



**Minnesota Department of Transportation**

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**Memo**

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October 18, 2007

**To:** David Kopacz  
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**From:** David B. Engstrom  
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**Subject:** Annual HSIP Report

Included with this document is the annual HSIP Report as required by Sections 148 (g) and 152 (g) of Title 23 of the United States Code. The report summarizes Minnesota's safety program and will be the basis for future reporting. It should be noted that reporting requirements for HSIP projects, the High Risk Rural Roads Program (HRRRP) and the "5 Percent Report" are contained in the report. Reporting requirements for Highway Rail Crossing Program are included in a separate document.

If you have questions or comments regarding this report, please contact me at your convenience.

Sue Groth, OTSO  
Julie Witcher, OTSO

# Minnesota Annual Highway Safety Improvement Program Report For State Fiscal Year 2007

## **INTRODUCTION**

In accordance with the requirements of Section 1401 of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for users Act (SAFETY-LU)* – which created the Highway Safety Improvement Program (HSIP) as a “core funding” program administered by the Federal Highway Administration (FHWA) – The Office of Traffic, Safety and Operations is submitting an annual report assessing the effectiveness of projects funded under HSIP.

The report is divided into five separate sections as requested by the FHWA. The first section will discuss progress in implementing HSIP projects. The second section will address an assessment of the effectiveness of the program from an overall perspective. The third section will provide a detailed analysis of safety project effectiveness and the fourth section will discuss the implementation and plans for the High Risk Rural Roads Program. The fifth section entails our interpretation of the top 5% hazardous locations.

## **A. Progress in Implementing the HSIP Projects**

### **BACKGROUND**

Up to current times, federal safety funds were made available through the Hazard Elimination Safety Program (HES). Funds were identified through local Area Transportation Partnerships (ATP); projects were identified, programmed and constructed. Mn/DOT’s Office of Investment Management oversees the use of all federal funds and balances the amounts funded in each category to ensure compliance with all federal requirements. In Minnesota, the majority of federal safety projects have been funded using HES criteria through fiscal year 2008.

In 2007 and 2008 some “proactive” safety projects were identified. By 2009 and 2010, all ATPs will have a safety program developed based on Minnesota data and the Minnesota Strategic Highway Safety Plan. The tables listed below reflect these adjustments.

Table 1 summarizes the amount of funding utilized for HSIP projects by fiscal year. HSIP funding represents only one source of dollars used for safety projects. Additional funding and their sources are outlined in Part C.

**TABLE 1 – HES/HSIP Funding (Source: Mn/DOT Office of Investment Management)**

<b>STATE FISCAL YEAR</b>	<b>HSIP FUNDS</b>	<b>OTHER FEDERAL FUNDS</b>	<b>STATE FUNDS</b>	<b>TOTAL</b>
2004	6,560,637.40	4,715,405.29	11,116,040.71	22,392,083.40
2005	19,319,688.67	1,482,467.47	9,299,346.13	30,101,502.27
2006	10,042,854.24	25,918,168.69	22,733,752.04	58,694,774.97
2007	13,965,363.79	31,713,375.68	27,415,270.33	73,094,009.80
2008	14,984,467.00	26,397,553.40	15,183,045.65	56,565,066.05
<b>TOTAL</b>	<b>\$ 64,873,011</b>	<b>\$ 90,226,971</b>	<b>\$ 85,747,455</b>	<b>\$ 240,847,436</b>

Traditionally, these projects were reactive in nature and were designed to improve an existing safety problem. Normally, through the project development process a benefit/cost ratio would be estimated based on the safety improvement at a particular location. A review of projects funded in recent history yields the following breakdown of project types. For intersections (the predominant project location), most of the projects were new traffic signal installations usually including channelization and turn lane construction. Other intersection projects included: lighting, EVP installation, and conversion to an interchange. For sections of roadway, most of the projects included general safety improvements – guardrail, shoulder improvements and turn lane construction. Other section projects included: lighting, signing, and vertical and horizontal curvature correction. Projects programmed in later years have shifted to other areas including roundabouts and median treatments.

## **PROJECT SELECTION PROCESS**

Due to the decentralized nature of programming in Minnesota, the process for selecting HES/HSIP projects varied. Project selection is managed by Area Transportation Partnerships (ATP). ATPs incorporate all jurisdictions and the distribution of funds is coordinated through Mn/DOT's districts and the regional planning authority. The process varies for each ATP. Larger ATPs conducted separate solicitations for safety projects, which often included local participation, while other ATPs selected safety projects through other internal processes. The Office of Investment Management manages these funds from a statewide perspective to insure compliance with federal requirements.

Guidance is given to the ATPs to assist in the selection of safety projects. OTSO compiles a list of the "Top 200" Intersections Crash Listing and "Top 150" Sections Crash Listing. Projects are ranked by crash cost using the frequency of the severity of each crash and its associated cost (utilizing data from the National Safety Council).

Each ATP is given a "HSIP Goal" and local/state split of this fund as shown in Table 2 below. Additionally, a process for evaluating potential safety projects was developed by OTSO for use by the ATPs. The HES Worksheet is used in this process, which provides a consistent, yet simplified procedure for determining the benefit/cost ratio of any proposed safety project. This process has been used in its original or slightly modified form by a number of ATPs.

Through fiscal year 2006 this was the basis of the processes ATPs used to select federal safety projects. For fiscal years 2007 and 2008 a slightly different approach was used. Prior to 2007, the primary criterion for evaluating and selecting federal safety projects was the determination of an adequate benefit/cost ratio for the proposed project. If the project's B/C ratio was over 1.0, the project was considered eligible. A project whose B/C ratio was significantly higher than other competing projects was usually given priority for funding. With the passage of SAFETEA-LU, the concept of identifying locations where safety improvements would prevent future crashes, where no current crashes have been documented, became more acceptable. Federal funds could now be programmed for these "proactive" projects.

In 2006, OTSO provided the ATPs with guidance on how projects should be programmed for fiscal years 2007 and 2008. This required a shifting of funding for some projects as well as the development of new projects in a very short time frame.

The guidance follows:

#### Corrective/Reactive

1. All projects previously identified as HES are eligible.
2. All stand alone corrective/reactive projects that address crash problems on one of the top 200/150 intersections/sections or local projects that addresses one of their top crash locations. Traffic signal modifications are only eligible if driven by a safety problem.
3. That portion of a project that corrects one of the top 200/150 intersections/sections, not including interchanges, two to four lane conversions or reconstruction projects. Exceptions to this will be granted on a case by case basis.
4. Roundabouts, if located at a high crash intersection and driven by a safety problem.

#### Preventive/Proactive

1. Systematically upgrading guardrail end treatments
2. Cable median guardrail
3. For preservation projects in 2007 and 2008 only, the additional cost associated with proactive safety improvements such as adding turn lanes, widening shoulders and installing rumble strips, adding acceleration lanes, and adding intersection lighting.

Currently, OTSO is in the process of reworking how the districts select HSIP projects. The local portion of this process will now be partially centralized. The following process will be used to program HSIP projects for FY 2009-2012.

1. The Office of Investment Management (OIM) will continue to distribute federal funds based on the target formula to each ATP. Each ATP's share of the overall federal dollars will remain unchanged.
2. Each ATP will set aside its HSIP/HRRR target "off the top" of their federal funds based on the fatal and "A" injury crash distribution for 2004-2006. Table 2 below shows this distribution. (Keep in mind that the 10% match for each SHIP project is in addition to these dollars.)
3. Each ATP then distributes the remaining federal dollars following their normal ATP process. State/local share of the remaining federal dollars should reflect ATP state/local allocations (for those ATP's that sub-allocate) or reflect historic state/local split levels. Table 3 below shows the historical state versus local spending split as provided by OIM.
4. Each ATP follows their normal ATP process to select non-HSIP projects. This selection should be independent of the HSIP project selections.
5. Each District selects their State HSIP projects based on HSIP implementation criteria below and submits these projects to OTSO for approval in the 2009-2012 STIP.
6. Every 2 years OTSO will solicit statewide for Local HSIP/HRRR projects based on the HSIP implementation criteria. The first solicitation will take place in November 2007 for projects to be programmed in 2009-2010. (Note: The Minnesota County Engineers Association (MCEA) passed a resolution supporting a centralized local solicitation process.)
7. OTSO, with representatives from FHWA and State-Aid will prioritize the local HSIP/HRRR projects for each ATP. Districts will be given the opportunity to comment and/or participate in the prioritization process.
8. Districts administer selected Local HSIP/HRRR projects.

9. In the fall of 2009, OTSO will update the F and “A” injury crash distribution table based on 2006-2008 crash data, and solicit statewide for Local HSIP/HRRR projects for 2011-2012.

Because Metro District currently has an in-place competitive process for the selection of HSIP projects that includes the locals, their solicitation will remain separate from Greater Minnesota. OTSO will work directly with them to make any modifications to the current process as necessary.

**TABLE 2 – Safety Fund Goals**

Fatal + Serious Injury Crashes (2004-2006)						HSIP and HRRR Distribution			
District	TH	TH Percent of ATP Total	Local	Local Percent of ATP Total	Total Number of F+ A injury	% F + A Injury Crashes by ATP (2004-2006)	HSIP/HRRR setaside per ATP (\$M)	State HSIP setaside Dollars (\$M)	Local HSIP setaside Dollars (\$M)
1	89	50.57%	87	49.43%	176	7.96%	1.55	0.79	0.77
2	36	41.38%	51	58.62%	87	3.94%	0.77	0.32	0.45
3	127	37.46%	212	62.54%	339	15.34%	2.99	1.12	1.87
4	55	44.72%	68	55.28%	123	5.57%	1.09	0.49	0.60
6	106	39.55%	162	60.45%	268	12.13%	2.36	0.94	1.43
7	50	37.88%	82	62.12%	132	5.97%	1.16	0.44	0.72
8	50	39.37%	77	60.63%	127	5.75%	1.12	0.44	0.68
<b>Metro</b>	266	27.77%	692	72.23%	958	43.35%	8.45	2.35	6.11
<b>TOTAL</b>	779	35.25%	1431	64.75%	2,210	100.00%	19.50	6.87	12.63

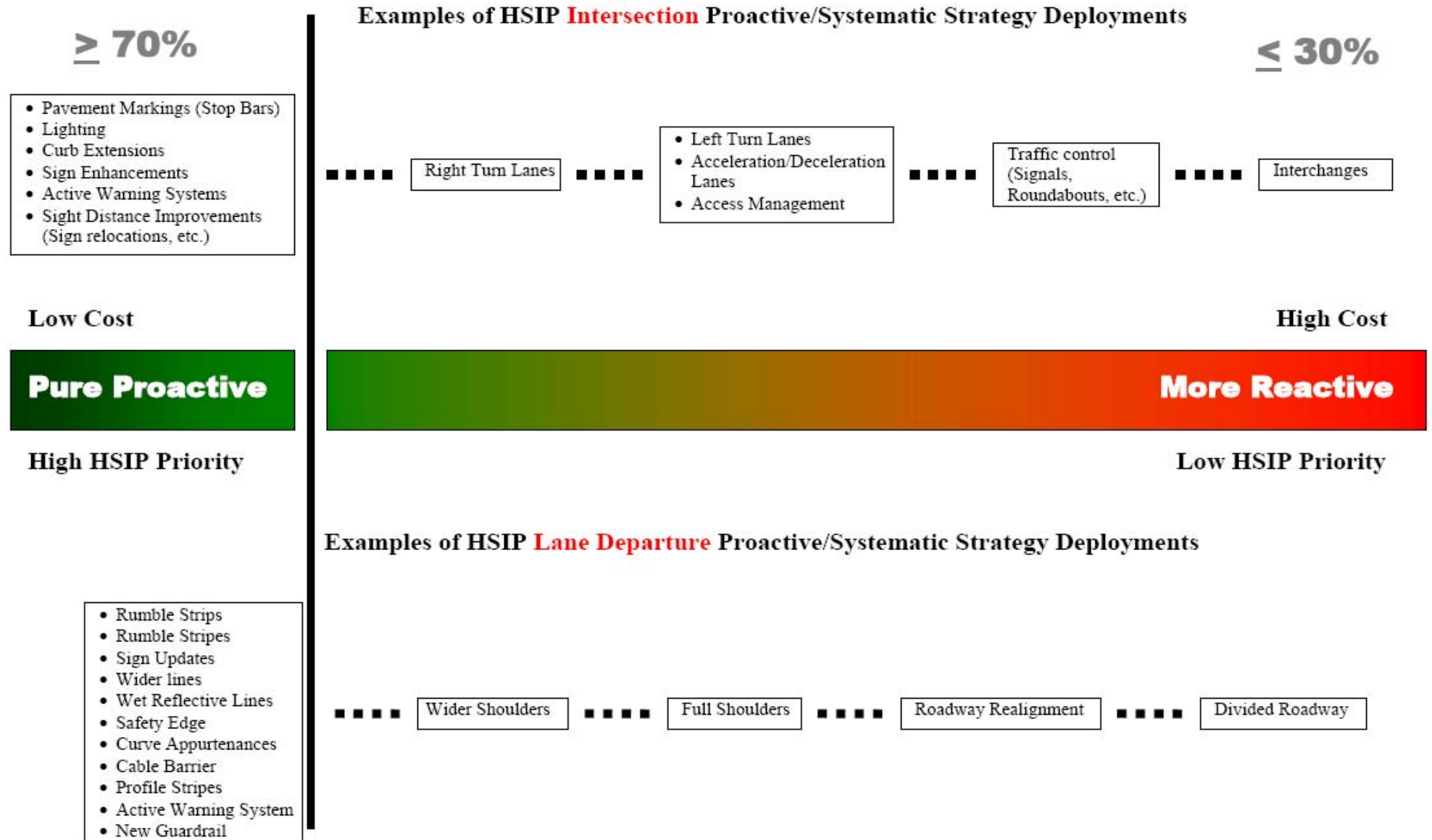
\*2004-2006 Crash Data

**TABLE 3**

6 Year Average State vs. Local Spending in STIP (2002-04 thru 2008-11)			
District	State %	Local %	Total
1	68.7%	31.3%	100.0%
2	74.0%	26.1%	100.0%
3	77.2%	22.8%	100.0%
4	71.0%	29.0%	100.0%
6	80.2%	19.8%	100.0%
7	81.0%	19.0%	100.0%
8	65.7%	34.3%	100.0%
M	61.9%	38.1%	100.0%

Note: Average taken on all years except the first year of each STIP

# GREATER MN PROACTIVE SPECTRUM



**NOTE:** The Proactive Spectrum is not all inclusive of all safety strategies. Additional strategies may be appropriate for some roadways.

Table 4 estimates Minnesota's HSIP apportionment levels for 2006-2009.

**TABLE 4 – Minnesota Estimated HSIP Funding Apportionments (Millions of Dollars)**

<b>Fiscal Year</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>Total</b>
<b>Core HSIP</b>	\$19.8	\$20.3	\$20.6	\$21.0	<b>\$81.7</b>
<b>HRRR</b>	\$1.9	\$1.9	\$1.9	\$2.0	<b>\$7.7</b>
<b>Hwy-Rail Xing</b>	\$5.8	\$5.8	\$5.9	\$5.9	<b>\$23.4</b>
<b>Total HSIP Funding</b>	<b>\$27.5</b>	<b>\$28.0</b>	<b>\$28.4</b>	<b>\$28.9</b>	<b>\$112.8</b>

\*Actual dollars available will be adjusted as the obligation authority is set through the annual appropriation bills.

Table 5 on the following pages is a list of projects utilizing federal safety funding (HES/HSIP) for fiscal years 2004-2008. These lists were compiled using information from the State Transportation Improvement Program (Office of Investment Management), from the 2004-06 STIP and the 2007-09 STIP. Because Mn/DOT is in the process of soliciting for 2009 HSIP projects, no projects were listed for 2009.

**TABLE 5 – HES/HSIP Utilization, FY2004-2008**

Source: Office of Investment Management October 2007

STATE FISCAL YEAR	District	Roadway	SPN	SHSP Strategy	HSIP FUNDS	OTHER FEDERAL FUNDS	STATE FUNDS	TOTAL	Description
2004	M	CSAH 1	02-601-40	C.8	0.00	499,635.00	167,378.93	667,013.93	ANOKA CSAH 1 (COON RAPIDS BLVD) AT EGRET BLVD IN COON RAPIDS- DUAL LEFT TURN LANES, SIGNAL REVISION, ETC.
2004	M	CSAH 51	02-609-11	C.8	393,404.07	0.00	372,577.85	765,981.92	ANOKA CSAH 51/CSAH 3 AT FUTURE CSAH 10 IN BLAINE - TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC.
2004	M	TH 55	1910-38	C.8	1,273,296.47	0.00	1,132,756.77	2,406,053.24	AT EAST JCT DAKOTA CSAH 42 - REALIGN INTERSECTION, ETC.
2004	M	TH 316	1926-17	C.5	187,061.64	3,982,589.83	8,388,088.09	12,557,739.56	S.JCT.TH 61 TO N.JCT. TH 61 IN HASTINGS- RECONSTRUCT
2004	M	I 35	1980-66	C.8	237,289.50	8,662.50	23,478.00	269,430.00	AT CSAH 46 WEST RAMPS & EAST RAMPS IN LAKEVILLE - TRAFFIC SIGNAL INSTALLATION & INTERCONNECTION
2004	2	CSAH 7	35-607-19		407,304.00	0.00	179,856.50	587,160.50	9.5 MI E TO 11.5 MI E OF KENNEDY, GRADE & SURFACE
2004	7	TH 112	4011-16	C.8	692,732.29	167,817.33	126,663.26	987,212.88	JCT CSAH 23, INTERSECTION REVISION
2004	1	TH 53	6916-92	C.8	3,010,516.14	0.00	658,269.54	3,668,785.68	AT THE INTERSECTION OF TH 53 AND LAVAQUE ROAD IN HERMANTOWN, SIGNALS
2004	3	TH 23	7305-113	C.8	174,019.23	0.00	17,577.70	191,596.93	INSTALL NEW TRAFFIC SIGNAL AT JCT. TH 23 & CHAPEL STREET/MAIN STREET IN COLD SPRING. (90% FED HES FUNDS). FUND FROM 8803-SC-04
2004	8	TH 67	8707-48	C.5	5,670.06	56,700.63	8,634.07	71,004.76	GRANITE FALLS TO ECHO, INSTALL GUARDRAIL
2004	2	TH 999	8822-20		148,855.52	0.00	33,830.80	182,686.32	EMERGENCY VEHICLE PREEMPTION SYSTEM FOR CROOKSTON, E. GRAND FORKS, WARROAD, ROSEAU, PARK RAPIDS, CASS LAKE & WALKER
2004	2	TH 999	8822-20M		30,488.48	0.00	6,929.20	37,417.68	ATP PORTION OF EMERGENCY VEHICLE PREEMPTION SYSTEM FOR CROOKSTON, E. GRAND FORKS, WARROAD, ROSEAU, PARK RAPIDS, CASS LAKE & WALKER
<b>FY 2004 Total</b>					<b>6,560,637.40</b>	<b>4,715,405.29</b>	<b>11,116,040.71</b>	<b>22,392,083.40</b>	
2005	M	CSAH 16	02-596-03	C.8	538,238.00	0.00	111,408.31	649,646.31	C.R. 16/(ANDOVER BLVD.) AT TH 65 IN HAM LAKE- TRAFFIC SIGNAL INSTALLATION, TURN LANES ETC.
2005	M	CSAH 51	02-610-11	C.8	538,245.00	0.00	445,421.19	983,666.19	ANOKA CSAH 51/CSAH 3(UNIVERSITY EXTENSION) AT FUTURE CSAH 10(OLD TH 10) IN BLAINE-TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC
2005	M	CSAH 116	02-716-06	C.8	538,245.00	0.00	141,966.35	680,211.35	ANOKA CSAH 116(BUNKER LAKE BLVD NE) AT JEFFERSON ST IN HAM LAKE-TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC

STATE FISCAL YEAR	District	Roadway	SPN	SHSP Strategy	HSIP FUNDS	OTHER FEDERAL FUNDS	STATE FUNDS	TOTAL	Description
2005	3	TH 210	1115-21	C.5 AND C.8	572,374.00	480,565.46	167,034.59	1,219,974.05	FROM 0.25 MI. E OF CSAH 1 IN PILLAGER TO 0.1 MI. E OF CASS/CROW WING CO. LINE. RESURFACE SHOULDERS, ADD LTL'S AT BOTH CSAH 36 INTERSECTIONS & RTL/BYPASS LANES WHERE FEASIBLE.
2005	4	TH 32/TH 10	1401-150		2,132,001.00	0.00	2,869,467.58	5,001,468.58	NEW INTERCHANGE AT JCT. OF TH 32 AND TH 10
2005	4	TH 32/TH 10	1401-150C		6,500,000.00	0.00	1,300,000.00	7,800,000.00	NEW INTERCHANGE AT JCT OF TH 32 AND TH 10
2005	M	CR 8	19-596-04	C.8	376,772.00	0.00	180,428.75	557,200.75	DAKOTA CO RD 8 (WENTWORTH AVE) FROM HUMBOLDT AVE TO TH 52 IN WEST ST PAUL-MILL & OVERLAY, TURN LANES, SIGNAL REV, ETC
2005	3	CSAH 19	227-020-06	C.8	257,580.00	0.00	229,461.84	487,041.84	JCT TH 241, REVISE INTERSECTION SIGNAL SYSTEM AND INSTALL TURN LANES
2005	9	TH 67	6402-21	C.8	345,668.11	0.00	116,594.12	462,262.23	MODIFY "T" INTERSECTION AT THE JCT. OF TH 67 AND TH 19
2005	M	TH 41	7010-20	C.8	2,942,262.03	1,001,902.01	3,001,521.50	6,945,685.54	AT TH 169-SIGNAL REVISION, ACCESS CLOSURES, FRONTAGE RD, ETC
2005	M	TH 41	7010-21		232,196.58	0.00	23,454.20	255,650.78	AT FR. RD. NO. OF TH 169 IN JACKSON TOWNSHIP-NEW TRAFFIC SIGNAL
2005	3	TH 15	7303-44	C.8	1,004,549.27	0.00	114,788.47	1,119,337.74	TH 15 SB & NB TO 2ND ST S IN CLOUD, CONSTRUCT DUAL LEFT TURN LANES AND REVISE SIGNAL SYSTEM
2005	3	TH 15	7321-45	C.8	196,735.37	0.00	33,167.36	229,902.73	TH 15 NB AT STEARNS CO RD 134, CONSTRUCT DUAL LEFT TURN LANES AND REVISE SIGNAL SYSTEM
2005	M	TH 8	8213-21	C.8	335,282.18	0.00	42,124.82	377,407.00	AT TH 61 N RAMPS IN FOREST LAKE-RECONSTRUCT MEDIAN, TRAFFIC SIGNAL, ETC
2005	3	TH 25	8603-06	C.8	732,283.62	0.00	113,032.33	845,315.95	S OF WRIGHT CSAH 30 INTERSECTION, CORRECT HORIZONTAL CURVE
2005	3	TH 25	8605-45	C.8	359,724.58	0.00	40,135.60	399,860.18	CONST LEFT TURN LN JCT CSAH37,3.7 MI N OF BUFFALO

STATE FISCAL YEAR	District	Roadway	SPN	SHSP Strategy	HSIP FUNDS	OTHER FEDERAL FUNDS	STATE FUNDS	TOTAL	Description
2005	1	TH 999	8821-107		160,303.70	0.00	26,192.30	186,496.00	EMERGENCY VEHICLE PRE-EMPTION AT SIGNALIZED INTERSECTIONS ON TH 53/TH 194 FROM MESABA AVENUE TO MIDWAY ROAD
2005	1	TH 999	8821-72	C.5	1,200,055.70	0.00	278,217.74	1,478,273.44	DISTRICTWIDE GUARDRAIL REPAIR AND REPLACEMENT PROJECT
2005	2	TH 999	8822-32	C.5	357,172.53	0.00	64,929.08	422,101.61	DISTRICTWIDE GUARDRAIL END TREATMENT REPLACEMENTS
<b>FY 2005 Total</b>					<b>19,319,688.67</b>	<b>1,482,467.47</b>	<b>9,299,346.13</b>	<b>30,101,502.27</b>	
2006	M	TH 47	0205-81	C.8	539,498.34	0.00	68,956.93	608,455.27	AT OSBORNE RD. IN FRIDLEY-REBUILD TRAFFIC SIGNAL AND CONSTRUCT DUAL LEFT TURN LANES ON TH 47
2006	M	CSAH 9	02-609-13	C.8	424,944.01	0.00	177,859.45	602,803.46	CSAH 9 (ROUND LAKE BLVE. AT CSAH 20 (157TH AVE. N.W.) IN ANDOVER-TRAFFIC SIGNAL INSTALLATION,TURN LANES ETC.
2006	M	CSAH 23	02-623-14	C.8	478,062.00	0.00	151,352.88	629,414.88	CSAH 23(NAPLES ST./LAKE DR.) AT CR 105 (NAPLES ST.)/35W RAMP IN BLAINE-TRAFFIC SIGNAL INSTALLATION TURN LANES ETC.
2006	M	CSAH 116	02-716-07	C.8	531,180.00	0.00	1,568,649.80	2,099,829.80	ANOKA CSAH116 (INDUSTRY AVE NW) AT DYSPROSIUM ST/THURSTON AVE IN ANOKA, TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC.
2006	2	TH 71	0410-46	C.8	153,782.75	0.00	15,533.75	169,316.50	INSTALL LIGHTING AT THE INTERSECTION OF TH 71 & CSAH 15, NORTH OF BEMIDJI, NB & SB AND ON TH 2 AT THE INTERSECTION OF TH 2 & TH 59, EB & WB (FY 06 HES \$)
2006	7	TH 22	0704-81	C.8	999,490.37	2,342,717.15	1,177,107.51	4,519,315.03	FROM CSAH 90 TO 100 FT N OF MADISON AVE, MILL & OVERLAY. AT HUNGRY HOLLOW RD S OF MANKATO, CUTTING DOWN HILL GRADE TO IMPROVE SIGHT DISTANCE. TURN LANE @ JCT THs 22 & 83.
2006	4	TH 10	1401-139		2,135,817.58	7,168,220.14	1,854,880.22	11,158,917.94	DILWORTH TO WEST CITY LIMITS IN HAWLEY (EB
2006	3	TH 48	18-648-09		126,000.00	0.00	89,770.00	215,770.00	COLLEGE DRIVE, INSTALL SIGNAL
2006	M	TH 5	2701-43	C.8	190,856.16	56,731.40	25,008.84	272,596.40	AT DELL RD. IN EDEN PRAIRIE-TRAFFIC SIGNAL REVISION AND LEFT TURN LANES
2006	7	CSAH 15	40-615-14		213,457.27	0.00	3,602,259.33	3,815,716.60	ON CSAH 15 FROM 1300' N. TO 1300' S. OF THE INTERSECTION OF CSAH 13 & 15; ON CSAH 15 FROM 1400' S OF CSAH 18 TO TH 99; ON CSAH 46 FROM CSAH 47 TO CSAH 15; CSAH 13 FROM CSAH 15 TO 1000' E OF CSAH 15

STATE FISCAL YEAR	District	Roadway	SPN	SHSP Strategy	HSIP FUNDS	OTHER FEDERAL FUNDS	STATE FUNDS	TOTAL	Description
2006	6	TH 52	5508-84C		0.00	9,850,500.00	13,101,000.00	22,951,500.00	ORONOCO DESIGN BUILD - NEW INTERCHANGE AT C.R. 112 AND NEW OVERPASS AT CSAH 12 (N). REPLACE BR 9234 & 9235.
2006	M	City	62-665-41	C.8	756,469.46	0.00	88,427.16	844,896.62	ON WHITE BEAR AVE. AT MINNEHAHA AVE. IN ST. PAUL-CHANNELIZATION, TRAFFIC SIGNAL, ETC.
2006	1	TH 135	6912-76	C.8	23,054.20	0.00	4,828.80	27,883.00	INTERSECTION OF TH135 AND 3RD AVE IN BIWABIK, PEDESTRIAN FLASHER
2006	3	TH 999	7380-217	C.5	593,349.49	0.00	59,934.28	653,283.77	INSTALL MEDIAN CABLE GUARDRAIL AT VARIOUS LOCATIONS IN STEARNS AND WRIGHT COUNTIES.
2006	3	I-94	8680-147	C.5	431,850.16	0.00	43,621.24	475,471.40	INSTALL MEDIAN CABLE GUARDRAIL FROM WRIGHT CSAH 75 TO WEST END MN/ROAD AND FROM EAST END OF MN/ROAD TO JCT TH 241 AT ST. MICHAEL. HES PROJECT.
2006	All		880C-CB-06	C.5	1,500,000.00	0.00	0.00	1,500,000.00	COMP HIGHWAY SAFETY PLAN-MN/DOT CABLE MEDIAN BARRIER PROJECTS
2006			880C-HS-06	C.5	0.00	6,500,000.00	150,000.00	6,650,000.00	COMP HIGHWAY SAFETY PLAN-HIGHWAY SAFETY PROJECTS(OTHER FUNDS = MN/DOT SHARE OF SECTION 164 & LOCAL MATCH)
2006		TH 999	8822-33	C.5	177,540.00	0.00	321,295.86	498,835.86	DISTRICTWIDE GUARD RAIL END REPLACEMENTS
2006	M	TH 999	8825-221	C.5	767,502.45	0.00	233,265.99	1,000,768.44	I-94 FROM SHINGLE CREEK TO BROOKLYN BLVD, I-494 FROM TH 55 TO CSAH 10, I-35W FROM I-35E TO TH 13, TH 169 FROM MEDICINE LAKE ROAD TO BASS LK RD - CABLE GUARDRAIL INSTALLATION
<b>FY 2006 Total</b>					<b>10,042,854.24</b>	<b>25,918,168.69</b>	<b>22,733,752.04</b>	<b>58,694,774.97</b>	
2007	1	TH 65	0111-25	C.8	260,868.94	0.00	2,688,340.30	2,949,209.24	0.1 MI N OF AITKIN CSAH 4 TO JCT TH 210, PAVEMENT RECLAMATION, TURN LANES AND BYPASS LANE
2007	M	CSAH 9	02-609-14	C.8	149,580.00	0.00	16,620.00	166,200.00	ROUND LK BLVD(CSAH9) AT NORTHDALE BLVD (CR79) IN COON RAPIDS, DUAL TURN LANES, TRAF SIGNAL REVISION, ETC
2007	M	MSAS 164	155-164-11	C.8	841,418.03	0.00	2,796,286.65	3,637,704.68	ON FERNBROOK LN (MSAS164)FROM 27TH AVE TO TH55 IN PLYMOUTH-CHANNELIZATION, ADDITIONAL LANES, TRAFFIC SIGNAL, ETC.
2007	3	TH 210	1806-67		305,436.33	3,154,928.90	762,579.53	4,222,944.76	5TH AVE IN BRAINERD, TO 0.5 MI E OF 4-LANE MILL AND OVERLAY
2007	6	TH 52	2505-43	C.8	460,073.00	0.00	46,472.00	506,545.00	INTERCHANGE LIGHTING AT JCT TH 60 (NORTH AND SOUTH) AND TH 58

STATE FISCAL YEAR	District	Roadway	SPN	SHSP Strategy	HSIP FUNDS	OTHER FEDERAL FUNDS	STATE FUNDS	TOTAL	Description
2007	M	TH 999	2780-79	C.5	0.00	0.00	114,449.20	114,449.20	FROM CSAH 109 TO I494 IN MAPLE GROVE AND ON I35W FROM TH 36 TO TH 10 IN ROSEVILLE, SHOREVIEW, ARDEN HILLS 0 MEDIAN GUARDRAIL INSTALLATION
2007	M	TH 999	2780-79C	C.5	795,951.90	0.00	0.00	795,951.90	FROM CSAH 109 TO I494 IN MAPLE GROVE AND ON I35W FROM TH 36 TO TH 10 IN ROSEVILLE, SHOREVIEW, ARDEN HILLS 0 MEDIAN GUARDRAIL INSTALLATION
2007	6	TH 16	2801-84	C.8	459,700.66	736,849.03	1,480,168.15	2,676,717.84	IN LA CRESCENT FR 0.43 MI SW OF JCT TH 61 TO JCT TH 61 & 500' OF CSAH 6 AND RECONFIGURE INTERSECTION, ADD TURN LANES, NEW SIGNAL
2007	6	TH 61	2805-62	C.8	837,636.93	5,012,522.27	2,374,544.98	8,224,704.18	IN LA CRESCENT (DIKE ROAD) OVER CP RR AND CITY STREET, BR 5475 & RECONFIGURE INTERSECTION, ADD TURN LANES, NEW SIGNAL
2007	2	TH 87	2909-15	C.5 AND C.8	377,936.73	828,614.74	350,410.82	1,556,962.29	TH71 TO TH64 (MILL & INLAY) & FLATTEN CRVE WITH ADDITION OF SHLDS,11.1 MI E OF TH71
2007	1	TH 2	3104-51	C.8	64,506.09	3,640,312.76	2,130,374.48	5,835,193.33	WEST LIMITS OF GRAND RAPIDS TO E JCT OF TH 169, MILL AND INLAY, SIGNAL INTERCONNECT, LEFT TURN LANES, REMOVE PARKING
2007	1	TH 169	3116-125		64,506.09	803,097.35	192,037.88	1,059,641.32	9TH AVENUE NE IN GRAND RAPIDS TO S LIMITS OF COLERAINE, MILL AND OVERLAY
2007	7	TH 19	4003-21	C.8	1,100,000.00	0.00	1,511,111.00	2,611,111.00	GRADING, BITUMINOUS SURFACING, ROUNDABOUTS, DRAINAGE, SANITARY SEWER, WATER MAIN, SIGNAL AND LIGHTING
2007	7	TH 169	5211-48	C.8	1,640,560.44	0.00	191,852.95	1,832,413.39	ACCEL LANE AT WACO NEAR HAPPY CHEF
2007	2	TH 32	5402-06	C.5 AND C.8	144,180.36	1,616,023.57	381,841.86	2,142,045.79	CLAY/NORMAN CO LINE TO S JCT TH 200 & ON TH 200 FROM S JCT TH 32 TO 2.0 MI NORTH, RUMBLE STRIPS AND TURN LANES
2007	2	TH 32	5703-42	C.5	498,086.93	1,927,893.59	495,492.56	2,921,473.08	ST HILAIRE TO THIEF RIVER FALLS, RESURFACING, BIT ON SHLDS, REPAIR BLOWUP, RUMBLE STRIPS, TURN LANE, BYPASS LANE AND SHOULDERS
2007	2	TH 59	6009-13	C.5	333,827.64	922,545.86	243,389.49	1,499,762.99	ERSKINE TO BROOKS, RUMBLE STRIPS, TURN LANES
2007	M	City	62-665-42	C.8	640,494.00	0.00	326,999.00	967,493.00	WHITE BEAR AVE AT MARYLAND AVE IN ST. PAUL, CHANNELIZATION, TRAFFIC SIGNAL, ETC.
2007	6	I 35	6680-102	C.5	0.00	0.00	155,029.77	155,029.77	INSTALL MEDIAN GUARDRAIL FROM N END BRIDGE 66826 TH 19 TO DAKOTA CSAH 2
2007	6	I 35	6680-102C	C.5	1,301,172.33	0.00	0.00	1,301,172.33	INSTALL MEDIAN GUARDRAIL FROM N END BRIDGE 66826 TH 19 TO DAKOTA CSAH 2

STATE FISCAL YEAR	District	Roadway	SPN	SHSP Strategy	HSIP FUNDS	OTHER FEDERAL FUNDS	STATE FUNDS	TOTAL	Description
2007	2	TH 89	6806-20	C.8	878,742.25	0.00	2,048,055.77	2,926,798.02	WANNASKA TO TH 11 IN ROSEAU, BYPASS AND TURN LANES
2007	3	TH 10	7102-118	C.8	301,103.93	0.00	33,455.99	334,559.92	AT TH10, SHERBURNE CR81/200TH ST INTERSECTION, SIGNAL AND GEOMETRIC IMPROVEMENTS
2007	3	TH 10	7102-119	C.5	413,267.21	0.00	51,529.14	464,796.35	AT BNSF CROSSING OVERPASS E OF BIG LAKE, INSTALL CONCRETE AND HIGH TENSION CABLE MEDIAN BARRIER
2007	6	I 35	7480-111		120,929.00	0.00	129,036.20	249,965.20	TRAFFIC SIGNAL INSTALLATION AT I-35 EAST RAMP AND TH 14 WEST/HOFFMAN ST IN OWATONNA
2007	3	CSAH 2	77-602-15	C.8	126,405.00	0.00	14,045.00	140,450.00	AT TODD CSAH2/TODD CSAH11 INTERSECTION, GEOMETRIC IMPROVEMENTS
2007	3	CSAH 2	77-611-27	C.8	126,405.00	0.00	14,045.00	140,450.00	AT TODD CSAH2/TODD CSAH11 INTERSECTION, GEOMETRIC IMPROVEMENTS
2007	3	TH 24	8611-18	C.5	222,575.00	6,570,587.61	8,717,102.61	15,510,265.22	WIDEN SHLDS FROM N POPLAR AVE IN ANNANDALE TO JCT I-94 IN CLEARWATER INCLUDE BRIDGE REPLACEMENT (BR 6926)
2007	ALL		880C-CB-07	C.5	1,500,000.00	0.00	0.00	1,500,000.00	COMP HIGHWAY SAFETY PLAN-MN/DOT CABLE MEDIAN BARRIER PROJECTS
									FROM EXISTING BARRIER NORTH OF TH 36 TO EXISTING BARRIER NORTH OF TH 10, INCLUDES MATCH
									GAP BETWEEN END OF EXISTING CABLE MEDIAN BARRIER AND I-494, INCLUDES MATCH
									GAP BETWEEN I-94 AND EXISTING CABLE MEDIAN BARRIER, INCLUDES MATCH
									DISTRICT 6, I-35 CABLE MEDIAN BARRIER, INCLUDES MATCH
2007			880C-HS-07		0.00	6,500,000.00	150,000.00	6,650,000.00	COMP HIGHWAY SAFETY PLAN-HIGHWAY SAFETY PROJECTS(OTHER FUNDS = MN/DOT SHARE OF SECTION 164 & LOCAL MATCH)
<b>FY 2007 Total</b>					<b>13,965,363.79</b>	<b>31,713,375.68</b>	<b>27,415,270.33</b>	<b>73,094,009.80</b>	
2008	M	CSAH 18	02-618-25	C.8	1,044,000.00	0.00	116,000.00	1,160,000.00	ON CROSSTOWN BLVD (CSAH18) AT TH65 IN HAM LAKE, TURN LANES, CHANNELIZATION, TRAF SIGNAL REV, ETC
2008	8	TH 7	1003-28	C.5 AND C.8	1,210,003.00	7,369,066.00	1,993,635.82	10,572,704.82	SILVER LAKE TO TH 25, REGRAD, RESURFACE, REPLACE SHLDS, LEFT TURN LANE @CSAH 9
2008	M	MSAS 165	141-165-29	C.8	189,468.00	859,883.40	1,704,171.01	2,753,522.41	CHICAGO AVE (MSAS 165) FROM 24TH ST TO 31ST ST IN MINNEAPOLIS, ADD MAST ARM OVERHEAD SIGNAL INDICATORS AT 5 INTERSECTIONS

