$ 835,317	$ 551,122	
2046	$ 839,494	$ 543,017	
2047	$ 843,691	$ 535,032	
2048	$ 847,910	$ 527,164	
2049	$ 852,149	$ 519,411	
2050	$ 856,410	$ 511,773	
2051	$ 860,692	$ 504,247	
2052	$ 864,996	$ 496,831	
2053	$ 869,320	$ 489,525	
0	$ -	$ -	
	Totals =	**$ 18,355,048 (B)**	**$ 24,000,000 (C)**

year (n)= 1, 2, 3,….
discount rate (i) = 7%

Crash Benefits (@ year n) = $(\text{Crash Benefits})_{n-1}$ X (1 + Traffic Growth Factor)

Present Worth Benefits (@ year n) = $(\text{Crash Benefits})_{n}$ X $1/(1 + \text{Discount Rate})^{n}$

Type of Crash	Crash Severity	Cost per Crash
Fatal	K	$ 1,140,000
Personal Injury	A Incapacitating	$ 570,000
	B Non-Incapacitating	$ 170,000
	C Possible	$ 83,000
Property Damage	PDO or N	$ 7,600

Source: MnDOT Office of Transportation System Management
(July 2015)

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
	TH 282	Triangle Ln				1/1/2016	12/31/2018
Description of Proposed Work	Median Closure						

		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				2					2
		C									
	Property Damage	PD			1						1
% Change in Crashes	Fatal	F									
*Use Desktop Reference for Crash Reduction Factors	PI	A									
		B				-45%					
		C									
	Property Damage	PD			-45%						
Change in Crashes	Fatal	F									
= No. of crashes x % change in crashes	PI	A									
		B				-0.90					-0.90
		C									
	Property Damage	PD			-0.45						-0.45

Year (Safety Improvement Construction)	2024
Project Cost (exclude Right of Way)	$ 24,000,000
Right of Way Costs (optional)	
Traffic Growth Factor	0.5%
Capital Recovery	
1. Discount Rate	2%
2. Project Service Life (n)	30

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			$ 1,180,000	
A			$ 590,000	
B	-0.90	-0.30	$ 170,000	$ 51,000
C			$ 87,000	
PD	-0.45	-0.15	$ 7,800	$ 1,170
Total				$ 52,170

B/C= 0.05

Using present worth values,

B= $ 1,272,953

C= $ 24,000,000

See "Calculations" sheet for amortization.

Office of Traffic Engineering
July 2018

Amortizing…

Year	Crash Benefits	Present Worth Benefits	Present Worth Costs
2024	$ 52,170	$ 52,170	$ 24,000,000
2025	$ 52,431	$ 51,403	
2026	$ 52,693	$ 50,647	
2027	$ 52,956	$ 49,902	
2028	$ 53,221	$ 49,168	
2029	$ 53,487	$ 48,445	
2030	$ 53,755	$ 47,733	
2031	$ 54,024	$ 47,031	
2032	$ 54,294	$ 46,339	
2033	$ 54,565	$ 45,658	
2034	$ 54,838	$ 44,986	
2035	$ 55,112	$ 44,325	
2036	$ 55,388	$ 43,673	
2037	$ 55,665	$ 43,031	
2038	$ 55,943	$ 42,398	
2039	$ 56,223	$ 41,774	
2040	$ 56,504	$ 41,160	
2041	$ 56,786	$ 40,555	
2042	$ 57,070	$ 39,958	
2043	$ 57,356	$ 39,371	
2044	$ 57,642	$ 38,792	
2045	$ 57,931	$ 38,221	
2046	$ 58,220	$ 37,659	
2047	$ 58,511	$ 37,105	
2048	$ 58,804	$ 36,560	
2049	$ 59,098	$ 36,022	
2050	$ 59,393	$ 35,492	
2051	$ 59,690	$ 34,970	
2052	$ 59,989	$ 34,456	
2053	$ 60,289	$ 33,949	
0	$ -	$ -	
	Totals =	**$ 1,272,953 (B)**	**$ 24,000,000 (C)**

year (n)= 1, 2, 3,….
discount rate (i) = 7%

Crash Benefits (@ year n) = $(\text{Crash Benefits})_{n-1}$ X (1 + Traffic Growth Factor)

Present Worth Benefits (@ year n) = $(\text{Crash Benefits})_{n}$ X $1/(1 + \text{Discount Rate})^{n}$

Type of Crash	Crash Severity	Cost per Crash
Fatal	K	$ 1,140,000
Personal Injury	A Incapacitating	$ 570,000
	B Non-Incapacitating	$ 170,000
	C Possible	$ 83,000
Property Damage	PDO or N	$ 7,600

Source: MnDOT Office of Transportation System Management
(July 2015)

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 9	Frontage Rd				1/1/2016	12/31/2018

Description of Proposed Work	Roundabout

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									
	Property Damage	PD	1			2					3
% Change in Crashes *Use Desktop Reference for Crash Reduction Factors	Fatal	F									
	PI	A									
		B									
		C									
	Property Damage	PD	-44%			-44%					
Change in Crashes = No. of crashes x % change in crashes	Fatal	F									
	PI	A									
		B									
		C									
	Property Damage	PD	-0.44			-0.88					-1.32

Year (Safety Improvement Construction)	2024
Project Cost (exclude Right of Way)	$ 24,000,000
Right of Way Costs (optional)	
Traffic Growth Factor	0.5%
Capital Recovery	
1. Discount Rate	2%
2. Project Service Life (n)	30

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			$ 1,180,000	
A			$ 590,000	
B			$ 170,000	
C			$ 87,000	
PD	-1.32	-0.44	$ 7,800	$ 3,432
Total				$ 3,432

B/C= 0.00

Using present worth values,

B= $ 83,741

C= $ 24,000,000

See "Calculations" sheet for amortization.

Office of Traffic Engineering
July 2018

Amortizing…

Year	Crash Benefits	Present Worth Benefits	Present Worth Costs
2024	$ 3,432	$ 3,432	$ 24,000,000
2025	$ 3,449	$ 3,382	
2026	$ 3,466	$ 3,332	
2027	$ 3,484	$ 3,283	
2028	$ 3,501	$ 3,235	
2029	$ 3,519	$ 3,187	
2030	$ 3,536	$ 3,140	
2031	$ 3,554	$ 3,094	
2032	$ 3,572	$ 3,048	
2033	$ 3,590	$ 3,004	
2034	$ 3,608	$ 2,959	
2035	$ 3,626	$ 2,916	
2036	$ 3,644	$ 2,873	
2037	$ 3,662	$ 2,831	
2038	$ 3,680	$ 2,789	
2039	$ 3,699	$ 2,748	
2040	$ 3,717	$ 2,708	
2041	$ 3,736	$ 2,668	
2042	$ 3,754	$ 2,629	
2043	$ 3,773	$ 2,590	
2044	$ 3,792	$ 2,552	
2045	$ 3,811	$ 2,514	
2046	$ 3,830	$ 2,477	
2047	$ 3,849	$ 2,441	
2048	$ 3,868	$ 2,405	
2049	$ 3,888	$ 2,370	
2050	$ 3,907	$ 2,335	
2051	$ 3,927	$ 2,301	
2052	$ 3,946	$ 2,267	
2053	$ 3,966	$ 2,233	
0	$ -	$ -	
	Totals =	**$ 83,741 (B)**	**$ 24,000,000 (C)**

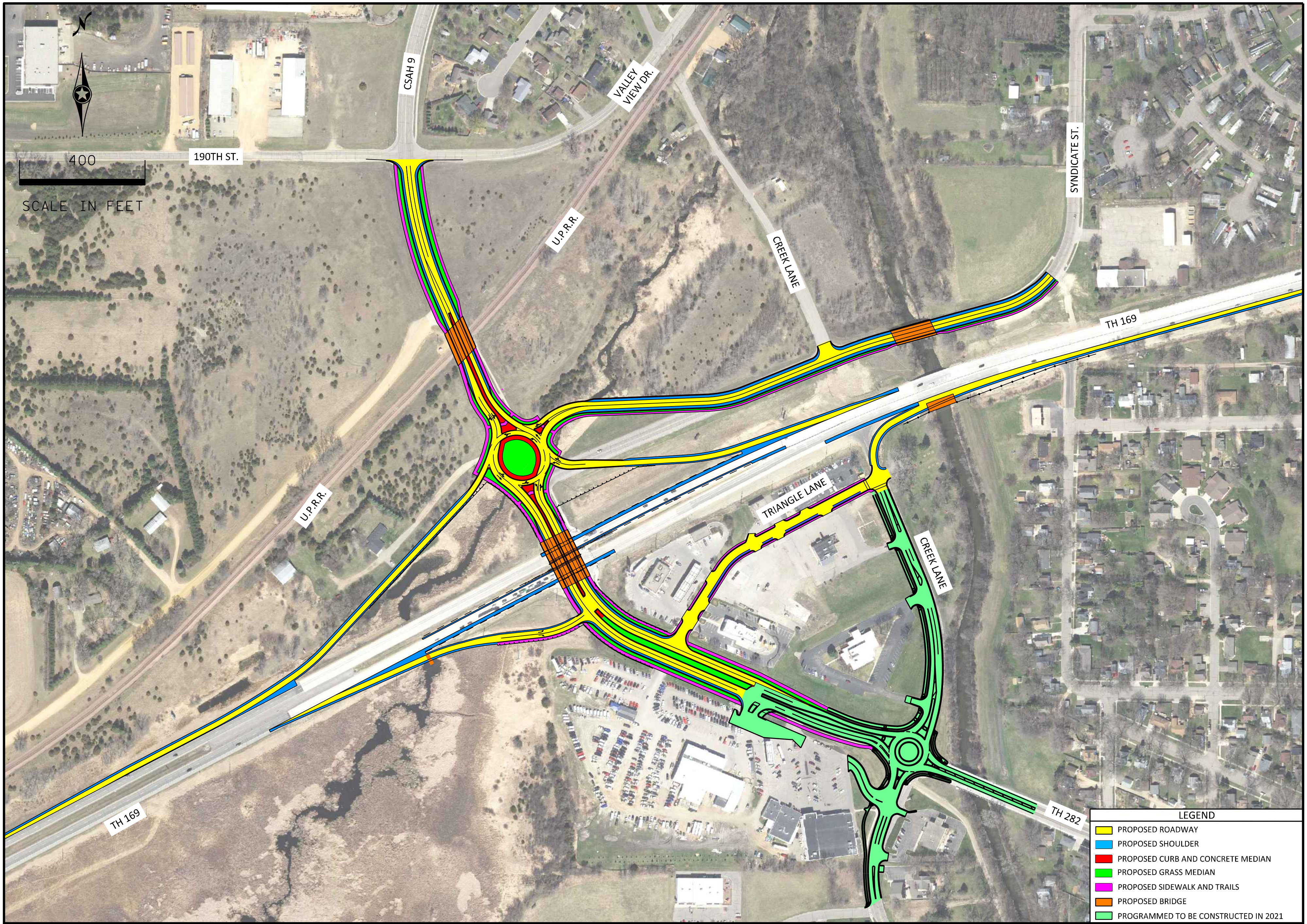
year (n)= 1, 2, 3,….
discount rate (i) = 7%

Crash Benefits (@ year n) = $(\text{Crash Benefits})_{n-1}$ X (1 + Traffic Growth Factor)

