

INTERSECTION - CSAH 23 @ CSAH 12  
 ADT: 23558 (TMC 2531)  
 ACCIDENT RATE: 0.37 CR INDEX: 0.44  
 SEVERITY RATE: 0.65 FAR INDEX: 0.56

← 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



**ANOKA COUNTY  
HIGHWAY DEPT.**

CSAH 23 (LAKE DR) FROM CSAH 12 (APOLLO DR) TO 150' SOUTH CSAH 14 (MAIN ST)

**COLLISION DIAGRAM**

**LIGHT**

L = LIGHT  
 DN = DAWN  
 DU = DUSK  
 D = DARK  
 X = UNKNOWN

**WEATHER**

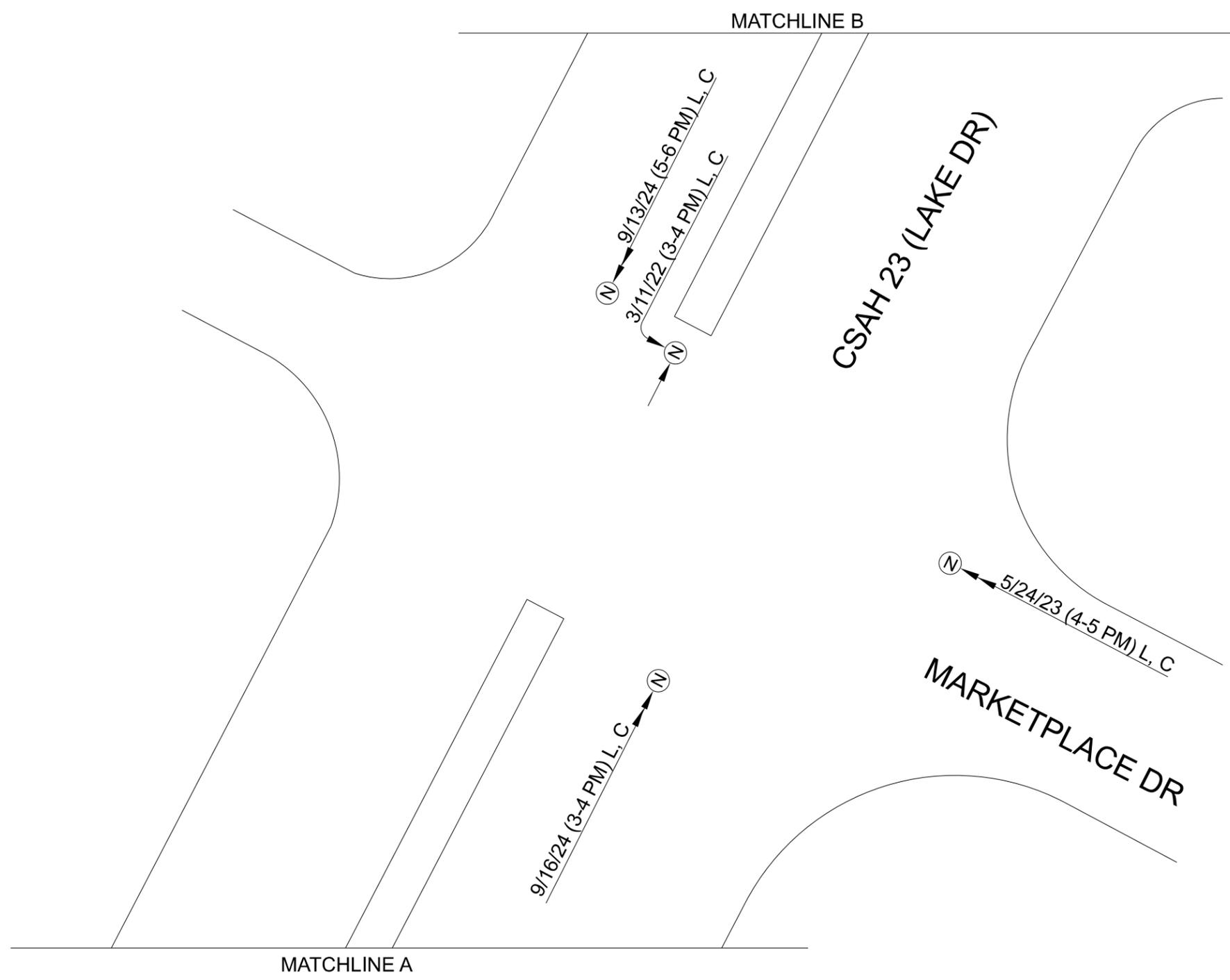
C = CLEAR  
 CL = CLOUDY  
 R = RAIN  
 S = SNOW/SLEET  
 X = OTHER/UNKNOWN

**SEVERITY CODE**

(N) PROPERTY DAMAGE  
 (C) POSSIBLE INJURY  
 (B) MINOR INJURY  
 (A) SERIOUS INJURY  
 (K) FATALITY



DRAWING NOT TO SCALE



INTERSECTION - CSAH 23 @ MARKETPLACE DR  
 ADT: 15136 (TMC 2586)  
 ACCIDENT RATE: 0.14 CR INDEX: 0.16  
 SEVERITY RATE: 0.14 FAR INDEX: 0.00