STATE FISCAL YEAR	District	Roadway	SPN	SHSP Strategy	HSIP FUNDS	OTHER FEDERAL FUNDS	STATE FUNDS	TOTAL	Description
2008	3	TH 371	1810-96	C.8	396,000.00	0.00	40,000.00	436,000.00	CONSTRUCT LEFT TURN LANES INCLUDE SIGNAL AT CSAH 16 NORTH OF PEQUOT LAKES
2008	M	City	195-114-04	C.8	474,499.00	0.00	52,722.00	527,221.00	DUCKWOOD DRIVE AT PILOT KNOB RD, CHANNELIZATION, TRAFFIC SIGNAL, ETC.
2008	M	CSAH 47	19-686-08	C.8	754,000.00	0.00	83,778.00	837,778.00	ON NORTHFIELD BLVD (CSAH 47) AT 280TH ST (CSAH 86) IN SCIOTA & CASTL ROCK TOWNSHIP - INTERSECTION IMPROVEMENTS, INCL. TURN LANES, SIGHT DISTANCE CORRECTIONS, SHLDS, ETC.
2008	2	TH 71	2904-17	C.8	222,750.00	0.00	88,801.00	311,551.00	S OF PARK RAPIDS, JCT TH87 & TH71, LIGHTING & TURN LANES
2008	3	TH 65	3003-45	C.8	198,000.00	0.00	20,000.00	218,000.00	ISANTI CO CSAH5 IN ISANTI, INSTALL DUAL LEFT TURN LANES IN NB LANES
2008	3	TH 65	3004-57	C.8	481,140.00	0.00	48,600.00	529,740.00	INSTALL LEFT TURN LANE AT CSAH 3 IN STANCHFIELD
2008	8	TH 12	3403-65	C.8	59,400.00	0.00	6,000.00	65,400.00	AT THE JCT OF TH12 & TH40 (WILLMAR), INSTALL FREE RIGHT TURN LANE
2008	2	TH 71	3901-39	C.8	69,300.00	1,408,000.00	327,000.00	1,804,300.00	0.4 MI W OF WILLIAMS TO 7.6 MI W OF TH 172 (W OF BAUDETTE) TURN LANES
2008	8	TH 19	4205-35	C.5	2,472,552.00	0.00	651,937.52	3,124,489.52	JCT TH 23 TO TWP 205 IN MARSHALL, WIDEN 7 REGRADE
2008	8	TH 15	4305-24		990,000.00	0.00	128,258.25	1,118,258.25	AT THE JCT OF TH15 & N HIGH DRIVE(HUTCHINSON) INSTALL SIGNAL
2008	2	TH 75	5409-27	C.8	90,829.00	0.00	1,517,428.00	1,608,257.00	SHELLY TO CLIMAX, ADD TURN LANES
2008	2	TH 2B	6001-57	C.8	308,000.00	0.00	70,000.00	378,000.00	IN EAST GRAND FORKS, FROM DEMERS 7 4TH ST NW TO USTH 2, TRAFFIC SIGNAL UPGRADE
2008	M	TH 51	6216-116	C.8	1,287,099.00	0.00	1,309,535.60	2,596,634.60	NB SNELLING AVE ROSEVILLE FROM HARMAR ENT TO EB TH36 ENT RAMP, ADD 3RD LANE, TRAFFIC SIGNAL REV AT CR B, ETC
2008	6	TH 3	6612-95	C.8	247,500.00	3,080,000.00	725,000.00	4,052,500.00	REPLACE BR 6842 S OF DUNDAS OVER CANNON RIVER AND BR 5337 OVER RR 2.7 MI NE OF JCT TH 21 PLUS CONSTRUCT VARIOUS INTERSECTION SAFETY IMPROVEMENTS BETWEEN FARIBAULT AND NORTHFIELD
2008	1	TH 53	6915-129	C.8	552,240.00	8,680,604.00	5,757,066.45	14,989,910.45	TH 194 TO .25 MI N OF HAINES RD IN DULUTH, NEW KOHL'S INTERSECTION AND MISC ACCESS MANAGEMENT IMPROVEMENTS
2008	3	TH 15	7303-46	C.8	594,000.00	0.00	162,090.00	756,090.00	INTERSECTION REVISION & SIGNAL AT STEARNS CSAH 47/CSAH 136 S OF LUXEMBURG
2008	4	CSAH 20	76-620-19	C.5	608,261.00	0.00	67,585.00	675,846.00	CURVE REALIGNMENT 6.5 MI WEST OF JCT CSAH 20 AND TH 9

STATE FISCAL YEAR	District	Roadway	SPN	SHSP Strategy	HSIP FUNDS	OTHER FEDERAL FUNDS	STATE FUNDS	TOTAL	Description
2008	M	CSAH 19	82-619-18		369,626.00	0.00	73,937.00	443,563.00	CSAH 19 (KEATS AVE) AND I-94 NORTH RAMPS - TRAFFIC SIGNAL & INTERCONNECT SYSTEM INSTALLATION
2008	3	I 94	8680-149	C.5	663,300.00	0.00	67,000.00	730,300.00	EB EXIT RAMP TH24 IN CLEARWATER TO WRIGHT CR111 0.3 MI W OF ENFIELD REST AREA EXIT, INSTALL MEDIAN CABLE GUARD RAIL
2008		TH 999	8803-SP-08	C.5	202,500.00	0.00	22,500.00	225,000.00	DISTRICTWIDE SETASIDE-SAFETY PARTNERSHIP-STATE/LOCAL-2008
2008	ALL		880C-CB-08	C.5	1,500,000.00	0.00	150,000.00	1,650,000.00	COMP HIGHWAY SAFETY PLAN-MN/DOT CABLE MEDIAN BARRIER PROJECTS
									FROM EXISTING BARRIER NORTH OF CO.RD. E TO NORTH OF CO. RD. J, INCLUDES MATCH
									FROM BR. 19853 (TH 110) TO EAST OF PILOT KNOB ROAD, INCLUDES MATCH
									DISTRICT 6, I-35 CABLE MEDIAN BARRIER, INCLUDES MATCH
									GAP BETWEEN EXISTING CABLE MEDIAN BARRIER AND I-394, INCLUDES MATCH
2008			880C-HS-08	C.5	0.00	5,000,000.00	0.00	5,000,000.00	COMP HIGHWAY SAFETY PLAN-HIGHWAY SAFETY PROJECTS(OTHER FUNDS = MN/DOT SHARE OF SECTION 164 & LOCAL MATCH)
<b>FY 2008 Total</b>					<b>14,984,467.00</b>	<b>26,397,553.40</b>	<b>15,183,045.65</b>	<b>56,565,066.05</b>	
<b>Grand Total</b>					<b>64,873,011.10</b>	<b>90,226,970.53</b>	<b>85,747,454.86</b>	<b>240,847,436.49</b>	

## **Relationship of Projects to the Strategic Highway Safety Plan (SHSP)**

The SHSP was completed September 2007. Most of the safety projects funded during this reporting period have a direct relationship with the engineering strategies. The project listings on the previous pages have a column that lists the strategy to which each programmed project is linked.

The two critical strategies (C.5 and C.8) are listed below:

### **SHSP Critical Strategy C.5 – Cost Effective Lane Departure Improvements**

- Construct median barriers for narrow-width medians on multilane roads
- Utilize centerline rumble strips on undivided, two-way roads
- Utilize shoulder or mid-lane rumble strips
- Enhance delineation of sharp curves and unexpected changes in horizontal alignment
- Enhance pavement markings
- Eliminate shoulder drop-offs
- Delineate roadside objects

### **SHSP Critical Strategy C.8 – Cost Effective Intersection Improvements**

- Add offset and /or longer turn lanes
- Add acceleration lanes
- Utilize indirect left-turn treatments
- Clear sight triangles
- Eliminate parking near intersections
- Provide pavement markings with supplementary messages, such as STOP AHEAD
- Add double yellow centerline at intersections and at median openings
- Provide lighting to increase intersection visibility

## **B. Assessment of Program Effectiveness**

### **GENERAL SAFETY TRENDS – 2006 DATA**

There were 78,745 traffic crashes in 2006. *This amount is actually the lowest number of reported crashes in Minnesota since the mid-1960s.*

There were 494 deaths on Minnesota roads in 2006, a decrease for the third year in a row.

The following facts help to give an overall picture of 2006 traffic crashes. In addition to the 494 in 2006 that were killed:

- 35,025 were injured
- 1,844 of these were severe injuries
- 23,858 of these were minor injuries
- 144,522 motor vehicles were involved
- 944 bicyclists involved
- 915 pedestrians involved
- 1/3 of all crashes involved one vehicle
- 1 out of every 3 fatalities was less than 25 years of age
- 1 out of every 11 fatalities was a SUV occupant
- 2 of 3 fatalities occurred in rural areas (<5,000 pop.)
- 7,590 crashes were “hit and run”
- The economic loss to Minnesota was almost \$1.7 billion

Table 6 is taken from *Minnesota Motor Vehicle Crash Facts for 2006* published by the Minnesota Department of Public Safety. This table illustrates the trends in overall crashes, injury crashes and fatal crashes as well as their rates since 1965.

**TABLE 6 – Crash Facts History**

**TRAFFIC SAFETY STATISTICS SUMMARY, 1965 - 2006**

Year	Total Crashes	Persons		Licensed Drivers (million)	Motor Vehicles (MfV) (million)	State Population (million)	Vehicle Miles Traveled (VMT) (billion)	Crash Rates			Fatality Rates		
		Killed	Injured					Per 100,000 MfV	Per 100,000 Population	Per 100 MfV	Per 100,000 MfV	Per 100,000 Population	Per 100 MfV
1965	83,329	875	50,847	1.85	1.86	3.57	16.8	4,480	2,334	496	47.0	24.5	5.2
1970	99,404	987	38,538	2.05	2.24	3.80	22.4	4,438	2,616	444	44.1	26.0	4.4
1975	123,206	777	41,931	2.51	2.69	3.92	25.6	4,580	3,143	481	28.9	19.8	3.0
1980	103,612	863	45,227	2.77	3.01	4.08	28.5	3,446	2,546	364	28.7	21.2	3.03
1981	97,879	763	43,739	2.83	3.09	4.10	28.6	3,163	2,387	342	24.7	18.6	2.67
1982	89,443	581	38,692	2.87	3.01	4.13	29.2	2,972	2,181	304	19.3	14.2	1.98
1983	97,371	558	41,086	2.90	3.03	4.15	30.5	3,214	2,356	319	18.4	13.5	1.83
1984	93,741	584	41,808	2.91	3.13	4.16	32.2	2,995	2,262	291	18.7	14.1	1.81
1985	99,168	610	44,316	3.04	3.22	4.19	33.1	3,080	2,380	300	18.9	14.7	1.84
1986	95,460	572	42,130	3.07	3.25	4.21	34.2	2,937	2,266	279	17.6	13.6	1.67
1987	94,095	530	42,091	3.10	3.31	4.25	35.1	2,840	2,233	268	16.0	12.6	1.51
1988	102,094	615	44,415	3.13	3.39	4.31	36.4	3,012	2,371	280	18.1	14.3	1.69
1989	105,996	605	45,404	3.16	3.46	4.35	37.6	3,060	2,435	282	17.5	13.9	1.61
1990	99,236	568	44,634	3.18	3.52	4.38	38.8	2,817	2,268	256	16.1	13.0	1.47
1991	101,419	531	42,748	3.22	3.51	4.43	39.3	2,890	2,288	258	15.1	12.0	1.35
1992	96,808	581	43,249	3.27	3.55	4.48	41.3	2,730	2,161	235	16.4	13.0	1.41
1993	100,907	538	44,987	3.28	3.48	4.52	42.3	2,899	2,234	239	15.5	11.9	1.27
1994	99,701	644	46,403	3.34	3.67	4.57	43.4	2,720	2,183	230	17.6	14.1	1.48
1995	96,022	597	47,161	3.39	3.68	4.61	44.1	2,606	2,083	218	16.2	13.0	1.35
1996	105,332	576	48,963	3.46	3.70	4.66	45.9	2,845	2,261	230	15.6	12.4	1.26
1997	98,625	600	46,064	3.49	3.77	4.69	46.9	2,065	2,105	210	12.6	12.8	1.28
1998	92,926	650	45,115	3.53	3.90	4.74	48.5	2,380	1,962	192	16.6	13.7	1.34
1999	96,813	626	44,538	3.54	3.92	4.78	50.7	2,470	2,027	191	16.0	13.1	1.24
2000	103,591	625	44,740	3.65	4.20	4.92	52.4	2,469	2,106	198	14.9	12.7	1.19
2001	98,984	568	42,223	3.69	4.38	4.97	53.2	2,262	1,991	186	13.0	11.4	1.07
2002	94,969	657	40,677	3.76	4.49	5.02	54.4	2,115	1,892	175	14.6	13.1	1.21
2003	N/A	655	N/A	3.79	4.56	5.09	55.4	N/A	N/A	N/A	14.4	12.9	1.18
2004	91,274	567	40,073	3.85	4.63	5.14	56.5	1,971	1,774	162	12.2	11.0	1.00
2005	87,813	559	37,686	3.87	4.69	5.21	56.5	1,873	1,687	155	11.9	10.7	0.99
2006	78,745	494	35,025	3.87	4.76	5.26	56.6	1,654	1,496	139	10.4	9.4	0.87

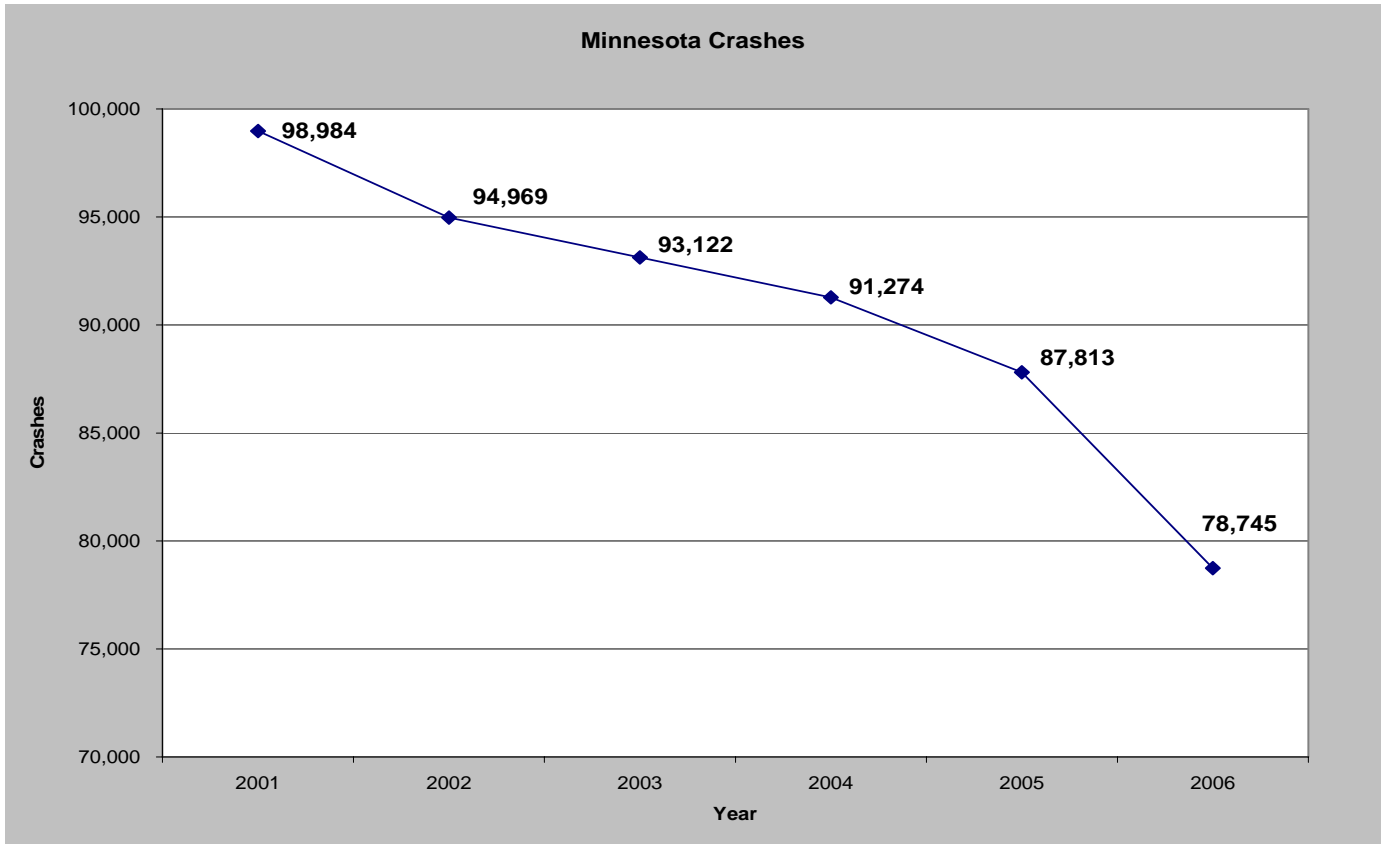
**Note:**

- (1) By State statute, information on traffic crashes must be reported to the Department of Public Safety if the crashes involve motor vehicles in transport on Minnesota roadways, and have at least \$1,000 in property damage, or a motor vehicle occupant, pedestrian, or bicyclist is injured or killed.
- (2) The numbers shown for licensed drivers includes those who have only permits.
- (3) Estimates for miles traveled are provided by Minnesota Department of Transportation.
- (4) Numbers of licensed drivers and registered motor vehicles are provided by the Driver and Vehicle Services Division, Minnesota Department of Public Safety.

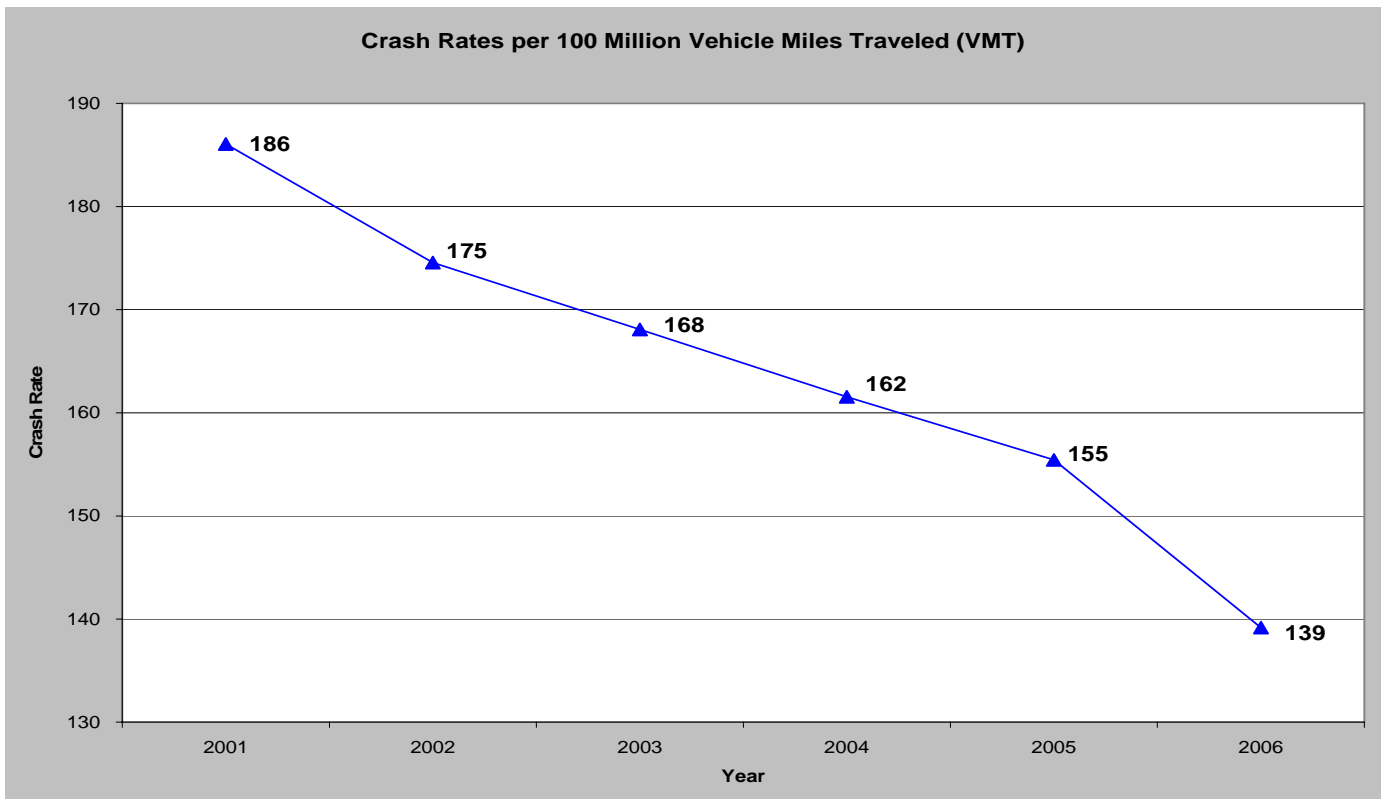
**Overall Effectiveness**

Generally, the past HSIP program has been very effective in reducing overall crashes and providing a benefit greater than the cost of the projects. Figures 1-4 illustrate the recent history in overall crashes, fatalities, and crash and fatality rates.

