

Minnewashta Pkwy Corridor Study



City of Chanhassen February 20, 2024



Real People. Real Solutions.

Submitted by:

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Certification



Study Report

For

Minnewashta Parkway Corridor Study

City of Chanhassen, Minnesota BMI Project Number: 0T4.M00197

February 20, 2024

PROFESSIONAL ENGINEER

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

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Executive Summary

The Highway 5 Improvements Project, as well as ancillary projects including the 82nd Street Extension and Arboretum Site Improvements, propose to expand and improve a large portion of the transportation infrastructure in the Chanhassen and Victoria communities within Carver County. Such impactful and significant improvements often change how traffic moves through an area, both locally and regionally. Due to the proximity to the projects and role Minnewashta Parkway plays in the area transportation system, a study of this corridor was performed.

The study examined traffic conditions and safety on Minnewashta Parkway in Chanhassen and Victoria, Carver County, and focused on potential impacts from the expansion of Highway 5 and changes to the Landscape Arboretum site. Key findings include below-average corridor crash rates, adequate capacity to serve existing and future volumes, as well as a trend of higher than desired vehicle speeds. The study ultimately makes recommendations for various proven traffic calming measures such as narrower lanes and curb extensions to address speeding and enhance safety. Maintaining the current speed limit of 30 miles per hour is recommended due to limitations in the effectiveness of a decreased speed limit. Additionally, the report suggests careful implementation of pedestrian crosswalk, all-way stop, and speed limit policies to ensure uniformity on Chanhassen's roadways and appropriate engineering solutions are utilized.

The proposed expansion of Highway 5 is expected to drastically influence systematic traffic trends and patterns, likely reducing cut-through traffic on Minnewashta Parkway as Highway 5 delays are drastically reduced. The project will also improve corridor safety along Highway 5 as a divided section is introduced, conflict points are limited through access management, and intersection traffic control improvements are made. Changes to the Landscape Arboretum site, including a new entrance opposite to Minnewashta Parkway, may affect area traffic flow, but analysis indicates minimal impact on Minnewashta Parkway volumes.

Public engagement efforts, including a neighborhood meeting, facilitated community input, with suggestions including relocating the Arboretum entrance and implementing traffic control measures to restrict non-neighborhood traffic from using the roadway. The recommendations made are aimed at introducing traffic calming and reduced speeds on the roadway. Effective implementation may help discourage cut-through traffic as it is more uncomfortable to travel quickly through the corridor. This effect would be considered a secondary benefit.

Short- and long-term traffic calming measures are recommended to maintain the desired level of safety on the corridor and to reduce vehicle speeds. Investment in properly engineered countermeasures, along with appropriate enforcement are likely the most feasible tools for reducing speeds. Engagement with the neighborhood, those who drive the corridor the most, may also be an effective tool in campaigning for slower and more cautious driving on Minnewashta Parkway.

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I. Introduction

The contents of this report are intended to summarize a study of the traffic volumes, patterns and crash history of Minnewashta Parkway and how the proposed expansion of Truck Highway (TH) 5 and associated improvements may impact the roadway. The roadway is located in the cities of Chanhassen and Victoria, Carver County, and is bordered by TH 5 and TH 7.



Figure 1: Study Area

II. Previous Studies and Projects

Carver County, in partnership with the Cities of Chanhassen, Chaska, and Victoria, and the Minnesota Department of Transportation (MnDOT), performed a study of the transportation network surrounding the University of Minnesota's Landscape Arboretum and adjacent roadways to establish a vision for various state, county, and local roadways in the area. The study identified existing and potential future deficiencies in the transportation system relating to local and regional mobility, safety, among others, in an area experiencing significant population growth. The study took place between 2018 and 2020.



Figure 2: Arboretum Area Transportation Plan Study Area Overview

The study, named the Arboretum Area Transportation Plan (AATP), made significant recommendations to expand TH 5 to a four-lane section from TH 41 in Chanhassen to County State Aid Highway (CSAH) 11 in Victoria to provide greatly improved capacity to serve the forecasted demand. TH 5 and adjacent roadways would be modernized to improve access control and vehicle safety, and non-motorized facilities would be expanded to better serve pedestrian and bicycle travel through the area. Intersection traffic control at major intersections within the study area was analyzed to determine the best intersection control types to meet study goals.

The AATP featured considerable public engagement efforts. Engagement events targeting broad and specific audiences were performed both in person and online. During this engagement, residents in the Minnewashta Pkwy neighborhood voiced concerns of how the project might impact traffic on the roadway. The AATP team held one public meeting specific to Minnewashta Pkwy in order to present information specific to the roadway and answer questions from stakeholders. Residents voiced pedestrian and vehicle safety concerns during this engagement. Further concerns about Arboretum traffic using the roadway and increasing traffic volumes on Minnewashta Pkwy due to the relocation of the Arboretum Entrance were also raised.

Occurring during and independently of AATP study, the City of Chanhassen performed major rehabilitation work on Minnewashta Pkwy. Spot locations for improved drainage, trail facilities, and pavement rehabilitation were included. The project staging required closure of the roadway which necessitated the installation of a temporary signal at the intersection of Minnewashta Pkwy at TH 5 to facilitate safe and efficient access to and from the neighborhood. Through outreach between the city and MnDOT, residents requested the temporary signal remain in place until the permanent signal is installed by the Highway 5 Improvements Project. An all-way stop was implemented at the intersection of Kings Rd during construction to help with the changes in traffic flow and aid movement of construction materials and equipment as the staging yard was nearby.

III. Existing Conditions

A. Corridor Characteristics

Minnewashta Pkwy is an urban two-lane roadway featuring 16' travel lanes with curb and gutter. A paved trail parallels the roadway; the trail is on the west side of the road north of Kings Rd and crosses to the east side at Kings Rd until reaching TH 5. The trail is typically 10' wide but does narrow to 5' at one pinch point between Stratford Ln and Glendale Dr. Due to area topography, the trail is often adjacent to the back of curb or against retaining walls. A double solid centerline is striped throughout. Marked crosswalks are provided at several locations.



Figure 3: Trail and Crossing Conditions

Due to the presence of Lake Minnewashta on the east side of the alignment, mid-block crossings in unmarked locations are common as residents living west of the roadway cross the roadway to access private docks and beaches east of the roadway. Major recreational attractions in the area include Roundhouse Park and Public Beach and the Landscape Arboretum south of TH 5. An underpass of TH 5 carries this trail onto Arboretum property.

The posted speed limit on Minnewashta Pkwy is posted at 30 miles per hour. Vehicle speed feedback signs are also posted along the corridor; one facing north near Maple Shores Dr and one facing south near Stratford Ln.

The land use around the roadway is entirely low density residential and parks/open space. There are no planned land use changes and small areas of potential redevelopment/lot splitting exist.



Figure 4: Corridor Considerations

B. Functional Classification

Minnewashta Pkwy is identified as a major collector roadway and is specifically listed in the City of Chanhassen's 2040 Comprehensive Plan:

"This street serves as the only north/south route between TH 5 and TH 7 west of Lake Minnewashta. It is also located such that it likely serves some through trips from outside the city along TH 5, traveling to the north to TH 7, as well as locally generated traffic along its route."

Due to the location of Lake Minnewashta, the Minnewashta Pkwy neighborhood, the route serves as a north-south connection between major highways CSAH 13 (Rolling Acres Rd) to the west and TH 41 to the east, the gap between these ranges from 2-3 miles.

C. Data Collection

Data was collected at three intersections within the study area at the intersections of TH 5, Kings Rd, and TH 7 which counted the number of vehicles turning at each intersection in May of 2023. AM and PM peak hours were identified from the 13 hours of counted data and were identified as 7:30 - 8:30 AM and 5:00 - 6:00 PM. Count data is provided in **Appendix A**.

Annual Average Daily Traffic (AADT) volumes were obtained from MnDOT's Traffic Mapping Application. Daily volumes on the roadway range from 2,150 to 2,500 vehicles per day (2019 data). Counts collected in May of 2023 aggregated vehicle types between normal passenger cars and light duty trucks versus heavy trucks; approximately 60 heavy trucks per day, or 2.6% the total daily volume, were recorded traveling the parkway in the 13-hour period

observed.

D. Crash History

Crash data from the Minnesota Department of Public Safety was collected via MnDOT's Crash Mapping Application and analyzed to identify crash trends and calculate corridor and intersection crash rates, as applicable. Data was collected for a 10-year period between 2013 and 2022, full crash report details and crash rate screening worksheet provided in **Appendix B.**

	Total Crashes		C	rash Sev	erity	Crash Rate					
Segment	(2018- 2022)	Fatal	Serious Injury	Minor Injury	Possible Injury	Property Damage Only	Seg. Rate	Statewide Average	Critical Rate	Critical Crash Rate Index	
Minnewashta Pkwy (TH 5 to TH 7)	4	0	0	0	0	4	0.63	0.83	1.84	0.34	

Performing an analysis of the most recent five full years of crash data shows the corridor is operating with a below average crash rate when compared to similar roadways in Minnesota. The calculated crash index of 0.34 indicates that the segment is operating within the statistically expected safety range and a crash issue is not present. A critical crash index of 1.0 or above indicates that the intersection is operating with a statistically significant crash rate and is outside of the expected safety range.

An analysis of the full 10 years of crash data available found that 12 crashes have occurred and were reported to law enforcement within the study area during that time. No intersection within the corridor featured more than one multi-vehicle crash and only two multi-vehicle crashes occurred during the analysis period. The remaining 10 crashes were all reported as single-vehicle crashes with a vehicle running off the roadway and striking a fixed object. Of these crashes:

- Two involved an intoxicated driver
- Eight involved a male driver younger than 20 years old
- Five mentioned speeding in the crash report narrative as a potential attributing factor

The occurrence of crashes involving young or inexperienced drivers, intoxication, and speeding are all more prevalent on Minnewashta Pkwy than is observed statewide according to MnDOT's latest Strategic Highway Safety Plan. According to data listed in the plan, driver inexperience, driver intoxication, and speeding account for 6%, 4%, and 11% of statewide crashes, respectively. Engineering alone cannot mitigate and prevent these crash types from occurring.

E. Speed Study

Speeding on Minnewashta Pkwy is the primary issue residents have raised to city staff and officials in the past. These concerns have since been increased after the 2020 Minnewashta Pkwy construction project and in advance of the TH 5 Improvements project. As such, an analysis of corridor speeds was conducted.

Vehicle quantities and speeds were collected at four locations in May of 2023. Inconspicuous radar equipment was used to not influence driver behavior and to collect 48 continuous hours in both directions. The two data collection days were weekdays without adverse weather conditions that would otherwise impact driving speeds.



Figure 5: Speed Observation Locations

The 48 hours of data was aggregated across each collection point and direction of travel to determine average and 85th percentile speeds at each location. Raw speed data is provided in **Appendix C.** 85th percentile speeds are traditionally used to establish posted speed limits. Speed limits are set based on the speed at which most traffic drives at, not the other way around, and generally align with speeds that feel comfortable on the roadway and surrounding environment.

	Posted	A	vg Speed (mp	85th Speed (mph)				
Location	Speed Limit (mph)	NB	SB	Avg	NB	SB	Avg	
N of Roundhouse Park	30	31.23	31.19	31.21	35	35	35.0	
S of Kings Rd	30	33.17	32.52	32.85	38	38	38.0	
S of Lakeridge Rd	30	32	29.17	30.59	36	33	34.5	
S of Landings Rd	30	30.56	30.52	30.54	35	35	35.0	

Table 2: Speed Data Summary

The collected data finds that average speeds at three of the four collection points are greater than the posted speed limit of 30 mph. More significantly, the 85th percentile speeds at all locations are between three and eight mph greater than the posted speed limit.

If an official speed study was requested of the MnDOT commissioner for Minnewashta Pkwy and the data above was collected, the outcome would likely be an <u>increase</u> of the posted speed limit to 35 mph. The alternative to raising speed limits is implementing countermeasures to introduce traffic calming and reducing vehicle speeds.

F. Travel Patterns

A better understanding of travel patterns along Minnewashta Pkwy is needed to answer several questions; who uses the roadway on a day-to-day basis and what trips does the route serve.

StreetLight Insight GPS data was used to determine that 70% of the daily traffic using Minnewashta Pkwy is local, non-cut through traffic (e.g. vehicles are not going to TH 5 from TH 7 and vice versa). These trips are found to either have a trip beginning or end within the Minnewashta Pkwy area. 20% of trips using Minnewashta Pkwy are between 1-5 miles in length and a further 33% are between 5-10 miles in length, indicating that the majority of trips (53%) using the roadway are short, local trips within the immediate Victoria, Chanhassen, and Excelsior communities.

G. Field Walk

A field walk of the corridor was conducted on July 24, 2023, to take a firsthand note of corridor issues as they relate to pedestrian and vehicle safety. Consultant staff were joined by City and County staff, as well as one resident who lives along Minnewashta Pkwy. Key observations are summarized below, and notes collected are provided in **Appendix D**.

- Walking along the trail felt comfortable
- Driver speeds were noticeably slower when driving past the field walk group
- Sightlines are limited in several areas due to roadway curvature and vegetation
- Kings Road crossing sightlines are questionable due to vegetation overgrowth. Observed a driver park in the northbound through lane to drop off children and beach gear at the public beach.

IV. Build Conditions

A. Highway 5 Improvements Project

The Highway 5 Improvements project proposes to widen TH 5 to a four-lane divided roadway from TH 41 to Commercial Avenue in Victoria. The expansion adds significant capacity to the system, provides improved intersection traffic control at several locations, and will reduce congestion and travel times through the area during peak hours. Such an improvement often has impacts on travel patterns on adjacent roadways. In the case of Minnewashta Pkwy where cut through traffic is observed, an expansion of TH 5 will likely result in reduced cut through traffic.

The largest bottleneck on TH 5 which may impact Minnewashta Pkwy traffic is the eastbound TH 5 to northbound TH 41 movement. The existing signal is a bottleneck and a time saving route to access TH 7 may be Minnewashta Pkwy. Reduced delays at the TH 41 intersection will disincentivize making the cut through onto a lesser roadway. Using existing and forecasting turning movements for this movement, as well as the reverse southbound to westbound movement, a cut through reduction can be estimated. Similarly, if no improvements are made to TH 5, cut-through traffic on Minnewashta Parkway may <u>increase</u> as more congestion is seen on TH 5. The forecasted volumes were calculated using Carver County's 2040 Travel Demand Model, a Met Council approved estimate of future traffic patterns which utilized significant amounts of planning data relating to forecasted employment, economic, and household data inputs.

Scenario	Daily Traffic Volume (vpd) on Minnewashta Pkwy
Existing Weekday	2,300
Existing Weekend Day	1,700
2027 Build (Opening Day)	1,950
2045 No Build	6,600
2045 Build	3,000 - 4,000

Table 3: Minnewashta Pkwy Daily Volumes – Scenario Summary

B. Landscape Arboretum Considerations

The Arboretum is a significant regional destination and trip generator in the project area. The AATP study team met with the Arboretum to understand their long-term goals and transportation needs resulting in recommendations in changes to site circulation, access points, and site operations. Analysis of the site reconfiguration options and how each may impact Minnewashta Pwky were conducted.

According to the Arboretum, over 500,000 visitors per year visit the campus (including the Arboretum, Bee Center, Apple House, and other ancillary facilities). Gate house data provided by the Arboretum across three years was used to better understand daily attendance in terms of vehicle trips. Three Arboretum peak traffic scenarios were identified in this analysis and an estimated number of trips generated for each scenario was calculated:

- Average weekday: 825 vehicles per day
- Peak event weekday: 2,860 vehicles per day
- Peak event weekend: 4,800 vehicles per day

Note that Arboretum grounds hours are generally 8 AM to 5 PM with exceptions made for special events such as Winter Lights. Peaks in entering traffic generally do not overlap with typical AM and PM peak hours during the weekdays. However, Winter Lights is a week's long event in the evenings during December. The event generally opens at sunset which may overlap with the PM peak hour and is therefore the most likely to cause operational issues on surrounding roadways. It should be noted that the Arboretum accounts for this during event planning by chartering Southwest Metro Transit buses to ferry attendees from other parking lots and area park-and-rides as well as careful site and operations planning.

Also of note are the planned reconfigurations of the Arboretum site. The existing entrance at Arboretum Drive is planned to be reconfigured to an exit only location. Visitors would only be able to access eastbound TH 5 at this exit. A new main entrance is planned to be at the TH 5 and Minnewashta Pkwy intersection by forming the south leg to the existing intersection. Realigning the entrance to this location ensures that signal warrants are met at the intersection. Signal warrants are a MnDOT requirement for installing a permanent traffic signal on a trunk highway. However, the realignment of this access point across from Minnewashta Pkwy has raised concerns among residents in the Minnewashta Parkway neighborhood that this may cause traffic volumes to increase on Minnewashta Pkwy.

Figure 6: Arboretum Access Location Changes

To better understand how these site reconfigurations may influence travel patterns on TH 5, an Origin-Destination (O-D) analysis was performed for the site using StreetLight GPS data. These findings are reflective of the existing site configuration, but the extents of the analysis were set to mitigate any changes in microscopic site changes and rather capture macroscopic travel patterns.



Figure 7: Arboretum Origin-Destination Analysis

81% of all traffic destined to and leaving the Arboretum travels through the TH 5 at TH 41 intersection east of the Arboretum. Just 2% of Arboretum traffic uses Minnewashta Pkwy, the majority of which is from the Minnewashta Pkwy neighborhood. Further analysis confirms the most utilized routes to travel to and from the Arboretum those being TH 5, TH 41, and CSAH 13. This further reinforces that the majority of Arboretum traffic comes from the east and returns to the east.



Figure 8: Arboretum Origin Top Routes Analysis

With an understanding of existing travel patterns and where Arboretum-bound trips are originating, estimates of how these patterns may change due to the TH 5 project improvements and Arboretum site changes can be developed.

Travel time and distance are the most prevalent indicators in driver decision making when selecting routes. The TH 5 preliminary design project collected existing traffic volumes throughout the project area and speed data and extensively modeled existing and proposed traffic scenarios which can be used to confidently predict travel times to and from the Arboretum. Using this data, travel times were estimated for traffic entering and existing the Arboretum via its new access across from Minnewashta Pkwy. This exercise specifically considers trips between the Arboretum and TH 7 as this is the only movement that may benefit from using Minnewashta Pkwy rather than other routes.

Figure 9: Entering Arboretum Travel Times



Figure 10: Exiting Arboretum Travel Times



CSAH 13 (Rolling Acres Rd), Minneashta Pkwy, and TH 41 were analyzed as the potential connections between TH 5 and TH 7. The fastest routes to and from the Arboretums new entrance and TH 7 are via CSAH 13 (Rolling Acres Rd) and TH 41. As such, relocating the Arboretum entrance to its proposed location is not anticipated to add notable traffic volumes to Minnewashta Pkwy. However, Arboretum-destined traffic traveling westbound on TH 7 may be advised to utilize Minnewashta Pkwy rather than TH 41 by GPS navigation applications as the travel distance is 0.1 miles shorter in distance. Note that the travel times shown are during peak hours where congestion-induced delays are highest. In off-peak periods, the travel time differences between Minnewashta Pkwy and other primary routes

will be greater than what's shown above and the likelihood of using Minnewashta Pkwy as a cut through route will be further diminished.

To analyze a potential 'worst-case scenario', an exercise was performed to determine the potential for Arboretum-bound traffic using Minnewashta Pkwy rather than TH 7 to TH 41. In this event, it was assumed that a major traffic delay on TH 41 occurred on an entire weekday and during the busiest day of the year in terms of Arboretum attendance. Navigation applications, such as Google Maps, would route 100% of westbound TH 7 traffic bound for the Arboretum to Minnewashta Pkwy. Using O-D data, it was estimated that 572 trips would be added to Minnewashta Pkwy throughout the whole day. The same worst-case event occurring on the Arboretum's busiest weekend day may add 960 trips to Minnewashta Pkwy on that day. This additional traffic would result in a 25% increase in traffic seen on Minnewashta Pkwy on that day.

There are several reasons why the above analysis is not cause for concern in terms of Minnewashta Pkwy traffic operations and safety.

