



DATE, TIME, LIGHT, WEATHER			OVERTURN FIRE OR EXPLOSION MOVING VEHICLE REAR END BACKING VEHICLE COLLISION WITH FIXED OBJECT SIDE SWIPE SAME DIRECTION SIDE SWIPE OPPOSITE DIRECTION	PARKED VEHICLE MOTORCYCLE DEER PEDESTRIAN BICYCLE FIXED OBJECT RIGHT ANGLE	VEHICLE OUT OF CONTROL LEFT TURN INTO ONCOMING TRAFFIC	ADT: 10416 (MnDOT Traffic Map) ACCIDENT RATE: 0.88 CR INDEX: 0.85 SEVERITY RATE: 1.67 FAR INDEX: 0.00
LIGHT	WEATHER	SEVERITY CODE	ANOKA COUNTY HIGHWAY DEPT.			COLLISION DIAGRAM
L = LIGHT DN = DAWN DU = DUSK D = DARK X = UNKNOWN	C = CLEAR CL = CLOUDY R = RAIN S = SNOW/SLEET X = OTHER/UNKNOWN	(N) PROPERTY DAMAGE (C) POSSIBLE INJURY (B) MINOR INJURY (A) SERIOUS INJURY (K) FATALITY				
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ACCIDENT AND SEVERITY RATES FOR AN INTERSECTION

Intersection:	CSAH 20 @ CSAH 18/CR 20		
Study Start Date:	01/01/2021		
Study End Date:	12/31/2023		
Length of study in years:	3.00	Days = 1095	Weighted
Intersection ADT:	10416	Total Accidents = 10	
Number of Fatal Accidents:	0	Total Fatal Accidents = 0	0
Number of "A" P.I. Accidents:	0	Total "A" Injury Accidents = 0	0
Number of "B" P.I. Accidents:	3	Total "B" Injury Accidents = 3	9
Number of "C" P.I. Accidents:	3	Total "C" Injury Accidents = 3	6
Number of Property Damage Accidents:	4	Total Property Damage Accidents = 4	4
		Sum of weighted accidents =	19
Accident Rate (AR) =	0.88		
Severity Rate (SR) =	1.67		

Intersection Safety Screening

Intersection: CSAH 20 @ CSAH 18/CR 20

Statewide Averages based on 2018-2022 crashes

Crashes by Crash Severity	
Fatal (K)	0
Serious Injury (A)	0
Minor Injury (B)	3
Possible Injury (C)	3
Property Damage (PDO)	4
Total Crashes	10

Intersection Characteristics	
Entering Volume	10,416
Environment	Rural
Lighting	Lit
Traffic Control	All-way Stop

Annual crash cost = \$240,000

Statewide comparison = All-way STOP

Total Crash Rate	
Observed	0.526
Statewide Average	0.281
Critical Rate	0.620
Critical Index	0.85

Fatal & Serious Injury Crash Rate	
Observed	0.000
Statewide Average	0.233
Critical Rate	4.280
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 0.53 per MEV; this is 15% below the critical rate. Based on similar statewide intersections, an additional 2 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.