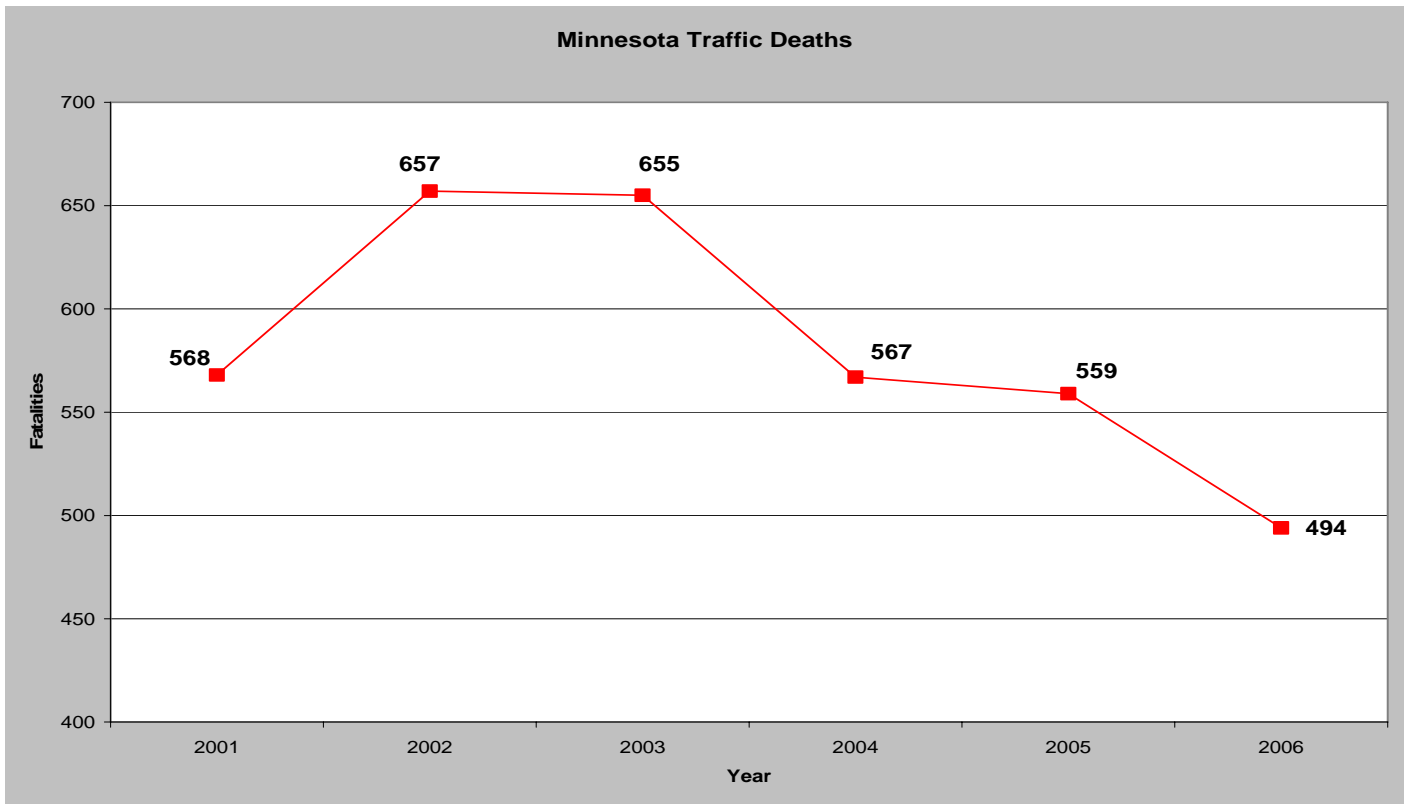
**FIGURE 1 – TOTAL CRASHES ANNUALLY**



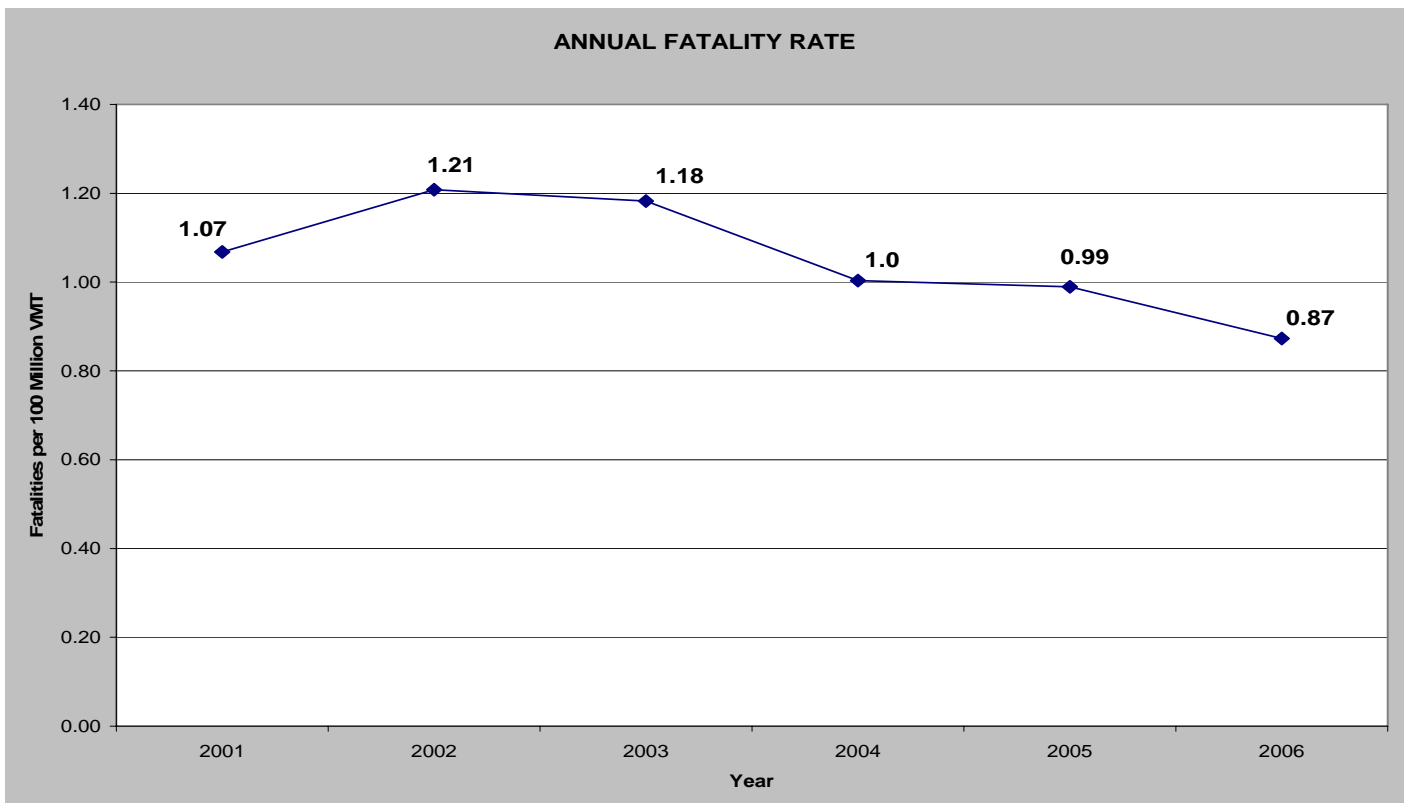
**FIGURE 2 – ANNUAL CRASH RATE**



**FIGURE 3 – ANNUAL FATALITIES**



**FIGURE 4 – ANNUAL FATALITY RATE**



## PERFORMANCE MEASURES

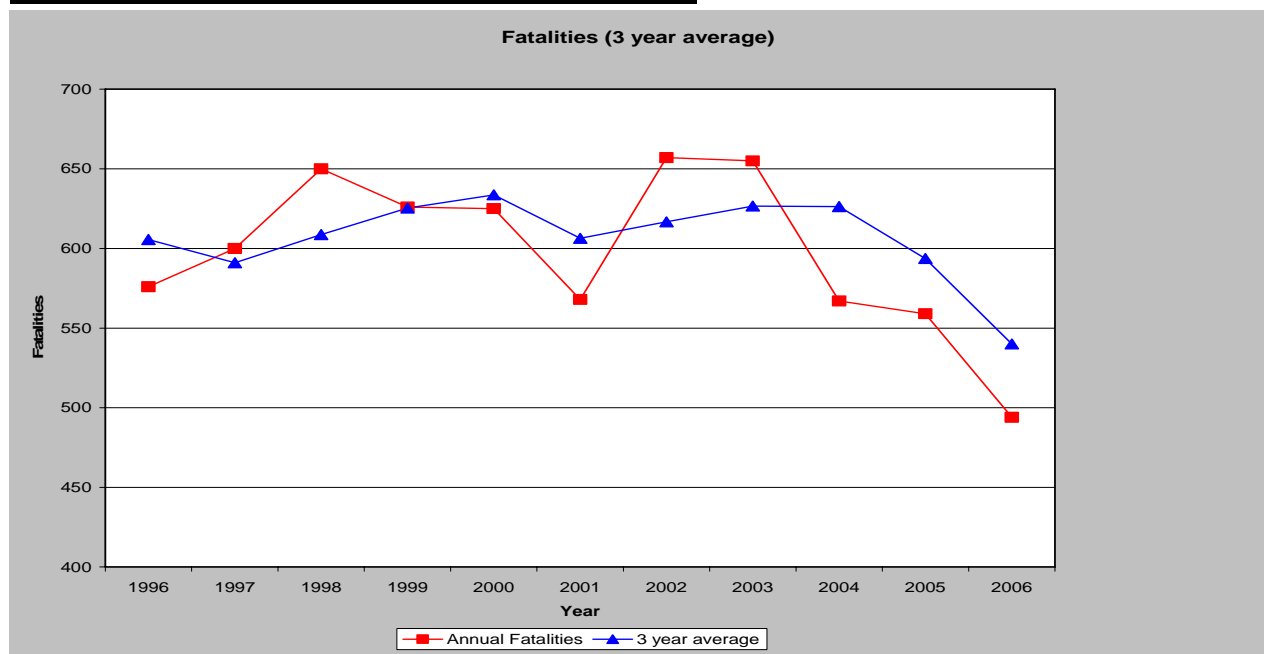
In 1993, Mn/DOT established a Family of Measures – which was a list of 21 assorted measures directly related to a specific goal(s). This list became the base for a statewide comprehensive list of performance measures, designed to track performance and allocate resources to meet the goals.

A number of safety measures were included in the list: Crash Rate, Fatal Crashes and projects addressing the TOP 200/150. A brief synopsis of these measures is contained below.

1. Measure: Total fatalities on all state and local roads  
Goal: CHSP Goal – fewer than 500 fatalities by 2008  
Effectiveness: 2004 = 567 fatalities  
2005 = 559 fatalities  
2006 = 494 fatalities

This goal was met two years ahead of schedule. Additional efforts are being made by the 4-E's to maintain the current trend. A new goal of fewer than 400 fatalities by 2010 has been set.

**FIGURE 5 – FATALITIES (3 YEAR AVERAGE)**



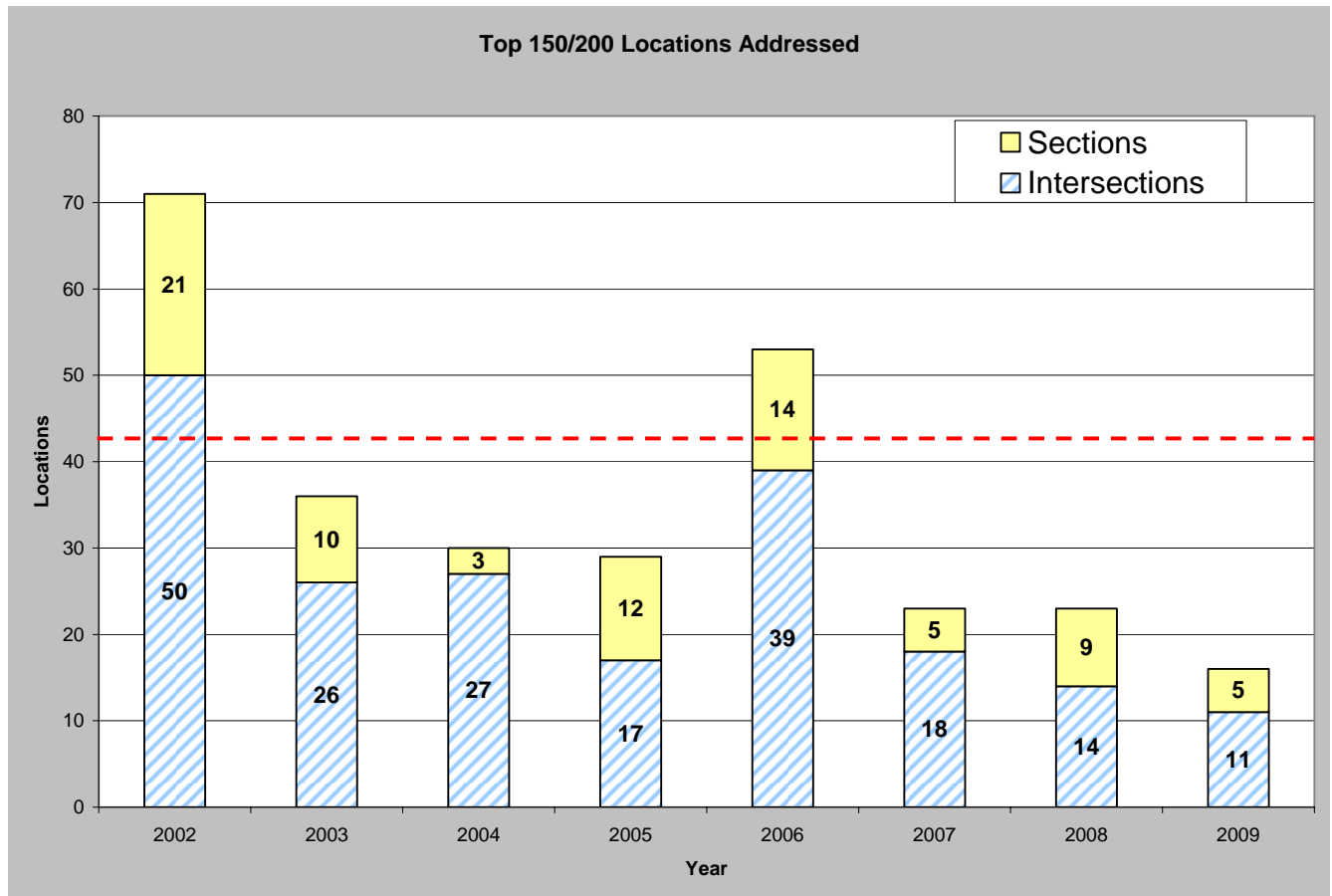
2. Measure: Annual number of trunk highway crashes/million vehicle miles traveled (VMT)  
Goal: Reduce crash rate to 1.8 by 2005 and by 1.5% each succeeding year.  
Effectiveness: Crash rate is at 1.39 (139 per 100 MVM). This is 10% lower than the crash rate in 2005.

As vehicle miles continue to rise and overall crashes continue to decrease, this trend of lowering crash rates will continue. (Figure 4)

3. Measure: Projects scheduled to improve high crash cost locations  
Goal: Improve 40 High-Crash-Cost highway locations each year  
Effectiveness: 2006 meets this goal, but additional projects must be scheduled in future years.

Initially, most projects addressing safety problems at these locations were relatively inexpensive. Currently, many of the safety improvements are more complex and more costly. It is anticipated that meeting this goal will be increasingly difficult.

**FIGURE 6 – PROJECTS SCHEDULED**



**OVERALL EFFECTIVENESS OF THE HES/HSIP PROGRAM**

The effectiveness of Minnesota’s safety program can be evaluated in a number of ways. The first and most important is the impact on fatal and life-changing crashes. Figures 3 and 5 illustrate how these crashes have decreased over the last 3 years. Mn/DOT in partnership with the Department of Public Safety has set an ambitious goal of zero deaths on our highway systems. “Toward Zero Deaths” (TZD) is our joint vision. To that end, through partnerships with engineering agencies, enforcement agencies, emergency responders and educators we hope to achieve our ambitious goal. HSIP is one mechanism to provide funding to maximize the abilities of the 4 E’s to improve safety on all Minnesota roadways.

## C. PROJECT EVALUATION

### Federal Safety Projects Completed in 2003

Table 7 is a compilation of safety projects utilizing federal funds which were completed in calendar year 2003. These projects were not necessarily originally programmed using fiscal year 2003 dollars. For a reasonable before and after analysis, crash data must be available for at least 3 years after construction. For this analysis, the construction year is ignored and data is compared for 3 years before and after the construction year. Only 6 projects were evaluated. As mentioned previously, when HSIP funds were used as a part of a larger project, it is difficult to measure safety improvement due to a small portion of the project.

Any benefit cost ratio over 1.0 is considered to be adequate for any safety project. As can be seen, all but two of the projects have acceptable ratios.

**TABLE 7 - HSIP 2003 Benefit / Cost Evaluation**

Dist	ID	Completion Date	Road	Federal HES Funds	Total Const Cost	Description	3YR PRE-IMPROVEMENT					3YR POST-IMPROVEMENT					BC Ratio
							K	A	B	C	PDO	K	A	B	C	PDO	
2	0410-42	6/27/2003	CSAH 15	\$201,635	\$224,038	Jct of Anne Street & CSAH 15 (Irvine Road). (Bemidji, Beltrami)	1	1	1	2	3	0	1	2	5	14	4.93
7	5202-43	9/4/2003	US 14	\$169,931	\$492,307	From E End of Br 9200 Over Minnesota River To 0.21mi E of Jct TH15	0	0	4	2	10	0	0	1	1	4	1.57
M	02-611-28	4/1/2003	CSAH 11	\$464,382	\$748,830	CSAH 11 At Egret Blvd.- Traffic Signal & minor Capacity Revisions	0	0	5	4	18	0	0	4	2	21	0.46
M	0208-102	5/15/2003	TH 65	\$1,027,098	\$3,304,228	At 89TH Ave in Blaine - Signal Rebuild & Auxiliary Lane From 93rd To CSAH 10 (Old TH 10)	1	12	29	40	84	1	3	29	71	88	1.46
M	1901-142	10/23/2003	TH 13	\$140	\$155,500	At Mendota Heights Rd in Mendota-Traffic Signal installation	0	3	4	2	2	0	0	0	2	5	21.68
M	27-681-10	12/15/2003	CSAH 81	\$496,760	\$957,897	At Co Rd 49- install Traffic Signal & Channelization	0	0	1	3	7	0	0	0	0	0	0.61

The calculated B/C ratios are not as high as in other years. The majority of these projects focused on signal revisions, installations and channelization. Since these projects were completed in 2003, Mn/DOT has begun to shift its project selection to more proactive low/cost solutions. As this new process evolves, Mn/DOT will continue to study the B/C ratios.

### Other Funding Sources

In addition to the HES/HSIP program, Mn/DOT has provided funds for safety projects through other sources, namely, the CHSP Central Safety Fund and the Local Road Safety Improvement Program.

The Central Safety Fund is administered by OTSO in close coordination with the Department of Public Safety and the Office of State Aid. The sources of this funding are Federal Sec 164 sanction funding, Title 23 .08 alcohol incentive and Mn/DOT District C (determined by Mn/DOT's Office of Investment Management).

For fiscal year 2005 and 2006 the total amount of funding was \$6.5 M and \$8.0 M, respectively. Funds for 2006 were used for three programs: \$1.5M was used to fund Cable Median Guardrail; \$1.5M was used to fund a statewide speed management program and; \$4.0M was used to fund smaller projects for counties.

### **Safety Fund – County Projects**

The Safety Fund was established by the Minnesota Department of Transportation, Office of Traffic, Safety and Operations and the Minnesota Department of Public Safety (DPS), Office of Traffic Safety in 2005 to provide funding for safety projects that focus on County and District-wide deployment of low cost, systematic improvements at the state, county, and local level. This program was established in recognition that historically over 70% of fatal crashes occur on rural roads and approximately 50% of fatal crashes occur on local (county, township, and city) roadways.

Three important criteria for selecting projects are:

1. The project must be completed and reimbursement applied for by August 01, 2008.
2. The project must qualify as a safety project under the Comprehensive Highway Safety Plan (CHSP) and,
3. Counties must agree to hold a meeting involving safety partners and other community leaders such as law enforcement, emergency responders, Mn/DOT District representatives, school representatives, and township officials by August 01, 2008. The goal of the meeting is to develop a dialog among local safety advocates to explain the CHSP and Towards Zero Death (TZD) goals and objectives. This meeting should give the various partners a chance to share individual efforts to reduce fatalities and look for ways to cooperate in future strategies that will encompass not only engineering strategies but also enforcement, education and emergency services strategies.

**TABLE 8 – CENTRAL SAFETY FUND COUNTY PROJECTS - 2007**

County	Project Description	Grant Amount (Max. \$150,000 for single Co. or \$300,000 for multiple Co. projects)
Aitkin	Guardrail protection for bridge rails	70,400
Becker	County RSA Program (min of 10 sites/segments)	50,000
Beltrami	County RSA Program (min of 10 sites/segments)	50,000
Carver	Low cost lighting at Rural County Highway Intersections	28,000
Cass	Install Intersection Lighting at 7 Intersections	105,000
Chippewa	County RSA Program (min of 10 sites/segments)	50,000
Clay	RSA Recommendations for intersection improvements	142,000
Crow Wing	Bypass/Right Turn Lane at 3 intersections with CSAH 16	150,000
Dakota	Pave bit shoulder and install edgeline rumble strips on CSAH 54	150,000
Dodge	Consolidate Access on high speed curves	150,000
Douglas	County RSA Program (min of 10 sites/segments)	50,000
Freeborn	County RSA Program (min of 20 sites/segments)	50,000
Hennepin	Install Edgeline & Centerline striping	150,000
Hubbard	County RSA Program (min of 10 sites/segments)	50,000
Itasca	Provide street lighting at 40-50 currently unlit rural intersections.	150,000
Kanabec	Install Guardrail at 5 bridge locations	150,000
Koochiching	County RSA Program (min of 10 sites/segments)	50,000
Lac Qui Parle	County RSA Program (min of 10 sites/segments)	50,000

County	Project Description	Grant Amount (Max. \$150,000 for single Co. or \$300,000 for multiple Co. projects)
Lincoln	County RSA Program (min of 10 sites/segments)	50,000
Martin	County RSA Program (min of 10 sites/segments)	50,000
McLeod	Rural intersection lighting, RSA recommends (LED edge lit stop signs), and ITS warning system	150,000
Meeker	County RSA Program (min of 10 sites/segments)	50,000
Morrison	Install 112 TH junction signs & replace ex destination and info signs	50,000
Multiple (Olmsted)	Replace "twist down" guardrail end treatments with ET 2000 systems	300,000
Multiple (Saint Louis)	Upgrade edgeline striping from 4" to 6"	300,000
Multiple (Wright)	Edgeline Rumble Stripes - 4 counties	150,000
Nicollet	Passing lane & Turn lane construction at TH 99/CSAH 40 intersection	126,500
Olmsted	CSAH 1 Edgeline Rumble strips	50,000
Olmsted	Install retro reflective bands on stop and yield posts	20,000
Rice	Roadside Hazard Elimination	50,000
Rice	County RSA Program (min of 10 sites/segments)	50,000
Scott	Pave 4-foot shoulders and Rumble stripes on CSAH 8	150,000
Sherburne	Upgrade guard rail on bridges	140,000
Stearns	Guardrail end treatment upgrades	150,000
Todd	Install Guardrail at 8 bridge locations	120,000
Wabasha	Eliminating Shoulder Drop offs	150,000
Wadena	Replace "Y" intersection with standard 90 degree intersection	50,000
Wadena	Install Intersection Lighting at 12 Intersections	12,500
Watsonwan	Edgeline Rumble Stripes	40,000
Winona	Upgrade Guard Rail End Treatments	150,000
Wright	Install Lighting at 13 rural intersections	150,000

**TOTAL      \$4,154,400**

### **Local Road Improvement Program – State Aid for Local Transportation**

The Local Road Improvement Program (LRIP) was established by the Minnesota Legislature in 2002. The LRIP funds are used to assist counties in paying the costs of constructing or reconstructing local road safety projects with statewide or regional significance.

### **CRITERIA FOR SELECTION WERE:**

1. The road improvement must eliminate a safety related deficiency
2. Must use a strategy from the *Minnesota Comprehensive Highway Safety Plan*
3. Eight metro counties are not eligible for this funding.

Although created in 2002, funding was not provided until 2005 when \$5.0 M was awarded. For 2006 \$7.65 M was awarded.

**Table 9 - 2006 LRIB Projects.**

2006-2007 LRIP RURAL ROAD SAFETY PROJECT LIST

Dist	Agency	Location	Project Description/Deficiency	Bond Funds Awarded
1	Lake	CSAH 3 West of CSAH 3/4 intersection	Install 1500' of guardrail, adjacent to Beaver River	\$45,000
1	St. Louis	Countywide, Includes 550 miles of CSAH routes	6" edgeline pavement markings to be painted	\$50,000
1	St. Louis	12 intersections problem areas	Transverse rumble strips to be installed and LED signs	\$12,000
1	St. Louis	12 intersections w/in St. Louis Co	Intersection lighting @ 12 locations	\$85,000
1	St. Louis	50 intersections of CSAH routes with RR tracks	Restore/improve visibility of advance warning RR marks	\$20,000
1	St. Louis	30 locations along CSAH routes	Install new guardrail/removed twisted end treatments	\$100,000
1	St. Louis	12 intersections in northern 1/2 of county	Replace incandescent bulbs at signals & flashers w/LED	\$50,000
2	Hubbard	CSAH 33 from CR 82 to Fauna Dr	Install power for flashing lights on 30 MPH signs, etc	\$20,000
2	Marshall	CSAH 54 near Grygla	Grade, widen & re-slope ditch banks	\$412,000
2	Pennington	County Wide	6" wide edgeline striping	\$80,000
2	Pennington	CSAH 3, 0.5 miles east of TH 32	Guardrail	\$24,000
3	Cass	CSAH 80 in Cass Lake	Reconstruct 900 ft of CSAH 80	\$57,500
3	Crow Wing	CSAH 21/CR 131, 7 mi. south of Brainerd	Lower vertical curve on CSAH 21, add turn lanes	\$250,000
3	Mille Lacs	CSAH 40 connection of CSAH 1 and TH 95	Grading and paving of new alignment/CSAH 1 & TH 95	\$400,000
3	Sherburne	CSAH 17/CR 81	Reconstruct CH 81 & CH 73 intersections with TH 10	\$400,000
3	Todd	CSAH 8 intersection with CSAH 8	Regrade & resurface of portions of CSAH 8 & CSAH 8	\$330,000
4	Douglas	CSAH 14 from TH 29 to 1st Ave.	Bit overlay with shoulder paving	\$125,000
4	Douglas	I-94 to CSAH 82	Bit overlay with shoulder paving	\$160,000
4	Mahnomen	CSAH 4 from CR 104, approx. 1 mile north	Shoulder Notch and 4' bit shoulders	\$200,000
4	Swift	CSAH 3 between CSAH 20 & TH 12	Construct & pave turning lanes along CSAH 3	\$498,800
6	Dodge	Intersection of TH 57 & East CSAH 24	Remove "Y" intersection & replace w/single right angle	\$40,000
6	Goodhue	SW quad of CSAH 9 & CSAH 14 in Sogn	Intersection improvements on CSAH 14 & CSAH 8	\$104,950
6	Mower	CSAH 7 near City of Dexter	Reconstruction of curves and intersection improvements	\$300,000
6	Rice	CSAH 11/38	Reconstruct intersection & improve site lines	\$150,000
6	Rice	CSAH 1 from I-35 to Baseline Road	Reconstruction, widening, inslopes	\$200,000
6	Winona	CSAH 26 west of Elba	Install guardrail	\$80,000
6	Winona	CSAH 25 and CR 106; CSAH 29 & Cr 106.	Intersection improvements	\$200,000
7	Blue Earth	CSAH 20/TH 60 intersection	grade separate intersection	\$400,000
7	Brown	CSAH 29 between TH 4 & New Ulm	Surface right turn & bypass lanes	\$300,000
7	Le Sueur	CSAH 29 & CR 144	Reconstruct intersection CSAH 29 & CR 144	\$450,000
7	Rock	Intersection of CSAH 11 & CSAH 4 at West	Intersection improvements on CSAH 11 & CSAH 24	\$48,000
7	Waseca	CSAH 13 & 4	Grading, turn lanes, intersection improvements, sidewalk	\$400,000
8	Lac Qui Parle	CSAH 2 east of intersection of CSAH 11 & 2	culvert, shape in-slopes, eliminate erosion	\$30,000
8	Lyon	CSAH 35 & 6, city of Marshall	Grading, turn lanes, sidewalks, rumble strips	\$400,000
8	McLeod	1/2 mile north of TH 212 on CSAH 9	Install driver feedback speed limit sign	\$8,000
8	McLeod	CSAH 1 & Main Ave.	Install crosswalk & ped. Activated warning flashers	\$19,000
8	Meeker	Various locations on CSAHs	2' bit shoulders on inside/outside of horizontal curves	\$225,000
8	Pipestone	CSAH 30 between Tech College and TH 75	Realign/reconstruct & intersection improvements	\$300,000
		<b>38 Total Projects Selected</b>		<b>\$6,950,000</b>
6	Earmark Project	Staples overpass on TH 10		<b>\$700,000</b>
		<b>39 Total Rural Road Safety Projects</b>		<b>\$7,650,000</b>

## **D. HIGH RISK RURAL ROADS PROGRAM**

Each State's apportionment of HSIP funds is subject to a set-aside for construction and operational improvements on high-risk rural roads. High-risk rural roads are roadways functionally classified as rural major or minor collectors or rural local roads with a fatal and incapacitating injury crash rate above the statewide average for those functional classes of roadways; or likely to experience an increase in traffic volume that leads to a crash rate in excess of the average statewide rate. The set-aside will total \$90M nationally (approximately \$1.5 million/year for Minnesota) and be applied proportionally to the States' HSIP apportionments. If a State certifies that it has met all its needs relating to construction and operational improvements on high-risk rural roads, it may use those funds for any safety improvement project eligible under the HSIP.

Mn/DOT's Office of Traffic, Safety and Operation (OTSO) has developed a listing of eligible county and state rural major and minor collectors and rural local roads statewide based on crash data. There are approximately 108,000 miles of roadway within this eligible road classification. If there is a normal distribution of crashes about half of these roads will be above the average crash rate and eligible for this program funding. Projects will be considered by the District/ATP's and included in their selection process. Table 2 (page 4) show the distribution of Fatal and A injury crashes on the HRRR eligible roads and the associated programming goals for each ATP, using \$1.5 million as the estimated funds available. Once a project is selected through the District/ATP process, the Office of Investment Management will apply the correct funding category when the project is authorized. In addition to the District/ATP process, the new CHSP process (handled by OTSO) will be soliciting for potential projects on the HRRR list.

A complete list of eligible segments for 2006 can be found at the following link:

[http://www.dot.state.mn.us/stateaid/SALT\\_Traffic\\_Safety.html](http://www.dot.state.mn.us/stateaid/SALT_Traffic_Safety.html)

For FY 2009, the local Central HSIP solicitation will include a category for HRRR's. To date no project has used this finding source.

## E. 5 PERCENT REPORT

### Methodology

As a condition for obligating HSIP funds, Section 148©(1)(D) of SAFETEA-LU requires states to prepare an annual report that describes not less than 5 percent of their public road locations exhibiting the most severe safety needs.

For the 2006 HSIP report to the FHWA, Mn/DOT elected to submit a subset of the Top 200 Intersections and Top 150 Sections that represent the highest crash cost locations on the Trunk Highway system in the state. These locations were ranked by crash cost which weighted fatal and serious injury crashes much higher than property damage crashes only, however, the results were generally at locations of high crash incidence and were not based strictly on severe crashes. At the time, we didn't have time or resources to pursue a different ranking procedure.

Since then, we have had the opportunity to see what other states have done with their 5% reports and have decided to make some modifications. The guidance provided by the FHWA suggests utilizing a ranking system based on fatal and serious injury crashes. To that end, we have changed our ranking system.

The capabilities of our data system enable us to produce many reports, but these reports are typically limited to only the Trunk Highway system. Certain elements required to produce reports for all levels of roadway are often simply not present. Both our traditional Top 200 and Top 150 lists are limited in this way.

### SECTIONS

Section analysis was previously based only on Trunk Highways, but data indicated that many of the crashes included in our emphasis areas would simply not appear because they occurred on the local system. To solve this issue, and to avoid section breaks at arbitrary increments, we employed a clustering algorithm to report a certain frequency upon a given length. Lane-departure crashes were identified previously as the primary source of our fatal and serious injury crashes. The criteria are as follows:

- Fatal (K) and serious injuries (A) only
- Not intersection related (junction code)
- Run off road left and right, head on, side-swipe opposite direction, and "other" (diagram code)
- 10 years of data (1997-2006)
- A frequency of four crashes per mile must be maintained to qualify as a section

To compile the list of sections for the top 5% report, the total number of fatal (K) and incapacitating injury (A) lane departure crashes over the last 10 years were tallied (approximately 8300) and 5% of this total was calculated. Lane departure crashes are represented by ran-off-road-left, ran-off-road-right, head-on, sideswipe-opposing, and "other". Through an iteration process, it was determined that sections containing 4 or more crashes (both K and A) per mile most closely represented this 5%. Sections persist beyond one mile so long as the rate of 4 crashes per mile is maintained. These are called "CLUSTERS". Each section's ranking on the 2004-2006 Sections Crash Cost List is shown for comparison. Because the standard Sections Crash Cost List is limited to Trunk Highways only, all county and city sections in this list have no comparable rank. These sections were ranked by the following weight:

$[(K*2)+A]/\text{section length}$

In total there were 554 crashes in 115 clusters which met our criteria. Early analysis shows that 53% of the clusters are in the Metro district, while 54% of the clusters are located on the Trunk Highway system. Seven of the top ten sections are in greater Minnesota.

### INTERSECTIONS

Intersections could only be evaluated for Trunk Highways. The list was determined by using a similar methodology as in sections. Over the last 10 years there were approximately 4,800 fatal and serious injury intersection related crashes. 238 Crashes across 26 intersections met or exceeded 5%, of which 46% (12 intersections) are located in the Metro District.

- Fatal (K) and serious injuries (A) only
- All intersection related crashes
- Crash cost was calculated and intersections were prioritized from highest cost to lowest
- 10 years of data (1997-2006)
- Intersections contained in table contain cumulatively more than 5% of all intersection fatal and serious injury related crashes.

### RESPONSES

These lists were distributed to the appropriate jurisdictions in order to determine the following:

1. Awareness of a potential safety issue
2. Actions which have been taken during the 10 year time frame
3. Actions which are anticipated in the near future
4. Verification of the data. Is there a safety problem?

The table below summarizes these responses. Due to the short time frame, some jurisdictions were unable to respond. Tabular data in this case is marked “no response”. Further analysis of these responses will lead to the removal of some of these sections and intersections from the table. It is our intent to update this table on a yearly basis as new data becomes available.

The prime impediments to implementing safety remedies with sufficient impact are funding availability. For the sections list, these costs are significantly higher than the intersections costs, but would undoubtedly have a much greater impact. An additional impediment to implementation is the political acceptability of these improvements. Many of these sections and intersections are in urban areas. Construction projects would have environmental and social impacts which may be unacceptable to local units of government. Another issue for signalized intersections is the debate between safety and capacity in regard to protected left turns. A balance between operations, access and safety will be necessary.

**TABLE 9A – Top 5% Sections**  
Based on 1997-2006 F + A Crashes

RANK	TOP 150 RANK	SYS	NUM	COUNTY	CITY	DISTRICT	TOTAL		BEG RP	END RP	Completed projects	Construction dates	Construction Cost	Planned projects	Year Planned	Cost	Notes	
							K	A										
1	99	MN TH	65	Anoka		M	3	1	010+00.476	010+00.715	53RD AVE. IN FRIDLEY TO 89TH AVE. IN BLAINE-INTERCONNECTION	1997	\$82,582	NONE	NONE	NONE	NONE	
											AT 85TH AVE.N.E. - REVISE INTERSECTION & SIGNAL	1997	\$452,551	NONE	NONE	NONE	NONE	
											FROM TH 10 TO 45TH AVE. N.E.-SHOULDER BUS LANES	1997	\$100,000	NONE	NONE	NONE	NONE	
											OLD TH10 TO 153RD AVE. NE - MILL & OVERLAY, ETC.	1999	\$2,882,122	NONE	NONE	NONE	NONE	
											85TH AVE. TO 89TH AVE. IN BLAINE-OVERLAY W.FR.RD.	2000	\$67,300	NONE	NONE	NONE	NONE	
											FROM MISSISSIPPI ST. TO BUNKER LAKE BLVD. IN FRIDLEY, SPRING LAKE. PARK, BLAINE AND HAM LAKE.-SIGNING REPLACEMENT	2005	\$151,997	NONE	NONE	NONE	NONE	
											FROM CSAH 10 TO THE INTERSECTION OF 121ST AVENUE IN THE CITY OF BLAINE - MICROSURFACING	2007	\$1,013,268	NONE	NONE	NONE	NONE	
2		CS AH	22	Anoka		M	2	2	014+00.196	014+00.426	RESTRIPE ALL COUNTY ROADS	ANNUALLY		NONE	NONE	NONE	NONE	
3		CS AH	21	Scott		M	0	7	006+00.626	006+00.972	INSTALLED LEFT AND RIGHT TURN LANES AT EAU CLAIRE/HIGHTLAND INTERSECTION	Spring 2007	\$14,000,000*	RECONSTRUCTION TO A 4-LANE DIVIDED.		\$ 20,000,000	* PART OF A LARGER PROJECT ON CSAH 82	
4		CS AH	16	Ramsey		M	1	3	001+00.400	001+00.650	NONE			NONE			THE COUNTY IS AWARE OF THE CRASHES, NO PROJECTS ARE PLANNED.	
5		CS AH	19	Freeborn		6	0	4	000+00.000	000+00.207	NONE			THIS ROUTE IS IN OUR CIP AS THE SECOND STAGE OF A 2 STAGE PROJECT RECONSTRUCTION OF A BRIDGE, DAM, TRAILS, AND ROADWAY.	2009			THIS SEGMENT DID NOT COME UP ON THE COUNTY'S SHORT LIST OF POTENTIAL RSA LOCATIONS. IT WILL BE ADDED AND STUDIED FURTHER LATER THIS YEAR.
6		CS AH	7	Chisago		M	0	4	007+00.180	007+00.417	CURRENTLY UNDER CONSTRUCTION, 12' LANES, 8'SHOULDER, TURNING AND BYPASS LANES					\$3,880,000		
7		CS AH	12	Wright		3	3	3	003+00.111	003+00.700	TOTAL RECONSTRUCTION OF ROADWAY FROM 200 FEET NORTH OF 45TH ST. SW TO ABOUT 1000 FEET NORTH OF 15TH STREET SW - APPROX. 3.3 MILES. THE OLD ROADWAY WAS 2-LANE, 2-WAY BITUMINOUS WITH 2 FOOT AGGREGATE SHOULDERS	2005-06	\$3,000,000	FULL RECONSTRUCTION OF THE REST OF THE CORRIDOR (2.3 MILES), FROM THE END OF THE 2005-06 PROJECT TO TH 25 IN THE CITY OF BUFFALO	2010	\$2,600,000	THE COUNTY WAS AWARE THAT THERE WAS A CRASH PROBLEM ALONG A CORRIDOR THAT STRETCHED 7.1 MILES. THEY COMPILED CRASH DATA IN FEB 2003 AND FOUND 50 CRASHES IN A 3 YEAR PERIOD.	
											THE CITY OF MONTROSE RECONSTRUCTED CSAH 12 FROM TH 12 TO 45TH STREET SW IN 2 PHASES WITH AN URBAN DESIGN	2005						
8	1310	UST H	169	Itasca		1	1	4	300+00.133	300+00.529	REBUILT FROM NARROW 2-LANE ROAD OVER POKEGAMA LAKE TO LANE SECTION WITH A MEDIAN. CURVES ON EITHER SIDE OF THE CAUSEWAY WERE FLATTENED ALONG WITH BETTER INSLOPES.	2005-06	\$7,000,000					
9	273	UST H	61	Houston		6	0	4	000+00.000	000+00.272	NONE			NONE	NONE	NONE	2 ALCOHOL RELATED & 1 MEDICAL CONDITION CRASH.	
10	96	UST H	169	Scott		M	2	2	115+00.833	116+00.345	OVER C.R. 18 AND UP RR-CONSTRUCT RAILING ON BRS. 70523 & 70524 & EXTEND RAILING ON BR 6515(CAYUGA BR)	1999	\$138,060	NONE	NONE	NONE	NONE	
											AT COUNTY ROAD 18 IN THE CITY OF SHAKOPEE - PARK AND RIDE LOT	2006	\$1,617,564	NONE	NONE	NONE	NONE	
											SITE PREPARATION TO CONSTRUCT 500 STALL PARK-N-RIDE SURFACE LOT SOUTH OF TH 169, EAST OF CSAH 18 IN THE CITY OF SHAKOPEE	2006	\$135,422	NONE	NONE	NONE	NONE	
											CONSTRUCT 500 STALL PARK-N-RIDE SURFACE LOT SOUTH OF TH 169, EAST OF CSAH 18 IN THE CITY OF SHAKOPEE	2006	\$1,566,630	NONE	NONE	NONE	NONE	

RANK	TOP 150	SYS	NUM	COUNTY	CITY	DISTRICT	TOTAL		BEG RP	END RP	Completed projects	Construction dates	Construction Cost	Planned projects	Year Planned	Cost	Notes
							K	A									
11	2	IST H	94	Hennepin		M	3	2	232+00.032	232+00.585	CEDAR TO SNELLING AVE-MILL & BITUMINOUS OVERLAY MAINLINE; CEDAR TO JOHN IRELAND BLVD.-SHLD.REHAB.	2000	\$4,146,070	NONE	NONE	NONE	
12		CS AH	18	Goodhue		6	1	4	004+00.760	005+00.210	NONE	NONE	NONE	NONE	NONE	NONE	
13	47	UST H	10	Anoka		M	1	3	227+00.116	227+00.504	HANSON BLVD. TO BN RR-MILL & OVERLAY E.B.	1997	\$360,144	NONE	NONE	NONE	
14		CS AH	81	Hennepin		M	0	9	000+00.028	000+00.746	NONE	NONE	NONE	NONE	NONE	NONE	HENNEPIN COUNTY USES ITS OWN CRASH DATA FOR COUNTY ROADS WITHIN MINNEAPOLIS FROM 1998-PRESENT
15	46	IST H	94	Hennepin		M	2	2	227+00.356	227+00.846	TH694 TO 0.5 MI.N.OF LOWRY TUNNEL-MINOR CONC.REPAIR & RESEAL JOINTS	1998	\$1,715,015	NONE	NONE	NONE	
16	231	IST H	35	Rice		6	3	3	051+00.476	052+00.222	NONE			CABLE MEDIAN GUARDRAIL INSTALLATION IN PROGRESS.	2007	\$550,000	
17	481	IST H	35	Carlton		1	0	6	231+00.227	231+00.727	DIAMOND GRINDING ON THE BRIDGE AND EITHER SIDE HAS BEEN DONE TO INCREASE FRICTION AND REDUCE WINTER CRASHES.	2007	\$25,000	NONE	NONE	NONE	
18		CS AH	54	Dakota		M	1	4	000+00.863	001+00.363	BITUMINOUS OVERLAY	1997	part of a 7.1 mile project	SHOULDER IMPROVEMENTS AND RUMBLE STRIPS ON CURVES TO THE SOUTH OF THIS AREA. MORE SHOULDER IMPROVEMENTS IN THE LISTED AREA ARE BEING DETERMINED.	2008-09	TBA	THIS SEGMENT OF ROADWAY IS A TWO-LANE, UNDIVIDED ROADWAY WITH MANY HORIZONTAL AND VERTICAL CURVES WITH NO SHOULDERS. SPEEDING IS AN ISSUE THAT CONTRIBUTES TO THE ACCIDENTS.
19	485	MN TH	3	Rice		6	2	2	006+00.391	006+00.913	NONE	NONE	NONE	CORRIDOR-WIDE SAFETY IMPROVEMENT PROJECT PLANNED.	2008	\$360,000	
20		CS AH	33	Carver		M	2	2	004+00.820	005+00.350	NONE	NONE	NONE	NONE	NONE	NONE	A ROAD SAFETY AUDIT COMPLETED IN 2006 DID NOT IDENTIFY THIS SEGMENT.
21	79	UST H	10	Washington		M	4	0	301+00.212	301+00.920	NONE	NONE	NONE	NONE	NONE	NONE	WEST OF NORELL RD - CURVE WAS RECONSTRUCTED IN 1980
22		MS AS	197	Hennepin	MINNEAPOLIS	M	0	5	000+00.620	001+00.065	RESTRIPED TO ACCOMMODATE BIDE LANES	2007		NONE	NONE	NONE	THE CITY MONITORS CRASH DATA BASED ON THE NUMBER OF CRASHES CODED TO INDIVIDUAL INTERSECTIONS, NOT SECTIONS. THEY HAVE PLANS TO LOOK AT SECTIONS IN THE FUTURE.
23	7	IST H	35W	Hennepin		M	4	2	019+00.279	020+00.212	ON I35E ,BURNSVILLE TO EAGAN; I35W,IN MINNEAPOLIS.; I94,BROOKLYN CENTER TO MINNEAPOLIS.; TH 12 IN WAYZATA-DURABLE STRIPING	2004	\$1,100,312	FROM 8th SE IN MINNEAPOLIS TO I-694 IN THE CITIES OF ROSEVILLE, NEW BRIGHTON AND ARDEN HILLS - SIGN REPLACEMENT	2007	\$575,000	
											AT 1ST ST. & AT 2ND ST. IN MINNEAPOLIS-REPLACE LIGHTING SYSTEM	2003	\$270,200	FROM I-94 TO INDUSTRIAL BLVD IN THE CITY OF MINNEAPOLIS - SIGN REPLACEMENT	2011	\$350,000	
											MISSISSIPPI RIVER TO JOHNSON ST. IN MINNEAPOLIS-PAINT BRS.27989, 27994, 27999, 27885, 27990, 27988, 27886, 27985, 27887, 27888, 27889 INCLUDING TRAFFIC CONTROL	2006	\$2,452,420	FROM 8TH STREET TO TH 36 IN MINNEAPOLIS AND ROSEVILLE - BUS SHOULDER REHABILITATION	2011	\$0	
											FROM MISSISSIPPI RIVER BRIDGE 9340 TO STINSON BLVD BRIDGE 27895 IN THE CITY OF MINNEAPOLIS - CONCRETE REHAB, LIGHTING AND GUARDRAIL	2007	\$5,607,504	JOHNSON ST. TO NB I 35W CD RD-BUS ONLY RAMP	2049	\$750,000	
											AT JOHNSON STREET IN THE CITY OF MINNEAPOLIS - PURCHASE OF MATERIALS FOR UPGRADE AND REPLACEMENT OF COMPONENTS ON THE ANTI-ICING UNIT	2007	\$72,953				
24		CS AH	42	Dakota		M	0	5	010+00.942	011+00.460	MICROPAVING WESTBOUND LANES	1999	\$310,000				THIS SEGMENT'S ALIGNMENT IN AN "S" CURVE. THERE ARE CURVE WARNING SIGNS AND ADVISORY SPEEDS. THE COUNTY IS AWARE THAT THERE ARE SPEEDING ISSUES THROUGH THIS AREA, BUT ARE NOT FULLY AWARE OF THE 5 - A INJURY CRASHES. THE COUNTY IS DEVELOPING A BETTER SEGMENT REVIEW PROCESS FOR THE COUNTY'S ROADWAYS.
											BITUMINOUS OVERLAY	2003	\$174,000				
											CRACK/SEAL COAT	2007	\$32,125				
											MILL/ BITUMINOUS OVERLAY.	2007	\$565,267				

RANK	TOP 150 RANK	SYS	NUM	COUNTY	CITY	DISTRICT	TOTAL		BEG RP	END RP	Completed projects	Construction dates	Construction Cost	Planned projects	Year Planned	Cost	Notes
							K	A									
25	223	IST H	35	Chisago		M	1	3	138+00.950	139+00.476	FROM 0.5 MI N OF N LIMITS WYOMING(MP137) TO 0.5 MI N OF N LIMITS STACY(MP141)-METRO PORTION OF MICROSURFACING CONTRACT, LOW SP 8822-04	1999	\$182,603	FOUR LOCATIONS ALONG CORRIDOR: AT CSAH 22 IN WYOMING, CSAH 19 IN STACY, TH 95 IN NORTH BRANCH AND CSAH 10 IN HARRIS - LIGHTING REPLACEMENT	2011	\$320,000	
											I-35, WYOMING CR22 TO PINE COUNTY LINE - PURCHASE OF MATERIALS AND RENTAL EQUIPMENT FOR BITUMINOUS MILL AND OVERLAY	2006	\$26,614	FROM JCT TH 8 TO CHISAGO/PINE COUNTY LINE - REPAIR OF EXISTING CULVERTS AND DRAINAGE STRUCTURES	2011	\$301,000	
											ON I35W FROM LEXINGTON AVENUE IN LINO LAKES TO N JCT I35/I35E-TMS INSTALLATION	2007	\$638,597	THE PRESENT RIDE (SMOOTHNESS) OF THIS SECTION RANGES FROM 2.5 TO 3.3 (2005) PLACING IT IN THE FAIR TO GOOD CATEGORY. THE PRIMARY ISSUE WITH THIS SECTION IS DETERIORATED TRANSVERSE CRACKS. IN 1998 THE CRACKS RECEIVED A SURFACE REPAIR WHICH HELPED FOR A SHORT PERIOD. CONTINUED DETERIORATION OF THESE CRACKS IS CAUSING THE RIDE TO SUFFER.	2013	\$15,305,780	
														0.1 M.I.S. OF TH 8 TO 1 MILE NORTH OF CTY RD 3 (NORTH METRO BORDER)-MILL AND BITUMINOUS OVERLAY, DRAINAGE, MISC SAFETY UPGRADES	2049	\$0	
26		CS AH	32	Ramsey		M	2	2	002+00.385	003+00.029	NONE						THE COUNTY IS AWARE OF THE CRASHES, NO PROJECTS ARE PLANNED.
27	195	IST H	35	Rice		6	3	4	058+00.300	059+00.387	NONE			TH 21 INTERCHANGE GEOMETRIC IMPROVEMENT PROJECT PLANNED.			
28		CS AH	88	Dakota		M	4	1	003+00.750	004+00.735	BITUMINOUS OVERLAY	1996	part of a 4.3 mile project				THE COUNTY WAS NOT FULLY AWARE OF THE 4 FATALS. THE COUNTY IS DEVELOPING A BETTER SEGMENT REVIEW PROCESS FOR THE COUNTY'S ROADWAYS.
29	589	MN TH	47	Anoka		M	1	4	026+00.358	027+00.016	AT CO RD 30/PLEASANT ST. IN ANOKA- TRAFFIC SIGNAL REPLACEMENT, RESTRIPE TH10 TO PLEASANT, ADD LT. TURN LA. AT PLEASANT, MILL & OVERLAY (TH10 TO COOLIDGE & 180 TO CSAH 24)	2005	\$1,844,892	FROM TH 10 TO CSAH 22 IN THE COMMUNITIES OF RAMSEY AND BURNS TOWNSHIP - JOINT POWERS AGREEMENT WITH COUNTY FOR REALIGNMENT ANALYSIS, GEOMETRIC LAYOUT, ENVIRONMENTAL DOCUMENTATION, R/W ANALYSIS	2007	\$200,000	
														THE PRESENT RIDE (SMOOTHNESS) OF THIS SECTION RANGES FROM 0.5 TO 2.3 (2006) PLACING IT IN THE FAIR TO POOR CATEGORY.	2012	\$806,575	
30	441	UST H	212	Carver		M	3	1	140+00.818	141+00.576	FROM MORSE ST IN YOUNG AMERICA TO W JCT TH 101 IN CHANHASSEN-MILL & OVERLAY SEVERAL AREAS	2002	\$22,500	DECK REPAIR	2049		
											2.2 MILES EAST OF TH 284 TO TH 41 IN THE CITIES OF COLOGNE AND CHASKA - BITUMINOUS MILL AND OVERLAY	2007	\$2,268,882	**MN163** FROM COLOGNE TO CO. RD. 147 - RECONSTRUCTION OF ROADWAY	2049	\$60,000,000	
31		CS AH	18	Goodhue		6	2	4	000+00.200	001+00.111							
32	627	MN TH	210	Crow Wing		3	3	1	126+00.547	127+00.349	INSTALLED A LEFT TURN LANE AND STREET LIGHTS AT CR 142 (AIRPORT RD)	2007		NONE			
33	185	UST H	12	Hennepin		M	2	6	152+00.811	153+00.933	ON I35E ,BURNSVILLE TO EAGAN; I35W,IN MINNEAPOLIS.; I94,BROOKLYN CENTER TO MINNEAPOLIS.; TH 12 IN WAYZATA-DURABLE STRIPING	2004	\$1,100,312	FROM CSAH 6 TO WAYZATA BLVD. IN THE CITY OF ORONO - TURNBACK	2008	\$0	
											RAMPS AT CARLSON PKWY IN THE CITY OF WAYZATA. ALSO, FROM BROWN RD TO GLEN MOOR LANE IN THE CITY OF LONG LAKE - PURCHASE MATERIAL & EQUIPMENT FOR BITUMINOUS MILL & OVERLAY	2004	\$60,693	FROM WAYZATA BLVD TO I394 IN THE CITY OF MINNETONKA - BITUMINOUS MILL AND OVERLAY. PURPOSE - TO IMPROVE THE RIDE (SMOOTHNESS), ELIMINATE REGULAR MAINTENANCE PATCHING, RESTORE THE PAVEMENT STRUCTURE, INCREASE REMAINING SERVICE LIFE, AND TO HELP MEET THE 2014 PAVEMENT PERFORMANCE TARGETS. THIS WILL COMPLETE THE MAJOR CPR WORK DONE IN 2005 THROUGHOUT THE SEGMENT.	2008	\$5,112,000	
											RAMPS AT CARLSON PKWY IN THE CITY OF WAYZATA. ALSO, FROM BROWN RD TO GLEN MOOR LANE IN THE CITY OF LONG LAKE - PURCHASE MATERIAL & EQUIPMENT FOR BITUMINOUS MILL & OVERLAY	2006	\$10,494	AT CSAH 6 AND WAYZATA BOULEVARD INTERCHANGES - LANDSCAPING	2008	\$70,000	
											AT CO RD 6 AND AT WAYZATA BLVD- INTERCHANGE CONSTRUCTION, RETAINING WALLS, ETC & 0.2 MI E OF W LIMITS MEDINA TO CSAH 6, REPLACE BR 4643-MILL & OVERLAY IN THE CITIES OF LONG LAKE & ORONO	2007	\$35,677,126	UNDER LUCE LINE TRAIL 4.5MI.W.OF TH494- REPLACE BR.4643 - THIS SP IS PART OF SP 2713-83 AND BRIDGE WAS MOVED TO SP 2713-83	2049	\$0	

RANK	TOP 150 RANK	SYS	NUM	COUNTY	CITY	DISTRICT	TOTAL		BEG RP	END RP	Completed projects	Construction dates	Construction Cost	Planned projects	Year Planned	Cost	Notes
							K	A									
34	5	IST H	35W	Hennepin		M	4	9	015+00.635	017+00.622	ON I35E ,BURNSVILLE TO EAGAN; I35W,IN MINNEAPOLIS.; I94,BROOKLYN CENTER TO MINNEAPOLIS.; TH 12 IN WAYZATA-DURABLE STRIPING	2004	\$1,100,312	FROM PORTLAND AVENUE TO WASHINGTON AVENUE IN THE CITY OF MINNEAPOLIS - LIGHTING INSTALLATION	2009	\$1,250,000	
											ALONG I94 FROM JUST W. OF THE LOWRY HILL TUNNEL E. TO THE RIVER CROSSING. ALONG I35W FROM JUST N. OF THE RIVER CROSSING (WASHINGTON AVE) S. TO N. OF 46TH ST - PLANNING STUDY TO GENERATE ALTERNATIVES	2007	\$740,000	LAKE STREET TO MISSISSIPPI RIVER IN THE CITY OF MINNEAPOLIS - BITUMINOUS MILL AND OVERLAY	2009	\$3,970,000	
35	49	IST H	94	Hennepin		M	3	3	236+00.055	237+00.112	LOWRY HILL TUNNEL-LIGHTING AND MINOR EQUIPMENT	2002	\$3,743,712	FROM CEDAR AVE IN MINNEAPOLIS TO KELLOGG BLVD IN ST. PAUL AND ON TH280 FROM I94 TO .2 MILES NORTH OF UNIVERSITY AVE - SURFACING, DRAINAGE, UTILITIES, BUS WORK , CONCRETE REHAB AND SIGN RENEWAL	2008	\$10,920,000	
											DOWLING AVE. TO I694-N.B. BUS ONLY SHOULDER CONSTRUCTION	2003	\$305,484	FROM UNDER CP RAIL TO UNDER I94 NB OFF RAMP IN THE CITY OF MINNEAPOLIS - PAINT 7 BRIDGES; NUMBERS 27821, 27549A, 27819, 27814, 27815, 27817 AND 27818	2009	\$2,480,000	
											0.4 M.I.E. OF CO. LINE TO ST.CROIX RIVER- CONCRETE RETROFIT	2004	\$5,014,563	FROM NICOLLET AVENUE TO CEDAR AVENUE IN THE CITY OF MINNEAPOLIS (LOCATED IN THE COMMON SECTION OF I35W AND I94) - BITUMINOUS MILL AND OVERLAY	2009	\$2,700,000	
											EB ON RAMP OVER LYNDAL IN THE CITY OF MINNEAPOLIS - REPAIR OF CONCRETE SLOPE.	2005	\$2,500	LASALLE AVENUE BRIDGE # 27836 IN THE CITY OF MINNEAPOLIS - BRIDGE RE-DECK	2009	\$1,000,000	
											FROM 49TH AVE TO TH 55 IN MINNEAPOLIS- PURCHASE BITUMINOUS MATERIALS FOR WEDGE PAVING	2005	\$28,853	UNDER 42ND AVENUE NORTH (CAMDEN BRIDGE) IN THE CITY OF MINNEAPOLIS - BRIDGE 27549A DECK REPAIR	2010	\$400,000	
											FROM NICOLLET AVENUE TO JOHN IRELAND BLVD. INCLUDES CS 6282 FROM HENNEPIN/RAMSEY CTY LINE TO JOHN IRELAND AVE - RENTAL OF MILLING MACHINE FOR PROFILE MILLING	2006	\$16,000	MISSISSIPPI RIVER TO MARION ST-TEMP WIDENING,BYPASSES,ETC	2049	\$1,185,000	
											I94 FROM DUPONT AVE. TO 4TH ST. IN BROOKLYN CENTER & MINNEAPOLIS-BUS SHOULDER	2005	\$0	1000 E OF FRANKLIN TO CRETIN ON EB-GR,SU,SIGNING,LT,TM,SIGNALS	2049	\$2,935,000	
											94 WB RAMPS TO SHINGLE CREEK PKWY, SHINGLE CREEK PKWY RAMP TO 96 WB - PURCHASE OF MATERIALS AND RENTAL EQUIPMENT FOR BITUMINOUS MILL AND OVERLAY	2006	\$336,699	SB TH 280 TO WB I94- HOV RAMP METER BYPASS	2049	\$1,800,000	
			INSTALL ANTI-ICING DEVICES FOR WESTBOUND I-94 LANES OVER MN 280. THERE ARE CURRENTLY 20+ CRASHES ON WB I-94 AT THE MN 280 BRIDGES THAT ARE DIRECTLY RELATED TO SNOW AND ICE CONDITIONS. AN ANTI-ICING SYSTEM SHOULD REDUCE/ELIMINATE THE ICE AND FROST INDUCED CRASHES THAT OCCUR IN THIS AREA.	2049	\$700,000												
36	1	IST H	94	Hennepin	M	5	2	212+00.401	213+00.809	At CSAH 109 (WEAVER LAKE ROAD) - TURN LANES AND SIGNAL MODIFICATION.	1998	\$179,901	NONE	NONE	NONE		
37	585	CS AH	83	Scott	M	2	2	002+00.528	003+00.238	INSTALLED LEFT AND RIGHT TURN LANES AT VALLEY VIEW ROAD	Summer 2006	\$449,000*	EXPANSION TO 4-LANE DIVIDED WITH TURN LANES.	Unknown - to be funded by Shakopee Sioux Community	Unknown	*PLUS SANITARY AND WATERMAIN IMPROVEMENTS	
38		IST H	94	Stearns	3	1	3	157+00.883	158+00.450	MICRO SURFACING ON THE WB RIGHT LANE AFTER THE BRIDGE TO HELP WITH SKID RESISTANCE.	2006	Maintenance	NONE	NONE	NONE	THIS AREA IS A HORIZONTAL CURVE ON A BRIDGE AND DOWNGRADE WB AND A DIVERGE POINT FOR TRAFFIC BETWEEN CSAH 75 AND EB I-94 IN THE EB DIRECTION. MOST OF THE PROBLEM IS ON THE BRIDGE WITH FROST AND SLIPPERY PAVEMENT.	
39		CS AH	4	Waseca	7	0	4	017+00.111	017+00.590	NONE	NONE	NONE	NONE	NONE	NONE	WASECA COUNTY IS AWARE OF THE MAGNITUDE OF THE INCIDENTS AT THIS LOCATION.	
40	377	IST H	35	Freeborn	6	1	3	008+00.500	009+00.146	NONE			NONE				

RANK	TOP 150 RANK	SYS	NUM	COUNTY	CITY	DISTRICT	TOTAL		BEG RP	END RP	Completed projects	Construction dates	Construction Cost	Planned projects	Year Planned	Cost	Notes
							K	A									
41		CS AH	22	Anoka		M	1	3	020+00.832	021+00.441	RESTRIPE ALL COUNTY ROADS	ANNUALLY		NONE	NONE	NONE	
42	133	IST H	35W	Anoka		M	0	4	041+00.249	041+00.743	ON I35W FROM LEXINGTON AVENUE IN LINO LAKES TO N JCT I35/I35E-TMS INSTALLATION	2007	\$638,597	SB 35W AT 35E IN FOREST LAKE - PURCHASE OF MATERIALS AND RENTAL EQUIPMENT FOR BITUMINOUS MILL AND OVERLAY	2008	\$89,500	
														FROM I-694 TO I-35 IN FOREST LAKE - SIGNING REPLACEMENT	2009	\$1,050,000	
43	619	CS AH	9	Anoka		M	1	3	008+00.618	009+00.236	RECLAIM AND OVERLAY FROM CSAH 22 TO CSAH 24, SIGNING AND STRIPING IMPROVEMENTS, INCREASED PAVEMENT SMOOTHNESS	2002	\$305,000	NONE	NONE	NONE	
44	43	IST H	94	Hennepin		M	2	4	214+00.565	215+00.579	AT ELM CREEK REST AREA-BLDG. REMODELING-BID BY C.O.BLDG.MAINT. PROCESS	1999	\$624,480	I94 FROM WEAVER LAKE ROAD TO TH 101, I94 FROM ST. PAUL TO WOODBURY, TH 100 FROM I394 TO I94 - RAMP METER INSTALLATIONS	2008	\$100,000	
											AT WEAVER LAKE RD. IN MAPLE GROVE- EXTEND RAMP & TMS	1999	\$880,074	NEAR DUNKIRK LANE IN THE CITY OF MAPLE GROVE - CMS REPLACEMENT	2008	\$85,000	
											TH 101 TO I494-REPLACE CULVERTS	1999	\$95,903	I94 RAMPS TO TH 101 IN ROGERS AND A REST AREA AND WEAVER LAKE ROAD IN MAPLE GROVE - PURCHASE OF MATERIALS AND RENTAL EQUIPMENT FOR BITUMINOUS MILL AND OVERLAY	2008	\$153,000	
											UNDER 101ST AVE. N. - OVERLAY & REPLACE JOINTS ON BR.27959	2000	\$140,069	FROM THE CROW RIVER TO I494 IN THE CITIES OF ROGERS, MAPLE GROVE AND DAYTON - RESURFACING AND REHABILITATION	2010	\$10,500,000	
											EASTBOUND I-94 TO TH 101 EXIT RAMP AT ROGERS-BITUMINOUS OVERLAY	2001	\$25,000	AT TH 101 IN ROGERS - LIGHTING SYSTEM REPLACEMENT	2010	\$140,000	
											CROW RIVER TO W.JCT. I494-SHOULDER REPLACEMENT	2002	\$5,982,778	FROM TH 101 TO WB I94 IN ROGERS - ADD PARALLEL ACCELERATION LANE	2011	\$600,000	
											IN MEDIAN FROM THE CITY OF ROGERS TO WEAVER LAKE. RD. IN MAPLE GROVE- INSTALL CABLE SAFETY BARRIER	2004	\$253,583	FROM BOTTOM OF SB MN 101 TO EB I94 ENTRANCE RAMP TO I94 EB 3600' EAST IN ROGERS - CONSTRUCT CD LANE. DUE TO RAPID GROWTH IN THE ROGERS AREA ON BOTH SIDES OF I-94, THE "SB TH 101 TO EB I-94" AND THE "NB TH 101 TO EB I-94" TURNING MOVEMENTS HAVE GREATLY INCREASED. METRO TRAFFIC HAS DETERMINED THAT IN ORDER TO AVOID FUTURE EB I94 MAINLINE BREAKDOWN, THE TWO ABOVE MOVEMENTS SHOULD BE COMBINED VIA A COLLECTOR DISTRIBUTOR (CD) LANE.	2012	\$1,500,000	
											NEAR ELM CREEK REST AREA IN MAPLE GROVE-INSTALL CHAIN LINK FENCE ON R/W	2004	\$30,720				
											FROM 95TH IN MAPLE GROVE TO TH 101 IN ROGERS-INCIDENT MANAGEMENT SYSTEM	2004	\$1,122,026				
											JUST SO. OF TH 101 TO JUST SO. OF CSAH 101 AND 400' NO. OF RICE LAKE BR. TO 400' SO. OF WEAVER LAKE. RD.-DITCH GRADING & MEDIAN BARRIER FENCE	2004	\$0				
											FROM TH 101 IN ROGERS TO 101ST AVE. IN MAPLE GROVE-PURCHASE MATERIALS & EQUIPMENT FOR BITUMINOUS MILL & OVERLAY	2004	\$23,751				
											TH 100 FROM CO. RD. 10 TO I694, I-94 FROM WEAVER LAKE. RD. TO I494, & I-394 FROM TH 100 TO I94-FIBER OPTIC CABLE INSTALLATION	2004	\$364,970				
											ON WEAVER LAKE RD (CSAH 109) FROM I-94 TO VINEWOOD LON IN MAPLE GROVE - RECONSTRUCT AS 6-LANE DIVIDED RDWY WITH ADJACENT PED/BIKE PATH	2006	\$2,267,223				
EB RAMP TO WEAVER LAKE ROAD - PURCHASE OF MATERIAL AND RENTAL EQUIPMENT FOR BITUMINOUS MILL AND OVERLAY	2005	\$4,160															
SB 101 RAMP TO WB 94 AND SB 101 MAINLINE @ 94 IN THE CITY OF ROGERS - PURCHASE OF MATERIALS FOR BITUMINOUS MILL AND OVERLAY	2006	\$26,625															

RANK	TOP 150 RANK	SYS	NUM	COUNTY	CITY	DISTRICT	TOTAL		BEG RP	END RP	Completed projects	Construction dates	Construction Cost	Planned projects	Year Planned	Cost	Notes
							K	A									
45		UST H	61	Freeborn		6	1	4	099+00.218	099+00.962	NONE			NONE			3 MOTORCYCLE CRASHES - NOT ENGINEERING RELATED
46		CS AH	22	Hennepin		M	0	8	003+00.385	004+00.394	NONE	NONE	NONE	THIS IS A PROVISIONAL PROJECT IN HENNEPIN COUNTY 2007-2011 CIP	2007-2011		HENNEPIN COUNTY USES ITS OWN CRASH DATA FOR COUNTY ROADS WITHIN MINNEAPOLIS FROM 1998-PRESENT
47	79	UST H	10	Washingt on		M	3	1	301+00.895	302+00.807	FROM ST. CROIX RIVER TO TH 61-GRADING & SURFACING	1999	\$6,823,316	NONE	NONE		
											ON TH 10 FROM TH 61 TO PRESCOTT - MICROSURFACING	2005	\$345,035	NONE	NONE		
48	394	IST H	35	Pine		1	2	2	206+00.210	207+00.000	NONE			NONE			DISTRICT IS LOOKING AT CLEAR ZONE ISSUES IN THIS SECTION.
49	54	UST H	169	Anoka		M	1	3	145+00.746	146+00.403	TH169 OVER MISS.R. IN ANOKA-STAGE 2-REPL.DECK,BR.4380& PERM. APPROACHES, SIGNAL & LIGHTING	1996	\$7,722,593	NONE	NONE		NONE
											MISSISSIPPI RIVER TO TH 10 IN ANOKA-RECONSTRUCT, WIDEN, ETC.	2001	\$6,863,883				
50	107	UST H	10	Anoka		M	1	6	230+00.051	231+00.106	FROM EGRET BLVD. TO UNIVERSITY AVE-LANDSCAPING	2000	\$264,778	TWO BRIDGES OVER RAILROAD LINE, EB BRIDGE # 09722 AND WB BRIDGE #09721 IN COON RAPIDS - BRIDGE RE-DECK AND GUARDRAIL IMPROVEMENTS. BRIDGE WAS BUILT IN 1966. WILL BE REPLACED AS A PART OF A PARTNERSHIP PROJECT FOR THE PROPOSED ROADWAY EXPANSION PROJECT.	2008	\$2,600,000	
											FROM 7TH AVE. TO EGRET AVE. IN COON RAPIDS & BLAINE-PURCHASE AGGREGATE FOR SHOULDERING	2003	\$8,616	FROM 1000FT W OF EGRET BLVD TO 1000FT E OF CREEK MEADOWS DR IN COON RAPIDS - ADD 3RD LANE	2008	\$3,000,000	
											RAMP TO ROUND LAKE BLVD IN THE CITY OF COON RAPIDS - PURCHASE MATERIAL AND RENTAL EQUIPMENT FOR BITUMINOUS MILL AND OVERLAY	2006	\$18,133	AT TH242 IN COON R.-GR.SURF,HOV LN.,SIGNS,LTS,SGNS,METER,RECON.BR.02011	2049	\$3,000,000	
											EB AND WB 10 MAINLINE AT 96, WB 10 MAINLINE AT 35W, EB 10 MAINLINE AT ROUND LAKE BLVD - PURCHASE OF MATERIALS AND RENTAL EQUIPMENT FOR BITUMINOUS MILL AND OVERLAY	2007	\$103,644				
51	149	MN TH	100	Hennepin		M	0	5	007+00.649	008+00.317	29TH AVE.NO.TO 39TH AVE.NO.-BR.,FR.RD.& RAMP CONST.,SIGN.,LIGHT.,FENCING (STAGE 2)	2000	\$24,781,288	I94 FROM WEAVER LAKE ROAD TO TH 101, I94 FROM ST. PAUL TO WOODBURY, TH 100 FROM I394 TO I94 - RAMP METER INSTALLATIONS	2008	\$100,000	
											AT I-394 IN GOLDEN VALLEY-MILL & OVERLAY CD LANES	2002	\$20,000	FROM WEST 50TH STREET/VERNON AVENUE TO TH 55 IN THE CITIES OF ST. LOUIS PARK, EDINA AND GOLDEN VALLEY - SIGN REPLACEMENT	2010	\$450,000	
											ON I394 FROM I494 IN MINNETONKA TO PENN AVE. IN MINNEAPOLIS & ON TH 100 FROM BN RR TO GLENWOOD AVE. IN ST. LOUIS PK. AND GOLDEN VALLEY-RESURFACING MAINLINE, CD ROADS, ETC	2004	\$5,651,990				
52	1060	UST H	10	Benton		3	2	2	168+00.520	169+00.330	NONE			NONE			

RANK	TOP 150 RANK	SYS	NUM	COUNTY	CITY	DISTRICT	TOTAL		BEG RP	END RP	Completed projects	Construction dates	Construction Cost	Planned projects	Year Planned	Cost	Notes
							K	A									
53	294	USTH	169	Sherburne		3	2	3	162+00.822	163+00.779	NONE			NONE			
54		CSAH	152	Hennepin		M	1	5	008+00.360	009+00.334	NONE	NONE	NONE	NONE	NONE	NONE	HENNEPIN COUNTY USES ITS OWN CRASH DATA FOR COUNTY ROADS WITHIN MINNEAPOLIS FROM 1998-PRESENT
55	441	MNTH	47	Anoka		M	2	2	024+00.800	025+00.627	FROM 153RD TO 180TH WAY - M & O, TURN & BYPASS LANES AND CULV. REPLACEMENT.	2000	\$1,437,140	NONE	NONE	NONE	
56		CSAH	13	Olmsted		6	1	3	000+00.000	000+00.700	PAVEMENT OVERLAY, LANES WIDENED FROM 10 FEET TO 12 FEET.	2005					
57	360	MNTH	5	Carver		M	3	1	033+00.000	033+00.989	AT CSAH 30-INSTALL NEW TRAFFIC SIGNAL SYSTEM AT W. LEG OF CSAH 30	2006	\$380,000	0.2 M.I.E. OF TH 284 TO 0.3 MAW. OF T.H. 41-RECONST.	2049	\$3,900,000	
58	156	MNTH	3	Dakota		M	2	4	039+00.370	040+00.517	TH 55 TO I-494 - MILL AND OVERLAY	1999	\$410,601	THE PRIMARY PURPOSE OF THIS PROJECT IS TO RESURFACE, IMPROVE THE PAVEMENT RIDE (SMOOTHNESS), AND INCREASE THE REMAINING SERVICE LIFE OF THE ROAD PAVEMENT FROM TH 149 TO TH 110. REPLACE, REPAIR, OR CLEAN THE EXISTING DETERIORATED CULVERTS, CATCH BASINS, APRONS, CURB AND GUTTER AND TO ALLEVIATE EROSION AND WATER-RELATED PROBLEMS ON THE ROAD AND IN DITCHES FROM TH 149 TO ORME STREET IN WEST ST. PAUL.	2049	\$1,911,546	
											TH 149 TO TH 55 - MILL & OVERLAY, ETC.	1999	\$462,163				
59	35	ISTH	94	Hennepin		M	2	3	207+00.208	208+00.208	CROW RIVER TO CO RD 130 - SIGN REPLACEMENT.	1997	\$138,409	NONE	NONE	NONE	NONE
60		CSAH	75	Stearns		3	1	3	005+00.111	005+00.834	AN INTERCHANGE, ALONG WITH SOME ROADWAY REALIGNMENTS AT I-94.	2005	\$7,737,363	NONE			A REVIEW OF ACCIDENT REPORTS SHOWS SOME CONFLICTING INFORMATION. THE MAJORITY OF CRASHES REVIEWED HAPPENED BEFORE THE CONSTRUCTION PROJECT.
61	195	MNTH	47	Anoka		M	2	2	025+00.528	026+00.414	FROM 153RD/ALPINE DR. TO CR 22 IN RAMSEY AND BURNS TOWNSHIP- PURCHASE MATERIALS FOR AGGREGATE SHOULDERING	2004	\$16,316	NONE	NONE	NONE	
62	441	ISTH	35	Rice		6	3	3	063+00.340	064+00.653	NONE			NONE			
63	133	ISTH	35W	Anoka		M	4	2	036+00.468	037+00.942	TH 118 TO N.JCT. I35E-TH 118 TO 95TH-MILL & BITUMINOUS OVERLAY; 95TH TO N JCT 35E-UNBONDED CONCRETE OVERLAY	1999	\$10,217,400	NONE	NONE	NONE	NONE
64	61	MNTH	100	Hennepin		M	1	5	004+00.730	005+00.730	FROM I494 TO EXCELSIOR BLVD.- CONCRETE REHAB.,BUS SHOULDERS (BENTON TO EXCELSIOR BLVD.) NB ONLY	2000	\$3,430,310	FROM WEST 50TH STREET/VERNON AVENUE TO TH 55 IN THE CITIES OF ST. LOUIS PARK, EDINA AND GOLDEN VALLEY - SIGN REPLACEMENT	2010	\$450,000	
											FROM W.41ST.TO 584N. OF W.41ST.ST. IN ST. LOUIS PARK (EAST SIDE)-NOISE WALL,FR. RD. & CITY UTILITIES	2000	\$305,895	36TH ST. TO CEDAR LAKE RD.-INTERCHANGE RECONSTRUCTION, REPLACE BRS 5308,5309,5462 , 5598 & 27012	2014	\$118,800,000	
											UNDER PED BRS., EDEN .50TH, MINNEHAHA CREEK,44TH IN EDINA & ST. LOUIS PK.- PAINT BRS. 9895,9896,27029,27102,27103,27104,27105	2005	\$1,140,169				
											FROM 36TH STREET TO CEDAR LAKE ROAD IN THE CITY OF ST. LOUIS PARK - THIRD LANE ADDITION, INTERCHANGE REVISION, MILL AND OVERLAY AND MISC BRIDGE WORK ON BRS 5308, 5309, 5598, 27012	2006	\$7,519,252				
											AT BENTON AVE & AT VERNON/50TH ST W IN EDINA; AT EXCELSIOR BLVD IN ST LOUIS PARK-CONCRETE PAVEMENT REPAIR ON VARIOUS RAMPS	2007	\$544,938				
65		CSAH	3	Hennepin		M	0	7	012+00.503	013+00.532	ROADWAY RECONSTRUCTION INCLUDING TURN LANES AND CHANNELIZATION			NONE	NONE	NONE	HENNEPIN COUNTY USES ITS OWN CRASH DATA FOR COUNTY ROADS WITHIN MINNEAPOLIS FROM 1998-PRESENT
66		MSAS	430	Hennepin	MINNEAPOLIS	M	0	5	001+00.373	002+00.122	STREET LIGHTS, SIGNING, SIGNALS UPGRADED, SOME INTERSECTION REALIGNMENTS WITH RDWY RECONSTR	2001-2003		NONE	NONE	NONE	THE CITY MONITORS CRASH DATA BASED ON THE NUMBER OF CRASHES CODED TO INDIVIDUAL INTERSECTIONS, NOT SECTIONS. THEY HAVE PLANS TO LOOK AT SECTIONS IN THE FUTURE.

