

CORRESPONDENCE/MEMORANDUM \_\_\_\_\_ State of Wisconsin

Date: October 26, 2021

To: Beth Cannestra, PE  
Director, Bureau of Project Development  
Attn: William Strobel, Design Oversight and Standards Chief

From: Olubunmi Olapo, Region Project Development Chief  
Southeast Region

Subject: PERPETUATION DESIGN STUDY REPORT  
Project I.D. 2250-15-00  
Washington Ave. – Village of Mount Pleasant  
STH 20  
Racine County

Having considered the economic and social effects of this project, its impact on the environment, and its consistency with the goals of community planning, we request your approval of the attached design study report.

*Olubunmi Olapo*  
Region Project Development Chief

10/26/21  
Date

Concur:

*Richard Herrick*  
Bureau of Project Development,  
Design Oversight and Standards Services Chief

10/27/21  
Date

## **PERPETUATION DESIGN STUDY REPORT**

### **1.0 Project Description and Need**

### **1.2 Project Length and Termini**

Project Length: 1.573 Miles

Termini/Limits:

Oakes Road to Sycamore Avenue. See Attachment 1 – Project location map.

### **1.3 Existing Roadway Information**

Roadway	Functional Class (Principal or Minor Arterial, Collector or Local)	Surrounding Development Type? Rural, Urban or Transitional	Corridors 2030 or Backbone (No or State Which)	NHS Route (Yes or No)	Long Truck Route (No or State Federal or State)	Access Control Tier	On Ped. Trans. Plan (Yes or No)	On Bike Trans. Plan (Yes or No)
STH 20	Principal Arterial	Urban	No	Yes	Federal	Tier 2A	No	Yes

#### **Comments:**

None

### **1.4 Need for Project**

Need:

To help rate the condition of the surface of a road network, the Wisconsin Department of Transportation (WisDOT) uses the Pavement Condition Index or PCI. The PCI provides a numerical rating for the condition of road segments within the road network, where 0 is the worst possible condition and 100 is the best. The PCI also measures two conditions of the roadway:

- 1) The type, extent and severity of pavement surface distresses (typically cracks and rutting)
- 2) The smoothness and ride comfort of the road.

The PCI ratings on WIS 20 varies between 38 and 70 between Oakes Rd. and State Highway 31, which indicates a medium to high rating. The International Roughness Indices (IRI) for WIS 20 varies between 1.9 and 4.6, which is also high for this stretch of roadway. The combination of PCI and IRI values indicates that today the road is a "Medium to High" priority and will only get worse by the anticipated construction year of 2024.

### **1.5 Proposed/Selected Alternative (State the Improvement Type and add brief description).**

Alternatives:

No Build Alternative - A "No-Build" alternative would maintain existing roadway conditions. It would not address any of the pavement deterioration or distresses; therefore allowing further deterioration. The roadway structure and ride quality would worsen. This alternative does not meet the purpose and need of the project, and therefore is not the WisDOT preferred alternative.

Reconstruction – This alternative would reconstruct the roadway, removing the existing roadway, regrading the base and constructing a new roadway with corrected geometrics. This alternative would not deliver the benefit required for the cost, especially given that the pavement ratings dictate a project to maintain the road quality, and therefore is not the WisDOT preferred alternative.

Resurface (WisDOT Preferred Alternative) - The preferred alternative is to perform a recommended improvement by resurfacing this roadway to increase the smoothness and ride comfort as well as reduce the surface distress of the roadway by milling off the existing 3-inches of Hot Mix Asphalt (HMA) and remove 1-inch of existing concrete. Base patching and crack & joint repair will be completed as needed, and then the roadway will be overlaid with 4-inches of new HMA. The limits are from an adjacent bridge project west of Oakes Road to WIS 31, which is a major highway and logical terminus.

The Proposed Action includes the 4-inch resurfacing noted above, as well as base patching, crack and joint repair, signal improvements, box culvert railing improvements and removing the corrugated medians. Pedestrian accommodations are proposed as well; sidewalk repair is included as well as curb ramp and island reconstruction, and construction of additional bus pads. One lane per direction will be closed during the day with two lanes at night as needed. Access will be maintained to local businesses, residents and services.

## 2.0 Existing Facility Information

### 2.1 Posted Speed

Roadway or Roadway Segment	Posted Speed (MPH)	Advisory Speed (MPH)
STH 20 (Oakes Road to Warwick Way)	45 mph	45 mph
STH 20 (Warwick Way to Sycamore Avenue)	35 mph	35 mph

Comments:

None

### 2.4 Cross Section(s) Information

See Attachment 2 - Existing Typical Sections

### 2.7 Structures

Existing Structure I.D. #	Feature Crossed	Structure Type	Sufficiency Rating	Clear Roadway Width*	Railing Type
C-51-16	Pike River	Box Culvert	N/A	N/A	Steel railing

\* Controlling Criteria for Design Speed  $\geq 50$  mph

Comments:

The steel railing is not properly anchored into the headwall of the box culvert and the unprotected blunt ends are not protected, and located within the clear zone.

## 3.0 Traffic Information

### 3.1 Traffic Volumes/Conditions

Roadway or Roadway Segment	AADT <sup>(1)</sup>
STH 20	33,400-34,500

<sup>(1)</sup> AADT = Average Annual Daily Traffic

### 3.2 Existing Crash Analysis

Was a Region Safety Certification Document completed?

<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No
<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No
<input type="checkbox"/>	Yes	<input type="checkbox"/>	No

Were any crash problems identified?

If Yes, did you discuss safety mitigation measures with the Region Safety Engineer?

#### Comments:

During the crash vetting process of the Safety certification document, a total of 317 crashes were reviewed and 0 crashes remained after the vetting process. Although crashes have been excluded due to violations of rules of the road and/or laws, crashes are concentrated at major intersections. Traffic signal equipment will be replaced with the project due to the end of service life for the signal equipment. The signalized intersections of Oakes Rd, Sunnyslope Dr., Emmertsen Rd. and Village Center Dr. will have signal equipment replaced and mono-tube structures installed at the intersections. The major crash trends at these intersections are angle, rear-end and left turn crashes. The mono-tube structures will allow for traffic signal heads per lane. The result will be better traffic signal visibility with an expected reduction in rear-end and right-angle crashes. Additionally, four-section heads with flashing yellow arrows will be installed at applicable left turn lanes. This will result in allowing flexibility for left turn phasing which could include protected only left turn phasing by time of day.

Left turn lanes at signalized intersections are generally neutrally offset. The exception is at Oakes Rd where the left turn lanes on STH 20 are positively offset. However, the left turn lanes on Oakes Rd are negatively offset. It would be difficult to get neutral offset left turn lanes on Oakes Rd, since the frontage road is so close to the intersection for the north leg and relatively narrow median width on the south leg. There is not a major crash issue with left turn movements on Oakes Rd.

### 4.0 Proposed Design Criteria (S-2/S-3 Locations only)

#### 4.3 Design Justifications (DJs) (S-2/S-3 Locations only)

##### 4.3.2 Non-Controlling Criteria Design Justifications (DJs)

Guardrail will be placed at C-51-16 to protect the blunt ends of the steel railing. However, the slopes behind the guardrail will need to be 2:1 in order to tie into the existing ground and wingwalls. The 2' of 10:1 flat grading behind the posts will be achieved by extending the storm sewer outfall on the south side, backfilling both steep slopes (north and south), and capping these slopes with medium riprap to prevent erosion. Due to poor soils in the area using Type K posts is not an option. There is not a crash history at this location, and these improvements will provide a safer situation even though the minimum standards are not met

### 5.0 Proposed Design Improvements

#### 5.1 Improvement Type:

RSRF30 - Resurfacing

### 5.5 Proposed Cross Section/Pavement Structure Information

See Attachment 2 - Finished Typical Sections

### 5.8 Permanent Traffic Control Information

Will permanent signs be installed? ☒ Yes ☐ No

## 5.9 Safety Enhancements/Mitigation Measures

Are Safety Mitigation Measures to be Implemented in these Crash Location Areas? ☒ Yes ☐ No

If so, Describe:

Monotube arms will be installed at intersections (Oakes Road, Sunnyslope Drive, Emmertsen Road, and Village Center Drive) which will allow signal heads to be over each lane which should reduce rear-end and right-angle crashes.

## 5.11 Utilities

Is Project Trans 220 Utility Project (Yes or No)? Yes.

Describe any special design features to accommodate utilities:

None

Major Utility Agreements:

None

Comments:

None

## 5.13 Financing and Scheduling Information

Construction I.D.	Cost Estimate	Type of Funding			Proposed Timeframe for Construction	Ties to Other Work or Projects	Alternative Contracting (Yes or No)
		% Fed. <sup>14</sup>	% State	% Local			
2250-15-70	\$5,800,000	80	20	0	Spring 2024		

<sup>14</sup>Fed. = Federal

Does Project Require a State/Municipal Agreement? ☐ Yes ☒ No

## 5.14 Unique Project Features

5.14.1 Does Project Require any Hazardous Waste Mitigation? ☒ Yes ☐ No

Comments:

Phase 2s are required at six (6) different locations and Phase 2.5s are required at four (4) different locations. This work will be conducted 18 – 20 months prior to the PS&E.

5.15.2 Does Project contain any Environmental Commitments? ☒ Yes ☐ No

Comments:

See Attachment 4 – Environmental commitments

## 6.0 Synopsis

Reports, Documents and Coordination	Completion/ Approval Dates (xx/xx/xxxx)	Status of Coordination or Other Information as Needed
Concept Definition Report (CDR)	08/16/2017	
Safety Certification Documentation (SCD)	08/28/2019	
Bridge or Structure Certification Document Approval (BOSCA) (if needed)	N/A	
Signed Pavement Design Report (PDR)	01/15/2020	
Public Involvement Plan (PIP)	On-going	
Structure Survey Report (SSR) (if needed)	N/A	
Public Information Meeting(s) (PIM(s))	09/04/2020	Mailing was sent out to all stakeholders
Signed State Municipal Agreement(s) (SMA(s)) (if needed)	N/A	
Final Scope Certification Document Approval (FSC)	04/11/2020	
SHPO Coordination Acceptance (Section 106, etc.) (SHPO)	10/14/2019	On screening list
DNR Coordination Acceptance (401 Cert., etc.) (DNR)		Initial concurrence received on 01/29/20; Coordination on-going
Preliminary Plan Review Complete (PPRC)		Pending
Preliminary Structure Plan Review Complete (PSPRC) (if needed)	N/A	
Signed Environmental Document (ED) (Type: CEC )	05/12/2021	
Transportation Management Plan (TMP(s)) (Type: 2)		Pending
Freight/ OSOW Accommodations Coordination (FOAC)		Initial review 03/23/2017, Final review x/xx/2021
Roadside Hazard Analysis Sheet (RHA) (if needed)	N/A	
Drainage Design Report (DDR) (if needed)	N/A	
Status of Statutory Actions (SSA) (if needed)	N/A	

Comments: None

## 7.0 Attachments

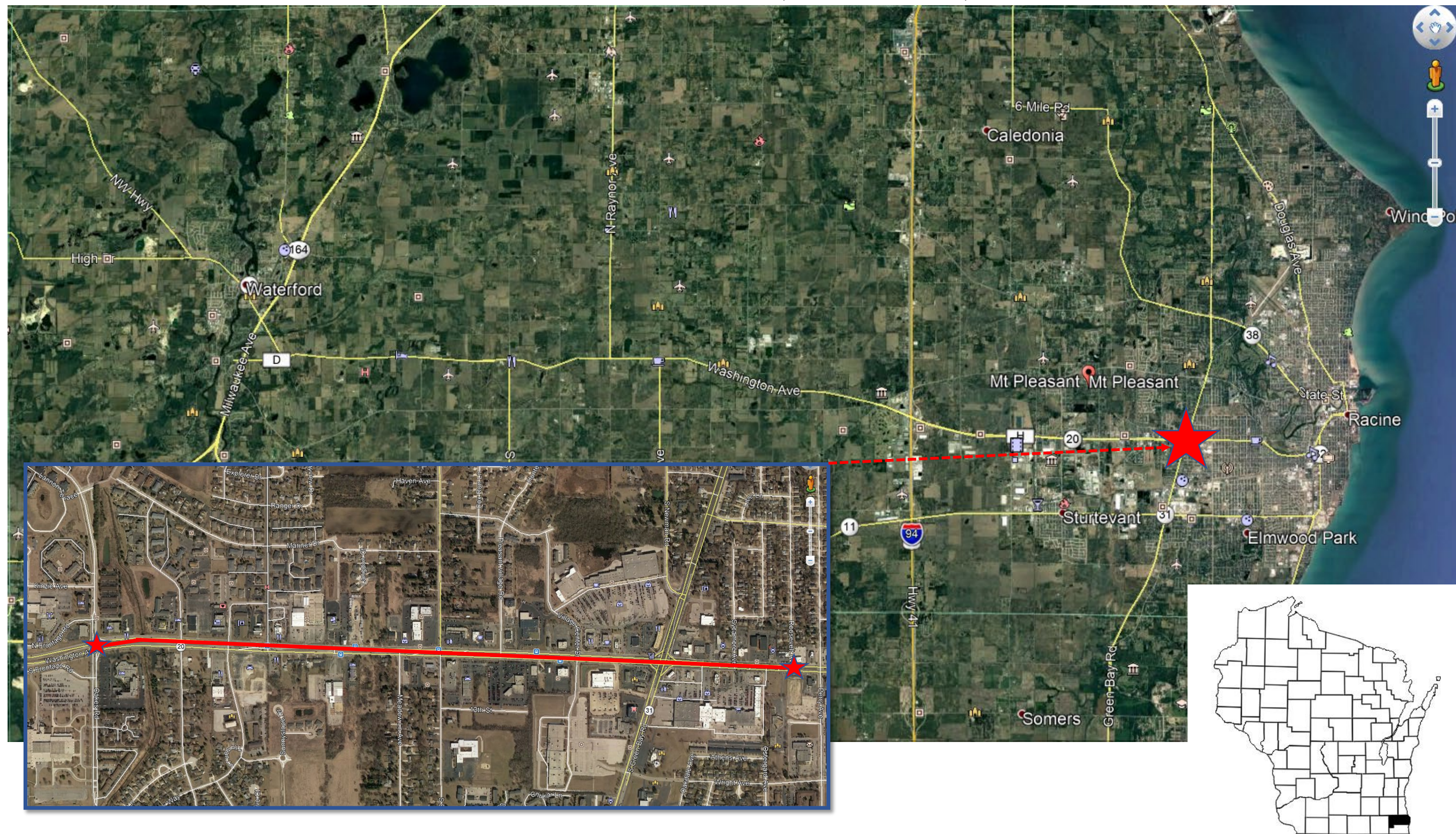
- 1 - Project Location/Overview Map
- 2 - Existing Typical Cross Sections/ Finished Typical Cross Sections
- 3 - Preliminary Plan Sheets
- 4 - Environmental Commitments Basic Sheet (if applicable) (include coordination letters)
- 5 - Safety Certification Documentation
- 6 - Final Scoping Certification
- 7 - Transportation Management Plan

# Attachment #1

Project Location/Overview Map



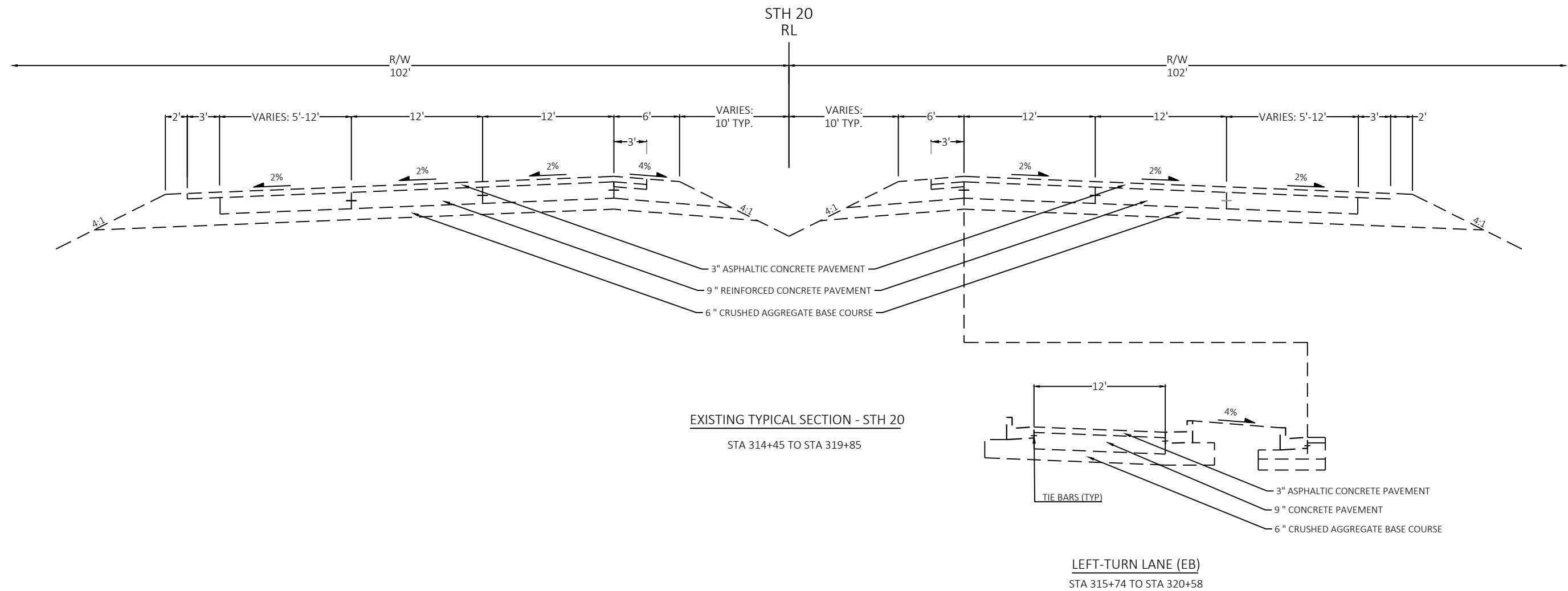
**PROJECT: 2250-15-00/70**  
**WIS 20 FROM OAKES RD. TO ROOSEVELT AVE.**  
**VILLAGE OF MOUNT PLEASANT, RACINE COUNTY, WI**

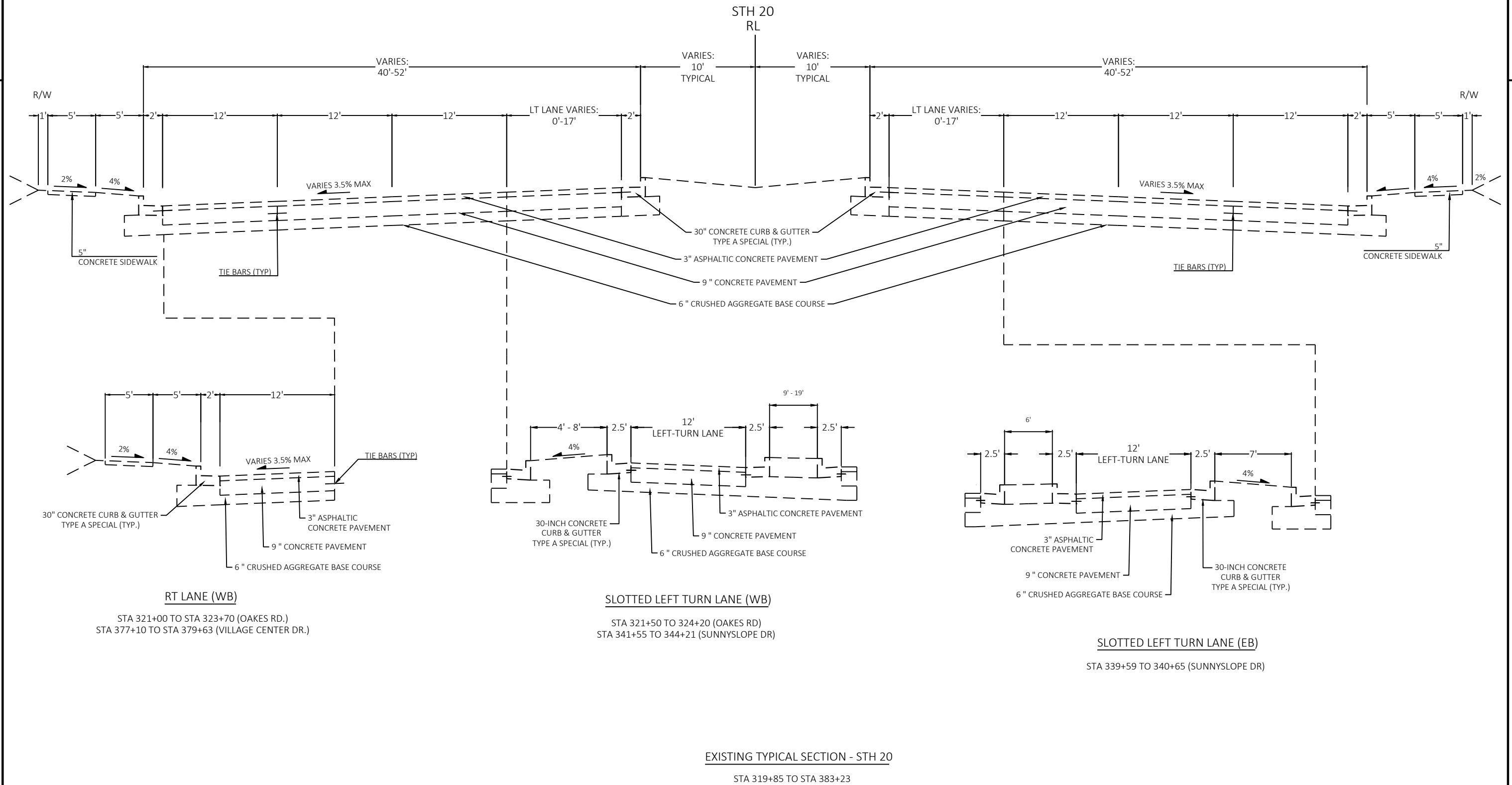




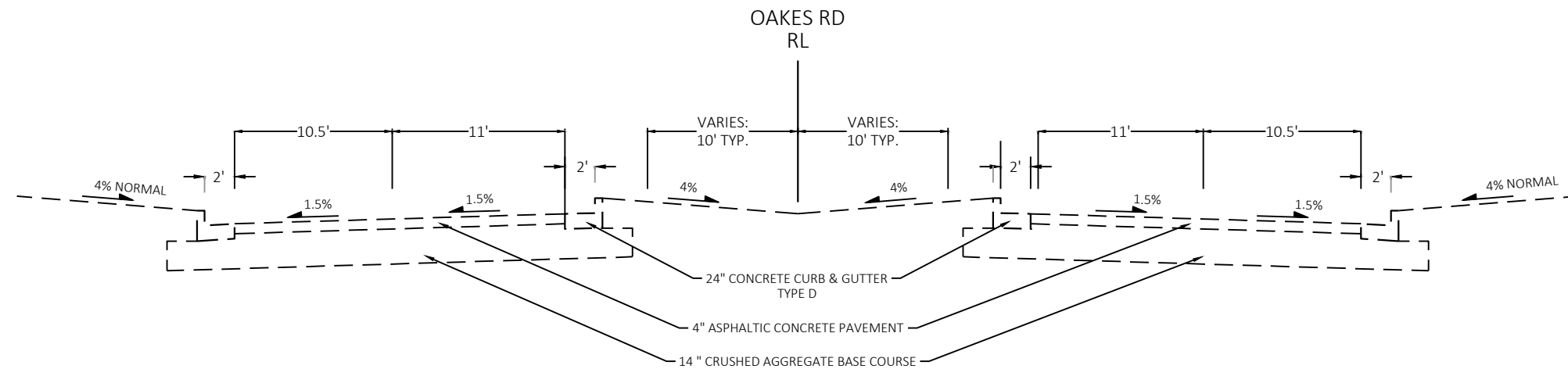
# Attachment #2

Existing Typical Cross Sections/Finished Typical  
Cross Sections



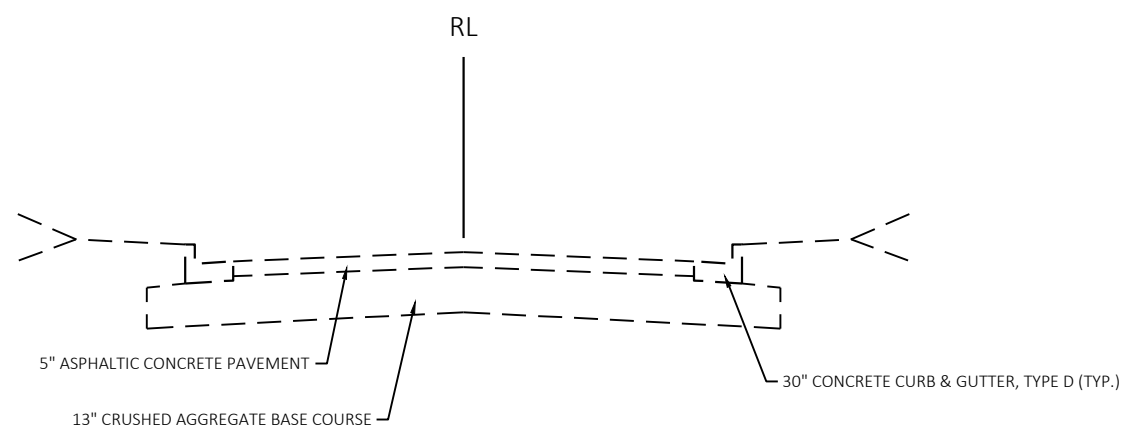






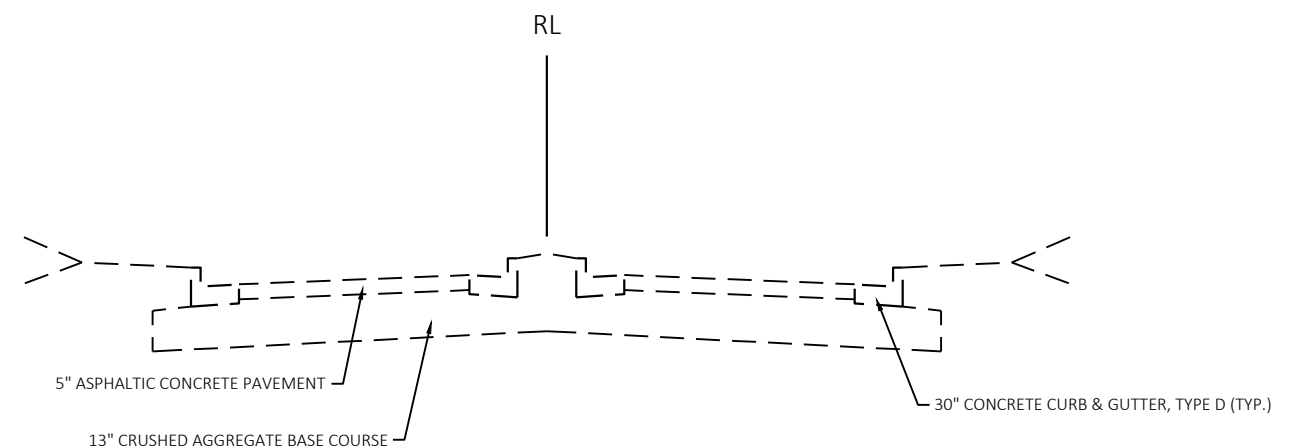
EXISTING TYPICAL SECTION - OAKES RD.

STA 4+75 TO STA 7+76



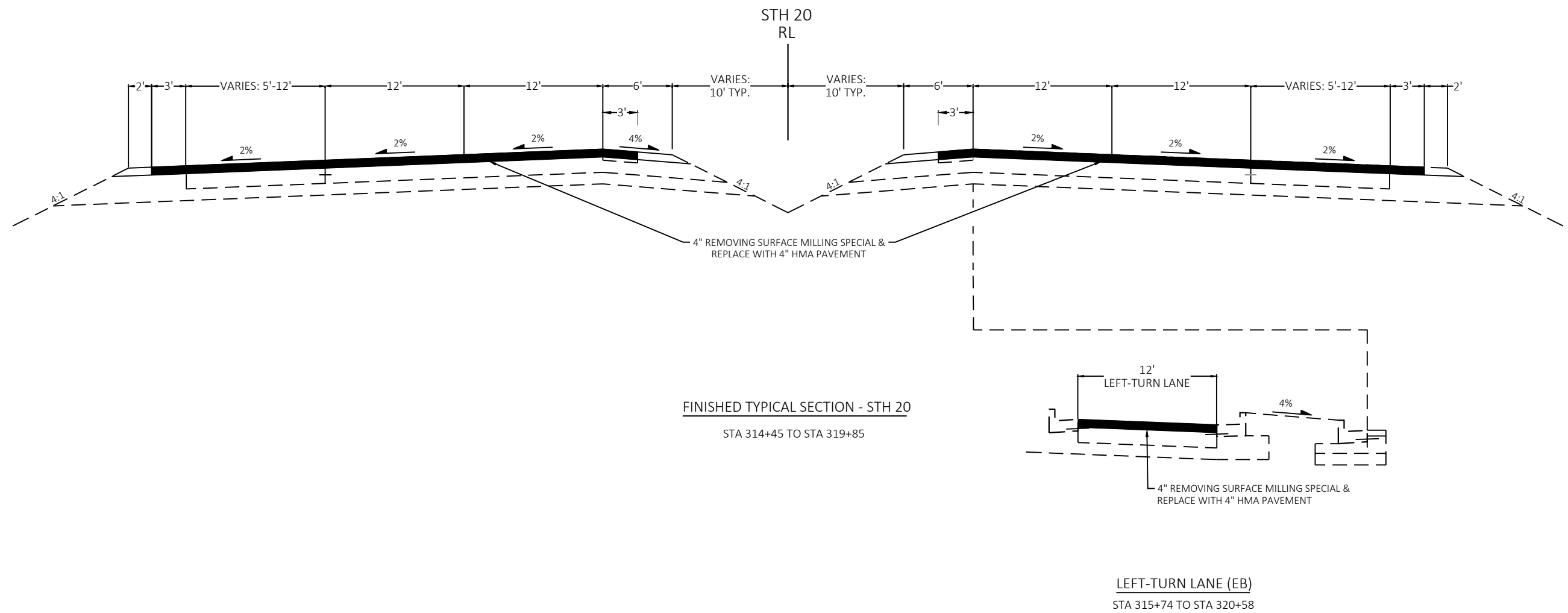
EXISTING TYPICAL SECTION

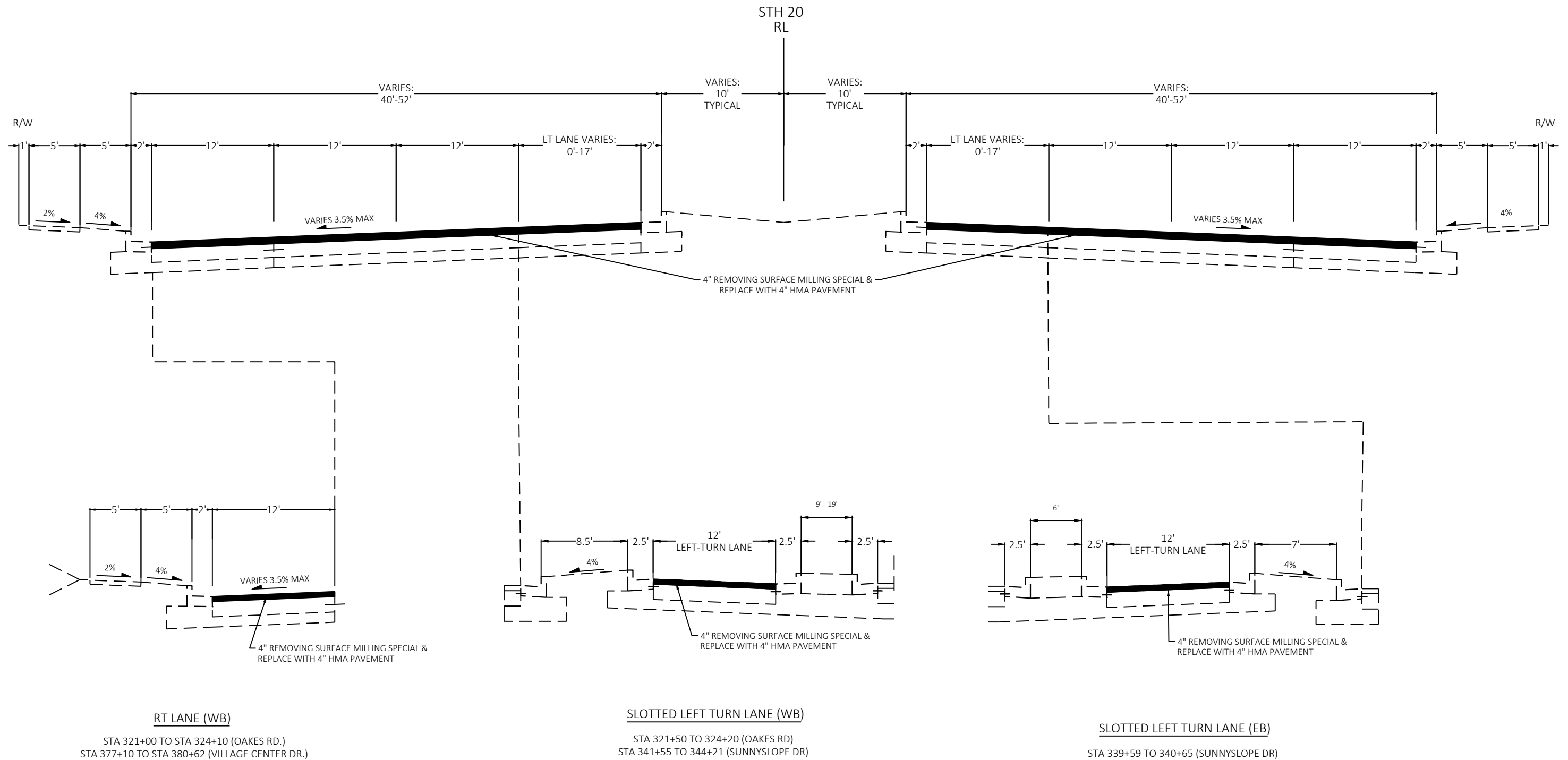
PRAIRIE DR  
WARWICK WAY  
SUNNYSLOPE DR  
MEADOW LANE AVE  
EMMERTSEN RD  
HUNTER DR  
VILLAGE CENTER DR S



EXISTING TYPICAL SECTION

VILLAGE CENTER DR N





FINISHED TYPICAL SECTION - STH 20

STA 319+85 TO STA 383+23

PROJECT NO: 2250-15-70

HWY: STH 20

COUNTY: RACINE

PLAN: TYPICAL SECTIONS

SHEET

E

FILE NAME : \\WKERTOVFILP01.DOT.STATE.WI.US\N3PUBLIC\PD\SC3D\22501500\SHEETPLAN\020301-TS.DWG  
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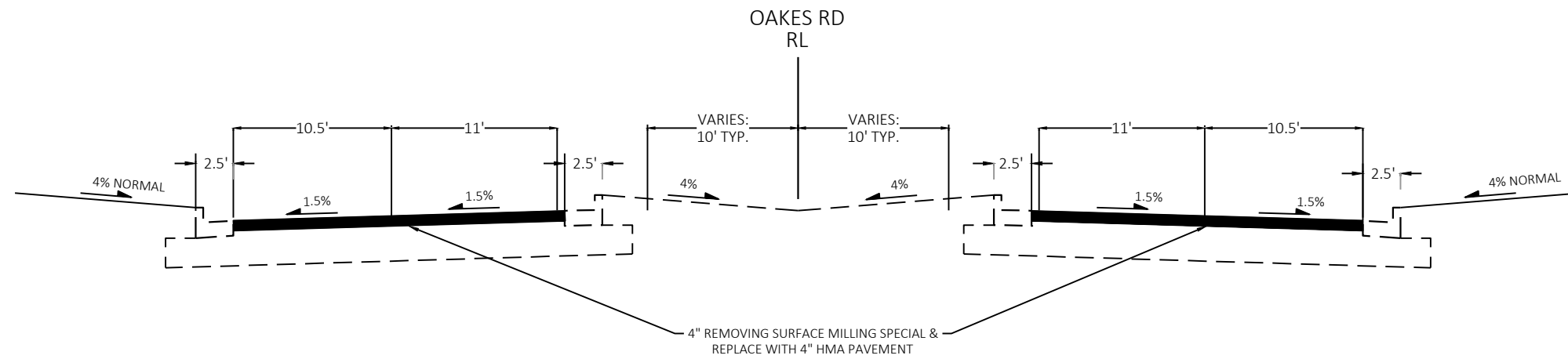
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PLOT NAME :

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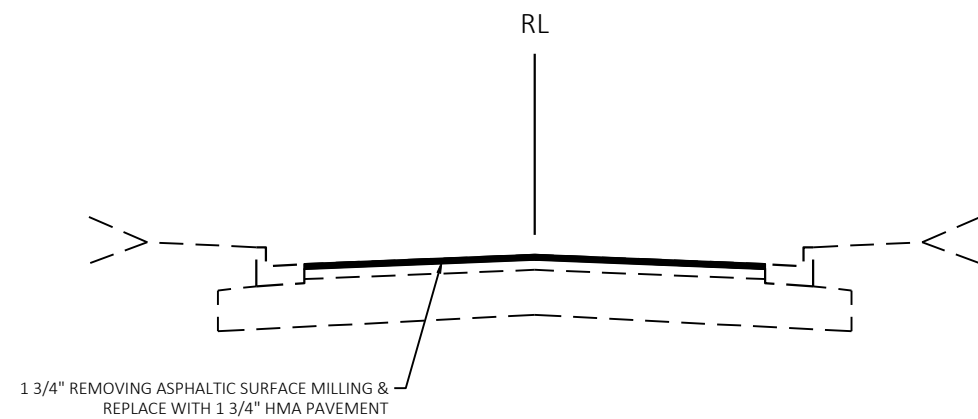
WISDOT/CADDs SHEET 42





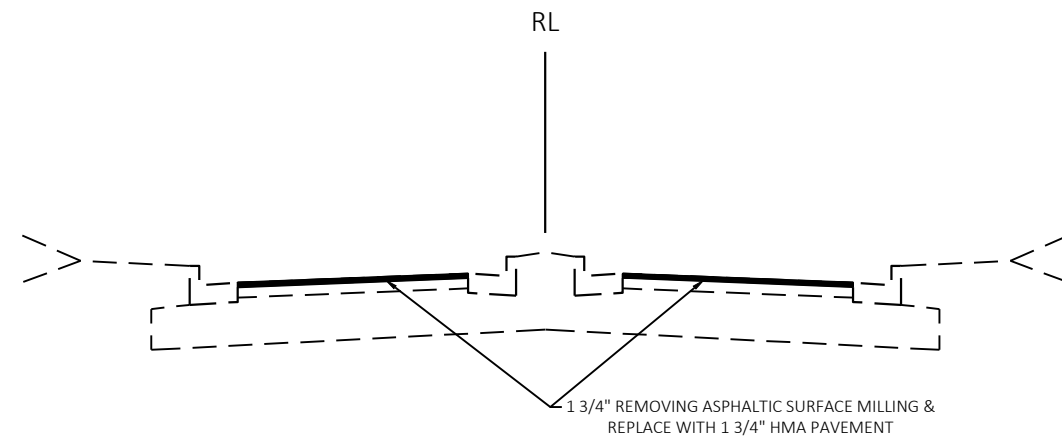
FINISHED TYPICAL SECTION - OAKES RD.