Present Worth Benefits (@ year n) = $(\text{Crash Benefits})_{n}$ X $1/(1 + \text{Discount Rate})^{n}$

Type of Crash	Crash Severity	Cost per Crash
Fatal	K	$ 1,140,000
Personal Injury	A Incapacitating	$ 570,000
	B Non-Incapacitating	$ 170,000
	C Possible	$ 83,000
Property Damage	PDO or N	$ 7,600

Source: MnDOT Office of Transportation System Management
(July 2015)



K:\TWC_Civil\City\JORDAN\TH 169 Interchange Prelim Design and EAW\CAD\Plan Sheets\Exhibits\Funding App Exhibit.dgn 5/11/2020 8:21:26 AM

Kimley»Horn
767 EUSTIS STREET, SUITE 100
SAINT PAUL, MINNESOTA 55114
Ph: 651-645-4197 www.kimley-horn.com

DEPARTMENT OF TRANSPORTATION

Scott County

CITY OF JORDAN

TH 169/TH 282/CSAH 9 CONCEPT LAYOUT

APRIL 2020

Collision Diagram

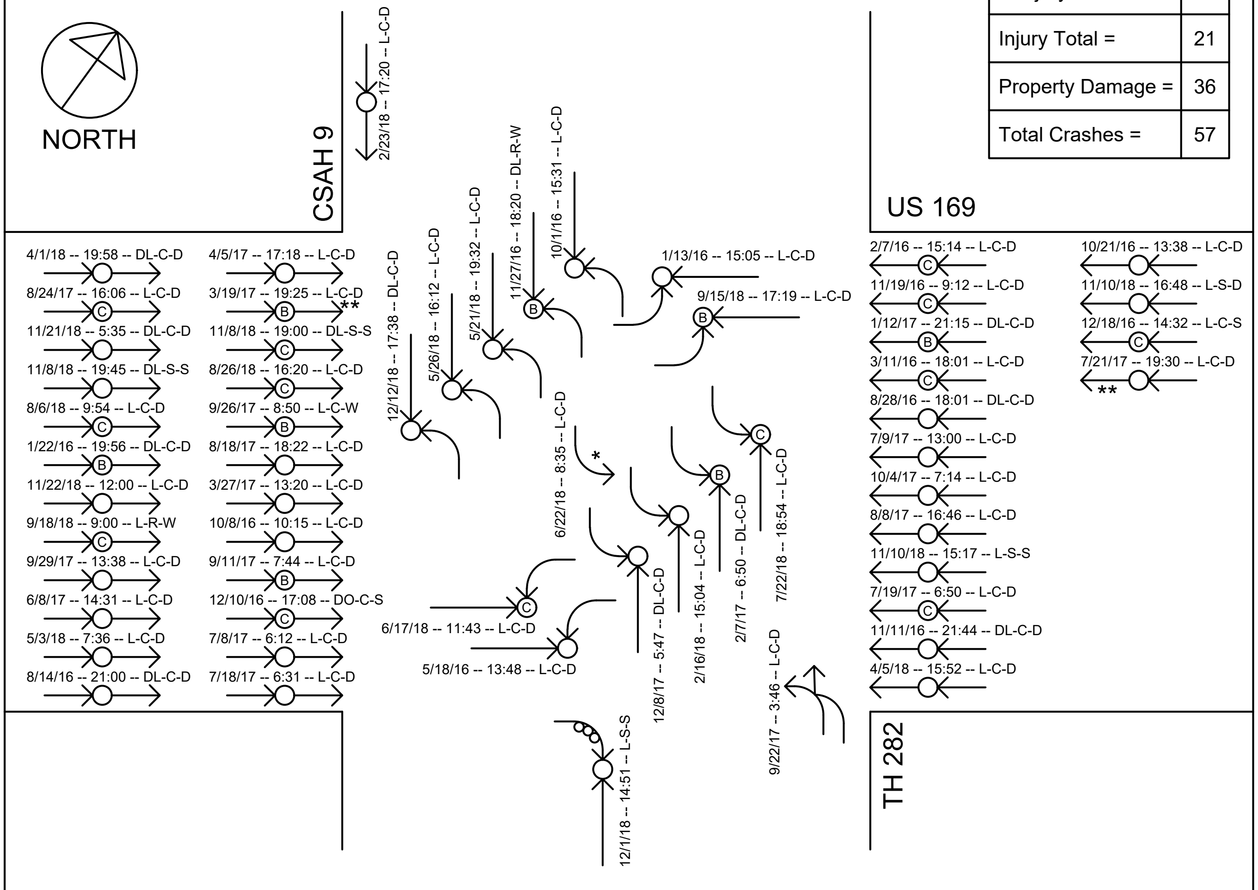
Location: CSAH 9/TH 282 & US 169

Time Period: JAN 01, 2016 to DEC 31, 2018   Date: MAR 26, 2020

Prepared By: JWR

No. of Crashes

Fatal =	0
A Injury =	0
B Injury =	8
C Injury =	13
Injury Total =	21
Property Damage =	36
Total Crashes =	57



KEY

- Motor Vehicle Backing Up
- Motor Vehicle Out of Control
- Motor Vehicle Ahead
- Details Unclear
- Pedestrian
- Fixed Object
- Fatal Crash
- Ⓐ A Injury Crash
- Ⓑ B Injury Crash
- Ⓒ C Injury Crash
- ◯ Property Damage Crash (PDO)
- Sideswipe
- Rear End - PDO
- Right Angle - B Injury

NOTES

2016: 15
2017: 20
2018: 22

** Driver Impaired

* Rollover

Light:	Weather:	Surface:
L = Daylight (1)	C = Clear or Cloudy (1, 2)	D = Dry (1)
DN = Dawn (2)	R = Rain (3)	W = Wet or Water (2, 3)
DU = Dusk (3)	S = Snow or Sleet (4, 5)	S = Snow, Slush, Ice (4, 5, 6)
DL = Dark, Lighted (4)	F = Fog, Smog, Smoke (6)	M = Muddy (7)
DO = Dark, Lights Off (5)	B = Blowing Sand/Dust (7)	D = Debris (8)
D = Dark (6)	W = Severe Crosswinds (8)	O = Oily (9)
X = Uknown (0, 90, 99)	X = Other/Unknown (0, 90, 99)	X = Other/Unknown (0, 90, 99)

Other Vehicle — Injury Type — [Date] -- [Time (hrs)] -- [Light-Weather-Surface]

Existing Crash Diagram
CSAH 9/TH 282 & US 169

Collision Diagram

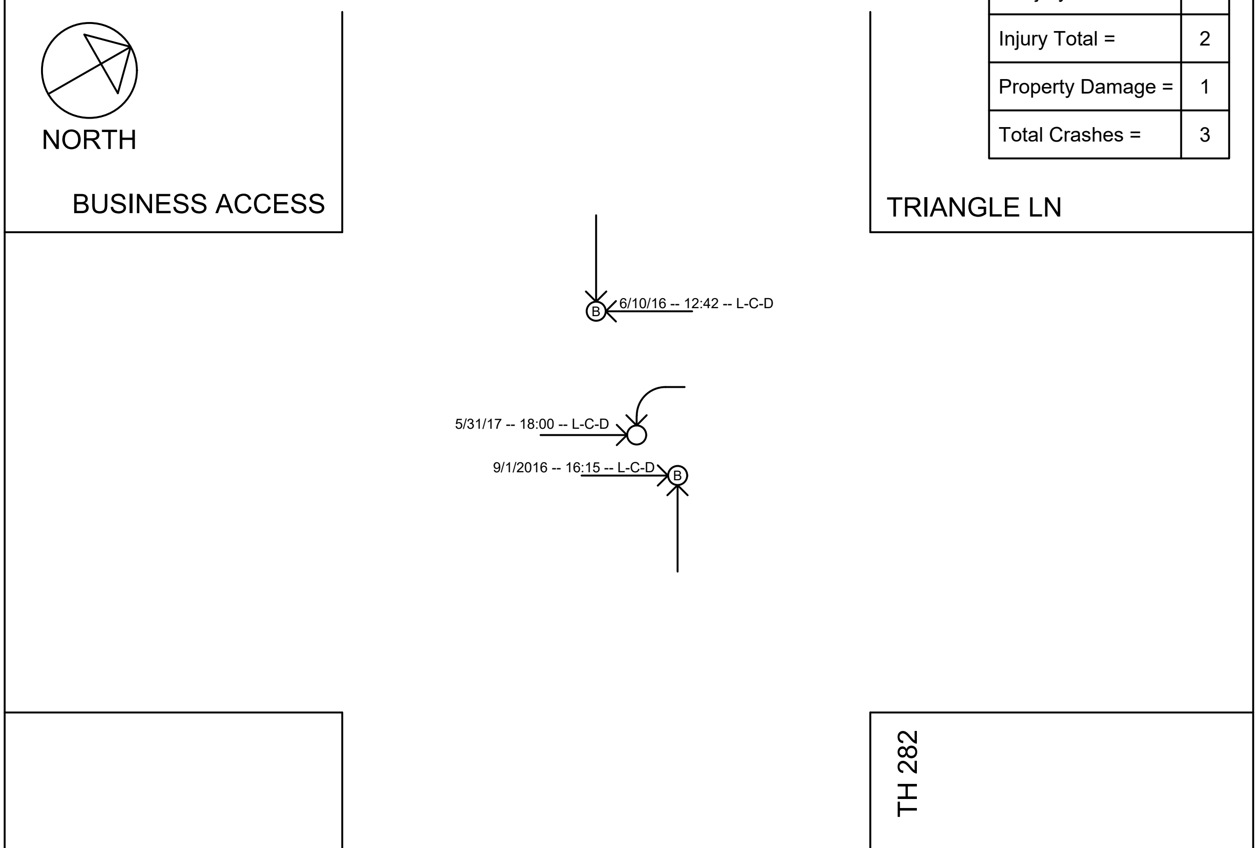
Location: TH 282 & TRIANGLE LN

Time Period: JAN 01, 2016 to DEC 31, 2018 Date: MAR 25, 2020

Prepared By: JWR

No. of Crashes

Fatal =	0
A Injury =	0
B Injury =	2
C Injury =	0
Injury Total =	2
Property Damage =	1
Total Crashes =	3



KEY

- Motor Vehicle Backing Up
- Motor Vehicle Out of Control
- Motor Vehicle Ahead
- Details Unclear
- Pedestrian
- Fixed Object
- Fatal Crash
- A Injury Crash
- B Injury Crash
- C Injury Crash
- Property Damage Crash (PDO)
- Sideswipe
- Rear End - PDO
- Right Angle - B Injury

NOTES

2016: 2
2017: 1

Light:	Weather:	Surface:
L = Daylight (1)	C = Clear or Cloudy (1, 2)	D = Dry (1)
DN = Dawn (2)	R = Rain (3)	W = Wet or Water (2, 3)
DU = Dusk (3)	S = Snow or Sleet (4, 5)	S = Snow, Slush, Ice (4, 5, 6)
DL = Dark, Lighted (4)	F = Fog, Smog, Smoke (6)	M = Muddy (7)
DO = Dark, Lights Off (5)	B = Blowing Sand/Dust (7)	D = Debris (8)
D = Dark (6)	W = Severe Crosswinds (8)	O = Oily (9)
X = Uknown (0, 90, 99)	X = Other/Unknown (0, 90, 99)	X = Other/Unknown (0, 90, 99)

