Application

17070 - 2022 Roadway System Management

17633 - Traffic Signal Technologies and ITS Corridor Enhancements

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	04/13/2022 9:50 PM

Primary Contact

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*	Cologne	Minnesota	55322
	City	State/Province	Postal Code/Zip

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

Organization Information

Name:	CARVER COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: PUBLIC WORKS

11360 HWY 212 W #1

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

County: Carver

Phone:* Ext.

Fax:

PeopleSoft Vendor Number 0000026790A12

Project Information

Project Name Carver County Traffic Signal Technologies and ITS Corridor Enhancements

Primary County where the Project is Located Carver

Cities or Townships where the Project is Located: Chanhassen, Chaska, Waconia

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)	The proposed project will add new and upgrade existing obsolete traffic management and intelligent transportation systems (ITS) throughout Carver County, with a focus on CSAH 18-Lyman Boulevard (Chanhassen/Chaska), CSAH 14-Pioneer Trail (Chanhassen/Chaska), CSAH 59-Main Street (Waconia), and other intersections. The project will include: a new Advanced Traffic Management System (ATMS); central signal system software with expanded remote access and operations; upgraded traffic signal controllers and cabinets including conflict monitors; updated timing and coordination plans; video detection systems; ITS devices including CCTV cameras; communications upgrades including connections to the existing trunk fiber optic cable at all traffic signal locations; APS and count-down timers at multiple locations; and upgraded signals to accommodate transit signal priority, creating opportunities to support future transit signal priority for South West Transit.
(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.	Traffic signal and communication upgrades
Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).	
Project Length (Miles)	7.0
to the nearest one-tenth of a mile	

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	$2,000,000.00
Match Amount	$500,000.00
Minimum of 20% of project total	
Project Total	$2,500,000.00
For transit projects, the total cost for the application is total cost minus fare revenues.	
Match Percentage	20.0%

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

Source of Match Funds County

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

Preferred Program Year

Select one: 2026, 2027

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years: 2025

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

Project Information: Roadway Projects

County, City, or Lead Agency Carver County

Functional Class of Road A-Minor Arterial

Road System CSAH

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

Road/Route No. 18

i.e., 53 for CSAH 53

Name of Road Lyman Blvd. (CSAH 18), Pioneer Trail (CSAH 14), Main St. (CSAH 59)

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55317

(Approximate) Begin Construction Date 03/15/2026

(Approximate) End Construction Date 11/15/2026

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

From:
(Intersection or Address) Galpin Blvd(CSAH 18-Lyman Blvd), Village Rd (CSAH 14-Pioneer Trail), TH 5 (CSAH 59-Main St)

To:
(Intersection or Address) CSAH 101 (CSAH 18-Lyman Blvd), CSAH 101(CSAH 14-Pioneer Trail), CSAH 10-Engler Blvd(CSAH 59-Main St)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Miles of Sidewalk (nearest 0.1 miles) 0

Miles of Trail (nearest 0.1 miles) 0

Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles) 0

Primary Types of Work ITS and traffic signal systems improvements including hardware and software, ATMS, communications, and signal timing and coordination.

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:

a. Goal: Transportation System Stewardship; Objectives: A. Efficiently preserve and maintain the regional transportation system and a state of good repair, B. Operate...to efficiently and cost-effectively connect people and freight to destinations; Strategies: A1. Prioritize resources to operating, maintaining, and rebuilding what already exists, A2. Identify cost-effective opportunity to incorporate improvements. (Pages 2.2-2.4)

b. Goal: Safety and Security; Objectives: A. Reduce fatal and serious injury crashes and improve safety and security, B. Reduce transportation system's vulnerability to natural and human-caused incidents; Strategies: B1. Focus on safety in all areas of transportation investments, B2. Protect and strengthen the role of the transportation system in providing effective emergency response. (Pages 2.5-2.6)

c. Goal: Access to Destinations; Objectives: B. Increase reliability and predictability for travel; Strategies: C7: Manage and optimize the performance of the principal arterial system as measured by person throughput, C9: Support investments in A-minor arterials that build, manage, or improve the system, C10: Manage access to Principal and A-minor arterials to preserve and enhance their safety and capacity. (Pages 2.10-2.20)

d. Goal: Competitive Economy, Objectives: A. Improve multimodal access to regional job concentrations, C. Support the region's economic competitiveness through the efficient movement of freight; Strategies: D1: Identify and pursue funding needed to create a system that is safe, well maintained...manages and eases congestion,

provides reliable access to jobs and opportunities..., D4: Invest in a transportation system that provides travel conditions that compete well with peer metropolitan regions, D5: Identify the impacts of highway congestion on freight and identify cost-effective mitigation. (Pages 2.26-2.28)

Limit 2,800 characters, approximately 400 words

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

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

a. 2040 Carver County Highway System Plan: County Goals: Develop, manage and maintain a roadway network that supports and promotes modern infrastructure conditions and standards;

Develop a roadway network that promotes traffic safety and healthy livable communities; Strive to ensure that the roadway network promotes the efficient movement of people and goods and regional mobility. County Strategies: Maintain infrastructure in a state of good repair; Reduce roadway and intersection crashes and fatalities in the County; Make judicious roadway and intersection capacity improvements to meet current traffic needs. (Pages 4.3, 4.4)

b. County Roadway Safety Plan (Carver County): Potential Strategies: Improve availability of gaps in traffic; Choose appropriate intersection traffic control to minimize crash frequency and severity; Reduce frequency and severity of intersection conflicts through traffic control and operational improvements; Improve driver awareness of intersections and signal control. (Pages 3-3, 3-4)

c. County Roadway Safety Plan (Carver County): Several intersections recommended for signal retiming, additional signals, flashing yellow arrows (Pages 2-26, 4-22), and pedestrian and bicycle. (Pages 4-7, 4-8)

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. Unique project costs are limited to those that are federally eligible.

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

5.Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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 in Table 1. For unique projects, the minimum award is $500,000 and the maximum award is the total amount available each funding cycle (approximately $4,000,000 for the 2022 funding cycle).
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): *$500,000 to $3,500,000*
Spot Mobility and Safety: *$1,000,000 to $3,500,000*
Bridges Rehabilitation/Replacement: *$1,000,000 to $7,000,000*

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

8.The project must comply with the Americans with Disabilities Act (ADA).

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

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

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation. Yes

(TDM and Unique Project Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

Date plan completed: 02/18/2014

Link to plan: https://www.co.carver.mn.us/home/showdocument?id=1164

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

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

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 Strategic Capacity 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.

Bridge Rehabilitation/Replacement and Strategic Capacity projects only:

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

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

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

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

Bridge Rehabilitation/Replacement projects only:

5.The length of the bridge clear span must 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.

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$110,000.00
Removals (approx. 5% of total cost)	$110,000.00
Roadway (grading, borrow, etc.)	$0.00
Roadway (aggregates and paving)	$0.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$0.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$0.00
Traffic Control	$33,000.00
Striping	$11,000.00
Signing	$11,000.00
Lighting	$0.00
Turf - Erosion & Landscaping	$0.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$1,950,000.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$110,000.00
Other Roadway Elements	$27,500.00
Totals	**$2,362,500.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$0.00

Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$27,500.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$82,500.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$27,500.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$137,500.00**

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	$2,500,000.00

Construction Cost Total	$2,500,000.00
Transit Operating Cost Total	$0.00

Measure A: Functional Classification of Project

The majority of the project funds will be invested on the principal arterial system: *(50 points)*	
The majority of the project funds will be invested on the A-minor arterial system: *(25 points)*	Yes
The majority of the project funds will be invested on the collector or local system with some investment either on the principal arterial or A-minor arterial system: *(0 points)*	

Measure 1B: Regional Truck Corridor Tiers

RESPONSE (Select one for your project, based on the updated 2021 Regional Truck Corridors):

The majority of the project funds will be invested on either a Tier 1, Tier 2, or Tier 3 corridor: *(50 Points)*	Yes
Miles (to the nearest 0.1 miles): *If box above is checked, fill in length.*	5.1
A majority of the project funds will NOT be invested on a Tier 1, Tier 2, or Tier 3 corridor, but at least 10 percent of the funds will be invested on these corridors: *(25 Points)*	
Miles (to the nearest 0.1 miles): *If box above is checked, fill in length.*	0
No project funds will be invested on a Tier 1, Tier 2, or Tier 3 corridor: *(0 Points)*	

Measure C: Integration within existing traffic management systems

Carver County has invested in a countywide trunk fiber optic backbone with fiber optic splice vaults at all existing traffic signals. The county will continue to build on this framework by completing the connection between the fiber optic backbone, new central traffic management center, IT/ethernet systems, and signal cabinets. This project would allow for a cost-effective connection of all county-owned traffic signals to the fiber backbone. This project will also build on past improvements by completing the fiber optic traffic signal interconnect for all traffic signal systems in the county, replacing several existing signal systems currently interconnected with copper. The obsolete legacy master controllers and copper interconnect would be upgraded to new controllers and fiber, greatly expanding communication and performance capabilities.

Response:

The county will reinvest in parts of its existing traffic management system, and enhance the system, improving information sharing and coordination among county departments and with stakeholder partners. The project will upgrade existing, obsolete traffic signal communication equipment by replacing existing signal cabinets, converting from loop detection to video detection, adding communications and ethernet switches, upgrading Emergency Vehicle Preemption, Accessible Pedestrian Signal upgrades, and installing Pan Tilt Zoom (PTZ) cameras. This new central traffic management center, traffic signal software, communications, and upgraded equipment will allow Carver County to access and manage remotely, retime, and coordinate corridors through the County's Advanced Traffic Management System (ATMS), which is also part of this project. At several locations, left-turn phasing will be modified to flashing yellow arrow phasing further improving operations.

(Limit 2,800 characters; approximately 400 words)

Measure D: Coordination with other agencies

The project will improve safety, mobility, and increase efficiency by establishing a more responsive, future-minded, and smart traffic control system at county-owned intersections and locations in Carver County. The improvements will enhance coordination and inter-operability among local, county, MnDOT, and transit operations and management systems. The project will allow Carver County signals to communicate and integrate with each other and with MnDOT-operated traffic signals throughout the county, enabling a new level of operational coordination between the county, its cities, and neighboring communities that own and operate the roadway, bicycle, pedestrian, transit, freight, and emergency networks.

Response:

Carver County is working with the Carver County Sheriff's Department and local police departments to share resources and increase the number of video cameras that provide video that is shared throughout the county. The cameras installed as part of this project would be a part of that effort.

This project would allow the county to create an Advanced Traffic Management System (ATMS), providing greater monitoring and control capabilities, improving response times to signal malfunctions, providing better data, and improving the county's ability to control traffic operations in coordination with MnDOT and Hennepin County.

The installation of modern traffic signal cabinets and controllers prepares the county for future requests for transit signal priority from transit agencies, including on-demand services provided by SmartLink Transit, SW Prime and SouthWest Transit.

(Limit 2,800 characters; approximately 400 words)

Measure A: Current Daily Person Throughput

Location	Lyman Blvd west of Powers Blvd
Current AADT Volume	20000.0
Existing transit routes at the location noted above	600, 695, 698, 699
Select all transit routes that apply.	
Upload "Transit Connections" map	1649638538499_Attachment_MetCouncilMaps_TransitMaps.pdf
Please upload attachment in PDF form.	

Response - Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	26000.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume	No
If checked, METC Staff will provide Forecast (2040) ADT volume	
OR	
Identify the approved county or city travel demand model to determine forecast (2040) ADT volume	Carver County 2040 Comprehensive Plan Model - Figure 4.8
Forecast (2040) ADT volume	20000

Measure A: Engagement

i.Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.
ii.Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.
iii.Describe the progression of engagement activities in this project. A full response should answer these questions:

Response:

The proposed project will provide multiple benefits to the County's low-income populations, BIPOC, children, people with disabilities, and elderly. (See attached map.)

Based on American Community Survey 2019 data, with in 1/2 mile of CSAH 18-Lyman Boulevard 25.4 percent of the population is under age 18, 11.6 percent of the population is over age 65, and 18 percent of the population identify as BIPOC. Within 1/2 mile of CSAH 14-Pioneer Trail 25.8 percent of the population is under age 18, 9.1 percent of the population is over age 65, and 14.3 percent of the population identify as BIPOC. Within 1/2 mile of CSAH 59-Main Street 5.7 percent of the population identify as BIPOC and 50 percent of the households have children under age 18. The project will improve vital north-south and east-west corridors that links to employment, schools, health care and services for people living in these adjacent areas.

Elders, youth, people with disabilities, of color, and with low incomes live and work in Carver County. Attachment "Map B_Carver_County_Issues.pdf" shows the largest populations for each people group. The map also shows that most signal improvements will be within census tracts with populations of people of color, and nearly all improvements are located within one half mile of a census tract home to at least one additional traditionally underrepresented people group.

Through engagement, the County identified that populations of traditionally underrepresented groups work in the project area. Project engagement included website and online questionnaire shared with and promoted by

educational and social service agencies, as well as in-person meetings. The questionnaire was sent to 2,500+ contacts on 12 project email lists. Public Works staff also provided information presented at the April 2020 Carver County Community Development Authority meeting.

The project scope, specific elements, and construction approach were identified based on community values prioritized by traditionally underrepresented residents and employees as well as the general public. The public also provided input on which intersections to improve. Values ranked in order of priority are: Pedestrian or bicycle access; Vehicle access; Travel time; and Safety.

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

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:
This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.
Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.
Below is a list of potential negative impacts. This is not an exhaustive list.

Response:

The proposed project will provide multiple benefits to low-income populations, BIPOC, children, people with disabilities, and elderly. (See map.)

Within 1/2 mile of CSAH 18-Lyman Boulevard the population consists of 25.4 percent under age 18, 11.6 percent over age 65, and 18 percent as BIPOC. Within 1/2 mile of CSAH 14-Pioneer Trail the population consists of 25.8 percent under age 18, 9.1 percent over age 65, and 14.3 percent identify as BIPOC. Within 1/2 mile of CSAH 59-Main Street the population consists of 5.7 percent that identify as BIPOC and 50 percent of the households have children under age 18.

The project will provide benefits along major Carver County commuter and local access routes. These corridors include major commuter and local access routes for traditionally underrepresented people traveling into and out of the County. The project will reduce traffic-related crashes, improve travel times, reduce congestion, and improve traffic flow and air quality, which currently disproportionately and negatively affect low-income populations in the Greater MSP region.

The project will also improve bicycle and pedestrian access and safety for people of all ages and abilities by creating a more efficient route to recreational destinations and improving crossings at intersections. The project will add accessible pedestrian signals (APS) and count-down timers at multiple locations along the corridors. This will have a direct safety benefit to pedestrians and bicycles including those traveling to/from schools (see attached map).

Emissions, crashes, and traffic congestion affecting

fixed route and on-demand transit service, and infrastructure reinvestment priorities affecting safe travel have historically disproportionately negatively affected residents in the project areas within the County. These proposed improvements increase safety and reduce transit travel delays, which disproportionately affect people who rely on transit in and around Carver County. Providing better traffic flow results in more reliable arrival times and transit connections, enhancing the strength of the regional transit system. Actively managing congestion provides a direct benefit to public health.

Improved inter-agency coordination also benefits residents across the County. Better collaboration between traffic management staff and emergency responders means faster response times.

While infrastructure is being reconstructed, the County and partners will ensure that fully accessible alternative routes are provided for residents and workers connecting to local and regional destinations. Any lane restrictions will be during off-peak hours. Staff will monitor traffic operations and make signal timing adjustments as needed to avoid or minimize impacts on travelers.

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

Measure C: Affordable Housing Access

Describe any affordable housing developmentsexisting, under construction, or plannedwithin ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the projects benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Response:

The project will also provide a key link between the existing income-restricted communities and schools and childcare centers in the area (see attached map). Residents living at affordable housing complexes are more likely to rely on biking and walking for critical mobility needs and improvements in bicycle and pedestrian safety will benefit these populations.

Emissions, traffic congestion affecting transit, and infrastructure reinvestment priorities affecting safe travel have historically disproportionately negatively affected residents in low-income areas within the County. The proposed project will reduce traffic crashes, minimize travel time, and improve traffic flow and air quality for low-income populations in the project area. Providing better traffic flow results in more reliable arrival times and the ability to access transit connections (e.g., Southwest Transit Park and Rides), enhancing the strength of the regional transit system. Improved traffic flow also improves access and safety for bicyclists and pedestrians which will positively impact low-income households which are less likely to own a vehicle.

Numerous subsidized affordable housing developments exist near the project corridors (see attached maps). These are summarized below.

CSAH 18-Lyman Boulevard:

- Gateway Place Apartments has 48 units, 47 are affordable. One, two, and three-bedroom units are available at 60 percent of the AMI. Affordability is guaranteed through the LIHTC, LHIA and LMIR programs.

CSAH 14-Pioneer Trail:

- Barbary Knoll Apartments has 60 units, all affordable. One and two-bedroom units are available at 60 percent of the AMI. Affordability is guaranteed through the LIHTC program.

- Waybury Apartments has 114 units, all affordable. One and two-bedroom units are available at 30 percent of the AMI. Affordability is guaranteed through the LIHTC, LMIR and ARIF programs.

- Lake Grace Apartments has 91 units, five affordable. One, two and three-bedroom units are available at 30 percent of the AMI. Affordability is guaranteed through the Section 811 Project Rental Assistance Demonstration Program.

- Windstone Townhomes has 50 townhome units with 1, 2, and 3-bedroom options.

CSAH 59-Main Street:

- Interlaken Place Apartments has 48 units, all affordable. Two and three-bedroom units are available at 50 percent of the AMI. Affordability is guaranteed through the LIHTC, LMIR, LHIA and EDHC programs.

- Spruce Apartments, located just outside the ½-mile boundary, has 31 units, all affordable. One, two three and four-bedroom units are available at 80 percent of the AMI. Affordability is guaranteed through the POHP program.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:	
Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):	
Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):	Yes
Upload the Socio-Economic Conditions map used for this measure.	1649640000209_Attachment_MetCouncilMaps_SocioEconomicMaps.pdf

Measure A: Upgrades to obsolete equipment

RESPONSE:

Carver County lacks a central traffic management system, communications system, or software to manage its traffic signal/ITS systems. This project has been developed largely with the intention of replacing or upgrading equipment that has reached the end of its useful life to meet current standards and best practices for safety, interconnectivity, and efficiency. Within the project area obsolete cabinets/controllers will be replaced with updated models that provide better performance and functionality. The average age of the cabinets and controllers being replaced is approximately 20 years; these components have obsolete operating systems with firmware that is no longer supported with software updates. Most of the signals are not yet interconnected and the few that are utilize copper traffic signal interconnect. Carver County has installed a county-wide trunk fiber optic backbone which will enable the implementation of an Advanced Traffic Management System (ATMS) and interconnection of all County traffic signals. New technologies relying on video detection and deployment of Pan Tilt Zoom (PTZ) cameras makes upgrading to fiber very important to attain the necessary bandwidth. In addition to replacing cabinets and upgrading controllers, video detection at signalized intersections will replace existing inductive loop detection. Video detection requires less downtime when replacement is needed and provides for flexibility in adjusting detection zones to further optimize signal timing and coordination without additional infrastructure costs.

(Limit 2,800 characters; approximately 400 words)

Measure A: Congested Roadway

RESPONSE:

Corridor: CSAH 59-Main St

Corridor Start and End Points:

Start Point:	TH 5
End Point:	Airport Rd.
Free-Flow Travel Speed:	32
Free-Flow Travel Speed is black number.	
Peak Hour Travel Speed:	20.0
Peak Hour Travel Speed is red number.	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (online calculation):	37.5%
Upload the "Level of Congestion" map used for this measure.	1649640760288_Attachment_MetCouncilMaps_CongestionMaps.pdf

Measure 5B: Emissions and congestion benefits of project

Response:

Improved traffic management technologies and traffic signal timing plans will reduce congestion and related emissions (CO, NOX, and VOC) largely through the ability to coordinate and monitor traffic signals along three arterial roadways: CSAH 18-Lyman Boulevard (Chanhassen/Chaska), CSAH 14-Pioneer Trail (Chanhassen/Chaska), and CSAH 59-Main Street (Waconia). This project will allow Carver County, MnDOT, and Hennepin County to better work together and reduce congestion and emissions in the ways described below.

Establishing a Carver County Advanced Traffic Management System (ATMS) and communications and ITS connections to fiber-optic interconnect will allow the County to:

- Monitor the signals using the County's central signal system software and ATMS, automatically sending alerts when signals are in flash, are using battery backup power, or have faulted detection.

- Use the County's central signal system software and ATMS to alter traffic operations remotely, providing the ability to quickly respond to changes in traffic patterns and events, including crashes or other incidents.

- Provide coordination between traffic signals where no coordination is possible today, yielding more fuel-efficient travel speeds and directly reducing stops, accelerations, and emissions.

With the addition of the central signal system software and modern traffic signal cabinets and controllers, the County will be able to:

- Monitor traffic signal performance.

- Monitor traffic volumes.

- Reduce maintenance issues resulting from legacy traffic signal controller malfunctions.

- Prepare for future implementation of Transit Signal Priority and other enhancements.

The addition of the central signal system software and traffic cameras will allow the County to improve signal operations performance, monitor the traffic signal network in real time, and make adjustments as needed when issues arise.

CSAH 18-Lyman Boulevard (A-Minor Expander) and CSAH 14-Pioneer Trail (A-Minor Reliever) supplement and relieve US 212 as it approaches I-494 by supporting east-west movement between Chanhassen, Chaska, Eden Prairie, and points beyond. The MnDOT Metro Freeway 2018 Congestion Report shows 1 to 2 hours of congestion on US 212 between CSAH 18-Lyman Boulevard and CSAH 14-Pioneer Trail (p.20). This project will improve travel times and reliability on CSAH 18-Lyman Boulevard and CSAH 14-Pioneer Trail, maintaining their attractiveness for medium-to-short trips and keeping local traffic off US 212, and providing congestion relief on US 212, CSAH 18-Lyman Boulevard, and CSAH 14-Pioneer Trail which provide important access to regional manufacturing and distribution centers (see attached Project Context maps in Other Attachments section).

(Limit 2,800 characters; approximately 400 words)

Measure A: Benefit of Crash Reduction

A Crash Modification Factor (CMF) of 0.79 for property damage crashes and 0.42 for injury crashes was used. This is CMF 9868 from the CMF Clearinghouse.

Crash Modification Factor Used:

CMF 7684 was used from the CMF Clearinghouse with a Crash Modification Factor (CMF) of 0.60 for left turn only angle crashes at Audubon and Lyman Boulevard intersection.

(Limit 700 Characters; approximately 100 words)

A Crash Modification Factor (CMF) of 0.79 for property damage crashes and 0.42 for injury crashes was implemented at signals because this project includes the re-timing of all traffic signals and the addition of communications hardware, software, and fiber optic interconnect to coordinate all traffic signal corridors and connect them to the proposed Carver County Advanced Traffic Management System (ATMS). This is CMF 9868 from the CMF Clearinghouse.

Rationale for Crash Modification Selected:

A Crash Modification Factor (CMF) of 0.60 for left turn only angle crashes at Audubon and Lyman Boulevard intersection because this project is changing from permissive only to flashing yellow arrow protected/permissive left turn phasing. This is CMF 7684 from the CMF Clearinghouse.

(Limit 1400 Characters; approximately 200 words)

Project Benefit ($) from B/C Ratio	$35,399,260.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	4
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	92
Total Fatal (K) Crashes Reduced by Project:	0

Total Serious Injury (A) Crashes Reduced by Project:	2
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	0
Total Crashes Reduced by Project:	32
Worksheet Attachment	1649641550071_Carver ITS Safety Analysis.pdf

Upload Crash Modification Factors and B/C Worksheet in PDF form.

Measure 6B: Safety issues in project area

Some project area intersections experience left turn crash problems. The project will address the left turn problems by updating signal timing, improving signal visibility by adding flashing yellow arrows, and other signal timing and phasing measures as appropriate. The project also includes the addition of fiber optic ethernet interconnect to coordinate all traffic signal corridors and connect them to the proposed Carver County Advanced Traffic Management System (ATMS), allowing the County and emergency responders to address crashes more quickly.

This project will implement multiple strategies identified in the Carver County Roadway Safety Plan:

Response:

- The project will implement signal coordination along a corridor (Objective 17.2 A).

- The project will improve visibility of signals at the intersection by adding flashing yellow arrows, as identified to improve driver awareness of intersections and signal control (Objective 17.2 B).

- The project will add APS and count-down timers at multiple locations and add video detection for bicyclists to improve safety and mobility, as identified to reduce pedestrian exposure to vehicular traffic (Objective 9.1 A).

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Existing Connections

Response:

The project area includes bicycle and pedestrian infrastructure and transit connections. Existing bicycle and pedestrian infrastructure include multiuse trails or sidewalks along all minor arterials in developed areas. In addition, Engler Blvd/County Road 10 is a Tier 2 Regional Bicycle Transportation Network (RBTN) alignment (see attached Project Context maps). Lyman Boulevard, Pioneer Trail, and Main Street also connect into multiple RBTN Tier 1 and 2 alignments.

Existing transit connections near CSAH 59-Main Street include on-demand service provided by SmartLink (all of Carver County) and Metro Mobility. Existing transit connections near CAH 18-Lyman Boulevard and CSAH 14-Pioneer Trail include on-demand services provided by SW Prime and Metro Mobility. The corridors are also served by Metro Transit?s SouthWest Transit express bus routes 600, 695, 698 and 699 which provide express service to Downtown Minneapolis. There are two park and ride facilities located at US 212 and TH-41 (East Creek Station) and at US-212 and Lyman (Southwest Village Station).

The project will enhance bicycle, pedestrian, and transit connections. Existing inductive loops typically cannot detect bicyclists; the project's video detection elements will detect bicyclists. The project's new controllers will have additional features to assist bicycle- and pedestrian supportive traffic signal programming. The CCTV cameras will improve safety for all modes by integrating bicycle and pedestrian monitoring capabilities with improved general traffic flow. Improvements will target key intersections used by pedestrians (transit or not-transit related), bicyclists (transit or not-transit related), and motorists, improving safety at high-traffic crossings.

The project's new controllers will also be capable of transit signal priority, creating opportunities to support future transit signal priority for SouthWest Transit. Transit express bus service and on-demand services provided by SmartLink and SouthWest Transit. Transit Signal Priority improves the performance of specific bus routes, the overall regional transit system, and reduces delay for individuals using transit.

The project will improve ADA compliance in response to issues identified in the County's ADA Transition Plan. The project will add APS and count-down timers at multiple locations, such as Main Street in Waconia, and improve ADA redundancies at intersections along Lyman Blvd and Pioneer Trail where three of four legs have accommodations.

Finally, the project will result in better coordination among Public Works, Police, and Public Safety, resulting in improved security for pedestrians, cyclists, and people using transit.

(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.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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

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

50%

At least online/mail outreach effort specific to this project with the general public 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%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Project engagement includes a website and online questionnaire shared with and promoted by educational and social service agencies, as well as in-person meetings. County Board briefings were held in February and March 2020, and Public Works staff also provided information presented at the April 2020 Carver County Community Development Authority meeting.

Response:

The questionnaire was sent to over 2,500 recipients using the following 12 project email lists (# of recipients per email list): Highway 41/18 Project (409 recipients), Highway 11 Study - West Carver Area (189 recipients), Arboretum Area Transportation Plan (559 recipients), Highway 10 Study - Victoria/Chaska Area (238 recipients), School Transportation Group (56 recipients), Highway 10/Waconia Parkway Intersection Project (157 recipients), Fire/EMS Group (35 recipients), Transportation Agency Group (18 recipients), Highway 212/44 Interchange Project (220 recipients), Highway 10 Project - Waconia School (186 recipients), Highway Closure (433 recipients), Law Enforcement Agency Group (3 recipients). There were 415 responses to the online questionnaire.