- 1. The scenario assumes a major incident takes place on TH 41 for one entire day. It is highly unlikely a trunk highway would experience such a lengthy delay and should not be used to determine anything other than a worst-case analysis.
- 2. This scenario would also impact non-Arboretum destined traffic on TH 41 which makes up over 96-99% of traffic on the roadway. In the hypothetical event, non-Arboretum traffic would be much more likely to overwhelm Minnewashta Pkwy and other surrounding roadways as regional travel patterns are affected.
- 3. The projected increases in traffic aren't abnormal in terms of existing daily fluctuations in traffic volumes on Minnesota roadways. Daily traffic volumes may fluctuate across each day of the week and month of the year.
- 4. A 25% increase in daily traffic volume on Minnewashta Pkwy is unlikely to cause noticeable delays and congestion. The flow rate, or number vehicles passing a location per minute, may increase from 2.5 vehicles per minute under normal circumstances to 3.1 vehicles per minute during this worst-case scenario.

V. Traffic Calming Measures

A. Traffic Calming Background

The speed study found that vehicle speeds on Minnewashta Pkwy are higher than desired and would warrant an increase in posted speed limit unless speeds can be controlled by traffic calming countermeasures.

As the national traffic safety mentality pushes towards an initiative called the Safe Systems Approach, which is aimed at limiting roadway fatalities, the focus on vehicle speeds becomes more prevalent in the discussion. Decades of traffic safety data point towards one clear finding: lower speeds result in less crashes, and fewer injuries. National guidelines for implementing traffic calming on public roadways have been published by the FHWA's *Traffic Calming ePRimer*. The document defines traffic calming as "support[ing] the livability and vitality of residential and commercial areas through improvements in non-motorist safety, mobility, and comfort. These objectives are typically achieved by reducing vehicle speeds or volumes on a single street or a street network. Simply lowering posted speed limits and increasing signage is shown to be ineffective in reducing driving speeds and may cause safety issues to worsen. Effective traffic calming measures consist of horizontal, vertical, lane narrowing, roadside, and other features that use self-enforcing physical or psychoperception means to produce desired effects."

In other words, true traffic calming can only be achieved by changing driver behavior by influencing comfort levels when driving at target speeds. This is most effectively achieved by altering roadway geometry and characteristics. Five core methods of traffic calming are provided; horizontal deflection, lateral deflection, street width reduction, and roadsides. Routing restrictions, or reducing or closing route circulation, is not feasible due to the roadway classification and purpose served by Minnewashta Pkwy.

B. Recommended Traffic Calming Applications

The simplest traffic calming strategy to deploy is narrower travel lanes. This can be achieved by restriping the roadway to feature 11' travel lanes via a wide (6") shoulder stripe.



Figure 11: Shoulder Striping

In-road crosswalk signs (R1-6a) may be placed on the centerline at key pedestrian crossing locations. These signs show increased stop/yield compliance to pedestrians and offer slight traffic calming benefits.



Figure 12: In-Road Crosswalk Signs

Curb extensions, or bump outs, should be considered at key pedestrian crossing locations or intersections. The Kings Road intersection and adjacent beach/park area are where pedestrian traffic is focused and is a corridor mid-point where speeds may be faster. These Prepared by: Bolton & Menk, Inc. Minnewashta Pkwy Corridor Study | 0T4.M00197 Page 13 also increase pedestrian safety as crossing distances are shortened.



Figure 13: Curb Extensions

A review of intersection lighting, corridor signage, and sightlines are also recommended for improved safety and traffic calming potential. All public street intersections currently feature intersection lighting, but light type and placement could be altered to better light pedestrian crossings and change the character of the intersection. Outdated and non-compliant signage is present and should be removed and updated. Vegetation blocking signage should be trimmed or removed to the greatest extent possible to improve visibility of those signs.

Increased speed enforcement should be discussed and coordinated with local law enforcement, but balanced use of these resources often makes routine enforcement challenging to perform.

A mini roundabout is not recommended for implementation at Kings Road. While this treatment does offer significant traffic calming and pedestrian safety benefits, it may be challenging to construct a properly sized roundabout at this location without significant impacts to the nearby lake, wetlands, private property, or park areas. Mini roundabouts with smaller inscribed diameters offer less of a traffic calming effect as desirable vehicle deflection angles cannot be achieved.

The recommended countermeasures should be implemented incrementally until the desired traffic calming effect, or target speed reduction, is achieved. Periodic speed data collection should be performed before and after each countermeasure is constructed to determine its effectiveness and determine if additional treatments are needed.

C. Kings Road All-Way Stop

A review of the need for implementing AWSC at this intersection considers entering traffic volumes, intersection sightlines, and historical crash data per Minnesota Manual for Minimum Uniform Traffic Control Devices (MnMUCTD) Section 2B.7 Multi-Way Stop Applications.

Per the MnMUTCD, the decision to install AWSC should be based on an engineering study. According to MnMUTCD Chapter 2B.7, the following criteria should be considered:

A. Where traffic control signals are justified, the multi-way stop is an interim measure to

control traffic while traffic control signal construction is underway;

- B. Five or more reported crashes within a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left turn collisions as well as right-angle collisions.
- C. Minimum volumes:
 - 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 - 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection for the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
 - 3. If the 85th-percentile approach speed of the major street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in items 1 and 2.
- D. Where no single criterion is satisfied, by where Criteria B, C.1 and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Other criteria that may be considered in an engineering study include:

- A. The need to control left turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Based on these considerations and an analysis of the King's Road intersection finds the following:

- A. No traffic control signal is planned or warranted to the study intersection.
- B. Crash data obtained from MnDOT's crash database indicates only 2 crashes have been reported at the intersection within the last ten years. The crash history does not meet the crash threshold for implementing intersection control.
- C. The volumes observed at the intersection major and minor approaches do not meet the prescribed thresholds for any hours of the day.
- D. Even with a 70 percent reduction in volume thresholds, hourly volumes on the major and minor approaches do not meet the reduced thresholds for any hours of the day.

None of the Criterion D items apply to the intersection. While the intersection is adjacent to a city park, beach, and trail, these locations do not generate what might be classified as "high pedestrian" numbers. Field observations at the crossing did see a well-used crossing, but few crossing movements were actually required to interact with oncoming traffic. Warrants analysis results are provided in **Appendix E.**

Additionally, all-way stop control intersections should not be used as traffic calming devices

as documented by the City of Chanhassen's stop signs policy - "Stop signs are often requested to control speeds and/or to encourage traffic to use other routes. A stop sign is ineffective as a comprehensive speed control device. Stop signs installed without meeting proper criteria, result in high occurrence of violations and increased disrespect for traffic signs in general. Speed reduction is usually only effective in the immediate vicinity of the stop sign. Increased speeds between intersections often occur as drivers attempt to make up time lost." This policy is based on industry standard best practice as applies to intersection traffic control and traffic calming.

D. Posted Speed Limits

It is recommended that the existing 30 mph posted speed limit be maintained granted proper traffic calming countermeasures are implemented.

Lowering the posted speed limit on Minnewashta Pkwy, or any roadway, is not an effective strategy for lowering vehicle speeds. The City of Chanhassen's speed limit policy, which is based on industry standard practices, states that "Although it is a commonly held belief that posting a speed limit sign will reduce speeds, research indicates that a driver's speed is influenced more by their comfort level driving on the road which can be commonly related to the geometrics of the road and the prevailing traffic conditions rather than the posted speed limit. Additionally, if speed limit signs are posted artificially low, many drivers will ignore posted limits while some drivers will stay within the posted limits. This creates a conflict between faster and slower moving drivers and an increase in the number of accidents."

Citywide speed limit implementation is a hot button topic in the traffic engineering and public safety realms with several Twin Cities municipalities implementing these policies in recent years. A 2023 study¹ of St Louis Park's program analyzed before and after speed data at 24 sites within the city. On average, speeds decreased between 1-2 miles per hour, far less than the drop in posted speed limits. The change in average speeds ranged from a 7 mph decrease to a 2.4 mph increase. Additionally, an increase in speed variance at all sites was observed. The study concluded that "changes in posted speed limits do not lead to speed decreases" and explained that driving is a habitual behavior and such a change in behavior may need to take place over a much longer period of time unless a change in roadway characteristics is implemented. Implementing such a policy requires a systemwide engineering study before adoption.

VI. Other Considerations

A. Pedestrian Crosswalk Policy

Numerous marked crosswalks across Minnewashta Pkwy are in place. While crosswalks raise visibility of crossing areas to drivers, they can create a false sense of security for pedestrians. As such, methodical practice should be applied when installing adequate crossing facilities. The City of Chanhassen has developed a Crosswalk Policy which establishes guidelines for proper treatment on city streets. When applying the policy to the Kings Road intersection, recommended treatment options include a marked crossing with road-side signs and in-roadway (bollard mounted) signage. Rectangular Rapid Flashing Beacon (RRFB) devices provide enhanced visibility and high yielding compliance rates but are typically not used on lower-volume, low-speed two-lane roadways. The Crosswalk Policy

should be applied as intended.

VII. Public Meeting and Engagement

The Highway 5 Improvements project team hosted a neighborhood meeting on November 1, 2023, to share the results of the traffic study and talk with residents. More than 500 postcards were mailed out to homeowners in the surrounding area. 25 Individuals attended the meeting, and five comment cards were received at the neighborhood meeting. Suggestions from attendees included relocating the Arboretum entrance, reducing speed limits, and implementing traffic control measures.

VIII. Recommendations

The following recommendations are made to introduce traffic calming on Minnewashta Pkwy and maintain the existing safety performance of the roadway:

- 1. Maintain 30 mph posted speed limit
- 2. Restripe roadway to feature 11' travel lanes
- 3. Evaluate feasibility of curb extensions at all public street intersections and pedestrian crossing locations with a focus on the Kings Rd and Roundhouse Park area
- 4. Provide in-road pedestrian crossing signs at the Kings Rd pedestrian crossing
- 5. Review intersection lighting throughout the corridor
- 6. Review and update existing signage throughout the corridor to ensure outdated signs are removed, reflectivity standards are met, and adequate sight distance to signage is provided
- 7. Provide routing speed enforcement via local law enforcement

Appendix A: Traffic Count Data

Bolton & Menk, Inc. Turning Movements Counts

TH 5 at Minnewashta Pkwy Carver County, MN

							Groups P	rinted- Car	s - Trucks								
	Ν	/linnewasht	a Pkwy			TH 5				Private Driv	veway			TH 5			
		From No	orth			From Ea	ast			From So	uth			From W	est		
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
12:00 AM	0	0	0	0	1	12	0	0	0	0	0	0	0	11	1	0	25
12:15 AM	0	0	0	0	1	13	0	0	0	0	0	0	0	9	0	0	23
12:30 AM	0	0	0	0	2	15	0	0	0	0	0	0	0	8	0	0	25
12:45 AM	0	0	0	0	1	4	0	0	0	0	0	0	0	4	0	0	9
Total	0	0	0	0	5	44	0	0	0	0	0	0	0	32	1	0	82
01:00 AM	0	0	0	0	0	8	0	0	0	0	0	0	0	6	0	0	14
01:15 AM	0	0	0	0	0	7	0	0	0	0	0	0	0	7	0	0	14
01:30 AM	0	0	1	0	1	10	0	0	0	0	0	0	0	3	0	0	15
01:45 AM	0	0	0	0	1	8	0	0	0	0	0	0	0	0	1	0	10
Total	0	0	1	0	2	33	0	0	0	0	0	0	0	16	1	0	53
02:00 AM	0	0	0	0	2	17	0	0	0	0	0	0	0	2	0	0	21
02:15 AM	0	0	1	0	1	6	0	0	0	0	0	0	0	7	0	0	15
02:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	7	0	0	10
02:45 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	5	0	0	11
Total	0	0	1	0	3	32	0	0	0	0	0	0	0	21	0	0	57
03:00 AM	0	0	0	0	0	7	0	0	0	0	0	0	0	9	0	0	16
03:15 AM	0	0	1	0	0	2	0	0	0	0	0	0	0	12	0	0	15
03:30 AM	0	0	0	0	1	6	0	0	0	0	0	0	0	21	0	0	28
03:45 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	22	0	0	26
I otal	0	0	3	0	1	17	0	0	0	0	0	0	0	64	0	0	85
04:00 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	24	0	0	30
04:15 AM	0	0	1	0	0	5	0	0	0	0	0	0	0	36	0	0	42
04:30 AM	0	0	0	0	0	7	0	0	0	0	0	0	0	48	0	0	55
04:45 AM	0	0	3	0	0	9	0	0	0	0	0	0	0	74	2	0	88
I otal	0	0	4	0	0	27	0	0	0	0	0	0	0	182	2	0	215
05:00 AM	1	0	6	0	0	10	0	0	0	0	0	0	0	75	1	0	93
05:15 AM	0	0	3	0	0	19	0	0	0	0	0	0	0	131	0	0	153
05:30 AM	1	0	8	0	1	29	0	0	0	0	0	0	0	173	1	0	213
05:45 AM	1	0	6	0	3	38	0	0	0	0	0	0	0	191	9	0	248
Total	3	0	23	0	4	96	0	0	0	0	0	0	0	570	11	0	707
06:00 AM	1	0	4	0	1	50	0	0	0	0	0	0	0	181	2	0	239
06:15 AM	4	0	1	0	3	60	0	0	0	0	0	0	0	231	2	0	301
06:30 AM	4	0	13	0	3	105	0	0	0	0	0	0	0	296	1	0	422
06:45 AM	6	0	12	1	1	94	0	0	0	0	0	0	0	319	8	0	441
Total	15	0	30	1	8	309	0	0	0	0	0	0	0	1027	13	0	1403

TH 5 at Minnewashta Pkwy Carver County, MN

							Groups Pi	rinted- Car	s - Trucks								
	Ν			TH 5				Private Driv	rewav			TH 5					
		From No	rth			From Ea	et			From So	uth						
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Riaht	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	19	0	16	0	5	135	0	0	0	0	0	0	0	343	6	0	524
07·15 AM	7	Ő	19	Ő	8	122	Õ	õ	Ő	Ő	Õ	õ	Ő	368	4	0	528
07:30 AM	14	Ő	23	Ő	10	188	õ	õ	0 0	õ	õ	õ	õ	350	6	ő	501
07:45 AM	14	0	20	1	0	151	0	0	0	0	0	0	0	251	1	0	546
U7.45 Alvi	<u> </u>	0	23	1		500	0	0	0	0	0	0	0	301	17	0	040
TOLAT	51	0	01	1	51	590	0	υŢ	U	0	0	υŢ	0	1412	17	υŢ	2109
08:00 AM	5	0	21	2	8	147	0	0	0	0	0	0	0	345	10	0	538
08:15 AM	9	0	24	0	10	111	0	0	0	0	0	0	0	351	8	0	513
08:30 AM	8	0	18	1	12	152	0	0	0	0	0	0	0	324	4	0	519
08:45 AM	8	Ő	16	1	6	140	Õ	0	0 0	Ő	Ő	0	Ő	287	4	0	462
Total	30	0	79	4	36	550	0	0	0	0	0	0	0	1307	26	0	2032
00.00 AM	4	0	45		10	450	0	0	0	0	0		0	007	F	0	400
09:00 AM	1	0	15	0	10	152	0	0	0	0	0	0	0	237	5	0	420
09:15 AM	14	0	16	0	8	144	0	0	0	0	0	0	0	271	5	0	458
09:30 AM	5	0	16	0	9	146	0	0	0	0	0	0	0	251	5	0	432
09:45 AM	12	0	10	0	8	178	0	0	0	0	0	0	0	233	4	0	445
Total	32	0	57	0	35	620	0	0	0	0	0	0	0	992	19	0	1755
10.00 AM	3	0	17	1	10	142	0	0	0	0	0	0	0	219	7	0	399
10:15 AM	5	Ő	16	3	14	134	õ	õ	0 0	õ	õ	õ	õ	103	4	ő	360
10:20 AM	1	0	10	2	14	150	0	0	0	0	0	0	0	211		0	402
10.30 AIVI	4	0	19	2	10	140	0	0	0	0	0	0	0	211	5	0	402
	3	0	10		10	148	0	0	0	0	0	0	0	214	/	0	399
Total	15	0	62	1	51	574	0	0	0	0	0	0	0	837	23	0	1909
11:00 AM	7	0	21	5	13	155	0	0	0	0	0	0	0	197	2	0	400
11:15 AM	5	0	12	1	21	215	0	0	0	0	0	0	0	182	2	0	438
11:30 AM	7	Ő	21	5	10	204	Õ	0	0 0	Ő	Ő	0	Ő	228	8	0	483
11:45 ΔM	10	0	- A	0	20	207	Ő	ő	0	Ő	Õ	ő	Ő	241	7	ő	400
Total	29	0	63	11	64	781	0	0	0	0	0	0	0	848	19	0	1815
		Ū			0.1		C C	•	Ū	Ū	Ū	•	Ũ	0.0		•	
12:00 PM	6	0	15	0	12	194	0	0	0	0	0	0	0	182	4	0	413
12:15 PM	6	0	7	0	19	221	0	0	0	0	0	0	0	200	2	0	455
12:30 PM	9	0	11	0	18	210	0	0	0	0	0	0	0	211	6	0	465
12:45 PM	9	0	6	0	21	262	2	0	0	0	0	0	0	212	5	0	517
Total	30	0	39	0	70	887	2	0	0	0	0	0	0	805	17	0	1850
	6	0	14	0	15	227	0	0	0	0	1	0	0	170	2	0	116
	0	0	14	0	10	237	0	0	0	0	1	0	0	170	3 F	0	440
01:15 PM	5	0	13	0	19	210	0	0	1	0	0	0	0	179	5	0	432
01:30 PM	10	0	10	0	10	237	0	0	0	0	0	0	0	169	9	0	445
01:45 PM	5	0	11	0	26	213	0	0	0	0	0	0	0	191	6	0	452
Total	26	0	48	0	70	897	0	0	1	0	1	0	0	709	23	0	1775
02:00 PM	8	0	5	2	16	253	0	0	0	0	0	0	0	191	7	0	482
02:15 PM	5	0	6	1	12	246	0	0	0	0	0	0	0	212	3	0	485

TH 5 at Minnewashta Pkwy Carver County, MN

							Groups F	rinted- Car	s - Trucks								
			TH 5				Private Driv	reway									
		From No	rth			From Ea	ast			From So	uth			From W	/est		
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
02:30 PM	6	0	17	0	16	280	0	0	0	0	0	0	0	221	7	0	547
02:45 PM	6	0	12	2	17	308	0	0	0	0	0	0	0	194	12	0	551
Total	25	0	40	5	61	1087	0	0	0	0	0	0	0	818	29	0	2065
03:00 PM	13	0	15	1	11	284	0	0	0	0	0	0	0	194	7	0	525
03:15 PM	5	0	10	0	11	323	0	0	0	0	0	0	0	197	11	0	557
03:30 PM	10	0	10	1	19	337	0	0	0	0	0	0	0	227	6	0	610
03:45 PM	8	0	12	1	20	346	0	0	0	0	0	0	0	236	6	0	629
Total	36	0	47	3	61	1290	0	0	0	0	0	0	0	854	30	0	2321
04:00 PM	6	0	11	2	12	353	0	0	0	0	0	0	0	239	5	0	628
04:15 PM	8	0	14	0	21	331	0	0	0	0	0	0	0	238	16	0	628
04:30 PM	4	0	17	0	20	331	0	0	0	0	0	0	0	260	9	0	641
04:45 PM	9	0	14	0	14	329	0	0	0	0	0	0	0	273	12	0	651
Total	27	0	56	2	67	1344	0	0	0	0	0	0	0	1010	42	0	2548
05:00 PM	17	0	20	0	26	351	0	0	0	0	0	0	0	295	6	0	715
05:15 PM	6	0	16	0	27	349	0	0	0	0	0	0	0	271	9	0	678
05:30 PM	8	0	15	0	23	319	0	0	0	0	0	0	0	257	11	0	633
05:45 PM	12	0	15	1	23	313	0	0	0	0	0	0	0	221	10	0	595
Total	43	0	66	1	99	1332	0	0	0	0	0	0	0	1044	36	0	2621
06:00 PM	5	0	17	0	21	292	0	0	0	0	0	0	0	189	4	0	528
06:15 PM	10	0	11	3	27	287	0	0	0	0	0	0	0	211	11	0	560
06:30 PM	2	0	13	6	22	246	0	0	0	0	0	0	0	207	3	0	499
06:45 PM	9	0	6	2	12	257	0	0	0	0	0	0	0	208	5	0	499
Total	26	0	47	11	82	1082	0	0	0	0	0	0	0	815	23	0	2086
07:00 PM	5	0	15	0	14	258	0	0	0	0	0	1	0	180	4	0	477
07:15 PM	5	0	11	2	13	250	0	0	0	0	0	0	0	143	3	0	427
07:30 PM	7	0	6	0	16	265	0	0	0	0	0	0	0	141	7	0	442
07:45 PM	5	0	8	0	14	188	0	0	0	0	0	0	0	111	7	0	333
Total	22	0	40	2	57	961	0	0	0	0	0	1	0	575	21	0	1679
08:00 PM	3	0	3	0	17	204	0	0	0	0	0	0	0	131	5	0	363
08:15 PM	5	0	4	0	12	159	0	0	0	0	0	0	0	150	5	0	335
08:30 PM	3	0	11	0	10	194	0	0	0	0	0	0	0	138	6	0	362
08:45 PM	2	0	9	0	13	165	0	0	0	0	0	0	0	121	3	0	313
Total	13	0	27	0	52	722	0	0	0	0	0	0	0	540	19	0	1373
09:00 PM	5	0	3	0	9	176	0	0	0	0	0	0	0	101	1	0	295
09:15 PM	1	0	3	0	8	143	0	0	0	0	0	0	0	90	3	0	248
09:30 PM	1	0	7	0	10	134	0	0	0	0	0	0	0	53	1	0	206
09:45 PM	0	0	4	0	11	120	0	0	0	0	0	0	0	52	0	0	187
Total	7	0	17	0	38	573	0	0	0	0	0	0	0	296	5	0	936