Other Vehicle
Injury Type
[Date] -- [Time (hrs)] -- [Light-Weather-Surface]

Scott

Existing Crash Diagram
TH 282 & Triangle Ln

Collision Diagram

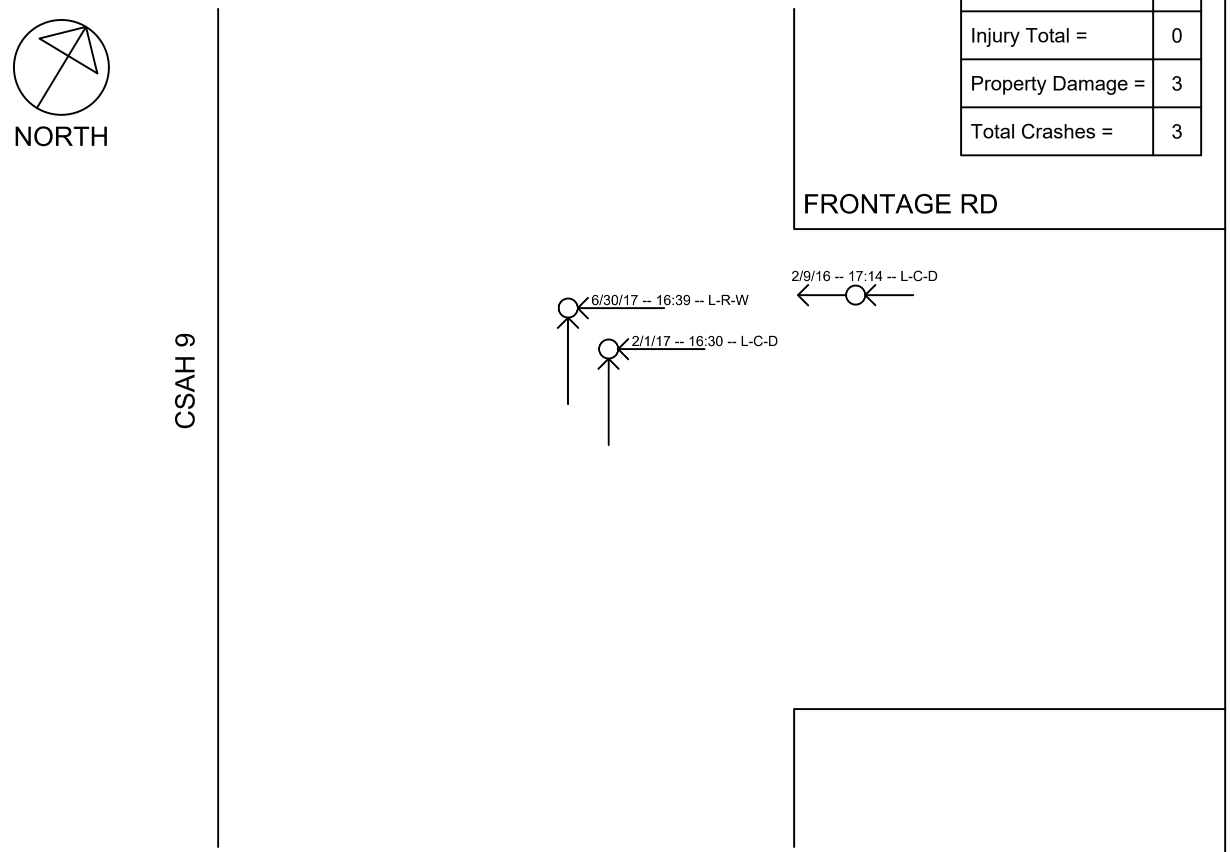
Location: CSAH 9 & FRONTAGE RD (SYNDICATE ST)

Time Period: JAN 01, 2016 to DEC 31, 2018 Date: MAR 25, 2020

Prepared By: JWR

No. of Crashes

Fatal =	0
A Injury =	0
B Injury =	0
C Injury =	0
Injury Total =	0
Property Damage =	3
Total Crashes =	3



KEY

- Motor Vehicle Backing Up
- Motor Vehicle Out of Control
- Motor Vehicle Ahead
- Details Unclear
- Pedestrian
- Fixed Object
- Fatal Crash
- A Injury Crash
- B Injury Crash
- C Injury Crash
- Property Damage Crash (PDO)
- Sideswipe
- Rear End - PDO
- Right Angle - B Injury

NOTES

2016: 1
2017: 2

Light:	Weather:	Surface:
L = Daylight (1)	C = Clear or Cloudy (1, 2)	D = Dry (1)
DN = Dawn (2)	R = Rain (3)	W = Wet or Water (2, 3)
DU = Dusk (3)	S = Snow or Sleet (4, 5)	S = Snow, Slush, Ice (4, 5, 6)
DL = Dark, Lighted (4)	F = Fog, Smog, Smoke (6)	M = Muddy (7)
DO = Dark, Lights Off (5)	B = Blowing Sand/Dust (7)	D = Debris (8)
D = Dark (6)	W = Severe Crosswinds (8)	O = Oily (9)
X = Uknown (0, 90, 99)	X = Other/Unknown (0, 90, 99)	X = Other/Unknown (0, 90, 99)

Other Vehicle — Injury Type — [Date] -- [Time (hrs)] -- [Light-Weather-Surface]

Existing Crash Diagram
CH 9 & Frontage Rd

TH 169, TH 282, CSAH 9 Interchange Before Photo

CITY OF
JORDAN

May 5th, 2020

Mrs. Lisa Freese
Transportation Services Director
Scott County Transportation Services
600 County Trail East
Jordan, MN 55352

RE: Support for the 2020 Metropolitan Council Regional Solicitation: *TH 169/282 and CSAH 9 Interchange Project*

Dear Mrs. Freese,

I am writing to express our support for the 2020 TH 169/282 and CSAH 9 Interchange Project submitted by Scott County in partnership with the City of Jordan, and the Minnesota Department of Transportation (MnDOT).

The 2020 TH 169, TH 282, and CSAH 9 Interchange Project has been identified as the top priority for the City. The Project will remove the last signalized intersection on the U.S. 169 freight corridor for over 50 miles from southern Minnesota to the Twin Cities creating a safer and more efficient route for all corridor users. TH 169 is a vital corridor facilitating grain and agricultural commodity movements between the Ports of Savage (the upper Midwest's largest inland waterway grain facility) and other parts of the state and region utilizing U.S. 169. The project would improve the regional transportation network by reducing congestion, increasing commercial productivity, and increasing mobility. Scott County, the City of Jordan, and other project partners have invested substantial resources to develop a project concept to eliminate this signalized intersection and construct an overpass to improve mobility and safety. The City of Jordan is in agreement to maintain the local road work contained in the project as local cost share. The project partners have advanced the project into the preliminary design phase and can meet the Metropolitan Council's 2020 Regional Solicitation deadlines for project delivery.

On behalf of the City of Jordan, I am pleased to offer the support of Scott County's TH 169/282 and CSAH 9 Interchange Regional Solicitation Grant Application.

Sincerely,

Tom Nikunen
City Administrator
City of Jordan

JORDAN GOVERNMENT CENTER
210 EAST FIRST STREET, JORDAN, MN 55352 • PHONE: (952) 492-2535

objectid	Incident ID	Date and T	Year	Hour	Crash Seve	Number Ki	Number of	Officer Nar	Constructi	County	City	Township
								BOTH VEHICLES S/B HWY 169 IN LEFT LANE. V2 STOPPED AT RED LIGHT AT HWY 282. V1 DID NOT SLOW, REAR ENDED V2. D1 STATED THAT HE FELL ASLEEP AND DID NOT REMEMBER THE CRASH.				
1829969	414646	1/12/2017	2017	21	Minor Inju	0	2	D2 WAS	M	Scott	Jordan	
1796523	319832	1/13/2016	2016	16	Property D	0	2	V1 on 169	M	Scott	Jordan	

2411036	322614	1/22/2016	2016	19	Minor Inju	0	2	BOTH VEHICLES TRAVELIN G N/B ON HWY 169 APPROAC HING HWY 282 IN THE RIGHT LANE. UNIT 2 STOPPED FOR RED LIGHT. UNIT 1 DID NOT STOP AND REAR ENDED UNIT 2. D1 STATED THAT HIS PHONE RANG AND HE WENT TO	M	Scott	Jordan

2391850	383397	10/1/2016	2016	15	Property D	0	2	Unit 1 (Vehicle bearing MN Plate 359MU) was traveling east bound from County 9 through stop lights. Unit 2 (Vehicle bearing MN Plate 2CV166) was turning south onto 169 from 2nd street. Unit 2 failed to yield to Unit 1.	M	SCOTT	Jordan
2427965	389206	10/21/201	2016	13	Property D	0	3	Vehicle on	M	Scott	Jordan
2185492	506366	10/4/2017	2017	7	Property D	0	1	The crash (	M	Scott	Jordan

1855611	385073	10/8/2016	2016	10	Property D	0	2	-CRASH WAS ON NB HWY 169/HWY 282 -DV2 SAID HE WAS STOPPED IN TRAFFIC IN THE LEFT LANE -DV1 SAID HE COULD NOT STOP IN TIME AND STRUCK THE REAR OF V2 -DV1 CITED FOR FAIL TO DRIVE WITH DUE CARE	M	Scott	Jordan

2343061	658990	11/10/201	2018	15	Property D	0	2	The driver of the Ford reported being stopped for the light at 169 at 282 and was rear ended by the Nissan. The driver of the Nissan reported trying to stop but sliding and rear ending the Ford. No injuries reported No tows needed	M	Scott	Jordan

2481763	658996	11/10/201	2018	16	Property D	0	2	The driver of the Chevy reported that he was south on 169 at 282 and was rear ended by the Ford. He chased after the Ford because it was not stopping and got in front of it again and was rear ended a 2nd time. The driver of the Ford reported that the Chevy	M	Scott	Jordan
2414540	394102	11/11/201	2016	21	Property D	0	2	Unit 2 was	M	SCOTT	Jordan
1810004	395886	11/19/201	2016	9	Possible In	0	2	The vehicle	M	Scott	Jordan
2481920	662718	11/21/201	2018	5	Property D	0	1	Vehicle 1 v	M	SCOTT	Jordan
2394665	662233	11/22/201	2018	12	Property D	0	2	On 11/22/	M	SCOTT	Jordan

2189051	398395	11/27/201	2016	18	Minor Inju	0	2	V1 TRAVELIN G W/B ON 2ND AVE, TURNING LEFT TO GO S/B HWY 169 ON A GREEN LIGHT. V2 TRAVELIN G E/B ON QUAKER AVE CROSSING HWY 169 ON A GREEN LIGHT. V1 FAILED TO YIELD RIGHT OF WAY MAKING LEFT TURN IN FRONT OF V2,	M	Scott	Jordan
2114230	663887	11/8/2018	2018	19	Possible In	0	3	All Veh's in	M	Scott	Jordan
2481583	658323	11/8/2018	2018	19	Property D	0	2	V1 slowing	M	SCOTT	Jordan
2052549	664664	12/1/2018	2018	14	Property D	0	2	V1/ Barani	M	Scott	Jordan
1790835	401964	12/10/201	2016	17	Possible In	0	2	The Ford w	M	Scott	Jordan
2026735	667839	12/12/201	2018	17	Property D	0	2	V1/Lennox	M	Scott	Jordan
2582405	405848	12/18/201	2016	14	Possible In	0	2	The Impala	M	Scott	Jordan

