

Application 13860 - 2020 Roadway Expansion 14324 - CSAH 17 (Lake Elmo Avenue) & TH 36 Interchange Regional Solicitation - Roadways Including Multimodal Elements Status: Submitted Submitted Date: 05/13/2020 3:44 PM **Primary Contact Emily** Jorgensen Name:* Salutation First Name Middle Name Last Name Title: Planner **Department:** Email: emily.jorgensen@co.washington.mn.us Address: 11660 Myeron Rd 11660 Myeron Rd Stillwater 55082 Minnesota City State/Province Postal Code/Zip 651-430-4338 Phone:* Phone Ext. Fax:

Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

What Grant Programs are you most interested in?

Name: WASHINGTON CTY

Jurisdictional Agency (if different):

Organization Type:					
Organization Website:					
Address:	PUBLIC WORKS				
	11660 MYERON RD				
*	STILLWATER	Minnesota	55082		
	City	State/Province	Postal Code/Zip		
County:	Washington				
Phone:*	651-430-4325				
Thore.	Ext.				
Fax:					

0000028637A10

Project Information

PeopleSoft Vendor Number

Project Name CSAH 17 (Lake Elmo Ave) & TH 36 Interchange

Primary County where the Project is Located Washington

Cities or Townships where the Project is Located: Lake Elmo, Grant

Jurisdictional Agency (If Different than the Applicant):

Washington County is leading this interchange project in cooperation with MnDOT, the Cities of Grant and Lake Elmo. The project location is the existing at-grade signalized intersection of TH 36/CSAH 17 (Lake Elmo Avenue).

TH 36 is a principal arterial roadway that runs east-west approximately 20 miles in length from I-35W in Roseville to the Wisconsin border at Stillwater. TH 36 then provides a connection with Wisconsin State Highway 35. Within the project area, TH 36 is a four-lane divided expressway section.

CSAH 17 is a two-lane roadway and is functionally classified as an A-Minor Connector.

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

Since the opening of the St. Croix Crossing bridge in 2017, traffic volumes on TH 36 have increased to the point that the traffic demand is exceeding the capacity of the at-grade intersection, which in turn results in extended periods of heavy congestion and an unacceptable level of service during peak hours. This project is focused on addressing the safety hazards associated with this intersection. Currently, this at-grade intersection is a sustained crash location with 90 crashes between 2016 and 2018 including 1 fatality. This project will greatly improve safety while preserving the existing capacity along TH 36 by constructing an interchange at the existing signalized intersection. This project eliminates an at-grade intersection along TH 36 and helps achieve the expressway vision of this important inter-regional corridor. The selected interchange design would not preclude the expansion of TH 36 from four to six lanes, if desired by the region in the future. This intersection change would be combined with local street improvements to improve traffic safety in the corridor The interchange will remove accesses within a half mile of the project and median crossings within a mile of the project. The existing frontage road north of TH

36 will be connected or rerouted to accommodate the new interchange design. A 10-foot trail along the west side of the CSAH 17 will go under TH 36 to create a separated facility for multimodal users.

(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.

CSAH 17 (LAKE ELMO AVE) AT TH 36 IN GRANT AND LAKE ELMO- CONSTRUCT INTERCHANGE

Project Length (Miles)

to the nearest one-tenth of a mile

1.1

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount \$10,000,000.00

Match Amount \$24,733,130.00

Minimum of 20% of project total

Project Total \$34,733,130.00

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

Match Percentage 71.21%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds County Funds

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: 2025

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

Additional Program Years:

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

Project Information-Roadways

County, City, or Lead Agency Washington County

TH 36 is a Principal Arterial

Functional Class of Road

CSAH 17 is a A-Minor Expander

Road System TH & CSAH

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

Road/Route No. 36

i.e., 53 for CSAH 53

Name of Road Highway 36, Lake Elmo Avenue

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55082

(Approximate) Begin Construction Date 04/01/2025
(Approximate) End Construction Date 06/30/2027

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

From:

(Intersection or Address)

0.6 MILES WEST OF CSAH 17 (LAKE ELMO AVENUE)

To:

(Intersection or Address)

0.5 MILES EAST OF CSAH 17 (LAKE ELMO AVENUE)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Miles of Sidewalk (nearest 0.1 miles) 0

Miles of Trail (nearest 0.1 miles) 0.2

Miles of Trail on the Regional Bicycle Transportation Network

(nearest 0.1 miles)

0

Primary Types of Work GRADE, AGG BASE, BIT SURF, BIKE PATH,

BRIDGE

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:

This project aligns with many aspects of the 2040 Transportation Policy Plan including the following goals & strategies:

Goal: Safety and Security (pg 60)

Objective: Reduce crashes & improve safety & security for all modes of passenger travel & freight transport(pg 60)

Strategy: B1) Regional transportation partners will incorporate safety and security considerations for all modes & users throughout the processes of planning, funding, construction, and operation(pg 2.7)

(B4) Regional transportation partners will support the state's vision of moving toward zero traffic fatalities & serious injuries, which includes supporting educational and enforcement programs to increase awareness of regional safety issues, shared responsibility and safe behavior(pg 2.7) Goal: Access to Destinations (pg 62) Objectives: A) Increase the availability of multimodal travel options, especially in congested highway corridors; B) Increase travel time reliability & predictability for travel on highway and transit systems; E) Improve multimodal travel options for people of all ages & abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations(pg 62)

Strategy: (C9) The Council will support investments in A-minor arterials that build, manage, or improve the system's ability to supplement the capacity of the principal arterial system & support access to the region's job, activity, and industrial & manufacturing concentrations(pg 2.9)

(C16) Regional transportation partners should fund projects that provide for bicycle & pedestrian travel across/around physical barriers and/or improve continuity between jurisdictions(pg 2.10)

Goal: Competitive Economy(pg 64)

Objectives: C)Support the region's economic competitiveness through the efficient movement of freight(pg 64)

Strategy: D2)The Council will coordinate with other agencies planning & pursuing transportation investments that strengthen connections to other regions in Minnesota, the Upper Midwest, nation, and world including intercity bus and passenger rail, highway corridors, air service, and freight infrastructure (pg 2.11)

(D5)The Council and MnDOT will work with transportation partners to identify the impacts of highway congestion on freight & identify cost effective mitigation(pg 2.11)

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.

Washington County 2040 Comprehensive Plan

Goal: Plan, build, and maintain an interconnected and accessible transportation system that considers all users and modes of travel. Pg 3-8

Policies:

- Pursue federal, state, regional, and local funding opportunities to preserve, maintain, expand, and modernize the transportation network.
- Plan, build, and maintain roadways to accommodate existing and future traffic growth.
 Strategies:
- Integrate non-motorized accommodations into the design of roadway and transit facilities to increase access to destinations.
- Balance existing and planned land uses with county goals through transportation planning.
- Identify gaps in trail network and prioritize investments to improve non-motorized access to destinations

Goal: Improve safety and efficient for all users. Pg 3-10

Policies:

- -Support ongoing safety review process that promotes both proactive and reactive treatments to reduce crashes.
- Use traffic management techniques to improve operations, safety, and useful life of the roadways.
 Strategies:
- Develop roadway crossings and trail facilities within county roadway corridors to promote safety for all users.
- Promote access from local roadways to develop and implement corridor-specific access management plans for county roadways to

List the applicable documents and pages:

minimize access points on county roadways

 Coordinate with partners to improve safety and usability of county roadways when developing safe, effective, and implementable strategies in key locations like near schools and at nonmotorized crossings.

This project also meets related goals in the Lake Elmo 2040 Comprehensive Plan and the Grant 2040 Comprehensive Plan.

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	Yes
right of way/transportation.	

Date plan completed: 09/30/2015

Link to plan: See attached.

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

1589398741914_Washington County ADA TRANSITION PLAN 9-30-2015.pdf

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. Yes

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. Yes

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 FLEMENTS/COST

ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$1,188,000.00
Removals (approx. 5% of total cost)	\$713,000.00
Roadway (grading, borrow, etc.)	\$3,858,500.00
Roadway (aggregates and paving)	\$2,778,080.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$240,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$713,300.00
Traffic Control	\$1,188,000.00
Striping	\$17,500.00
Signing	\$122,500.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$926,000.00
Bridge	\$3,750,000.00
Retaining Walls	\$10,979,500.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00

Totals	\$34,378,380.00
Other Roadway Elements	\$4,747,000.00
Roadway Contingencies	\$3,157,000.00
RR Crossing	\$0.00
Other Natural and Cultural Resource Protection	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$344,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$8,750.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$352,750.00

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 \$34,731,130.00

Construction Cost Total \$34,731,130.00

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: 42

Percentage Decrease in Travel Speed in Peak Hour compared to

Free-Flow: 25.0%

Upload Level of Congestion map: 1589398898353_08 CSAH 17 TH 36 Lvl of Cong.pdf

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor CSAH 12

Adjacent Parallel Corridor Start and End Points:

Start Point: CSAH 15

End Point: CSAH 17

Free-Flow Travel Speed: 48

The Free-Flow Travel Speed is black number.

Peak Hour Travel Speed: 43

The Peak Hour Travel Speed is red number.

Percentage Decrease in Travel Speed in Peak Hour Compared to

Free-Flow:

10.42%

Upload Level of Congestion Map: 1589398963188_09 CSAH17TH36 LOC METC.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:	1734
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	113
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1589398939214_10 CSAH 17 TH 36 Reg Economy.pdf
Please upload attachment in PDF form.	

Measure C: Current Heavy Commercial Traffic				
RESPONSE: Select one for your project, based on the Regional Truc	k Corridor Study:			
Along Tier 1:				
Miles:	0			
(to the nearest 0.1 miles)				
Along Tier 2:				
Miles:	0			
(to the nearest 0.1 miles)				
Along Tier 3:	Yes			
Miles:	0.1			

(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:

None of the tiers:

Measure A: Current Daily Person Throughput

Location TH 36 at CSAH 17

Current AADT Volume 42000

Existing Transit Routes on the Project N/A

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

Upload Transit Connections Map 1589399139019_11 CSAH 17 TH 36 Transit.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership

Current Daily Person Throughput 54600.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT

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

Washington County Model

49000 Forecast (2040) ADT volume

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.

This project is located along a trunk highway where the surrounding uses are primarily manufacturing and a few single family homes. Because there is very minimal housing in this area, it is difficult to ascertain which underrepresented populations would be the most impacted by this interchange. However, this project is designed bring safety and efficiency improvements to an area that is likely to develop in the future. Previously, a proposed overpass project for this intersection won Regional Solicitation funds in the early 2000?s but those funds were ultimately returned as the design wasn?t right for the communities emerging needs. After years of discussion and collaborating Washington County is confident that the attached layout meets the existing and future needs of the communities and the TH 36 corridor. The construction of an interchange will allow nonmotorized users to safely and legally cross TH 36 at CSAH 17, something that is not possible today. Those who are unable or unwilling to drive will now have the option of crossing TH 36 at CSAH 17 and will not be to cross illegally or reroute miles out of their way. Official public engagement will commence as the project develops.

(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.

The primary purpose of this project is to remove the at-grade crossing of CSAH 17 and TH 36 to improve safety and congestion. Currently, this intersection is a sustained crash location which poses a safety hazard to anyone who travels through the intersection using any mode of transportation. The safety concerns at this intersection have been exacerbated by the growing traffic on the TH 36 corridor due to the opening of the St. Croix Crossing Bridge in 2017. The interchange will create a safer environment for users, motorized and non-motorized. The trail associated with the interchange project will bridge a gap in the multimodal network along CSAH 17. This provides a public health benefit through active living but primarily this trail will benefit those who are unable or unwilling to drive and are currently forced to dart to across TH 36 on foot illegally, on a bike with traffic or reroute their trip. With the construction of the interchange and its associated trail, those without cars will be able to safely cross TH 36 via the west side trail.

(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

It is anticipated that there would be a delay in the TH 36 corridor and to cities of Lake Elmo and Grant businesses and residents during the construction of the road improvements. While these delays are not permanent the goal would be to keep delays on TH 36 as minimal as possible by keeping TH 36 open as much as possible. The benefit is that the existing delay and safety issues at the at-grade signal will be removed in the future.

(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:

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

Yes

(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

1589399487701_12 CSAH 17 TH 36 Socio Economic COnditions.pdf $\,$

Measure B: Part 1: Housing Performance Score

Segment Length (For stand-alone projects, enter City population from Regional Economy map) within each City/Township		Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent	
Grant	1396.0	0.3	7.0	2.088	
Lake Elmo	3284.0	0.7	18.5	12.982	

Total Project Length

Total Project Length

1.1

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population

4680.0

Total Housing Score

15.07

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:

This project is located along a trunk highway where the surrounding uses are primarily manufacturing and a few single family homes. The purpose of this project is to fix a hazardous intersection and bring safety and efficiency improvements to an area that is likely to develop in the future. The inclusion of the trail under TH 36 will allow multimodal users to safely cross TH 36. The interchange is designed to accommodate any future developments in the immediate project area as well as the greater community.

(Limit 2,100 characters; approximately 300 words)

Upload map:

Measure A: Infrastructure Age

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2	
1960.0	10.0	19600.0	1088.889	
1988.0	8.0	15904.0	883.556	

18 35504 1972

Average Construction Year

Weighted Year 1972.445

Total Segment Length (Miles)

Total Segment Length 18.0

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:	EXPLANA TION of methodolo gy used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
50.0	31.0	19.0	4994	2002	94886.0	38038.0 38038	N/A	158940047 7315_13 Traffic Analysis - Lake Elmo Ave.pdf

Vehicle Delay Reduced

Total Peak Hour Delay Reduced 94886.0

Total Peak Hour Delay Reduced 38038.0

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):

27.09 3.26 23.83

Total

Total Emissions Reduced: 23.83

Upload Synchro Report 1589400860370_13 Traffic Analysis - Lake Elmo Ave.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) Total (CO, NOX, and VOC) **Peak Hour Emissions Peak Hour Emissions with** without the Project the Project (Kilograms): (Kilograms): 0

Total (CO, NOX, and VOC) **Peak Hour Emissions** Reduced by the Project (Kilograms):

0

0 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:

Fuel consumption in gallons: n

Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or 0 Produced on New Roadway (Kilograms):

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

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	

Measure A: Benefit of Crash Reduction

Crash Modification Factor Used:

(Limit 700 Characters; approximately 100 words)

1,400 characters; approximately 200 words)

Rationale for Crash Modification Selected:

(Limit 1400 Characters; approximately 200 words)

Project Benefit (\$) from B/C Ratio: \$42,710,337.00

Total Fatal (K) Crashes:

Total Serious Injury (A) Crashes: 0

Total Non-Motorized Fatal and Serious Injury Crashes:

Crash Modifications Used: Convert at-grade intersection to a grade separated interchange and engineering judgement to assume mainline rear end crashes are eliminated with removal of the at grade intersection.

Rationale: The CMF used was found to be the most applicable for the intersection improvements. Engineering judgement was used to determine that mainline rear end crashes will no longer occur once the at grade intersection is removed. This was determined since the traffic signal is no longer stopping mainline movements and they are free-flowing, rear end crashes associated with the signal will be eliminated and a CMF of 0.00 can be used.

Total Crashes:	90				
Total Fatal (K) Crashes Reduced by Project:	1				
Total Serious Injury (A) Crashes Reduced by Project:	0				
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	1				
Total Crashes Reduced by Project:	85				
Worksheet Attachment	1589401018940_TH 36 and Lake Elmo Ave BCA and CMF.pdf				
Please upload attachment in PDF form.					
Roadway projects that include railroad grade-separation elements:					
Current AADT volume:	0				
Average daily trains:	0				

0

Measure A: Multimodal Elements and Existing Connections

Crash Risk Exposure eliminated:

(Limit 2,800 characters; approximately 400 words)

CSAH 17 has a posted speed limit of 55 MPH through the project area, and an average daily traffic volume of 4,900. TH 36 has a posted speed limit of 65, and an average daily traffic volume of 42,000. The volumes on TH 36 have increased since the 2017 opening of the St. Croix Crossing Bridge. This corridor has become increasingly important to freight movements. Currently, CSAH 17 at TH 36 is an at-grade, signalized intersection with no pedestrian or multimodal infrastructure in the project area. Along CSAH 17 pedestrians are forced to walk on the shoulder/ditch. TH 36 acts as a large barrier and safety hazard for non-motorized transportation as pedestrians are not allowed to legally travel along or across TH 36 at CSAH 17. Those who choose to cross TH 36 illegally take a large safety risk.

The proposed interchange project includes multiuse trail on the west side of CSAH 17. FHWA Proven Safety Countermeasures indicates that sidewalks provide a 65-89 percent reduction in crashes involving pedestrians walking along roadways. This trail will allow pedestrians to safely cross TH 36 without the risk of traffic conflict. The trail will extend from just north of the south frontage road, under TH 36, to the tie down point just north of the north frontage road, see layout attached. The trail will be accessible to all users, as it will be designed to meet ADA standards and will remove conflicts with pedestrians and traffic.

Currently, there are limited facilities for and significant barriers to bicycle and pedestrian travel in this project area. CSAH 17 north and south of TH 36 has wide shoulders and is designated as an onroad facility in the draft Washington County Bicycle and Pedestrian Plan. TH 36 at CSAH 17 is identified as a barrier (W018) in the RBBS study as it acts as a major impediment to bikes and peds who wish to travel north/south along CSAH 17. It is illegal for pedestrians to cross TH 36 at CSAH 17. The proposed TH 36/CSAH 17 interchange will build a road-separated, ADA compliant, 10 foot trail along the west side of CSAH 17 from just north of the south frontage road to just north of the northern frontage road. See attached layout. The addition of this trail will allow users to safely cross TH 36 without having to risk traffic conflicts or signal timing. Without this project and the associated trail, bicycle users attempting to cross TH 36 will be forced to travel one mile east to CSAH 15 (Manning Avenue) or take a large risk and attempt to cross at the existing at-grade traffic signal at CSAH 17. This project will allow all users greater and safer access. Although CSAH 17 is not part of the RBTN, this project will create north/south connectivity to multimodal users attempting to access the existing T1 RBTN alignment on CSAH 12 to the north and the T2 corridor on CSAH 14 to the south. Metro Transit currently does not operate any service in the immediate project area. However, the Route 294 has stops along CSAH 15 to the east and CSAH 14 to the south in downtown Lake Elmo. The Route 294 runs from Stillwater to downtown St. Paul by way of the 3M Headquarters and Sun Ray Shopping Center in Maplewood. This route is critical for community members who are unable to drive. The multimodal improvements associated with the proposed TH 36 and CSAH 17 interchange will provide safer multimodal access to those walking or biking to Rt 294 stops. Additionally, Washington County is currently leading a TH 36

Corridor Transit Feasibility Study which will examine transit needs between Stillwater and Minneapolis. This project area is critical to the study and will be included in future transit improvement recommendations.

(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

1589401698681_03 TH36 CSAH17 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

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 Yes project is not located on an identified historic bridge

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	
50%	
Right-of-way, permanent or temporary easements required, parcels identified	Yes
25%	
Right-of-way, permanent or temporary easements required, parcels not all identified	
0%	
Anticipated date or date of acquisition	10/31/2024
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)	Yes
100%	
Signature Page	
Please upload attachment in PDF form.	
Railroad Right-of-Way Agreement required; negotiations have begun	
50%	

Anticipated date or date of executed Agreement

begun.