TH 5 at Minnewashta Pkwy Carver County, MN

						Groups P	rinted- Car	rs - Trucks								
	Minnewasht	ta Pkwy			TH 5	5			Private Dri	veway						
	From No	orth			From E	ast			From So	outh						
Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
3	0	0	0	9	70	0	0	0	0	0	0	0	45	1	0	128
2	0	1	0	8	79	0	0	0	0	0	0	0	32	1	0	123
0	0	0	0	6	48	0	0	0	0	0	0	0	31	1	0	86
0	0	2	0	1	26	0	0	0	0	0	0	0	17	0	0	46
5	0	3	0	24	223	0	0	0	0	0	0	0	125	3	0	383
0	0	0	0	3	37	0	0	0	0	0	0	0	20	0	0	60
0	0	0	0	1	21	0	0	0	0	0	0	0	11	0	0	33
0	0	0	0	1	22	0	0	0	0	0	0	0	20	0	0	43
2	0	0	0	2	20	0	0	0	0	0	0	0	12	0	0	36
2	0	0	0	7	100	0	0	0	0	0	0	0	63	0	0	172
437	0	834	48	928	14177	2	0	1	0	1	1	0	14962	380	0	31771
33.1	0	63.2	3.6	6.1	93.8	0	0	33.3	0	33.3	33.3	0	97.5	2.5	0	
1.4	0	2.6	0.2	2.9	44.6	0	0	0	0	0	0	0	47.1	1.2	0	
414	0	810	48	898	13720	2	0	1	0	1	1	0	14486	352	0	30733
94.7	0	97.1	100	96.8	96.8	100	0	100	0	100	100	0	96.8	92.6	0	96.7
23	0	24	0	30	457	0	0	0	0	0	0	0	476	28	0	1038
5.3	0	2.9	0	3.2	3.2	0	0	0	0	0	0	0	3.2	7.4	0	3.3
	Right 3 2 0 0 5 0 0 2 0 437 33.1 1.4 414 94.7 23 5.3 5.3	Minnewash From N Right Thru 3 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 2 0 0 0 0 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 33.1 0 1.4 0 94.7 0 23 0 5.3 0	Minnewashta Pkwy From North Right Thru Left 3 0 0 2 0 1 0 0 0 2 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 2 0 0 2 0 0 2 0 0 2 0 0 2 0 0 437 0 834 33.1 0 63.2 1.4 0 2.6 414 0 810 94.7 0 97.1 23 0 2.9	Minnewashta Pkwy From North Peds Right Thru Left Peds 3 0 0 0 2 0 1 0 0 0 0 0 0 0 2 0 5 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 2 0 0 0 2 0 0 0 2 0 0 0 2 0 0 0 2 0 0 0 437 0 834 48 33.1 0 63.2 3.6 1.4 0 810 48 94.7 </td <td>$\begin{tabular}{ c c c c c } \hline Minnewashta Pkwy From North & Peds Right & \\ \hline Right & Thru & Left & Peds & Right & \\ \hline Right & Thru & Left & Peds & Right & \\ \hline 0 & 0 & 0 & 0 & 0 & 9 & \\ 2 & 0 & 1 & 0 & 8 & \\ 0 & 0 & 0 & 0 & 0 & 6 & \\ 0 & 0 & 2 & 0 & 1 & \\ 5 & 0 & 3 & 0 & 24 & \\ \hline 0 & 0 & 0 & 0 & 0 & 1 & \\ 5 & 0 & 0 & 0 & 0 & 1 & \\ \hline 5 & 0 & 0 & 0 & 0 & 1 & \\ 0 & 0 & 0 & 0 & 0 & 1 & \\ 0 & 0 & 0 & 0 & 0 & 1 & \\ 0 & 0 & 0 & 0 & 0 & 1 & \\ 0 & 0 & 0 & 0 & 0 & 1 & \\ 0 & 0 & 0 & 0 & 0 & 1 & \\ 2 & 0 & 0 & 0 & 0 & 1 & \\ 0 & 0 & 0 & 0 & 0 & 1 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 1 & \\ 2 & 0 & 0 & 0 & 0 & 1 & \\ 2 & 0 & 0 & 0 & 0 & 1 & \\ 2 & 0 & 0 & 0 & 0 & 1 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 1 & \\ 2 & 0 & 0 & 0 & 0 & 1 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 1 & \\ 2 & 0 & 0 & 0 & 0 & 0 & 1 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 1 & \\ 2 & 0 & 0 & 0 & 0 & 0 & 1 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & 1 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & 1 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & 1 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & 1 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & 1 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & 1 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & 1 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & 1 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & 1 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & 1 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & 1 & \\ 1 & 0 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & 1 & \\ 1 & 0 & \\ 1 & 0 & \\ 1 & 0 & \\ 1 & 0 & \\ 1 & 0 & \\ 1 & 0 & \\ 1 & 0 & \\ 1 & 0 & \\ 1 & 0 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & \\ 1 & 0 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & \\ 1 & 0 & 0 & 0 & 0 & 0 & 0 & \\ 1 & 0 & 0 & 0 &$</td> <td>$\begin{tabular}{ c c c c c c c c c c c c c c c c c c c$</td> <td>$\begin{tabular}{ c c c c c c c } \hline \$From North & \$From East\$ \\ \hline From North & \$From East\$ \\ \hline From East\$ \\ \hline$</td> <td>Groups Printed- Car Minnewashta Pkwy TH 5 From East From East Right Thru Left Peds Right Thru Left Peds 3 0 0 0 9 70 0 0 2 0 1 0 8 79 0 0 0 0 2 0 1 26 0 0 0 0 2 0 1 26 0 0 0 0 2 0 1 26 0 0 0 0 0 0 23 0 0 0 0 0 0 0 1 21 0 0 0 0 0 1 22 0 0 0 2 0 0 0 1 22 0 0 2 0 0 0 7<td>Groups Printed- Cars - 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Bolton & Menk, Inc.

Turning Movements Counts

TH 5 at Minnewashta Pkwy Carver County, MN



TH 5 at Minnewashta Pkwy Carver County, MN

		Minne	ewashta	Pkwy		TH 5						Priva	ate Drive	way									
		F	rom Nort	th		From East						From South						From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total		
Peak Hour Analys	is From 12	2:00 AM 1	o 11:45	AM - Pea	ak 1 of 1																		
Peak Hour for Ent	ire Interse	ction Beg	gins at 07	7:15 AM																			
07:15 AM	7	0	19	0	26	8	122	0	0	130	0	0	0	0	0	0	368	4	0	372	528		
07:30 AM	14	0	23	0	37	10	188	0	0	198	0	0	0	0	0	0	350	6	0	356	591		
07:45 AM	11	0	23	1	35	8	151	0	0	159	0	0	0	0	0	0	351	1	0	352	546		
08:00 AM	5	0	21	2	28	8	147	0	0	155	0	0	0	0	0	0	345	10	0	355	538		
Total Volume	37	0	86	3	126	34	608	0	0	642	0	0	0	0	0	0	1414	21	0	1435	2203		
% App. Total	29.4	0	68.3	2.4		5.3	94.7	0	0		0	0	0	0		0	98.5	1.5	0				
PHF	.661	.000	.935	.375	.851	.850	.809	.000	.000	.811	.000	.000	.000	.000	.000	.000	.961	.525	.000	.964	.932		

Bolton & Menk, Inc.

Turning Movements Counts

TH 5 at Minnewashta Pkwy Carver County, MN



TH 5 at Minnewashta Pkwy Carver County, MN

		Minne	weekte	Diana		ТЦБ						Driv	ata Drive										
		IVIIIII	ewasma	РКМУ				пэ			Flivale Dliveway						ГП Э						
		F	rom Nort	:h		From East						From South						From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total		
Peak Hour Analys	is From 1	2:00 PM 1	to 11:45	PM - Pea	ak 1 of 1																		
Peak Hour for Ent	ire Interse	ection Beg	gins at 04	4:30 PM																			
04:30 PM	4	0	17	0	21	20	331	0	0	351	0	0	0	0	0	0	260	9	0	269	641		
04:45 PM	9	0	14	0	23	14	329	0	0	343	0	0	0	0	0	0	273	12	0	285	651		
05:00 PM	17	0	20	0	37	26	351	0	0	377	0	0	0	0	0	0	295	6	0	301	715		
05:15 PM	6	0	16	0	22	27	349	0	0	376	0	0	0	0	0	0	271	9	0	280	678		
Total Volume	36	0	67	0	103	87	1360	0	0	1447	0	0	0	0	0	0	1099	36	0	1135	2685		
% App. Total	35	0	65	0		6	94	0	0		0	0	0	0		0	96.8	3.2	0				
PHF	.529	.000	.838	.000	.696	.806	.969	.000	.000	.960	.000	.000	.000	.000	.000	.000	.931	.750	.000	.943	.939		

Bolton & Menk, Inc.

Turning Movements Counts

TH 5 at Minnewashta Pkwy Carver County, MN



File Name : 19- Minnewashta parkway at Kings Rd 13hr Site Code : Start Date : 9/22/2022 Page No : 1

							Groups P	rinted- Car	s - Trucks								
		Minneswash	ta Pkwy			Kings F	۲d		Ν	/linneswasht	a Pkwy						
		From No	orth			From Ea	ast			From So	uth			From W	est		
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
06:00 AM	0	5	0	5	0	0	0	0	0	2	0	0	1	0	1	1	15
06:15 AM	0	2	0	2	0	0	0	0	0	7	0	0	1	0	0	0	12
06:30 AM	0	4	0	2	0	0	0	0	0	6	1	1	3	0	0	0	17
06:45 AM	2	11	0	1	0	0	0	0	0	12	1	0	4	0	2	0	33
Total	2	22	0	10	0	0	0	0	0	27	2	1	9	0	3	1	77
07:00 AM	0	15	0	2	0	0	0	0	0	15	3	0	5	0	2	0	42
07:15 AM	0	13	0	2	0	0	0	0	0	16	2	0	6	0	4	0	43
07:30 AM	1	14	0	0	0	0	0	0	0	18	6	0	12	0	6	0	57
07:45 AM	9	19	0	4	0	0	0	0	0	11	10	0	7	0	5	0	65
Total	10	61	0	8	0	0	0	0	0	60	21	0	30	0	17	0	207
08:00 AM	4	11	0	5	0	0	0	0	0	16	6	0	9	0	2	0	53
08:15 AM	3	8	0	5	0	0	0	0	0	19	4	1	6	0	3	0	49
08:30 AM	1	12	0	1	0	0	0	0	0	18	6	1	2	0	7	0	48
08:45 AM	5	15	0	0	0	0	0	0	0	19	7	0	8	0	2	0	56
Total	13	46	0	11	0	0	0	0	0	72	23	2	25	0	14	0	206
09:00 AM	4	10	0	5	0	0	0	0	0	8	3	0	6	0	2	0	38
09:15 AM	5	12	0	6	0	0	0	0	0	10	4	0	4	0	0	0	41
09:30 AM	3	6	0	7	0	0	0	0	0	10	4	0	9	0	3	0	42
09:45 AM	2	6	0	3	0	0	0	0	0	13	4	0	8	0	3	0	39
Total	14	34	0	21	0	0	0	0	0	41	15	0	27	0	8	0	160
10:00 AM	3	7	0	1	0	0	0	0	0	7	2	0	5	0	0	0	25
10:15 AM	4	5	0	8	0	0	0	0	0	10	4	0	5	0	3	0	39
10:30 AM	3	7	0	3	0	0	0	0	0	8	2	0	7	0	3	0	33
10:45 AM	5	9	0	6	0	0	0	0	0	8	7	0	4	0	1	0	40
Total	15	28	0	18	0	0	0	0	0	33	15	0	21	0	7	0	137
11:00 AM	0	10	0	3	0	0	0	0	0	14	3	0	7	0	1	0	38
11:15 AM	0	15	0	3	0	0	0	0	0	15	3	0	8	0	5	0	49
11:30 AM	1	11	0	2	0	0	0	0	0	15	3	0	3	0	0	0	35
11:45 AM	0	14	0	0	0	0	0	0	0	8	2	0	4	0	1	0	29
Total	1	50	0	8	0	0	0	0	0	52	11	0	22	0	7	0	151
12:00 PM	2	9	0	0	0	0	0	0	0	12	11	0	2	0	2	0	38
12:15 PM	2	12	0	3	0	0	0	0	0	7	2	1	2	0	1	1	31
12:30 PM	3	21	0	3	0	0	0	0	0	10	6	1	3	0	3	1	51
12:45 PM	0	10	0	4	0	0	0	0	0	11	5	0	4	0	2	0	36
Total	7	52	0	10	0	0	0	0	0	40	24	2	11	0	8	2	156

Bolton & Menk, Inc.

Turning Movements Counts

File Name : 19- Minnewashta parkway at Kings Rd 13hr Site Code : Start Date : 9/22/2022 Page No : 2

2.6

Groups Printed- Cars - Trucks Minneswashta Pkwy Kings Rd Minneswashta Pkwv Kings Rd From North From East From South From West Start Time Right Thru Left Peds Right Thru Left Peds Right Thru Left Peds Right Thru Left Peds Int. Total 01:00 PM 01:15 PM 01:30 PM 01:45 PM Total 02:00 PM 02:15 PM 02:30 PM 02:45 PM Total 03:00 PM 03:15 PM 03:30 PM 03:45 PM Total 04:00 PM 04:15 PM 04:30 PM 04:45 PM Total 05:00 PM 05:15 PM 05:30 PM 05:45 PM Total 06:00 PM 06:15 PM 06:30 PM 06:45 PM Total Grand Total 17.5 64.3 18.2 60.8 36.5 2.7 Apprch % 74.5 24.1 1.4 Total % 7.6 27.9 7.9 29.3 0.6 0.5 9.5 10.5 6.3 Cars 97.4 97.2 97.1 98.8 % Cars 96.8 96.4 96.6

3.2

3.6

1.2

3.4

Trucks

% Trucks

2.9

2.8

Bolton & Menk, Inc.

Turning Movements Counts

File Name : 19- Minnewashta parkway at Kings Rd 13hr

- Site Code :
- Start Date : 9/22/2022

Page No : 3



File Name : 19- Minnewashta parkway at Kings Rd 13hr Site Code : Start Date : 9/22/2022 Page No : 4

		Minne	swashta	Pkwy		Kings Rd						Minne	swashta	Pkwy									
		F	rom Nort	h		From East						From South						From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total		
Peak Hour Analys	is From 0	6:00 AM	to 12:30 l	PM - Pea	ik 1 of 1																		
Peak Hour for Ent	ire Interse	ction Beg	gins at 07	':30 AM																			
07:30 AM	1	14	0	0	15	0	0	0	0	0	0	18	6	0	24	12	0	6	0	18	57		
07:45 AM	9	19	0	4	32	0	0	0	0	0	0	11	10	0	21	7	0	5	0	12	65		
08:00 AM	4	11	0	5	20	0	0	0	0	0	0	16	6	0	22	9	0	2	0	11	53		
08:15 AM	3	8	0	5	16	0	0	0	0	0	0	19	4	1	24	6	0	3	0	9	49		
Total Volume	17	52	0	14	83	0	0	0	0	0	0	64	26	1	91	34	0	16	0	50	224		
% App. Total	20.5	62.7	0	16.9		0	0	0	0		0	70.3	28.6	1.1		68	0	32	0				
PHF	.472	.684	.000	.700	.648	.000	.000	.000	.000	.000	.000	.842	.650	.250	.948	.708	.000	.667	.000	.694	.862		
Bolton & Menk, Inc.

Turning Movements Counts

File Name : 19- Minnewashta parkway at Kings Rd 13hr

- Site Code : Start Date : 9/22/2022

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Bolton & Menk, Inc. Turning Movements Counts

		Minne	swashta	Pkwy				Kings Ro	1			Minne	swashta	Pkwy				Kings Rd			
		F	rom Nort	h			F	From Eas	st			F	rom Sou	th			F	rom Wes	st		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analys	is From 12	2:45 PM 1	o 06:45	PM - Pea	ak 1 of 1																
Peak Hour for Ent	ire Interse	ction Beg	gins at 05	5:00 PM																	
05:00 PM	4	21	0	11	36	0	0	0	0	0	0	10	8	0	18	4	0	2	0	6	60
05:15 PM	7	23	0	1	31	0	0	0	0	0	0	19	8	0	27	3	0	3	0	6	64
05:30 PM	4	12	0	7	23	0	0	0	0	0	0	21	8	0	29	4	0	5	0	9	61
05:45 PM	8	23	0	7	38	0	0	0	0	0	0	15	4	2	21	4	0	4	2	10	69
Total Volume	23	79	0	26	128	0	0	0	0	0	0	65	28	2	95	15	0	14	2	31	254
% App. Total	18	61.7	0	20.3		0	0	0	0		0	68.4	29.5	2.1		48.4	0	45.2	6.5		
PHF	.719	.859	.000	.591	.842	.000	.000	.000	.000	.000	.000	.774	.875	.250	.819	.938	.000	.700	.250	.775	.920

Bolton & Menk, Inc.