The questionnaire sought input on priorities from the community regarding where signal improvements should be focused, where particular traffic signals require improvements, and input on where there are particular traffic signals or corridors related to traffic congestion, crashes, and multimodal needs. Demographic information was also requested for those that would provide it.

This information obtained through questionnaire input was used to refine the elements included in

the project. For example, due to multimodal concerns expressed in the questionnaire, an emphasis was placed on additional accessible pedestrian signals for both pedestrians and bicyclists. Traffic congestion and delay will all be improved through the addition of the proposed Advanced Traffic Management System (ATMS), fiber optic interconnect, signal re-timing, and CCTV cameras. The addition of flashing left turn arrows and re-timing of the signals will result in a reduction in crashes.

(Limit 2,800 characters; approximately 400 words)

2.Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

100%

Yes

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

3.Review of Section 106 Historic Resources (15 Percent of Points)

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

100%

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

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

4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5.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%

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

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$2,500,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$2,500,000.00
Enter amount of any outside, competitive funding:	$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
20220324 LOS from Chanhassen-ITS.pdf	City of Chanhassen Letter of Support - Traffic Technologies & ITS	742 KB
Attachment_Project Context Maps.pdf	Project Context Maps - Traffic Technologies & ITS	657 KB
Attachment_TrafficSignalComPlan.pdf	Carver County Traffic Signal Communication Plan	2.8 MB
Carver County Resolution 23-22 - signed.pdf	Carver County Resolution - Traffic Technologies & ITS	368 KB
Carver_ITS_ExistingPhoto.pdf	Existing Condition Photo - Traffic Technology & ITS	962 KB
Carver_ITS_ProjectSummary_Photos.pdf	Project Summary & Existing Conditions Pictures - Traffic Technologies & ITS	1.3 MB
Chaska LOS-ITS_20220405111140359.pdf	City of Chaska Letter of Support - Traffic Technologies & ITS	472 KB
Executed Suport Letter City of Waconia Traffic Signal Technologies.pdf	City of Waconia Letter of Support - Traffic Technologies & ITS	59 KB

Transit Connections

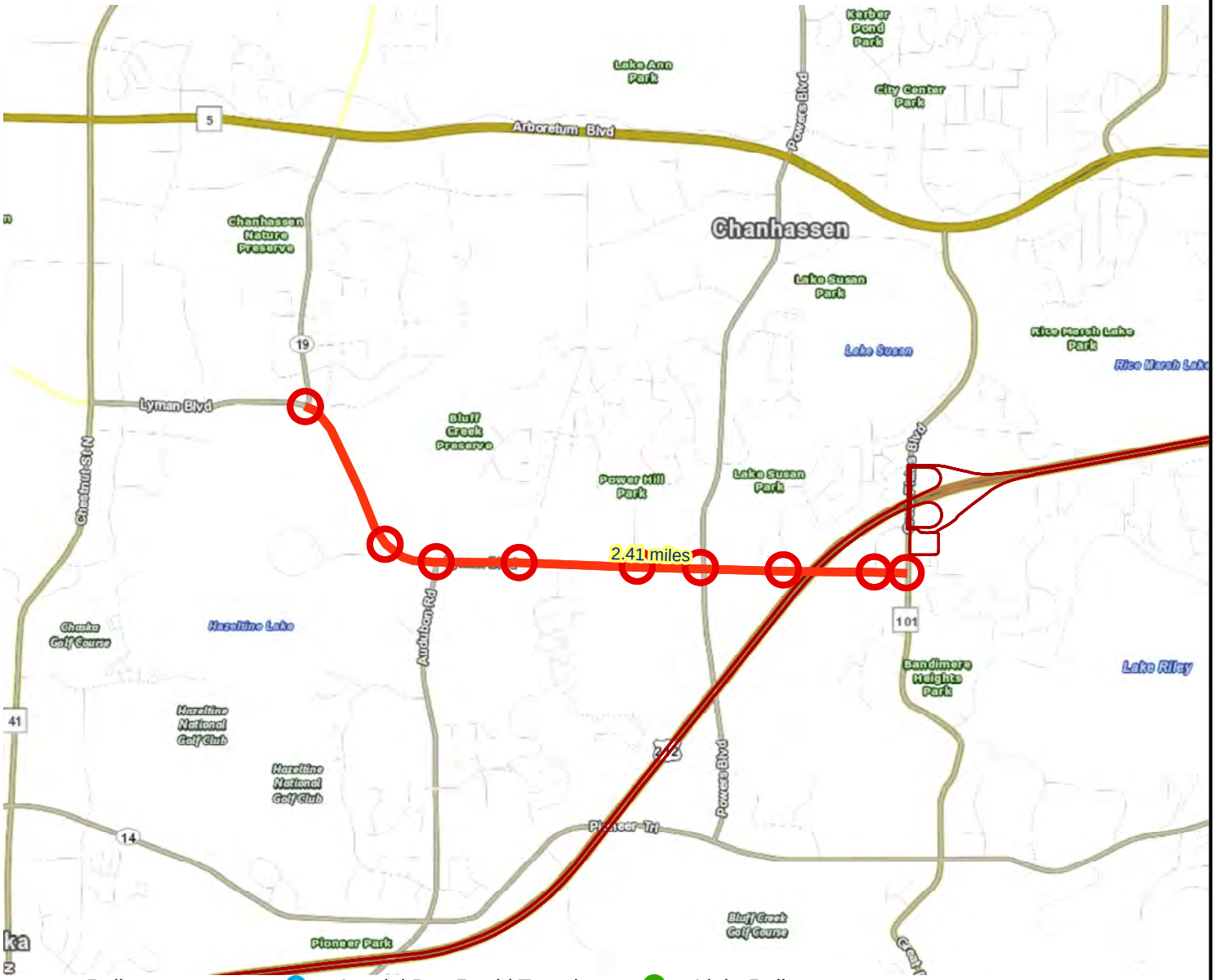
Traffic Management Technologies Project: CSAH 18 (Lyman Blvd) ITS | Map ID: 1647313943403

Results

Transit with a Direct Connection to project:
600 695 698 699

**indicates Planned Alignments*

Transit Market areas: 3, 4



Project Points
Project
Project Area
Arterial Bus Rapid Transit
Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail
Arterial Bus Rapid Transit
Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail
Transit Routes

0 0.325 0.65 1.3 1.95 2.6 Miles

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LandscapeRSA3

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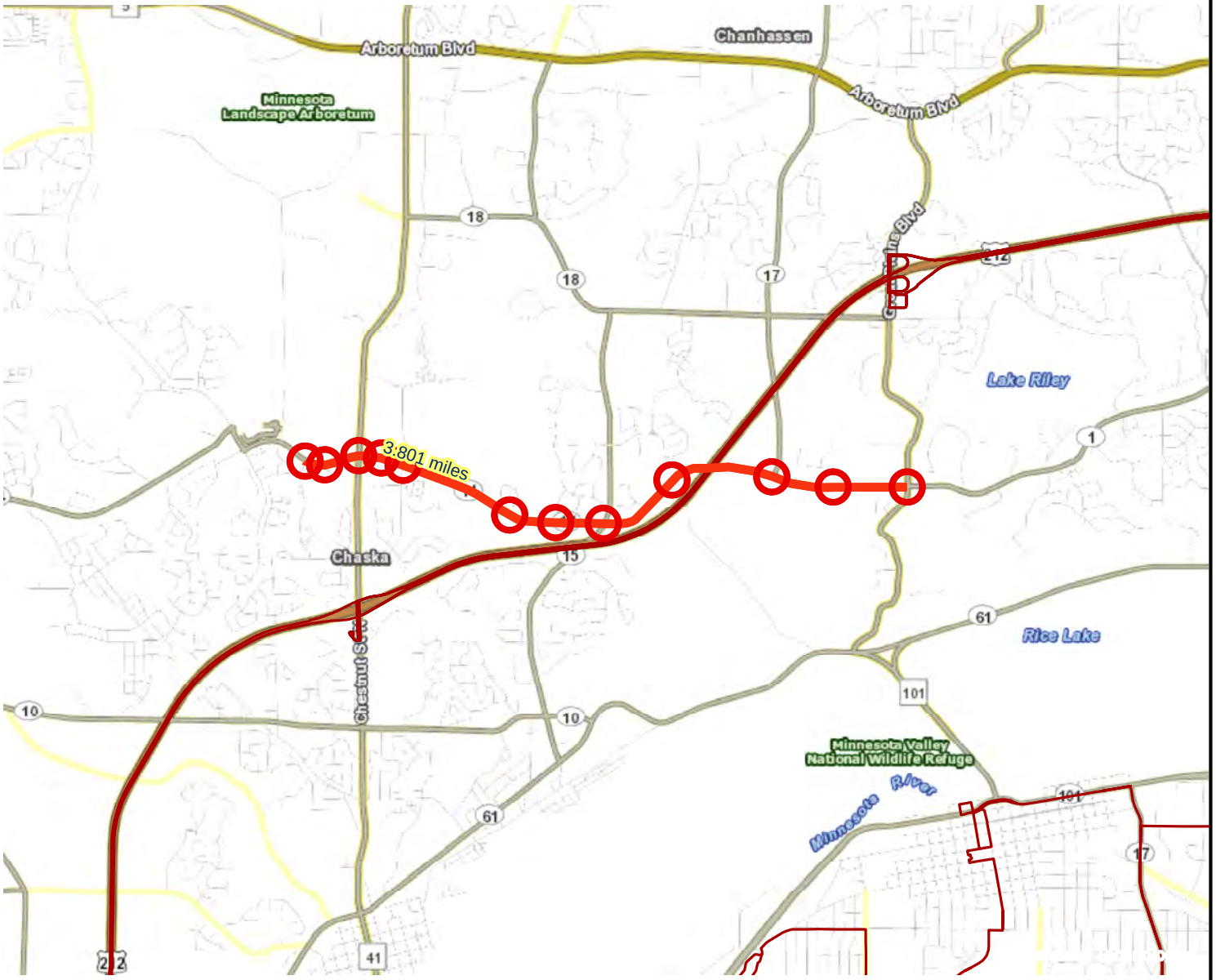
METROPOLITAN COUNCIL

Transit Connections

Traffic Management Technologies Project: CSAH 14 (Pioneer Trail) ITS | Map ID: 1647314649945



Results

Transit with a Direct Connection to project:
600 695 698 699

**indicates Planned Alignments*

Transit Market areas: 4, 9

Project Points — Transit Routes

Project

Project Area

0 0.5 1 2 3 4 Miles

Created: 3/14/2022
LandscapeRSA3

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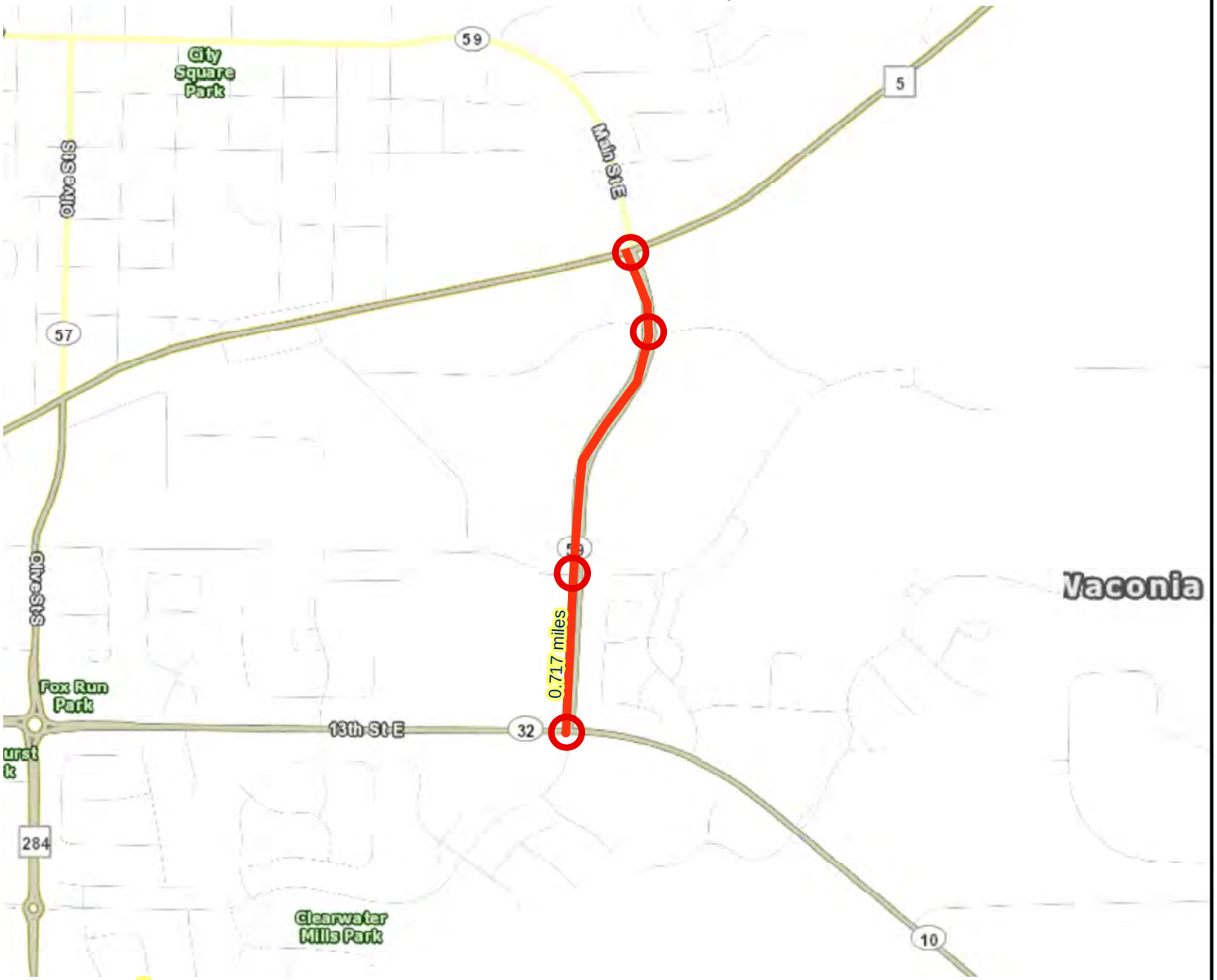
METROPOLITAN COUNCIL

Transit Connections

Traffic Management Technologies Project: CSAH 59 (Main St) ITS | Map ID: 1647313411927



Results

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

**indicates Planned Alignments*

Transit Market areas: 4

Project Points	Commuter Rail	Commuter Rail	Dedicated Bus Rapid Transit	Arterial Bus Rapid Transit	Modern Streetcar
Project	Dedicated Bus Rapid Transit	Dedicated Bus Rapid Transit	Highway Bus Rapid Transit	Commuter Rail	Undetermined
Project Area	Highway Bus Rapid Transit	Highway Bus Rapid Transit	Light Rail	Dedicated Bus Rapid Transit	
Active Stop	Light Rail	Light Rail	Modern Streetcar	Highway Bus Rapid Transit	
Arterial Bus Rapid Transit	Arterial Bus Rapid Transit	Arterial Bus Rapid Transit	Undetermined	Light Rail	

0 0.125 0.25 0.5 0.75 1 Miles

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LandscapeRSA3

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METROPOLITAN COUNCIL

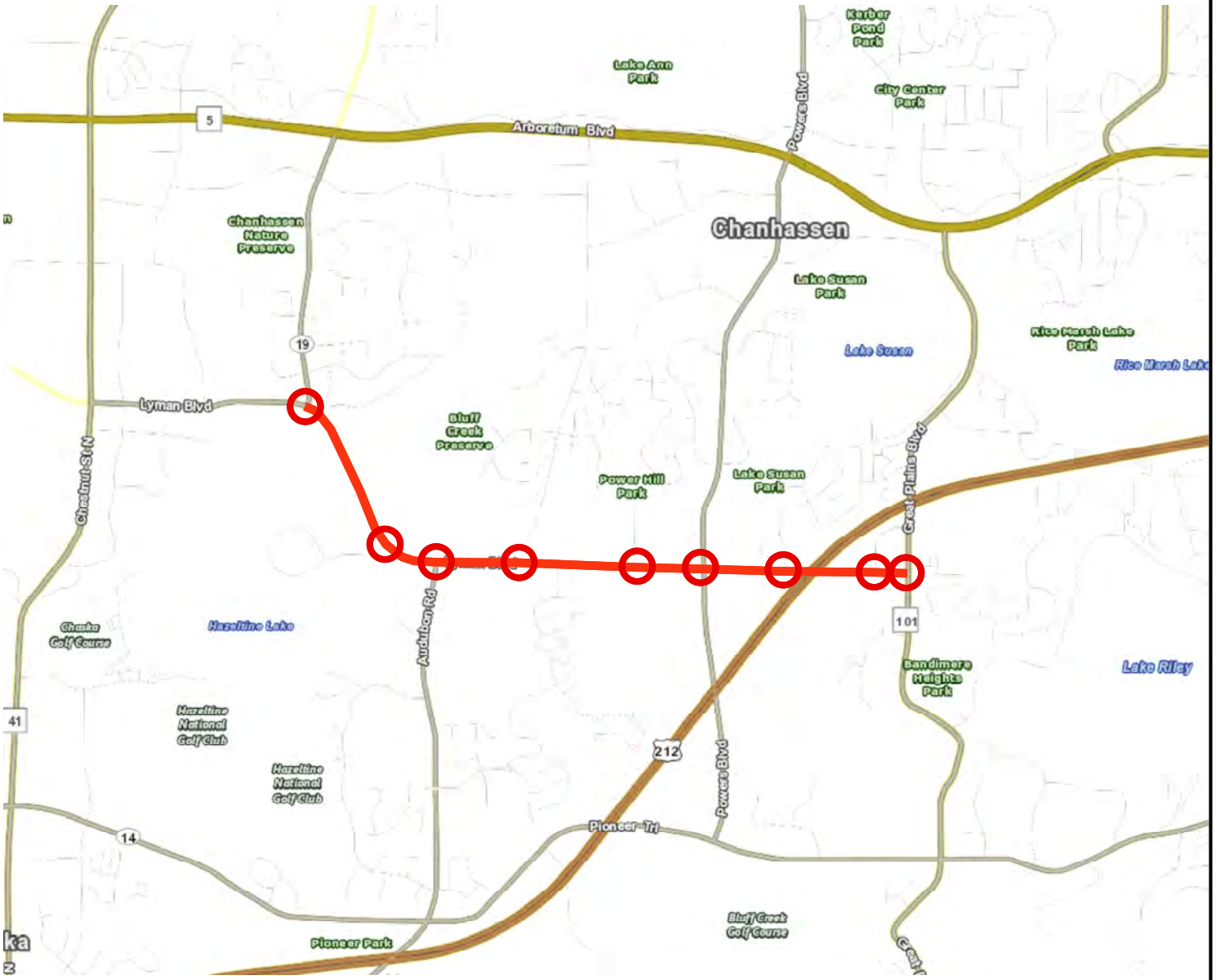
Socio-Economic Conditions

Traffic Management Technologies Project: CSAH 18 (Lyman Blvd) ITS | Map ID: 1647313943403

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 61

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



Points

Area of Concentrated Poverty

Lines

0 0.325 0.65 1.3 1.95 2.6 Miles

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LandscapeRSA2

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METROPOLITAN COUNCIL

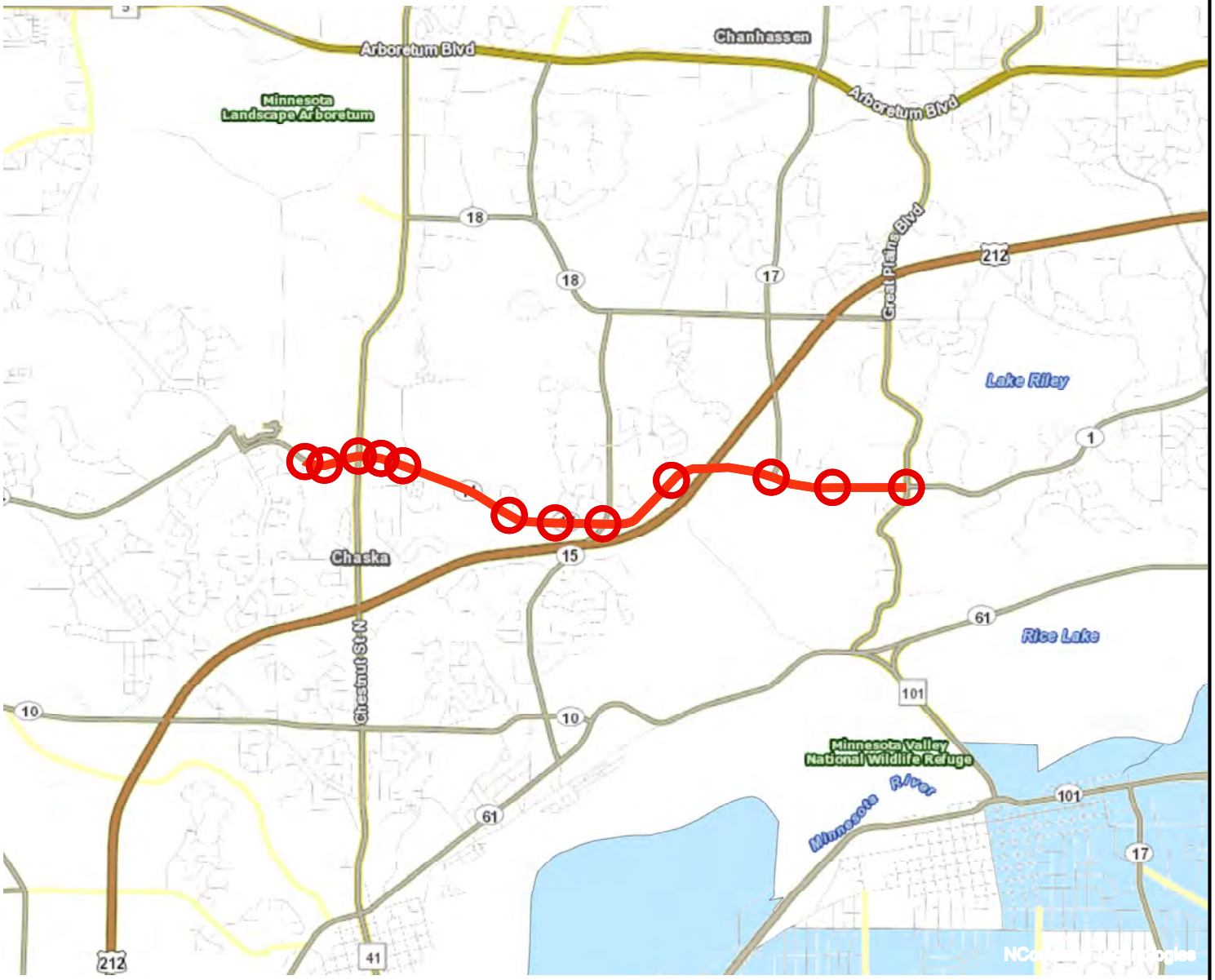
Socio-Economic Conditions

Traffic Management Technologies Project: CSAH 14 (Pioneer Trail) ITS | Map ID: 1647314649945

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 204

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



Points
Lines
Area of Concentrated Poverty
Regional Environmental Justice Area

0 0.5 1 2 3 4 Miles

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LandscapeRSA2

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METROPOLITAN COUNCIL

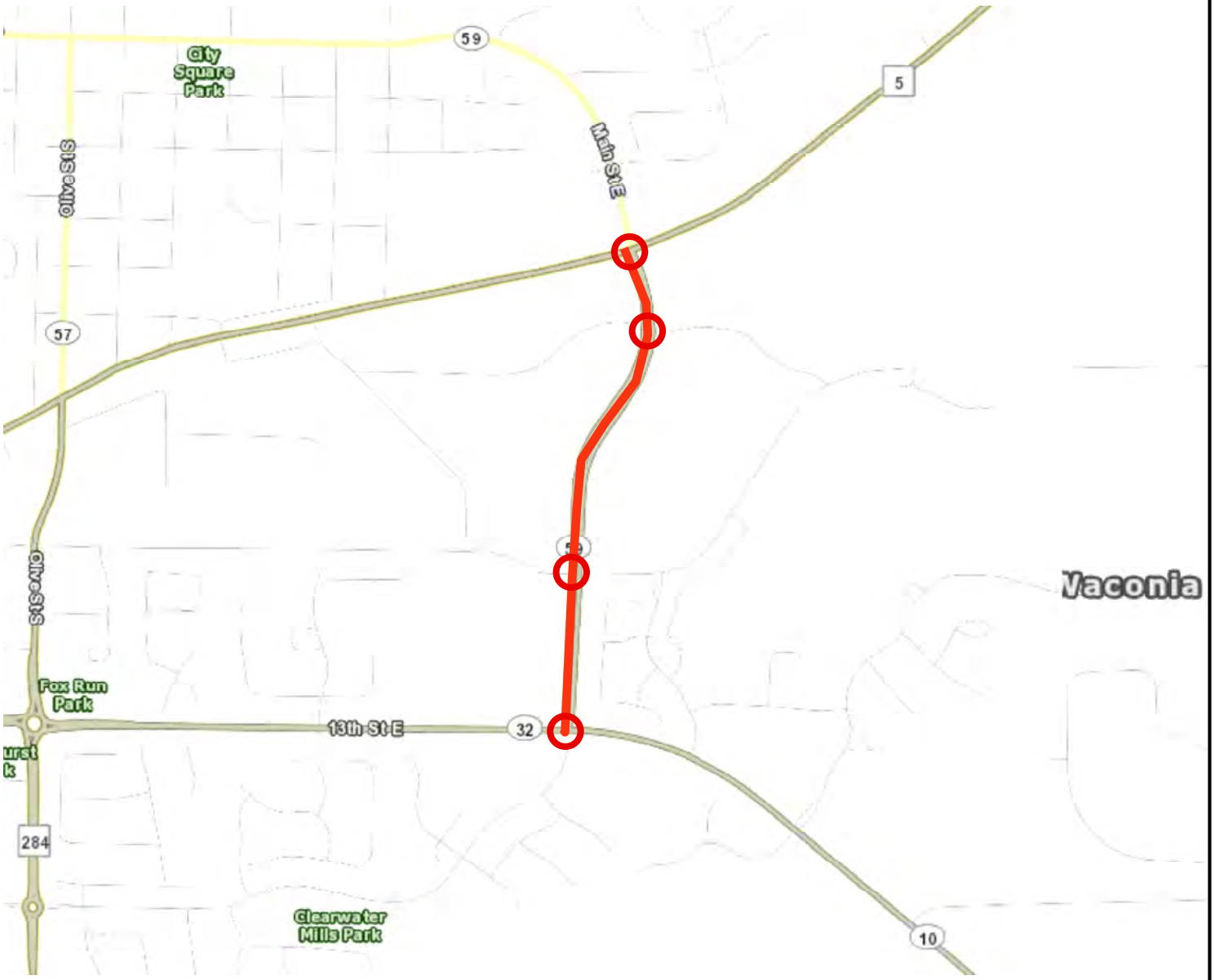
Socio-Economic Conditions

Traffic Management Technologies Project: CSAH 59 (Main St) ITS | Map ID: 1647313411927