← 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

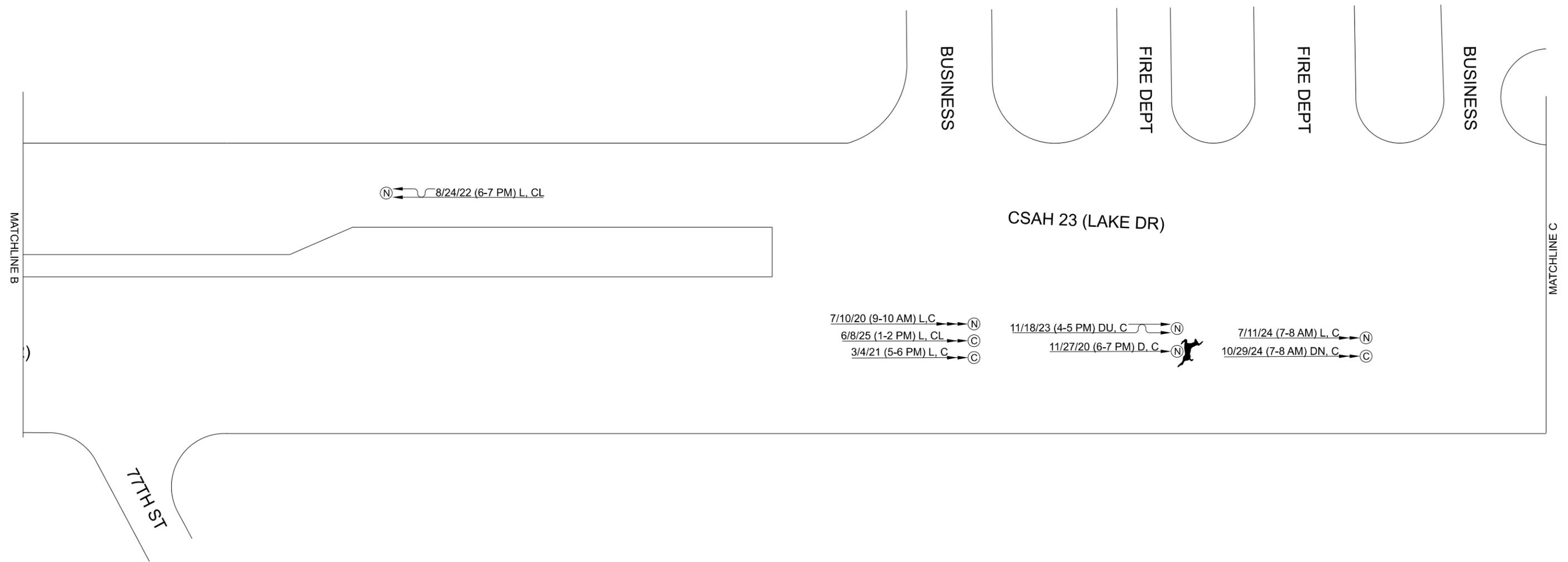


**ANOKA COUNTY  
HIGHWAY DEPT.**

CSAH 23 (LAKE DR) FROM CSAH 12 (APOLLO DR) TO 150' SOUTH CSAH 14 (MAIN ST)

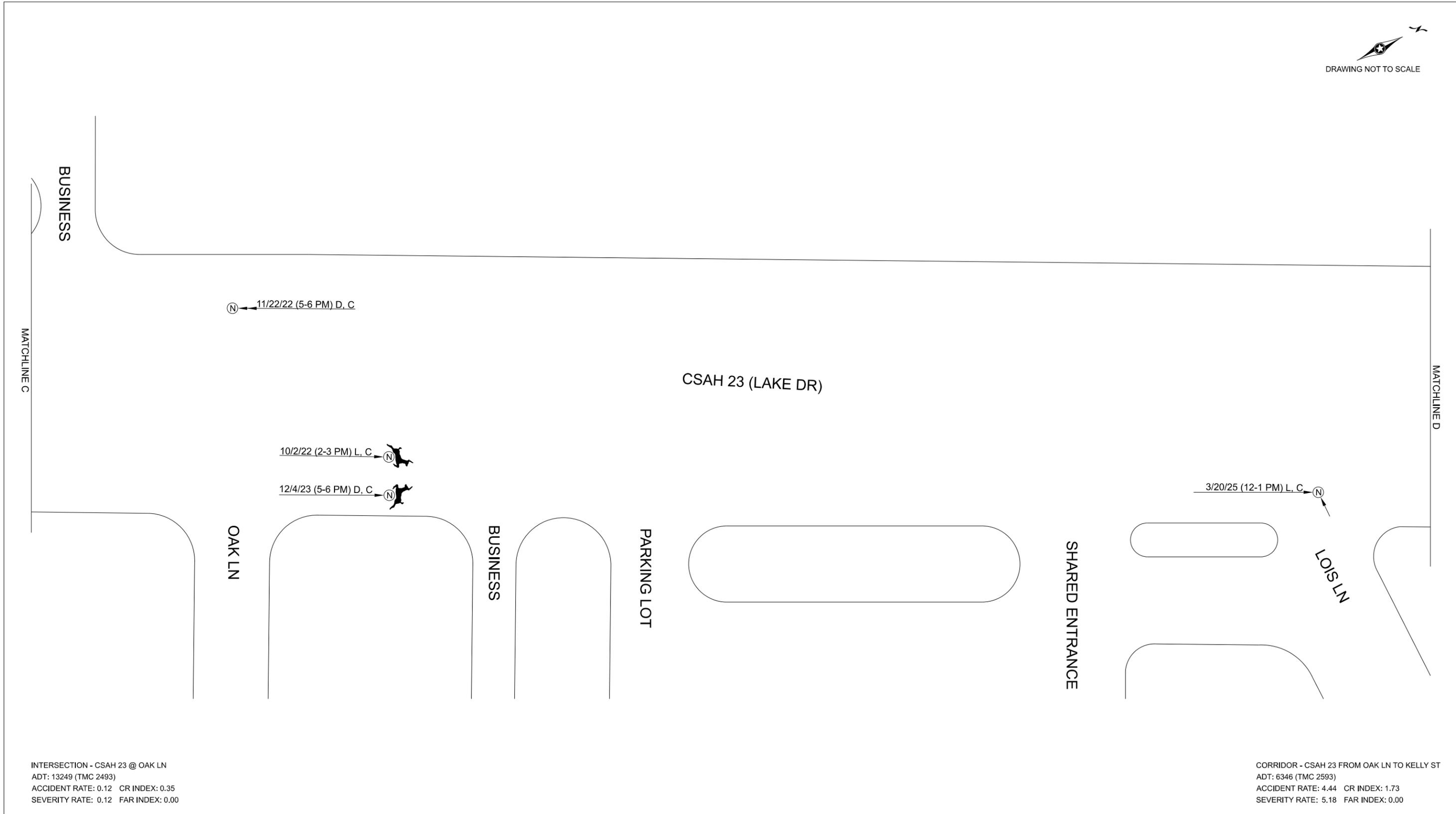
**COLLISION DIAGRAM**

DATE, TIME, LIGHT, WEATHER		
LIGHT	WEATHER	SEVERITY CODE
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



CORRIDOR - CSAH 23 FROM 77TH ST TO 100' SOUTH OF OAK LN  
 ADT: 7181 (TMC 2586)  
 ACCIDENT RATE: 2.44 CR INDEX: 0.71  
 SEVERITY RATE: 3.36 FAR INDEX: 0.00

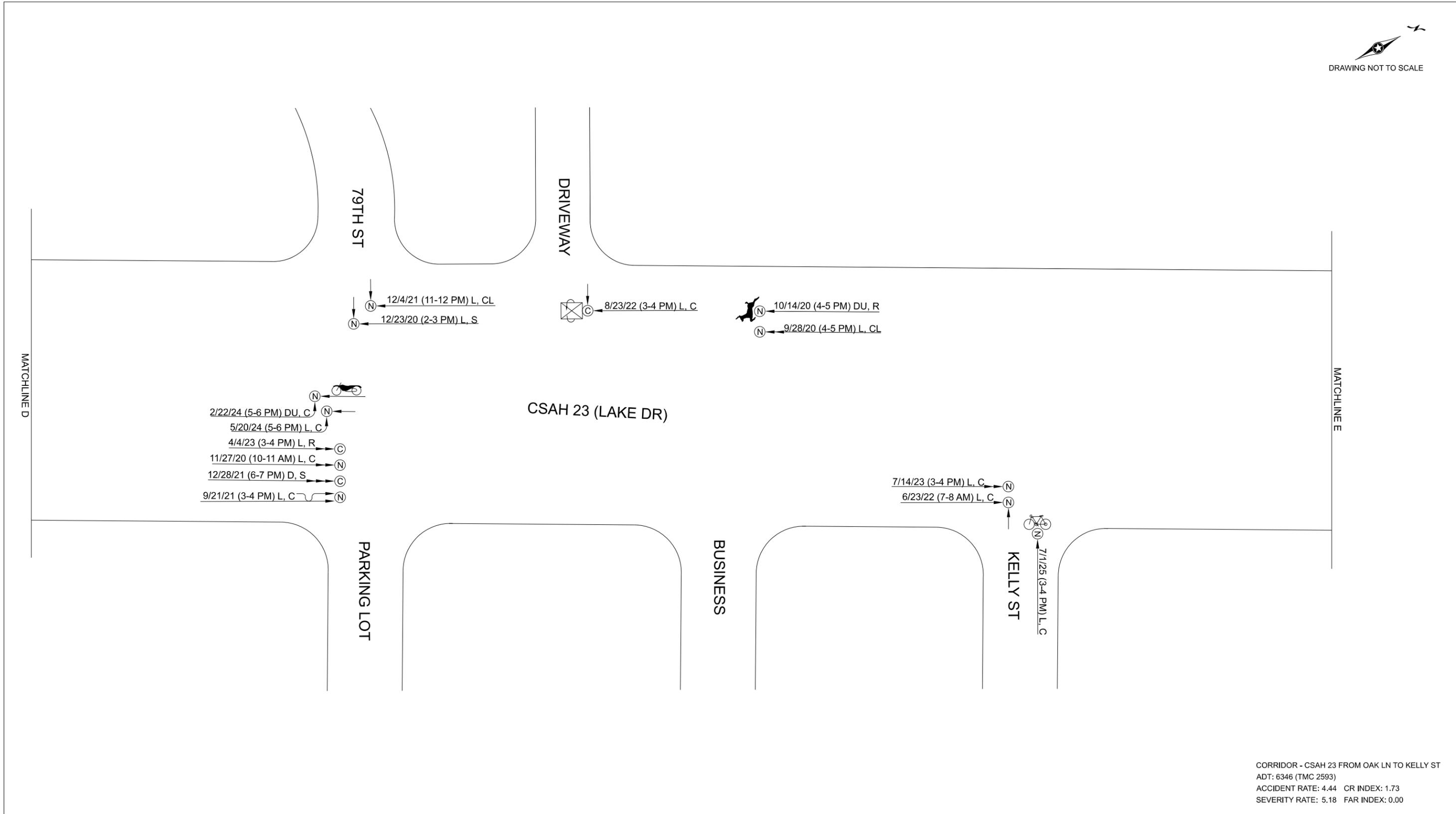
← DATE, TIME, LIGHT, WEATHER			OVERTURN FIRE OR EXPLOSION MOVING VEHICLE REAR END BACKING VEHICLE COLLISION WITH FIXED OBJECT SIDE SWIPE SAME DIRECTION SIDE SWIPE OPPOSITE DIRECTION	PARKED VEHICLE MOTORCYCLE DEER PEDESTRIAN BICYCLE FIXED OBJECT RIGHT ANGLE VEHICLE OUT OF CONTROL LEFT TURN INTO ONCOMING TRAFFIC	CSAH 23 (LAKE DR) FROM CSAH 12 (APOLLO DR) TO 150' SOUTH CSAH 14 (MAIN ST)
<b>LIGHT</b> L = LIGHT DN = DAWN DU = DUSK D = DARK X = UNKNOWN	<b>WEATHER</b> C = CLEAR CL = CLOUDY R = RAIN S = SNOW/SLEET X = OTHER/UNKNOWN	<b>SEVERITY CODE</b> (N) PROPERTY DAMAGE (C) POSSIBLE INJURY (B) MINOR INJURY (A) SERIOUS INJURY (K) FATALITY	<b>ANOKA COUNTY HIGHWAY DEPT.</b>		
			<b>COLLISION DIAGRAM</b> Sheet <u> 3 </u> of <u> 7 </u> Sheets		



INTERSECTION - CSAH 23 @ OAK LN  
 ADT: 13249 (TMC 2493)  
 ACCIDENT RATE: 0.12 CR INDEX: 0.35  
 SEVERITY RATE: 0.12 FAR INDEX: 0.00

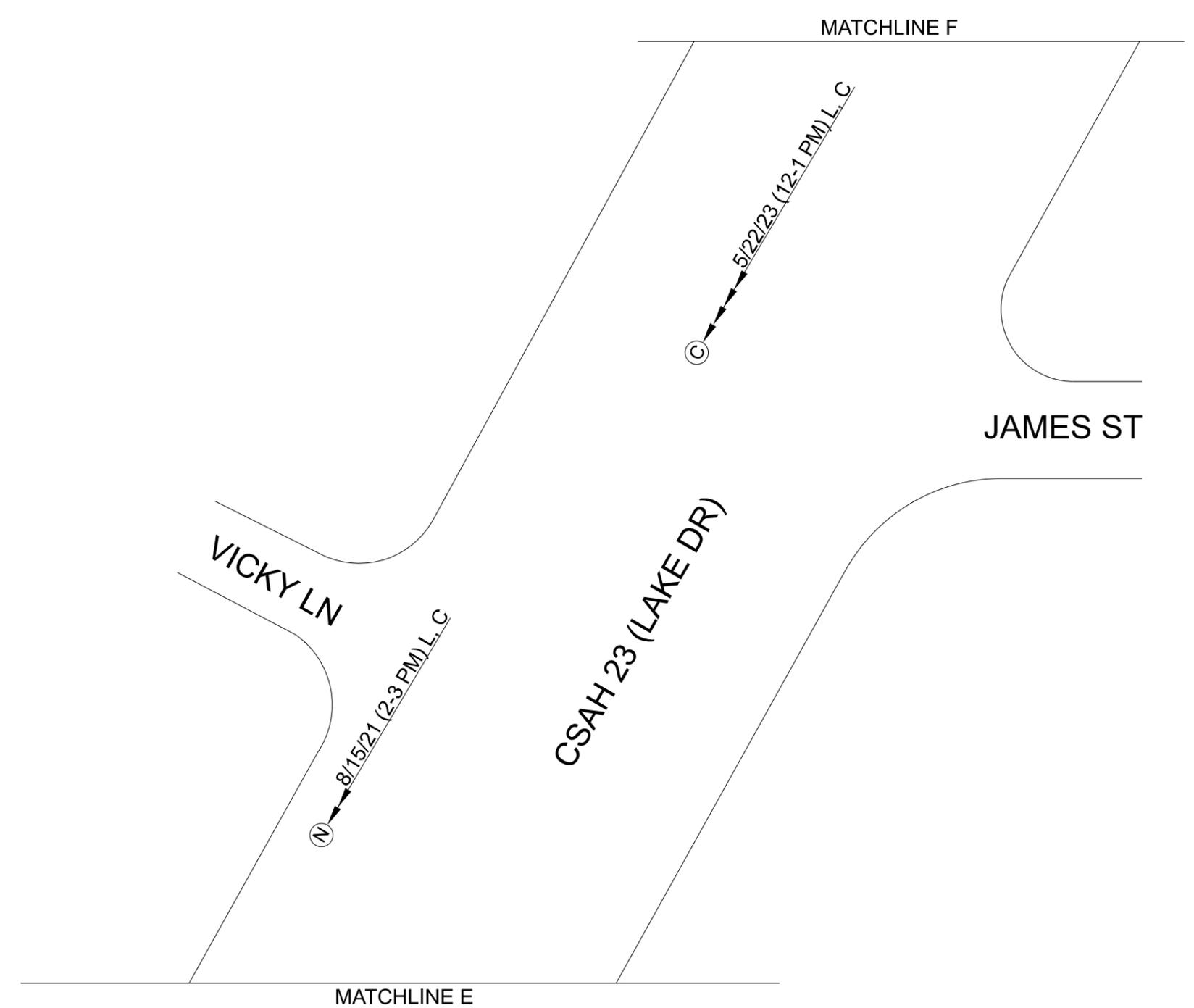
CORRIDOR - CSAH 23 FROM OAK LN TO KELLY ST  
 ADT: 6346 (TMC 2593)  
 ACCIDENT RATE: 4.44 CR INDEX: 1.73  
 SEVERITY RATE: 5.18 FAR INDEX: 0.00

← 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			CSAH 23 (LAKE DR) FROM CSAH 12 (APOLLO DR) TO 150' SOUTH CSAH 14 (MAIN ST)
<b>LIGHT</b> L = LIGHT DN = DAWN DU = DUSK D = DARK X = UNKNOWN	<b>WEATHER</b> C = CLEAR CL = CLOUDY R = RAIN S = SNOW/SLEET X = OTHER/UNKNOWN	<b>SEVERITY CODE</b> (N) PROPERTY DAMAGE (C) POSSIBLE INJURY (B) MINOR INJURY (A) SERIOUS INJURY (K) FATALITY	<b>COLLISION DIAGRAM</b>		Sheet <u>4</u> of <u>7</u> Sheets			



CORRIDOR - CSAH 23 FROM OAK LN TO KELLY ST  
 ADT: 6346 (TMC 2593)  
 ACCIDENT RATE: 4.44 CR INDEX: 1.73  
 SEVERITY RATE: 5.18 FAR INDEX: 0.00

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	
<b>LIGHT</b> L = LIGHT DN = DAWN DU = DUSK D = DARK X = UNKNOWN	<b>WEATHER</b> C = CLEAR CL = CLOUDY R = RAIN S = SNOW/SLEET X = OTHER/UNKNOWN	<b>SEVERITY CODE</b> (N) PROPERTY DAMAGE (C) POSSIBLE INJURY (B) MINOR INJURY (A) SERIOUS INJURY (K) FATALITY						
					ANOKA COUNTY HIGHWAY DEPT.		CSAH 23 (LAKE DR) FROM CSAH 12 (APOLLO DR) TO 150' SOUTH CSAH 14 (MAIN ST)	
							Sheet <u>5</u> of <u>7</u> Sheets	

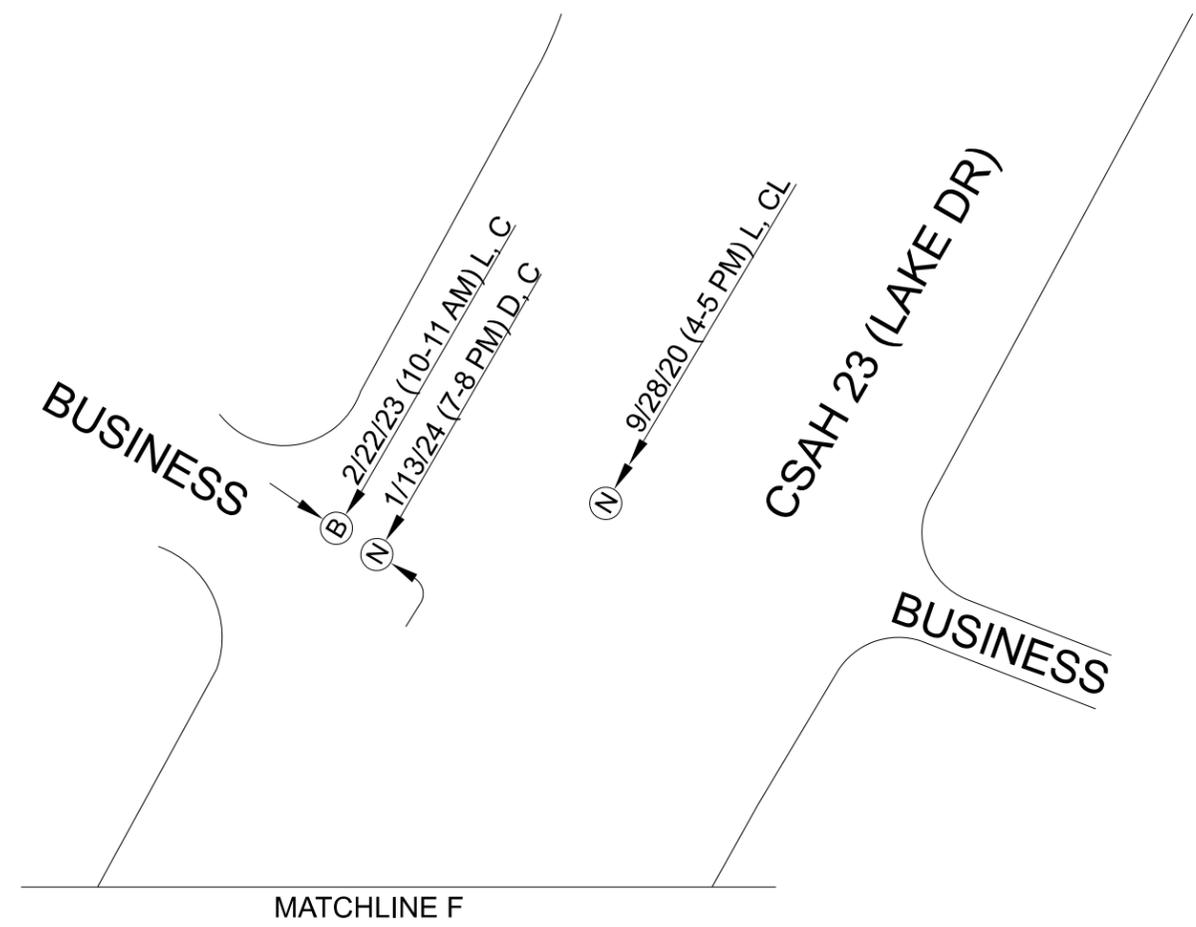


CORRIDOR - CSAH 23 FROM 200' SOUTH OF VICKY LN TO 150' SOUTH OF CSAH 14  
 ADT: 6346 (TMC 2593)  
 ACCIDENT RATE: 0.36 CR INDEX: 1.33  
 SEVERITY RATE: 0.58 FAR INDEX: 0.00

← 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	CSAH 23 (LAKE DR) FROM CSAH 12 (APOLLO DR) TO 150' SOUTH CSAH 14 (MAIN ST)
<b>LIGHT</b> L = LIGHT DN = DAWN DU = DUSK D = DARK X = UNKNOWN	<b>WEATHER</b> C = CLEAR CL = CLOUDY R = RAIN S = SNOW/SLEET X = OTHER/UNKNOWN	<b>SEVERITY CODE</b> (N) PROPERTY DAMAGE (C) POSSIBLE INJURY (B) MINOR INJURY (A) SERIOUS INJURY (K) FATALITY			
			<b>ANOKA COUNTY HIGHWAY DEPT.</b>		
			<b>COLLISION DIAGRAM</b>		
			Sheet <u>6</u> of <u>7</u> Sheets		



DRAWING NOT TO SCALE



CORRIDOR - CSAH 23 FROM 200' SOUTH OF VICKY LN TO 150' SOUTH OF CSAH 14  
 ADT: 6346 (TMC 2593)  
 ACCIDENT RATE: 0.36 CR INDEX: 1.33  
 SEVERITY RATE: 0.58 FAR INDEX: 0.00

← DATE, TIME, LIGHT, WEATHER

- OVERTURN
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**ANOKA COUNTY  
HIGHWAY DEPT.**

CSAH 23 (LAKE DR) FROM CSAH 12 (APOLLO DR) TO 150' SOUTH CSAH 14 (MAIN ST)

**COLLISION DIAGRAM**

**LIGHT**

L = LIGHT  
 DN = DAWN  
 DU = DUSK  
 D = DARK  
 X = UNKNOWN

**WEATHER**

C = CLEAR  
 CL = CLOUDY  
 R = RAIN  
 S = SNOW/SLEET  
 X = OTHER/UNKNOWN

**SEVERITY CODE**

(N) PROPERTY DAMAGE  
 (C) POSSIBLE INJURY  
 (B) MINOR INJURY  
 (A) SERIOUS INJURY  
 (K) FATALITY

## ACCIDENT AND SEVERITY RATES FOR AN INTERSECTION

Intersection:	CSAH 23 @ CSAH 12	
Study Start Date:	01/01/2021	
Study End Date:	12/31/2025	
Length of study in years:	5.00	Days = 1825
Intersection ADT:	23558	Weighted
Number of Fatal Accidents:	0	Total Accidents = 16
Number of "A" P.I. Accidents:	1	Total Fatal Accidents = 0
Number of "B" P.I. Accidents:	4	Total "A" Injury Accidents = 1
Number of "C" P.I. Accidents:	1	Total "B" Injury Accidents = 4
Number of Property Damage Accidents:	10	Total "C" Injury Accidents = 1
		Total Property Damage Accidents = 10
		Sum of weighted accidents = 28
Accident Rate (AR) =	0.37	
Severity Rate (SR) =	0.65	

# Intersection Safety Screening

Intersection: CSAH 23 @ CSAH 12

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*Statewide Averages based on 2018-2022 crashes*

Crashes by Crash Severity	
Fatal (K)	0
Serious Injury (A)	1
Minor Injury (B)	4
Possible Injury (C)	1
Property Damage (PDO)	10
<b>Total Crashes</b>	<b>16</b>

Intersection Characteristics	
Entering Volume	23,558
Environment	Urban
Lighting	Lit
Traffic Control	Signal

*Annual crash cost* = \$416,000

*Statewide comparison* = Signal, Low Volume (<=20K)

Total Crash Rate	
Observed	0.372
Statewide Average	0.548
Critical Rate	0.850
<b>Critical Index</b>	<b>0.44</b>

Fatal & Serious Injury Crash Rate	
Observed	2.325
Statewide Average	1.024
Critical Rate	4.160
<b>Critical Index</b>	<b>0.56</b>

*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 0.37 per MEV; this is 56% below the critical rate. Based on similar statewide intersections, an additional 21 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 2.33 per 100 MEV; this is 44% below the critical rate. The intersection operates within the normal range.*

## ACCIDENT AND SEVERITY RATES FOR AN INTERSECTION

Intersection:	CSAH 23 @ Marketplace Dr	
Study Start Date:	01/01/2021	
Study End Date:	12/31/2025	
Length of study in years:	5.00	Days = 1825
Intersection ADT:	15136	Weighted
Number of Fatal Accidents:	0	Total Accidents = 4
Number of "A" P.I. Accidents:	0	Total Fatal Accidents = 0
Number of "B" P.I. Accidents:	0	Total "A" Injury Accidents = 0
Number of "C" P.I. Accidents:	0	Total "B" Injury Accidents = 0
Number of Property Damage Accidents:	4	Total "C" Injury Accidents = 0
		Total Property Damage Accidents = 4
		Sum of weighted accidents = 4
Accident Rate (AR) =	0.14	
Severity Rate (SR) =	0.14	

# Intersection Safety Screening

Intersection: CSAH 23 @ Marketplace Dr

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*Statewide Averages based on 2018-2022 crashes*

Crashes by Crash Severity	
Fatal (K)	0
Serious Injury (A)	0
Minor Injury (B)	0
Possible Injury (C)	0
Property Damage (PDO)	4
<b>Total Crashes</b>	<b>4</b>

Intersection Characteristics	
Entering Volume	15,136
Environment	Urban
Lighting	Lit
Traffic Control	Signal

*Annual crash cost* = \$12,000

*Statewide comparison* = Signal, Low Volume (<=20K)

Total Crash Rate	
Observed	0.145
Statewide Average	0.548
Critical Rate	0.930
<b>Critical Index</b>	<b>0.16</b>

Fatal & Serious Injury Crash Rate	
Observed	0.000
Statewide Average	1.024
Critical Rate	5.300
<b>Critical Index</b>	<b>0.00</b>

*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 0.15 per MEV; this is 84% below the critical rate. Based on similar statewide intersections, an additional 22 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.*

### ACCIDENT AND SEVERITY RATES FOR A CORRIDOR

Segment: **CSAH 23 from 77th St to 100' South of Oak Ln**

Study Start Date: **01/01/2021** Miles = 0.250

Study End Date: **12/31/2025**

Length of study in years: **5.00** Days = 1825 Weighted

Average ADT for Corridor: **7181** Total Accidents = 8

Number of Fatal Accidents: **0** Total Fatal Accidents = 0

Number of "A" P.I. Accidents: **0** Total "A" Injury Accidents = 0

Number of "B" P.I. Accidents: **0** Total "B" Injury Accidents = 0

Number of "C" P.I. Accidents: **3** Total "C" Injury Accidents = 3

Number of Property Damage Accidents: **5** Total Property Damage Accidents = 5

Sum of weighted accidents = 11

Accident Rate (AR) = **2.44**

Severity Rate (SR) = **3.36**

# Segment Safety Screening

Segment: CSAH 23 from 77th St to 100' South of Oak Ln

*Statewide Averages based on 2018-2022 crashes*

Crashes by Crash Severity	
Fatal (K)	0
Incapacitating Injury (A)	0
Minor Injury (B)	0
Possible Injury (C)	3
Property Damage (PDO)	5
<b>Total Crashes</b>	<b>8</b>

Analysis Description	
Length	0.350 miles
VMT	4,589,377
Non-junction AND Junction Crashes	

*Annual crash cost per mile = \$265,714*

*Statewide comparison = Urban 2-Lane AADT 5000-7999*

Total Crash Rate (CR)	
Observed	1.743
Statewide Average	1.101
Critical Rate	2.470
<b>Critical Index</b>	<b>0.71</b>

Fatal & Serious Injury Crash Rate (FAR)	
Observed	0.000
Statewide Average	2.737
Critical Rate	23.530
<b>Critical Index</b>	<b>0.00</b>

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

*The observed total crash rate for this period is 1.74 per MVMT; this is 29% below the critical rate. Based on similar statewide segments, an additional 4 crashes over the five years would indicate this section operates outside the normal range.*

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

## ACCIDENT AND SEVERITY RATES FOR AN INTERSECTION

Intersection:	CSAH 23 @ Oak Ln	
Study Start Date:	01/01/2021	
Study End Date:	12/31/2025	
Length of study in years:	5.00	Days = 1825
Intersection ADT:	13249	Weighted
Number of Fatal Accidents:	0	Total Accidents = 3
Number of "A" P.I. Accidents:	0	Total Fatal Accidents = 0
Number of "B" P.I. Accidents:	0	Total "A" Injury Accidents = 0
Number of "C" P.I. Accidents:	0	Total "B" Injury Accidents = 0
Number of Property Damage Accidents:	3	Total "C" Injury Accidents = 0
		Total Property Damage Accidents = 3
		Sum of weighted accidents = 3
Accident Rate (AR) =	0.12	
Severity Rate (SR) =	0.12	

# Intersection Safety Screening

Intersection: CSAH 23 @ Oak Ln

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*Statewide Averages based on 2018-2022 crashes*

Crashes by Crash Severity	
Fatal (K)	0
Serious Injury (A)	0
Minor Injury (B)	0
Possible Injury (C)	0
Property Damage (PDO)	3
<b>Total Crashes</b>	<b>3</b>

Intersection Characteristics	
Entering Volume	13,249
Environment	Urban
Lighting	Lit
Traffic Control	Thru-Stop

*Annual crash cost = \$9,000*

*Statewide comparison = Urban, Thru/STOP*

Total Crash Rate	
Observed	0.124
Statewide Average	0.138
Critical Rate	0.350
<b>Critical Index</b>	<b>0.35</b>

Fatal & Serious Injury Crash Rate	
Observed	0.000
Statewide Average	0.350
Critical Rate	3.960
<b>Critical Index</b>	<b>0.00</b>

*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 0.12 per MEV; this is 65% below the critical rate. Based on similar statewide intersections, an additional 6 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.*

### ACCIDENT AND SEVERITY RATES FOR A CORRIDOR

Segment: **CSAH 23 from Oak Ln to Kelly St**

Study Start Date: **01/01/2021**

Miles = 0.350

Study End Date: **12/31/2025**

Length of study in years: **5.00**

Days = 1825

Weighted

Average ADT for Corridor: **6346**

Total Accidents = 18

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: **0**

Total "B" Injury Accidents = 0

0

Number of "C" P.I. Accidents: **3**

Total "C" Injury Accidents = 3

6

Number of Property Damage Accidents: **15**

Total Property Damage Accidents = 15

15

Sum of weighted accidents = 21

Accident Rate (AR) = **4.44**

Severity Rate (SR) = **5.18**

# Segment Safety Screening

Segment: CSAH 23 from Oak Ln to Kelly St

*Statewide Averages based on 2018-2022 crashes*

Crashes by Crash Severity	
Fatal (K)	0
Incapacitating Injury (A)	0
Minor Injury (B)	0
Possible Injury (C)	3
Property Damage (PDO)	15
Total Crashes	18

Analysis Description	
Length	0.350 miles
VMT	4,055,729
Non-junction AND Junction Crashes	

*Annual crash cost per mile = \$351,429*

*Statewide comparison = Urban 2-Lane AADT 5000-7999*

Total Crash Rate (CR)	
Observed	4.438
Statewide Average	1.101
Critical Rate	2.570
<b>Critical Index</b>	<b>1.73</b>

Fatal & Serious Injury Crash Rate (FAR)	
Observed	0.000
Statewide Average	2.737
Critical Rate	25.600
<b>Critical Index</b>	<b>0.00</b>

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

*The observed total crash rate for this period is 4.44 per MVMT; this is 1.7 times the critical rate. If crashes were reduced by 8 over five years (44%), the section would perform within normal range.*

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

### ACCIDENT AND SEVERITY RATES FOR A CORRIDOR

Segment: **CSAH 23 from 200' South of Vicky Ln to 150' South of CSAH 14**

Study Start Date: **01/01/2020** Miles = 1.000

Study End Date: **12/31/2025**

Length of study in years: **6.00** Days = 2190 Weighted

Average ADT for Corridor: **6346** Total Accidents = 5

Number of Fatal Accidents: **0** Total Fatal Accidents = 0

Number of "A" P.I. Accidents: **0** Total "A" Injury Accidents = 0

Number of "B" P.I. Accidents: **1** Total "B" Injury Accidents = 1

Number of "C" P.I. Accidents: **1** Total "C" Injury Accidents = 1

Number of Property Damage Accidents: **3** Total Property Damage Accidents = 3

Sum of weighted accidents = 8

Accident Rate (AR) = **0.36**

Severity Rate (SR) = **0.58**

# Segment Safety Screening

Segment: CSAH 23 from 200' South of Vicky Ln to 150' South of CSAH 14

*Statewide Averages based on 2018-2022 crashes*

Crashes by Crash Severity	
Fatal (K)	0
Incapacitating Injury (A)	0
Minor Injury (B)	1
Possible Injury (C)	1
Property Damage (PDO)	3
<b>Total Crashes</b>	<b>5</b>

Analysis Description	
Length	0.150 miles
VMT	1,738,169
Non-junction AND Junction Crashes	

*Annual crash cost per mile = \$566,667*

*Statewide comparison = Rural 2-Lane AADT 5000-7999*

Total Crash Rate (CR)	
Observed	2.877
Statewide Average	0.499
Critical Rate	2.170
<b>Critical Index</b>	<b>1.33</b>

Fatal & Serious Injury Crash Rate (FAR)	
Observed	0.000
Statewide Average	2.643
Critical Rate	47.220
<b>Critical Index</b>	<b>0.00</b>

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

*The observed total crash rate for this period is 2.88 per MVMT; this is 1.3 times the critical rate. If crashes were reduced by 2 over five years (40%), the section would perform within normal range.*

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