



Application

19837 - 2024 Roadway Spot Mobility
20412 - TH 13 and Quentin Ave Innovative Intersection
Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
Submitted Date: 12/15/2023 3:32 PM

Primary Contact

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

Organization Information

Name: SAVAGE, CITY OF
Jurisdictional Agency (if different):
Organization Type: City
Organization Website:
Address: 6000 MCCOLL DR

* SAVAGE Minnesota 55378
City State/Province Postal Code/Zip

County: Scott
Phone: * 952-882-2660 Ext.

Fax:
PeopleSoft Vendor Number 0000020994A1

Project Information

Project Name TH 13 and Quentin Ave Innovative Intersection
Primary County where the Project is Located Scott
Cities or Townships where the Project is Located: City of Savage
Jurisdictional Agency (If Different than the Applicant): MnDOT

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

The proposed TH 13 and Quentin Avenue Intersection project will reconstruct a .7 mile section of TH 13 and construct the standard signalized intersection into a recognized innovative intersection solution of a High-T Intersection (also known as a continuous Green T) at TH 13 and Quentin Avenue in the City of Savage. As part of the project a roundabout would be constructed at the intersection of Quentin Avenue and 123rd St along with trail and sidewalk. TH 13 is a Principal Arterial along the north end of the City of Savage and is adjacent to the City's Downtown district. TH 13 runs parallel to the Minnesota River and connects to TH 169 on the west and I35W on the West. TH 13 is a heavily traveled freight corridor and is adjacent to Minnesota River ports known as the Ports of Savage. Quentin Avenue is a Collector Road for the City of Savage and is the western gateway access for residents and businesses into the City's Downtown district and on the Municipal State Aid system.

The project is part of larger improvements identified for construction in the TH 13 corridor between Quentin Avenue in Savage and Nicollet Avenue in the City of Burnsville. MnDOT worked with local partners, residents, and nearby commercial and industrial businesses over a few years to develop a well-rounded plan for the TH 13 corridor. As part of the TH 13 corridor study, a Hybrid EA document was developed that addressed the needs of the TH 13 corridor. Several options were looked at for Quentin Avenue from interchanges to at grade solutions. A High-T, also known as a continuous green T intersection, was recommend for construction. The project will have signalization for turning traffic while allowing for continuous mainline operation. The project will extend along Quentin Avenue to upgrade the safety, mobility, and pedestrian access at the 123rd Street intersection which serves as a frontage road and primary connection to Downtown Savage.

(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.

High-T Intersection TH 13 and Quentin Ave, MSAS 102

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)

0.8

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 \$3,500,000.00

Match Amount \$26,329,000.00

Minimum of 20% of project total

Project Total \$29,829,000.00

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

Match Percentage 88.27%

Minimum of 20%

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

Source of Match Funds

Local \$3,521,000 and MnDOT Corridors of Commerce funding \$22,829,000 (allocated pro rata from the \$96M award).

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: 2028, 2029

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years: 2027

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

Project Information: Roadway Projects

NOTE: If your project has already been assigned a State Aid Project # (SAP or SP), please indicate SAP# here

SAP#:

County, City, or Lead Agency

City of Savage

Functional Class of Road	Principal Arterial
Road System	TH
<i>TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET</i>	
Road/Route No.	13
<i>i.e., 53 for CSAH 53</i>	
Name of Road	HWY 13
<i>Example; 1st ST., MAIN AVE</i>	
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From:	
Road System	.35 miles west of Quentin Ave
Road/Route No.	13
<i>i.e., 53 for CSAH 53</i>	
Name of Road	HWY 13
<i>Example; 1st ST., MAIN AVE</i>	
To:	
Road System	.35 miles east of Quentin Ave
<i>DO NOT INCLUDE LEGAL DESCRIPTION</i>	
Road/Route No.	13
<i>i.e., 53 for CSAH 53</i>	
Name of Road	HWY 13
<i>Example; 1st ST., MAIN AVE</i>	
In the City/Cities of:	City of Savage
<i>(List all cities within project limits)</i>	
OR:	
At:	
Road System	
<i>(TH, CSAH, MSAS, CO. RD., TWP. RD., City Street)</i>	
Road/Route No.	
<i>i.e., 53 for CSAH 53</i>	
Name of Road	
<i>Example; 1st ST., MAIN AVE</i>	
In the City/Cities of:	
<i>(List all cities within project limits)</i>	
PROJECT LENGTH	
Miles	.7
<i>(nearest 0.1 miles)</i>	
Primary Types of Work (check all the apply)	
New Construction	
Reconstruction	Yes
Resurfacing	
Bituminous Pavement	
Concrete Pavement	
Roundabout	
New Bridge	
Bridge Replacement	
Bridge Rehab	
New Signal	
Signal Replacement/Revision	
Bike Trail	
Other (do not include incidental items)	
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)	
Old Bridge/Culvert No.:	
New Bridge/Culvert No.:	
Structure is Over/Under	
(Bridge or culvert name):	
OTHER INFORMATION:	
Zip Code where Majority of Work is Being Performed	55378
Approximate Begin Construction Date	03/01/2027
Approximate End Construction Date	11/30/2028
Miles of Trail (nearest 0.1 miles)	0

Miles of Sidewalk (nearest 0.1 miles) 0
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles): 0
Is this a new trail? Yes

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

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

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

Briefly list the goals, objectives, strategies, and associated pages: Goal A Transportation System Stewardship

Objectives A and B (page 2.2)

Strategies A1 (page 2.2)

A2 (pages 2.3)

Goal B Safety and Security

Objective A (page 2.5)

Strategies B1 (pages 2.5)

B3 (page 2.6)

B6 (page 2.8)

Goal C Access to Destinations

Objectives A, B, C, D, and E (page 2.10)

Strategies C1 (page 2.10)

C2 (page 2.11)

C3 (page 2.13)

C4 (page 2.14)

C7 (page 2.16)

C8 (page 2.16)

C9 (page 2.17)

C10 (page 2.18)

C11 (page 2.20)

C15 (page 2.22)

C16 (page 2.23)

C17 (page 2.24)

Goal D Competitive Economy

Objectives A, B and C (page 2.30)

Strategies D1 (page 2.26)

D3 (page 2.27)

D4 (page 2.28)

Goal E Healthy and Equitable Communities

Objectives A, C, and D (page 2.30)

E2 (page 2.31)

E3 (page 2.31)

E5 (page 2.33)

Goal F Leveraging Transportation Investments to Guide Lane Use

Objectives A and C (page 2.35)

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. MnDOT completed a TH 13 corridor study and hybrid EA for the corridor in 2021 that documented the purpose and need. The following local planning and programming documents also documented the need:

City of Savage 2040 Comprehensive Plan (pages 5-19 and 5-47)

City of Burnsville 2040 Comprehensive Plan (page 7-353)

Scott County 2040 Comprehensive Plan (pages VI-71 and VI-74)

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 2024 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 future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

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: 11/30/2023

Link to plan: <https://www.scottcountymn.gov/DocumentCenter/View/21350/2023-Scott-County-ADA-Transition-Plan>

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. 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 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. Bridge Rehabilitation/Replacement projects must be located on a minor collector and above functionally classified roadway in the urban areas or a major collector and above in the rural areas.

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. Yes

Bridge Rehabilitation/Replacement and Strategic Capacity projects only:

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

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

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

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

Bridge Rehabilitation/Replacement projects only:

5. The length of the in-place structure is 20 feet or longer.

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

6. The bridge must have a Local Planning Index (LPI) of less than 60 OR a National Bridge Inventory (NBI) Rating of 3 or less for either Deck Geometry, Approach Roadway, or Waterway Adequacy as reported on the most recent Minnesota Structure Inventory Report.

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

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 David Elvin at MnDOT (David.Elvin@state.mn.us or 651-234-7795) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
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	\$0.00
Striping	\$0.00
Signing	\$0.00
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	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

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

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

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

[INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\) Formula Program Implementation Guidance \(dot.gov\).](#)

Response:

TH 13 is adjacent to the Minnesota River, which is an impaired water and is subject to flooding. The project will be designed to improve flood resistance for this section of TH 13. Project stormwater solutions will allow for improved water quality flowing into the Minnesota River. The project will comply with MnDOT and Lower Minnesota River Watershed District standards and the City's MS4 stormwater requirements. The TH 13 corridor and project is located in the river floodplain. Project elements include storm sewer, ponding, erosion control/landscaping, and general construction of the roadway elements for increased capacity and flood resistance. It is estimated \$7.2 million for stormwater, retaining walls and turf elements are eligible for PROTECT funds.

Totals

Total Cost	\$0.00
Construction Cost Total	\$0.00
Transit Operating Cost Total	\$0.00

Congestion within Project Area:

Free-Flow Travel Speed:	54
<i>The free-flow travel speed is the black number</i>	
Peak Hour Travel Speed:	31
<i>The peak hour travel speed is the red number</i>	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation):	42.59%
Upload the "Level of Congestion" map:	1702601533147_TH 13 Quentin Ave Congestion Map.pdf

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor	I-494
Adjacent Parallel Corridor Start and End Points:	
Start Point:	TH 169
End Point:	I-35W
Free-Flow Travel Speed:	66
<i>The Free-Flow Travel Speed is black number.</i>	
Peak Hour Travel Speed:	19
<i>The Peak-Hour Travel Speed is red number.</i>	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation):	71.21%
Upload the "Level of Congestion" map:	1702604600994_494 Parallel Route.pdf

Principal Arterial Intersection Conversion Study:

Proposed at-grade project that reduces delay at a High Priority Intersection:	
<i>(70 Points)</i>	
Proposed at-grade project that reduces delay at a Medium Priority Intersection:	Yes
<i>(65 Points)</i>	
Proposed at-grade project that reduces delay at a Low Priority Intersection:	
<i>(60 Points)</i>	
Not listed as a priority in the study:	
<i>(0 Points)</i>	

Congestion Management and Safety Plan IV:

Proposed at-grade project that reduces delay at a CMSP opportunity area:	
<i>(70 Points)</i>	
Not listed as a CMSP priority location:	Yes
<i>(0 Points)</i>	

Measure C: Current Heavy Commercial Traffic

RESPONSE: Select one for your project, based on the updated 2021 Regional Truck Corridor Study:

Along Tier 1:	Yes
Miles:	0.7
<i>(to the nearest 0.1 miles)</i>	

Along Tier 2:

Miles: 0

(to the nearest 0.1 miles)

Along Tier 3:

Miles: 0

(to the nearest 0.1 miles)

The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor:

None of the tiers:

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:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

Response:

The project is located in a census tract above the regional average for population in poverty or population of color. The Census tract includes a senior population of 15% and 35% for persons of color (ACS 2021), with 15% black and 6% Asian. The tract also has 11 percent of the population identifying as Hispanic which is well above the regional average of 7%. The per capita income is \$34,989 and over 10 percent of the residents live below the poverty line. This tract has more children and seniors living in poverty than the rest of the City and Scott County as a whole. Over 12 percent of the residents living in this area work from home, walk or bike to work. The majority of the residents commute outside of this area to work, with the Hwy 13 as the primary route used for their commute. Today traffic often backs up on the side streets waiting to access TH 13 into the neighborhood creating safety issues for residents and exposure to prolonged traffic congestion and emissions. MnDOT led the extensive Environmental Justice outreach efforts as part of the TH 13 Corridor Hybrid EA (including this project area). This included several public meetings and pop-up events, an email campaign to over 1,500 people, mailings to 1,700 households, social media postings, and multi-lingual flyers distributed at grocery stores, places of worship, multi-family housing, and community centers. Specific outreach for environmental justice organizations and businesses occurred. This included identifying more than 40 organizations and businesses and proactively inviting these groups to public meetings, business advisory meetings, and offering popup events at their locations. Translation services were offered for individuals for whom English is a second language. Outreach to minority owned businesses also occurred. MnDOT also conducted Surveys to gain feedback on the corridor. These comments were taken into consideration and used to help to develop the corridor concepts and recommendation of a grade separated corridor to improve safety and reduce vehicle and truck delay. Based upon this input, sidewalks/trails were incorporated into the project along the TH 13 frontage roads and enhancing access to Downtown Savage. The Hybrid EA findings determined the project to be low potential impact to EJ populations during construction detours and determined to have low potential impact for bike and pedestrians. Mitigation developed included proactive coordination and communication with underserved populations, maintain sidewalk access during construction, provide adequate signage, and maintain separation between vehicles and sidewalk detour routes. These mitigation strategies will be incorporated into the project design and construction detour plan as the project advances.

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

Measure B: Disadvantaged Communities Benefits and Impacts

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

- ? pedestrian and bicycle safety improvements;
- ? public health benefits;
- ? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- ? travel time improvements;
- ? gap closures;
- ? new transportation services or modal options;
- ? leveraging of other beneficial projects and investments;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities 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.

- ? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ? Increased speed and/or cut-through traffic.
- ? Removed or diminished safe bicycle access.
- ? Inclusion of some other barrier to access to jobs and other destinations.

Response:

The project is located in a census tract above the regional average for population in poverty or population of color. The Downtown Savage census tract is the highest concentration of lower income and senior populations in the City of Savage. The Project improvements will decrease transportation costs and improve access to employment centers and job opportunities. For those using their own vehicle to get to employment, the project will reduce delay of sitting in traffic and therefore result in increased fuel savings and public health benefits. ADA and sidewalk and trail improvements will be made to benefit all ages. Minnesota Valley Transit Authority (MVTA) currently serves the area with a stop in Downtown Savage a ¼ mile from the project. During development of the Hybrid Environmental Assessment for the corridor, close attention was paid to how MVTA could continue to serve the downtown area with increased efficiency and this project facilities improve access for transit to the existing bus stop. The reduced congestion and increased safety will result in reliability for users of transit. The safety improvements are not only for vehicles, but it will also be safer for bicyclists and pedestrians. By 2040, the overall corridor improvements are expected to have reduced CO2 emissions from freight vehicles by 7500 metric tons. Additionally, NOx emissions will be reduced by 13 metric tons, SO2 emissions will be reduced by 0.03 metric tons, and PM2.5 emissions will be reduced by 0.05 metric tons. Reducing idling vehicles and trucks in the corridor should result in air quality improvement to Downtown Savage and for community members. A thorough review was conducted as part of MnDOT's Environmental Justice work during the Hybrid EA process. There were no direct impacts identified as part of the project. Mitigation was developed for the project in the Hybrid EA for any indirect construction detour impacts. For the low potential impact to EJ populations during construction detours, mitigation included: Proactive coordination and communication with underserved populations; and maximize access to local businesses. For low potential social impacts, the mitigation recommended is: maximize current footprint and reduce traffic detours through communities and neighborhoods. For low potential Bike and Pedestrian impacts, mitigation will: maintain sidewalks during construction; provide adequate signage; and maintain separation between vehicles and sidewalk detour routes. These mitigation strategies will be incorporated into the project design and construction detour plan as the project advances.

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

Measure C: Affordable Housing Access

Describe any affordable housing developments existing, under construction, or planned within 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 project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- ? specific direct access improvements for residents
- ? improved access to destinations such as jobs, school, health care or other;
- ? new transportation services or modal options;
- ? and/or community connection and cohesion improvements.

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 TH 13 and Quentin Ave intersection serves as the main western entrance to the Savage downtown area, called the Hamilton District. This area includes a mix of residential, commercial, and light industrial uses, with the housing units located mostly east and south of project location. There are 76 subsidized units identified within 1/2 mile of the project as shown in the Socio-Economic map. Within this census tract there are 1,020 housing units including a mix of single family and multifamily housing. There are 97 units of senior rental units. Overall, the tract has 44% rental housing units, which is higher than the regional average of 33%.

The project will improve access to housing, services, job opportunities, and transportation options for Savage residents.

The project area includes a higher concentration of rental housing, and access improvements will have a direct benefit to many living within the Hamilton District (see Downtown Housing Map). There are 104 Community Development Agency (CDA) owned senior housing units, Hamilton Senior Living and Glendale Place. The 45-unit Lynn Court senior housing is also located in downtown Savage. Directly south of the project, there are 44 units of affordable tax credit housing and 5 units of CDA owned deep subsidy housing at Lynn Avenue and McColl Drive along with a 16-unit intensive residential treatment facility run in partnership with the CDA and Guild.

The area supports commercial and industrial, with service orientated jobs, including Asian Direct, and various fast food and sit-down restaurants, that provide employment opportunities. Just west, additional job opportunities are available with the recent redevelopment of the Continental Business Center into over 100 commercial tenant units, and large employers, such as Fabcon Industries and RMS.

The Hamilton District housing stock is more affordable than in other parts of Savage and Scott County with the median owner-occupied value just under \$260,000, below the Twin Cities regional median value of \$359,000. The city is actively working to identify areas for redevelopment and working with the CDA to preserve naturally occurring affordable housing stock, where feasible.

In 2024, Savage will begin a study of the Hamilton District area, which was mostly developed in the 1930s and 1940s. The project will improve transit reliability for residents living near the project by reducing delay. In The Hamilton Special Area Plan will evaluate and address existing housing stock and redevelopment sites for future affordable housing. The study will also evaluate some significant sites for potential housing redevelopment, including an older hotel. The plan will also study the M.W. Savage School site, where the building has sat empty since ISD #191 closed the school in 2020, to develop the site with affordable housing.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Project's census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area): **Yes**

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the "Socio-Economic Conditions" map used for this measure. **1702602357500_TH 13 Quentin Ave Socio-Economic Map.pdf**

Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle With The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle Reduced by Project (Seconds/Vehicle)	Volume without the Project (Vehicles per hour)	Volume with the Project (Vehicles Per Hour):	Total Peak Hour Delay without the Project:	Total Peak Hour Delay by the Project:	Total Peak hour Delay Reduced by project	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
---	--	--	--	--	--	---------------------------------------	--	--	------------------------

17.075 9.0 8.075 6234 1401 106445.55 12609.0 93836.55

An existing analysis was completed for the signalized intersection using Synchro/Sim Traffic following the guidance laid out by Met Council. An optimized existing intersection was utilized. For the future build condition, the mainline eastbound and westbound traffic was removed from the intersection based on the layout and the proposed construction. The new signalized intersection at the High-T was analyzed with the with Project volume set and new optimized timing to determine the total delay reduction at the proposed High-T.

1702602910851_TH
13 Quentin
Synchro.pdf

12609

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	Total Peak Hour Delay Reduced	Delay Reduced Total
---	---	---------------------------

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

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

Total

Total Emissions Reduced: 0

[Upload Synchro Report](#)

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

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

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
11.12	1.47	9.65
11	1	10

Total Parallel Roadway

Emissions Reduced on Parallel Roadways 9.65

[Upload Synchro Report](#)

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

New Roadway Portion:

Cruise speed in miles per hour with the project: 0

Vehicle miles traveled with the project: 0

Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons:	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	9.65

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

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

Measure A: Benefit of Crash Reduction

Crash Modification Factor Used:

Two crash modification factors were used for converting the intersection of TH 13 and Quentin Avenue to a green T intersection. CMF ID 8655 was applied to property damage crashes and CMF ID 8656 was applied to injury crashes.

A third crash modification factor was used for converting the intersection of Quentin Avenue and 123rd St to a single lane roundabout. CMF ID 9296 was applied to all crashes at this location.

(Limit 700 Characters; approximately 100 words)

Rationale for Crash Modification Selected:

These crash modification factors were selected because they are applicable to the proposed project improvements. These crash modification factors are also applicable to the types and severity of crashes observed at the intersections over the 2020-2022 analysis period.

(Limit 1400 Characters; approximately 200 words)

Project Benefit (\$) from B/C Ratio	\$3,217,504.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	0
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	39
Total Fatal (K) Crashes Reduced by Project:	0
Total Serious Injury (A) Crashes Reduced by Project:	0
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	0
Total Crashes Reduced by Project:	40
Worksheet Attachment	1702675963180_HSIP Benefit Cost Sheets Combined.pdf

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

Measure B: Pedestrian Safety

Determine if these measures do not apply to your project. Does the project match either of the following descriptions?

If either of the items are checked yes, then score for entire pedestrian safety measure is zero. Applicant does not need to respond to the sub-measures and can proceed to the next section.

Project is primarily a freeway (or transitioning to a freeway) and does not provide safe and comfortable pedestrian facilities and crossings. No

Existing location lacks any pedestrian facilities (e.g., sidewalks, marked crossings, wide shoulders in rural contexts) and project does not add pedestrian elements (e.g., reconstruction of a roadway without sidewalks, that doesn't also add pedestrian crossings and sidewalk or sidepath on one or both sides). No

SUB-MEASURE 1: Project-Based Pedestrian Safety Enhancements and Risk Elements

To receive maximum points in this category, pedestrian safety countermeasures selected for implementation in projects should be, to the greatest extent feasible, consistent with the countermeasure recommendations in the Regional Pedestrian Safety Action Plan and state and national best practices. Links to resources are provided on the Regional Solicitation Resources web page.

Please answer the following two questions with as much detail as possible based on the known attributes of the proposed design. If any aspect referenced in this section is not yet determined, describe the range of options being considered, to the greatest extent available. If there are project elements that may increase pedestrian risk, describe how these risks are being mitigated.

1. Describe how this project will address the safety needs of people crossing the street at signalized intersections, unsignalized intersections, midblock locations, and roundabouts.

Treatments and countermeasures should be well-matched to the roadway's context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the Regional Solicitation Resources web page for guidance links.

Response:

The project will maintain and enhance the existing pedestrian crossing of Quentin Avenue on the south side of the intersection. Quentin Avenue and 123rd will have a roundabout to safely cross users across the collector roadway. The overall crossing distance will be reduced with project and a pedestrian refuge island will be provided in the median on Quentin Avenue. Additionally, radii will be modified to slow turning traffic.

The north, east, and west legs of the intersection are currently signed for no pedestrian crossing as there are no pedestrian facilities on the north side of TH 13 at Quentin Avenue. There are wetlands and a railroad line north of TH 13 at the project intersection. No pedestrian crossings of TH 13 are proposed with the project for this location since there are no pedestrian generators north of TH 13 at Quentin Avenue. The intent is for pedestrians and bicyclists to utilize the City's sidewalk and trail network through downtown Savage to get to a designated crossing location of TH 13 at Lynn Avenue just to the east of the project limits. Lynn will be a grade separated crossing to be constructed in 2027 by MnDOT. Signage and lighting will also accompany the infrastructure improvements to direct users to the destinations they may be interested in. Pedestrian and bicycle exposure will be reduced along TH 13 by improving the pedestrian and bicycle experience along the local roadway system through downtown Savage. Pedestrian and bicycle safety along TH 13 will be further improved by directing vulnerable road users to a safer grade separated crossing of TH 13.

(Limit 2,800 characters; approximately 400 words)

Is the distance in between signalized intersections increasing (e.g., removing a signal)?

Select one: No

If yes, describe what measures are being used to fill the gap between protected crossing opportunities for pedestrians (e.g., adding High-Intensity Activated Crosswalk beacons to help motorists yield and help pedestrians find a suitable gap for crossing, turning signal into a roundabout to slow motorist speed, etc.).

Response:

(Limit 1,400 characters; approximately 200 words)

Will your design increase the crossing distance or crossing time across any leg of an intersection? (e.g., by adding turn or through lanes, widening lanes, using a multi-phase crossing, prohibiting crossing on any leg of an intersection, pedestrian bridge requiring length detour, etc.). This does not include any increases to crossing distances solely due to the addition of bike lanes (i.e., no other through or turn lanes being added or widened).

Select one: No

If yes, How many intersections will likely be affected?

Response:

Describe what measures are being used to reduce exposure and delay for pedestrians (e.g., median crossing islands, curb bulb-outs, etc.)

Response:

(Limit 1,400 characters; approximately 200 words)

If grade separated pedestrian crossings are being added and increasing crossing time, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option (e.g., shallow tunnel that doesn't require much elevation change instead of pedestrian bridge with numerous switchbacks).

Response:

(Limit 1,400 characters; approximately 200 words)

If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways (e.g., nearest protected or enhanced crossing opportunity).

Response:

There are no mid-block crossings provided but they are not restricted by MnDOT on the corridor. The Speed limit on the TH 13 corridor is 50 mph and it is not advised to cross except where there are marked or protected crossings. Pedestrians are able to utilize the Lynn Avenue intersection directly adjacent to the project limits to cross TH 13 in a safe manner with trail/sidewalk system to get to the crossing from downtown Savage on the south side of TH 13 to the north side of TH 13.

(Limit 1,400 characters; approximately 200 words)

2. Describe how motorist speed will be managed in the project design, both for through traffic and turning movements. Describe any project-related factors that may affect speed directly or indirectly, even if speed is not the intended outcome (e.g., wider lanes and turning radii to facilitate freight movements, adding turn lanes to alleviate peak hour congestion, etc.). Note any strategies or treatments being considered that are intended to help motorists drive slower (e.g., visual narrowing, narrow lanes, truck aprons to mitigate wide turning radii, etc.) or protect pedestrians if increasing motorist speed (e.g., buffers or other separation from moving vehicles, crossing treatments appropriate for higher speed roadways, etc.).

Response:

The project is not anticipating on impacting the existing posted speed limit in the area. Turn lanes will be constructed that will have sufficient turning radii for the existing adjacent industrial users in the corridor. This project is adjacent to the Ports of Savage which has a high amount of truck use in the corridor. The signal at Quentin should allow for trucks to turn on and off of TH 13 safely and be able to get up to speed on TH 13. Improved shoulders should allow for vehicles experiencing mechanical issues to pull over and out of the way of the mainline traffic.

(Limit 2,800 characters; approximately 400 words)

If known, what are the existing and proposed design, operation, and posted speeds? Is this an increase or decrease from existing conditions?

Response:

The existing corridor posted speed limit on TH 13 is 50 mph at Quentin Avenue. The existing corridor posted speed with the improvement is not anticipated to increase with the project's construction as TH 13 still comes into an adjacent urbanized area and downtown area where access on and off of TH 13 occurs.

(Limit 1,400 characters; approximately 200 words)

SUB-MEASURE 2: Existing Location-Based Pedestrian Safety Risk Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following factors are present. Applicants receive more points if more risk factors are present.

Existing road configuration is a One-way, 3+ through lanes

or

Existing road configuration is a Two-way, 4+ through lanes

Yes

Existing road has a design speed, posted speed limit, or speed study/data showing 85th percentile travel speeds in excess of 30 MPH or more

Yes

Existing road has AADT of greater than 15,000 vehicles per day

Yes

List the AADT

54000

SUB-MEASURE 3: Existing Location-Based Pedestrian Safety Exposure Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following existing location exposure factors are present. Applicants receive more points if more risk factors are present.

Existing road has transit running on or across it with 1+ transit stops in the project area (If flag-stop route with no fixed stops, then 1+ locations in the project area where roadside stops are allowed. Do not count portions of transit routes with no stops, such as non-stop freeway sections of express or limited-stop routes.)

Existing road has high-frequency transit running on or across it and 1+ high-frequency stops in the project area (high-frequency defined as service at least every 15 minutes from 6am to 7pm weekdays and 9am to 6pm Saturdays.)

Existing road is within 500? of 1+ shopping, dining, or entertainment destinations (e.g., grocery store, restaurant)

Yes

If checked, please describe:

The project is located on the west edge of downtown Savage. There are two restaurants to the east that are within 500 feet of the intersection. Most pedestrian movements are located more than 500 feet to the east within the downtown area and residents use local roadways to access the downtown and not in the project area. The local sidewalk system will help to reduce pedestrian and bicycle exposure on TH 13 within the project area.

(Limit 1,400 characters; approximately 200 words)

Existing road is within 500? of other known pedestrian generators (e.g., school, civic/community center, senior housing, multifamily housing, regulatorily-designated affordable housing)

Yes

If checked, please describe:

The project is located on the west edge of downtown Savage. There are two senior housing apartment buildings in downtown Savage, but it should be noted that both are more than 500 feet away from the intersection of TH 13 and Quentin Avenue. Most pedestrian movements are located more than 500 feet to the east within the downtown area and residents use local roadways to access the downtown and not in the project area. The local sidewalk system will help to reduce pedestrian and bicycle exposure on TH 13 within the project area.

(Limit 1,400 characters; approximately 200 words)

Measure A: Multimodal Elements and Existing Connections

Response:

The City of Savage adopted a new Pedestrian and Bicycle Master Plan. The document recognizes the planned improvements for the TH 13 Corridor will address the multimodal needs in the corridor. Additionally, the Master Plan outlines the need for bicycle facilities that will run along TH 13 frontage roads as a way of connecting downtown Savage to the northeastern edge of the City of Shakopee. The Project is located between two Tier 2 RBTN Corridor. The project is on the far southern edge of a Tier 2 Corridor that follows the Minnesota River. The second Tier 2 Corridor is located under 1 mile to the south and serves as a connection between the Cities of Shakopee and Savage.

The project area is within MVTAs 492 and 495 transit service routes. Both of these routes are express connections from the Marshall Road Transit Station and to/from downtown Minneapolis or the Mall of America. Land to Air Express an inter-city bus transit provider serving the US 169 Corridor also tends to utilize TH 13 as a backup route for access to downtown Minneapolis. The Shakopee Mdewakanton Sioux Community (SMSC) utilizes the TH 13 corridor to transport patrons and employees to/from Mystic Lake Casino and Hotel to/from downtown Minneapolis, Mall of America, and other metro locations. Dial-a-ride service provided by TransitLink and MTA Connect (app based on demand service) is also available to residents in Savage. The service will pick up and drop off users at their homes and to their destinations. Transit providers were engaged in the TH 13 Corridor Hybrid Environmental Assessment and we able to increase efficiency and reliability with the design at Quentin Ave and TH 13.

The project will have bike/pedestrian connections that allow residents to access downtown Savage and access local industrial and commercial businesses in the Quentin Ave area.

(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.

Response:

Public engagement for the Highway 13 Project began in February 2020 and will periodically continue as the project is developed. This process was successful in engaging hundreds of residents through online surveys, open houses, pop-up tables, and business advisory meetings. The project team worked to target outreach to nearby environmental justice populations.

Public engagement began with a survey which was available online and in hard copy form. This effort solicited 31 responses. Most of these responses came from residents of Savage. The responses were predominantly concerned for high levels of congestion that limit local access and the lacking and unsafe pedestrian environment.

The survey was followed by an open house at the McColl Pond Environmental Learning Center in Savage. This event was announced through local media outlets, emails, and a corridor-wide mailing. Display boards and aerial maps were used to collect feedback from the 70 attendees.

Throughout March the Project Team utilized pop-up informational tables to engage people who would not typically take part in the engagement process. Pop-up tables were used to help identify resident's top priorities for changes along Highway 13. Discussions were had with over 200 residents at the Savage Kids & Home Expo, 35 residents at the Savage Public Library & Senior Center, and another 12 at Jojo's Rise & Wine Café in Burnsville.

MnDOT held business advisory meetings for business located in Savage, Burnsville, and the Ports of Savage. The project team reached out to over 400 nearby businesses with postcards, emails, and direct calls. 16 different businesses were represented at the meetings. Project staff identified more than 40 organizations and businesses with an environmental justice focus and made specific efforts to engage them. Staff worked diligently to ensure they were informed on engagement events and provided language specific fliers.

This process was forced into virtual spaces by the onset of the COVID-19 pandemic. In October 2020, an online survey successfully received 25 responses and an updated project website was rolled out. A second open house was held in October 2020 that was promoted through email and boosted social media posts; 31 people attended this event. Three additional business advisory meetings were held virtually between July and October 2020. These meetings successfully engaged 14 businesses.

(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 project's 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%

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. Yes

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

1702674997678_TH 13 Quentin Layout.pdf

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

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 Yes

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.

Measure A: Cost Effectiveness

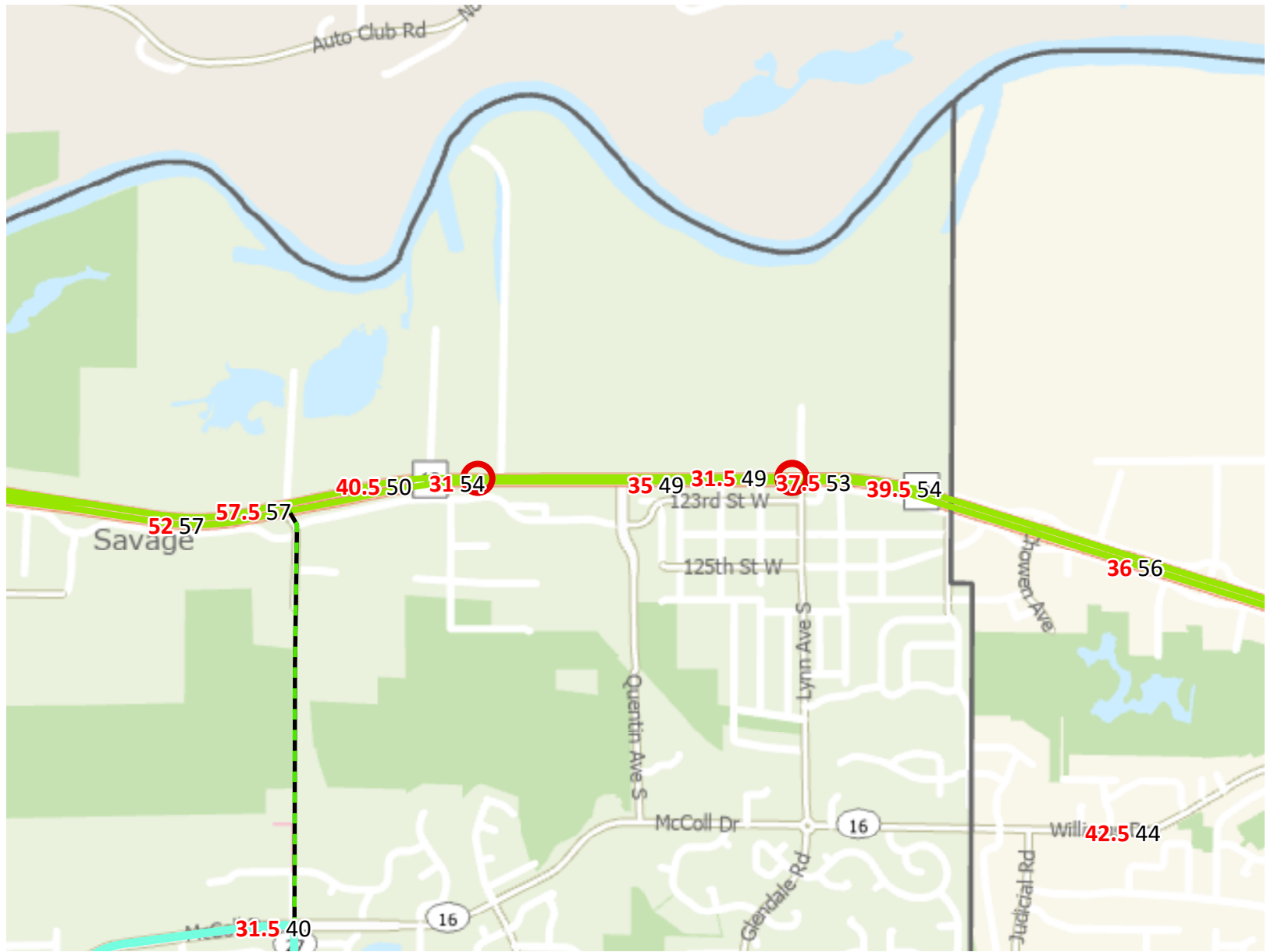
Total Project Cost (entered in Project Cost Form):	\$0.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$0.00
Enter amount of any outside, competitive funding:	\$22,829,000.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

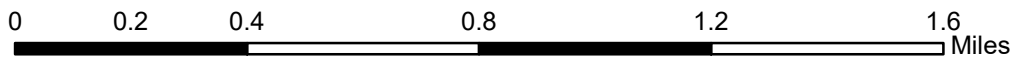
File Name	Description	File Size
20412 TH 13 Traffic Ops.pdf	Traffic Ops file	250 KB
Build Conditions_123rd -PM.pdf	Build Conditions_123rd -PM	48 KB
Collision Diagrams.pdf	Collision Diagrams	232 KB
Crash Reports-1.pdf	Crash Report 1	567 KB
Crash Reports-2.pdf	Crash Report 2	555 KB
Crash Reports-3.pdf	Crash Report 3	631 KB
Crash Reports-4.pdf	Crash Report 4	593 KB
Crash Reports-5.pdf	Crash Report 5	686 KB
Crash Reports-6.pdf	Crash Report 6	573 KB
Existing Conditions_123rd - Existing PM.pdf	Existing Conditions_123rd - Existing PM	45 KB
MnDOT Letter TH 13 Quentin Ave.pdf	MnDOT Letter TH 13 Quentin Ave	208 KB
TH 13 Quentin Ave Burnsville Resolution.pdf	TH 13 Quentin Ave Burnsville Resolution	121 KB
TH 13 Quentin Ave Downtown Savage Housing Map.pdf	TH 13 Quentin Ave Downtown Savage Housing Map	6.2 MB
TH 13 Quentin Ave Existing Photos.pdf	TH n13 Quentin Ave Existing Photos	225 KB
TH 13 Quentin Ave One Pager.pdf	TH 13 Quentin Ave One Pager	3.9 MB
TH 13 Quentin Ave Savage Resolution.pdf	TH 13 Quentin Ave Savage Resolution	38 KB
TH 13 Quentin Ave Scott County Resolution.pdf	TH 13 Quentin Ave Scott County Resolution	119 KB
TH 13 Quentin Layout.pdf	TH 13 Quentin Layout	3.2 MB

Level of Congestion

Roadway Spot Mobility & Safety Project: TH 13 Quetin Ave Innovative Intersection | Map ID: 1701712174108



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



Created: 12/4/2023
LandscapeRSA1

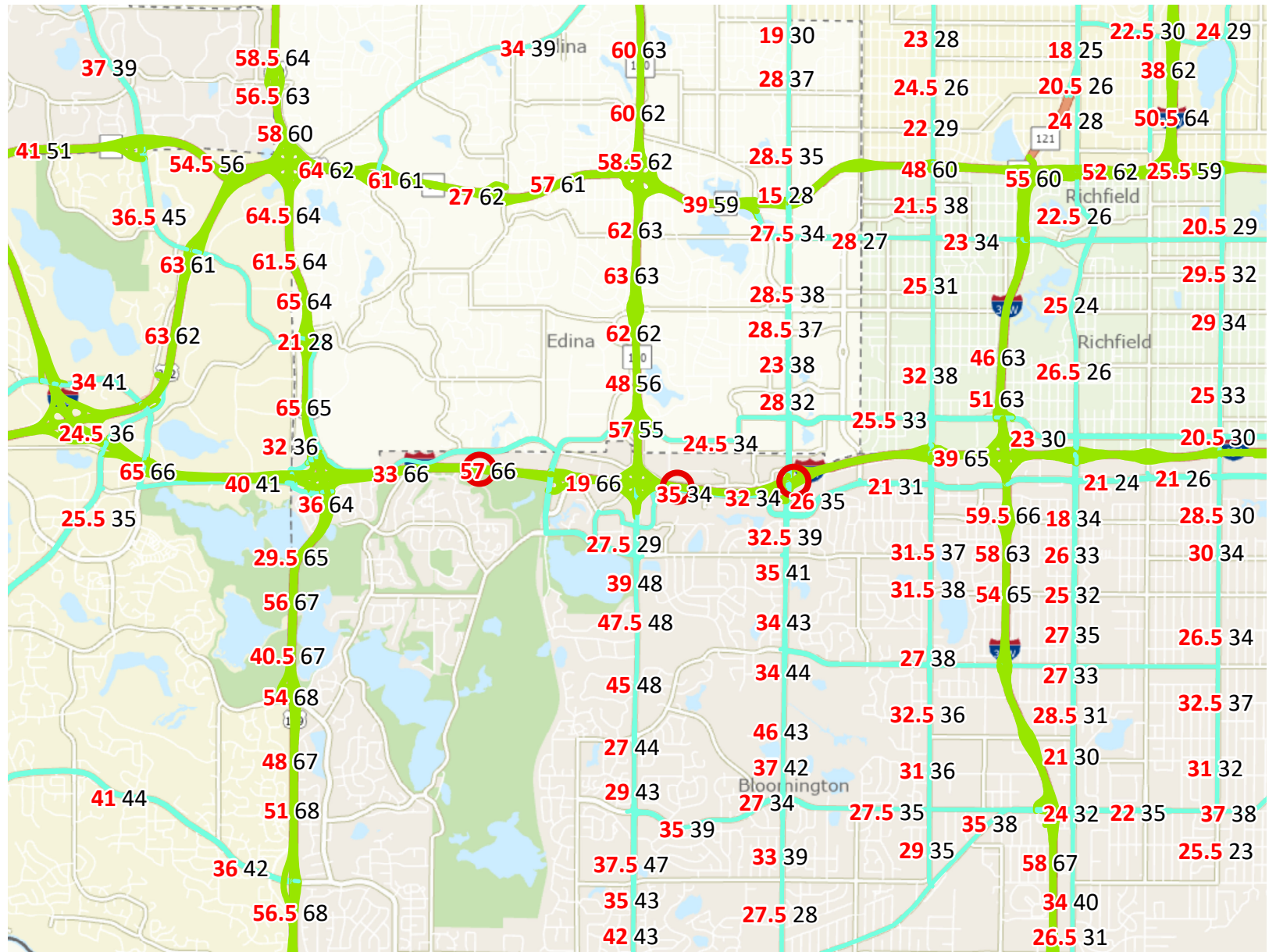


For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gis/notice.aspx>

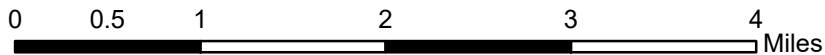


Level of Congestion

Roadway Spot Mobility & Safety Project: Parallel Route | Map ID: 1701876299414



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



Created: 12/6/2023
LandscapeRSA1



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

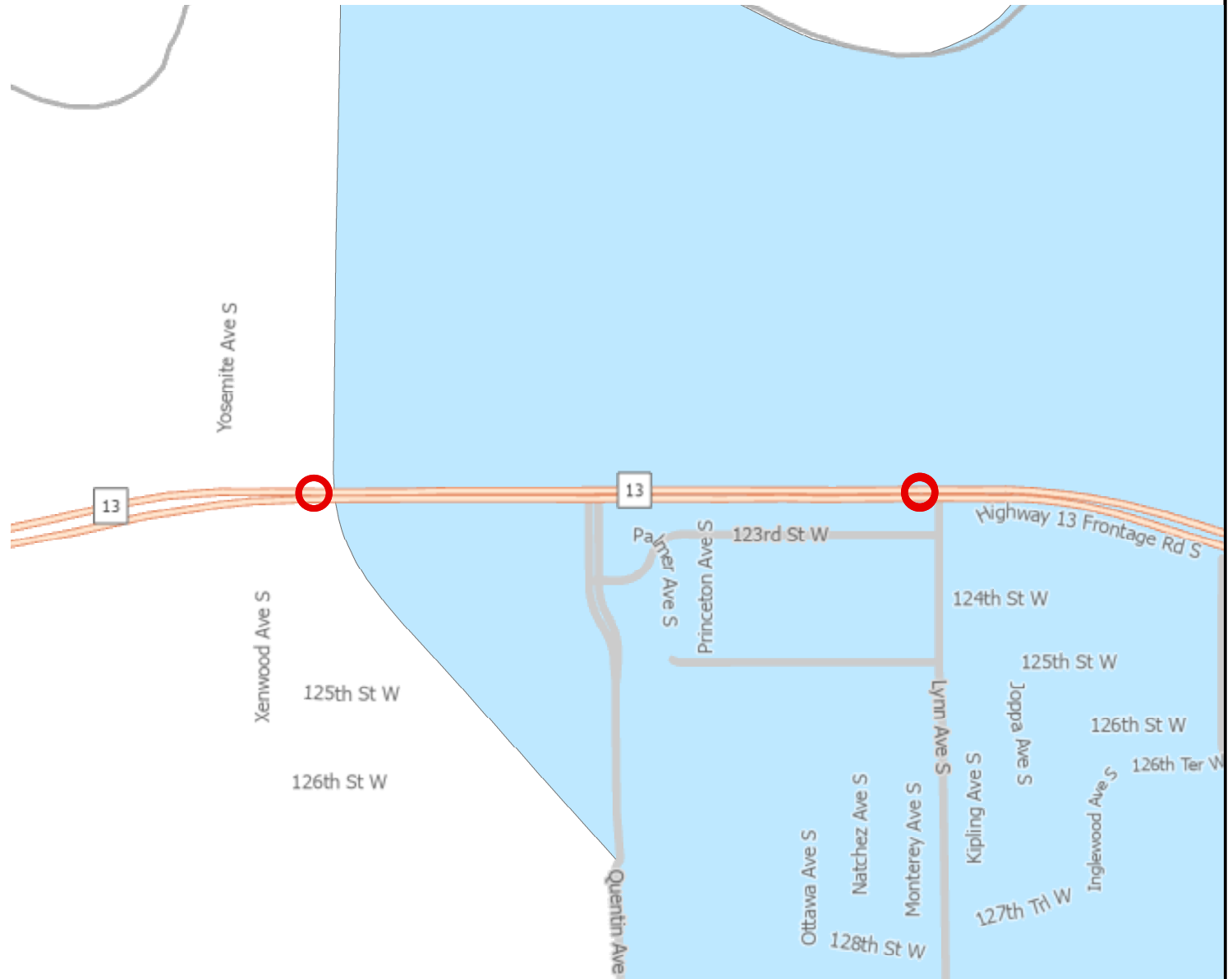


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 76

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



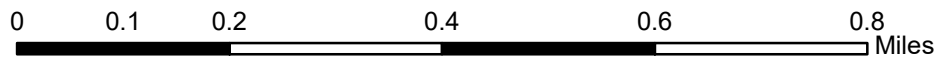
Points



Regional Environmental Justice Area



Area of Concentrated Poverty



Created: 12/4/2023
LandscapeRSA2



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



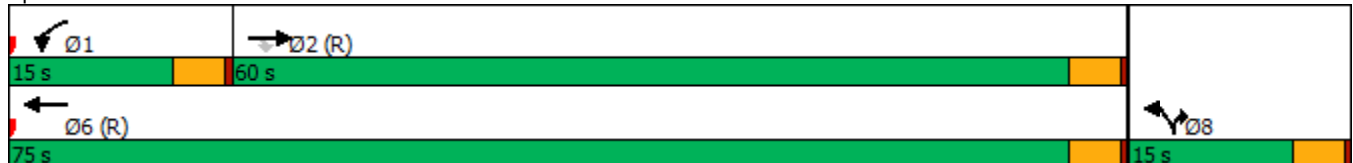


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↙	↑↑	↘	↙
Traffic Volume (vph)	2268	35	60	2565	145	83
Future Volume (vph)	2268	35	60	2565	145	83
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	2		1	6	8	8
Permitted Phases		2				
Detector Phase	2	2	16	6	8	8
Switch Phase						
Minimum Initial (s)	15.0	15.0	7.0	15.0	7.0	7.0
Minimum Split (s)	23.0	23.0	15.0	23.0	15.0	15.0
Total Split (s)	60.0	60.0	15.0	75.0	15.0	15.0
Total Split (%)	66.7%	66.7%	16.7%	83.3%	16.7%	16.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	62.3	62.3	8.6	72.7	9.3	9.3
Actuated g/C Ratio	0.69	0.69	0.10	0.81	0.10	0.10
v/c Ratio	0.89	0.03	0.34	0.86	0.45	0.35
Control Delay	18.9	2.3	43.0	10.0	42.1	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.9	2.3	43.0	10.0	42.1	13.0
LOS	B	A	D	A	D	B
Approach Delay	18.6			10.8	31.5	
Approach LOS	B			B	C	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 15.2
 Intersection LOS: B
 Intersection Capacity Utilization 79.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 50: Quentin Ave & TH 13



50: Quentin Ave & TH 13

Direction	All
Future Volume (vph)	5156
Total Delay / Veh (s/v)	15
CO Emissions (kg)	6.72
NOx Emissions (kg)	1.31
VOC Emissions (kg)	1.56



Lane Group	EBR	WBL	NBL	NBR
Lane Configurations				
Traffic Volume (vph)	35	60	145	83
Future Volume (vph)	35	60	145	83
Turn Type	Over	Prot	Prot	Perm
Protected Phases	2	3	2	
Permitted Phases				2
Detector Phase	2	3	2	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	15.0	15.0	15.0	15.0
Total Split (s)	21.0	19.0	21.0	21.0
Total Split (%)	52.5%	47.5%	52.5%	52.5%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Max	None	None
Act Effct Green (s)	8.9	26.1	8.9	8.9
Actuated g/C Ratio	0.22	0.65	0.22	0.22
v/c Ratio	0.03	0.05	0.37	0.20
Control Delay	0.1	4.6	15.4	5.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	0.1	4.6	15.4	5.0
LOS	A	A	B	A
Approach Delay			11.6	
Approach LOS			B	

Intersection Summary

Cycle Length: 40
 Actuated Cycle Length: 40
 Offset: 0 (0%), Referenced to phase 3:WBL, Start of 1st Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.37
 Intersection Signal Delay: 9.1
 Intersection Capacity Utilization 18.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 50: Quentin Ave & TH 13



50: Quentin Ave & TH 13

Direction	All
Future Volume (vph)	323
Total Delay / Veh (s/v)	9
CO Emissions (kg)	0.26
NOx Emissions (kg)	0.05
VOC Emissions (kg)	0.06

Traffic Safety Benefit-Cost Calculation
 Highway Safety Improvement Program (HSIP) Reactive Project



A. Roadway Description

Route	TH 13	District		County	
Begin RP		End RP		Miles	
Location	Intersection with Quentin Avenue				

B. Project Description

Proposed Work	Convert intersection to a green T intersection		
Project Cost*	\$29,850,000	Installation Year	2028
Project Service Life	30 years	Traffic Growth Factor	

* exclude Right of Way from Project Cost

C. Crash Modification Factor

	Fatal (K) Crashes	Reference	CMF 8655
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	Crash Type	PDO
	Possible Injury (C) Crashes		
0.96	Property Damage Only Crashes		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

0.85	Fatal (K) Crashes	Reference	CMF 8656
0.85	Serious Injury (A) Crashes		
0.85	Moderate Injury (B) Crashes	Crash Type	Injury
0.85	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2020	End Date	12/31/2022	3 years
Data Source				
	Crash Severity	PDO	Injury	
	K crashes			
	A crashes			
	B crashes		3	
	C crashes		8	
	PDO crashes	25		

F. Benefit-Cost Calculation

\$2,531,674	Benefit (present value)	B/C Ratio = 0.09
\$29,850,000	Cost	

Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	\$1,600,000
A crashes	\$800,000
B crashes	\$250,000
C crashes	\$130,000
PDO crashes	\$15,000

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

Real Discount Rate: 0.8% Default
 Traffic Growth Rate: 0.0% Default
 Project Service Life: 30 years Revised

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$0
A crashes	0.00	0.00	\$0
B crashes	0.45	0.15	\$37,500
C crashes	1.20	0.40	\$52,000
PDO crashes	1.00	0.33	\$5,000
			\$94,500

H. Amortized Benefit

Year	Crash Benefits	Present Value	
2028	\$94,500	\$94,500	Total = \$2,531,674
2029	\$94,500	\$93,750	
2030	\$94,500	\$93,006	
2031	\$94,500	\$92,268	
2032	\$94,500	\$91,536	
2033	\$94,500	\$90,809	
2034	\$94,500	\$90,088	
2035	\$94,500	\$89,373	
2036	\$94,500	\$88,664	
2037	\$94,500	\$87,960	
2038	\$94,500	\$87,262	
2039	\$94,500	\$86,570	
2040	\$94,500	\$85,883	
2041	\$94,500	\$85,201	
2042	\$94,500	\$84,525	
2043	\$94,500	\$83,854	
2044	\$94,500	\$83,189	
2045	\$94,500	\$82,528	
2046	\$94,500	\$81,873	
2047	\$94,500	\$81,223	
2048	\$94,500	\$80,579	
2049	\$94,500	\$79,939	
2050	\$94,500	\$79,305	
2051	\$94,500	\$78,676	
2052	\$94,500	\$78,051	
2053	\$94,500	\$77,432	
2054	\$94,500	\$76,817	

2055	\$94,500	\$76,207
2056	\$94,500	\$75,603
2057	\$94,500	\$75,003
0	\$0	\$0

NOTE:

This calculation relies on the real discount rate, which accounts for inflation. No further discounting is necessary.

Traffic Safety Benefit-Cost Calculation
 Highway Safety Improvement Program (HSIP) Reactive Project



A. Roadway Description

Route	Quentin Avenue	District		County	
Begin RP		End RP		Miles	
Location	Intersection with 123rd St				

B. Project Description

Proposed Work	Convert intersection to a Roundabout		
Project Cost*	\$29,850,000	Installation Year	2028
Project Service Life	30 years	Traffic Growth Factor	

* exclude Right of Way from Project Cost

C. Crash Modification Factor

0.52	Fatal (K) Crashes	Reference	CMF 9296
0.52	Serious Injury (A) Crashes		
0.52	Moderate Injury (B) Crashes	Crash Type	All
0.52	Possible Injury (C) Crashes		
0.52	Property Damage Only Crashes		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	Reference	
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	Crash Type	
	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2020	End Date	12/31/2022	3 years
Data Source				
Crash Severity	All	< optional 2nd CMF >		
K crashes				
A crashes				
B crashes				
C crashes	1			
PDO crashes	2			

F. Benefit-Cost Calculation

\$685,830	Benefit (present value)	B/C Ratio = 0.03
\$29,850,000	Cost	

Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	\$1,600,000
A crashes	\$800,000
B crashes	\$250,000
C crashes	\$130,000
PDO crashes	\$15,000

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

Real Discount Rate: 0.8% Default
 Traffic Growth Rate: 0.0% Default
 Project Service Life: 30 years Revised

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$0
A crashes	0.00	0.00	\$0
B crashes	0.00	0.00	\$0
C crashes	0.48	0.16	\$20,800
PDO crashes	0.96	0.32	\$4,800
			\$25,600

H. Amortized Benefit

Year	Crash Benefits	Present Value	
2028	\$25,600	\$25,600	Total = \$685,830
2029	\$25,600	\$25,397	
2030	\$25,600	\$25,195	
2031	\$25,600	\$24,995	
2032	\$25,600	\$24,797	
2033	\$25,600	\$24,600	
2034	\$25,600	\$24,405	
2035	\$25,600	\$24,211	
2036	\$25,600	\$24,019	
2037	\$25,600	\$23,828	
2038	\$25,600	\$23,639	
2039	\$25,600	\$23,452	
2040	\$25,600	\$23,266	
2041	\$25,600	\$23,081	
2042	\$25,600	\$22,898	
2043	\$25,600	\$22,716	
2044	\$25,600	\$22,536	
2045	\$25,600	\$22,357	
2046	\$25,600	\$22,179	
2047	\$25,600	\$22,003	
2048	\$25,600	\$21,829	
2049	\$25,600	\$21,656	
2050	\$25,600	\$21,484	
2051	\$25,600	\$21,313	
2052	\$25,600	\$21,144	
2053	\$25,600	\$20,976	
2054	\$25,600	\$20,810	

2055	\$25,600	\$20,645
2056	\$25,600	\$20,481
2057	\$25,600	\$20,318
0	\$0	\$0

NOTE:

This calculation relies on the real discount rate, which accounts for inflation. No further discounting is necessary.

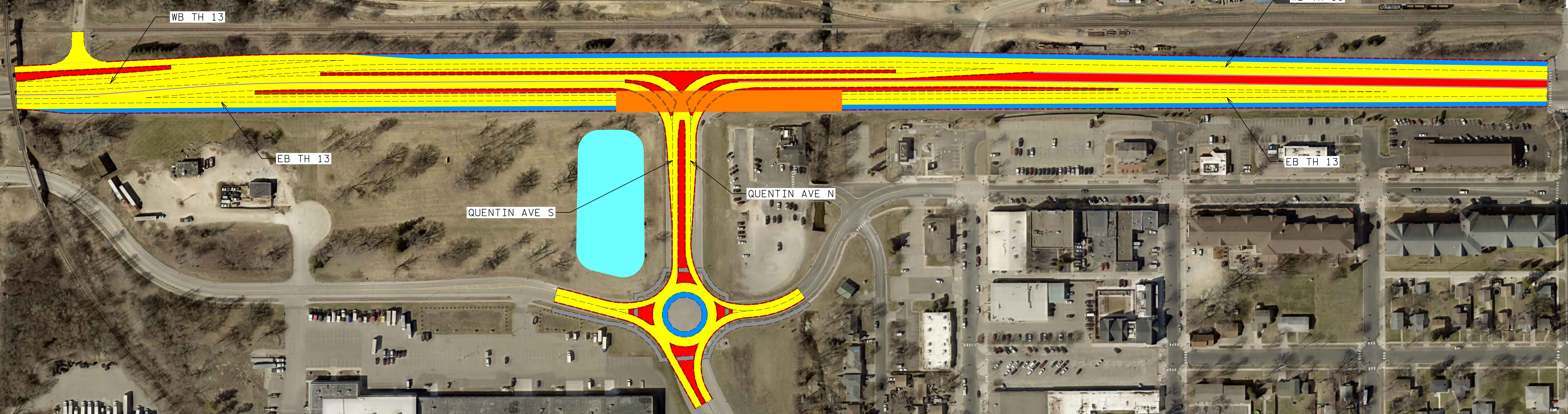
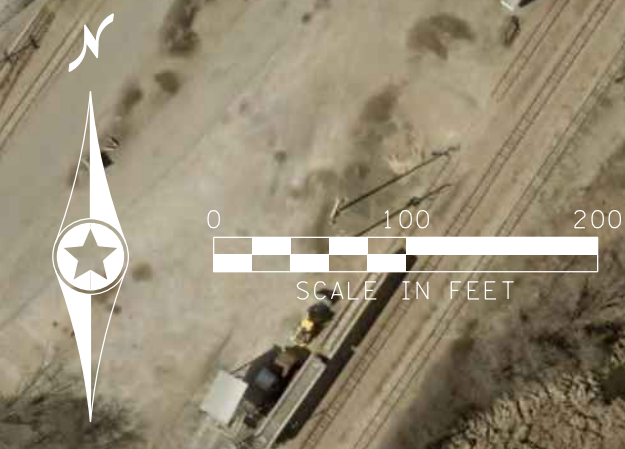
LEGEND

- PAVED ROADWAY
- AGGREGATE ROADWAY & SHOULDERS
- BRIDGES & RETAINING WALLS
- RAISED MEDIANS & CURBS
- PAVED SHOULDERS
- RETAINING TRAILS & SIDEWALKS
- CONCRETE TRAILS & SIDEWALKS
- PROPOSED PONDING LOCATION
- PROPOSED RETAINING WALL



LEGEND

- PAVED ROADWAY
- AGGREGATE ROADWAY & SHOULDERS
- BRIDGES & RETAINING WALLS
- RAISED MEDIANS & CURBS
- PAVED SHOULDERS
- RETAINING TRAILS & SIDEWALKS
- CONCRETE TRAILS & SIDEWALKS
- PROPOSED PONDING LOCATION
- PROPOSED RETAINING WALL



TH 13 - Quentin Ave High T PM Peak Hour

Delay

TH 13/Quentin Ave	
Existing Volume	5156 vehicles
Existing Delay	15 sec/veh
Existing Total Delay	77340 seconds
Future Volume	323 vehicles
Future Delay	9 sec/veh
Total Future Delay	2907 seconds
Reduction	74433 seconds

Quentin Ave/123rd St	
Existing Volume	1078 vehicles
Existing Delay	27 sec/veh
Existing Total Delay	29106 seconds
Future Volume	1078 vehicles
Future Delay	9 sec/veh
Total Future Delay	9702 seconds
Reduction	19404 seconds

Total Network Delay Reduction	93837 seconds
--------------------------------------	----------------------

Emissions

Existing	TH 13/Quentin	Quentin/123rd St	Units
CO	6.72	1.07	kg
NO	1.31	0.21	kg
VOC	1.56	0.25	kg
Intersection Total	9.59	1.53	kg
	Existing Total	11.12	kg

Build	TH 13/Quentin	Quentin/123rd St	Units
CO	0.26	0.77	kg
NO	0.05	0.15	kg
VOC	0.06	0.18	kg
Network Total	0.37	1.1	kg
	Build Total	1.47	kg

Reduction	9.65 kg
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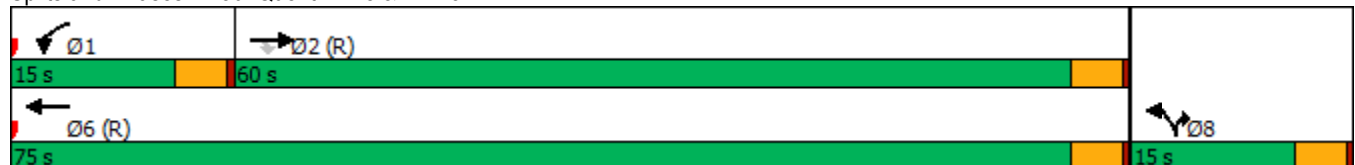


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↙	↑↑	↘↘	↙
Traffic Volume (vph)	2268	35	60	2565	145	83
Future Volume (vph)	2268	35	60	2565	145	83
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	2		1	6	8	8
Permitted Phases		2				
Detector Phase	2	2	16	6	8	8
Switch Phase						
Minimum Initial (s)	15.0	15.0	7.0	15.0	7.0	7.0
Minimum Split (s)	23.0	23.0	15.0	23.0	15.0	15.0
Total Split (s)	60.0	60.0	15.0	75.0	15.0	15.0
Total Split (%)	66.7%	66.7%	16.7%	83.3%	16.7%	16.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	62.3	62.3	8.6	72.7	9.3	9.3
Actuated g/C Ratio	0.69	0.69	0.10	0.81	0.10	0.10
v/c Ratio	0.89	0.03	0.34	0.86	0.45	0.35
Control Delay	18.9	2.3	43.0	10.0	42.1	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.9	2.3	43.0	10.0	42.1	13.0
LOS	B	A	D	A	D	B
Approach Delay	18.6			10.8	31.5	
Approach LOS	B			B	C	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 15.2
 Intersection LOS: B
 Intersection Capacity Utilization 79.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 50: Quentin Ave & TH 13



50: Quentin Ave & TH 13

Direction	All
Future Volume (vph)	5156
Total Delay / Veh (s/v)	15
CO Emissions (kg)	6.72
NOx Emissions (kg)	1.31
VOC Emissions (kg)	1.56

10: Quentin Ave & 123rd St

Direction	All
Future Volume (vph)	1078
Total Delay / Veh (s/v)	27
CO Emissions (kg)	1.07
NOx Emissions (kg)	0.21
VOC Emissions (kg)	0.25



Lane Group	EBR	WBL	NBL	NBR
Lane Configurations				
Traffic Volume (vph)	35	60	145	83
Future Volume (vph)	35	60	145	83
Turn Type	Over	Prot	Prot	Perm
Protected Phases	2	3	2	
Permitted Phases				2
Detector Phase	2	3	2	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	15.0	15.0	15.0	15.0
Total Split (s)	21.0	19.0	21.0	21.0
Total Split (%)	52.5%	47.5%	52.5%	52.5%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Max	None	None
Act Effct Green (s)	8.9	26.1	8.9	8.9
Actuated g/C Ratio	0.22	0.65	0.22	0.22
v/c Ratio	0.03	0.05	0.37	0.20
Control Delay	0.1	4.6	15.4	5.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	0.1	4.6	15.4	5.0
LOS	A	A	B	A
Approach Delay			11.6	
Approach LOS			B	