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

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:

Meeting with partner agencies:

04/22/2020

Yes

Targeted online/mail outreach:

Number of respondents:

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):

The City of Lake Elmo in partnership with MnDOT and Washington County undertook a study identifying a TH 36 south frontage road route and intersection improvements from the Hilton Trail interchange in the west to the CSAH 15/Manning intersection in the east. The study took place over 18 months and identified intersection improvements, access management opportunities, potential connections, and overpass/interchange locations along the corridor including the proposed interchange layout.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$34,731,130.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$34,731,130.00

Enter amount of any outside, competitive funding: \$0.00

Attach documentation of award:

Points Awarded in Previous Criteria

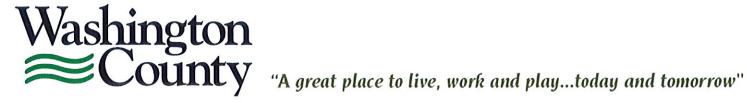
Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
01 CSAH 17TH36 Cover Sheet.pdf	Summary Sheet CSAH 17 at TH 36 Interchange	981 KB
02 Existing Conditions TH 36 CSAH 17 Interchange.pdf	Existing Conditions CSAH 17 at TH 36 Interchange	657 KB
04 County Board Resolution 2020-035 Met Council Regional Solicitation.pdf	Washington County Board of Commissioners Resolution	125 KB
05 Lake Elmo LOS TH36 CSAH 17 Interchange.pdf	City of Lake Elmo Letter of Support CSAH 17 at TH 36 Interchange	108 KB
06 Grant LOS TH36 CSAH17 Interchange.pdf	City of Grant Letter of Support CSAH 17 at TH 36 Interchange	222 KB
07 MnDOT LOS TH 36 CSAH 17 Interchange.pdf	MnDOT Letter of Support CSAH 17 at TH 36 Interchange	558 KB
16 IRP-TH36-LakeElmo(CSAH17).pdf	Interchange Request Approval CSAH 17 at TH 36 Interchange	127 KB
TH 36 and Lake Elmo Ave Crash Data.pdf	Crash Data CSAH 17 at TH 36 Interchange	123 KB

Washington County **ADA Transition Plan**

September 30, 2015



Introduction

Transition Plan Need and Purpose

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. ADA consists of five titles outlining protections in the following areas:

- 1. Employment
- 2. State and local government services
- 3. Public accommodations
- 4. Telecommunications
- 5. Miscellaneous provisions

Title II of ADA pertains to the programs, activities and services public entities provide. As a public entity that employs 50 or more persons, Washington County must comply with this section of the Act as it specifically applies to public service agencies. Title II of ADA provides that, "...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity." (42 USC. Sec. 12132; 28 CFR. Sec. 35.130)

As required by Title II of <u>ADA, 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150</u>, Washington County has conducted a self-evaluation of its facilities throughout the County and has developed this Transition Plan detailing how the organization will ensure that all of those facilities are accessible to all individuals.

ADA and its Relationship to Other Laws

Title II of ADA is companion legislation to two previous federal statutes and regulations: the <u>Architectural Barriers Acts of 1968</u> and <u>Section 504 of the Rehabilitation Act</u> of 1973.

The Architectural Barriers Act of 1968 is a Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Section 504 of the Rehabilitation Act of 1973 is a Federal law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive federal funding or not.

Agency Requirements

Under Title II, Washington County must meet these general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities (28 C.F.R. Sec. 35.150).
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability (28 C.F.R. Sec. 35.130 (a).
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result (28 C.F.R. Sec. 35.130(b) (7).
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective (28 C.F.R. Sec. 35.130(b)(iv) & (d).
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others (29 C.F.R. Sec. 35.160(a).
- Must designate at least one responsible employee to coordinate ADA compliance [28 CFR Sec. 35.107(a)]. This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [28 CFR Sec. 35.107(a)].
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [28 CFR Sec. 35,106]. The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis [28 CFR Sec. 104.8(a)].
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [28 CFR Sec. 35.107(b)]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

Facilities

Self-Evaluation

Overview

Washington County is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current building infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the County implements these policies. The goal of the self-evaluation is to verify that, in implementing the County's policies and practices, the division is providing accessibility and not adversely affecting the full participation of individuals with disabilities. A summary of the inventoried County policies and practices is found in Appendix A.

The self-evaluation also examines the condition of the County's Pedestrian Access Route (PAR) and identifies potential need for PAR infrastructure improvements. This will include the sidewalks, curb ramps, parking lots and buildings that house Washington County public services. Any barriers to accessibility identified in the self-evaluation and the potential / recommended remedy to the identified barrier are set out in this transition plan.

Summary

In 2014, Washington County conducted an inventory of pedestrian access to facilities within its public system consisting of the evaluation of the following facilities:

- 24 Building Entrances
- 13 Courtrooms
- 97 Curb Ramps \>\omega \O
- 28 Building Floors
- 2 Jury Rooms
- 23 Parking Lots
- 62 Sidewalk Control Points
- 5 Sidewalk Ramps

A detailed evaluation on how these facilities relate to ADA standards is found in Appendix A and will be updated periodically.

Policies and Practices

Previous Practices

Since the adoption of the ADA, Washington County has strived to provide accessible pedestrian features as part of the County's capital improvement projects. As additional information was made available, as to the methods of providing accessible pedestrian features, the County updated their procedures to accommodate these methods.

Policy

Washington County's goal is to continue to provide accessible pedestrian design features as part of the County capital improvement projects. The County has established ADA design standards and procedures as listed in Appendix F. These standards and procedures will be kept up to date with nationwide and local best management practices.

The County will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with facility priorities.

Requests for accessibility improvements can be submitted to the Title II ADA Coordinator. Contact information for Title II ADA Coordinator is located in Appendix E.

Improvement Schedule

Priority Areas

Prioritizing and scheduling of work will be established by the Transition Plan Implementation Committee based on numerous factors, including, but not limited to, severity of non-compliance, a barrier to access a program, feasibility of remedies, a safety concern, or a location that receives high public use. Prioritization will also be given to locations that would most likely not be updated by means of other county programs

Schedule

Washington County has set the following schedule goals for improving the accessibility of its pedestrian facilities within the County jurisdiction:

- After 10 years, 95% of accessibility features within the priority areas identified by County staff would be ADA compliant.
- After 20 years, 95% of accessibility features within the jurisdiction of the County would be ADA compliant.

Implementation Schedule

Methodology

1

Washington County will utilize two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are the scheduled facility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method is the stand alone ADA accessibility improvement project. These projects will be incorporated into the Capital Improvement Program (CIP) on a case by case basis as determined by Washington County staff. The County CIP, which includes a detailed schedule and budget for specific improvements, is included in Appendix B.

Public Rights of Way

Self-Evaluation

Overview

Washington County is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current transportation infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the County implements these policies. The goal of the self-evaluation is to verify that, in implementing the County's policies and practices, the division is providing accessibility and not adversely affecting the full participation of individuals with disabilities. A summary of the inventoried County policies and practices is found in Appendix A.

The self-evaluation also examines the condition of the County's Pedestrian Circulation Route/Pedestrian Access Route (PCR/PAR) and identifies potential need for PCR/PAR infrastructure improvements. This will include the sidewalks, curb ramps, paved bicycle/pedestrian trails, traffic control signals and transit facilities that are located within the County rights of way. Any barriers to accessibility identified in the self-evaluation and the potential / recommended remedy to the identified barrier are set out in this transition plan.

Summary

In 2014, Washington County conducted an inventory of pedestrian facilities within its public right of way consisting of the evaluation of the following facilities:

- 1287 Curb Ramps
- 897 Sidewalk Control Points
- 149 Traffic Control Signals

A detailed evaluation on how these facilities relate to ADA standards is found in Appendix A and will be updated periodically.

Policies and Practices

Previous Practices

Since the adoption of the ADA, Washington County has strived to provide accessible pedestrian features as part of the County's capital improvement projects. As additional information was made available, as to the methods of providing accessible pedestrian features, the County updated their procedures to accommodate these methods.

Policy

Washington County's goal is to continue to provide accessible pedestrian design features as part of the County capital improvement projects. The County has established ADA design standards and procedures as listed in Appendix F. These standards and procedures will be kept up to date with nationwide and local best management practices.

The County will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with County priorities. The County will coordinate with external agencies to ensure that all new or altered pedestrian facilities within the County jurisdiction are ADA compliant to the maximum extent feasible.

Maintenance of pedestrian facilities within the public right of way will continue to follow the policies set forth by the County.

Requests for accessibility improvements can be submitted to the Title II ADA Coordinator. Contact information for Title II ADA Coordinator is located in Appendix E.

Improvement Schedule

Priority Areas

Prioritizing and scheduling of work will be established by the Transition Plan Implementation Committee based on numerous factors, including, but not limited to, severity of non-compliance, a barrier to access a program, feasibility of remedies, a safety concern, or a location that receives high public use. Prioritization will also be given to locations that would most likely not be updated by means of other county programs

Additional priority will be given to any location where an improvement project or alteration was constructed after January 26, 1991, and accessibility features were omitted.

External Agency Coordination

Many other agencies are responsible for pedestrian facilities within the jurisdiction of Washington County. The County will coordinate with those agencies to track and assist in the facilitation of the elimination of accessibility barriers along their routes.

Schedule

Washington County has set the following schedule goals for improving the accessibility of its pedestrian facilities within the County jurisdiction:

• After 10 years, 80% of accessibility features within the priority areas identified by County staff would be ADA compliant.

 After 20 years, 80% of accessibility features within the jurisdiction of the County would be ADA compliant.

Implementation Schedule

Methodology

Washington County will utilize two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are the scheduled street and utility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method is the stand alone sidewalk and ADA accessibility improvement project. These projects will be incorporated into the Capital Improvement Program (CIP) on a case by case basis as determined by Washington County staff. The County CIP, which includes a detailed schedule and budget for specific improvements, is included in Appendix B.

Parks

)

Self-Evaluation

Overview

Washington County is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current park infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the County implements these policies. The goal of the self-evaluation is to verify that, in implementing the County's policies and practices, the division is providing accessibility and not adversely affecting the full participation of individuals with disabilities. A summary of the inventoried County policies and practices is found in Appendix A.

The self-evaluation also examines the condition of the County's outdoor recreation access routes (ORAR), outdoor recreation trails (ORT) and outdoor constructed features and identifies potential need for ORAR, ORT or other constructed feature improvements. This will include the sidewalks, trails, picnic facilities, campsites and other features that are located within the County park system. Any barriers to accessibility identified in the self-evaluation and the potential / recommended remedy to the identified barrier are set out in this transition plan.

Summary

In 2014, Washington County conducted an inventory of pedestrian facilities within its park system consisting of the evaluation of the following facilities:

- 1 Archery Range
- 4 Boat Launching Docks
- 5 Building Entrances
- 1 Conference Cottage
- 95 Curb Ramps
- 6 Designated Camp Sites
- 6 Fishing Piers
- 1 Nordic Center
- 11 ORAR Segments
- 699 ORT Segments
- 3 Park Offices
- 42 Parking Lots
- 30 Picnic Areas
- 7 Play Structure Areas
- 14 Restroom Buildings

- 84 Sidewalk segments
- 5 Swim Beaches
- 3 Viewing Blinds
- 35 Water Fountains

A detailed evaluation on how these facilities relate to ADA standards is found in Appendix A and will be updated periodically.

Policies and Practices

Previous Practices

Since the adoption of the ADA, Washington County has strived to provide accessible pedestrian features as part of the County's capital improvement projects. As additional information was made available, as to the methods of providing accessible pedestrian features, the County updated their procedures to accommodate these methods. Washington County Parks had previously evaluated the Park System in terms of its accessibility. This previous evaluation is found in Appendix H.

Policy

Washington County's goal is to continue to provide accessible pedestrian design features as part of the County capital improvement projects. The County has established ADA design standards and procedures as listed in Appendix F. These standards and procedures will be kept up to date with nationwide and local best management practices.

The County will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with park priorities. Maintenance of pedestrian facilities within the park system will continue to follow the policies set forth by the County.

Requests for accessibility improvements can be submitted to the Title II ADA Coordinator. Contact information Title II ADA Coordinator is located in Appendix E.

Improvement Schedule

Priority Areas

Prioritizing and scheduling of work will be established by the Transition Plan Implementation Committee based on numerous factors, including, but not limited to, severity of non-compliance, a barrier to access a program, feasibility of remedies, a safety concern, or a location that receives high public use. Prioritization will also be given to locations that would most likely not be updated by means of other county programs

Schedule

Washington County has set the following schedule goals for improving the accessibility of its pedestrian facilities within the County jurisdiction:

- After 10 years, 80% of accessibility features within the priority areas identified by County staff would be ADA compliant.
- After 20 years, 80% of accessibility features within the jurisdiction of the County would be ADA compliant.

Implementation Schedule

Methodology

Washington County will utilize two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are the scheduled park improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method is the stand alone ADA accessibility improvement project. These projects will be incorporated into the Capital Improvement Program (CIP) on a case by case basis as determined by Washington County staff. The County CIP, which includes a detailed schedule and budget for specific improvements, is included in Appendix B.

County Website

Self-Evaluation

Overview

Washington County is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current building infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the County implements these policies. The goal of the self-evaluation is to verify that, in implementing the County's policies and practices, the County is providing accessibility and not adversely affecting the full participation of individuals with disabilities. A summary of the inventoried County policies and practices is found in Appendix A.

The self-evaluation also examined the accessibility of the County's website. The County is required to ensure that communications with individuals with disabilities are as effective as communications with others. The evaluation of the website reviews the content of the website to ensure that it is perceivable, operable, understandable and robust.

Summary

In 2015, Washington County conducted an inventory of its website. A detailed evaluation on how these facilities relate to ADA standards is found in Appendix A and will be updated periodically.

Policies and Practices

Previous Practices

Since the adoption of the ADA, Washington County has strived to provide accessible technological features as part of the County's capital improvement projects. As additional information was made available, as to the methods of providing accessible technological features, the County updated their procedures to accommodate these methods.

Policy

Washington County's goal is to continue to provide accessible communications with the public.

The County will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with County priorities.

Requests for accessibility improvements can be submitted to the Title II ADA Coordinator. Contact information for Title II ADA Coordinator is located in Appendix E.

Improvement Schedule

Priority Areas

Prioritizing and scheduling of website improvements will be established by the Transition Plan Implementation Committee based on numerous factors, including, but not limited to, severity of non-compliance, a barrier to access a program, feasibility of remedies, a safety concern, or an area that receives high public use.

Schedule

Washington County has set the following schedule goals for improving the accessibility of its website:

- After 2 years, 95% of accessibility features within the priority areas identified by County staff would be ADA compliant.
- After 5 years, 95% of accessibility features would be ADA compliant.

Implementation Schedule

Methodology

Washington County will utilize two methods for upgrading the website to the current ADA standards. The first and most comprehensive of the two methods are the scheduled content replacement. As information is placed on the website, County staff will ensure that it meets accessibility criteria. The second method is the stand alone ADA accessibility improvement project. These projects will be incorporated into the Capital Improvement Program (CIP) on a case by case basis as determined by Washington County staff. The County CIP, which includes a detailed schedule and budget for specific improvements, is included in Appendix B.

ADA Coordinator

In accordance with 28 CFR 35.107(a), the Washington County has identified an ADA Title II Coordinator to oversee the County policies and procedures. Contact information for this individual is located in Appendix E.

Public Outreach

Washington County recognizes that public participation is an important component in the development of this document. Input from the community has been gathered and used to help define priority areas for improvements within the jurisdiction of Washington County.

Public outreach for the creation of this document consisted of the following activities:

Four open houses were held to introduce the Transition Plan to the public and begin a conversation about the county's work thus far, and to outline how the county will continue to provide accessibility throughout the county. Information gathered at the open houses will help identify priority areas of improvement within the county, including buildings, parks, roadways, and other county facilities. The open houses were held:

- 1:00 to 3:00 p.m. Tuesday, April 7, at the Oakdale City Hall, 1584 Hadley Ave. N. in
 Oakdale ;
- 4:30 to 6:30 p.m. Tuesday, April 7, at the Government Center 14949 N. 62nd St. in Stillwater;
- 4:30 to 6:30 p.m. Wednesday, April 8, at the Headwaters Service Center, 19955 Forest
 Lake Road N. in Forest Lake; and
- 4:30 to 6:30 p.m. Thursday, April 9, at the Cottage Grove Service Center, 13000 Ravine
 Parkway S. in Cottage Grove.

Additional information about the open houses is located in Appendix C.

This document was also available for public comment. A summary of comments received and detailed information regarding the public outreach activities are located in Appendix C.

Grievance Procedure

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Under the Americans with Disabilities Act, each agency is required to publish its responsibilities in regards to the ADA. A draft of this public notice is provided in Appendix D. If users of Washington County facilities and services believe the County has not provided reasonable accommodation, they have the right to file a grievance.

In accordance with 28 CFR 35.107(b), the County has developed a grievance procedure for the purpose of the prompt and equitable resolution of citizens' complaints, concerns, comments, and other grievances. This grievance procedure is outlined in Appendix D.

Monitor the Progress

This document represents the first phase of transition planning within the County and focuses on public infrastructure and the County website. Additional transition planning for specific government programs and services will be incorporated as future phases of work. Washington County will continue to update this transition plan and appendices as conditions within the County evolve. With each main body update, public outreach on this document will be continued.

Appendices

A. Self-Evaluation Results

- a. Facilities
- b. Public Rights of Way
- c. Parks
- d. County Website

B. Schedule / Budget Information

C. Public Outreach

- a. Open House Communication Efforts
- b. Open House Content
- c. Transition Plan Public Comments (Upcoming)

D. Grievance Procedure

- a. Public Notice
- b. ADA Comment Form
- c. Comment Period Notification
- d. Comment Period Website
- e. Public Comments

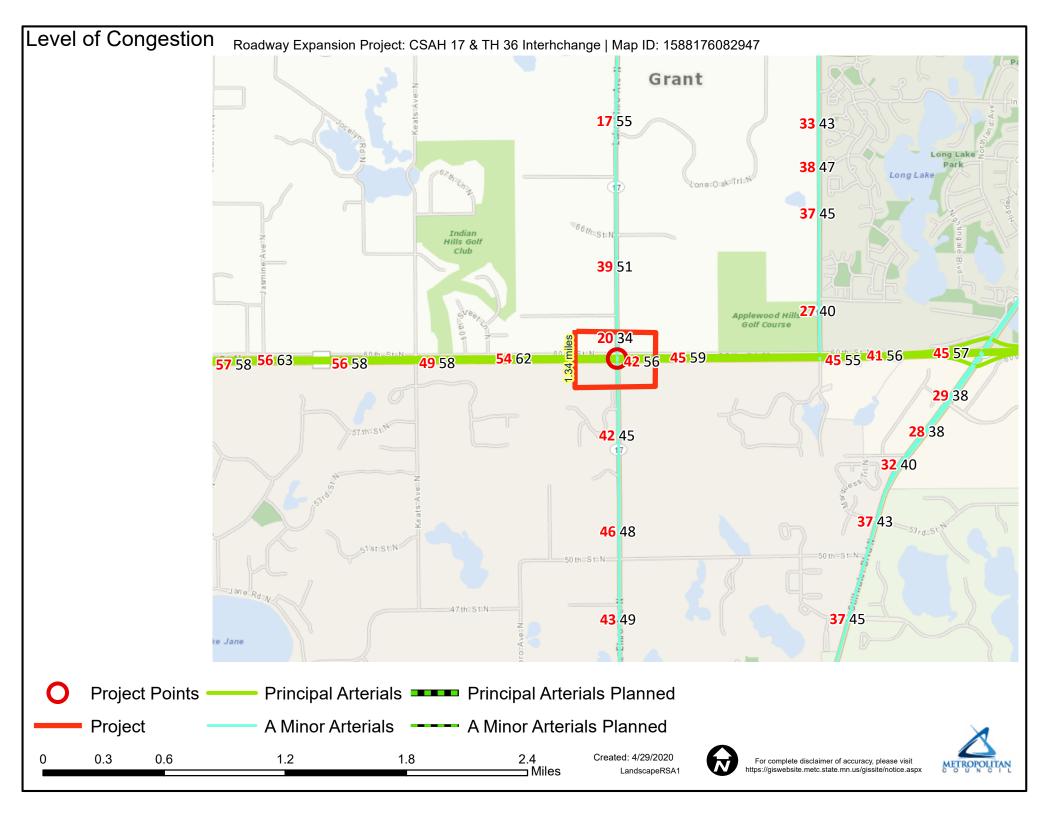
E. Contact Information

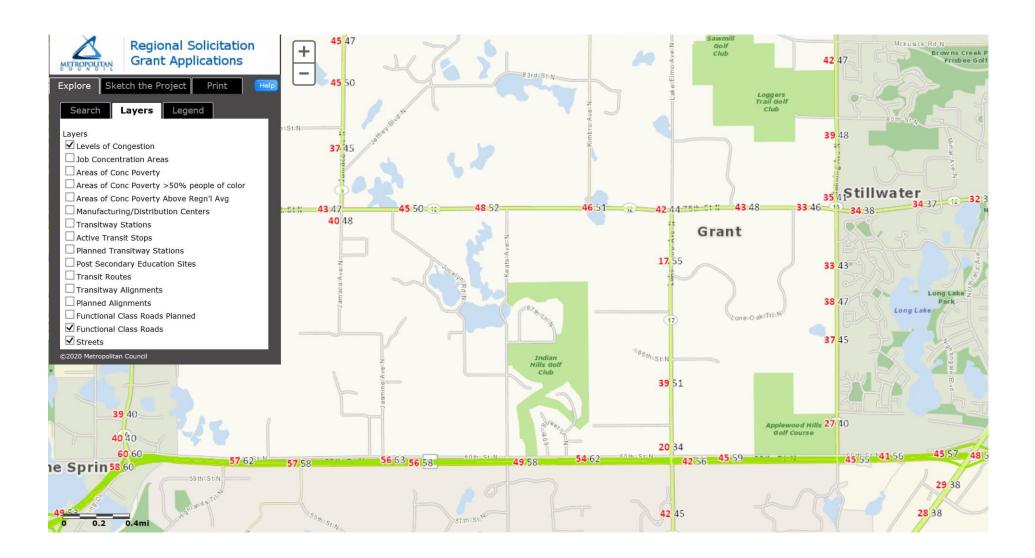
F. Agency ADA Design Standards and Procedures