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 301

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



Points

Area of Concentrated Poverty

Lines

0 0.125 0.25 0.5 0.75 1 Miles

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METROPOLITAN COUNCIL

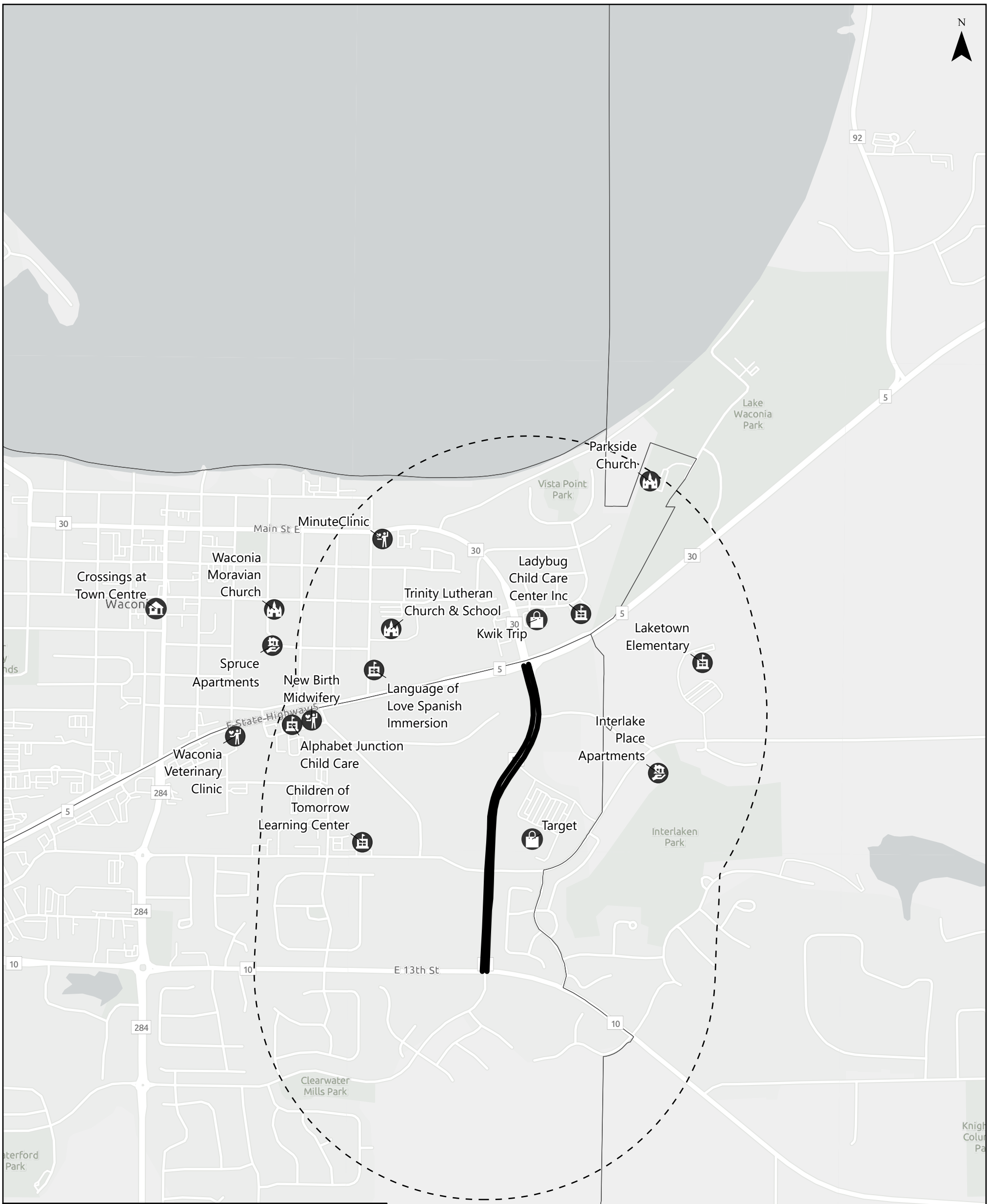
Carver County Traffic Signal Technologies and ITS Corridor Enhancements (CSAH 18 -Lyman Boulevard & CSAH 59-Pioneer Trail Corridors)

Equity Populations and Destinations

- Proposed Project
- 1/2 Mile Project Boundary
- Census Tracts
- Regional Trails
- Place of Worship
- Retail
- School / Daycare
- Senior Housing
- Social and Health Services
- Affordable Housing
- Park and Ride

Snap Fitness
Lyman Blvd
Chanhassen High School
Audubon Rd
Riley Crossing Senior Living
Gateway Place Apartments
Ladybug Child Care Center
Kwik Trip
Primrose School
SouthWest Village
Chanhassen Sports Center
Fox Woods Nature Preserve
Hazeltine Blvd
Jonathan Elementary School
Windstone Townhomes
Kwik Trip
Cub Foods
Elysian Senior Homes of Chanhassen
Pioneer Tr
Barbary Knoll Apartments
Waybury Apartments & Townhomes
Target
Lake Grace Apartments
Chaska High School
Bluff Creek Golf Course
Pioneer Ridge Middle School
East Creek Station
Church on the Hill
Audubon Rd
N
0
0.5
Miles

L:\Projects\15000\15583\GIS_Projects\ArcGIS_Pro\RegionalSolicitations_2022.aprx



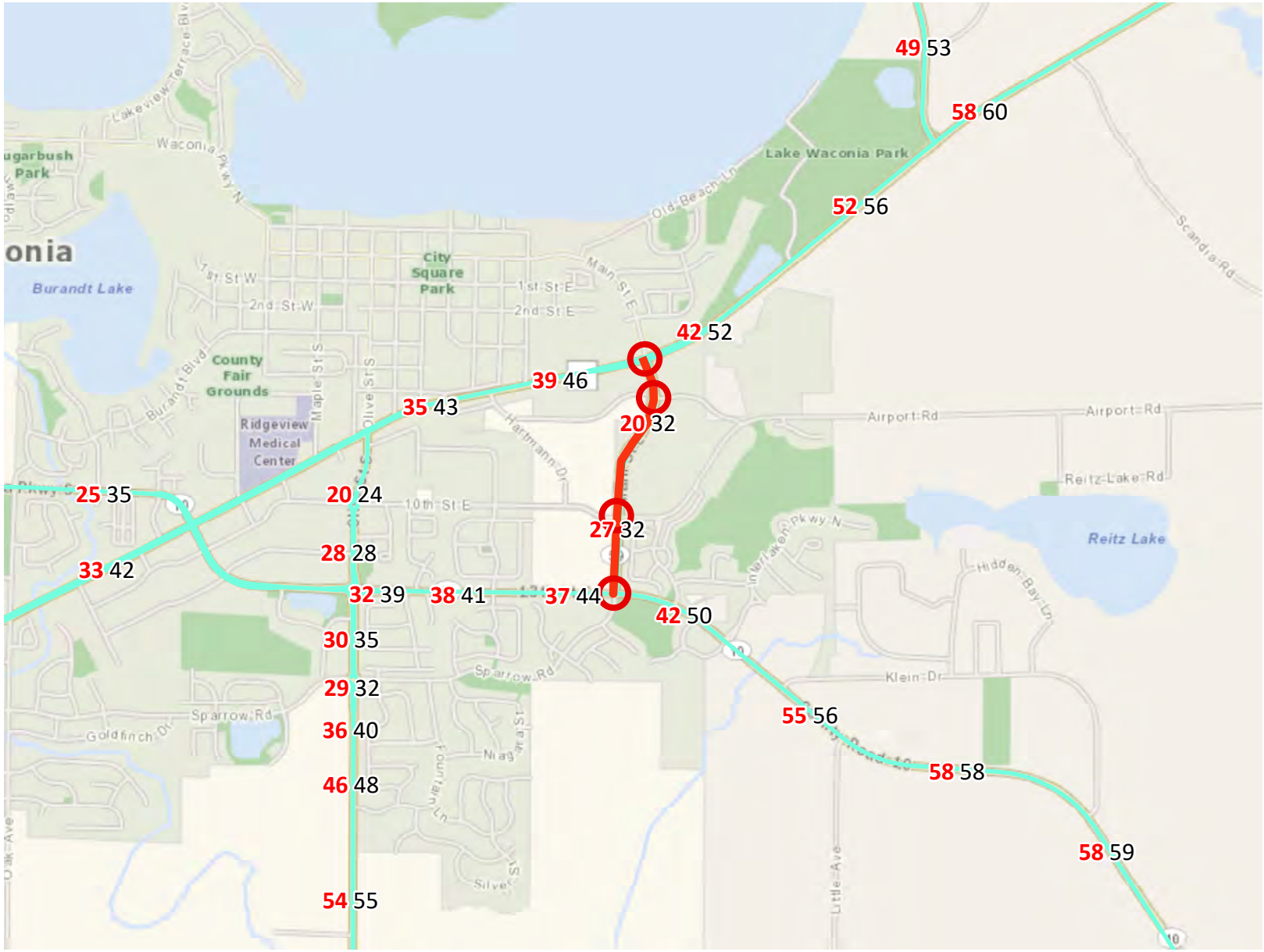
Carver County Traffic Signal Technologies and ITS Corridor Enhancements (CSAH 59-Main Street Corridor)

Equity Populations and Destinations

- Proposed Project
- 1/2 Mile Project Boundary
- Census Tracts
- Place of Worship
- Retail
- School / Daycare
- Senior Housing and Facilities
- Social and Health Services
- Affordable Housing

Level of Congestion

Traffic Management Technologies Project: CSAH 59 (Main St) ITS | Map ID: 1647313411927



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

0 0.25 0.5 1 1.5 2 Miles

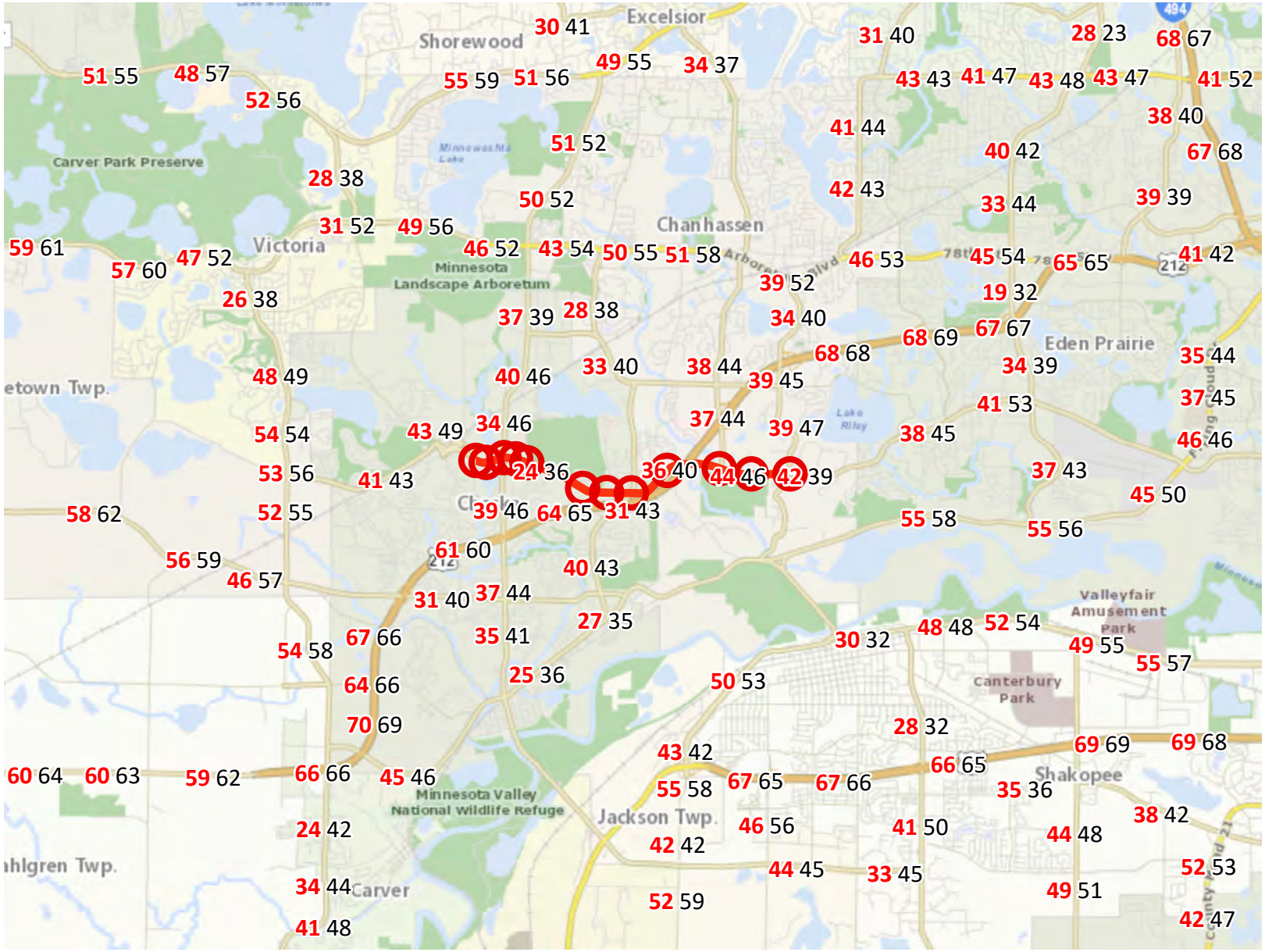
Created: 3/14/2022
LandscapeRSA1

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

METROPOLITAN COUNCIL

Level of Congestion

Traffic Management Technologies Project: CSAH 14 (Pioneer Trail) ITS | Map ID: 1647314649945



Project Points

Project

0 1 2 4 6 8 Miles

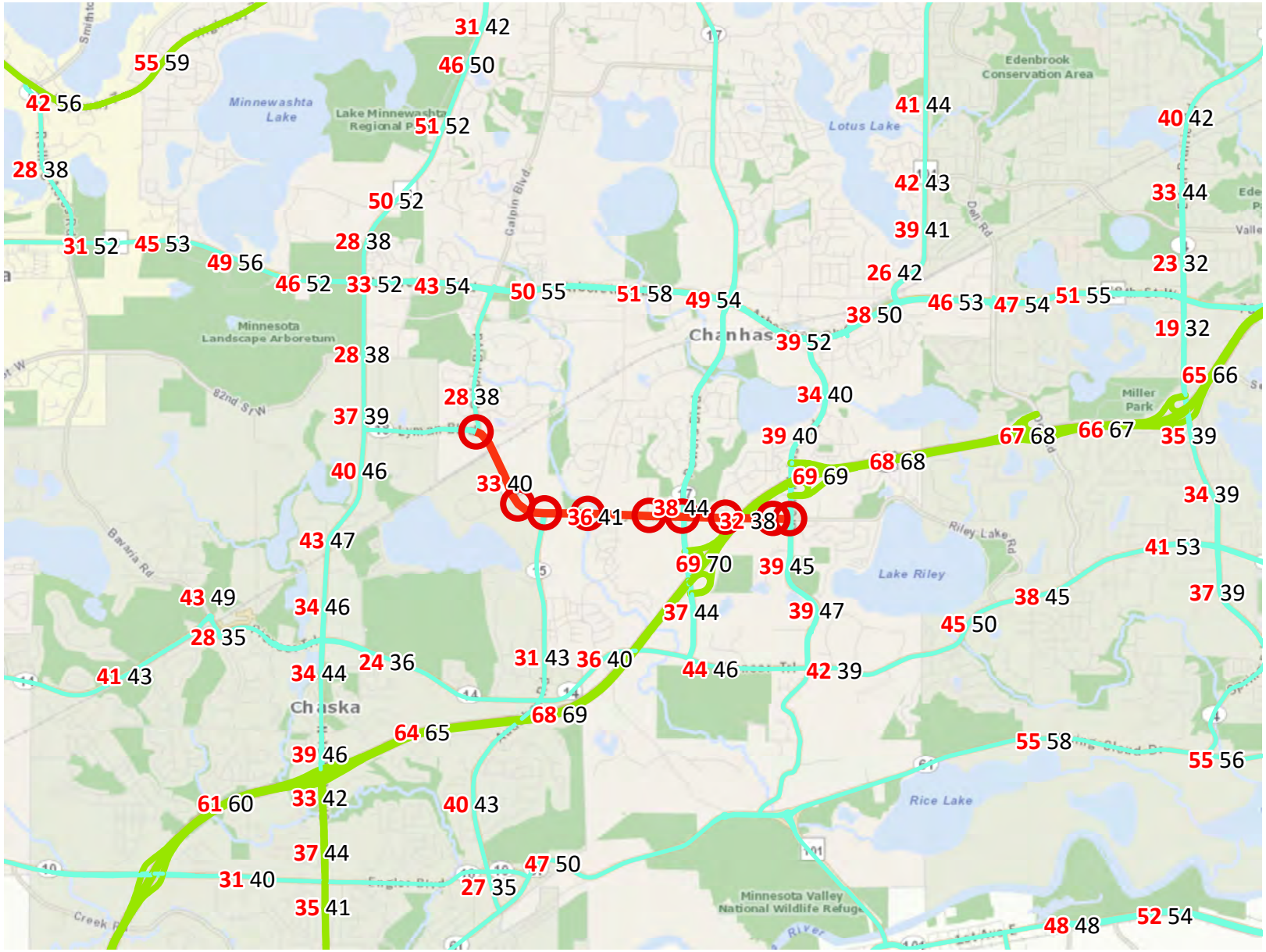
Created: 3/14/2022
LandscapeRSA1

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

METROPOLITAN COUNCIL

Level of Congestion

Traffic Management Technologies Project: CSAH 18 (Lyman Blvd) ITS | Map ID: 1647313943403



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

0 0.5 1 2 3 4 Miles

Created: 3/14/2022
LandscapeRSA1

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METROPOLITAN COUNCIL

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	Misc	**District**		**County**	Carver
Begin RP		**End RP**		**Miles**	
Location	3 Corridors through Carver County - Main St, Lyman Blvd, and Pioneer Trail				

B. Project Description

Proposed Work	Communication/equipment upgrades for corridor signal retiming thoguh County ATMS		
Project Cost*	$2,172,500	**Installation Year**	2026
Project Service Life	20 years	**Traffic Growth Factor**	2.0%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

0.79	**Fatal (K) Crashes**	**Reference**	CMF: Coordination of Signal Timing Upgrades
0.42	**Serious Injury (A) Crashes**		
0.42	**Moderate Injury (B) Crashes**	**Crash Type**	All
0.42	**Possible Injury (C) Crashes**		
0.79	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

0.60	**Fatal (K) Crashes**	**Reference**	CMF: Left-turn Perm to FYA Prot/Perm
0.60	**Serious Injury (A) Crashes**		
0.60	**Moderate Injury (B) Crashes**	**Crash Type**	Left-turn Angle at Audubon/Lyman
0.60	**Possible Injury (C) Crashes**		
0.60	**Property Damage Only Crashes**		www.CMFclearinghouse.org

E. Crash Data

Begin Date 1/1/2019 **End Date** 12/31/2021 3 years

Data Source

Crash Severity	All	Left-turn Angle at Audubon/Lyman
K crashes	0	0
A crashes	3	1
B crashes	12	2
C crashes	15	2
PDO crashes	56	1

F. Benefit-Cost Calculation

$35,399,260	**Benefit (present value)**	**B/C Ratio = 16.30**
$2,172,500	**Cost**	

Proposed project expected to reduce 11 crashes annually, 1 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$1,500,000
A crashes	$750,000
B crashes	$230,000
C crashes	$120,000
PDO crashes	$13,000

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

Real Discount Rate 0.7%

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	$0
A crashes	2.14	0.71	$535,000
B crashes	7.76	2.59	$594,933
C crashes	9.50	3.17	$380,000
PDO crashes	12.16	4.05	$52,693
			$1,562,627

H. Amortized Benefit

Year	Crash Benefits	Present Value
2026	$1,562,627	$1,562,627
2027	$1,593,879	$1,582,800
2028	$1,625,757	$1,603,233
2029	$1,658,272	$1,623,930
2030	$1,691,437	$1,644,894
2031	$1,725,266	$1,666,129
2032	$1,759,771	$1,687,639
2033	$1,794,967	$1,709,425
2034	$1,830,866	$1,731,493
2035	$1,867,484	$1,753,846
2036	$1,904,833	$1,776,488
2037	$1,942,930	$1,799,422
2038	$1,981,788	$1,822,652
2039	$2,021,424	$1,846,181
2040	$2,061,853	$1,870,015
2041	$2,103,090	$1,894,156
2042	$2,145,152	$1,918,609
2043	$2,188,055	$1,943,377
2044	$2,231,816	$1,968,466
2045	$2,276,452	$1,993,878
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $35,399,260

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF DETAILS

CMF ID: 7684

CHANGE FROM PERMISSIVE ONLY TO FLASHING YELLOW ARROW PROTECTED/PERMISSIVE LEFT TURN

DESCRIPTION: CHANGE FROM PERMISSIVE ONLY TO FYA - PROTECTED/PERMISSIVE LEFT TURN

PRIOR CONDITION: PERMISSIVE PHASING

CATEGORY: INTERSECTION TRAFFIC CONTROL

STUDY: *SAFETY EFFECTIVENESS OF FLASHING YELLOW ARROW: EVALUATION OF 222 SIGNALIZED INTERSECTIONS IN NORTH CAROLINA*, SIMPSON AND TROY, 2015

Star Quality Rating:	★★★☆☆ [VIEW SCORE DETAILS]
Rating Points Total:	75

Crash Modification Factor (CMF)

Value:	0.598
Adjusted Standard Error:	
Unadjusted Standard Error:	0.105

Crash Reduction Factor (CRF)

Value:	40.2 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	10.5

Applicability

Crash Type:	Left turn
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	35-55
Area Type:	Not specified
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	3-leg,4-leg
Traffic Control:	Signalized
Major Road Traffic Volume:	Minimum of 7000 to Maximum of 49000 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	Minimum of 600 to Maximum of 17000 Annual Average Daily Traffic (AADT)
Average Major Road Volume :	
Average Minor Road Volume :	

Development Details

Date Range of Data Used:	2003 to 2013
Municipality:	
State:	NC
Country:	
Type of Methodology Used:	4
Sample Size (crashes):	31 crashes before, 23 crashes after
Sample Size (sites):	30 sites before, 30 sites after

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Nov-01-2015
Comments:	Target crashes are defined as "left-turn same roadway crashes with the left-turner on an approach treated with FYA occurring during the time of day when FYA is in operation".

VIEW THE FULL STUDY DETA

EXPORT DETAIL PAGE AS A P

This site is funded by the **U.S. Department of Transportation Federal Highway Administration** and maintained by the **University of North Carolina Highway Safety Research Center**

For more information, contact Karen Scurry at **karen.scurry@dot.gov**

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.

Countermeasure: Coordinate arterial signals

Compare	CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
☐	0.42	58	★★☆☆☆	All	A (serious injury),B (minor injury),C (possible injury)	Suburban	WILLIAMSON ET AL., 2018	The CMF applies to all ... [READ MORE]
☐	0.42	58	★★☆☆☆	All	A (serious injury),B (minor injury),C (possible injury)	Urban	WILLIAMSON ET AL., 2018	The CMF applies to all ... [READ MORE]
☐	0.79	21	★★☆☆☆	All	All	Urban and suburban	WILLIAMSON ET AL., 2018	The CMF applies to all ... [READ MORE]
☐	0.79	21	★★☆☆☆	All	O (property damage only)	Urban and suburban	WILLIAMSON ET AL., 2018	The CMF applies to all ... [READ MORE]
☐	1.15	-15	★☆☆☆☆	All	All	Suburban	WILLIAMSON ET AL., 2018	The CMF applies to all ... [READ MORE]
☐	2.63	-163	★☆☆☆☆	All	O (property damage only)	Suburban	WILLIAMSON ET AL., 2018	The CMF applies to all ... [READ MORE]
☐	0.95	5	★☆☆☆☆	All	All	Urban	WILLIAMSON ET AL., 2018	The CMF applies to all ... [READ MORE]
☐	1.25	-25	★☆☆☆☆	All	O (property damage only)	Urban	WILLIAMSON ET AL., 2018	The CMF applies to all ... [READ MORE]
☐	0.38	62	★☆☆☆☆	All	All	Suburban	WILLIAMSON ET AL., 2018	The CMF applies to all ... [READ MORE]
☐	0.33		★☆☆☆☆	All	A (serious injury),B (minor injury),C (possible injury)	Suburban	WILLIAMSON ET AL., 2018	The CMF applies to all ... [READ MORE]
☐	0.41	59	★☆☆☆☆	All	O (property damage only)	Suburban	WILLIAMSON ET AL., 2018	The CMF applies to all ... [READ MORE]
☐	1.01	-1	★☆☆☆☆	All	All	Suburban	WILLIAMSON ET AL., 2018	The CMF applies to all ... [READ MORE]

INCIDENTID	RTESYSCOD	RTENUMBE	MEASURE	COUNTY_S	CITY_NAM	TOWNSHIP	MNDOT_DI	STATE_PAT	TRIBAL_GC	LOCALID	ACCIDENT_	CRASH_MO
Main Steet and Village way												
898602	4	59	0.216	10	Waconia		M	25		21008648	2.11E+08	4
863182	4	59	0.22	10	Waconia		M	25		20033893	2.03E+08	11
749271	4	59	0.227	10	Waconia		M	25		19028607	1.93E+08	9
804830	4	59	0.237	10	Waconia		M	25		20008129	2.01E+08	3
728532	4	59	0.24	10	Waconia		M	25		19017806	1.92E+08	6
904573	21	274	0.213	10	Waconia		M	25		21012342	2.11E+08	5
Main St and Airport Rd												
975123	10	223	0.012	10	2397159			25		21031524	2.13E+08	11
Main Street and Engler Blvd												
898756	4	59	0.7	10	Waconia		M	25		21008742	2.11E+08	4
725808	5	117	1.919	10	2397159			25		19016437	1.92E+08	6
807158	4	59	0.478	10	Waconia		M	25		20010098	2.01E+08	4
Lyman and Great Plains Blvd												
868283	4	18	6.521	10	Chanhassen		M	25		20037033	2.04E+08	12
Lyman and Galpin Blvd												
983944	4	18	4.112	10	Chanhassen		M	25		21034683	2.14E+08	12
Lyman and Audubon Rd												
747118	4	15	2.865	10	Chanhassen		M	25		19027510	1.93E+08	9
933160	4	15	2.868	10	2393799			25		21021635	2.12E+08	8
764252	4	15	2.869	10	Chanhassen		M	25		19034880	1.93E+08	11
868601	4	15	2.869	10	Chanhassen		M	25		20037216	2.04E+08	12
691442	4	15	2.87	10	Chanhassen		M	25		19005549	1.91E+08	2
696940	4	15	2.872	10	Chanhassen		M	25		19006901	1.91E+08	3
750080	4	15	2.872	10	Chanhassen		M	25		19028991	1.93E+08	9
786803	4	15	2.876	10	Chanhassen		M	25		20004061	2E+08	2
756429	4	15	2.878	10	Chanhassen		M	25		19031645	1.93E+08	10
797681	4	15	2.88	10	Chanhassen		M	25		20004438	2E+08	2

914088	4	15	2.881	10	Chanhassen	M	25	21016988	2.12E+08	6
897558	4	18	4.862	10	Chanhassen	M	25	21007849	2.11E+08	3
846267	4	18	4.869	10	Chanhassen	M	25	20030250	2.03E+08	10
681260	4	18	4.87	10	Chanhassen	M	25	19002954	1.9E+08	1
727935	4	18	4.869	10	Chanhassen	M	25	19017531	1.92E+08	6
802183	4	18	4.87	10	Chanhassen	M	25	20006375	2.01E+08	3
780485	4	18	4.87	10	Chanhassen	M	25	20001622	2E+08	1
814917	4	18	4.871	10	Chanhassen	M	25	20016615	2.02E+08	6
905556	4	18	4.87	10	Chanhassen	M	25	21012829	2.11E+08	5
741572	4	18	4.872	10	Chanhassen	M	25	19024628	1.92E+08	8
690509	4	18	4.874	10	Chanhassen	M	25	19005221	1.91E+08	2
740075	4	18	4.876	10	Chanhassen	M	25	19024015	1.92E+08	8
797857	4	18	4.876	10	Chanhassen	M	25	20004544	2E+08	2
900828	4	18	4.886	10	Chanhassen	M	25	21009934	2.11E+08	4
720176	4	18	4.895	10	Chanhassen	M	25	19013549	1.91E+08	5
Lyman and Lake Hazeltine Dr										
694501	4	18	4.679	10	Chanhassen	M	25	19006234	1.91E+08	3
Lyman and Powers Blvd										
739873	4	17	0.945	10	Chanhassen	M	25	19023923	1.92E+08	8
785757	4	17	0.95	10	Chanhassen	M	25	20003599	2E+08	2
674882	4	17	0.952	10	Chanhassen	M	25	19000738	1.9E+08	1
940129	4	17	0.955	10	Chanhassen	M	25	21024589	2.13E+08	9
886534	4	17	0.961	10	Chanhassen	M	25	21002267	2.1E+08	1
726171	4	18	5.783	10	Chanhassen	M	25	19016585	1.92E+08	6
699619	4	18	5.798	10	Chanhassen	M	25	19007622	1.91E+08	3
820952	4	18	5.807	10	Chanhassen	M	25	20021055	2.02E+08	7
943948	4	18	5.818	10	Chanhassen	M	25	21026793	2.13E+08	9
Pioneer and Village Rd										
688908	4	14	2.476	10	Chaska	M	25	19001668	1.9E+08	2
940968	5	127	0.611	10	Chaska	M	25	2.02E+11	2.13E+08	9
758006	5	127	0.622	10	Chaska	M	25	19010814	1.93E+08	10