STA 4+75 TO STA 7+76



FINISHED TYPICAL SECTION

PRAIRIE DR  
WARWICK WAY  
SUNNYSLOPE DR  
MEADOW LANE AVE  
EMMERTSEN RD  
HUNTER DR  
VILLAGE CENTER DR S

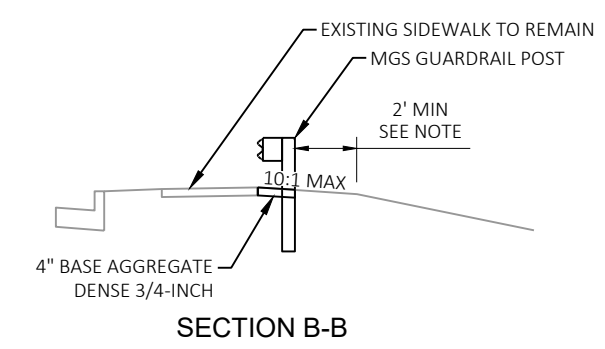
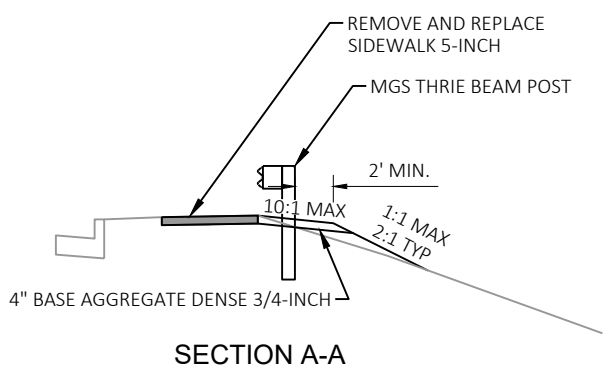
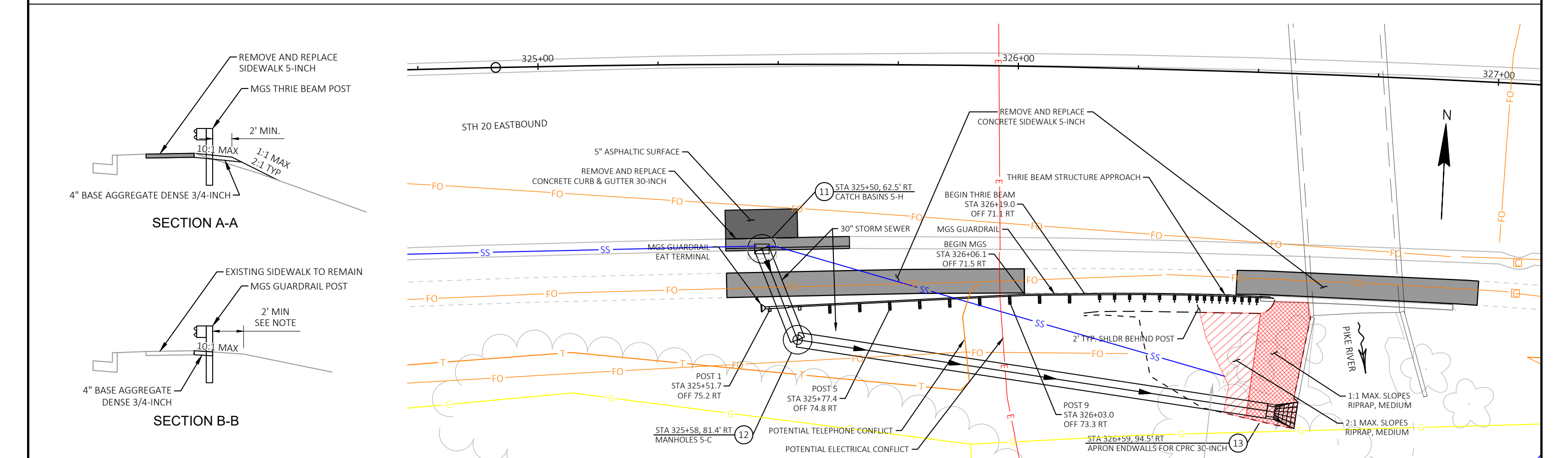
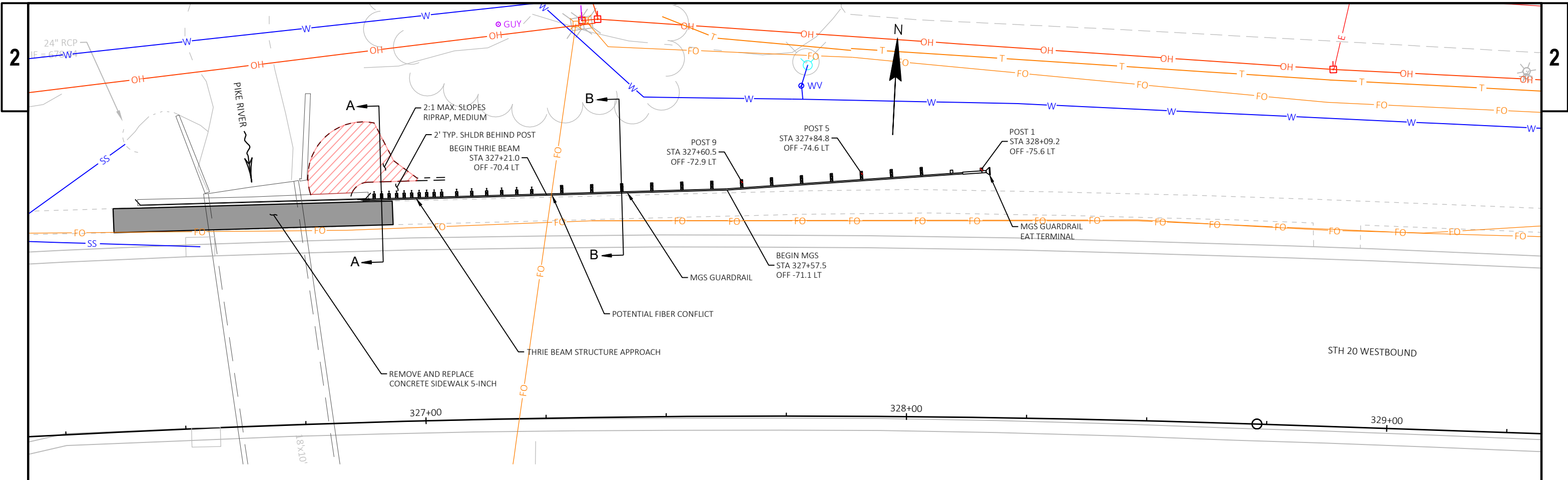


FINISHED TYPICAL SECTION

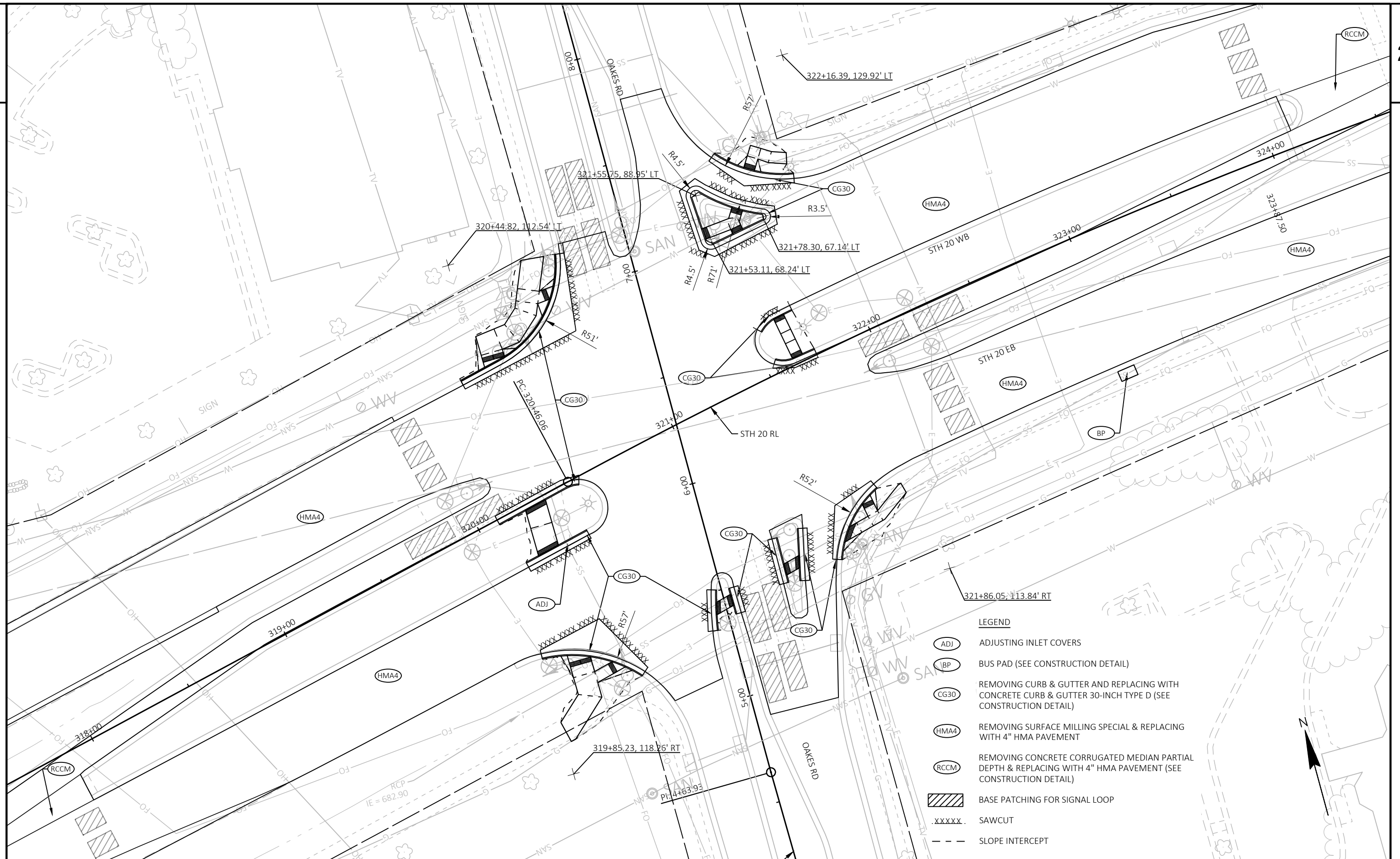
VILLAGE CENTER DR N

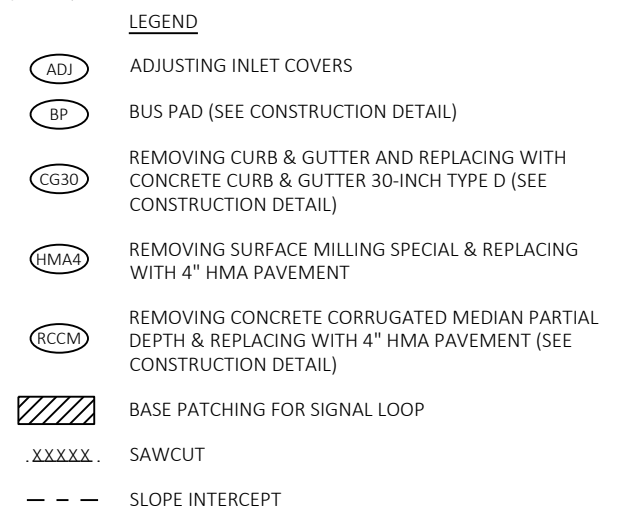
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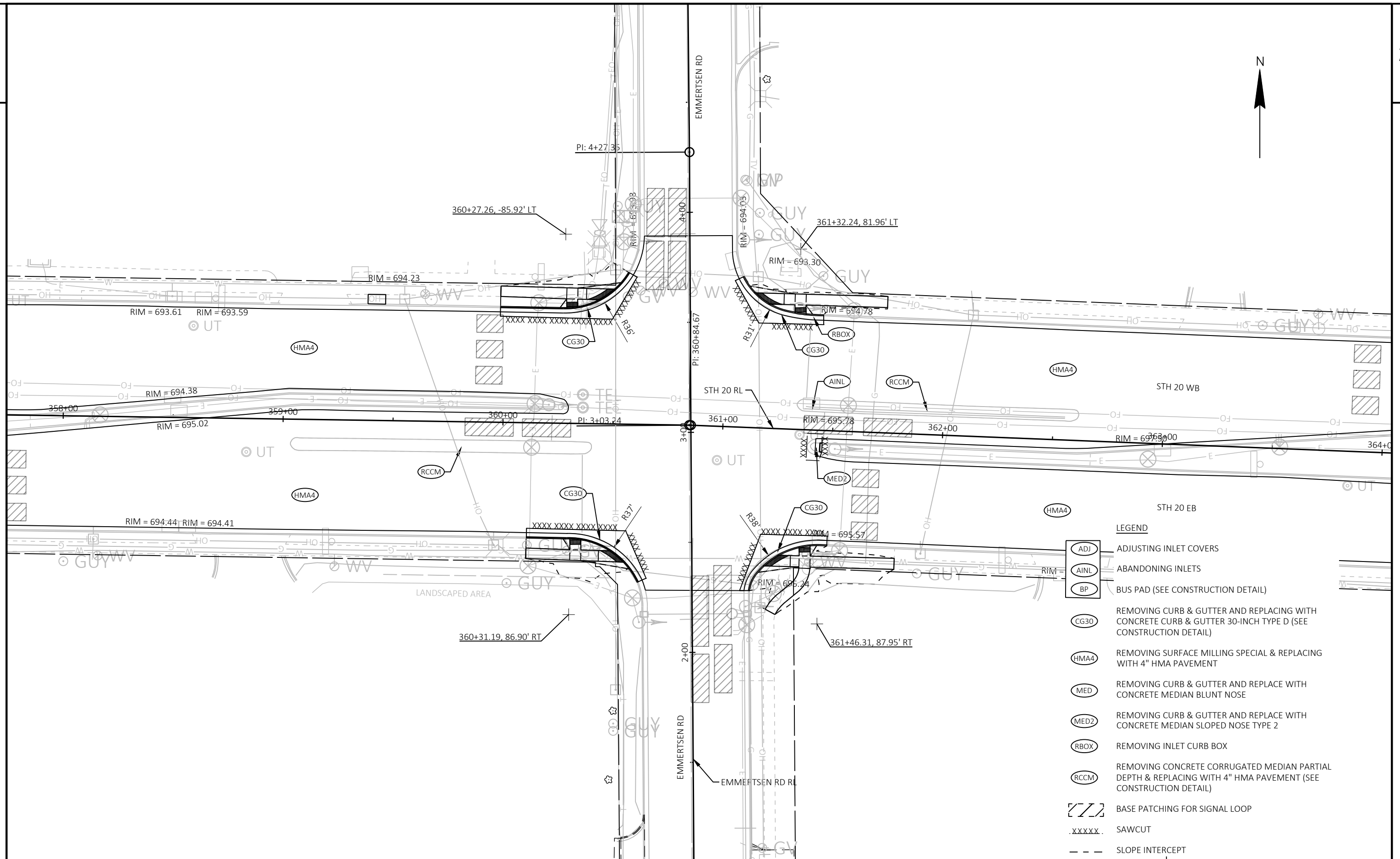
Preliminary Plan Sheets











PROJECT NO: 2250-15-70

HWY: STH 20

COUNTY: RACINE

INTERSECTION DETAILS: STH 20 &amp; EMMERTSEN RD

SHEET

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PLOT NAME :

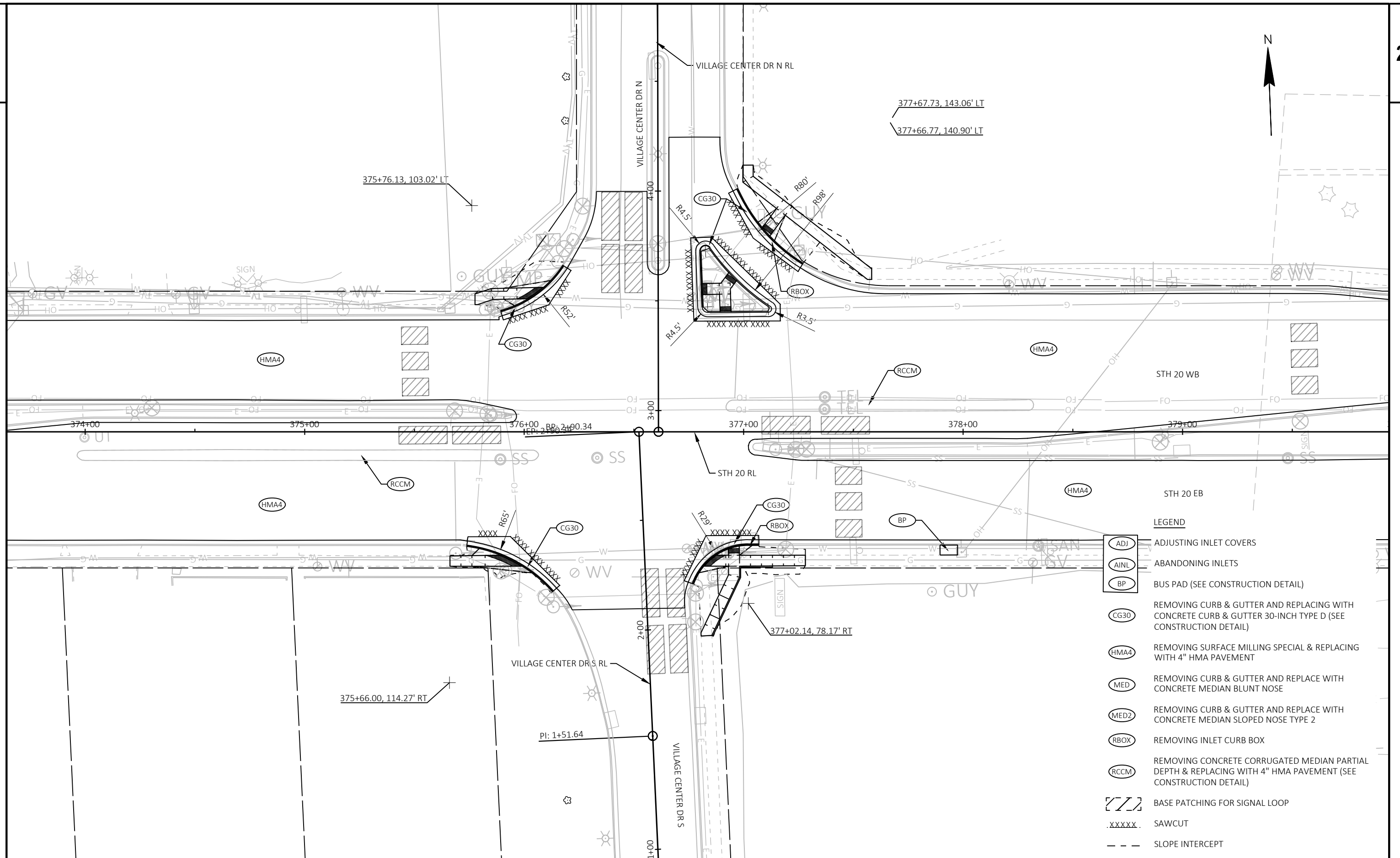
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WISDOT/CADDs SHEET 42



2

2 |



PROJECT NO:	2250-15-70
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HWY: STH 20

COUNTY: RACINE

INTERSECTION DETAILS: STH 20 &amp; VILLAGE CENTER DR

SHEET

11

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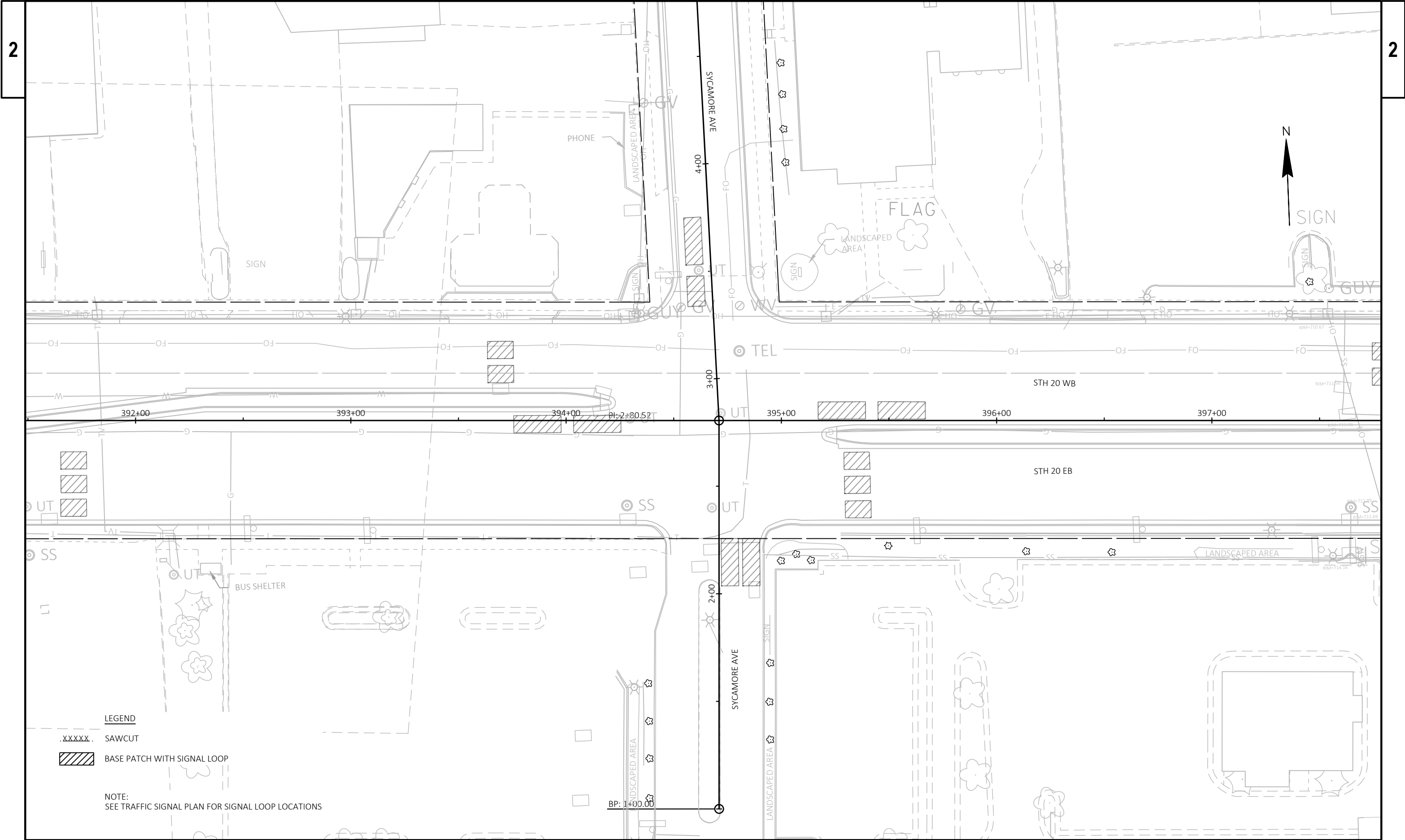
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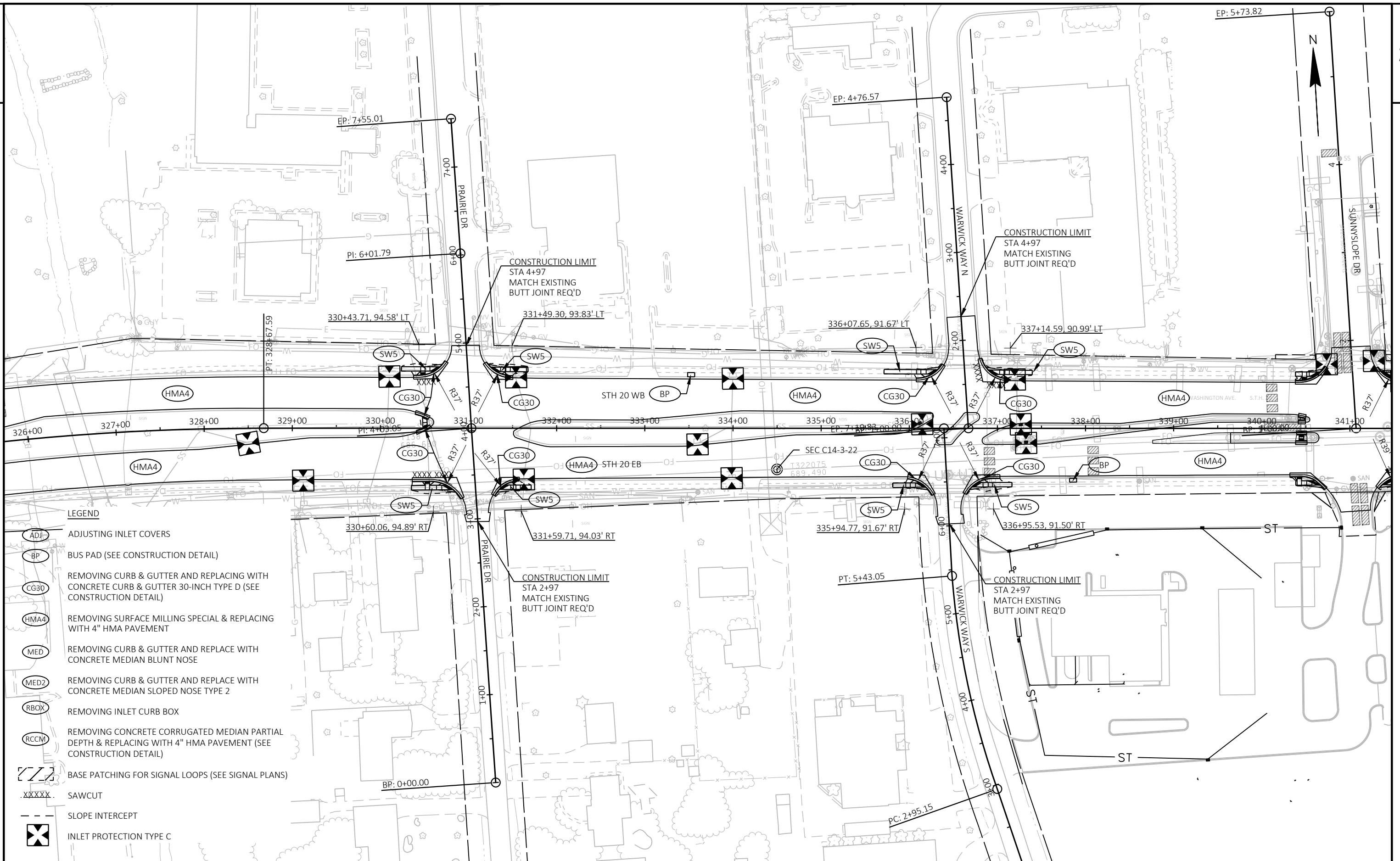
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WISDOT/CADDS SHEET 42



PROJECT NO: 2250-15-70	HWY: STH 20	COUNTY: RACINE	INTERSECTION DETAILS: STH 20 & SYCAMORE AVE	SHEET	E
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PROJECT NO: 2250-15-70

HWY: STH 20

COUNTY: RACINE

PAVING DETAILS

SHEET

E

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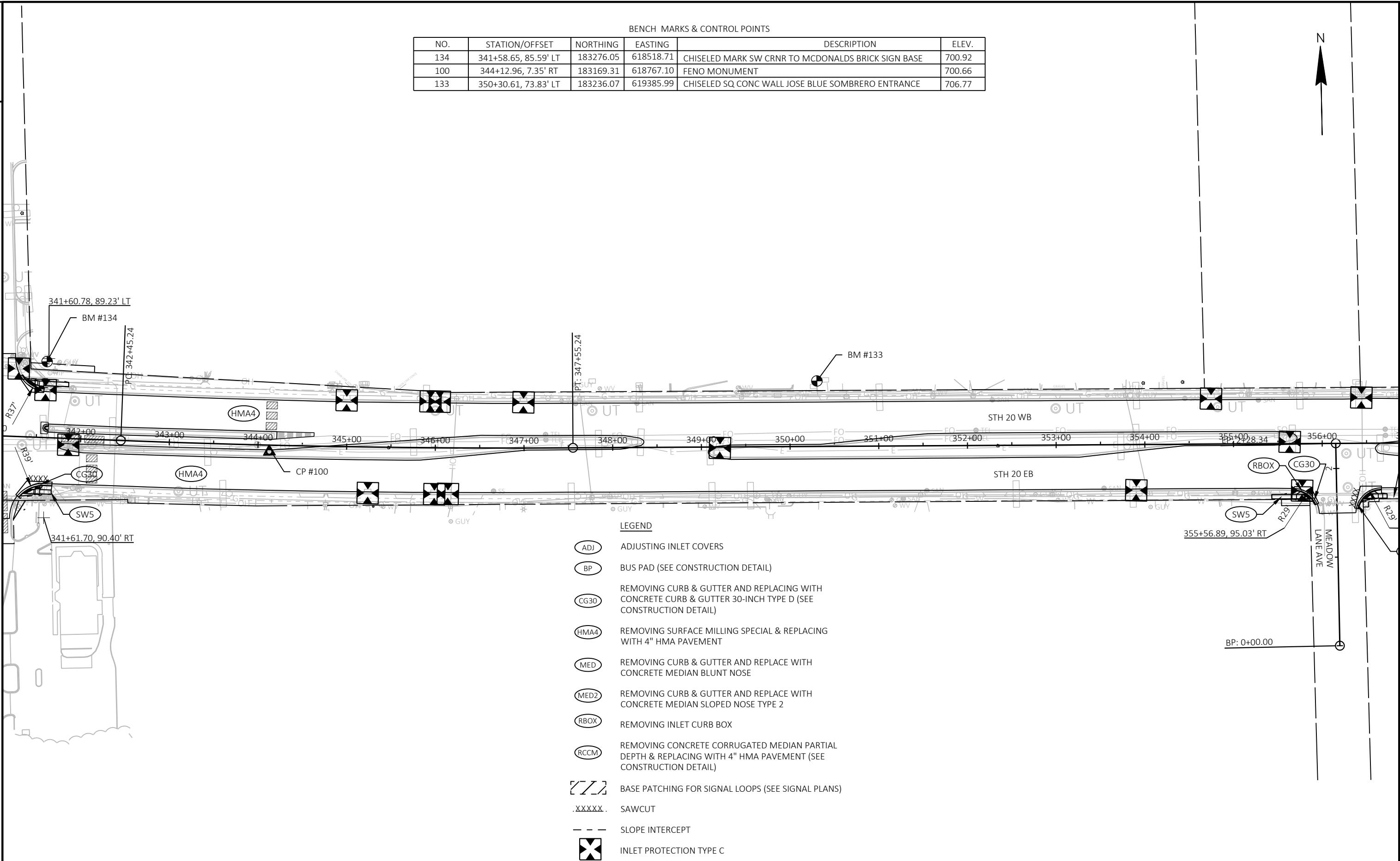
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PLOT NAME:

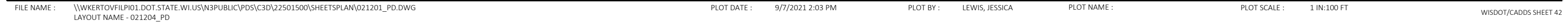
PLOT SCALE: 1 IN:100 FT

WISDOT/CADDs SHEET 42

BENCH MARKS & CONTROL POINTS					
NO.	STATION/OFFSET	NORTHING	EASTING	DESCRIPTION	ELEV.
134	341+58.65, 85.59' LT	183276.05	618518.71	CHISELED MARK SW CRNR TO MCDONALDS BRICK SIGN BASE	700.92
100	344+12.96, 7.35' RT	183169.31	618767.10	FENO MONUMENT	700.66
133	350+30.61, 73.83' LT	183236.07	619385.99	CHISELED SQ CONC WALL JOSE BLUE SOMBRERO ENTRANCE	706.77



- LEGEND
- ADJ ADJUSTING INLET COVERS
  - BP BUS PAD (SEE CONSTRUCTION DETAIL)
  - CG30 REMOVING CURB & GUTTER AND REPLACING WITH CONCRETE CURB & GUTTER 30-INCH TYPE D (SEE CONSTRUCTION DETAIL)
  - HMA4 REMOVING SURFACE MILLING SPECIAL & REPLACING WITH 4" HMA PAVEMENT
  - MED REMOVING CURB & GUTTER AND REPLACE WITH CONCRETE MEDIAN BLUNT NOSE
  - MED2 REMOVING CURB & GUTTER AND REPLACE WITH CONCRETE MEDIAN SLOPED NOSE TYPE 2
  - RBOX REMOVING INLET CURB BOX
  - RCCM REMOVING CONCRETE CORRUGATED MEDIAN PARTIAL DEPTH & REPLACING WITH 4" HMA PAVEMENT (SEE CONSTRUCTION DETAIL)
  - BASE PATCHING FOR SIGNAL LOOPS (SEE SIGNAL PLANS)
  - .XXXXX. SAWCUT
  - - - SLOPE INTERCEPT
  - X INLET PROTECTION TYPE C





N  
0+00.00





# Attachment #4

## Environmental Commitments Basic Sheet

## XII. Mitigation & Commitments

Identify and describe any avoidance, minimization or compensation measures (commitments) in detail. Be specific on what needs to happen and specifically where on the project. Indicate when the commitment should be implemented and who in WisDOT is responsible for fulfilling each commitment (Project Manager, Environmental Coordinator, etc.). Please note if the commitment will be indicated on the final plan, recorded in the Plans, Specifications and Estimates (PS&E), under special provisions in the final plan set, in construction notes, or some other written format. Attach a copy of this completed matrix to the design study report and the PS&E submittal package. Be sure to update it if further commitments are made after the Environmental Document is signed.

<b>Factor</b>	<b>Commitment (If none, include N/A)</b>
Business and Economics	N/A
Community	Access to businesses and the community will remain open through construction.
Aesthetics	N/A
Agriculture	N/A
Relocations	N/A
Indirect Impacts	N/A
Cumulative Impacts	N/A
Environmental Justice	N/A
Historic Properties	N/A
Burial Sites	N/A
Tribal Lands	N/A
Section 4(f)	N/A
Section 6(f) or Other Specially Funded Lands	N/A
Wetlands	N/A
Surface Water Resources	The Pike River is a navigable waterway and a fish and aquatic life waterway. There shall be no in-stream disturbances between March 1 <sup>st</sup> and June 1 <sup>st</sup> , with both dates inclusive of the timeout period. This construction BMP minimizes impacts to fish and other aquatic organisms during sensitive time periods such as spawning and migration. If erosion control matting is to be used along stream banks, DNR recommends biodegradable non-netted matting (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animal entrapment. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.
Floodplains	N/A
Groundwater, Wells and Springs	N/A
Coastal Zones	N/A
Unique Wildlife and Habitat Concerns	Under the U.S. Migratory Bird Treaty Act, destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service (USFWS). Therefore, construction activities that could be adverse to migratory birds should occur only during non-nesting season or utilize measures to prevent nesting (e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1). If netting is used, ensure it is properly maintained, then removed as soon as the nesting period is over. If neither of these options is practical then the USFWS must be contacted to apply for a depredation permit.

Threatened and/or Endangered Species	<p>This project is covered by the Broad Incidental Take Permit/Authorization for No/Low Impact Activities (<a href="https://dnr.wi.gov/topic/ERReview/ITNoLowImpact.html">https://dnr.wi.gov/topic/ERReview/ITNoLowImpact.html</a>) provided that the follow-up actions following are implemented. This BITP/A covers projects that the DNR has determined will have no impact or a minimal impact to state listed endangered and threatened species in the state. Due to this coverage under the No/Low BITP/A, a formal review letter is not needed and only the actions listed below need to be followed to comply with state and/or federal endangered species laws, any take that may result from the proposed project is permitted/authorized.</p> <p>This project has the potential to impact a nearby waterbody where a state listed aquatic species may be present, therefore erosion and runoff prevention measures (<a href="https://dnr.wi.gov/topic/stormwater/standards/const_standards.html">https://dnr.wi.gov/topic/stormwater/standards/const_standards.html</a>) must be implemented during the course of the project to avoid take of the listed aquatic species. If these follow-up actions cannot be implemented, an ER review should be requested.</p>
Air Quality	N/A
Construction Sound	N/A
Traffic Noise	N/A
Hazardous Substances, Contamination and Asbestos	N/A
Stormwater	N/A
Erosion Control	<p>For projects disturbing an acre or more of land, erosion control and storm water measures must adhere to the Wisconsin Pollutant Discharge Elimination System Transportation Construction General Permit (TCGP) for Storm Water Discharges. Coverage under TCGP is required prior to construction. DOT should apply for permit coverage just before the project goes to final PS&amp;E. Permit coverage will be issued by the DNR after design is complete and documentation shows that the project will meet construction and post-construction performance standards.</p> <p>All projects require an Erosion Control Plan (ECP) that describes best management practices that will be implemented before, during and after construction to minimize pollution from storm water discharges. Additionally, the plan should address how post-construction storm water performance standards will be met for the specific site. The project design and Erosion Control Implementation Plan (ECIP) must comply with the TCGP in order to receive "permit-coverage" from the DNR.</p>
Other:	
Other:	



May 6, 2021

Tyler Beinlich, Project Development Civil Engineer  
Wisconsin Department of Transportation  
141 NW Barstow Street  
Waukesha, WI 53188

**Subject: DNR Initial Review**

Project I.D. 2250-15-00/70  
Addendum for Culvert Railing & Beam Guard at C-15-006  
STH 20 @ North Branch Pike River Stream Crossing  
Racine County  
SECTION 13, T03N, R22E  
SECTION 14, T03N, R22E

Dear Mr. Beinlich:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the above-referenced Addendum to DOT Project #2250-15-00/70 received by DNR via email on April 30, 2021. According to your proposal, the purpose of this project is to replace the existing railing and add beam guard at culvert C-15-006, STH 20 over the North Branch Pike River. If the project proposal changes, please reinstate coordination with the DNR.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT Cooperative Agreement. Initial comments on the project as proposed are included below, and we assume that additional information will be provided that addresses all resource concerns identified. When requesting Final Concurrence/Water Quality Certification, please send the most up-to-date plan set (including the erosion control plan sheets), contract special provisions, Wetland Impact Tracking Form, Notice of Intent for the Transportation Construction General Permit (TCGP), and any additional pertinent information to demonstrate environmental commitments will be met.

**Project-Specific Resource Concerns**

**Public Lands:**

The project, as proposed, may impact publicly held properties. This letter addresses those properties DNR is aware of, however, local jurisdictions may have public properties in the project area DNR is not involved with. Some properties may have state or federal encumbrances that require additional coordination. Below you will find more detailed encumbrance information and coordination requirements for the proposed project.

Please consider design alternatives that completely avoid impacts to public lands. However, if avoidance is not practicable, please allow ample time for coordination and resolution.

**Stewardship Funded Lands:**

There is a non-DNR property near the proposed slope intercepts on the North side of C-15-006 that is encumbered with State Knowles-Nelson Stewardship grant dollars, known as the Pike River Corridor Acquisition II (see attached Exhibit 01). The subject property was acquired or developed with financial assistance via the Stewardship program. The Stewardship property in question is owned by Mt. Pleasant Storm Water Utility District. You will need to coordinate with our Grants staff and the landowner to seek resolution of this issue.

**Wetlands:**

There is potential for wetland impacts to occur as a result of this project. Wetland impacts must be avoided and/or minimized to the greatest extent practicable. Unavoidable wetland losses must be compensated for in accordance with the DNR/DOT Cooperative Agreement and the WisDOT Wetland Mitigation Banking Technical Guideline. Please provide the wetland community type and quantity of unavoidable wetland impacts, and mitigation information for this project using the Wetland Impact Tracking Form.

The proposed slope intercepts for the new beam guard appear to fill existing mapped wetlands. DNR requests that DOT verify this wetland impact and advise if a reduction in the proposed slope and/or if reinforced beam guard is feasible to avoid/reduce these wetland impacts.

**Fisheries/Stream Work:**

The North Branch Pike River (WBIC 1900) is a Coldwater, Cool-Cold Headwater. Unless otherwise agreed upon prior to the start of construction, there shall be no in-stream disturbance between March 1<sup>st</sup> and June 15<sup>th</sup>, with both dates inclusive of the timeout period. This construction BMP minimizes impacts to fish and other aquatic organisms during sensitive time periods such as spawning and migration.

Additionally, the North Branch Pike River is classified an Impaired Waterway for Chronic Aquatic Toxicity due to chlorides.

If erosion control matting is to be used along stream corridors, DNR recommends biodegradable non-netted matting (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animal entrapment. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.

**Natural Heritage Conservation**

The previous NHI Review dated January 29, 2020, was renewed by DNR on May 6, 2021. Two additional known occurrences for special concern species were identified by the May 6, 2021 NHI Review. There is potential for these additional species to occur if there is suitable habitat within your project limits.

- The project falls within the **Rusty Patch Bumble Bee High Potential Zone (HPZ)**. Further coordination with U.S. Fish & Wildlife Services may be required.  
[LINK](#) to species guidance.
- **Plains Garter snake** (*Thamnophis radix*) – Snake – Special Concern Species.  
[LINK](#) to species guidance.

To ensure there are no adverse impacts, DNR recommends that habitat suitability should be determined by DOT for these listed Special Concern Species. If suitable habitat is found within the project limits, and impacts to that habitat cannot be avoided, then additional surveys may be necessary.

*NHI Disclaimer: This review letter may contain NHI data, including specific locations of endangered resources, which are considered sensitive and are not subject to Wisconsin's Open Records Law (s. 23.27 3(b), Wis. Stats.). As a result, endangered resources-related information contained in this review letter may be shared only with individuals or agencies that require this information in order to carry out specific roles in the permitting, planning and implementation of the proposed project. Endangered resources information must be redacted from this letter prior to inclusion in any publicly disseminated documents*

### **Migratory Birds:**

DNR recommends DOT complete an inspection of C-15-006 to determine if swallows nest on the structure and if the new railing installation will impact swallow nesting.

Under the U.S. Migratory Bird Treaty Act, intentional destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service (USFWS). Therefore, the project should either occur only between August 30<sup>th</sup> and May 1<sup>st</sup> (non-nesting season) or utilize measures to prevent nesting (e.g., *remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1*). If netting is used, ensure the maximum mesh hole size in the net is ¾ inch or less (Swallows – Damage prevention and Control Methods. 1994. United States Department of Agriculture Animal and Plant Health Inspection Service Animal Damage Control), is properly maintained, then removed as soon as the nesting period is over. If neither of these options are practicable then the USFWS must be contacted to apply for a depredation permit.

### **Invasive Species:**

All project equipment shall be decontaminated for removal of invasive species prior to and after each use on the project site by utilizing other best management practices (<https://dnr.wi.gov/topic/Invasives/bmp.html>) to avoid the spread of invasive species as outlined in ch. NR 40, Wis. Adm. Code. For further information, please refer to the following: <https://dnr.wi.gov/topic/invasives/classification.html>

The following invasive species has been identified within the vicinity of C-15-006:

- **Rusty Crayfish** (*Orconectes rusticus*) – Crayfish – Restricted Species. The Rusty Crayfish is known to inhabit the North Branch Pike River. [LINK](#) to control guidance.
- **Tall manna grass** or **Reed manna grass** (*Glyceria maxima*) – Wetland Plant – Prohibited/Restricted Species. This species of grass has been identified at C-15-006. [LINK](#) to control guidance.
- **Emerald Ash Borer:** This project has the potential for spreading the Emerald Ash Borer (EAB) beetle. While it is legal to freely move ash debris or wood throughout Wisconsin, it is a best management practice to prevent spreading the pest to areas where it is not yet established. A frequently updated map of where EAB is confirmed in WI is available at [Wisconsin's EAB Information website](#). As a rule of thumb, if your project is in the southern half of the state and you are removing many dead or dying ash, they may be infested with EAB. If so, consider these [best management practices to prevent spread of EAB](#).

- **Oak Wilt:** This project involves work that may involve cutting, pruning, or accidental wounding of oak trees. Follow WDOT policy regarding preventing transmission of oak wilt, <https://wisconsindot.gov/rdwy/cmm/cm-03-10.pdf#cm3-10.2>

**Floodplains:**

A preliminary review of the Surface Water Data Viewer (SWDV) indicates that mapped floodplain may be impacted by the proposed slope intercepts for the new beam guard. Any proposed temporary or permanent changes to the road or waters of the state in mapped floodplain areas require that DOT coordinate with the Racine County Zoning Administrator to ensure compliance with the local zoning ordinance and intent of ch. NR 116, Wis. Adm. Code. Examples of floodplain encroachments include but are not limited to: changes to waterway crossings; culvert extensions; changes to road surface elevations and/or side-slopes; temporary causeways; temporary structures; general fill.

**Storm Water Management & Erosion Control:**

Additional ground disturbances from the work proposed at C-15-006 must be factored into the overall project to determine if the TCGP will be required.

- For projects disturbing an acre or more of land erosion control and storm water measures must adhere to the Wisconsin Pollutant Discharge Elimination System Transportation Construction General Permit (TCGP) for Storm Water Discharges. Coverage under TCGP is required prior to construction. WisDOT should apply for permit coverage by submitting a Notice of Intent (NOI) prior to, or when requesting Final Concurrence. Permit coverage will be issued by DNR with the Final Concurrence letter after design is complete and documentation shows that the project will meet construction and post-construction performance standards. For more information regarding the TCGP you can go to the following link, and click on the "Transportation" tab: <https://dnr.wi.gov/topic/Sectors/Transportation.html>
- All projects require an Erosion Control Plan (ECP) that describes best management practices that will be implemented before, during and after construction to minimize pollution from storm water discharges. Additionally, the plan should address how post-construction storm water performance standards will be met for the specific site. The project design and Erosion Control Implementation Plan (ECIP) must comply with the TCGP in order to receive permit-coverage from the DNR.
- Once the project contract has been awarded, the contractor will be required to outline their implementation of erosion control measures as it relates to the construction project, as well as their construction methods in the ECIP. An adequate ECIP for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference. For projects regulated under the TCGP, submit the ECIP as an amendment to the ECP.

**Asbestos:**

A Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 (chapters NR 406, 410, and 447 Wis. Adm. Code) may be required. Please refer to DOT FDM 21-5-1 (November 2019) and the DNR's notification requirements web page: <http://dnr.wi.gov/topic/Demo/Asbestos.html> for further guidance on asbestos inspections and notifications. Contact Mark Chamberlain, Air Management Specialist (920) 424-7898, with questions on the form. The notification must be submitted 10 working days in advance of demolition projects, regardless of asbestos quantities. Please refer to WisDOT procedures on asbestos inspection and abatement for supplemental information.



**Seeding:**

Given the proximity of C-15-006 to the North Branch Pike River and the overall restoration efforts for the Pike River (downstream), DNR is requesting that a seed mix be used that is similar to the Pike River restoration efforts for any final restoration work at C-15-006 and the associated beam guards.

**U.S. Army Corps of Engineers Coordination:**

This project may require a permit from the U.S. Army Corps of Engineers (USACE). Please contact USACE for more details.

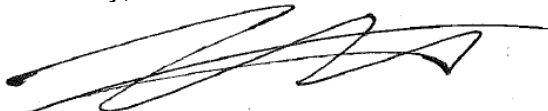
**Other:**

All local, state, and federal permits and/or approvals must be obtained prior to commencing construction activities.

This Initial Review Letter only addresses the April 30, 2021 Addendum proposing additional work at C-15-006 and additional beam guard work at STH 20 and the North Branch Pike River. The DNR Initial Review Letter dated January 29, 2020 remains in effect along with this Initial Review Letter.

The above comments represent the DNR's initial concerns for the proposed work at C-15-006 and beam guard and does not constitute final concurrence. Final concurrence for the overall project #2250-15-00/70 will be granted after further review of refined project plans, Erosion Control Plan, Wetland Impact Tracking Form, Special Provisions, NOI for the TCGP, and additional coordination if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at (262) 623-0194, or email at benton.stelzel@wisconsin.gov.

Sincerely,



Environmental Analysis & Review Specialist

Attachments: Exhibit 01 – Stewardship Funded Lands

cc: Tommy Curran, DOT REC/thomas1.curran@dot.wi.gov  
Bianca Clayton, DOT SWEC/bianca.clayton@dot.wi.gov  
Gary Metzger, DOT/gary.metzger@dot.wi.gov  
Zach Feest, Conservation Warden/zachery.feest@wisconsin.gov  
Racine County Development Services/RCPublicWorks@racinecounty.com  
U.S. Army Corps of Engineers/usace\_requests\_wi@usace.army.mil



Wisconsin Department of Natural Resources

## Public Access Lands

Search...



NOTES  
Benton Stelzel – DNR  
Not to Scale

Exhibit 01  
Snag-It Image  
from WI Public  
Access 5/6/21

- Helpful Links Basic Tools Customize Map
- Show Layer List Show Legend Previous Extent Pan Identify I Want to Find... Bookmarks Print Map to PDF (with legend) Export Map to Graphic (no legend) Share Map Viewer URL Add Layers

Knowles-Nelson Funded Parcel (1)

Village of Mt. Pleasant - Pike River Corridor Acquisition II

Knowles-Nelson Stewardship Funded Property

Contact Name: MT. PLEASANT STORM WATER UTILITY DISTRICT

Phone: (262)554-8750

Email: SONNYHAVN@AOL.COM

This is conservation land funded through the Knowles-Nelson Stewardship program.