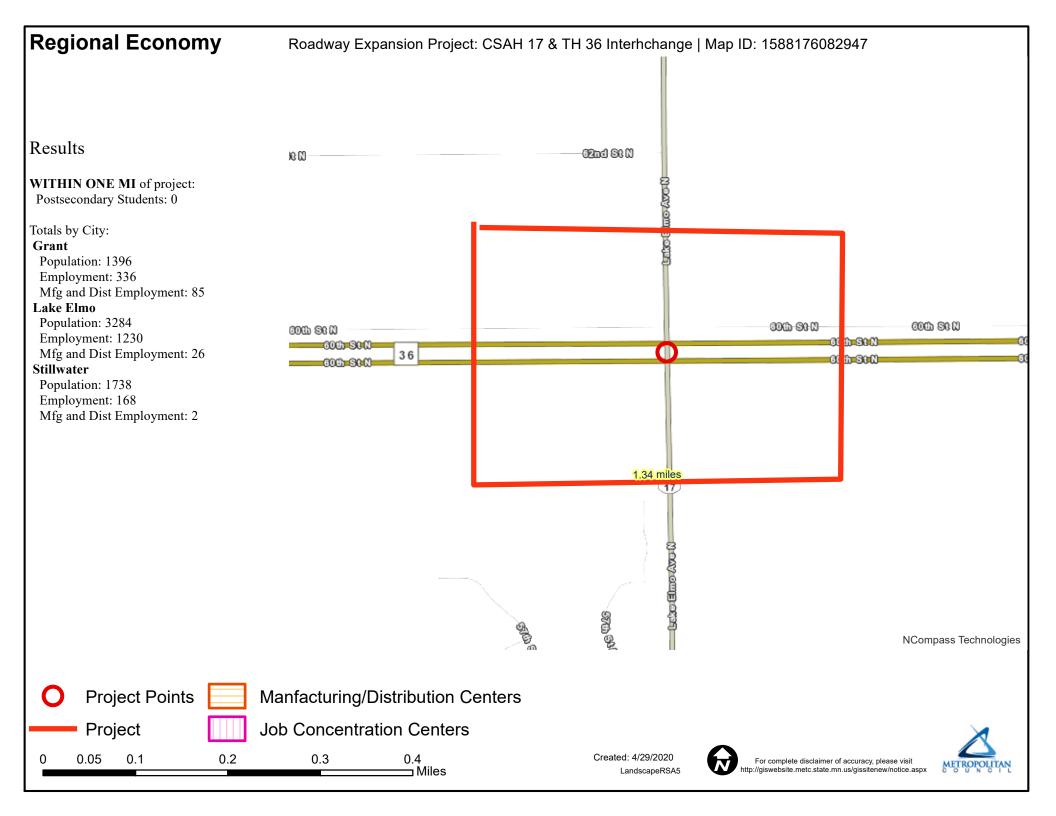
- a. Facilities
- b. Public Rights of Way
- c. Parks
- d. County Website
- e. Policy #5024 ADA Title II (Program Accessibility) Compliance Policy
- f. Policy #5026 ADA Title II Service Animal Policy
- g. Policy #P012 Motorized Vehicles on Trails Policy

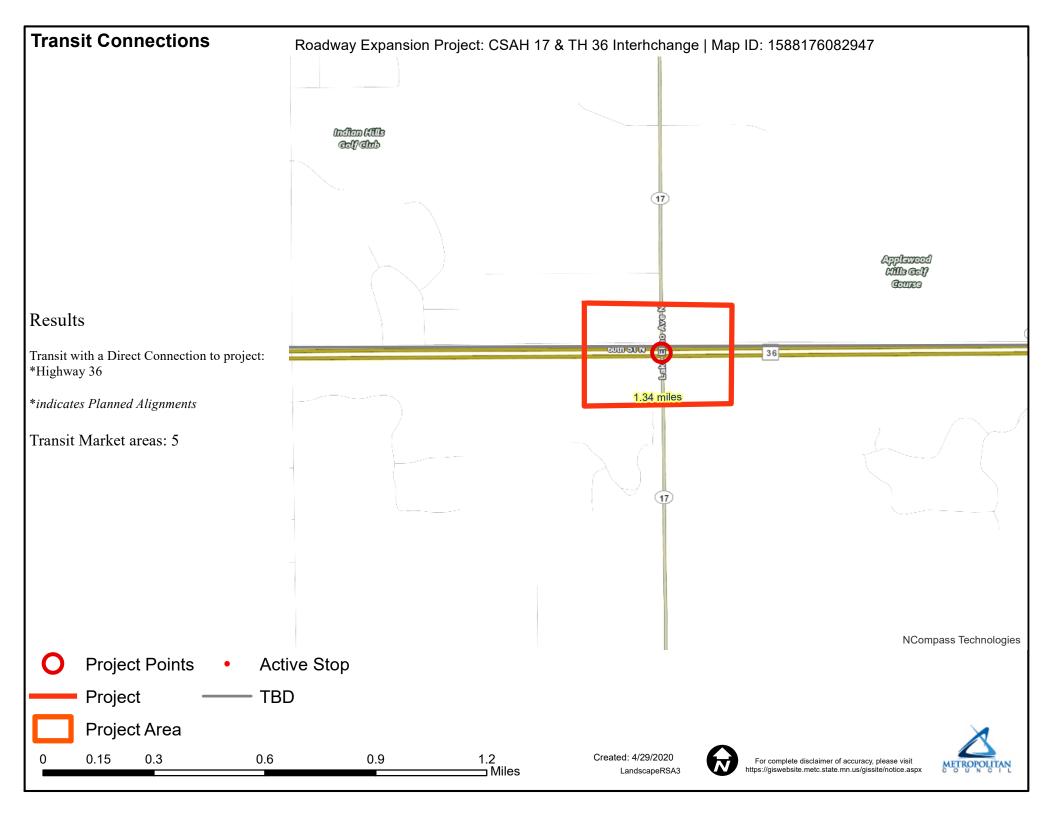
- h. Policy #PO21 Free Annual Vehicle Permit for any Veteran who has a Total and Permanent Service-connected Disability
- i. Policy # PO22 Free Daily Vehicle Permit for any Veteran with any Service-connected Disability
- j. Proposed Right of Way Accessibility Guidelines (PROWAG) as adopted by the MnDOT
- k. ADA Transition Plan Inventory Manual
- l. ADA Checklist for Readily Achievable Barrier Removal
- G. Glossary of Terms
- H. Washington County Previous ADA Planning Efforts

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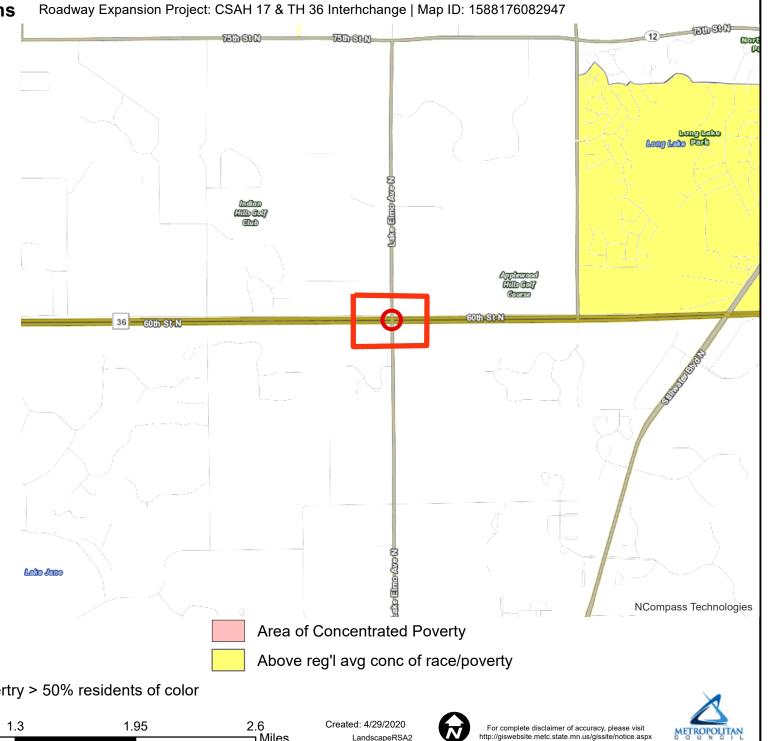


Socio-Economic Conditions

Results

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

Tracts within half-mile: 70403 70405





Points

Lines

Area of Concentrated Povertry > 50% residents of color

0.325

0.65

⊐ Miles





		٠	→	•	F	1	•	•	1	†	~	-
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		77	^	7		7	^	7	7	†	7	*
Traffic Volume (vph)	1	133	2027	61	1	48	1465	94	82	137	83	69
Future Volume (vph)	1	133	2027	61	1	48	1465	94	82	137	83	69
Turn Type	custom	Prot	NA	Perm	custom	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt
Protected Phases		5	2			1	6		3	8		7
Permitted Phases	5			2	1			6	8		8	4
Detector Phase	5	5	2	2	1	1	6	6	3	8	8	7
Switch Phase												
Minimum Initial (s)	7.0	7.0	20.0	20.0	7.0	7.0	20.0	20.0	5.0	10.0	10.0	5.0
Minimum Split (s)	15.0	15.0	29.0	29.0	15.0	15.0	29.0	29.0	13.0	18.0	18.0	13.0
Total Split (s)	20.0	20.0	111.0	111.0	17.0	17.0	108.0	108.0	14.0	28.0	28.0	14.0
Total Split (%)	11.8%	11.8%	65.3%	65.3%	10.0%	10.0%	63.5%	63.5%	8.2%	16.5%	16.5%	8.2%
Yellow Time (s)	3.0	3.0	6.0	6.0	3.0	3.0	6.0	6.0	3.0	5.5	5.5	3.5
All-Red Time (s)	3.0	3.0	1.5	1.5	3.0	3.0	1.5	1.5	3.0	2.5	2.5	3.0
Lost Time Adjust (s)		-1.0	-4.5	-4.5		-1.0	-4.5	-4.5	-1.0	-4.0	0.0	-1.0
Total Lost Time (s)		5.0	3.0	3.0		5.0	3.0	3.0	5.0	4.0	8.0	5.5
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)		15.0	110.2	110.2		12.0	107.2	107.2	30.0	22.0	18.0	28.7
Actuated g/C Ratio		0.09	0.65	0.65		0.07	0.63	0.63	0.18	0.13	0.11	0.17
v/c Ratio		1.72	0.96	0.06		1.23	0.71	0.10	0.38	0.62	0.29	0.46
Control Delay		408.1	39.9	0.2		271.9	23.7	1.3	61.2	81.4	2.4	65.8
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		408.1	39.9	0.2		271.9	23.7	1.3	61.2	81.4	2.4	65.8
LOS		F	D	Α		F	С	Α	Е	F	Α	Е
Approach Delay			61.1				30.0			54.2		
Approach LOS			E				С			D		

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170

Offset: 58 (34%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.72

Intersection Signal Delay: 48.2 Intersection LOS: D
Intersection Capacity Utilization 84.4% ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 10: Lake Elmo Avenue & Highway 36



	↓	1
Lane Group	SBT	SBR
Lane onfigurations	^	7
Traffic Volume (vph)	67	80
Future Volume (vph)	67	80
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	18.0	18.0
Total Split (s)	28.0	28.0
Total Split (%)	16.5%	16.5%
Yellow Time (s)	5.5	5.5
All-Red Time (s)	2.5	2.5
Lost Time Adjust (s)	-4.0	-4.0
Total Lost Time (s)	4.0	4.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	21.8	21.8
Actuated g/C Ratio	0.13	0.13
v/c Ratio	0.31	0.26
Control Delay	70.0	1.8
Queue Delay	0.0	0.0
Total Delay	70.0	1.8
LOS	Е	Α
Approach Delay	43.4	
Approach LOS	D	
Intersection Summary		
intersection outlinary		

5: Lake Elmo Avenue & 60th Street

Direction	All	
Future Volume (vph)	646	
Total Delay / Veh (s/v)	2	
CO Emissions (kg)	0.54	
NOx Emissions (kg)	0.10	
VOC Emissions (kg)	0.13	

10: Lake Elmo Avenue & Highway 36

Direction	All	
Future Volume (vph)	4348	
Total Delay / Veh (s/v)	48	
CO Emissions (kg)	18.45	
NOx Emissions (kg)	3.59	
VOC Emissions (kg)	4.28	

5: Lake Elmo Avenue & 60th Street

Direction	All	
Future Volume (vph)	750	
Total Delay / Veh (s/v)	5	
CO Emissions (kg)	0.90	
NOx Emissions (kg)	0.18	
VOC Emissions (kg)	0.21	

10: Lake Elmo Avenue & South Frontage Rd

Direction	All	
Future Volume (vph)	684	
Total Delay / Veh (s/v)	5	
CO Emissions (kg)	0.73	
NOx Emissions (kg)	0.14	
VOC Emissions (kg)	0.17	

15: South Frontage Rd & TH 36 Off Ramp

Direction	All	
Future Volume (vph)	204	
Total Delay / Veh (s/v)	9	
CO Emissions (kg)	0.17	
NOx Emissions (kg)	0.03	
VOC Emissions (kg)	0.04	

25: TH 36 On Ramp & 60th Street

Direction	All
Future Volume (vph)	218
Total Delay / Veh (s/v)	5
CO Emissions (kg)	0.26
NOx Emissions (kg)	0.05
VOC Emissions (kg)	0.06

30: South Frontage Rd & TH 36 On Ramp

Direction	All
Future Volume (vph)	166
Total Delay / Veh (s/v)	7
CO Emissions (kg)	0.23
NOx Emissions (kg)	0.04
VOC Emissions (kg)	0.05

Lake Elmo Ave

Delays

1	Lake Elmo Ave/60th Ave						
	Existing Volume	646	vehicles				
	Existing Delay	2	sec/veh				
	Existing Total Delay	1292	seconds				
	Future Volume	750	vehicles				
	Future Delay	5	sec/veh				
	Future Total Delay	3750	seconds				
	Total Delay Reduction	-2458	seconds				

4	South Frontage Rd and TH 36 Off Ramp						
	Existing Volume	0	vehicles				
	Existing Delay	0	sec/veh				
	Existing Total Delay	0	seconds				
	Future Volume	204	vehicles				
	Future Delay	9	sec/veh				
	Future Total Delay	1836	seconds				
	Total Delay Reduction	-1836	seconds				

2	Lake Elmo Ave/TH 36							
	Existing Volume	4348	vehicles					
	Existing Delay	48	sec/veh					
	Existing Total Delay	208704	seconds					
	Future Volume	0	vehicles					
	Future Delay	0	sec/veh					
	Future Total Delay	0	seconds					
	Total Delay Reduction	208704	seconds					

60th Street and TH 36 On Ramp						
Existing Volume	0	vehicles				
Existing Delay	0	sec/veh				
Existing Total Delay	0	seconds				
Future Volume	218	vehicles				
Future Delay	5	sec/veh				
Future Total Delay	1090	seconds				
Total Delay Reduction	-1090	seconds				
	Existing Volume Existing Delay Existing Total Delay Future Volume Future Delay Future Total Delay	Existing Volume 0 Existing Delay 0 Existing Total Delay 0 Future Volume 218 Future Delay 5 Future Total Delay 1090				

3	Lake Elmo Ave/South Frontage Rd							
	Existing Volume	0	vehicles					
	Existing Delay	0	sec/veh					
	Existing Total Delay	0	seconds					
	Future Volume	684	vehicles					
	Future Delay	5	sec/veh					
	Future Total Delay	3420	seconds					
	Total Delay Reduction	-3420	seconds					

6	South Frontage Rd and TH 36 On Ramp							
	Existing Volume	0	vehicles					
	Existing Delay	0	sec/veh					
	Existing Total Delay	0	seconds					
	Future Volume	166	vehicles					
	Future Delay	7	sec/veh					
	Future Total Delay	1162	seconds					
	Total Delay Reduction	-1162	seconds					

Total Network Delay Reduction	198738	seconds

Emissions

Existing	1	2	3	4	5	6	Total
CO	0.54	18.45	0	0	0	0	18.99
NO	0.1	3.59	0	0	0	0	3.69
VOC	0.13	4.28	0	0	0	0	4.41
					Network To	otal	27.09

Build	1	2	3	4	5	6	Total
CO	0.9	0	0.73	0.17	0.26	0.23	2.29
NO	0.18	0	0.14	0.03	0.05	0.04	0.44
VOC	0.21	0	0.17	0.04	0.06	0.05	0.53
	•				Network To	ntal	3.26

Reduction	23.83	kg

		٠	→	•	F	1	•	•	1	†	~	-
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		77	^	7		7	^	7	7	†	7	*
Traffic Volume (vph)	1	133	2027	61	1	48	1465	94	82	137	83	69
Future Volume (vph)	1	133	2027	61	1	48	1465	94	82	137	83	69
Turn Type	custom	Prot	NA	Perm	custom	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt
Protected Phases		5	2			1	6		3	8		7
Permitted Phases	5			2	1			6	8		8	4
Detector Phase	5	5	2	2	1	1	6	6	3	8	8	7
Switch Phase												
Minimum Initial (s)	7.0	7.0	20.0	20.0	7.0	7.0	20.0	20.0	5.0	10.0	10.0	5.0
Minimum Split (s)	15.0	15.0	29.0	29.0	15.0	15.0	29.0	29.0	13.0	18.0	18.0	13.0
Total Split (s)	20.0	20.0	111.0	111.0	17.0	17.0	108.0	108.0	14.0	28.0	28.0	14.0
Total Split (%)	11.8%	11.8%	65.3%	65.3%	10.0%	10.0%	63.5%	63.5%	8.2%	16.5%	16.5%	8.2%
Yellow Time (s)	3.0	3.0	6.0	6.0	3.0	3.0	6.0	6.0	3.0	5.5	5.5	3.5
All-Red Time (s)	3.0	3.0	1.5	1.5	3.0	3.0	1.5	1.5	3.0	2.5	2.5	3.0
Lost Time Adjust (s)		-1.0	-4.5	-4.5		-1.0	-4.5	-4.5	-1.0	-4.0	0.0	-1.0
Total Lost Time (s)		5.0	3.0	3.0		5.0	3.0	3.0	5.0	4.0	8.0	5.5
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)		15.0	110.2	110.2		12.0	107.2	107.2	30.0	22.0	18.0	28.7
Actuated g/C Ratio		0.09	0.65	0.65		0.07	0.63	0.63	0.18	0.13	0.11	0.17
v/c Ratio		1.72	0.96	0.06		1.23	0.71	0.10	0.38	0.62	0.29	0.46
Control Delay		408.1	39.9	0.2		271.9	23.7	1.3	61.2	81.4	2.4	65.8
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		408.1	39.9	0.2		271.9	23.7	1.3	61.2	81.4	2.4	65.8
LOS		F	D	Α		F	С	Α	Е	F	Α	Е
Approach Delay			61.1				30.0			54.2		
Approach LOS			E				С			D		

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170

Offset: 58 (34%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.72

Intersection Signal Delay: 48.2 Intersection LOS: D
Intersection Capacity Utilization 84.4% ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 10: Lake Elmo Avenue & Highway 36