Pioneer and Target

871190	4	14	2.909	10	2393809			25	20011339	2.04E+08	12
675508	4	14	2.942	10	Chaska	M		25	19000354	1.9E+08	1
981797	21	193	0.012	10	Chaska	M		25	2.02E+11	2.14E+08	12
836499	4	14	3.057	10	Chaska	M		25	20007214	2.02E+08	8
812945	4	14	3.062	10	Chaska	M		25	20004732	2.02E+08	6

Pioneer and Hundermark Rd

682015	4	14	3.076	10	Chaska	M		25	19001052	1.9E+08	2
812324	4	14	3.184	10	Chaska	M		25	20004583	2.02E+08	6
848882	4	14	3.191	10	Chaska	M		25	20009287	2.03E+08	10
820709	4	14	3.192	10	Chaska	M		25	20006239	2.02E+08	7
811293	5	108	2.348	10	Chaska	M		25	30004226	2.01E+08	5
814768	5	108	2.368	10	Chaska	M		25	20005093	2.02E+08	6
821272	5	108	2.374	10	Chaska	M		25	20505948	2.02E+08	7

Pioneer and Great Plains Blvd

695376	3	101	10.306	10	Chanhassen	M		25	19006440	1.91E+08	3
786513	4	14	6.299	10	Chanhassen	M		25	20003938	2E+08	2
874490	4	101	2.049	10	2393799			25	21001283	2.1E+08	1

Pioneer and Chaska High School

969250	4	14	3.272	10	2393809			25	2.02E+11	2.13E+08	10
718500	4	14	3.545	10	Chaska	M		25	19004537	1.91E+08	5
942334	4	14	3.581	10	Chaska	M		25	2.02E+11	2.13E+08	9

Pioneer and Bluff Creek Dr

839121	4	14	4.82	10	2393799			25	20026451	2.02E+08	9
677055	4	14	4.851	10	Chanhassen	M		25	19001794	1.9E+08	1
865589	4	14	4.911	10	Chanhassen	M		25	20035358	2.03E+08	11
700963	4	14	4.915	10	Chanhassen	M		25	19008333	1.91E+08	3
775139	4	14	4.92	10	Chanhassen	M		25	19038507	1.94E+08	12
677272	5	104	0.32	10	Chanhassen	M		25	19001792	1.9E+08	1

Pioneer and Audubon Rd

742811	4	14	4.415	10	Chaska	M	25	19008529	1.92E+08	8
737705	4	14	4.423	10	Chaska	M	25	19007697	1.92E+08	8
809509	4	14	4.424	10	Chaska	M	25	20003850	2.01E+08	5
890066	4	14	4.434	10	Chaska	M	25	21001222	2.1E+08	2
746786	4	15	1.6	10	Chaska	M	25	19009124	1.93E+08	9
701266	4	15	1.606	10	Chaska	M	25	19003166	1.91E+08	4
807340	4	15	1.605	10	Chaska	M	25	20003201	2.01E+08	4
847522	4	15	1.607	10	Chaska	M	25	20009128	2.03E+08	10
808300	4	15	1.61	10	Chaska	M	25	20003483	2.01E+08	4
740228	4	15	1.614	10	Chaska	M	25	19008097	1.92E+08	8
720485	4	15	1.626	10	Chaska	M	25	19004878	1.91E+08	5

Pioneer and Acorn

899754	10	237	0.001	10	Chaska	M	25	21002816	2.11E+08	4

CRASH_DA	CRASH_YE	CRASH_DA	CRASH_HO	DIVIDEDRD	CRASHSEVI	NUMBERKI	NUMBERO	MANNERO	FIRSTHARM	RELATIONT	LIGHTCONI	WEATHERP
1	2021	Thu	11	S	5	0	2	11	10	4	1	1
12	2020	Thu	18	98	5	0	2	12	10	4	4	1
22	2019	Sun	19	98	5	0	2	12	10	3	3	1
21	2020	Sat	13		4	0	3	5	10	4	1	2
21	2019	Fri	20	S	4	0	1		8	3	3	1
8	2021	Sat	13	98	5	0	2	10	10	4	1	2
21	2021	Sun	13	98	5	0	2	5	10	3	1	1
2	2021	Fri	11		3	0	2	13	10	3	1	1
10	2019	Mon	10		2	0	2	5	10	3	1	1
15	2020	Wed	14		5	0	2	12	10	3	1	2
15	2020	Tue	15		4	0	3	5	10	3	1	2
28	2021	Tue	10	S	5	0	2	15	10	3	1	4
13	2019	Fri	15		5	0	2	12	10	10	1	2
9	2021	Mon	12	98	5	0	2	12	10	3	1	1
21	2019	Thu	17		5	0	2	12	10	3	4	1
17	2020	Thu	16	98	4	0	2	5	10	3	7	2
24	2019	Sun	20	98	5	0	1		32	3	4	7
11	2019	Mon	12		5	0	3	11	10	3	1	1
26	2019	Thu	6	E	3	0	2	13	10	3	2	1
10	2020	Mon	18	98	4	0	2	12	10	3	4	1
21	2019	Mon	16	98	3	0	2	13	10	3	1	2
14	2020	Fri	7	W	5	0	2	12	10	3	1	1

24	2021	Thu	10	E		3	0	2	13	10	3	1	1
24	2021	Wed	16	E		3	0	2	5	10	3	1	1
9	2020	Fri	18	W		5	0	2	13	10	3	1	1
30	2019	Wed	16			5	0	2	5	10	3	1	1
19	2019	Wed	16			5	0	2	11	10	3	1	1
4	2020	Wed	8			3	0	2	13	10	3	1	1
17	2020	Fri	18		98	4	0	2	13	10	3	4	4
17	2020	Wed	7	E		5	0	2	90	10	3	1	1
13	2021	Thu	15	W		2	0	2	5	10	3	1	1
19	2019	Mon	15		98	5	0	2	90	10	3	1	1
21	2019	Thu	16			4	0	2	5	10	3	1	1
13	2019	Tue	16			5	0	2	13	10	3	1	3
14	2020	Fri	22	E		5	0	2	10	10	3	4	1
15	2021	Thu	7	N		5	0	2	12	10	3	1	2
16	2019	Thu	6	W		5	0	2	12	10	3	1	1
4	2019	Mon	5			4	0	2	13	10	3	4	1
12	2019	Mon	18	E		3	0	2	12	10	3	1	2
6	2020	Thu	5	N		5	0	2	12	10	3	4	1
9	2019	Wed	6	N		5	0	2	13	10	3	4	1
7	2021	Tue	15	S		5	0	2	12	10	3	1	1
25	2021	Mon	16	E		4	0	2	5	10	3	3	1
11	2019	Tue	17			4	0	2	12	10	3	1	1
18	2019	Mon	7	S		5	0	2	12	10	3	1	1
21	2020	Tue	22	N		5	0	2	5	10	3	4	1
30	2021	Thu	16			5	0	2	12	10	3	1	2
16	2019	Sat	12	W		5	0	2	12	10	3	1	2
16	2021	Thu	15	E		5	0	2	12	10	3	1	1
29	2019	Tue	11	N		5	0	2	5	10	10	1	1

28	2020	Mon	10	S		5	0	2	12	10	4	1	1
12	2019	Sat	0	E		5	0	1		47	3	4	1
19	2021	Sun	12			5	0	2	13	10	3	1	1
21	2020	Fri	13		98	5	0	2	10	10	10	1	1
5	2020	Fri	12	W		5	0	2	5	10	3	1	1
1	2019	Fri	15	W		5	0	2	12	10	3	1	1
1	2020	Mon	12	E		2	0	2	5	10	3	1	1
23	2020	Fri	18	N		5	0	2	11	10	3	1	1
20	2020	Mon	19	W		3	0	1		9	3	1	1
21	2020	Thu	11			3	0	1		8	3	1	1
16	2020	Tue	12			5	0	2	12	10	3	1	1
23	2020	Thu	12	S		5	0	2	11	10	3	1	1
6	2019	Wed	7		98	5	0	2	13	10	3	2	1
9	2020	Sun	13			4	0	2	5	10	3	1	1
14	2021	Thu	22	N		5	0	1		30	3	4	4
26	2021	Tue	7		98	3	0	3	12	10	2	2	1
8	2019	Wed	7	E		5	0	2	12	10	2	1	2
23	2021	Thu	7		98	5	0	2	5	10	4	2	1
5	2020	Sat	13			4	0	2	5	10	3	1	1
18	2019	Fri	18			5	0	2	12	10	3	4	4
27	2020	Fri	16		98	5	0	2	12	10	3	1	1
25	2019	Mon	15		98	5	0	2	90	10	3	1	1
29	2019	Sun	10			4	0	2	11	10	3	1	6
18	2019	Fri	17			5	0	2	12	10	3	4	4

26	2019	Mon	6	S		5	0	2	11	10	3	4	1
2	2019	Fri	7			5	0	3	12	10	3	2	1
7	2020	Thu	15			5	0	3	12	10	3	1	1
12	2021	Fri	14		98	5	0	2	13	10	10	1	1
12	2019	Thu	12		98	5	0	2	5	10	3	1	2
2	2019	Tue	9	N		3	0	2	5	10	3	1	2
17	2020	Fri	10		98	4	0	2	5	10	3	1	1
20	2020	Tue	13			3	0	2	5	10	3	1	4
27	2020	Mon	10	S		4	0	2	5	10	3	1	1
14	2019	Wed	7	S		5	0	3	13	10	4	1	2
17	2019	Fri	12	W		5	0	2	12	10	3	1	1
8	2021	Thu	15		98	5	0	3	12	10	3	1	1

WEATHERS	RDWYSURF	WORKZON	ROADWAY	INTERSECT	ROUTE_ID	BASIC_TYP	UNITTYPEU	VEHICLETY	DIRECTION	PRECRASHI	AGEU1	SEXU1
	1	98	MAIN ST E		040000659	6	2	2	1	21	61	M
	5	98	MAIN ST E		040000659	7	2	2	4	24	34	M
	1	98	MAIN ST E	274	040000659	7	2	3	4	21	21	M
	1	98	MAIN ST E		040000659	9	2	2	1	21	21	F
	1	98	MAIN ST E		040000659	1	5				12	F
1	1	98	PVT-274		210000659	5	2	2	3	24	64	F
	1	98	AIRPORT RD		100002397	10	2	3	1	21	16	M
	1	98	MAIN ST E		040000659	10	2	2	1	21	45	M
	1	98	SPARROW	MAIN ST E	050002397	10	2	48	2	21	23	M
	1	98	MAIN ST E		040000659	7	2	2	1	21	17	M
	1	98	LYMAN BLVD		040000659	10	2	3	3	23	43	M
	5	98	LYMAN BL\	GALPIN	040000659	90	2	2	2	21	16	F
	1	98	AUDUBON RD		040000659	7	2	4	1	21	19	F
	1	98	AUDUBON	LYMAN BL\	040000659	7	2	2	1	23	56	F
	1	98	AUDUBON RD		040000659	7	2	4	1	21	58	F
	1	98	AUDUBON	LYMAN BL\	040000659	9	2	2	4	24	29	M
	3	98	AUDUBON	LYMAN BL\	040000659	3	2	4	1	26	35	M
	1	98	AUDUBON RD		040000659	6	2	2	3	21	26	F
	1	98	AUDUBON	LYMAN BL\	040000659	8	2	2	4	24	42	F
	1	98	AUDUBON	LYMAN BL\	040000659	7	2	5	1	34	43	F
	2	98	AUDUBON RD		040000659	8	2	2	4	21	42	F
	1	98	AUDUBON	LYMAN BL\	040000659	7	2	2	4	26	31	F

1	98	AUDUBON	LYMAN BL\	040000659	9	2	4	3	21	40	F
1	98	LYMAN BL\	AUDUBON	040000659	10	2	4	3	21	37	M
1	98	LYMAN BLVD		040000659	8	2	2	4	24	17	F
1	98	LYMAN BL\	AUDUBON	040000659	9	2	2	3	21	38	M
1	98	LYMAN BLVD		040000659	6	2	4	4	24	66	M
1	98	LYMAN BLVD		040000659	8	2	4	3	21	25	F
3	98	LYMAN BLVD		040000659	8	2	2	4	24	33	F
1	98	LYMAN BLVD		040000659	90	2	3	4	24	60	M
1	98	LYMAN BL\	AUDUBON	040000659	9	2	2	4	24	55	M
1	98	LYMAN BLVD		040000659	90	2	2	2	24	68	M
1	98	LYMAN BL\	AUDUBON	040000659	9	2	2	3	21	30	M
2	98	LYMAN BL\	15	040000659	8	2	2	3	21	32	M
1	98	LYMAN BLVD		040000659	5	2	2	3	23	16	F
1	98	LYMAN BLVD		040000659	7	2	4	1	23	38	F
2	98	LYMAN BLVD		040000659	7	2	2	4	34	52	M
1	98	LYMAN BLVD		040000659	8	2	2	4	24	30	M
1	98	POWERS BI	LYMAN BL\	040000659	7	2	2	3	21	29	M
1	98	POWERS BI	LYMAN BL\	040000659	7	2	2	1	28	27	M
1	98	POWERS BI	LYMAN BL\	040000659	8	2	4	2	24	39	F
1	98	POWERS BI	LYMAN BL\	040000659	7	2	2	2	34	56	M
1	98	POWERS BLVD		040000659	10	2	5	3	21	35	F
1	98	LYMAN BLVD		040000659	7	2	2	3	23	39	F
5	98	LYMAN BLVD		040000659	7	2	2	2	23	51	F
1	98	LYMAN BLVD		040000659	9	2	2	2	24	20	M
1	98	LYMAN BL\	POWERS BI	040000659	7	2	4	4	34	58	F
1	90	PIONEER TRL		040000659	7	2	4	4	26	42	F
1	98	VILLAGE RD		050002393	7	2	2	3	21	17	F
1	98	VILLAGE RI	PIONEER TI	050002393	10	2	4	1	21	42	F

	4	98	PIONEER TRL		040000659	7	2	4	2	23	67	F
	1	98	PIONEER TI	193	040000659	3	2	2	3	24	17	M
	1	98	PVT-193	PIONEER TI	210000659	7	2	4	4	24	60	M
	1	98	PIONEER TI	193	040000659	5	2	49	1	23	49	M
	1	98	PIONEER TI	193	040000659	9	2	4	2	23	65	F
	2	98	PIONEER TRL		040000659	7	2	2	4	34	16	F
	1	98	PIONEER TI	HUNDERTM	040000659	10	2	3	2	24	55	M
	1	98	PIONEER TRL		040000659	6	2	2	1	24	20	F
	1	98	PIONEER TI	HUNDERTM	040000659	2	2	2	4	21	37	M
	1	98	HUNDERTMARK		050002393	1	2	4	3	23	51	F
	1	98	HUNDERTM	PIONEER TI	050002393	7	2	4	2	21	18	M
	1	98	HUNDERTMARK		050002393	6	2	49	2	23	33	M
	1	98	GREAT PLA	PIONEER TI	030000000	8	2	2	2	24	19	M
	2	98	PIONEER TI	GREAT PLA	040000659	10	2	4	4	21	41	F
5	3	98	GREAT PLAINS BLVD		040000659	3	2	2	1	21	30	M
	1	98	PIONEER TRL		040000659	7	2	2	3	21	17	F
3	1	98	PIONEER TRL		040000659	7	2	4	3	21	16	M
	1	98	PIONEER TI	PURPLE BR	040000659	9	2	5	3	23	16	F
	1	98	PIONEER TRL		040000659	10	2	2	4	21	17	M
	3	98	PIONEER TRL		040000659	7	2	2	2	24	23	F
	1	98	PIONEER TI	BLUFF CREI	040000659	7	2	2	3	90	20	F
	1	98	PIONEER TRL		040000659	90	2	2	4	24	30	F
3	2	98	PIONEER TRL		040000659	6	2	4	2	21	76	F
	3	98	BLUFF CREEK	DR	050002393	7	1	2	2	24	52	F

	1	98	PIONEER TRL		040000659	6	2	2	1	24	22	M
	1	98	PIONEER TI	AUDUBON	040000659	7	2	4	3	21	38	M
	1	98	PIONEER TI	AUDUBON	040000659	7	2	4	4	21	70	F
	1	98	PIONEER TI	AUDUBON	040000659	9	2	4	4	21	74	F
	1	98	AUDUBON	PIONEER TI	040000659	10	2	4	1	24	17	M
	1	98	AUDUBON	PIONEER TI	040000659	9	2	2	2	21	43	F
	1	98	AUDUBON	PIONEER TI	040000659	10	2	3	1	21	33	M
5	3	98	AUDUBON	PIONEER TI	040000659	10	2	2	1	21	25	F
	1	98	AUDUBON	RD	040000659	10	2	4	2	28	39	F
	1	98	AUDUBON	RD	040000659	7	2	2	2	24	32	M
	1	98	AUDUBON	RD	040000659	7	2	2	4	21	16	F
	2	98	ACORN RD	PIONEER TI	100002393	7	2	2	3	21	17	M

PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU1	UNITTYPEU	VEHICLETY	DIRECTION
5	65				14	20	40	12	24	2	2	1
5	1				15	20	30	11	21	2	2	4
5	4				14	20	30	11	24	2	2	4
5	74				14	20	40	11	21	2	4	2
5	22		30	1						1	2	2
5	1				12	20	40	11	23	2	2	3
5	63				15	20		11	21	2	2	4
99	1				14	20	40	11	21	2	2	3
5	70				15	20	30	11	21	2	2	3
5	1				12	20	30	11	21	2	2	1
5	1				12	20	50	11	21	2	2	2
5	71				15	20	40	11	21	2	3	2
5	4				90	20	50	11	21	2	2	1
5	1				12	20	50	13	24	2	90	1
5	4				90	22	50	13	24	2	4	1
5	2				15	20	50	11	21	2	2	3
99	75	99			14	20	40	11	24			
5	1				12	20	45	11	21	2	2	1
5	2				14	20	45	11	21	2	4	3
5	1				14	20	45	11	21	2	2	1
5	2				12	20	45	11	21	2	2	3
5	1				12	20	45	11	21	2	2	4

9	63		15	20	45	12	21	2	2	2
5	1		15	20	45	11	21	2	2	2
5	99		14	20	45	11	21	2	4	3
5	1		15	20	45	11	21	2	2	4
5	2		14	20		11	21	2	4	3
5	1		15	20	45	11	21	2	90	4
5	2		14	20	50	11	21	2	2	3
5	10		15	20	50	11	21	2	48	3
5	2		15	20	50	11	21	2	2	3
5	2		15	20	45	11	21	2	2	3
5	1		14	20	45	11	21	2	4	4
5	1		14	20	45	11	21	2	2	4
5	1		14	22	50	11	21	2	2	3
5	4	10	15	20	50	11	24	2	4	1
5	1		15	20	45	11	21	2	2	4
5	10		12	20	45	11	21	2	2	3
5	4		15	20	50	11	21	2	2	3
5	10		15	20	45	11	21	2	49	1
5	70		14	20	50	11	21	2	5	1
5	1		15	20	40	11	21	1		
5	90		15	20	45	11	21	2	4	1
5	1		15	20	50	11	21	2	2	3
5	1		14	20	45	13	21	2	2	2
5	2		15	20	45	11	21	2	5	1
5	1		15	20	50	11	21	2	2	4
5	74		15	20	40	13	21	2	4	4
5	99		12	20	45	11	21	2	4	3
5	1		12	20	40	11	21	2	4	4

5	1		15	20	45	11	21	2	2	2
5	66		15	20	45	11	21			
5	2		15	20	45	11	21	2	2	4
5	90		14	20	30	11	21	2	4	1
5	2		15	20	40	11	21	2	4	1
5	1		15	20	45	11	21	2	4	4
5	1		14	20	40	11	21	2	31	3
5	2		14	20	45	11	21	2	2	4
5	1		13	20	45	11	21	6		
5	2		12	20	45	11	21	5		
5	74		12	20	30	13	21	2	4	2
5	68		12	20	30	11	21	2	2	2
5	1		12	20	40	11	21	2	5	1
5	90		12	20	50	11	21	2	2	1
5	1		14	20	40	11	24			
5	74		12	9	45	11	21	2	4	3
5	74	4	12	9	45	11	21	2	2	3
5	63		12	20	45	11	21	2	2	4
5	74		12	20	50	11	25	2	2	1
5	2		12	20	50	11	21	2	2	2
5	1		12	20	50	11	21	2	2	3
5	2		12	20	35	11	21	2	2	2
5	1		12	20	30	11	21	2	4	3
5	2		12	20	50	11	21	2	2	3

5	2			12	20		11	23	2	3	1
5	4			12	20	45	13	21	2	4	3
5	65			12	20	45	11	21	2	4	4
5	68	67		12	20	45	11	21	2	4	2
5	2			13	20	45	12	21	2	3	1
5	1			12	20		13	21	2	2	1
5	1			12	20	45	11	21	2	2	4
5	63			13	20	45	11	21	2	2	1
5	10			12	20	50	11	21	2	4	2
5	99			14	20	45	11	23	2	4	2
5	4			12	20	45	11	21	2	2	4
5	74			12	20	45	11	21	2	2	3

PRECRASHI	AGEU2	SEXU2	PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU2
21	21	F	5	1				14	20	40	13	23
21	16	M	5	1				15	20	30	11	21
21	44	M	5	1				14	20	30	11	24
24	39	F	5	1				14	20	40	11	21
21								15	20	40	11	23
24	30	F	5	1				12	20	40	11	23
24	28	F	5	1				12	20		11	21
21	24	M	5	63				12	20	40	11	21
21	17	F	5	1				13	20	40	11	21
21	50	F	5	1				12	20	30	11	21
21	20	M	5	99				14	20	40	11	21
21	50	M	5	1				15	20	40	11	21
21	51	M	5	1				90	20		11	21
23	27	F	5	1				12	20	50	13	24
34	39	F	5	1				15	22		13	24
21	42	F	5	1				15	20	50	11	21
34	33	M	5	1				12	20	50	11	21
21	19	M	5	1				14	20	45	11	21
34	54	F	5	70				14	20	45	11	21
21	54	F	5	1				12	20	45	11	21
21	17	M	5	70				12	20	45	11	21

24	55	M	5	1		15	20	45	13	21
24	45	M	5	2		15	20	45	11	21
21	17	F	5	1		14	20	45	11	21
24	54	F	5	1		15	20	45	11	21
21	32	M	5	1		14	20	50	11	21
24	38	M	5	65	2	15	20	45	11	21
21	28	M	5	1		14	20	50	11	21
21	68	M	5	1		15	20	50	11	21
21	50	M	5	1		15	20	50	11	21
21	29	M	5	1		15	20	45	11	21
24	26	F	5	2		14	20	45	11	21
24	57	F	5	2		14	20	45	11	21
21	41	M	5	1		14	22	50	11	21
23	71	M	5	1		15	20	50	11	24
21	31	F	5	4		15	20	45	11	21
21	50	F	5	1		12	20	45	11	21
23	60	M	5	1		15	20	50	11	21
21	44	M	5	1		15	20	45	11	21
21	33	F	5	1		14	20	50	11	21
21	42	M	5	1		15	20	45	11	21
21	49	M	99	99		15	20	50	11	21
23	36	F	5	1		14	20	45	13	21
23	57	M	5	10		14	20	45	11	21
21	18	M	5	74		15	20	50	11	21
34	82	M	5	1		15	20	40	13	21
34	66	F	5	1		12	20	45	11	21
21	71	F	5	63		15	20		11	21

23	24	F	5	1				15	20	45	11	21
21	49	M	5	1				15	20	45	11	21
34	25	F	5	99				14	20	30	11	21
24	15	F	5	1				15	20	40	11	21
26	16	M	5	70				15	20	45	11	21
21	51	M	99	63				14	20	40	11	21
21	61	M	5	1				14	9		11	21
	13	M	5	2		30	2					
	19	M	5	22		30	1					
34	40	M	5	1				12	20	30	13	21
21	60	F	5	1				12	20	30	11	21
21	50	M	5	70	68			12	20	40	11	21
21	52	M	5	1				12	20	40	11	24
34	17	M	5	1				12	9	45	11	21
21	16	F	5	1				12	9	45	11	21
24	17	F	5	1				12	20	45	11	21
21	25	F	5	1				12	20	30	11	23
21	36	M	5	1				12	20	50	11	21
90	18	F	5	90				12	20	50	11	21
21	28	F	5	1				12	20	35	11	21
21	53	M	5	63				12	20	50	11	21
21	64	M	5	1				12	20	50	11	21

21	48	M	5	1		12	20	45	11	24
34	50	F	5	1		12	20	45	13	21
34	57	M	5	1		12	20	45	11	21
24	24	M	5	1		12	20	50	11	21
21	27	M	5	1		13	20	45	12	21
24	26	F	5	1		12	20		13	21
21	35	F	5	65		12	20	45	11	21
21	18	M	5	1		13	20	45	11	21
21	58	F	5	1		12	20	50	11	21
21	54	F	5	1		14	20	45	11	23
21	66	M	5	1		12	20	45	11	21
34	16	M	5	1		12	20	45	11	21

UNITTYPEL	VEHICLETY	DIRECTION	PRECRASHI	AGEU3	SEXU3	PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO
2	2	4	34	47	M	5	1				14	20
2	4	1	24	80	M	5	2				15	20
2	4	4	24	53	F	5	2				12	20

2	3	3	34	18	M		5	1				12	9

2	2	3	34	42	F	5	1			12	20
2	2	4	34	36	M	5	1			12	20
2	6	2	34	47	M	5	1			14	20
2	4	3	34	16	F	5	1			12	20

SPEEDLIMI	ALIGNMEN	GRADEU3	UNITTYPEL	VEHICLETY	DIRECTION	PRECRASHI	AGEU4	SEXU4	PHYSICALC	CONTRIBFA	CONTRIBFA	NONMOTC
30	11	21										
40	11	21										
45	11	21										