The land may or may not be open to all outdoor activities such as hunting, fishing or trapping.

Contact the land owner or conservation organization to understand the activities allowed on this property.

**Please honor all postings on this land.**

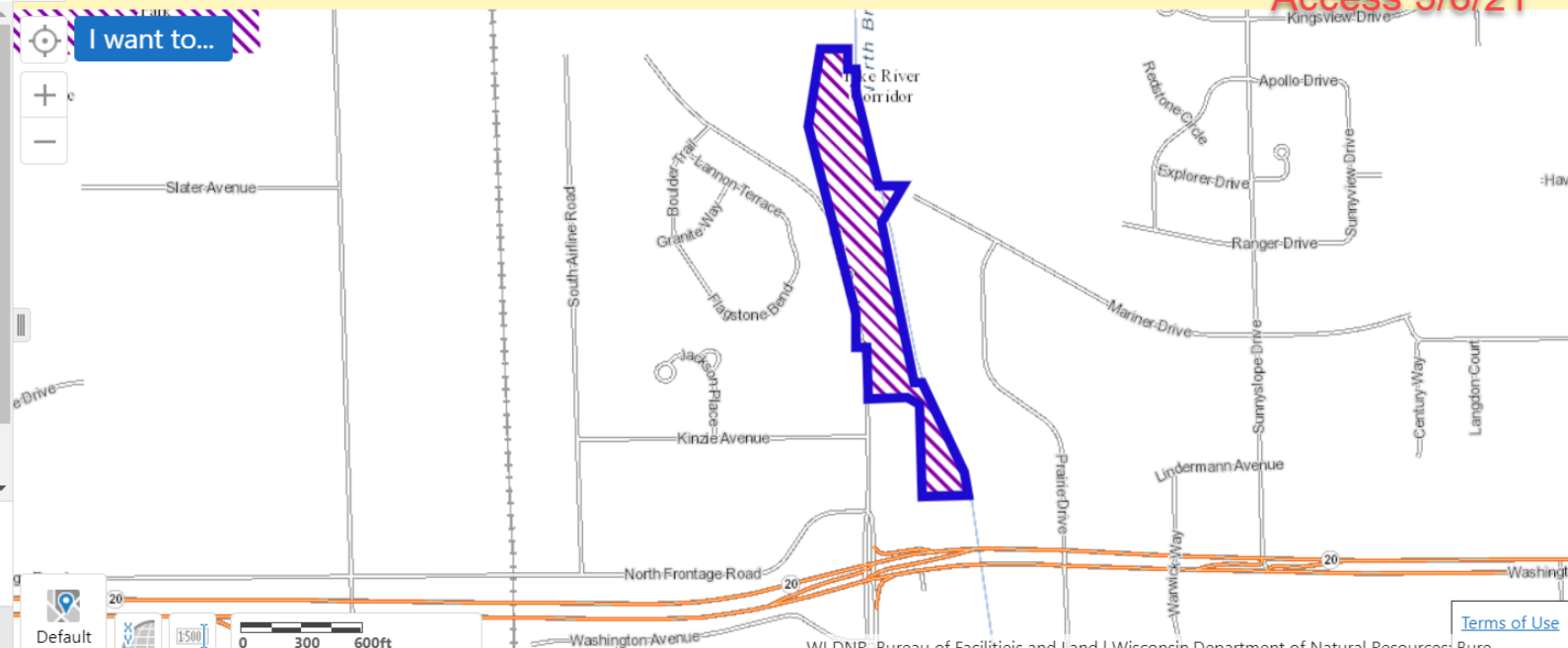
Displaying 1 - 1 (Total: 1)

Page 1 of 1

Home Legend Knowles-Nels...

I want to...

Click or tap a location on the map to learn what's there.



WI DNR, Bureau of Facilities and Land | Wisconsin Department of Natural Resources; Bureau of Facilities and Land

[Terms of Use](#)



January 29, 2020

Greg Gard  
Wisconsin Department of Transportation  
141 N.W. Barstow Street  
P.O. BOX 798  
Waukesha, WI 53187-0798

**Subject: DNR Initial Project Review**

Project I.D. 2250-15-00/70  
STH 20  
Oakes Rd. to STH 31  
Village of Mount Pleasant  
Racine County, WI

Dear Mr. Gard :

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the above-referenced project. According to your proposal, the purpose of this project is resurfacing with right of way acquisition.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT (Wisconsin Department of Transportation) Cooperative Agreement. Initial comments on the project as proposed are included below, and we assume that additional information will be provided that addresses all resource concerns identified. To ensure compliance with resource protections, we are recommending that Special Provisions be developed for specific resource protections described below. DNR expects that the full range of DOT roadway standards will be applied throughout the design and construction process.

**A. Project-Specific Resource Concerns**

**Wetlands:**

There is potential for wetland impacts to occur as a result of this project. Wetland impacts must be avoided and/or minimized to the greatest extent practicable. Unavoidable wetland losses must be compensated for in accordance with the DNR/DOT Cooperative Agreement and the DOT Wetland Mitigation Banking Technical Guideline. DNR requests information regarding the amount and type of unavoidable wetland impacts.

### **Fisheries/Stream Work:**

The Pike River is a navigable waterway and a fish and aquatic life waterway. There shall be no in-stream disturbance between March 1<sup>st</sup> and June 1<sup>st</sup>, with both dates inclusive of the timeout period. This construction BMP minimizes impacts to fish and other aquatic organisms during sensitive time periods such as spawning, and migration.

If erosion control matting is to be used along stream banks, DNR recommends biodegradable non-netted matting (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animal entrapment. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.

### **Endangered Resources:**

Based upon a review of the Natural Heritage Inventory (NHI) dated 1/29/20, the project area is near a known occurrence for the threatened and/or endangered species listed below, and there is potential for these species to occur if there is suitable habitat within your project limits. To ensure there are no adverse impacts, habitat suitability should be determined for these listed species. If suitable habitat is found within the project limits, and impacts to that habitat cannot be avoided, then additional surveys may be necessary:

The following measures will be needed: See attached review.

With this review the following has also been determined:

- There are no known Northern Long-eared Bat (NLEB) maternity roost trees within 150 feet of the project, or known hibernacula within 0.25 miles of the proposed project area.
- This project is located outside of any High Potential Zones (HPZ) for the Rusty Patched Bumblebee (RPBB), and therefore should have no impact on this federally endangered species.
- ❖ *NHI Disclaimer: This review letter may contain NHI data, including specific locations of endangered resources, which are considered sensitive and are not subject to Wisconsin's Open Records Law. As a result, information contained in this review letter may be shared only with individuals or agencies that require this information in order to carry out specific roles in the permitting, planning and implementation of the proposed project. Specific locations of endangered resources may not be released or reproduced in any publicly disseminated documents.*

### **Migratory Birds:**

Based on the information provided/based on site review, there is evidence of past migratory bird nesting on the existing structure. Under the U.S. Migratory Bird Treaty Act, destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service (USFWS). Therefore, the project should either occur only during non-nesting season or utilize measures to prevent nesting (e.g., *remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1*). If netting is used, ensure it is properly maintained, then removed as soon as the nesting period is over. If neither of these options is practicable then the USFWS must be contacted to apply for a depredation permit.

### **Invasive Species and Viral Hemorrhagic Septicemia (VHS):**

All project equipment shall be decontaminated for removal of invasive species prior to and after each use on the project site by utilizing other best management practices to avoid the spread of invasive species as outlined in NR 40, Wis. Adm. Code. For more information, refer to

<http://dnr.wi.gov/topic/Invasives/bmp.html>.

**Emerald Ash Borer:** This project has the potential for spreading the Emerald Ash Borer (EAB) beetle. It is illegal to move or transport ash material, the emerald ash borer, and hardwood debris (i.e. firewood) from EAB quarantined areas to a non-quarantined area without a compliance agreement issued by WI Department of Agriculture, Trade and Consumer Protection. Regulated items include cut hardwood (non-coniferous) firewood, ash logs, ash mulch or bark fragments larger than one inch in diameter, or ash nursery stock (DATCP statute 21).

- For more information regarding the EAB and quarantine areas please click on the following link: <http://datcpservices.wisconsin.gov/eab/article.jsp?topicid=20>
- Recommendations to reduce the spread of EAB in potentially infested Ash wood: <http://datcpservices.wisconsin.gov/eab/articleassets/Recommendations%20to%20reduce%20the%20spread%20of%20EAB.pdf>

### **Floodplains:**

A determination must be made as to whether the project lies within a mapped/zoned floodplain. Any proposed temporary or permanent changes to the road or waterway geometry in mapped floodplain areas requires that DOT coordinate with the Racine Zoning Administrator to ensure compliance with the local zoning ordinance and NR116. Examples of floodplain development activity includes, but not limited to, the following: changes to waterway crossings; culvert extensions; changes to road surface elevations and/or side-slopes; temporary causeways; temporary structures; general fill.

- A preliminary review of the Surface Water Data Viewer (SWDV) indicates that floodplain conditions exist within the project limits.

### **Storm Water Management & Erosion Control:**

- For projects disturbing an acre or more of land, erosion control and storm water measures must adhere to the Wisconsin Pollutant Discharge Elimination System Transportation Construction General Permit (TCGP) for Storm Water Discharges. Coverage under TCGP is required prior to construction. DOT should apply for permit coverage just before the project goes to final PS&E. Permit coverage will be issued by the DNR after design is complete and documentation shows that the project will meet construction and post-construction performance standards. For more information regarding the TCGP you can go to the following link, and click on the "Transportation" tab: <https://dnr.wi.gov/topic/Sectors/Transportation.html>.
- All projects require an Erosion Control Plan (ECP) that describes best management practices that will be implemented before, during and after construction to minimize pollution from storm water discharges. Additionally, the plan should address how post-construction storm water performance standards will be met for the specific site. The project design and Erosion Control Implementation Plan (ECIP) must comply with the TCGP in order to receive "permit-coverage" from the DNR.

- Once the project contract has been awarded, the contractor will be required to outline their construction methods in the ECIP. An adequate ECIP for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference. For projects regulated under the TCGP, submit the ECIP as an amendment to the ECP.

**Selected Site & Commercial Non-Metallic Mines:**

- The DOT Select Site process must be adhered to for clean fill or any other material that leaves the work site. The DNR liaison will review all proposed select sites and a site visit may be required. Filling of wetlands, waterways or floodplain is not allowed under the select site process, unless the site owner obtains required permits. No new impermeable surfaces can be left at a select site (including gravel roads or pads), unless the site owner obtains required permits. Contaminated materials leaving the site need to adhere to the Hazardous Material Management Plan.
- Use of Commercial Non-Metallic Mines must accompany documentation that such mines have received all applicable local, state and federal permits before being used on the project, including local non-metallic mining reclamation permits and applicable WPDES permits as issued by the DNR.

**Other Issues:**

This project may require a permit from the U.S. Army Corps of Engineers (USACE). All local, state, and federal permits and/or approvals must be obtained prior to commencing construction activities.

The above comments represent the DNR's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, and additional consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at (414) 507-4946, or email at [Kristina.betzold@wi.gov](mailto:Kristina.betzold@wi.gov).

Sincerely,



Kristina Betzold  
Environmental Analysis & Review Specialist

# Attachment #5

Safety Certification Documentation



CORRESPONDENCE/MEMORANDUM \_\_\_\_\_ State of Wisconsin

Date: AUGUST 28, 2019

To: \_\_\_\_\_

From: \_\_\_\_\_  
\_\_\_\_\_ Region

Subject: SAFETY CERTIFICATION DOCUMENT  
2250-15-70  
STH 20  
RACINE COUNTY

Having considered the safety performance of the existing corridor and any proposed improvements, we believe this document reflects the intent of the policy and guidelines described in section 11-38 of the Wisconsin Facilities Development Manual.

Concurrence:

\_\_\_\_\_  
Bureau of Traffic Operations  
Traffic Engineering and Safety Section  
(only required for projects with IHSDM analysis)

\_\_\_\_\_  
Date

Approval:

SE Region Safety Engineer	Date

SE Region BPD Oversight Engineer	Date

SE Region Planning Chief	Date

## Safety Certification Document

**Analyst:** Greg Gard, Jr.  
**Agency:** Wisconsin Department of  
 Transportation  
**Date of Analysis:** June 2019

**Design ID:** 2250-15-00  
**Highway:** WIS 20 (from Oakes Rd. to Roosevelt Ave.)  
**Project Title:** Washington Ave.-Village of Mount Pleasant

1. **Did the project have Meta-Manager Safety Flags?** Yes ☒ No ☐

Comments: Between Oakes Rd. and Sunnyslope Dr. as well as Emmertson Rd. and STH 31. Project will stop short of STH 31 due to intersection was rehabbed in 2017.

2. **Did relevant crashes remain after initial Crash Vetting Process?** Yes ☐ No ☒

**Comments:** Although crashes have been excluded due to violations of rules of the road and/or laws, crashes are concentrated at major intersections. Traffic signal equipment will be replaced with the project due to the end of service life for the signal equipment. The signalized intersections of Oakes Rd, Sunnyslope Dr., Emmertsen Rd. and Village Center Dr. will have signal equipment replaced and mono-tube structures installed at the intersections. The major crash trends at these intersections are angle, rear-end and left turn crashes. The mono-tube structures will allow for traffic signal heads per lane. The result will be better traffic signal visibility with an expected reduction in rear-end and right-angle crashes. Additionally, four-section heads with flashing yellow arrows will be installed at applicable left turn lanes. This will result in allowing flexibility for left turn phasing which could include protected only left turn phasing by time of day.

Roadway construction occurred on STH 31 and within the functional area of the STH 20 & STH 31 intersection in 2017. Traffic signal equipment including mono-tube structures were also installed at the intersection. There is not a minimum of three years of crash data after construction for this analysis. The same reduction in right-angle, rear-end and left turn crashes are expected after the 2017 construction.

Left turn lanes at signalized intersections are generally neutrally offset. The exception is at Oakes Rd where the left turn lanes on STH 20 are positively offset. However, the left turn lanes on Oakes Rd are negatively offset. It would be difficult to get neutral offset left turn lanes on Oakes Rd, since the frontage road is so close to the intersection for the north leg and relatively narrow median width on the south leg. There is not a major crash issue with left turn movements on Oakes Rd.

3. **Are safety improvements needed to address concerns after the CGA Process?** Yes ☐ No ☒

Comments: No crashes remained after vetting process.

4. **Were safety mitigation alternatives analyzed in this project?** Yes ☐ No ☒

4.1. **Provide narrative of existing geometric conditions**

4.2. **Provide narrative of crash history that was used to begin the SMCP**

4.3. **Provide narrative of safety mitigation alternatives analyzed in SMCP**

4.4. **Analysis Results**


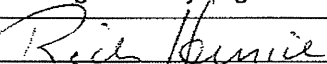
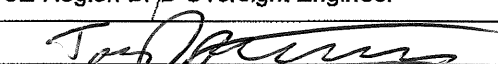
The table below summarizes alternative crash forecasts, cost, and benefit/cost ratio for the total project.

Total Project Analysis	Base	Alt. A	Alt. B	Alt. C	Add columns
Name					
Analysis Method					
Fatal & Injury					
Property Damage					
Total					
Cost					
B/C					

**4.5. Provide narrative of reasonable and acceptable safety mitigation alternatives for consideration in the project improvement process**

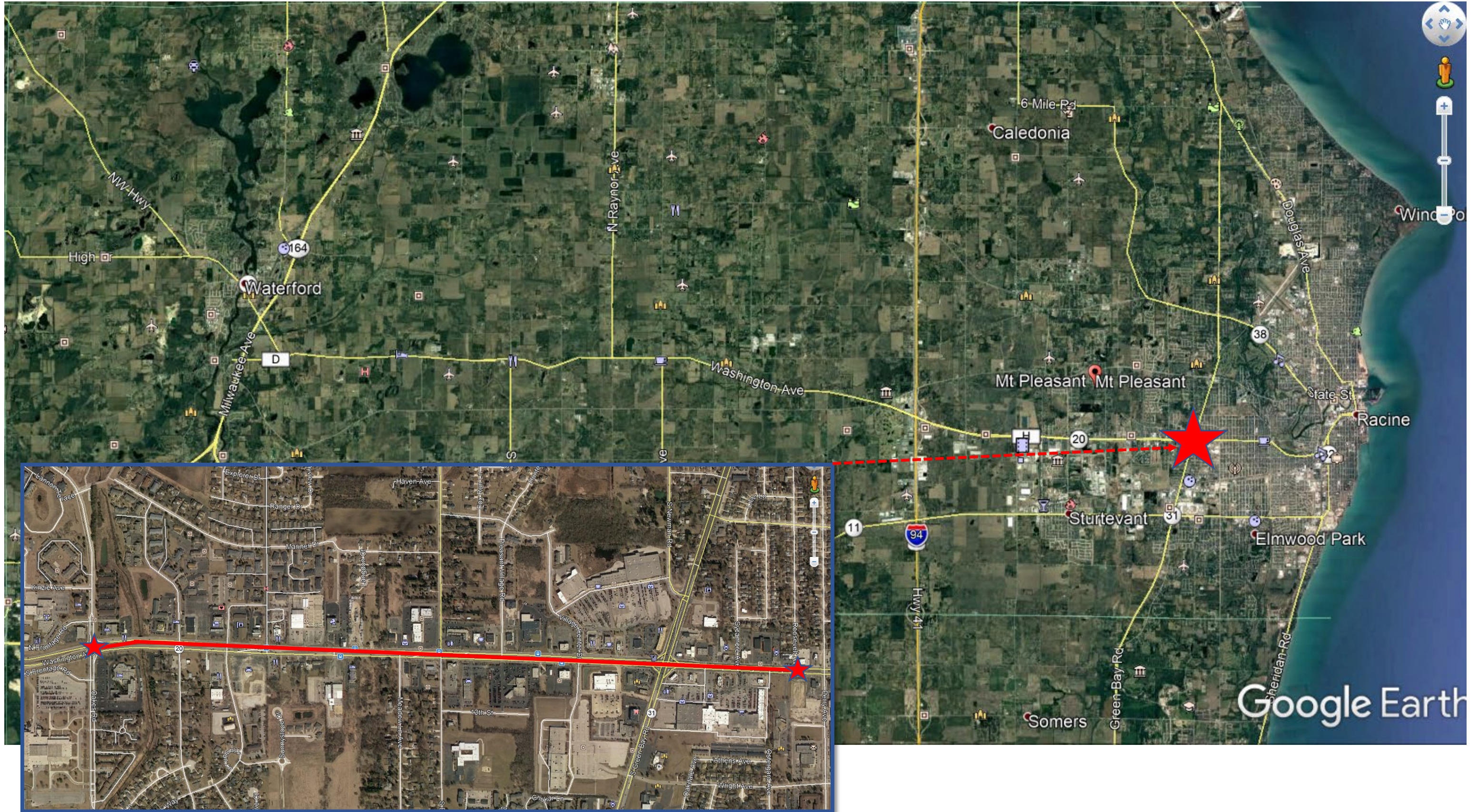
Although crashes have been excluded due to violations of rules of the road and/or laws, crashes are concentrated at major intersections. Traffic signal equipment will be replaced with the project due to the end of service life for the signal equipment. The signalized intersections of Oakes Rd, Sunnyslope Dr, Emmertsen Rd and Village Center Dr will have signal equipment replaced and mono-tube structures installed at the intersections. The major crash trends at these intersections are angle, rear-end and left turn crashes. The mono-tube structures will allow for traffic signal heads per lane. The result will be better traffic signal visibility with an expected reduction in rear-end and right-angle crashes. Additionally, four-section heads with flashing yellow arrows will be installed at applicable left turn lanes. This will result in allowing flexibility for left turn phasing which could include protected only left turn phasing by time of day.

**5. Approval**

	8/28/2019
SE Region Safety Engineer	Date:
	8/28/19
SE Region BPD Oversight Engineer	Date:
	9/6/19
Region Planning Chief	Date:

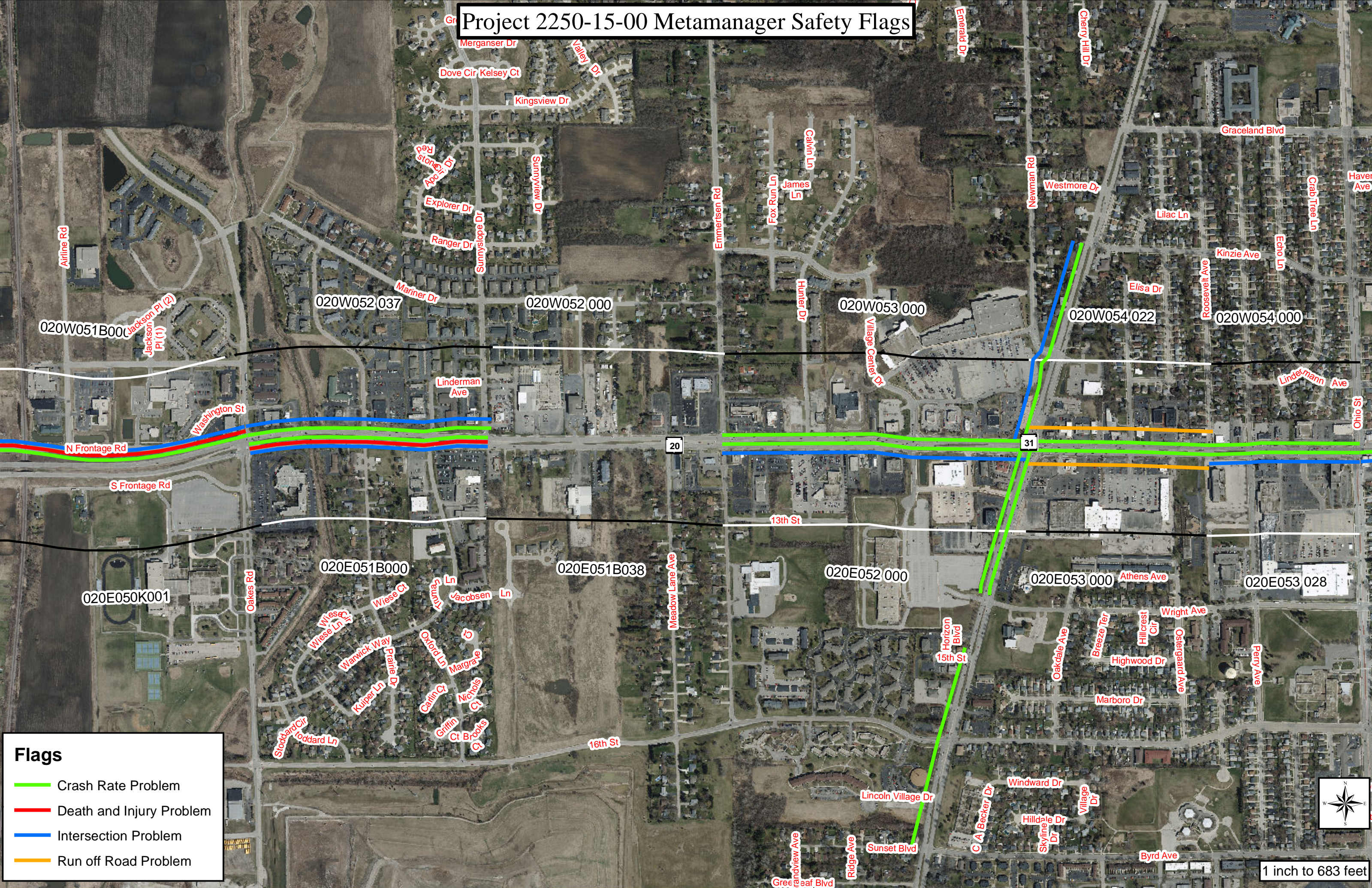


**PROJECT: 2250-15-00/70**  
**WIS 20 FROM OAKES RD. TO ROOSEVELT AVE.**  
**VILLAGE OF MOUNT PLEASANT, RACINE COUNTY, WI**





# Project 2250-15-00 Metamanager Safety Flags



**Flags**

Crash Rate Problem

Death and Injury Problem

Intersection Problem

Run off Road Problem



1 inch to 683 feet



# FDM 11-38 Attachment 10.2 Safety Certification Worksheet

## Safety Certification Worksheet

Analyst: Greg Gard, Jr. Design ID: 2250-15-00/70  
 Agency: WisDOT Highway: WIS 20 (From Oakes Rd to Roosevelt Ave.)  
 Date of Analysis: 4/1/2019 Project Title: \_\_\_\_\_  
 Meta Manager Release Date: \_\_\_\_\_ Project Description: Roadway Resurface, signal, and Pedestrian curb ramp updates.  
 Meta Manager Crash Years: 2013-2017 There will also be some cleaning to a box culvert with some NW wing-wall repairs.

System Screening - Sites of Promise									Crash Vetting - Sites of Promise	Contributing Geometric Analysis		
See FDM 11-38-10.2 for guidance									See FDM 11-38-10.3 for guidance	See FDM 11-38-10.4 for guidance		
PDP ID	From RP	RP Description	To RP	Length (PDP_Mile)	Crash Rate Flag (RATEFLAG) (Insert value if ≥ 1.0)	KAB Crash Rate Flag (MMGR_KAB_CRSH_RT) (Insert value if ≥ 1.00)	Intersection Crash Rate Flag (MM Database Name) (Insert value if ≥ 1.0)	Intersection KAB Crash Rate Flag (MM Database Name) (Insert value if ≥ 1.0)	Summarize the contributing factors for ALL crashes in the flagged segment or intersection.	Which geometric features contribute to the type and severity of the crashes?	Possible Countermeasures for Safety Mitigation Process	
3977	020E051B000	OAKES RD	020E051B038	0.38	2.45	1.44	1.26	2.53	MOST CRASHES WERE DUE TO FAILURE TO YIELD AND INATTENTIVE DRIVING. THERE ARE SOME NOTED BY POLICE OFFICERS THAT SIGNAL TIMING MAY BE THE CAUSE OF SOME OF THE CRASHES. OTHER CRASHES WERE DUE TO ROAD CONDITIONS BEING WET/SNOWY/ICY.	NONE	SIGNALS WILL BE UPDATED TO MONO-TUBE TYPE SIGNALS AT THE INTERSECTIONS IN THIS SEGMENT. NEW TIMING AND LEFT-TURN SIGNAL MOVEMENTS SHOULD HELP DECREASE THE AMOUNT OF CRASHES.	
379	020E52 000	EMMERTSEN RD	020E053 000	0.49	1.50	0	1.07	0	MOST CRASHES WERE DUE TO FAILURE TO YIELD AND INATTENTIVE DRIVING AND RUNNING RED LIGHT. THERE ARE SOME NOTED BY POLICE OFFICERS THAT SIGNAL TIMING MAY BE THE CAUSE OF SOME OF THE CRASHES. OTHER CRASHES WERE DUE TO ROAD CONDITIONS BEING WET/SNOWY/ICY.	NONE	SIGNALS WILL BE UPDATED TO MONO-TUBE TYPE SIGNALS AT THE INTERSECTIONS IN THIS SEGMENT. NEW TIMING AND LEFT-TURN SIGNAL MOVEMENTS SHOULD HELP DECREASE THE AMOUNT OF CRASHES.	
3980	020E053 000	STH 31	020E053 028	0.28	1.39	0	0	0	MOST CRASHES WERE DUE TO FAILURE TO YIELD AND INATTENTIVE DRIVING AND RUNNING RED LIGHT. THERE ARE SOME NOTED BY POLICE OFFICERS THAT SIGNAL TIMING MAY BE THE CAUSE OF SOME OF THE CRASHES. OTHER CRASHES WERE DUE TO ROAD CONDITIONS BEING WET/SNOWY/ICY. 1 BICYCLE ACCIDENT	NONE	SIGNALS WILL BE UPDATED TO MONO-TUBE TYPE SIGNALS AT THE INTERSECTIONS IN THIS SEGMENT. NEW TIMING AND LEFT-TURN SIGNAL MOVEMENTS SHOULD HELP DECREASE THE AMOUNT OF CRASHES.	
4000	020W054 022	ROOSEVELT	020W053 000	0.28	1.47	0	0	1.12	MOST CRASHES WERE DUE TO FAILURE TO YIELD AND INATTENTIVE DRIVING . THERE ARE ALSO A LOT OF CRASHES DUE TO VEHICLES COMING OUT OF PARKING LOTS/DRIVEWAYS. THERE ARE A LOT OF THEM ALONG THIS CORRIDOR AND DRIVERS NEED TO CROSS 3 LANES OF TRAFFIC TO GO OPPOSITE DIRECTIONS ON STH 20. OTHER CRASHES WERE DUE TO ROAD CONDITIONS BEING WET/SNOWY/ICY. 2 PEDESTRIAN CRASHES WERE CAUSED BY DRIVERS NOT YIELDING.	NONE	SIGNALS WILL BE UPDATED TO MONO-TUBE TYPE SIGNALS AT THE INTERSECTIONS IN THIS SEGMENT. NEW TIMING AND LEFT-TURN SIGNAL MOVEMENTS SHOULD HELP DECREASE THE AMOUNT OF CRASHES. CURB RAMPS AND NEW CROSSWALK MARKINGS WILL ALSO BE UPDATED AND APPLIED.	
4002	020W053 000	STH 31 NB	020W052 000	0.49	1.15	0	0	0	MOST CRASHES WERE DUE TO FAILURE TO YIELD AND INATTENTIVE DRIVING AND RUNNING RED LIGHT. THERE ARE SOME NOTED BY POLICE OFFICERS THAT SIGNAL TIMING MAY BE THE CAUSE OF SOME OF THE CRASHES. OTHER CRASHES WERE DUE TO ROAD CONDITIONS BEING WET/SNOWY/ICY.	NONE	SIGNALS WILL BE UPDATED TO MONO-TUBE TYPE SIGNALS AT THE INTERSECTIONS IN THIS SEGMENT. NEW TIMING AND LEFT-TURN SIGNAL MOVEMENTS SHOULD HELP DECREASE THE AMOUNT OF CRASHES. CURB RAMPS AND NEW CROSSWALK MARKINGS WILL ALSO BE UPDATED AND APPLIED.	
4004	020W052 037	EMMERTSON TO	020W051B000	0.39	1.88	1.18	1.07	0	MOST CRASHES WERE DUE TO FAILURE TO YIELD AND INATTENTIVE DRIVING . THERE ARE ALSO A LOT OF CRASHES DUE TO VEHICLES COMING OUT OF PARKING LOTS/DRIVEWAYS. THERE ARE A LOT OF THEM ALONG THIS CORRIDOR AND DRIVERS NEED TO CROSS 3 LANES OF TRAFFIC TO GO OPPOSITE DIRECTIONS ON STH 20. OTHER CRASHES WERE DUE TO ROAD CONDITIONS BEING WET/SNOWY/ICY. 2 PEDESTRIAN AND 1 BIKE CRASHES WERE CAUSED BY DRIVERS NOT YIELDING .	NONE	SIGNALS WILL BE UPDATED TO MONO-TUBE TYPE SIGNALS AT THE INTERSECTIONS IN THIS SEGMENT. NEW TIMING AND LEFT-TURN SIGNAL MOVEMENTS SHOULD HELP DECREASE THE AMOUNT OF CRASHES. CURB RAMPS AND NEW CROSSWALK MARKINGS WILL ALSO BE UPDATED AND APPLIED.	



<u>PDP ID</u>	<u>ISEQNO</u>	<u>TRAF_SEG</u>	<u>RECKEY</u>	<u>FOS_PROJ</u>	<u>PDP_FRM</u>	<u>PDP_TO</u>	<u>PDP_MILE</u>	<u>ACSI_INTS</u>	<u>DIVUND</u>	<u>HWY&amp;DIR</u>	<u>RATEFLAG</u>	<u>MMGR</u>	<u>KAB</u>	<u>CRSH</u>	<u>RT</u>	<u>FL</u>
3977	23670	27101	350244	22501570	020E051B000	020E051B038	0.38	OAKES RD	D	020E	2.45					1.44
3978	23670	8158	350244	22501570	020E051B038	020E052 000	0.37		D	020E	0.00					0.00
3979	23670	3402	350244	22501570	020E052 000	020E053 000	0.49	EMMERTSE	D	020E	1.50					0.00
3980	23680	1733	350244		020E053 000	020E053 028	0.28	STH 31 NB	D	020E	1.39					0.00
4000	23840	1733	350245		020W054 022	020W053 000	0.28		D	020W	1.47					0.00
4002	23830	3402	350245	22501570	020W053 000	020W052 000	0.49	STH 31 NB	D	020W	1.15					0.00
4003	23830	8158	350245	22501570	020W052 000	020W052 037	0.37	EMMERTSE	D	020W	0.00					0.00
4004	23830	27101	350245	22501570	020W052 037	020W051B000	0.39		D	020W	1.88					1.18

<u>SPOT RP KY</u>	<u>FEATURE NEAR</u>	<u>SFTY TRVL CLS</u>	<u>WI CNTY NM</u>	<u>CMTY TY</u>	<u>CMTY NM</u>	<u>SPOT INTS CRSH RT FL</u>	<u>SPOT KAB CRSH RT FL</u>
020E051B000	OAKES RD	310: Multilane Divided Highways Posted at 45 mph or higher	RACINE	V	MOUNT PLEASANT	6.82	2.53
020E051B010	C510016 /STH 20 /PIKE RIVER	310: Multilane Divided Highways Posted at 45 mph or higher	RACINE	V	MOUNT PLEASANT	0.00	0.00
020E051B020	PRAIRIE DR	310: Multilane Divided Highways Posted at 45 mph or higher	RACINE	V	MOUNT PLEASANT	0.00	0.00
020E051B030	WARWICK WAY	310: Multilane Divided Highways Posted at 45 mph or higher	RACINE	V	MOUNT PLEASANT	1.11	0.00
020E051B040	SUNNY SLOPE DR	320: Multilane Divided Highways Posted at 40 mph or lower	RACINE	V	MOUNT PLEASANT	0.00	1.31
020E051B060		320: Multilane Divided Highways Posted at 40 mph or lower	RACINE	V	MOUNT PLEASANT	0.00	0.00
020E051B070	MEADOW LANE AVE	320: Multilane Divided Highways Posted at 40 mph or lower	RACINE	V	MOUNT PLEASANT	0.00	0.00
020E052 000	EMMERTSEN RD	320: Multilane Divided Highways Posted at 40 mph or lower	RACINE	V	MOUNT PLEASANT	2.32	1.12
020E052 020		320: Multilane Divided Highways Posted at 40 mph or lower	RACINE	V	MOUNT PLEASANT	0.00	0.00
020E052 030	VILLAGE CENTER DR	320: Multilane Divided Highways Posted at 40 mph or lower	RACINE	V	MOUNT PLEASANT	1.67	0.00
020E052 040		320: Multilane Divided Highways Posted at 40 mph or lower	RACINE	V	MOUNT PLEASANT	0.00	0.00
020E052R000	STH 31 SB	320: Multilane Divided Highways Posted at 40 mph or lower	RACINE	V	MOUNT PLEASANT	1.76	0.00
020E053 000	STH 31 NB	320: Multilane Divided Highways Posted at 40 mph or lower	RACINE	V	MOUNT PLEASANT	1.45	0.00
020E053 010	ENTRANCE TO STRIP MALL	320: Multilane Divided Highways Posted at 40 mph or lower	RACINE	V	MOUNT PLEASANT	0.00	0.00
020E053 020	SYCAMORE AVE	320: Multilane Divided Highways Posted at 40 mph or lower	RACINE	V	MOUNT PLEASANT	1.43	1.12
020W054 020	ROOSEVELT AVE	320: Multilane Divided Highways Posted at 40 mph or lower	RACINE	C	RACINE	1.43	1.12
020W054 030		320: Multilane Divided Highways Posted at 40 mph or lower	RACINE	C	RACINE	0.00	0.00
020W054 040	SYCAMORE AVE	320: Multilane Divided Highways Posted at 40 mph or lower	RACINE	C	RACINE	1.43	1.12
020W052R010		320: Multilane Divided Highways Posted at 40 mph or lower	RACINE	V	MOUNT PLEASANT	0.00	0.00
020W052R020	VILLAGE CENTER DR	320: Multilane Divided Highways Posted at 40 mph or lower	RACINE	V	MOUNT PLEASANT	2.55	0.00
020W052R030		320: Multilane Divided Highways Posted at 40 mph or lower	RACINE	V	MOUNT PLEASANT	0.00	0.00
020W052R040	HUNTER DR	320: Multilane Divided Highways Posted at 40 mph or lower	RACINE	V	MOUNT PLEASANT	0.00	0.00
020W052 010	MEADOW LN	320: Multilane Divided Highways Posted at 40 mph or lower	RACINE	V	MOUNT PLEASANT	0.00	0.00
020W052 020	ENT.PARADISE WEST BANQUET HALL	320: Multilane Divided Highways Posted at 40 mph or lower	RACINE	V	MOUNT PLEASANT	0.00	0.00
020W052 030	ENT. TO STEIN GARDEN CENTER	320: Multilane Divided Highways Posted at 40 mph or lower	RACINE	V	MOUNT PLEASANT	0.00	0.00
020W052 040	SUNNY SLOPE DR	310: Multilane Divided Highways Posted at 45 mph or higher	RACINE	V	MOUNT PLEASANT	2.19	0.00
020W052 050	WARWICK WAY	310: Multilane Divided Highways Posted at 45 mph or higher	RACINE	V	MOUNT PLEASANT	1.94	0.00
020W052 060	PRAIRIE DR	310: Multilane Divided Highways Posted at 45 mph or higher	RACINE	V	MOUNT PLEASANT	0.00	0.00
020W052 070		310: Multilane Divided Highways Posted at 45 mph or higher	RACINE	V	MOUNT PLEASANT	0.00	0.00

020E051B000 020E051B038

rp_ky	accdnmbr	ACCDDATE	ACCDTIME	ACCDSVR	INJSVR	MNRCOLL	WTHRCOND	Include/Exclude	Comments		
020E051B000	150204795	2015-02-17	2318	PD		REAR	SNOW	EXCLUDE	DRIVER ERROR. STOPPED AT INTERSECTION OF STH 31/STH 20. DRIVER 1 ATTEMPTED TO SQUEEZE THROUGH FROM THROUGH LANE TO LEFT TURN LANE AND SIDE-SWIPE DRIVER 2 IN LEFT TUEEN LANE GOING TO SB STH 31.	42.71892	-87.8457
020E051B000	150405721	2015-04-25	1820	INJ	A	ANGL	CLDY	EXCLUDE	DRIVER ERROR. BOTH TRAVELING EB ON STH 20. UNIT 1 CAME TO SUDDEN STOP AND UNIT 2 SWERVED TO TRY TO AVOID HITTING UNIT 1. BOTH COLLIDED. UNIT 2 = INATTENTIVE DRIVING.	42.71916	-87.8612
020E051B000	150602731	2015-06-12	2	INJ	C	ANGL	RAIN	EXCLUDE	DRIVER ERROR. WB VEHICLE WAS TRYING TO MAKE A LEFT TO EMMERTSON RD. EB VEHICLE HAD GREEN LIGHT AND T-BONED WB VEHICLE. OFFICER CAUGHT ACCIDENT ON DASH CAM. LEFT-TURN DRIVER WAS CITED FOR FAILURE TO YIELD RIGHT OF WAY.	42.71914	-87.8556
020E051B000	150904397	2015-09-17	1737	PD		ANGL	RAIN	EXCLUDE	DRIVER ERROR. EB STH 20 DRIVER DIDN'T REALIZE OTHER VEHICLES WERE STOPPED AT RED LIGHT AND CRASHED INTO QUEUED VEHICLE.	42.71881	-87.8466
020E051B000	151010577	2015-10-30	1923	PD		REAR	CLDY	EXCLUDE	DRIVER ERROR. DRIVER WAS TURNING FROM PARKING LOT ONTO STH 20 AND HIT DRIVER #2 GOING EB ON STH 20. DRIVER 1 CROSSED 2 LANES OF TRAFFIC TO HIT DRIVER 2.	42.71889	-87.8485
020E051B000	151011995	2015-10-29	1657	INJ	C	ANGL	CLR	EXCLUDE	DRIVER ERROR. DRIVER WAS DRIVING TO FAST FOR CONDITIONS. TRAVELING SB ON STH 31 AT INTERSECTION OF STH 20, TRIED TO STOP AFTER SIGNAL TURNED RED AND SLID INTO VEHICLES TRAVELING WB ON STH 20.	42.71879	-87.846
020E051B000	151110126	2015-11-19	2235	INJ	B	HEAD	CLR	EXCLUDE	DRIVER ERROR. VEH #1 WAS TRAVELING EASTBOUND ON STH 20, APPROACHING THE INTERSECTION AT OAKES RD. VEH #2, VEH #3, AND VEH #4 HAD BEEN STOPPED AT THE INTERSECTION FOR THE RED TRAFFIC SIGNAL THAT HAD JUST CYCLED TO GREEN. VEH #1 STRUCK VEH #2 IN A REAR-END FASHION, CAUSING A CHAIN REACTION COLLISION. THE OPERATOR OF VEH #1 SAID SHE WAS BLINDED BY THE SUN.	42.71926	-87.8704
020E051B000	151205999	2015-12-21	1002	PD		REAR	RAIN	EXCLUDE	DRIVER ERROR. FAILURE TO YIELD RIGHT OF WAY. ON THE ABOVE LISTED DATE AND TIME OPERATOR OF UNIT 1 STATED HE WAS TRAVELING WB ON STH 20. HE STATED THAT HE WAS AT THE INTERSECTION OF STH 20 AND EMMERTSON RD. TRYING TO TURN SOUTHBOUND WHEN THE LIGHT AT THE INTERSECTION TURNED YELLOW. HE STATED HE WAS IN THE MIDDLE OF THE INTERSECTION AND THE LIGHT CHANGED TO RED SO HE TRIED TO CLEAR THE INTERSECTION AND STRUCK UNIT 2. UNIT 2 STATED SHE WAS TRAVELING EASTBOUND ON STH 20 WHEN THE LIGHT WAS GREEN SHE PROCEEDED TO GO THROUGH THE INTERSECTION WHEN UNIT 1 STRUCK HER VEHICLE. THREE INDEPENDENT WITNESSES STATED THE EB TRAFFIC LIGHT WAS GREEN INDICATING UNIT 2 DID HAVE THE RIGHT AWAY. A CITATION FOR FAILURE TO YIELD TO LEFT TURN WAS ISSUED AND EXPLAINED TO THE OPERATOR OF UNIT 1.	42.71909	-87.8556
020E051B000	151209920	2015-12-22	1825	INJ	C	ANGL	CLDY	EXCLUDE	DRIVER ERROR. VEH #2 WAS WESTBOUND IN THE CENTER LANE ON HWY 20 AT HWY 31. VEH 1 WAS WESTBOUND BEHIND VEH #2. VEH 1 REAR ENDED VEH 2. THE OPERATOR OF VEH #1 STATED SHE WAS STOPPED BEHIND VEH 2 AS THERE WAS A RED LIGHT AT THE INTERSECTION. SHE STATED SHE LET HER FOOT OFF OF THE BRAKE AND LOOKED DOWN. SHE STATED WHEN SHE LOOKED UP SHE SAW VEH 2 IN FRONT OF HER AND REAR ENDED VEH #2. THE OPERATOR OF VEH #1 STATED SHE WAS GOING LESS THAN 5MPH AND SHE ONLY ROLLED ABOUT 3 FEET INTO VEH 2. SHE STATED VEH 2 WAS ALSO ROLLING FORWARD AT THE TIME OF THE ACCIDENT. THE OPERATOR OF VEH 2 STATED SHE WAS SLOWLY ROLLING FORWARD GOING ABOUT 5 MPH DUE TO THE LIGHT AT THE INTERSECTION BEING RED. SHE STATED SHE WAS THEN REAR ENDED BY VEH 1 WHO WAS GOING BETWEEN 30 MPH-40 MPH.	42.71891	-87.8454
020E051B000	130207381	2013-02-07	1255	PD		ANGL	SNOW	EXCLUDE	DRIVER ERROR. RUNNING RED LIGHT AT THE INTERSECTION OF S. EMMERTSEN RD. AND STH 20, OPERATOR OF UNIT 2 STATED SHE HAD THE GREEN LIGHT AND WAS GOING NORTHBOUND THROUGH THE INTERSECTION WHEN SHE WAS HIT IN THE DRIVER REAR SIDE OF THE VEHICLE. IT CAUSED THE VEHICLE TO SPIN. OFFICER FOLLOWED RESCUE TO THE HOSPITAL FOR THE HEAD INJURY THAT HAPPENED TO OPERATOR OF UNIT 1. SHE STATED SHE MUST HAVE LOOKED DOWN WHEN TRAVELING EB ON STH 20 IN THE FAR LEFT LANE APPROACHING THE INTERSECTION. SHE DOES NOT REMEMBER ANYTHING BESIDES THE IMPACT OF THE TWO VEHICLES. BOTH VEHICLES WERE REMOVED BY TOW. ACCIDENT CARDS ISSUED AND EXPLAINED. CITATION ISSUED AND EXPLAINED.	42.71909	-87.8556