	↓	1
Lane Group	SBT	SBR
Lane onfigurations	^	7
Traffic Volume (vph)	67	80
Future Volume (vph)	67	80
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	18.0	18.0
Total Split (s)	28.0	28.0
Total Split (%)	16.5%	16.5%
Yellow Time (s)	5.5	5.5
All-Red Time (s)	2.5	2.5
Lost Time Adjust (s)	-4.0	-4.0
Total Lost Time (s)	4.0	4.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	21.8	21.8
Actuated g/C Ratio	0.13	0.13
v/c Ratio	0.31	0.26
Control Delay	70.0	1.8
Queue Delay	0.0	0.0
Total Delay	70.0	1.8
LOS	Е	Α
Approach Delay	43.4	
Approach LOS	D	
Intersection Summary		
intersection outlinary		

5: Lake Elmo Avenue & 60th Street

Direction	All	
Future Volume (vph)	646	
Total Delay / Veh (s/v)	2	
CO Emissions (kg)	0.54	
NOx Emissions (kg)	0.10	
VOC Emissions (kg)	0.13	

10: Lake Elmo Avenue & Highway 36

Direction	All	
Future Volume (vph)	4348	
Total Delay / Veh (s/v)	48	
CO Emissions (kg)	18.45	
NOx Emissions (kg)	3.59	
VOC Emissions (kg)	4.28	

5: Lake Elmo Avenue & 60th Street

Direction	All	
Future Volume (vph)	750	
Total Delay / Veh (s/v)	5	
CO Emissions (kg)	0.90	
NOx Emissions (kg)	0.18	
VOC Emissions (kg)	0.21	

10: Lake Elmo Avenue & South Frontage Rd

Direction	All	
Future Volume (vph)	684	
Total Delay / Veh (s/v)	5	
CO Emissions (kg)	0.73	
NOx Emissions (kg)	0.14	
VOC Emissions (kg)	0.17	

15: South Frontage Rd & TH 36 Off Ramp

Direction	All	
Future Volume (vph)	204	
Total Delay / Veh (s/v)	9	
CO Emissions (kg)	0.17	
NOx Emissions (kg)	0.03	
VOC Emissions (kg)	0.04	

25: TH 36 On Ramp & 60th Street

Direction	All
Future Volume (vph)	218
Total Delay / Veh (s/v)	5
CO Emissions (kg)	0.26
NOx Emissions (kg)	0.05
VOC Emissions (kg)	0.06

30: South Frontage Rd & TH 36 On Ramp

Direction	All
Future Volume (vph)	166
Total Delay / Veh (s/v)	7
CO Emissions (kg)	0.23
NOx Emissions (kg)	0.04
VOC Emissions (kg)	0.05

Lake Elmo Ave

Delays

1	Lake Elmo Ave/60th Ave			
	Existing Volume	646	vehicles	
	Existing Delay	2	sec/veh	
	Existing Total Delay	1292	seconds	
	Future Volume	750	vehicles	
	Future Delay	5	sec/veh	
	Future Total Delay	3750	seconds	
	Total Delay Reduction	-2458	seconds	

4	South Frontage Rd and TH 36 Off Ramp		
	Existing Volume	0	vehicles
	Existing Delay	0	sec/veh
	Existing Total Delay	0	seconds
	Future Volume	204	vehicles
	Future Delay	9	sec/veh
	Future Total Delay	1836	seconds
	Total Delay Reduction	-1836	seconds

2	Lake Elmo Ave/TH 36			
	Existing Volume	4348	vehicles	
	Existing Delay	48	sec/veh	
	Existing Total Delay	208704	seconds	
	Future Volume	0	vehicles	
	Future Delay	0	sec/veh	
	Future Total Delay	0	seconds	
	Total Delay Reduction	208704	seconds	

60th Street and TH 36 On Ramp				
Existing Volume	0	vehicles		
Existing Delay	0	sec/veh		
Existing Total Delay	0	seconds		
Future Volume	218	vehicles		
Future Delay	5	sec/veh		
Future Total Delay	1090	seconds		
Total Delay Reduction	-1090	seconds		
	Existing Volume Existing Delay Existing Total Delay Future Volume Future Delay Future Total Delay	Existing Volume 0 Existing Delay 0 Existing Total Delay 0 Future Volume 218 Future Delay 5 Future Total Delay 1090		

3	Lake Elmo Ave/South Frontage Rd			
	Existing Volume 0		vehicles	
	Existing Delay	0	sec/veh	
	Existing Total Delay	0	seconds	
	Future Volume	684	vehicles	
	Future Delay	5	sec/veh	
	Future Total Delay	3420	seconds	
	Total Delay Reduction	-3420	seconds	

6	South Frontage Rd and TH 36 On Ramp			
	Existing Volume	0	vehicles	
	Existing Delay	0	sec/veh	
	Existing Total Delay	0	seconds	
	Future Volume	166	vehicles	
	Future Delay	7	sec/veh	
	Future Total Delay	1162	seconds	
	Total Delay Reduction	-1162	seconds	

Total Network Delay Reduction	198738	seconds

Emissions

Existing	1	2	3	4	5	6	Total
CO	0.54	18.45	0	0	0	0	18.99
NO	0.1	3.59	0	0	0	0	3.69
VOC	0.13	4.28	0	0	0	0	4.41
					Network To	otal	27.09

Build	1	2	3	4	5	6	Total
CO	0.9	0	0.73	0.17	0.26	0.23	2.29
NO	0.18	0	0.14	0.03	0.05	0.04	0.44
VOC	0.21	0	0.17	0.04	0.06	0.05	0.53
Network Total						3.26	

Reduction	23.83	kg

Traffic Safety Benefit-Cost Calculation





A. Roadwa	ay Descrip	tion						
Route	TH 36		District			County	Washington	
Begin RP			End RP			Miles		
Location	Lake Elmo	Avenue and 1	гн 36					
P Project	Descriptio	20						
Proposed	•		ersection t	o an Intercha	ngo			
Project Co		\$34,733,130		7 411 111111111111111111111111111111111	Installation	Voor	2024	
Project Co		20 years			-	wth Factor		
· ·		from Project C	-oct		-	Will Factor	2.070	
	Algric Oj VVay	JIOIII PIOJECE C	.OSt					
C. Crash M	lodificatio	n Factor						
0.00	Fatal (K) Cra	ashes		Reference	Traffic Engin	eering Jud	gement	
0.00	Serious Inju	ıry (A) Crashe	5					
0.00	0.00 Moderate Injury (B) Crashes		Crash Type	Mainline Rear ends and Left-turn/Angle Crashes			es	
0.00	0.00 Possible Injury (C) Crashes							
0.00	Property Da	amage Only Cı	rashes				www.CMFclearin	ghouse.org
D. Crash M	4odificatio	p Factor (o	ptional s	econd CMF)				
D. Clasii A	Fatal (K) Cra		ptional st	Reference				
	•		_	Reference				
	•	ıry (A) Crashe:		Consideration				
	•	njury (B) Crash		Crash Type				
	•	ury (C) Crashe					CAAFalaasia	
	Property Da	amage Only Cı	asnes				www.CMFclearin	ghouse.org
E. Crash D	ata							
Begin Date	e	1/1/2016		End Date		12/31/2018	8	3 years
Data Sour	ce	MnDOT		<u>-</u> 				
	Crash Se	everity	Mainlin	e Rear ends a	ınd Left-turn/	< option	al 2nd CMF >	
	K crashe	ès .		1				
	A crashe	ès		0				
	B crashe	es s		6				_
	C crashe	<u>!</u> S		22				
	PDO cra	shes		52				
					- I			

F. Benefit-Cost Calculat	ion				
\$40,734,868	Benefit (present value)	B/C Ratio = 1.18			
\$34,733,130	Cost	D/C Natio = 1.10			
Proposed project expected to reduce 27 crashes annually, 1 of which involving fatality or serious injury.					

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	\$1,360,000
A crashes	\$680,000
B crashes	\$210,000
C crashes	\$110,000
PDO crashes	\$12,000

Link: mndot.gov/planning/program/appendix_a.html

Real Discount Rate 1.2%
Traffic Growth Rate 2.0%
Project Service Life 20 years

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	1.00	0.33	\$453,333
A crashes	0.00	0.00	\$O
B crashes	6.00	2.00	\$420,000
C crashes	22.00	7.33	\$806,667
PDO crashes	52.00	17.33	\$208,000

\$1,888,000

H. Amortize	ed Benefit		
<u>Year</u>	Crash Benefits	Present Value	
2024	\$1,888,000	\$1,888,000	Total = \$40,734,868
2025	\$1,925,760	\$1,902,925	
2026	\$1,964,275	\$1,917,968	
2027	\$2,003,561	\$1,933,130	
2028	\$2,043,632	\$1,948,411	
2029	\$2,084,505	\$1,963,814	
2030	\$2,126,195	\$1,979,338	
2031	\$2,168,719	\$1,994,985	
2032	\$2,212,093	\$2,010,755	
2033	\$2,256,335	\$2,026,651	
2034	\$2,301,461	\$2,042,672	
2035	\$2,347,491	\$2,058,819	
2036	\$2,394,441	\$2,075,095	
2037	\$2,442,329	\$2,091,499	
2038	\$2,491,176	\$2,108,032	
2039	\$2,540,999	\$2,124,696	
2040	\$2,591,819	\$2,141,492	
2041	\$2,643,656	\$2,158,421	
2042	\$2,696,529	\$2,175,484	
2043	\$2,750,459	\$2,192,681	
0	\$0	\$O	
0	\$O	\$0	

Traffic Safety Benefit-Cost Calculation

\$34,733,130





A Roadw	ay Descrip	tion							
Route	TH 36	LIOH	District			County	Washing	ton	
Begin RP	111 30		End RP			Miles	vvasiiiig	ton	
	Lake Elmo	Avenue and ¹			_	Miles			
Location	Lake Ellilo	Avenue anu	111 30						
B. Project	Description	on							
Proposed	Work	Convert Inte	ersection to	o an Intercha	ange				
Project Co	st*	\$34,733,130	0		Installation	Year	2024		
Project Se	rvice Life	20 years			Traffic Grov	wth Factor	2.0%		
* exclude I	Right of Way	from Project (Cost		_				
C Crash M	Modificatio	n Factor							
0.58	Fatal (K) Cra			Reference	Crash Clearin	nghouse			
0.43	-	ıry (A) Crashe	s	nererence	- Crush Cicum	15110436			
0.43	-	njury (B) Cras		Crash Type	ΔII				
0.43	-	ury (C) Crashe		crusii iype					
0.58	-						WV	vw.CMFclearin	ghouse.org
	0.58 Property Damage Only Crashes www.CMFclearinghouse.org								
D. Crash N		on Factor (o	ptional s)				
	Fatal (K) Cra			Reference					
	•	ıry (A) Crashe							
	-	njury (B) Cras		Crash Type					
	-	ury (C) Crashe							
	Property Da	amage Only C	rashes				WV	vw.CMFclearin	ghouse.org
E. Crash D	ata								
Begin Dat	e	1/1/2016		End Date	1	12/31/201	8		3 years
Data Sour	ce	MnDOT		_					
	Crash Se	everity	All			< option	al 2nd CM	F>	
	K crashe	25		0					
	A crashe	es		0					
	B crashe	<u>?</u> S		2					
	C crashe	<u>!</u> S		0					
	PDO cra	shes		7					
E Ropofit	-Cost Calcu	ulation							
			Ponofit /==	ocont value)					
	\$1,975,469		benent (pr	esent value)		B/C	Ratio	= 0.06	

Proposed project expected to reduce 2 crashes annually, 0 of which involving fatality or serious injur	•

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	\$1,360,000
A crashes	\$680,000
B crashes	\$210,000
C crashes	\$110,000
PDO crashes	\$12,000

Link: mndot.gov/planning/program/appendix_a.html

Real Discount Rate 1.2%
Traffic Growth Rate 2.0%
Project Service Life 20 years

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$O
A crashes	0.00	0.00	\$O
B crashes	1.14	0.38	\$79,800
C crashes	0.00	0.00	\$O
PDO crashes	2.94	0.98	\$11,760

\$91,560

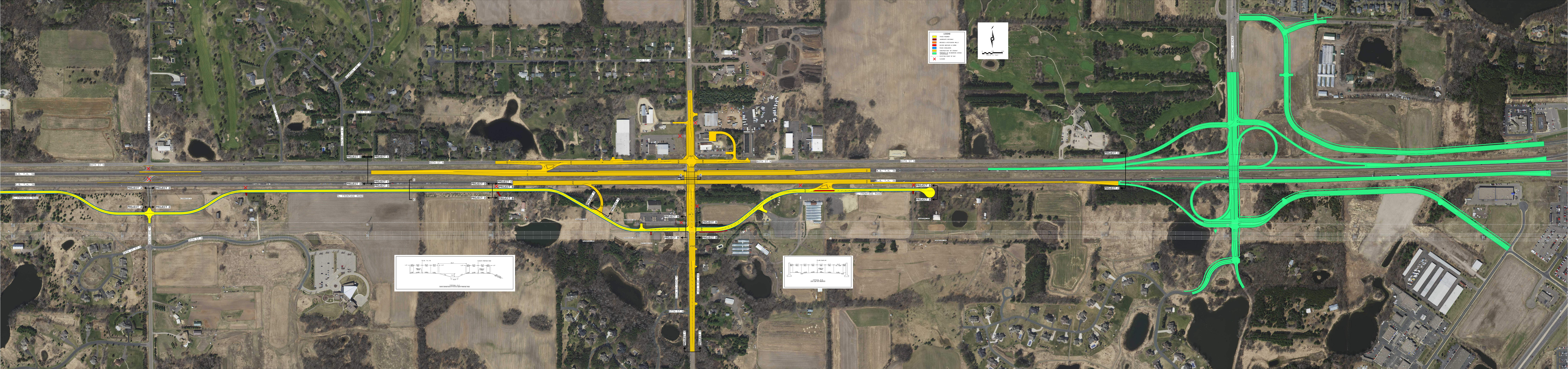
H. Amortized Benefit									
<u>Year</u>	Crash Benefits	Present Value							
2024	\$91,560	\$91,560	Total = \$1,975,469						
2025	\$93,391	\$92,284							
2026	\$95,259	\$93,013							
2027	\$97,164	\$93,749							
2028	\$99,107	\$94,490							
2029	\$101,090	\$95,237							
2030	\$103,111	\$95,990							
2031	\$105,174	\$96,748							
2032	\$107,277	\$97,513							
2033	\$109,423	\$98,284							
2034	\$111,611	\$99,061							
2035	\$113,843	\$99,844							
2036	\$116,120	\$100,633							
2037	\$118,443	\$101,429							
2038	\$120,811	\$102,231							
2039	\$123,228	\$103,039							
2040	\$125,692	\$103,853							
2041	\$128,206	\$104,674							
2042	\$130,770	\$105,502							
2043	\$133,386	\$106,336							
0	\$O	\$O							
0	\$0	\$O							
0	\$O	\$O							
0	\$O	\$O							
0	\$O	\$O							
0	\$0	\$O							
0	\$0	\$O							
0	\$O	\$O							
0	\$0	\$O							
0	\$O	\$O							
0	\$0	\$0							

CMFS ASSOCIATED WITH THIS STUDY

CATEGORY: INTERCHANGE DESIGN

Countermeasure: Convert at-grade intersection into grade-separated interchange

Area Type	Not Specified	Not Specified	Not Specified	Not Specified	Not Specified	Not Specified
Roadway Type	Not Specified	Not Specified	Not Specified	Not Specified	Not Specified	Not Specified
Crash Severity	All	A,B,C	0	IIA	All	A,B,C
Crash Type	IIV	All	IIA	IIV	IIV	All
Quality	WWW	******	*****	N. N. N. S.	WWW.	東京学者
CRF(%)	45	57	36	16	27	28
CMF	0.58 [B]	0.43 [B]	0.64[B]	0.84[1]	0.73[8]	0.72 [B]



CSAH 17 at TH 36 Interchange Project





Project Location

The CSAH 17 (Lake Elmo Ave) at TH 36 interchange project will replace the existing atgrade intersection in the cities of Lake Elmo and Grant with a grade separated interchange.



Funding Request

Federal: \$ 10,000,000

Local Match: \$ 24,733,130

Project Total: \$ 34,733,130



Project Goals

- Address the existing deficiencies
- » Improve safety, capacity, and operation of the intersection and area
- » Achieve highway corridor vision

Project Summary

CSAH 17 (Lake Elmo Avenue) at TH 36 currently operates as an at-grade intersection controlled by a fully actuated control signal. Within the project area TH 36 is a four-lane divided roadway and has a posted speed limit of 65 mph. CSAH 17 is a two lane rural roadway with a posted speed limit of 55 mph in the project area. Since the opening of the St Croix Crossing Bridge in 2017, traffic on TH 36 has grown tremendously. The increase in traffic volume has increased congestion and travel delays. More importantly, the growth in volumes has exacerbated the existing safety hazards associated with the at-grade signalized intersection in the highway corridor. These hazards and continued growth justify the need for a grade separated interchange. This project will remove the existing traffic signal at TH 36 and CSAH 17 and replace it with a grade separated, full access interchange and improve access management along the TH 36 corridor.

Summary of Benefits

- » Improves regional accessibility and efficiency by relieving congestion and travel delays on TH 36 through the removal of the signal and addition of grade separated infrastructure
- » Improve corridor safety through reduction of conflict points and crash potential
- » Provides a multi-modal route for cyclists and pedestrians to cross TH 36 at CSAH 17, removing a large barrier to non-motorized movement
- » Support TH 36 and CSAH 17's role in the regional transportation network and economy

₹ Safety

90 Crashes at this intersection between2016 and 2018 including1 Fatality making this intersection a sustained crash location



CSAH 17 (Lake Elmo Ave) at TH 36

Strategic Capacity: Interchange

Existing Conditions



Aerial of project area



TH 36 at CSAH 17 facing west



TH 36 at CSAH 17 facing east



CSAH 17 at TH 36 facing north



CSAH 17 at TH 36 facing south

BOARD OF COUNTY COMMISSIONERS WASHINGTON COUNTY, MINNESOTA

RESOLUTION NO. 2020-035

DATE March 24, 2020	DEPARTMENT	Public Works
MOTION BY COMMISSIONER Weik	SECONDED BY COMMISSIONER	Kriesel

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

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

WHEREAS, as authorized by the most recent federal surface transportation funding act, FAST ACT, projects will be selected for funding as part of three federal programs: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and Transportation Alternatives Program (TAP); and

WHEREAS, pursuant to the Regional Solicitation and the regulations promulgated thereunder, eligible project sponsors wishing to receive federal grants for a project shall submit an application first with the appropriate metropolitan planning organization (MPO) for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Council and the Transportation Advisory Board (TAB) act as the MPO for the seven county Twin Cities region and have released the Regional Solicitation for federal transportation funds for 2024 and 2025; and

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

WHEREAS, Washington County is proposing to submit grant applications to Metropolitan Council as part of the 2020 Regional Solicitation for the following projects:

WHEREAS, Washington County is proposing to submit applications for the following projects.

- 1. County State Aid Highway (CSAH) 15 South Segment: Addition of new road segment spanning from the intersection of CSAH 15 and Trunk Highway (TH) 36 to 58th Street North in the cities of Oak Park Heights, Lake Elmo, Stillwater, and Stillwater Township.
- 2. TH 120: Conversion of roadway from one lane divided to two lane divided and addition of sidewalk and trail on TH 120 between Interstate 694 and TH 244 in the City of Mahtomedi.
- 3. CSAH 17 at TH 36: Conversion of at-grade intersection to grade-separated interchange in the cities of Lake Elmo and Grant.
- 4. CSAH 15 Phase 4: Reconstruction of CSAH 15, drainage improvements, and addition of sidewalk and multiuse trail between Interstate 94 and Oakland Middle School in the City of Lake Elmo and West Lakeland Township.
- 5. CSAH 32 Reconstruction: Intersection control improvements, drainage improvements, addition of pedestrian facility, and potential realignment of CSAH 32 between CSAH 33 and TH 61 in the City of Forest Lake.

- 6. CSAH 12 Pedestrian Facility: Addition of 10-foot pedestrian facility and boulevard on the south side of CSAH 12 between Ideal Avenue and the Mahtomedi School entrance in the cities of Mahtomedi and Grant.
- 7. CSAH 16 Multiuse Trail: Segment of multiuse trail on the south side of CSAH 16 between Queens Drive and Tower Drive in the City of Woodbury.
- 8. METRO Gold Line Multiuse Trail: Addition of multiuse trail on Hudson Boulevard between Greenway Avenue and Hadley Avenue in the cities of Landfall and Oakdale.
- 9. I-494 Park and Ride Parking Structure: Construction of shared parking structure in Woodbury west of the Woodbury Theatre in the City of Woodbury.