45 11 21

45	13	21
45	11	21
45	11	23
45	11	21

NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU4	UTMX	UTMY	LATITUDE	LONGITUDI	CRASH_DA	STATUS	STATUS_NO
						438996.9	4965821	44.8432	-93.7719	########	Accepted	Reportable
						438993.5	4965816	44.84316	-93.7719	########	Accepted	Reportable
						439013.5	4965811	44.84311	-93.7717	########	Accepted	Reportable
						439003.9	4965797	44.84298	-93.7718	########	Accepted	Reportable
						439001.5	4965794	44.84295	-93.7718	########	Accepted	Reportable
						438999.6	4965797	44.84298	-93.7719	########	Accepted	Reportable
						438914.2	4965428	44.83965	-93.7729	44521.57	Accepted	Reportable
						438896	4965075	44.83647	-93.7731	44288.46	Accepted	Reportable
						438895.3	4965074	44.83646	-93.7731	43626.45	Accepted	Reportable
						438912.4	4965431	44.83968	-93.7729	43936.59	Accepted	Reportable
						457414.7	4965393	44.84068	-93.5388	44180.63	Accepted	Reportable
						454023.4	4966345	44.84904	-93.5818	44558.43	Accepted	Reportable
						454763.2	4965438	44.84093	-93.5724	43721.63	Accepted	Reportable
						454764.8	4965443	44.84096	-93.5724	44417.53	Accepted	Reportable
						454764.1	4965444	44.84098	-93.5724	43790.74	Accepted	Reportable
						454747.7	4965449	44.84102	-93.5726	44182.7	Accepted	Reportable
						454764.4	4965447	44.84101	-93.5724	43520.87	Accepted	Reportable
						454747.7	4965453	44.84106	-93.5726	43535.53	Accepted	Reportable
						454764.6	4965449	44.84103	-93.5724	43734.28	Accepted	Reportable
						454764.5	4965456	44.84108	-93.5724	43871.75	Accepted	Reportable
						454764.5	4965459	44.84112	-93.5724	43759.67	Accepted	Reportable
						454764.5	4965463	44.84115	-93.5724	43875.33	Accepted	Reportable

454748	4965467	44.84118	-93.5726	44371.44	Accepted	Reportable
454745	4965449	44.84102	-93.5726	44279.67	Accepted	Reportable
454756.6	4965448	44.84102	-93.5725	44113.75	Accepted	Reportable
454758.3	4965448	44.84102	-93.5724	43495.69	Accepted	Reportable
454756.5	4965469	44.8412	-93.5725	43635.69	Accepted	Reportable
454757.9	4965448	44.84102	-93.5725	43894.37	Accepted	Reportable
454758.8	4965448	44.84102	-93.5724	43847.76	Accepted	Reportable
454759.6	4965448	44.84102	-93.5724	43999.33	Accepted	Reportable
454757.6	4965469	44.8412	-93.5725	44329.63	Accepted	Reportable
454761.8	4965448	44.84101	-93.5724	43696.65	Accepted	Reportable
454763.7	4965469	44.84121	-93.5724	43517.68	Accepted	Reportable
454766.3	4965469	44.84121	-93.5723	43690.68	Accepted	Reportable
454768.4	4965448	44.84101	-93.5723	43875.92	Accepted	Reportable
454783.5	4965448	44.84102	-93.5721	44301.33	Accepted	Reportable
454797.6	4965467	44.84119	-93.572	43601.27	Accepted	Reportable
454478.8	4965551	44.84192	-93.576	43528.24	Accepted	Reportable
456252.5	4965400	44.84068	-93.5535	########	Accepted	Reportable
456273.7	4965403	44.84071	-93.5533	########	Accepted	Reportable
456251.8	4965411	44.84078	-93.5535	########	Accepted	Reportable
456251.6	4965416	44.84082	-93.5536	########	Accepted	Reportable
456273.5	4965420	44.84085	-93.5533	########	Accepted	Reportable
456227	4965410	44.84077	-93.5539	########	Accepted	Reportable
456250.6	4965413	44.8408	-93.5536	########	Accepted	Reportable
456265.3	4965413	44.8408	-93.5534	########	Accepted	Reportable
456283.1	4965413	44.84079	-93.5532	########	Accepted	Reportable
451915.2	4964029	44.82806	-93.6083	43512.52	Accepted	Reportable
451861.4	4964027	44.82804	-93.609	44455.63	Accepted	Reportable
451870.3	4964043	44.82818	-93.6089	43767.48	Accepted	Reportable

452591.5	4964076	44.82852	-93.5997	44193.45	Accepted	Reportable
452638.1	4964042	44.82822	-93.5991	43477	Accepted	Reportable
452594.6	4964092	44.82867	-93.5997	44549.54	Accepted	Reportable
452812.2	4963978	44.82765	-93.5969	44064.55	Accepted	Reportable
452822.4	4963996	44.82782	-93.5968	43987.53	Accepted	Reportable
452840.7	4963980	44.82768	-93.5966	43497.63	Accepted	Reportable
453002.6	4963918	44.82713	-93.5945	43983.53	Accepted	Reportable
453011.1	4963914	44.8271	-93.5944	44127.75	Accepted	Reportable
453015	4963913	44.82708	-93.5944	44032.82	Accepted	Reportable
452805.9	4964023	44.82807	-93.597	43972.47	Accepted	Reportable
452817.3	4964057	44.82837	-93.5969	43998.54	Accepted	Reportable
452820.5	4964067	44.82845	-93.5968	44035.51	Accepted	Reportable
457597.5	4963794	44.8263	-93.5364	43530.31	Accepted	Reportable
457684.3	4963787	44.82624	-93.5353	43870.57	Accepted	Reportable
457603.2	4963783	44.8262	-93.5363	44210.92	Accepted	Reportable
453132.8	4963863	44.82664	-93.5929	44495.31	Accepted	Reportable
453540.2	4963698	44.82519	-93.5877	43593.33	Accepted	Reportable
453587.9	4963666	44.8249	-93.5871	44462.32	Accepted	Reportable
455362	4963850	44.82666	-93.5647	44079.55	Accepted	Reportable
455398.3	4963884	44.82697	-93.5642	43483.75	Accepted	Reportable
455478	4963938	44.82747	-93.5632	44162.67	Accepted	Reportable
455483.9	4963941	44.8275	-93.5631	43549.65	Accepted	Reportable
455491.2	4963944	44.82752	-93.563	43828.43	Accepted	Reportable
455363.2	4963853	44.8267	-93.5647	43483.74	Accepted	Reportable

454871.3	4963443	44.82297	-93.5708	43703.26	Accepted	Reportable
454883.8	4963444	44.82298	-93.5707	43679.3	Accepted	Reportable
454885.1	4963444	44.82299	-93.5707	43958.66	Accepted	Reportable
454901.5	4963446	44.82301	-93.5705	44239.59	Accepted	Reportable
454707.2	4963432	44.82287	-93.5729	43720.51	Accepted	Reportable
454711.1	4963440	44.82293	-93.5729	43557.41	Accepted	Reportable
454710.6	4963439	44.82293	-93.5729	43938.44	Accepted	Reportable
454712.7	4963442	44.82296	-93.5728	44124.57	Accepted	Reportable
454715	4963446	44.82299	-93.5728	43948.43	Accepted	Reportable
454718.4	4963451	44.82303	-93.5728	43691.31	Accepted	Reportable
454728.3	4963467	44.82318	-93.5727	43602.52	Accepted	Reportable
454250.3	4963450	44.823	-93.5787	44294.64	Accepted	Reportable

AGENCY_O	AGENCY_O	NARRATIVE
MN0100000	Sheriff	On 04/01/2021 at 1146 hours deputies were dispatched to a PI crash at Main St E and Village Way, in Waconia, MN. I arrived a
MN0100000	Sheriff	UNIT 1 was facing westbound on Target Entrance to turn south onto Main Street was stopped waiting to turn. UNIT 2 was trav
MN0100000	Sheriff	Unit 1 and Unit 2 were facing westbound on the entrance road to the Target store (Waconia, MN) at the intersection of Main S
MN0100000	Sheriff	Unit 1 was northbound on Main St. in the right through lane approaching the intersection with Target Entrance. Unit 2 was so
MN0100000	Sheriff	Unit 1 (Pedestrian) was waiting to cross over Main Street from Target Entrance near Plowshare Drive in Waconia. Unit 1 was g
MN0100000	Sheriff	At 1322
MN0100000	Sheriff	Unit 1 was driving northbound main street approaching the intersection of airport road. Unit 2 was driving on airport road atte
MN0100000	Sheriff	On 04/02/2021 at 1108 hours deputies were dispatched to a PI crash at County RD 10 and Main St. I arrived and saw a Unit 1,
MN0100000	Sheriff	Valentin was driving a Mazda CX-3 eastbound on County Road 10. Valentin approached the intersection of County Road 10 and
MN0100000	Sheriff	V1 and V2 were driving north on sparrow rd just crossing the intersection at County Rd 10. A vehicle turning south onto Sparro
MN0100000	Sheriff	On December 15, 2020 at 1513 hours, deputies were dispatch to Lyman Blvd/Great Plains Blvd for a three vehicle injury crash.U
MN0100000	Sheriff	P1 in V1 slowing down for a stop light at the intersection of Galpin and Lyman in Chanhassen. P1 in V1 locked up the brakes of
MN0100000	Sheriff	Driver of Unit #2 was approaching intersection at Audubon and Lyman northbound. Driver of Unit #2 had to yield to oncoming
MN0100000	Sheriff	On 08/09/2021 at approximately 1248 hours I, Deputy Kane-Zafke #885, responded to a property damage crash that occurred
MN0100000	Sheriff	Driver of Unit #1 was approaching the intersection of Audubon Rd and Lyman Blvd. Driver of Unit #2 was going to make a right-
MN0100000	Sheriff	Unit 1 was WB on Lyman Blvd and was turning SB on Audubon Road on a flashing yellow light and did not see unit 2, which EB
MN0100000	Sheriff	Unit 1 was located unoccupied in the intersection of Audubon Road and Lyman Boulevard. It appeared Unit 1 had been involve
MN0100000	Sheriff	On March 11, 2019 at 1246 hours, I responded to the intersection of Audubon Road and Lyman Boulevard for a property dama
MN0100000	Sheriff	On 09/26/2019, there was a two vehicle personal injury crash on Lyman Blvd. at Audubon Rd. in the city of Chanhassen. Unit 1
MN0100000	Sheriff	On 02/10/2020, there was a two vehicle property damage crash on Audubon Rd. at Lyman Blvd. Vehicle 1 was northbound on
MN0100000	Sheriff	On 10/21/2019 at 1607 hours, V/1 was westbound on Lyman Blvd approaching Audubon Rd. in the southbound turn lane to Au
MN0100000	Sheriff	Both Unit #1 and Unit #2 were traveling westbound on Lyman Blvd. approaching the intersection with Audubon Rd in the city o

MN010000	Sheriff	Unit 1 was traveling eastbound on Lyman Blvd at the intersection of Audubon Road in the city of Chanhassen. Unit 2 was facing
MN010000	Sheriff	Unit 1 was traveling eastbound on Lyman Blvd approaching Audubon Road in the city of Chanhassen. Unit 2 was facing westbou
MN010000	Sheriff	Unit 1 was travelling westbound on Lyman Blvd turning southbound on Audubon Road. Unit 1 drive stated she believed she ha
MN010000	Sheriff	Unit 1 was traveling eastbound on Lyman Blvd, passing through the intersection with Audubon Rd. Unit 1 had a solid green ligh
MN010000	Sheriff	Unit 1 was traveling westbound on Lyman Boulevard and had a flashing yellow traffic light to turn left. Unit 2 was traveling eas
MN010000	Sheriff	Unit 1 was EB on Lyman Blvd coming through the intersection of Audubon Road (South) and had the green light. Unit 2 was W
MN010000	Sheriff	On 01/17/2020 at 1823 hours, I was dispatched to a crash at the intersection of Lyman Boulevard and Audubon Road in the cit
MN010000	Sheriff	Vehicle 1 was travelling West on Lyman Blvd and entered turn lane to go south on Audubon Road. Vehicle 1 had a flashing yell
MN010000	Sheriff	Unit 1 was traveling westbound on Lyman Blvd and was going to turn south on Audubon Rd. Driver 1 originally stated that he h
MN010000	Sheriff	On 08/19/2019 at 1538 hours, V/1 was attempting to complete a southbound turn from Lyman Blvd onto Audubon Rd on a flas
MN010000	Sheriff	Unit 1 was traveling eastbound on Lyman Blvd, approaching Audubon Rd. Unit 1 had a green light and was continuing eastbour
MN010000	Sheriff	Unit 1 was traveling eastbound on Lyman Blvd, proceeding through the intersection with County Rd 15 (Audubon Rd to the sou
MN010000	Sheriff	On 02/14/2020 at 2212 hours, I was dispatched to a motor vehicle accident at 2200 Lyman Boulevard in the city of Chanhasser
MN010000	Sheriff	Both vehicles were northbound on Audubon Road and came to the intersection with Lyman Blvd. Both vehicles entered the rig
MN010000	Sheriff	On 05/16/2019 at 0627 hours, I was dispatched to a two vehicle PD crash at Lyman Blvd, and Audubon Rd S. Upon arrival, I loc
MN010000	Sheriff	On March 4, 2019 at 0549 hours, the driver of vehicle 1 was traveling west bound on Lyman Blvd. The driver of vehicle 2 was t
MN010000	Sheriff	Unit 2 was
MN010000	Sheriff	Unit #1
MN010000	Sheriff	On
MN010000	Sheriff	Unit 1 was
MN010000	Sheriff	Driver of Unit 1 advises her breaks went out while she was driving eastbound on Lyman Blvd through the intersection of Powe
MN010000	Sheriff	On June
MN010000	Sheriff	On
MN010000	Sheriff	Vehicle #1
MN010000	Sheriff	Vehicle #1
MN010020	Police	Driver #1 stated:- She was traveling westbound on Pioneer Tail just before the crash occurred. - She did see the vehicle (vehicle
MN010020	Police	Vehicle number one was traveling behind vehicle number 2 EB Pioneer trl. at the intersection of Village Rd.Its believed the veh
MN010020	Police	V1 was NB on Village Road within the intersection of Pioneer Trail. V2 was WB on Pioneer Trail within the intersection of Villa

MN010020	Police	Vehicle #1 collided into the rear of vehicle #2 as it was attempting to make a right hand turn from the area of the Chaska Com
MN010020	Police	Single vehicle property damage crash. Vehicle was SB exiting the Chaska Commons area, turning left onto EB Pioneer Trail. Driv
MN010020	Police	Driver#1 was eastbound Pioneer Trail attempting to make a left turn (on a flashing yellow arrow) into the Chaska Commons ar
MN010020	Police	Two vehicle property damage crash. Vehicle 1 (semi tractor/trailer combination) was attempting to take a right turn from the
MN010020	Police	Vehicle #2 had a green arrow semaphore light and was making a left hand turn to go west on Pioneer Trail from Target exit. V
MN010020	Police	Vehicle #1 was stopped at the red light on WB Pioneer Trl at Hundertmark Rd. Vehicle #2 ran into the back of vehicle #1 causi
MN010020	Police	Unit #1 was making a southbound turn from westbound Pioneer Trail onto Hundertmark Road. Unit #2 was traveling eastbou
MN010020	Police	Driver #1 was stopped at a traffic light attempting to make a left turn from Pioneer Trail to northbound Hundertmark Rd. Driv
MN010020	Police	Unit 1 was traveling west on Pioneer Trl and had a green light at the intersection with Hundertmark Rd. Cyclist was crossing so
MN010020	Police	Driver of vehicle 1 stated she did not see the pedestrian prior to striking him with her vehicle. Pedestrian stated he was crossi
MN010020	Police	Vehicle 1 was SB on Hundertmark Rd approaching the semaphore with Pioneer Trl. Driver of V1 stated he came around the cor
MNMHP04	State Patro	The driver of the Impala reported being stopped at the light on southbound Hundertmark to cross Pioneer trail when the Dodg
MN010000	Sheriff	On 03/06/2019, there was a two vehicle property damage crash on MNTH 101 and Pioneer Trail. Unit 1 was southbound on M
MN010000	Sheriff	Unit 2 north traveling northbound Great Plains Blvd approaching the intersection with Pioneer Trl. Unit 2 was traveling down a
MN010000	Sheriff	On 01/14/2021 at approximately 2209 hours I, Deputy Kane-Zafke #885, responded to a report of a crash at the intersection o
MN010020	Police	3 vehicle crash. V1 was EB Pioneer Trl approaching the West entrance to the Chaska High School. Vehicles 2 and 3 were stoppe
MN010020	Police	Driver #1 stated he was distracted and did not see that vehicle #2 was slowing to a stop in the roadway. The traffic in the area v
MN010020	Police	Two vehicle property damage crash. V1 was EB on Pioneer Trl attempting to turn right into the West parking lot of the Chaska H
MN010000	Sheriff	Unit #1 was traveling westbound on Pioneer Trail approaching the intersection with Bluff Creek Blvd. Unit #2 was traveling nor
MN010000	Sheriff	Vehicle #1 was going west on Pioneer Trl and was going to turn south onto Bluff Creek Dr. Vehicle #2 was going east on Pionee
MN010000	Sheriff	Unit 1 was the third veh from the intersection of EB Pioneer Trail and Bluff Creek Drive in Chanhassen waiting for the red light t
MN010000	Sheriff	On 03/25/2019 at 1537 hours, V/1 was traveling westbound Pioneer Trl from Bluff Creek and struck V/2 which was traveling so
MN010000	Sheriff	On December 29, 2019 at 1026 hours, I was dispatched to an injury crash at Pioneer Trail and Bluff Creek Drive in the city of Ch
MN010000	Sheriff	Vehicle #1 was going west on Pioneer Trl and about to turn south onto Bluff Creek Dr. Vehicle #1 had a flashing yellow arrow. V

MN010020	Police	Driver #1 was N/B Audobon Rd., attempting to make a left turn onto Pioneer trail. Driver #1 had a flashing yellow turn arrow.
MN010020	Police	Three vehicle minor PD crash. All three vehicles were traveling NB Audubon Rd, then entered the right turn lane for EB Pionee
MN010020	Police	Vehicles 1, 2, and 3 were stationary at the red light in the WB lane of Pioneer Trail waiting to continue WB across Audubon Rd (
MN010020	Police	Unit #1 was traveling westbound on Pioneer Trail in the eastbound lane entering the Audubon Road intersection. Unit #2 was
MN010020	Police	Vehicle 2 traveling south on Audubon Rd crossing the intersection of Pioneer Trail. Vehicle 1 traveling north on Audubon Roac
MN010020	Police	Vehicle #1 was traveling southbound on Audubon Road at the intersection of Pioneer Trail. Vehicle #2 was traveling northbour
MN010020	Police	Driver #1 was driving NB on Audubon Road and when approaching Pioneer Trail Driver #2 ran the red light. Vehicles collided in
MN010020	Police	Vehicle 1 was unable to stop for red light as it traveled north on Audubon Road. Vehicle 1 struck vehicle 2 crossing the interse
MN010020	Police	Veh#1 stated that she was distracted due to road construction and was trying to get to MNTH41. Was not sure where she was a
MN010020	Police	Driver #1 stated he was southbound on Audubon Rd just before the crash occurred. He was attempting to make a left hand turı
MN010020	Police	Veh#1 stated she was traveling SB Audubon and was making a right hand turn onto WB Pioneer Trl. Both vehicles entered the y
MN010020	Police	Vehicle 1 rear ended vehicle 2 that was pushed into vehicle 3. All vehicles were at the intersection of Pioneer Trail and Acorn I

ınd saw Vehicle 1 laying on its top in the right south bound lane of Main St E. I saw vehicle 2 on the right shoulder of Village Way. I meet with Driver 2
'elling westbound on Target Entrance to turn south onto Main Street and attempted to brake. The front of UNIT 2 struck the rear of UNIT 1. Driver of U
St and the entrance road (No official name). Unit 2 was executing a right hand turn to travel northbound on Main St when Unit 2 stopped abruptly for
uthbound on Main St. and was turning left into Target Entrance from the left turn lane. Unit 3 was stopped in the left turn lane of Target Entrance, av
iven the clear to cross signal from the semaphore. Unit 1 initially did not cross the intersection due to a different vehicle was waiting to turn to go sou

empting to make a left hand turn onto Main street. witness of the accident advised unit 1 ran a red light and struck unit 2 while the vehicle was attem

which was also pulling a trailer, with front end damage. I saw Unit 2 on the shoulder, parallel to the roadway, just east of Unit 1. Driver 1 said he was
d Sparrow Road and had a green light to continue through the intersection. Trittabaugh was driving a Ford DRW truck southbound on Sparrow Road. T
ow Rd made an illegal left turn causing V2 to slam on her brakes. V1 rear ended V2 because of this. V1 had minor damage to the rear bumper and V2 h

Upon arrival, I observed a white Ford F250 (MN registration ETV521), unit 1, facing eastbound on Lyman Blvd in the right turn lane to travel southboun

the vehicle slid sideways and collided rear to rear with P2 in V2 who was slowing down at the stop light.

; traffic. Driver of Unit #1 was following too close and rear-ended Unit #2. Drive of Unit #1 is at fault.No injuries to report.Both units sustained modera
at the intersection of Audubon Road and Lyman Boulevard in the city of Chanhassen. The driver of UNIT 1 advised they were entering the right hand t
-hand turn onto Lyman Blvd but had to stop due to oncoming traffic. Driver of Unit #1 was following to close and crashed into the rear of Unit #2. Driv
on Lyman Blvd and had the right of way. Unit 1 moved into the intersection to go SB on Audubon and was struck in the right front by the front of unit 2
ed in a crash. The weather outside was blizzard like conditions with blowing snow and slippery snow/ice covered roadways. Tire tracks indicate that U
ge crash involving three vehicles.The driver of vehicle 1 advised that she was traveling east bound on Lyman Boulevard in the right hand lane of traffic.
1 was westbound on Lyman Blvd. and was in the left turn lane for southbound Audubon Rd. Driver 1 stated she could not remember but believed she h
Audubon Rd. and was in the turn lane for eastbound Lyman Blvd. Driver 1 stated she had stopped for traffic. Driver 1 stated that she thought she was
udubon Rd. V/1 continued southbound through a flashing yellow semaphore and struck V/2 who was eastbound Lyman Blvd at Audubon Rd. V/1 and V/
of Chanhassen. Unit #1 stated the stop light at the intersection changed to yellow and she was slowing down to a stop. Unit #2 was following behind U

; eastbound on Lyman Blvd in the left turn lane to go southbound on Audubon Road. The independent witness was behind Unit 2 in the left turn lane. U
und on Lyman Blvd attempting to turn left and go south on Audubon Road. The driver of Unit 2 failed to yield the right away to Unit 1 and turned right
ad a solid green arrow to go southbound on Audubon Road. Unit 2 was travelling eastbound on Lyman Blvd to continue east. The driver of Unit 2 advi
t. Unit 2 was traveling westbound on Lyman Blvd, turning southbound onto Audubon Rd. Unit 2 had a flashing yellow turn arrow. Unit 2 turned in front
tbound on Lyman Boulevard and had a green traffic light going straight. Driver 1 stated that he did not see Unit 2 when he made a left hand turn on th
/B on Lyman and was turning left onto Audubon Road (South) and had a flashing yellow turn arrow - indicating all turning vehicles must yield to any or
:y of Chanhassen. Vehicle 1 (481XEX)was travelling westbound on Lyman Boulevard attempting to make a left hand turn to travel south on Audubon R
ow arrow. Vehicle 2 was East on Lyman Blvd. Driver 1 stated he did not see Vehicle 2 until he entered intersection, and by then, it was too late to cha
ad a flashing yellow left turn arrow, indicating that he would need to yield to oncoming traffic before turning. Driver 1 was advised of this. Driver 1 the
shing yellow arrow semaphore. In the process of completing the southbound turn V/1 struck V/2 who was eastbound on Lyman Blvd at Audubon Rd. D
ıd through the intersection. Unit 2 was traveling westbound on Lyman Blvd, turning southbound onto Audubon Rd. Unit 2 had a flashing yellow arrow a
ıth) when Unit 2 crashed into him. Unit 2 was traveling westbound on Lyman Blvd, turning southbound onto County Rd 15. The driver of Unit 2 stated s
ı. Vehicle 1 (430RTD)was driving north on Audubon Rd attempting to turn right in order to travel east on Lyman Boulevard. Driver 1 had a yield sign.
ght turn lane. Vehicle 2 was the front car and V1 was the second car. V2 came to a stop (there is a partial merge lane for right-turning traffic and they h
:ated both vehicles pulled just north of the intersection. I spoke to D1, who advised that they were both WB Lyman Blvd., and were preparing to turn s

raveling east bound on Lyman Blvd.The driver of vehicle 1 entered the left turn lane to turn onto Lake Hazeltine Dr. The driver of vehicle 1 had a blinki

rs Blvd. Unit one then collided with Unit 2 causing Unit 2 to roll and end up on the NE corner of the intersection of Lyman Blvd and Powers Blvd. Unit 1

: #2) stopped at the red flashing stop light as she approached.- She did see the driver of vehicle #2 release the brake and move forward. - Anticipated th
ıicles had to stop for a red light and when the light turned green vehicle number on began moving forward and crashed into vehicle number two. Min
ge Road. V1 and V2 collided at a right angle. V1 stated she was stopped at a red light and proceeded into the intersection when the light turned gree

mons onto Pioneer Trail in the city of Chaska, MN. Driver from vehicle #1 stated that due to the road conditions she was unable to stop and caused th
ver admitted he was traveling too fast during the turn, overcorrected, and struck the center median/curb causing significant damage to the driver's sic
nd struck Driver #2 who was westbound Pioneer trail and had a solid green light.
Target entrance onto EB Pioneer Trail. Vehicle 2 was stopped at the red light in the right of two left hand turn lanes for Target entrance to turn left on
ehicle 1 was attempting to make a right hand turn facing a red light onto pioneer trail from Chaska Commons. Vehicle 1 drove directly into the side of

ng the rear bumper to crack/break. Driver #2 stated he was not paying attention and hit the other car. No injuries were reported.
nd on Pioneer Trail. Per the witnesses, Unit #2 disobeyed a red traffic light and collided into the passenger side door of Unit #1.
er #1 had a yellow flashing arrow. Driver #1 started to make the turn, Driver #2 was westbound Pioneer Trail and traveling in a lane that can eith
outh on Hundertmark Rd across Pioneer Trl and entered the intersection when he was struck by unit 1.
ng Pioneer Trail, in the crosswalk, when he was struck by vehicle 1. He sustained bruising/scrapes to his elbow and he has pain in his lower back. He l
ner and had to suddenly slam on the brakes to avoid V2 which was stopped at the light (The area of the crash has a slight curve to the right, but stoppe
ge truck and trailer made a right turn next to her. When the truck and trailer turned right the back end of the trailer swung out and scratched the rear

INTH 101 and was in the turn lane to go east on Pioneer Trail. Driver 1 stated the light turned yellow and he saw the vehicle across from him stopping
a hill when he observed the stop light was green for his lane of traffic. Unit 2 entered the intersection and observed a westbound vehicle on Pioneer Tr
f Pioneer Trail and Great Plains Boulevard in the city of Chanhassen. It was reported UNIT 1 had gone off the roadway, on to the sidewalk and had stru

d in congested traffic on Pioneer Trl in front of V1. V1 rear-ended V2, which then rear-ended V3.Driver of V1 admitted she was taking a picture of the s
was heavy and moving slowly. Driver #2 stated she observed the vehicles in front of her had been slowing to a stop. she slowed to a near stop when sh
High School. V2 was WB on Pioneer Trl attempting to turn left into the same parking lot.Driver of V1 admitted she had a red light, ran the light, entered

thbound on Bluff Creek Blvd. through the intersection with Pioneer Trail. Unit #2 had a green light and continued to travel northbound on Bluff Creek
er Trl approaching the intersection of Bluff Creek Dr./Pioneer Trl. Driver of Vehicle #1 believed she could make the turn and had a yellow flashing arrov
o turn green. There were two passengers in this vehicle, front right seat and right rear seat.Unit 2 was behind unit 1 and the driver, and only occupant
uthbound Bluff Creek Dr. crossing Pioneer Trl. The Driver of V/1 advised that she had the flashing yellow arrow and failed to yield to V/2. V/2 corrobora
anhassen. Upon arrival, I observed unit 1 (Minnesota registration 868UDW) facing southbound on Bluff Creek Drive, and unit 2 (Minnesota registratio
Vehicle #2 was going east on Pioneer Trl with a green light approaching the intersection. Vehicle #1 tried to make the turn before Vehicle #2 passed. V