Turning Movements Counts

File Name : 19- Minnewashta parkway at Kings Rd 13hr Site Code :

Start Date : 9/22/2022

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Bolton & Menk, Inc. Turning Movements Counts

							Groups P	rinted- Ca	rs - Trucks								
		Church I	Rd			TH 7			N	/linneswasht	a Pkwy			TH 7			
		From No	orth			From Ea	ast			From So	uth			From W	est		
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
06:00 AM	0	1	3	0	1	26	1	0	4	1	1	0	1	89	1	1	130
06:15 AM	0	2	11	0	0	31	0	0	8	1	0	1	0	118	1	0	173
06:30 AM	2	0	10	0	1	55	1	0	10	1	1	0	0	106	1	0	188
06:45 AM	5	2	16	0	2	52	3	0	16	2	0	0	5	140	1	0	244
Total	7	5	40	0	4	164	5	0	38	5	2	1	6	453	4	1	735
	1	0	11	0	1	60	12	0	21	C	0	1	0	196	1	0	200
07.00 AM	1	1	24	0	7	74	13	0	21	2	0		2	267	1	0	JU9 412
07.15 AN	0	1	24	0	/ E	74	11	0	30	1	0	0	2	207	1	0	413
07.30 AIVI	4	1	20	0	5	95	11	0	30	2	0	0	1	207	3 E	0	440
U7.45 AIVI	<u> </u>	4	22	0		04	17	0	20	0	2	3	4	192	10	0	1522
TOLAT	0	0	00	0	10	322	47	0	112	5	2	4	1	912	10	0	1000
08:00 AM	1	2	17	0	17	84	12	0	16	1	1	2	1	226	5	0	385
08:15 AM	0	2	15	0	11	103	11	0	25	7	0	2	1	179	10	0	366
08:30 AM	3	5	20	0	11	94	14	0	23	2	3	3	2	173	9	2	364
08:45 AM	1	3	19	0	9	84	14	0	25	1	0	2	2	154	1	0	315
Total	5	12	71	0	48	365	51	0	89	11	4	9	6	732	25	2	1430
09·00 AM	4	0	12	0	10	82	12	0	11	2	3	0	3	114	0	0	253
09:15 AM	3	2	18	õ	9	96	14	õ	12	0	3	õ	Ő	126	3	õ	286
09:30 AM	2	0	17	õ	10	80	8	õ	10	4	1	6	1	118	Ő	Õ	257
09:45 AM	2	1	12	Ő	10	103	10	ő	18	2	4	ő	1	118	1	0	282
Total	11	3	59	0	39	361	44	0	51	8	11	6	5	476	4	0	1078
				'												'	
10:00 AM	2	1	9	0	11	97	4	0	9	0	1	1	0	98	0	2	235
10:15 AM	1	0	7	0	4	67	9	0	13	3	0	2	1	90	3	0	200
10:30 AM	0	4	6	0	10	89	12	0	11	2	3	1	1	100	1	2	242
10:45 AM	1	4	8	0	12	94	5	0	13	2	1	1	3	106	0	0	250
Total	4	9	30	0	37	347	30	0	46	7	5	5	5	394	4	4	927
11:00 AM	2	0	13	0	11	73	5	0	14	1	0	1	2	107	1	0	230
11:15 AM	2	1	8	0	9	114	7	0	17	1	2	0	3	111	4	0	279
11:30 AM	3	1	ğ	Õ	18	79	7	Ő	13	3	2	3	2	103	3	õ	246
11:45 AM	1	2	13	õ	.0	100	11	õ	10	1	0	õ	3	110	1	õ	260
Total	8	4	43	0	46	366	30	0	54	6	4	4	10	431	9	0	1015
1 otdi	Ũ	-	40	0	-10	000	00	0	01	Ū	-		10	401	0	0	1010
12:00 PM	2	1	10	0	10	102	12	0	10	0	2	0	0	94	2	0	245
12:15 PM	4	3	6	0	15	96	17	0	7	2	3	1	3	90	0	0	247
12:30 PM	2	1	10	0	10	95	17	0	9	2	0	0	4	96	4	0	250
12:45 PM	3	0	9	0	16	101	13	0	7	2	1	1	1	103	5	0	262
Total	11	5	35	0	51	394	59	0	33	6	6	2	8	383	11	0	1004

Bolton & Menk, Inc. Turning Movements Counts

							Groups P	rinted- Ca	rs - Trucks								
		Church	Rd			TH 7	,		Ν	Ainneswash	ita Pkwy			TH 7	,		
		From No	orth			From E	ast			From Sc	outh			From W	/est		
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
01:00 PM	4	3	4	0	12	94	9	0	10	1	0	4	1	93	1	0	236
01:15 PM	1	1	12	0	17	109	9	0	6	3	2	1	3	102	2	1	269
01:30 PM	1	3	13	0	12	135	13	0	9	2	0	0	2	109	1	0	300
01:45 PM	1	1	15	0	7	122	10	0	16	1	1	0	1	70	2	0	247
Total	7	8	44	0	48	460	41	0	41	7	3	5	7	374	6	1	1052
02:00 PM	1	2	10	0	18	127	9	0	7	2	1	0	0	85	3	0	265
02:15 PM	3	2	12	0	15	125	20	0	9	2	4	2	2	93	4	0	293
02:30 PM	6	3	9	0	16	139	15	1	17	4	0	0	3	99	2	0	314
02:45 PM	4	2	6	0	16	159	17	0	13	4	2	0	1	96	2	0	322
Total	14	9	37	0	65	550	61	1	46	12	7	2	6	373	11	0	1194
03:00 PM	2	5	3	0	20	172	22	0	14	6	2	1	1	106	1	1	356
03:15 PM	2	4	17	0	32	149	22	0	14	3	0	0	1	100	4	0	348
03:30 PM	7	2	14	0	11	151	19	0	17	1	6	1	3	114	1	0	347
03:45 PM	0	3	14	0	17	211	21	0	29	1	4	1	6	114	3	1	425
Total	11	14	48	0	80	683	84	0	74	11	12	3	11	434	9	2	1476
04:00 PM	2	1	17	0	16	233	22	0	19	1	5	4	5	113	1	0	439
04:15 PM	3	9	17	0	20	245	21	0	24	1	1	4	2	118	5	3	473
04:30 PM	1	1	6	0	16	236	19	0	11	2	2	2	1	117	8	0	422
04:45 PM	2	1	23	0	13	241	27	0	25	1	3	2	1	111	1	0	451
Total	8	12	63	0	65	955	89	0	79	5	11	12	9	459	15	3	1785
05:00 PM	2	3	13	0	19	238	20	0	18	1	0	3	1	115	3	0	436
05:15 PM	2	5	13	0	21	222	27	0	16	3	0	1	3	113	4	0	430
05:30 PM	2	3	12	0	27	191	22	0	20	0	0	1	2	116	1	0	397
05:45 PM	0	3	15	0	22	179	23	0	<u> </u>	3	1	4	0	98	2	0	367
Total	0	14	55	01	03	000	52	01	71	1		5	0	442	10	0	1000
06:00 PM	1	2	11	0	28	145	16	0	13	2	0	0	0	99	3	1	321
06:15 PM	3	2	18	0	16	116	20	0	16	0	3	0	1	99	0	1	295
06:30 PM	0	1	15	0	18	122	16	0	16	1	1	2	2	86	2	0	282
06:45 PM	4	9	8	0	23	131	21	0	20	2	0	1	2	68	1	0	290
Total	8	14	52	0	85	514	73	0	65	5	4	3	5	352	6	2	1188
Grand Total	108	115	655	0	675	6311	706	1	799	95	72	65	91	6215	124	15	16047
Apprch %	12.3	13.1	74.6	0	8.8	82	9.2	0	77.5	9.2	7	6.3	1.4	96.4	1.9	0.2	
Total %	0.7	0.7	4.1	0	4.2	39.3	4.4	0	5	0.6	0.4	0.4	0.6	38.7	0.8	0.1	
Cars	102	109	643	0	657	5917	686	1	774	85	69	65	82	5867	115	15	15187
% Cars	94.4	94.8	98.2	0	97.3	93.8	97.2	100	96.9	89.5	95.8	100	90.1	94.4	92.7	100	94.6
Trucks	6	6	12	0	18	394	20	0	25	10	3	0	9	348	9	0	860
% Trucks	5.6	5.2	1.8	0	2.7	6.2	2.8	0	3.1	10.5	4.2	0	9.9	5.6	7.3	0	5.4

Bolton & Menk, Inc.

Turning Movements Counts



Bolton & Menk, Inc. Turning Movements Counts

		C	hurch R	d				TH 7				Minne	swashta	Pkwy				TH 7			
		F	rom Nor	th			F	rom Eas	st			F	rom Sout	h			F	rom Wes	st		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analys	is From 0	5:00 AM t	o 12:30	PM - Peal	k 1 of 1																
Peak Hour for Ent	tire Interse	ction Beg	jins at 07	7:15 AM																	
07:15 AM	0	1	24	0	25	7	74	6	0	87	30	1	0	0	31	2	267	1	0	270	413
07:30 AM	4	1	20	0	25	5	95	11	0	111	36	2	0	0	38	1	267	3	0	271	445
07:45 AM	3	4	22	0	29	5	84	17	0	106	25	0	2	3	30	4	192	5	0	201	366
08:00 AM	1	2	17	0	20	17	84	12	0	113	16	1	1	2	20	1	226	5	0	232	385
Total Volume	8	8	83	0	99	34	337	46	0	417	107	4	3	5	119	8	952	14	0	974	1609
% App. Total	8.1	8.1	83.8	0		8.2	80.8	11	0		89.9	3.4	2.5	4.2		0.8	97.7	1.4	0		
PHF	.500	.500	.865	.000	.853	.500	.887	.676	.000	.923	.743	.500	.375	.417	.783	.500	.891	.700	.000	.899	.904

Bolton & Menk, Inc.

Turning Movements Counts



Bolton & Menk, Inc. Turning Movements Counts

		C	Church R	d				TH 7				Minne	swashta	Pkwy				TH 7			
		F	rom Nort	th			F	From Eas	st			F	rom Sou	th			F	rom Wes	st		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analys	is From 1	2:45 PM 1	to 06:45	PM - Pea	ak 1 of 1																
Peak Hour for Ent	tire Interse	ection Beg	gins at 04	4:00 PM																	
04:00 PM	2	1	17	0	20	16	233	22	0	271	19	1	5	4	29	5	113	1	0	119	439
04:15 PM	3	9	17	0	29	20	245	21	0	286	24	1	1	4	30	2	118	5	3	128	473
04:30 PM	1	1	6	0	8	16	236	19	0	271	11	2	2	2	17	1	117	8	0	126	422
04:45 PM	2	1	23	0	26	13	241	27	0	281	25	1	3	2	31	1	111	1	0	113	451
Total Volume	8	12	63	0	83	65	955	89	0	1109	79	5	11	12	107	9	459	15	3	486	1785
% App. Total	9.6	14.5	75.9	0		5.9	86.1	8	0		73.8	4.7	10.3	11.2		1.9	94.4	3.1	0.6		
PHF	.667	.333	.685	.000	.716	.813	.974	.824	.000	.969	.790	.625	.550	.750	.863	.450	.972	.469	.250	.949	.943

Bolton & Menk, Inc.

Turning Movements Counts



Appendix B: Crash Reports and Screening Data

Segment Safety Screening

Minnewashta Pkwy between TH5 and TH7 Segment:

Statewide Averages based on 2018-2022 crashes

Crashes by Crash Severity	
Fatal (K)	0
Incapacitating Injury (A)	0
Minor Injury (B)	0
Possible Injury (C)	0
Property Damage (PDO)	4
Total Crashes	4

Analysis I	Description
Length	1.630 miles
VMT	6,402,722
Non-junction AND Ju	nction Crashes

Annual crash cost per mile = \$6,380

Statewide comparison = Urban 2-Lane AADT 1500-4999

Total Crash Rate (C	CR)	Fatal & Serious Injury Cras	h Rate (FAR)
Observed	0.625	Observed	0.000
Statewide Average	0.834	Statewide Average	2.891
Critical Rate	1.840	Critical Rate	19.310
Critical Index	0.34	Critical Index	0.00

The observed crash rate is the number of crashes per million vehicle miles traveled (MVMT). The critical rate is a statistical comparison based on similar trunk highways statewide. An observed crash rate greater than the critical rate indicates that the section operates outside the expected, normal range. The critical index reports the magnitude of this difference (i.e. observed crash rate ÷ critical crash rate).

The observed total crash rate for this period is 0.63 per MVMT; this is 66% below the critical rate. Based on similar statewide segments, an additional 8 crashes over the five years would indicate this section operates outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MVMT; this is 100% below the critical rate. The section operates within the normal range.



Crash Detail Report - Short Form

MP - 10 year

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEAS	SURE	ROUT		E	ROUTE ID		COUNTY			CITY	
10939188	05-MSAS H	0111	0.30	1 # KILL			HTA PKW	Y. 050002393	7990111-I	10-Carve	er ¥		Chan	hassen
INTERGEOT WIT			1	0	11/29	/14 04	4:17 Sat	44.871270	-93.62256	7 45082	23.1	496883	8.0	NOT APPLICABLE
BASIC TYPE		CRASH S	EVERITY	Y	F	IRST HA	RMFUL			LIGHT	CONDI	FION	Ŵ	VEATHER PRIMARY
Single Vehicle	Run Off Road	C - Poss	ible Inju	ıry	R	loadway	y Sign or S	Sign Structure		Dark (Str Lig	hts On)	С	Cloudy
			Unit	1			Unit	2		Unit 3				Unit 4
	Unit Type	Motor Ve	ehicle in	n Transp	ort									
	Vehicle Type	Passeng	jer Car											
Dire	ction of Travel	Southbo	und											
	Maneuver	Moving F	Forward	ł										
	Age/Sex	18 M												
ا م	Physical Cond	UNDER	THE IN	IFLU										
Contrib	uting Factor 1	CHEMIC	al Imp	PRMNT										
OFFICER SKET	СН							NARRATIVE			FOLINI		HE R	
		111	,					HOLDING PO	ND. THE VE	HICLE LO	COKED	AS IF I	TWA	AS CLOSER TO THE
								HOLDING PO	ND AND HA	D BACKE	DUP.	A STOP	SIGN	N WAS FOUND IN
					Ň	D		WAS NOTICE	9 POND, AN D TIRE MAI	D DAMAG	GE TO HE SN(THE FR	ONI	DE THE VEHICLE
					NOT TO 3	0415		OFF THE ROA	DWAY, AND	NARRO	WLY M	IISSING	A SE	COND SIGN. THE
	1Î	an l							EVENTUAL		STED	FOR DV	VIAN	ID THE CAR WAS
	//	[]						TOWED FROM		NC.				
	11 中語													
)													
INCIDENT ID	DOUTE SVS													
11000650	ROUTE STS	ROUTE NUM	MEA	SURE	ROUT		E Diana	ROUTE ID	7000111				CITY	haaaan
11023658 INTERSECT WIT	05-MSAS	ROUTE NUM 0111	0.30	SURE 1 # KILL	ROUT Minn DATE	E NAME ewashta TI	E a Pkwy I ME DAY	ROUTE ID 050002393 LAT	7990111-I	COUNTY 10-Carve UTM X	er K	UTM Y	CITY Chanl	hassen WORK ZONE TYPE
11023658 INTERSECT WIT	05-MSAS H	ROUTE NUM 0111	0.30 # VEH	SURE 1 # KILL 0	ROUT Minn DATE 11/30	re name ewashta Til /15 17	E a Pkwy I ME DAY 7:58 Mor	ROUTE ID 050002393 LAT 44.871270	7990111-I LONG -93.62256	COUNTY 10-Carve UTM X 7 45082	er x 23.1	UTM Y 496883	CITY Chanl 8.0	hassen WORK ZONE TYPE NOT APPLICABLE
11023658 INTERSECT WIT BASIC TYPE Single Vehicle	05-MSAS	CRASH S	MEA: 0.30 # VEH 1 EVERITY	SURE 1 # KILL 0 Y	ROUT Minn DATE 11/30,	re name ewashta Til /15 17 IRST HA	E ME DAY 7:58 Mor ARMFUL	ROUTE ID 050002393 LAT 44.871270	7990111-I LONG -93.62256	COUNTY 10-Carve UTM X 7 45082 LIGHT Dark (er X 23.1 CONDIT	UTM Y 496883 FION	CITY Chanl 8.0 1 W	hassen WORK ZONE TYPE NOT APPLICABLE VEATHER PRIMARY
11023658 INTERSECT WIT BASIC TYPE Single Vehicle	05-MSAS H Run Off Road	CRASH S	I MEA: 0.30 # VEH 1 EVERITY Damag	SURE 1 # KILL 0 Y ge Only	ROUT Minn DATE 11/30	re name ewashta TII /15 17 IRST HA	E ME DAY 7:58 Mor ARMFUL y Sign or S	ROUTE ID 050002393 LAT 44.871270 Sign Structure	7990111-I LONG -93.62256	COUNTY 10-Carve UTM X 7 45082 LIGHT Dark (er x 23.1 CONDI (Str Ligh	UTM Y 496883 TION hts On)	CITY Chanl 8.0 1 W Si	hassen WORK ZONE TYPE NOT APPLICABLE VEATHER PRIMARY
11023658 INTERSECT WIT BASIC TYPE Single Vehicle	Run Off Road	ROUTE NUM 0111 CRASH S N - Prop	MEA: 0.30 # VEH 1 EVERITY Damag	SURE 1 KILL 0 Y je Only	ROUT Minn DATE 11/30, FI R	re name ewashta [Til /15 17 IRST HA Roadway	E a Pkwy ME DAY 7:58 Mor ARMFUL y Sign or S Unit	ROUTE ID 050002393 LAT 44.871270 Sign Structure 2	7990111-I LONG -93.62256	COUNTY 10-Carve UTM 7 45082 LIGHT Dark (Unit 3	er x 23.1 CONDI (Str Ligh	UTM Y 496883 TION hts On)	CITY Chanl 8.0 [1 W Si	hassen WORK ZONE TYPE NOT APPLICABLE VEATHER PRIMARY Snow Unit 4
11023658 INTERSECT WIT BASIC TYPE Single Vehicle	Run Off Road	ROUTE NUM 0111 CRASH S N - Prop Motor Ve	MEA: 0.30 # VEH 1 EVERITY Damag Unit	SURE 1 # KILL 0 Y ge Only 1 1 Transp	ROUT Minn DATE 11/30 F R	re name ewashta /15 17 IRST HA coadway	E a Pkwy ME DAY 7:58 Mor 7:58 Mor RRMFUL y Sign or S Unit	ROUTE ID 050002393 LAT 44.871270 Sign Structure 2	7990111-I LONG -93.62256	COUNTY 10-Carve UTM X 7 45082 LIGHT Dark (Unit 3	er x 23.1 CONDIT (Str Ligh	UTM Y 496883 riON hts On)	CITY Chanl 8.0 W Si	hassen WORK ZONE TYPE NOT APPLICABLE VEATHER PRIMARY Snow Unit 4
11023658 INTERSECT WIT BASIC TYPE Single Vehicle	Run Off Road Unit Type Vehicle Type	ROUTE NUM 0111 CRASH S N - Prop Motor Ve Sport Uti	MEA: 0.30 # VEH 1 EVERITY Damag Unit ehicle in ility Veh	SURE 1 # KILL 0 Y ge Only . 1 1 Transp nicle	ROUT Minn DATE 11/30, FI R	re name ewashta [TI] /15 17 IRST HA toadway	E a Pkwy IME DAY 7:58 Mor 17:58 Mor 17:58 Vor 17:58 Vor 17:59 Vor 17:58 Vor 17:59 Vor	ROUTE ID 050002393 LAT 1 44.871270 Sign Structure 2	7990111-I LONG -93.62256	COUNTY 10-Carve UTM 7 45082 LIGHT Dark (Unit 3	er X 23.1 CONDIT (Str Lig)	UTM Y 496883 FION hts On)	Chanl Chanl 8.0 Si Si	hassen WORK ZONE TYPE NOT APPLICABLE VEATHER PRIMARY Snow Unit 4
11023658 INTERSECT WIT BASIC TYPE Single Vehicle Dire	Run Off Road Unit Type Vehicle Type	CRASH S N - Prop Motor Ve Sport Uti Southbo	I MEA: 0.30 # VEH 1 EVERITY Damag Unit chicle in ility Veh und	SURE 1 KILL 0 Y Je Only f Tansp icle	ROUT Minn DATE 11/30. F R	E NAME ewashta 1TII /15 17 IRST HA coadway	E a Pkwy IME DAY 7:58 Mor XRMFUL y Sign or S Unit	ROUTE ID 050002393 LAT 44.871270 Sign Structure 2	7990111-I LONG -93.62256	COUNTY 10-Carve UTM X 7 45082 LIGHT Dark (Unit 3	er X 23.1 CONDIT (Str Ligh	UTM Y 496883 FION hts On)	CITY Chan 8.0 1 8.0 5	work zone type NOT APPLICABLE VEATHER PRIMARY Snow
11023658 INTERSECT WIT BASIC TYPE Single Vehicle Dire	Unit Type Vehicle Type Maneuver	ROUTE NUM 0111 CRASH S N - Prop Motor Ve Sport Uti Southbo Moving F	I MEA: 0.30 # VEH 1 EVERITY Damag Unit ehicle in ility Veh und Forward	SURE 1 KILL 0 Y ge Only T Tansp icle	ROUT Minn DATE 11/30, F R	re NAME ewashta /15 17 IRST HA coadway	E a Pkwy IME DAY 7:58 Mor SRMFUL y Sign or S Unit	ROUTE ID 050002393 LAT 44.871270 Sign Structure 2	7990111-I LONG -93.62256	COUNTY 10-Carve UTM X 7 45082 LIGHT Dark (Unit 3	er X 23.1 CONDIT (Str Lig)	UTM Y 496883 FION hts On)	CITY Chan 8.0 1 8.0 5	hassen WORK ZONE TYPE NOT APPLICABLE VEATHER PRIMARY Snow Unit 4
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Crash Detail Report - Short Form