2290688	523634	12/8/2017	2017	17	Property D	0	2	CRASH OCCURRED AT THE INTERSECTION OF HWY 169/HWY 282 -DV1 WAS MAKING A LT TURN FROM CR 9 TO GO NB 169 -DV2 WAS WB 282 CROSSING 169 -BOTH DRIVERS HAD A GREEN LIGHT -VEHICLES COLLIDE IN THE INTERSECTION	M	Scott	Jordan
1868123	420388	2/1/2017,	2017	16	Property D	0	2	V1 WB on	M	SCOTT	Jordan
2162150	566500	2/16/2018	2018	15	Property D	0	2	Driver of v	M	SCOTT	Jordan
2293540	568712	2/23/2018	2018	17	Property D	0	2	Both vehic	M	SCOTT	Jordan
1807373	328838	2/7/2016,	2016	15	Possible In	0	2	Vehicle on	M	Scott	Jordan

2183967	421554	2/7/2017,	2017	6	Minor Inju	0	2	-Crash occurred at Hwy 169/Hwy 282 -DV1 making Lt turn from CR 9 to go NB 169 -DV2 was WB 282 to cross 169 to continue WB CR 9 -Both drivers said they had a green light -Witness Beise was directly behind V1 and said DV1 had a green	M	Scott	Jordan
2263183	327823	2/9/2016,	2016	17	Property D	0	2	V2 stoppe	M	SCOTT	Jordan

1952619	335095	3/11/2016	2016	18	Possible In	0	2	BOTH VEHICLES S/B ON HWY 169 IN THE LEFT LANE. TRAFFIC STOPPED FOR RED LIGHT. LIGHT TURNED GREEN, V1 REAR ENDED V2. SLOW SPEED IMPACT, MINOR DAMAGE TO BOTH VEHICLES. D1 STATED THAT TRAFFIC STARTED	M	Scott	Jordan
2184431	430393	3/19/2017	2017	19	Minor Inju	0	3	Unit 3 was	M	SCOTT	Jordan
1914274	431876	3/27/2017	2017	13	Property D	0	2	Both vehic	M	SCOTT	Jordan
2582829	588822	4/1/2018,	2018	19	Property D	0	2	V1 stoppe	M	Scott	Jordan

								BOTH VEHICLES N/B HWY 169 IN LEFT LANE APPROAC HING INTERSEC TION WITH HWY 282. EXPEDITI ON SLOWING FOR STOP LIGHT. CHRYSLER 300 ATTEMPT ED TO SLOW AND CRASHED INTO BACK OF EXPEDITI ON.			
2210495	443522	4/5/2017,	2017	17	Property D	0	2	KRANZ	M	Scott	Jordan
2415273	588823	4/5/2018,	2018	15	Property D	0	1	Both V's in	M	Scott	Jordan
1900689	352745	5/18/2016	2016	13	Property D	0	2	Vehicle tw	M	Scott	Jordan

								Pontiac Montana traveling W/B on Hwy 282, turning left (South) onto Hwy 169. Hyundai Santa Fe traveling E/B on Hwy 282 going straight through. Vehicles crashed in the middle of the intersecti on.			
2164172	598784	5/21/2018	2018	19	Property D	0	2	Koenig stated that she	M	Scott	Jordan
2052043	601971	5/26/2018	2018	16	Property D	0	2	V1 driver s	M	Scott	Jordan

2215810	594921	5/3/2018,	2018	7	Property D	0	2	BOTH DRIVERS REPORTED TRAVELING NORTH ON 169 AND BEING STOPPED FOR THE LIGHT AT 282 IN JORDAN. WHEN THE LIGHT TURNED GREEN BOTH CARS STARTED. THE DRIVER OF THE HYUNDAI REPORTED BEING REAR	M	Scott	Jordan
1856050	456082	5/31/2017	2017	18	Property D	0	2	V1/Korba \	M	Scott	Jordan
1796793	355826	6/10/2016	2016	12	Minor Inju	0	2	Unit 1 was	M	SCOTT	Jordan
2455571	604902	6/17/2018	2018	11	Possible In	0	3	V1/Beyak r	M	Scott	Jordan
1798209	606103	6/22/2018	2018	8	Property D	0	1	Unit one tr	M	Scott	Jordan

								Unit 1 was stopped at the stop sign on Syndicate Street preparing to turn left (eastbound) on to Quaker Ave. Unit 2 was driving westbound on Quaker Avenue when Unit 1 pulled out and struck the front of Unit 2.			
2578362	473779	6/30/2017	2017	16	Property D	0	2	Driver of	M	SCOTT	Jordan

2262016	458165	6/8/2017,	2017	14	Property D	0	2	Officer responded to a two vehicle crash in the area of 169/282. When Officer arrived vehicles had been removed from the roadway. Vehicle 1 states vehicle 2 was stopping for a yellow light when vehicle 2 came to a complete stop on	M	SCOTT	Jordan

1946476	365425	7/18/2016	2016	9	Possible In	0	2	D1 STATED THAT SHE STOPPED AND THEN WENT. D1 STATED THAT SHE STOPPED AGAIN. D1 STATED THAT SHE SAW CARS COMING ON USTH 169 NB. D1 STATED THAT SHE STOPPED AGAIN AND WAS HIT. D1 STATED THAT SHE HAD	M	Scott	Jordan

2526669	487606	7/18/2017	2017	6	Property D	0	2	BOTH DRIVER REPORTED TRAVELING NORTH ON 169 THE DRIVER OF THE PONTIAC STATED THAT SHE PUT THE SUN VISOR DOWN AND THEN REAR ENDED THE CHEVY THAT WAS STOPPED FOR THE TRAFFIC LIGHT.	M	Scott	Jordan
2388091	489104	7/19/2017	2017	6	Possible In	0	4	Vehicle fou	M	Scott	Jordan
2603950	488665	7/21/2017	2017	19	Property D	0	2	Unit 2 was	M	SCOTT	Jordan
2481413	622692	7/22/2018	2018	18	Possible In	0	2	Unit one w	M	Scott	Jordan

1777710	476044	7/8/2017,	2017	6	Property D	0	2	BOTH VEHICLES WERE ON 169NB AT THE 282 INTERSEC TION. V2 WAS STOPPED AT THE RED LIGHT WAITING FOR IT. D1 SAID HE GOT BLINDED BY THE SUNRISE AND DID NOT SEE V2 STOPPED IN FRONT OF HIM. V1 REAR ENDED V2 VERY HARD	M	Scott	Jordan
2094084	476295	7/9/2017,	2017	13	Property D	0	2	Officer res	M	SCOTT	Jordan
2212695	371528	8/14/2016	2016	21	Property D	0	2	Both vehic	M	SCOTT	Jordan
2108028	499010	8/18/2017	2017	18	Property D	0	2	Vehicle tw	M	Scott	Jordan

								ALL 4 VEHICLES TRAVELIN G IN LEFT LANE OF N/B HWY 169 AT HWY 282. V2, V3 AND V4 WERE STOPPED FOR RED LIGHT AT INTERSEC TION. V1 DID NOT STOP, CRASHIN G INTO THE BACK OF V2, PUSHING V2 INTO V3 AND THEN V3 INTO V4.			
2505966	496504	8/24/2017	2017	16	Possible In	0	4	D1	M	Scott	Jordan
2112877	630460	8/26/2018	2018	16	Possible In	0	4	The crash (	M	Scott	Jordan
2048313	375976	8/28/2016	2016	22	Property D	0	2	The vehicle	M	Scott	Jordan
2481340	626051	8/6/2018,	2018	9	Possible In	0	3	V1 and V3	M	Scott	Jordan

On August 8th, 2017 at approximately 1646 hours I, Officer John Bodenhamer, accompanied by Field Training Officer Crohn responded to a crash involving 3 vehicles at the intersection of USTH 169/ 2ND St.

2292766	492567	8/8/2017,	2017	16	Property D	0	3	Upon	M	SCOTT	Jordan
2238938	375988	9/1/2016,	2016	16	Minor Inju	0	2	The crash (	M	Scott	Jordan
1808350	500429	9/11/2017	2017	7	Minor Inju	0	2	V1/ Schult:	M	Scott	Jordan

1954237	635270	9/15/2018	2018	17	Minor Inju	0	2	CRASH OCCURRED IN THE INTERSECTION OF SB HWY 169 TO GO WB CR 9 -THIS AREA IS AN ACTIVE WORK ZONE WITH VARIOUS LANE CLOSURES -DV1 WAS MAKING A LT TURN FROM NB 169 TO GO WB CR 9 -DV2 WAS SB 169	M	Scott	Jordan

2393636	635657	9/18/2018	2018	9	Possible In	0	2	The driver of the Lexus reported being stopped at the red light at 282 when she was rear ended by the Toyota. The driver of the Toyota reported seeing the vehicle stopped, thought they were going to go, and then could not stop in time and	M	Scott	Jordan

2362799	507487	9/22/2017	2017	15	Property D	0	1	BOTH VEHICLES TURNING FROM W/B HWY 282 TO S/B HWY 169. V1 CRASHED INTO THE DRIVER SIDE OF V2 WHILE TURNING. V1 THEN LEFT SCENE, DID NOT PROVIDE INSURANCE INFORMATION. D2 STATED SHE WAS TURNING AND	M	Scott	Jordan

2110024	504101	9/26/2017	2017	8	Minor Inju	0	4	THE JEEP LIBERTY, CHEVY AND JEEP CHEROKE E WERE ALL STOPPED IN THE LEFT LANE OF 169 N/B AT THE STOP LIGHT AT 282 WHEN THE FORD REAR ENDED THE CHEROKE E PUSHING IT INTO THE CHEVY PUSHING IT INTO THE	M	Scott	Jordan

2264654	504887	9/29/2017	2017	13	Property D	0	2	CRASH OCCURRED ON NB HWY 169/HWY 282 -DV2 SAID HE WAS SLOWING FOR A RED LIGHT AND HE COULD SEE V1 WAS NOT GOING TO BE ABLE TO STOP -DV1 SAID SHE TRIED TO BRAKE BUT THEY DID NOT WORK -V1 STRIKES REAR OF V2	M	Scott	Jordan

Route Typ	Route ID	Route Mea	Roadway N	Divided Ro	Intersectio	Manner of	First Harm	Relative Tr	Lighting Co	Road Circu	road_circu	Road Circu
U.S. Trunk	02000000	97.91345	USTH 169	South		Front to Re	Motor Veh	On Roadwa	Dark (Stree	None		
U.S. Trunk	02000000	97.90637	USTH 169			Angle	Motor Veh	On Roadwa	Daylight	None		

U.S. Trunk	02000000(	97.88268	USTH 169	North	Front to Re	Motor Veh	On Roadwa	Dark (Stree	None

U.S. Trunk	02000000(	97.89684	USTH 169	Not Applicable	Angle	Motor Veh	On Roadwa	Daylight	None
U.S. Trunk	02000000(	97.94166	USTH 169 .	North	Front to Re	Motor Veh	On Roadwa	Daylight	None
U.S. Trunk	02000000(	97.91283	USTH 169	South	Front to Re	Motor Veh	On Roadwa	Daylight	None

U.S. Trunk	02000000(	97.8616	USTH 169	North	Front to Re	Motor Veh	On Roadwa	Daylight	None