020E051B000	130111325	2013-01-24	1126	PD		REAR	CLR	EXCLUDE	DRIVER ERROR/HITTING STOP SIGN WHEN TURNING. INTERSECTION OF PRAIRIE DR. AND STH 20. UNIT 1 WAS TRAVELING NB ON PRAIRIE DR WHEN IT WAS OBSERVED BY AN OFF DUTY MOUNT PLEASANT POLICE OFFICER STRIKING THE STOP SIGN AT THE INTERSECTION OF PRAIRIE DR AND STH 20.	42.71913	-87.8667
020E051B000	130200824	2013-02-04	726	PD		REAR	SNOW	EXCLUDE	DRIVE ERROR. PROPERTY DAMAGE. ACCIDENT ON S. GREENBAY RD ANDSTH 20. DRIVER WAS TRAVELING WB ON STH 20 TURNING SB ONTO S. GREEN BAY RD. AFTER COMPLETING THE TURN ONTO S. GREEN BAY RD, DRIVER ATTEMPTED TO SWITCH INTO THE FAR EB LANE AND LOST CONTROL OF THE VEHICLE STRIKING UTILITY POLE #5-51-209. DRIVER REPORTED NO INJURIES WERE CAUSED FROM THE ACCIDENT.	42.71848	-87.8464
020E051B000	130205900	2013-02-13	1405	INJ	C	ANGL	CLR	EXCLUDE	DRIVER ERROR.UNIT 1 WAS TRAVELING WB ON STH 20 MAKING A LEFT TURN ONTO EMMERTSON RD, WHILE MAKING THE TURN IT STRUCK UNIT 2 WHICH WAS TRAVELING E/B ON STH 20. UNIT 1 OPERATOR STATED THAT SHE HAD A GREEN LIGHT AND WAS CONTINUING EB WHEN SHE WAS STRUCK BY UNIT 1. UNIT 1 OPERATOR STATED THAT SHE WAS TRYING TO CLEAR THE INTERSECTION DUE TO HER FEAR OF BEING STRUCK BY ANOTHER VEHICLE. WITNESS STATED THAT UNIT 1 WAS CLEARING THE INTERSECTION AND THAT UNIT 2 STRUCK UNIT 1 WHILE UNIT 2 WAS ATTEMPTING TO CLEAR THE INTERSECTION.	42.719	-87.8556
020E051B000	130405284	2013-04-23	652	INJ	C	REAR	CLDY	EXCLUDE	DRIVER ERROR/HIT AND RUN. OCCURRED AT STH 20 AND EMMERTSON INTERSECTION IN THE FAR LEFT LANE TRAVELING EASTBOUND. UNIT 1 WAS IN THE FAR LEFT LANE TRAVELING EB AND REAR ENDED UNIT 2 AT THE INTERSECTION OF STH 20 AND S. EMMERTSEN RD. UNIT 1, THEN TOOK OFF AND UNIT 2 FOLLOWED UNIT 1 UNTIL THEY WERE BOTH STOPPED BY OFFICERS.	42.71909	-87.8558
020E051B000	130508796	2013-05-26	12	PD		NO	CLR		DRIVER ERROR/INNATENTICE DRIVING.BOTH VEHICLES WERE TRAVELING EB AND IN LEFT LANE ON STH 20. VEHICLE 1 WAS TRAVELING AT A HIGH RATE OF SPEED, WAS POSSIBLY NOT PAYING ATTENTION, AND THEN CAME UP BEHIND VEHICLE 2. THE OPERATOR OF VEHICLE 1 TRIED TO MOVE TO THE CENTER LANE SO HE DID NOT COMPLETELY REAR END VEHICLE 2, HOWEVER WAS TRAVELING TO FAST TO GET OUT OF THE WAY AND THE FRONT LEFT CORNER OF VEHICLE 1 STRUCK THE RIGHT REAR CORNER OF VEHICLE 2. POLICE REPORT CLAIMS THE OPERATOR OF VEHICLE 1 WAS COMPLETELY AT FAULT FOR THE ACCIDENT.	42.71922	-87.8628
020E051B000	131002634	2013-10-10	1704	INJ	A	ANGL	CLR	POSSIBLE INCLUDE? SIGNAL TIMING	DRIVER ERROR. UNIT 1 WAS INSIDE OF THE TURN LANE AND THE WB LANES GOT A RED LIGHT. IN THE TURN LANE THERE WAS FLASHING YELLOW LIGHT. UNIT 1 OPERATOR THOUGHT THAT THE YELLOW LIGHT PAIRED WITH THE RED LIGHT, THAT THE EB LANES WOULD BE ALSO GETTING A RED LIGHT AND WENT THROUGH THE INTERSECTION. UNIT 2 HAD A GREEN LIGHT HOWEVER. UNIT 1 OPERATOR STATED THAT SHE WAS FROM ILLINOIS AND HAS NEVER SEEN LIGHTS CYCLE IN THAT MANNER. <u>ACCORDING TO THE OFFICER, THIS EMMERTSON RD. INTERSECTION HAS BEEN THE SUBJECT OF SEVERAL ACCIDENTS BECAUSE OF THE WAY THE LIGHTS CYCLE AND HAS CONFUSED PEOPLE.</u>	42.71901	-87.8556
020E051B000	131205528	2013-12-16	2308	PD		NO	CLDY	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD.UNIT #1 WAS WB ON HWY 20 MAKING A LEFT TURN ONTO EMMERTSEN RD WHEN HE FAILED TO YIELD AND WAS STRUCK BY UNIT #2. UNIT #2 WAS EB ON HWY WHEN HE WENT THROUGH A GREEN LIGHT AND STRUCK UNIT #1 WHO FAILED TO YIELD WHILE MAKING A LEFT TURN.	42.71927	-87.8556
020E051B000	140107739	2014-01-24	1903	PD		REAR	WIND	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. VEHICLE #1 AND VEHICLE #2 WERE BOTH TRAVELING EAST ON STH 20 (WASHINGTON AVE.). VEHICLE #1 WAS TRYING TO GET OVER TO THE LEFT TURNING LANE AND DID NOT SEE/ OR DID NOT LOOK BEFORE MOVING OVER AND COLLIDED WITH VEHICLE #2 WHO WAS JUST GOING STRAIGHT. VEHICLE #1 SUSTAINED MINOR DAMAGE. VEHICLE #2 SUSTAINED SUBSTANTIAL DAMAGE AND NEEDED TO BE TOWED.	42.71876	-87.8408
020E051B000	140306057	2014-03-22	1	INJ	C	SSS	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNIT 1 AND UNIT 2 WERE INVOLVED IN A VEHICLE ACCIDENT. UNIT 1 AND UNIT 2 WAS TRAVELING EB ON STH 20 APPROACHING VILLAGE CENTER DR. UNIT 2 WAS STOPPED AT RED TRAFFIC CONTROL SIGNAL WHEN UNIT 1 STRUCK THE REAR OF UNIT 2. UNIT 1 DRIVER WAS ID BY IL PHOTO DL. UNIT 2 DRIVER WAS ID BY WI PHOTO DL. UNIT 1 DRIVER ADVISED HE WAS NOT PAYING ATTENTION AND STRUCK THE REAR OF UNIT 2. UNIT 1 WAS OCCUPIED BY TWO PASSENGERS WHO WERE VERBALLY IDENTIFIED. UNIT 1 DRIVER WAS ISSUED A CITATION.	42.71896	-87.8509

020E051B000	140900596	2014-09-04	1354	PD		ANGL	CLDY	EXCLUDE	DRIVER ERROR. THE OPERATOR OF VEH #1 STATED THAT VEH #2 WAS STOPPED IN FRONT AND STARTED TO MOVE TO MAKE THE RIGHT TURN. DRIVER STATED THAT SHE WATCHED VEH #2 THEN LOOKED LEFT TO SEE IF SHE WOULD BE CLEAR TO GO. WHEN SHE LOOKED LEFT VEH #2 HAD STOPPED AGAIN AND VEH #1 HIT VEH#2. THE OPERATOR OF VEH #2 STATED THAT SHE WAS WAITING FOR TRAFFIC TO CLEAR SO SHE COULD COMPLETE HER TURN. SHE STATED SHE STARTED GO AND THEN STOPPED BECAUSE THERE WAS ANOTHER CAR AND WAS HIT FROM BEHIND BY VEH #1.	42.71893	-87.8458
020E051B000	141106741	2014-11-15	1953	INJ	B	ANGL	SNOW	EXCLUDE	DRIVER ERROR. UNIT #1 WAS TURNING LEFT FROM WB STH 20 TO SB EMMERTSEN RD. UNIT 2 WAS GOING STRAIGHT EB ON STH 20. UNIT #3 WAS STOPPED AT A RED LIGHT ON NB EMMERTSEN RD. DRIVER OF #1 SAID SHE WAS IN THE MIDDLE OF THE INTERSECTION WAITING TO TURN. WHEN THE LIGHT WAS YELLOW SHE TURNED LEFT WHICH WAS INTO THE PATH OF UNIT 2, WHO SAID HIS LIGHT WAS GREEN. UNIT 1 SPUN AFTER BEING STRUCK AND SLID INTO UNIT 3. UNIT 2 SAID HE HAD A SHUNT IN HIS HEAD AND STRUCK HIS HEAD ON THE STEERING WHEEL ON IMPACT. THE PASSENGER AIR BAG ON UNIT 2 DEPLOYED BUT NOT THE DRIVER AIR BAG.	42.71909	-87.8556
020E051B000	141112123	2014-11-25	803	PD		NO	CLDY	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING/FAILURE TO YIELD. THE OPERATOR OF VEH # 2 STATED THAT SHE WAS IN THE MIDDLE LANE HEADING WEST ON STH 20 WHEN VEH #1 PULLED OUT FROM SUNNYSLOPE DR INTO THE MIDDLE LANE IN FRONT OF HER AND SHE WAS UNABLE TO STOP OR MANEUVER IN TIME AND STRUCK THE BACK OF VEH #1. THE OPERATOR OF VEH #1 STATED THAT HE HAD THE RED LIGHT AND MADE THE TURN RIGHT FROM SUNNYSLOPE ON TO STH 20 AND STATED THAT HE DID NOT SEE VEH #2.	42.71942	-87.8631
020E051B000	141209053	2014-12-29	1317	PD		SSOP	CLR	EXCLUDE	DRIVER ERROR. UNIT 1 WAS IN THE DRIVEWAY OF 5205 WASHINGTON AVE. (STH 20) TURNING LEFT ONTO STH 20. UNIT #2 WAS EB ON STH 20 IN THE LEFT LANE. A TRUCK TURNED RIGHT IN FRONT OF UNIT 1 AS SHE WAS MAKING THE LEFT TURN. UNIT 2 TRIED TO STOP, HOWEVER STRUCK HER IN ON THE ROAD BEFORE SHE COULD FINISH THE LEFT TURN.	42.71862	-87.8415
020E051B000	160106271	2016-01-20	545	PD		REAR	SNOW	EXCLUDE	DRIVER ERROR. BOTH UNITS WERE INITIATING A LEFT TURN ON TO EB STH 20 FROM SB STH 31 TURN LANE. UNIT 2 DRIVER STATED THAT AS HE WAS MAKING THE TURN AS UNIT 1 DEVIATED FROM ITS DESIGNATED LANE AND STRUCK THE DRIVER SIDE MIDDLE OF HIS TRUCK. UNIT 2 DRIVER THEN FOLLOWED UNIT 1 TO THE POST OFFICE AT WHICH POINT HE CONTACTED THE POLICE IN REGARDS TO THE ACCIDENT. UNIT 1 DRIVER WAS AGITATED AND STATED THAT ITS NOT HIS FAULT. HE STATED THAT UNIT 2 DRIVER DRIFTED INTO HIS LANE AND STRUCK THE REAR PASSENGER SIDE OF HIS TRUCK. IT SHOULD BE NOTED THAT THERE WAS PREVIOUS DAMAGE ON THE PASSENGER SIDE OF UNIT 1 FROM AN UNRELATED INCIDENT. UNIT 1 DRIVER'S SON WAS CONTACTED AND HE ADVISED THAT HIS FATHER HAS BEEN HAVING MEMORY ISSUES LATELY.	42.71895	-87.8462
020E051B000	160208050	2016-02-18	1458	PD		ANGL	CLR	EXCLUDE	DRIVER ERROR. VEH #2 WAS WESTBOUND IN THE CENTER LANE ON HWY 20 AT HWY 31. VEH 1 WAS WESTBOUND BEHIND VEH #2. VEH 1 REAR ENDED VEH 2. THE OPERATOR OF VEH #1 STATED SHE WAS STOPPED BEHIND VEH 2 AS THERE WAS A RED LIGHT AT THE INTERSECTION. SHE STATED SHE LET HER FOOT OFF OF THE BRAKE AND LOOKED DOWN. SHE STATED WHEN SHE LOOKED UP SHE SAW VEH 2 IN FRONT OF HER AND REAR ENDED VEH #2. THE OPERATOR OF VEH #1 STATED SHE WAS GOING LESS THAN 5MPH AND SHE ONLY ROLLED ABOUT 3 FEET INTO VEH 2. SHE STATED VEH 2 WAS ALSO ROLLING FORWARD AT THE TIME OF THE ACCIDENT. THE OPERATOR OF VEH 2 STATED SHE WAS SLOWLY ROLLING FORWARD GOING ABOUT 5 MPH DUE TO THE LIGHT AT THE INTERSECTION BEING RED. SHE STATED SHE WAS THEN REAR ENDED BY VEH 1 WHO WAS GOING BETWEEN 30 MPH-40 MPH.	42.71891	-87.8454
020E051B000	160406348	2016-04-21	1504	PD		REAR	CLDY	EXCLUDE	DRIVER ERROR/HIT AND RUN/INATEENTIVE DRIVING. UNIT 2 WAS TRAVELING WEST BOUND ON STATE HWY 20 IN THE FURTHEST NORTH LANE. UNIT 1 WAS TRAVELING NEXT TO UNIT 2. UNIT 1 MERGED INTO UNIT'S 2 LANE, STRIKING UNIT 2 IN THE DRIVER'S SIDE FRONT PANEL CAUSING DAMAGE. UNIT 1 CONTINUED WB ON STATE HWY 20 FAILING TO STOP FOR THE ACCIDENT.	42.71884	-87.8438

020E051B000	160406360	2016-04-26	1517	PD	NO	CLDY	POSSIBLE INCLUDE? SIGNAL TIMING	DRIVER ERROR/FAILURE TO YELD.UNIT 1 WAS MAKING A LEFT HAND TURN ONTO SB EMMERTSEN ROAD FROM STH 20. UNIT 1 ADVISED THAT THE WB TRAFFIC WAS GETTING A RED LIGHT, AND HE HAD A FLASHING YELLOW. UNIT 1 BELIEVED THAT BECAUSE WB WAS GETTING A RED LIGHT, THAT EB TRAFFIC WAS ALSO GETTING A RED LIGHT. UNIT 1 MADE THE TURN IN FRONT OF UNIT 2. UNIT 2 INSTEAD HAD A GREEN LIGHT. OFFICER STATES THAT THIS <u>INTERSECTION AND THE WAY THE LIGHTS HAVE BEEN CYCLING HAS CREATED PROBLEMS RECENTLY AS THERE HAVE BEEN SIMILAR CRASHES. UNIT 2 DID HAVE A GREEN LIGHT. (EMMERTSON RD.)</u>	42.71927	-87.8555	
020E051B000	160407600	2016-04-27	1716	PD	REAR	CLDY	EXCLUDE	DRIVER ERROR/INNATENTIVE DRIVING. UNIT 1 WAS TRAVELING EB ON STH 20 APPROACHING OAKES RD. WHILE DOING SO, HE DIDN'T NOTICE THE VEHICLE STOPPED AT THE RED TRAFFIC SIGNAL AT THE INTERSECTION. DRIVER TRIED TO SWERVE OUT OF THE WAY OF THE VEHICLE AND DOING SO, CAUSE THE DRIVER TO STRIKE THE CURB OF THE MEDIAN.	42.71924	-87.8705	
020E051B000	160600711	2016-06-01	1529	PD	ANGL	CLR	EXCLUDE	DRIVER ERROR/HIT AND RUN/INATTENTIVE DRIVING. ON OAKES ROAD FACING SB AT STH 20 INTERSECTION. UNIT 2 WAS SITTING AT RED LIGHT IN THE RIGHT LANE WHEN UNIT 1 CHANGED LANES FROM THE LEFT HAND TURN LANE TO THE RIGHT LANE HITTING THE DRIVERS SIDE DOOR OF UNIT 2 THEN DROVE OFF.			
020E051B000	160701734	2016-07-09	1658	INJ	C	ANGL	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. INTERSECTION OF OAKES RD. AND STH 20. UNIT 1 WASN'T PAYING ATTENTION AND WAS UNABLE TO STOP FOR A RED LIGHT. UNIT 1 RAN RED LIGHT HEADING EB ON STH 20 HITTING UNITS 2 AND 3 AS THEY CROSSED THE INTERSECTION.		
020E051B000	160710214	2016-07-28	2254	INJ	C	ANGL	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. INTERSECTION OF OAKES RD. AND STH 20. UNIT 1 WAS TRAVELING NB ON OAKES RD AT STH 20 ATTEMPTING TO MAKE A LEFT TURN ONTO STH 20 WHEN IT STRUCK UNIT 2 WHO WAS TRAVELING SB ON OAKES ROAD.		
020E051B000	160802041	2016-08-09	1631	PD	REAR	CLR	EXCLUDE	DRIVER ERROR/FOLLOWING TOO CLOSE. UNIT 2 WAS WAITING FOR THE LIGHT TO CHANGE COLOR AT THE INTERSECTION OF OAKES ROAD AND STH 20 HEADING SB WHEN UNIT 1 STRUCK THE REAR OF UNIT 2.			
020E051B000	160905449	2016-09-21	728	PD	REAR	RAIN	EXCLUDE	DRIVER ERROR/REAR END/HIT AND RUN. INTERSECTION OF OAKES RD. AND STH 20. UNIT 2 WAS TRYING TO MAKES A RIGHT TURN FROM OAKES RD TO EB STH20 WHEN HE WAS HIT FROM BEHIND FROM UNIT 1. UNIT 2 PULLED AHEAD A BIT AND UNIT 1 PULLED AROUND HIM AND FLED EB ON STH 20.			
020E051B000	160908807	2016-09-28	1519	PD	SSS	CLDY	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. INTERSECTION OF OAKES RD./STH 20. UNIT 2 WAS HEADING SB ON OAKES RD. IN THE MIDDLE LANE WHEN UNIT 1 WHO WAS IN THE LEFT TURN LANE CUT INTO THE MIDDLE LANE SIDE SWIPING UNIT 2 HITTING THE DRIVERS DOOR.			
020E051B000	160910374	2016-09-29	1837	PD	NO	RAIN	EXCLUDE	DRIVER ERROR/VEHICLE MALFUNCTION. INTERSECTION OF OAKES RD./STH 20. DRIVERS STEERING WHEEL STOPPED WORKING DURING THEIR RIGHT TURN FROM OAKES RD TO STH 20. THEREFORE, DRIVER WENT STRAIGHT AND HIT/KNOCKED DOWN TRAFFIC SIGNAL.			
020E051B000	161107677	2016-11-11	1259	PD	REAR	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. INTERSECTION OF OAKES RD./STH 20. UNIT 2 WAS WAITING IN THE OAKES RD LEFT TURN LANE HEADING SB. THE DRIVER OF UNIT 1 WAS NOT PAYING ATTENTION AND STRUCK THE BACK END OF UNIT 2.			
020E051B000	161107682	2016-11-17	1648	INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. BOTH UNITS WERE WAITING TO MAKE LEFT HAND TURNS. UNIT 2 WAS LOOKING IN HIS REAR VIEW MIRROR AT A KID ON A BIKE AND HE ACCIDENTLY HIT THE BACK END OF UNIT 1.		
020E051B000	161107687	2016-11-18	1227	PD	REAR	CLDY	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. BOTH UNITS WERE WAITING TO MAKE RIGHT TURNS ONTO EB STH 20 FROM OAKES RD. UNIT 2 BEGAN TO PULL FORWARD BUT STOPPED. UNIT 1 DID NOT REACT QUICK ENOUGH TO AVOID HITTING UNIT 2.			
020E051B000	161110019	2016-11-23	658	PD	REAR	RAIN	EXCLUDE	DRIVER ERROR/POOR WEATHER CONDITIONS. UNIT 2 WAS STOPPED AT A RED LIGHT HEADING EB ON STH 20 WHEN UNIT 1 REAR ENDED UNIT 2. UNIT 1 CLAIMS SHE SLID INTO THE BACK OF UNIT 2.			
020E051B000	161206009	2016-12-12	1509	INJ	C	ANGL	CLR	EXCLUDE	DRIVER ERROR/INNATENTIVE DRIVING/FAILED TO YIELD. UNIT 1 WAS MAKING A LEFT HAND TURN FROM STH 31 WB TO OAKES ROAD. UNIT 2 WAS HEADING EB ON STH 20 WHEN THEY COLLIDED WITH UNIT 1. UNIT 1 WAS CITED FOR FAILING TO YIELD WHILE MAKING A LEFT HAND TURN		
020E051B000	170110333	2017-01-30	800	PD	REAR	CLR	EXCLUDE	DRIVER ERROR. VEH #1 WAS TRAVELING EASTBOUND ON STH 20, APPROACHING THE INTERSECTION AT OAKES RD. VEH #2, VEH #3, AND VEH #4 HAD BEEN STOPPED AT THE INTERSECTION FOR THE RED TRAFFIC SIGNAL THAT HAD JUST CYCLED TO GREEN. VEH #1 STRUCK VEH #2 IN A REAR-END FASHION, CAUSING A CHAIN REACTION COLLISION. THE OPERATOR OF VEH #1 SAID SHE WAS BLINDED BY THE SUN.	42.71926	-87.8704	

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020E051B000	170406535	2017-04-27	142 PD	NO	RAIN	EXCLUDE	DRIVER ERROR/INNATENTIVE DRIVING. UNIT 1 WAS TRAVELING EB ON STH 20 APPROACHING OAKES RD. WHILE DOING SO, HE DIDN'T NOTICE THE VEHICLE STOPPED AT THE RED TRAFFIC SIGNAL AT THE INTERSECTION. DRIVER TRIED TO SWERVE OUT OF THE WAY OF THE VEHICLE AND DOING SO, CAUSE THE DRIVER TO STRIKE THE CURB OF THE MEDIAN.	42.71924	-87.8705	
020E051B000	170501014	2017-05-03	1628 PD	HEAD	CLR	EXCLUDE	DRIVER ERROR. UNIT 1 WAS TRAVELING EB ON WASHINGTON AVE. (STH 20) HE STATED THE LIGHT HAD JUST TURNED YELLOW, AND THAT HE DID NOT HAVE ENOUGH TIME TO STOP AT THE SOLID YELLOW LIGHT. HE ADVISED HE WAS ABOUT A CAR TO HALF CAR LENGTH AWAY FROM THE INTERSECTION. UNIT 1 THEN STRUCK UNIT 2, AND HIS VEHICLE KEPT IN MOTION, WHEN HE STRUCK UNIT 3. UNIT 2 WAS TRAVELING WB ON STH 20 TURNING SB ONTO OAKES ROAD. HE STATED HE HAD A SOLID YELLOW LIGHT AND WAS IN THE MIDDLE OF THE INTERSECTION. HE ADVISED THAT HE THEN MADE A LEFT HAND TURN, AND DID NOT SEE UNIT 1 PRIOR TO TURNING. HE STATED THAT UNIT 1 THEN STRUCK HIS VEHICLE. UNIT 3 WAS TRAVELING NORTHBOUND ON OAKES ROAD AT A SOLID RED LIGHT, WHEN UNIT 1 STRUCK THE LEFT SIDE OF HER VEHICLE. WITNESS ROBERT WAS TRAVELING DIRECTLY BEHIND UNIT 2 AT THE TIME OF THE CRASH. HE STATED THAT UNIT 1 WAS TRAVELING AT A HIGH RATE SPEED, AND CAME OUT OF NOWHERE. HE ADVISED IT APPEARED THAT UNIT 1 WAS SPEEDING. UNIT 1 FAILED TO YIELD TO THE YELLOW LIGHT, AND UNIT 2 FAILED TO YIELD FOR LEFT TURN.	42.71926	-87.8704	
020E051B000	170506866	2017-05-22	1310 PD	REAR	CLR	EXCLUDE	DRIVER ERROR/INNATENTIVE DRIVING. UNITS 1, 2, AND 3 WERE STOPPED AT THE RED LIGHT IN THE LEFT LANE OF EB STH 20 AT OAKES RD. UNIT 1 ACCELERATED AND COLLIDED WITH THE REAR OF UNIT 2. AS A RESULT, UNIT 2 WAS PUSHED INTO THE REAR OF UNIT 3--DRIVER OF UNIT 1 STATED SHE THOUGHT THE LIGHT TURNED GREEN SO SHE ACCELERATED. SHE STATED WHEN SHE REALIZED UNIT 2 WAS NOT MOVING, SHE TRIED TO BRAKE BUT HER FOOT SLIPPED ONTO THE ACCELERATOR PEDAL. DRIVER OF UNIT 2 STATED SHE WAS STOPPED WHEN UNIT 1 CRASHED INTO THE BACK OF HER VEHICLE CAUSING HER TO COLLIDE WITH THE REAR OF UNIT 3. DRIVER OF UNIT 3 STATED SHE WAS STOPPED AT THE RED LIGHT WHEN SHE WAS REAR ENDED BY UNIT 2.	42.71922	-87.8706	
020E051B000	170508309	2017-05-27	1255 PD	REAR	CLR	EXCLUDE	DRIVER ERROR. UNIT 2 NORTHBOUND OAKES RD, FACING YIELD SIGN TO TURN RIGHT (EB) ONTO STH 20. UNIT 1 DIRECTLY BEHIND UNIT 2. OPERATOR OF UNIT 1 STATED UNIT 2 BEGAN TO MOVE FORWARD THEN STOPPED AGAIN WAITING FOR MORE EB TRAFFIC. OPERATOR OF UNIT 1 STATED HE LOOKED TO HIS LEFT LOOKING AT EB TRAFFIC AND DID NOT SEE UNIT 2 HAD STOPPED AGAIN. UNIT 1 REAR ENDED UNIT 2.	42.71911	-87.8704	
020E051B000	170706466	2017-07-21	1609 INJ	C	REAR	RAIN	EXCLUDE	DRIVER ERROR. VEH 2 WAS EB ON STH 20 IN THE LEFT LANE APPROACHING THE INTERSECTION OF OAKES RD. VEH 2 CAME TO A STOP IN TRAFFIC. VEH 1 WAS EB BEHIND VEH #2. VEH #1 REAR ENDED VEH #2. THE OPERATOR OF VEH #2 STATED THE LIGHT AT THE INTERSECTION WAS GREEN BUT SHE HAD TO COME TO A STOP DUE TO TRAFFIC IN FRONT OF HER. SHE STATED SHE WAS COMPLETELY STOPPED WHEN SHE WAS REAR ENDED BY VEH #1.	42.71921	-87.8706
020E051B009	151010583	2015-10-31	1457 PD	REAR	RAIN	EXCLUDE	DRIVER ERROR/DRIVING TOO CLOSE. BOTH UNITS WERE IN THE RIGHT HAND LANE HEADING EB ON STH 20 . THERE WAS DEBRI (BUMPER) FROM ANOTHER ACCIDENT IN THE LEFT HAND LANE SO UNIT 2 BEGAN TO SLOW. UNIT 1 TRIED TO SLOW AS WELL BUT COULD NOT STOP IN TIME TO AVOID HITTING UNIT 2.			
020E051B018	130506500	2013-05-24	1445 INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR/VEHICLE MALFUNCTION. TRAVELING EB ON STH 20, UNITS 2 AND 3 WERE SLOWING IN TRAFFIC BUT UNIT 1'S BREAKS MALFUNCTIONED AND UNIT 1 HIT UNIT 2 WHO THEN BUMPED INTO UNIT 3.		
020E051B018	160602928	2016-06-10	1748 INJ	C	ANGL	CLR	EXCLUDE	DRIVER ERROR/OVER NAVIGATEING TURN. INTERSECTION OF PRAIRE DR. / STH 20. UNIT 2 WAS STOPPED AT A STOP SIGN HEADING NB ON PRAIRE DRIVE. UNIT 1 WAS HEADING EB ON STH 20 WHEN THEY MADE A WIDE LEFT TURN HITTING THE FRONT CORNER OF UNIT 2.		
020E051B018	170206551	2017-02-24	2115 PD	NO	CLDY	EXCLUDE	DRIVER ERROR/HITTING STOP SIGN WHEN TURNING. INTERSECTION OF PRAIRIE DR. AND STH 20. UNIT 1 WAS TRAVELING NB ON PRAIRIE DR WHEN IT WAS OBSERVED BY AN OFF DUTY MOUNT PLEASANT POLICE OFFICER STRIKING THE STOP SIGN AT THE INTERSECTION OF PRAIRIE DR AND STH 20.	42.71913	-87.8667	
020E051B018	170705802	2017-07-17	1618 PD	REAR	CLR	EXCLUDE	DRIVER ERROR/INNATENTIVE DRIVING. BOTH UNITS 1 AND 2 WERE STOPPED AT THE STOP SIGN ON CONTINENTAL AVE. FACING NORTH AT THE INTERSECTION WITH DURAND AVE. UNIT 2 MOVED FORWARD SLIGHTLY TO LOOK FOR TRAFFIC AND STOPPED. UNIT 1 ACCELERATED CAUSING THE RIGHT FRONT OF THE VEHICLE TO COLLIDE WITH THE LEFT REAR OF UNIT 2.	42.71913	-87.8667	



020E051B026	130104056	2013-01-18	1551 PD		REAR	CLR	EXCLUDE	DRIVER ERROR. ALL 3 UNITS WERE HEADING EB ON STH20 WHEN TRAFFIC BEGAN TO SLOW. TRAFFIC WAS "HEAVY" AT THE TIME. UNIT 1 LOOKED BACK TO CHANGE LANES BUT WHEN SHE LOOKED FORWARD AGAIN SHE DID NOT HAVE ENOUGH TIME TO AVOID REAR ENDING UNIT 2 WHO THEN BUMPED INTO UNIT 3.		
020E051B027	130803291	2013-08-09	1220 INJ	A	NO	CLR	EXCLUDE	DRIVER ERROR/MOTORCYCLE ACCIDENT. UNIT 1 (MOTORCYCLIST) WAS TRAVELLING EB ON STH 20 WHEN THEY HIT THEIR BRAKES TO AVOID A VEHICLE IN FRONT OF THEM AND FLEW OVER THEIR HANDLE BARS. WITNESS STATED "THERE WAS NO VEHICLE. DRIVER JUST HIT THEIR BRAKES, LOST CONTROL AND FLEW OVER HANDLE BARS".		
020E051B028	140111580	2014-01-27	1726 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/INNATENTIVE DRIVING/RUBBER-NECKING. *NOTE: POOR ROAD CONDITIONS BLOWING SNOW AND NEGATIVE TEMPS. BOTH UNITS WERE HEADING EB ON STH 20 WHEN TRAFFIC BEGAN TO STOP. UNIT 2 STOPPED FINE, BUT UNIT 1 TRIED TO STOP AND SLID INTO THE REAR END OF UNIT 2. THERE WAS ICE ON THE ROAD AND OFFICER NOTED THAT THERE WAS AN ACCIDENT GOING IN THE OPPOSITE DIRECTION.		
020E051B030	150203936	2015-02-13	1511 PD		REAR	CLDY	EXCLUDE	DRIVER ERROR/3 VEHICLE REAR-END CRASH.. ALL UNITS WERE TRAVELING EB ON WASHINGTON AVE. CARS WERE BREAKING BUT UNIT 1 WAS UNABLE TO STOP BEFORE REAR ENDING UNIT 2 WHO THEN HIT UNIT 3.		
020E051B030	140707910	2014-07-31	2152 PD		ANGL	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS HEADING SB ON WARWICK TRYING TO TURN LEFT ONTO EB STH 20 BUT FAILED TO YIELD TO UNIT 2 WHO WAS ALSO HEADING EB ON STH 20.		
020E051B030	141109629	2014-11-20	843 PD		SSS	CLR	EXCLUDE	DRIVER ERROR. UNIT 1 WAS TRAVELING EB ON STH 20 WHEN IT CHANGED LANES TO THE LEFT IMPACTING UNIT 2 WHO WAS ALSO EB. OPERATOR OF UNIT 1 CLAIMED SHE DID NOT SEE UNIT 2 AND WAS TRYING TO CUT OVER TO THE TURN LANE.		
020E051B030	131005285	2013-10-17	649 PD		ANGL	CLDY	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS TURNING LEFT FROM WARWICK ONTO EB STH 20. VEHICLE STOPPED IN MEDIAN TO WAIT FOR GAP AND IN THE PROCESS OF THE TURN, THEY DIDN'T SEE UNIT 2 AND STRUCK THEM.		
020E051B030	130104054	2013-01-17	1533 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/DRIVING TOO FAST. ON WARWICK WAT AT STH 20 INTERSECTION. BOTH UNITS WERE HEADING EB ON STH 20. THE LIGHT JUST TURNED GREEN BUT UNIT 2 COULD NOT MOVE BECAUSE THEY HAD 2 CARS IN FRONT OF THEM. UNIT 1 WAS MOVING FORWARD AND COULD NOT STOP QUICK ENOUGH TO AVOID REAR-ENDING UNIT 2. UNIT 1 THEN SWERVED, JUMPED THE MEDIAN AND ENDED UP IN WB LT LANE FOR WARWICK WAY.		
020E051B030	140604600	2014-06-18	1457 PD		REAR	CLDY	EXCLUDE	DRIVER ERROR/INNATENTIVE DRIVING. ALL UNITS WERE TRAVELING EB ON STH 20 WHEN TRAFFIC BEGAN TO SLOW BECAUSE OF SIGNAL AT SUNNY SLOPE DR. UNITS 2 AND 3 WERE ABLE TO STOP IN TIME BUT UNIT 1 HIT UNIT 2 WHO WAS PUSHED INTO UNIT 3.		
020E051B030	160900534	2016-09-01	1645 INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNITS 1 AND 2 WERE HEADING EB ON WASHINGTON AVE WHEN TRAFFIC BEGAN TO SLOW. UNIT 1 SAID SHE LOOKED DOWN FOR A MINUTE AND WHEN SHE LOOKED UP IT WAS TOO LATE TO STOP BEFORE REAR ENDING UNIT 2.		
020E051B030	161200171	2016-12-01	1640 PD		ANGL	CLDY	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS TURNING LEFT FROM STH WB TO WARWICK NOT SEEING UNIT 2 UNTIL THEY WERE IN THE INTERSECTION. UNIT 2 STRUCK REAR WHEEL OF UNIT 1.UNIT 1 HIT CURB AND THEN STREET SIGN		
020E051B032	150906088	2015-09-23	1708 INJ	B	REAR	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING - TENDING TO DOG IN BACK SEAT. UNIT 2 WAS EB ON STH 20 STOPPED AT A RED LGIHT AT SUNNYSLOPE DR. UNIT 1 WAS TENDING TO HER DOG AND DID NOT SEE THE TRAFFIC IN FRONT OF HER WAS STOPPED WHICH LED HER TO REAR END UNIT 2.		
020E051B035	140110416	2014-01-27	1726 INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR-4 VEHICLE REAR-END AT INTERSECTION OF SUNNY SLOPE AND STH 20. ALL UNITS WERE EB ON STH 20 WHEN TRAFFIC SLOWED. UNIT 4 REAR ENDED UNIT 1 WHICH CAUSED A CHAIN OF ACCIDENTS WITH UNIT 1 HITTING UNIT 2 AND UNIT 2 HITTING UNIT 3.		
020E052 000 020E053 000										
rp_ky	accdnmbr	ACCDDATE	ACCDTIME	ACCDSVR	INJSVR	MNRCOLL	WTHRCOND	Include/Exclude	Comments	
020E052 000	150107915	2015-01-14	1941 INJ	C	ANGL	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT WAS TURNING LEFT FROM WB STH 20 TO SB EMMERTSEN RD. UNIT 2 WAS HEADING EB ON STH 20. THE LGIHT WAS JUST CHANGING FROM YELLOW TO RED AND UNIT 1 BEGAN TO CLEAR THE QUEUE WHILE UNIT 2 TRIED TO MAKE THE LIGHT. THEY COLLIDED IN THE INTERSECTION.		

020E052 000	150506980	2015-05-27	806 PD		REAR	CLDY	EXCLUDE	DRIVER ERROR / WET ROADS. UNITS 1 AND 2 WERE HEADING EB ON STH 20 WHEN THE LIGHT WAS BEGINNING TO CHANGE FROM YELLOW TO RED. UNIT 1 THOUGHT UNIT 2 WAS GOING TO TRY AND CROSS THE INTERSECTION SO THEY DID NOT SLOW. ONCE UNIT 1 REALIZED UNIT 2 WAS NOT GOING TO CROSS THE INTERSECTION, UNIT 1 TRIED TO SLOW DOWN BUT THE ROADS WERE WET AND WAS UNABLE TOO CAUSING UNIT 1 TO REAR-END UNIT 2. OFFICER WAS ALREADY AT SCENE BEHIND A DISABLED VEHICLE.		
020E052 000	150605751	2015-06-19	1409 INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR. UNITS 1 AND 2 WERE HEADING EB ON STH 20 WHEN TRAFFIC BEGAN TO SLOW FOR A RED LIGHT. UNIT 1 WAS UNABLE TO STOP QUICK ENOUGH TO AVOID HITTING UNIT 2 FROM BEHIND.		
020E052 000	151002860	2015-10-09	2017 PD		ANGL	CLR	EXCLUDE	DRIVER ERROR. ACCIDENT HAPPENED ON EMMERTSON RD. NORTH OF INTERSECTION. UNIT 2 WAS HEADING NB ON EMMERTSEN RD. WHEN UNIT 1 PULLED OUT OF SPEEDWAY AND STRUCK UNIT 2.		
020E052 000	131206693	2013-12-17	1258 INJ	C	REAR	CLDY	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNIT 2 WAS STOPPED AT A RED LIGHT HEADING S ON EMMERTSEN ROAD BY STH 20 INTERSECTION. UNIT 1 CAME TO A STOP BEHIND UNIT 2 BUT THEN LOOKED AT HIS DELIVERY INFORMATION AND ROLLED INTO THE BACK OF UNIT 2.		
020E052 000	131006523	2013-10-04	2108 INJ	C	REAR	CLDY	EXCLUDE	DRIVER ERROR. ALL UNITS WERE STOPPED IN THE MIDDLE LANE OF STH 20. UNIT 1 REAR ENDED UNITS 2 AND 3 THEN DROVE OFF		
020E052 000	140104130	2014-01-15	1518 PD		ANGL	CLR	EXCLUDE	DRIVER ERROR/INNATENTIVE DRIVING/UNSAFE LANE CHANGE. UNITS 1 AND 2 WERE TRAVELING EB ON STH 20 WHEN UNIT 1, WHO WAS IN THE FAR RIGHT LANE, SWERVED TO THE MIDDLE LANE HITTING UNIT 2.		
020E052 000	140402860	2014-04-16	755 PD		REAR	CLDY	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. BOTHS UNITS WERE STOPPED AT A RED LIGHT ON STH 20 AND EMMERTSEN ROAD IN THE LEFT TURN LANE GOING EB ON STH 20. VEHICLE 1 WAS PARTIALLY IN THE INTERSECTION WHEN THE LIGHT SWITHED AND BEGAN TO BACK UP NOT SEEING THE CAR BEHIND HIM.		
020E052 000	140407184	2014-04-30	938 PD		REAR	CLDY	EXCLUDE	DRIVER ERROR/DRIVING TOO CLOSE. BOTH UNITS WERE TRAVELING EB ON STH 20 WHEN THE LIGHT CHANGED. UNIT 2 STOPPED BUT UNIT 1 COULD NOT SLOW BEFORE HITTING THE REAR OF UNIT 2 BECAUSE THEY WERE DRIVING TOO CLOSE.		
020E052 000	140503354	2014-05-16	1359 INJ	B	ANGL	CLDY	EXCLUDE	DRIVER ERROR. UNIT 1 WAS TRAVELING EB ON STH 20. UNIT 2 WAS ATTEMPTING A LEFT TURN FROM THE LEFT TURN LANE ON WB STH 20 TO GO SB ON EMMERTSEN. UNIT 1 RAN A RED LIGHT AND STRUCK UNIT 2.		
020E052 000	140902745	2014-09-12	1650 PD		NO	RAIN	EXCLUDE	DRIVER ERROR/DRIVING TOO FAST FOR CONDITIONS. UNIT 1 WAS TRAVELING SOUTH ON EMMERTSEN AT HWY 20. UNIT 1 ATTEMPTED TO MAKE A LEFT TURN TO GO EB ONTO STH 20. UNIT 1 STARTED TO SLIDE WHILE MAKING THE LEFT TURN AND STRUCK A TRAFFIC SIGNAL. WITNESSES SAY THAT UNIT 1 WAS TRAVELING OVER THE SPEED LIMIT.		
020E052 000	140908215	2014-09-30	1028 PD		ANGL	CLDY	EXCLUDE	DRIVER ERROR/DISTRACTED DRIVING - LOOKING AT PHONE. UNIT 1 WAS TRAVELING EB ON STH 20 WHEN THE LIGHT CHANGED TO RED AND IT DID NOT STOP. UNIT 2 ASSUMED UNIT 1 WOULD STOP FOR THE LIGHT AND STRUCK UNIT 1. UNIT 2 HAD RIGHT OF WAY		
020E052 000	141209054	2014-12-30	1758 PD		REAR	CLR	EXCLUDE	DRIVING ERROR/FOOT SLIPPED OFF OF BRAKE. UNIT 2 WAS AT REST AT A STOP LIGHT AND UNIT 2 REAR ENDED HIM. UNIT 2 CLAIMS HIS FOOT SLIPPED OF THE BREAK CAUSING THE ACCIDENT.		
020E052 000	160104567	2016-01-16	2348 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/HIT AND RUN. UNIT 2 WAS STOPPED AT A RED LIGHT EB ON STH 20. UNIT 1 REAR ENDED UNIT 2 AND DROVE OFF.		
020E052 000	160400822	2016-04-05	1558 PD		ANGL	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS TURING LEFT FROM STH 20 WB ONTO EMMERTSEN SB WHEN THEY FAILED TO YIELD TO UNIT 2 HEADING EB ON STH 20.		
020E052 000	160404618	2016-04-19	1445 INJ	C	REAR	CLDY	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. BOTH UNITS WERE TRAVELING EB ON STH 20 WHEN THEY BEGAN TO SLOW DOWN BECAUSE OF TRAFFIC AHEAD OF THEM. UNIT 1 LOOKED TO THEIR LEFT AS THEY WERE SLOWING DOWN AND DID NOT REALIZE UNTIL IT WAS TOO LATE THAT THEY WERE NOT SLOWING DOWN ENOUGH AND HIT THE REAR OF UNIT 2		
020E052 000	160804719	2016-08-17	1614 INJ	C	ANGL	CLR	EXCLUDE	DRIVER ERROR/RUNNING RED LIGHT. UNIT 1 WAS TURNING LEFT FROM STH 20 ON TO EMMERTSEN RD FINISHING HIS LEFT TURN. UNIT 2 WAS HEADING EB ON STH 20 IN THE FAR RIGHT LANE AND RAN THE RED LIGHT HITTING UNIT 1.		
020E052 000	160907098	2016-09-23	1523 INJ	C	ANGL	CLDY	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS TRAVELING WB ON STH 20 AND WAS ATTEMPTING TO MAKE A LEFT TURN. UNIT 2 WAS HEADING EB ON STH 20 AND HAD THE RIGHT OF WAY. UNIT 1 FAILED TO YIELD TO UNIT 2 AND WAS STRUCK IN THE MIDDLE OF THE INTERSECTION.		