MP - 10 year

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEAS	SURE	ROUT	E NAME		ROUTE ID		со	UNTY		CITY	(
00412555	05-MSAS	0111	0.61	0	MINN	EWASHTA	PKWY	050002393	7990111-I	10-	Carver	LITM	Cha	anhassen
INTERSECT WIT	In		2	# KILL	01/08/	17 23:03	Sun	44.875365	-93.62049	91	450990.5	4969	291.6	NOT APPLICABLE
BASIC TYPE		CRASH SE	VERITY	(FI	RST HARMFU	JL				LIGHT COND	TION		WEATHER PRIMARY
Rear End		C - Possib	ole Inju	iry	M	otor Vehicle	In Trai	nsport			Dark (Str Lig	hts Oi	n)	Clear
			Unit	1			Unit 2			Ur	nit 3			Unit 4
	Unit Type	Motor Veh	nicle in	Transpo	ort	Motor Vehi	cle in T	Transport						
	Vehicle Type	Sport Utili	ity Vehi	icle		Sport Utility	y Vehic	le						
Dire	ction of Travel	Southbou	nd			Southboun	d							
	Maneuver	Moving Fo	orward			Moving For	rward							
	Age/Sex	24 F				24 M								
•	Physical Cond	Apparent	y Norm	nal		Apparently	Norma	al						
Contrib	outing Factor 1	No Clear	Contrib	outing A	ction	Following	loo Clo	sely						
OFFICER SKEI	ICH						C	RASH LOCA	TION MINN	EW	ASHTA PAR	KWAY	/ RED	CEDAR POINT
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INCIDENT ID 00329131 INTERSECT WIT BASIC TYPE Single Vehicle	ROUTE SYS 05-MSAS TH Run Off Road	ROUTE NUM 0111 // CRASH SE N - Prop D	MEAS 0.828 VEH 1 VERITY Damage	SURE 8 # KILL 0 (e Only	ROUT MINN DATE 02/14/ Fil Ot	E NAME EWASHTA TIME 16 23:45 RST HARMFU ther - Fixed	PKWY DAY Sun JL Object	ROUTE ID 050002393 LAT 44.878443	7990111-I LONG -93.62033	co 10- 33	UNTY Carver UTM X 451005.6 LIGHT CONDI Dark (Str Lig	UTM 4969 TION hts Oi	CITY Cha Y 633.4 n)	More announce of the second se
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INCIDENT ID 00329131 INTERSECT WIT BASIC TYPE Single Vehicle	ROUTE SYS 05-MSAS FH Run Off Road Unit Type	ROUTE NUM 0111 CRASH SE N - Prop D Motor Veh Pickup	MEAS 0.828 # VEH 1 VERITY Damag Unit hicle in	SURE 8 # KILL 0 (e Only 1 Transpo	ROUT MINN DATE 02/14/ FII Of	E NAME EWASHTA TIME 16 23:45 RST HARMFU ther - Fixed	PKWY DAY Sun JL Object Unit 2	ROUTE ID 050002393 LAT 44.878443	7990111-I LONG -93.62033	200 10- 33 Ur	UNTY Carver UTM X 451005.6 LIGHT CONDI Dark (Str Lig hit 3	UTM 1 4969 TION hts Oi	CITY Cha Y 633.4 n)	WORK ZONE TYPE NOT APPLICABLE WEATHER PRIMARY Clear Unit 4
INCIDENT ID 00329131 INTERSECT WIT BASIC TYPE Single Vehicle	ROUTE SYS 05-MSAS TH Run Off Road Unit Type Vehicle Type	ROUTE NUM 0111 CRASH SE N - Prop E Motor Vet Pickup Northbou	MEAS 0.828 VEH 1 VERITY Damag Unit nicle in	SURE 8 # KILL 0 (e Only 1 Transpo	ROUT MINN DATE 02/14/ FII O1	E NAME EWASHTA TIME 16 23:45 RST HARMFU ther - Fixed	PKWY DAY Sun JL Object Unit 2	ROUTE ID 050002393 LAT 44.878443	7990111-I LONG -93.62033	20 10- 33 Ur	UNTY Carver UTM X 451005.6 LIGHT CONDI Dark (Str Lig	UTM 4969 TION hts O	СІТҮ Сhа Y 633.4 n)	WORK ZONE TYPE NOT APPLICABLE WEATHER PRIMARY Clear Unit 4
INCIDENT ID 00329131 INTERSECT WIT BASIC TYPE Single Vehicle Dire	ROUTE SYS 05-MSAS TH Run Off Road Unit Type Vehicle Type ction of Travel Maneuver	ROUTE NUM 0111 CRASH SE N - Prop E Motor Veh Pickup Northbour Moving Fe	MEAS 0.828 VERITY Damag Unit nicle in nd	SURE 8 # KILL 0 (e Only 1 Transpo	ROUT MINN 02/14/ 02/14/ Fil Of	E NAME EWASHTA TIME 16 23:45 RST HARMFU ther - Fixed	PKWY DAY Sun JL Object Unit 2	ROUTE ID 050002393 LAT 44.878443	7990111-I LONG -93.62033	010- 333 Ur	UNTY Carver UTM X 451005.6 LIGHT CONDI Dark (Str Lig	UTM 1 4969 TION hts Oi	CITY Cha Y 633.4 n)	Mork Zone Type NOT APPLICABLE WEATHER PRIMARY Clear Unit 4
INCIDENT ID 00329131 INTERSECT WIT BASIC TYPE Single Vehicle Dire	ROUTE SYS 05-MSAS TH Run Off Road Unit Type Vehicle Type oction of Travel Maneuver Age/Sex	ROUTE NUM 0111 CRASH SE N - Prop D Motor Ver Pickup Northbour Moving Fe 17 M	MEAS 0.828 VEH 1 VERITY Damag Unit nicle in nd orward	SURE 8 # KILL 0 (e Only 1 Transpo	ROUTI MINN DATE 02/14/ FII OT	E NAME EWASHTA TIME 16 23:45 RST HARMFU ther - Fixed	PKWY DAY Sun JL Object Unit 2	ROUTE ID 050002393 LAT 44.878443	7990111-I LONG -93.62033	010- 333 Ur	UNTY Carver UTM X 451005.6 LIGHT CONDI Dark (Str Lig nit 3	UTM 1 4969 TION hts O	Cha Cha 633.4 n)	WORK ZONE TYPE NOT APPLICABLE WEATHER PRIMARY Clear Unit 4
INCIDENT ID 00329131 INTERSECT WIT BASIC TYPE Single Vehicle Dire	ROUTE SYS 05-MSAS TH Run Off Road Unit Type Vehicle Type oction of Travel Maneuver Age/Sex Physical Cond	ROUTE NUM 0111 CRASH SE N - Prop E Motor Vet Pickup Northbour Moving Fo 17 M Apparentl	MEAS 0.828 VEH 1 VERITY Damag Unit nicle in nd orward	SURE 8 0 (e Only 1 Transpo	ROUTI MINN 02/14/ FII Of	E NAME EWASHTA TIME 16 23:45 RST HARMFU ther - Fixed	PKWY DAY Sun JL Object Unit 2	ROUTE ID 050002393 LAT 44.878443	7990111-I LONG -93.62033	200 10- 333 Ur	UNTY Carver UTM X 451005.6 LIGHT COND Dark (Str Lig	UTM 4969 TION hts Oi	CITY Cha 633.4 n)	WORK ZONE TYPE NOT APPLICABLE WEATHER PRIMARY Clear Unit 4
INCIDENT ID 00329131 INTERSECT WIT BASIC TYPE Single Vehicle Dire Contrik	ROUTE SYS 05-MSAS TH Run Off Road Unit Type Vehicle Type oction of Travel Maneuver Age/Sex Physical Cond puting Factor 1	ROUTE NUM 0111 CRASH SE N - Prop E Motor Veh Pickup Northbour Moving Fe 17 M Apparentl No Clear	MEAS 0.828 # VEH 1 VERITY Damag Unit nicle in nd orward y Norm Contrik	SURE 8 # KILL 0 (e Only 1 Transpo 1 nal puting Ac	ROUTI MINN 02/14/ 02/14/ ort	E NAME EWASHTA TIME 16 23:45 RST HARMFU ther - Fixed	PKWY DAY Sun JL Object Unit 2	ROUTE ID 050002393 LAT 44.878443	7990111-I LONG -93.62033	CO 10- 333 Ur	UNTY Carver UTM X 451005.6 LIGHT CONDI Dark (Str Lig	UTM 4969 TION hts Oi	Cha Cha 633.4 n)	WORK ZONE TYPE NOT APPLICABLE WEATHER PRIMARY Clear Unit 4
INCIDENT ID 00329131 INTERSECT WIT BASIC TYPE Single Vehicle Dire Contrik	ROUTE SYS 05-MSAS TH Run Off Road Unit Type Vehicle Type vehicle Type Maneuver Age/Sex Physical Cond puting Factor 1	ROUTE NUM 0111 CRASH SE N - Prop D Motor Ver Pickup Northbour Moving Fo 17 M Apparentl No Clear	MEAS 0.828 # VEH 1 VERITY Damag Unit nicle in nd orward y Norm Contrik	SURE 8 KILL 0 (e Only Transpo nal puting Ac	ROUTI MINN 02/14/ 01 Ort	E NAME EWASHTA TIME 16 23:45 RST HARMFU ther - Fixed	PKWY DAY Sun JL Object Unit 2	ROUTE ID 050002393 LAT 44.878443	7990111-I LONG -93.62033	CO 10- 33 Ur	UNTY Carver UTM X 451005.6 LIGHT CONDI Dark (Str Lig hit 3	UTM 4969 TION hts O	CITY Cha 633.4 n)	WORK ZONE TYPE NOT APPLICABLE WEATHER PRIMARY Clear Unit 4
INCIDENT ID 00329131 INTERSECT WIT BASIC TYPE Single Vehicle Dire Contrik	ROUTE SYS 05-MSAS TH Run Off Road Unit Type Vehicle Type oction of Travel Maneuver Age/Sex Physical Cond puting Factor 1	ROUTE NUM 0111 CRASH SE N - Prop D Motor Ver Pickup Northbour Moving Fo 17 M Apparent No Clear	MEAS 0.828 VEH 1 VERITY Damag Unit nicle in nd orward y Norm Contrib	SURE 8 (e Only f Transpo nal outing Ac	ROUTI MINN 02/14/ 01 ort	E NAME EWASHTA TIME 16 23:45 RST HARMFU ther - Fixed	PKWY DAY Sun JL Object Unit 2	ROUTE ID 050002393 LAT 44.878443	7990111-I LONG -93.62033	CO 10- 333 Ur	UNTY Carver UTM X 451005.6 LIGHT CONDI Dark (Str Lig nit 3	UTM 1 4969 TION hts Or	CITY Cha 633.4 n)	Vanhassen WORK ZONE TYPE NOT APPLICABLE WEATHER PRIMARY Clear Unit 4
INCIDENT ID 00329131 INTERSECT WIT BASIC TYPE Single Vehicle Dire Contrit	ROUTE SYS 05-MSAS TH Run Off Road Unit Type Vehicle Type Outicle Type Maneuver Age/Sex Physical Cond Duting Factor 1	ROUTE NUM 0111 CRASH SE N - Prop E Motor Veh Pickup Northbour Moving Fo 17 M Apparentl No Clear	MEAS 0.828 VEH 1 VERITY Damage Unit nicle in nd orward y Norm Contrib	SURE 8 KILL 0 (e Only 1 Transpo nal puting Ac	ROUTI MINN 02/14/ FII Ort	E NAME EWASHTA TIME 16 23:45 RST HARMFU ther - Fixed	PKWY DAY Sun JL Object Unit 2	ROUTE ID 050002393 LAT 44.878443 ARRATIVE RIVER WAS INGS RD. DF	7990111-I LONG -93.62033 -93.62033		UNTY Carver UTM X 451005.6 LIGHT CONDI Dark (Str Lig nit 3 S ON MINNE HIS VEHICI	UTM 1 4969 TION hts OI	CITY Cha 633.4 n)	V Anhassen WORK ZONE TYPE NOT APPLICABLE WEATHER PRIMARY Clear Unit 4 Unit 4 LVD JUST PAST JT AND SPUN 180
INCIDENT ID 00329131 INTERSECT WIT BASIC TYPE Single Vehicle Dire Contrib	ROUTE SYS 05-MSAS TH Run Off Road Unit Type Vehicle Type oction of Travel Maneuver Age/Sex Physical Cond outing Factor 1	ROUTE NUM 0111 CRASH SE N - Prop D Motor Ver Pickup Northbour Moving Fo 17 M Apparentl No Clear	MEAS 0.828 # VEH 1 VERITY Damag Unit nicle in nd orward y Norm Contrik	SURE 8 # KILL 0 (e Only 1 Transpo	ROUTI MINN 02/14/ FII Ort	E NAME EWASHTA TIME 16 23:45 RST HARMFU ther - Fixed	PKWY DAY Sun JL Object Unit 2	ROUTE ID 050002393 LAT 44.878443 ARRATIVE RIVER WAS INGS RD. DF EGREES CO	7990111-I LONG -93.62033 -93.62033 		UNTY Carver UTM X 451005.6 LIGHT CONDI Dark (Str Lig nit 3 B ON MINNE HIS VEHICI KWISE. DRI KWISE DRI	UTM 1 4969 TION hts OI	CiTY Cha 633.4 n) HTA BI UN OL STATEI	V Anhassen WORK ZONE TYPE NOT APPLICABLE WEATHER PRIMARY Clear Unit 4 Unit 4 LVD JUST PAST JT AND SPUN 180 D HIS VEHICLE PIVEP STATED HIS
INCIDENT ID 00329131 INTERSECT WIT BASIC TYPE Single Vehicle Dire Contrik	ROUTE SYS 05-MSAS TH Run Off Road Unit Type Vehicle Type Vehicle Type Vehicle Type Maneuver Age/Sex Physical Cond Duting Factor 1	ROUTE NUM 0111 CRASH SE N - Prop D Motor Ver Pickup Northbour Moving Fo 17 M Apparentl No Clear	MEAS 0.828 # VEH 1 VERITY Damag Unit nicle in nd orward y Norm Contrik	SURE 8 # KILL 0 (e Only 1 Transpo nal pouting Ad	ROUTI MINN DATE 02/14/ FII Ort	E NAME EWASHTA 11ME 16 23:45 RST HARMFU ther - Fixed	PKWY DAY Sun JL Object Unit 2	ROUTE ID 050002393 LAT 44.878443 44.878443 ARRATIVE RIVER WAS INGS RD. DF EGREES CC ONTINUED I EHICLE WEI	TRAVELING RIVER STAT UNTER CL NB HOWEV		UNTY Carver UTM X 451005.6 LIGHT CONDI Dark (Str Lig Dark (Str Lig it 3 B ON MINNE HIS VEHICI KWISE. DRI HIS VEHICI KWISE. DRI HE WAS FA	UTM 1 4969 TION hts Or hts Or LE SP VER S CING 11S FR	HTA BI UN OL STATEI RONT E	V Anhassen WORK ZONE TYPE NOT APPLICABLE WEATHER PRIMARY Clear Unit 4 Unit 4 LVD JUST PAST JT AND SPUN 180 D HIS VEHICLE RIVER STATED HIS DRIVER SIDE
INCIDENT ID 00329131 INTERSECT WIT BASIC TYPE Single Vehicle Dire Contrik	ROUTE SYS 05-MSAS TH Run Off Road Unit Type Vehicle Type Vehicle Type oction of Travel Maneuver Age/Sex Physical Cond outing Factor 1	ROUTE NUM 0111	MEAS 0.828 # VEH 1 VERITY Damag Unit nicle in nd orward y Norm Contrib	SURE 8 # KILL 0 f e Only 1 Transpo nal buting Ad	ROUTI MINN 02/14/ FII Ort	E NAME EWASHTA TIME 16 23:45 RST HARMFU ther - Fixed	PKWY DAY Sun JL Object Unit 2	ROUTE ID 050002393 LAT 44.878443 44.878443 ARRATIVE RIVER WAS INGS RD. DF EGREES CC ONTINUED I EHICLE WEI UARTER PARA	TRAVELING -93.62033 -93.62033 -93.62033 		UNTY Carver UTM X 451005.6 LIGHT CONDI Dark (Str Lig nit 3 B ON MINNE HIS VEHICI KWISE. DRI HE WAS FA ITCH AND FA	UTM 4969 TION hts OI E SP VER S CING IS FR IS COL	CITY Cha (633.4 n) HTA BI UN OL STATEI SB. DI RONT I LISIONT I	V Anhassen WORK ZONE TYPE NOT APPLICABLE WEATHER PRIMARY Clear Unit 4 Unit 4 LVD JUST PAST JT AND SPUN 180 D HIS VEHICLE RIVER STATED HIS DRIVER SIDE N WITH THE TREE ENVER SIDE
INCIDENT ID 00329131 INTERSECT WIT BASIC TYPE Single Vehicle Dire Contrit OFFICER SKET	ROUTE SYS 05-MSAS TH Run Off Road Unit Type Vehicle Type Outicle Type Outicle Type Outicle Type Maneuver Age/Sex Physical Cond Duting Factor 1	ROUTE NUM 0111 CRASH SE N - Prop E Motor Vel Pickup Northbour Moving Fo 17 M Apparentl No Clear	MEAS 0.828 # VEH 1 VERITY Damag Unit nicle in nd orward y Norm Contrik	SURE 8 # KILL 0 (e Only 1 Transpo nal buting Ac	ROUTI MINN DATE 02/14/ FII Ort ort	E NAME EWASHTA TIME 16 23:45 RST HARMFU ther - Fixed	PKWY DAY Sun JL Object Unit 2	ROUTE ID 050002393 LAT 44.878443 44.878443 44.878443 AUSER WAS INGS RD. DF EGREES CC ONTINUED I EHICLE WEI UARTER PA AUSED SIGI ISABLING TI	TRAVELING -93.62033 -93.62033 -93.62033 -93.62033 		UNTY Carver UTM X 451005.6 LIGHT CONDI Dark (Str Lig nit 3 B ON MINNE HIS VEHICI KWISE. DRI HE WAS FA ITCH AND F A TREE. THE AGE TO THI HE ONLY D	UTM 1 4969 TION hts OI	Citry Cha (633.4 n) HTA BI UN OL STATEI SB. DI RONT E LISION DNT DE E TO	V Anhassen WORK ZONE TYPE NOT APPLICABLE WEATHER PRIMARY Clear Unit 4 Unit 4 Unit 4 LVD JUST PAST JT AND SPUN 180 D HIS VEHICLE RIVER STATED HIS DRIVER SIDE AXEL N WITH THE TREE RIVER SIDE AXEL, THE TREE WAS
INCIDENT ID 00329131 INTERSECT WIT BASIC TYPE Single Vehicle Dire Contrit	ROUTE SYS 05-MSAS TH Run Off Road Unit Type Vehicle Type Vehicle Type Vehicle Type Vehicle Type Maneuver Age/Sex Physical Cond Duting Factor 1	ROUTE NUM 0111 CRASH SE N - Prop E Motor Ver Pickup Northbour Moving Fe 17 M Apparentl No Clear	MEAS 0.828 # VEH 1 VERITY Damag Unit nicle in nd orward y Norm Contrib	SURE 8 # KILL 0 (e Only 1 Transpo	ROUTI MINN DATE 02/14/ FII Ort	E NAME EWASHTA TIME 16 23:45 RST HARMFU ther - Fixed	PKWY DAY Sun JL Object Unit 2 Unit 2	ROUTE ID 050002393 LAT 44.878443 44.878443 44.878443 AUSER WAS INGS RD. DF EGREES CC ONTINUED IS EGREES CC ONTINUED IS EHICLE WEI UARTER PA AUSED SIGI ISABLING TH EMOVED BA	TRAVELING -93.62033 -93.6203 -93.620		UNTY Carver UTM X 451005.6 LIGHT CONDI Dark (Str Lig Dark (Str Lig Ait 3 it 3 B ON MINNE HIS VEHICI KWISE. DRI HE WAS FA ITCH AND H A TREE. THE AGE TO TH HE ONLY D. WAS TOWE	UTM 1 4969 TION hts OI hts OI E SP VER S CING HIS FR COLL E FRC AMAG D FRC	CITY Cha 633.4 n) HTA BI UN OL STATEI SB. DI SB. DI SD. T I LISION DNT DF E TO	V Anhassen WORK ZONE TYPE NOT APPLICABLE WEATHER PRIMARY Clear Unit 4 Unit 4 Unit 4 LVD JUST PAST JT AND SPUN 180 D HIS VEHICLE RIVER STATED HIS DRIVER SIDE N WITH THE TREE RIVER SIDE AXEL, THE TREE WAS E SCENE BY
INCIDENT ID 00329131 INTERSECT WIT BASIC TYPE Single Vehicle Dire Contrik	ROUTE SYS 05-MSAS TH Run Off Road Unit Type Vehicle Type Vehicle Type Vehicle Type Maneuver Age/Sex Physical Cond Duting Factor 1	ROUTE NUM 0111 CRASH SE N - Prop D Motor Ver Pickup Northbour Moving Fo 17 M Apparent No Clear	MEAS 0.828 # VEH 1 VERITY Damag Unit nicle in nd orward y Norm Contrik	SURE 8 (e Only 1 Transpo	ROUTI MINN 02/14/ FII Ort ction	E NAME EWASHTA TIME 16 23:45 RST HARMFU ther - Fixed	PKWY DAY Sun JL Object Unit 2 Unit 2	ROUTE ID 050002393 LAT 44.878443 44.878443 44.878443 44.878443 44.878443 44.878443 44.878443 44.878443 F CONTINUED EGREES CC ONTINUED I EGREES CC ONTINUED I EGRES CC ONT	TRAVELING -93.62033 -93.6203 -93	G NI G NI G NI G CC G R G NI G CC G R G NI G CC G R G NI G CC G R G NI G CC G CC G CC G CC G CC G CC G CC G C	UNTY Carver UTM X 451005.6 LIGHT CONDI Dark (Str Lig nit 3 B ON MINNE HIS VEHICI KWISE. DRI HIS VEHICI KWISE. DRI HE WAS FA ITCH AND HA TREE. THE AGE TO THI HE ONLY D. WAS TOWE	UTM 1 4969 TION hts OI	CITY Cha (Cha (Cha (Cha (Cha (Cha (Cha (Cha	VORK ZONE TYPE NOT APPLICABLE WEATHER PRIMARY Clear Unit 4 Unit 4
INCIDENT ID 00329131 INTERSECT WIT BASIC TYPE Single Vehicle Dire Contrit	ROUTE SYS 05-MSAS TH Run Off Road Unit Type Vehicle Type Vehicle Type Vehicle Type Outing Factor 1 TCH	ROUTE NUM 0111	MEAS 0.828 # VEH 1 VERITY Damag Unit nicle in nd orward y Norm Contrib	SURE 8 # KILL 0 (e Only 1 Transpo	ROUTI MINN DATE 02/14/ FII Ort ction	E NAME EWASHTA TIME 16 23:45 RST HARMFU ther - Fixed	PKWY DAY Sun JL Object Unit 2 Unit 2	ROUTE ID 050002393 LAT 44.878443 44.878443 44.878443 AUSEN EGREES CO ONTINUED I EGREES CO ONTINUED I EHICLE WEI UARTER PA AUSED SIGH ISABLING TI EMOVED BA /ILLIAMS TO	TRAVELING -93.62033 -93.62033 -93.62033 -93.62033 		UNTY Carver UTM X 451005.6 LIGHT CONDI Dark (Str Lig nit 3 B ON MINNE HIS VEHICI KWISE. DRI HE VAS FA ITCH AND FA ITCH AND FA TREE. THE AGE TO THI HE ONLY D. WAS TOWE	UTM 4969 TION hts OI E SP VER S CING IIS FR COLL E FRC AMAG D FRC	CITY Cha 633.4 n) HTA BI UN OL STATEI SB. DI RONT E LISION DNT DF E TO DM TH	V Anhassen WORK ZONE TYPE NOT APPLICABLE WEATHER PRIMARY Clear Unit 4 Unit 4 LVD JUST PAST JT AND SPUN 180 D HIS VEHICLE RIVER STATED HIS DRIVER SIDE N WITH THE TREE RIVER SIDE AXEL, THE TREE WAS E SCENE BY
INCIDENT ID 00329131 INTERSECT WIT BASIC TYPE Single Vehicle Dire Contrit OFFICER SKET Minnewash	ROUTE SYS 05-MSAS TH Run Off Road Unit Type Vehicle Type Vehicle Type Vehicle Type Section of Travel Maneuver Age/Sex Physical Cond outing Factor 1	ROUTE NUM 0111 CRASH SE N - Prop D Motor Ver Pickup Northbour Moving Fo 17 M Apparentl No Clear	MEAS 0.828 # VEH 1 VERITY Damag Unit nicle in nd orward y Norm Contrik	SURE 8 F KILL 0 (e Only 1 Transpo nal buting Ac	ROUTI MINN DATE 02/14/ FII Ort ction	E NAME EWASHTA TIME 16 23:45 RST HARMFU ther - Fixed	PKWY DAY Sun JL Object Unit 2 Unit 2	ROUTE ID 050002393 LAT 44.878443 44.878443 44.878443 AUSE WEN INGS RD. DF EGREES CC ONTINUED I EHICLE WEN UARTER PA AUSED SIGN ISABLING TH EMOVED BA /ILLIAMS TO	7990111-I LONG -93.62033 -93.62033 -93.62033 	G NI G EDCICER D COR DECK / DAM E. T	UNTY Carver UTM X 451005.6 LIGHT CONDI Dark (Str Lig nit 3 B ON MINNE HIS VEHICI KWISE. DRI HE WAS FA ITCH AND H A TREE. THE AGE TO THI HE ONLY D WAS TOWE	UTM 1 4969 TION hts OI	CITY Cha 633.4 n) HTA BI UN OL STATEI SB. DI CONT I LISION DNT DF E TO DM TH	V Anhassen WORK ZONE TYPE NOT APPLICABLE WEATHER PRIMARY Clear Unit 4 Unit 4 LVD JUST PAST JT AND SPUN 180 D HIS VEHICLE RIVER STATED HIS DRIVER SIDE NIS DRIVER SIDE AXEL, THE TREE WAS E SCENE BY