Driver #2 was S/B Audobon Rd. and had a solid green light. Driver #1 stated he didn't see Driver #2 until it was too late and struck the driver's door a
r Trail. V2 and V3 came to a stop in the right turn lane, yielding to EB Pioneer Trail traffic. V1 did not see V2 stopped in time and bumped into rear of \
straight lane). Vehicle 1 was in the rear, vehicle 2 was in front of vehicle 1, and vehicle 3 was in front of vehicle 2.Driver of vehicle 1 stated she saw the
making a left turn from southbound Audubon Road to eastbound Pioneer trail. Due to Unit #1 being in the wrong lane the vehicles collided front to f
attempted to make a left hand turn onto Pioneer Trail. Vehicle 2 had green light. Vehicle 1 had flashing yellow arrow. Vehicle 1 failed to yield. No i
nd Audubon Road at the intersection of Pioneer Trail, attempting to make a left hand turn to go westbound on Pioneer Trail. The two vehicles collided
the intersection. Vehicle #1 has moderate damages to the front passenger side and vehicle #2 has moderate disabling damages to the front drivers s
ction of Audubon Road traveling west on Pioneer Trail. Driver of vehicle 1 claimed possible injury. Both vehicles towed. Icy, slippery, snowy conditor
at until she saw the Pioneer Ridge Middle School on her right. Didn't see any cars and went to make a change in course and was struck by Veh #2. Veh#
n onto Pioneer Trail East. He slowed to make the turn and, entering into the intersection, struck the front of the northbound vehicle being driven by Dr
ield/merge section of the turn lane but had a red light. They were clear to merge due to no on coming traffic so she honked at the vehicle in front of h

Road facing east. Vehicle 3 and 2 were stopped for red light. Vehicle 1 began moving forward striking vehicle 2, driver of vehicle 1 stated he was distr

and the witness who told me they were in the left turn lane, turning east onto Village Way from northbound Main St E. Driver 2 said the turn light on
JNIT 2 advised icy road conditions did not allow him to brake without striking UNIT 1. No injuries were reported. No vehicles towed from scene.
approaching traffic. Due to the abrupt stop, Unit 1 struck Unit 2 front-to-rear in the intersection causing minor damage to Unit 2. No injuries were rep
waiting to turn on to Main St. Per the witness, who was northbound on Main St. in the left through lane, both he and Unit 1 were reaching the interse
thbound on Main Street from Target Entrance. While Unit 1 was crossing the intersection in the crosswalk, Unit 2 (Unknown Vehicle Make/Model or c

pting to make a left hand turn. Both vehicles towed due to disabling damage. No one reported any injuries.

driving North on Main St E, the semaphore turned green and he proceeded into the intersection. As Unit 1 entered the intersection Unit 2 also entere
Trittabaugh approached the intersection of County Road 10 and Sparrow Road and had a red light. Trittabaugh ran the redlight and continued southbo
had damage to front fender/driver side headlight. Both vehicles were drive able, no injuries and information was exchanged.

d on Great Plains Blvd.Unit 1 had moderate damage to the driver's side rear passenger door area and rear tire area, but appeared drivable.A gray Merc

ate damage and were able to drive from scene.
turn lane to turn eastbound onto Lyman Boulevard from Audubon Boulevard when they observed another vehicle approaching eastbound from the w
ver of Unit #1 is at fault.No injuries to report.Both Units drove from the scene with minor damage.
2. Driver of unit 2 sustained minor injuries, was evaluated by medics and refused transport. Passenger of unit 1 advised he was sore but declined any
nit 1 was northbound on Audubon Road and in the right turn lane to attempt to go eastbound on Lyman Boulevard. Northbound Audubon Road is trav
The driver of vehicle 1 advised that she had a green light at the intersection of Lyman Boulevard and Audubon Road. The driver of vehicle 1 stated th
had the flashing yellow yield light to turn left. Driver 1 stated she thought it was clear to turn left and entered the intersection. Driver 1 stated she did
s clear to go and began to pull out into the lane of traffic, but observed a vehicle approaching so she stopped. Driver 1 stated that when she stopped sl
/2 sustained heavy front end damage. There were no injuries reported in V/1 however the driver of V/2 was transported to the hospital for treatment.
Unit #1 and did not stop in time and rear ended Unit #1. Unit #2 was towed by Shakopee Towing due to disabling front end damage.The driver of Unit

Unit 1 ran the red light at the intersection and collided with Unit 2 who was attempting to turn left. The driver of Unit 1 told the Chaska Officer that she
in front of him according to the driver of Unit 1 and an independent witness. Both vehicles suffered severe damage and were towed from the scene by
ised she had a solid green light. Unit 1 entered the intersection and the front passenger side struck the front of Unit 2. Both parties declined medical a
t of unit 1, causing the crash. Unit 1 had the right of way.The driver of unit 2 was issued a citation for failure to yield. Both vehicles were towed from th
ıe flashing yellow light. He struck unit 2 who was passing through the intersection on a green light. There was moderate damage to both vehicles and
ıcoming vehicles. Driver of unit 2 (US Mail Truck) admitted he did not see unit 1 and both vehicles collided in the intersection causing moderate dama
Road. Vehicle 2 (043KFH) was travelling eastbound on Lyman Boulevard and had a green light. Vehicle 2 was struck by vehicle 1 while vehicle 1 was a
ınge course. Vehicles collided as Vehicle 2 was travelling through intersection and vehicle 1 was making left hand turn. driver 1 cited for failure to yield
n changed his story and stated that he instead had a sold green left turn arrow. Unit 1 turned and was struck by Unit 2. Moderate disabling damage cau
ue to the collision, V/2 reportedly rolled three times before coming to rest on the south side of Lyman Blvd, east of Audubon Rd. Both the driver of V/1
and turned in front of Unit 1, causing a crash. Both vehicles had severe front end damage, requiring to be towed from the scene.The driver of Unit 1 re
she had a yellow flashing arrow and thought she saw Unit 1 signaling to turn southbound, so she began turning. The driver of Unit 2 stated she realized
Vehicle 2 (967WUD) was travelling east on Lyman Boulevard and had a green light. Vehicle 1 struck vehicle 2 while attempting to merge onto Lyman
ıave a yield sign) prior to turning onto Lyman Blvd. V1 driver stated she saw V2 brake, however, she could not brake in time and crashed into the rear
outh on Audubon Rd S, in the left turn lane. D1 advised that he had to stop, in order to yield to oncoming traffic, and that he was rear ended by D2/V2

ng yellow arrow. The driver of vehicle 2 had a green light and was continuing east bound on Lyman Blvd.The driver of vehicle 1 turned left and failed to

1 sustained heavy frontend damage causing the vehicle to be completely disabled. Unit 2 sustained heavy driver side damage cause the vehicle to be

he vehicle would move out of the way. Instead, Vehicle #2 stopped again at the intersection.- Crashed into the rear of the vehicle as it was stopped at t
or damage. No injuries. Neither vehicle towed from the scene.
n. V2 stated she thought her light was green but wasnt sure.

e crash to occur. No one involved in the crash reported any injuries. Driver from vehicle #2 stated she was attempting to make a right hand turn from
de front tire. Tow requested due to disabling damage. No injuries. State accident report completed.

to WB Pioneer Trail. While V1 was taking a sharp right turn, the driver's side rear of the trailer swung into V2's lane striking the p/s rear. Accident excl
f vehicle 2 in the inside lane of pioneer trail. No injuries. Driver of veh. 1 cited.

er turn right for northbound Hundertmark Rd or continue westbound Pioneer Trail. Driver #1 thought Driver #2 was going to make the turn so procee

has a previously scheduled doctor appointment later today and will have his injuries assessed at that time. The witness stated he observed the crash
ed traffic is clearly visible from a long distance on approach allowing vehicles proper time to brake). Driver of V1 stated he was not paying attention. Dr
quarter pane of the Impala.No injuries reportedNo tows needed

so he entered into the intersection. Driver 1 stated as he entered the intersection, he saw Unit 2 enter the intersection and could not stop to avoid the
rl. also entering the intersection. Unit 2 attempted to avoid Unit 1 but was not successful. Unit 2 was struck in the front right corner and then along th
uck the cross walk activation post. I arrived on scene and observed UNIT 1 on the northeast corner of the intersection with moderate damage to the fr

unrise with her phone when the crash occurred. Two passengers in the vehicle also stated driver of V1 was on her phone taking a picture when the cra
e was struck from behind by vehicle #2. Photos of the crash were taken. No citations were issued.
the intersection and struck V2.Driver of V2 stated she was turning left on a green left turn arrow when V1 suddenly entered the intersection and struc

Blvd. Unit #1 had a red light and was traveling the full speed limit of 50mph when it entered the intersection of Bluff Creek Blvd /Pioneer Trail. The dr
w, while Vehicle #2 had a green light. Driver of Vehicle #1 turned and Vehicle #2 could not avoid hitting Vehicle #1 due to the weather conditions and
:, advised she thought the light turned green and then her foot slipped off the brake causing the front of her vehicle to strike the rear of unit 1. Both v
ated this statement and advised she had a green semaphore. V/1 sustained minor front-end damage and did not need to be towed from the area. V/2 s
n 805MWC) up on the curb in the eastbound lane of traffic on Pioneer Trail.I spoke to the driver and front seat passenger of unit 1. The driver and pas
Vehicle #2 hit Vehicle #1 on the rear passenger side causing damage to the front passenger side of Vehicle #2. Vehicle #1 did not stop and left the scen

rea of Driver #2's vehicle. Driver #1 was cited for Fail to Yield Right of Way.

/2. V2 then bumped into V3. No injuries. Minor damage to front of V1. Minor damage to front and rear of V2. Very minor damage to rear of V3. State

left turn arrow for WB to SB traffic turn green, so she thought she the straight lane also turned green (the light for WB traffic in the straight lane was s

ront.

njuries. Both towed.

l as vehicle #1 was going southbound on Audubon and vehicle #2 was attempting to turn left onto Pioneer Trail from Audubon Road. Both drives state

ide and air bag deployment. Driver #2 stated that she wasn't able to stop in time for the red light and that her brakes weren't functioning. Witness sta

ns.

#2 stated was traveling SB Aububon Rd headed to the Chaska Dog park. Observed veh #1 was in the left hand turn lane for Pioneer Trl. Veh #1 then sud

river #2. Driver #1 stated he did have the right of way as the semaphore indicated a green arrow for his lane of traffic.Driver #2 stated she was traveling

er to go. The vehicle started moving and she looked at EB traffic again to make sure she was clear. As she started to go she rear ended veh#2.Veh#2 wa

racted with balloons and didn't see the other vehicles were still stopped. No injuries claimed.

the semaphore was green and she proceeded to turn into the intersection, when she saw Driver 1 entering the intersection and Driver 2's left front m

ported in this incident.
ection and had a red stop light. Unit 1 continued into the intersection, striking Unit 2 as it turned left in front of Unit 1. The Unit 2 driver advised she h
driver information) did not see Unit 1 and struck Unit 1 by running over her foot. Unit 2 stopped and asked Unit 1 if she had any injuries. Unit 1 stated

ed the intersection, from the west and Unit 1 and Unit 2 collided in the intersection. Unit 1 complained of upper body pain and I requested Ridgeview
ound hitting Valentin's vehicle on the front passenger side. Trittanbaugh stated that he was not on his phone but had a lot on his mind and was zoning

cedes-Benz (MN registration 033XPJ), unit 2, was crashed into unit 1 with airbags deployed.A gray Chevrolet Traverse (MN registration DSJ210), unit 3,

estbound side of the intersection. The driver of UNIT 1 advised they stopped because they believed the other vehicle had a green light. The driver of U

medical attention.The driver of unit 1 was cited for failing to yield while turning left on a flashing yellow light.Both vehs were towed due to disabling d
veled at a downhill angle. It appears Unit 1 was unable to stop and struck a snow embankment that was on a concrete island. Unit 1 traveled through
at the driver of vehicle 3 made a left turn from Lyman Boulevard onto Audubon Road. The driver of vehicle 1 advised that she could not stop her vehi
not see the other car until it was too late. Unit 2 was eastbound on Lyman Blvd. Driver 2 stated he had the green light to proceed through the interse
he was struck by Vehicle 2. Driver 2 stated she was pulling into the turn lane for eastbound Lyman Blvd. on northbound Audubon Rd. Driver 2 stated s
Both vehicles were towed by Shakopee towing due to the damage. Both drivers received a business card with the ICR on it. A information exchange is
#2 stated he was unable to stop in time and rear ended Unit #1. Neither driver was able to provide an estimated speed that Unit #2 was traveling wh

e was not sure what color the light was when she crossed into the interseciton. The driver of Unit 1 also told the Chaska Officer on scene that she had b
y Shakopee Towing. The driver of Unit 2 was transported by ambulance to a hospital in New Prague. The driver of Unit 1 reported he was really stiff/so
attention at scene. Both vehicles were towed by Shakopee Towing. No citations were issued.
ıe scene by Shakopee Towing.Neither driver reported any injuries.
were driven from the scene. No citations or injuries reported for this incident.
age to both. Driver of unit 1 was transported by ambulance for possible injuries and the driver of unit 2 advised he was sore but declined medical atte
ttempting to make a left turn. Both drivers were offered to be seen by Ridgeview paramedics. Driver 1 was seen by paramedics and cleared by paran
d while making a left turn. Driver 2 was cited for expired POI (2018).
used to the passenger side of Unit 1, which was towed from the scene. Driver 1 reported no injuries. Driver 1 was issued and mailed a citation for failu
1 and driver of V/2 were assessed by Ridgeview paramedics and found to be ok. No injuries were sustained. V/1 sustained heavy front end damage and
ported possible injuries to his head and shoulder. The driver was examined by paramedics on scene and refused transport.A citation as issued to the d
d too late that Unit 1 was driving straight.The driver of Unit 1 denied having his turn signal on. The driver stated he was driving home, so he was not co
Blvd. No injuries to either drivers. Moderate damage to vehicle 1 and minor damage to vehicle 2. Driver of vehicle 1 given a citation for failure to yi
of his vehicle. V1 had substantial damage, however, she lived close and opted to try and drive her vehicle to her address. No citations were issued as a
. I then spoke to D2, who reiterated the above information. I observed that there was minor rear end damage to V1, and very minor front end damage

o yield the right of way to the driver of vehicle 2. Vehicle 2 struck vehicle 1 head on as vehicle 1 turned into oncoming traffic on Lyman Blvd.The driver

completely disabled. Both vehicles were towed by Shakopee towing. No drivers were transported for medical care.

he intersection.Driver #2 stated:- Was stopped at the intersection just before the crash occurred. - Was struck from behind as he was stopped.

a stopped position. when she began to move her vehicle was stuck from behind. she was not injured in the crash.

hange form and state accident report completed.

eded through the intersection and struck Driver #2's driver side door area. Both driver's statement's were consistent.

from the Wing's Financial parking lot. He could see the driver of vehicle 1 look to her left as she was turning, he did not see her look to her right. Veh
iver of V1 stated he was adamant the light for SB traffic was green. Driver of V1 stated he was going 35-40MPH before the crash, but braked and struck

e crash. Driver 2 stated that he was northbound on MNTH 101 and saw the vehicle in front of him stop quickly for the yellow/red light and he could nc
e right side. Unit 2 ended up in the ditch on the southeast corner of the intersection. Unit 1 was westbound Pioneer Trl. and the driver did not think sl
ont bumper, front quarter panels on the driver and passenger sides. I observed the front driver side tire to be flat. I observed the cross walk activatio

sh occurred. Driver of V2 stated he was stopped on EB Pioneer Trl in the line of traffic. In the rearview mirror he observed V1 was not slowing down o

k her vehicle.No injuries reported at the crash scene.

iver of Unit #2 and the passenger in Unit #2 stated they noticed Unit #1 enter the intersection at the last second and did not have a chance to react. F
road conditions. Vehicle #2 hit Vehicle #1 on the passenger side rear. Vehicle #2 had damage to front passenger side. Both driver's denied medical att
ehicles sustained minor, mainly cosmetic, damage.No injuries to any of the occupants of either vehicle.
sustained moderate drivers side damage and was towed from the area due to the lack of insurance of the vehicle. The driver of V/2 admitted to not ha
senger of unit 1 both advised that they had been traveling southbound on Bluff Creek Drive. The driver and passenger of unit 1 stated that the traffic
e of the accident. Vehicle #1 was located by Shakopee PD and driver was identified. Vehicle #2 had a private tow on the way and no injuries to both d

accident report completed.
still red). She started moving and struck the rear of vehicle 2, which then struck the rear of vehicle 3. Driver of V1 admitted fault in the crash.No injuries

d they had green lights. Unable to determine any contributing factors. Both drivers complained of minor injuries due to the seatbelts.
ited that driver #1 had the green light

denly pulled out in front of her and she was unable to stop before hitting vehicle. All happened so fas.
g northbound on Audubon Rd just before the crash occurred. She was entering into the intersection when she realized a vehicle, in the opposing lane o
as attempting to make a right turn onto WB Pioneer Trl. Is from Illinos and unfamiliar with the area/intersection. Was stopped as he could see oncomin

neet the rear left wheel of Driver 1's vehicle. Driver 1's vehicle then flipped over on its top. The witness stated Driver 1 was approaching the intersectio

nad a green turn signal. After the initial crash between Units 1 and 2, Unit 2 veered into the front of Unit 3, causing minor damages to it
that she did not and Unit 2 left the area. Later, Unit 1 felt injury to her foot and was transported by her parents to the 212 Medical Center in Chaska.

EMS be dispatched to the scene. I then spoke to Driver 2 who told me he was driving east on County RD 10, and was mind was on other thoughts thar
; out and admitted to running the red light. The passenger (Pena-Romero) in Valentin's car was transported by ambulance to Ridgeview. Trittanbaugh

was facing eastbound on Lyman Blvd with airbags deployed and heavy front end damage.The driver of unit 1 advised he was stopped at the red light a

UNIT 1 stated they were then rear-ended by UNIT 2. The driver of UNIT 2 stated the driver of UNIT 1 "slammed" on their brakes and the driver of UNIT

amage.
the snowbank and in the process ran over two signs (9 dot sign and marker sign). The vehicle was ultimately located on the north side of the intersect
cle in time, and the front end of vehicle 1 struck the passenger side of vehicle 3.The driver of vehicle 2 advised that he was stopped at the red light faci
ection and entered into the intersection. Driver 2 stated at the last second Unit 1 turned in front of him and he could not avoid the crash. Unit 1 and 2
she never saw the other vehicle until she was too close to avoid the crash. Vehicle 2 struck Vehicle 1 in the rear causing moderate damage to both vehi
being mailed out to them due to technological issues during the crash.
en it struck Unit #1.Both drivers stated they had no injuries and did not need to be checked by paramedics.No citations were issued to either driver. I is

been working all night and she appeared to be sleepy/drowsy. The impact of the crash caused severe damage to both vehicles and they were towed fr
re due to the accident and would possibly see medical care at a later time. The driver of Unit 2 will be mailed a citation for failure to yield the right aw

ention. Driver of unit 2 was cited for failing to yield right of way to unit 1
nedics with no transport. Driver 2 was seen and transported to a hospital by Ridgeview. Both vehicles were towed due to disabling damage. Driver 2

re to yield. Unit 2 as traveling eastbound on Lyman Blvd approaching Audubon Road. Driver 2 advised that he had a green light indicating he could driv
d V/1 was a total loss with damage over the entirety of the vehicle. Both vehicles were towed by Shakopee Towing. An citation was mailed to the driver
river of Unit 2 for failure to yield right of way.
nfused about where he was going and did not enter the turn lane, then decide to continue straight.Both parties refused medical treatment on scene a
eld.
result of this crash and there were no injuries.
to V2. Both drivers received info exchange and then drove from the scene.

of vehicle 1 was cited for failure to yield right of way (Ecite 100019000797).The driver of vehicle 1 was seen by Ridgeview paramedics at the scene of

icle 1 was traveling approximately 10 mph when it struck the pedestrian, causing him to roll onto and then off the hood of the vehicle. I observed har
‹ V2 at approximately 15MPH (the area speed limit is 30MPH). Driver of V1 denied being distracted by anything inside the vehicle, only saying he wasn

ɔt stop to avoid the crash. Driver 2 stated he moved into the turn lane to avoid the crash and proceeded through the intersection. Driver 2 stated he e
he had a red light. Driver of Unit 1 stated Unit 2 struck her vehicle in the intersection. A witness that was stopped at the intersection was contacted ab
n post was struck and was on the ground, inoperable. Driver of UNIT 1 advised he was travelling northbound on Great Plains Boulevard when he bega

r attempting to stop. V1 struck the rear of his vehicle, which caused him to rear end V3 in front of him.Driver of V3 stated he was stopped on EB Pione

ront and side airbags deployed in Unit #2. The driver of Unit #1 stated he "was lost in thought" while driving and did not notice the red light until the
ention and vehicles were driven away from the scene. Information was exchanged prior to Deputy arriving on scene.

ving any insurance on the vehicle. Driver of V/1 was cited for fail to yield and Driver of V./2 was cited for No insurance.
control signal for southbound Bluff Creek Drive traffic was green, so the driver of unit 1 stated that she proceeded through the intersection. The driver
rivers.

s and all vehicles were able to be driven from the scene.

f traffic, was turning directly in front of her. She served to the right to avoid the collision but still struck the on-coming vehicle. the collision forced her
g traffic coming from the east. Was then hit from behind while stopped.

on and looked to be going fast. The witness saw the left turn semaphore turn green and Driver 2 proceed into the intersection. The witness said Drive

No wrongdoing by either party in accident.

n his driving. Driver 2 said he did not notice the semaphore had turned red prior to entering the intersection. Unit 2 then collided with Unit 1. The witr
was cited for failure to stop at stoplight. Both vehicles towed by Colony Plaza

t Lyman Blvd/Great Plains Blvd waiting to make a right turn onto southbound Great Plains Blvd. The driver of unit 1 stated northbound and southbour

T 2 did not have enough time to react to the abrupt braking. The rear of UNIT 1 was struck by the front of UNIT 2. Damage was minor to both UNIT 1 a

tion blocking northbound traffic on Audubon Road
ing north bound in the left turn lane to turn onto Lyman Boulevard from Audubon Road. The driver of vehicle 2 advised that the driver of vehicle 3 tur
both sustained severe damage to the fronts of the vehicles and were towed by Shakopee Towing. Driver 1 was transported to St. Francis by Ridgeviev
icles. Vehicle 1 was driven from the scene with damage to the rear and driver's side rear panel. Vehicle 2 was towed by Shakopee Towing with damag

ssued a verbal warning to the Driver of Unit #2 for failure to drive with due care.

om the scene by Shakopee Towing. The driver of Unit 1 was transported to Methodist Hospital by Ridgeview Ambulance. The driver of Unit 2 had mino
ay to oncoming traffic when turning left.

was cited for failure to yield 169.20.2.

e through the intersection. Driver 2 stated that Unit 1 turned in front of him and he was unable to stop. Moderate damaged caused to the front of Uni
of V/1 for failure to yield right of way.

nd advised no injuries. Unit 1 was towed by Shakopee Towing due to severe front end damage, while Unit 2 was driven from the scene.A County road i

the crash and was released.The driver of vehicle 2 was not injured.Vehicle 1 and vehicle 2 were towed by Shakopee Towing due to moderate disabling

ndprints on the front hood area of the vehicle. I photographed the vehicle and right elbow of the pedestrian, those photos were later uploaded into R
't paying attention. Driver of V2 stated he was stopped at the red light for SB traffic. There was another vehicle stopped in front of him. The light was r

entered into the intersection and saw the other vehicle and could not avoid the crash. Witness is the driver that slowed/stopped for the yellow/red ligh
bout what she saw. The witness stated east and west bound traffic on Pioneer Trl. had a red light and that she saw the northbound light change to gre
n to slide on the snowy roadway and was unable to control UNIT 1. Driver advised he slid onto the sidewalk and struck the cross walk activation post.

er Trl in the line of traffic. He stated he heard a bang, then felt V2 hit his car. V1 towed due to disabling damage. Driver of V1 transported via ambulanc

last second. The driver of Unit #1 stated he was traveling the full posted speed limit of 50mph when he entered the intersection. Front airbags in Unit

r of unit 1 stated that this is when unit 2 proceeded through the intersection traveling eastbound on Pioneer Trail.Unit 1 and unit 2 collided, and unit 1

vehicle into the front of vehicle/ driver #3. Vehicle/ driver #3 was stopped at the red light in the westbound lane of Pioneer Trail. The driver of the veh

r 2 then collided with Driver 1 in the intersection. I then spoke to Driver 1 who told me he was transporting a passenger for fare. Driver 1 said

ness corroborated the Driver 1's statement of events. Driver 1 was transported to Ridgeview Medical Center for evaluation, Run #3717. Both vehicle w

id traffic on Great Plains Blvd had a green light, and unit 2 was traveling southbound on Great Plains Blvd when unit 3 made a left turn from northb

nd UNIT 2. The drivers of both UNITS did not report any injury and declined medical attention. The front seat passenger of UNIT 1 reported not feelin

ned in front of the driver of vehicle 1. The driver of vehicle 2 stated that when vehicle 1 hit vehicle 3, vehicle 3 struck vehicle 2 on th
v Ambulance. Driver 1 cited with failure to yield right of way. Road conditions were dry with clear skies.
e to the passenger side front. Driver 2 stated she had knee pain from the crash but refused ambulance. Driver 2 was cited for Failure to Drive with

ır red marks/abrasions to his knees from the impact of the airbag but was not transported to the hospital. I issued a citation to the driver of Unit 1

t 2, which was towed from the scene. Driver 2 reported neck/back pain, along with numbing sensation in his arm. Driver 2 was transported to the

ındicator sign was damaged during this crash.

front end damage. The front airbags of vehicle 2 did deploy.

:MS
ed and had been red for several seconds. Suddenly he was struck by V1 from behind. Driver of V1 cited for inattentive driving.Both vehicle

ht. Witness stated that he saw Unit 2 go around him and enter into the intersection in the right turn lane. Both vehicles towed by Shakopee To
en when Unit 1 entered the intersection from the east. Unit 1 suffered damage to the left front corner and along the left side. Both vehicle
Driver of UNIT 1 did not show any signs of impairment and contributed the crash to the road conditions. Driver of UNIT 1 did not report any injuries a

e to the hospital for evaluation.

#1 were deployed.The passenger in Unit #2 had minor cuts/scratches to her right arm from the side airbags being deployed. T

sustained heavy front end damage which caused the front airbags to deploy.The passenger of unit 1 complained of back and chest p

ıicle #3 stated he had enough time at the intersection to see that the northbound lane of Audubon Rd did have a green light at the

/ere

g well and that their hea

nd ha

CITY OF CHANHASSEN

Chanhassen is a Community for Life - Providing for Today and Planning for Tomorrow

March 24, 2022

Lyndon Robjent, PE
Public Works Director, County Engineer
Carver County Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322

Dear Mr. Robjent,

The City of Chanhassen is pleased to support Carver County's application for the Traffic Signal Technologies and ITS Corridor Enhancements project to the Metropolitan Council's 2022 Regional Solicitation for federal transportation funding. The project will improve signal technologies at County-owned intersections and locations along three primary corridors including County State Aid Highway (CSAH) 18 (Lyman Blvd.) in the City of Chanhassen.

The grant application is to upgrade obsolete and add to existing traffic management and intelligent transportation systems (ITS) throughout Carver County, with a focus on three corridors: CSAH 18 (Lyman Blvd.), CSAH 14 (Pioneer Trail), and CSAH 59 (Main St.). The proposed project scope includes: a new Advanced Traffic Management System (ATMS); central signal system software with expanded remote access and operations; upgraded traffic signal controllers and cabinets; conflict monitors; upgraded timing plans, coordination, and video detection systems; ITS devices including CCTV cameras; and communications and fiber optic cable upgrades and connections.

Project benefits include creating a more responsive, efficient, future-minded, and smart traffic control system. The project will link and improve coordination, operation, and interoperability of County-owned signals and with other jurisdictions, reduce traffic-related crashes, minimize travel time, and better support incident management and special events.

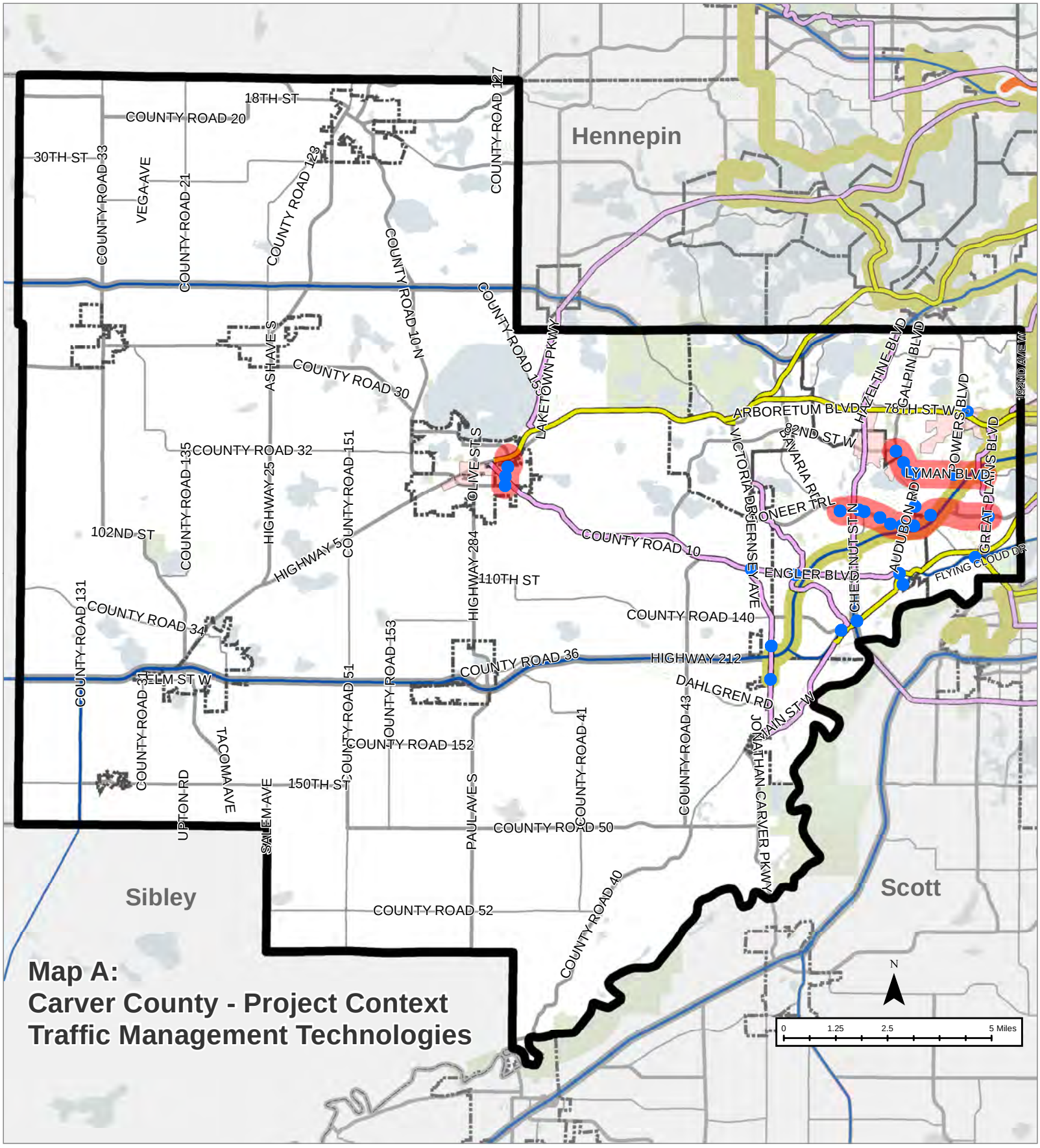
The proposed project is endorsed by the City of Chanhassen, and we are supportive of the County's application for the Traffic Signal Technologies and ITS Corridor Enhancements project to the Metropolitan Council's 2022 Regional Solicitation funding program.

Sincerely,

Charlie Howley, PE, LEED AP
Public Works Director/City Engineer

PH 952.227.1100 • www.ci.chanhassen.mn.us • FX 952.227.1110

7700 MARKET BOULEVARD · PO BOX 147 · CHANHASSEN · MINNESOTA 55317



Map A:
Carver County - Project Context
Traffic Management Technologies

RBTN Alignments

- Tier 1
- Tier 2
- Planned Transitway Alignments

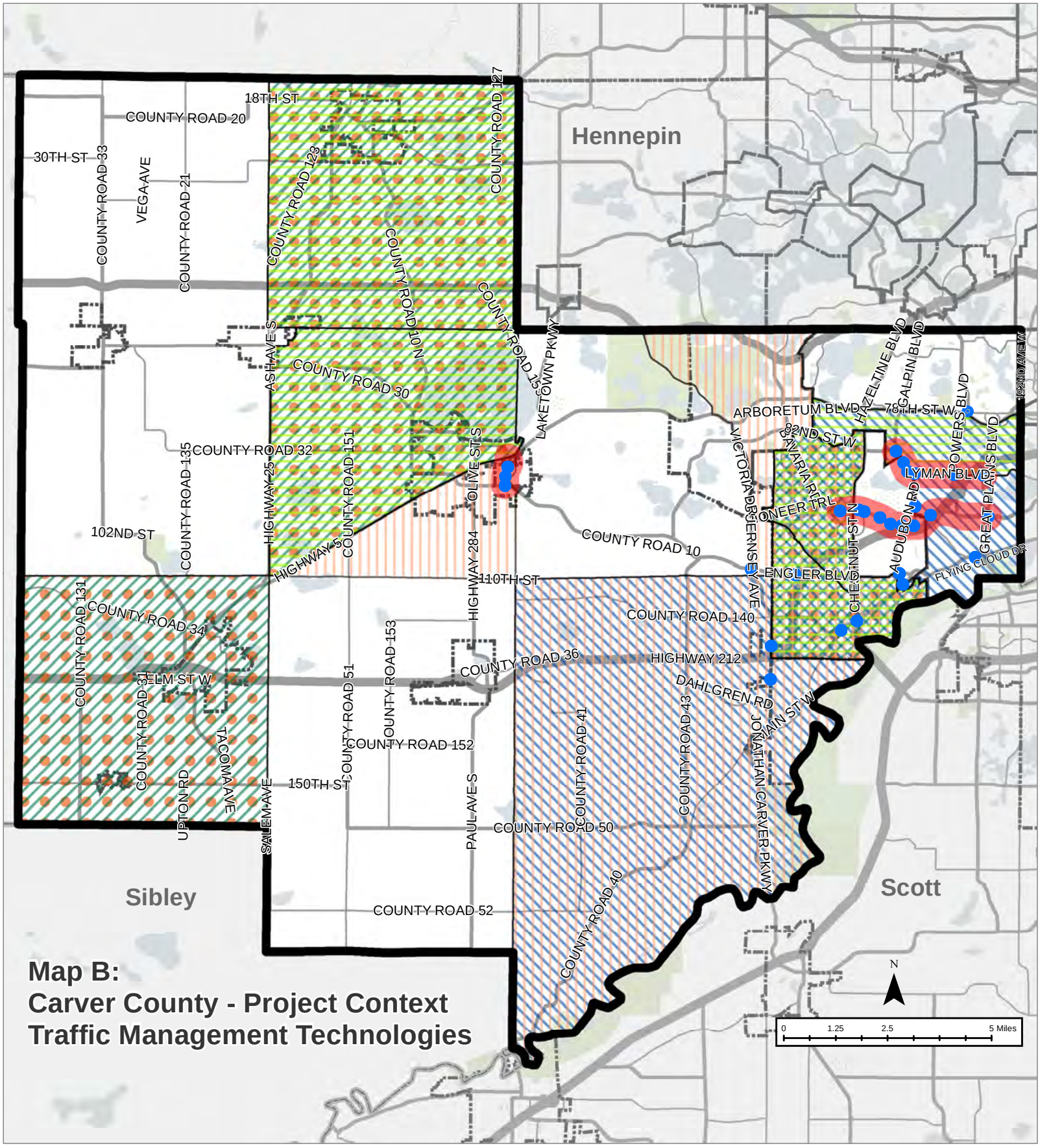
Designated Truck Routes

- Designated Truck Routes
- Signalized Intersections (Carver County Jurisdiction)
- Transit Routes

Functional Classification

- Principal Arterials
- A-Minor Arterials
- Other

- Job/Activity Centers
- Cities
- Project Corridors



Map B:
Carver County - Project Context
Traffic Management Technologies

- Population 65 and older (top 5 census tracts by #)
- Population younger than 18 (top 5 census tracts by #)
- Population with a disability (top 5 census tracts by #)
- Non-white population (top 5 census tracts by #)
- Households with income less than $25,000 (top 5 census tracts by #)
- Cities
- Signalized Intersections (Carver County Jurisdiction)
- Project Corridors

Functional Classification

- Principal
- A-Minor
- Other

SRF Consulting Group, Inc. | Engineers Planners Designers

Memorandum

SRF No. 7798

To: Kate Miner, Carver County

From: Nick Erpelding, P.E., PTOE
Mark Gallagher AICP

Date: April 29, 2015

Subject: Carver County Traffic Signal Communication Plan

Introduction

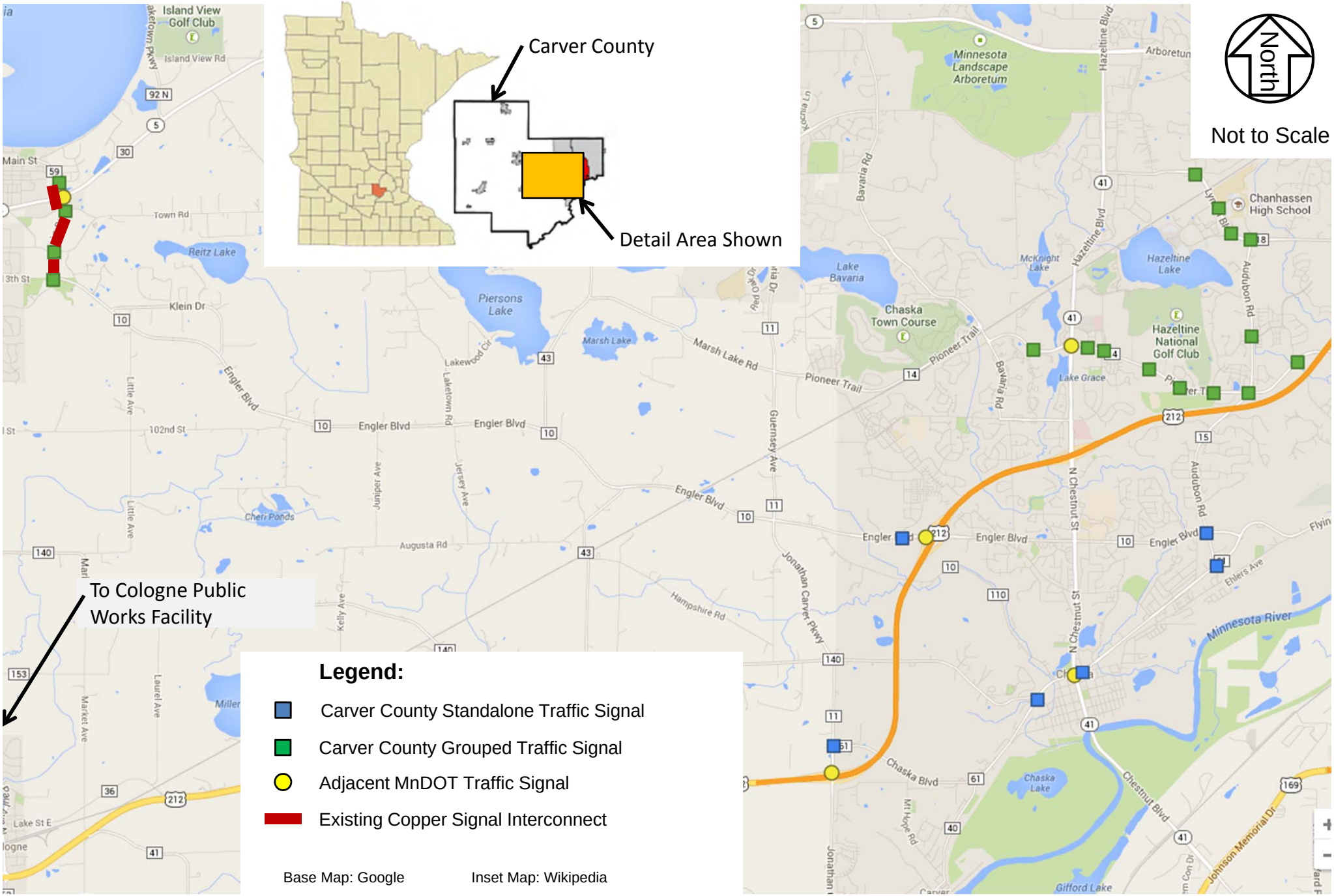
In 2012, Carver County was nearing completion of a large-scale fiber-optic infrastructure deployment to connect county administrative facilities, libraries and a number of other users with a robust, high capacity network. The network deployment brought fiber lines close to a number of existing signalized intersections. The County approached SRF for help in determining how to take advantage of the fiber to improve the monitoring and management capabilities of the existing county signal system, and to take a larger look at how the initial buildout could be expanded in the future to connect all existing and anticipated County signals and roundabouts.

This memo includes:

- A description of Carver County's existing traffic signal system.
- Background on the reasons for moving toward use of an Advanced Traffic Management System for traffic signal management and operations.
- Discussion on the method used to determine which future intersections to include in the communications plan.
- Vision for a completed signal network with detailed recommendations and cost estimates.

Carver County Traffic Signal System Overview

Carver County's traffic signal system consists of roughly 25 intersections, mostly located in the eastern half of the County, as shown in Figure 1. The locations of adjacent signalized intersections owned/operated by MnDOT are also noted.



Existing Traffic Signal System

Traffic Signal Communication Plan

Carver County

Figure 1

SRF

7798 June, 2014

The overall system includes a mix of grouped and standalone intersections, as depicted in Figure 1.

The local signal controllers within the Waconia (Main Street) group are interconnected to each other with twisted pair copper to form what are known as a closed-loop system, with basic intersection operations handled by the local signal controllers and coordinated operation carried out via an on-street master. No connection has yet been established from the County's Traffic Operations Center (TOC) at the Public Works facility in Cologne to the on-street masters for management (uploading and downloading) of timing plans and viewing of system and intersection status.

The local signal controllers within the CSAH 14 and CSAH 18 groups are not currently interconnected, though fiber optic cable has been installed to each of the cabinets. Coordinated signal operations for these intersections are carried out via time-based coordination.

Need for Advanced Traffic Management System

Due to the availability of affordable industrial networking hardware and the poor reliability of dial-up and serial-based communications, the closed loop / on-street master architecture is nearing the end of its useful service life. Many agencies in positions similar to the County are converting from a series of connected closed-loop systems to a single centralized network connecting all of their signals.

A system used to centrally manage various components of transportation infrastructure is referred to as an Advanced Traffic Management System, or ATMS. Management and operation of traffic signals is one of many functions that an ATMS can provide for an agency.

Identification of Future Traffic Control Locations

Constructing the underlying network of communications links needed to support an ATMS is often the most difficult, if not costly, part of deploying a new ATMS installation. In order to cost-effectively provide long term benefit, planning for which intersections to include is an important first step in the deployment of an ATMS system.

To determine which existing and future intersections to include in Carver County's network, an assessment of the transportation system was completed based on the Carver County Capital Improvement Plan, input from County staff, forecast volumes and anticipated roadway reconstructions or alignments. This approach allowed objective measures, such as traffic volumes and programmed construction to be considered along with measures that required engineering judgment, such as likely land use patterns and roadway changes that are anticipated but not yet programmed.

Each intersection was assigned a type (signal, roundabout, or TBD) and a priority value. The intersections were then entered into a database that allowed for a systematic approach to planning interconnections according to the process described in the following section.

Existing uncontrolled and anticipated future intersections were subjectively given a priority score of Low, Medium, or High for each of these measures. The intent was to identify intersections which would likely require a higher traffic control device (roundabout or traffic signal) to manage traffic. Intersections meeting the High Priority conditions for a given measure are more likely to need a traffic control device sooner. Intersections matching the Low Priority categories would require a significant increase in traffic or significant roadway improvements before meeting warrants for a signal or roundabout. Table 2, below, summarizes the measures used in the analysis and the criteria used to prioritize each intersection for each measure.

Table 1. Priority Criteria

Measure	Low Priority	Medium Priority	High Priority
Existing Volumes	Low Volumes	Moderate volumes near, but not likely meeting warrants	Volumes nearly or already meeting traffic control warrant
Forecast Volumes	Those just meeting thresholds	Solidly within thresholds for traffic control device	Those significantly above thresholds
Roadway Network	Requires new roadway or significant upgrade; not planned	Roadway network upgrades being planned	Roadway network already exists
Surrounding Land Use	No immediate development pending	Near developing or developed areas	Within or on the edge of developing or developed areas
Previous, Existing, or Pending Project	No project currently planned in area	Projects being considered or needed in future	Area has already been studied with roadway / traffic control upgrades

Communication Plan Development

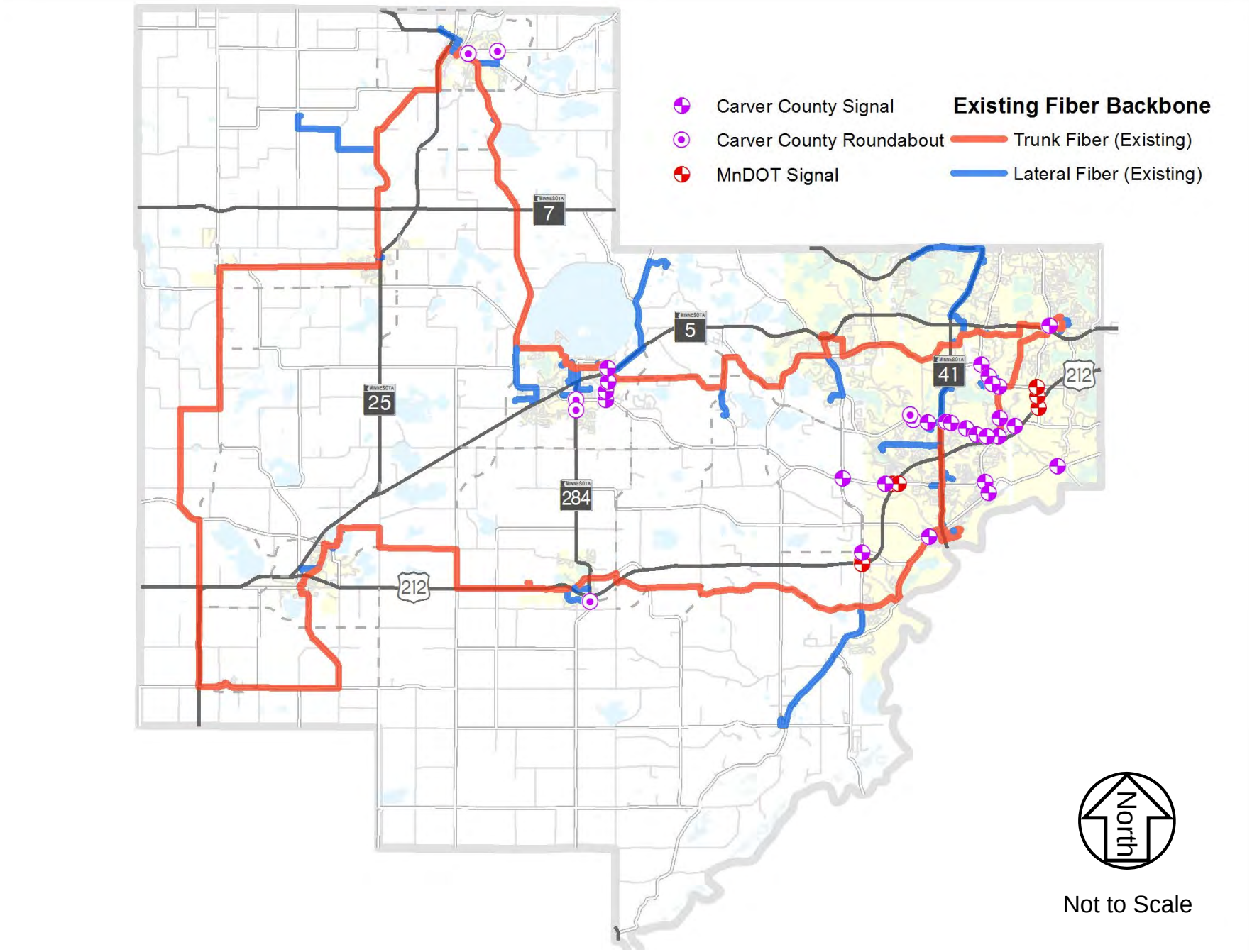
Once the set of intersections to include in the network had been determined, the following process was used to determine how best to connect each intersection. This process used Geographic Information System (GIS) data processing to ensure that results were repeatable, and that different assumptions about the devices to be connected could be tested and the effect on overall costs determined. Based on feedback from County staff, fiber optic connections are assumed to all traffic control devices. During final system design, other media (such as copper twisted pair, co-axial or wireless connections) may be evaluated to optimize the cost/performance tradeoffs.

The plan development process proceeded in a stepwise fashion as follows:

1. Identify and map all existing signals, interconnect and fiber optic infrastructure (see Figure 2).
2. Identify and map possible future traffic control devices.

3. Assign priorities based on the method described in the previous section.
4. Select only the medium- and high-priority traffic control locations.
5. Identify County rights-of-way, assuming that new fiber installations will follow these paths.
6. Calculate the shortest distance from each traffic control device, following County right-of-way, to the nearest available fiber connection point.
7. For each segment identified in the previous step, calculate the distance and associate it with the appropriate traffic control device.
8. Using a planning estimate for cost per foot, calculate the cost for each segment of planned fiber.
9. Map all of the new segments and review network geography for consistency.
10. Create simple overview schematic plan showing the connections between traffic control devices and the fiber optic infrastructure.
11. Create detailed (near design level) schematics. Include detail on type of interconnect media, which fibers used, handholes, splice vaults.

The results of steps 9 and 10 (overview map and overview schematic) are shown in Figures 3 and 4 below. A detailed, full-size overview map is provided in Appendix A. The results of step 11 (detailed schematics) are provided in Appendix B.



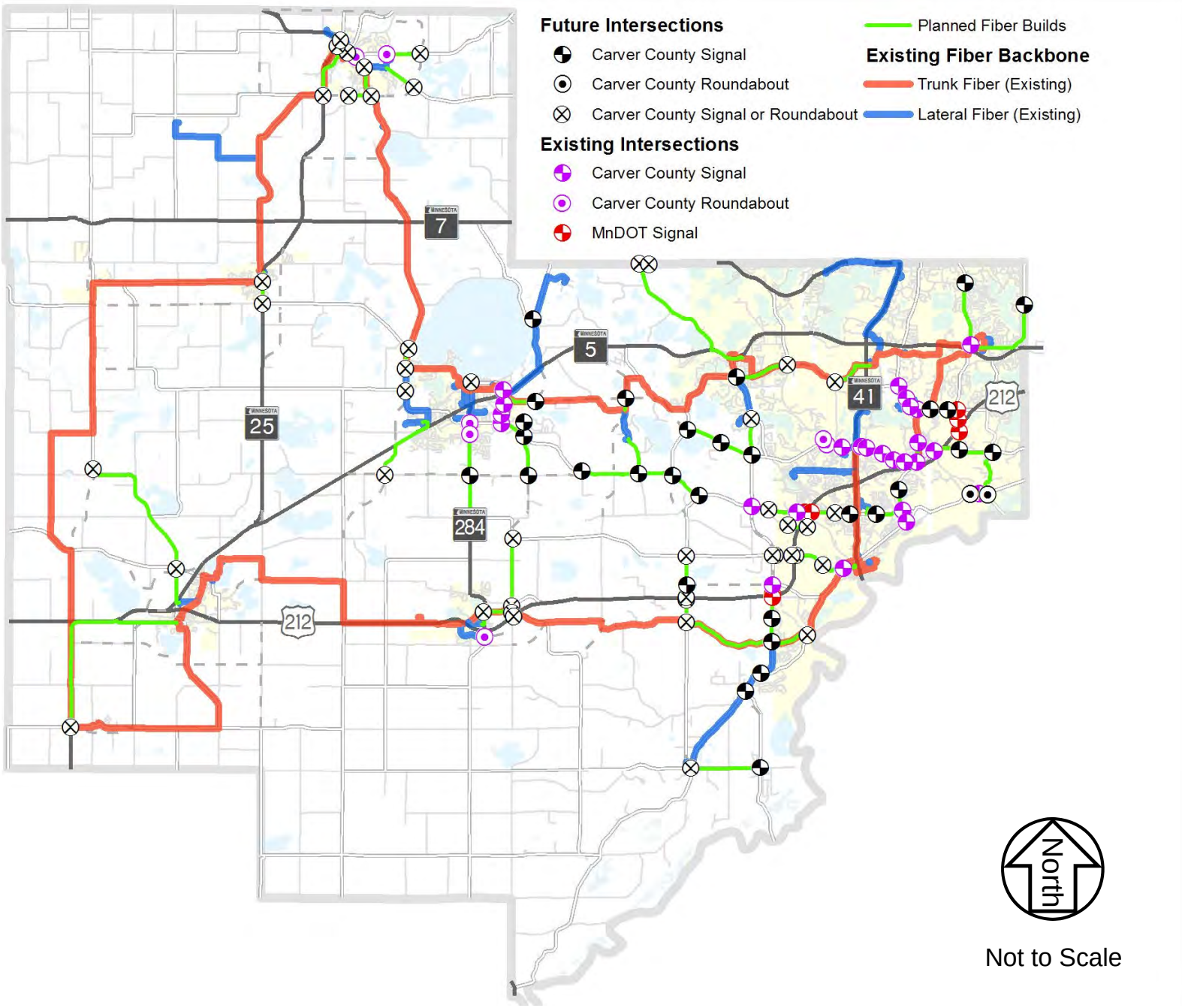
Existing Traffic Signals and Fiber Optic Network

Figure 2

Traffic Signal Communication Plan

Carver County

7798 June, 2014



Future Traffic Signals and Fiber Optic Network

Figure 3

Traffic Signal Communication Plan

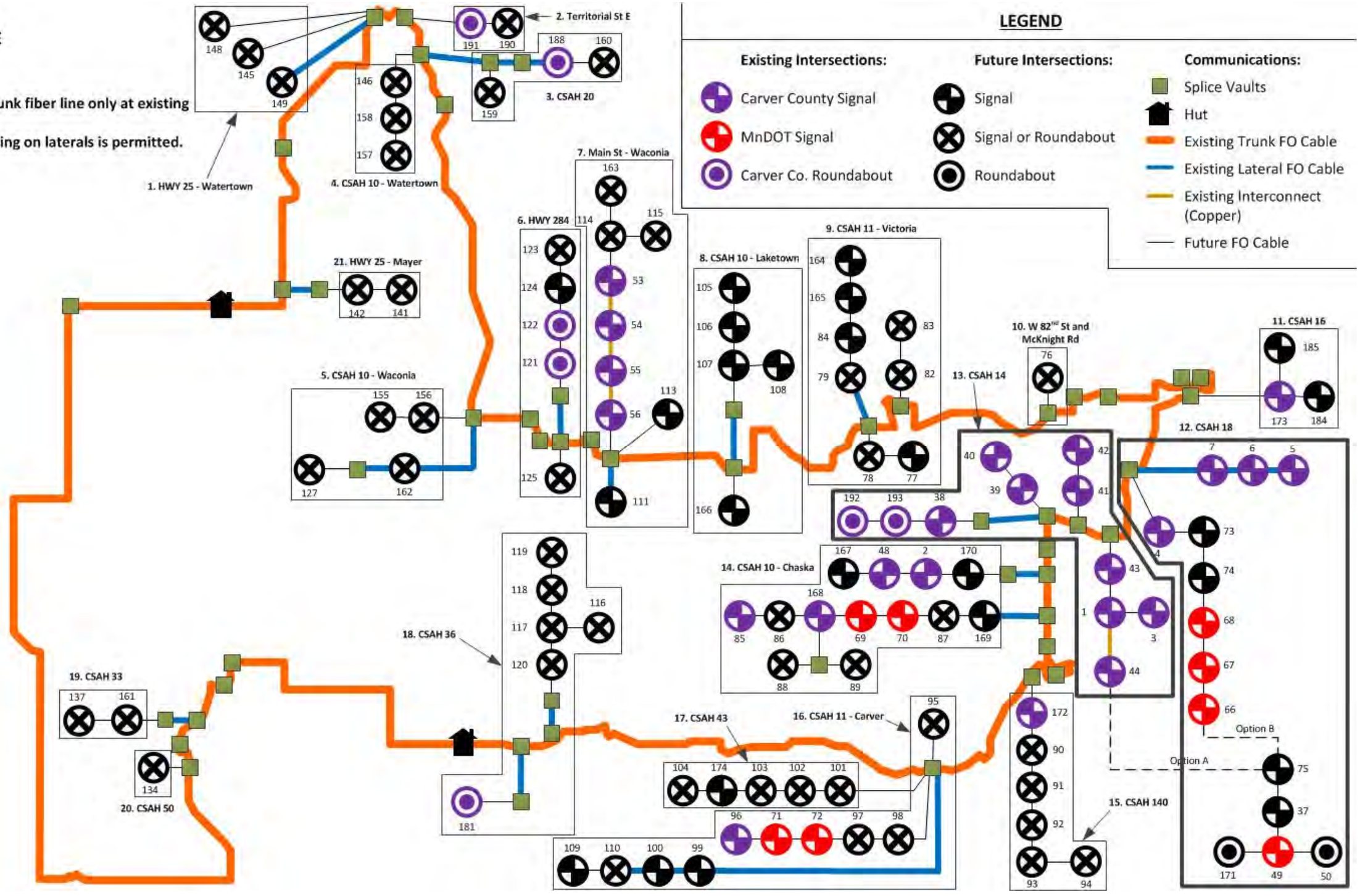
Carver County

7798 June, 2014

NOT TO SCALE

Notes:

1. Assumes splicing to trunk fiber line only at existing splice vaults.
2. Assumes midway splicing on laterals is permitted.