U.S. Trunk	02000000(	97.85813	USTH 169	South	Front to Re	Motor Veh	On Roadwa	Daylight	None

U.S. Trunk	02000000(	97.94491	USTH 169	South			Front to Re	Motor Veh	On Roadwa	Dark (Stree	None
U.S. Trunk	02000000(	97.92546	USTH 169	South			Front to Re	Motor Veh	On Roadwa	Dark (Stree	None
U.S. Trunk	02000000(	97.91046	USTH 169	South			Front to Re	Motor Veh	On Roadwa	Daylight	None
U.S. Trunk	02000000(	97.90405	USTH 169	North			Front to Re	Motor Veh	On Roadwa	Dark (Stree	None
U.S. Trunk	02000000(	97.92459	USTH 169	North			Front to Re	Motor Veh	On Roadwa	Daylight	None

County Sta	040000659	0.012748	QUAKER A'	West	Front to Fr	Motor Veh	On Roadwa	Dark (Stree	None
U.S. Trunk	020000000	97.86294	USTH 169	North	Front to Re	Motor Veh	On Roadwa	Dark (Stree	Road Surface Condition (wet, icy,
U.S. Trunk	020000000	97.89967	USTH 169	North	Front to Re	Motor Veh	On Roadwa	Dark (Stree	Road Surface Condition (wet, icy,
U.S. Trunk	020000000	97.89819	USTH 169	North	Angle	Motor Veh	On Roadwa	Daylight	Road Surface Condition (wet, icy,
U.S. Trunk	020000000	97.8762	USTH 169	North	Front to Re	Motor Veh	On Roadwa	Dark (No S	Road Surface Condition (wet, icy,
U.S. Trunk	020000000	98.13044	USTH 169	East	Angle	Motor Veh	On Roadwa	Dark (Stree	None
U.S. Trunk	020000000	97.90809	USTH 169	South	Front to Re	Motor Veh	On Roadwa	Daylight	Road Surface Condition (wet, icy,

U.S. Trunk	02000000(	98.08353	USTH 169	Not Applicable		Angle	Motor Veh	On Roadwa	Dark (Stree	None
Municipal :	05000239!	0.000869	SYNDICATE	West		Angle	Motor Veh	On Roadwa	Daylight	None
County Sta	04000065!	0.014445	QUAKER A'	East		Front to Fr	Motor Veh	On Roadwa	Daylight	None
County Sta	04000065!	0.021388	QUAKER A'	Not Applica	USTH 169	Front to Re	Motor Veh	On Roadwa	Daylight	None
U.S. Trunk	02000000(	97.89929	USTH 169	South		Front to Re	Motor Veh	On Roadwa	Daylight	None

U.S. Trunk	02000000(	97.91212	USTH 169	Not Applicable	Angle	Motor Veh	On Roadw	Dark (Stree	None	
Municipal !	05000239!	0.004041	SYNDICATE	West	Front to Re	Motor Veh	On Roadw	Daylight	Congestion Backup Other	

U.S. Trunk	02000000(	97.92051	USTH 169	South		Front to Re	Motor Veh	On Roadwa	Daylight	None
U.S. Trunk	02000000(	97.8913	USTH 169	North		Front to Re	Motor Veh	On Roadwa	Daylight	None
U.S. Trunk	02000000(	97.89532	USTH 169	North		Front to Re	Motor Veh	On Roadwa	Daylight	None
U.S. Trunk	02000000(	98.0323	USTH 169	North		Front to Re	Motor Veh	On Roadwa	Dark (Stree	None

U.S. Trunk	02000000(	97.86855	USTH 169	North			Front to Re	Motor Veh	On Roadwa	Daylight	None
U.S. Trunk	02000000(	97.93134	USTH 169	South			Front to Re	Motor Veh	On Roadwa	Daylight	None
U.S. Trunk	02000000(	97.90333	USTH 169	South			Angle	Motor Veh	On Roadwa	Daylight	None

U.S. Trunk	02000000(	97.91708	USTH 169 / MNTH 282		Angle	Motor Veh	On Roadwa	Daylight	None
U.S. Trunk	02000000(	97.90836	USTH 169	West	Front to Re	Motor Veh	On Roadwa	Daylight	None

U.S. Trunk	02000000(	97.86648	USTH 169	North		Front to Re	Motor Veh	On Roadwa	Daylight	None	
State Trunl	03000000(	0.081433	2ND ST NV	South		Front to Fr	Motor Veh	On Roadwa	Daylight	None	
Municipal :	05000239!	3E-08	TRIANGLE	Not Applicable		Angle	Motor Veh	On Roadwa	Daylight	Congestion Backup Ot	None
U.S. Trunk	02000000(	97.9129	USTH 169	North		Angle	Motor Veh	On Roadwa	Daylight	None	
U.S. Trunk	02000000(	97.92056	NB USTH 1	North			Overturn/I	On Roadwa	Daylight	None	

County Sta	04000065(	0.052833	QUAKER AVE	Front to Fr	Motor Veh	On Roadwa	Daylight	None

U.S. Trunk	02000000(	97.85943	USTH 169	North	Front to Re	Motor Veh	On Roadwa	Daylight	None

Municipal :	05000239!	0.544733	CREEK LN I	North	Front to Re	Motor Veh	On Roadwa	Daylight	None

U.S. Trunk	02000000(	97.86721	USTH 169	North	Front to Re	Motor Veh	On Roadwa	Daylight	None
U.S. Trunk	02000000(	97.83038	NB 169 /JS	North	Front to Re	Motor Veh	On Roadwa	Daylight	None
U.S. Trunk	02000000(	97.90045	USTH 169	South	Front to Re	Motor Veh	On Roadwa	Daylight	None
U.S. Trunk	02000000(	97.92246	USTH 169 / HWY 282		Angle	Motor Veh	On Roadwa	Daylight	None

U.S. Trunk	02000000(	97.88513	USTH 169	North	Front to Re	Motor Veh	On Roadwa	Daylight	None
U.S. Trunk	02000000(	97.92192	USTH 169		Front to Re	Motor Veh	On Roadwa	Daylight	None
U.S. Trunk	02000000(	97.88611	USTH 169	North	Front to Re	Motor Veh	On Roadwa	Dark (Stree	None
U.S. Trunk	02000000(	97.79797	USTH 169 I	North	Front to Re	Motor Veh	On Roadwa	Daylight	None

U.S. Trunk	02000000(	97.84141	N/B USTH	North	Front to Re	Motor Veh	On Roadwa	Daylight	None
U.S. Trunk	02000000(	97.87113	USTH 169	North	Front to Re	Motor Veh	On Roadwa	Daylight	None
U.S. Trunk	02000000(	97.914	USTH 169	South	Front to Re	Motor Veh	On Roadwa	Dark (Stree	None
U.S. Trunk	02000000(	97.88172	USTH 169	North	Front to Re	Motor Veh	On Roadwa	Daylight	None

County Sta	04000065(	0.003431	QUAKER A'	South		Front to Re	Motor Veh	On Roadwa	Daylight	Other	Yellow light
State Trunl	03000000(	0.078003	2ND ST NV	Not Applicable		Angle	Motor Veh	On Roadwa	Daylight	None	
U.S. Trunk	02000000(	97.85444	USTH 169	North		Front to Re	Motor Veh	On Roadwa	Daylight	None	

U.S. Trunk	02000000(	98.27574	USTH 169	South	Angle	Motor Veh	On Roadwa	Daylight	None

U.S. Trunk	02000000(	97.85579	USTH 169	North	Front to Re	Motor Veh	On Roadwa	Daylight	Road Surface Condition (wet, icy,

U.S. Trunk	02000000(	97.8743	W/B HWY	West	Sideswipe	Motor Veh	On Roadwa	Daylight	None

U.S. Trunk	02000000(	97.88037	USTH 169	North	Front to Re	Motor Veh	On Roadwa	Daylight	None

U.S. Trunk	02000000(	97.88151	USTH 169	North	Front to Re	Motor Veh	On Roadwa	Daylight	None

road_circu	Relative In	Traffic Con	Weather P	Weather S	Surface Co	Work Zone	Work Zone	Work Zone	Workers P	Unit1 Type	Unit1 Vehi	Unit1 Direc
	Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Sport Utilit	Southbour
	Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Northbour

Four-Way I	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Pickup	Northbour

Four-Way I	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Pickup	Eastbound
Not at Inte	No Control	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Pickup	Northbour
Intersectio	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Sport Utilit	Southbour

Intersectio	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Passenger	Northbour

Four-Way I	Traffic Con	Snow	Snow	2	NOT APPLICABLE	Motor Veh	Passenger	Southboun

Four-Way I	Traffic Con	Snow	Dry	2	NOT APPLICABLE	Motor Veh	Passenger	Southboun
Four-Way I	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Passenger	Southboun
Four-Way I	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Pickup	Southboun
Four-Way I	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Passenger	Northbour
Four-Way I	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Sport Utilit	Northbour

	Four-Way I	Traffic Con	Rain		Wet	2	NOT APPLICABLE	Motor Veh	Passenger	Westbound
snow, slusl	Four-Way I	Traffic Con	Snow		Ice/Frost	2	NOT APPLICABLE	Motor Veh	Medium /	Northbour
snow, slusl	Not at Inte	No Control	Snow	Sleet, Hail	Ice/Frost	2	NOT APPLICABLE	Motor Veh	Pickup	Northbour
snow, slusl	Four-Way I	Traffic Con	Snow		Snow	2	NOT APPLICABLE	Motor Veh	Sport Utilit	Northbour
snow, slusl	Intersectio	Traffic Con	Cloudy	Snow	Snow	2	NOT APPLICABLE	Motor Veh	Sport Utilit	Northbour
	Four-Way I	Traffic Con	Cloudy		Dry	2	NOT APPLICABLE	Motor Veh	Sport Utilit	Eastbound
snow, slusl	Four-Way I	Traffic Con	Clear		Ice/Frost	2	NOT APPLICABLE	Motor Veh	Passenger	Southbour

Four-Way I	Traffic Con	Cloudy	Dry	2	NOT APPLICABLE	Motor Veh	Passenger	Northbour
Intersectio	Stop Sign	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Passenger	Westboun
Four-Way I	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Passenger	Northbour
Four-Way I	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Sport Utilit	Southbour
Not at Inte	No Control	Cloudy	Dry	2	NOT APPLICABLE	Motor Veh	Passenger	Southbour

Four-Way I	Traffic Con	Cloudy	Dry	2	NOT APPLICABLE	Motor Veh	Passenger	Northbour
Four-Way I	Stop Sign	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Passenger	Westboun

Four-Way I	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Passenger	Southboun
Four-Way I	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Passenger	Northbour
Four-Way I	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Sport Utilit	Northbour
Intersectio	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Passenger	Northbour

Four-Way I	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Passenger	Northbour
Five-Way I	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Passenger	Southbour
Four-Way I	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Pickup	Westboun

Four-Way I	Traffic Con	Cloudy	Dry	2	NOT APPLICABLE	Motor Veh	Passenger	Westboun
Four-Way I	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Passenger	Westboun

Four-Way	Traffic Con	Clear	Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Northbour
Four-Way	Stop Sign	Clear	Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Northbour
T Intersect	Stop Sign	Clear	Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Westboun
Four-Way	Traffic Con	Cloudy	Dry	1	Transition	Lane Closu	No	Motor Veh	Pickup	Northbour
Intersectio	Traffic Con	Clear	Dry	2		NOT APPLICABLE		Motor Veh	Medium /	Northbour

T Intersect	Stop Sign	Rain	Sleet, Hail	Wet	2	NOT APPLICABLE	Motor Veh	Passenger	Southboun

Four-Way I	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Passenger	Northbour

T Intersect Stop Sign	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Passenger	Northbour

Four-Way I	Traffic Con	Cloudy	Dry	2		NOT APPLICABLE		Motor Veh	Sport Utilit	Northbour
Not at Inte	No Control	Cloudy	Dry	2		NOT APPLICABLE		Motor Veh	Pickup	Northbour
Four-Way I	Traffic Con	Clear	Dry	2		NOT APPLICABLE		Motor Veh	Sport Utilit	Southbour
Four-Way I	Traffic Con	Clear	Dry	1	Transition	Lane Closu	No	Motor Veh	Sport Utilit	Eastbound

Four-Way I	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Sport Utilit	Northbour
Four-Way I	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Passenger	Southbour
Four-Way I	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Pickup	Northbour
Not at Inte	No Control	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Sport Utilit	Northbour

Four-Way I	Traffic Con	Clear	Dry	2		NOT APPLICABLE	Motor Veh	Sport Utilit	Northbour
Intersectio	No Control	Clear	Dry	2		NOT APPLICABLE	Motor Veh	Sport Utilit	Northbour
Four-Way I	Traffic Con	Clear	Dry	2		NOT APPLICABLE	Motor Veh	Pickup	Southbour
Intersectio	Traffic Con	Cloudy	Dry	1	Terminatic	Lane Shift/ No	Motor Veh	Passenger	Northbour

Four-Way I	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Passenger	Southboun
Four-Way I	Stop Sign	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Sport Utilit	Eastbound
Intersectio	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Sport Utilit	Westboun

Four-Way I	Traffic Con	Clear	Dry	1	Activity Ar	Lane Closu	No	Motor Veh	Sport Utilit	Westbound

snow, slusl	Four-Way I	Traffic Con	Rain	Cloudy	Wet	2	NOT APPLICABLE	Motor Veh	Passenger	Northbour

Four-Way I	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Hit-And-Ru	Passenger	Westbounc

Four-Way I	Traffic Con	Cloudy	Wet	2	NOT APPLICABLE	Motor Veh	Sport Utilit	Northbour

Four-Way I	Traffic Con	Clear	Dry	2	NOT APPLICABLE	Motor Veh	Pickup	Northbour

Unit1 Fact	Unit1 Fact	Unit1 Mos	Unit1 Vehi	Unit1 Traff	Unit1 Post	Unit1 Hori	Unit1 Roac	Unit1 Non	Unit1 Injur	Unit1 Phys	Unit1 Age	Unit1 Sex
Operated Motor Vehi		Motor Veh	Moving Fo	Two-Way,	55	Straight	Level		Possible In	Apparently	64	Male
No Clear Contributing		Motor Veh	Turning Le	Two-Way, Divided, M		Straight	Level		No Appare	Apparently	62	Male

Driver Distracted	Motor Veh	Moving Fo	Two-Way,	55	Straight	Level	No Appare	Apparently	67	Male

No Clear Contributing	Motor Veh	Moving Fo	Two-Way, Divided, Ur		Straight	Level	No Appare	Apparently	57	Male
No Clear Contributing	Motor Veh	Slowing	Two-Way,	55	Straight	Level	No Appare	Apparently	64	Male
No Clear Contributing	Motor Veh	Vehicle Stc	Two-Way,	55	Straight	Level	No Appare	Apparently	39	Female

Operated Motor Vehicle in Carele	Moving Fo	Two-Way,	55	Straight	Level	No Appare	Apparently	21	Male

No Clear Contributing Motor Veh	Slowing	Two-Way,	60	Straight	Level	No Appare	Apparently	38	Male

Operated Motor Vehi	Motor Veh	Slowing	Two-Way,	60	Straight	Level		No Appare	Apparently	62	Male
Following Too Closely	Motor Veh	Moving Fo	Two-Way,	55	Straight	Level		No Appare	Apparently	21	Female
No Clear Contributing	Motor Veh	Vehicle Stc	Two-Way,	65	Straight	Level		Possible In	Apparently	65	Male
No Clear Contributing	Motor Veh	Vehicle Stc	Two-Way,	60	Straight	Level		No Appare	Apparently	44	Male
No Clear Contributing	Motor Veh	Moving Fo	Two-Way, Not Dividec		Straight	Level		No Appare	Apparently	20	Male

Failure to Yield Right-(	Motor Veh	Turning Le	Two-Way,	45	Straight	Level		No Appare	Apparently	21	Male
No Clear Contributing	Motor Veh	Vehicle Stc	Two-Way,	60	Straight	Level		No Appare	Apparently	62	Male
No Clear Contributing	Motor Veh	Slowing	Two-Way,	55	Straight	Level		No Appare	Apparently	29	Male
Failed to Keep in Prop	Motor Veh	Turning Rig	Two-Way,	60	Straight	Level		No Appare	Apparently	34	Female
No Clear Contributing	Motor Veh	Vehicle Stc	Two-Way,	55	Straight	Level		Possible In	Apparently	21	Female
No Clear Contributing	Motor Veh	Moving Fo	Two-Way,	35	Straight	Level		No Appare	Apparently	17	Female
No Clear Contributing	Motor Veh	Vehicle Stc	Two-Way,	55	Straight	Level		No Appare	Apparently	28	Male

Failure to Yield Right-of-Way		Turning Le	Two-Way,	55	Straight	Level	No Appare	Apparently	32	Female
Failure to Yield Right-(	Motor Veh	Moving Fo	Two-Way,	30	Straight	Level	No Appare	Other	28	Male
Failure to Yield Right-(	Motor Veh	Turning Le	Other	60	Straight	Level	No Appare	Apparently	16	Male
No Clear Contributing	Motor Veh	Moving Fo	Two-Way,	40	Straight	Level	No Appare	Apparently	23	Male
No Clear Contributing	Motor Veh	Vehicle Stc	Two-Way,	55	Straight	Level	No Appare	Apparently	41	Male

Failure to Yield Right-of-Way		Turning Le	Two-Way,	55	Straight	Level	Suspected	Apparently	36	Female
Other Contributing Ac	Motor Veh	Moving Fo	Two-Way,	30	Straight	Level	No Appare	Apparently	40	Female

Following	Too Closely	Motor Veh	Moving Fo	Two-Way,	55	Straight	Level	No Appare	Apparently	34	Female
Operated I	Following	Motor Veh	Moving Fo	Two-Way,	55	Straight	Level	No Appare	Has Been D	33	Male
Following	No Clear C	Motor Veh	Moving Fo	Two-Way, Divided, M		Straight	Level	No Appare	Apparently	34	Male
No Clear	Contributing	Motor Veh	Vehicle Stc	Two-Way,	60	Straight	Level	No Appare	Apparently	33	Male

Other Contributing Ac	Motor Veh	Moving Fo	Two-Way,	55	Straight	Level	No Appare	Apparently	32	Male
No Clear Contributing	Motor Veh	Vehicle Stc	Two-Way,	60	Straight	Level	No Appare	Apparently	41	Female
Failure to Yield Right-of-Way		Turning Le	Two-Way,	30	Straight	Level	No Appare	Apparently	70	Male

Failure to Yield Right-o	Motor Veh	Turning Le	Two-Way,	30	Straight	Level	No Appare	Apparently	57	Female
Other Contributing Ac	Motor Veh	Turning Le	Two-Way,	60	Straight	Level	No Appare	Apparently	32	Female

Following ˉ	Failure to \	Motor Veh	Moving Fo	Two-Way,	60	Straight	Level	No Appare	Apparently	27	Female
No Clear Contributing		Motor Veh	Moving Fo	Two-Way,	30	Straight	Level	No Appare	Apparently	61	Male
Failure to Yield Right-(		Motor Veh	Turning Le	Two-Way,	30	Straight	Level	No Appare	Apparently	26	Male
No Clear Contributing		Motor Veh	Moving Fo	Two-Way,	45	Straight	Downhill	No Appare	Apparently	39	Female
Other Contributing Ac		Overturn/I	Turning Le	Two-Way,	60	Straight	Level	No Appare	Apparently	52	Male

Failure to Yield Right-o	Motor Veh	Turning Le	Two-Way, Not Dividec	Straight	Level	No Appare	Apparently	17	Male

No Clear Contributing	Motor Veh	Moving Fo	Two-Way,	55	Straight	Level	No Appare	Apparently	27	Male

No Clear Contributing	Motor Veh	Vehicle Stc	Two-Way,	55	Curve Righ	Level	Possible In	Apparently	40	Female

No Clear Contributing	Motor Veh	Moving Fo	Two-Way,	65	Straight	Level	No Appare	Apparently	22	Female
Following Too Closely	Motor Veh	Moving Fo	Two-Way,	55	Straight	Level	No Appare	Apparently	24	Male
Following ˉ Operated I	Motor Veh	Moving Fo	Two-Way,	55	Straight	Level	No Appare	Has Been D	40	Male
Failure to Yield Right-(	Motor Veh	Turning Le	Two-Way,	40	Straight	Level	Possible In	Apparently	33	Female

Operated Motor Vehicle in Carele	Moving Fo	Two-Way,	65	Straight	Level		No Appare	Apparently		18	Male
No Clear Contributing	Motor Veh	Moving Fo	Two-Way, Divided, M	Straight	Level		No Appare	Apparently		51	Male
No Clear Contributing	Motor Veh	Vehicle Stc	Two-Way,	55	Straight	Level	No Appare	Apparently		32	Male
Driver Distracted	Motor Veh	Moving Fo	Two-Way,	55	Straight	Level	No Appare	Apparently		23	Female

Operated Motor Vehi	Motor Veh	Moving Fo	Two-Way,	55	Straight	Level	No Appare	Apparently	22	Female
No Clear Contributing	Motor Veh	Vehicle Stc	Two-Way,	60	Straight	Level	Possible In	Apparently	35	Female
No Clear Contributing	Motor Veh	Slowing	Two-Way,	55	Straight	Level	No Appare	Unknown	22	Male
No Clear Contributing	Motor Veh	Vehicle Stc	Two-Way,	60	Straight	Level	Possible In	Apparently	54	Male

No Clear Contributing	Motor Veh	Slowing	Two-Way,	55	Straight	Level	No Appare	Apparently	20	Female
Unknown	Overturn/F	Moving Fo	Two-Way,	30	Straight	Level	No Appare	Apparently	56	Male
No Clear Contributing	Motor Veh	Vehicle Stc	Two-Way,	55	Straight	Level	Suspected	Apparently	44	Male

Failure to Yield Right-of-Way	Turning Le	Two-Way,	55	Straight	Level	Suspected	Apparently	26	Female

Failure to Y	Driver Spe	Motor Veh	Moving Fo	Two-Way,	55	Straight	Level		Possible In	Apparently	34	Female

d	Motor Veh	Turning Le	Two-Way,	30	Straight	Level	0

Operated I	Failure to Y	Motor Veh	Moving Fo	Two-Way,	55	Straight	Level	No Appare	Apparently	20	Male

Other Contributing Action	Moving Fo	Two-Way,	55	Straight	Level	No Appare	Apparently	55	Female