Crash Detail Report - Short Form MP - 10 year

INCIDENT ID		-	-							_		
100002505	ROUTE SYS		MEASURE	ROL				ROUTE ID		OUNTY	C	ITY
INTERSECT WIT	05-MSAS	J111 #	1.104					050002393	7990111-1 11	U-Carver		
INTERSECT WIT		1		04/2	- 6/21	15:38	Mon	44 881887	-93 618131	451182.5	4970014	7 NOT APPLICABLE
BASIC TYPE		CRASH SEV	VERITY		FIRST	HARMFU	L	1.100.001	001010101	LIGHT COND	ITION	WEATHER PRIMARY
Single Vehicle	Run Off Road	N - Prop D	amage Or	ly	Ditch					Daylight		Cloudy
			Unit 1				Unit 2			Jnit 3		Unit 4
	Unit Type	Motor Veh	icle in Trai	isport								
	Vehicle Type	Passenge	r Car									
Dire	ction of Travel	Southbour	nd									
	Maneuver	Moving Fo	orward									
	Age/Sex	16 M										
I	Physical Cond	Apparently	y Normal									
Contrib	uting Factor 1	Driver Spe	eding									
	-											
OFFICER SKET	СН			Vot Tc	• Sc	ale	ע ע ק ק ק ק ק ע ע ע ע ע ע ע ע ע ע ע ע ע	ARRATIVE EHICLE WAS LENDALE D RONT OF HI ITTING THE HEN WENT I EHICLE WEI EST ALMOS EVERE DISA ASSANGER.	S SOUTH ON RIVE WHEN I S VEHICLE. I DOG, CROSS NTO THE EA NT DOWN A F T PERPENDI BLING DAM/	MINNEWASH DRIVER ADVI SED INTO TH ST SIDE DITO RETAINING W CULAR TO TH AGE, NO INJU	ITA PARKV SED A YEI SED HE S E ONCOM CH OF MIN ALL, AND IE ROADV IRIES TO I	WAY JUST SOUTH OF LLOW DOG RAN IN WERVED TO AVOID MING TRAFFIC LANE, NEWASHTA. THE CAME TO A FINAL WAY. VEHICLE HAD EITHER DRIVER OR
	ROUTE SYS		MEASURE	ROI	ΙΤΕ ΝΔ	ME						ITY
11019865	05-MSAS	0111	1 210	664	0 Minr	newasht	a Prk	050002393	7990111-1	0-Carver	C	Chanhassen
INTERSECT WIT	тоо, to	<u>سا</u>			-	TIME	a i in	000002000			1	
	п	#			-		DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
0.50 M S MNT	H 7	2	2 0	06/0	_ 4/15	10:50	DAY Thu	LAT 44.883301	LONG -93.617331	UTM X 451246.8	UTM Y 4970171	.2 NOT APPLICABLE
0.50 M S MNT BASIC TYPE	H 7	CRASH SEV		06/0	- 4/15 FIRST	10:50	DAY Thu L	LAT 44.883301	-93.617331	451246.8	4970171.	WORK ZONE TYPE .2 NOT APPLICABLE WEATHER PRIMARY
0.50 M S MNT BASIC TYPE Rear End	H 7	# 2 CRASH SEV N - Prop D	VERITY amage Or	06/0	- 4/15 FIRST Motor	10:50 HARMFU Vehicle	DAY Thu L In Trai	LAT 44.883301 nsport	-93.617331	451246.8 LIGHT COND Daylight	4970171. ITION	WORK ZONE TYPE 2 NOT APPLICABLE WEATHER PRIMARY Cloudy
0.50 M S MNT BASIC TYPE Rear End Dire	Unit Type Vehicle Type ction of Travel Maneuver	Motor Veh Sport Utilit Southbour	VERITY pamage Or Unit 1 Licle in Trai ty Vehicle ight	Ily	4/15 FIRST Motor Mo VAI Sou Mo	tor Vehicle N OR MI uthbound	DAY Thu L In Trai Unit 2 Unit 2 cle in T NIVAN	LAT 44.883301 hsport Transport	LONG -93.617331	UTM X 451246.8 LIGHT COND Daylight Jnit 3	4970171.	WORK ZONE TYPE 2 NOT APPLICABLE WEATHER PRIMARY Cloudy Unit 4
0.50 M S MNT BASIC TYPE Rear End Dire	Unit Type Vehicle Type ction of Travel Maneuver Age/Sex	Motor Veh Sport Utilit Southbour Turning Ri 33 M	VERITY Oamage Or Unit 1 iicle in Trai ty Vehicle ind ight	nsport	4/15 FIRST Motor Mo VAI Sou Mo 38	tor Vehicle tor Vehicle N OR MI uthbound ving For	DAY Thu L In Trai Unit 2 Cle in T NIVAN d ward	LAT 44.883301 hsport Transport	LONG -93.617331	UTM X 451246.8 LIGHT COND Daylight Jnit 3	4970171. ITION	WORK ZONE TYPE 2 NOT APPLICABLE WEATHER PRIMARY Cloudy Unit 4
0.50 M S MNT BASIC TYPE Rear End Dire	Unit Type Vehicle Type ction of Travel Maneuver Age/Sex Physical Cond	Motor Veh Sport Utilit Southbour Turning Ri 33 M Apparently	VERITY vamage Or Unit 1 iicle in Trai ty Vehicle ind ight	ily	4/15 FIRST Motor Mo VAI Sou Mo 38 App	tor Vehicle N OR MI uthbound ving For parently	DAY Thu In Trai Unit 2 Cle in T NIVAN d ward	LAT 44.883301 nsport Transport	LONG -93.617331	UTM X 451246.8 LIGHT COND Daylight	4970171. ITION	WORK ZONE TYPE 2 NOT APPLICABLE WEATHER PRIMARY Cloudy Unit 4
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0.50 M S MNT BASIC TYPE Rear End Dire	Unit Type Vehicle Type ction of Travel Maneuver Age/Sex Physical Cond outing Factor 1	Motor Veh Sport Utiliti Southbour Turning Ri 33 M Apparently No Clear 0	VERITY Vamage Or Unit 1 iicle in Trai ty Vehicle nd ight y Normal Contributin	g Action	4/15 FIRST Motor VAI Sou Mo 38 App Ina	tor Vehicle tor Vehicle N OR MI uthbound ving For F parently ttentive/I	DAY Thu In Trai Unit 2 Cle in T NIVAN Ward Norma	LAT 44.883301 hsport ransport N al ction (Talking	LONG -93.617331	UTM X 451246.8 LIGHT COND Daylight Jnit 3	4970171.	WORK ZONE TYPE .2 NOT APPLICABLE WEATHER PRIMARY Cloudy Unit 4



Crash Detail Report - Short Form MP - 10 year

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEA	SURE	ROUTE NA	ME		ROUTE ID		COUN	NTY		CITY	
00419902	05-MSAS	0111	1.42	8	MINNEW	ASHTA	PKWY	050002393	7990111-I	10-C	arver		Chanh	assen
INTERSECT WIT	ГН		# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	U	ЛТМ Х	UTM Y	W	ORK ZONE TYPE
			1	0	01/31/17	18:19	Tue	44.886337	-93.61753	35 4	51233.3	497050	8.5 N	OT APPLICABLE
BASIC TYPE		CRASH S	EVERIT	(FIRST	HARMF	UL			LI	GHT CONDI	TION	WE	EATHER PRIMARY
Single Vehicle	Run Off Road	C - Poss	ble Inju	iry	Hydra	nt				D	ark (Str Lig	hts On)	Sn	OW
			Unit	1			Unit 2			Unit	t 3			Unit 4
	Unit Type	e Motor Ve	hicle in	Transpo	ort									
	Vehicle Type	e Pickup												
Dire	ction of Trave	I Southbo	und											
	Maneuve	r Negotiati	ng a C	urve										
	Age/Se:	x 16 M												
	Physical Con	d Apparen	tly Norr	nal										
Contrib	outing Factor	1 Driver Sp	peeding	I										
		L												



INCIDENT ID	ROUTE SYS	ROUTE NUM	MEAS	SURE	ROUTE N	AME		ROUTE ID		со	UNTY		CIT	(
10936811	10-MUN	0007	0.40	1	Kings Ro	Kings Road		100002393	7990007-I	10-	-Carver		Cha	Inhassen
INTERSECT WIT	TH		# VEH	# KILL	DATE	TIME	DAY	LAT	LONG		UTM X	UTM Y		WORK ZONE TYPE
			1	0	08/17/14	21:52	Sun	44.877902	-93.6203	54	451003.5	49695	73.3	NOT APPLICABLE
BASIC TYPE		CRASH S	EVERITY	(FIRST	HARMF	UL				LIGHT COND	ITION		WEATHER PRIMARY
Single Vehicle	Run Off Road	B - Minor	· Injury		UTIL	TY POL	E				Dark (Str Lig	ghts On))	Cloudy
			Unit	1			Unit 2	2		U	nit 3			Unit 4
	Unit Type	Motor Ve	hicle in	Transpo	ort									
	Vehicle Type	Sport Uti	lity Veh	icle										
Dire	ction of Trave	I Eastbour	nd											
	Maneuve	r Turning F	Right											
	Age/Sex	18 M												
	Physical Cond	Apparent	tly Norn	nal										
Contrib	outing Factor	I ILLEGAL	/UNSA	F SP										





Crash Detail Report - Short Form

MP - 10 year

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEAS	SURE	ROUTE I	NAME		ROUTE ID	c	OUNTY	CI	ITY	
00820776	10-MUN	0011	0.010	6	RED CE	EDAR PC	NT A	/E100002393	7990011-I 1	0-Carver	C	hanhassen	
INTERSECT WIT	Ĥ	#	VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE	
		2	2	0	07/20/20	13:40	Mon	44.875843	-93.619991	451030.4	4969344.	.3 NOT APPLICABLE	
BASIC TYPE		CRASH SE	VERITY		FIRS	T HARMF	UL			LIGHT COND	ITION	WEATHER PRIMARY	
Sideswipe Opp	posing	N - Prop D	Damag	e Only	Mot	or Vehicle	e In Tra	Insport		Daylight		Clear	
			Unit	1			Unit 2	,	1	Init 3		Unit 4	
	Unit Type	Motor Ver	nicle in	Transpo	ort N	lotor Veh	icle in ⁻	- Transport					
	Vehicle Type	Pickup		•	s	port Utilit	y Vehi	cle					
Dire	ction of Trave	I Eastboun	d		v	Vestboun	d						
	Maneuver	r Moving Fo	orward		N	loving Fo	orward						
	Age/Sex	α 15 M			7	7 M							
	Physical Cond	Apparentl	y Norn	nal	A	pparently	/ Norm	al					
Contrib	outing Factor 1	Failure to	Yield F	Right-of-	Way F	ailure to `	Yield R	ight-of-Way					
OFFICER SKET	гсн	Vehicle	lot To	Scale P.O. ed Ced	I.—— ar Point	Road	N E G H V T C C C F A F E C T F N	ARRATIVE COTH VEHICL COING EAST HOUSE ON T THE SOUTH SONLY BE SAF CLAIM THE O ASSENGER IN INSTRUCT INST AND S INTERED TH CLAIMS V2 C, HEM. PASSE COADWAY, UI	LES WERE DE BOUND AND HE SOUTH SI WO LARGE P SIDE OF THE TELY NAVIGAT THER PERSO OF V1 (THE N TIONAL PERM TARTED TO D E OPPOSITE AME DOWN T ENGER STATE NABLE TO MO VARDS DUE	RIVING ON RI V2 WAS GOIN DE OF THE F ICKUP TRUC ROAD. DUE ED BY ONE (DN SHOULD F MOTHER OF IIT) STATED I RIVE AROUN LANE TO SA HE ROADWA ED HER SON DVE FORWAF	ED CEDEF NG WESTE ROAD WHI KS AND AI TO THIS, T CAR AT A HAVE YIEL THE DRIVI HER SON ID THE TR FELY PASS NY AND DIE STOPPED RD DUE TO IESS BEIN	R POINT ROAD; V1 WAS BOUND. THERE WAS A ICH HAD THREE N SUV) PARKED ON THE ROADWAY CAN TIME. BOTH INVOLVED DED TO THEM. THE ER; THE DRIVER HAD WAS AT THE AREA RUCKS. AFTER HAVING S THE TRUCKS, SHE D NOT STOP FOR D THE VEHICLE IN THE D V2 AND UNABLE TO IG BEHIND THEM IN HIS	
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEAS	SURE	ROUTE	NAME		ROUTE ID	c	OUNTY	CI	ΤΥ	

INCIDENT ID	ROUTE SYS	ROUTE NUM	/ N	MEAS	URE	ROUTE NA	ME		ROUTE ID		со	UNTY		CITY	1
00681133	10-MUN	0351	0	0.075	5	STRATEC	STRATFORD LA		1000023937	7990351-I	10-	-Carver		Cha	Inhassen
INTERSECT WIT	н		# VI	EH	# KILL	DATE	TIME	DAY	LAT	LONG		UTM X	UTM Y		WORK ZONE TYPE
MINNEWASHT	A PKWY		1		0	01/19/19	09:20	Sat	44.880416	-93.61984	18	451045.6	496985	52.2	NOT APPLICABLE
BASIC TYPE		CRASH S	EVE	RITY		FIRST	HARMFU	JL				LIGHT CONDI	TION		WEATHER PRIMARY
Single Vehicle	Run Off Road	N - Prop	Dar	mage	e Only	Hydra	nt					Daylight			Clear
										-			- T		
			U	Jnit	1			Unit 2			U	nit 3			Unit 4
	Unit Type	Motor Ve	ehicl	le in	Transpo	rt									
	Vehicle Type	Passeng	ger C	Car											
Direc	ction of Trave	Southbo	ound												
	Maneuver	Moving	Forw	vard											
	Age/Sex	19 M													
F	Physical Cond	Apparen	ntly N	Norm	al										
Contrib	uting Factor 1	No Clea	r Co	ontrib	uting Ac	tion									





Crash Detail Report - Short Form MP - 10 year

			1											
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEA	SURE	ROUTE N	AME		ROUTE ID		co	UNTY		CITY	
00665041	10-MUN	0499	0.45	0.458 LAKE		DGE RD)	100002393	7990499-I	10-	-Carver		Chanhassen	
INTERSECT WITH # VEH # KILL D		DATE	TIME	DAY	LAT	LONG		UTM X	UTM Y		WORK ZONE TYPE			
MINNEWASHTA PKWY		1	0	12/02/18	12:08	Sun	44.871273	-93.62260	02	450820.3	496883	38.3	NOT APPLICABLE	
BASIC TYPE		CRASH S	EVERITY	(FIRS	T HARMF	UL				LIGHT COND	ITION	1	WEATHER PRIMARY
Single Vehicle Run Off Road N - Prop Damage Only		Road	Roadway Sign or Sign Structure					Daylight			Clear			
		-							1					
		Unit 1					Unit 2			Ur	nit 3			Unit 4
	Unit Type	Motor Ve	hicle in	Transpo	ort									
	Vehicle Type	e Sport Uti	lity Veh	icle										
Dire	ction of Trave	Southbo	und											
	Maneuve	r Moving F	orward											
	Age/Sex	17 M												
I	Physical Cond	Apparen	tly Norn	nal										
Contrib	outing Factor 1	No Clear	Contril	outing Ac	tion									