020E052 000	161102468	2016-11-08	1717 PD		ANGL	CLDY	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS WAITING TO MAKE A LEFT TURN FROM STH 20 WB TO EMMERSEN RD. UNIT 2 WAS HEADING EB ON STH 20 WITH A GREEN LIGHT. UNIT 1 THOUGHT THEY HAD A SOLID YELLOW ARROW READY TO TURN RED WHEN IT WAS ACTUALLY A BLINKING YELLOW ARROW. UNIT 2 PROCEEDED THROUGH THE INTERSECTION THINKING UNIT 2 WAS GOING TO STOP AND UNIT 2 HIT UNIT 1. UNIT 2 STATED "IT WAS HIS FAULT" AND WITNESS CLAIMS EB/WB HAD GREEN LIGHT AND NB/SB EMMERSON HAD RED.		
020E052 000	161111443	2016-11-28	1714 INJ	C	ANGL	RAIN	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. LEFT TURN ARROW WENT FROM FLASHING YELLOW TO SOLID RED WHILE DRIVER WAS WAITING IN THE INTERSECTION TO TURN LEFT. TRIED TO FINISH HIS TURN AND GOT HIT BY UNIT 2 GOING EB ON STH 20. UNIT 2 HIT THE SIDE OF UNIT 1.		
020E052 000	170103256	2017-01-13	1736 PD		ANGL	CLR	EXCLUDE	DRIVER ERROR. WB VEHICLE WAS TRYING TO MAKE A LEFT TO EMMERTSON RD. EB VEHICLE HAD GREEN LIGHT AND T-BONED WB VEHICLE. OFFICER CAUGHT ACCIDENT ON DASH CAM. LEFT-TURN DRIVER WAS CITED FOR FAILURE TO YIELD RIGHT OF WAY.	42.71914	-87.8556
020E052 000	170200598	2017-02-04	1253 PD		ANGL	CLDY	EXCLUDE	DRIVER ERROR. FAILURE TO YIELD RIGHT OF WAY. ON THE ABOVE LISTED DATE AND TIME OPERATOR OF UNIT 1 STATED HE WAS TRAVELING WB ON STH 20. HE STATED THAT HE WAS AT THE INTERSECTION OF STH 20 AND EMMERTSON RD. TRYING TO TURN SOUTHBOUND WHEN THE LIGHT AT THE INTERSECTION TURNED YELLOW. HE STATED HE WAS IN THE MIDDLE OF THE INTERSECTION AND THE LIGHT CHANGED TO RED SO HE TRIED TO CLEAR THE INTERSECTION AND STRUCK UNIT 2. UNIT 2 STATED SHE WAS TRAVELING EASTBOUND ON STH 20 WHEN THE LIGHT WAS GREEN SHE PROCEEDED TO GO THROUGH THE INTERSECTION WHEN UNIT 1 STRUCK HER VEHICLE. THREE INDEPENDENT WITNESSES STATED THE EB TRAFFIC LIGHT WAS GREEN INDICATING UNIT 2 DID HAVE THE RIGHT AWAY. A CITATION FOR FAILURE TO YIELD TO LEFT TURN WAS ISSUED AND EXPLAINED TO THE OPERATOR OF UNIT 1.	42.71909	-87.8556
020E052 000	170200604	2017-02-02	949 INJ	B	ANGL	CLR	EXCLUDE	DRIVER ERROR. RUNNING RED LIGHT AT THE INTERSECTION OF S. EMMERTSEN RD. AND STH 20, OPERATOR OF UNIT 2 STATED SHE HAD THE GREEN LIGHT AND WAS GOING NORTHBOUND THROUGH THE INTERSECTION WHEN SHE WAS HIT IN THE DRIVER REAR SIDE OF THE VEHICLE. IT CAUSED THE VEHICLE TO SPIN. OFFICER FOLLOWED RESCUE TO THE HOSPITAL FOR THE HEAD INJURY THAT HAPPENED TO OPERATOR OF UNIT 1. SHE STATED SHE MUST HAVE LOOKED DOWN WHEN TRAVELING EB ON STH 20 IN THE FAR LEFT LANE APPROACHING THE INTERSECTION. SHE DOES NOT REMEMBER ANYTHING BESIDES THE IMPACT OF THE TWO VEHICLES. BOTH VEHICLES WERE REMOVED BY TOW. ACCIDENT CARDS ISSUED AND EXPLAINED. CITATION ISSUED AND EXPLAINED.	42.71909	-87.8556
020E052 000	170208352	2017-02-27	1517 PD		HEAD	CLR	EXCLUDE	DRIVER ERROR/RUNNING SIGNAL FEAR OF BEING HIT. UNIT 1 WAS TRAVELING WB ON STH 20 MAKING A LEFT TURN ONTO EMMERTSON RD, WHILE MAKING THE TURN IT STRUCK UNIT 2 WHICH WAS TRAVELING EB ON STH 20. UNIT 1 OPERATOR STATED THAT SHE HAD A GREEN LIGHT AND WAS CONTINUING EB WHEN SHE WAS STRUCK BY UNIT 1. UNIT 1 OPERATOR STATED THAT SHE WAS TRYING TO CLEAR THE INTERSECTION DUE TO HER FEAR OF BEING STRUCK BY ANOTHER VEHICLE. WITNESS STATED THAT UNIT 1 WAS CLEARING THE INTERSECTION AND THAT UNIT 2 STRUCK UNIT 1 WHILE UNIT 2 WAS ATTEMPTING TO CLEAR THE INTERSECTION.		
020E052 000	170209285	2017-02-22	1233 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/HIT AND RUN. OCCURRED AT STH 20 AND EMMERTSON INTERSECTION IN THE FAR LEFT LANE TRAVELING EASTBOUND. UNIT 1 WAS IN THE FAR LEFT LANE TRAVELING EB AND REAR ENDED UNIT 2 AT THE INTERSECTION OF STH 20 AND S. EMMERTSEN RD. UNIT 1, THEN TOOK OFF AND UNIT 2 FOLLOWED UNIT 1 UNTIL THEY WERE BOTH STOPPED BY OFFICERS.	42.71909	-87.8558
020E052 000	170305165	2017-03-17	1720 PD		HEAD	CLR	POSSIBLE INCLUDE? SIGNAL TIMING	DRIVER ERROR. UNIT 1 WAS INSIDE OF THE TURN LANE AND THE WB LANES GOT A RED LIGHT. IN THE TURN LANE THERE WAS FLASHING YELLOW LIGHT. UNIT 1 OPERATOR THOUGHT THAT THE YELLOW LIGHT PAIRED WITH THE RED LIGHT, THAT THE EB LANES WOULD BE ALSO GETTING A RED LIGHT AND WENT THROUGH THE INTERSECTION. UNIT 2 HAD A GREEN LIGHT HOWEVER. UNIT 1 OPERATOR STATED THAT SHE WAS FROM ILLINOIS AND HAS NEVER SEEN LIGHTS CYCLE IN THAT MANNER. <u>ACCORDING TO THE OFFICER, THIS EMMERTSON RD. INTERSECTION HAS BEEN THE SUBJECT OF SEVERAL ACCIDENTS BECAUSE OF THE WAY THE LIGHTS CYCLE AND HAS CONFUSED PEOPLE.</u>	42.71901	-87.8556
020E052 000	170305167	2017-03-17	1841 INJ	C	HEAD	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT #1 WAS WB ON HWY 20 MAKING A LEFT TURN ONTO EMMERTSEN RD WHEN HE FAILED TO YIELD AND WAS STRUCK BY UNIT #2. UNIT #2 WAS EB ON HWY WHEN HE WENT THROUGH A GREEN LIGHT AND STRUCK UNIT #1 WHO FAILED TO YIELD WHILE MAKING A LEFT TURN.	42.71927	-87.8556

020E052 000	170308996	2017-03-30	953 INJ	C	ANGL	RAIN	EXCLUDE	DRIVER ERROR. UNIT #1 WAS TURNING LEFT FROM WB STH 20 TO SB EMMERTSEN RD. UNIT 2 WAS GOING STRAIGHT EB ON STH 20. UNIT #3 WAS STOPPED AT A RED LIGHT ON NB EMMERTSEN RD. DRIVER OF #1 SAID SHE WAS IN THE MIDDLE OF THE INTERSECTION WAITING TO TURN. WHEN THE LIGHT WAS YELLOW SHE TURNED LEFT WHICH WAS INTO THE PATH OF UNIT 2, WHO SAID HIS LIGHT WAS GREEN. UNIT 1 SPUN AFTER BEING STRUCK AND SLID INTO UNIT 3. UNIT 2 SAID HE HAD A SHUNT IN HIS HEAD AND STRUCK HIS HEAD ON THE STEERING WHEEL ON IMPACT. THE PASSENGER AIR BAG ON UNIT 2 DEPLOYED BUT NOT THE DRIVER AIR BAG.	42.71909	-87.8556
020E052 000	170406162	2017-04-15	1325 PD		ANGL	CLR	POSSIBLE INCLUDE? SIGNAL TIMING	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS MAKING A LEFT HAND TURN ONTO SB EMMERTSEN ROAD FROM STH 20. UNIT 1 ADVISED THAT THE WB TRAFFIC WAS GETTING A RED LIGHT, AND HE HAD A FLASHING YELLOW. UNIT 1 BELIEVED THAT BECAUSE WB WAS GETTING A RED LIGHT, THAT EB TRAFFIC WAS ALSO GETTING A RED LIGHT. UNIT 1 MADE THE TURN IN FRONT OF UNIT 2. UNIT 2 INSTEAD HAD A GREEN LIGHT. <u>OFFICER STATES THAT THIS INTERSECTION AND THE WAY THE LIGHTS HAVE BEEN CYCLING HAS CREATED PROBLEMS RECENTLY AS THERE HAVE BEEN SIMILAR CRASHES. UNIT 2 DID HAVE A GREEN LIGHT. (EMMERTSON RD.)</u>	42.71927	-87.8555
020E052 000	170501016	2017-05-05	1202 INJ	B	ANGL	CLR	EXCLUDE	DRIVER ERROR/RUNNING RED LIGHT. UNIT 2 WAS STOPPED ON WB STH 20 WAITING TO TURN LEFT TO GO SOUTH ON EMMERTSEN RD. UNIT 1 WAS TRAVELING EB ON STH 20 THROUGH THE INTERSECTION OF EMMERTSEN RD. WHILE UNIT 2 WAS MAKING THE LEFT TURN, THE FRONT OF UNIT 1 COLLIDED WITH THE PASSENGER SIDE OF UNIT 2. UNIT 2 ROLLED AND CAME TO REST ON THE DRIVER SIDE OF THE VEHICLE--DRIVER OF UNIT 1 STATED THAT SHE WAS TRAVELING EB ON STH 20 AND HAD A GREEN LIGHT SO SHE PROCEEDED THROUGH THE INTERSECTION. DRIVER OF UNIT 1 STATED UNIT 2 TURNED LEFT IN FRONT OF HER IMPROPERLY-- DRIVER OF UNIT 2 STATED THAT SHE WAS WAITING TO TURN SOUTH ONTO EMMERTSEN FROM WB STH 20 WHEN THE LIGHT TURNED YELLOW. DRIVER OF UNIT 2 STATED SHE THOUGHT IT WAS SAFE TO PROCEED THROUGH THE INTERSECTION BUT UNIT 1 SPED UP TO BEAT THE RED LIGHT. DRIVER OF UNIT 2 STATED THAT THE TRAFFIC LIGHT TURNED RED BEFORE UNIT 1 ENTERED THE INTERSECTION. AN INDEPENDENT WITNESS STATED HE OBSERVED WHAT THE DRIVER OF UNIT 2 STATED.	42.71909	-87.8556
020E052 000	171211078	2017-12-19	1741 PD		HEAD	CLR	POSSIBLE INCLUDE? SIGNAL TIMING	DRIVER ERROR/ POOR LIGHT TIMING/FAILURE TO YIELD. UNIT 1 ADVISED THAT SHE WAS IN THE INTERSECTION WHEN HER LIGHT WAS TURNING YELLOW AND THEN TO RED. UNIT 2 ADVISED THAT THEY HAD A GREEN LIGHT EB. THERE HAS BEEN SOME DISCUSSION ON THE WAY THE LIGHT AT THIS INTERSECTION CYCLES, WHERE IT HAS CAUSED CONFUSION. AFTER THE ACCIDENT INVESTIGATION, IT WAS FOUND UNIT 1 FAILED TO YIELD TO ONCOMING TRAFFIC.		
020E052 001	150707355	2015-07-30	1038 PD		ANGL	CLR	EXCLUDE	DRIVER ERROR. UNIT 1 WAS EXITING THE TFC BANK DRIVEWAY AT STH 20 AND EMMERSTEN RD. UNIT 1 TURNED RIGHT ON EB STH 20 CROSSING THE FIRST AND MIDDLE LANE OF TRAVEL. UNIT 1 STRUCK EB UNIT 2 THAT WAS TRAVELING IN THE LAFT LANE.		
020E052 002	140104134	2014-01-15	1522 PD		REAR	CLDY	EXCLUDE	DRIVER ERROR/REAR-END. UNIT 2 STOPPED RAPIDLY TO AVOID ANOTHER ACCIDENT HAPPENING IN FRONT OF THEM. UNIT 1 WAS DIRECTLY BEHIND UNIT 2 BUT DID NOT HAVE ENOUGH TIME TO STOP BEFORE HITTING THE BACK OF UNIT 2.		
020E052 004	161107680	2016-11-15	1232 PD		ANGL	CLR	EXCLUDE	DRIVER ERROR/INNATENTIVE DRIVING. UNIT 2 WAS DRIVING EB ON STH 20 IN THE RIGHT LANE OF TRAFFIC. UNIT 1 WAS DRIVING EB ON STH 20 IN THE CENTER LANE OF TRAFFIC. UNIT 1 CHANGED LANES INTO UNIT 2'S LANE STRIKING UNIT 2. DRIVER CLAIMS SHE DIDN'T SEE UNIT 2.		
020E052 015	170502502	2017-05-10	1514 INJ	B	REAR	CLDY	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. VEHICLE 2 WAS STOPPED IN TRAFFIC IN THE LEFT LANE. VEHICLE 1 WAS TRAVELING IN THE LEFT LANE. OPERATOR OF VEHICLE 1 STATED HE LOOKED DOWN AT HIS PHONE AND STRUCK VEHICLE NUMBER 2.	42.71901	-87.8526
020E052 015	170801638	2017-08-05	1148 PD		SSS	CLDY	EXCLUDE	DRIVER ERROR. UNIT #1 WAS WITNESSED DRIVING WBON STH 20 CHANGING LANES RAPIDLY, MOVING INTO ALL 3 LANES TO PASS PEOPLE. UNIT #1 THEN CHANGED FROM THE MIDDLE LANE INTO THE LEFT LANE AND SIDE SWIPED #2 WHO WAS ALREADY IN THE LEFT LANE. DRIVER OF #1 SAID SHE DID NOT SEE #2.	42.71919	-87.8526

020E052 020	170905569	2017-09-19	1045 INJ	B	SSS	CLDY	EXCLUDE	DRIVER ERROR/SPEEDING/RECKLESS DRIVING. UNIT 2 WAS TRAVELING EB ON STH 20 IN THE RIGHT LANE. UNIT 2 TURNED RIGHT INTO THE DRIVEWAY OF 5821 WASHINGTON AVE. TO MAKE THE TURN, UNIT 2 HAD TO TAKE PART OF THE CENTER LANE TO SWING WIDE ENOUGH FOR THE NARROW DRIVEWAY. UNIT 1 WAS ALSO TRAVELING EB ON STH 20 IN THE LEFT LANE. UNIT 1 TRIED TO PASS UNIT 2 ON THE RIGHT SIDE AS IT WAS TURNING RIGHT INTO THE DRIVEWAY. THE LEFT SIDE OF UNIT 1 COLLIDED WITH THE RIGHT SIDE OF THE SEMI TRAILER. UNIT 1 WAS PARTIALLY STUCK UNDERNEATH THE TRAILER AND WAS SQUEEZED BETWEEN THE TRAILER AND THE CURB. <u>AN INDEPENDENT WITNESS STATED UNIT 1 WAS EB AND SPEEDING (APPROX 50 MPH IN A 35) IN THE LEFT LANE. SHE SAID UNIT 1 CUT ACROSS THE CENTER LANE INTO THE RIGHT LANE AND ATTEMPTED TO PASS UNIT 2 ON THE RIGHT AFTER UNIT 2 ALREADY STARTED HIS TURN. WITNESS GAVE WRITTEN STATEMENT. 51.1 FT OF SKID</u>	42.71897	-87.8514
020E052 021	150604091	2015-06-16	1020 PD		REAR	CLR	EXCLUDE	UNIT 1 WAS TURNING INTO J & N TANNING. UNIT 1 THEN REAR ENDED UNIT 2 WHO WAS ALSO TURNING INTO THE SAME BUSINESS		
020E052 024	170307623	2017-03-23	1354 PD		REAR	CLDY	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNIT 1 AND UNIT 2 WERE INVOLVED IN A VEHICLE ACCIDENT. UNIT 1 AND UNIT 2 WAS TRAVELING EB ON STH 20 APPROACHING VILLAGE CENTER DR. UNIT 2 WAS STOPPED AT RED TRAFFIC CONTROL SIGNAL WHEN UNIT 1 STRUCK THE REAR OF UNIT 2. UNIT 1 DRIVER WAS ID BY IL PHOTO DL. UNIT 2 DRIVER WAS ID BY WI PHOTO DL. UNIT 1 DRIVER ADVISED HE WAS NOT PAYING ATTENTION AND STRUCK THE REAR OF UNIT 2. UNIT 1 WAS OCCUPIED BY TWO PASSENGERS WHO WERE VERBALLY IDENTIFIED. UNIT 1 DRIVER WAS ISSUED A CITATION.	42.71896	-87.8509
020E052 026	131000664	2013-10-03	1913 INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR. UNIT 1 WAS SLOWING DOWN DUE TO TRAFFIC STOPPING FOR A RED LIGHT. UNIT 2 DID NOT STOP FAST ENOUGH TO AVOID REAR-ENDING UNIT 1.		
020E052 028	130407400	2013-04-30	1532 PD		NO	CLR	EXCLUDE	CAR MALFUNCTION/DRIVER ERROR. WHEEL FELL OFF CAR WHILE IN MOTION.		
020E052 030	150208437	2015-02-26	930 PD		NO	CLR	EXCLUDE	DRIVER ERROR/LOST CONTROL OF VEHICLE. VEHICLE WAS EB ON STH 20 WHEN THEY CROSSED THE INTERSECTION, VEERED LEFT AND HIT THE TRAFFIC LIGHT.		
020E052 030	150208441	2015-02-26	1650 PD		REAR	CLR	EXCLUDE	DRIVER ERROR. UNIT 1 AND 2 WERE STOPPED AT A RED LIGHT. THE LIGHT TURNED GREEN AND TRAFFIC STARTED TO MOVE BUT THEN STOPPED RAPIDLY. UNIT 1 WAS ABLE TO STOP IN TIME WHILE UNIT 2 REAR ENDED UNIT 1.		
020E052 030	150604093	2015-06-16	1651 PD		NO	CLR	EXCLUDE	DISTRACTED DRIVING/ARGUING WITH PASSENGER. UNIT 1 WAS TRAVELING SB ON VILLAGE CENTER, WAS ARGUING WITH PASSENGER AND HIT A CURB. OPERATOR DROVE IN A CIRCLE HIT ANOTHER CURB ON VILLAGE CENTER HEADING WB.		
020E052 030	150707356	2015-07-30	1208 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/REAR-END. UNIT 1 AND 2 WERE STOPPED AT A RED LIGHT. DRIVER 1 SAID UNIT 2 SLOWLY BEGAN TO MOVE FORWARD BUT THEN STOPPED RAPIDLY AND THEY DID NOT HAVE ENOUGH TIME TO STOP.		
020E052 030	151001816	2015-10-08	1647 INJ	C	ANGL	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS TURNING LEFT AT VILLAGE CENTER HEADING EB ON STH 20 WHEN UNIT 2 FAILED TO YIELD TO THE YELLOW LIGHT AND WAS STRUCK BY UNIT 1 AT THE INTERSECTION.		
020E052 030	151211950	2015-12-26	1313 INJ	C	ANGL	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS HEADING EB ON STH 20 MAKING A LEFT TURN TO GO NORTH AT VILLAGE CENTER. UNIT 2 WAS HEADING WB ON STH 20 GOING STRAIGHT. BOTH DRIVERS HAD GREEN LIGHTS BUT UNIT 1 PROCEEDED INTO THE INTERSECTION CONTACTING UNIT 2.		
020E052 030	130607574	2013-06-25	559 INJ	C	REAR	CLDY	EXCLUDE	DRIVER ERROR/FOLLOWING TOO CLOSE/HIT AND RUN. UNIT 1 WAS TAILGATING UNIT 2. UNIT 2 STOPPED FOR A RED LIGHT AND UNIT 1 REAR-ENDED UNIT 2. UNIT 1 THEN BACKED UP AND SPED OFF		
020E052 030	160304972	2016-03-18	1741 PD		REAR	CLDY	EXCLUDE	DRIVER ERROR/INNATENTIVE DRIVING. UNIT 1 WAS DIRECTLY BEHIND UNIT 2 AT A RED LIGHT. UNIT 1 REAR ENDED UNIT 2. UNIT 1 THOUGHT BECAUSE LT ARROW TURNED GREEN THAT THROUGH ARROW ALSO TURNED GREEN		
020E052 030	160307238	2016-03-27	1409 PD		SSS	CLDY	EXCLUDE	DRIVER ERROR/INNATENTIVE DRIVING. UNIT 1 WAS IN THE LEFT LANE UNIT 2 WAS IN THE CENTER LANE HEADING EB WHEN UNIT 2 BEGAN TO CHANGE LANES. UNIT 2 STRUCK UNIT 1.		
020E052 030	160504444	2016-05-18	2057 INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR/INNATENTIVE DRIVING. UNIT 1 WAS STOPPED AT THE RED LIGHT HEADING EB ON STH 20 WHEN UNIT 2 DID NOT HIT THE BREAKS FAST ENOUGH TO STOP BEFORE HITTING UNIT 1.		
020E052 030	160703816	2016-07-14	1131 PD		ANGL	CLR	EXCLUDE	DRIVER ERROR/INNATENTIVE DRIVING. UNIT 1 WAS TURNING ON TO STH 20 FROM VILLAGE CENTER. UNIT 2 WAS YIELDING FOR AN EMERGENCY VEHICLE IN THE RIGHT LAND OF VILLAGE CENTER. UNIT 1 REAR ENDED UNIT 2.		

020E052 030	160705139	2016-07-15	2114 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/INNATENTIVE DRIVING. UNIT 2 WAS STOPPED AT A RED LIGHT IN THE MIDDLE EB LANE ON STH 20 AT THE INTERSECTION OF VILLAGE CENTER. UNIT 1 WAS BEHIND UNIT 2 AND WAS SLOWING DOWN BUT MADE SLIGHT CONTACT WITH THE BACK END OF UNIT 2.		
020E052 030	160705143	2016-07-20	750 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/INNATENTIVE DRIVING. BOTH UNITS WERE ATTEMPTING TO MAKE A LEFT HAND TURN FROM VILLAGE CENTER DRIVE ONTO STH 20 INTO THE EB LANES. UNIT 2 HAD TO YIELD FOR AN EMERGENCY VEHICLE WHILE UNIT ONE WAS TALKING TO HIS KIDS IN THE BACK. THIS LED TO UNIT 1 REAR ENDING UNIT 2.		
020E052 030	161101492	2016-11-04	1534 INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR/INNATENTIVE DRIVING. BOTH UNITS WERE ATTEMPTING TO MAKE A LET HAND TURN ONTO VILLAGE CENTER FROM STH 20 GOING E/B. UNIT 1 SAID THE VEHICLE INFRONT OF UNIT 2 BEGAN TO MOVE SO HE DID AS WELL. BY THE TIME HE REALIZED UNIT 2 WAS NOT MOVING HE COULD NOT REAPPLY THE BREAKS.		
020E052 030	161214058	2016-12-28	1519 INJ	C	REAR	CLDY	EXCLUDE	DRIVER ERROR/DRIVER MALFUNCTION. BOTH UNITS WERE STOPPED WAITING FOR TRAFFIC IN FRONT OF THEM TO MOVE. UNIT 1 STATED THAT HIS FOOT SLIPPED OFF THE BREAK AND HIT THE GAS. THIS LED HIM TO REAR END THE BACK END OF UNIT 2.		
020E052 030	171001443	2017-10-06	1515 PD		REAR	CLDY	EXCLUDE	DRIVER ERROR/CONSTRUCTION ACCIDENT.UNIT 1 AND UNIT 2 WERE EB IN THE MIDDLE LANE OF STH 20 AT VILLAGE CENTER DR. OPERATOR OF UNIT 1 SAID THAT HE WAS EB AND TRAFFIC STOPPED SUDDENLY DUE TO CONSTRUCTION AHEAD AND CONGESTION. OPERATOR OF UNIT 2 SAID THAT SHE WAS EB AND HAD STOPPED IN THE INTERSECTION DUE TO CARS IN FRONT OF HER STOPPING. UNIT 1 REAR ENDED UNIT 2.	42.71894	-87.8498
020E052 030	171005450	2017-10-10	1744 PD		REAR	CLDY	EXCLUDE	DRIVER ERROR/REAR-END. UNIT 2 WAS STOPPED IN TRAFFIC. UNIT 1 WAS BEHIND UNIT 2 AND DIDN'T STOP STRIKING VEHICLE IN REAR.	42.71894	-87.8499
020E052 030	171101100	2017-11-02	1347 INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING/REAR-END. BOTH UNITS WERE EB ON STH 20 AT VILLAGE CENTER DR. IN THE MIDDLE LANE. TRAFFIC WAS SLOWING DUE TO CONGESTION AND UNIT 2 WAS IN FRONT OF UNIT 1. UNIT 1 ATTEMPTED TO STOP AND SLID INTO UNIT 2. REAR-END.	42.71894	-87.8498
020E052 030	171209205	2017-12-26	1545 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/INNATENTIVE DRIVING. UNIT 2 WAS STOPPED IN THE LEFT LANE AT THE RED LIGHT ON EB STH 20 AT VILLAGE CENTER DR. UNIT 2 WAS THE LAST VEHICLE IN A LINE OFSTOPPED CARS. UNIT 1 WAS TRAVELING SB ON STH 20 IN THE LEFT LANE APPROACHING UNIT 2 FROM THE REAR. UNIT 1 FAILED TO STOP AND COLLIDED WITH THE REAR OF UNIT 2. BEFORE STRIKING UNIT 2, UNIT 1 SWERVED TO THE LEFT IN AN EFFORT TO AVOID THE COLLISION BUT WAS UNSUCCESSFUL. DRIVER OF UNIT 1 ADMITTED IT WAS HER FAULT.	42.71894	-87.85
020E052 031	170706467	2017-07-21	1639 PD		REAR	RAIN	EXCLUDE	DRIVER ERROR. THE OPERATOR OF VEHICLE #2 WAS SLOWING/STOPPED FOR TRAFFIC AHEAD OF HIM WHEN HE WAS HIT FROM BEHIND BY VEH #1. THE OPERATOR OF VEH#1 STATED THAT HE APPLIED HIS BRAKES BUT SLID ON THE WET PAVEMENT AND RAN INTO THE BACK OF VEH#2	42.7191	-87.8495
020E052 032	160302010	2016-03-03	1712 PD		NO	CLR	EXCLUDE	DRIVER ERROR/RECKLESS DRIVING/HIT AND RUN. UNIT 1 WAS TRAVELING EB ON STH 20. UNIT 1 LEFT THE ROAD WAY TO THE RIGHT AND WENT UP THE CURB HITTING A TRAFFIC SIGN AND CONTINUED EAST ON STH 20.		
020E052 033	160110891	2016-01-29	1509 PD		REAR	CLDY	EXCLUDE	DRIVER ERROR/INNATENTIVE DRIVING. BOTH UNITS WERE GOING EB ON STH 20. THE DRIVER OF UNIT 1 LOOKED AT HER CELLPHONE AND WHEN THEY LOOKED UP THEY REALIZED UNIT 2 WAS STOPPING AND COULD NOT SLOW DOWN FAST ENOUGH. THIS LED HIM TO HIT THE BACK LEFT SIDE OF THE UNIT 2.		
020E052 033	171104529	2017-11-10	853 PD		REAR	WIND	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. BOTH UNIT 1 AND UNIT 2 WERE TRAVELING EB ON STH20. OPERATOR OF UNIT 2 STATED WAS STOPPED IN TRAFFIC AS IT WAS BACKED UP. OPERATOR OF UNIT 1 STATED LOOKING TO THE VEHICLE ON HER LEFT AND DID NOT REALIZE THAT UNIT 2 WAS STOPPED IN FRONT OF HER, STRIKING UNIT 2 IN THE REAR.	42.71892	-87.8493
020E052 034	130800737	2013-08-02	947 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/INNATENTIVE DRIVING. UNIT 2 WAS STOPPED IN EB TRAFFIC FOR A CONSTRUCTION WORKER DIRECTING TRAFFIC. CONSTRUCTION WORKER SAID UNIT 2 WAS STOPPED FOR 2-3 SEC BEFORE IT WAS IMPACTED IN THE REAR BY UNIT 1.		
020E052 036	170108822	2017-01-22	1350 PD		ANGL	CLR	EXCLUDE	DRIVER ERROR. DRIVER WAS TURNING FROM PARKING LOT ONTO STH 20 AND HIT DRIVER #2 GOING EB ON STH 20. DRIVER 1 CROSSED 2 LANES OF TRAFFIC TO HIT DRIVER 2.	42.71889	-87.8485
020E052 036	171007241	2017-10-16	1258 PD		REAR	CLR	EXCLUDE	DRIVER ERROR. UNIT 2 WAS IN THE RIGHT EB LANE OF TRAFFIC ON STH20. UNIT 2 WAS STOPPED IN TRAFFIC. UNIT 1 WAS DRIVING EB IN THE SAME LANE OF TRAFFIC. UNIT 1 WAS BEHIND UNIT 2. UNIT 1 THEN STRUCK UNIT 2. THE DRIVER OF UNIT 1 ADVISED OFFICER THAT UNIT 2 STOPPED SUDDENLY, AND HE TRIED TO STOP HIS CAR BUT COULD NOT.	42.71889	-87.8486

020E052 037	170808161	2017-08-28	2013 PD	NO	CLR	EXCLUDE	DRIVER ERROR/RAN INTO TIRE. UNIT 1 WAS TRAVELING EB ON STH 20. SHE STATED THAT SHE OBSERVED THE ROADWAY IN FRONT OF HER TO BE CLEAR AND DID NOT OBSERVE ANY DEBRIS. AS SHE CONTINUED TO TRAVEL EB AND A VEHICLE IN FRONT OF HER WAS TRAVELING THE SAME PATH. SHE STATED THAT WHEN FOLLOWING BEHIND THE VEHICLE SHE THEN STRUCK A TIRE. THE TIRE THEN GOT LODGED UNDERNEATH HER VEHICLE AND CAUSED DAMAGED TO THE UNDERCARRIAGE OF THE CAR. THE VEHICLE THEN COULD NOT TRAVEL ANYMORE DUE TO THE TIRE BEING LODGED UNDERNEATH IT.	42.71889	-87.8484	
020E052 038	171003092	2017-10-11	650 PD	REAR	RAIN	EXCLUDE	DRIVER ERROR. BOTH UNITS WERE EB ON STH 20 IN THE MIDDLE LANE STOPPED AT RED LIGHT. UNIT 2 WAS IN FRONT OF UNIT 1. UNIT 1 SAID HE ATTEMPTED TO STOP AND SLID INTO UNIT 2. REAR-END	42.71889	-87.8483	
020E052 039	160108380	2016-01-26	722 INJ	C	REAR	CLDY	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING/CONSTRUCTION. UNIT 2 IN LEFT LANE HEADING EB ON STH 20 APPROACHING STH 31. THE LEFT LANE OF EB STH 20 WAS CLOSED DUE TO CONSTRUCTION. ALL LEFT LANE TRAFIC WAS SLOWING TO A STOP. UNIT 1 WAS BEHIND UNIT 2 LOOKING IN HER REAR VIEW MIRROR AND DID NOT SEE THAT TRAFFIC HAD STOPPED. UNIT 1 REAR ENDED UNIT 2.		
020E052 039	160806323	2016-08-23	1551 PD	REAR	CLR	EXCLUDE	DRIVER ERROR. UNIT 2 WAS STOPPED AT A RED LIGHT ON HWY 20 AT HWY 31. UNIT 1 WAS CLOSELY BEHIND UNIT 2. UNIT 1 ENGAGED THEIR BRAKES BUT WERE UNABLE TO STOP IN TIME. THE FRONT OF UNIT 1 REAR-ENDED UNIT 2			
020E052 039	160807568	2016-08-26	1210 PD	REAR	CLDY	EXCLUDE	DRIVER ERROR. EB STH 20 IN FRONT OF PANDA EXPRESS. UNIT 1 SLOWED DOWN QUICKLY FOR A VEHICLE THAT STOPPED IN FRONT OF HIM. HE WAS THEN STRUCK FROM BEHIND BY UNIT 2.			
020E052 039	170908364	2017-09-25	1622 PD	SSS	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNIT 2 WAS TRAVELING EB ON WASHINGTON AVE. WHEN UNIT 1 ATTEMPTED TO VEER INTO THE LEFT TURN LANE AND STRUCK UNIT 2. THE DRIVER OF UNIT 1 WAS ISSUED A TICKET FOR INATTENTIVE DRIVING.	42.71887	-87.8479	
020E052 040	170905573	2017-09-19	1524 PD	REAR	CLR	EXCLUDE	DRIVER ERROR/CONSTRUCTION.TRAFFIC WAS BACKED UP DUE TO CONSTRUCTION ON BOTH STH 20 AND STH 31. UNIT 1 OPERATOR ADVISED THAT HE TRIED TO STOP IN TIME BUT COULD NOT AND STRUCK UNIT 2. BOTH VEHICLES HAD DAMAGE. UNIT 1 STATED THAT IT WAS BUMPER TO BUMPER TRAFFIC EVERYWHERE.	42.71886	-87.8477	
020E052 041	170900997	2017-09-06	1628 PD	SSS	CLDY	EXCLUDE	DRIVER ERROR. VEHICLE #1 AND #2 WERE BOTH EAST ON STH 20 IN THE CENTER LANE. VEHICLE #2 WAS STOPPED IN TRAFFIC. VEHICLE #1 WAS SLOWING AND STRUCK VEHICLE #2.	42.71885	-87.8476	
020E052 042	160107494	2016-01-23	1612 PD	REAR	CLDY	EXCLUDE	DRIVER ERROR/DRIVING TOO CLOSE. BOTH UNITS WERE TRAVELLING EB IN THE CENTER LANE OF STH 20. BOTH TRIED TO SWITCH TO THE LEFT LANE AT THE SAME TIME. UNIT 2 WAS HIT IN THE ANGLED REAR BY UNIT 1. UNIT 2 CLAIMS THEY WERE BEING TAILGETED BY UNIT 1 WHILE UNIT 1 CLAIMS UNIT 2 CUT THEM OFF WHILE THEY WERE SWITCHING LANES.			
020E052 042	170800170	2017-08-02	1316 INJ	B	REAR	CLR	DRIVER ERROR. UNIT 3 EB STH 20 IN RIGHT LANE. UNIT 3 STOPPED DUE TO VERY HEAVY TRAFFIC BACKUP. UNIT 2 DIRECTLY BEHIND UNIT, EB RIGHT LANE STH 20 STOPPED IN TRAFFIC. UNIT 1 DIRECTLY BEHIND UNIT 2 FAILED TO STOP FOR THE TRAFFIC AHEAD AND REAR ENDED UNIT 2. UNIT 2 THEN WAS BUMPED INTO UNIT 3.	42.71885	-87.8475	
020E052 042	171202032	2017-12-06	712 PD	REAR	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNITS GOING EB ON STH 20. DRIVER OF UNIT 2 STARTED GOING ON GREEN LIGHT AND THEN STOPPED SUDDENLY DUE TO TRAFFIC NOT MOVING. UNIT 1 REAR-ENDED UNIT 2.	42.71888	-87.8482	
020E052 044	160808611	2016-08-30	1149 PD	SSS	CLDY	EXCLUDE	DRIVER ERROR/FAILURE TO CHECK BLIND SPOT. BOTH UNITS WERE EB ON STH 20. UNIT 2 HAD MOVED INTO THE LEFT TURN LANE. UNIT 1 WAS IN THE LEFT HAND EB LANE. UNIT 1 SWITCHED INTO THE LEFT TURN LANE WITHOUT CHECKING AND HIT THE PASSENGER SIDE OF UNIT 2.			
020E052 044	171007242	2017-10-16	920 INJ	B	NO	CLR	DRIVER ERROR/INATTENTIVE DRIVING/ ROAD CONSTRUCTION. THE STH 20 EB RIGHT LANE AND RIGHT TURN LANE AT STH 31 WHERE CLOSED DUE TO CONSTRUCTION. UNIT 1 WAS DRIVING EB ON STH 20 IN THE RIGHT LANE OF TRAFFIC. UNIT 1 THEN ENTERED THE CONSTRUCTION ZONE ON STH 20 UNIT 1 THEN STRUCK A CONSTRUCTION HOLE WITH FRESH CEMENT. UNIT 1 DROVE THROUGH THE HOLE THEN CONTINUED TO DRIVE EB TO THE INTERSECTION OF STH 20 AND STH 31, MADE A RIGHT TURN, THEN DROVE SOUTH ON STH 31. BOTH LANES WHERE CLEARLY MARKED WITH A ROAD SIGN AND CONSTRUCTION BARRELS.			
020E052 046	130702552	2013-07-11	801 INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR/3 CAR REAR-END. UNITS 2 AND 3 WERE STOPPED IN TRAFFIC WHEN UNIT 1 REAR ENDED UNIT 2 PUSHING IT INTO THE BACK OF UNIT 3.		



020E052 046	171003091	2017-10-11	1349 PD		REAR	CLDY	EXCLUDE	DRIVER ERROR. UNIT 1 AND UNIT 2 WERE EB ON STH 20 AT STH 31 IN THE RIGHT TURN LANE. UNIT 1 WAS BEHIND UNIT 2. OPERATOR OF UNIT 1 SAID SHE THOUGHT UNIT 2 WENT SO SHE WENT. OPERATOR OF UNIT 2 SAID THAT HE WAS STOPPED, LOOKING TO HIS LEFT TO SEE IF ANY CARS WERE COMING AND WAS REAR ENDED. UNIT 1 REAR ENDED UNIT 2.	42.71881	-87.8466	
020E052 047	130211962	2013-02-26	1434 INJ	C	REAR	SNOW	EXCLUDE	DRIVER ERROR/POOR ROAD CONDITIONS. BOTH UNITS WERE TRAVELING EB ON STH 20 APPROACHING STH 31. BOTH MOVED IN TO THE RIGHT TURN LANE TO GO SOUTH ON STH 31. UNIT 2 CAME TO A COMPLETE STOP TO YIELD TO SB TRAFFIC ON STH 31. UNIT 2 ATTEMPTED TO STOP BUT COLLIDED WITH THE REAR OF UNIT 2. <u>ROAD WAS SNOW COVERED AND SLIPPERY.</u>			
020E052 047	160210190	2016-02-20	2151 INJ	B	REAR	CLR	EXCLUDE	DRIVER ERROR/REAR-END HIT AND RUN. UNIT 2 WAS EB IN THE LEFT SIDE THROUGH LANE APPROXIMATELY 50 FEET WEST OF STH 31. UNIT 2 WAS STOPPED IN TRAFFIC FOR A RED LIGHT. WHEN UNIT 1 REAR ENDED UNIT 2 AND THEN FLED THE SCENE.			
020E052R000	150110987	2015-01-28	18 INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR. UNIT 2 WAS STOPPED AT A RED TRAFFIC LIGHT AT THE INTERSECTION OF STH 20 AND STH 31. UNIT 2 STRUCK UNIT 1 IN A REAR END FASHION.			
020E052R000	150303761	2015-03-17	1626 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO STOP. BOTH UNITS WERE TRAVELING EB IN THE RIGHT LANE OF STH 20. UNIT 2 STOPPED FOR THE RED LIGHT. UNIT 1 STOPPED BUT ROLLED FORWARD INTO THE BACK BUMPER OF UNIT 2.			
020E052R000	150400495	2015-04-03	1817 PD		REAR	CLDY	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNITS 1 AND 2 WERE HEADING IN THE EB TURN LANE ON STH 20 AT STH 31. UNIT 1 WAS SLOWING DOWN AS THEY APPROACHED THE INTERSECTION. UNIT 2 WAS SLOWING DOWN TOO BUT WAS LOOKING DOWN AND REAR ENDED UNIT 1.			
020E052R000	150606783	2015-06-08	1608 PD		REAR	RAIN	EXCLUDE	DRIVER ERROR. UNITS 1 AND 2 WERE WAITING TO MAKE A RIGHT HAND TURN ONTO SB STH 31 FROM EB STH 20. UNIT 2 WAS STOPPED AT A YIELD SIGN WAITING FOR A GAP IN SB TRAFFIC. UNIT 1 WAS STOPPED BEHIND UNIT 2. UNIT 2 BEGAN TO INCH FORWARD AND UNIT 1 PROCEEDED TO PULL FORWARD REAR ENDING UNIT 2.			
020E052R000	150607647	2015-06-24	1635 PD		REAR	CLDY	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNITS 1 AND 2 WERE TURNING ONTO SB STH 31 FROM EB STH 20. UNIT 1'S DRIVER WAS LOOKING TOWARDS ONCOMING TRAFFIC BEFORE MAKING THE TURN AND BEGAN TO ACCELERATE AT WHICH POINT. UNIT 1 STRUCK THE REAR OF UNIT 2.			RT
020E052R000	150807293	2015-08-25	1704 PD		REAR	CLDY	EXCLUDE	DRIVER ERROR/FOLLOWING TOO CLOSE. BOTH UNITS WERE TRAVELING EB ON STH 20 AND WERE BOTH MAKING RIGHT TURNS ON TO SB STH 31. UNIT 2 WAS IN FRONT OF UNIT 1. UNIT 2 BEGAN TO MAKE THE TURN AND OBSERVED ONCOMING TRAFFIC SO HE APPLIED THE BRAKES. UNIT 1 THOUGHT THAT UNIT 2 CONTINUED MAKING THE TURN AT WHICH POINT UNIT 1 STRUCK THE REAR DRIVERS SIDE OF UNIT 2.			RT
020E052R000	151000025	2015-10-01	701 PD		NO	CLR	EXCLUDE	DRIVER ERROR/HIT AND RUN. UNIT 1 ATTEMPTED TO MAKE A RIGHT TURN BUT HIT A SIGN. THE SIGN SLID ACROSS THE ROAD AND HIT UNIT 2. UNIT 1 WAS CAUGHT AND ADMITTED TO HITTING SIGN AND DRIVING OFF.			
020E052R000	151209918	2015-12-22	1547 INJ	C	REAR	CLDY	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVER. BOTH UNITS WERE IN THE STH 20 EB LEFT TURN LANE. UNIT 1 WAS BEHIND UNIT 2. UNIT 2 STOPPED FOR THE RED ARROW AND UNIT 1 REAR ENDED UNIT 2. UNIT 1 SAID SHE WAS CHECKING HER GUAGES BECAUSE SHE WAS HAVING TRACTION ISSUES.			
020E052R000	130708113	2013-07-30	1304 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/MEDIA CL/DRIVING TOO CLOSE. BOTH UNITS WERE IN THE RIGHT LANE EB ON STH 20. UNIT 1 WAS BEHIND UNIT 2. UNIT 2 STOPPED AT THE RED LIGHT BUT UNIT 1 WAS NOT ABLE TO STOP QUICK ENOUGH REAR ENDING UNIT 2. DRIVER OF UNIT 1 ADVISED SHE IS BI-POLAR AND WAS ISSUED A FIELD SOBRIETY TEST.			RT
020E052R000	130308530	2013-03-29	1133 INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. THE DRIVER OF UNIT 1 SAID THAT THEY WERE CHANGING THE RADIO STATION AND WHILE LOOKING DOWN RAN INTO THE BACK OF UNIT 2.			
020E052R000	140104132	2014-01-07	1744 PD		REAR	CLR	EXCLUDE	DRIVER ERROR. UNIT 2 STOPPED AT THE STOP SIGN ON THE CORNER OF STH 20 AND STH 31 HEADING EB ON STH 20. UNIT 2 SLOWLY MOVED FORWARD. UNIT 1 ADVISED THAT SHE THOUGHT UNIT 2 TURNED ONTO STH 31. UNIT 1 STRUCK UNIT 2 IN THE REAR END.			RT
020E052R000	140205202	2014-02-14	1312 PD		REAR	CLR	EXCLUDE	DRIVER ERROR. BOTH UNITS WERE HEADING DOWN SB STH 31 WHEN UNIT 2 HAD TO BREAK HEAVILY FOR A YELLOW LIGHT AT STH 31 WHEN HE WAS STRUCK IN THE REAR BY UNIT 1. UNIT 1 DIDN'T HAVE A DRIVERS LICENSE.			