WHEREAS, the projects will be of mutual benefit to the Metropolitan Council, Washington County, Ramsey County and the Cities of Oak Park Heights, Lake Elmo, Stillwater, Stillwater Township, Mahtomedi, White Bear Lake, Grant, West Lakeland Township, Forest Lake, Landfall, Oakdale, and Woodbury; and

WHEREAS, Washington County is committed to providing the county share of the costs if the projects are selected as part of the 2020 Regional Solicitation; and

WHEREAS, Washington County is committed to completing the project, if selected, and funding is provided as part of the 2020 Regional Solicitation;

NOW, THEREFORE, BE IT RESOLVED, that Washington County is requesting funding from the federal government through the Metropolitan Council's 2020 Regional Solicitation and the county is committed to completing the projects identified above and providing the county share of funding.

ATTEST: Kein J Corbid

COUNTY ADMINISTRATOR

COUNTY BOARD CHAIR

 MIRON
 X

 KARWOSKI
 X

 KRIESEL
 X

 JOHNSON
 X

 WEIK
 X

YES

NO



March 6, 2020

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

RE: Support for Washington County's Regional Solicitation Application for an interchange at the intersection of County State Aid Highway 17 (CSAH 17) and Trunk Highway 36 (TH 36) in the City of Lake Elmo.

Dear Mr. Sandberg,

The purpose of this letter is to express the City of Lake Elmo's support for Washington County's 2020 solicitation of Federal funds through the Metropolitan Council's Regional Solicitation program for a grade separate interchange at the intersection of County State Aid Highway 17 (CSAH 17) and Trunk Highway 36 (TH 36). These improvements are consistent with both the City's and the County's 2040 comprehensive plans.

The City of Lake Elmo will continue to support Washington County's efforts to improve the County road network as identified with the Lake Elmo 2040 Comprehensive Plan update and Washington County's 2040 Comprehensive Plan.

Thank you for the opportunity to send our support and your commitment to get this project completed. If you have any questions, comments, or concerns, please do not hesitate to contact me.

Sincerely,

Kristina Handt

Administrator, City of Lake Elmo



March 17, 2020

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

RE: Support for Washington County's Regional Solicitation Application for an interchange at the intersection of County State Aid Highway 17 (CSAH 17) and Trunk Highway 36 (TH 36) in the City of Grant.

Dear Mr. Sandberg,

The purpose of this letter is to express the City of Grant's support for Washington County's 2020 solicitation of Federal funds through the Metropolitan Council's Regional Solicitation program for a grade separate interchange at the intersection of County State Aid Highway 17 (CSAH 17) and Trunk Highway 36 (TH 36). These improvements are consistent with both the City's and the County's 2040 comprehensive plans.

The City of Grant will continue to support Washington County's efforts to improve the County road network as identified with the Grant 2040 Comprehensive Plan update and Washington County's 2040 Comprehensive Plan.

Thank you for the opportunity to send our support and your commitment to get this project completed. If you have any questions, comments, or concerns, please do not hesitate to contact me.

Regards,

Brad A. Reifsteck, City of Grant Engineer

Brod Prestate



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

May 12, 2020

Kurt Howard Washington County Public Works 11660 Myeron Road North Stillwater, MN 55082

Re: MnDOT Letter for Washington County

Metropolitan Council/Transportation Advisory Board 2020 Regional Solicitation Funding Request for CSAH 17 at TH 36

Dear Kurt Howard,

This letter documents MnDOT Metro District's recognition for Washington County to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2020 Regional Solicitation for the conversion of intersection to grade-separated interchange at the intersection of CSAH 17 and TH 36.

As proposed, this project impacts MnDOT right-of-way on TH 36. As the agency with jurisdiction over TH 36, MnDOT will allow Washington County to seek improvements proposed in the application for the conversion of the intersection to grade-separated interchange. If funded, details of any future maintenance agreement with Washington 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 or 2025 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 Washington 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 your Area Manager at adam.josephson@state.mn.us or 651-234-7719.

Sincerely,

Michael Barnes, PE Metro District Engineer

CC: Adam Josephson, Metro District East Area Manager Molly McCartney, Metro Program Director Dan Erickson, Metro State Aid Engineer



April 8th, 2020

Nathan Arnold, PE Engineer II Washington County 11660 Myeron Rd North Stillwater, MN 55082-9573

Dear Mr. Arnold,

This letter is to serve as your notification that the Interchange Planning Review Committee has determined that the proposed TH 36 interchange and associated access changes at CSAH 17 (Lake Elmo Avenue) in the Cities of Lake Elmo and Grant are consistent with the 5 qualifying criteria found in Appendix F of the Metropolitan Council's Transportation Policy Plan and is approved. An important aspect of meeting critierion #4 - Local Roadway Network and Access Management, includes construction of the proposed south frontage road that will address many of the access management issues and provide a safe and efficient highway system.

As the project layout and design progresses, please continue to work with the Minnesota Department of Transportation (MnDOT) and the Metropolitan Council to assure that the project is developed consistent with the region's plan. In addition, please ensure that appropriate steps are taken to complete the Metropolitan Council's Metro Freeway Project Approval process. The formal Metro Freeway Project Approval request typically happens toward the end of the planning process, once an environmental document is completed. However, the approval must take place before the project right-of-way is purchased or construction begins. Additional information on the Metro Freeway Project Approval process can be found by following this link:

https://metrocouncil.org/Transportation/Planning-2/Transit-Plans,-Studies-Reports/Highways-Roads/ControlledAccessApproval.aspx or by contacting Tony Fischer at 651-602-1703.

We appreciate your work with the Interchange Planning Review Committee in our effort to understand this project. If you have any questions concerning this review, please feel free to contact me at (651) 234-7793. Sincerely,

Michael J. Corbett, PE

State Program Administrator Coordinator

Michael J. Corbett

Copy sent via E-Mail:

Adam Josephson, MnDOT Jason Junge, MnDOT Kaare Festvog, MnDOT Steve Peterson, Metropolitan Council Tony Fischer, Metropolitan Council Ryan Coddington, MnDOT Molly McCartney, MnDOT

David Burns, Metropolitan Council Emily Jorgenson, Washington County

An equal opportunity employer

I H 36 and Lake Limo Ave

	Incident ID Date and T Ye			Number KilN	umber of Officer Nar Constr				ectio Manner of First Harmi Relative Tr. Lighting Co Road Circu road_circu Road Circu road			
2293107	570140 2/27/2018	2018	12 Fatal Crash	1	2 Unit 1 M	Washingto Lake Elmo	State Truni 030000000	15.71 MNTH 36 East	Front to ReMotor Veh On Roadwa Daylight None	Four-Way I Traffic Con Clear	Dry	2 NOT APPLIC
1777532	429114 3/13/2017	2017	15 Minor Injury Crash	0	3 The crash cM	Washingto Lake Elmo	State Truni 030000000	15.66 MNTH 36 East	Front to ReMotor Veh On Roadwa Daylight None	Not at Inte Traffic Con Clear	Dry	2 NOT APPLIC
1791009	427984 2/27/2017	2017	21 Minor Injury Crash	0	2 V#1 was M	Washingto Lake Elmo	State Truni 030000000	15.82 MNTH 36 West	Front to ReMotor Veh On Roadwa Dark (Stree None	Four-Way I Traffic Con Cloudy	Dry	2 NOT APPLIC
1965658	362038 7/4/2016,	2016	23 Minor Injury Crash	0	2 V#1 was M	Washingto Lake Elmo	State Truni 030000000	15.7 MNTH 36 East	Front to Re Motor Veh On Roadwa Dark (Stree None	Four-Way I Traffic Con Cloudy	Dry	2 NOT APPLIC
2287994	445330 4/11/2017	2017	12 Minor Injury Crash	0	4 The crash M	Washingto Lake Elmo	State Truni 030000000	15.68 MNTH 36 East	Front to ReMotor Veh On Roadwa Daylight None	Not at Inte No Control Clear	Dry	2 NOT APPLIC
2410649	494800 8/13/2017	2017	0 Minor Injury Crash	0	1 U2 WAS M	Washingto Lake Elmo	State Truni 030000000	15.83 MNTH 36 West	Pedestrian On Roadwa Dark (Stree None	Four-Way Intersection Clear	Dry	2 NOT APPLIC
2428935	621080 7/12/2018	2018	19 Minor Injury Crash	0	2 V1 is M	Washingto Lake Elmo	State Truni 030000000	15.7 MNTH 36 East	Angle Motor Veh On RoadwaSunset None	Four-Way I Traffic Con Clear	Dry	2 NOT APPLIC
2429806	632323 9/3/2018,	2018	15 Minor Injury Crash	0	2 Unit 1 M	Washingto Lake Elmo	State Truni 030000000	15.72 MNTH 36	Front to Fri Motor Veh On Roadwa Daylight None	Four-Way I Traffic Con Cloudy	Dry	2 NOT APPLIC
2553863	362925 7/8/2016,	2016	8 Minor Injury Crash	0	2 The crash cM	Washingto Lake Elmo	State Truni 030000000	15.87 MNTH 36 West	Front to ReMotor Veh On Roadwa Daylight None	Not at Inte Traffic Con Clear	Dry	2 NOT APPLIC
1778172	566304 2/12/2018	2018	13 Possible Injury Crash	0	2 The crash I M	Washingto Lake Elmo	State Truni 030000000	15.87 MNTH 36 West	Front to ReMotor Veh On Roadw: Daylight None	Four-Way I Traffic Con Cloudy	Dry	2 NOT APPLIC
1830584	529378 12/21/201	2017	16 Possible Injury Crash	0	5 The crash M	Washingto Lake Elmo	State Truni 030000000	15.56 MNTH 36 East	Front to ReMotor Veh On Roadw: Daylight None	Not at Inte No Control Cloudy	Dry	2 NOT APPLIC
1881553	387277 10/16/201	2016	20 Possible Injury Crash	0	2 VEHICLES \ M	Washingto Lake Elmo	State Trunl 030000000	15.83 MNTH 36 West	Front to ReMotor Veh On Roadw; Dark (Stree None	Four-Way I Traffic Con Cloudy	Dry	2 NOT APPLIC
1881584	391957 11/4/2016	2016	13 Possible Injury Crash	0	2 VEHS IN THM	Washingto Lake Elmo	State Truni 030000000	15.64 MNTH 36 East	Front to ReMotor Veh On Roadw; Daylight Congestion Backup Other	Intersectio No Control Clear	Dry	2 NOT APPLIC
1888402	452189 5/12/2017	2017	14 Possible Injury Crash	0	4 VEHICLES TM	Washingto Lake Elmo	State Truni 030000000	15.67 MNTH 36 East	Front to ReMotor Veh On Roadw Daylight None	Not at Inte Traffic Con Clear	Dry	2 NOT APPLIC
1959749	419583 1/23/2017	2017	16 Possible Injury Crash	0	1 VEHICLES TM	Washingto Lake Elmo	State Truni 030000000	15.7 MNTH 36 East	Front to Re Motor Veh On Roadwa Daylight None	Four-Way I Traffic Con Cloudy	Dry	2 NOT APPLIC
2001133	629940 8/24/2018	2018	7 Possible Injury Crash	0	2 VEHS E/B F M	Washingto Lake Elmo	State Truni 030000000	15.72 MNTH 36 East	Front to ReMotor Veh On Roadw; Daylight Congestion Backup Other	Intersectio Not Applic Cloudy	Wet	2 NOT APPLIC
2074281	373753 8/23/2016	2016	16 Possible Injury Crash	0	2 VEHICLES TM	Washingto Lake Elmo	State Truni 030000000	15.62 MNTH 36 East	Front to ReMotor Veh On Roadwa Daylight None	Not at Inte No Control Cloudy	Dry	2 NOT APPLIC
2093019	403987 12/3/2016	2016	20 Possible Injury Crash	0	2 WB MTH M	Washingto Lake Elmo	State Truni 030000000	15.83 MNTH 36 West	Front to ReMotor Veh On Roadwa Dark (Stree None	Four-Way I Traffic Con Clear	Dry	2 NOT APPLIC
2093357	422334 2/7/2017.	2017	19 Possible Injury Crash	0	2 EASTBOU M	Washingto Lake Elmo	State Truni 030000000	15.64 MNTH 36 East	Front to Re Motor Veh On Roadw Dark (No S) None	Not at Inte No Control Cloudy	Dry	2 NOT APPLIC
2097098	533922 1/8/2018,	2018	16 Possible Injury Crash	0	2 VEHICLES TM	Washingto Lake Elmo	State Truni 030000000	15.68 MNTH 36 East	Front to ReMotor Veh On Roadw Daylight None	Not at Inte No Control Clear	Dry	2 NOT APPLIC
2187429	515883 11/8/2017	2017	18 Possible Injury Crash	0	2 The crash M	Washingto Lake Elmo	State Truni 030000000	15.63 MNTH 36 East	Front to Re Motor Veh On Roadw: Dark (Stree Congestion Backup Due to Non-recurr		Dry	2 NOT APPLIC
2217012	655036 10/27/201	2017	14 Possible Injury Crash	0	2 The crash M	Washingto Lake Elmo	State Truni 030000000	15.62 MNTH 36 East	Front to ReMotor Veh On Roadwa Daylight None	Four-Way I Traffic Con Cloudy	Dry	2 NOT APPLIC
2266558	393249 11/7/2016	2016		0	2 The crash M		State Truni 030000000	15.98 MNTH 36 West	Front to ReMotor Veh On Roadwa Dark (Stree None	Four-Way I Traffic Con Cloudy		2 NOT APPLIC
2286972		2016	17 Possible Injury Crash	0		Washingto Lake Elmo					Dry	
	406228 12/19/201		7 Possible Injury Crash	0	2 The crash cM	Washingto Lake Elmo	State Truni 030000000	15.59 MNTH 36 South			Ice/Frost	
2340518	371813 8/15/2016	2016	13 Possible Injury Crash	0	2 Unit 1 was M	Washingto Lake Elmo	State Truni 030000000	15.9 MNTH 36 West	Front to ReMotor Veh On Roadwa Daylight None	Intersectio Traffic Con Clear	Dry	2 NOT APPLIC
2391826	381193 9/15/2016	2016	9 Possible Injury Crash	0	3 WESTBOU M	Washingto Lake Elmo	State Truni 030000000	15.88 MNTH 36 West	Front to ReMotor Veh On Roadwa Daylight None	Not at Inte No Control Clear	Dry	2 NOT APPLIC
2410611	503684 9/13/2017	2017	18 Possible Injury Crash	0	2 Vehicle #1 M	Washingto Lake Elmo	State Truni 030000000	15.66 MNTH 36 East	Front to ReMotor Veh On Roadwa Daylight None	Not at Inte Traffic Con Cloudy	Dry	2 NOT APPLIC
2415500	498159 8/31/2017	2017	21 Possible Injury Crash	0	4 ALL UNITS M	Washingto Lake Elmo	State Truni 030000000	15.68 MNTH 36 East	Front to ReMotor Veh On Roadwa Dark (Stree None	Four-Way I Traffic Con Clear	Dry	2 NOT APPLIC
2474564	420314 2/2/2017, !	2017	9 Possible Injury Crash	0	2 VEHS E/B F M	Washingto Lake Elmo	State Truni 030000000	15.64 MNTH 36 East	Front to ReMotor Veh On Roadwa Daylight None	Intersectio Traffic Con Clear	Dry	2 NOT APPLIC
2501524	503685 9/13/2017	2017	22 Possible Injury Crash	0	1 Vehicle #1 M	Washingto Lake Elmo	State Truni 030000000	15.65 MNTH 36/I East	Cable Med On Roadwa Dark (Stree None	Not at Inte Traffic Con Cloudy	Dry	2 NOT APPLIC
2584463	654025 10/23/201	2018	16 Possible Injury Crash	0	2 VEHICLES \ M	Washingto Lake Elmo	State Truni 030000000	15.79 MNTH 36 East	Front to ReMotor Veh On Roadw: Daylight None	Not at Inte No Control Clear	Dry	2 NOT APPLIC
1798258	622490 7/21/2018	2018	18 Property Damage Only Cras	0	2 Unit 1 M	Washingto Lake Elmo	State Truni 030000000	15.73 MNTH 36 East	Front to ReMotor Veh On Roadw: Daylight None	Four-Way I Traffic Con Clear	Dry	2 NOT APPLIC
1808399	505062 9/26/2017	2017	14 Property Damage Only Cras	0	2 LOCATION M	Washingto Lake Elmo	State Truni 030000000	15.7 MN HWY 3 East	Front to ReMotor Veh On Roadw: Daylight None	Four-Way I Traffic Con Clear	Dry	2 NOT APPLIC
1817516	567506 2/20/2018	2018	9 Property Damage Only Cras	0	1 V1 TRAVEL M	Washingto Lake Elmo	State Truni 030000000	15.86 MNTH 36 East	Cable Med On Roadw: Daylight Road Surface Condition (wet, icy, snow	, slust Four-Way I Traffic Con Cloudy	Ice/Frost	2 NOT APPLIC
1823032	388220 10/19/201	2016	17 Property Damage Only Cras	0	2 The crash M	Washingto Lake Elmo	State Truni 030000000	15.66 MNTH 36 East	Front to Re Motor Veh On Roadwa Daylight Congestion Backup Due to Non-recurr		Dry	2 NOT APPLIC
1843054	444199 4/9/2017.	2017	14 Property Damage Only Cras	0	2 BOTH M	WASHINGTLake Elmo	State Truni 030000000		ELMC Front to Re Motor Veh On Roadw; Daylight None	Four-Way I Traffic Con Cloudy	Dry	2 NOT APPLIC
1849466	491455 8/3/2017,	2017	11 Property Damage Only Cras	0	2 BOTH M	Washingto Lake Elmo	State Truni 030000000	15.64 MNTH 36 East	Front to ReMotor Veh On Roadw: Daylight Road Surface Condition (wet, icy, snow	r. slust Four-Way I Traffic Con Rain	Wet	2 NOT APPLIC
1850151	625444 8/3/2018.	2018	9 Property Damage Only Cras	0	2 The crash I M	Washingto Lake Elmo	State Truni 030000000	15.83 MNTH 36 West	Front to ReMotor Veh On Roadwa Daylight None	Four-Way I Traffic Con Rain	Wet	2 NOT APPLIC
1861712	346166 5/2/2016,	2016	12 Property Damage Only Cras	0	1 The crash (M	Washingto Lake Elmo	State Truni 030000000	15.85 MNTH 36 West	Front to ReMotor Veh On Roadw Daylight None	Intersectio Traffic Con Clear	Dry	2 NOT APPLIC
1861754	352757 5/18/2016	2016	16 Property Damage Only Cras	0	1 The crash (M	Washingto Lake Elmo	State Truni 030000000	15.58 MNTH 36 Not Applicable	Ditch On Median Daylight None	Not at Inte No Control Clear	Dry	2 NOT APPLIC
1862580	500777 9/11/2017	2017	16 Property Damage Only Cras	0	2 The crash M	Washingto Lake Elmo	State Truni 030000000	15.64 MNTH 36 East	Front to ReMotor Veh On Roadwa Daylight None	Four-Way I Traffic Con Clear	Dry	2 NOT APPLIC
1863075	596926 5/13/2018	2017	11 Property Damage Only Cras	0	2 The crash I M	Washingto Lake Elmo	State Truni 030000000	15.59 MNTH 36 East	Front to ReMotor Veh On Roadwa Daylight Congestion Backup Other	Not at Inte No Control Clear	Dry	2 NOT APPLIC
1868864				0	1 Unit 1 M			15.59 MNTH 36 East 15.65 MNTH 36 East				2 NOT APPLIC
	414118 1/10/2017	2017	15 Property Damage Only Cras	0		Washingto Lake Elmo	State Truni 030000000		Roadway S On Roadsic Daylight Road Surface Condition (wet, icy, snow		Ice/Frost	
1881096 1881478	324201 1/28/2016 376520 8/10/2016	2016	16 Property Damage Only Cras	0	2 Veh 1 was M	Washingto Lake Elmo	State Truni 030000000	15.75 MNTH 36 East 15.62 MNTH 36 East	Front to ReMotor Veh On Roadwa Daylight None	Four-Way I Traffic Con Clear	Dry	2 NOT APPLIC 2 NOT APPLIC
		2016	11 Property Damage Only Cras	0	2 The crash (M	Washingto Lake Elmo	State Truni 030000000		Front to ReMotor Veh On Roadwa Daylight None	Four-Way I Traffic Con Clear	Dry	
1927222	415607 1/15/2017	2017	12 Property Damage Only Cras	0	2 EASTBOUN M	Washingto Lake Elmo	State Truni 030000000	15.65 MNTH 36 East	Front to ReMotor Veh On Roadw Daylight None	Not at Inte No Control Clear	Dry	2 NOT APPLIC
1953558	499249 9/5/2017,	2017	6 Property Damage Only Cras	0	2 V1 AND V2 M	Washingto Lake Elmo	State Truni 030000000	15.85 MNTH 36 West	Front to ReMotor Veh On Roadwa Daylight None	Four-Way I Traffic Con Clear	Dry	2 NOT APPLIC
1966532	508795 10/14/201	2017	15 Property Damage Only Cras	0	2 WB 36 @ M	Washingto Lake Elmo	State Truni 030000000	16.01 WB 36 @ L West	Front to ReMotor Veh On Roadw: Dark (Stree None	Not at Inte Traffic Con Cloudy Rain	Wet	2 NOT APPLIC
1973644	606729 6/19/2018	2018	13 Property Damage Only Cras	0	2 VEHICLES \ M	Washingto Lake Elmo	State Truni 030000000	15.88 MNTH 36 West	Front to ReMotor Veh On Roadwa Daylight None	Four-Way I Traffic Con Cloudy	Dry	2 NOT APPLIC
2023144	512235 10/28/201	2017	0 Property Damage Only Cras	0	2 RESPOND M	WASHINGTLake Elmo	State Truni 030000000	15.83 MNTH 36 West	Front to ReMotor Veh On Roadw; Dark (StreeRoad Surface Conditio None	Four-Way I Stop Sign Sleet, Hail (Freezi	ng Ralce/Frost	2 NOT APPLIC
2025149	520230 11/28/201	2017	12 Property Damage Only Cras	0	2 V1 AND V2 M	Washingto Lake Elmo	State Truni 030000000	15.7 MNTH 36 East	Front to ReMotor Veh On Roadw: Daylight None	Four-Way I Traffic Con Clear	Dry	2 NOT APPLIC
2046173	504345 9/26/2017	2017	15 Property Damage Only Cras	0	2 Unit #1 goi M	WASHINGTLake Elmo	State Truni 030000000	15.73 MNTH 36 West	Front to ReMotor Veh On Roadw: Daylight Congestion Backup Due to Prior Crash	Not at Inte No Control Clear	Dry	2 NOT APPLIC
2050290	397678 11/22/201	2016			1 VEHICLE W M	Washingto Lake Elmo	State Truni 030000000	15.67 MNTH 36 East	Roadway S On Roadwa Dark (Stree Road Surface Condition (wet, icy, snow	, slust Not at Inte No Control Snow	Snow	2 NOT APPLIC
2074145			23 Property Damage Only Cras	0		Washingto Lake Elmo	State Truni 030000000	15.57 MNTH 36 East				2 NOT APPLIC
	368173 8/1/2016,	2016		0	2 VEHICLES 1 M				Front to ReMotor Veh On Roadw: Daylight None	Not at Inte No Control Cloudy	Dry	
2096553	368173 8/1/2016, 508001 10/11/201		23 Property Damage Only Cras	0 0 0	2 VEHICLES TM 1 The crash M	Washingto Lake Elmo	State Truni 030000000	15.51 MNTH 36 East	Front to ReMotor Veh On Roadw: Daylight None	Not at Inte No Control Cloudy	Dry Dry	2 NOT APPLIC
2096553 2096631		2016	23 Property Damage Only Cras 16 Property Damage Only Cras	0 0 0					Front to ReMotor Veh On Roadw; Daylight None Cable Med On Roadw; Daylight None			2 NOT APPLIC 2 NOT APPLIC
2096631	508001 10/11/201 524074 12/10/201	2016 2017 2017	23 Property Damage Only Cras 16 Property Damage Only Cras 14 Property Damage Only Cras 17 Property Damage Only Cras	0 0 0 0	1 The crash M 3 Unit 1 M	Washingto Lake Elmo Washingto Lake Elmo	State Truni 030000000 State Truni 030000000	15.51 MNTH 36 East 15.69 MNTH 36 East	Front to ReMotor Veh On Roadw: Daylight None	Not at Inte No Control Cloudy Four-Way I Traffic Con Cloudy	Dry Dry	2 NOT APPLIC
2096631 2097957	508001 10/11/201 524074 12/10/201 372320 8/15/2016	2016 2017	23 Property Damage Only Cras 16 Property Damage Only Cras 14 Property Damage Only Cras 17 Property Damage Only Cras 11 Property Damage Only Cras	0 0 0 0	1 The crash M 3 Unit 1 M 2 V1 WAS M	Washingto Lake Elmo Washingto Lake Elmo Washingto Lake Elmo	State Truni 030000000 State Truni 030000000 State Truni 030000000	15.51 MNTH 36 East 15.69 MNTH 36 East 16 MNTH 36 West	Front to ReMotor Veh On Roadw: Daylight None Cable Med On Roadw: Daylight None Front to ReMotor Veh On Roadw: Dark (No S None Front to ReMotor Veh On Roadw: Daylight None	Not at Inte No Control Cloudy Four-Way I Traffic Con Cloudy Not at Inte No Control Clear	Dry Dry Dry	
2096631 2097957 2106817	508001 10/11/201 524074 12/10/201 372320 8/15/2016 423533 2/13/2017	2016 2017 2017 2016	23 Property Damage Only Cras 16 Property Damage Only Cras 14 Property Damage Only Cras 17 Property Damage Only Cras 11 Property Damage Only Cras 14 Property Damage Only Cras	0 0 0 0 0	1 The crash M 3 Unit 1 M 2 V1 WAS M 3 The crash M	Washingto Lake Elmo Washingto Lake Elmo Washingto Lake Elmo Washingto Lake Elmo	State Truni03000000C State Truni03000000C State Truni03000000C State Truni03000000C	15.51 MNTH 36 East 15.69 MNTH 36 East 16 MNTH 36 West 15.65 MNTH 36 East	Front to Re Motor Veh On Roadw Daylight None Cable Med On Roadw Daylight None Front to Re Motor Veh On Roadw Daylight None Front to Re Motor Veh On Roadw Daylight None Front to Re Motor Veh On Roadw Daylight None Front to Re Motor Veh On Roadw Daylight None	Not at Inte No Control Cloudy Four-Way I Traffic Con Cloudy Not at Inte No Control Clear Four-Way I Traffic Con Clear	Dry Dry Dry Dry	2 NOT APPLIC 2 NOT APPLIC
2096631 2097957 2106817 2110055	508001 10/11/201 524074 12/10/201 372320 8/15/2016 423533 2/13/2017 524248 12/12/201	2016 2017 2017 2016 2017 2017	23 Property Damage Only Cras 16 Property Damage Only Cras 14 Property Damage Only Cras 17 Property Damage Only Cras 11 Property Damage Only Cras 14 Property Damage Only Cras 7 Property Damage Only Cras	0 0 0 0 0	1 The crash M 3 Unit 1 M 2 V1 WAS M 3 The crash M 2 V1 AND V2 M	Washingto Lake Elmo Washingto Lake Elmo Washingto Lake Elmo Washingto Lake Elmo Washingto Lake Elmo	State Truni030000000 State Truni030000000 State Truni0300000000000000000000000000000000000	15.51 MNTH 36 East 15.69 MNTH 36 East 16 MNTH 36 West 15.65 MNTH 36 East 15.67 MNTH 36 East	Front to Re Motor Veh On Roadwc Daylight None Cable Med On Roadwc Daylight None Front to Re Motor Veh On Roadwc Dark (No 5) None Front to Re Motor Veh On Roadwc Daylight None Front to Re Motor Veh On Roadwc Daylight None Front to Re Motor Veh On Roadwc Daylight None Front to Re Motor Veh On Roadwc Daylight None	Not at Inte No Control Cloudy Four-Way I Traffic Con Cloudy Not at Inte No Control Clear Four-Way I Traffic Con Clear Four-Way I Traffic Con Clear	Dry Dry Dry Dry Dry	2 NOT APPLIC 2 NOT APPLIC 2 NOT APPLIC 2 NOT APPLIC
2096631 2097957 2106817 2110055 2134559	508001 10/11/201 524074 12/10/201 372320 8/15/2016, 423533 2/13/2017, 524248 12/12/201 335804 3/15/2016,	2016 2017 2017 2016 2017 2017 2016	23 Property Damage Only Cras 16 Property Damage Only Cras 14 Property Damage Only Cras 17 Property Damage Only Cras 11 Property Damage Only Cras 14 Property Damage Only Cras 7 Property Damage Only Cras 16 Property Damage Only Cras	0 0 0 0 0 0	1 The crash M 3 Unit 1 M 2 V1 WAS M 3 The crash M 2 V1 AND V2 M 2 Veh 1 was M	Washingto Lake Elmo Washingto Lake Elmo Washingto Lake Elmo Washingto Lake Elmo Washingto Lake Elmo Washingto Lake Elmo	State Truni03000000C State Truni03000000C State Truni03000000C State Truni03000000C State Truni03000000C State Truni03000000C	15.51 MNTH 36 East 15.69 MNTH 36 East 16 MNTH 36 West 15.65 MNTH 36 East 15.67 MNTH 36 East 15.73 MNTH 36 East	Front to Re Motor Veh On Roadwi Daylight None Cable Med On Roadwi Daylight None Front to Re Motor Veh On Roadwi Daylight None Front to Re Motor Veh On Roadwi Daylight None Front to Re Motor Veh On Roadwi Daylight None Front to Re Motor Veh On Roadwi Daylight None Front to Re Motor Veh On Roadwi Daylight None Front to Re Motor Veh On Roadwi Daylight None Front to Re Motor Veh On Roadwi Daylight None	Not at Inte No Control Cloudy Four-Way ITraffic Con Cloudy Not at Inte No Control Clear Four-Way ITraffic Con Clear Four-Way ITraffic Con Clear Four-Way ITraffic Con Cloudy Rain	Dry Dry Dry Dry Dry Dry	2 NOT APPLIC 2 NOT APPLIC 2 NOT APPLIC 2 NOT APPLIC 2 NOT APPLIC
2096631 2097957 2106817 2110055 2134559 2135707	508001 10/11/201 524074 12/10/201 372320 8/15/2016, 423533 2/13/2017, 524248 12/12/201 335804 3/15/2016, 508007 10/6/2017,	2016 2017 2017 2016 2017 2017 2016 2017	23 Property Damage Only Cras 16 Property Damage Only Cras 14 Property Damage Only Cras 17 Property Damage Only Cras 11 Property Damage Only Cras 14 Property Damage Only Cras 7 Property Damage Only Cras 16 Property Damage Only Cras 15 Property Damage Only Cras	0 0 0 0 0 0	1 The crash M 3 Unit 1 M 2 V1 WAS M 3 The crash M 2 V1 AND V2 M 2 Veh 1 was M 2 BOTH UNITM	Washingto Lake Elmo Washingto Lake Elmo Washingto Lake Elmo Washingto Lake Elmo Washingto Lake Elmo Washingto Lake Elmo Washingto Lake Elmo	State Truni 030000000 State Truni 0300000000 State Truni 0300000000 State Truni 0300000000 State Truni 0300000000 State Truni 0300000000000000000000000000000000000	15.51 MNTH 36 East 15.69 MNTH 36 East 16 MNTH 36 West 15.65 MNTH 36 East 15.67 MNTH 36 East 15.73 MNTH 36 East 15.6 MNTH 36 East	Front to Re Motor Veh On Roadwi Davlight None Cable Med On Roadwi Davlight None Front to Re Motor Veh On Roadwi Davlight None Front to Re Motor Veh On Roadwi Davlight None Front to Re Motor Veh On Roadwi Davlight None Front to Re Motor Veh On Roadwi Davlight None Front to Re Motor Veh On Roadwi Davlight None Front to Re Motor Veh On Roadwi Davlight None Front to Re Motor Veh On Roadwi Davlight None Front to Re Motor Veh On Roadwi Davlight None	Not at Inte No Control Cloudy Four-Way I Traffic Con Cloudy Not at Inte No Control Clear Four-Way I Traffic Con Clear Four-Way I Traffic Con Clear Four-Way I Traffic Con Cloudy Not at Inte No Control Rain	Dry Dry Dry Dry Dry Dry Dry Wet	2 NOT APPLIC 2 NOT APPLIC 2 NOT APPLIC 2 NOT APPLIC 2 NOT APPLIC 2 NOT APPLIC
2096631 2097957 2106817 2110055 2134559	508001 10/11/201 524074 12/10/201 372320 8/15/2016, 423533 2/13/2017, 524248 12/12/201 335804 3/15/2016, 508007 10/6/2017, 384807 10/7/2016,	2016 2017 2017 2016 2017 2017 2016	23 Property Damage Only Cras 16 Property Damage Only Cras 14 Property Damage Only Cras 17 Property Damage Only Cras 11 Property Damage Only Cras 14 Property Damage Only Cras 7 Property Damage Only Cras 15 Property Damage Only Cras 15 Property Damage Only Cras 7 Property Damage Only Cras	0 0 0 0 0 0 0	1 The crash M 3 Unit 1 M 2 V1 WAS M 3 The crash M 2 V1 AND V2 M 2 Veh 1 was M	Washingto Lake Elmo	State Truni03000000C State Truni03000000C State Truni03000000C State Truni03000000C State Truni03000000C State Truni03000000C	15.51 MNTH 36 East 15.69 MNTH 36 East 16 MNTH 36 West 15.65 MNTH 36 East 15.67 MNTH 36 East 15.73 MNTH 36 East	Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None	Not at Inte No Control Cloudy Four-Way ITraffic Con Cloudy Not at Inte No Control Clear Four-Way ITraffic Con Clear Four-Way ITraffic Con Clear Four-Way ITraffic Con Cloudy Rain	Dry	2 NOT APPLIC 2 NOT APPLIC 2 NOT APPLIC 2 NOT APPLIC 2 NOT APPLIC
2096631 2097957 2106817 2110055 2134559 2135707 2163359 2165686	508001 10/11/201 524074 12/10/201 372320 8/15/2016, 423533 2/13/2017, 524248 12/12/201 335804 3/15/2016, 508007 10/6/2017, 384807 10/7/2016, 666545 12/7/2018,	2016 2017 2017 2016 2017 2017 2016 2017 2016 2018	23 Property Damage Only Cras 16 Property Damage Only Cras 14 Property Damage Only Cras 17 Property Damage Only Cras 17 Property Damage Only Cras 14 Property Damage Only Cras 7 Property Damage Only Cras 16 Property Damage Only Cras 15 Property Damage Only Cras 17 Property Damage Only Cras 17 Property Damage Only Cras	0 0 0 0 0 0 0	1 The crash M 3 Unit 1 M 2 V1 WAS M 3 The crash M 2 V1 AND V2 M 2 Veh 1 was M 2 BOTH UNIT M 2 VEHS E/B + M 2 The crash M	Washingto Lake Elmo	State Truni 030000000 State Truni 0300000000000000000000000000000000000	15.51 MNTH 36 East 15.69 MNTH 36 East 15 MNTH 36 West 15.65 MNTH 36 East 15.67 MNTH 36 East 15.73 MNTH 36 East 15.56 MNTH 36 East 15.66 MNTH 36 East 15.53 MNTH 36 East	Front to Re Motor Veh On Roadwi Daylight None Front to Re Motor Veh On Roadwi Daylight None Front to Re Motor Veh On Roadwi Daylight None Front to Re Motor Veh On Roadwi Daylight None Front to Re Motor Veh On Roadwi Daylight None Front to Re Motor Veh On Roadwi Daylight None Front to Re Motor Veh On Roadwi Daylight None Front to Re Motor Veh On Roadwi Daylight None Front to Re Motor Veh On Roadwi Daylight None Front to Re Motor Veh On Roadwi Daylight None Front to Re Motor Veh On Roadwi Daylight None Front to Re Motor Veh On Roadwi Daylight None Front to Re Motor Veh On Roadwi Daylight None Front to Re Motor Veh On Roadwi Daylight None	Not at Inte No Control Cloudy Four-Way I Traffic Con Cloudy Not at Inte No Control Clear Four-Way I Traffic Con Clear Four-Way I Traffic Con Cloudy Not at Inte No Control Rain Intersectio Not Applic Clear Not at Inter No Control Rain Intersectio Not Applic Clear Not at Inter No Control Clear	Dry	2 NOT APPLIC 2 NOT APPLIC
2096631 2097957 2106817 2110055 2134559 2135707 2163359 2165686 2189118	508001 10/11/201 524074 12/10/201 372320 8/15/2016 423533 2/13/2017, 524248 12/12/201 335804 3/15/2016, 508007 10/6/2017, 384807 10/7/2016, 666545 12/7/2018, 394302 11/13/201	2016 2017 2017 2016 2017 2017 2016 2017 2016 2017 2016 2018 2018	23 Property Damage Only Cras 14 Property Damage Only Cras 17 Property Damage Only Cras 17 Property Damage Only Cras 17 Property Damage Only Cras 14 Property Damage Only Cras 14 Property Damage Only Cras 16 Property Damage Only Cras 16 Property Damage Only Cras 17 Property Damage Only Cras	0 0 0 0 0 0 0 0	1 The crash M 3 Unit 1 M 2 V1 WAS M 3 The crash M 2 V1 AND V2 M 2 Veh 1 was M 2 BOTH UNITM 2 VEHS E/B F M 2 THE crash M 1 VEHICLE W M	Washingto Lake Elmo	State Truni03000000C State Truni0300000C	15.51 MVTH 36 East 15.69 MNTH 36 East 15.69 MNTH 36 West 15.65 MNTH 36 East 15.67 MNTH 36 East 15.73 MNTH 36 East 15.66 MNTH 36 East 15.68 MNTH 36 East 15.53 MNTH 36 East	Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None Front to Re Motor Veh On Roadwo Daylight None	Not at Inte No Control Cloudy Four-Way ITraffic Con Cloudy Not at Inte No Control Clear Four-Way ITraffic Con Clear Four-Way ITraffic Con Clear Four-Way ITraffic Con Cloudy Not at Inte No Control Bain Intersectio Not Applic Clear Not at Inte No Control Clear Not at Inte No Control Clear Not at Inte No Control Clear	Dry	2 NOT APPLIC 2 NOT APPLIC
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2096631 2097957 2106817 2110682 2134559 2163539 2165586 2189118 2189957 2261733 2262760 2390101 2336121 2337256 238328 2340421 2341843 2365273 2365273 236194 242802 242929 2429 24	500001 10/11/201 27320 8/15/2010 12/13/201 37320 8/15/2010 472333 2/13/2010 472333 2/13/2010 472333 2/13/2010 472333 2/13/2010 472333 2/13/2010 472333 2/13/2010 47233 2/13/2010 47233 484807 101/72016 665654 12/7/2018 39430 211/3/2010 59871 5/20/2010 472127 3/5/2010 4721	2016 2017 2017 2017 2017 2016 2016 2016 2016 2018 2016 2018 2017 2017 2017 2017 2017 2017 2017 2018 2018 2018 2018 2018 2018 2018 2018	23 Property Damage Only Cras 14 Property Damage Only Cras 14 Property Damage Only Cras 14 Property Damage Only Cras 17 Property Damage Only Cras 18 Property Damage Only Cras 18 Property Damage Only Cras 18 Property Damage Only Cras 17 Property Damage Only Cras 15 Property Damage Only Cras 15 Property Damage Only Cras 17 Property Damage Only Cras 17 Property Damage Only Cras 17 Property Damage Only Cras 18 Property Damage Only Cras 18 Property Damage Only Cras 19 Property Damage Only Cras 10 Property Damage Only Cras 10 Property Damage Only Cras 11 Property Damage Only Cras 16 Property Damage Only Cras 17 Property Damage Only Cras 18 Property Damage Only Cras 17 Property Damage Only Cras 18 Property Damage Only Cras 19 Property Damage Only Cras 10 Property Damage Only Cras 11 Property Damage Only Cras 12 Property Damage Only Cras 16 Property Damage Only Cras 17 Property Damage Only Cras 18 Property Damage Only Cras 18 Property Damage Only Cras 17 Property Damage Only Cras 18 Property Damage Only Cras 18 Property Damage Only Cras 19 Property Dama		1 The crash M 2 V1 WAS M 3 Unit 1 M 2 V1 WAS M 3 The crash M 2 V4 NAD V2 M 2 The crash M 2 V4 NAD V2 M 2 The crash M 2 The crash M 2 The crash M 2 Unit 1 M 2 The crash M 2 Unit 1 M 2 The crash M 2 Unit 1 M 2 The crash M 2 Unit 1 M 2 The crash M 2 Unit 1 M 2 The crash M 3 The crash M 2 The crash M 3 The crash M 2 The crash M 3 The crash M 3 The crash M 4 The crash M 5 The crash M 5 The crash M 6 The crash M 6 The crash M 7 The crash M 7 The crash M 8 The crash M 8 The crash M 9 THE CR	Washingto Lake Elmo Washin	State Trun (30000000 State Trun (30000000 State Trun (300000000 State Trun (300000000 State Trun (300000000 State Trun (3000000000000000000000000000000000000	15.51 MNTH 36 East 15.69 MNTH 36 East 15.69 MNTH 36 East 15.65 MNTH 36 East 15.67 MNTH 36 East 15.67 MNTH 36 East 15.67 MNTH 36 East 15.68 MNTH 36 East 15.73 MNTH 36 East 15.75 MNTH 36 East	Front to Re Motor Veh On Roadwu Daylight None Cable Med On Roadwu Daylight None Front to Re Motor Veh On Roadwu Da	Not at Inte No Control Cloudy Four-Way I Traffic Con Cloudy Not at Inte No Control Clear Four-Way I Traffic Con Clear Four-Way I Traffic Con Clear Four-Way I Traffic Con Cloudy Not at Inte No Control Glain Intersectio Not Applic Clear Not at Inte No Control Clear Ot at Inte No Control Clear Ot at Inte No Control Clear Not at Inte No Control Clear Not at Inte No Control Clear Four-Way I Traffic Con Clear Four-Way I Traffic Con Clear Intersectio Not Applic Cloudy Not at Inte No Control Clear Not at Inte No Control Clear Four-Way I Traffic Con Clear Intersectio Not Applic Cloudy Not at Inte Traffic Con Clear Four-Way I T	Dry	2 NOT APPLIL 3 NOT APPLIL 4 NOT APPLIL 5 NOT APPLIL 5 NOT APPLIL 6 NOT APPLIL 6 NOT APPLIL 7 NOT APPLIL 7 NOT APPLIL 8 NOT