INCIDENT ID	ROUTE SYS	ROUTE NUM	MEAS	SURE	ROUTE NA	AME		ROUTE ID		COL	JNTY		CITY	/
00523685	10-MUN	0533	0.00	1	HAWTHO	ORNE C	R	100002393	7990533-I	10-	Carver		Cha	nhassen
INTERSECT WIT	Н		# VEH	# KILL	DATE	TIME	DAY	LAT	LONG		υтм х	UTM Y		WORK ZONE TYPE
			1	0	12/07/17	06:50	Thu	44.870411	-93.62256	60	450822.8	49687	42.4	NOT APPLICABLE
BASIC TYPE		CRASH S	EVERIT	(FIRST	HARMFU	JL				LIGHT CONDI	TION		WEATHER PRIMARY
Single Vehicle	Run Off Road	N - Prop	Damag	e Only	Stand	ling Tree	/Shrub	bery			Unknown			Unknown
		r							[
			Unit	1			Unit 2			Un	it 3			Unit 4
	Unit Type	Motor Ve	hicle in	Transpo	ort									
	Vehicle Type	Passeng	er Van	(Seats Ir	nstall									
Dire	ction of Trave	Northbou	und											
	Maneuve	• Unknowr	ı											
	Age/Sex	36 F												
F	Physical Conc	l Unknowr	ı											
Contrib	uting Factor 1	Unknowr	۱											





Crash Detail Report - Short Form MP - 10 year

Selection Filter:

 WORK AREA: County('659455') - FILTER: Year('2014','2015','2016','2017','2018','2019','2020','2021','2022') - SPATIAL FILTER APPLIED

 Analyst:
 Notes:

 Mike Larson
 [

Appendix C: Speed Data

For Project:	Minnewashta S of Land	lings						
Project Notes:	nb incoming							
Location/Name:	Incoming							
Report Generated:	6/2/2023	15:52						
Speed Intervals	1 MPH							
Traffic Report From	5/31/2023	00.00.00	through	6/1/2023	23-59-59			
85th Percentile Speed	35 MPH	00.00.00	tilloogii	0/1/2025	23.35.35			
85th Percentile Vehicles	1779							
Max Speed	47 MPH	on	6/1/2023	06:52:22				
Total Vehicles	2093							
AADT:	1046							
Volumes -								
weekly counts								
weekiy counts	Time	5 Day	7 Day					
Average Daily		1046	1046					
AM Peak	07:30	98	98					
PM Peak	02:30	84	84					
Sneed								
Speed	20							
85th Percentile Speed	35							
Average Speed:	30 56							
, weidge opeed.	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
Count over limit	N/A	N/A	635	611	N/A	N/A	N/A	
% over limit	N/A	N/A	60.9	58.1	N/A	N/A	N/A	
Avg Speeder	N/A	N/A	34.0	33.9	N/A	N/A	N/A	
Class Counts								
	Number		%					
VEH SM	22		1.1					
VEH_MED	2013		96.2					
VEH_LG	58		2.8					
[VEH_SM=motorcycle,	VEH_MED = sedan,		VEH_LG = truck]					
-			T . 10 .					
Day/Time Ending	85th pcti (MPH)	85th pcti cnts	lotal Cnts	Max Speed	Avg Speeder	% Speeders		
5/51/2023 01:00:00 AM	35.0	2	2	35	33.0	100.0%		
5/31/2023 03:00:00 AM	**No Data**	5	5	50	33.0	100.070		
5/31/2023 04:00:00 AM	**No Data**							
5/31/2023 05:00:00 AM	34.0	5	6	39	35.0	50.0%		
5/31/2023 06:00:00 AM	33.0	8	9	36	32.8	44.4%		
5/31/2023 07:00:00 AM	35.0	28	33	38	33.5	69.7%		
5/31/2023 08:00:00 AM	36.0	78	92	46	34.7	62.0%		
5/31/2023 09:00:00 AM	36.0	81	95	42	33.8	64.2%		
5/31/2023 10:00:00 AM	35.0	42	50	39	33.8	72.0%		
5/31/2023 11:00:00 AM	34.0	46	54	37	33.3	48.1%		
5/31/2023 12:00:00 PM	35.0	51	60	42	34.5	40.7%		
5/31/2023 02:00:00 PM	34.0	54	64	42	34.2	50.0%		
5/31/2023 03:00:00 PM	34.0	62	73	41	33.5	56.2%		
5/31/2023 04:00:00 PM	35.0	71	84	42	33.9	65.5%		
5/31/2023 05:00:00 PM	36.0	50	59	41	34.4	64.4%		
5/31/2023 06:00:00 PM	35.0	79	93	42	33.7	67.7%		
5/31/2023 07:00:00 PM	36.0	58	68	44	34.1	61.8%		
5/31/2023 08:00:00 PM	36.0	39	46	39	34.2	54.3%		
5/31/2023 09:00:00 PM	36.0	38	45	41	34.5	60.0%		
5/31/2023 10:00:00 PM	35.0	26	31	3/	33.4	58.1%		
6/1/2022 12:00:00 AM	34.0	2	2	38	33.9	58.3%		
6/1/2023 12:00:00 AM	30.0	1	1	30	0.0	0.0%		
6/1/2023 02:00:00 AM	30.0	4	5	32	32.0	20.0%		
6/1/2023 03:00:00 AM	31.0	3	3	31	31.0	66.7%		
6/1/2023 04:00:00 AM	29.0	2	2	29	0.0	0.0%		
6/1/2023 05:00:00 AM	35.0	2	2	35	35.0	50.0%		
6/1/2023 06:00:00 AM	34.0	4	5	37	34.0	80.0%		
6/1/2023 07:00:00 AM	36.0	39	46	47	34.4	78.3%		
6/1/2023 08:00:00 AM	38.0	80	94	44	34.9	62.8%		
6/1/2023 09:00:00 AM	33.0	/5	68	43	33.1	51.1%		
6/1/2023 11:00:00 AM	35.0	46	54	39	34.2	40.7%		
6/1/2023 12:00:00 PM	35.0	51	60	40	33.7	51.7%		
6/1/2023 01:00:00 PM	34.0	68	80	41	33.4	57.5%		
6/1/2023 02:00:00 PM	34.0	44	52	39	33.6	44.2%		
6/1/2023 03:00:00 PM	35.0	58	68	47	34.0	69.1%		
6/1/2023 04:00:00 PM	35.0	65	76	46	33.7	53.9%		
6/1/2023 05:00:00 PM	35.0	54	63	42	34.0	57.1%		
6/1/2023 06:00:00 PM	35.0	56	66	38	33.5	75.8%		
6/1/2023 07:00:00 PM	36.0	6U E1	/1	46	34.6	59.2%		
6/1/2023 00:00:00 PM	33.0 34.0	34	40	20 41	33.1	/1./% 50.0%		
6/1/2023 10:00:00 PM	35.0	20	24	41	34.3	45.8%		
6/1/2023 11:00:00 PM	35.0	14	17	39	33.7	64.7%		
6/2/2023 12:00:00 AM	34.0	10	12	36	33.6	41.7%		
Day/Time Ending	85th net! (MPLI)	85th netl ente	Total Cote	May Spood	Aug Spoodor	% Speadors		
6/1/2023 12:00:00 AM	35.0	886	1042	46	34.0	/ speeders 60.9%		
6/1/2023 11:59:59 PM	35.0	893	1051	47	33.9	58.1%		







Vehicle Counts

2,093 Counts

Percentile Counts



For Project:	Minnewashta S of Land	lings						
Project Notes:	nb incoming							
Location/Name:	Outgoing	45-53						
Report Generated:	6/2/2023	15:52						
Time Intervals	Instant							
Traffic Report From	5/31/2023	00:00:00	through	6/1/2023	23:59:59			
85th Percentile Speed	35 MPH		-					
85th Percentile Vehicles	1771							
Max Speed	55 MPH	on	6/1/2023	09:47:32				
Total Vehicles	2084							
AADT:	1042							
Volumes -								
weekly counts								
	Time	5 Day	7 Day					
Average Daily	-	1042	1042					
AM Peak	08:15	65	65					
PM Peak	04:00	114	114					
Speed								
Speed Limit:	30							
85th Percentile Speed:	35							
Average Speed:	30.52	- ·				a		
Count over limit	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
Count over limit	N/A N/A	N/A N/A	531	590	N/A N/A	N/A N/A	N/A N/A	
Avg Speeder	N/A	N/A	34.0	34.0	N/A	N/A	N/A	
Class Counts	,				,	,	,	
class counts	Number		9/					
VEH SM	72		25					
VEH_MED	1961		94.1					
VEH_LG	51		2.4					
[VEH_SM=motorcycle,	VEH_MED = sedan,		VEH_LG = truck]					
Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders		
5/31/2023 01:00:00 AM	33.0	1	1	33	33.0	100.0%		
5/31/2023 02:00:00 AM	**No Data**			20		0.0%		
5/31/2023 03:00:00 AM	28.0 **No Data**	1	1	28	0.0	0.0%		
5/31/2023 05:00:00 AM	39.0	4	5	43	39.3	60.0%		
5/31/2023 06:00:00 AM	33.0	10	12	43	34.3	58.3%		
5/31/2023 07:00:00 AM	35.0	14	16	37	33.4	62.5%		
5/31/2023 08:00:00 AM	35.0	41	48	41	34.3	58.3%		
5/31/2023 09:00:00 AM	34.0	53	62	39	33.9	38.7%		
5/31/2023 10:00:00 AM	35.0	43	51	45	34.1	54.9%		
5/31/2023 12:00:00 PM	35.0	35	41	45	34.4	47.2%		
5/31/2023 01:00:00 PM	34.0	42	50	38	33.8	52.0%		
5/31/2023 02:00:00 PM	34.0	46	54	46	33.7	48.1%		
5/31/2023 03:00:00 PM	36.0	56	66	45	34.4	62.1%		
5/31/2023 04:00:00 PM	36.0	68	80	41	34.9	56.3%		
5/31/2023 05:00:00 PM	35.0	90 77	106	40	33.9	58.5%		
5/31/2023 06:00:00 PM	35.0	77	91	41	33.9	48.4%		
5/31/2023 08:00:00 PM	35.0	61	72	42	33.3	56.9%		
5/31/2023 09:00:00 PM	35.0	59	69	48	34.3	52.2%		
5/31/2023 10:00:00 PM	36.0	37	43	41	33.7	55.8%		
5/31/2023 11:00:00 PM	33.0	18	21	37	33.1	38.1%		
6/1/2023 12:00:00 AM	33.0	6	7	33	32.3	57.1%		
6/1/2023 01:00:00 AM	30.0	1	1	30	0.0	0.0%		
6/1/2023 03:00:00 AM	25.0	1	1 1	25	0.0	0.0%		
6/1/2023 04:00:00 AM	28.0	2	2	28	0.0	0.0%		
6/1/2023 05:00:00 AM	31.0	2	2	31	31.0	50.0%		
6/1/2023 06:00:00 AM	34.0	8	10	37	34.2	50.0%		
6/1/2023 07:00:00 AM	39.0	12	14	41	36.7	71.4%		
6/1/2023 08:00:00 AM	35.0	49	58	43	34.3	51.7%		
6/1/2023 10:00:00 AM	34.0	40 54	64	55	34.0	54.7%		
6/1/2023 11:00:00 AM	34.0	48	57	40	33.2	59.6%		
6/1/2023 12:00:00 PM	35.0	35	41	41	33.9	56.1%		
6/1/2023 01:00:00 PM	34.0	48	57	46	34.4	57.9%		
6/1/2023 02:00:00 PM	34.0	47	55	39	33.1	50.9%		
6/1/2023 03:00:00 PM	36.0	54	63	42	34.4	57.1%		
6/1/2023 04:00:00 PM	30.U 37.0	/3	٥٥ 123	43 42	34.5 34.5	47.7%		
6/1/2023 06:00:00 PM	35.0	94	111	41	33.9	56.8%		
6/1/2023 07:00:00 PM	34.0	49	58	43	33.3	65.5%		
6/1/2023 08:00:00 PM	35.0	65	76	41	34.3	48.7%		
6/1/2023 09:00:00 PM	35.0	53	62	38	33.6	56.5%		
6/1/2023 10:00:00 PM	34.0	36	42	39	33.1	52.4%		
6/1/2023 11:00:00 PM	38.0	17	20	39	35.4	70.0%		
0/2/2025 12.00:00 AW	52.0	٥	3	20	55.5	44.470		
Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders		
6/1/2023 12:00:00 AM	35.0	862	1014	48	34.0	52.4%		
6/1/2023 11:59:59 PM	35.0	910	1070	55	34.0	55.1%		

Vehicles/Hour







Vehicle Counts

2,084 Counts

Percentile Counts



For Project:	Minnewashta N of Roue	ndhouse Park						
Project Notes:	sb incoming							
Location/Name:	Incoming							
Report Generated:	6/2/2023	16:02						
Speed Intervals	1 MPH	10:02						
Time Intervals	1 WIFTI							
Traffia Bapart From	Instant E /21 /2022	00.00.00	through	6/1/2022	22.50.50			
	3/31/2023	00.00.00	through	0/1/2023	23.59.59			
85th Percentile Speed	35 MPH							
85th Percentile Vehicles	16//							
Max Speed	44 MPH	on	5/31/2023	11:10:33				
Total Vehicles	1973							
AADT:	986							
Volumes -								
· · ·								
weekly counts								
•	Time	5 Dav	7 Dav					
Average Daily		986	986					
AM Peak	08.00	68	68					
PM Posk	04:30	108	108					
PIVI PEAK	04.30	108	108					
Speed								
Speed Limit:	30							
85th Percentile Speed:	35							
Average Speed:	31.19							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
Count over limit	N/A	N/A	568	637	N/A	N/A	N/A	
% over limit	N/A	N/A	500	63.7	N/A	N/A	N/A	
Aug Encoder	N/A	N/A	33.4	22.7	N/A	N/A	N/A	
Avg Speedel	N/A	N/A	53.4	33.5	N/A	N/A	N/A	
Class Counts								
	Number		%					
VEH SM	22		1.1					
VEH MED	1894		96					
VEH LG	57		2.9					
NEH SM-meterovelo	VEH MED = codop		2.5					
[VEH_SIVI=motorcycle,	VEH_IVIED = sedan,		VEH_LG = truckj					
Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders		
5/31/2023 01:00:00 AM	34.0	1	1	34	34.0	100.0%		
5/31/2023 01:00:00 AM	**No Data**	1	1	54	54.0	100.076		
5/31/2023 02:00:00 AM	**No Data**							
5/31/2023 03:00:00 AM	ac o	1	1	26	0.0	0.0%		
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1,973 Counts

Vehicle Counts

Percentile Counts



	Minnewashta N of Rou	indhouse Park						
Project Notes:	sb incoming							
Location/Name:	Outgoing	16.00						
Report Generated:	6/2/2023 1 MDU	16:02						
Time Intervals	1 MPH							
Traffic Report From	5/31/2023	00:00:00	through	6/1/2023	23:59:59			
85th Percentile Speed	35 MPH							
85th Percentile Vehicles	1812							
Max Speed	54 MPH	on	5/31/2023	16:23:28				
Total Vehicles	2132							
AADT:	1066							
Volumes -								
weekly counts								
weekly counts	Time	5 Day	7 Day					
Average Daily	Time	1066	1066					
AM Peak	07:30	84	84					
PM Peak	02:30	95	95					
Sneed								
Speed Limit:	30							
85th Percentile Speed:	35							
Average Speed:	31.23							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
Count over limit	N/A	N/A	633	591	N/A	N/A	N/A	
% over limit	N/A	N/A	58.4	56.3	N/A	N/A	N/A	
Avg Speeder	N/A	N/A	33.8	34.0	N/A	N/A	N/A	
Class Counts								
	Number		%					
VEH_SM	1		0					
VEH_MED	2083		97.7					
VEH_LG	48		2.3					
[VEH_SM=motorcycle,	VEH_MED = sedan,		VEH_LG = truck]					
Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders		
5/31/2023 01:00:00 AM	30.0	2	2	30	0.0	0.0%		
5/31/2023 02:00:00 AM	31.0	1	1	31	31.0	100.0%		
5/31/2023 04:00:00 AM	23.0	1	1	23	0.0	0.0%		
5/31/2023 05:00:00 AM	32.0	3	4	37	34.5	50.0%		
5/31/2023 06:00:00 AM	32.0	5	6	37	32.6	83.3%		
5/31/2023 07:00:00 AM	33.0	24	28	41	33.3	60.7%		
5/31/2023 08:00:00 AM	37.0	64	75	44	34.2	66.7%		
					24.2	60.00/		
5/31/2023 09:00:00 AM	36.0	72	85	42	34.2	50.0%		
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2,132 Counts



For Project:	Minnewashta S of Kings							
Project Notes:	nb incoming							
Location/Name:	Incoming							
Report Generated:	6/2/2023	15:36						
Speed Intervals	1 MPH							
Time Intervals	Instant	00.00.00	4hh	C /1 /2022	22-50-50			
85th Borcontilo Spood	3/31/2023 28 MDU	00.00.00	through	0/1/2025	23.39.39			
85th Percentile Vehicles	2058							
Max Speed	56 MPH	on	6/1/2023	18:13:53				
Total Vehicles	2421		0/ 1/ 2020	10.10.00				
AADT:	1210							
Volumes -								
volulies -								
weekly counts								
	Time	5 Day	7 Day					
Average Daily		1210	1210					
AM Peak	08:00	78	78					
PM Peak	05:15	113	113					
Speed								
Speed Limit:	30							
85th Percentile Speed:	38							
Average Speed:	33.17							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
Count over limit	N/A	N/A	966	904	N/A	N/A	N/A	
% over limit	N/A	N/A	/8.0	76.4	N/A	N/A	N/A	
Avg speeder	N/A	IN/A	55.5	54.9	N/A	IN/A	N/A	
Class Counts								
	Number		%					
VEH_SM	44		1.8					
VEH_MED	2317		95.7					
VEH_LG	VEH MED - codon		Z.5 VEH LC = trucki					
[VEH_SIVI=IIIOLOI CYCIE,	VEH_IVIED = Sedall,		VEH_LO = truckj					
Day/Time Ending	9Eth potl (MDLI)	QEth noti onto	Total Cata	May Good	Aug Epochor	% Encodore		
Day/ Time Ending	85th pcti (MPH)	a stn peti ents	i otal Crits	iviax Speed	Avg Speeder	% Speeders		
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5/31/2023 03:00:00 AM	35.0	1	1	35	35.0	100.0%		
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Vehicle Counts

