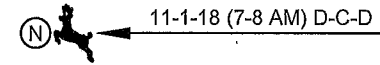
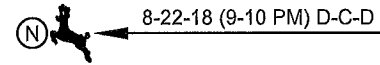




113TH AVE

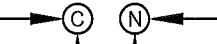
5-19-21 (6-7 AM) L-R-W



2-18-20 (6-7 PM) D-C-D



CSAH 11 (FOLEY BLVD)



113TH AVE

11/23/22 (9-10 PM) D-C-D

12/28/21 (12-1 PM) D-S-S

9-18-18 (7-8 PM) D-C-D

11/23/22 (9-10 PM) D-C-D

12/28/21 (12-1 PM) D-S-S

- ←←← BACKING VEHICLE
- BICYCLE
- COLLISION WITH FALLING OBJECT
- COLLISION WITH FIXED OBJECT
- DEER
- HEAD ON
- LEFT TURN INTO ONCOMING TRAFFIC
- MOTORCYCLE
- MOVING VEHICLE
- OVERTURN
- ▭ PARKED VEHICLE
- PEDESTRIAN
- REAR END
- RIGHT ANGLE
- SIDE SWIPE SAME DIRECTION
- SIDE SWIPE OPPOSITE DIRECTION
- VEHICLE OUT OF CONTROL

| | | | | | | | | |
|-------------------------------------|-------------------|-------------------|-------------------------------|---------------------|----------------------|--------------------|---|--|
| DATE, TIME, LIGHT, WEATHER, SURFACE | | | SEVERITY CODE | | CORRIDOR | INTERSECTION | CSAH 11 (FOLEY BLVD) AT 113TH AVE DATE: 1-1-18 TO 12-31-22 | |
| LIGHT | WEATHER | SURFACE | (A) INCAPACITATING INJURY | (K) FATALITY | ADT: _____ | ADT: 11,103 | ANOKA COUNTY HIGHWAY DEPARTMENT | |
| L = DAYLIGHT | C = CLEAR | D = DRY | (B) NON-INCAPACITATING INJURY | (N) PROPERTY DAMAGE | ACCIDENT RATE: _____ | ACCIDENT RATE: .35 | | |
| D = DARK | R = RAIN | S = SNOW/ICE | (C) POSSIBLE INJURY | | SEVERITY RATE: _____ | SEVERITY RATE: .44 | | |
| DN = DAWN | S = SNOW/SLEET | W = WET | | | CR INDEX: _____ | CR INDEX: .96 | | |
| DU = DUSK | X = OTHER/UNKNOWN | X = OTHER/UNKNOWN | | | FAR INDEX: _____ | FAR INDEX: .00 | Sheet <u>11</u> of <u>12</u> Sheets | |
| X = UNKNOWN | Y = CLOUDY | | | | | | | |

ACCIDENT AND SEVERITY RATES FOR AN INTERSECTION

| | | | |
|--|---------------------|---|----------|
| Intersection: | CSAH 11 @ 113TH AVE | | |
| Study Start Date: | 01/01/2018 | | |
| Study End Date: | 12/31/2022 | | |
| Length of study in years: | 5.00 | Days = 1825 | Weighted |
| Intersection ADT: | 11103 | Total Accidents = 7 | |
| Number of "K" Fatal Accidents: | 0 | Total "K" Fatal Accidents = 0 | 0 |
| Number of "A" P.I. Accidents: | 0 | Total "A" Injury Accidents = 0 | 0 |
| Number of "B" P.I. Accidents: | 0 | Total "B" Injury Accidents = 0 | 0 |
| Number of "C" P.I. Accidents: | 2 | Total "C" Injury Accidents = 2 | 4 |
| Number of "N" Property Damage Accidents: | 5 | Total "N" Property Damage Accidents = 5 | 5 |
| | | Sum of weighted accidents = | 9 |
| Accident Rate (AR) = | 0.35 | | |
| Severity Rate (SR) = | 0.44 | | |

Intersection Safety Screening

Intersection: CSAH 11 (FOLEY BVLD) @ 113TH AVE

Statewide Averages based on 2016-2020 crashes

| Crashes by Crash Severity | |
|---------------------------|----------|
| Fatal (K) | 0 |
| Serious Injury (A) | 0 |
| Minor Injury (B) | 0 |
| Possible Injury (C) | 2 |
| Property Damage (N) | 5 |
| Total Crashes | 7 |

| Intersection Characteristics | |
|------------------------------|-----------|
| Entering Volume | 11,103 |
| Environment | Urban |
| Lighting | Lit |
| Traffic Control | Thru-Stop |

Annual crash cost = \$61,000

Statewide comparison = Urban, Thru/STOP

| Total Crash Rate | |
|-----------------------|-------------|
| Observed | 0.345 |
| Statewide Average | 0.128 |
| Critical Rate | 0.360 |
| Critical Index | 0.96 |

| Fatal & Serious Injury Crash Rate | |
|-----------------------------------|-------------|
| Observed | 0.000 |
| Statewide Average | 0.311 |
| Critical Rate | 4.360 |
| Critical Index | 0.00 |

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference (i.e. observed crash rate ÷ critical crash rate).

The observed total crash rate for this period is 0.35 per MEV; this is 4% below the critical rate. Based on similar statewide intersections, an additional 1 crashes over the five years would indicate this intersection operates outside the normal range.

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