Workers EABLE	Pr Unit1 Type Unit1 Vehir Unit1 Direc Unit1 Fact: Unit1 Fact: Unit1 Most Unit1 Vehir Unit1 Traff Unit Motor Veh Passenger (Eastbound No Clear Contributing Motor Veh Vehicle StoTwo-Way.	t1 Post Unit1 Hori: Unit1 Road Unit1 65 Straight Level	Non: Unit1 Injur Unit1 Phys Un Killed Apparently	it1 Age Unit1 Se: 54 Male	x Unit2 Type Unit2 Vehi Unit2 Direc Unit2 FactcUnit2 FactcUnit2 MostUnit2 Vehi Unit2 Nonr Unit2 Injur Unit2 Phys U Motor Veh Medium / (Eastbound Operated Noriver Dist: Motor Veh Moving Forward No Appare Apparently	Jnit2 Age Unit2 Se 28 Male	x Unit3 Type Unit3 Vehi Unit3 Direc Unit3 Factc Unit3 Factc Unit3 Most Unit3 Vehi Unit3 Nonr
CABLE	Motor Veh Sport Utilit Eastbound No Clear Contributing Motor Veh Vehicle Sto Two-Way,	65 Straight Level	Possible In Apparently	35 Female	Motor Veh Sport Utilit Eastbound No Clear Contributing Motor Veh Vehicle Stopped or Sta Possible In Apparently	44 Male	Motor Veh Passenger Eastbound Following Too Closely Motor Veh Moving Forward
CABLE	Motor Veh Passenger Westbount No Clear Contributing Action Vehicle Sto Two-Way,	65 Straight Level	Suspected Apparently	41 Female	Motor Veh Passenger Westbound Operated Motor Vehic Motor Veh Moving Forward Suspected Has Been C	33 Male	
CABLE	Motor Veh Pickup Eastbound No Clear Contributing Action Vehicle StoTwo-Way, Motor Veh Sport Utilit Eastbound No Clear Contributing Motor Veh Vehicle StoTwo-Way.	65 Straight Level 65 Straight Level	Possible In Apparently No Appare Apparently	40 Male 18 Female	Motor Veh Sport Utilit Eastbound Driver Distracted Motor Veh Moving Forward Suspected Apparently Motor Veh Passenger: Eastbound No Clear Contributing Motor Veh Vehicle Stopped or Sta Possible In Apparently	17 Female 38 Female	Motor Veh Passenger Eastbound No Clear Contributing Motor Veh Vehicle Stopped or Sta
CABLE	Pedestrian Failure to Obey Traffic Signs, Signals, or Officer		Cycle Suspected Has Been E	32 Male	Motor Veh Sport Utilit Westbound No Clear Contributing Pedestrian Moving Forward No Appare Apparently	25 Female	Wotor Veri Passeriger Lastouting No Clear Contributing Wotor Veri Vericle Stopped of Ste
CABLE	Motor Veh Medium / IEastbound Ran Red Light Motor Veh Moving ForTwo-Way,	65 Straight Level	No Appare Apparently	32 Male	Motor Veh Sport Utilit Northboun No Clear Contributing Motor Veh Moving Forward Suspected Apparently	50 Female	
CABLE	Motor Veh Sport Utilit Northboun No Clear Contributing Motor Veh Vehicle Sto Two-Way, Motor Veh Passenger Westbound No Clear Contributing Motor Veh Slowing Two-Way,	55 Straight Level 65 Straight Level	No Appare Apparently Possible In Apparently	33 Male 27 Female	Motor Veh Motorcycle Southboun Operated Mmproper F Motor Veh Turning Left Motor Veh Passenger: Westbound Operated Motor Vehid Motor Veh Moving Forward Suspected Apparently Suspected Apparently	29 Male 64 Female	
CABLE	Motor Veh Passenger 'Westbount No Clear Contributing Motor Veh Slowing Two-Way, Two-Way.	65 Straight Level	Possible III Apparently Possible In Apparently	62 Female	Motor Veh Sport Utilit Westbount Driver Distracted Motor Veh Moving Forward No Appare Apparently	56 Female	
CABLE	Motor Veh Sport Utilit Eastbound Operated Following 1 Motor Veh Moving For Two-Way,	65 Straight Level	No Appare Apparently	39 Male	Motor Veh Pickup Eastbound No Clear Contributing Motor Veh Slowing Possible In Apparently	72 Male	Motor Veh Other Light Eastbound No Clear Contributing Motor Veh Slowing
CABLE	Motor Veh Passenger Westbounc No Clear Contributing Motor Veh Vehicle Sto Two-Way,	65 Straight Level	Possible In Apparently	28 Male	Motor Veh Passenger Westboum Driver Distracted Motor Veh Moving Forward Possible In Apparently	18 Male	
CABLE	Motor Veh Pickup Eastbound No Clear Contributing Action Slowing Two-Way, Motor Veh Passenger Eastbound No Clear Contributing Motor Veh Vehicle StoTwo-Way,	65 Straight Level 65 Straight Level	Possible In Apparently Possible In Apparently	59 Male 27 Female	Motor Veh Passenger Eastbound Following Too Closely Moving Forward No Appare Apparently Motor Veh Pickup Eastbound No Clear Contributing Motor Veh Vehicle Stopped or Sta Possible In Apparently	25 Male 32 Male	Motor Veh Passenger Eastbound No Clear Contributing Motor Veh Vehicle Stopped or Sta
CABLE	Motor Veh Passenger Eastbound No Clear Contributing Motor Veh Vehicle StoTwo-Way,	65 Straight Level	Possible In Apparently	28 Female	Hit-And-Run Vehicle o Eastbound Motor Veh Unknown	32 Wale	Wotor Veri Passeriger Lastouting No Clear Contributing Wotor Veri Vericle Stopped of Ste
CABLE	Motor Veh Medium / IEastbound Following Too Closely Moving ForTwo-Way,	65 Straight Level	No Appare Apparently	40 Male	Motor Veh Sport Utilit Eastbound No Clear Contributing Action Vehicle Stopped or StaPossible In Apparently	32 Male	
CABLE	Motor Veh Pickup Eastbound No Clear Contributing Motor Veh Slowing Two-Way, Motor Veh Passenger Westboun No Clear Contributing Motor Veh Vehicle Sto Two-Way.	65 Straight Level 55 Straight Level	Possible In Apparently Possible In Apparently	56 Female 28 Male	Motor Veh Sport Utilit Eastbound Following Too Closely Motor Veh Moving Forward No Appare Apparently Motor Veh Sport Utilit Westbound Driver Distracted Motor Veh Moving Forward No Appare Apparently	17 Female 16 Male	
CABLE	Motor Ven Passenger Westbount No Clear Contributing Motor Ven Venicle Sto I Wo-Way, Motor Veh Cargo Van Eastbound No Clear Contributing Motor Veh Moving FoiTwo-Way,	55 Straight Level 65 Straight Level	Possible In Apparently	28 Male	Motor Veh Sport Utilit Westbount Driver Distracted Motor Veh Moving Forward No Appare Apparently Motor Veh Sport Utilit Eastbound Operated Motor Vehic Motor Veh Moving Forward Possible In Apparently	30 Male	
CABLE	Motor Veh Pickup Eastbound No Clear Contributing Motor Veh Slowing Two-Way,	65 Straight Level	Possible In Apparently	41 Female	Motor Veh Passenger Eastbound Following Too Closely Cable Med Moving Forward No Appare Apparently	22 Male	
CABLE	Motor Veh Sport Utilit Eastbound No Clear Contributing Motor Veh Vehicle Sto Two-Way,	65 Straight Level	Possible In Apparently	59 Female	Motor Veh Passenger Eastbound Driver Distracted Motor Veh Moving Forward No Appare Apparently	36 Male	
CABLE	Motor Veh Sport Utilit Eastbound No Clear Contributing Motor Veh Vehicle StoTwo-Way, Motor Veh Passenger : Westbounc No Clear Contributing Motor Veh Vehicle StoTwo-Way.	65 Straight Level 55 Straight Level	Possible In Apparently Possible In Apparently	73 Male 38 Male	Motor Veh Passenger : Eastbound Driver Distracted Motor Veh Moving Forward No Appare Apparently Motor Veh Passenger : Westbound Driver Distracted Motor Veh Slowing No Appare Apparently	20 Male 75 Female	
CABLE	Motor Veh Pickup Westbount No Clear Contributing Motor Veh Moving For Two-Way,	65 Straight Level	No Appare Apparently	51 Male	Motor Veh Sport Utilit Southboun Operated Motor Vehic Motor Veh Moving Forward Possible In Apparently	55 Male	
CABLE	Motor Veh Passenger 'WestbouncNo Clear Contributing Motor Veh Vehicle StoTwo-Way,	65 Straight Level	Possible In Apparently	68 Male	Motor Veh Pickup Westbount Operated Motor Vehit Motor Veh Moving Forward Possible In Apparently	22 Male	
CABLE	Motor Veh Pickup WestbouncNo Clear Contributing Motor Veh Vehicle StoTwo-Way,	65 Straight Level	No Appare Apparently	58 Male	Motor Veh Passenger Westbounc No Clear Contributing Motor Veh Vehicle Stopped or Sta Possible In Apparently	38 Female	Motor Veh Sport Utilit Westbount Driver Distracted Motor Veh Moving Forward
CABLE	Motor Veh Sport Utilit Eastbound Driver Distracted Motor Veh Moving ForTwo-Way, Motor Veh Passenger Eastbound Operated Motor Vehic Motor Veh Moving ForTwo-Way,	65 Straight Level 55 Straight Level	Possible In Apparently No Appare Asleep or F	48 Male 22 Male	Motor Veh Passenger : Eastbound No Clear Contributing Motor Veh Vehicle Stopped or Sta No Appare Apparently Motor Veh Pickup Eastbound No Clear Contributing Motor Veh Vehicle Stopped or Sta Possible In Apparently	57 Male 34 Male	Motor Veh Passenger - Eastbound No Clear Contributing Motor Veh Vehicle Stopped or Sta
CABLE	Motor Veh Passenger Eastbound No Clear Contributing Action Vehicle Sto Two-Way,	65 Straight Level	No Appare Apparently	74 Male	Motor Veh Passenger Eastbound Driver Distracted Moving Forward No Appare Apparently	84 Female	motor verification in care contributing motor verification per or se
CABLE	Motor Veh Passenger : Eastbound Other Contributing Ac Cable Med Swerved orTwo-Way,	65 Straight Level	Possible In Medical Iss	26 Female			
CABLE	Motor Veh Sport Utilit Eastbound No Clear Contributing Motor Veh Moving FoiTwo-Way, Motor Veh Passenger Eastbound No Clear Contributing Motor Veh Moving FoiTwo-Way.	65 Straight Level 65 Straight Level	Possible In Apparently	39 Female 28 Male	Motor Veh Other Light Eastbound Following Too Closely Motor Veh Moving Forward No Appare Apparently Motor Veh Passenger: Eastbound Operated NFollowing 1 Motor Veh Moving Forward No Appare Apparently	36 Male 38 Male	
CABLE	Motor Ven Passenger Eastbound No Clear Contributing Motor Ven Moving Followo-way, Motor Veh Passenger Eastbound No Clear Contributing Motor Veh Slowing Two-Way,	65 Straight Level 65 Straight Level	No Appare Apparently No Appare Apparently	71 Male	Motor Veh Passenger Eastbound Operated Froilowing Motor Veh Slowing No Appare Apparently Motor Veh Passenger Eastbound Following Too Closely Motor Veh Slowing No Appare Apparently	58 Male	
CABLE	Motor Veh Pickup Eastbound No Clear Contributing Cable Med Moving ForTwo-Way,	65 Straight Downhill	No Appare Apparently	63 Male			
CABLE	Motor Veh Passenger Eastbound No Clear Contributing Motor Veh Slowing Two-Way,	65 Straight Level	No Appare Apparently	16 Female	Motor Veh Sport Utilit Eastbound Following Too Closely Motor Veh Slowing No Appare Apparently	25 Female	
CABLE	Motor Veh Passenger Eastbound No Clear Contributing Motor Veh Moving ForTwo-Way, Motor Veh Passenger Eastbound No Clear Contributing Motor Veh Vehicle StoTwo-Way,	65 Straight Level 60 Straight Level	No Appare Apparently No Appare Apparently	21 Female 32 Male	Motor Veh Passenger Eastbound No Clear Contributing Motor Veh Moving Forward No Appare Apparently Motor Veh Passenger Eastbound Following Too Closely Motor Veh Moving Forward No Appare Apparently	66 Female 47 Male	
CABLE	Motor Veh Medium / IWestbount Improper Backing Motor Veh Backing Two-Way.	65 Straight Level	No Appare Apparently	30 Male	Motor Veh Sport Utilit Westbount No Clear Contributing Motor Veh Vehicle Stopped or StaNo Appare Apparently	42 Male	
CABLE	Motor Veh Passenger Westbounc No Clear Contributing Motor Veh Vehicle Sto Two-Way,	65 Straight Level	No Appare Apparently	28 Female	Hit-And-Ru Passenger Westbound Motor Veh Unknown		
CABLE	Motor Veh Medium / IEastbound Following Too Closely Swerved orTwo-Way,	65 Straight Level	No Appare Apparently	54 Female			
CABLE	Motor Veh Passenger Eastbound No Clear Contributing Motor Veh Vehicle StoTwo-Way, Motor Veh Sport Utilit Eastbound No Clear Contributing Motor Veh Vehicle StoTwo-Way.	65 Straight Level 65 Straight Level	No Appare Apparently No Appare Apparently	41 Female 44 Male	Motor Veh Passenger : Eastbound Driver Distracted Motor Veh Moving Forward No Appare Apparently Motor Veh Pickup Eastbound Other Contributing Ac Motor Veh Slowing No Appare Apparently	62 Female 49 Male	
CABLE	Motor Veh Medium / IEastbound Swerved or Avoided D Ran Off Ro Swerved orTwo-Way,	65 Straight Level	No Appare Apparently	31 Male	Motor verifically Lastourid Other Contributing Activities verificating Motor verificating	45 Male	
CABLE	Motor Veh Sport Utilit Eastbound No Clear Contributing Motor Veh Moving ForTwo-Way,	65 Straight Level	No Appare Apparently	51 Male	Motor Veh Sport Utilit Eastbound Following 1Driver Sper Motor Veh Moving Forward No Appare Apparently	46 Male	
CABLE	Motor Veh Sport Utilit Eastbound No Clear Contributing Motor Veh Vehicle StoTwo-Way, Motor Veh Passenger Eastbound No Clear Contributing Motor Veh Vehicle StoTwo-Way,	65 Straight Level 65 Straight Level	No Appare Apparently No Appare Apparently	30 Male 21 Male	Motor Veh Passenger Eastbound Operated NFollowing 1 Motor Veh Moving Forward No Appare Apparently Motor Veh Passenger Eastbound Driver Distracted Motor Veh Swerved or Attempt to No Appare Apparently	68 Female 62 Male	
CABLE	Motor Veh Sport Utilit Westboung No Clear Contributing Motor Veh Vehicle Sto Two-Way,	65 Straight Downhill	No Appare Apparently No Appare Apparently	63 Female	Motor Veh Passenger Westboung Following Too Closely Motor Veh Slowing No Appare Apparently	60 Male	
CABLE	Motor Veh Pickup Westboun(No Clear Contributing Motor Veh Vehicle Sto Two-Way,	55 Straight Level	No Appare Apparently	55 Male	Motor Veh Sport Utilit Westbound Driver Distracted Motor Veh Moving Forward No Appare Apparently	54 Female	
CABLE	Motor Veh Sport Utilit WestbouncNo Clear Contributing Motor Veh Slowing Two-Way,	60 Straight Level	No Appare Apparently	59 Female	Motor Veh Pickup Westboung Following Too Closely Motor Veh Moving Forward No Appare Apparently	23 Male	
CABLE	Motor Veh Passenger Westbounc Unknown Motor Veh Vehicle Sto Two-Way, Motor Veh Pickup Eastbound No Clear Contributing Motor Veh Turning Rig Two-Way,	65 Straight Level 65 Straight Level	No Appare Apparently No Appare Apparently	37 Female 54 Male	Motor Veh Sport Utilit Westbounc Operated NFollowing 1 Motor Veh Moving Forward Motor Veh Pickup Eastbound Following Too Closely Motor Veh Slowing No Appare Apparently No Appare Apparently	18 Female 28 Male	
CABLE	Motor Veh Passenger Westbounc No Clear Contributing Motor Veh Slowing Two-Way,	65 Straight Level	No Appare Apparently	68 Male	Motor Veh Passenger Westboung Following Too Closely Motor Veh Slowing No Appare Apparently	23 Female	
CABLE	Motor Veh Passenger Eastbound Ran Off Road Roadway S Moving ForTwo-Way,	65 Straight Level	No Appare Apparently	41 Male			
CABLE	Motor Veh Pickup Eastbound No Clear Contributing Motor Veh Slowing Two-Way,	65 Straight Level	No Appare Apparently	50 Male 56 Female	Motor Veh Passenger Eastbound Following Too Closely Motor Veh Moving Forward No Appare Apparently	22 Female	
CABLE	Motor Veh Sport Utilit Eastbound Following 1Swerved or Cable Med Swerved or Two-Way, Motor Veh Passenger Eastbound Following Too Closely Motor Veh Moving For Two-Way.	65 Straight Level 65 Straight Level	No Appare Apparently No Appare Apparently	16 Male	Motor Veh Sport Utilit Eastbound No Clear Contributing Motor Veh Vehicle Stopped or StaNo Appare Apparently	64 Male	Motor Veh Sport Utilit Eastbound No Clear Contributing Motor Veh Vehicle Stopped or Sta
CABLE	Motor Veh Passenger Westbound Driver Distracted Motor Veh Moving For Two-Way,	65 Straight Level	No Appare Emotional	29 Male	Motor Veh Passenger Westbount No Clear Contributing Motor Veh Vehicle Stopped or StaNo Appare Apparently	29 Male	
CABLE	Motor Veh Passenger Eastbound No Clear Contributing Motor Veh Slowing Two-Way,	65 Straight Level	No Appare Apparently	60 Female	Motor Veh Passenger Eastbound No Clear Contributing Motor Veh Slowing No Appare Apparently	43 Female	Motor Veh Sport Utilit Eastbound Following Too Closely Motor Veh Slowing
CABLE	Motor Veh Sport Utilit Eastbound No Clear Contributing Motor Veh Vehicle StoTwo-Way, Motor Veh Passenger Eastbound No Clear Contributing Motor Veh Moving ForTwo-Way,	65 Straight Level 65 Straight Level	No Appare Apparently No Appare Apparently	61 Male 22 Male	Motor Veh Passenger : Eastbound Other Contributing Ac Motor Veh Moving Forward No Appare Apparently Motor Veh Passenger : Eastbound Driver SpecFollowing 1 Motor Veh Moving Forward No Appare Apparently	24 Female 58 Male	
CABLE	Motor Veh Passenger Southboun Driver Distracted Motor Veh Moving ForTwo-Way,	65 Straight Level	No Appare Apparently	24 Male	Motor Veh Sport Utilit Southboun No Clear Contributing Motor Veh Slowing No Appare Apparently	23 Male	
CABLE	Motor Veh Sport Utilit Eastbound No Clear Contributing Action Changing L Two-Way,	65 Straight Level	No Appare Apparently	76 Male	Motor Veh Pickup Eastbound Other Contributing Action Changing Lanes No Appare Apparently	23 Male	
CABLE	Motor Veh Passenger (Eastbound No Clear Contributing Motor Veh Slowing Two-Way,	65 Straight Level 65 Straight Level	No Appare Apparently	57 Female 23 Female	Motor Veh Sport Utilit Eastbound Operated Motor Vehic Motor Veh Moving Forward No Appare Apparently	16 Male	
CABLE	Motor Veh Sport Utilit Eastbound No Clear Contributing Deer Moving ForTwo-Way, Motor Veh Passenger Eastbound No Clear Contributing Motor Veh Vehicle StoTwo-Way,	65 Straight Level 65 Straight Level	No Appare Apparently No Appare Apparently	51 Male	Motor Veh Sport Utilit Eastbound Following Too Closely Motor Veh Slowing No Appare Apparently	33 Female	
CABLE	Motor Veh Sport Utilit Westbount Over-corre Driver Spet Motor Veh Moving For Two-Way,	65 Straight Level	No Appare Apparently	31 Female	Motor Veh Sport Utilit Westbount No Clear Contributing Motor Veh Moving Forward No Appare Apparently	37 Male	
CABLE	Motor Veh Passenger 'Eastbound No Clear Contributing Motor Veh Vehicle Sto Two-Way,	65 Straight Level	No Appare Apparently	36 Female	Motor Veh Pickup Eastbound Following Too Closely Motor Veh Slowing No Appare Apparently	37 Male	
CABLE	Motor Veh Passenger Eastbound No Clear Contributing Motor Veh Slowing Two-Way, Motor Veh Passenger Westbounc No Clear Contributing Motor Veh Vehicle Sto Two-Way.	65 Straight Level 65 Straight Level	No Appare Apparently No Appare Apparently	64 Male 42 Male	Motor Veh Passenger : Eastbound Following Too Closely Motor Veh Slowing No Appare Apparently Motor Veh Passenger : Westbount Following Too Closely Motor Veh Moving Forward No Appare Apparently	25 Male 21 Female	
CABLE	Motor Veh Medium / IEastbound Failure to \ Operated \ Motor Veh Moving ForTwo-Way,	65 Straight Level	No Appare Apparently	45 Male	Motor Veh School Bus Southboun No Clear Contributing Action Moving Forward No Appare Apparently	54 Male	
CABLE	Motor Veh Pickup Eastbound No Clear Contributing Motor Veh Slowing Two-Way,	65 Straight Level	No Appare Apparently	40 Male	Motor Veh Passenger Eastbound Following Too Closely Motor Veh Moving Forward No Appare Apparently	18 Male	
CABLE	Motor Veh Passenger Eastbound No Clear Contributing Motor Veh Moving ForTwo-Way,	65 Straight Level	No Appare Apparently	61 Male	Motor Veh Passenger Eastbound Driver Distracted Motor Veh Slowing No Appare Apparently	36 Female	
CABLE	Motor Veh Passenger Southboun No Clear Contributing Motor Veh Moving ForTwo-Way, Motor Veh Passenger Westbound No Clear Contributing Action Slowing Two-Way,	50 Straight Level 65 Straight Level	No Appare Apparently No Appare Apparently	83 Male 26 Male	Motor Veh Passenger Southboun No Clear Contributing Motor Veh Moving Forward No Appare Apparently Motor Veh Passenger Westboung Driver Distracted Moving Forward No Appare Apparently	37 Male 34 Female	
CABLE	Motor Veh Sport Utilit Eastbound No Clear Contributing Motor Veh Vehicle Sto Two-Way,	65 Straight Level	No Appare Apparently	48 Male	Motor Veh Passenger Eastbound No Clear Contributing Motor Veh Vehicle Stopped or StaNo Appare Apparently	20 Female	Motor Veh Passenger 'Eastbound No Clear Contributing Motor Veh Vehicle Stopped or Sta
CABLE	Motor Veh Passenger Eastbound No Clear Contributing Motor Veh Vehicle Sto Two-Way,	65 Straight Level	No Appare Apparently	70 Female	Motor Veh Passenger Eastbound Following Too Closely Motor Veh Moving Forward No Appare Apparently	16 Male	
CABLE	Motor Veh Passenger (Eastbound No Clear Contributing Motor Veh Vehicle StoTwo-Way,	65 Straight Level 60 Straight Level	No Appare Apparently No Appare Apparently	35 Male 29 Male	Motor Veh Passenger : Eastbound Following Too Closely Motor Veh Vehicle Stopped or Sta No Appare Apparently Motor Veh Passenger : Eastbound Driver Distracted Moving Forward No Appare Apparently	16 Female 27 Male	
CABLE	Motor Veh Passenger Eastbound No Clear Contributing Action Vehicle StoTwo-Way, Motor Veh Passenger Eastbound Unknown Motor Veh Moving ForTwo-Way,	65 Straight Level	No Appare Apparently No Appare Apparently	30 Male	Motor Veh Passenger Eastbound Driver Distracted Moving Forward No Appare Apparently Motor Veh Passenger Eastbound No Clear Contributing Motor Veh Moving Forward No Appare Apparently	37 Male	
CABLE	Motor Veh Sport Utilit Eastbound No Clear Contributing Motor Veh Slowing Two-Way,	65 Straight Level	No Appare Apparently	55 Female	Motor Veh Pickup Eastbound Following Too Closely Motor Veh Moving Forward No Appare Apparently	70 Male	
CABLE	Motor Veh Sport Utilit Westbounc No Clear Contributing Motor Veh Vehicle Sto Two-Way,	65 Straight Level	No Appare Apparently	66 Female	Motor Veh Medium / IWestbounc Driver Distracted Motor Veh Moving Forward No Appare Apparently	63 Male	
CABLE	Motor Veh Pickup Eastbound Failure to Yield Right-‹ Motor Veh Turning RigTwo-Way, Motor Veh Passenger · Eastbound No Clear Contributing Motor Veh Moving ForTwo-Way,	65 Straight Level 65 Straight Level	No Appare Apparently No Appare Apparently	55 Male 17 Female	Motor Veh Sport Utilit Eastbound No Clear Contributing Motor Veh Moving Forward No Appare Apparently Hit-And-Run Vehicle o Northbound Turning Right	44 Male	
CABLE	Motor Veh Passenger 'Westbound No Clear Contributing Motor Veh Moving ForTwo-Way,	65 Straight Level	No Appare Apparently	62 Male	Hit-And-Ru Pickup Westbound Unknown Motor Veh Moving Forward No Appare Unknown	34 Male	
CABLE	Motor Veh Passenger Eastbound No Clear Contributing Motor Veh Vehicle Sto Two-Way,	65 Straight Level	No Appare Apparently	66 Male	Motor Veh Sport Utilit Eastbound Driver DistrFollowing 1 Motor Veh Slowing No Appare Apparently	70 Female	
CABLE	Motor Veh Passenger Eastbound Following Too Closely Motor Veh Moving ForTwo-Way,	65 Straight Level	No Appare Apparently	17 Female	Motor Veh Passenger - Eastbound No Clear Contributing Motor Veh Vehicle Stopped or StaNo Appare Apparently	40 Female	
CABLE	Motor Veh Sport Utilit Eastbound No Clear Contributing Motor Veh Slowing Two-Way, Motor Veh Passenger Eastbound No Clear Contributing Motor Veh Slowing Two-Way.	65 Straight Level 65 Straight Level	No Appare Apparently No Appare Apparently	21 Male 26 Male	Motor Veh Passenger : Eastbound Following Too Closely Motor Veh Moving Forward No Appare Apparently Motor Veh Passenger : Eastbound Following Too Closely Motor Veh Moving Forward No Appare Apparently	36 Female 19 Female	
CABLE	Motor Veh Sport Utilit Eastbound Driver Speeding Other Post Slowing Two-Way,	65 Straight Level	No Appare Apparently	19 Male			
CABLE	Motor Veh Pickup Westboun(No Clear Contributing Motor Veh Vehicle Sto Two-Way,	65 Straight Level	No Appare Apparently	58 Male	Motor Veh Passenger Westbounc No Clear Contributing Motor Veh Vehicle Stopped or Sta No Appare Apparently	39 Female	Motor Veh Sport Utilit Westbount Driver Distracted Motor Veh Moving Forward