Intersection Summary

Cycle Length: 40
 Actuated Cycle Length: 40
 Offset: 0 (0%), Referenced to phase 3:WBL, Start of 1st Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.37
 Intersection Signal Delay: 9.1
 Intersection Capacity Utilization 18.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 50: Quentin Ave & TH 13



50: Quentin Ave & TH 13

Direction	All
Future Volume (vph)	323
Total Delay / Veh (s/v)	9
CO Emissions (kg)	0.26
NOx Emissions (kg)	0.05
VOC Emissions (kg)	0.06

Intersection				
Intersection Delay, s/veh	8.6			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	577	147	175	273
Demand Flow Rate, veh/h	589	150	178	279
Vehicles Circulating, veh/h	318	247	546	112
Vehicles Exiting, veh/h	72	477	361	284
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.8	4.7	7.1	5.0
Approach LOS	B	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	589	150	178	279
Cap Entry Lane, veh/h	998	1073	791	1231
Entry HV Adj Factor	0.980	0.983	0.985	0.979
Flow Entry, veh/h	577	147	175	273
Cap Entry, veh/h	977	1055	779	1205
V/C Ratio	0.590	0.140	0.225	0.227
Control Delay, s/veh	11.8	4.7	7.1	5.0
LOS	B	A	A	A
95th %tile Queue, veh	4	0	1	1

10: Quentin Ave & 123rd St

Direction	All
Future Volume (vph)	1078
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.77
NOx Emissions (kg)	0.15
VOC Emissions (kg)	0.18

Intersection				
Intersection Delay, s/veh	8.6			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	577	147	175	273
Demand Flow Rate, veh/h	589	150	178	279
Vehicles Circulating, veh/h	318	247	546	112
Vehicles Exiting, veh/h	72	477	361	284
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.8	4.7	7.1	5.0
Approach LOS	B	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	589	150	178	279
Cap Entry Lane, veh/h	998	1073	791	1231
Entry HV Adj Factor	0.980	0.983	0.985	0.979
Flow Entry, veh/h	577	147	175	273
Cap Entry, veh/h	977	1055	779	1205
V/C Ratio	0.590	0.140	0.225	0.227
Control Delay, s/veh	11.8	4.7	7.1	5.0
LOS	B	A	A	A
95th %tile Queue, veh	4	0	1	1

10: Quentin Ave & 123rd St

Direction	All
Future Volume (vph)	1078
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.77
NOx Emissions (kg)	0.15
VOC Emissions (kg)	0.18

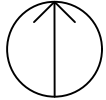
Collision Diagram

No. of Crashes

Location: TH 13 & Quentin Ave

Time Period: Jan 01, 2020 to Dec 31, 2022 Date: Nov 16, 2023

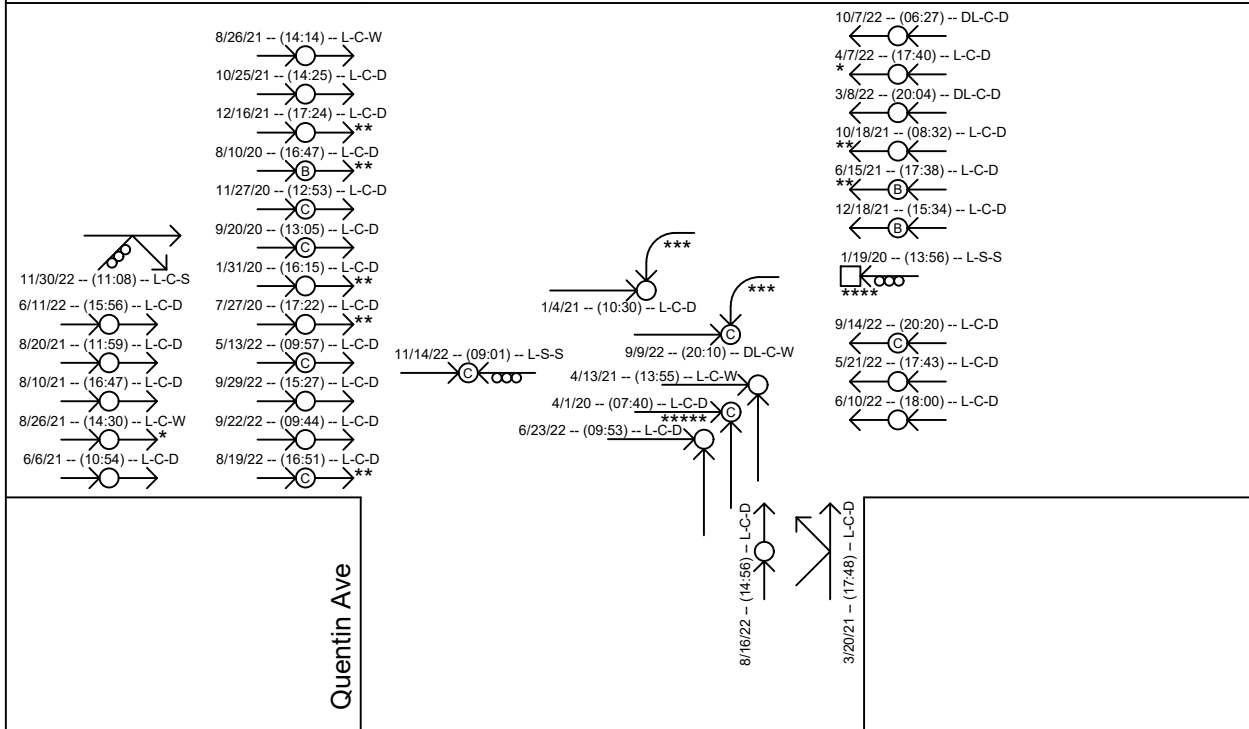
Prepared By: JWR



NORTH

Fatal =	0
A Injury =	0
B Injury =	3
C Injury =	8
Injury Total =	11
Property Damage =	25
Total Crashes =	36

TH 13



KEY

<ul style="list-style-type: none"> Motor Vehicle Backing Up Motor Vehicle Out of Control Motor Vehicle Ahead Details Unclear Pedestrian Fixed Object Fatal Crash A Injury Crash B Injury Crash C Injury Crash Property Damage Crash (PDO) 	<ul style="list-style-type: none"> Sideswipe Rear End - PDO Right Angle - B Injury
---	--

NOTES

2020: 7 2021: 13 2022: 16	<ul style="list-style-type: none"> *Rear end crash occurred in turn lane. **Rear end crash occurred in backups from signal ***Motorist turned during FYA phase ****Motorist lost control when slowing to stop *****Motorist traveling on TH 13 ran red light 				
Light: L = Daylight (1) DN = Dawn (2) DU = Dusk (3) DL = Dark, Lighted (4) DO = Dark, Lights Off (5) D = Dark (6) X = Unknown (0, 90, 99)	Weather: C = Clear or Cloudy (1, 2) R = Rain (3) S = Snow or Sleet (4, 5) F = Fog, Smog, Smoke (6) B = Blowing Sand/Dust (7) W = Severe Crosswinds (8) X = Other/Unknown (0, 90, 99)				
Surface: D = Dry (1) W = Wet or Water (2, 3) S = Snow, Slush, Ice (4, 5, 6) M = Muddy (7) D = Debris (8) O = Oily (9) X = Other/Unknown (0, 90, 99)	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">Other Vehicle</td> <td style="width: 50%; text-align: center;"> Injury Type </td> </tr> <tr> <td colspan="2" style="text-align: center;">[Date] -- [Time (hrs)] -- [Light-Weather-Surface]</td> </tr> </table>	Other Vehicle	Injury Type	[Date] -- [Time (hrs)] -- [Light-Weather-Surface]	
Other Vehicle	Injury Type				
[Date] -- [Time (hrs)] -- [Light-Weather-Surface]					



Existing Crash Diagram
13 & Quentin

Collision Diagram

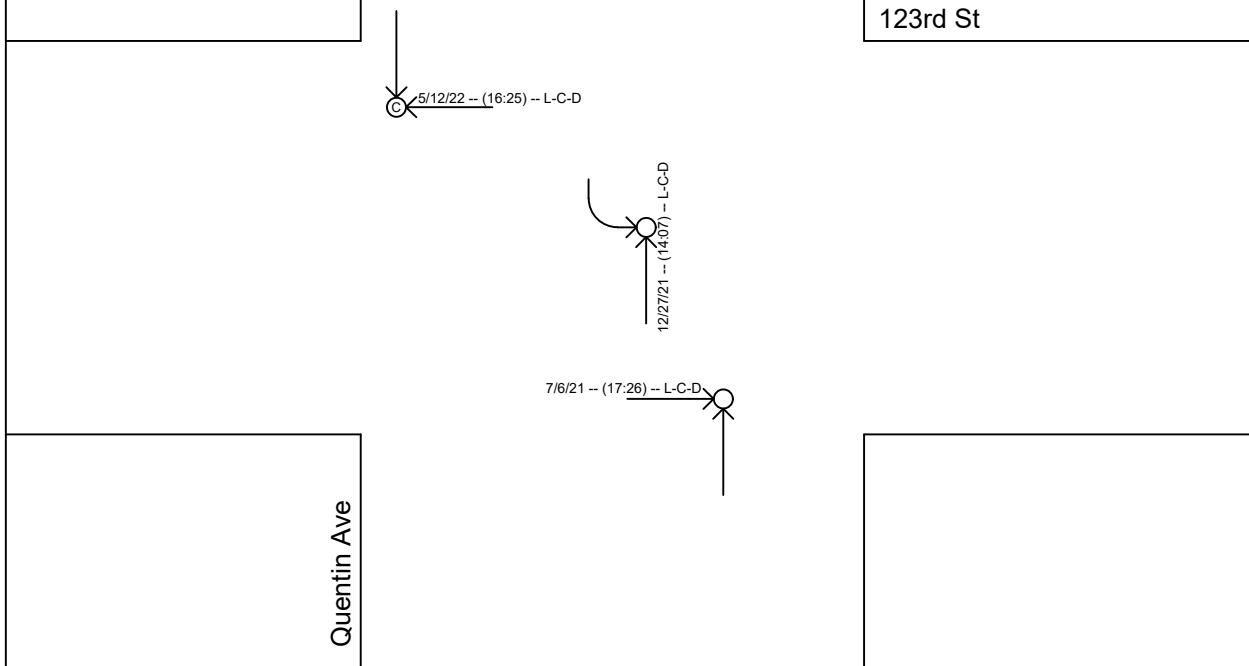
Location: Quentin Ave & 123rd St

Time Period: Jan 01, 2020 to Dec 31, 2022 Date: Nov 16, 2023

Prepared By: JWR

No. of Crashes

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



KEY

- | | | | |
|---|------------------------------|----|------------------------|
| ↔ | Motor Vehicle Backing Up | ↘↗ | Sideswipe |
| ⊗ | Motor Vehicle Out of Control | →⊙ | Rear End - PDO |
| → | Motor Vehicle Ahead | →⊙ | Right Angle - B Injury |
| △ | Details Unclear | | |
| ⤴ | Pedestrian | | |
| □ | Fixed Object | | |
| ● | Fatal Crash | | |
| Ⓐ | A Injury Crash | | |
| Ⓑ | B Injury Crash | | |
| Ⓒ | C Injury Crash | | |
| ○ | Property Damage Crash (PDO) | | |

NOTES

2021: 2
2022: 1

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



Existing Crash Diagram
Quentin & 123rd



Crash Detail Report - Long Form

INCIDENT ID 01027891		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.300		ROUTE NAME MNTH 13	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Not at Intersection/Interc	
LOCAL ID 22506571		DATE 06/11/22		TIME 15:56		DAY OF WEEK Sat		INTERSECT WITH	
CRASH SEVERITY N - Prop Damage Only		MANNER OF COLLISION Sideswipe - Same Direction		NUM VEH 2		NUM KILLED 0		DIV RDWY DIR East	
BASIC TYPE Sideswipe Same Direction		FIRST HARMFUL Motor Vehicle In Transport		ROADWAY SURF Dry		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear	
WORK ZONE TYPE Lane Closure		WORK ZONE LOC Activity Area		WORKERS PRES No		WEATHER SECONDARY		HIT & RUN No	
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2	
								PUBLIC PRIVATE CODE Yes, Public	

Unit 1 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	
PERSON TYPE Driver		AGE 32		SEX Female	
INJURY SEVERITY N - Prop Dmg Only		ZIP 551211720		DL STATE MN	
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Pickup		DL STATUS Valid	
PERSON TYPE Driver		AGE 54		SEX Male	
INJURY SEVERITY N - Prop Dmg Only		ZIP 553372364		DL STATE MN	
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT Front Left Quarter Panel		TOWED? Towed Due to Disabling D
SEQUENCE OF EVENTS Motor Vehicle In Transport Concrete Traffic Barrier		MOST HARMFUL Motor Vehicle In Transport
MANEUVER Swerved or Attempt to Avoid Object in		TRAILERS No
VEHICLE CONTRIBUTING FACTORS SKIDDING		

Unit 2 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT Rear Right Quarter Panel		TOWED? Not Towed
SEQUENCE OF EVENTS Motor Vehicle In Transport		MOST HARMFUL Motor Vehicle In Transport
MANEUVER Slowing		TRAILERS No
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 1 - Person Information		
CONTRIB FACTORS Following Too Closely		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG No
DRUG TEST GIVEN No, Test Not Given		ALCOHOL TEST TYPE
		ALCOHOL TEST RESULT
		DRUG TEST TYPE
		DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG No
DRUG TEST GIVEN No, Test Not Given		ALCOHOL TEST TYPE
		ALCOHOL TEST RESULT
		DRUG TEST TYPE
		DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Eastbound		ALIGNMENT Straight	
ROADWAY DESIGN Two-Way, Not Divided		GRADE Level	
TRAFFIC CONTROL No Controls		SPEED LIMIT 45	
		NUM LANES 1	
		TRAF CONTRL WORKING CODE	

Unit 2 - Roadway Characteristics			
DIRECTION Eastbound		ALIGNMENT Straight	
ROADWAY DESIGN Two-Way, Not Divided		GRADE Level	
TRAFFIC CONTROL No Controls		SPEED LIMIT 45	
		NUM LANES 1	
		TRAF CONTRL WORKING CODE	

ROUTE ID 0300000000000013-I		LATITUDE 44.778878		LONGITUDE -93.351494		UTM X 472191.2		UTM Y 4958446.2	
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

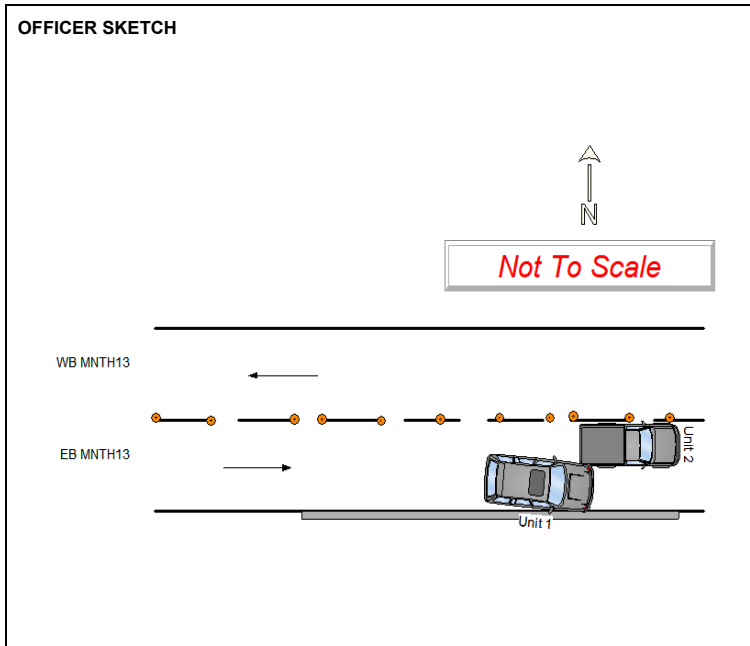
Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 3 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT



NARRATIVE

CRASH OCCURRED EB ON MNTH 13 BEFORE VERNON AVE UNDER THE TRAIN TRACKS IN SAVAGE MN (JUST WEST OF QUENTIN AVE) VEH 1 (NISSAN) VEH 2 (CHEVY) VEH 1 WAS BEHIND VEH 2. VEH 1 DRIVER SAID TRAFFIC STOPPED ABRUPTLY AND IT CAUGHT HER OFF GUARD. SHE SWERVED RIGHT TO AVOID REAR ENDING VEH 2 BUT THERE WASN'T A SHOULDER TO HER RIGHT. THERE WAS A CONCRETE BARRIER. SHE COLLIDED WITH THE CONCRETE BARRIER AS WELL AS COLLIDING WITH THE BACK RIGHT OF VEH 2. SHE GOT SANDWICHED BETWEEN THE BARRICADE AND VEH 2. DRIVER 1 IS AT FAULT BUT WAS NOT ISSUED A CITATION. SHE NEEDS TO MAINTAIN A SAFE DISTANCE IN ORDER TO REACT QUICKLY AND STOP FOR ACTUAL OR POTENTIAL HAZARDS ON THE ROADWAY. END OF REPORT.



Crash Detail Report - Long Form

INCIDENT ID 00822253		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.400		ROUTE NAME MNTH 13	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Four-Way Intersection	
LOCAL ID 20506073		DATE 07/27/20		TIME 17:22		DAY OF WEEK Mon		INTERSECT WITH	
CRASH SEVERITY N - Prop Damage Only		MANNER OF COLLISION Front to Rear		NUM VEH 2		NUM KILLED 0		DIV RDWY DIR East	
BASIC TYPE Rear End		WEATHER PRIMARY Clear		WEATHER SECONDARY		HIT & RUN No		FIRST HARMFUL Motor Vehicle In Transport	
ROADWAY SURF Dry		LIGHT CONDITION Daylight		WORKERS PRES		LAW ENF PRES		PUBLIC PRIVATE CODE No	
WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2	
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2			

Unit 1 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Pickup	DL STATUS Valid	PERSON TYPE Driver
AGE 38	SEX Male	INJURY SEVERITY N - Prop Dmg Only		DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS M - Motorcycle		DL RESTRICTIONS Corrective Lenses		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Sport Utility Vehicle	DL STATUS Valid	PERSON TYPE Driver
AGE 53	SEX Female	INJURY SEVERITY N - Prop Dmg Only		DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS None		DL RESTRICTIONS None		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS Yes		

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Rear	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Vehicle Stopped or Stalled in Roadway
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 2 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Towed Due to Disabling D
INITIAL CONTACT Front	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS SKIDDING		

Unit 1 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
		SPEEDING RELATED Not Speeding
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS Following Too Closely		DRIVER DISTRACTED BY Other Inside the Vehicle (eating, personal hygiene)
		SPEEDING RELATED Too Fast For Conditions
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		NUM LANES 2	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		NUM LANES 2	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 0300000000000013-I		LATITUDE 44.778901		LONGITUDE -93.349447		UTM X 472353.1		UTM Y 4958448.1	
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 3 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

OFFICER SKETCH

Not To Scale

← N →

HWY 13 EB WEST OF QUENTIN AVE, SAVAGE, MN

NARRATIVE

BOTH V'S IN THE LEFT LANE OF TWO LANES GOING EAST BOUND ON HWY 13 APPROACHING QUENTIN AVE IN SAVAGE, MN. V1 WAS STOPPED IN THE LEFT LANE, THE LIGHT AT THE CORNER WAS RED. TRAFFIC WAS STOPPED IN FRONT OF V1. V1 DIDN'T STOP SUDDENLY, THEY WERE STOPPED PRIOR TO BEING HIT. V2 BLASTED V1 WITH FORCE. V2 STATED THE CRASH WASN'T HER FAULT AS V1 STOPPED SUDDENLY IN FRONT OF HER. I ASKED V2 DRIVER WHAT HAPPENED AND SHE SAID SHE DIDN'T KNOW, THEY STOPPED SUDDENLY IN FRONT OF HER AND SHE DIDN'T KNOW. SAVAGE PD WAS ON SCENE BEFORE ME AND HAD BOTH DRIVER'S INFORMATION. V2 HAD A CALL INTO HER SON FOR INSURANCE INFORMATION SHE SAID. I ASKED V2 DRIVER IF SHE NEEDED AN AMBULANCE AND SHE STATED SHE DID NOT. WHILE I WAS DOING THE CRASH REPORT, V2 DRIVER CAME OVER WITH HER PHONE TO SHOW ME A POLICY NUMBER FROM GENERAL INSURANCE. I CALLED THE CUSTOMER SERVICE NUMBER AND FOUND OUT THAT POLICY HAD EXPIRED AT THE END OF JUNE, 2020. I WANTED TO CONFIRM WITH A REPRESENTATIVE AND SPOKE WITH ONE ON SCENE. I FOUND OUT A PAYMENT HAD BEEN MADE VIA TELEPHONE WITHIN THE LAST TWO HOURS ON THIS DAY. I EXPLAINED WHO I WAS AND THAT I WAS AT THE SCENE OF A CRASH THAT HAD INVOLVED V2 DRIVER/OWNER/INSURED. I EXPLAINED THE CRASH HAPPENED AT 1722 HOURS AND SHE TOLD ME THE PAYMENT WAS AT 1747 HOURS ON THIS DATE. I ASKED IF THE VEHICLE WAS COVERED AT 1722 HOURS THEN AND SHE LEFT AND CAME BACK FIVE MINUTES LATER



Crash Detail Report - Long Form

INCIDENT ID 01024162		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.418		ROUTE NAME MNTH 13	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Not at Intersection/Interc	
LOCAL ID 22505419		DATE 05/13/22		TIME 09:57		DAY OF WEEK Fri		INTERSECT WITH 0.50 M W QUINTEN AVE	
CRASH SEVERITY C - Possible Injury		MANNER OF COLLISION Front to Rear		NUM VEH 2		NUM KILLED 0		DIV RDWY DIR East	
BASIC TYPE Rear End		FIRST HARMFUL Motor Vehicle In Transport		WEATHER PRIMARY Clear		WEATHER SECONDARY		HIT & RUN No	
ROADWAY SURF Dry		LIGHT CONDITION Daylight		WORKERS PRES Yes		LAW ENF PRES No		PUBLIC PRIVATE CODE No	
WORK ZONE TYPE Work on Shoulder/Median		WORK ZONE LOC Activity Area		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2			
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No					

Unit 1 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	
PERSON TYPE Driver		AGE 37		SEX Female	
INJURY SEVERITY C - Possible Injury		ZIP 553373843		DL STATE MN	
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Asleep or Fatigued			VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	
PERSON TYPE Driver		AGE 39		SEX Male	
INJURY SEVERITY N - Prop Dmg Only		ZIP 553184611		DL STATE MN	
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT Front		TOWED? Towed Due to Disabling D
SEQUENCE OF EVENTS Motor Vehicle In Transport		TRAILERS No
MANEUVER Moving Forward		VEHICLE CONTRIBUTING FACTORS SKIDDING

Unit 2 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT Rear		TOWED? Not Towed
SEQUENCE OF EVENTS Motor Vehicle In Transport		TRAILERS No
MANEUVER Moving Forward		VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH

Unit 1 - Person Information		
CONTRIB FACTORS Following Too Closely		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG No
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST TYPE		DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG No
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST TYPE		DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Eastbound		ALIGNMENT Straight	
ROADWAY DESIGN Two-Way, Not Divided		GRADE Level	
TRAFFIC CONTROL No Controls		SPEED LIMIT 50	
NUM LANES 1		TRAF CONTRL WORKING CODE	

Unit 2 - Roadway Characteristics			
DIRECTION Eastbound		ALIGNMENT Straight	
ROADWAY DESIGN Two-Way, Not Divided		GRADE Level	
TRAFFIC CONTROL No Controls		SPEED LIMIT 50	
NUM LANES 1		TRAF CONTRL WORKING CODE	

ROUTE ID 0300000000000013-I		LATITUDE 44.778905		LONGITUDE -93.349086		UTM X 472381.7		UTM Y 4958448.4	
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS		MANEUVER
		VEHICLE CONTRIBUTING FACTORS

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS		MANEUVER
		VEHICLE CONTRIBUTING FACTORS

Unit 3 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY
		SPEEDING RELATED
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY
		SPEEDING RELATED
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

OFFICER SKETCH

Not To Scale

NARRATIVE
 U1 FELL ASLEEP AND REAR ENDED U2 IN THE CONSTRUCTION ZONE EB HWY 13 IN THE AREA OF QUINTEN IN SAVAGE MN



Crash Detail Report - Long Form

INCIDENT ID 00784736		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.490		ROUTE NAME MNTH 13	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Not at Intersection/Interc	
LOCAL ID 20002279		DATE 01/31/20		TIME 16:15		DAY OF WEEK Fri		INTERSECT WITH	
CRASH SEVERITY N - Prop Damage Only		MANNER OF COLLISION Front to Rear		NUM VEH 2		NUM KILLED 0		DIV RDWY DIR East	
BASIC TYPE Rear End		FIRST HARMFUL Motor Vehicle In Transport		ROADWAY SURF Dry		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear	
WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC		WORKERS PRES		HIT & RUN No		PUBLIC PRIVATE CODE No	
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2	

Unit 1 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Sport Utility Vehicle		DL STATUS Valid
PERSON TYPE Driver		AGE 17		SEX Male
INJURY SEVERITY N - Prop Dmg Only		ZIP 553181025		DL STATE MN
DL CLASS				
DL ENDORSEMENTS None		DL RESTRICTIONS None		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Sport Utility Vehicle		DL STATUS Valid
PERSON TYPE Driver		AGE 50		SEX Female
INJURY SEVERITY N - Prop Dmg Only		ZIP 553781983		DL STATE MN
DL CLASS				
D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS None		DL RESTRICTIONS Corrective Lenses		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE Not Towed
INITIAL CONTACT Front		TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS Unknown		

Unit 2 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE Not Towed
INITIAL CONTACT Rear		TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Vehicle Stopped or Stalled in Roadway
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 1 - Person Information		
CONTRIB FACTORS Unknown		DRIVER DISTRACTED BY Unknown
NON-MOTORIST MANEUVER		SPEEDING RELATED Unknown
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG No
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG No
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 50
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		NUM LANES 2	
TRAFFIC CONTROL No Controls		TRAF CONTRL WORKING CODE	

Unit 2 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 50
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		NUM LANES 2	
TRAFFIC CONTROL No Controls		TRAF CONTRL WORKING CODE	

ROUTE ID 0300000000000013-I	LATITUDE 44.778919	LONGITUDE -93.347635	UTM X 472496.5	UTM Y 4958449.5
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

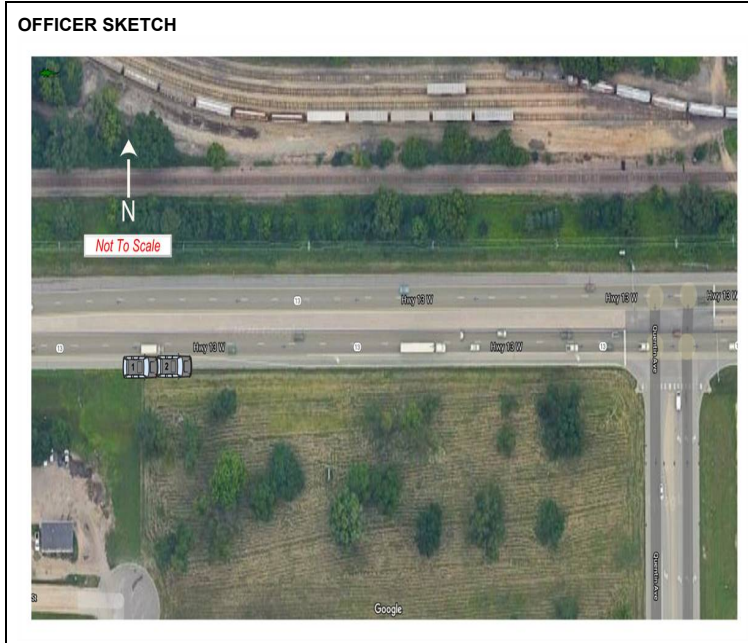
Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS		MANEUVER
		VEHICLE CONTRIBUTING FACTORS

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS		MANEUVER
		VEHICLE CONTRIBUTING FACTORS

Unit 3 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY
		SPEEDING RELATED
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY
		SPEEDING RELATED
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT



NARRATIVE

UNITS 1 AND 2 WERE BOTH EASTBOUND HIGHWAY 13 NEAR QUENTIN AVE. UNIT 2 WAS STOPPED AT THE RED LIGHT WHEN IT WAS REAR ENDED BY UNIT 1. DRIVER 2 SAID THAT SHE WAS WAITING FOR TRAFFIC TO MOVE WHEN SHE WAS STRUCK. DRIVER 2 DID NOT HAVE ANY COMPLAINTS OF INJURIES. DRIVER 1 SAID THAT TRAFFIC HAD BEEN MOVING THROUGH THE GREEN LIGHT WHEN THE LIGHT CHANGED TO RED, AND AN UNKNOWN VEHICLE IN FRONT OF UNIT 2 SLAMMED ON ITS BRAKES TO STOP. DRIVER 1 SAID THAT HE BRAKED BUT WAS UNABLE TO STOP IN TIMES. DRIVER 1 ESTIMATED HE WAS GOING 20-25MPH AT THE TIME OF IMPACT. BOTH UNITS PULLED INTO A NEARBY PARKING LOT AND EXCHANGED INFORMATION.



Crash Detail Report - Long Form

INCIDENT ID 00981398		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.526		ROUTE NAME MNTH 13	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Not at Intersection/Interc	
LOCAL ID 21512284		DATE 12/16/21		TIME 17:24		DAY OF WEEK Thu		INTERSECT WITH 200 F W QUENTIN AVE	
CRASH SEVERITY N - Prop Damage Only		MANNER OF COLLISION Front to Rear		NUM VEH 4		NUM KILLED 0		DIV RDWY DIR East	
BASIC TYPE Rear End		WEATHER PRIMARY Clear		WEATHER SECONDARY		HIT & RUN No		FIRST HARMFUL Motor Vehicle In Transport	
ROADWAY SURF Dry		LIGHT CONDITION Daylight		WORKERS PRES		LAW ENF PRES		PUBLIC PRIVATE CODE No	
WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2	
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2			

Unit 1 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Pickup		DL STATUS Valid	
PERSON TYPE Driver		AGE 65		SEX Male	
INJURY SEVERITY N - Prop Dmg Only		ZIP 554252331		DL STATE MN	
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS Corrective Lenses		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	
PERSON TYPE Driver		AGE 51		SEX Male	
INJURY SEVERITY N - Prop Dmg Only		ZIP 559171138		DL STATE MN	
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS M - Motorcycle			DL RESTRICTIONS Corrective Lenses		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT Front		TOWED? Towed Due to Disabling D
SEQUENCE OF EVENTS Motor Vehicle In Transport		TRAILERS No
MANEUVER Moving Forward		VEHICLE CONTRIBUTING FACTORS SKIDDING

Unit 2 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT Rear		TOWED? Towed Due to Disabling D
SEQUENCE OF EVENTS Motor Vehicle In Transport		TRAILERS No
MANEUVER Slowing		VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH

Unit 1 - Person Information		
CONTRIB FACTORS Following Too Closely		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG No
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST TYPE		DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG No
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST TYPE		DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Eastbound		ALIGNMENT Straight	
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		GRADE Level	
TRAFFIC CONTROL Traffic Control Signal		SPEED LIMIT 50	
NUM LANES 2		TRAFFIC CONTROL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Eastbound		ALIGNMENT Straight	
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		GRADE Level	
TRAFFIC CONTROL Traffic Control Signal		SPEED LIMIT 50	
NUM LANES 2		TRAFFIC CONTROL WORKING CODE Operational	

ROUTE ID 0300000000000013-I		LATITUDE 44.778922		LONGITUDE -93.346885		UTM X 472555.9		UTM Y 4958449.5	
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Crash Detail Report - Long Form

Unit 3 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car	DL STATUS Valid	PERSON TYPE Driver
AGE 19	SEX Male	INJURY SEVERITY N - Prop Dmg Only	ZIP 553373445	DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS None		DL RESTRICTIONS None		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 4 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Pickup	DL STATUS Valid	PERSON TYPE Driver
AGE 36	SEX Male	INJURY SEVERITY N - Prop Dmg Only	ZIP 551222104	DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS None		DL RESTRICTIONS Corrective Lenses		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		


Unit 3 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Towed Due to Disabling D
INITIAL CONTACT Rear	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport Motor Vehicle In Transport	MANEUVER Slowing	VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH

Unit 4 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Rear	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport	MANEUVER Slowing	VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH

Unit 3 - Person Information		
CONTRIB FACTORS No Clear Contributing Action	DRIVER DISTRACTED BY Not Distracted	
	SPEEDING RELATED Not Speeding	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL No	LE SUSPECTS DRUG No	
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

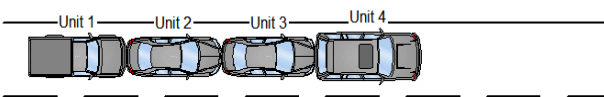
Unit 4 - Person Information		
CONTRIB FACTORS No Clear Contributing Action	DRIVER DISTRACTED BY Not Distracted	
	SPEEDING RELATED Not Speeding	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL No	LE SUSPECTS DRUG No	
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

OFFICER SKETCH



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N

Not To Scale



EB MNTH 13

NARRATIVE

CRASH OCCURRED EB HWY 13 WEST OF QUENTIN AVE VEH 1 (123XGG) VEH 2 (605XDZ) VEH 3 (EDK682) VEH 4 (EFS747) VEH 1 WAS BEHIND VEH 2. VEH 2 WAS BEHIND VEH 3 AND VEH 3 WAS BEHIND VEH 4. ALL VEHICLES WERE LEFT LANE SLOWING FOR TRAFFIC WHO WERE STOPPED AHEAD AT QUENTIN AVE. DRIVER OF VEH 1 STATED HE WAS APPROACHING TRAFFIC AND SAID HE TRIED TO STOP IN TIME BUT COULD NOT. HE SAID HE WAS NOT DISTRACTED AND THOUGHT MAYBE HIS LOAD IN THE TRUCK BED WAS TOO HEAVY. HE WAS CARRYING WOOD SCRAPS AND DID NOT APPEAR TO BE A HEAVY LOAD. THE DRIVER OF VEH 1 ALSO SAID HE THINKS HE COULD HAVE BEEN FOLLOWING TOO CLOSE WHICH RESULTED IN A SLOWER REACTION TIME. ALL OTHER DRIVERS SAID THAT IT WAS A CHAIN REACTION CAUSED BY VEH 1. NO INJURIES AND ALL VEHICLES EXCEPT VEH 4 WERE TOWED BY ALLENS TOWING. VEH 1 HAS SEVERE DAMAGE TO FRONT. VEH 2 HAS SEVERE DAMAGE TO FRONT AND REAR. VEH 3 HAS SEVERE DAMAGE TO REAR. VEH 4 HAS MINOR DAMAGE TO REAR. VEH 1 DRIVER IS AT FAULT AND WAS ISSUED A CITATION FOR DUTY TO DRIVE WITH DUE CARE. VEH 2-4 ARE NOT AT FAULT. ASSISTING AGENCIES : SAVAGE PD AND FIRE END OF REPORT.



Crash Detail Report - Long Form

INCIDENT ID 01048891		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.552		ROUTE NAME EB MNTH 13 @ QUINTEN AVE	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Not at Intersection/Interc	
LOCAL ID 22510959		DATE 09/29/22		TIME 15:27		DAY OF WEEK Thu		INTERSECT WITH	
CRASH SEVERITY N - Prop Damage Only		MANNER OF COLLISION Front to Rear		NUM VEH 2		NUM KILLED 0		DIV RDWY DIR East	
BASIC TYPE Rear End		FIRST HARMFUL Motor Vehicle In Transport		ROADWAY SURF Dry		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear	
WORK ZONE TYPE Lane Closure		WORK ZONE LOC Termination Area		WORKERS PRES Yes		WEATHER SECONDARY		HIT & RUN No	
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2	
PUBLIC PRIVATE CODE No		LAW ENF PRES No		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2			

Unit 1 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid
PERSON TYPE Driver		AGE 30		SEX Male
INJURY SEVERITY N - Prop Dmg Only		ZIP 553792663		DL STATE MN
DL CLASS A Commercial				
DL ENDORSEMENTS T - Double or Triple Trailers		DL RESTRICTIONS Automatic Transmission CMV		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Medium / Heavy Tr		DL STATUS Valid
PERSON TYPE Driver		AGE 54		SEX Male
INJURY SEVERITY N - Prop Dmg Only		ZIP 553372104		DL STATE MN
DL CLASS A Commercial				
DL ENDORSEMENTS M - Motorcycle		DL RESTRICTIONS Corrective Lenses		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE Not Towed
INITIAL CONTACT Rear		MOST HARMFUL Motor Vehicle In Transport
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Vehicle Stopped or Stalled in Roadway
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 2 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE Not Towed
INITIAL CONTACT Front		MOST HARMFUL Motor Vehicle In Transport
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS SKIDDING		

Unit 1 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG No
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST TYPE		DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS Following Too Closely		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG No
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST TYPE		DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 45
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 2	
TRAFFIC CONTROL No Controls		TRAF CONTRL WORKING CODE	

Unit 2 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 45
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 2	
TRAFFIC CONTROL No Controls		TRAF CONTRL WORKING CODE	

ROUTE ID 030000000000013-I	LATITUDE 44.778923	LONGITUDE -93.346357	UTM X 472597.6	UTM Y 4958449.5
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

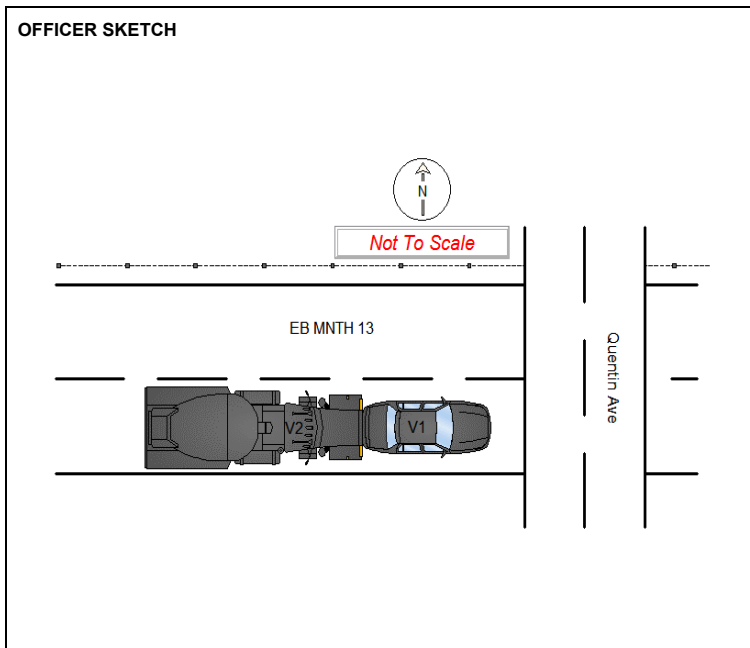
Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 3 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT



NARRATIVE
 EB MNTH 13 @ QUENTIN AVE, SAVAGE DV1 STATED HE WAS STOPPED IN TRAFFIC IN THE RIGHT LANE AT THE STOP LIGHT WHEN HE WAS REAR ENDED BY VEH2. DV2 STATED HE WAS STOPPED IN THE RIGHT LANE IN TRAFFIC BEHIND VEH1. DV2 STATED HE SAW VEHICLES AHEAD IN THE LANE START ROLLING FORWARD AND HE STARTED TO ACCELERATE IN ANTICIPATION THAT VEH1 WAS GOING TO MOVE FORWARD AS WELL. DV1 DID NOT MOVE FORWARD AND DV2 REAR ENDED VEH1. NO INJURIES, NO TOWS.



Crash Detail Report - Long Form

INCIDENT ID 00969867		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.559		ROUTE NAME MNTH 13		
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Not at Intersection/Interc		LOCAL ID 21510219
CRASH SEVERITY N - Prop Damage Only		DATE 10/25/21		TIME 14:25		DAY OF WEEK Mon		INTERSECT WITH 25 F E QUINTEN		
BASIC TYPE Rear End		MANNER OF COLLISION Front to Rear		NUM VEH 2	NUM KILLED 0	DIV RDWY DIR East		FIRST HARMFUL Motor Vehicle In Transport		
ROADWAY SURF Dry		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear		WEATHER SECONDARY		HIT & RUN No		PUBLIC PRIVATE CODE No
WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC			WORKERS PRES			LAW ENF PRES		
ON/OFF TRAFFICWAY Non-Trafficway		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No	ROAD CONTRIB CIRCUM 1 None			ROAD CONTRIB CIRCUM 2		

Unit 1 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	PERSON TYPE Driver
AGE 36	SEX Female	INJURY SEVERITY N - Prop Dmg Only		ZIP	DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS Corrective Lenses		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS Yes		

Unit 2 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Medium / Heavy Tr		DL STATUS Valid	PERSON TYPE Driver
AGE 57	SEX Male	INJURY SEVERITY N - Prop Dmg Only		ZIP	DL STATE MN
DL CLASS B Commercial					
DL ENDORSEMENTS M - Motorcycle			DL RESTRICTIONS Corrective Lenses		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Towed Due to Disabling D
INITIAL CONTACT Front	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS SKIDDING		

Unit 2 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Rear	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 1 - Person Information		
CONTRIB FACTORS Following Too Closely		DRIVER DISTRACTED BY Not Distracted
SPEEDING RELATED Not Speeding		
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
SPEEDING RELATED Not Speeding		
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 55
ROADWAY DESIGN Two-Way, Not Divided		NUM LANES 2	
TRAFFIC CONTROL No Controls		TRAF CONTRL WORKING CODE	

Unit 2 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 55
ROADWAY DESIGN Two-Way, Not Divided		NUM LANES 2	
TRAFFIC CONTROL No Controls		TRAF CONTRL WORKING CODE	

ROUTE ID 0300000000000013-I		LATITUDE 44.778924		LONGITUDE -93.346090		UTM X 472618.8		UTM Y 4958449.5	
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 3 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

OFFICER SKETCH

Not To Scale

NARRATIVE
 UNIT 1 REAR ENDED UNIT 2 EB HWY 13 JWO QUINTEN IN SAVAGE



Crash Detail Report - Long Form

INCIDENT ID 00836270		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.561		ROUTE NAME MNTH 13			
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Not at Intersection/Interc		LOCAL ID 20506509	
CRASH SEVERITY B - Minor Injury		DATE 08/10/20		TIME 16:47		DAY OF WEEK Mon		INTERSECT WITH			
BASIC TYPE Rear End		MANNER OF COLLISION Front to Rear		NUM VEH 2	NUM KILLED 0	DIV RDWY DIR East		FIRST HARMFUL Motor Vehicle In Transport			
ROADWAY SURF Dry		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear		WEATHER SECONDARY		HIT & RUN No		PUBLIC PRIVATE CODE No	
WORK ZONE TYPE NOT APPLICABLE			WORK ZONE LOC			WORKERS PRES			LAW ENF PRES		
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2			

Unit 1 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	PERSON TYPE Driver
AGE 51	SEX Male	INJURY SEVERITY N - Prop Dmg Only		ZIP 551223307	DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Pickup		DL STATUS Valid	PERSON TYPE Driver
AGE 74	SEX Male	INJURY SEVERITY B - Minor Injury		ZIP 55068	DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Front	MOST HARMFUL	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS SKIDDING		

Unit 2 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Rear	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Slowing
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 1 - Person Information		
CONTRIB FACTORS Following Too Closely	DRIVER DISTRACTED BY Outside the Vehicle (includes unspecified external)	
SPEEDING RELATED Not Speeding		
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL No	LE SUSPECTS DRUG No	
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action	DRIVER DISTRACTED BY Not Distracted	
SPEEDING RELATED Not Speeding		
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL No	LE SUSPECTS DRUG No	
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 50
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		NUM LANES 2	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 50
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		NUM LANES 2	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 0300000000000013-I		LATITUDE 44.778924		LONGITUDE -93.346185		UTM X 472611.2		UTM Y 4958449.5	
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 3 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

OFFICER SKETCH

The sketch shows a top-down view of a two-lane road labeled 'Hwy 13 W'. Unit 1 is a car in the left lane, and Unit 2 is a truck in the right lane. A north arrow points upwards, and a red text box says 'Not To Scale'.

NARRATIVE
 CRASH OCCURRED EB HWY 13 RIGHT BEFORE QUENTIN AVE STREET LIGHTS. TRAFFIC WAS HEAVY AND BACKED UP FROM QUENTIN AVE ST LIGHTS. VEH 1 (PC) VEH 2(TRUCK) VEH 1 WAS IN THE RIGHT LANE BEHIND VEH 2 TRAVELING EAST ON MNTH 13. TRAFFIC WAS HEAVY AND STOPPED DUE TO A RED LIGHT. VEH 2 STOPPED FOR TRAFFIC. VEH 1 DID NOT STOP AND COLLIDED WITH THE REAR OF VEH 2. VEH 1 DRIVER SAID HE WAS READING THE PLATE OF VEH 2 AND DIDN'T REALIZE TRAFFIC WAS STOPPING. HE SAID HE IS AT FAULT. NO CITATION ISSUED. MODERATE FRONT END DAMAGE BUT FUNCTIONAL TO VEH 2. MINOR DAMAGE TO VEH 2. NO TOWS NEEDED. END OF REPORT.



Crash Detail Report - Long Form

INCIDENT ID 00938330		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.571		ROUTE NAME MNTH 13		
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Four-Way Intersection		LOCAL ID 21508073
CRASH SEVERITY N - Prop Damage Only		DATE 08/26/21		TIME 14:14		DAY OF WEEK Thu		INTERSECT WITH QUENTIN		
BASIC TYPE Rear End		MANNER OF COLLISION Front to Rear		NUM VEH 2	NUM KILLED 0	DIV RDWY DIR East		FIRST HARMFUL Motor Vehicle In Transport		
ROADWAY SURF Wet		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear		WEATHER SECONDARY		HIT & RUN No		PUBLIC PRIVATE CODE No
WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC			WORKERS PRES			LAW ENF PRES		
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No	ROAD CONTRIB CIRCUM 1 Road Surface Condition (wet, icy, sn)			ROAD CONTRIB CIRCUM 2		

Unit 1 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	PERSON TYPE Driver
AGE 42	SEX Male	INJURY SEVERITY N - Prop Dmg Only		ZIP	DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS Corrective Lenses		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	PERSON TYPE Driver
AGE 35	SEX Male	INJURY SEVERITY N - Prop Dmg Only		ZIP	DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Front	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS SKIDDING		

Unit 2 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Rear	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 1 - Person Information		
CONTRIB FACTORS Following Too Closely		DRIVER DISTRACTED BY Not Distracted
SPEEDING RELATED Not Speeding		
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
SPEEDING RELATED Not Speeding		
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 55
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 2	
TRAFFIC CONTROL No Controls		TRAF CONTRL WORKING CODE	

Unit 2 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 55
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 2	
TRAFFIC CONTROL No Controls		TRAF CONTRL WORKING CODE	

ROUTE ID 0300000000000013-I		LATITUDE 44.778924		LONGITUDE -93.345971		UTM X 472628.2		UTM Y 4958449.5	
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS		MANEUVER
		VEHICLE CONTRIBUTING FACTORS

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS		MANEUVER
		VEHICLE CONTRIBUTING FACTORS

Unit 3 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY
		SPEEDING RELATED
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY
		SPEEDING RELATED
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

OFFICER SKETCH

Unit 2

Unit 1

HWY 13

N

Not To Scale

NARRATIVE
 U1 REAR ENDED U2 EB HWY 13 AT QUENTIN AVE IN SAVAGE.
 PASSENGER / OWNER OF U2 WAS CITED FOR NO INSURANCE



Crash Detail Report - Long Form

INCIDENT ID 01047167		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.589		ROUTE NAME MNTH 13	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Not at Intersection/Interc	
LOCAL ID 22021656		DATE 09/22/22		TIME 09:44		DAY OF WEEK Thu		INTERSECT WITH	
CRASH SEVERITY N - Prop Damage Only		MANNER OF COLLISION Front to Rear		NUM VEH 2		NUM KILLED 0		DIV RDWY DIR	
BASIC TYPE Rear End		WEATHER PRIMARY Clear		WEATHER SECONDARY		HIT & RUN No		PUBLIC PRIVATE CODE No	
ROADWAY SURF Dry		LIGHT CONDITION Daylight		WORKERS PRES		LAW ENF PRES			
WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2			
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No					

Unit 1 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Cargo Van 10,000		DL STATUS Valid
PERSON TYPE Driver		AGE 53		SEX Male
INJURY SEVERITY N - Prop Dmg Only		ZIP 554382173		DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS None		DL RESTRICTIONS None		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid
PERSON TYPE Driver		AGE 65		SEX Male
INJURY SEVERITY N - Prop Dmg Only		ZIP 553474930		DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS None		DL RESTRICTIONS None		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Rear	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport	MANEUVER Slowing	
	VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH	

Unit 2 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Towed Due to Disabling D
INITIAL CONTACT Front	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport	MANEUVER Slowing	
	VEHICLE CONTRIBUTING FACTORS Unknown	

Unit 1 - Person Information		
CONTRIB FACTORS No Clear Contributing Action	DRIVER DISTRACTED BY Not Distracted	
	SPEEDING RELATED Not Speeding	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL No	LE SUSPECTS DRUG No	
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS Unknown	DRIVER DISTRACTED BY Unknown	
	SPEEDING RELATED Not Speeding	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL No	LE SUSPECTS DRUG No	
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 50
ROADWAY DESIGN Two-Way, Divided, No Median Barrier	NUM LANES 5		
TRAFFIC CONTROL Traffic Control Signal	TRAF CONTRL WORKING CODE Operational		

Unit 2 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 50
ROADWAY DESIGN Two-Way, Divided, No Median Barrier	NUM LANES 5		
TRAFFIC CONTROL Traffic Control Signal	TRAF CONTRL WORKING CODE Operational		

ROUTE ID 030000000000013-I	LATITUDE 44.778925	LONGITUDE -93.345605	UTM X 472657.1	UTM Y 4958449.5
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

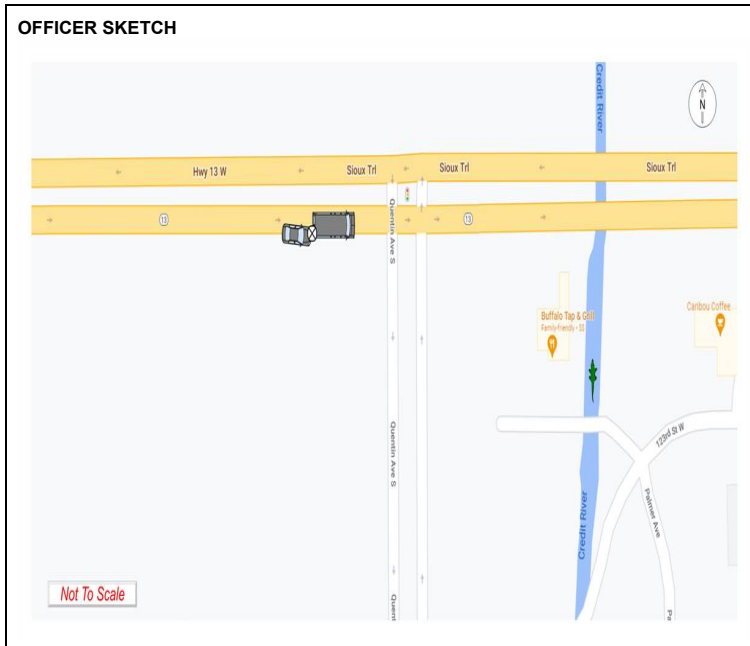
Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 3 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT



NARRATIVE
 VEHICLE 1 WAS TRAVELING EASTBOUND ON HWY 13 IN THE RIGHT-HAND LANE SLOWING FOR A RED LIGHT ON A TRAFFIC SIGNAL NEAR THE INTERSECTION OF QUENTIN AVE. VEHICLE 2 WAS NOT ABLE TO SLOW IN TIME AND COLLIDED WITH VEHICLE 1. VEHICLE 1 HAD DAMAGE TO THE PASSENGER SIDE OF IT'S REAR BUMPER AND QUARTER PANEL. VEHICLE 2 HAD DAMAGE TO THE DRIVER'S SIDE FRONT BUMPER AND QUARTER PANEL. VEHICLE 2 HAD IT'S AIRBAG DEPLOYED AND WAS TOWED SINCE THE VEHICLE WOULD NOT START. NO INJURIES TO EITHER DRIVER.



Crash Detail Report - Long Form

INCIDENT ID 00910189		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.606		ROUTE NAME EB HWY 13 / QUENTIN AVE	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Four-Way Intersection	
LOCAL ID 21505071		DATE 06/06/21		TIME 10:54		DAY OF WEEK Sun		INTERSECT WITH	
CRASH SEVERITY N - Prop Damage Only		MANNER OF COLLISION Front to Rear		NUM VEH 2		NUM KILLED 0		DIV RDWY DIR East	
BASIC TYPE Rear End		WEATHER PRIMARY Clear		WEATHER SECONDARY		HIT & RUN No		FIRST HARMFUL Motor Vehicle In Transport	
ROADWAY SURF Dry		LIGHT CONDITION Daylight		WORKERS PRES		LAW ENF PRES		PUBLIC PRIVATE CODE No	
WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2			
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No					

Unit 1 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Pickup		DL STATUS Valid	
PERSON TYPE Driver		AGE 23		SEX Male	
INJURY SEVERITY N - Prop Dmg Only		ZIP 551065609		DL STATE MN	
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS Corrective Lenses		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS Yes		

Unit 2 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	
PERSON TYPE Driver		AGE 28		SEX Male	
INJURY SEVERITY N - Prop Dmg Only		ZIP 55370		DL STATE MN	
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT Front		TOWED? Not Towed
SEQUENCE OF EVENTS Motor Vehicle In Transport		TRAILERS No
MANEUVER Moving Forward		VEHICLE CONTRIBUTING FACTORS

Unit 2 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT Rear		TOWED? Not Towed
SEQUENCE OF EVENTS Motor Vehicle In Transport		TRAILERS No
MANEUVER Vehicle Stopped or Stalled in Roadway		VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH

Unit 1 - Person Information		
CONTRIB FACTORS Driver Distracted		DRIVER DISTRACTED BY Outside the Vehicle (includes unspecified external)
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given		ALCOHOL TEST TYPE
ALCOHOL TEST RESULT		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST RESULT		DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given		ALCOHOL TEST TYPE
ALCOHOL TEST RESULT		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST RESULT		DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Eastbound		ALIGNMENT Straight	
ROADWAY DESIGN Two-Way, Divided, Median Barrier		GRADE Level	
TRAFFIC CONTROL Traffic Control Signal		SPEED LIMIT 50	
NUM LANES 2		TRAFFIC CONTROL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Eastbound		ALIGNMENT Straight	
ROADWAY DESIGN Two-Way, Divided, Median Barrier		GRADE Level	
TRAFFIC CONTROL Traffic Control Signal		SPEED LIMIT 50	
NUM LANES 2		TRAFFIC CONTROL WORKING CODE Operational	

ROUTE ID 0300000000000013-I		LATITUDE 44.778926		LONGITUDE -93.345275		UTM X 472683.2		UTM Y 4958449.5	
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

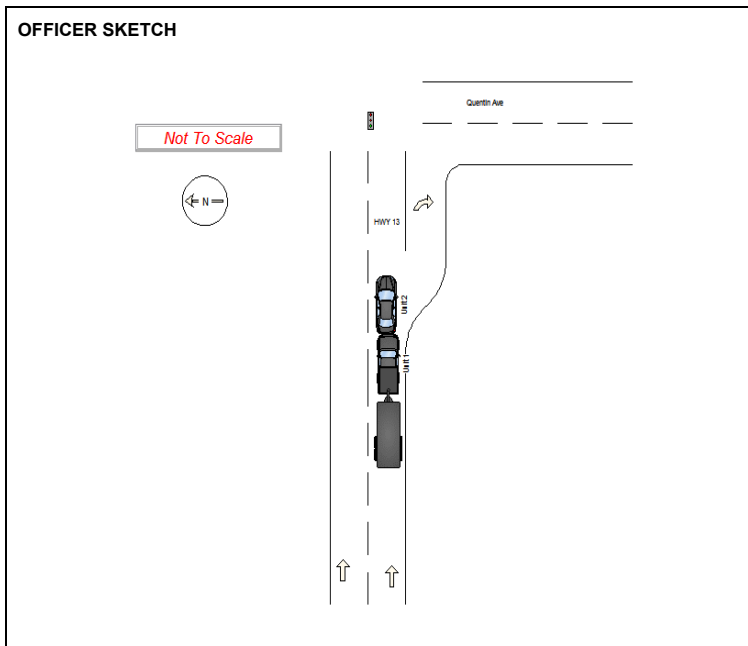
Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 3 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT



NARRATIVE
 UNIT TWO WAS STOPPED AT A RED LIGHT ON EAST HIGHWAY 13 IN THE RIGHT LANE. UNIT ONE WAS TRAVELING IN THE RIGHT LANE WHEN THE DRIVER LOOKED OVER THE THE OPEN FIELD ON THE RIGHT. DRIVER ONE WAS UNABLE TO STOP BEFORE HITTING UNIT TWO.



Crash Detail Report - Long Form

INCIDENT ID 00868209		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.608		ROUTE NAME MNTH 13			
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Not at Intersection/Interc		LOCAL ID 20510271	
CRASH SEVERITY C - Possible Injury		DATE 11/27/20		TIME 12:53		DAY OF WEEK Fri		INTERSECT WITH			
BASIC TYPE Rear End		MANNER OF COLLISION Front to Rear		NUM VEH 2	NUM KILLED 0	DIV RDWY DIR East		FIRST HARMFUL Motor Vehicle In Transport			
ROADWAY SURF Dry		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear		WEATHER SECONDARY		HIT & RUN No		PUBLIC PRIVATE CODE No	
WORK ZONE TYPE NOT APPLICABLE			WORK ZONE LOC			WORKERS PRES			LAW ENF PRES		
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2			

Unit 1 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Other Light Trucks	DL STATUS Valid	PERSON TYPE Driver
AGE 65	SEX Male	INJURY SEVERITY N - Prop Dmg Only		DL STATE MN
DL CLASS A Commercial				
DL ENDORSEMENTS M - Motorcycle None		DL RESTRICTIONS Corrective Lenses FMCSA Medical Waiver		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No	

Unit 2 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Sport Utility Vehicle	DL STATUS Valid	PERSON TYPE Driver
AGE 42	SEX Female	INJURY SEVERITY C - Possible Injury		DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS None		DL RESTRICTIONS None		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No	

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Undercarriage	MOST HARMFUL	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS		

Unit 2 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Undercarriage	MOST HARMFUL	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Vehicle Stopped or Stalled in Roadway
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 1 - Person Information		
CONTRIB FACTORS Driver Distracted	DRIVER DISTRACTED BY Other Inside the Vehicle (eating, personal hygiene)	
SPEEDING RELATED Not Speeding		
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL No	LE SUSPECTS DRUG No	
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action	DRIVER DISTRACTED BY Not Distracted	
SPEEDING RELATED Not Speeding		
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL No	LE SUSPECTS DRUG No	
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 50
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 4	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 50
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 4	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 030000000000013-I		LATITUDE 44.778927		LONGITUDE -93.345222		UTM X 472687.4		UTM Y 4958449.5	
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 3 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

OFFICER SKETCH

13eb

Unit 2

Unit 1

Not To Scale

NARRATIVE

13EB/QUENTIN: BOTH CARS WERE ON 13EB/QUENTIN IN THE RIGHT LANE. THEY BOTH WERE STOPPED AT A RED LIGHT. THE LIGHT TURNED GREEN AND V2 STARTED TO GO BUT THEN HAD TO SUDDENLY STOP FOR THE CAR IN FRONT OF HER SUDDENLY STOPPING. V1 REAR ENDED V2 WHEN V2 HAD TO STOP FOR CAR IN FRONT OF HER. D1 STATED HE JUST LOOKED DOWN MOMENTARILY THEN HE REAR ENDED V2. D2 STATED SHE MAY HAVE A NECK PAIN FROM THE CRASH.



Crash Detail Report - Long Form

INCIDENT ID 00938329		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.613		ROUTE NAME MNTH 13			
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Four-Way Intersection		LOCAL ID 21508072	
CRASH SEVERITY N - Prop Damage Only		DATE 08/26/21		TIME 14:30		DAY OF WEEK Thu		INTERSECT WITH QUINTEN			
BASIC TYPE Rear End		MANNER OF COLLISION Front to Rear		NUM VEH 2	NUM KILLED 0	DIV RDWY DIR East		FIRST HARMFUL Motor Vehicle In Transport			
ROADWAY SURF Wet		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear		WEATHER SECONDARY		HIT & RUN No		PUBLIC PRIVATE CODE No	
WORK ZONE TYPE NOT APPLICABLE			WORK ZONE LOC			WORKERS PRES			LAW ENF PRES		
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 Road Surface Condition (wet, icy, sn)		ROAD CONTRIB CIRCUM 2			

Unit 1 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Pickup	DL STATUS Valid	PERSON TYPE Driver	
AGE 61	SEX Male	INJURY SEVERITY N - Prop Dmg Only		ZIP	DL STATE WI
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car	DL STATUS Valid	PERSON TYPE Driver	
AGE 38	SEX Male	INJURY SEVERITY N - Prop Dmg Only		ZIP	DL STATE MN
DL CLASS B Commercial					
DL ENDORSEMENTS P - 16 or More Passengers			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Front	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS No Clear Contributing Factor SKIDDING		

Unit 2 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Rear	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Turning Right
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 1 - Person Information		
CONTRIB FACTORS Improper Turn/Merge Following Too Closely		DRIVER DISTRACTED BY Not Distracted
SPEEDING RELATED Not Speeding		
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
SPEEDING RELATED Not Speeding		
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 55
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 2	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 55
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 2	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 0300000000000013-I		LATITUDE 44.778927		LONGITUDE -93.345115		UTM X 472695.9		UTM Y 4958449.5	
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 3 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

OFFICER SKETCH

_____ HWY 13 _____

Not To Scale

NARRATIVE

BOTH UNITS WERE ON HWY 13 IN THE TURN LANE FOR SB QUINTEN AVE IN SAVAGE. U1 REAR ENDED U2 IN THE TURNLANE ATTEMPTING TO TURN



Crash Detail Report - Long Form

INCIDENT ID 01044762		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.616		ROUTE NAME MNTH 13		
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Four-Way Intersection		LOCAL ID 22020557
CRASH SEVERITY C - Possible Injury		DATE 09/09/22		TIME 20:10		DAY OF WEEK Fri		INTERSECT WITH QUENTIN AVE		
BASIC TYPE Angle		MANNER OF COLLISION Angle		NUM VEH 2	NUM KILLED 0	DIV RDWY DIR East		FIRST HARMFUL Motor Vehicle In Transport		
ROADWAY SURF Wet		LIGHT CONDITION Dark (Str Lights On)		WEATHER PRIMARY Cloudy		WEATHER SECONDARY Rain		HIT & RUN No		PUBLIC PRIVATE CODE No
WORK ZONE TYPE Lane Closure		WORK ZONE LOC Advance Warning Area			WORKERS PRES No			LAW ENF PRES No		
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2		

Unit 1 - Motor Vehicle in Transport				
UNIT TYPE	VEH TYPE	DL STATUS	PERSON TYPE	
Motor Vehicle in Transport	Pickup	Valid	Driver	
AGE 19	SEX Female	INJURY SEVERITY C - Possible Injury	ZIP 55379	DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS None		DL RESTRICTIONS Corrective Lenses		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport				
UNIT TYPE	VEH TYPE	DL STATUS	PERSON TYPE	
Motor Vehicle in Transport	Passenger Van (Se	Valid	Driver	
AGE 35	SEX Male	INJURY SEVERITY N - Prop Dmg Only	ZIP 55304	DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS None		DL RESTRICTIONS Any Use of Alcohol/Drugs Invalidates Licens		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
Normal		Towed Due to Disabling D
INITIAL CONTACT Front	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 2 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
Normal		Not Towed
INITIAL CONTACT Rear Right Passenger Ca	MOST HARMFUL Motor Vehicle In Transport	TRAILERS Yes
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Turning Left
VEHICLE CONTRIBUTING FACTORS VSN OBSCD-SUN/LTI		

Unit 1 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
No Clear Contributing Action	Not Distracted	
	SPEEDING RELATED Not Speeding	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL No	LE SUSPECTS DRUG No	
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
Failure to Yield Right-of-Way	Not Distracted	
	SPEEDING RELATED Not Speeding	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL No	LE SUSPECTS DRUG No	
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION	ALIGNMENT	GRADE	SPEED LIMIT
Eastbound	Straight	Level	50
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 2	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION	ALIGNMENT	GRADE	SPEED LIMIT
Eastbound	Straight	Level	50
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 2	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 030000000000013-D	LATITUDE 44.779130	LONGITUDE -93.344452	UTM X 472748.4	UTM Y 4958471.9
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

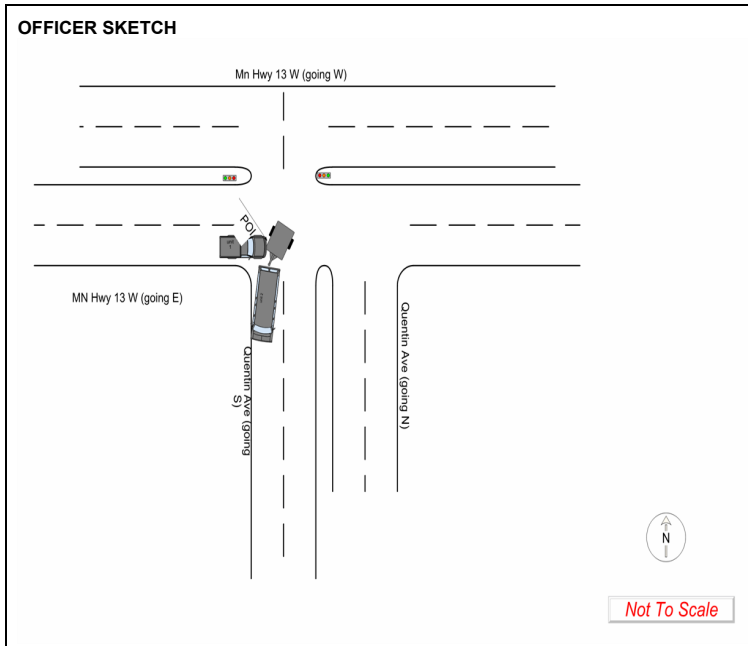
Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 3 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT



NARRATIVE

ON 09/09/2022, AT APPROXIMATELY 2016 HOURS, I, OFFICER CRAIN, WAS DISPATCHED TO THE AREA OF MN HWY 13 W AND QUENTIN AVE FOR AN INJURY CRASH. DISPATCH STATED THAT THERE WAS A PREGNANT WOMAN INVOLVED IN THE CRASH AND WAS HAVING PAIN. I ARRIVED AT THE ABOVE LOCATION AT APPROXIMATELY 2017 HOURS. THE DRIVER OF UNIT ONE STATED THAT SHE WAS THE ONLY OCCUPANT IN THE UNIT. THE DRIVER OF UNIT ONE STATED THAT SHE IS 37 TO 38 WEEKS PREGNANT. THE DRIVER OF UNIT ONE STATED THAT THE BABY WAS MOVING BUT HAS NOT MOVED FOR APPROXIMATELY TWO MINUTES. I OBSERVED THAT UNIT ONE WAS IN THE MIDDLE OF THE INTERSECTION, HAD FRONT END DAMAGE, AND THAT THE AIR BAGS WERE DEPLOYED. THE DRIVER OF UNIT ONE SAT IN A WITNESS' UNIT UNTIL MEDICAL STAFF ARRIVED. OFFICER FLATEN SPOKE TO THE DRIVER OF UNIT TWO. THE DRIVER OF UNIT STATED THAT HE WAS GOING WEST ON MN HWY 13 W AND WAS TURNING LEFT ONTO QUENTIN AVE, TO GO SOUTH. THE DRIVER OF UNIT TWO STATED THAT HE HAD A FLASHING YELLOW LEFT TURN ARROW, AND THEN THE ARROW WENT TO A SOLID YELLOW. THE DRIVER OF UNIT TWO STATED THAT UNIT ONE APPEARED TO SLOW DOWN SO HE WENT THROUGH THE INTERSECTION. UNIT ONE HIT THE U-HAUL TRAILER THAT UNIT TWO WAS PULLING. I SPOKE TO A WITNESS. THE WITNESS STATED THAT UNIT ONE WAS GOING EAST ON MN HWY 13 W. THE WITNESS STATED THAT UNIT TWO WAS GOING WEST ON MN HWY 13, AND WAS TURNING LEFT TO GO SOUTH ON QUENTIN AVE. THE WITNESS STATED THAT SHE BELIEVES THAT UNIT TWO HAD A



Crash Detail Report - Long Form

INCIDENT ID 00933389		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.617		ROUTE NAME MNTH 13	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Not at Intersection/Interc	
LOCAL ID 21017364		DATE 08/10/21		TIME 16:47		DAY OF WEEK Tue		INTERSECT WITH	
CRASH SEVERITY N - Prop Damage Only		MANNER OF COLLISION Front to Rear		NUM VEH 2		NUM KILLED 0		DIV RDWY DIR East	
BASIC TYPE Rear End		WEATHER PRIMARY Clear		WEATHER SECONDARY		HIT & RUN No		FIRST HARMFUL Motor Vehicle In Transport	
ROADWAY SURF Dry		LIGHT CONDITION Daylight		WORKERS PRES		LAW ENF PRES		PUBLIC PRIVATE CODE No	
WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2	
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2			

Unit 1 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	
PERSON TYPE Driver		AGE 22		SEX Male	
INJURY SEVERITY N - Prop Dmg Only		ZIP		DL STATE MN	
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	
PERSON TYPE Driver		AGE 20		SEX Female	
INJURY SEVERITY N - Prop Dmg Only		ZIP		DL STATE MN	
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT Front		TOWED? Towed Due to Disabling D
SEQUENCE OF EVENTS Motor Vehicle In Transport		TRAILERS No
MANEUVER Moving Forward		VEHICLE CONTRIBUTING FACTORS

Unit 2 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT Rear		TOWED? Not Towed
SEQUENCE OF EVENTS Motor Vehicle In Transport		TRAILERS No
MANEUVER Moving Forward		VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH

Unit 1 - Person Information		
CONTRIB FACTORS Driver Distracted		DRIVER DISTRACTED BY Outside the Vehicle (includes unspecified external)
NON-MOTORIST MANEUVER		SPEEDING RELATED Unknown
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG No
DRUG TEST GIVEN No, Test Not Given		ALCOHOL TEST TYPE
ALCOHOL TEST RESULT		ALCOHOL TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG No
DRUG TEST GIVEN No, Test Not Given		ALCOHOL TEST TYPE
ALCOHOL TEST RESULT		ALCOHOL TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Eastbound		ALIGNMENT Straight	
ROADWAY DESIGN Two-Way, Divided, Median Barrier		GRADE Level	
TRAFFIC CONTROL No Controls		SPEED LIMIT 50	
NUM LANES 4		TRAF CONTRL WORKING CODE	

Unit 2 - Roadway Characteristics			
DIRECTION Eastbound		ALIGNMENT Straight	
ROADWAY DESIGN Two-Way, Divided, Median Barrier		GRADE Level	
TRAFFIC CONTROL No Controls		SPEED LIMIT 50	
NUM LANES 4		TRAF CONTRL WORKING CODE	

ROUTE ID 0300000000000013-I		LATITUDE 44.778927		LONGITUDE -93.345048		UTM X 472701.2		UTM Y 4958449.5	
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

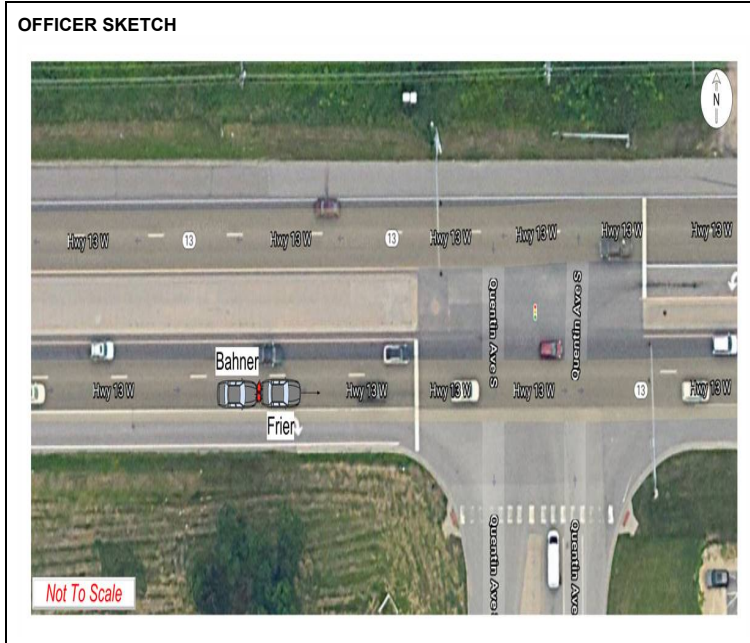
Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 3 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT



NARRATIVE
 FRIER AND BAHNER WERE BOTH TRAVELING EASTBOUND ON HWY 13 WEST OF QUINTEN AVE. BAHNER WAS FOLLOWING FRIER WHEN HE REAR ENDED HER VEHICLE CAUSING MODERATE DAMAGE TO BOTH VEHICLES. FRIER AND BAHNER BOTH STATED THEY WERE TRAVELING AROUND 10 MPH PRIOR TO COLLIDING. BOTH PARTIES PULLED INTO THE BUFFALO TAP RESTAURANT PARKING LOT AT THAT TIME. BAHNER'S VEHICLE ALSO RECEIVED HEAVY DISABLING DAMAGE. BOTH PARTIES STATED THEY WERE WEARING SEATBELTS AT THE TIME OF THE ACCIDENT AND WERE NOT INJURED. BAHNER HAD AAA TOWING RESPOND TO TOW HIS VEHICLE AS IT WAS LEAKING COOLANT.



Crash Detail Report - Long Form

INCIDENT ID 00841797		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.619		ROUTE NAME MNTH 13 @ QUENTIN AVE	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Not at Intersection/Interc	
LOCAL ID 20507968		DATE 09/20/20		TIME 13:05		DAY OF WEEK Sun		INTERSECT WITH	
CRASH SEVERITY C - Possible Injury		MANNER OF COLLISION Front to Rear		NUM VEH 2		NUM KILLED 0		DIV RDWY DIR East	
BASIC TYPE Rear End		WEATHER PRIMARY Clear		WEATHER SECONDARY		HIT & RUN No		FIRST HARMFUL Motor Vehicle In Transport	
ROADWAY SURF Dry		LIGHT CONDITION Daylight		WORKERS PRES		LAW ENF PRES		PUBLIC PRIVATE CODE No	
WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2	
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2			

Unit 1 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid
PERSON TYPE Driver		AGE 43		SEX Male
INJURY SEVERITY N - Prop Dmg Only		ZIP 55378		DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS None		DL RESTRICTIONS None		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Sport Utility Vehicle		DL STATUS Valid
PERSON TYPE Driver		AGE 41		SEX Female
INJURY SEVERITY C - Possible Injury		ZIP 553154572		DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS None		DL RESTRICTIONS None		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Has Been Taking Illicit Drugs Emotional (Depression, Angry, Disturbed, etc.)		VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Rear	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport	MANEUVER Vehicle Stopped or Stalled in Roadway	
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 2 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Towed Due to Disabling D
INITIAL CONTACT Front	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport	MANEUVER Moving Forward	
VEHICLE CONTRIBUTING FACTORS		

Unit 1 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
		SPEEDING RELATED Not Speeding
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS Operated Motor Vehicle: Careless/Negligent/Erratic		DRIVER DISTRACTED BY Unknown
		SPEEDING RELATED Not Speeding
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG Yes
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN Yes, Test Given	DRUG TEST TYPE Blood	DRUG TEST RESULT Pending

Unit 1 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Sag (Bottom)	SPEED LIMIT 45
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		NUM LANES 4	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Sag (Bottom)	SPEED LIMIT 45
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		NUM LANES 4	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 030000000000013-I	LATITUDE 44.778927	LONGITUDE -93.345008	UTM X 472704.4	UTM Y 4958449.5
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 3 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

OFFICER SKETCH

NARRATIVE
<p>V1/THARMALINGAM WAS STOPPED EAST BOUND ON MNTH 13 IN RIGHT LANE BACK IN TRAFFIC FOR RED LIGHT AHEAD AT QUENTIN AVE. V2/HAHN WAS EAST BOUND STRADDLING THE CENTERLINE AFTER MAKING A U-TURN ABOUT A BLOCK WEST CAUSING EAST BOUND WITNESS MAUSER TO SWERVE TO AVOID HER BEFORE SHE TRAVELED EAST ON THE CENTERLINE REAR ENDING V1. HAHN TOLD MEDICS, LOCAL SAVAGE OFFICERS AND MYSELF SHE WAS BI-POLAR, A NURSE, AND HAD TAKEN MORPHINE PRIOR TO DRIVING. SHE SAID SHE HAD GOTTEN IT FROM/OR TOOK IT FROM HER BOYFRIENDS MOM. SHE STATED SHE NEEDED TO LEAVE THE SCENE SEVERAL TIMES. SHE DISPLAYED NUMEROUS EXTREME EMOTIONS THAT SWITCHED BACK AND FORTH NUMEROUS TIMES, THIS INCLUDED SCREAMING POSSIBLY IN PAIN SAYING SHE THINKS SHE BROKE HER NECK AND THEN BACK TO CALM. MEDICS REQUESTED I FILL OUT A MENTAL HEALTH EVALUATION HOLD SO SHE COULD BE CHECKED AT HOSPITAL FOR INJURIES. A WARRANT WAS OBTAINED TO DRAW BLOOD AND TESTS ARE PENDING TO DETERMINE IF DRUGS MAY HAVE CONTRIBUTED TO THIS CRASH.</p>



Crash Detail Report - Long Form

INCIDENT ID 01030337		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.621		ROUTE NAME MNTH 13	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT T or Y Intersection	
LOCAL ID 22506968		DATE 06/23/22		TIME 09:53		DAY OF WEEK Thu		INTERSECT WITH QUINTIN AVE	
CRASH SEVERITY N - Prop Damage Only		MANNER OF COLLISION Angle		NUM VEH 2		NUM KILLED 0		DIV RDWY DIR East	
BASIC TYPE Angle		FIRST HARMFUL Motor Vehicle In Transport		ROADWAY SURF Dry		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear	
WORK ZONE TYPE Lane Closure		WORK ZONE LOC Termination Area		WORKERS PRES Yes		WEATHER SECONDARY		HIT & RUN No	
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2	
PUBLIC PRIVATE CODE No		LAW ENF PRES No		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2			

Unit 1 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Medium / Heavy Tr		DL STATUS Valid
PERSON TYPE Driver		AGE 66		SEX Male
INJURY SEVERITY N - Prop Dmg Only		ZIP 553871541		DL STATE MN
DL CLASS A Commercial				
DL ENDORSEMENTS M - Motorcycle N - Tanker		DL RESTRICTIONS None		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Other Bus		DL STATUS Valid
PERSON TYPE Driver		AGE 35		SEX Female
INJURY SEVERITY N - Prop Dmg Only		ZIP 554412703		DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS None		DL RESTRICTIONS Corrective Lenses		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS Yes		

Unit 1 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT Rear Right Quarter Panel		TOWED? Not Towed
MOST HARMFUL Motor Vehicle In Transport		TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 2 - Vehicle Information		
VEH USE		EMERGENCY VEH USE
INITIAL CONTACT Front		TOWED? Towed, But Not Due to Dis
MOST HARMFUL Motor Vehicle In Transport		TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Turning Right
VEHICLE CONTRIBUTING FACTORS VSN OBSCD-SUN/LTI		

Unit 1 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG No
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST TYPE		DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS Failure to Yield Right-of-Way		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG No
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST TYPE		DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Southbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 45
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		NUM LANES 4	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Northbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 30
ROADWAY DESIGN Two-Way, Not Divided, Continuous LTL		NUM LANES 2	
TRAFFIC CONTROL Stop Sign		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 030000000000013-I	LATITUDE 44.778927	LONGITUDE -93.344966	UTM X 472707.7	UTM Y 4958449.5
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

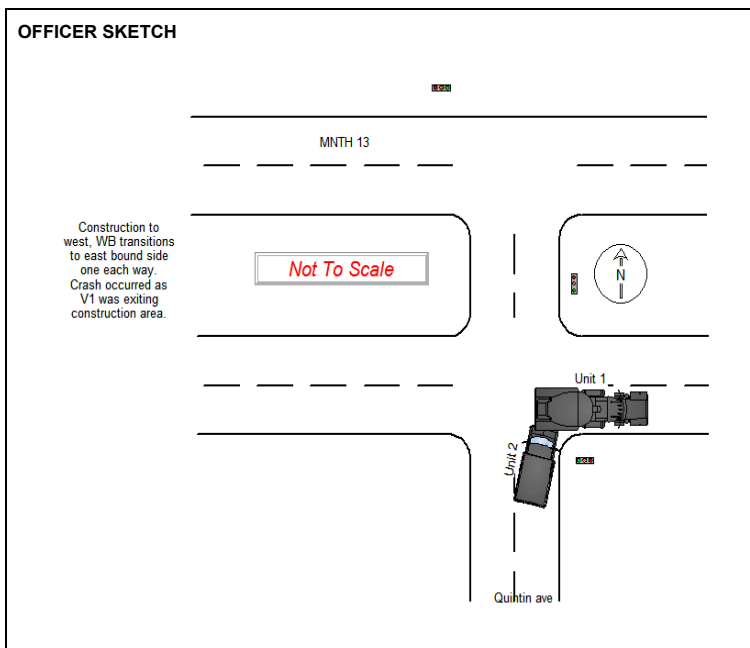
Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 3 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT



NARRATIVE

V1/KROELLS WAS EAST ON MNTH 13 IN RIGHT LANE. THIS AREA WAS THE ENDING TRANSITION AREA OF A WORKING CONSTRUCTION ZONE LANE SHIFT. UNDER NORMAL ROADWAY NON CONSTRUCTION THIS WOULD HAVE BEEN A RIGHT TURN LANE BUT ALL MARKINGS AND TRANSITION FOR CONSTRUCTION HAVE MADE IT A THROUGH LANE. V2/COMBS HAD BEEN STOPPED FACING NORTH ON QUINTIN AVE AND ATTEMPTED TO TURN RIGHT (EAST) ONTO MNTH 13 BELIEVING V1 WAS TURNING RIGHT. V2 FRONT BUMPER COLLIDED WITH THE REAR TWO TIRES, AIRLINE AND A MARKER LIGHT ON REAR PASSENGER SIDE FENDER. A WAIVER OF INSPECTION WAS COMPLETED FOR V1. COMBS WAS TRYING TO FIND A DOT NUMBER FROM COMPANY BUT COULDN'T FIND ONE. A LIST OF CHILDREN ON THE BUS WAS COMPILED, AN ADULT FEMALE AIDE WAS ALSO ON THIS BUS. NO ONE REPORTED ANY INJURIES. KIDS WERE TRANSFERRED TO ANOTHER BUS AND NEW HORIZON MADE ITS OWN TOW ARRANGEMENTS FOR THEIR BUS. IT WAS NOT UNTIL MUCH LATER I REALIZED THAT THE TOTAL NUMBER ON THE BUS EXCEEDED 15 AND THAT THE DRIVER HAD NO BUS ENDORSEMENT ONLY A MEDICAL CARD. I CONTACTED CVI FOLGER #98 AND THIS IS BEING LOOKED INTO. AFTER FURTHER INVESTIGATION THE BUS WAS DESIGNED FOR 15 AND THE LAW FAILED TO INCLUDE THE WORD OR EXCEED IN THE LANGUAGE THEREFORE THIS BUS IS NOT A CMV AND NO FURTHER INSPECTIONS ARE REQUIRED. COMBS WILL BE CITED BY MAIL FOR FAIL TO YIELD.



Crash Detail Report - Long Form

INCIDENT ID 00900485		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.624		ROUTE NAME MNTH 13			
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT T or Y Intersection		LOCAL ID 21503284	
CRASH SEVERITY N - Prop Damage Only		DATE 04/13/21		TIME 13:55		DAY OF WEEK Tue		INTERSECT WITH			
BASIC TYPE Angle		MANNER OF COLLISION Angle		NUM VEH 2	NUM KILLED 0	DIV RDWY DIR East		FIRST HARMFUL Motor Vehicle In Transport			
ROADWAY SURF Wet		LIGHT CONDITION Daylight		WEATHER PRIMARY Cloudy		WEATHER SECONDARY		HIT & RUN No		PUBLIC PRIVATE CODE No	
WORK ZONE TYPE NOT APPLICABLE			WORK ZONE LOC			WORKERS PRES			LAW ENF PRES		
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 Congestion Backup Due to Prior Cra		ROAD CONTRIB CIRCUM 2			

Unit 1 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Pickup	DL STATUS Valid	PERSON TYPE Driver	
AGE 46	SEX Male	INJURY SEVERITY N - Prop Dmg Only		ZIP	DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car	DL STATUS Valid	PERSON TYPE Driver	
AGE 52	SEX Female	INJURY SEVERITY N - Prop Dmg Only		ZIP	DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS Corrective Lenses		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Front	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 2 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Towed Due to Disabling D
INITIAL CONTACT Middle Left Passenger Ca	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS		

Unit 1 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
		SPEEDING RELATED Not Speeding
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS Ran Red Light		DRIVER DISTRACTED BY Not Distracted
		SPEEDING RELATED Not Speeding
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 50
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 4	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Northbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 30
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 4	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 0300000000000013-I		LATITUDE 44.778928		LONGITUDE -93.344901		UTM X 472712.8		UTM Y 4958449.5	
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS		MANEUVER
		VEHICLE CONTRIBUTING FACTORS

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS		MANEUVER
		VEHICLE CONTRIBUTING FACTORS

Unit 3 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY
		SPEEDING RELATED
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY
		SPEEDING RELATED
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

OFFICER SKETCH

The sketch shows a north-south road labeled 'Hwy 13' and an east-west road labeled 'Quentin Ave'. A Dodge vehicle is shown approaching from the north on Hwy 13, and a Chrysler vehicle is shown approaching from the west on Quentin Ave. They are shown in a T-bone collision. A north arrow is in the top left, and a 'Not To Scale' box is in the top center.

NARRATIVE

13 AT QUENTIN INTERSECTION. THE CHRYSLER PULLED INTO THE INTERSECTION OF 13 AT QUENTIN BECAUSE A FIRETRUCK WITH LIGHTS ON WAS COMING UP BEHIND HER. DODGE WAS E/B 13 GOING THROUGH A GREEN AND T-BONED THE CHRYSLER. NO INJURIES REPORTED. ALLENS TOWING FOR THE CHRYSLER.



Crash Detail Report - Long Form

INCIDENT ID 01042051		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.636		ROUTE NAME MNTH 13	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Not at Intersection/Interc	
LOCAL ID 22509294		DATE 08/19/22		TIME 16:51		DAY OF WEEK Fri		INTERSECT WITH 100 F W QUENTINE AVE	
CRASH SEVERITY C - Possible Injury		MANNER OF COLLISION Front to Rear		NUM VEH 3		NUM KILLED 0		DIV RDWY DIR South	
BASIC TYPE Rear End		WEATHER PRIMARY Clear		WEATHER SECONDARY		HIT & RUN Yes		FIRST HARMFUL Motor Vehicle In Transport	
ROADWAY SURF Dry		LIGHT CONDITION Daylight		WORKERS PRES No		LAW ENF PRES No		PUBLIC PRIVATE CODE No	
WORK ZONE TYPE Lane Closure		WORK ZONE LOC Activity Area		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2			
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No					

Unit 1 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Pickup	DL STATUS Valid	PERSON TYPE Driver	
AGE 46	SEX Male	INJURY SEVERITY N - Prop Dmg Only		ZIP 551162239	DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS M - Motorcycle			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Pickup	DL STATUS Valid	PERSON TYPE Driver	
AGE 44	SEX Male	INJURY SEVERITY C - Possible Injury		ZIP 553228003	DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS M - Motorcycle			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Front	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Slowing
VEHICLE CONTRIBUTING FACTORS SKIDDING		

Unit 2 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Rear	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Slowing
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 1 - Person Information		
CONTRIB FACTORS Following Too Closely		DRIVER DISTRACTED BY Not Distracted
		SPEEDING RELATED Not Speeding
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
		SPEEDING RELATED Not Speeding
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 45
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 1	
TRAFFIC CONTROL No Controls		TRAF CONTRL WORKING CODE	

Unit 2 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 45
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 1	
TRAFFIC CONTROL No Controls		TRAF CONTRL WORKING CODE	

ROUTE ID 0300000000000013-I	LATITUDE 44.778928	LONGITUDE -93.344645	UTM X 472733.1	UTM Y 4958449.5
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Unit 3 - Hit-And-Run Vehicle					
UNIT TYPE Hit-And-Run Vehicle		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Rear	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Slowing
VEHICLE CONTRIBUTING FACTORS		

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS		MANEUVER
VEHICLE CONTRIBUTING FACTORS		

Unit 3 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY
		SPEEDING RELATED
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY
		SPEEDING RELATED
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

OFFICER SKETCH

Not To Scale

NARRATIVE
 CRASH OCCURRED EB ON MNTH 13 BEFORE QUENTIN AVE IN SAVAGE. ALL VEHICLES ARE CHEVY SILVERADOS VEH 1 (AT FAULT WHITE CHEVY) VEH 2 (RED CHEVY) VEH 3 (HIT AND RUN BLUE CHEVY.- NOT AT FAULT) VEH 3 IS IN FRONT OF VEH 2. VEH 2 IS IN FRONT OF VEH 1. ALL VEHICLES ARE IN SAME LANE GOING EB ON MNTH 13. ALL VEHICLES WERE SLOWING DUE TO HEAVY TRAFFIC IN A CNOSTRUCTION ZONE. VEH 1 COULD NOT STOP AND SAID HIS BRAKES WENT OUT. VEH 1 WAS PULLING A HEAVY TRAILER WITH CONSTRUCTION EQUIPMENT. VEH 1 REAR ENDED VEH 2 WHO THEN REAR ENDED VEH 3 AS A RESULT. VEH 3 DID NOT STOP AND HAD MINOR DAMAGE TO REAR. VEH 2 OCCUPANTS HAD MINOR NECK BACK AND HAND INJURIES. VEH 1 VEHICLE DID HAVE BRAKE LINES LEAKING. VEH 1 IS AT FAULT BUT WAS NOT ISSUED A CITATION. NO VEHICLE WAS TOWED. END OF REPORT



Crash Detail Report - Long Form

INCIDENT ID 01058832		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.636		ROUTE NAME MNTH 13			
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT T or Y Intersection		LOCAL ID 22512852	
CRASH SEVERITY C - Possible Injury		DATE 11/14/22		TIME 09:01		DAY OF WEEK Mon		INTERSECT WITH			
BASIC TYPE Head On		MANNER OF COLLISION Front to Front		NUM VEH 2	NUM KILLED 0	DIV RDWY DIR West		FIRST HARMFUL Motor Vehicle In Transport			
ROADWAY SURF Snow		LIGHT CONDITION Daylight		WEATHER PRIMARY Snow		WEATHER SECONDARY		HIT & RUN No		PUBLIC PRIVATE CODE No	
WORK ZONE TYPE Lane Closure		WORK ZONE LOC Transition Area		WORKERS PRES			LAW ENF PRES				
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No	ROAD CONTRIB CIRCUM 1 Road Surface Condition (wet, icy, sn			ROAD CONTRIB CIRCUM 2			

Unit 1 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Pickup	DL STATUS Valid	PERSON TYPE Driver
AGE 40	SEX Male	INJURY SEVERITY C - Possible Injury		ZIP 55117
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS M - Motorcycle		DL RESTRICTIONS None		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Medium / Heavy Tr	DL STATUS Valid	PERSON TYPE Driver
AGE 40	SEX Male	INJURY SEVERITY N - Prop Dmg Only		ZIP 550404588
DL CLASS A Commercial				
DL ENDORSEMENTS None		DL RESTRICTIONS None		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Towed Due to Disabling D
INITIAL CONTACT Front	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS Unknown		

Unit 2 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Towed Due to Disabling D
INITIAL CONTACT Front	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 1 - Person Information		
CONTRIB FACTORS Unknown		DRIVER DISTRACTED BY Unknown
		SPEEDING RELATED Too Fast For Conditions
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
		SPEEDING RELATED Not Speeding
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 45
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		NUM LANES 4	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Westbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 45
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		NUM LANES 4	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 0300000000000013-D		LATITUDE 44.779133		LONGITUDE -93.344058		UTM X 472779.6		UTM Y 4958472.0	
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

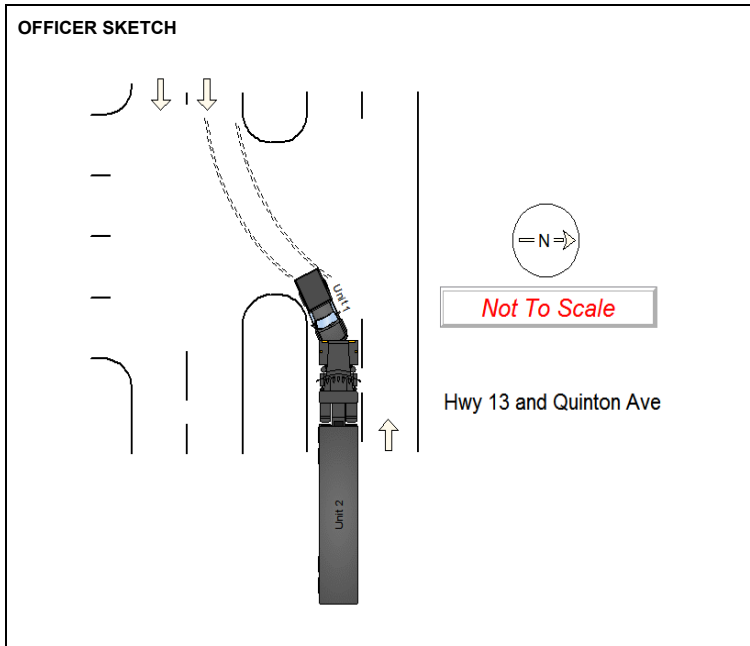
Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS		MANEUVER
		VEHICLE CONTRIBUTING FACTORS

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS		MANEUVER
		VEHICLE CONTRIBUTING FACTORS

Unit 3 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY
		SPEEDING RELATED
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY
		SPEEDING RELATED
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT



NARRATIVE
 HWY 13 AND QUINTON AVE BOTH VEHICLES WERE TRAVELING ON HWY 13 NEAR QUINTON AVE. V1 WAS TRAVELING E/B ON HWY 13 AND V2 WAS TRAVELING W/B ON HWY 13. V1 LOST CONTROL AND CROSSED OVER THROUGH THE INTERSECTION ENTERING ONTO W/B STRIKING V2 HEAD ON. V1 HAD MINOR SCRAPES BOTH VEHICLES WERE TOWED BY ALLENS TOW



Crash Detail Report - Long Form

INCIDENT ID 01062044		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.639		ROUTE NAME MNTH 13	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Four-Way Intersection	
LOCAL ID 22028043		DATE 11/30/22		TIME 11:08		DAY OF WEEK Wed		INTERSECT WITH QUENTIN AVE	
CRASH SEVERITY N - Prop Damage Only		MANNER OF COLLISION Sideswipe - Same Direction		NUM VEH 2		NUM KILLED 0		DIV RDWY DIR East	
FIRST HARMFUL Motor Vehicle In Transport		BASIC TYPE Sideswipe Same Direction		WEATHER PRIMARY Clear		WEATHER SECONDARY		HIT & RUN No	
PUBLIC PRIVATE CODE No		WORK ZONE TYPE Other		WORK ZONE LOC Termination Area		WORKERS PRES No		LAW ENF PRES No	
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 Road Surface Condition (wet, icy, sn)		ROAD CONTRIB CIRCUM 2	

Unit 1 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Sport Utility Vehicle		DL STATUS Valid
PERSON TYPE Driver		AGE 59		SEX Male
INJURY SEVERITY N - Prop Dmg Only		ZIP 553529647		DL STATE MN
DL CLASS A Commercial				
DL ENDORSEMENTS None		DL RESTRICTIONS None		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Sport Utility Vehicle		DL STATUS Valid
PERSON TYPE Driver		AGE 43		SEX Male
INJURY SEVERITY N - Prop Dmg Only		ZIP 553521447		DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS None		DL RESTRICTIONS None		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Front Right Quarter Panel	MOST HARMFUL Motor Vehicle In Transport	TRAILERS Yes
SEQUENCE OF EVENTS Motor Vehicle In Transport	MANEUVER Changing Lanes	
VEHICLE CONTRIBUTING FACTORS		

Unit 2 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Front Right Quarter Panel	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport Other Traffic Barrier	MANEUVER Moving Forward	
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 1 - Person Information		
CONTRIB FACTORS Swerved or Avoided Due to Wind	DRIVER DISTRACTED BY Unknown	
SPEEDING RELATED Not Speeding		
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL No	LE SUSPECTS DRUG No	
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action	DRIVER DISTRACTED BY Unknown	
SPEEDING RELATED Not Speeding		
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL No	LE SUSPECTS DRUG No	
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 50
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 5	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 50
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 5	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 030000000000013-I	LATITUDE 44.778929	LONGITUDE -93.344602	UTM X 472736.5	UTM Y 4958449.5
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

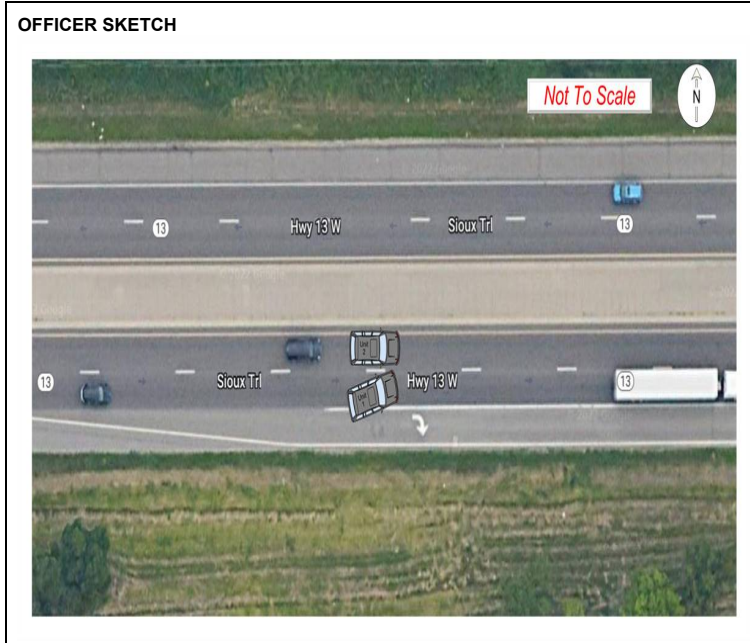
Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 3 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT



NARRATIVE
 TWO VEHICLE PROPERTY DAMAGE CRASH. UNIT 1 AND UNIT 2 WERE BOTH EASTBOUND ON HWY 13 W JUST TO THE WEST OF THE INTERSECTION WITH QUENTIN AVE. UNIT 1 WAS IN THE OUTSIDE (RIGHT) LANE ENTERING THE RIGHT TURN LANE TO TRAVEL SOUTH ON QUENTIN AVE WHEN UNIT 1 HIT SLIPPERY ROAD CONDITIONS WHICH FORCED THE VEHICLE TO SWERVE BACK INTO THE OTHER TWO LANES OF TRAFFIC. WHEN UNIT 1 RE ENTERED THE OTHER LANES OF TRAVEL, IT COLLIDED WITH UNIT 2. UNIT 2 DRIVER THEN STRUCK A CONSTRUCTION BARRIER IN THE MEDIAN. UNIT 1 DRIVER STATED THERE WERE OTHER VEHICLES ABLE TO STOP, AND THEY WERE NOT SURE WHY UNIT 2 WASN'T ABLE TO. UNIT 2 DRIVER STATED THEY WERE SEVERAL CAR LENGTHS TO THE REAR OF WHERE UNIT 1 WAS POSITIONED AND UNIT 2 WAS ON THE INSIDE (LEFT) LANE OF TRAVEL WHEN THEY OBSERVED UNIT 1 BEGIN TO LOSE CONTROL AND ENTER THEIR LANE.



Crash Detail Report - Long Form

INCIDENT ID 01027743		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.641		ROUTE NAME MNTH 13			
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Four-Way Intersection		LOCAL ID 22506537	
CRASH SEVERITY N - Prop Damage Only		DATE 06/10/22		TIME 18:00		DAY OF WEEK Fri		INTERSECT WITH 100 F E QUINTEN AVE			
BASIC TYPE Rear End		MANNER OF COLLISION Front to Rear		NUM VEH 3	NUM KILLED 0	DIV RDWY DIR West		FIRST HARMFUL Motor Vehicle In Transport			
ROADWAY SURF Dry		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear		WEATHER SECONDARY		HIT & RUN No		PUBLIC PRIVATE CODE No	
WORK ZONE TYPE NOT APPLICABLE			WORK ZONE LOC			WORKERS PRES			LAW ENF PRES		
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2			

Unit 1 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	PERSON TYPE Driver
AGE 19	SEX Male	INJURY SEVERITY N - Prop Dmg Only		ZIP 553729103	DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	PERSON TYPE Driver
AGE 47	SEX Female	INJURY SEVERITY N - Prop Dmg Only		ZIP 553443910	DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Front	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS		

Unit 2 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Rear	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 1 - Person Information		
CONTRIB FACTORS Driver Distracted	DRIVER DISTRACTED BY Outside the Vehicle (includes unspecified external)	
SPEEDING RELATED Not Speeding		
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL No	LE SUSPECTS DRUG No	
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action	DRIVER DISTRACTED BY Not Distracted	
SPEEDING RELATED Not Speeding		
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL No	LE SUSPECTS DRUG No	
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Westbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 45
ROADWAY DESIGN Two-Way, Not Divided		NUM LANES 2	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Westbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 45
ROADWAY DESIGN Two-Way, Not Divided		NUM LANES 2	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 030000000000013-D		LATITUDE 44.779133		LONGITUDE -93.343951		UTM X 472788.1		UTM Y 4958472.0	
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Crash Detail Report - Long Form

Unit 3 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	PERSON TYPE Driver
AGE 30	SEX Male	INJURY SEVERITY N - Prop Dmg Only		ZIP 553721225	DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 4					
UNIT TYPE		VEH TYPE		DL STATUS	PERSON TYPE
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Rear	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS		MANEUVER
VEHICLE CONTRIBUTING FACTORS		

Unit 3 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
		SPEEDING RELATED Not Speeding
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY
		SPEEDING RELATED
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL		LE SUSPECTS DRUG
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

OFFICER SKETCH

HWY 13

Not To Scale

NARRATIVE
 U1 REAR ENDED U2 AND PUSHED U2 INTO U3 AT A RED LIGHT WB HWY 13 JUST EAST OF QUINTEN AVE IN SAVAGE MN. U2 AND 3 WERE BOTH STOPPED AT THE RED LIGHT



Crash Detail Report - Long Form

INCIDENT ID 00872736		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.642		ROUTE NAME MNTH 13	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Four-Way Intersection	
LOCAL ID 21000310		DATE 01/04/21		TIME 10:30		DAY OF WEEK Mon		INTERSECT WITH 102	
CRASH SEVERITY N - Prop Damage Only		MANNER OF COLLISION Sideswipe - Opposing		NUM VEH 2		NUM KILLED 0		DIV RDWY DIR	
BASIC TYPE Sideswipe Opposing		WEATHER PRIMARY Clear		WEATHER SECONDARY		HIT & RUN No		FIRST HARMFUL Motor Vehicle In Transport	
ROADWAY SURF Dry		LIGHT CONDITION Daylight		WORKERS PRES		LAW ENF PRES		PUBLIC PRIVATE CODE No	
WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2	
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2	

Unit 1 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Sport Utility Vehicle		DL STATUS Valid
PERSON TYPE Driver		AGE 42		SEX Male
INJURY SEVERITY N - Prop Dmg Only		ZIP		DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS None		DL RESTRICTIONS None		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Pickup		DL STATUS Valid
PERSON TYPE Driver		AGE 62		SEX Male
INJURY SEVERITY N - Prop Dmg Only		ZIP		DL STATE MN
DL CLASS A Commercial				
DL ENDORSEMENTS None		DL RESTRICTIONS Corrective Lenses		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Towed Due to Disabling D
INITIAL CONTACT Top	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Turning Left
VEHICLE CONTRIBUTING FACTORS VSN OBSCD-SUN/LTI		

Unit 2 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Towed Due to Disabling D
INITIAL CONTACT Top	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 1 - Person Information		
CONTRIB FACTORS Failure to Yield Right-of-Way		DRIVER DISTRACTED BY Not Distracted
		SPEEDING RELATED Not Speeding
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
		SPEEDING RELATED Not Speeding
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 50
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 4	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 50
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 4	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 0300000000000013-I	LATITUDE 44.778929	LONGITUDE -93.344536	UTM X 472741.7	UTM Y 4958449.5
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 3 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

OFFICER SKETCH
Units moved prior to officers arrival.

NARRATIVE
ON 01/04/2020, AT APPROXIMATELY 1035 HOURS, I, OFFICER CRAIN, CAME UPON A MOTOR VEHICLE CRASH AT THE INTERSECTION OF MN HWY 13 AND QUENTIN AVENUE. I STOPPED AT THIS LOCATION AND WAS ADVISED THAT THERE WERE NO INJURIES. I SPOKE TO THE DRIVER OF UNIT ONE. THE DRIVER OF UNIT ONE STATED THAT HE WAS TRAVELING WEST ON MN HWY 13 AND ENTERED THE TURN LANE TO TURN LEFT (SOUTH) ONTO QUENTIN AVE. THE DRIVER OF UNIT ONE STATED THAT THE TRAFFIC SIGNAL TURNED FROM RED TO GREEN AND THE TURN INDICATOR ARROW BEGAN TO FLASH YELLOW. THE DRIVER OF UNIT ONE STATED THAT HE THOUGHT THE TURN ARROW WAS GREEN, PROCEEDED TO MAKE THE LEFT TURN, AND WAS HIT BY UNIT TWO. THE DRIVER OF UNIT TWO STATED THAT HE WAS TRAVELING WEST ON MN HWY 13 IN THE RIGHT LANE. THE DRIVER OF UNIT TWO STATED THAT UNIT ONE TURNED IN FRONT OF HIM, AND HE HIT UNIT ONE. UNIT ONE AND TWO WERE NOT DRIVABLE DUE TO THE CRASH AND WERE TOWED FROM THE SCENE BY ALLEN'S TOWING.



Crash Detail Report - Long Form

INCIDENT ID 01029012		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.644		ROUTE NAME MNTH 13			
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT T or Y Intersection		LOCAL ID 22505756	
CRASH SEVERITY N - Prop Damage Only		DATE 05/21/22		TIME 17:43		DAY OF WEEK Sat		INTERSECT WITH QUINTEN			
BASIC TYPE Rear End		MANNER OF COLLISION Front to Rear		NUM VEH 3	NUM KILLED 0	DIV RDWY DIR South		FIRST HARMFUL Motor Vehicle In Transport			
ROADWAY SURF Dry		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear		WEATHER SECONDARY		HIT & RUN No		PUBLIC PRIVATE CODE No	
WORK ZONE TYPE Lane Shift/Crossover		WORK ZONE LOC Transition Area		WORKERS PRES Yes			LAW ENF PRES No				
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No	ROAD CONTRIB CIRCUM 1 None			ROAD CONTRIB CIRCUM 2			

Unit 1 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	PERSON TYPE Driver
AGE 17	SEX Male	INJURY SEVERITY N - Prop Dmg Only		ZIP 550683363	DL STATE MN
DL CLASS					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS Yes		

Unit 2 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	PERSON TYPE Driver
AGE 27	SEX Male	INJURY SEVERITY N - Prop Dmg Only		ZIP 560012688	DL STATE MN
DL CLASS					
D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS M - Motorcycle			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Towed Due to Disabling D
INITIAL CONTACT Front	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS SKIDDING		

Unit 2 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Rear	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Vehicle Stopped or Stalled in Roadway
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 1 - Person Information		
CONTRIB FACTORS Following Too Closely		DRIVER DISTRACTED BY Unknown
		SPEEDING RELATED Unknown
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
		SPEEDING RELATED Not Speeding
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Southbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 45
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		NUM LANES 6	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Southbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 45
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		NUM LANES 6	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 030000000000013-D		LATITUDE 44.779133		LONGITUDE -93.343897		UTM X 472792.3		UTM Y 4958472.0	
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Crash Detail Report - Long Form

Unit 3 - Motor Vehicle in Transport					
UNIT TYPE		VEH TYPE		DL STATUS	PERSON TYPE
Motor Vehicle in Transport		Sport Utility Vehicle		Valid	Driver
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
35	Female	N - Prop Dmg Only		553795858	MN
DL CLASS					
D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS			DL RESTRICTIONS		
None			None		
RECOMMENDATIONS?					
None					
PHYSICAL CONDITIONS			VIOLATIONS		
Apparently Normal (Including No Drugs/Alcohol)			No		

Unit 4					
UNIT TYPE		VEH TYPE		DL STATUS	PERSON TYPE
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
Normal		Not Towed
INITIAL CONTACT	MOST HARMFUL	TRAILERS
Rear	Motor Vehicle In Transport	No
SEQUENCE OF EVENTS		MANEUVER
Motor Vehicle In Transport		Vehicle Stopped or Stalled in Roadway
		VEHICLE CONTRIBUTING FACTORS
		VSN OBSCRD-WNDSH

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS		MANEUVER
		VEHICLE CONTRIBUTING FACTORS

Unit 3 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY
No Clear Contributing Action		Not Distracted
		SPEEDING RELATED
		Not Speeding
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL		LE SUSPECTS DRUG
No		No
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
No, Test Not Given		
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT
No, Test Not Given		

Unit 4 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY
		SPEEDING RELATED
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL		LE SUSPECTS DRUG
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

OFFICER SKETCH

NARRATIVE
 THE CHEVY YUKON AND MAZDA 3 STOPPED AT RED LIGHT SOUTHBOUND ON MNTH 13 AT QUINTEN AVE IN THE CITY OF SAVAGE. THE MAZDA 6 WAS UNABLE TO STOP IN TIME AND REAR ENDED THE MAZDA 3 PUSHING IT INTO THE CHEVY YUKON.



Crash Detail Report - Long Form

INCIDENT ID 01045872		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.644		ROUTE NAME MNTH 13			
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT T or Y Intersection		LOCAL ID 22510357	
CRASH SEVERITY C - Possible Injury		DATE 09/14/22		TIME 20:20		DAY OF WEEK Wed		INTERSECT WITH QUENTIN AVE			
BASIC TYPE Rear End		MANNER OF COLLISION Front to Rear		NUM VEH 3	NUM KILLED 0	DIV RDWY DIR West		FIRST HARMFUL Motor Vehicle In Transport			
ROADWAY SURF Dry		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear		WEATHER SECONDARY		HIT & RUN No		PUBLIC PRIVATE CODE No	
WORK ZONE TYPE NOT APPLICABLE			WORK ZONE LOC			WORKERS PRES			LAW ENF PRES		
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2			

Unit 1 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	PERSON TYPE Driver
AGE 16	SEX Male	INJURY SEVERITY N - Prop Dmg Only		ZIP 553794566	DL STATE MN
DL CLASS					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	PERSON TYPE Driver
AGE 68	SEX Female	INJURY SEVERITY C - Possible Injury		ZIP 553791240	DL STATE MN
DL CLASS					
D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS Corrective Lenses		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Front	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Slowing
VEHICLE CONTRIBUTING FACTORS		

Unit 2 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Rear	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport Motor Vehicle In Transport		MANEUVER Slowing
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 1 - Person Information		
CONTRIB FACTORS Driver Distracted	DRIVER DISTRACTED BY Other Inside the Vehicle (eating, personal hygiene)	
SPEEDING RELATED Not Speeding		
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL No	LE SUSPECTS DRUG No	
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action	DRIVER DISTRACTED BY Not Distracted	
SPEEDING RELATED Not Speeding		
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL No	LE SUSPECTS DRUG No	
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Westbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 55
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		NUM LANES 3	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Westbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 55
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		NUM LANES 3	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 0300000000000013-D		LATITUDE 44.779133		LONGITUDE -93.343897		UTM X 472792.3		UTM Y 4958472.0	
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Crash Detail Report - Long Form

Unit 3 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car	DL STATUS Valid	PERSON TYPE Driver
AGE 60	SEX Female	INJURY SEVERITY N - Prop Dmg Only	ZIP 55378	DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS None		DL RESTRICTIONS Corrective Lenses		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 4				
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE
AGE	SEX	INJURY SEVERITY	ZIP	DL STATE
DL CLASS				
DL ENDORSEMENTS		DL RESTRICTIONS		
RECOMMENDATIONS?				
PHYSICAL CONDITIONS		VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Rear	MOST HARMFUL Motor Vehicle In Transport	TRAILERS
SEQUENCE OF EVENTS Motor Vehicle In Transport	MANEUVER Vehicle Stopped or Stalled in Roadway	
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
VEHICLE CONTRIBUTING FACTORS		

Unit 3 - Person Information		
CONTRIB FACTORS No Clear Contributing Action	DRIVER DISTRACTED BY Not Distracted	
	SPEEDING RELATED Not Speeding	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL No	LE SUSPECTS DRUG No	
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

OFFICER SKETCH

NARRATIVE
 CRASH OCCURRED WB ON MNTH 13 JUST BEFORE QUENTIN AVE IN SAVAGE VEH 1 (JETTA) VEH 2 (JETTA - MICHIGAN PLATE) VEH 3 (FORD) ALL VEHICLES WERE IN THE RIGHT LANE OF WB MNTH 13 APPROACHING QUENTIN AVE. DRIVER 3 STATED SHE WAS STOPPED FOR TRAFFIC AT THE LIGHT. THERE WERE A COUPLE OF VEHICLES IN FRONT OF HER. SHE IS NOT SURE IF THE LIGHT WAS STILL RED OR HAD JUST TURNED GREEN WHEN THE CRASH OCCURRED. SHE SAID SHE WAS REAR ENDED BY VEH 2 WHO WAS REAR ENDED BY VEH 1. DRIVER OF VEH 2 SAID SHE WAS SLOWING FOR TRAFFIC (VEH 3) AND WAS ALMOST TO A STOP WHEN SHE WAS REAR ENDED BY VEH 1. SHE HIT HER HEAD AGAINST THE STEERING WHEEL BUT REFUSED MEDICS. DRIVER OF VEH 1 STATED HE WAS BEHIND VEH 2. HE SAID TRAFFIC STOPPED AND HE WAS DISTRACTED BY THE VOLUME CONTROL ON HIS RADIO. HE WAS LOOKING DOWN AND WHEN HE LOOKED UP HE SAW TRAFFIC HAD STOPPED. HE HIT HIS BRAKE BUT WAS TOO LATE AND REAR ENDED VEH 2 AT SLOWER SPEEDS. HE WAS NOT INJURED. ALL VEHICLES WERE DRIVABLE AND VEH 1 IS AT FAULT. DRIVER WAS NOT ISSUED A CITATION BUT IS AT FAULT FOR NOT MAINTAINING A SAFE DISTANCE AND BEING DISTRACTED. END OF REPORT.



Crash Detail Report - Long Form

INCIDENT ID 01013739		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.650		ROUTE NAME MNTH 13	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Not at Intersection/Interc	
LOCAL ID 22503140		DATE 03/08/22		TIME 20:04		DAY OF WEEK Tue		INTERSECT WITH	
CRASH SEVERITY N - Prop Damage Only		MANNER OF COLLISION Front to Rear		NUM VEH 2		NUM KILLED 0		DIV RDWY DIR West	
BASIC TYPE Rear End		FIRST HARMFUL Motor Vehicle In Transport		ROADWAY SURF Dry		LIGHT CONDITION Dark (Str Lights On)		WEATHER PRIMARY Clear	
WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC		WEATHER SECONDARY		HIT & RUN No		PUBLIC PRIVATE CODE No	
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 Road Surface Condition (wet, icy, sn)		ROAD CONTRIB CIRCUM 2	

Unit 1 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Sport Utility Vehicle		DL STATUS Valid
PERSON TYPE Driver		AGE 34		SEX Female
INJURY SEVERITY N - Prop Dmg Only		ZIP 553793518		DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS None		DL RESTRICTIONS None		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Sport Utility Vehicle		DL STATUS Valid
PERSON TYPE Driver		AGE 36		SEX Male
INJURY SEVERITY N - Prop Dmg Only		ZIP 553372223		DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS None		DL RESTRICTIONS Corrective Lenses		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Towed Due to Disabling D
INITIAL CONTACT Undercarriage	MOST HARMFUL	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport	MANEUVER Moving Forward	
VEHICLE CONTRIBUTING FACTORS		

Unit 2 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Top	MOST HARMFUL	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport	MANEUVER Vehicle Stopped or Stalled in Roadway	
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 1 - Person Information		
CONTRIB FACTORS Operated Motor Vehicle: Careless/Negligent/Erratic		DRIVER DISTRACTED BY Unknown
		SPEEDING RELATED Not Speeding
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL No	LE SUSPECTS DRUG No	
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
		SPEEDING RELATED Not Speeding
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL No	LE SUSPECTS DRUG No	
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Westbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 50
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 4	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Westbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 50
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 4	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 0300000000000013-I	LATITUDE 44.778929	LONGITUDE -93.344362	UTM X 472755.4	UTM Y 4958449.5
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 3 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

OFFICER SKETCH

13WB

U14E2

N

Not To Scale

NARRATIVE
 13WB/QUENTIN: V2 WAS STOPPED ON 13 AND V1 REAR ENDED V2. V1 WAS TOWED BY ALLENS.



Crash Detail Report - Long Form

INCIDENT ID 00781250		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.653		ROUTE NAME MNTH 13	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Four-Way Intersection	
LOCAL ID 20500844		DATE 01/19/20		TIME 13:56		DAY OF WEEK Sun		INTERSECT WITH	
CRASH SEVERITY N - Prop Damage Only		MANNER OF COLLISION		NUM VEH 1		NUM KILLED 0		DIV RDWY DIR Not Applicable	
BASIC TYPE Single Vehicle Run Off Road		FIRST HARMFUL Roadway Sign or Sign Structure		ROADWAY SURF Snow		LIGHT CONDITION Daylight		WEATHER PRIMARY Snow	
WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC		WEATHER SECONDARY No		HIT & RUN No		PUBLIC PRIVATE CODE Yes, Public	
WORKERS PRES		LAW ENF PRES		ON/OFF TRAFFICWAY Trafficway, Not on Road		RELATIVE LOC TRAFFICWAY On Median		ON BRIDGE? No	
ROAD CONTRIB CIRCUM 1 Road Surface Condition (wet, icy, sn		ROAD CONTRIB CIRCUM 2		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 Road Surface Condition (wet, icy, sn		ROAD CONTRIB CIRCUM 2	

Unit 1 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	
PERSON TYPE Driver		AGE 24		SEX Female	
INJURY SEVERITY N - Prop Dmg Only		ZIP 551212153		DL STATE MN	
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 2					
UNIT TYPE		VEH TYPE		DL STATUS	
PERSON TYPE		AGE		SEX	
INJURY SEVERITY		ZIP		DL STATE	
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 1 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT Front		TOWED? Not Towed
SEQUENCE OF EVENTS Roadway Sign or Sign Structure		TRAILERS
MANEUVER Slowing		VEHICLE CONTRIBUTING FACTORS

Unit 2 - Vehicle Information		
VEH USE		EMERGENCY VEH USE
INITIAL CONTACT		TOWED?
SEQUENCE OF EVENTS		TRAILERS
MANEUVER		VEHICLE CONTRIBUTING FACTORS

Unit 1 - Person Information		
CONTRIB FACTORS Swerved or Avoided Due to Wind		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		SPEEDING RELATED Too Fast For Conditions
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG No
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST TYPE		DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY
NON-MOTORIST MANEUVER		SPEEDING RELATED
LE SUSPECTS ALCOHOL		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN		LE SUSPECTS DRUG
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN		DRUG TEST TYPE
DRUG TEST TYPE		DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Westbound		ALIGNMENT Straight	
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		GRADE Level	
TRAFFIC CONTROL Traffic Control Signal		SPEED LIMIT 50	
NUM LANES 5		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION		ALIGNMENT	
ROADWAY DESIGN		GRADE	
TRAFFIC CONTROL		SPEED LIMIT	
NUM LANES		TRAF CONTRL WORKING CODE	

ROUTE ID 0300000000000013-D		LATITUDE 44.779134		LONGITUDE -93.343699		UTM X 472808.0		UTM Y 4958472.0	
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 3 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

OFFICER SKETCH

NARRATIVE

THE CRASH OCCURRED ON MNTH 13, AT THE INTERSECTION OF QUENTIN AVENUE. THE VEHICLE WAS APPROACHING THE RED LIGHT AT QUENTIN AVENUE, IN THE LEFT LANE, AND ATTEMPTED TO SLOW. THE VEHICLE BEGAN TO SLIDE ON THE SNOWY SURFACE AND WENT ONTO THE MEDIAN DIVIDER. THE VEHICLE STRUCK A ROAD SIGN ON THE MEDIAN DIVIDER, KNOCKING IT TO THE GROUND. THERE WERE NO REPORTED INJURIES. NO TOWS WERE REQUIRED. I DID NOT SEE THE VEHICLE, AS THE DRIVER CALLED IN AFTER THE FACT. I DID LOCATE THE SIGN, AND IT WAS REPORTED TO MNDOT.



Crash Detail Report - Long Form

INCIDENT ID 00981649		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.663		ROUTE NAME MNTH 13			
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT T or Y Intersection		LOCAL ID 21512372	
CRASH SEVERITY B - Minor Injury		DATE 12/18/21		TIME 15:34		DAY OF WEEK Sat		INTERSECT WITH			
BASIC TYPE Rear End		MANNER OF COLLISION Front to Rear		NUM VEH 2	NUM KILLED 0	DIV RDWY DIR West		FIRST HARMFUL Motor Vehicle In Transport			
ROADWAY SURF Dry		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear		WEATHER SECONDARY		HIT & RUN No		PUBLIC PRIVATE CODE No	
WORK ZONE TYPE NOT APPLICABLE			WORK ZONE LOC			WORKERS PRES			LAW ENF PRES		
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2			

Unit 1 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	PERSON TYPE Driver
AGE 67	SEX Female	INJURY SEVERITY N - Prop Dmg Only		ZIP 553791522	DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS Corrective Lenses		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	PERSON TYPE Driver
AGE 27	SEX Female	INJURY SEVERITY N - Prop Dmg Only		ZIP 551073124	DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS Corrective Lenses		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Towed Due to Disabling D
INITIAL CONTACT Front	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS SKIDDING		

Unit 2 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Rear	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Vehicle Stopped or Stalled in Roadway
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 1 - Person Information		
CONTRIB FACTORS Following Too Closely		DRIVER DISTRACTED BY Not Distracted
		SPEEDING RELATED Not Speeding
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
		SPEEDING RELATED Not Speeding
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Westbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 50
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		NUM LANES 3	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Westbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 50
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		NUM LANES 3	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 0300000000000013-D		LATITUDE 44.779134		LONGITUDE -93.343505		UTM X 472823.3		UTM Y 4958472.0	
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		


Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 3 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

<p>OFFICER SKETCH</p> 

<p>NARRATIVE</p> <p>CRASH OCCURRED WB ON HWY 13 AT QUENTIN AVE. VEH 1 (FORD) VEH 2 (HONDA) BOTH VEHICLES ARE IN THE RIGHT LANE OF WB HWY 13 IN SAVAGE. VEH 1 IS BEHIND VEH 2. VEH 1 DRIVER STATED SHE WAS SNEEZING REALLY BAD AND WHEN SHE LOOKED UP TRAFFIC WAS STOPPED AT THE RED LIGHT AT QUENTINE AVE AND HWY 13. SHE TRIED TO SWERVE RIGHT TO AVOID REAR ENDING VEH 2 BUT WAS UNSUCCESSFUL. FRONT LEFT OF VEH 1 VS BACK RIGHT OF VEH 2. DRIVER OF VEH 2 SAID THEY WERE STOPPED AT A RED LIGHT WHEN VEH 1 REAR ENDING THEM. THEY SAID DRIVER OF VEH 1 SAID SHE WAS SNEEZING AND CRASHED INTO THEM. OCCUPANTS OF VEH 2 WERE TEST DRIVING A VEHICLE THAT BELONGED TO A DEALERSHIP. THE DEALERSHIP CAME OUT AND WERE ABLE TO DRIVE THE VEHICLE BACK TO THE LOT. VEH 1 IS AT FAULT AND SHE ADMITTED FAULT AS WELL. NO CITATION WAS ISSUED. VEH 1 WAS TOWED USING AAA. END OF REPORT.</p>
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Crash Detail Report - Long Form

INCIDENT ID 01017802		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.663		ROUTE NAME MNTH 13	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Not at Intersection/Interc	
LOCAL ID 22504100		CRASH SEVERITY N - Prop Damage Only		DATE 04/07/22		TIME 17:40		DAY OF WEEK Thu	
INTERSECT WITH 100 F E QUENTIN		BASIC TYPE Rear End		MANNER OF COLLISION Front to Rear		NUM VEH 3		NUM KILLED 0	
DIV RDWY DIR West		FIRST HARMFUL Motor Vehicle In Transport		ROADWAY SURF Dry		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear	
WEATHER SECONDARY		HIT & RUN Yes		PUBLIC PRIVATE CODE No		WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC	
WORKERS PRES		LAW ENF PRES		ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No	
ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2							

Unit 1 - Hit-And-Run Vehicle				
UNIT TYPE Hit-And-Run Vehicle		VEH TYPE Passenger Car	DL STATUS	PERSON TYPE
AGE	SEX	INJURY SEVERITY		DL STATE
DL CLASS				
DL ENDORSEMENTS		DL RESTRICTIONS		
RECOMMENDATIONS?				
PHYSICAL CONDITIONS		VIOLATIONS		

Unit 2 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car	DL STATUS Valid	PERSON TYPE Driver
AGE	SEX	INJURY SEVERITY N - Prop Dmg Only		DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS None		DL RESTRICTIONS None		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Front	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS		

Unit 2 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Rear	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 1 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY SPEEDING RELATED
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL		LE SUSPECTS DRUG
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted SPEEDING RELATED Not Speeding
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Westbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 55
ROADWAY DESIGN Two-Way, Not Divided		NUM LANES 2	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Westbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 55
ROADWAY DESIGN Two-Way, Not Divided		NUM LANES 2	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 030000000000013-D	LATITUDE 44.779134	LONGITUDE -93.343496	UTM X 472824.1	UTM Y 4958472.0
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Crash Detail Report - Long Form

Unit 3 - Motor Vehicle in Transport				
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE
Motor Vehicle in Transport		Medium / Heavy Tr	Valid	Driver
AGE	SEX	INJURY SEVERITY		DL STATE
37	Male	N - Prop Dmg Only		MN
DL CLASS				
A Commercial				
DL ENDORSEMENTS			DL RESTRICTIONS	
None			Corrective Lenses	
RECOMMENDATIONS?				
None				
PHYSICAL CONDITIONS			VIOLATIONS	
Apparently Normal (Including No Drugs/Alcohol)			No	

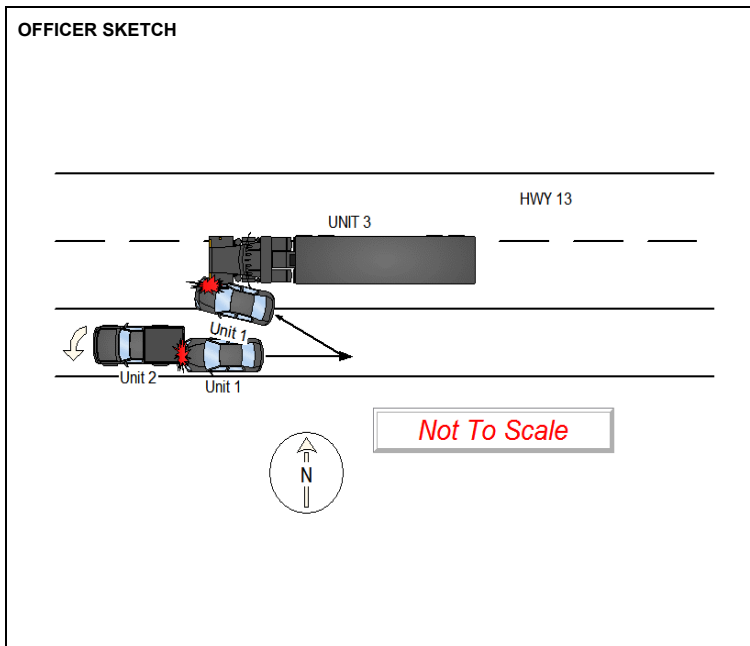
Unit 4				
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE
AGE	SEX	INJURY SEVERITY		DL STATE
DL CLASS				
DL ENDORSEMENTS			DL RESTRICTIONS	
RECOMMENDATIONS?				
PHYSICAL CONDITIONS			VIOLATIONS	

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
Normal		Not Towed
INITIAL CONTACT	MOST HARMFUL	TRAILERS
Front	Motor Vehicle In Transport	No
SEQUENCE OF EVENTS		MANEUVER
Motor Vehicle In Transport		Moving Forward
		VEHICLE CONTRIBUTING FACTORS
		VSN OBSCRD-WNDSH

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS		MANEUVER
		VEHICLE CONTRIBUTING FACTORS

Unit 3 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY
No Clear Contributing Action		Not Distracted
		SPEEDING RELATED
		Not Speeding
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL		LE SUSPECTS DRUG
No		No
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
No, Test Not Given		
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT
No, Test Not Given		

Unit 4 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY
		SPEEDING RELATED
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL		LE SUSPECTS DRUG
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT



NARRATIVE

ALL UNITS WERE WB HWY 13 IN THE AREA OF QUINTEN AVE IN SAVAGE MN. U2 WAS STOPPED IN THE TURN LANE FOR SOUTHBOUND QUINTEN WHEN HE WAS REAR ENDED BY U1. U1 FLED THE SCENE BY ENTERING THE WB LANES OF HWY 13 AND PULLED OUT IN FRONT OF U3 AND WAS STRUCK BY U3. U1 FLED THE SCENE AND THE VEHICLE WAS FOUND ABANDONED IN A NEARBY NEIGHBORHOOD. U1 WAS TOWED AND A HOLD WAS PLACED ON THE VEHICLE FOR DRIVER AND INSURANCE INFO.



Crash Detail Report - Long Form

INCIDENT ID 01060090		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.882		ROUTE NAME MNTH 13	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Not at Intersection/Interc	
LOCAL ID 22511236		DATE 10/07/22		TIME 06:27		DAY OF WEEK Fri		INTERSECT WITH	
CRASH SEVERITY N - Prop Damage Only		MANNER OF COLLISION Front to Rear		NUM VEH 2		NUM KILLED 0		DIV RDWY DIR West	
BASIC TYPE Rear End		FIRST HARMFUL Motor Vehicle In Transport		ROADWAY SURF Dry		LIGHT CONDITION Dark (Str Lights On)		WEATHER PRIMARY Clear	
WORK ZONE TYPE Lane Shift/Crossover		WORK ZONE LOC Advance Warning Area		WORKERS PRES No		WEATHER SECONDARY No		HIT & RUN No	
LAW ENF PRES No		PUBLIC PRIVATE CODE No		ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No	
ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2		ROADWAY SURF Dry		LIGHT CONDITION Dark (Str Lights On)		WEATHER PRIMARY Clear	

Unit 1 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	
PERSON TYPE Driver		AGE 24		SEX Male	
INJURY SEVERITY N - Prop Dmg Only		ZIP 553374500		DL STATE MN	
DL CLASS A Commercial					
DL ENDORSEMENTS N - Tanker T - Double or Triple Trailers			DL RESTRICTIONS Automatic Transmission CMV		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Unknown			VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	
PERSON TYPE Driver		AGE 36		SEX Male	
INJURY SEVERITY N - Prop Dmg Only		ZIP 550681255		DL STATE MN	
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT Front		TOWED? Not Towed
SEQUENCE OF EVENTS Motor Vehicle In Transport		TRAILERS No
MANEUVER Moving Forward		VEHICLE CONTRIBUTING FACTORS Unknown

Unit 2 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT Rear		TOWED? Not Towed
SEQUENCE OF EVENTS Motor Vehicle In Transport		TRAILERS No
MANEUVER Vehicle Stopped or Stalled in Roadway		VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH

Unit 1 - Person Information		
CONTRIB FACTORS Unknown		DRIVER DISTRACTED BY Unknown
NON-MOTORIST MANEUVER		SPEEDING RELATED Unknown
LE SUSPECTS ALCOHOL		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG
DRUG TEST GIVEN No, Test Not Given		ALCOHOL TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG No
DRUG TEST GIVEN No, Test Not Given		ALCOHOL TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Westbound		ALIGNMENT Straight	
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		GRADE Level	
TRAFFIC CONTROL Traffic Control Signal		SPEED LIMIT 45	
NUM LANES 4		TRAFFIC CONTROL Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Westbound		ALIGNMENT Straight	
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		GRADE Level	
TRAFFIC CONTROL Traffic Control Signal		SPEED LIMIT 45	
NUM LANES 4		TRAFFIC CONTROL Operational	

ROUTE ID 030000000000013-D		LATITUDE 44.779148		LONGITUDE -93.339055		UTM X 473175.4		UTM Y 4958472.0	
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 3 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

OFFICER SKETCH

NARRATIVE
 TRAFFIC BACKED UP AT THE STOP LIGHT AT QUINTEN AVE. HYUNDAI WAS STOPPED, NISSAN REAR ENDED IT. NISSAN EXCHANGED INFO AND LEFT PRIOR TO MY ARRIVAL.



Crash Detail Report - Long Form

INCIDENT ID 00913491		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.961		ROUTE NAME MNTH 13	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Not at Intersection/Interc	
LOCAL ID 21505449		CRASH SEVERITY B - Minor Injury		DATE 06/15/21		TIME 17:38		DAY OF WEEK Tue	
INTERSECT WITH		BASIC TYPE Rear End		MANNER OF COLLISION Front to Rear		NUM VEH 2		NUM KILLED 0	
DIV RDWY DIR West		FIRST HARMFUL Motor Vehicle In Transport		ROADWAY SURF Dry		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear	
WEATHER SECONDARY		HIT & RUN No		PUBLIC PRIVATE CODE No		WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC	
WORKERS PRES		LAW ENF PRES		ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No	
ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2							

Unit 1 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	
PERSON TYPE Driver		AGE 19		SEX Female	
INJURY SEVERITY N - Prop Dmg Only		ZIP 553373896		DL STATE MN	
DL CLASS IP Instructional Permit					
DL ENDORSEMENTS None			DL RESTRICTIONS Corrective Lenses		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	
PERSON TYPE Driver		AGE 23		SEX Female	
INJURY SEVERITY B - Minor Injury		ZIP 55432		DL STATE OH	
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
TOWED? Not Towed		INITIAL CONTACT Front
MOST HARMFUL Motor Vehicle In Transport		TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS SKIDDING		

Unit 2 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
TOWED? Towed, But Not Due to Dis		INITIAL CONTACT Rear Left Quarter Panel
MOST HARMFUL Motor Vehicle In Transport		TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Vehicle Stopped or Stalled in Roadway
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 1 - Person Information		
CONTRIB FACTORS Following Too Closely		DRIVER DISTRACTED BY Not Distracted
SPEEDING RELATED Not Speeding		NON-MOTORIST MANEUVER
NON-MOTORIST LOCATION		LE SUSPECTS ALCOHOL No
LE SUSPECTS DRUG No		ALCOHOL TEST GIVEN No, Test Not Given
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST RESULT		

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
SPEEDING RELATED Not Speeding		NON-MOTORIST MANEUVER
NON-MOTORIST LOCATION		LE SUSPECTS ALCOHOL No
LE SUSPECTS DRUG No		ALCOHOL TEST GIVEN No, Test Not Given
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST RESULT		

Unit 1 - Roadway Characteristics			
DIRECTION Westbound		ALIGNMENT Straight	
GRADE Level		SPEED LIMIT 50	
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		NUM LANES 2	
TRAFFIC CONTROL No Controls			

Unit 2 - Roadway Characteristics			
DIRECTION Westbound		ALIGNMENT Straight	
GRADE Level		SPEED LIMIT 50	
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		NUM LANES 2	
TRAFFIC CONTROL No Controls			

ROUTE ID 0300000000000013-D		LATITUDE 44.779152		LONGITUDE -93.337439		UTM X 473303.3		UTM Y 4958472.0	
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 3 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

OFFICER SKETCH

The sketch shows a two-lane road labeled 'Hwy 13 W' with a '13' shield. Unit 2 is positioned behind Unit 1. A north arrow points upwards, and a red box with the text 'Not To Scale' is overlaid on the image.

NARRATIVE
 CRASH OCCURRED WB 13 WEST OF LYNN AVE VEH 1 (TOYOTA) VEH 2 (HYUNDAI) BOTH VEHICLES WERE TRAVELING WB ON 13. VEH 1 WAS BEHIND VEH 2 BOTH IN THE RIGHT LANE. DRIVER OF VEHICLE 1 STATED TRAFFIC WAS HEAVY AND STOPPED QUICKLY. SHE WAS NOT ABLE TO STOP AND REAR ENDED VEH 2. THE PASSENGER OF VEH 1 ALSO SAID THE SAME THING BUT BOTH BELIEVED THEY COLLIDED WITH THE MIDDLE REAR OF VEH 2. THE DRIVER OF VEH 2 WAS IN THE ALLINA AMBULANCE. SHE WAS COMPLAINING OF HEAD PAIN AND SAID SHE HIT HER HEAD AGAINST THE BACK HEAD REST AND THEN HIT HER HEAD HARD AGAINST THE STEERING WHEEL. I ASKED HER WHAT HAPPENED AND SHE SAID SHE WAS DRIVING IN THE RIGHT LANE WHEN A VEHICLE SPEEDING REAR ENDED HER. SHE SAID THEY WERE SPEEDING. I ASKED HOW SHE KNEW THEY WERE SPEEDING AND IF SHE SAW THEM SPEEDING AND SHE SAID NO. SHE DID NOT ACTUALLY SEE THEM SPEEDING BUT COULD JUST TELL FROM THE IMPACT. SHE SAID SHE BECAUSE OF THE SPEED OF THE OTHER VEHICLE SHE HIT HER HEAD ON THE HEAD REST AND STEERING WHEEL. I LOOKED ON HER HEAD WHERE SHE SAID SHE HIT AND I DID NOT SEE ANY REDNESS, BRUISING, BLOOD, NOTHING TO INDICATE A HARD COLLISION. THE MEDICS ON SCENE WERE ALSO NOT SEEING ANYTHING. THEY BELIEVED HER ANXIETY LEVELS COULD BE CAUSING HEAD PAIN. I ASKED WHERE ON HER VEHICLE THEY COLLIDED AND SHE SAID ON THE CENTER AS WELL. I ASKED IF SHE HAD ANY PRIOR DAMAGE TO HER VEHICLE AND SHE SAID NO. I LOOKED AT BOTH VEHICLES AND VEH 1 HAD MINOR DAMAGE (SCRUB



Crash Detail Report - Long Form

INCIDENT ID 01040124		ROUTE SYS 05-MSAS		ROUTE NUM 102		MEASURE 0.738		ROUTE NAME QUENTIN AVE	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT T or Y Intersection	
LOCAL ID 22018356		CRASH SEVERITY N - Prop Damage Only		DATE 08/16/22		TIME 14:56		DAY OF WEEK Tue	
INTERSECT WITH		BASIC TYPE Rear End		MANNER OF COLLISION Front to Rear		NUM VEH 2		NUM KILLED 0	
DIV RDWY DIR		FIRST HARMFUL Motor Vehicle In Transport		ROADWAY SURF Dry		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear	
WEATHER SECONDARY		HIT & RUN No		PUBLIC PRIVATE CODE No		WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC	
WORKERS PRES		LAW ENF PRES		ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No	
ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2							

Unit 1 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Sport Utility Vehicle		DL STATUS Valid	
PERSON TYPE Driver		AGE 46		SEX Male	
INJURY SEVERITY N - Prop Dmg Only		ZIP 550545435		DL STATE MN	
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS	
PERSON TYPE Driver		AGE 78		SEX Male	
INJURY SEVERITY N - Prop Dmg Only		ZIP 55318		DL STATE MN	
DL CLASS X (Not Licensed)					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS Yes		

Unit 1 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT Rear		TOWED? Not Towed
MOST HARMFUL Motor Vehicle In Transport		TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Vehicle Stopped or Stalled in Roadway
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 2 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT Front		TOWED? Not Towed
MOST HARMFUL Motor Vehicle In Transport		TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS Defective Brakes		

Unit 1 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG No
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST TYPE		DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS Improper Backing		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG No
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST TYPE		DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Northbound		ALIGNMENT Straight	
GRADE Level		SPEED LIMIT 35	
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 3	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Northbound		ALIGNMENT Straight	
GRADE Level		SPEED LIMIT 35	
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 3	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 0500023965430102-I		LATITUDE 44.778719		LONGITUDE -93.344332		UTM X 472757.8		UTM Y 4958426.2	
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Crash Detail Report - Long Form

INCIDENT ID 00936583		ROUTE SYS 05-MSAS		ROUTE NUM 102		MEASURE 0.749		ROUTE NAME QUENTIN AVE	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Not at Intersection/Interc	
LOCAL ID 21507876		DATE 08/20/21		TIME 11:59		DAY OF WEEK Fri		INTERSECT WITH	
CRASH SEVERITY N - Prop Damage Only		MANNER OF COLLISION Front to Rear		NUM VEH 2		NUM KILLED 0		DIV RDWY DIR East	
BASIC TYPE Rear End		WEATHER PRIMARY Clear		WEATHER SECONDARY		HIT & RUN Yes		FIRST HARMFUL Motor Vehicle In Transport	
ROADWAY SURF Dry		LIGHT CONDITION Daylight		WORKERS PRES		LAW ENF PRES		PUBLIC PRIVATE CODE No	
WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2			
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No					

Unit 1 - Hit-And-Run Vehicle					
UNIT TYPE Hit-And-Run Vehicle		VEH TYPE Sport Utility Vehicle		DL STATUS Valid	PERSON TYPE Driver
AGE 16	SEX Female	INJURY SEVERITY N - Prop Dmg Only		ZIP	DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None None			DL RESTRICTIONS		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Sport Utility Vehicle		DL STATUS Valid	PERSON TYPE Driver
AGE 46	SEX Female	INJURY SEVERITY N - Prop Dmg Only		ZIP	DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Top	MOST HARMFUL	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS		

Unit 2 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Undercarriage	MOST HARMFUL	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Vehicle Stopped or Stalled in Roadway
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 1 - Person Information		
CONTRIB FACTORS Operated Motor Vehicle: Careless/Negligent/Erratic		DRIVER DISTRACTED BY Other Inside the Vehicle (eating, personal hygiene)
		SPEEDING RELATED Not Speeding
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL No	LE SUSPECTS DRUG No	
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
		SPEEDING RELATED Not Speeding
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL No	LE SUSPECTS DRUG No	
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 50
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 4	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 50
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 4	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 0500023965430102-D		LATITUDE 44.778823		LONGITUDE -93.344553		UTM X 472740.3		UTM Y 4958437.7	
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS		MANEUVER
		VEHICLE CONTRIBUTING FACTORS

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS		MANEUVER
		VEHICLE CONTRIBUTING FACTORS

Unit 3 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY
		SPEEDING RELATED
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY
		SPEEDING RELATED
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

OFFICER SKETCH

The sketch shows a top-down view of a two-lane road. Unit 1 is in the left lane, and Unit 2 is in the right lane. A north arrow is positioned to the right of the vehicles. A box with the text 'Not To Scale' is located below the north arrow. The road is labeled '13eb'.

NARRATIVE

13EB/QUENTIN V2 WAS STOPPED AT THE LIGHT OF 13EB AND QUENTIN IN THE LEFT LANE. V1 WAS DIRECTLY BEHIND THEM. V1 FOR AN UNKNOWN REASON REAR ENDED V2. D1 DID NOT STOP AND LEFT THE SCENE. V1 LEFT ITS LICENSE PLATE JAMMED IN HITCH OF V2. D1 WAS A YOUNG TEEN AND STATED SHE WAS NERVOUS TO STOP. NO INJURIES, NO TOWS. MINOR DAMAGE TO V2 BUMPER



Crash Detail Report - Long Form

INCIDENT ID 00896854		ROUTE SYS 05-MSAS		ROUTE NUM 102		MEASURE 0.751		ROUTE NAME QUENTIN AVE	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT T or Y Intersection	
LOCAL ID 21006204		DATE 03/20/21		TIME 17:48		DAY OF WEEK Sat		INTERSECT WITH MNTH 13	
CRASH SEVERITY N - Prop Damage Only		MANNER OF COLLISION Sideswipe - Same Direction		NUM VEH 2		NUM KILLED 0		DIV RDWY DIR East	
BASIC TYPE Sideswipe Same Direction		FIRST HARMFUL Motor Vehicle In Transport		ROADWAY SURF Dry		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear	
WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC		WEATHER SECONDARY		HIT & RUN No		PUBLIC PRIVATE CODE No	
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2	

Unit 1 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	
PERSON TYPE Driver		AGE 28		SEX Male	
INJURY SEVERITY N - Prop Dmg Only		ZIP		DL STATE MN	
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	
PERSON TYPE Driver		AGE 56		SEX Male	
INJURY SEVERITY N - Prop Dmg Only		ZIP		DL STATE MN	
DL CLASS C Commercial					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT Rear		TOWED? Not Towed
SEQUENCE OF EVENTS Motor Vehicle In Transport		TRAILERS No
MANEUVER Turning Right		VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH

Unit 2 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT Front		TOWED? Not Towed
SEQUENCE OF EVENTS Motor Vehicle In Transport		TRAILERS No
MANEUVER Turning Right		VEHICLE CONTRIBUTING FACTORS Unknown

Unit 1 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG No
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST TYPE		DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS Unknown		DRIVER DISTRACTED BY Unknown
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG No
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST TYPE		DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Eastbound		ALIGNMENT Straight	
ROADWAY DESIGN Two-Way, Divided, Median Barrier		GRADE Level	
TRAFFIC CONTROL Traffic Control Signal		SPEED LIMIT 50	
TRAFFIC CONTROL		NUM LANES 4	
TRAFFIC CONTROL WORKING CODE Operational		TRAFFIC CONTROL	

Unit 2 - Roadway Characteristics			
DIRECTION Eastbound		ALIGNMENT Straight	
ROADWAY DESIGN Two-Way, Divided, Median Barrier		GRADE Level	
TRAFFIC CONTROL Traffic Control Signal		SPEED LIMIT 50	
TRAFFIC CONTROL		NUM LANES 4	
TRAFFIC CONTROL WORKING CODE Operational		TRAFFIC CONTROL	

ROUTE ID 0500023965430102-I		LATITUDE 44.778907		LONGITUDE -93.344333		UTM X 472757.8		UTM Y 4958447.1	
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

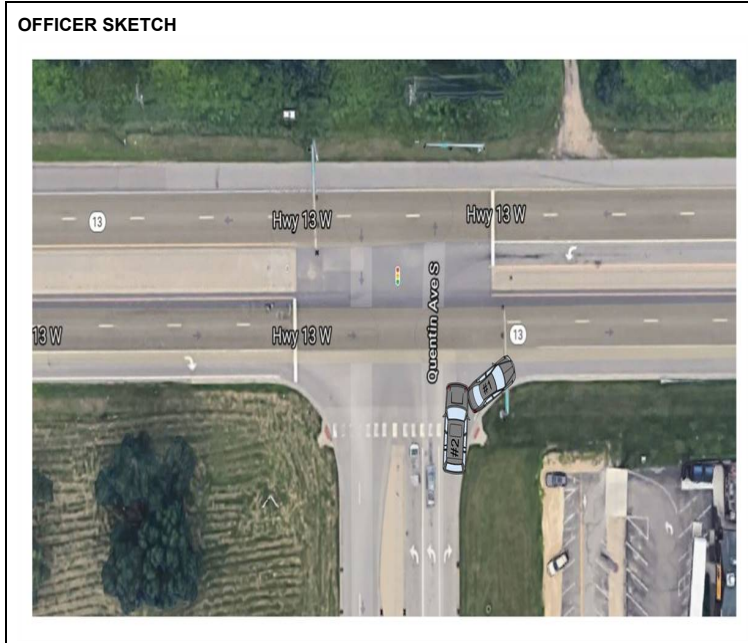
Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS		MANEUVER
		VEHICLE CONTRIBUTING FACTORS

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS		MANEUVER
		VEHICLE CONTRIBUTING FACTORS

Unit 3 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY
		SPEEDING RELATED
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY
		SPEEDING RELATED
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT



NARRATIVE
 DRIVER TWO PULLED ALONG SIDE OF DRIVER ONE WHILE THEY WERE BOTH STOPPED AT A RED LIGHT TO TURN RIGHT ONTO EASTBOUND HWY 13 FROM NORTHBOUND QUENTIN AVE. DRIVER TWO DID NOT SEE THAT DRIVER ONE HAD NOT MADE THE RIGHT TURN AND BEGAN HIS RIGHT TURN. DRIVER TWO CRASHED INTO THE BACK OF DRIVER ONE. DRIVER TWO SAID HE DID NOT SEE DRIVER ONE.



Crash Detail Report - Long Form

INCIDENT ID 00805782		ROUTE SYS 05-MSAS		ROUTE NUM 102		MEASURE 0.756		ROUTE NAME QUENTIN AVE	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT T or Y Intersection	
LOCAL ID 20007167		CRASH SEVERITY C - Possible Injury		DATE 04/01/20		TIME 07:40		DAY OF WEEK Wed	
INTERSECT WITH		BASIC TYPE Angle		MANNER OF COLLISION Angle		NUM VEH 2		NUM KILLED 0	
DIV RDWY DIR East		FIRST HARMFUL Motor Vehicle In Transport		ROADWAY SURF Dry		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear	
WEATHER SECONDARY		HIT & RUN No		PUBLIC PRIVATE CODE No		WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC	
WORKERS PRES		LAW ENF PRES		ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No	
ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2							

Unit 1 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid
PERSON TYPE Driver		AGE 60		SEX Male
INJURY SEVERITY C - Possible Injury		ZIP 55379		DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS None		DL RESTRICTIONS None		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Revoked
PERSON TYPE Driver		AGE 28		SEX Male
INJURY SEVERITY N - Prop Dmg Only		ZIP 553182246		DL STATE
DL CLASS X (Not Licensed)				
DL ENDORSEMENTS		DL RESTRICTIONS None		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS Yes		

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Towed Due to Disabling D
INITIAL CONTACT Front Left Quarter Panel	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport	MANEUVER Moving Forward	
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 2 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Towed Due to Disabling D
INITIAL CONTACT Front Right Quarter Panel	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport	MANEUVER Moving Forward	
VEHICLE CONTRIBUTING FACTORS		

Unit 1 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
		SPEEDING RELATED Not Speeding
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS Ran Red Light		DRIVER DISTRACTED BY Unknown
		SPEEDING RELATED Not Speeding
NON-MOTORIST MANEUVER		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Northbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 35
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 5	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 35
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 5	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 0500023965430102-D	LATITUDE 44.778917	LONGITUDE -93.344554	UTM X 472740.3	UTM Y 4958448.2
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 3 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

OFFICER SKETCH

Not To Scale

NARRATIVE

VEH #1 WAS N/B ON QUENTIN AVE, PREPARING TO TURN ONTO W/B HWY 13. HIS LIGHT TURNED GREEN AND HE PROCEEDED INTO THE INTERSECTION. VEH #2 WAS E/B ON HWY 13 APPROACHING THE QUENTIN AVE. INTERSECTION. HIS LIGHT TURNED RED. DRIVER OF VEH #2 STATED THAT HE WASN'T PAYING ATTENTION AND DID NOT SEE THAT THE LIGHT WAS RED. HE ENTERED THE INTERSECTION AGAINST A SOLID RED LIGHT AND STRUCK VEH #1 ON THE DRIVER'S SIDE FRONT. BOTH VEHICLES WERE TOWED FROM THE SCENE DUE TO DAMAGE AND AIRBAG DEPLOYMENT. DRIVER OF VEH #2 WAS CITED FOR DRIVING AFTER REVOCATION AND FAIL TO STOP FOR RED LIGHT.



Crash Detail Report - Long Form

INCIDENT ID 00967562		ROUTE SYS 03-MNTH		ROUTE NUM 13		MEASURE 93.956		ROUTE NAME MNTH 13	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Not at Intersection/Interc	
LOCAL ID 21022829		CRASH SEVERITY N - Prop Damage Only		DATE 10/18/21		TIME 08:32		DAY OF WEEK Mon	
INTERSECT WITH		BASIC TYPE Rear End		MANNER OF COLLISION Front to Rear		NUM VEH 2		NUM KILLED 0	
DIV RDWY DIR West		FIRST HARMFUL Motor Vehicle In Transport		ROADWAY SURF Dry		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear	
WEATHER SECONDARY		HIT & RUN No		PUBLIC PRIVATE CODE No		WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC	
WORKERS PRES		LAW ENF PRES		ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No	
ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2							

Unit 1 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Pickup		DL STATUS Valid	
PERSON TYPE Driver		AGE 27		SEX Male	
INJURY SEVERITY N - Prop Dmg Only		ZIP		DL STATE MN	
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	
PERSON TYPE Driver		AGE 33		SEX Female	
INJURY SEVERITY N - Prop Dmg Only		ZIP		DL STATE MN	
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS Corrective Lenses		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
TOWED? Not Towed		INITIAL CONTACT Rear
MOST HARMFUL Motor Vehicle In Transport		TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Slowing
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 2 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
TOWED? Not Towed		INITIAL CONTACT Front
MOST HARMFUL Motor Vehicle In Transport		TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Slowing
VEHICLE CONTRIBUTING FACTORS Unknown		

Unit 1 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
SPEEDING RELATED Not Speeding		NON-MOTORIST MANEUVER
NON-MOTORIST LOCATION		LE SUSPECTS ALCOHOL No
LE SUSPECTS DRUG No		ALCOHOL TEST GIVEN No, Test Not Given
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST RESULT		

Unit 2 - Person Information		
CONTRIB FACTORS Unknown		DRIVER DISTRACTED BY Unknown
SPEEDING RELATED Unknown		NON-MOTORIST MANEUVER
NON-MOTORIST LOCATION		LE SUSPECTS ALCOHOL No
LE SUSPECTS DRUG No		ALCOHOL TEST GIVEN No, Test Not Given
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST RESULT		

Unit 1 - Roadway Characteristics			
DIRECTION Westbound		ALIGNMENT Straight	
GRADE Level		SPEED LIMIT 50	
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 2	
TRAFFIC CONTROL No Controls		TRAF CONTRL WORKING CODE	

Unit 2 - Roadway Characteristics			
DIRECTION Westbound		ALIGNMENT Straight	
GRADE Level		SPEED LIMIT 50	
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 2	
TRAFFIC CONTROL No Controls		TRAF CONTRL WORKING CODE	

ROUTE ID 030000000000013-I		LATITUDE 44.778990		LONGITUDE -93.338141		UTM X 473247.7		UTM Y 4958454.2	
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

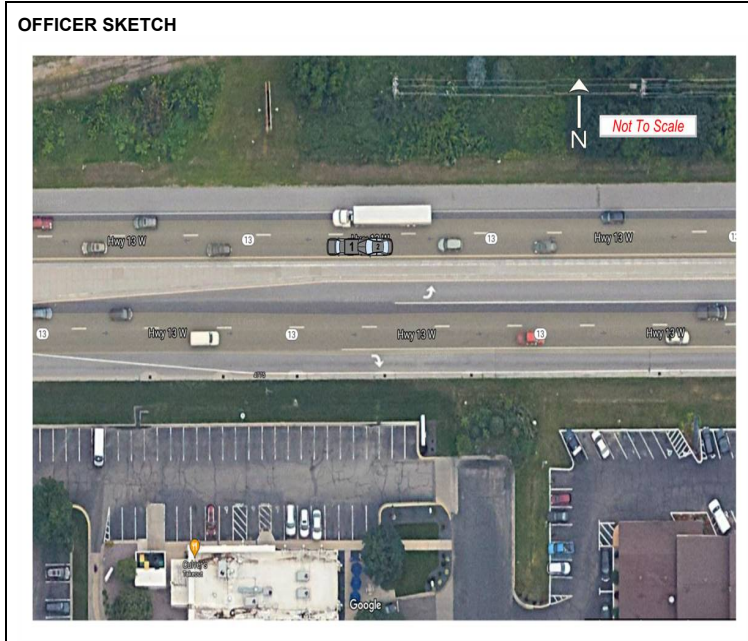
Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 3 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT



NARRATIVE
 BOTH UNITS TRAVELING WESTBOUND HIGHWAY 13, WEST OF LYNN AVE. DRIVER 1 SAID SOME CARS IN FRONT OF HIM BRAKED HARD SO HE HAD TO SUDDENLY BRAKE. DRIVER 1 SAID HE WAS THEN STRUCK BY UNIT 2. DRIVER 2 SAID THAT SHE HAD TO SUDDENLY BRAKE WITH ALL OF THE OTHER VEHICLES BUT WAS NOT ABLE TO SLOW DOWN IN TIME TO AVOID A COLLISION. BOTH PARTIES UNINJURED. DRIVER 2 BELIEVED SHE MAY HAVE BEEN GOING 30-40MPH AT THE TIME OF COLLISION. KF64.



Crash Detail Report - Long Form

INCIDENT ID 01022273		ROUTE SYS 05-MSAS		ROUTE NUM 115		MEASURE 0.741		ROUTE NAME 123RD ST W	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Four-Way Intersection	
LOCAL ID 22009974		CRASH SEVERITY C - Possible Injury		DATE 05/12/22		TIME 16:25		DAY OF WEEK Thu	
INTERSECT WITH QUENTIN AVE		BASIC TYPE Angle		MANNER OF COLLISION Angle		NUM VEH 2		NUM KILLED 0	
DIV RDWY DIR		FIRST HARMFUL Motor Vehicle In Transport		ROADWAY SURF Dry		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear	
WEATHER SECONDARY		HIT & RUN No		PUBLIC PRIVATE CODE No		WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC	
WORKERS PRES		LAW ENF PRES		ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No	
ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2							

Unit 1 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	
PERSON TYPE Driver		AGE 34		SEX Female	
INJURY SEVERITY C - Possible Injury		ZIP 553793725		DL STATE MN	
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	
PERSON TYPE Driver		AGE 31		SEX Male	
INJURY SEVERITY N - Prop Dmg Only		ZIP 554122451		DL STATE MN	
DL CLASS A Commercial					
DL ENDORSEMENTS None			DL RESTRICTIONS Automatic Transmission CMV		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Taxi		EMERGENCY VEH USE
INITIAL CONTACT Middle Right Passenger C		TOWED? Towed Due to Disabling D
MOST HARMFUL Motor Vehicle In Transport		TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS VSN OBSCD-SUN/LTI		

Unit 2 - Vehicle Information		
VEH USE Taxi		EMERGENCY VEH USE
INITIAL CONTACT Front		TOWED? Towed Due to Disabling D
MOST HARMFUL Motor Vehicle In Transport		TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 1 - Person Information		
CONTRIB FACTORS Failure to Yield Right-of-Way		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
LE SUSPECTS DRUG No		ALCOHOL TEST GIVEN No, Test Not Given
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST RESULT		

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
LE SUSPECTS DRUG No		ALCOHOL TEST GIVEN No, Test Not Given
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST RESULT		

Unit 1 - Roadway Characteristics			
DIRECTION Westbound		ALIGNMENT Straight	
GRADE Level		SPEED LIMIT 30	
ROADWAY DESIGN Two-Way, Not Divided, Continuous LTL		NUM LANES 3	
TRAFFIC CONTROL Stop Sign		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Southbound		ALIGNMENT Straight	
GRADE Level		SPEED LIMIT 35	
ROADWAY DESIGN Two-Way, Not Divided, Continuous LTL		NUM LANES 3	
TRAFFIC CONTROL No Controls		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 0500023965430115-I		LATITUDE 44.777612		LONGITUDE -93.344567		UTM X 472738.6		UTM Y 4958303.2	
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

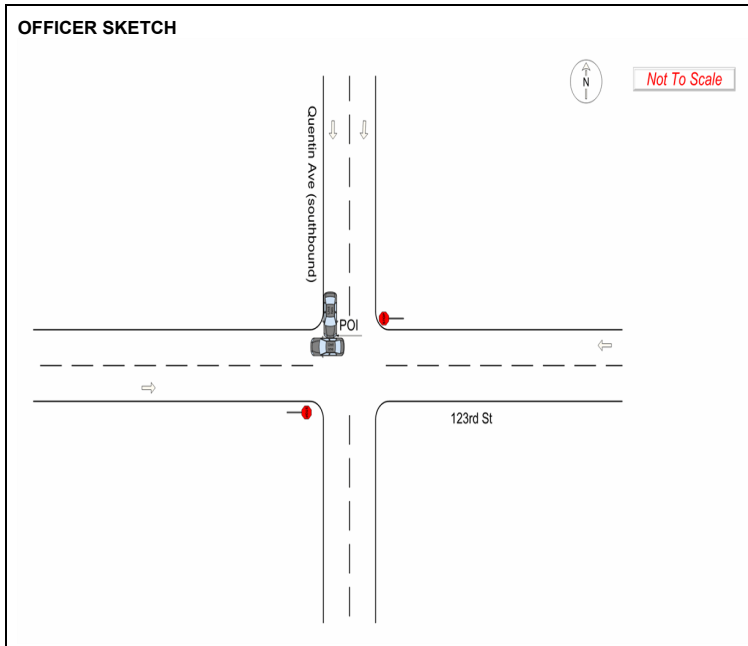
Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 3 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT



NARRATIVE

ON 05/12/2022, AT APPROXIMATELY 1629 HOURS, I, OFFICER CRAIN, WAS DISPATCHED TO THE AREA OF QUENTIN AVENUE AND 123RD STREET FOR A MOTOR VEHICLE CRASH WITH INJURIES. DISPATCH STATED THAT THE CRASH INVOLVED TWO VEHICLES AND THE AIRBAGS WERE DEPLOYED. I ARRIVED AT THE ABOVE LOCATION AT APPROXIMATELY 1633 HOURS AND SPOKE TO THE DRIVER OF UNIT ONE. THE DRIVER OF UNIT ONE STATED THAT SHE WAS TRAVELING WESTBOUND ON 123RD STREET. THE DRIVER OF UNIT ONE STATED THAT SHE STOPPED AT THE STOP SIGN AT 123RD STREET AND QUENTIN AVENUE. THE DRIVER OF UNIT ONE STATED THAT SHE PROCEEDED THROUGH THE INTERSECTION AND WAS HIT ON THE PASSENGER SIDE BY UNIT TWO. THE DRIVER OF UNIT ONE STATED THAT SHE WAS INJURED AND WAS TRANSPORTED BY ALLINA TO ST. FRANCIS HOSPITAL. THE FRONT SEAT PASSENGER IN UNIT ONE (PASSENGER ONE) STATED THAT SHE WAS INJURED BUT WAS NOT TRANSPORTED TO THE HOSPITAL. THE BACKSEAT PASSENGER (PASSENGER TWO), AND AUTISTIC NON-VERBAL JUVENILE FEMALE, WAS IMPROPERLY RESTRAINED IN A CAR SEAT (CAR SEAT STRAPS WERE VERY LOOSE). PASSENGER TWO WAS TAKEN TO FAIRVIEW RIDGES HOSPITAL TO BE EVALUATED. I SPOKE TO THE DRIVER OF UNIT TWO. THE DRIVER OF UNIT TWO STATED THAT HE WAS TRAVELING SOUTH ON QUENTIN AVENUE, IN THE RIGHT LANE. UNIT TWO HAD THE RIGHT OF WAY AS QUENTIN AVENUE TRAFFIC DOES NOT HAVE A STOP SIGN. THE DRIVER OF UNIT TWO STATED THAT UNIT TWO PULLED OUT, HE COULD NOT STOP, AND HIT UNIT ONE. THE



Crash Detail Report - Long Form

INCIDENT ID 00983706		ROUTE SYS 05-MSAS		ROUTE NUM 115		MEASURE 0.748		ROUTE NAME 123RD ST W	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Four-Way Intersection	
LOCAL ID 21027981		CRASH SEVERITY N - Prop Damage Only		DATE 12/27/21		TIME 14:07		DAY OF WEEK Mon	
INTERSECT WITH QUENTIN AVE		BASIC TYPE Left Turn		MANNER OF COLLISION Angle		NUM VEH 2		NUM KILLED 0	
DIV RDWY DIR Not Applicable		FIRST HARMFUL Motor Vehicle In Transport		ROADWAY SURF Dry		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear	
WEATHER SECONDARY		HIT & RUN No		PUBLIC PRIVATE CODE No		WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC	
WORKERS PRES		LAW ENF PRES		ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No	
ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2							

Unit 1 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Sport Utility Vehicle		DL STATUS Valid
PERSON TYPE Driver		AGE 69		SEX Female
INJURY SEVERITY N - Prop Dmg Only		ZIP 553782437		DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS None		DL RESTRICTIONS None		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Sport Utility Vehicle		DL STATUS Valid
PERSON TYPE Driver		AGE 36		SEX Female
INJURY SEVERITY N - Prop Dmg Only		ZIP 553784705		DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS None		DL RESTRICTIONS None		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT Front		TOWED? Not Towed
MOST HARMFUL Motor Vehicle In Transport		TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Turning Left
VEHICLE CONTRIBUTING FACTORS VSN OBSCD-SUN/LTI		

Unit 2 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT Front		TOWED? Towed Due to Disabling D
MOST HARMFUL Motor Vehicle In Transport		TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 1 - Person Information		
CONTRIB FACTORS Failure to Yield Right-of-Way		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
NON-MOTORIST LOCATION		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
NON-MOTORIST LOCATION		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Southbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 30
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 2	
TRAFFIC CONTROL Stop Sign		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Northbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 30
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		NUM LANES 4	
TRAFFIC CONTROL Stop Sign		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 0500023965430115-I	LATITUDE 44.777613	LONGITUDE -93.344436	UTM X 472748.9	UTM Y 4958303.3
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

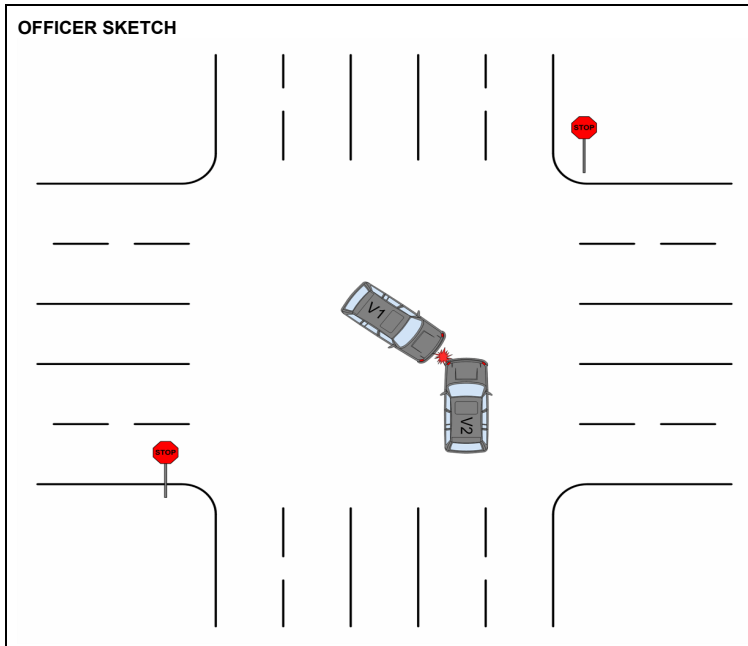
Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS		MANEUVER
		VEHICLE CONTRIBUTING FACTORS

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS		MANEUVER
		VEHICLE CONTRIBUTING FACTORS

Unit 3 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY
		SPEEDING RELATED
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS		DRIVER DISTRACTED BY
		SPEEDING RELATED
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT



NARRATIVE
 VEHICLE 1 WAS SOUTHBOUND ON QUENTIN AVE AND WAS ATTEMPTING TO TURN EASTBOUND ON 123RD STREET. VEHICLE 2 WAS NORTHBOUND ON QUENTIN AVE AND WAS ATTEMPTING TO CONTINUE NORTHBOUND TO HWY 13. DRIVER 1 SAID SHE DID NOT SEE VEHICLE 2 DUE TO THE SUN SHINING IN HER EYES. DRIVER 1 FAILED TO YIELD TO DRIVER'S 2 RIGHT OF WAY, TURNED IN FRONT OF VEHICLE 2, AND CAUSED THE CRASH.



Crash Detail Report - Long Form

INCIDENT ID 00928576		ROUTE SYS 05-MSAS		ROUTE NUM 115		MEASURE 0.753		ROUTE NAME 123RD ST W	
COUNTY 70-Scott		CITY Savage		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Four-Way Intersection	
LOCAL ID 21015446		DATE 07/16/21		TIME 17:26		DAY OF WEEK Fri		INTERSECT WITH QUENTIN AVE	
CRASH SEVERITY N - Prop Damage Only		MANNER OF COLLISION Angle		NUM VEH 2		NUM KILLED 0		DIV RDWY DIR	
BASIC TYPE Angle		FIRST HARMFUL Motor Vehicle In Transport		ROADWAY SURF Dry		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear	
WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC		WEATHER SECONDARY		HIT & RUN No		PUBLIC PRIVATE CODE No	
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2	

Unit 1 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid	
PERSON TYPE Driver		AGE 68		SEX Female	
INJURY SEVERITY N - Prop Dmg Only		ZIP		DL STATE MN	
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS None			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS No		

Unit 2 - Motor Vehicle in Transport					
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Revoked	
PERSON TYPE Driver		AGE 20		SEX Female	
INJURY SEVERITY N - Prop Dmg Only		ZIP		DL STATE IL	
DL CLASS D The Normal (Not Commercial) Driver License					
DL ENDORSEMENTS			DL RESTRICTIONS None		
RECOMMENDATIONS? None					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)			VIOLATIONS Yes		

Unit 1 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT Front		TOWED? Not Towed
MOST HARMFUL Motor Vehicle In Transport		TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 2 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT Front		TOWED? Towed Due to Disabling D
MOST HARMFUL Motor Vehicle In Transport		TRAILERS No
SEQUENCE OF EVENTS Motor Vehicle In Transport Motor Vehicle In Transport		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 1 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG No
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST TYPE		DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG No
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST TYPE		DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Northbound		ALIGNMENT Straight	
ROADWAY DESIGN Two-Way, Divided, No Median Barrier		GRADE Level	
TRAFFIC CONTROL No Controls		SPEED LIMIT	
NUM LANES 3		TRAFFIC CONTROL WORKING CODE	

Unit 2 - Roadway Characteristics			
DIRECTION Eastbound		ALIGNMENT Straight	
ROADWAY DESIGN Two-Way, Not Divided		GRADE Level	
TRAFFIC CONTROL Stop Sign		SPEED LIMIT	
NUM LANES 2		TRAFFIC CONTROL WORKING CODE	

ROUTE ID 0500023965430115-I		LATITUDE 44.777614		LONGITUDE -93.344315		UTM X 472758.5		UTM Y 4958303.4	
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Crash Detail Report - Long Form

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 3 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 4 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
	SPEEDING RELATED	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL	LE SUSPECTS DRUG	
ALCOHOL TEST GIVEN	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT



NARRATIVE

ON 07/16/2021 AT 1726 HOURS, I (MATHYS) WAS DISPATCHED FOR A 2 VEHICLE NO INJURY ACCIDENT AT THE INTERSECTION OF 123RD ST AND QUENTIN AVE. ON MY ARRIVAL I LOCATED A 2010 NISSAN VERSA (MNLP-FYT859) WITH HEAVY FRONT END DAMAGE STOPPED NEAR THE MIDDLE OF THE INTERSECTION. I ALSO OBSERVED A 2019 NISSAN ALTIMA (MNLP-DHD606) WITH MODERATE FRONT END DAMAGE, STOPPED ALONG THE CURB JUST NORTH OF THE INTERSECTION. UPON EXITING MY SQUAD I SPOKE WITH RODRIGUEZ WHO STATED SHE WAS THE DRIVER OF THE NISSAN VERSA. RODRIGUEZ SAID SHE WAS TRAVELING EASTBOUND ON 123RD ST AND HAD COME TO A COMPLETE STOP AT THE 123RD/QUENTIN AVE STOP SIGN. RODRIGUEZ SAID AFTER STOPPING, SHE CHECKED THE INTERSECTION AND BELIEVED THE INTERSECTION WAS CLEAR, SO SHE BEGAN CROSSING OVER QUENTIN AVE. WHILE IN THE INTERSECTION, RODRIGUEZ SAID SHE OBSERVED THE NISSAN ALTIMA (TRAVELING NORTHBOUND) ACCELERATE, WHICH CAUSED THE VEHICLES TO COLLIDE. WHEN ASKED, RODRIGUEZ SAID SHE WAS UNINJURED AND HAD BEEN WEARING HEAR SEAT BELT AT THE TIME OF THE ACCIDENT. AFTER SPEAKING WITH RODRIGUEZ, I SPOKE WITH ROCKNEY WHO CONFIRMED SHE WAS THE DRIVER OF THE NISSAN ALTIMA. WHEN ASKED, ROCKNEY SAID SHE HAD BEEN TRAVELING NORTHBOUND ON QUENTIN AVE AT APPROXIMATELY 30 MPHS, WHEN THE NISSAN VERSA PULLED INTO THE INTERSECTION IN FRONT OF HER CAUSING THEIR VEHICLE'S TO COLLIDE. ROCKNEY SAID SHE, AND HER PASSENGERS, WERE UNINJURED AND HAD BEEN

10: Quentin Ave & 123rd St

Direction	All
Future Volume (vph)	1078
Total Delay / Veh (s/v)	27
CO Emissions (kg)	1.07
NOx Emissions (kg)	0.21
VOC Emissions (kg)	0.25

11/29/2023

Seng Thongvanh, P.E.
City Engineer/Utilities Director
6000 McColl Drive, Savage, MN 55378

**Re: MnDOT Letter for the City of Savage
Metropolitan Council/Transportation Advisory Board 2024 Regional Solicitation Funding
Request for TH 13 and Quentin Avenue.**

Dear Seng Thongvanh,

This letter documents MnDOT Metro District's recognition for the City of Savage to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2024 Regional Solicitation for the TH 13 and Quentin Avenue project.

The project would help convert TH 13 to a grade separated facility from Quentin Avenue in the City of Savage to Nicollet Avenue in the City of Burnsville. As the agency with jurisdiction over TH 13 MnDOT will allow the City of Savage to seek improvements proposed in the application. If funded, details of how the project is delivered and any future maintenance agreement with the City will need to be determined during the project's development to define how the improvements will be maintained for the project's useful life.

This project was recently awarded \$96,000,000 through the Corridors of Commerce Program. MnDOT does not anticipate partnering on local projects beyond current agreements. If your project receives funding, continue to work with MnDOT Area staff to coordinate and review needs and opportunities for cooperation.

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

If you have questions or require additional information at this time, please reach out to your Area Manager at Bryant.Ficek@state.mn.us or 651-443-2564.

Sincerely,

Sheila Kauppi, PE
Metro District Engineer

CC:

Bryant Ficek, South Area Manager

Aaron Tag, Metro Program Director

Dan Erickson, Metro State Aid Engineer

**BOARD OF COUNTY COMMISSIONERS
SCOTT COUNTY, MINNESOTA**

Date: December 7, 2023

Resolution No.: 2023-295

Motion by Commissioner: None

Seconded by Commissioner: None

**RESOLUTION NO. 2024-295; AUTHORIZING SUBMITTAL OF TRANSPORTATION PROJECTS TO THE
TRANSPORTATION ADVISORY BOARD FOR CONSIDERATION IN THE 2024 REGIONAL SOLICITATION**

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

WHEREAS, funding is available in the 2028-2029 federal fiscal years; and

WHEREAS, funding provides funding for project construction costs; and

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

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

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

WHEREAS, the City of Savage and the City of Burnsville have requested support for their Regional Solicitation applications for improvements on the programmed Trunk Highway (TH) 13 Corridor; and

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

1. Louisville Segment of the Merriam Junction Trail in Lousiville Township and City of Shakopee
2. County Road 23 and County Road 68 Roundabout
3. County Road 8 and County Road 23 Roundabout
4. City of Savage TH 13 and Quentin Intersection Application
5. City of Burnsville TH 13 Lynn Avenue, Chowen Avenue and Washburn Avenue Intersection Application

NOW, THEREFORE BE IT RESOLVED that the Scott County Board of Commissioners hereby supports and authorizes the submittals of the above-named projects to the Transportation Advisory Board for consideration in the 2024 Regional Solicitation Process.

VOTE RESULTS:

Yes: None

No: None

Absent:

Abstain: None

State of Minnesota)

County of Scott)

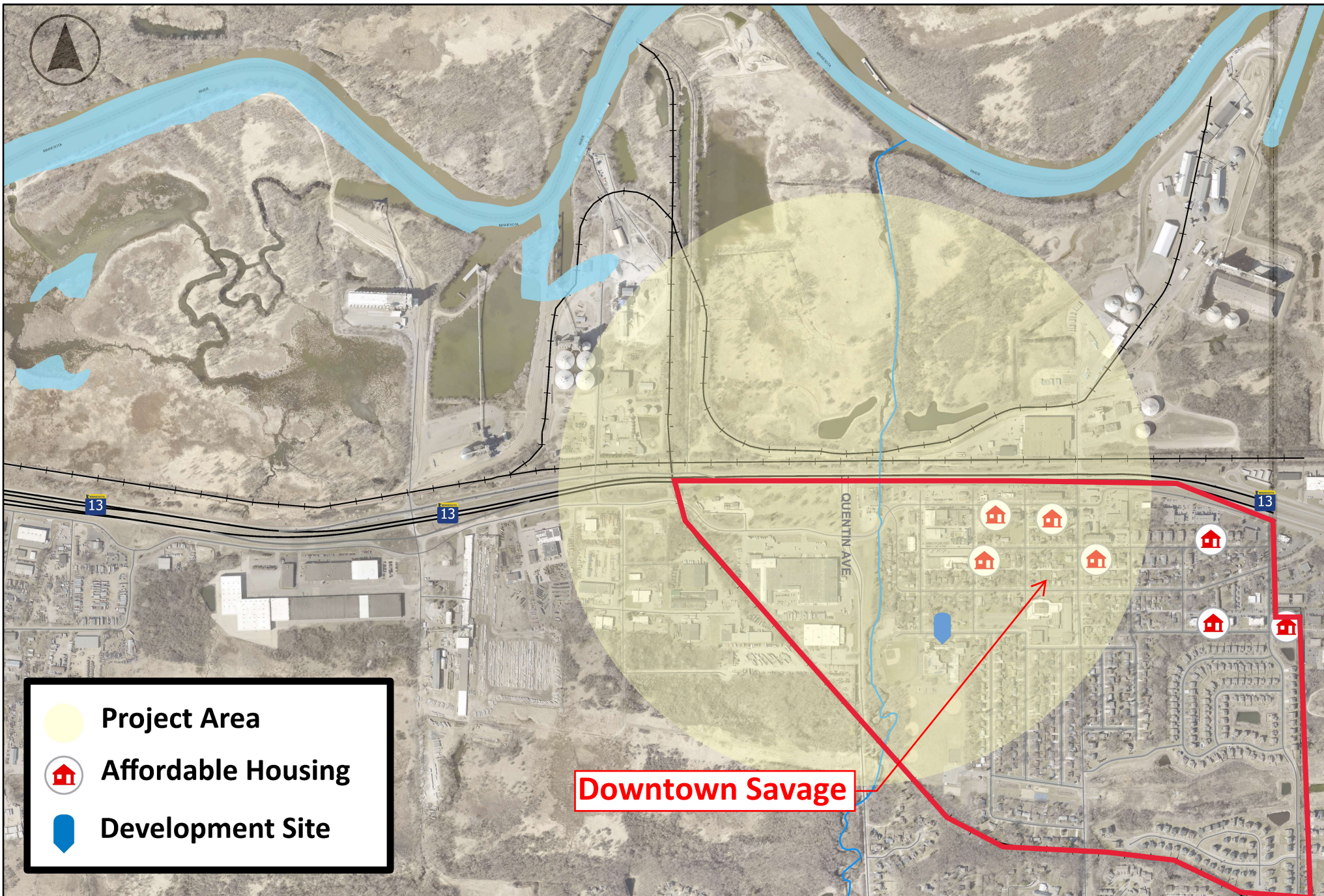
I, Lezlie A. Vermillion, duly appointed qualified County Administrator for the County of Scott, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Scott County, Minnesota, at their session held on _____ now on file in my office, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal at Shakopee, Minnesota, on _____.

County Administrator

Administrator's Designee

TH 13 and Quentin Ave Innovative Intersection Spot Mobility and Safety





TH 13 and Quentin Avenue Intersection



Facing east at Th 13 and Quentin Avenue Intersection

TH 13 and Quentin Avenue Innovative Intersection



Project Description

The proposed project includes the reconstruction of the TH 13 and Quentin Avenue intersection to improve safety, access, and operations at this intersection. Trunk Highway 13 is a principal arterial and Quentin Avenue is a collector roadway. As part of the TH 13 corridor study and Hybrid EA document, a high T intersection was recommended for construction.

Project Location:

City of Savage, Scott County

Application Category:

Roadways Including Multi-Modal Elements - Spot Mobility

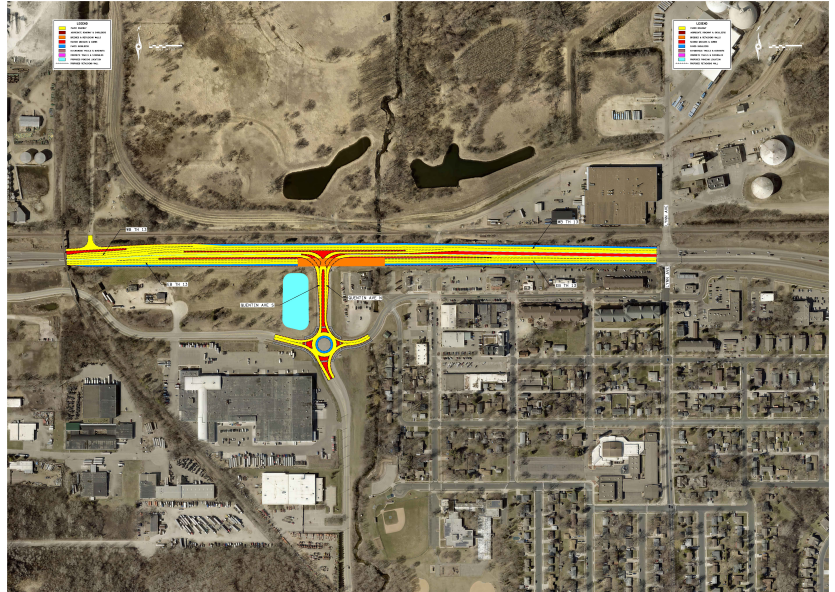
Applicant:

City of Savage

Seng Thongvanh, City Engineer

952-224-3421

sthongvanh@cityofsavage.com



Requested Award Amount:

\$3,500,000

Project Schedule:

Start March 2027

Completed November 2028

Project Benefits

Reconstruction of the intersection will provide many benefits to the corridor and surrounding area:

- Increased traffic safety and reduction in traffic crashes
- Traffic flow improvements and reduced drive times
- Better access to downtown Savage, local streets and frontage road access
- Less congestion and fewer traffic delays
- Improved truck traffic and access to the Ports of Savage



RESOLUTION NO. R-23-342

RESOLUTION SUPPORTING THE PURSUIT OF 2023 LOCAL REGIONAL SOLICITATION FUNDING FOR THE HIGHWAY 13 AND QUENTIN AVENUE INTERSECTION IMPROVEMENTS, CITY PROJECT 23-26

WHEREAS, the Regional Solicitation Program provides federal transportation funding for projects as part of the Metropolitan Council's federally required continuing, comprehensive, and cooperative transportation planning process for the 7-County Twin Cities Metropolitan Area; and

WHEREAS, the Metropolitan Council is accepting candidate projects for the Fiscal Years (FY) 2028-2029 and providing up to 80 percent of the project construction cost for transportation projects; and

WHEREAS, the City of Savage is seeking Regional Solicitation funds towards the Highway 13 and Quentin Avenue Intersection Improvement; and

WHEREAS, the Quentin Avenue intersection feature unacceptable levels of delay and critical crash rates; and

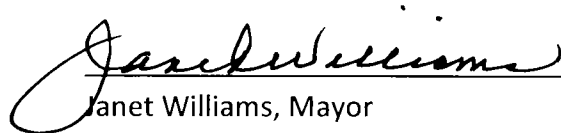
WHEREAS, construction of this strategic spot mobility project will mitigate congestion, reduce crashes, and improve pedestrian mobility across the highway; and

WHEREAS, the proposed year for project construction is 2027.

NOW THEREFORE, BE IT RESOLVED by the Mayor and Council of the City of Savage:

1. The recitals set forth above are incorporated herein.
2. The City is in support of the Highway 13 improvements as proposed at Quentin Avenue.
3. The City of Savage supports the application for a 2028-2029 Regional Solicitation Award.

PASSED AND DULY ADOPTED by the City Council of the City of Savage, Minnesota, this 4th day of December 2023.


Janet Williams, Mayor

Attest.


Brad Larson, City Administrator

**BOARD OF COUNTY COMMISSIONERS
SCOTT COUNTY, MINNESOTA**

Date: December 7, 2023

Resolution No.: 2023-295

Motion by Commissioner: None

Seconded by Commissioner: None

**RESOLUTION NO. 2024-295; AUTHORIZING SUBMITTAL OF TRANSPORTATION PROJECTS TO THE
TRANSPORTATION ADVISORY BOARD FOR CONSIDERATION IN THE 2024 REGIONAL SOLICITATION**

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

WHEREAS, funding is available in the 2028-2029 federal fiscal years; and

WHEREAS, funding provides funding for project construction costs; and

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

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

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

WHEREAS, the City of Savage and the City of Burnsville have requested support for their Regional Solicitation applications for improvements on the programmed Trunk Highway (TH) 13 Corridor; and

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

1. Louisville Segment of the Merriam Junction Trail in Lousiville Township and City of Shakopee
2. County Road 23 and County Road 68 Roundabout
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4. City of Savage TH 13 and Quentin Intersection Application
5. City of Burnsville TH 13 Lynn Avenue, Chowen Avenue and Washburn Avenue Intersection Application

NOW, THEREFORE BE IT RESOLVED that the Scott County Board of Commissioners hereby supports and authorizes the submittals of the above-named projects to the Transportation Advisory Board for consideration in the 2024 Regional Solicitation Process.

VOTE RESULTS:

Yes: None

No: None

Absent:

Abstain: None

State of Minnesota)

County of Scott)

I, Lezlie A. Vermillion, duly appointed qualified County Administrator for the County of Scott, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Scott County, Minnesota, at their session held on _____ now on file in my office, and have found the same to be a true and correct copy thereof.

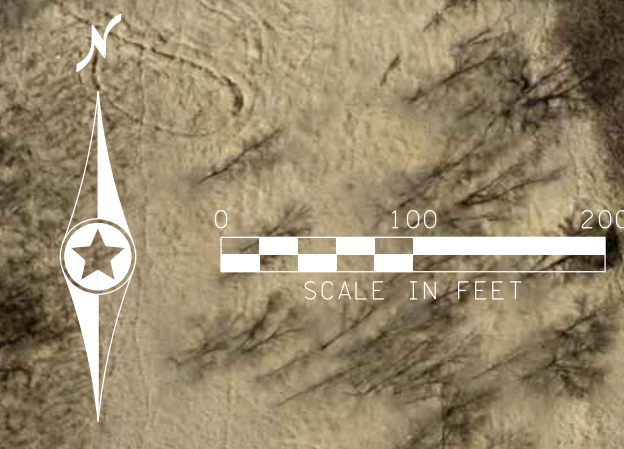
Witness my hand and official seal at Shakopee, Minnesota, on _____.

County Administrator

Administrator's Designee

LEGEND

- PAVED ROADWAY
- AGGREGATE ROADWAY & SHOULDERS
- BRIDGES & RETAINING WALLS
- RAISED MEDIANS & CURBS
- PAVED SHOULDERS
- RETAINING WALLS & SIDEWALKS
- CONCRETE TRAILS & SIDEWALKS
- PROPOSED PONDING LOCATION
- PROPOSED RETAINING WALL



LEGEND

- PAVED ROADWAY
- AGGREGATE ROADWAY & SHOULDERS
- BRIDGES & RETAINING WALLS
- RAISED MEDIANS & CURBS
- PAVED SHOULDERS
- RETAINING WALLS & SIDEWALKS
- CONCRETE TRAILS & SIDEWALKS
- PROPOSED PONDING LOCATION
- PROPOSED RETAINING WALL