020E052R000	140404017	2014-04-17	1553 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. BOTH UNITS WERE STOPPED AT THE LIGHT AT STH 20 AND STH 31 HEADING EAST ON STH 20. UNIT 1 WAS BEHIND UNIT 2. UNIT 1 SAID THEY <u>LOOKED DOWN FOR A SECOND AND WHEN THEY LOOKED BACK UP THE LIGHT HAD CHANGED AND THEY BEGAN TO PULL FORWARD.</u> UNIT 2 HAD NOT MOVED FORWARD YET LEADING UNIT 1 TO REAR END UNIT 2.		
020E052R000	140606819	2014-06-24	1719 INJ	B	REAR	CLR	EXCLUDE	DRIVER ERROR. UNITS 1 (MOTORCYCLE) AND 2 WERE HEADING EB ON STH 20. UNIT 2 WAS AHEAD OF UNIT 1. A CAR IN FRONT OF UNIT 2 YIELDED FOR AN AMBULANCE WITH ITS SIRENS ON AND UNIT 2 WAS ABLE TO STOP RAPIDLY. UNIT 1 WAS NOT ABLE TO STOP QUICK ENOUGH AND REAR ENDED UNIT 2.		
020E052R000	141000717	2014-10-02	817 PD		REAR	CLDY	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING/3 VEHICLE REAR-END. UNIT 2 AND 3 WERE STOPPED AT A RED LIGHT. UNIT 2 BEHIND UNIT 3. UNIT 1 WAS COMING BEHIND UNIT 2 WHEN THE DRIVER GOT DISTRACTED AND REAR ENDED THE BACK OF UNIT 2 WHO ROLLED INTO UNIT 3.		
020E052R000	141206183	2014-12-17	2300 PD		NO	UNKN	EXCLUDE	HIT AND RUN/DRIVER ERROR. UNIT 1 IS UNKNOWN AND STRUCK A YIELD SIGN ON THE CORNER OF STH 20 AND STH 31 HEADING EB ON STH 20, MAKING A RIGHT TURN ONTO SB STH 31 AT AN UNKNOWN DATE AND TIME. UNIT 1 LEFT THE SCENE.		
020E052R000	160205968	2016-02-20	835 PD		REAR	CLR	EXCLUDE	DRIVER ERROR. UNITS 1 AND 2 WERE EB ON STH 20 WAITING TO MAKE A RIGHT HAND TURN ONTO STH 31. UNIT 1 YIELDED TO TRAFFIC CONING FROM THE NORTH BUT UNIT 2 THOUGHT HE HAD GONE LEADING HIM TO REAR END UNIT 1.		
020E052R000	160401816	2016-04-02	211 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNITS 1 AND 2 WERE EB ON STH 20 WHEN A OFFICER DIRECTING TRAFFIC TOLD THEM TO STOP. UNIT 2 WAS ABLE TO STOP IN TIME BY UNIT 1 WAS UNABLE TO STOP BEFORE REAR ENDING UNIT 2.		
020E052R000	170103258	2017-01-13	729 PD		REAR	CLR	EXCLUDE	DRIVER ERROR. EB STH 20 DRIVER DIDN'T REALIZE OTHER VEHICLES WERE STOPPED AT RED LIGHT AND CRASHED INTO QUEUED VEHICLE.	42.71881	-87.8466
020E052R000	170208348	2017-02-28	1818 PD		NO	RAIN	EXCLUDE	DRIVE ERROR. PROPERTY DAMAGE. ACCIDENT ON S. GREENBAY RD AND STH 20. DRIVER WAS TRAVELING WB ON STH 20 TURNING SB ONTO S. GREEN BAY RD. AFTER COMPLETING THE TURN ONTO S. GREEN BAY RD, DRIVER ATTEMPTED TO SWITCH INTO THE FAR EB LANE AND LOST CONTROL OF THE VEHICLE STRIKING UTILITY POLE #5-51-209. DRIVER REPORTED NO INJURIES WERE CAUSED FROM THE ACCIDENT.	42.71848	-87.8464
020E052R000	170400799	2017-04-04	1612 PD		SSS	CLR	EXCLUDE	DRIVER ERROR. BOTH UNITS WERE INITIATING A LEFT TURN ON TO EB STH 20 FROM SB STH 31 TURN LANE. UNIT 2 DRIVER STATED THAT AS HE WAS MAKING THE TURN AS UNIT 1 DEVIATED FROM ITS DESIGNATED LANE AND STRUCK THE DRIVER SIDE MIDDLE OF HIS TRUCK. UNIT 2 DRIVER THEN FOLLOWED UNIT 1 TO THE POST OFFICE AT WHICH POINT HE CONTACTED THE POLICE IN REGARDS TO THE ACCIDENT. UNIT 1 DRIVER WAS AGITATED AND STATED THAT ITS NOT HIS FAULT. HE STATED THAT UNIT 2 DRIVER DRIFTED INTO HIS LANE AND STRUCK THE REAR PASSENGER SIDE OF HIS TRUCK. IT SHOULD BE NOTED THAT THERE WAS PREVIOUS DAMAGE ON THE PASSENGER SIDE OF UNIT 1 FROM AN UNRELATED INCIDENT. UNIT 1 DRIVER'S SON WAS CONTACTED AND HE ADVISED THAT HIS FATHER HAS BEEN HAVING MEMORY ISSUES LATELY.	42.71895	-87.8462
020E052R000	170501013	2017-05-05	1644 PD		SSS	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING/DRIVING TOO FAST. UNIT 1 WAS TRAVELING EB ON STH 20. HE WAS IN THE FURTHEST LEFT TURN LANE ATTEMPTING TO TURN LEFT ON STH 31. UNIT 2 THEN QUICKLY TURNED FROM THE LANE NEXT TO HIM INTO HIS LANE, NOT ALLOWING HIM TO BRAKE IN TIME. UNIT 2 STATED UNIT 1 WAS SPEEDING TO CATCH THE GREEN LIGHT WHEN HE STRUCK HIS VEHICLE. BOTH OPERATORS WERE ISSUED CITATIONS. UNIT 1 OPERATOR FOR OPERATING WITHOUT A VALID DRIVER LICENSE, AND UNIT 2 FOR NO INSURANCE IN THE VEHICLE.	42.71897	-87.8465
020E052R000	170602696	2017-06-10	1430 PD		REAR	CLR	EXCLUDE	DRIVER ERROR. UNIT 1 AND UNIT 2 WERE INVOLVED IN A PROPERTY DAMAGE ACCIDENT. THE OPERATOR OF UNIT 1 STATED THAT UNIT 2 CUT IN FRONT OF HER FROM THE CENTER LANE AT THE LAST SECOND AND TRIED TO MAKE A RIGHT TURN, AND THAT SHE DIDN'T HAVE TIME TO STOP BECAUSE OF UNIT 2 CUTTING IN FRONT OF HER QUICK. THE DRIVER OF UNIT 2 STATED THAT SHE NEVER SWITCHED LANES. SHE SAID THAT SHE WAS ABOUT TO TURN RIGHT WHEN SHE STOPPED TO YIELD FOR SOUTHBOUND TRAFFIC, AND THEN UNIT 1 HIT HER. THE DAMAGE IS CONSISTENT WITH THE STATEMENT FROM OPERATOR 2. OFFICER COULD NOT DETERMINE IF UNIT 2 HAD ANY CONTRIBUTING ACTIONS BY SWITCHING LANES OR NOT.	42.7187	-87.8464

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020E052R000	170904896	2017-09-16	1204 PD	REAR	CLR	EXCLUDE	DRIVER ERROR/CONSTRUCTION CONFUSION. UNIT 2 WAS EB ON STH 20, MAKING RIGHT TURN ONTO SB STH 31. THERE IS USUALLY A YIELD SIGN FOR THE RIGHT TURNS, HOWEVER, DUE TO CONSTRUCTION, THERE IS NO SIGN. THE INTERSECTION ITSELF IS STILL CONTROLLED BY TRAFFIC LIGHTS. DUE TO HEAVY CONSTRUCTION, STH 31 IS ONLY ONE OPEN LANE. UNIT 2 WAS LOOKING TO HIS LEFT BEFORE PULLING OUT, AND WAS INCHING FORWARD TO IMPROVE SIGHT LINE. UNIT 2 OBSERVED SB CAR SO HE STOPPED TO WAIT. UNIT 1 BEHIND UNIT 2 DID NOT SEE UNIT 2 AND REAR ENDED HIM.	42.71879	-87.8462
020E052R000	170910954	2017-09-01	2121 PD	REAR	CLR	EXCLUDE	DRIVER ERROR.BOTH UNITS 1 AND 2 WERE TRAVELING EB ON STH 31 APPROACHING THE INTERSECTION WITH STH 20. BOTH STH 31 AND STH 20 ARE UNDER CONSTRUCTION AND HAD MULTIPLE LANE CLOSURES AND LANE SHIFTS. AS UNIT 1 BEGAN TO SLOWLY MOVE INTO THE NB TURN LANE, UNIT 2 COLLIDED WITH THE REAR OF UNIT 1. THE OPERATOR OF UNIT 1 AND 2 CONTINUED ON TO NB STH 31. THE OPERATOR OF UNIT 2 DID NOT PULL OVER AND CONTINUED NB ON STH 31 AND THEN EB ON SPRING ST AND THEN NB ON MARTIN LUTHER KING DR. TO HER RESIDENCE.	42.71903	-87.8476

020E053 000 020E053 028

rp_ky	accdnmbr	ACCDDATE	ACCDTIME	ACCDSVR	INJSVR	MNRCOLL	WTHRCOND	Include/Exclude	Comments		
020E053 000	130104059	2013-01-05	1101 PD		ANGL	CLDY		EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS NB ON STH 31 TURNING RIGHT ONTO EB STH 20 AND UNIT 2 WAS HEADING EB ON STH 31. UNIT 1 FAILED TO YIELD TO UNIT 2 AND MADE ANGLED CONTACT WITH UNIT 2.		
020E053 000	140607702	2014-06-23	1258 PD		ANGL	CLDY		EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNIT 1 WAS EB ON HWY 20 IN A TEST DRIVE VEHICLE WHEN HE FAILED TO STOP FOR A RED LIGHT AT HWY 31. UNIT 1 STRUCK UNIT 2 WHO WAS NB ON HWY 31. UNIT 1 STATED HE NEVER SAW THE LIGHT UNTIL IT WAS TOO LATE.		
020E053 000	170608352	2017-06-24	702 PD		ANGL	CLR		EXCLUDE	DRIVER ERROR/ RUNNING RED LIGHT. VEHICLE 2 WAS DRIVING NB ON STH31. VEHICLE 2 APPROACHED THE INTERSECTION OF STH 31. AND STH 20.. VEHICLE 2 ENTERED THE LEFT TURN LANE ON A GREEN TRAFFIC LIGHT ON STH 31. VEHICLE 2 WAS GOING TO GO WB ON STH 20. VEHICLE 2 PROCEEDED TO ENTER THE INTERSECTION AND WAS STRUCK BY VEHICLE 1. VEHICLE 1 WAS DRIVING EB IN THE RIGHT LANE ON STH 20. VEHICLE 1 APPROACHED THE INTERSECTION OF STH 20 AND STH 31 ON A RED TRAFFIC LIGHT. VEHICLE 1 PROCEEDED TO ENTER THE INTERSECTION AND DID NOT STOP FOR THE RED TRAFFIC LIGHT. VEHICLE 1 THEN STRUCK VEHICLE 2 WHO HAD THE RIGHT AWAY. THE DRIVER OF VEHICLE 1 ADVISED ME SHE DID NOT SEE THE RED TRAFFIC LIGHT WHEN SHE ENTERED INTO THE INTERSECTION.	42.7188	-87.8464
020E053 000	170110332	2017-01-30	2219 PD		ANGL	SNOW		EXCLUDE	DRIVER ERROR. DRIVER WAS DRIVING TO FAST FOR CONDITIONS. TRAVELING SB ON STH 31 AT INTERSECTION OF STH 20, TRIED TO STOP AFTER SIGNAL TURNED RED AND SLID INTO VEHICLES TRAVELING WB ON STH 20.	42.71879	-87.846
020E053 001	130502039	2013-05-08	124 INJ	C	ANGL	CLR		EXCLUDE	DRIVER ERROR/FAILURE TO YIELD RIGHT OF WAY. UNIT 2 WAS DRIVING EB ON STH 20 IN THE CENTER LANE. UNIT 1 WAS LEAVING THE "EXPERIENCE FITNESS" PARKING LOT. UNIT 1 PROCEEDED TO PULL OUT AND GO ACROSS THE EB STH 20 LANES OF TRAFFIC TO MAKE A LEFT TURN WB ON THE STH 20. UNIT 2 STRUCK UNIT 1 AS IT PROCEEDED TO CROSS THE STH EB LANES OF TRAFFIC.		
020E053 002	131101778	2013-11-07	717 PD		SSS	CLR		EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNIT 1 WAS EB ON STH 20 IN THE LEFT LANE AND UNIT 2 WAS IN THE RIGHT LANE. BOTH CARS TRIED TO MERGE INTO THE CENTER LANE SIDE-SWIPING EACH OTHER.		
020E053 002	140300296	2014-03-01	1647 PD		ANGL	CLR		EXCLUDE	DRIVER ERROR/FAILURE TO YIELD THE RIGHT OF WAY. UNIT 1 EXITED THE 5200 BLOCK WASHINGTON BUSINESS PARKING LOT TO TURN LEFT ONTO THE WB STH 20 LANES. UNIT 2 WAS HEADING EB ON STH 20. UNIT 1 FAILED TO YIELD TO UNIT 2, AND GOT HIT FROM THE SIDE.		
020E053 002	141001574	2014-10-07	1723 INJ	C	REAR	CLR		EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. BOTH UNITS WERE DRIVING EB ON STH 20. UNIT 2 WAS IN FRONT OF UNIT 1. UNIT 2 HAD TO SLOW DOWN DUE TO TRAFFIC AND UNIT 1 REAR ENDED UNIT 2. UNIT 1 CLAIMS THEY WERE <u>LOOKING AT PAPER WORK</u> DID NOT SEE UNIT 2 STOP.		
020E053 003	150602223	2015-06-09	1256 INJ	B	NO	CLR		EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING/ FAILURE TO YIELD. UNIT 1 WAS PULLING OUT OF THE DRIVE WAY OF ROGAN SHOES ONTO EB STH 20. UNIT ONE DID NOT SEE UNIT 2 (MOTORCYCLE). UNIT 2 WAS FORCED TO BRAKE RAPIDLY WHICH LED TO UNIT 2 LAYING THE BOKE DOWN AND SLIDEING ON THE ROAD.		
020E053 004	150203412	2015-02-11	1634 PD		ANGL	CLDY		EXCLUDE	DRIVER ERROR/FAILURE TO YIELD/ANGLE CRASH. UNIT 1 WAS EXITING THE PIGGLY WIGGLY DRIVEWAY AND UNIT 2 WAS HEADING EB ON STH 20. UNIT 2 STRUCK UNIT 1 WHILE THEY PULLED OUT OF THE DRIVEWAY INTO THE EB LANES.		

020E053 004	150406575	2015-04-28	1759 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/FOLLOWING TOO CLOSE. UNITS 1 AND 2 WERE EB ON STH 20. UNIT 2 WAS AHEAD OF UNIT 1. A CAR INFRONT OF UNIT 2 SLOWED TO TURN INTO PANDA EXPRESS. UNIT 2 SLOWED BUT UNIT 1 DID NOT HAVE ENOUGH TIME TO STOP BEFORE THEY HIT UNIT 2.		
020E053 004	150801450	2015-08-06	1714 PD		ANGL	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD RIGHT OF WAY. UNIT 1 WAS HEADING EB ON STH 20 AND WAS TRYING TO TURN LEFT AND WAS WAIVED ACROSS BY ANOTHER CAR. UNIT 2 HEADING WB ON STH 20 WAS NOT SEEN BY UNIT 1 AND LED TO UNIT 1 BEING STRUCK BY UNIT 2.		
020E053 004	130905776	2013-09-24	1714 INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR/FOLLOWING TOO CLOSE. ALL UNITS WERE HEADING EB ON STH 20. UNIT 3 LED FOLLOWED BY UNIT 2 FOLLOWED BY UNIT 1. A CAR IN FRONT OF 3 TURNED RIGHT INTO A DRIVEWAY AND UNIT 3 HAD TO SLOW DOWN. UNIT 2 WAS ABLE TO SLOW BUT UNIT 1 REAR ENDED UNIT 2 WHO THEN ROLLED INTO UNIT 3.		
020E053 004	140904378	2014-09-14	844 INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR/FOLLOWING TOO CLOSE. UNIT 1 AND 2 WERE EB ON STH 20. UNIT 2 TURNED RIGHT INTO THE PANDA EXPRESS PARKING LOT AND HAD TO SLOW DOWN. UNIT 1 WAS FOLLOWING TOO CLOSE AND REAR ENDED UNIT 2.		
020E053 004	170705435	2017-07-18	1630 PD		ANGL	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YEILD/INATTENTIVE DRIVING. UNIT 1 WAS TRAVELING WB ON STH 20 AND MADE A LEFT TURN INTO THE PARKING LOT IN THE 5200 BLOCK OF WASHINGTON AVE.(STH 20). UNIT 2 WAS TRAVELING EB ON STH 20 IN THE LEFT LANE. THE DRIVER OF UNIT 1 SAID THAT SHE DIDN'T SEE UNIT 2 COMING FROM EB. THE DRIVER OF UNIT 2 SHOULD HAVE YIELDED FOR UNIT 1 WHO HAD THE RIGHT OF WAY AND WAS NOT MANDATED TO STOP.	42.71872	-87.8446
020E053 005	150303062	2015-03-14	1546 INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNITS 1 AND 2 WERE HEADING EB ON STH 20. UNIT 2 SLOWED TO TURN INTO PANDA EXPRESS PARKING LOT AND HAD TO SLOW DOWN. UNIT 1 DID NOT NOTICE UNIT 2 SLOWING DOWN AND REAR ENDED THEN.		
020E053 005	170705803	2017-07-20	1201 PD		ANGL	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YEILD/INATTENTIVE DRIVING. UNIT 1 WAS TRAVELING WB ON STH 20 AND MADE A LEFT TURN INTO THE PARKING LOT IN THE 5200 BLOCK OF WASHINGTON AVE.(STH 20). UNIT 2 WAS TRAVELING EB ON STH 20 IN THE LEFT LANE. THE DRIVER OF UNIT 1 SAID THAT SHE DIDN'T SEE UNIT 2 COMING FROM EB. THE DRIVER OF UNIT 2 SHOULD HAVE YIELDED FOR UNIT 1 WHO HAD THE RIGHT OF WAY AND WAS NOT MANDATED TO STOP.	42.71872	-87.8446
020E053 006	140505897	2014-05-24	1914 PD		ANGL	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD RIGHT OF WAY. UNIT 2 WAS HEADING EB ON STH 20. UNIT 1 WAS PULLING OUT OF THE PARKING LOT AT 5201 WASHINGTON AVE. UNIT 1 THOUGHT SHE HAD ENOUGH TIME TO BEAT UNIT 2 THROUGH THE INTERSECTION TO MAKE HE LEFT TURN. UNIT 2 DID NOT SEE UNIT 1 UNTIL IT WAS TOO LATE.		
020E053 009	140500124	2014-05-01	1313 PD		SSS	CLDY	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. BOTH UNITS WERE DRIVING EB ON STH 20 WITH UNIT 1 IN THE CENTER LANE AND UNIT 2 IN THE RIGHT LANE. UNIT 1 SWITCHED INTO UNIT 2'S LANE SIDE-SWIPING EACH OTHER.		
020E053 009	160702832	2016-07-11	952 INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNITS 1,2 AND 3 WERE ALL EB ON STH 31. UNIT 3 WAS PREPARED TO TURN INTO PARKING LOT WHEN A PEDESTRIAN WALKED INTO CROSSWALK. UNIT 3 HIT THE BRAKES FOLLOWED BY UNIT 2. UNIT 1 WAS LOOKING AT HIS PHONE AND HE HIT THE BACK OF UNIT 2 WHO SLID INTO UNIT 3.		
020E053 012	140203798	2014-02-06	1457 PD		REAR	CLR	EXCLUDE	FOLLOWING TOO CLOSE. BOTH UNITS WERE HEADING WB ON STH 20 IN THE FAR LEFT LANE. UNIT 2 BEGAN SLOWING FOR TRAFFIC AHEAD. UNIT 1 FAILED TO STOP BEHIND UNIT 2 AND REAR ENDED UNIT 2.		
020E053 013	130300258	2013-03-01	1250 INJ	C	ANGL	CLR	EXCLUDE	DRIVER ERROR/PULLED TOO FAR INTO TRAFFIC. UNIT 1 WAS PULLING OUT OF A DRIVEWAY AND COULDN'T SEE TRAFFIC DUE TO A LARGE SUV NEXT TO HER. UNIT 1 MOVED OUT TO TRY TO SEE IF IT WAS SAFE TO TURN AND COLLIDED WITH UNIT 2 HEADING EB ON STH 20 IN THE FAR RIGHT LANE.		
020E053 014	170508305	2017-05-21	1316 PD		ANGL	CLDY	EXCLUDE	DRIVER ERROR. UNIT 1 WAS STOPPED FACING WB ON STH 20 ATTEMPTING TO MAKE A LEFT TURN INTO A PARKING LOT. UNIT 2 WAS TRAVELING EB ON STH 20. OPERATOR IN UNIT 1 STATED HAVING TO SLOW DOWN TO MAKE THE ENTRY INTO THE PARKING LOT, AS THERE WAS A CAR IN FRONT OF HER CAUSING HER TO GET STRUCK IN THE REAR BY UNIT 2.	42.71868	-87.8434
020E053 014	171006397	2017-10-12	838 PD		SSS	CLR	EXCLUDE	DRIVER ERROR/HIT AND RUN. BOTH VEHICLE #1 AND #2 WERE TRAVELING EB ON STH 20 IN THE 5200 BLOCK. VEHICLE #2 (CAR) WAS TRAVELING IN THE OUTSIDE CURB LANE WHEN ALL OF A SUDDEN VEHICLE #1(SEMI/TRAILER) WHICH WAS TRAVELING IN THE INSIDE CURB LANE BEGAN MERGING INTO VEHICLE #2 LANE. VEHICLE #1 THEN SIDE SWIPED THE DRIVER SIDE FRONT FENDER AND MIRROR. VEHICLE # 1 CONTINUED EB ON STH 20, FLEEING THE SCENE.	42.71869	-87.8435

020E053 016	150707970	2015-07-17	1241 INJ	B	HEAD	CLR	EXCLUDE	DRIVER ERROR. UNIT 1 WAS EB ON STH 20 WHILE UNITS 2 AND 3 WERE WAITING IN THE WB LEFT HAND TURN LANE. UNIT 1 SWERVED AND HIT UNIT 2 HEAD ON AND PUSHED UNIT 2 INTO UNIT 3.		
020E053 016	150800490	2015-08-01	1345 PD		ANGL	CLR	EXCLUDE	DRIVER ERROR/FAILED TO YIELD. UNIT 1 WAS PERFORMING AN UNSAFE LEFT TURN FROM A PARKING LOT TO TURN ONTO WB STH 20. UNIT 2 WAS TRAVELING IN LANE 1 EB STH 20. UNIT 1 FAILED TO YIELD TO UNIT 2.		
020E053 016	150805441	2015-08-18	1023 PD		ANGL	CLDY	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNIT 1 WAS FACING NB EXITING A PARKING LOT AND LOOKING TO TURN LEFT ON TO WB STH 20. UNIT 2 WAS EB ON STH 20 APPROACHING THE PARKING LOT IN THE LEFT LANE. UNIT 1 PROCEEDED INTO THE ROADWAY BELIEVING IT WAS SAFE AND MADE CONTACT WITH UNIT 2.		
020E053 016	130205906	2013-02-13	1031 INJ	C	ANGL	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 STATED THAT SHE WAS MAKING A LEFT TURN INTO THE PIGGLY WIGGLY AND WAS STRUCK BY UNIT 2. UNIT 2 STATED THAT SHE WAS EB ON STH 20 IN THE RIGHT LANE WHEN UNIT 1 MADE A RUGHT TURN IN FRONT OF HER AND STRUCK HER.		
020E053 016	130603906	2013-06-15	1332 INJ	B	ANGL	CLDY	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 2 WAS TRAVELING EB ON STH 20 IN THE MIDDLE LANE. UNIT 1 WAS MAKING A LEFT TURN FROM THE SHOPPING CENTER PARKING LOT BY THE PIGGLY WIGGLY. A VEHICLE WAS IN THE RIGHT LANE ON STH 20 E/ TURNING INTO THE SHOPPING CENTER. UNIT 1 DROVE INTO THE INTERSECTION TO MAKE THE LEFT TURN AND UNIT 2 COLLIDED WITH UNIT 1.		
020E053 016	140211410	2014-02-25	1230 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/FOLLOWING TOO CLOSE. UNITS 1 AND 2 WERE LEAVING A PARKING LOT FACING NB ON STH 20. UNIT 2 GOT HALF WAY ACROSS, STOPPED IN THE MDIAN OPENING TO FIND A GAP, AND WAS STRUCK FROM BEHIND BY UNIT 1.		
020E053 016	140408851	2014-04-07	1450 PD		ANGL	CLDY	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS TRAVELING NB LEAVING A DRIVEWAY ACROSS FROM SYCAMORE AVE. ATTEMPTING TO TURN WEST BOUND ONTO STH 20. UNIT 2 WAS EB ON STH 20 . UNIT 1 ENTERED THE ROADWAY AND STRUCK THE REAR PASSENGER DOOR OF UNIT 2.		
020E053 016	140501737	2014-05-09	723 INJ	B	ANGL	RAIN	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. THE DRIVER OF UNIT 1 STATED SHE WAS CROSSING STH 20 FROM SYCAMORE AVE. TO GO INTO THE SHOPPING CENTER. SHE DID NOT SEE UNIT 2 COMING FROM THE RIGHT AND GOT HIT A SHE CROSSED THE EB LANES OF STH 20.		
020E053 016	140507361	2014-05-29	2043 PD		ANGL	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 2 WAS IN THE LEFT LANE OF STH 20. SHE MOVED TO THE MIDDLE LANE AN CONTINUED EB WHEN UNIT 1 WHO WAS STOPPED AT THE ENTERANCE OF PIGGLY WIGGLY MOVED INTO TRAFFIC IN FRONT OF UNIT 2		
020E053 016	141008893	2014-10-29	1718 PD		ANGL	CLDY	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS ATTEMPTING TO MAKE A LEFT TURN FROM A PARKING LOT TO GO WEST BOUND ON STH 20. UNIT 2 WAS TRAVELLING EB IN THE CENTER LANE OF STH 20 AT SYCAMORE AV. UNIT 1 PULLED OUT INTO TRAFFIC. UNIT 1 WAS STRUCK AT THE REAR PASSENGER SIDE DOOR		
020E053 016	160303098	2016-03-12	1304 INJ	C	ANGL	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 2 WAS EB STH 20 IN THE RIGHT LANE. UNIT 1 WAS NB COMING OUT OF A DRIVEWAY THAT EXITED A SHOPPING CENETR. UNIT 1 DID NOT SEE UNIT 2 AND PULLED OUT FROM THE DRIVEWAY INTO THE PATH OF UNIT 2. UNIT 2 WAS UNABLE TO AVOID STRIKING UNIT 1.		
020E053 016	160504011	2016-05-12	1148 PD		ANGL	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 2 WAS DRIVING EB ON STH 20 IN THE LEFT LANE OF TRAFFIC. UNIT 1 WAS AT THE INTERSECTION OF STH 20/SYCAMORE AVE. UNIT 1 TRIED TO CROSS TRAFFIC TO TURN LEFT ONTO EB STH 20 AND WAS STRUCK BY UNIT 2.		
020E053 016	160709148	2016-07-29	1735 PD		ANGL	CLR	EXCLUDE	DRIVER ERROR/SANDAL MALFUNCTION. UNIT 1 WAS EXITTING THE RACINE CENTRE SHOPPING MALL TO GO EB ONTO HWY 20. UNIT 2 WAS TRAVELING EB ON STH 20. UNIT 1 STATED HER SANDAL GOT STUCK ON THE PEDAL AND SHE ROLLED INTO THE ROADWAY CAUSING UNIT 2 TO HIT HER.		
020E053 016	160910370	2016-09-30	1400 INJ	C	ANGL	CLDY	EXCLUDE	DRIVER ERROR. UNIT 1 WAS WB ON STH 20 WHEN IT ATTEMPTED TO MAKE A LEFT TURN CROSSING EB STH 20. AS UNIT 1 PROCEEDED, IT WAS STRUCK BY UNIT 2 GOING EB.		
020E053 016	161008779	2016-10-24	1135 INJ	C	ANGL	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS TURNING OUT OF THE PIGGLY WIGGLY PARKING LOT. A CAR WAS TURING INTO THE PARKING LOT BLOCKING HER VIEW BUT SHE MADE THE TURN ANYWAY GETTING HIT BY UNIT 2 WHO WAS IN THE MIDDLE LANE.		
020E053 016	170508801	2017-05-27	1950 INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR. UNIT 2 WAS ATTEMPTING A LEFT TURN FROM THE PARKING LOT SOUTH OF SYCAMORE AVE. ONTO WB STH 20. UNIT 1 WAS ALSO ATTEMPTING A LEFT TURN FROM THE SAME PARKING LOT ONTO WB STH 20. UNIT 2 HAD PROCEEDED INTO THE MEDIAN IN AN ATTEMPT TO COMPLETE THE LEFT TURN WHERE UNIT 1 COLLIDED WITH UNIT 2 IN A REAR END MANNER.	42.71867	-87.843

020E053 017	160802573	2016-08-08	1516 INJ	C	HEAD	CLR	EXCLUDE	DRIVER ERROR. UNIT 2 WAS MAKING A RIGHT TURN OUT OF PIGGLY WIGGLY. UNIT 1 WAS BIKING EB ON STH 20 IN THE RIGHT LANE. UNIT 2 HIT UNIT 1 WITH HER SIDE MIRROR.			BIKE ACCIDENT
020E053 019	140610734	2014-06-13	220 PD		NO	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNIT 1 WAS MAKING A LEFT TURN FROM A DRIVEWAY (JUST EAST OF SYCAMORE AVE.) TO HEAD EAST WHEN IT STRUCK A TRAFFIC/SIGN POST IN MEDIAN.			
020E053 020	160501152	2016-05-07	1639 PD		ANGL	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD RIGHT OF WAY. UNIT 1 WAS EXITING PIGGLY WIGGLY MAIN ENTRANCE . UNIT 2 WAS HEADING EB ON STH 20. UNIT 1 STRUCK UNIT 2 ON PASSENGER SIDE AS IT WAS PULLING OUT OF THE PARKING LOT.			
020E053 020	160904533	2016-09-17	1657 INJ	C	ANGL	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS MAKING A LEFT TURN FROM WB STH 20 INTO THE PIGGLY WIGGLY PARKING LOT. UNIT 2 WAS HEADING EB ON STH 20. UNIT 1 DID NOT YIELD TO UNIT 2 . UNIT 1 WAS HIT BY UNIT 2.			
020E053 022	161013646	2016-10-25	145 PD		NO	UNKN	EXCLUDE	DRIVER ERROR. UNIT 1 WAS MAKING A LEFT TURN FROM WASHINGTON SQUARE SHOPPING PLAZA PARKING LOT TO EB STH 20. UNIT 1 DROVE INTO THE MEDIAN AND HIT A SIGN POST.			
020E053 022	170709357	2017-07-26	1749 PD		ANGL	CLDY	EXCLUDE	DRIVER ERROR/FAILURE TO YEILD. UNIT 1 WAS WB ON STH 20 AND WAS ATTEMPTING TO TURN LEFT (SB) INTO THE PARKING LOT OF A BUSINESS. UNIT 1 FAILED TO YEILD RIGHT OF WAY WHILE MAKING A LEFT TURN. UNIT 2 WAS EB ON STH 20 AND STRUCK UNIT 1.	42.71862	-87.8414	
020E053 023	160902264	2016-09-08	1602 PD		SSS	CLR	EXCLUDE	DRIVER ERROR/ INATTENTIVE DRIVING. UNIT 1 WAS IN THE LEFT TURN MAKING A RIGHT TURN ONTO STH 20 FROM THE PARKING LOT OF 5201. UNIT 1 FAILED TO LOOK AND STRUCK UNIT 2 WHO WAS IN THE RIGHT TURN LANE.	YES, THIS IS WORDED CORRECTLY!		
020E053 024	170309154	2017-03-30	1150 INJ	C	ANGL	RAIN	EXCLUDE	DRIVER ERROR. UNIT 1 WAS IN THE DRIVEWAY OF 5205 WASHINGTON AVE. (STH 20) TURNING LEFT ONTO STH 20. UNIT #2 WAS EB ON STH 20 IN THE LEFT LANE. A TRUCK TURNED RIGHT IN FRONT OF UNIT 1 AS SHE WAS MAKING THE LEFT TURN. UNIT 2 TRIED TO STOP, HOWEVER STRUCK HER IN ON THE ROAD BEFORE SHE COULD FINISH THE LEFT TURN.	42.71862	-87.8415	
020E053 025	160505498	2016-05-13	925 PD		REAR	CLR	EXCLUDE	DRIVER ERROR. UNIT 1 WAS IN THE DRIVEWAY OF 5205 WASHINGTON AVENUE TURNING LEFT ONTO STH 20. UNIT #2 WAS EB ON STH 20 IN THE LEFT LANE. A TRUCK TURNED RIGHT IN FRONT OF UNIT #1 AS SHE WAS MAKING THE LEFT TURN. UNIT #2 TRIED TO STOP HOWEVER STRUCK UNIT 1 BEFORE SHE COULD FINISH THE LEFT TURN.			
020E053 026	150110484	2015-01-24	122 PD		NO	CLDY	EXCLUDE	DRIVER ERROR/ INATTENTIVE DRIVING. UNIT 1 EXITED A DRIVEWAY AND DROVE OVER THE MEDIAN AND STRUCK A SNOW MARKER. IT THEN CONTINUED E/B ON STH 20.			
020E053 026	150207877	2015-02-22	1602 INJ	C	ANGL	CLDY	EXCLUDE	DRIVER ERROR/ FAILURE TO YIELD RIGHT OF WAY. UNIT 1 WAS TRAVELING EAST IN THE 5100 BLOCK OF STH 20. UNIT 2 WAS TRAVELING WEST ON THE SAME BLOCK. UNIT 1 ATTEMPTED TO MAKE A LEFT TURN AND FAILED TO YIELD THE RIGHT OF WAY CAUSING UNIT 2 TO STRIKE UNIT 1			
020E053 027	131213064	2013-12-12	1718 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/ ICY ROAD. UNITS 1 AND 2 WERE GOING EB ON STH 20 NEAR ROOSEVELT AVENUE. UNIT 2 APPLIED THE BREAKS BUT UNIT 1 HIT AN ICY PATCH AND ENDED UP REAR ENDING UNIT 2.			
020E053 028	140901536	2014-09-04	1917 INJ	A	ANGL	CLR	EXCLUDE	DRIVER ERROR/ FAILURE TO YIELD. UNIT 1 WAS TRAVELING EB ON STH 20. TURNED ONTO ROOSEVELT AVE AND FAILED TO YIELED TO UNIT 2 HEADING WB ON STH 20.			
020E053 028	170307130	2017-03-19	1047 PD		SSS	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. VEHICLE #1 AND VEHICLE #2 WERE BOTH TRAVELING EAST ON STH 20 (WASHINGTON AVE.). VEHICLE #1 WAS TRYING TO GET OVER TO THE LEFT TURNING LANE AND DID NOT SEE/ OR DID NOT LOOK BEFORE MOVING OVER AND COLLIDED WITH VEHICLE #2 WHO WAS JUST GOING STRAIGHT. VEHICLE #1 SUSTAINED MINOR DAMAGE. VEHICLE #2 SUSTAINED SUBSTANTIAL DAMAGE AND NEEDED TO BE TOWED.	42.71876	-87.8408	

020W054 022 020W053 000

rp_ky	accdnmbr	ACCDDATE	ACCDTIME	ACCDSVR	INJSVR	MNRCOLL	WTHRCOND	Include/Exclude	Comments		
020W054 023	150104938	2015-01-03	1406 PD		ANGL	SLET		EXCLUDE	DRIVER ERROR/ FAILED TO YIELD RIGHT OF WAY. UNIT 1 WAS EXITING A DRIVEWAY OF 5100 WASHINGTON AVE ATTEMPTING TO MAKE A RIGHT TURN. UNIT 2 WAS GOING SB ON ROOSEVELT APPROACHING sth 20/WASHINGTON AVE. UNIT 1 EXITED THE DRIVEWAY WHILE FAILING TO YIELD AND GOT HIT BY UNIT 2.		
020W054 023	150209540	2015-02-26	1711 PD		ANGL	CLR		EXCLUDE	DRIVER ERROR/ FAILED TO YIELD. UNIT 1 WAS TURNING LEFT FROM EB STH 20 AND GOT HIT BY UNIT 2 GOING WB ON STH 20.		
020W054 023	151210003	2015-12-28	1305 INJ	B	ANGL	SNOW		EXCLUDE	DRIVER ERROR/ FAILURE TO YIELD. UNIT 1 WAS GOING SB ON ROOSEVELT. UNIT 1 STOPPED AT THE STOP SIGN AND THEN PROCEEDED INTO TRAFFIC FAILING TO YIELD FOR UNIT 2 WHO WAS WB ON STH 20.		

020W054 023	131213007	2013-12-27	1500 PD		NO	CLR	EXCLUDE	DRIVER ERROR/ DRIVING TOO FAST FOR CONDITIONS. UNIT 1 WAS TRAVELING NB ON ROOSEVELT AVE. AND DUE TO THE ROADWAY BEING NARROWED BY SNOW ALONG THE SIDE OF ROAD, UNIT 1 MOVED OVER TO ALLOW A SB CAR GO BY. IN THIS EXCHANGE UNIT 1 BEGAN TO SLIDE AS THEY SLOWED DOWN AND SLID INTO A PARKED CAR.		
020W054 023	131106968	2013-11-16	1054 PD		ANGL	FOG	EXCLUDE	DRIVER ERROR/ FAILURE TO YIELD. UNIT 2 WAS WB ON STH 20 APPROACHING ROOSEVELT. THE WITNESS WAS WAITING TO TURN FROM ROOSEVELT. UNIT 1 WAS MAKING A U-TURN FROM EB STH20 TO WB STH 20. UNIT 1 DID NOT YIELD FOR UNIT 2 RESULTING IN AN ACCIDENT.		
020W054 023	130902208	2013-09-05	1554 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/ TAILGATING. BOTH UNITS WERE TRAVELING WB ON STH 20. UNIT 2 WAS SLOWING DOWN FOR TRAFFIC IN FRONT OF HER. UNIT 1 WAS NOT ABLE TO STOP FAST ENOUGH AND REAR ENDED UNIT 2.		
020W054 023	160805585	2016-08-17	1743 INJ	C	ANGL	CLR	EXCLUDE	DRIVER ERROR/ FAILURE TO YIELD. UNIT 1 FAILED TO YIELD WHEN TRYING TO COMPLETE A LEFT HAND TURN ONTO EB STH 20. GETTING HIT BY UNIT 2 HEADING WB.		
020W054 023	170709342	2017-07-07	1331 PD		REAR	CLR	EXCLUDE	DRIVER ERROR. UNIT #1, #2 AND UNIT #3 WERE ALL TRAVELING WB ON STH 20. UNIT #2 AND UNIT #3 WERE STOPPED INTRAFFIC. UNIT #1 DID NOT SEE UNIT #2 WAS STOPPED AND STRUCK UNIT #2 IN THE REAR BUMPER FORCING UNIT #2 FORWARD STRIKING UNIT #3 IN THE REAR BUMPER.	42.71875	-87.8402
020W054 023	171104344	2017-11-02	1503 PD		BLNK	CLDY	EXCLUDE	DRIVER ERROR. UNIT 1 WAS TRAVELING NB COMING OUT OF PIGGLY WIGGLY PARKING LOT. UNIT 2 WAS TRAVELING WB ON STH 20. UNIT 2 STRUCK UNIT 1 WHEN UNIT 1 WAS TRYING TO CROSSING STH 20 ON TO SYCAMORE AVE.	42.71876	-87.8409
020W054 025	141006265	2014-10-10	1748 INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR/ TAILGATING. BOTH UNITS WERE WB ON STH 20 WHEN UNIT 2 HAD TO SLOW DOWN FOR TRAFFIC. UNIT 1 DID NOT HAVE A PROPER FOLLOWING DISTANCE AND DIDN'T HAVE ENOUGH TIME TO STOP BEFORE HITTING UNIT 2.		
020W054 025	170810240	2017-08-07	1006 PD		SSS	CLDY	EXCLUDE	DRIVER ERROR. UNIT 1 AND UNIT 2 WERE TRAVELING WB ON STH 20 NEAR ROOSEVELT AVE. THIS AREA IS UNDER CONSTRUCTION AND STH 20 GOES FROM 3 LANES DOWN TO TWO. THERE IS A CHANGE OF DIRECTION FOR THE TRAFFIC LANES. UNIT 1 DID NOT FOLLOW THE TRAFFIC LANE CHANGE AND WENT INTO UNIT 2 TRAFFIC LANE. UNIT 2 STRUCK UNIT 1 CAUSING UNIT 1 TO SPIN AND LAND IN THE WORK ZONE. UNIT 1PARTIALLY DROPPED DOWN INTO AN AREA WERE THE ROAD WAS REMOVED AND WENT DOWN APPROXIMATELY 2 FT TO GRAVEL.	42.71876	-87.8408
020W054 026	150203495	2015-02-09	840 INJ	C	SSS	SNOW	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNITS 1 AND 2 WERE DRIVING SIDE BY SIDE DOWN STH 20. UNIT 1 DID NOT SEE UNIT 2 IN THE LANE NEXT TO HER AND STRUCK THEM WITH THE SIDE OF HER CAR.		
020W054 027	130305460	2013-03-20	1328 PD		SSS	CLR	EXCLUDE	DRIVER ERROR/FAILED TO YIELD. UNIT 2 WAS HEADING WB ON STH 20. UNIT 1 WAS ATTEMPTING TO MAKE A LEFT TURN FROM THE PIGGLY WIGGLY PARKING LOT AND FAILED TO SEE UNIT 2.		
020W054 027	161113848	2016-11-03	1258 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/TAILGATING/IN-PROPER TURN. BOTH UNITS WERE WB ON STH 20. UNIT 2 SLOWED DOWN TO MAKE A RIGHT TURN WITHOUT USING HER TURN SIGNAL AND WAS REAR ENDED BY UNIT 1.		
020W054 027	161212803	2016-12-19	758 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/3-CAR REAR-END/TAILGATING. ALL UNITS WERE WB ON STH 20. UNIT 3 WENT OT MAKE A RIGHT TURN INTO A DRIVEWAY. UNIT 1 COULD NOT STOP IN TIME LEADING THEM TO REAR END UNIT 2 WHO RAN INTO UNIT 3.		
020W054 028	130109602	2013-01-26	843 PD		SSS	CLR	EXCLUDE	DRIVER ERROR/FAIL TO YIELD. UNIT 1 WAS ATTEMPTING TO MAKE A U-TURN FROM EB STH 20 TO WB STH 20 AND WAS STRUCK BY UNIT 2 WHO WAS WB ON STH 20.		
020W054 028	160701337	2016-07-03	1522 INJ	C	ANGL	CLR	EXCLUDE	DRIVER ERROR/FAIL TO YIELD. UNIT 1 WAS EXITING A DRIVEWAY ON THE 5200 BLOCK OF WASHINGTON AVE. WHILE ATTEMPTING TO CROSS THE INTERSECTION UNIT 1 WAS STRUCK BY UNIT 2 HEADING WB ON STH 20.		
020W054 030	150202373	2015-02-09	1405 PD		ANGL	CLR	EXCLUDE	DRIVER ERROR/FAILED TO YIELD. UNIT 1 WAS HEADING WB ON STH 20 AND WAS TURNING LEFT INTO A PARKING LOT WHEN THEY HIT UNIT 2 HEADING EB ON STH 20.		
020W054 032	160301378	2016-03-01	1451 INJ	C	NO	SNOW	EXCLUDE	DRIVER ERROR/TOO FAST FOR CONDITIONS. UNIT 1 WAS TRAVELING WB ON WASHINGTON AVE. UNIT 1 ATTEMPTED TO PASS A SLOWER MOVING CAR ON THE RIGHT AND LOST CONTROL. UNIT 1 SLID INTO THE NORTH CURB STRIKING A WOODEN UTILITY POLE.		
020W054 036	151110119	2015-11-25	1229 PD		ANGL	CLDY	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS WB MAKING A LEFT TURN INTO THE DRIVEWAY AT 5201 STH 20. UNIT 2 WAS EB ON STH 20 IN THE CENTER LANE WHEN UNIT ONE CAME ACROSS THE INTERSECTION AND THEY STRUCK UNIT 2.		
020W054 036	130509362	2013-05-30	1248 PD		ANGL	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS TRAVELLING NB ON SYCAMORE AVE. AND STOPPED AT A STOP SIGN. THEY DID NOT YIELD TO UNIT 2 AND HIT UNIT 2 WHO WAS WB ON STH 20.		

020W054 036	140303404	2014-03-01	2219 PD		SSS	SNOW	EXCLUDE	DRIVER ERROR/TOO FAST FOR CONDITIONS/ FAILURE TO YIELD. UNIT 2 WAS ATTEMPTING TO MAKE A LEFT TURN FROM SYCAMORE TO WB STH 20. UNIT 1 WAS EB ON STH 20. WHEN THEY TRIED TO SLOW FOR UNIT 2 THEY LOST CONTROL OF THEIR CAR AND SPUN OUT CRASHING INTO UNIT 2.			
020W054 036	140408847	2014-04-11	1103 INJ	B	NO	CLR	EXCLUDE	DRIVER ERROR. UNIT 2 WAS SLOWING IN TRAFFIC. UNIT 1 WAS OPERATING BEHIND UNIT 2. UNIT 1 FAILED TO STOP BEFORE COLLIDING WITH THE REAR OF UNIT 2.	42.71893	-87.843	
020W054 036	140710017	2014-07-13	1627 INJ	B	SSS	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS PULLING OUT OF 5302 WASHINGTON AVE AND STRUCK UNIT 2 HEADING WB ON STH 20.			
020W054 036	160611200	2016-06-21	1058 PD		NO	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 FAILED TO YIELD TO A PEDESTRIAN WALKING WITHIN CROSSWALK WITH A GUIDE DOG AND HI PEDESTRIAN AT SYCAMORE WAY.			PEDESTRIAN
020W054 036	160709835	2016-07-28	1929 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/TAILGATING. UNITS 1&2 WERE MAKING LEFT TURNS OUT OF THE PIGGLY WIGGLY PARKING LOT TO GO WB ONTO STH 20. UNIT 1 STRUCK UNIT 2 AS THEY WERE MAKING THE TURN.			
020W054 036	160809540	2016-08-20	1616 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/TAILGATING. UNITS 1 AND 2 WERE LEAVING THE SHOPPING CENTER TURNING LEFT TO GO WB ON STH 20. UNIT 1 SLOWED FOR TRAFFIC AND UNIT 2 DID NOT HAVE ENOUGH TIME TO STOP, HITTING UNIT 1.			
020W054 036	161013390	2016-10-08	2105 INJ	C	ANGL	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS STOPPED AT A STOP SIGN EXITING A PARKING LOT PREPARING TO MAKE A LEFT TURN ON STH 20 W/B . UNIT 2 WAS WB ON STH 20 AND STRUCK UNIT 1 AS THEY WERE TRYING TO CROSS THE INTERSECTION.			
020W054 036	161101491	2016-11-03	1602 PD		SSS	CLR	EXCLUDE	DRIVER ERROR. UNIT 1 AND 2 WERE TRYING TO MAKE LEFT TURNS OUT OF THE PIGGLY WIGGLY EXIT ONTO EB STH 20. UNIT 2 PULLED TO THE MEDIAN AND UNIT 1 TRIED TO GET RIGHT NEXT TO THEM BUT ENDED UP SIDE SWIPING THE CAR DOOR.			
020W054 036	170610192	2017-06-08	1030 INJ	B	BLNK	CLR	EXCLUDE	DRIVER ERROR. UNIT 1 WAS STOPPED FOR THE STOP SIGN ON SYCAMORE AT STH 20 FACING SOUTH. UNIT 2 (PEDESTRIAN) WAS CROSSING THE STREET (ON WASHINGTON AVE, WALKING WEST ACROSS SYCAMORE AVE) AND WAS STRUCK BY UNIT 1			PEDESTRIAN
020W054 036	170908235	2017-09-22	1020 PD		REAR	CLR	EXCLUDE	DRIVER ERROR. UNIT 2 WAS IN THE MEDIAN OF THE 5200B OF WASHINGTON AVE. (STH 20) WAITING TO TURN LEFT. UNIT 1 WAS DRIVING OUT OF THE DRIVEWAY OF A STRIP MALL. UNIT 1 WAS ATTEMPTING TO TURN LEFT, AND ASSUMED UNIT 2 ALREADY TURNED. UNIT 1 REAR ENDED UNIT 2.	42.71874	-87.843	
020W054 036	171003488	2017-10-12	1718 PD		REAR	CLR	EXCLUDE	DRIVER ERROR. UNIT 2 WAS SLOWING IN TRAFFIC. UNIT 1 WAS OPERATING BEHIND UNIT 2. UNIT 1 FAILED TO STOP BEFORE COLLIDING WITH THE REAR OF UNIT 2.	42.71893	-87.843	
020W054 037	130109628	2013-01-28	1519 PD		SSS	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS EXITING PIGGLY WIGGLY PARKING LOT ON STH 20 AT SYCAOMRE AVE. UNIT 2 WAS HEADING WB ON STH 20 AND COLLIDED WITH UNIT 1 AS THEY WERE MAKING THEIR LEFT TURN			
020W054 037	130705029	2013-07-15	1358 INJ	C	SSS	CLR	EXCLUDE	DRIVER ERROR. UNIT 1 TOOK A WIDE RIGHT TURN FROM SYCAMORE ONTO WB STH 20 CAUSING THEM TO STRIKE UNIT 2 WHO WAS TURNING LEFT OUT OF PIGGLY WIGGLY AND UNIT 3 WHO WAS HEADING WB ON STH 20.			
020W054 037	130703587	2013-07-16	1346 PD		SSS	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS PULLING OUT OF A PARKING LOT TURNING LEFT TO WB STH 20 STRIKING UNIT 2 WHO WAS HEADING WB ON STH 20.			
020W054 037	160103559	2016-01-04	1245 PD		REAR	SNOW	EXCLUDE	DRIVER ERROR/TAILGATING. UNITS 1 AND 2 WERE HEADING WB ON STH 20 IN THE FAR RIGHT LANE. A CAR IN FRONT OF UNIT 2 SLOWED TO MAKE A RIGHT TURN BUT UNIT 1 COULD NOT SLOW DOWN FAST ENOUGH LEADING TO A REAR END COLLISION.			
020W054 038	150207871	2015-02-21	1609 INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR/TAILGATING. UNITS 1 AND 2 WERE STOPPPED IN TRAFFIC GOING WB ON STH 20. UNIT 1 REAR ENDED UNIT 2 THEN FLED THE SCENE.			
020W054 040	170403268	2017-04-03	2109 PD		SSS	RAIN	EXCLUDE	DRIVER ERROR/HIT AND RUN/INATEENTIVE DRIVING. UNIT 2 WAS TRAVELING WEST BOUND ON STATE HWY 20 IN THE FURTHEST NORTH LANE. UNIT 1 WAS TRAVELING NEXT TO UNIT 2. UNIT 1 MERGED INTO UNIT'S 2 LANE, STRIKING UNIT 2 IN THE DRIVER'S SIDE FRONT PANEL CAUSING DAMAGE. UNIT 1 CONTINUED WB ON STATE HWY 20 FAILING TO STOP FOR THE ACCIDENT.	42.71884	-87.8438	
020W054 041	150704101	2015-07-17	1947 PD		SSS	CLR	EXCLUDE	DRIVER ERROR/HIT AND RUN. UNIT 1 AND 2 WERE DRIVING SIDE BY SIDE DOWN WB STH 20, WHEN UNIT 1 MERGED INTO UNIT 2'S LANE HITTING THEM. UNIT 1 THEN DROVE OFF.			



020W054 041	170800174	2017-08-01	1354 INJ	C	SSS	CLR	EXCLUDE	DRIVER ERROR. UNIT 1 STATED SHE WAS EXITING A PARKING LOT ATTEMPTING A RIGHT HAND TURN. OPERATOR OF UNIT 1 STATED A VEHICLE WHO WAS ALSO TRAVELING WB ON STH 20 IN THE CURB LANE HAD STOPPED TO LET HER MERGE. OPERATOR OF UNIT 1 STATED SHE DID NOT SEE THE OTHER VEHICLE IN THE ADJACENT LANE (UNIT 2). BOTH UNIT 1 AND UNIT 2 COLLIDED WHEN UNIT 1 PULLED OUT OF THE DRIVE WAY. SPOKE WITH THE OPERATOR OF UNIT 2 WHO STATED HER SON IN THE BACK WAS COMPLAINING OF BACK PAIN. OPERATOR OF UNIT 2 STATED SHE WAS IN THE LEFT LANE TRAVELING W B ON STH 20. SHE STATED SHE SAW THE VEHICLE IN THE CURB LANE STOP, AND THE NEXT THING SHE KNEW UNIT 1 WAS PULLING OUT OF THE DRIVE WAY INTO HER LANE. ALL THREE PEOPLE WERE TREATED AT THE HOSPITAL FOR POSSIBLE INJURIES.	42.71886	-87.8443
020W054 042	170900357	2017-09-02	1130 INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR. THE OPERATOR IF VEH #1 STATED THAT SHE WAS STOPPED IN TRAFFIC AND THE VEHICLES TO HER LEFT STARTED MOVING SO SHE STARTED TO MOVE AS WELL AND RAN INTO THE BACK OF VEHICLE #2.	42.71885	-87.844
020W054 044	130401478	2013-04-10	1730 PD		SSS	CLDY	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS MAKING A LEFT TURN OUT OF XPERIENCE FITNESS ONTO WB STH 20 AND HIT UNIT 2 HEADING WB ON STH 20.		
020W054 046	140907226	2014-09-25	1728 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/TAILGATING. ALL UNITS WERE WB ON STH 20. UNITS 2 AND 3 SLOWED FOR TRAFFIC IN FRONT OF THEM BUT UNIT 1 COULD NOT SLOW DOWN IN TIME RUNNING INTO UNIT 2 WHO PUSHED INTO UNIT 3.		
020W054 046	141202662	2014-12-09	1607 INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNITS 1 AND 2 WERE DRIVING EB ON STH 20. UNIT 2 STOPPED FOR A RED LIGHT BUT UNIT 1 WAS UNABLE TO STOP IN TIME LEADING IT TO REAR END UNIT 2.		
020W054 046	160802988	2016-08-12	1051 PD		NO	CLDY	EXCLUDE	DRIVER ERROR. UNIT 1 WAS WB ON STH 20 WHEN A CAR MOVED INTO HIS LANE. HE TOOK ACTION TO AVOID BY SWERVING OUT OF TRAFFIC BUT HIT A UTILITY POLE ON THE SIDE OF THE ROAD.		
020W054 046	170701999	2017-07-07	945 PD		SSS	CLR	EXCLUDE	DRIVER ERROR. VEHICLE 1 AND 2 WERE TRAVELING WB ON STH 20. VEHICLE 1 WAS PULLING A SMALL PERSONAL TRAILER BEHIND HIS VEHICLE. VEHICLE 1 OPERATOR STATED THAT HE WAS STOPPED IN TRAFFIC AT A RED LIGHT, WHEN VEHICLE 2 CAME INTO HIS LANE AND COLLIDED WITH VEHICLE 1. AFTER THE ACCIDENT HAPPENED, OPERATOR OF VEHICLE 1 STATED THAT THE OPERATOR OF VEHICLE 2 ASKED HIM, "WHAT HAPPENED?" OPERATOR OF VEHICLE 2 STATED THAT HE WAS GOING STRAIGHT AND VEHICLE 1 PULLED INTO HIS LANE AND COLLIDED WITH HIM. THERE ARE NO WITNESSES TO THIS INCIDENT.	42.7189	-87.8453
020W054 048	150209018	2015-02-27	1504 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/WET ROADS. UNIT 2 WAS STOPPED IN TRAFFIC HEADING WEST ON STH 20 WHEN UNIT 1 SKIDDED ON THE WET ROAD AND REAR ENDED UNIT 2.		
020W054 048	130210178	2013-02-09	216 PD		REAR	CLR	EXCLUDE	DRIVER ERROR. UNIT 2 (POLICE VEHICLE WITH LIGHTS ON) WAS LEGALLY PARKED ON STH 20 WB AND WAS STRUCK BY UNIT 1 WHO WAS UNABLE TO CONTROL THEIR CAR.		
020W054 048	160106269	2016-01-19	1708 INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNITS 1 AND 2 WERE IN TRAFFIC. UNIT 2 STOPPED, UNIT 1 WAS NOT PAYING ATTENTION AND REAR ENDED UNIT 2.		
020W054 048	161214052	2016-12-31	1556 PD		REAR	CLDY	EXCLUDE	DRIVER ERROR/TAILGATING. UNITS 1 AND 2 WERE TRAVELING WB ON STH 20 WHEN UNIT 2 SLOWED DOWN FOR TRAFFIC AND UNIT 1 WAS UNABLE TO STOP REAR ENDING THEM.		
020W054 048	161214057	2016-12-26	1007 INJ	A	NO	CLDY	EXCLUDE	DRIVER ERROR/IMPAIRED DRIVER. UNIT 1 WAS DRIVING THE WRONG WAY ON WB STH 20 AND STRUCK A UTILITY POLE. UNIT 1 WAS TAKING PRESCRIPTION MEDICATION.		
020W054 048	170703417	2017-07-13	1329 PD		SSS	CLR	EXCLUDE	DRIVER ERROR. VEHICLE 1 AND 2 ARE IN THE WB TRAFFIC LANES OF STH 20. VEHICLE 2 WAS STOPPED IN TRAFFIC. VEHICLE 1 WAS ATTEMPTING TO PULL INTO THE LEFT TURN LANE OF WB STH 20 TO TURN SB ON STH 31. AS VEHICLE 1 PULLED INTO THE LEFT TURN LANE VEHICLE 1 COLLIDED WITH VEHICLE 2. BOTH OPERATORS AGREED WITH THE PREVIOUSLY STATED.	42.71892	-87.8456
020W054 049	140705224	2014-07-22	1556 INJ	C	REAR	CLDY	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNIT 1 AND 2 WERE HEADING WB ON STH 20 STOPPED AT A RED LIGHT. THE LIGHT TURNED GREEN AND UNIT 1 MOVED BUT UNIT 2 DID NOT LEADING TO UNIT 1 REAR ENDING UNIT 2.		

020W053 000 020W052 000

rp_ky	accdnmbr	ACCDDATE	ACCDTIME	ACCDSVR	INJSVR	MNRCOLL	WTHRCOND	Include/Exclude	Comments		
020W053 000	150303766	2015-03-18	219 PD			NO	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNIT 1 WAS TRAVELING WB ON STH 20 AND MADE A RIGHT TURN ONTO NB STH 31. IN THE PROCESS THEY HIT A TRAFFIC POST KNOCKING IT OVER AND LEAVING IT HEAVILY DAMAGED. UNIT 1 WAS EATING FOOD WHILE DRIVING.		
020W053 000	150405709	2015-04-21	1216 INJ	C	ANGL	CLDY		EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNIT 1 WAS HEADING WB ON STH 20 AND DID NOT STOP FOR A RED LIGHT. UNIT 2 HAD A GREEN RIGHT TURN ARROW AND WAS COMPLETING HIS TURN WHEN UNIT 1 CAME INTO THE INTERSECTION.		

020W053 000	150801448	2015-08-05	1513 INJ	C	ANGL	CLR	EXCLUDE	DRIVER ERROR. UNIT 1 WAS HEADING WB ON STH 20 GOING STRAIGHT. UNIT 2 WAS HEADING EB ON STH 20. UNIT 2 HAD A GREEN TURN ARROW AND UNIT 1 HAD A RED LIGHT. UNIT 1 RAN RED LIGHT AND HIT UNIT 2.		
020W053 000	140706342	2014-07-23	1449 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/ INATTENTIVE DRIVING. UNIT 2 WAS WAITING AT A YIELD SIGN TO TURN RIGHT ONTO STH 31. UNIT 1 WAS APPROACHING THE YIELD SIGN WHEN HIS FOOT SLIPPED OFF THE BREAK REAR ENDING UNIT 2.		
020W053 000	130205904	2013-02-09	209 PD		NO	CLDY	EXCLUDE	DRIVER ERROR. UNIT WAS WB ON STH 20 WHEN SHE COULD NOT MAKE UP HER MIND WHETHER TO TURN RIGHT ONTO STH 31 OR NOT AND ENDED UP STRIKING THE MEDIAN.		
020W053 000	130800104	2013-08-01	1504 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/ TAILGATING. UNIT 2 WAS IN THE LEFT LANE WB ON STH 20 AS THE LIGHT TURNED RED. UNIT 2 BEGAN TO SLOW BUT UNIT 1 COULD NOT STOP QUICK ENOUGH, STRIKING UNIT 2.		
020W053 000	130805772	2013-08-23	1457 INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR/ INATTENTIVE DRIVING. UNIT 2 WAS STOPPED AT A RED LIGHT WHILE UNIT 1 APPROACHED. UNIT 1 TOOK HIS FOOT OFF THE BREAK TOO EARLY WHICH LED HIM TO HAVE A MINOR REAR END COLLISION WITH UNIT 2.		
020W053 000	140800256	2014-08-02	953 PD		ANGL	CLR	EXCLUDE	DRIVER ERROR/ FAILURE TO YIELD. UNIT 2 WAS NB ON STH 31 WHEN UNIT 1 MADE A RIGHT TURN FROM WB STH 20 TO NB STH 31 CONTACTING UNIT 2. UNIT 2 HAD RIGHT-OF-WAY AND UNIT 1 WAS LOOKING DOWN AS SHE WAS TURNING.		
020W053 000	160102002	2016-01-07	2037 INJ	C	REAR	RAIN	EXCLUDE	DRIVER ERROR/ IMPAIRED DRIVING/HIT AND RUN. UNIT 2 WAS STOPPED IN TRAFFIC ON STH 20 WB WHEN UNIT 1 PROCEEDED FORWARD AND REAR ENDED UNIT 2. UNIT 1 HAD TWICE THE LEGAL LIMIT AND WAS CHARGED WITH OWI.		
020W053 000	160200333	2016-02-02	1728 PD		REAR	RAIN	EXCLUDE	DRIVER ERROR/ INATTENTIVE DRIVING. UNITS 1 AND 2 WERE HEADING WB ON STH 20. UNIT 2 WAS STOPPED AT A YIELD SIGN WAITING FOR TRAFFIC TO CLEAR. UNIT 2 PULLED FORWARD SLIGHTLY AND UNIT 1 THOUGHT THEY HAD GONE ALL THE WAY THROUGH THE INTERSECTION. UNIT 1 THEN PULLED FORWARD WHILE LOOKING LEFT AND REAR ENDED UNIT 2.		
020W053 000	161106327	2016-11-16	1055 INJ	B	REAR	CLR	EXCLUDE	DRIVER ERROR/ INATTENTIVE DRIVING. UNITS 1 AND 2 WERE HEADING WB ON STH 20 APPROACHING STH 31. THE TRAFFIC LIGHT TURNED YELLOW AND UNIT 2 BEGAN TO SLOW AND CAME TO A STOP. UNIT 1 REAR ENDED UNIT 2.		
020W053 000	161107678	2016-11-10	2036 PD		SSS	CLR	EXCLUDE	DRIVER ERROR/ MAKING IMPROPER TURN. UNITS 1 AND 2 (BUS) WERE SIDE BY SIDE MAKING A LEFT TURN FROM NB STH 31 TO WB STH 20. UNIT 1 MADE THE TURN TOO WIDE, STRIKING THE BUS TWICE BEFORE DRIVING OFF.		
020W053 000	161215155	2016-12-31	1522 PD		SSS	CLR	EXCLUDE	DRIVER ERROR. UNITS 1 AND 2 WERE HEADING WB ON STH 20 DRIVING SIDE BY SIDE. UNIT 1 TRIED TO SWITCH LANES AND ENDED UP STRIKING UNIT 2.		
020W053 000	170100801	2017-01-06	1724 PD		SSS	CLR	EXCLUDE	DRIVER ERROR. STOPPED AT INTERSECTION OF STH 31/STH 20. DRIVER 1 ATTEMPTED TO SQUEEZE THROUGH FROM THROUGH LANE TO LEFT TURN LANE AND SIDE-SWIPE DRIVER 2 IN LEFT TUEN LANE GOING TO SB STH 31.	42.71892	-87.8457
020W053 000	170308263	2017-03-28	1033 PD		REAR	CLDY	EXCLUDE	DRIVER ERROR. THE OPERATOR OF VEH #1 STATED THAT VEH #2 WAS STOPPED IN FRONT AND STARTED TO MOVE TO MAKE THE RIGHT TURN. DRIVER STATED THAT SHE WATCHED VEH #2 THEN LOOKED LEFT TO SEE IF SHE WOULD BE CLEAR TO GO. WHEN SHE LOOKED LEFT VEH #2 HAD STOPPED AGAIN AND VEH #1 HIT VEH#2. THE OPERATOR OF VEH #2 STATED THAT SHE WAS WAITING FOR TRAFFIC TO CLEAR SO SHE COULD COMPLETE HER TURN. SHE STATED SHE STARTED GO AND THEN STOPPED BECAUSE THERE WAS ANOTHER CAR AND WAS HIT FROM BEHIND BY VEH #1.	42.71893	-87.8458
020W053 000	170403265	2017-04-14	1600 INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR. VEH #2 WAS WESTBOUND IN THE CENTER LANE ON HWY 20 AT HWY 31. VEH 1 WAS WESTBOUND BEHIND VEH #2. VEH 1 REAR ENDED VEH 2. THE OPERATOR OF VEH #1 STATED SHE WAS STOPPED BEHIND VEH 2 AS THERE WAS A RED LIGHT AT THE INTERSECTION. SHE STATED SHE LET HER FOOT OFF OF THE BRAKE AND LOOKED DOWN. SHE STATED WHEN SHE LOOKED UP SHE SAW VEH 2 IN FRONT OF HER AND REAR ENDED VEH #2. THE OPERATOR OF VEH #1 STATED SHE WAS GOING LESS THAN 5MPH AND SHE ONLY ROLLED ABOUT 3 FEET INTO VEH 2. SHE STATED VEH 2 WAS ALSO ROLLING FORWARD AT THE TIME OF THE ACCIDENT. THE OPERATOR OF VEH 2 STATED SHE WAS SLOWLY ROLLING FORWARD GOING ABOUT 5 MPH DUE TO THE LIGHT AT THE INTERSECTION BEING RED. SHE STATED SHE WAS THEN REAR ENDED BY VEH 1 WHO WAS GOING BETWEEN 30 MPH-40 MPH.	42.71891	-87.8454
020W053 000	170506869	2017-05-23	1641 PD		REAR	RAIN	EXCLUDE	DRIVER ERROR. UNIT #1 WAS WB ON STH 20 AT THE INTERSECTION OF STH 31 AND CHANGED LANES WHEN SHE STRUCK UNIT 2 IN THE REAR DRIVER SIDE. UNIT 2 WAS WB ON STH 20 AT STH 31 WHEN HE WAS STRUCK ON THE REAR DRIVER SIDE BY UNIT 1.	42.71892	-87.8456

020W053 000	170700650	2017-07-03	1231 PD	REAR	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNIT 2 WAS FACING WB ON STH 20 ATTEMPTING TO MAKE A RIGHT HAND TURN ONTO STH 31. SHE WAS AT THE YIELD SIGN WHEN NB TRAFFIC WAS HEAVY AND HAD THE GREEN LIGHT. SHE "INCHED" UP TO ATTEMPT TO MAKE THE RIGHT HAND TURN BUT NOTICED SHE DID NOT HAVE ENOUGH TIME SO STOPPED AGAIN. SHE STATED THAT UNIT 1 THEN STRUCK HER BY THE REAR. OPERATOR OF UNIT 2 STATED SHE WAS ADVISED BY THE OPERATOR OF UNIT 1 THAT UNIT 1 OPERATOR WAS ON HER CELL PHONE FOR A MOMENT LOOKING AT DIRECTIONS BECAUSE SHE IS NOT FROM HERE. UNIT 1 STATED SHE WAS FOLLOWING UNIT 2 AND LOOKED DOWN FOR A TOTAL OF 2 SECONDS BEFORE SHE REALIZED SHE HAD STRUCK UNIT 2. WHEN ASKED OPERATOR OF UNIT 1 IF SHE WAS ON HER CELL PHONE, SHE ADVISED SHE WAS NOT, AND HAD JUST GLANCED DOWN FOR A MOMENT.	42.71892	-87.8457
020W053 000	170706461	2017-07-21	1523 PD	REAR	CLDY	EXCLUDE	DRIVER ERROR. INTERSECTION OF STH 31 AND STH 20. UNIT 1 STATED HE WAS STOPPED WB AT THE LIGHT ON STH 20. HE OBSERVED UNIT 2 ABOUT A 3RD OF A CAR LENGTH AWAY FROM HIS VEHICLE AND AT A COMPLETE STOP. HE STATED THAT HE THEN FELT UNIT 2 STRIKE HIS VEHICLE. UNIT 2 OPERATOR STATED SHE WAS STOPPED AT THE RED LIGHT. SHE THEN BECAME DISTRACTED BY THE THREE CHILDREN IN THE VEHICLE AND ROLLED INTO UNIT 1.	42.71891	-87.8455
020W053 000	170809825	2017-08-25	2152 PD	ANGL	CLDY	EXCLUDE	DRIVER ERROR/FAILURE TO YEILD. VEHICLE #1 WAS NORTH BOUND ON HWY 31 AT SIGNAL LIGHT TURNING WB ONTO STH 20. DRIVER #1 STATED THAT SHE HAD A GREEN ARROW AND WAS DISTRACTED BY THE CONSTRUCTION GOING ON AND PROCEEDED INTO THE INTERSECTION STRIKING WB VEHICLE #2. DRIVER #1 STATED SHE WASN'T SURE IF SHE HAD A GREEN SIGNAL WHEN SHE ENTERED THE INTERSECTION. DRIVER #2 STATED HE WAS TRAVELING WB ON STH 20 WITH A GREEN LIGHT, WHEN VEHICLE #1 PROCEEDED INTO THE INTERSECTION AND STRUCK HIS VEHICLE. THE LIGHTS WERE CHECKED AND APPEARED TO BE FUNCTIONING PROPERLY. DRIVER #1 WAS CITED FOR VIOLATING GREEN TRAFFIC ARROW IN CONSTRUCTION AREA. HEAVY CONSTRUCTION AND WORK LIGHTS IN THE INTERSECTION AT TIME OF CRASH.	42.71879	-87.846

020W052 037 020W051B000

rp_ky	accdnmbr	ACCDDATE	ACCDTIME	ACCDSVR	INJSVR	MNRCOLL	WTHRCOND	Include/Exclude	Comments		
020W052 037	171209200	2017-12-20	1808 PD	REAR	CLDY			EXCLUDE	DRIVER ERROR. OPERATOR OF UNIT 2 STATED HE WAS STOPPED AT RED LIGHT AND WAS REAR ENDED BY THE OTHER VEHICLE. SPOKE WITH OPERATOR OF UNIT 1 WHO STATED SHE WAS TRAVELING WB ON STH 20. OPERATOR STATED ANOTHER VEHICLE CHANGED LANES IN FRONT OF HER, CAUSED HER TO SWERVE TOWARDS THE MIDDLE LANE. OPERATOR STATED SHE DIDN'T REALIZE UNIT 2 WAS STOPPED, AND COULD NOT AVOID THE COLLISION.		
020W052 038	150908133	2015-09-29	1502 FAT	K	NO	CLR		EXCLUDE	DRIVER ERROR/ INATTENTIVE PEDESTRIANS. UNIT 1 WAS WB ON STH 20 (EAST OF SUNNYSLOPE DR.) WHEN 2 PEDESTRIANS RAN ACROSS THE STREET. UNIT 1 WAS UNABLE TO STOP IN TIME AND STRUCK BOTH OF THEM. WITNESS STATED THAT PEDESTRIANS JUST RAN INTO STREET AND UNIT 1 TRIED TO AVOID THEM BEFORE HITTING THEM. PEDESTRIANS WERE NOT IN A CROSSWALK.		
020W052 039	141104117	2014-11-12	1329 PD		NO	CLDY		EXCLUDE	DRIVER ERROR/ INATTENTIVE DRIVING. UNIT 1 WAS WB ON STH 20 ADJUSTING THE HEAT IN HER TRUCK WHEN SHE STRUCK A POLE ON THE MEDIAN.		
020W052 039	141114686	2014-11-24	1739 PD	REAR	SNOW			EXCLUDE	DRIVER ERROR/ TOO FAST FOR CONDITIONS. ALL UNITS WERE TRAVELING WB ON STH 20. ALL BEGAN TO STOP BUT UNIT 1 DID NOT STOP FAST ENOUGH FOR UNIT 2 AND 3 LEADING THEM TO REAR END EACH OTHER.		
020W052 040	150806397	2015-08-23	1559 PD	ANGL	CLR			EXCLUDE	DRIVER ERROR/ RUNNING RED LIGHT. UNIT 1 WAS TRAVELING WB ON STH 20. UNIT 2 WAS HEADING EB ON STH 20 WHEN THEY ATTEMPTED TO MAKE A LEFT HAND TURN ONTO SUNNYSLOPE DR. THE LIGHT TURNED YELLOW BUT UNIT 1 RAN THE INTERSECTION AND HIT UNIT 2 AS THEY TRIED TO FINISHED THEIR TURN.		
020W052 040	130201549	2013-02-05	1121 PD	REAR	SNOW			EXCLUDE	DRIVER ERROR/ DRIVING TOO FAST FOR CONDITIONS. UNIT 1 WAS TRAVELING WB ON STH 20 AND LOST CONTROL OF HER CAR HITTING UNIT 2 WHO WAS HEADING NORTH ON SUNNY SLOPE.		
020W052 040	131006527	2013-10-17	1726 INJ	C	REAR	CLDY		EXCLUDE	DRIVER ERROR/ INATTENTIVE DRIVING. UNIT 2 WAS STOPPED IN TRAFFIC WB ON STH 20 IN THE CENTER LANE. UNIT 1 DID NOT STOP IN TIME TO AVOID HITTING UNIT 2.		
020W052 040	141106233	2014-11-13	1712 PD	REAR	CLDY			EXCLUDE	DRIVER ERROR/ INATTENTIVE DRIVING. UNIT 2 WAS SLOWING DOWN FOR A RED LIGHT. UNIT 1 STRUCK THE BACK OF UNIT 2. DRIVER OF UNIT 1 SAID THEY WERE LOOKING DOWN AT SOMETHING.		
020W052 040	160106810	2016-01-22	703 INJ	C	REAR	SNOW		EXCLUDE	DRIVER ERROR/ INATTENTIVE DRIVING. UNITS 1 AND 2 WERE WB ON STH 20 WHEN UNIT 2 CAME TO A STOP UNIT 1 WAS NOT ABLE TO STOP QUICK ENOUGH.		

PEDESTRIAN

020W052 040	160300252	2016-03-01	1326 PD		ANGL	SNOW	EXCLUDE	DRIVER ERROR/ TOO FAST FOR CONDITIONS. UNIT 2 WAS SB ON SUNNYSLOPE. UNIT 1 WAS WB ON STH 20 AND WAS ATTEMPTING TO MAKE A RIGHT TURN ONTO SUNNY SLOPE DR. UNIT 1 SLID ACROSS THE SNOW THAT WAS ON THE ROAD HITTING UNIT 2.			BICYCLE
020W052 040	160301323	2016-03-04	1234 PD		SSS	CLR	EXCLUDE	DRIVER ERROR/ IMPROPER TURN. UNITS 1 AND 2 WERE BOTH SB ON SUNNYSLOPE. UNIT 2 STARTED TO MAKE A LEFT TURN AS UNIT 1 ALSO MADE A LEFT TURN. UNIT 1 STRUCK UNIT 2 IN A SIDE SWIPE FASHION.			
020W052 040	160706893	2016-07-20	2119 PD		ANGL	CLR	EXCLUDE	DRIVER ERROR. UNIT 1 WAS HEADING SB ON SUNNY SLOPE DR. UNIT 1 WAS ATTEMPTING TO TURN EB ONTO STH 20 WAITING FOR THE LIGHT. WHILE SHE WAS WAITING, UNIT 2 STRUCK HER DRIVER SIDE CAR DOOR AND BIKED AWAY.			
020W052 040	160810832	2016-08-24	658 PD		REAR	CLDY	EXCLUDE	DRIVER ERROR/ INATTENTIVE DRIVING. BOTH UNITS WERE WB ON STH 20 WHEN UNIT 2 GOT CUT OFF AND HAD TO SLOW DOWN QUICKLY. UNIT 1 WAS FOLLOWING TO CLOSE FOR THEM TO HAVE TIME TO STOP.			
020W052 040	161002941	2016-10-11	1306 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/ INATTENTIVE DRIVING/BEE IN CAR. BOTH UNITS WERE STOPPED AT STH 20 AND SUNNY SLOPE DR. A BEE FLEW INTO UNIT 1'S CAR AND WHILE SHE WAS DEALING WITH IT HER FOOT CAME OFF THE BREAKS AND HIT UNIT 2.			
020W052 040	170308997	2017-03-30	708 PD		REAR	RAIN	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING/FAILURE TO YEILD. THE OPERATOR OF VEH # 2 STATED THAT SHE WAS IN THE MIDDLE LANE HEADING WEST ON STH 20 WHEN VEH #1 PULLED OUT FROM SUNNYSLOPE DR INTO THE MIDDLE LANE IN FRONT OF HER AND SHE WAS UNABLE TO STOP OR MANEUVER IN TIME AND STRUCK THE BACK OF VEH #1. THE OPERATOR OF VEH #1 STATED THAT HE HAD THE RED LIGHT AND MADE THE TURN RIGHT FROM SUNNYSLOPE ON TO STH 20 AND STATED THAT HE DID NOT SEE VEH #2.	42.71942	-87.8631	
020W052 040	170503177	2017-05-13	1349 INJ	C	SSS	CLR	EXCLUDE	DRIVER ERROR. VEHICLE 2 WAS WB ON WASHINGTON AVE (HWY 20) IN THE LEFT LANE AT THE INTERSECTION OF SUNNYSLOPE DR. VEHICLE 1 WAS FACING SB ON SUNNYSLOPE DR AT HWY 20. VEHICLE 1 MADE A RIGHT TURN TO GO WB ONTO HWY 20 AND SIDE SWIPED VEHICLE 2. THE OPERATOR OF VEHICLE 2 STATED THAT VEHICLE 1 MADE A RIGHT TURN ONTO HWY 20 AND SIDE SWIPED THE PASSENGER SIDE OF HER VEHICLE. SHE STATED SHE HAD A GREEN LIGHT TO GO WB THROUGH THE INTERSECTION. THE OPERATOR OF VEHICLE 1 STATED THAT HE TURNED RIGHT ONTO HWY 20 FROM SUNNYSLOPE DR AND WENT INTO THE CENTER LANE. HE STATED HE CAME CLOSE TO VEHICLE 2 BUT DID NOT THINK THAT HE HIT HER.	42.71941	-87.863	
020W052 040	171102320	2017-11-01	1456 INJ	B	ANGL	CLDY	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING/BICYCLE ACCIDENT. WITNESS STATED UNIT 2 WAS MAKING A LEFT TURN ONTO SUNNY SLOPE DRIVE. INFORMED OFFICER UNIT 2 HAD A GREEN TURN ARROW TO MAKE THE TURN. WITNESS STATED BICYCLIST WAS TRAVELING EB ON THE SIDEWALK APPROACHING THE INTERSECTION. THE PEDESTRIAN CROSS WALK SIGN INDICATED "DO NOT CROSS". WITNESS STATED BICYCLIST BEGAN TO ENTER THE INTERSECTION, BUT WENT AROUND THE BACK SIDE OF A VEHICLE STOPPED FOR THE LIGHT ON SUNNY SLOPE. THE BICYCLIST DID NOT USE THE CROSS WALK WHILE TRYING TO CROSS. WITNESS STATED AS THE BICYCLE CLEARED THE BACK OF THE STOPPED CAR, IT COLLIDED WITH UNIT 2. WITNESS STATED THEIR WAS NO WAY UNIT 2 COULD HAVE SAW THE BICYCLIST, BECAUSE IT WENT BEHIND THE STOPPED CAR. I SPOKE WITH THE OPERATOR OF UNIT 2 WHO STATED HE WAS TURNING LEFT, AS HE HAD A GREEN TURN ARROW. OPERATOR STATED HE DID NOT SEE THE BICYCLIST ENTER THE ROAD. THE OPERATOR OF UNIT 1 WAS TRANSPORTED TO THE HOSPITAL.	42.71956	-87.863	
020W052 042	141203649	2014-12-13	827 PD		REAR	FOG	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNITS 1 AND 2 WERE WB ON STH 20 WHEN UNIT 1 TRIED TO CHANGE LANES, DID NOT SEE UNIT 2, AND COLLIDED WITH EACH OTHER.			
020W052 043	171100133	2017-11-01	709 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. TRAVELING WB IN LEFT LANE, TRAFFIC STOPPED SUDDENLY AND UNIT 1 REAR-ENDED UNIT 2.	42.71943	-87.8634	
020W052 043	171102317	2017-11-07	634 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING/REAR-END. BOTH UNITS TRAVELING WB ON STH 20. TRAFFIC SLOWED DUE TO CONGESTION. UNIT 1 REAR-ENDED UNIT 2. CLAIMED SHE DIDN'T SEE BRAKE LIGHTS.	42.71946	-87.8641	
020W052 046	150208443	2015-02-25	1654 INJ	C	ANGL	SNOW	EXCLUDE	DRIVER ERROR/TAILGATING. DRIVER OF UNIT 1 STATED THAT SHE WAS DRIVING WB ON STH 20 WHEN THE VEHICLE IN FRONT OF HER HIT THE BRAKES AND BEGAN TO STOP. SHE STATED SHE DIDN'T HAVE ENOUGH TIME TO STOP HER VEHICLE AND SHE STRUCK THE VEHICLE IN FRONT OF HER WITH HER VEHICLE.			
020W052 046	150401730	2015-04-09	1235 PD		ANGL	RAIN	EXCLUDE	DRIVER ERROR/INATTENTIVE. UNIT 1 WAS TRAVELING EB ON STH 20. ATTEMPTING TO TURN LEFT ONTO WARWICK WAY. UNIT 2 WAS TRAVELING EB ON STH 20. UNIT 1 DID NOT SEE UNIT 2 AND WAS HIT IN THE PASSENGER SIDE.			

020W052 046	150508244	2015-05-30	1708 INJ	C	SSS	CLDY	EXCLUDE	DRIVER ERROR/VEHICLE MALFUNCTION. UNITS 1 AND 2 WERE HEADING WB ON STH 20 SIDE BY SIDE WHEN "SOMETHING BROKE" ON UNIT 1'S CAUSING THEM TO SWERVE RIGHT AND RUN UNIT 2 OFF THE ROAD.			BICYCLE
020W052 046	131005280	2013-10-15	1257 INJ	C	HEAD	RAIN	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNIT 1 WAS TURNING RIGHT FROM STH 20 WB RIGHT ONTO WARWICK WAY. UNIT 2 (A BICYCLIST) WAS WB ON STH 20 AND GOT HIT BY UNIT 1 AS THEY WERE MAKING THEIR RIGHT TURN.			
020W052 046	130901560	2013-09-02	1751 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS STOPPED AT A STOP SIGN AT WARWICK AND WAS ATTEMPTING TO TURN RIGHT. UNIT 1 THOUGHT UNIT 2 WHO WAS WB ON STH 20 WAS GOING TO TURN RIGHT ONTO WARWICK AND STARTED TO PULL OUT BUT UNIT 2 WAS GOING STRAIGHT AND STRUCK UNIT 1.			
020W052 046	131204100	2013-12-12	705 INJ	C	REAR	CLDY	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNIT 1 AND 2 WERE WB ON STH 20. UNIT 2 BEGAN TO SLOW DOWN BUT UNIT 1 COULD NOT SLOW DOWN FAST ENOUGH TO AVOID THE COLLISION.			
020W052 046	140900593	2014-09-03	923 PD		SSS	CLR	EXCLUDE	DRIVER ERROR. UNIT 1 CUT IN FRONT OF UNIT 2 AND UNIT 2 COULD NOT AVOID REAR ENDING UNIT 1.			
020W052 046	141106234	2014-11-17	655 INJ	C	ANGL	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS NB ON WARWICK AND WAS ATTEMPTING TO GO STRAIGHT. UNIT 2 WAS WB ON STH 20. UNIT 1 THOUGHT UNIT 2 WAS TURNING RIGHT BUT THEY WERE REALLY GOING STRAIGHT LEADING TO THE COLLISION.			
020W052 046	160302639	2016-03-09	703 INJ	C	REAR	CLDY	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING/5-CAR REAR-END. ALL UNITS WERE WB ON STH 20. UNITS 2-5 WERE STOPPED WAITING FOR THE LIGHT. UNIT 1 WAS COMING FROM BEHIND AND STRUCK UNIT 2 CAUSING A CHAIN REACTION.			
020W052 046	160507929	2016-05-27	716 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/VEHICLE MALFUNCTION. UNITS 1 AND 2 WERE IN STOP AND GO TRAFFIC. UNIT 1 SAYS THAT HER BRAKES STOPPED WORKING AND REAR ENDED UNIT 2.			
020W052 046	160900184	2016-09-01	1720 PD		ANGL	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS STOPPED ON WARWICK WAY SB AND WAS TURNING RIGHT ONTO WB STH 20. UNIT 2 WAS WB ON STH 20. UNIT 1 PULLED OUT IN FRONT OF UNIT 2 CAUSING COLLISION.			
020W052 046	161101493	2016-11-03	701 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNIT 1 AND 2 WERE WB ON STH 20. UNIT 1 WAS CHECKING HIS BLIND SPOT WHEN UNIT 2 SLOWED DOWN. UNIT 1 DID NOT HAVE ENOUGH TIME TO SLOW DOWN AND COLLIDED WITH UNIT 2.			
020W052 046	170501019	2017-05-05	709 INJ	B	REAR	CLR	EXCLUDE	DRIVER ERROR.THE OPERATOR OF VEH 2 STATED THAT HE WAS SLOWING FOR A LINE OF TRAFFIC BACKED UP IN FRONT OF HIM WHEN HE WAS HIT FROM BEHIND BY VEHICLE 1. THE OPERATOR OF VEHICLE 1 STAETD THAT SHE SAW TRAFFIC SLOWING DOWN AND THOUGHT SHE HIT HER BRAKES IN TIME BUT RAN INTO THE BACK OF VEHICLE 2.	42.71947	-87.8645	
020W052 046	170808167	2017-08-24	1710 INJ	C	NO	CLR	EXCLUDE	DRIVER ERROR/HIT BICYCLIST. UNIT 1 WAS STOPPED AT THE STOP SIGN WAITING TO TURN EB ON STH 20. THE VEHICLE TO THE RIGHT OF UNIT 1 WAS UNRELATED, BUT WAS MAKING A RIGHT HAND TURN. THE VEHICLE MAKING A RIGHT HAND TURN WAS BLOCKING THE VIEW FOR UNIT 1. A BICYCLE WAS TRAVELING EB ON THE SIDEWALK APPROACHING THE INTERSECTION WHEN UNIT 1 CREPT OUTTO LOOK AROUND THE VEHICLE NEXT TO IT. UNIT 1 BUMPED THE BICYCLE AS IT CREPT OUT. OPERATOR OF UNIT 1 STATED HE EXITED HIS CAR TO MAKE SURE HE WAS OK. THE BICYCLIST STATED HE WAS, AND ALSO STATED HE DIDN'T NEED POLICE CALLED. THE BICYCLIST THEN PICKED UP HIS BICYCLE AND WALKED IT EB TOWARDS SUNNYSLOPE DRIVE. UNIT 1 THEN TURNED EB AND WENT ON HIS WAY. APPROXIMATELY 40 MINUTES LATER, THE BICYCLIST RETURNED AND CALLED POLICE. BICYCLIST STATED WHILE HE WAS WALKING, HE NOTICED HIS LEG HURT. RESCUE WAS CALLED, AND HE REFUSED TRANSPORT.	42.71961	-87.8646	
020W052 046	170910949	2017-09-30	1054 PD		ANGL	CLR	EXCLUDE	DRIVER ERROR.UNIT 2 WB ON STH20 IN LEFT LANE, NOT FACING ANY TRAFFIC CONTROL. UNIT 1 WAS SB ON WARWICK WAY, ATTEMPTING TO CROSS STH20. OPERATOR OF UNIT 1 CAME TO A STOP AT SIGN. HE THOUGHT IT WAS CLEAR SO HE PROCEEDED BUT DID NOT SEE UNIT 2. UNIT 1 STRUCK UNIT 2.	42.71929	-87.8646	
020W052 049	140308145	2014-03-28	1327 PD		SSS	CLDY	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNIT 1 WAS TURNING RIGHT ONTO WB STH 20. UNIT 1 DID NOT SEE UNIT 2 ON STH 20 AND MADE CONTACT.			
020W052 054	160400825	2016-04-04	659 PD		REAR	CLDY	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNIT 1 AND 2 WERE WB ON STH 20. UNIT 2 SLOWED FOR TRAFFIC BUT UNIT 1 WAS TOO CLOSE TO SLOW DOWN IN TIME.			
020W052 057	130502041	2013-05-10	708 INJ	B	REAR	RAIN	EXCLUDE	DRIVER ERROR/3 CAR REAR-END. ALL UNITS WERE WB ON STH 20. UNITS 2 AND 3 WERE STOPPED IN TRAFFIC AND UNIT 1 REAR ENDED UNIT 2 CAUSING A CHAIN REACTION.			

020W052 058	130506492	2013-05-28	1456 PD	ANGL	CLDY	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS STOPPED AT A STOP SIGN WAITING TO TURN ONTO E/B STH 20. UNIT 1 PROCEEDED INTO THE INTERSECTION BUT DID NOT WAIT FOR UNIT 2 TO PASS FIRST CAUSING A COLLISION.		
020W052 058	131010036	2013-10-30	1151 PD	ANGL	CLDY	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 CROSSED STH 20 WB WITHOUT WAITING FOR UNIT 2 TO PASS. UNIT 2 WAS WB ON STH 20 AND HIT UNIT 1 AS THEY CROSSED.		
020W052 058	131105787	2013-11-12	1023 PD	SSS	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING.. UNITS 1 AND 2 WERE WB ON STH 20. UNIT 1 WAS IN THE CENTER LANE AND UNIT 2 WAS IN THE RIGHT LANE. UNIT 1 TRIED TO MAKE A RIGHT TURN FROM THE CENTER LANE AND COLLIDED WITH UNIT 2 IN THE RIGHT LANE.		
020W052 058	160404617	2016-04-19	1359 PD	ANGL	CLR	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS TRAVELING EB ON STH 20 WHEN THEY MADE A LEFT TURN TO GO NB ON PRAIRE DR. UNIT 1 DID NOT YIELD TO UNIT 2 WHO WAS HEADING EB ON STH 20 CAUSING COLLISION.		
020W052 058	160602044	2016-06-08	906 PD	HEAD	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNIT 1 WAS STOPPED AT A STOP SIGN AND SAW A VEHICLE TURNING RIGHT ONTO PRAIRE. UNIT 1 DID NOT SEE UNIT 2 BEHIND THEM AND BEGAN TO CROSS THE INTERSECTION. UNIT 2 THEN STRUCK UNIT 1.		
020W052 058	170700644	2017-07-05	1733 PD	REAR	CLR	EXCLUDE	DRIVER ERROR. UNIT 2 WAS FACING SB ON PRAIRIE DR. DIRECTLY BEHIND UNIT 1 AT THE STOP SIGN WAITING TO ENTER ONTO STH 20. UNIT 2 OPERATOR STATED SHE WAS AT A COMPLETE STOP WHEN SHE OBSERVED UNIT 1 START TO REVERSE THE VEHICLE. SHE STATED THERE WAS A VEHICLE BEHIND HER AND WAS UNABLE TO REVERSE BEFORE UNIT 1 STRUCK HER VEHICLE. OPERATOR OF UNIT 1 STATED HE NOTICED THE FRONT END OF HIS VEHICLE WAS IN TRAFFIC WHILE HE WAS STOPPED AT THE STOP SIGN. HE THEN REVERSED THE VEHICLE WHAT HE BELIEVED WAS ABOUT A FOOT WHEN HE NOTICED HE STRUCK UNIT 2.	42.72	-87.8667
020W052 058	171007226	2017-10-22	1735 PD	SSS	RAIN	EXCLUDE	DRIVER ERROR/UNSAFE TURN/INATTENTIVE DRIVING. OFFICER OBSERVED UNIT 2 PULLING OUT FROM THE STOP SIGN ON PRAIRIE DR., NORTH OF STH 20. UNIT 2 CAME TO A COMPLETE STOP IN THE MIDDLE OF THE INTERSECTION AND WAS YIELDING TO EB TRAFFIC BEFORE MAKING A LEFT TURN ON TO EB STH 20. UNIT 1 THEN QUICKLY PULLED UP TO THE MIDDLE OF THE INTERSECTION, TO THE RIGHT OF UNIT 2, STRUCK THE REAR DRIVER SIDE IN A SIDESWIPE FASHION. UNIT 1 CONTINUED TO PULL IN FRONT OF UNIT 2 TO TURN AND THEN QUICKLY CAME TO A STOP IN FRONT OF UNIT 2. UNIT 2 STATED THAT HE DIDN'T KNOW WHERE UNIT 1 CAME FROM. UNIT 1 STATED THAT SHE DIDN'T SEE UNIT 2'S BRAKE LIGHTS ANYMORE SO SHE THOUGHT HE WAS GOING TO TURN WHICH IS WHY SHE PULLED OUT TO THE MIDDLE OF THE INTERSECTION AND THEN ACCIDENTALLY SIDE-SWIPED UNIT 2.	42.71952	-87.8667
020W052 058	171202024	2017-12-08	1653 PD	ANGL	CLDY	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 2 WAS WB ON HWY 20 (WASHINGTON AVE) IN THE LEFT LANE. UNIT 1 WAS NB FROM PRAIRIE DR AND MADE A LEFT TURN TO GO WB ONTO STH 20. UNIT1 COLLIDED WITH UNIT 2.		
020W052 059	160104577	2016-01-06	710 PD	REAR	CLDY	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNIT 1 WAS FOLLOWING UNIT 2 TOO CLOSE WB STH 20 IN LANE 1. UNIT 2 CAME TO A STOP. UNIT 1 STRUCK THE REAR OF UNIT 2.		
020W052 068	150300377	2015-03-03	650 PD	NO	SNOW	EXCLUDE	DRIVER ERROR/WEATHER CONDITIONS. UNIT 1 WAS WB ON STH 20. THEY LOST CONTROL AND WENT INTO THE MEDIAN HITTING A CROSSING SIGN.		
020W052 070	150900476	2015-09-03	1452 INJ	B	REAR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNITS 1, 2, AND 3 WERE ALL WB ON STH 20. UNIT 3 HAD TO STOP QUICKLY DUE TO A PEDESTRIAN. UNIT 2 WAS ABLE TO STOP BUT UNIT 1 COULD NOT STOP IN TIME.		
020W052 074	140500359	2014-05-03	1118 INJ	C	REAR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. UNITS 1 AND 2 WERE WB ON STH 20 WHEN UNIT 2 CAME TO A STOP UNIT 1 WAS NOT ABLE TO STOP QUICK ENOUGH.		

020E051B040									
rp_ky	accdnmbr	ACCDDATE	ACCDTIME	ACCDSVR	INJSVR	MNRCOLL	WTHRCOND	Include/Exclude	Comments
020E051B039	150104908	2015-01-12	1644 PD			ANGL	SNOW	EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 2 WAS HEADING WB ON STH 20 WHEN UNIT 1 ATTEMPTED TO TURN LEFT ONTO SUNNYSLOPE DR. UNIT 1 STRUCK UNIT 2 ON THE SIDE OF THEIR CAR.
020E051B039	130500792	2013-05-02	124 INJ	B	REAR	CLDY		EXCLUDE	DRIVER ERROR. UNITS 1 AND 2 WERE HEADING EB ON STH 20 WHEN UNIT 2 HAD TO SLOW DOWN FOR THE LIGHT. UNIT 1 WAS NOT ABLE TO SLOW QUICK ENOUGH AND REAR ENDED UNIT 2.
020E051B039	140102034	2014-01-04	1545 INJ	B	ANGL	SNOW		EXCLUDE	DRIVER ERROR/FAILURE TO YIELD. UNIT 1 WAS EB ON STH 20 AND TRYING TO TURN LEFT ONTO SUNNYSLOPE. UNIT 2 WAS HEADING WB ON STH. UNIT 1 CUT IN FRONT OF UNIT 2 AT THE STOP LIGHT. UNIT 1 CLAIMS SHE WAS AT FAULT. WITNESS SAID UNIT 2 HAD GREEN LIGHT AND RIGHT-OF-WAY.
020E051B039	140201385	2014-02-03	1525 PD			SSS	CLR	EXCLUDE	DRIVER ERROR. UNITS 1 AND 2 WERE HEADING EB ON STH 20. UNIT 1 WAS IN THE MIDDLE LANE AND UNIT 2 WAS IN THE RIGHT LANE. UNIT 1 CHANGED INTO UNIT 2'S LANE CUTTING THEM OFF AND COLLIDING.

020E051B039	160700389	2016-07-03	1426 PD		REAR	CLR	EXCLUDE	DRIVER ERROR/POOR SECURED CARGO/HITTING A BOAT. UNIT 1 AND 2 WERE EB ON STH 20 STOPPED AT A RED LIGHT. UNIT 1 WAS PULLING A BOAT. WHEN THE LIGHT TURNED GREEN AND UNIT 1 BEGAN TO MOVE THE BOAT SLID OFF AND UNIT 2 COULD NOT STOP QUICK ENOUGH.		
020E051B039	170100809	2017-01-03	1158 PD		REAR	CLDY	EXCLUDE	DRIVER ERROR. BOTH TRAVELING EB ON STH 20. UNIT 1 CAME TO SUDDEN STOP AND UNIT 2 SWERVED TO TRY TO AVOID HITTING UNIT 1. BOTH COLLIDED. UNIT 2 = INATTENTIVE DRIVING.	42.71916	-87.8612
020E051B039	170302531	2017-03-12	449 INJ	B	SSS	CLR	EXCLUDE	DRIVER ERROR/.BOTH VEHICLES WERE TRAVELING EB AND IN LEFT LANE ON STH 20. VEHICLE 1 WAS TRAVELING AT A HIGH RATE OF SPEED, WAS POSSIBLY NOT PAYING ATTENTION, AND THEN CAME UP BEHIND VEHICLE 2. THE OPERATOR OF VEHICLE 1 TRIED TO MOVE TO THE CENTER LANE SO HE DID NOT COMPLETELY REAR END VEHICLE 2, HOWEVER WAS TRAVELING TO FAST TO GET OUT OF THE WAY AND THE FRONT LEFT CORNER OF VEHICLE 1 STRUCK THE RIGHT REAR CORNER OF VEHICLE 2. POLICE REPORT CLAIMS THE OPERATOR OF VEHICLE 1 WAS COMPLETELY AT FAULT FOR THE ACCIDENT.	42.71922	-87.8628
020E051B039	170408169	2017-04-26	1453 INJ	C	REAR	CLR	EXCLUDE	DRIVER ERROR. RUNNING RED LIGHT AT THE INTERSECTION OF S. EMMERTSEN RD. AND STH 20, OPERATOR OF UNIT 2 STATED SHE HAD THE GREEN LIGHT AND WAS GOING NORTHBOUND THROUGH THE INTERSECTION WHEN SHE WAS HIT IN THE DRIVER REAR SIDE OF THE VEHICLE. IT CAUSED THE VEHICLE TO SPIN. OFFICER FOLLOWED RESCUE TO THE HOSPITAL FOR THE HEAD INJURY THAT HAPPENED TO OPERATOR OF UNIT 1. SHE STATED SHE MUST HAVE LOOKED DOWN WHEN TRAVELING EB ON STH 20 IN THE FAR LEFT LANE APPROACHING THE INTERSECTION. SHE DOES NOT REMEMBER ANYTHING BESIDES THE IMPACT OF THE TWO VEHICLES. BOTH VEHICLES WERE REMOVED BY TOW. ACCIDENT CARDS ISSUED AND EXPLAINED. CITATION ISSUED AND EXPLAINED.	42.71909	-87.8556
020E051B039	170506863	2017-05-24	946 PD		REAR	RAIN	EXCLUDE	DRIVER ERROR/RUNNING RED LIGHT. UNIT 1 WAS TRAVELING WB ON STATE HIGHWAY 20. HE APPROACHED THE INTERSECTION OF STH 20 AND SUNNYSLOPE DR. THE TRAFFIC SIGNAL HAD CHANGED TO A SOLID YELLOW LIGHT PRIOR TO OPERATOR OF UNIT 1 ENTERING THE INTERSECTION. UNIT 1 THEN PROCEEDED TO ENTER THE INTERSECTION STRIKING UNIT 2 IN THE RIGHT REAR OF THE VEHICLE. UNIT 2 WAS TRAVELING EB ON STH 20, AND ATTEMPTING TO MAKE A LEFT HAND TURN, HEADING NB, ON SUNNYSLOPE DR. THE OPERATOR OF UNIT 2 STATED SHE WAS IN THE MIDDLE OF THE INTERSECTION WHEN THE TRAFFIC SIGNAL HAD TURNED TO SOLID YELLOW. UNIT 2 OPERATOR THEN PROCEEDED TO MAKE A LEFT HAND TURN AS THE LIGHT TURNED RED. WITNESS STATED SHE WAS TRAVELING EB ON STH 20 AND OBSERVED UNIT 2 ENTER THE INTERSECTION. SHE STATED THE LIGHT THEN TURNED YELLOW, AND UNIT 1 WAS TRAVELING AT A HIGHER RATE SPEED, WHICH MADE IT APPEAR HE WAS ATTEMPTING TO BEAT THE YELLOW LIGHT. SHE STATED THE LIGHT HAD TURNED RED RIGHT BEFORE THE CRASH OCCURRED.	42.71941	-87.863
020E051B039	170901002	2017-09-05	1512 PD		REAR	CLDY	EXCLUDE	DRIVER ERROR. UNIT 1 AND UNIT 2 WERE EB IN THE RIGHT LANE OF STH 20 JUST WEST OF SUNNYSLOPE DR. OPERATOR OF UNIT 1 SAID THAT HE WAS BEHIND UNIT 2. UNIT 2 STOPPED DUE TO CARS IN FRONT OF HIM STOPPING AFTER THE INTERSECTION BECAUSE OF A BROKE DOWN VEHICLE. UNIT 1 REAR ENDED UNIT 2.	42.71924	-87.8633
020E051B041	160908804	2016-09-29	826 PD		SSS	CLR	EXCLUDE	DRIVER ERROR. UNITS 1 AND 2 WERE HEADING EB ON STH 20 WHEN UNIT 1 TRIED TO SWITCH INTO UNIT 1'S LANE. THE TRAILER FROM UNIT 1 STRUCK UNIT 2 DURING THE LANE CHANGE CAUSING ACCIDENT.		
020E051B042	170200603	2017-02-03	1040 INJ	B	REAR	CLR	EXCLUDE	DRIVER ERROR/INATTENTIVE DRIVING. INTERSECTION OF SUNNYSLOPE AND STH 20. THE OPERATOR OF VEHICLE #2 STATED THAT HE WAS STOPPING FOR A MAIL TRUCK IN THE LANE IN FRONT OF HIM WHEN HE WAS STRUCK FROM BEHIND BY VEHICLE #1. THE OPERATOR OF VEHICLE #1 STATED THAT VEHICLE #2 SUDDENLY STOPPED IN FRONT OF HER AND SHE WAS UNABLE TO SLOW OR STOP IN TIME TO AVOID THE COLLISION.	42.71921	-87.8625

# Attachment #6

Final Scoping Certification



## RSRF30Final Scope Certification

Date: 4/2/2020

Project I.D. (design/construction): 2250-15-00 and 2250-15-70

Route: STH 20

Title/Limits: WASHINGTON AVE. – VILLAGE OF MOUNT PLEASANT

Bridge # (if applicable):N/A

County: RACINE

Having considered the criteria and documentation attached we concur and approve the Final Scope.

Concurrence:

Region Project Development Chief or delegate:	<i>Olubunmi Olapo</i>	<i>04/02/2020</i>
Region Technical Services Chief or delegate:	<i>James Robinette</i>	<i>03/13/2020</i>
Region Technical Services Chief or delegate:	<i>Emlynn R Grisar</i>	<i>4-20-20</i>
Region Operations Chief or delegate:	<i>Brian Bliesner</i>	<i>04/02/2020</i>
Bureau of Project Development – Design Standards and Oversight Chief or delegate:	<i>Richard Herrick</i>	<i>04/02/2020</i>

Approval:

*Tony Barth* 04/11/2020

Region Programming/Planning Chief

Date

**Performance Measure Compliance – Request this data from Region Programming Engineer**

**Program Effectiveness** – Is the project in compliance with the Department's current asset management theme for appropriate highway treatment?

Theme recommended improvement (PEM): RSRF30/RCND10

Proposed improvement: RSRF30

Is proposed improvement within one level on the Program Effectiveness scale? ☒ Yes ☐ No

If no, explain:

[Click or tap here to enter text.](#)

**Balanced program**

Programmed LC10 construction estimate: \$5,775,000

Proposed LC11 construction estimate: \$5,775,000

Does the project estimate allow the region to stay within its assigned program funding levels?

☒ Yes ☐ No

If no, have other programmatic changes been identified to stay within guidelines for program balance?

[Click or tap here to enter text.](#)

**Delivery Risk** - Is the project scheduled to be compliant with current PLP and APLP programmatic completion goals for LC 12 and LC 15 Delivery Risk?

PLP:

Proposed letting month: September 2023

PLP guidelines for that month (\$): \$30M

Current region programmed amount for that month (\$): \$90M

APLP:

Proposed earliest letting month (advanceable projects): May 2023, 2/1/2023 (EPSE)

APLP guidelines for that quarter (\$): Should not have ADV in this Let

Current advanceable programmed amount for that month: \$19M

LC12 and LC15 Delivery Risk:

Does the milestone schedule allow for the project to reach LC12 and LC15 in accordance with Delivery Risk Guidelines? ☒ Yes ☐ No

If outside PLP, APLP, or LC12 and LC15 Delivery Risk guidelines, explain why and what mitigations will be made?

PLP – Project is currently in PY4 and will be distributed per PLP guidelines in the next few months

APLP – Projects were ADV into Feb to meet 50% statutory guidelines, so will not meet APLP

LC12/15 - meet

**Design on Budget (DOBI)**

Agreed to Delivery Budget: \$650k in FIIPS

Is the established project delivery budget compliant with EDCI goals for that project treatment type?

☐ Yes ☒ No

If no, has the appropriate exception process been followed to allow the established delivery budget to stay as is?

Per DDCI – delivery should be around \$400k, however charged to date is only \$47.5k, so delivery is trending low.

**Design on Time (DOTI)**

Does milestone schedule allow project to meet APLP and PLP LC12 and LC15 performance measures?

☒ Yes ☐ No

If no, does the region program remain compliant to APLP and PLP without the project? ☐ Yes ☒ No

If no, what action is the region taking to ensure overall programmatic compliance to APLP and PLP performance expectations.

APLP is not met region wide, region has requested certain projects to be delivered earlier than the Feb dates when possible to more flexibility, however is planning to meet goals by FY23.

## **Project Information**

Purpose and need (<N:\PDS\Projects\22501500\ENVR\Envr Document\Risk Based Scoping Checklist>):

### **PURPOSE:**

The purpose of this project is address the deteriorating pavement quality and address safety issues associated with the roadway.

### **NEED:**

To help rate the condition of the surface of a road network, WisDOT uses the Pavement Condition Index or PCI. The PCI provides a numerical rating for the condition of road segments within the road network, where 0 is the worst possible condition and 100 is the best. The PCI also measures two conditions of the roadway:

- 1)The type, extent and severity of pavement surface distresses (typically cracks and rutting)
- 2)The smoothness and ride comfort of the road.

The PCI ratings on WIS 20 varies between 38 and 70 between Oakes Rd. and State Highway 31, which indicates a medium to high rating. The International Roughness Indices (IRI) for WIS 20 varies between 1.9 and 4.6, which is also high for this stretch of roadway. The combination of PCI and IRI values indicates that today the road is a “Medium to High” priority and will only get worse by the anticipated construction year of 2024.

Summary of recommended geometric improvements or countermeasures from Safety Certification Document (<N:\PDS\Projects\22501500\DER\Safety Certification Document>)

### **SAFETY:**

During the crash vetting process of the Safety certification document, a total of 317 crashes were reviewed and no crashes remained after the vetting process. Although crashes have been excluded due to violations of rules of the road and/or laws, crashes are concentrated at major intersections. Traffic signal equipment will be replaced with the project due to the end of service life for the signal equipment. The signalized intersections of Oakes Rd, Sunnyslope Dr., Emmertsen Rd. and Village Center Dr. will have signal equipment replaced and mono-tube structures installed at the intersections. The major crash trends at these intersections are angle, rear-end and left turn crashes. The mono-tube structures will allow for traffic signal heads per lane. The result will be better traffic signal visibility with an expected reduction in rear-end and right-angle crashes. Additionally, four-section heads with flashing yellow arrows will be installed at applicable left turn lanes. This will result in allowing flexibility for left turn phasing which could include protected only left turn phasing by time of day. Roadway construction occurred on STH 31 and within the functional area of the STH 20 & STH 31 intersection in 2017. Traffic signal equipment including mono-tube structures were also installed at the intersection. There is not a minimum of three years of crash data after construction for this analysis. The same reduction in right-angle, rear-end and left turn crashes are expected after the 2017 construction. Left turn lanes at signalized intersections are generally neutrally offset. The exception is at Oakes Rd where the left turn lanes on STH 20 are positively offset. However, the left turn lanes on Oakes Rd are negatively offset. It would be difficult to get neutral offset left turn lanes on Oakes Rd, since the frontage road is so close to the intersection for the north leg and relatively narrow median width on the south leg. There is not a major crash issue with left turn movements on Oakes Rd. No Geometric Improvements or sites of promise for this project because of safety concerns.

### **Summary of scope of work:**

WisDOT is proposing a Resurface 20 project for STH 20. The resurfacing will mill off the existing 3- inches of existing asphaltic surface, plus 1-inch of concrete to accommodate a 4-inch asphaltic pavement overlay. Prior to placing the new overlay, existing concrete should have base patching and joint/ crack repair done as needed. All existing signing and pavement marking will be replaced. Existing signals along with lighting at Oakes Rd, Sunny Slope Dr., Emmertsen Rd and Village Center Dr. will be updated to Monotubes. Finally,

curb ramps will be updated to ADA standards. There will be right of way acquisition for this project for curb ramp and monotube installation.

1. Signals Improvements – Signals will be updated to monotubes at the intersections of Oakes Rd, Sunny Slope Dr., Emmertsen Rd and Village Center Dr.
2. Lighting Improvements – Lighting will be updated at intersections with monotubes.
3. Operational Improvements – A request to extend the right turn lane on STH 20 to SB Oakes Rd. was made. The Final scoping team along with WisDOT's Safety unit reviewed crashes again at this intersection and found no crashes at the right turn lane due to queueing. Final scoping then asked our safety engineers to perform an IHSDM or crash history CMF analysis. Our safety unit replied that these types of analysis will not work in this application. A right turn lane already exists, and it is just being analyzed for a lane extension. IHSDM only looks at the issue of "Does a right turn lane exist or not?", therefore, there are not adjustments for the length of the turn lane. Also, there are no CMFs to apply to crash history for lengthening a turn lane. There are some CMFs for offsetting a turn lane or squaring up a right turn lane, but none associated with turn lane length. Finally, the Final Scoping team requested that a [portable camera](#) be installed at the intersection to monitor the queues during the morning peak hours between 6am to 9am as well as 2pm to 3pm on March 3<sup>rd</sup>, 2020 to March 6<sup>th</sup>, 2020. After reviewing the footage, queueing for the right turn movement beyond the existing storage only occurs when a bus is in the 1<sup>st</sup> position for the entire red-light phase. It only happened twice and immediately abated after the green light. The conclusion from the Final Scoping team, along with WisDOT's Safety unit is that there are no warranted safety driven modifications needed for the STH 20 EB to SB Oakes Rd. right-turn lane. Generally, this appears to be an operation only issue as the right turn queue does not back up into free flow traffic at any point during the AM peak or PM school release.
4. Bike/Ped Improvements – Most of the existing sidewalk within the project limits will not be included as part of the scope of this project since they will not be impacted. Some of the sidewalk near the intersections will be reconstructed due to the curb ramp updates. All existing curb ramps will be updated to ADA standards within the projects limits with Type 2 or Type 4 radial curb ramps and detectable warning field applications. All curb ramps and sidewalk leading up to the ramps will also be properly re-graded and installed to WisDOT standards. Two "pork chop" islands located in the NE quadrants of the Oakes Rd. and Village Center Dr. intersections will be reconstructed so proper curb ramp alignment and monotube placement can be accomplished. Additionally, the pedestrian path located in the SW quadrant of Oakes Rd. will be re-aligned to ensure a safe and accessible crossing for both bicyclists and pedestrians. Finally, to help ensure a safe crossing at the south leg of Oakes Rd., the existing median nose will be extended north, and a path will be constructed in the median, so the crosswalks will be properly aligned, and pedestrians will have a refuge area to wait for signal changes. Racine Transit has routes within the project limits. Most signed bus stops have existing pedestrian bus pads with the terrace of these stops except four. WisDOT will construct pedestrian bus pads at the stops just east of Oakes Rd. (EB, approx. 180'), on WB STH 20 (approx. 345' west of STH 31), on WB STH 20 (approx. 150' west of Emmertson RD.) and on WB STH 20 (approx. 500' west of Meadow Lane Ave.), and WB STH 20. No on road bike accommodations will be constructed under the scope of this project because this is a resurfacing project, no expansion of lanes will be done. Almost the entirety of the project falls within an urban type typical section with curb and gutter. Adding shoulders, a bike lane, or widening to accommodate any type of on road bicycle facilities will require us to remove all existing curb and gutter, which is outside of the scope of this project.
5. Environmental Improvements/Agreements - None
6. Municipal Agreements - None
7. Drainage/Storm sewer Improvements - None
8. Non-TLE Right of way impacts – There will be approximately 9 parcels impacted for FEE.  
([N:\PDS\Projects\22501500\DER\Real Estate](#))

Bridge or Structure Certification Document Date N/A  
(link to Bridge or Structure Certification Document) N/A

Pavement Design Report (Certification) Date 1/15/2020

(N:\PDS\Projects\22501500\DER\Pavement Design Report) PAVEMENT: This roadway can no longer be economically maintained due to the amount of pavement deterioration and the poor ride quality, it is recommended that this roadway section be rehabilitated. PAVEMENT ALTERNATIVES: No Build Alternative - A "No-Build" alternative would maintain existing roadway conditions. It would not address any of the pavement deterioration or distresses; therefore allowing further deterioration. The roadway structure and ride quality would get worse. Preferred Alternative - The preferred alternative is to perform a recommended improvement by resurfacing this roadway to increase the smoothness and ride comfort as well as reduce the surface distress of the roadway by milling off the existing 3-inches of Hot Mix Asphalt (HMA) and remove 1-inch of existing concrete. Base patching and crack & joint repair will be completed as needed, and then the roadway will be overlaid with 4-inches of new HMA.

Milestone Schedule (milestones shown in FDM 3-1 attachment 1.1)

Project Initiation Complete (actual)	6/20/2019
Preliminary Scope Complete (actual)	6/20/2019
Final Scope Certification (actual)	4/14/2020
Final Resourcing/Start Final Design	4/23/2020
Design Study Report	1/4/2021
Early PS&E	8/1/2023
PS&E	5/1/2024
Project Let (Programmed)	9/10/2024
Project Award (based on Programmed)	10/22/2024

**Non-Let schedule and estimates:**

<b>RE</b>	<b>\$ \$132,000.00</b>	<b>Schedule date</b> 5/25/2021
<b>RR</b>	<b>\$</b> Click or tap here to enter text.	<b>Schedule date</b> Click or tap to enter a date.
<b>UTL</b>	<b>\$</b> Click or tap here to enter text.	<b>Schedule date</b> Click or tap to enter a date.
<b>MISC</b>	<b>\$</b> Click or tap here to enter text.	<b>Schedule date</b> Click or tap to enter a date.

## **Supplemental Data**

Scoping notes: [\\dotwkefile1p\N3PUBLIC\PDS\Projects\22501500\DESIGN\pip\Scoping Documents](#)

ICE: N/A

Tech memos (Complete Streets Link) [\\dotwkefile1p\N3PUBLIC\PDS\Projects\22501500\DER\Complete Streets](#)

Preliminary drawings/preliminary plan: [\\dotwkefile1p\N3PUBLIC\PDS\Projects\22501500\PLAN\01 30% PLAN SUBMITTAL\30% Plan](#)

Detail schedule: [\\dotwkefile1p\N3PUBLIC\PDS\Projects\22501500\DER\Final Scoping Certification](#)

Major Bid Item estimate: Click or tap here to enter text: [N:\PDS\Projects\22501500\PLAN\01 30% PLAN SUBMITTAL\30% Estimate](#)

Delivery budget worksheet: ([22501500 - 3R Design Delivery Tracking.pdf](#))

# Attachment #7

## Transportation Management Plan

This is a request for approval of the Transportation Management Plan (TMP) for the project detailed below. Impacts resulting from project activities meet the current work zone policies of the Wisconsin Department of Transportation.

## Section 1A - Project Information:

<b>TmpType:</b>	2
<b>Region:</b>	SE
<b>Local Program:</b>	No
<b>Created Comment:</b>	
<b>Federal Oversight:</b>	No
<b>Design ID:</b>	2250-15-00
<b>Project Title:</b>	WASHINGTON AVE - VILLAGE OF MOUNT PLEASANT
<b>County:</b>	RACINE
<b>Highway:</b>	WIS 20
<b>Construction Year:</b>	2025
<b>Mainline AADT:</b>	40500
<b>Crossroad AADT:</b>	9500
<b>Construction ID(s):</b>	2250-15-70
<b>Project Type:</b>	RESURFACING (OVERLAY >= 4 INCHES)
<b>Project Limits:</b>	OAKES RD TO STH 31
<b>Project Length:</b>	1.57
<b>Project Duration:</b>	150
<b>Engineer's Estimate:</b>	\$3M-10M
<b>PS&amp;E Date:</b>	2024-05-01 00:00:00.0
<b>LET Date:</b>	2024-09-10 00:00:00.0
<b>NHS Route:</b>	Yes



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**Section 1B - Project Impacts:**

**Anticipated Begin:** 2025-04-01  
**Anticipated End:** 2025-09-30  
**OSOW Route:** Yes  
**OSOW Type:** OSOW-TR

**Section 1C - Location:**

**Location Number:** 1  
**Begin County:** RACINE  
**End County:** RACINE  
**Highway:** WIS 20 EB  
**Closure Type:** Mainline  
**Begin Landmark:** OAKES RD  
**Direction From:** Upstream from landmark  
**Distance From (mi):** 0.11  
**End Landmark:** SYCAMORE AVE  
**Direction From:** At Landmark  
**Distance From (mi):** 0.0

**Location Number:** 2  
**Begin County:** RACINE  
**End County:** RACINE  
**Highway:** WIS 20 WB  
**Closure Type:** Mainline  
**Begin Landmark:** SYCAMORE AVE  
**Direction From:** At Landmark  
**Distance From (mi):** 0.0  
**End Landmark:** OAKS RD  
**Direction From:** Downstream from landmark

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**Distance From (mi):** 0.11

## Section 2-Project Description

### Brief description of work activities:

This resurfacing project mill 3-inches of asphalt and 1-inch of concrete. The underlying concrete will be base patched and joint and crack repair will be performed as needed. Existing traffic signals and lighting at Oakes Road, Sunnyslope Drive, Emmertsen Road, Village Center Drive, and Sycamore Avenue will be updated, along with curb ramps and bus stop locations. There will be minor right of way acquisition on this project because of the curb ramps and traffic signal improvements. There will also be new pavement marking and permanent signing updates.

## Section 3

### Within the project limits are there:

<b>Pedestrians:</b>	Yes
<b>Bicyclists:</b>	Yes
<b>Transit Service:</b>	Yes
<b>Railroads:</b>	No
<b>Airports:</b>	No
<b>Commercial waterway:</b>	No
<b>Controlled intersections:</b>	Yes
<b>Dynamic message boards:</b>	No

### What are the current traffic conditions:

<b>Posted speed(mph):</b>	45
<b>Normal travel time(min):</b>	4
<b>Current capacity(vphpl):</b>	1600
<b>Truck %:</b>	8
<b>Queueing present:</b>	No
<b>Queueing when:</b>	

## Section 4

### List of chosen strategies:

Strategy	Justification/Comment	Cost
Construction phasing/staging		\$0
Off-Peak/Night/Weekend Full Closure		\$130000
Reduced Lane Widths		\$0
Lane closures		\$0
Night work		\$130000
Roadway/Intersection Improvements		\$4300000
Pedestrian/Bicycle Access Improvements		\$10000
Temporary Pavement Markings (does not include chevrons or orange pavement markings)		\$0
Channelizing Devices		\$0
Signal Timing/Coordination Improvements and Upgrades		\$0
Temporary Traffic Signals		\$0
Temporary Traffic Control Signs		\$0
Fixed Message Signs		\$0
Portable Changeable Message Signs (PCMS)		\$0
Arrow Panels/Board		\$0
Right-of-Way Coordination		\$0
Utility Coordination		\$0

**Cost of chosen strategies (sum of strategy costs):** \$4570000

## Section 5

### Describe how access to traffic generators (businesses, schools, etc.) and everyday services will be maintained:

Due to staging during construction, it is anticipated that access to traffic generators will not be

impacted.

**Describe how impacts to bicycle riders will be mitigated/coordinated:**

N/A, there are no existing bicycle accommodations along the project.

**Describe how impacts to transit users will be mitigated/coordinated:**

Bus stops will remain open, temporary bus pads will be installed when work zone is adjacent to bus stop.

**Are there anticipated traffic impacts from the proposed project on other road/routes in the region/corridor?**

No.

**Does the project affect other regions/states?**

No.

**List holidays or major special events that occur during the project:**

Holiday/Special Event	Begin Date	End Date
Memorial Day	05/23/2025 12:00 PM	05/27/2025 07:00 AM
Independence Day	07/03/2025 12:00 PM	07/07/2025 07:00 AM
Labor Day	08/29/2025 12:00 PM	09/02/2025 07:00 AM

**How will traffic disruptions be minimized during listed events and holidays?**

Do not perform work or haul materials of any kind along or across any portion of the highway carrying STH 20 traffic, and entirely clear the traveled way and shoulders of such portions of the highway

of equipment, barricades, signs, lights, and any other material that might impede the free flow of traffic during the holiday periods.

## Section 6 - Traffic Analysis

### Section 6+ - Traffic Analysis

**What is the anticipated travel delay during the project for each impacted roadway?**

#	Location Description	WZ Capacity (vphpl)	Delay (min)	Queue (min)	Delay Cause
1	WIS 20 EB from OAKES RD to SYCAMORE AVE	900	1	0.01	Lane Closure
2	WIS 20 WB from SYCAMORE AVE to OAKS RD	900	1	0.01	Lane Closure

### How was the work zone capacity determined?

Existing 24-hour traffic volumes along STH 20 were compared to a 900 vphpl work zone capacity to assess lane closure restrictions. The approximate 900 vphpl capacity threshold is generally used in this region for signalized corridors based upon project experience. Based upon the use of lane closure restriction times, minimal (< 3 minutes) travel delay is anticipated along STH 20 during off-peak two-lane closures. Operations will be impacted at the signalized intersections along STH 20 due to the allowed long-term single lane closures during Stages 1 and 2. Signal operations were reviewed to determine if excessive delays or queues would occur. The following intersections were reviewed using a single lane closure in the EB and WB direction: - STH 20 & Oakes Road - STH 20 & Sunnyslope Drive - STH 20 & Emmertsen Road - STH 20 & Village Center Drive - STH 20 & STH 31 - STH 20 & Sycamore Avenue Results of the Synchro analysis are shown attached which detail the anticipated delay, 95th% queues and LOS at the studied intersections. Notable impacts to the existing intersections are as follows: AM Peak - STH 20 & Oakes Road o Minimal increased delay (< 5 secs) anticipated for EB and WB movements. o Queues increased for WBT (to 162') - STH 20 & Sunnyslope Drive o Minimal increased delay (< 5 secs) anticipated for EB and WB movements. o Queues increased for WBT (to 84') - STH 20 & Emmertsen Road o Minimal increased delay (< 5 secs) anticipated for EB and WB movements. o Queues increased for EBT (to 414') and WBT (to 497') - STH 20 & Village Center Drive o Minimal increased delay (< 5 secs) anticipated for EB and WB movements. o Queues increased for EBT (to 511') and WBT (to 458') - STH 20 & STH 31 o Minimal increased delay (up to ~ 10 secs) anticipated for EB and WB movements. o Queues increased for EBT (to 353') and WBT (to 330') - STH 20 & Sycamore Avenue o Minimal increased delay (< 5 secs) anticipated for EB and WB movements. o Minimal increased queues PM Peak - STH 20 & Oakes Road o Minimal increased delay (< 5 secs) anticipated for EB

and WB movements. o Minimal increased queues - STH 20 & Sunnyslope Drive o Minimal increased delay (~ 12 secs) for EBL and (~ 8 secs) for WBT movements. o Queues increased for EBT (to 535') and WBT (to 640') - STH 20 & Emmertsen Road o Minimal increased delay (~ 8 secs) for EBL and (~ 8 secs) for EBT movements. o Queues increased for EBT (to 392') and WBT (to 557') - STH 20 & Village Center Drive o Minimal increased delay (< 5 secs) anticipated for EB and WB movements. o Queues increased for EBT (to 591') and WBT (to 101') - STH 20 & STH 31 o Minimal increased delay (~ 8-12 secs) anticipated for EBT and WBT movements. o Queues increased for EBT (to 478') and WBT (to 393') - STH 20 & Sycamore Avenue o Minimal increased delay (< 5 secs) anticipated for EB and WB movements. o Queues increased for EBT (to 322') It is noted that the Synchro analysis of existing and construction conditions used the existing timings and cycle lengths. Therefore, the results could be classified as worst-case scenario. It is anticipated that the Traffic Signals Unit will adjust the construction timings at these intersections during construction to greatly improve operations along EB and WB STH 20.

## **Section 6+ - Lane Closure Hours**

### **a)Are there restrictions on when lane closures are allowed?**

Yes

### **b)What hours/days are lane closures permitted?**

Lane closures will be required along STH 20 to perform the milling, paving, base patching, curb ramp upgrades, and signal work. A full-time single-lane closure is planned to be used during Stages 1 and 2. Two-lane closures during off-peak times will be required during Stage 1 and 2 to perform work on the middle lane. Full overnight closures will be allowed during Stages 3 and 4 to complete paving and marking operations. Lane closure restrictions for Stage 1 and 2 are as follows: Weekday Peak Hours 6:00 AM - 7:00 PM Monday, Tuesday, Wednesday, Thursday, and Friday Weekend Peak Hours 9:00 AM - 6:00 PM Saturday, Sunday Weekday Off-Peak Hours 7:00 PM - 6:00 AM (Monday PM to Tuesday AM, Tuesday PM to Wednesday AM, Wednesday PM to Thursday AM, Thursday PM to Friday AM) 7:00 PM - 9:00 AM (Friday PM to Saturday AM) Weekend Off-Peak Hours 6:00 PM - 9:00 AM (Saturday PM to Sunday AM) 6:00 PM - 6:00 AM (Sunday PM to Monday AM) Two lanes and shoulders may be closed on STH 20 during Off-Peak Hours with the approval of the engineer.

### **c)If the project is reporting zero delay, show the delay**

#### **incurred if the lane closures hours identified are not followed:**

Minimal delay may be incurred during off-peak and night time hours due to lane and ramp closures. If double lane closures are extended beyond the restricted work times into the weekday AM Peak Period and PM Peak Periods, increased congestion and queueing would occur. A summary of Delay,

Queues and LOS is shown attached for a scenario where a double lane closure extends into the peak hours.

## Section 6+ - Intersection/Temporary Signal

### Are any intersection traffic control changes proposed?

No temporary signals or timing revisions are recommended at this time. This will be re-evaluated for the 90% submittal.

## Section 7 - Public Information Strategies

Choose strategies that will be used to mitigate the impacts to the public:

Strategy	Intended Audience	Comments
Brochures and Mailers	Adjacent property owners	
Press Releases/Media Alerts	Regional traffic	
511 Traveler Information Website (project website, lane closures, motorist information, public information)	Regional traffic	
Freight travel information/Lane Closure System (LCS)	Truck operators	
Traffic Management Center (TMC)	Regional traffic	
Region Weekly Construction Update	Regional traffic	

## Section 8 - Incident Management Strategies

List of chosen strategies:

Strategy	Comments	Cost
Incident/Emergency Response Plan and Coordination with Emergency Responders		\$0
Standard RIMC Process		\$0

**Cost of chosen strategies (sum of strategy costs):** \$0

## Section 9 - Staging Plans

### Briefly describe the staging planned for maintaining traffic:

The first two construction stages for STH 20 will allow two lanes of traffic in each direction to be maintained during the day, and then one lane in each direction for nighttime work. For stage 3, one entire direction of STH 20 will be closed and detoured during the night, to allow for milling, paving and marking operations.

### Describe how pedestrians will be accommodated during construction:

Temporary sidewalk diversions will be provided during stages 1 and 2, when existing sidewalk ramps are being reconstructed.

### Vehicle Size Restrictions:

#	Location Description	Min lane width to maintain (ft)	Min lane width plus shoulder (ft)	Min Height (ft)	Min shy distance to TCBP (ft)
1	WIS 20 EB from OAKES RD to SYCAMORE AVE	11	13		
2	WIS 20 WB from SYCAMORE AVE to OAKES RD	11	13		

### Attachments:

#### Attachments for TMP ID 7852 are listed below:

[F] Section\_2

[f] 22501500\_WorkZoneImpactAssessment.pdf

[F] Section\_3

[f] 22501500\_TrafficForecastReport.pdf

[f] ST-510983-2017-05-30.xlsx

[F] Section\_7

[f] 22501500\_piop.docx

[F] Section\_6

[f] 2250-15-00\_WIS20\_Delay & LOS Summary (1LN CLOS).pdf



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\* [F] represents folder and [f] represents file.