Unit3 Injur Unit3 Phys Unit	Age Unit3 Sex Unit4 Type Unit4 Vehi Unit4 Direc Unit4 FactcUnit4 FactcUn	nit4 Mosl Unit4 Vehi Unit4 Nonr Unit4 Injur Unit4 Phys U	nit4 Age Unit4 Sex in			nterchang intersectio city_sectio la	titude lo	ongitude sha	ape roadway_t			wkid
Suspected Apparently	19 Female			MNTH 36 / MN36 Fror 509177.9 MN36 Fror 509097.5	4986907 4986907	{19B09B0A{0DD54A9E {0DD54A9E	45.04 45.04	-92.88 -92.88	3	-1E+07 -1E+07	5627122 5627123	102100 102100
Suspected Apparently	19 Female			MNTH 36 AND LAKE E 509190.6		{19B09B0A-7A46-45F8	45.04	-92.88 -92.88	3	-1E+07	5627123	102100
				MN36 Fror 509152.5		{0DD54A9E	45.04	-92.88	3	-1E+07		102100
Suspected Apparently	74 Male Motor Veh Sport Utilit Eastbound Operated N Driver Dist M	otor Veh Moving Forward Possible In Apparently	27 Female	MN36 Fror 509118.6	4986907	(0DD54A9E	45.04	-92.88	3	-1E+07	5627122	102100
				MN36 Fror 509207.5 MN36 Fror 509148.3	4986949	{0DD54A9E {0DD54A9E	45.04 45.04	-92.88 -92.88	3	-1E+07 -1E+07	5627182 5627122	102100 102100
				MNTH 36 / MN36 Fror 509184.2		{19B09B0A {0DD54A9E	45.04	-92.88	3	-1E+07	5627125	102100
				MN36 Fror 509266.8 509258.3	4986932 4986949	{0DD54A9E	45.04 45.04	-92.88 -92.88	3	-1E+07	5627158 5627182	102100 102100
No Appare Apparently	40 Male Motor Veh Sport Utilit Eastbound No Clear Contributing M	otor Veh Slowing Possible In Apparently	53 Male		4986949 4986890	{0DD54A9E	45.04 45.04	-92.88 -92.89	3	-1E+07 -1E+07	5627182	102100
,				509199.1	4986954		45.04	-92.88	3	-1E+07	5627188	102100
					4986920	(0DD54A9E	45.04	-92.89	3	-1E+07	5627141	102100
Possible In Apparently	27 Female Motor Veh Pickup Eastbound Following Too Closely M	otor Veh Moving Forward No Appare Apparently	19 Male	MN36 Fror 509105.9 MN36 Fror 509156.7	4986907 4986903	{0DD54A9E {0DD54A9E	45.04 45.04	-92.88 -92.88	3	-1E+07 -1E+07	5627122 5627116	102100 102100
				MN36 Fror 509017	4986941	{0DD54A9E	45.04	-92.89	3	-1E+07	5627171	102100
					4986924	{0DD54A9E	45.04	-92.89	3	-1E+07		102100
					4986941 4986924	{ODD54A9E {ODD54A9E	45.04 45.04	-92.88 -92.88	3	-1E+07 -1E+07	5627170 5627147	102100 102100
				MN36 Fror 509122.9	4986899	{0DD54A9E	45.04	-92.88	3	-1E+07	5627110	102100
					4986890	{0DD54A9E	45.04 45.04	-92.89 -92.89	3	-1E+07	5627099 5627123	102100
				MN36 Fror 509021.3 MN36 Fror 509436.1	4986907	{ODD54A9E {ODD54A9E	45.04 45.04	-92.89 -92.88	3	-1E+07 -1E+07	562/123	102100
				MN36 Fror 508978.9	4986916	{0DD54A9E	45.04	-92.89	3	-1E+07	5627135	102100
					4986949	{0DD54A9E	45.04	-92.88	3	-1E+07	5627182	102100
No Appare Apparently	25 Male			MN36 Fror 509275.3 MN36 Fror 509084.8	4986941	{0DD54A9E {0DD54A9E	45.04 45.04	-92.88 -92.88	3	-1E+07 -1E+07	5627170 5627135	102100 102100
No Appare Apparently	60 Male Motor Veh Sport Utilit Eastbound No Clear Contributing M	otor Veh Vehicle Stopped or StaNo Appare Apparently	44 Female	MN36 Fror 509122.9		{0DD54A9E	45.04	-92.88	3	-1E+07	5627134	102100
				MN36 Fror 509063.6		{0DD54A9E	45.04	-92.88	3	-1E+07	5627147	102100
					4986916 4986913	{0DD54A9E {0DD54A9E	45.04 45.04	-92.88 -92.88	3	-1E+07	5627135 5627131	102100
				MN36 Fror 509201.2		(0DD54A9E	45.04	-92.88	3	-1E+07		102100
						{0DD54A9E	45.04	-92.88	3	-1E+07	5627122	102100
				509241.4 MN36 Fror 509097.5	4986945	{0DD54A9E	45.04 45.04	-92.88 -92.88	3	-1E+07 -1E+07	5627176 5627117	102100 102100
				MNTH 36 / MN36 Fror 509166.9	4986916	{19B09B0A{0DD54A9E	45.04	-92.88	3	-1E+07	5627135	102100
						{0DD54A9E	45.04	-92.88	3	-1E+07		102100
				509207.5 509232.9	4986941 4986949		45.04 45.04	-92.88 -92.88	3	-1E+07 -1E+07	5627170 5627182	102100 102100
				MN36 Fror 508962	4986916	{0DD54A9E	45.04	-92.89	3	-1E+07	5627135	102100
				MN36 Fror 509055.1	4986899	{0DD54A9E	45.04	-92.89	3	-1E+07	5627111	102100
				MN36 Fror 508978.9 MN36 Fror 509080.5	4986924 4986899	{ODD54A9E {ODD54A9E	45.04 45.04	-92.89 -92.88	3	-1E+07 -1E+07	5627147 5627111	102100 102100
				509063.6			45.04	-92.88	3	-1E+07	5627159	102100
					4986911 4986920	{0DD54A9E	45.04 45.04	-92.89 -92.88	3	-1E+07	5627129 5627141	102100 102100
				MN36 Fror 509080.5 509237.2		{0DD54A9E	45.04 45.04	-92.88 -92.88	3	-1E+07	5627141	102100
				509482.7	4986949		45.04	-92.88	3	-1E+07	5627182	102100
					4986932 4986939	{0DD54A9F	45.04 45.04	-92.88 -92.88	3	-1E+07	5627158 5627167	102100
				MN36 Fror 509156.7		{ODD54A9E	45.04	-92.88 -92.88	3	-1E+07	5627122	102100
				MN36 Fror 509040.4	4986947	{0DD54A9E	45.04	-92.89	3	-1E+07	5627180	102100
				MN36 Fror 509112.3 MN36 Fror 508942.9	4986903	{0DD54A9E {0DD54A9E	45.04 45.04	-92.88 -92.89	3	-1E+07 -1E+07	5627116 5627132	102100 102100
					4986913	(0DD54A9E	45.04	-92.89 -92.89	3	-1E+07	5627132	102100
No Appare Apparently	43 Female			MN36 Fror 509131.3		{0DD54A9E	45.04	-92.88	3	-1E+07	5627125	102100
No Appare Apparently	77 Female			MN36 Fror 509465.8 MN36 Fror 509072.1	4986937 4986924	{ODD54A9E {ODD54A9E	45.04 45.04	-92.88 -92.88	3	-1E+07		102100 102100
по арраге аррагения	// remale			MN36 Fror 509108		(0DD54A9E	45.04	-92.88	3	-1E+07 -1E+07	5627147 5627119	102100
					4986932	(0DD54A9E	45.04	-92.89	3	-1E+07	5627159	102100
				MN36 Fror 508991.6 MN36 Fror 509093.2	4986907	{ODD54A9E {ODD54A9E	45.04 45.04	-92.89 -92.88	3	-1E+07 -1E+07	5627123 5627141	102100 102100
					4986920	(0DD54A9E	45.04	-92.89	3	-1E+07	5627135	102100
					4986890	{0DD54A9E	45.04	-92.89	3	-1E+07	5627099	102100
				MN36 Fror 508907 MN36 Fror 509063.6	4986916 4986949	{ODD54A9E {ODD54A9E	45.04 45.04	-92.89 -92.88	3	-1E+07 -1E+07	5627135 5627183	102100 102100
				MN36 Fror 508868.9		(0DD54A9E	45.04	-92.89	3	-1E+07	5627123	102100
					4986924	{0DD54A9E	45.04	-92.88	3	-1E+07	5627146	102100
				MN36 Fror 509209.6 MNTH 36 / MN36 Fror 509177.9		{ODD54A9E {19B09B0A{ODD54A9E	45.04 45.04	-92.88 -92.88	3	-1E+07 -1E+07	5627179 5627176	102100 102100
				MN36 Fror 508911.2	4986932	(0DD54A9E	45.04	-92.89	3	-1E+07	5627159	102100
				MN36 Fror 509131.3 MN36 Fror 509152.5		{0DD54A9E {0DD54A9E	45.04 45.04	-92.88 -92.88	3	-1E+07	5627170 5627188	102100
					4986954	(UDD54A9E (ODD54A9E	45.04 45.04	-92.88 -92.88	3	-1E+07	5627188	102100
No Appare Apparently	61 Male Motor Veh Passenger Eastbound Operated Driver Dist M	otor Veh Moving Forward No Appare Asleep or F	82 Male	MN36 Fror 509139.8	4986907	(0DD54A9E	45.04	-92.88	3	-1E+07	5627122	102100
				MN36 Fror 509046.7 MN36 Fror 509046.7	4986932 4986911	(ODD54A9E (ODD54A9E	45.04 45.04	-92.89 -92.89	3	-1E+07 -1E+07	5627159 5627129	102100 102100
					4986911 4986932	(ODD54A9E	45.04 45.04	-92.89 -92.89	3	-1E+07		102100
				MN36 Fror 509156.6		{0DD54A9E	45.04	-92.88	3	-1E+07	5627129	102100
				MN36 Fror 509133.4 MN36 Fror 509216	4986909 4986941	(ODD54A9E (ODD54A9E	45.04 45.04	-92.88 -92.88	3	-1E+07 -1E+07	5627125 5627170	102100 102100
						(0DD54A9E	45.04	-92.88 -92.88	3	-1E+07	5627170	102100
					4986916	{0DD54A9E	45.04	-92.88	3	-1E+07		102100
				MN36 Fror 509012.8 MN36 Fror 509122.9	4986903	{ODD54A9E {ODD54A9E	45.04 45.04	-92.89 -92.88	3	-1E+07 -1E+07	5627117 5627098	102100 102100
				MN36 Fror 508987.4	4986890	{0DD54A9E	45.04	-92.88 -92.89	3	-1E+07	5627098	102100
					4986949	{0DD54A9E	45.04	-92.89	3	-1E+07	5627183	102100
				MN36 Fror 509004.3 MN36 Fror 509089	4986899 4986924	(ODD54A9E (ODD54A9E	45.04 45.04	-92.89 -92.88	3	-1E+07 -1E+07	5627111 5627147	102100 102100
No Appare Apparently	30 Female			MN36 Fror 509343		{0DD54A9E	45.04	-92.88 -92.88	3	-1E+07		102100
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