2,421 Counts



For Project:	Minnewashta S of King	s						
Project Notes:	nb incoming							
Location/Name:	Outgoing							
Report Generated:	6/2/2023	15:36						
Speed Intervals	1 MPH							
Traffic Report From	Instant E/21/2022	00.00.00	through	6/1/2022	22-50-50			
85th Percentile Speed	38 MPH	00.00.00	unougn	0/1/2023	23.33.35			
85th Percentile Vehicles	1938							
Max Speed	62 MPH	on	6/1/2023	08:05:05				
Total Vehicles	2280		-, -,					
AADT:	1140							
Volumes -								
volumes -								
weekly counts								
	Time	5 Day	7 Day					
Average Daily		1140	1140					
AM Peak	07:30	90	90					
PM Peak	04:00	113	113					
Speed								
Speed Limit:	30							
85th Percentile Speed:	38							
Average Speed:	32.52							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
Count over limit	N/A	N/A	825	827	N/A	N/A	N/A	
% over limit	N/A	N/A	72.9	72.0	N/A	N/A	N/A	
Avg Speeder	N/A	N/A	35.5	35.4	N/A	N/A	N/A	
Class Counts								
	Number		%					
VEH_SM	32		1.4					
VEH_MED	2025		88.8					
VEH_LG	223		9.8					
[VEH_SM=motorcycle,	VEH_MED = sedan,		VEH_LG = truck]					
Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders		
5/31/2023 01:00:00 AM	34.0	1	1	34	34.0	100.0%		
5/31/2023 02:00:00 AM	**No Data**							
5/31/2023 03:00:00 AM	**No Data**							
5/31/2023 04:00:00 AM	18.0	1	1	18	0.0	0.0%		
5/31/2023 05:00:00 AM	39.0	5	4	37	35.0	75.0%		
5/31/2023 07:00:00 AM	39.0	30	35	43	36.6	68.6%		
5/31/2023 08:00:00 AM	40.0	77	91	55	36.6	64.8%		
5/31/2023 09:00:00 AM	37.0	72	85	46	35.2	72.9%		
5/31/2023 10:00:00 AM	37.0	59	69	51	35.8	63.8%		
5/31/2023 11:00:00 AM	38.0	50	59	49	35.3	72.9%		
5/31/2023 12:00:00 PM	38.0	50	59	46	35.8	71.2%		
5/31/2023 01:00:00 PM	38.0	44	52	42	35.0	80.8%		
5/31/2023 02:00:00 PM	37.0	54	64	46	35.2	65.6%		
5/31/2023 03:00:00 PM	38.0	60	71	50	35.4	69.0%		
5/31/2023 04:00:00 PM	39.0	76	90	45	35.5	81.1%		
5/31/2023 05:00:00 PM	39.0	78	92	50	35.6	81.5%		
5/31/2023 06:00:00 PM	38.0	76	89	51	35.2	59.7%		
5/31/2023 07:00:00 PM	39.0	50	59	44	36.1	81.4%		
5/31/2023 09:00:00 PM	37.0	44	52	45	35.6	80.8%		
5/31/2023 10:00:00 PM	36.0	30	35	48	34.8	68.6%		
5/31/2023 11:00:00 PM	37.0	9	11	40	34.8	72.7%		
6/1/2023 12:00:00 AM	39.0	3	3	39	35.5	66.7%		
6/1/2023 01:00:00 AM	34.0	2	2	34	34.0	50.0%		
6/1/2023 02:00:00 AM	**No Data**							
6/1/2023 03:00:00 AM	30.0	1	1	30	0.0	0.0%		
6/1/2023 04:00:00 AM	33.0	3	4	35	33.3	/5.0%		
6/1/2023 05:00:00 AM	33.0	3	4	37	33.5	100.0%		
6/1/2023 07:00:00 AM	39.0	30	20	43	36.7	60.0%		
6/1/2023 08:00:00 AM	38.0	72	85	44	35.3	74 1%		
6/1/2023 09:00:00 AM	38.0	71	83	62	36.2	69.9%		
6/1/2023 10:00:00 AM	37.0	71	83	49	35.4	72.3%		
6/1/2023 11:00:00 AM	37.0	75	88	42	34.6	65.9%		
6/1/2023 12:00:00 PM	36.0	54	64	51	35.5	53.1%		
6/1/2023 01:00:00 PM	39.0	50	59	47	36.5	79.7%		
6/1/2023 02:00:00 PM	37.0	43	51	43	34.8	70.6%		
6/1/2023 03:00:00 PM	37.0	56	66	48	36.0	69.7%		
6/1/2023 04:00:00 PM	38.0	62 115	/3	43	35.5	80.8%		
6/1/2023 06:00:00 PM	38.0	79	93	42	34.5	74.2%		
6/1/2023 07:00:00 PM	36.0	46	54	45	34.5	77.8%		
6/1/2023 08:00:00 PM	38.0	48	57	41	35.6	73.7%		
6/1/2023 09:00:00 PM	38.0	34	40	42	35.5	75.0%		
6/1/2023 10:00:00 PM	37.0	26	30	41	34.9	76.7%		
6/1/2023 11:00:00 PM	36.0	11	13	39	34.5	84.6%		
6/2/2023 12:00:00 AM	39.0	8	9	41	37.0	66.7%		
Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders		
6/1/2023 12:00:00 AM	38.0	961	1131	55	35.5	72.9%		
6/1/2023 11:59:59 PM	38.0	977	1149	62	35.4	72.0%		



Vehicles/Hour





Vehicle Counts

2,280 Counts



For Project:	Minnowachta S of Lako	ridgo						
FOI PIOJECL	WillinewdShtd 5 OF Lake	nuge						
Project Notes:	SB Incoming							
Location/Name:	Incoming							
Report Generated:	6/2/2023	15:44						
Speed Intervals	1 MPH							
Time Intervals	Instant							
Traffic Report From	5/31/2023	03:00:00	through	6/1/2023	23:59:59			
85th Percentile Speed	33 MPH							
85th Percentile Vehicles	1790							
Max Speed	45 MPH	on	6/1/2023	08:05:34				
Total Vehicles	2106							
AADT:	1123							
Valuesaa								
volumes -								
weekly counts								
receive counts	Time	E Davi	7 Davi					
	Time	5 Day	7 Day					
Average Dally		1053	1053					
AM Peak	07:30	98	98					
PM Peak	04:30	96	96					
Speed								
Encod Limit:	20							
Speed Linnt.	30							
Soth Percentile Speed:	33							
Average Speed:	29.17							
	wonday	Tuesday	wednesday	Inursday	Friday	Saturday	Sunday	
Count over limit	N/A	N/A	412	441	N/A	N/A	N/A	
% over limit	N/A	N/A	39.1	42.0	N/A	N/A	N/A	
Avg Speeder	N/A	N/A	32.8	32.6	N/A	N/A	N/A	
Class Counts								
class counts	N		24					
	Number		%					
VEH_SM	5		0.2					
VEH_MED	2027		96.2					
VEH_LG	74		3.5					
[VEH_SM=motorcycle,	VEH_MED = sedan,		VEH_LG = truck]					
Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders		
5/31/2023 04:00:00 AM	29.0	2	2	29	0.0	0.0%		
5/31/2023 05:00:00 AM	32.0	3	4	36	33.0	75.0%		
5/31/2023 06:00:00 AM	35.0	19	22	36	33.3	54.5%		
5/31/2023 07:00:00 AM	32.0	33	39	37	32.8	43.6%		
5/31/2023 08:00:00 AM	33.0	85	100	43	32.9	49.0%		
5/31/2023 09:00:00 AM	32.0	70	82	36	32.1	37.8%		
E /21 /2022 10:00:00 AM	32.0	50	69	30	22.1	20.7%		
5/51/2025 10:00:00 AIVI	32.0	58	68	39	32.8	39.7%		
5/31/2023 11:00:00 AM	31.0	53	62	35	32.2	25.8%		
5/31/2023 12:00:00 PM	33.0	50	59	40	32.9	47.5%		
5/31/2023 01:00:00 PM	32.0	44	52	42	33.1	30.8%		
5/31/2023 02:00:00 PM	33.0	51	60	36	32.7	33.3%		
5/31/2023 03:00:00 PM	33.0	52	61	41	33.4	36.1%		
5/31/2023 04:00:00 PM	33.0	70	82	37	32.7	42.7%		
5/31/2023 05:00:00 PM	33.0	70	82	37	32.6	47.6%		
5/31/2023 06:00:00 PM	32.0	60	70	39	33.0	34.3%		
5/31/2023 07:00:00 PM	31.0	62	73	35	32.0	27.4%		
5/31/2023 08:00:00 PM	33.0	37	44	38	32.9	50.0%		
5/31/2023 09:00:00 PM	33.0	45	53	43	33.7	39.6%		
E /21 /2022 10:00:00 PM	33.0		35	22	21.7	28.0%		
5/31/2023 10:00:00 PM	31.0	11	12	24	22.0	28.0%		
5/31/2023 11:00:00 FW	32.0	2	13	34	33.0	23.1%		
6/1/2023 12:00:00 Alvi	50.0	2	2	30	0.0	0.0%		
6/1/2023 01:00:00 AM	31.0	2	2	31	31.0	50.0%		
6/1/2023 02:00:00 AM	**No Data**							
6/1/2023 03:00:00 AM	29.0	2	2	29	0.0	0.0%		
6/1/2023 04:00:00 AM	28.0	3	4	34	34.0	25.0%		
6/1/2023 05:00:00 AM	30.0	3	4	31	31.0	25.0%		
6/1/2023 06:00:00 AM	35.0	17	20	37	33.7	65.0%		
6/1/2023 07:00:00 AM	34.0	30	35	40	33.5	42.9%		
6/1/2023 08:00:00 AM	33.0	75	88	36	32.6	39.8%		
6/1/2023 09:00:00 AM	34.0	76	89	45	33.2	50.6%		
6/1/2023 10:00:00 AM	33.0	60	70	35	32.5	44.3%		
6/1/2023 11:00:00 AM	33.0	71	83	42	33.1	34.9%		
6/1/2023 12:00:00 PM	32.0	54	63	34	32.0	39.7%		
6/1/2023 01:00:00 PM	33.0	44	52	39	32.7	48.1%		
6/1/2023 02:00:00 PM	32.0	38	45	35	32.7	37.8%		
6/1/2022 02:00:00 FIVI	22.0	50		25	22.0	40.0%		
6/1/2023 03:00:00 PIVI	32.0	55	65	35	32.0	40.0%		
0/1/2023 04:00:00 PM	33.0	b/	/9	35	32.0	58.U%		
6/1/2023 05:00:00 PM	33.0	89	105	42	32.9	47.6%		
5/1/2023 06:00:00 PM	32.0	70	82	35	32.2	42.7%		
6/1/2023 07:00:00 PM	32.0	42	49	33	31.7	42.9%		
6/1/2023 08:00:00 PM	32.0	43	51	35	32.5	37.3%		
6/1/2023 09:00:00 PM	32.0	24	28	34	32.1	46.4%		
6/1/2023 10:00:00 PM	29.0	15	18	35	34.0	11.1%		
6/1/2023 11:00:00 PM	32.0	7	8	35	32.7	37.5%		
5/2/2023 12:00:00 AM	33.0	8	9	34	32.5	44.4%		
Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders		
6/1/2023 12:00:00 AM	33.0	897	1055	43	32.8	39.1%		
6/1/2023 11:59:59 PM	33.0	893	1051	45	32.6	42.0%		







Vehicle Counts

2,106 Counts



For Project:	Minnewashta S of King	s						
Project Notes:	nb incoming							
Location/Name:	Outgoing							
Report Generated:	6/2/2023	15:36						
Speed Intervals	1 MPH							
Traffic Report From	Instant E/21/2022	00.00.00	through	6/1/2022	22-50-50			
85th Percentile Speed	38 MPH	00.00.00	unougn	0/1/2023	23.33.35			
85th Percentile Vehicles	1938							
Max Speed	62 MPH	on	6/1/2023	08:05:05				
Total Vehicles	2280		-, -,					
AADT:	1140							
Volumes -								
volumes -								
weekly counts								
	Time	5 Day	7 Day					
Average Daily		1140	1140					
AM Peak	07:30	90	90					
PM Peak	04:00	113	113					
Speed								
Speed Limit:	30							
85th Percentile Speed:	38							
Average Speed:	32.52							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
Count over limit	N/A	N/A	825	827	N/A	N/A	N/A	
% over limit	N/A	N/A	72.9	72.0	N/A	N/A	N/A	
Avg Speeder	N/A	N/A	35.5	35.4	N/A	N/A	N/A	
Class Counts								
	Number		%					
VEH_SM	32		1.4					
VEH_MED	2025		88.8					
VEH_LG	223		9.8					
[VEH_SM=motorcycle,	VEH_MED = sedan,		VEH_LG = truck]					
Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders		
5/31/2023 01:00:00 AM	34.0	1	1	34	34.0	100.0%		
5/31/2023 02:00:00 AM	**No Data**							
5/31/2023 03:00:00 AM	**No Data**							
5/31/2023 04:00:00 AM	18.0	1	1	18	0.0	0.0%		
5/31/2023 05:00:00 AM	39.0	5	4	37	35.0	75.0%		
5/31/2023 07:00:00 AM	39.0	30	35	43	36.6	68.6%		
5/31/2023 08:00:00 AM	40.0	77	91	55	36.6	64.8%		
5/31/2023 09:00:00 AM	37.0	72	85	46	35.2	72.9%		
5/31/2023 10:00:00 AM	37.0	59	69	51	35.8	63.8%		
5/31/2023 11:00:00 AM	38.0	50	59	49	35.3	72.9%		
5/31/2023 12:00:00 PM	38.0	50	59	46	35.8	71.2%		
5/31/2023 01:00:00 PM	38.0	44	52	42	35.0	80.8%		
5/31/2023 02:00:00 PM	37.0	54	64	46	35.2	65.6%		
5/31/2023 03:00:00 PM	38.0	60	71	50	35.4	69.0%		
5/31/2023 04:00:00 PM	39.0	76	90	45	35.5	81.1%		
5/31/2023 05:00:00 PM	39.0	78	92	50	35.6	81.5%		
5/31/2023 06:00:00 PM	38.0	76	89	51	35.2	59.7%		
5/31/2023 07:00:00 PM	39.0	50	59	44	36.1	81.4%		
5/31/2023 09:00:00 PM	37.0	44	52	45	35.6	80.8%		
5/31/2023 10:00:00 PM	36.0	30	35	48	34.8	68.6%		
5/31/2023 11:00:00 PM	37.0	9	11	40	34.8	72.7%		
6/1/2023 12:00:00 AM	39.0	3	3	39	35.5	66.7%		
6/1/2023 01:00:00 AM	34.0	2	2	34	34.0	50.0%		
6/1/2023 02:00:00 AM	**No Data**							
6/1/2023 03:00:00 AM	30.0	1	1	30	0.0	0.0%		
6/1/2023 04:00:00 AM	33.0	3	4	35	33.3	/5.0%		
6/1/2023 05:00:00 AM	33.0	3	4	37	33.5	100.0%		
6/1/2023 07:00:00 AM	39.0	30	20	43	36.7	60.0%		
6/1/2023 08:00:00 AM	38.0	72	85	44	35.3	74 1%		
6/1/2023 09:00:00 AM	38.0	71	83	62	36.2	69.9%		
6/1/2023 10:00:00 AM	37.0	71	83	49	35.4	72.3%		
6/1/2023 11:00:00 AM	37.0	75	88	42	34.6	65.9%		
6/1/2023 12:00:00 PM	36.0	54	64	51	35.5	53.1%		
6/1/2023 01:00:00 PM	39.0	50	59	47	36.5	79.7%		
6/1/2023 02:00:00 PM	37.0	43	51	43	34.8	70.6%		
6/1/2023 03:00:00 PM	37.0	56	66	48	36.0	69.7%		
6/1/2023 04:00:00 PM	38.0	62 115	/3	43	35.5	80.8%		
6/1/2023 06:00:00 PM	38.0	79	93	42	34.5	74.2%		
6/1/2023 07:00:00 PM	36.0	46	54	45	34.5	77.8%		
6/1/2023 08:00:00 PM	38.0	48	57	41	35.6	73.7%		
6/1/2023 09:00:00 PM	38.0	34	40	42	35.5	75.0%		
6/1/2023 10:00:00 PM	37.0	26	30	41	34.9	76.7%		
6/1/2023 11:00:00 PM	36.0	11	13	39	34.5	84.6%		
6/2/2023 12:00:00 AM	39.0	8	9	41	37.0	66.7%		
Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders		
6/1/2023 12:00:00 AM	38.0	961	1131	55	35.5	72.9%		
6/1/2023 11:59:59 PM	38.0	977	1149	62	35.4	72.0%		

Vehicles/Hour







2,362 Counts

Vehicle Counts



Appendix D: 7/24/23 Field Walk Notes



Mike Larson

From:Aaron BartlingSent:Tuesday, July 25, 2023 6:41 AMTo:Mike LarsonSubject:Minnewashta Pkwy Bike/Ped Observations

Hi Mike,

I wanted to share my observations from the field walk yesterday, though they are likely similar to yours. I also saved my photos here: H:\CACO\0T4M00197\8_Photos-Images\D_Images\Minnewashta Field Walk (feel free to move them to a better spot).

Kings Road Crossing

- Cars didn't slow down, even with our group waiting on the corner
- NB traffic has very limited site lines approaching the crossing
- More visible to SB traffic, but they pick up speed coming down the hill
- Pick up/drop off area may be necessary for beach access (observed car parked illegally to unload vehicle near beach)
- Opportunities:
 - Stop Sign consider LED enhanced / push button for peds
 - Mini roundabout
 - Raised crossing with pedestrian flashers (though the city and residents don't seem supportive)
 - Curb extension (again, city likely not supportive of)

Other Crossings

- Painted crossings are difficult for cars to see
- No crossings at HOA beach access points. I understand the public \$ for private benefit concern, but these access
 points are hidden and not lined up well with curb cuts or intersections, creating safety issues for both peds and
 vehicles accessing them.
- Obsolete signs ("Watch for Pedestrians") consider removal and focus signage on where there are crossings or more ped activity
- No crosswalk at Lakeridge, consider adding a landing point on west side to allow a painted crosswalk
- Opportunities
 - Pedestrian flashers at painted crossings
 - Something to address HOA access points (curb cuts on trail side, vertical elements to direct peds to safer crossing points, etc.)

Trail

- Generally felt comfortable to walk along. Concrete strip created a visual buffer from road but still allows bikes/peds to use it when needed.
- Somewhat tight for both bikes and peds, especially in narrow sections. Supportive of long-term modifications to narrow travel lanes, move centerline and add shoulder for bikes
- Opportunities
 - o Painting stripe down center of path to guide peds/bikes
 - o Vertical elements between road and path
 - Fog lines to further separate cars from bikes/peds

Gateway at TH 5

- Supportive of gateway elements (plants, signage, monument, etc.) to deter regional traffic from traveling on Minnewashta, but also as a way to make it more inviting for pedestrians/bicyclists using the path
- Opportunity to partner with the arboretum

Aaron Bartling Senior Transit Planner Bolton & Menk, Inc. 12224 Nicollet Avenue Burnsville, MN 55337 Mobile: (952) 256-0976 Aaron.Bartling@bolton-menk.com Bolton-Menk.com Appendix E: Kings Rd All-Way Stop Warrants

ALL WAY STOP WARRANT

2023 Volumes

Kings Rd at Minnewashta Pkwy

COUNTY: Carver

LOCATION: Kings Rd at MP

REF. POINT:		Speed	Approach Description	Lanes
DATE: 5/16/2023		30	Major App1: SB Minnewashta Parkway	1
		30	Major App3: NB Minnewashta Parkway	1
OPERATOR: ML		30	Minor App2:	1
		30	Minor App4: EB Kings Rd	1
0.70 FACTOR USED?	Yes			

					210	140	
	MAJOR	MAJOR	MINOR	MINOR	MAJOR TOTAL	MINOR TOTAL	WARRANT
HOUR	APP. 1	APP. 3	APP. 2	APP. 4	Σ (APP. 1 & APP. 3)	APP. 2 + APP. 4	MET
0:00 - 1:00	0	0	0	0	0	0	/
1:00 - 2:00	0	0	0	0	0	0	/
2:00 - 3:00	0	0	0	0	0	0	/
3:00 - 4:00	0	0	0	0	0	0	/
4:00 - 5:00	0	0	0	0	0	0	/
5:00 - 6:00	0	0	0	0	0	0	/
6:00 - 7:00	24	29	0	12	53	12	/
7:00 - 8:00	71	81	0	47	152	47	/
8:00 - 9:00	59	95	0	39	154	39	/
9:00 - 10:00	48	56	0	35	104	35	/
10:00 - 11:00	43	48	0	28	91	28	/
11:00 - 12:00	51	63	0	29	114	29	/
12:00 - 13:00	59	64	0	19	123	19	/
13:00 - 14:00	56	59	0	20	115	20	/
14:00 - 15:00	68	69	0	31	137	31	/
15:00 - 16:00	94	78	0	39	172	39	/
16:00 - 17:00	84	94	0	34	178	34	/
17:00 - 18:00	102	93	0	29	195	29	/
18:00 - 19:00	73	80	0	33	153	33	/
19:00 - 20:00	0	0	0	0	0	0	/
20:00 - 21:00	0	0	0	0	0	0	/
21:00 - 22:00	0	0	0	0	0	0	/
22:00 - 23:00	0	0	0	0	0	0	/
23:00 - 24:00	0	0	0	0	0	0	/
		Met (Hr)	Required (Hr)			
Allway Stop Wa	arrant:	0	8		Not satisfied		

Allway Stop Warrant:

REMARKS: