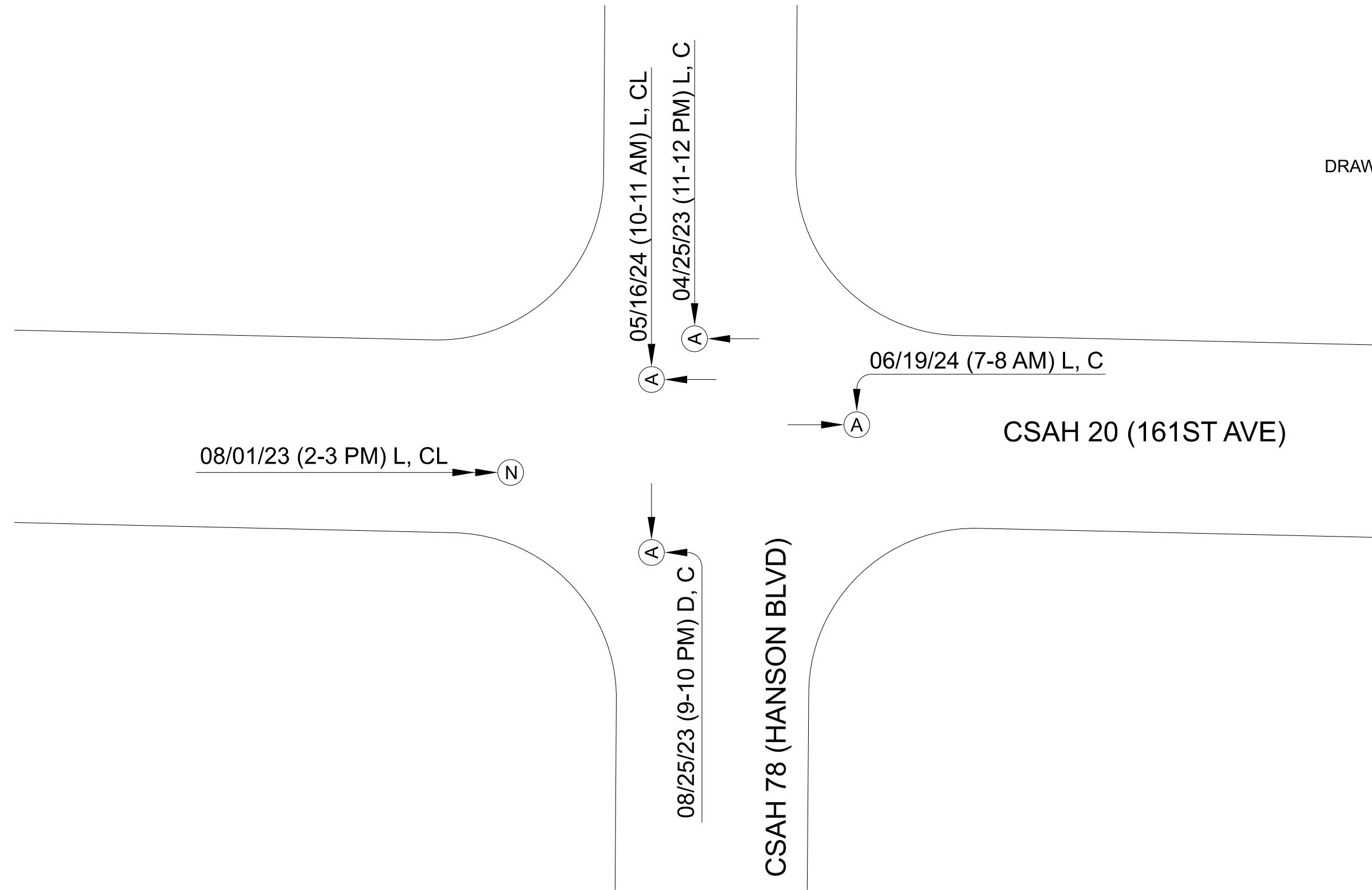




DRAWING NOT TO SCALE



DATE, TIME, LIGHT, WEATHER

| LIGHT | WEATHER | SEVERITY CODE | CODES & DESCRIPTIONS | ANOKA COUNTY HIGHWAY DEPT. | COLLISION DIAGRAM | ADDITIONAL INFO |
|--|---|--|---|---|--|---|
| 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 | 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 | VEHICLE OUT OF CONTROL LEFT TURN INTO ONCOMING TRAFFIC RIGHT ANGLE | ADT: 32990 ACCIDENT RATE: 0.28 CR INDEX: 0.10 SEVERITY RATE: 0.94 FAR INDEX: 1.88 |



ANOKA COUNTY
HIGHWAY DEPT.

CSAH 78 (HANSON BLVD) @
CSAH 20 (161ST AVE)
JAN 2023 TO JUNE 2024

Sheet 1 of 1 Sheets



Crash Case Listing CSAH 78 @ CSAH 20

| Route System | Route Number | Measure | Co | City | Incident Number | Date | Time | Day of Week | Basic Type | Num Veh | Sev |
|--------------|--------------|---------|----|---------|-----------------|----------|------|-------------|------------|---------|-----|
| 04-CSAH | 20 | 3.965 | 02 | Andover | 01123900 | 08/01/23 | 1447 | TUE | Rear End | 2 | N |
| 04-CSAH | 20 | 3.970 | 02 | Andover | 01177218 | 05/16/24 | 1002 | THU | Angle | 2 | A |
| 04-CSAH | 20 | 3.973 | 02 | Andover | 01127812 | 08/25/23 | 2139 | FRI | Angle | 2 | A |
| 04-CSAH | 78 | 7.154 | 02 | Andover | 01184217 | 06/19/24 | 0725 | WED | Other | 2 | A |
| 04-CSAH | 78 | 7.158 | 02 | Andover | 01095483 | 04/25/23 | 1123 | TUE | Angle | 3 | A |

Selection Filter:

WORK AREA: County('659447','2') - FILTER: Year('2023','2024') - SPATIAL FILTER APPLIED

Analyst:

Notes:

Andrea Schmid

Jan 2023 to June 2024

ACCIDENT AND SEVERITY RATES FOR AN **INTERSECTION**

| | | |
|--------------------------------------|-------------------|--|
| Intersection: | CSAH 78 @ CSAH 20 | |
| Study Start Date: | 01/01/2023 | |
| Study End Date: | 06/30/2024 | |
| Length of study in years: | 1.50 | Days = 546.4861 Weighted |
| Intersection ADT: | 32990 | Total Accidents = 5 |
| Number of Fatal Accidents: | 0 | Total Fatal Accidents = 0 0 |
| Number of "A" P.I. Accidents: | 4 | Total "A" Injury Accidents = 4 16 |
| Number of "B" P.I. Accidents: | 0 | Total "B" Injury Accidents = 0 0 |
| Number of "C" P.I. Accidents: | 0 | Total "C" Injury Accidents = 0 0 |
| Number of Property Damage Accidents: | 1 | Total Property Damage Accidents = 1 1 |
| | | Sum of weighted accidents = 17 |
| Accident Rate (AR) = | 0.28 | |
| Severity Rate (SR) = | 0.94 | |

Intersection Safety Screening

Intersection: CSAH 78 @ CSAH 20

Statewide Averages based on 2018-2022 crashes

| Crashes by Crash Severity | | Intersection Characteristics | |
|---------------------------|---|------------------------------|--------|
| Fatal (K) | 0 | Entering Volume | 32,990 |
| Serious Injury (A) | 4 | Environment | Rural |
| Minor Injury (B) | 0 | Lighting | Lit |
| Possible Injury (C) | 0 | Traffic Control | Signal |
| Property Damage (PDO) | 1 | | |
| Total Crashes | 5 | | |

Annual crash cost = \$643,000

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

| Total Crash Rate | | Fatal & Serious Injury Crash Rate | |
|-----------------------|-------------|-----------------------------------|-------------|
| Observed | 0.083 | Observed | 6.640 |
| Statewide Average | 0.548 | Statewide Average | 1.024 |
| Critical Rate | 0.800 | Critical Rate | 3.530 |
| Critical Index | 0.10 | Critical Index | 1.88 |

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 0.08 per MEV; this is 90% below the critical rate. Based on similar statewide intersections, an additional 44 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 6.64 per 100 MEV; this is 1.9 times the critical rate. This site may be a sustained severe crash location.