Unit2 Type	Unit2 Vehi	Unit2 Direc	Unit2 Facto	Unit2 Facto	Unit2 Most	Unit2 Vehi	Unit2 Non	Unit2 Injur	Unit2 Phys	Unit2 Age	Unit2 Sex	Unit3 Type
Motor Veh	Passenger	Southboun	No Clear Contributing		Motor Veh	Vehicle Stopped or St		Suspected	Apparently	29	Female	
Motor Veh	Passenger	Southboun	Ran Red Light		Motor Veh	Moving Forward		No Appare	Apparently	20	Female	

Motor Veh	Passenger	Northbour	No Clear Contributing	Motor Veh	Vehicle Stopped or St	Suspected	Apparently	50	Female

Motor Veh	Passenger	Southboun	Failure to	No Clear C	Motor Veh	Turning Left		No Appare	Apparently	25	Male	
Motor Veh	Passenger	Northbour	Following Too Closely		Motor Veh	Moving Forward		No Appare	Apparently	46	Female	Motor Veh
Hit-And-Ru	Passenger	Southbound			Motor Veh	Moving Forward						

Motor Veh	Passenger	Northbour	No Clear Contributing	Motor Veh	Vehicle Stopped or Sta	No Appare	Apparently	57	Male

Motor Veh	Passenger	Southboun	Failure to Y	Following T	Motor Veh	Moving Forward	No Appare	Apparently	18	Male

Motor Veh	Pickup	Southboun	Following ⁻	Failure to \	Motor Veh	Moving Forward	No Appare	Apparently	23	Male
Motor Veh	Sport Utilit	Southboun	No Clear Contributing		Motor Veh	Moving Forward	No Appare	Apparently	48	Female
Motor Veh	Sport Utilit	Southboun	Other Contributing Ac		Motor Veh	Moving Forward	No Appare	Apparently	42	Female
Hit-And-Ru	Passenger	Northbound			Motor Vehicle In Transport					
Motor Veh	Pickup	Northbour	No Clear Contributing		Motor Veh	Moving Forward	No Appare	Apparently	19	Male

Motor Veh	Passenger	Eastbound	No Clear Contributing	Motor Veh	Moving Forward	No Appare	Apparently	24	Male	
Motor Veh	Sport Utilit	Northbour	No Clear Contributing	Motor Veh	Vehicle Stopped or Sta	Possible In	Apparently	42	Female	Motor Veh
Motor Veh	Passenger	Northbour	Other Contributing Ac	Motor Veh	Moving Forward	No Appare	Apparently	21	Male	
Motor Veh	Pickup	Westbound	No Clear Contributing	Motor Veh	Vehicle Stopped or Sta	No Appare	Apparently	61	Male	
Motor Veh	Passenger	Northbour	Swerved or Avoided D	Motor Veh	Slowing	No Appare	Apparently	26	Female	
Motor Veh	Passenger	Southboun	Failure to Yield Right-o	Motor Veh	Turning Left	No Appare	Apparently	24	Female	
Motor Veh	Passenger	Southboun	Swerved or Avoided D	Motor Veh	Slowing	No Appare	Apparently	54	Male	

Motor Veh	Sport Utilit	Northbour	No Clear Contributing	Motor Veh	Moving Forward	No Appare	Apparently		51	Female
Motor Veh	Passenger	Northbour	No Clear Contributing	Motor Veh	Moving Forward	No Appare	Other		57	Female
Motor Veh	Sport Utilit	Westbound	No Clear Contributing	Motor Veh	Moving Forward	No Appare	Apparently		74	Female
Motor Veh	Passenger	Southbour	No Clear Contributing	Motor Veh	Vehicle Stopped or Sta	No Appare	Apparently		20	Male
Motor Veh	Passenger	Southbour	Following Too Closely		Slowing	No Appare	Apparently		21	Male

Motor Veh	Sport Utilit	Northbour	No Clear Contributing	Motor Veh	Moving Forward		Suspected	Apparently	61	Male
Motor Veh	Sport Utilit	Westboun	No Clear Contributing	Motor Veh	Moving Forward		No Appare	Apparently	44	Female

Motor Veh	Passenger	Southboun	No Clear Contributing	Motor Veh	Vehicle Stopped or Sta	Possible In	Apparently	58	Female	
Motor Veh	Passenger	Northbour	No Clear Contributing	Motor Veh	Vehicle Stopped or Sta	Suspected	Apparently	49	Female	Motor Veh
Motor Veh	Sport Utilit	Northbour	No Clear Contributing	Motor Veh	Moving Forward	No Appare	Apparently	46	Male	
Motor Veh	Passenger	Northbour	Driver Distracted	Motor Veh	Moving Forward	No Appare	Apparently	30	Female	

Motor Veh	Sport Utilit	Northbour	No Clear Contributing	Motor Veh	Slowing	No Appare	Apparently	36	Male
Hit-And-Run	Vehicle o	Southbound		Motor Veh	Moving Forward				
Motor Veh	Sport Utilit	Westboun	No Clear Contributing	Motor Veh	Moving Forward	No Appare	Apparently	35	Male

Motor Veh	Sport Utilit	Eastbound	No Clear Contributing	Motor Veh	Moving Forward		No Appare	Apparently	46	Male
Motor Veh	Passenger	Westboun	Other Contributing Ac	Motor Veh	Moving Forward		No Appare	Apparently	52	Male

Motor Veh	Passenger	Northbour	No Clear Contributing		Motor Veh	Moving Forward		No Appare	Apparently	49	Female		
Motor Veh	Passenger	Southboun	Failure to Yield Right-c		Motor Veh	Turning Left		No Appare	Apparently	40	Male		
Motor Veh	Passenger	Southboun	No Clear Contributing		Motor Veh	Turning Left		Suspected	Apparently	34	Female		
Motor Veh	Sport Utilit	Eastbound	Ran Red Li	Failure to Y	Motor Veh	Turning Left		Possible In	Apparently	80	Male	Motor Veh	

Motor Veh	Passenger	Westboun	No Clear Contributing	Motor Veh	Moving Forward	No Appare	Apparently	26	Female

Motor Veh	Passenger	Northbour	No Clear	Contributing	Motor Veh	Slowing		No Appare	Apparently	21	Female

Motor Veh	Medium /	Northbour	Driver Distracted	Motor Veh	Moving Forward	No Appare	Apparently	40	Male

Motor Veh	Sport Utilit	Northbour	Driver Distracted	Motor Veh	Moving Forward	No Appare	Apparently	46	Female	
Motor Veh	Passenger	Northbour	No Clear Contributing	Motor Veh	Slowing	Possible In	Apparently	45	Female	Motor Veh
Motor Veh	Passenger	Southbour	No Clear Contributing	Motor Veh	Vehicle Stopped or Sta	No Appare	Apparently	31	Female	
Motor Veh	Sport Utilit	Westboun	No Clear Contributing	Motor Veh	Moving Forward	No Appare	Apparently	45	Male	

Motor Veh	Pickup	Northbour	No Clear Contributing	Action	Vehicle Stopped or Sta	No Appare	Apparently	23	Male
Motor Veh	Passenger	Southbour	No Clear Contributing	Motor Veh	Vehicle Stopped or Sta	No Appare	Has Been T	70	Female
Motor Veh	Sport Utilit	Northbour	Driver Dist Unknown	Motor Veh	Moving Forward	No Appare	Apparently	33	Female
Motor Veh	Pickup	Northbour	No Clear Contributing	Motor Veh	Slowing	No Appare	Apparently	33	Male

Motor Veh	Passenger	Northbour	No Clear Contributing	Motor Veh	Vehicle Stopped or St	Possible In	Apparently		26	Male	Motor Veh
Motor Veh	Sport Utilit	Northbour	No Clear Contributing	Motor Veh	Vehicle Stopped or St	No Appare	Apparently		29	Female	Motor Veh
Motor Veh	Passenger	Southbour	Following Too Closely	Motor Veh	Moving Forward	No Appare	Unknown		29	Female	
Motor Veh	Passenger	Northbour	No Clear Contributing	Motor Veh	Vehicle Stopped or St	No Appare	Apparently		35	Male	Motor Veh

Motor Veh	Passenger	Southboun	Operated I	No Clear C	Motor Veh	Slowing	No Appare	Apparently	25	Male	Motor Veh
Motor Veh	Passenger	Northbour	Unknown		Motor Veh	Moving Forward	Suspected	Apparently	67	Female	
Motor Veh	Passenger	Westboun	Driver Dist	Following	Motor Veh	Moving Forward	No Appare	Apparently	39	Male	

Motor Veh	Passenger	Westboun	No Clear Contributing Action	Moving Forward	Suspected	Apparently	33	Male

Motor Veh	Sport Utilit	Northbour	No Clear	Contributing	Motor Veh	Vehicle Stopped or St	No Appare	Apparently	31	Female

Motor Veh	Sport Utilit	Westboun	No Clear	Contributing	Motor Veh	Turning Left	No Appare	Apparently	66	Female

Motor Veh	Sport Utilit	Northbour	No Clear	Contributing	Motor Veh	Vehicle Stopped or St	Suspected	Apparently	28	Male	Motor Veh

Motor Veh	Sport Utilit	Northbour	No Clear	Contributing	Motor Veh	Slowing		No Appare	Apparently	51	Male

Unit3 Vehi	Unit3 Direc	Unit3 Facto	Unit3 Facto	Unit3 Most	Unit3 Vehi	Unit3 Nonm	Unit3 Injur	Unit3 Phys	Unit3 Age	Unit3 Sex	Unit4 Type	Unit4 Vehi

Passenger	Northbour	No Clear	Contributing	Motor Veh	Moving Forward	No Appare	Apparently	24	Male

Passenger	Northbour	Other Contributing Ac	Motor Veh	Moving Forward	No Appare	Apparently	37	Male

Passenger	Northbour	No Clear Contributing	Motor Veh	Vehicle Stopped or St	No Appare	Unknown	57	Male

Pickup	Unknown	No Clear Contributing Motor Veh	Vehicle Stopped or St	No Appare	Apparently	53	Male

Pickup	Northbour	No Clear	Contributing	Motor Veh	Vehicle Stopped or St	No Appare	Apparently	21	Male	Motor Veh	Passenger

Passenger	Northbour	No Clear Contributing	Motor Veh	Vehicle Stopped or St	No Appare	Apparently	19	Male	Motor Veh	Passenger
Passenger	Northbour	No Clear Contributing	Motor Veh	Vehicle Stopped or St	Possible In	Apparently	57	Male	Motor Veh	Pickup
Sport Utilit	Northbour	Driver Distracted	Motor Veh	Moving Forward	No Appare	Apparently	42	Female		

Passenger	Southbour	Operated Motor Vehi	Motor Veh	Vehicle Stopped or St	No Appare	Apparently		18	Male

Sport Utilit	Northbour	No Clear	Contributing	Motor Veh	Vehicle Stopped or St	No Appare	Apparently	24	Female	Motor Veh	Sport Utilit

Unit4 Direc	Unit4 Facto	Unit4 Facto	Unit4 Mos	Unit4 Vehi	Unit4 Non	Unit4 Injur	Unit4 Phys	Unit4 Age	Unit4 Sex	interchang	otst_inters	city_sectio
											USTH 169 AND 2ND S	
											USTH 169 AND 2ND S	

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USTH 169 , US169@Jo

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USTH 169 /	US169@Jo
	US169@Jo