Cost Estimate

Communications Links

A planning level estimate of the cost to add each intersection to the overall communications network was completed. This estimate includes hardware installation costs related to communication lines (in general, fiber optic cable), Ethernet switches, and design and integration costs. A detailed estimate of the cost to connect a typical intersection is provided in Table 2.

Table 2. Site Equipment Cost Estimate Assumptions

Item	Unit	Qty. per Site	Cost per Unit	Cost per Site
Fiber optic splice	Each	4	$45	$180
Fiber optic splice closure	Each	1	$510	$510
Fiber optic termination panel	Each	1	$500	$500
Splice Vault	Each	1	$1,500	$1,500
Pull Box	Each	Varies	$950	Varies
Ethernet switches	Each	1	$1,600	$1600 (incl. w/ new cabinets)
Ethernet switch power supply	Each	1	$195	$195
Fiber optic interfaces for switch	Each	2	$650	$1,300

These costs were aggregated with the cost per foot of fiber optic cable ($4.10 per foot for 2-inch conduit and $2.35 per foot for 96-strand fiber optic cable) to produce and overall planning estimate of $11.50 per foot for fiber optics, including all splicing, hardware, electronics and installation. This $11.50 per foot price was used to generate a planning level cost estimate for each segment, discussed in Signal Group Estimates section below.

Prior to procuring hardware based on the following recommendations, a detailed investigation of intended operations and the capabilities of specific products should be performed.

Signal Group Estimates

For purposes of presentation, traffic control devices were logically grouped into "chains" of devices that connect to a single point on the fiber optic backbone. This allows for more detailed cost estimates, and groups signals that are likely to be deployed within a similar time frame. In total there were 21 groups in the county, as shown in Figure 4. (Note: existing signals shown in **bold**.)

Table 3. Interconnect Cost Estimates

Group Name	Group Number	Intersection Numbers	Fiber Length (feet)	Cost Per Group
Highway 25 - Watertown	1	145, 148, 149	7,600	$88,000
Territorial St E	2	**191**, 190	1,000	$12,000
County Road 20	3	**188**, 159, 160	9,000	$104,000
County Road 10 - Watertown	4	146, 157, 158	6,400	$73,000
County Road 10 - Waconia	5	155, 156, 162, 127	12,800	$147,000
Highway 284	6	**121**, **122**, 123, 124, 125	13,400	$154,000
Main St - Waconia	7	**53**, **54**, **55**, **56**, 114, 163, 111, 113, 115	14,400	$165,000
County Road 10 - Laketown	8	105, 106, 107, 108, 166	21,900	$252,000
County Road 11 - Victoria	9	79, 84, 165, 164, 78, 77, 82, 83	40,500	$466,000
W 82nd St and McKnight Rd	10	76	5,500	$63,000
County Road 16	11	**173**, 184, 185	19,200	$221,000
County Road 18	12	**4**, **5**, **6**, **7**, 73, 74, **66**, **67**, **68**, 75, 37, **49**, 50, 171	22,900	$264,000
County Road 14	13	**44, 1, 3, 43, 42, 41, 40, 39, 38, 193, 192**	8,800	$101,000
County Road 10 - Chaska	14	170, **2**, **48**, 167, 169, 87, **70**, **69**, **168**, 86, **85**, 88, 89	26,400	$303,000
County Road 140	15	**172**, 90, 91, 92, 93, 94	11,500	$ 132,000
County Road 11 - Carver	16	95, 98, 97, **71**, **72**, **96**, 99, 100, 110, 109	21,000	$242,000
County Road 43	17	101, 102, 103, 174, 104	19,900	$229,000
County Road 36	18	**181**, 120, 117, 118, 119, 116	15,800	$182,000
County Road 33	19	137, 161	23,500	$270,000
County Road 50	20	134	26,200	$301,000
Highway 25 - Mayer	21	142, 141	4,000	$ 46,000
TOTAL – ALL SIGNALS, EXISTING AND FUTURE			331,700	$3.8 M

Centracs

While several ATMS software packages could be used to perform signal management and monitoring functions desired by the County, in practice the software provided by the manufacturer of the traffic signal controllers to be managed provides the highest level of compatibility and functionality. For Carver County, this means that Centracs, Econolite's ATMS solution, is the first option to consider.

Numerous other agencies in Minnesota and nearby states have moved from Econolite closed loop systems to a Centracs ATMS system with success, including:

- City of St. Paul
- City of St. Cloud/Stearns County/MnDOT District 3 St. Cloud
- City of Grand Forks, North Dakota
- City of Duluth (installation underway)
- WisDOT

The primary disadvantage of conversion to an ATMS system (Centracs or other), is cost. Initial cost for ATMS hardware and software can range from $100,000 to more than $300,000. Ongoing yearly software management costs can exceed $20,000. Both initial and ongoing costs can vary widely. Carver County should work directly with Econolite's local vendor's representative, Traffic Control Corporation, to confirm deployment needs and costs.

Prioritization and General Recommendations

The following should be considered in prioritizing when to add each intersection.

- Resources should be focused on connecting the grouped intersections in Waconia, on CSAH 18, and on CSAH 14 first. These are contained in Signal Groups 7, 12 and 13.
- Once the grouped intersections have been connected to the communications network, the County's next focus should be on procuring Centracs (or another ATMS platform) and making it operational.
- After the County's ATMS is up and running, the remaining existing standalone intersections should be brought online as funding becomes available.
- After all existing intersections are online, the County should plan for building out the remaining linkages in geographical groups. Where possible, the addition of these links should be tied to other construction work to minimize cost.
- As the County reconstructs and adds new roadway, fiber optic cable (or, at a minimum, conduit for future fiber optic cable installation) should be provided along the entire length of the roadway in the locations shown in the Communications Plan.

Appendix A

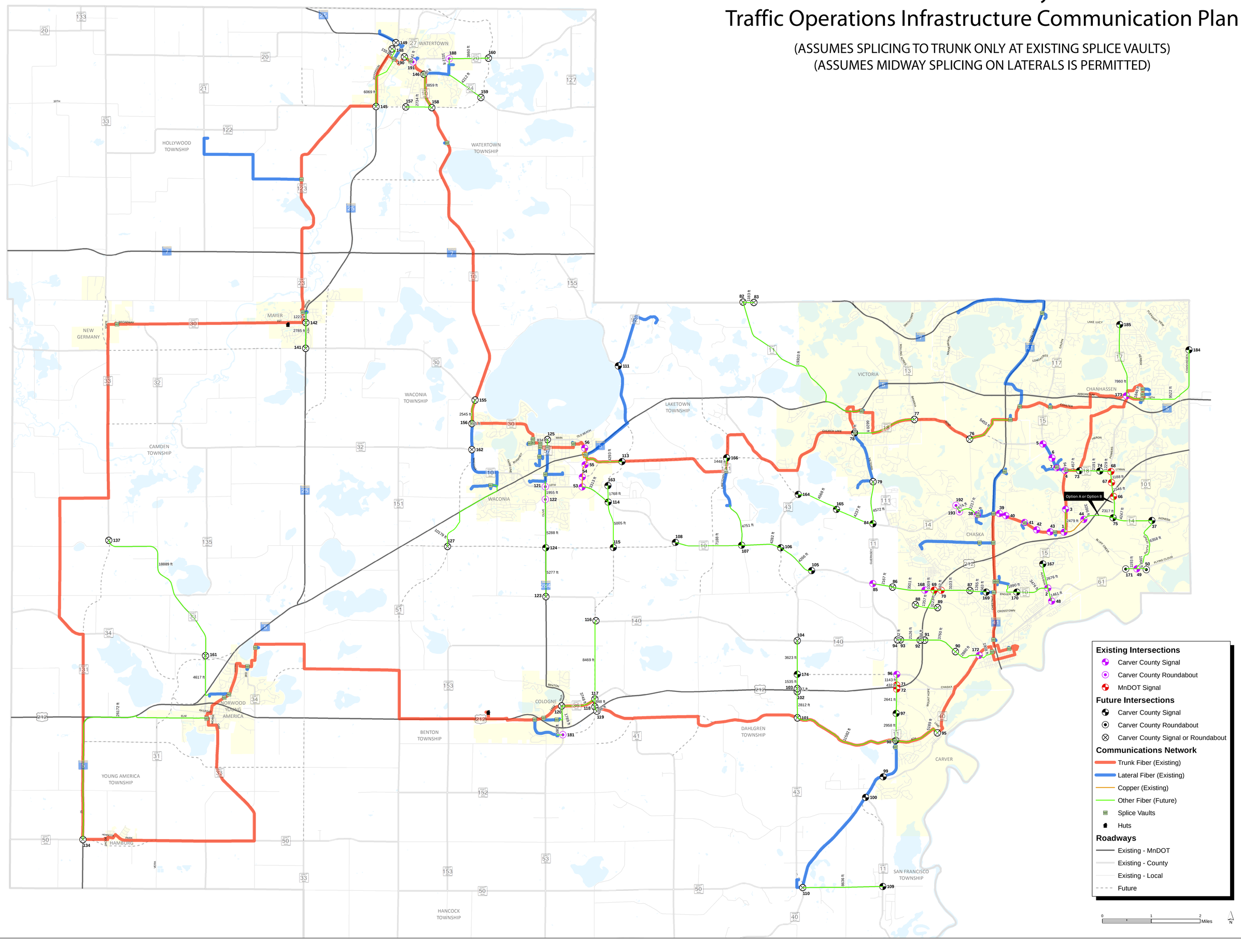
Full Size Overview Map – Future Traffic Signals and Fiber Optic Network

Appendix B

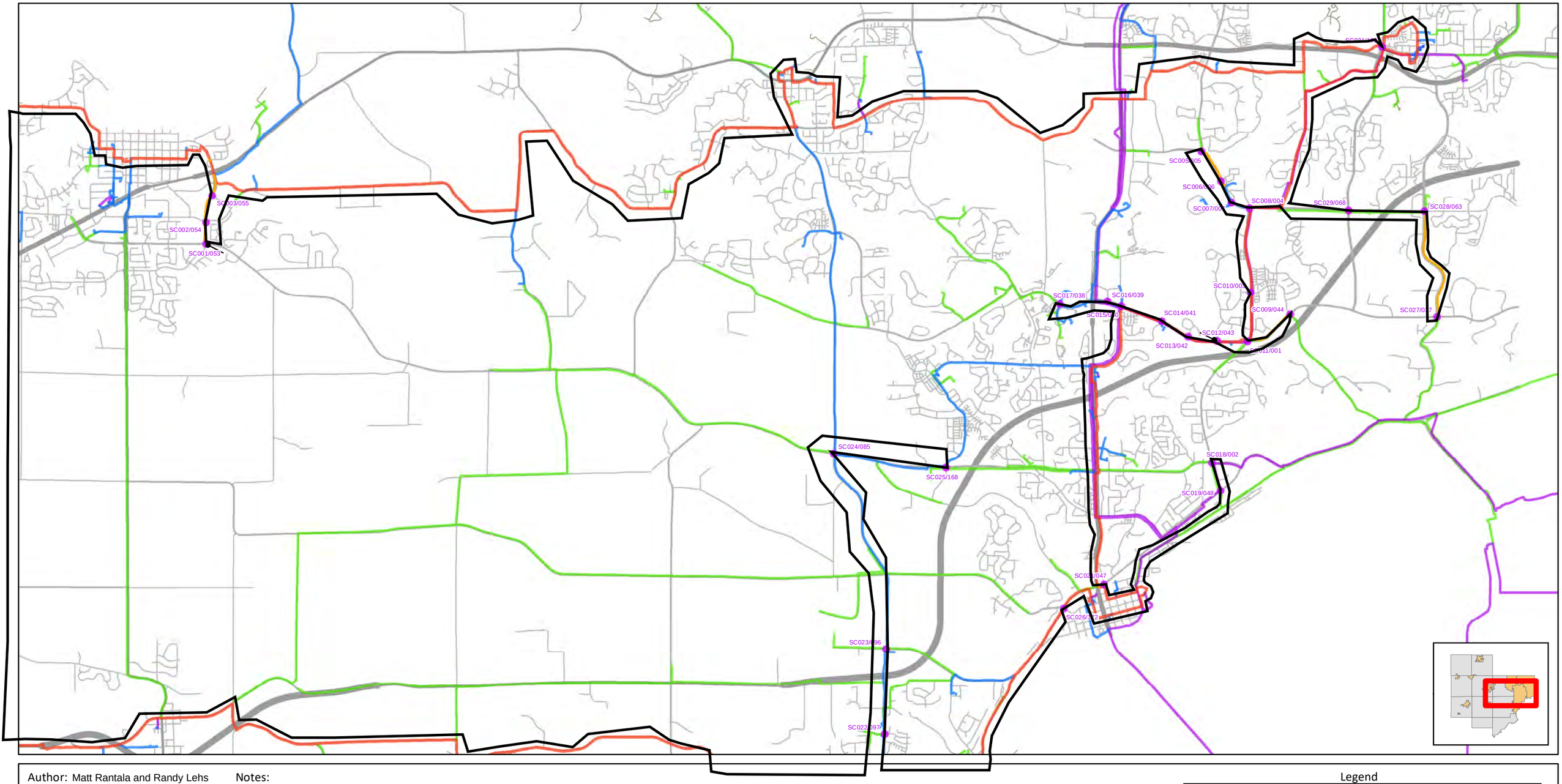
Detailed Fiber Schematics

Carver County
Traffic Operations Infrastructure Communication Plan

(ASSUMES SPLICING TO TRUNK ONLY AT EXISTING SPLICE VAULTS)
(ASSUMES MIDWAY SPLICING ON LATERALS IS PERMITTED)



FIBER NETWORK



Author: Matt Rantala and Randy Lehs
Date: 9/9/2019

This map was created using Carver County's Geographic Information Systems (GIS), it is a compilation of information and data from various City, County, State, and Federal offices. This map is not a surveyed or legally recorded map and is intended to be used as a reference. Carver County is not responsible for any inaccuracies contained herein.

Notes:

This is an update to the original Carver County signal cabinet traffic control network ring route map created on 6-28-18. This new map adds routes and incorporates all remaining Carver County active or planned active signal cabinets that CarverLink will have fiber constructed into (weather permitting) by end of fall 2019 construction season. There should be 28 traffic control signals total and should correlate to the signal cabinets on the spreadsheet Carver County Active Signal Cabinets 9-11-19. On the map each cabinet is identified in purple by its CarverLink id number and then also public works id number. The BLACK LINE identifies how the pair of dark fiber routes into and back out of each cabinet and around the ring.

Legend

- Splice Case
- 30" x 48" Handhole
- 24" x 36" Handhole
- 17" x 30" Handhole
- 18" Round Handhole
- Handhole (Unknown Size)
- Additional/Lateral Segments
- Backbone Segments
- Signal Cabinet Segments
- Proposed Segments
- Bartered Segments
- Conduit

0 1,350 2,700 5,400 8,100 10,800 Feet

Carver County photograph showing the existing conditions within the project area.

956 KB

Project Summary

Traffic Signal Technologies and ITS Corridor Enhancements

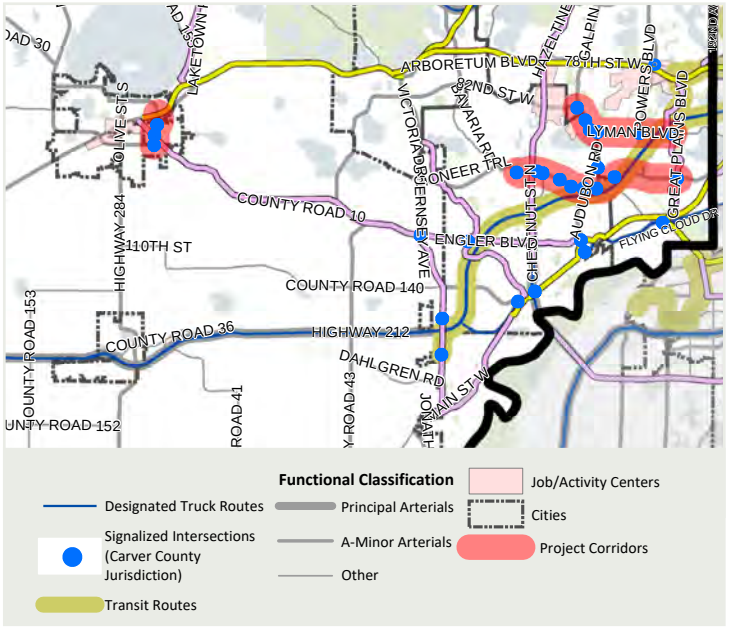
Applicant: Carver County

April 14, 2022

Project Overview

Carver County uses traffic signals to support safe and efficient multimodal transportation for County residents, businesses, employees, and visitors. The County is requesting a federal grant to upgrade obsolete and add to existing traffic management and intelligent transportation systems (ITS) throughout Carver County, with a focus on CSAH 18-Lyman Boulevard (Chanhassen/Chaska), CSAH 14-Pioneer Trail (Chanhassen/Chaska), CSAH 59-Main Street (Waconia), and other intersections. The project scope will include:

- A new Advanced Traffic Management System (ATMS)
- Central signal system software with expanded remote access and operations
- Upgraded traffic signal controllers and cabinets
- Conflict monitors
- Upgraded timing plans, coordination, and video detection systems
- ITS devices including CCTV cameras
- Communications and fiber optic cable upgrades & connections



Project Area

Project Benefits

The roadway system management project will provide a more responsive, efficient, future-minded, and smart traffic control system. The project will:

- Link and improve coordination, operation, and interoperability of County-owned signals and with other jurisdictions
- Reduce traffic-related crashes, minimize travel time, and better support incident management and special events
- Support environmental sustainability and air quality by improving traffic flow
- Include innovative treatments such as flashing yellow arrows and vehicle detection at traffic signals consistent with Regional ITS Architecture and best practices
- Improve bicycle and pedestrian access and safety by installing accessible pedestrian signals

Existing Carver County Traffic Signal

Project Schedule

- **Design:** Summer 2022-Summer 2025
- **Right-of-way:** Not anticipated
- **Bidding:** Fall 2025-Winter 2025
- **Construction:** Spring-Fall 2026

Requested Federal Amount

$2,000,000

Total Project Cost

$2,500,000

CONTACT:

Angie Stenson, Sr. Transportation Planner
Carver County Public Works
952.466.5273
astenson@co.carver.mn.us
https://www.co.carver.mn.us/departments/public-works/projects-studies/traffic-signal-technologies-project-plan

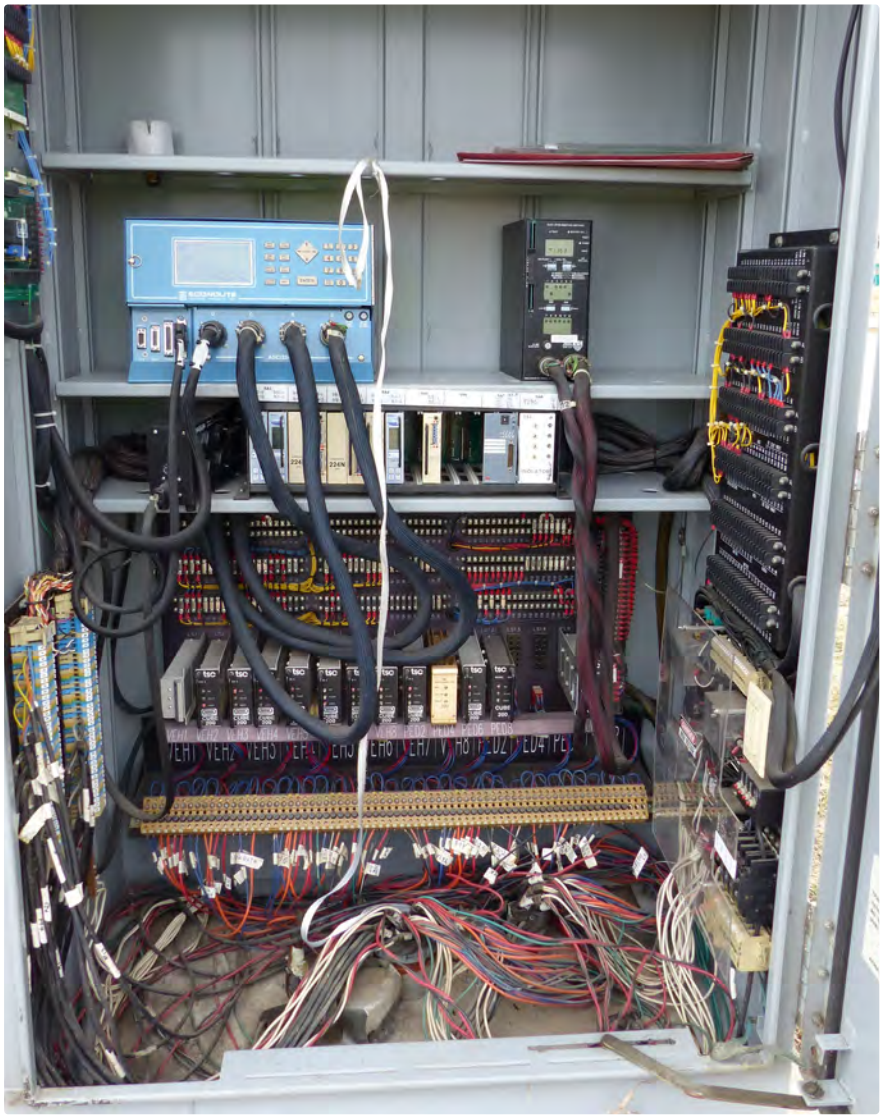
If you need this material in another format, please contact us at carvercountypw@co.carver.mn.us or at 952.466.5200 and provide your name, contact information, and preferred alternate format.

Project Summary

Traffic Signal Technologies and ITS Corridor Enhancements

Applicant: Carver County

April 14, 2022



Existing Carver County Signal Cabinets

CONTACT:

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https://www.co.carver.mn.us/departments/public-works/projects-studies/traffic-signal-technologies-project-plan

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CITY OF CHASKA
ONE CITY HALL PLAZA / CHASKA MN 55318-1962

April 5, 2022

Lyndon Robjent, PE
Public Works Director, County Engineer
Carver County Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322

Dear Mr. Robjent,

The City of Chaska is pleased to support Carver County's application for the Traffic Signal Technologies and ITS Corridor Enhancements project to the Metropolitan Council's 2022 Regional Solicitation for federal transportation funding. The project will improve signal technologies at County-owned intersections and locations along three primary corridors including County State Aid Highway (CSAH) 14 (Pioneer Trail) in the City of Chaska.

The grant application is to upgrade obsolete and add to existing traffic management and intelligent transportation systems (ITS) throughout Carver County, with a focus on three corridors: CSAH 18 (Lyman Blvd.), CSAH 14 (Pioneer Trail), and CSAH 59 (Main St.). The proposed project scope includes: a new Advanced Traffic Management System (ATMS); central signal system software with expanded remote access and operations; upgraded traffic signal controllers and cabinets; conflict monitors; upgraded timing plans, coordination, and video detection systems; ITS devices including CCTV cameras; and communications and fiber optic cable upgrades and connections.

Project benefits include creating a more responsive, efficient, future-minded, and smart traffic control system. The project will link and improve coordination, operation, and interoperability of County-owned signals and with other jurisdictions, reduce traffic-related crashes, minimize travel time, and better support incident management and special events.

The proposed project is endorsed by the City of Chaska, and we are supportive of the County's application for the Traffic Signal Technologies and ITS Corridor Enhancements project to the Metropolitan Council's 2022 Regional Solicitation funding program.

Sincerely,

Mark Windschitl

Mark Windschitl, Mayor
City of Chaska

April 4th, 2022

Lyndon Robjent, PE
Public Works Director, County Engineer
Carver County Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322

Dear Mr. Robjent,

The City of Waconia is pleased to support Carver County's application for the Traffic Signal Technologies and ITS Corridor Enhancements project to the Metropolitan Council's 2022 Regional Solicitation for federal transportation funding. The project will improve signal technologies at County-owned intersections and locations along three primary corridors including County State Aid Highway (CSAH) 59 (Main St.) in the City of Waconia.

The grant application is to upgrade obsolete and add to existing traffic management and intelligent transportation systems (ITS) throughout Carver County, with a focus on three corridors: CSAH 18 (Lyman Blvd.), CSAH 14 (Pioneer Trail), and CSAH 59 (Main St.). The proposed project scope includes: a new Advanced Traffic Management System (ATMS); central signal system software with expanded remote access and operations; upgraded traffic signal controllers and cabinets; conflict monitors; upgraded timing plans, coordination, and video detection systems; ITS devices including CCTV cameras; and communications and fiber optic cable upgrades and connections.

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The proposed project is endorsed by *the City of Waconia,* and we are supportive of the County's application for the Traffic Signal Technologies and ITS Corridor Enhancements project to the Metropolitan Council's 2022 Regional Solicitation funding program.

Sincerely,

Signature
Kent Bloudek
Mayor of Waconia