QUAKER AVE AND SYN

US169@Jo

										US169@Jo
Northbour	No Clear Contributing	Motor Veh	Vehicle Stopped or St	No Appare	Apparently	42	Male			US169@Jo
										US169@Jo
									USTH 169	US169@Jo

USTH 169 , US169@Jo
US169@Jo
US169@Jo

Northbour	No Clear Contributing	Motor Veh	Vehicle Stopped or St	No Appare	Apparently	27	Male			US169@Jo
Northbour	Following Too Closely	Motor Veh	Moving Forward	No Appare	Apparently	17	Male			US169@Jo
									USTH 169 /	US169@Jo
										US169@Jo

USTH 169 AND 2ND S
2ND ST AN MN282@J
US169@Jo

US169@Jo

US169@Jo

US169@Jo

Northbour	No Clear Contributing	Motor Veh	Vehicle Stopped or St	No Appare	Apparently	42	Male	US169@Jo

US169@Jo

utmx	utmy	interchang	intersectio	city_sectio	latitude	longitude	shape	roadway_t	x	y	wkid
449322.7	4946597	449322.7	4946597								
449314.2	4946589	449314.2	4946589								

449299.4	4946546	449299.4	4946546

449307	4946569	449307	4946569
449365	4946614	449365	4946614
449324.8	4946591	449324.8	4946591

449254.9	4946546	449254.9	4946546

449246.5	4946512	449246.5	4946512

449339.6	4946606	449339.6	4946606
449341.6	4946603	449341.6	4946603
449322.7	4946587	449322.7	4946587
449307.9	4946555	449307.9	4946555
449318.4	4946575	449318.4	4946575

449303.6	4946576	449303.6	4946576
449246.5	4946529	449246.5	4946529
449301.2	4946552	449301.2	4946552
449299.4	4946551	449299.4	4946551
449290.9	4946540	449290.9	4946540
449635.9	4946716	449635.9	4946716
449320.6	4946582	449320.6	4946582

449585.1	4946699	449585.1	4946699
449273.8	4946631	449273.8	4946631
449303	4946579	449303	4946579
449296.1	4946588	449296.1	4946588
449305.7	4946580	449305.7	4946580

449339.6	4946572	449339.6	4946572
449279	4946632	449279	4946632

449333.3	4946601	449333.3	4946601
449310.3	4946555	449310.3	4946555
449316.2	4946558	449316.2	4946558
449492	4946648	449492	4946648

449280.3	4946534	449280.3	4946534
449322.7	4946591	449322.7	4946591
449324.8	4946570	449324.8	4946570

449322.7	4946572	449322.7	4946572
449293	4946568	449293	4946568

449250.7	4946534	449250.7	4946534
449401	4946468	449401	4946468
449397.5	4946471	449397.5	4946471
449320.6	4946561	449320.6	4946561
449331.1	4946568	449331.1	4946568

449271.3	4946632	449271.3	4946632

449265.4	4946531	449265.4	4946531

449589.4	4946669	449589.4	4946669

449288.8	4946512	449288.8	4946512
449221.1	4946515	449221.1	4946515
449307	4946582	449307	4946582
449314.2	4946576	449314.2	4946576

449288.8	4946563	449288.8	4946563
449337.4	4946598	449337.4	4946598
449303.5	4946550	449303.5	4946550
449178.7	4946483	449178.7	4946483

449246.5	4946504	449246.5	4946504
449261.3	4946529	449261.3	4946529
449326.9	4946591	449326.9	4946591
449276.1	4946538	449276.1	4946538

449305.6	4946560	449305.6	4946560
449394.6	4946468	449394.6	4946468
449259.2	4946525	449259.2	4946525

449864.5	4946766	449864.5	4946766

449242.2	4946512	449242.2	4946512

449297.3	4946521	449297.3	4946521

449293	4946551	449293	4946551

449297.3	4946546	449297.3	4946546

MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113

May 12, 2020

Monika Mlynarska
Transportation Planner
Scott County

Re: MnDOT Letter for Scott County
Metropolitan Council/Transportation Advisory Board 2020 Regional Solicitation Funding Request for US 169/ Hwy 282/ CR 9 Interchange in Jordan

Dear Monika Mlynarska,

This letter documents MnDOT Metro District's recognition for Scott County to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2020 Regional Solicitation for the construction of US 169/ Hwy 282/ CR 9 Interchange in Jordan.

As proposed, this project impacts MnDOT right-of-way on US 169 and Hwy 282. As the agency with jurisdiction over these highways, MnDOT will allow Scott County to seek improvements proposed in the application for the US 169/ Hwy 282/ CR 9 Interchange in Jordan. If funded, details of any future maintenance agreement with Scott County will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

There is no funding from MnDOT currently planned or programmed for this project. Due to expected loss of future state and federal transportation revenues as a result of the COVID-19 pandemic, there is likely to be significant disruptions to the current MnDOT construction program that will surface in the next year. MnDOT does not anticipate partnering on local projects beyond current agreements.

In addition, the Metro District currently does not anticipate any significant discretionary funding in state fiscal years 2024 or2 025 that could fund project construction, nor do we have the resources to assist with MnDOT services such as the design or construction engineering of the project. If your project receives funding, continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Scott County as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to Mark Lindeberg, South Area Manager, at mark.lindeberg@state.mn.us or 651-234-7729.

Sincerely,

Michael Barnes

Digitally signed by Michael Barnes
Date: 2020.05.12 16:47:42 -05'00'

Michael Barnes, PE
Metro District Engineer

CC: Mark Lindeberg, Metro District South Area Manager
Molly McCartney, Metro Program Director
Dan Erickson, Metro State Aid Engineer

BOARD OF COUNTY COMMISSIONERS
SCOTT COUNTY, MINNESOTA

Date:	May 5, 2020
Resolution No.:	2020-083
Motion by Commissioner:	Wolf
Seconded by Commissioner:	Weckman Brekke

RESOLUTION NO. 2020-083; AUTHORIZING SUBMITTAL OF TRANSPORTATION PROJECTS TO THE TRANSPORTATION ADVISORY BOARD FOR CONSIDERATION IN THE 2020 REGIONAL SOLICITATION PROCESS

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Surface Transportation Block Grant Program (STBGP), the Transportation Alternatives Program (TAP), and the Congestions Mitigation and Air Quality Program (CMAQ); and

WHEREAS, funding is available in the 2023-2024 federal fiscal years; and

WHEREAS, funding provides up to 80 percent of project construction costs; and

WHEREAS, this federal funding of projects reduces the burden on local taxpayers for regional improvements; and

WHEREAS, Scott County has identified projects that improve the safety and transportation system of the region; and

WHEREAS, the projects are also consistent with the Scott County Transportation Plan and Scott County Parks Plan; and

WHEREAS, the Scott County Board of Commissioners desires to submit and support these projects:

1. Trunk Highway (TH) 282, County State Aid Highway 9, and TH 169 Interchange
2. 169 Overpass south of 166th Street (on behalf of Sand Creek Township)
3. Merriam Junction Trail.

NOW, THEREFORE BE IT RESOLVED, that the Scott County Board of Commissioners hereby supports the submittal of the above-named projects to the Transportation Advisory Board for consideration in the 2020 Regional Solicitation Process.

COMMISSIONERS	VOTE			
Weckman Brekke	☑ Yes	☐ No	☐ Absent	☐ Abstain
Wolf	☑ Yes	☐ No	☐ Absent	☐ Abstain
Beard	☑ Yes	☐ No	☐ Absent	☐ Abstain
Beer	☑ Yes	☐ No	☐ Absent	☐ Abstain
Ulrich	☑ Yes	☐ No	☐ Absent	☐ Abstain

State of Minnesota)
County of Scott)
I, Lezlie A. Vermillion, duly appointed qualified County Administrator for the County of Scott, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Scott County, Minnesota, at their session held on the 5th day of May, 2020 now on file in my office, and have found the same to be a true and correct copy thereof.
Witness my hand and official seal at Shakopee, Minnesota, this 5th day of May, 2020.

County Administrator

Tracy A. Cervenka

Administrator's Designee

TH169, TH282, and CSAH 9 Interchange

Applicant: Scott County

Location: City of Jordan

Counties where project is located: Scott

Requested award amount: $10,000,000

Total project cost: $24,000,000

PROJECT LOCATION MAP

N W E S 0 0.15 0.3 0.6 Miles

Benefits

- The Jordan Interchange alone reduces freight truck, and commuter delay by 657 hours daily; especially with a projected 40% increase in vehicles passing through per day by 2040.
- Create a multi-modal crossing through increasing automobile, bicycle, and pedestrian safety through two grade-separations.
- Decrease crash rates through two grade-separation.
- Decrease delay for freight utilizing the US 169 corridor and freight entering the corridor from the City of Jordan and Sand Creek Township.
- Expedite agricultural and rural business shipping as 22% of all traffic is freight truck traffic.

Project Description

This project is a collaboration between Scott County, the City of Jordan, and the Minnesota Department of Transportation to **improve connectivity; reduce delay, congestion, and emissions; and make safer multi-modal connections** in the southwest Twin Cities region. The project includes a new interchange in the community of Joran, Minnesota which utilizes a design that adapts to the needs of local and regional stakeholders while improving freight operations in this critical freight corridor. Ultimately, the new interchange will make the area safer for all modes and is supported by local businesses, residents, and agencies.

DEPARTMENT OF TRANSPORTATION

Scott

CITY OF JORDAN

Dear Resident:

The City of Jordan, along with project partners Scott County and MnDOT, have been studying the intersection of TH169/TH282/CR9. Preliminary design plans and an environmental review document have been developed for the intersection.

We will be hosting an open house in your neighborhood for an opportunity to review the design and provide feedback. County and City staff will be available to discuss the design and answer any questions that you may have. There will be no formal presentation. The intersection improvements are not funded so there is no schedule for construction.

TH169/TH282/CR9 Intersection Design
Valley Green Neighborhood Open House

Tuesday, March 31, 2020
4:00 pm–6:00 pm

Valley Green Community Room
300 Valley Green Park
Jordan, MN 55352

More project information can be found on the City's project webpage:
https://clients.bolton-menk.com/jordanengineering/us169-hwy282-cr9interchange/

CITY OF JORDAN · Scott County · mn DEPARTMENT OF TRANSPORTATION

Estimado Residente:

La Ciudad de Jordan, junto con los socios de proyecto, Condado Scott y MnDOT, han estado estudiando la intersección de TH169/TH282/CR9. Se han desarrollado para la intersección los planos de diseño preliminar y un documento de revisión ambiental.

Estaremos organizando un *open house* en su vecindario para dar la oportunidad de revisar el diseño y escuchar comentarios. El personal del Condado y la Ciudad estarán disponibles para hablar del diseño y contestar cualquier pregunta que pudieran tener. No habrá presentación formal. Las mejoras para la intersección no son financiadas por lo que no hay fecha programada para la construcción.

Diseño de la Intersección TH169/TH282/CR9
Open House del Vecindario de Valley Green

Martes, 31 de marzo, 2020
4:00 pm–6:00 pm

Salón Comunitario de Valley Green
300 Valley Green Park
Jordan, MN 55352

Por más información sobre el proyecto puede localizarse en la página web del proyecto de la ciudad:
https://clients.bolton-menk.com/jordanengineering/us169-hwy282-cr9interchange/

CITY OF JORDAN · Scott County · DEPARTMENT OF TRANSPORTATION