RANK	TOP 150 RANK	SYS	NUM	COUNTY	CITY	DISTRICT	TOTAL		BEG RP	END RP	Completed projects	Construction dates	Construction Cost	Planned projects	Year Planned	Cost	Notes
							K	A									
67		CS AH	39	Ramsey		M	1	4	000+00.688	001+00.600	NONE			NONE			THE COUNTY IS AWARE OF THE CRASHES, NO PROJECTS ARE PLANNED.
68		CS AH	2	Hennepin		M	1	3	001+00.184	001+00.958	NONE	NONE	NONE	NONE	NONE	NONE	HENNEPIN COUNTY USES ITS OWN CRASH DATA FOR COUNTY ROADS WITHIN MINNEAPOLIS FROM 1998-PRESENT
69		MS AS	121	Stearns	ST CLOUD	3	0	5	000+00.402	001+00.178	A MID-BLOCK PEDESTRIAN=ACTIVATED TRAFFIC SIGNAL SYSTEM WAS INSTALLED ON 33RD AVE. NORTH AT THE EMPLOYEE ENTRANCE TO THE ELECTROLUX MANUFACTURING PLANT. HUNDREDS OF EMPLOYEES ACCESS THIS POINT DAILY.	2000	\$35,000	NONE			THE CITY WAS AWARE OF THE PEDESTRIAN SAFETY PROBLEM ON THIS ROADWAY. THIS PROBLEM MANIFESTED AFTER THE RE-STRIPING OF 33RD AVE AS A FOUR LANE FACILITY. FOUR PEDESTRIANS WERE STRUCK BY MOTORIZED VEHICLES WITHIN A TWO MONTH PERIOD DURING THE WINTER OF 1999.
70	415	UST H	52	Olmsted		6	1	3	064+00.112	064+00.907	NONE			INTERCHANGE, OVERPASS, ACCESS REMOVAL PROJECT NEARLY COMPLETE.	2007	~\$36,000,000	
71	651	MN TH	169	St Louis		1	1	4	372+00.065	373+00.027	NONE			NONE			
72		CS AH	9	Otter Tail		4	1	4	002+00.220	003+00.186	NONE planned						COUNTY WAS AWARE OF ONLY 2 ACCIDENTS, NO INCAPACITATING INJURIES
73		CS AH	2	Redwood		8	1	3	020+00.604	021+00.410	Striping	2007	\$800	FROM TH 71 to CSAH 24, GRADING, PAVING AND GUARDRAIL.	2012	\$1,400,000	COUNTY WAS AWARE OF THE MAGNITUDE OF THE INCIDENTS AT THIS LOCATION
74		MS AS	363	Hennepin	RICHFIELD	M	0	4	001+00.257	001+00.902	BUS PULL-OUTS ON LYNDAL AND IMPROVED THE VISIBILITY OF THE CROSSWALKS IN THE AREA.	2004-2005	Developer paid for most of the cost	6300 BLOCK OF LYNDAL WILL BE RECONSTRUCTED, INCLUDES CROSSWALK TREATMENTS AT 63rd STREET AND LYNDAL AVE INTERSECTION AND ELIMINATE ACCESS POINTS NEAR THE INTERSECTION. CURB LINES WILL BE MOVED IN AND 6 FOOT BIKE LANES WILL BE INCLUDED.	2008	1,400,000*	SAFETY \$ OF PROJECT MUCH SMALLER
75	298	UST H	61	Wabasha		6	2	2	066+00.571	067+00.553	NONE			CLRS BEING CONSIDERED WITH FUTURE PROJECT.			4 HEAD-ONS. 2 WEATHER-RELATED.
76	104	IST H	494	Hennepin		M	2	4	023+00.253	024+00.554	3.22KM N. OF TH 55 TO EB I94 - SIGN REPLACEMENT	1997	\$76,596	*MN199* I494 FROM I394 TO I94 & I94 FROM CSAH 61 TO CSAH 30, INCLUDING THE I94/494 FISH LAKE INTERCHANGE - RECONSTRUCTION/EXPANSION INCLUDING 13 BRIDGES	2049	\$175,900,000	
											AT CSAH 9 IN PLYMOUTH-PEDESTRIAN BRIDGE	1999	\$35,734				
											CONCORD AVE. IN S.ST.PAUL TO 34TH AVE. N.IN BLOOMINGTON-REPLACE "C" & "D" SIGNS	2001	\$174,862				
											TH 55 IN PLYMOUTH TO W.JCT. I94 IN MAPLE GROVE-BITUMINOUS MILL & OVERLAY	2002	\$978,720				
											FROM TH 7 TO BASS LAKE. RD. IN MINNETONKA, PLYMOUTH AND MAPLE GROVE-PURCHASE AGGREGATE FOR SHOULDERING	2003	\$31,950				
										I-94 FROM SHINGLE CREEK TO BROOKLYN BLVD, I-494 FROM TH 55 TO CSAH 10, I-35W FROM I-35E TO TH 13, TH 169 FROM MEDICINE LAKE ROAD TO BASS LAKE RD - CABLE GUARDRAIL INSTALLATION	2006	\$930,995					

RANK	TOP 150 RANK	SYS	NUM	COUNTY	CITY	DISTRICT	TOTAL		BEG RP	END RP	Completed projects	Construction dates	Construction Cost	Planned projects	Year Planned	Cost	Notes
							K	A									
77		CSAH	10	Washington		M	0	4	004+00.000	004+00.655	ALL-WAY STOP CONDITION WAS IMPLEMENTED TO ADDRESS LEFT TURN AND RIGHT ANGLE CRASHES AT THE INTERSECTION OF CSAH 10 AND CSAH 19	2000					A REVIEW OF THE CRASH DATA SHOWED NO SPECIFIC PATTERN AS TO WHY THESE CRASHES WERE OCCURRING. THIS SEGMENT HAS A CRASH RATE WELL BELOW THE TYPICAL CRASH RATE OF 1.0 CRASHES PER MILLION VEHICLE MILES FOR 2-LANE RURAL ROADWAY.
78		MSAS	158	Ramsey	ST PAUL	M	2	5	000+00.197	001+00.673	KELLOGG BLVD. STREETScape - REVISION OF STREET LIGHTING, SIGNALS, CROSSWALKS, LANES MARKINGS, ETC.	1997-2001	\$5,793,000	INSTALL A NEW TRAFFIC SIGNAL SYSTEM ON KELLOGG AT SMITH IN CONJUNCTION WITH THE ROADWAY EXTENSION OF SMITH AVE BETWEEN KELLOGG AND 5th/6th/MAIN. THERE IS A BUS PULLOVER PLANNED ALONG THIS NEW PORTION OF SMITH AVENUE.	2007	\$225,000	
											NEW SKYWAY BRIDGE INSTALLED OVER KELLOGG FROM RIVER CENTRE RAMP TO XCEL CENTER.		unknown	REPLACE CONCRETE UNIT PAVERS IN THE KELLOGG AT SEVENTH ST INTERSECTION.	2007	\$125,00	
											ELIMINATE HILL STREET NEAR MARKET STREET INTERSECTION AND CREATE A PLAZA AREA ON THE SOUTH SIDE OF KELLOGG BY DISTRICT ENERGY AND THE SCIENCE MUSEUM.	2001	\$1,984,000				
											MILL AND OVERLAY 2" OF BITUMINOUS. INSTALLED NEW LANE MARKINGS (TAPE). RECONSTRUCT STAMPED CONCRETE PEDESTRIAN CROSSWALKS AT WABASHA ST.	2004	\$396,000				
											PEDESTRIAN COUNTDOWN TIMERS INSTALLED AT THE FOLLOWING INTERSECTIONS WITH KELLOGG BLVD: BROADWAY, JACKSON, ROBERT, RIVERCENTRE PARKING RAMP, WABASHA, WASHINGTON, WEST 7TH ST.	2002-2006	\$48,000				
											INSTALLED VARIABLE SPEED DISPLAY SIGN ON KELLOGG JUST EAST OF BROADWAY WHERE WB TRAFFIC IS REQUIRED TO REDUCE SPEED FROM 40MPH TO 30MPH.		\$12,500				
79		CSAH	16	Scott		M	1	5	008+00.468	009+00.627	WIDENED TO A 4-LANE UNDIVIDED(WITH SOME TURN LANES) FROM YOSEMITE AVE TO GLENDALE RD. NO MAINLINE LEFT TURN LANES WERE CONSTRUCTED AT GLENDALE ROAD.	1998	\$2,400,000	INTERSECTION IMPROVEMENTS AT GLENDALE RD SIGNAL (MEDIAN, LEFT TURN LNAES, AND PROTECTED LEFT TURN PHASING) A ROUNDABOUT IS BEING CONSIDERED AS AN ALTERNATIVE SOLUTION AS WELL.	2010	\$900,000	COST FOR ROUNDABOUT OPTION NOT KNOWN, COUNTY WAS AWARE OF THE SAFETY ISSUES AT GLENDALE RD, BUT NOT ALONG THE REST OF THE SECTION.
80	408	ISTH	94	Ramsey	M	2	2	238+00.446	239+00.445	SNELLING/PASCAL TO E.B. I94-HOV RAMP METER BYPASS & REMOVE BR.	1998	\$2,074,216	FROM CEDAR AVE IN MINNEAPOLIS TO KELLOGG BLVD IN ST. PAUL AND ON TH280 FROM I94 TO .2 MILES NORTH OF UNIVERSITY AVE - SURFACING, DRAINAGE, UTILITIES, BUS WORK , CONCRETE REHAB AND SIGN RENEWAL	1/25/2008	\$10,920,000		
										CEDAR TO SNELLING AVE-MILL & BITUMINOUS OVERLAY MAINLINE; CEDAR TO JOHN IRELAND BLVD.-SHLD.REHAB.	2000	\$4,146,070	ON EB FROM CRETIN TO WESTERN-GR,SU,LT,TM,SIGNING,SIGNALS	1/1/2049	\$7,565,000		
										WB 94 OFF RAMP TO CRETIN AVE AND ON RAMP FROM DALE ST TO EB I94 - PURCHASE OF MATERIALS AND EQUIPMENT RENTAL FOR BITUMINOUS MILL AND OVERLAY	2004	\$30,601	CRETIN TO WESTERN ON WB-GR,SU,LT,TM,SIGNING,SIGNALS	1/1/2049	\$7,565,000		
										FROM HENNEPIN/RAMSEY COUNTY LINE TO RUTH STREET IN ST. PAUL - PURCHASE MATERIALS FOR FENCE REPAIR	2006	\$10,281	MISSISSIPPI RIVER TO MARION ST-TEMP WIDENING,BYPASSES,ETC	1/1/2049	\$1,185,000		
										FROM NICOLLET AVENUE TO JOHN IRELAND BLVD. INCLUDES CS 6282 FROM HENNEPIN/RAMSEY CTY LINE TO JOHN IRELAND AVE - RENTAL OF MILLING MACHINE FOR PROFILE MILLING	2006	\$16,000	UNDER PEDESTRIAN WALKWAY AT GRIGGS-BR 62832(REP BR 9382)	1/1/2049	\$220,000		
										94 WB RAMPS TO SHINGLE CREEK PKWY, SHINGLE CREEK PKWY RAMP TO 96 WB - PURCHASE OF MATERIALS AND RENTAL EQUIPMENT FOR BITUMINOUS MILL AND OVERLAY	2006	\$33,699					

RANK	TOP 150 RANK	SYS	NUM	COUNTY	CITY	DISTRICT	TOTAL		BEG RP	END RP	Completed projects	Construction dates	Construction Cost	Planned projects	Year Planned	Cost	Notes
							K	A									
81	10	ISTH	94	Stearns		3	2	2	154+00.135	155+00.108	NONE	NONE	NONE	MILL AND OVERLAY THAT WILL INSTALL SHOULDER RUMBLE STRIPS. PROJECT MIGHT INCLUDE A SUPERELEVATION CORRECTION ON A CURVE.	2009		
											NONE	NONE	NONE	NEW SIGNING ALONG WITH CENTER MEDIAN CABLE GUARDRAIL.	2009		
82	220	MNTH	65	Hennepin		M	0	5	002+00.052	002+00.900	13TH AVE. NE TO 27TH AVE. NE IN MINNEAPOLIS.-MILL & OVERLAY	1999	\$128,942	NONE	NONE	NONE	
											AT THE BROADWAY AVENUE INTERSECTION IN THE CITY OF MINNEAPOLIS - BRIDGE RAILING INSTALLATION (FY 06 BI SETASIDE)	2006	\$100,000	NONE	NONE	NONE	
83		CSAH	49	Ramsey		M	0	4	001+00.491	002+00.172	AT THE BROADWAY AVENUE INTERSECTION IN THE CITY OF MINNEAPOLIS - BRIDGE RAILING INSTALLATION (FY 06 BI SETASIDE)			NONE			THE COUNTY IS AWARE OF THE CRASHES, NO PROJECTS ARE PLANNED.
84	4	ISTH	94	Ramsey		M	2	4	242+00.439	243+00.850	WESTERN AVE. TO WHITE BEAR AVE.-STRIPING	1997	\$551,906	I94 FROM WEAVER LAKE ROAD TO TH 101, I94 FROM ST. PAUL TO WOODBURY, TH 100 FROM I394 TO I94 - RAMP METER INSTALLATIONS	2008	\$100,000	
											0.4 M.I.E. OF CO. LINE TO ST.CROIX RIVER-CONCRETE RETROFIT	2004	\$5,014,563				
											TH52 TO 350' E. OF RUTH ST. - CONCRETE ROADWAY REPAIR; REPLACE JOINTS AND MISC. REPAIR ON BRS. 62838 & 62862	2004	\$3,012,878				
											ON W.B. I94 AT DALE ST. AND AT TH 61 IN ST. PAUL-PURCHASE MATERIALS AND EQUIPMENT RENTAL FOR BITUMINOUS OVERLAY	2004	\$15,375				
85	224	MNTH	5	Ramsey		M	1	4	064+00.903	065+00.963	AT RR CROSSING NEAR ALTON STREET IN THE CITY OF ST PAUL - RAILROAD AGREEMENT FOR CROSSING REPAIR	2007	\$47,500	AT ALTON STREET IN THE CITY OF ST. PAUL - RAIL CROSSING CANTILEVER AND GATE INSTALLATION AND CROSSING CLOSURE. PROJECT TO BE DONE VIA AGREEMENT WITH CITY OF ST. PAUL - NO SCHEDULE NEEDED	2010	\$262,500	
86		CSAH	32	Ramsey		M	1	3	003+00.010	003+00.911	NONE			NONE			THE COUNTY IS AWARE OF THE CRASHES, NO PROJECTS ARE PLANNED.
87	139	USTH	10	Anoka		M	0	5	219+00.538	220+00.448	ARMSTRONG BLVD TO SUNFISH LAKE BLVD IN RAMSEY, SCOPING STUDY (2004 APPROPRIATIONS ACT-DISCRETIONARY)	2004	\$235,105	AT ARMSTRONG BLVD. (CSAH 83) IN THE CITY OF RAMSEY - MILL AND OVERLAY AND SIGNAL REPLACEMENT	2008	\$300,000	
											JARVIS ST. TO FAIR OAK AVE.-MILL & BITUMINOUS OVERLAY, BUS SHOULDERS.	2006	\$3,023,869				
											FROM 171ST AVENUE NW IN ELK RIVER TO VERNDALE AVENUE IN THE CITY OF ANOKA - PURCHASE OF MATERIALS FOR SIGN REPLACEMENT	2006	\$46,538				
88		CSAH	10	Otter Tail		4	1	3	007+00.535	008+00.460	HIGHWAY AND BRIDGE WERE CONSTRUCTED TO MEET CURRENT STATE AID STANDARDS.	2002	\$627,550			\$ 627,550	COUNTY WAS AWARE OF ONLY 1 ACCIDENT, ONLY PROPERTY DAMAGE
89		CSAH	34	Ramsey		M	0	4	003+00.455	004+00.196	NONE			NONE			THE COUNTY IS AWARE OF THE CRASHES, NO PROJECTS ARE PLANNED.
90	889	CSAH	116	Anoka		M	0	6	002+00.187	003+00.314	RESTRIPE ALL COUNTY ROADS	ANNUALLY		NONE	NONE	NONE	

RANK	TOP 150 RANK	SYS	NUM	COUNTY	CITY	DISTRICT	TOTAL		BEG RP	END RP	Completed projects	Construction dates	Construction Cost	Planned projects	Year Planned	Cost	Notes
							K	A									
91		CS AH	3	Hennepin		M	1	3	013+00.275	014+00.215	ROADWAY RECONSTRUCTION INCLUDING TURN LANES AND CHANNELIZATION.	NONE	NONE	NONE	NONE	NONE	HENNEPIN COUNTY USES ITS OWN CRASH DATA FOR COUNTY ROADS WITHIN MINNEAPOLIS FROM 1998-PRESENT
92		MN TH	60	Wabasha		6	1	3	197+00.941	198+00.880	NONE			NONE			EXTREMELY WINDING SECTION EAST OF ZUMBRO FALLS
93		CS AH	52	Hennepin		M	1	3	011+00.723	012+00.673	NONE	NONE	NONE	NONE	NONE	NONE	HENNEPIN COUNTY USES ITS OWN CRASH DATA FOR COUNTY ROADS WITHIN MINNEAPOLIS FROM 1998-PRESENT
94	354	MN TH	55	Hennepin		M	2	3	167+00.244	168+00.590	.4MI. E. OF CSAH 50 TO 870' E. OF ARROWHEAD DR.-MICRO SURFACING	2003	\$562,082	NONE	NONE	NONE	
											FROM DOGWOOD TO GREENFIELD CITY LIMITS-ACCESS CLOSURES & FR.RD. CONSTRUCTION (ACCESS MGMT. \$)	2003	\$501,120	NONE	NONE	NONE	
											AT GREENFIELD RD. IN THE CITY OF GREENFIELD-INTERSECTION IMPROVEMENTS	2004	\$333,268	NONE	NONE	NONE	
											N.SHORE DR. AT CP RR IN GREENFIELD-INSTALL SIGNALS & GATES	2004	\$141,047	NONE	NONE	NONE	
											N. SHORE DR. AT CP RR IN GREENFIELD-INSTALL SIGNALS & GATES	2004	\$9,600	NONE	NONE	NONE	
											ON NORTH SHORE DRIVE IN THE CITY OF GREENFIELD - GRADING AND SURFACING	2005	\$30,000	NONE	NONE	NONE	
AT THE INTERSECTION OF GREENFIELD ROAD IN THE CITY OF GREENFIELD - LANDSCAPING	2006	\$0	NONE	NONE	NONE												
95	382	UST H	53	St Louis		1	1	3	056+00.081	057+00.034	NONE			NONE			
96	279	MN TH	101	Carver		M	1	3	009+00.761	010+00.721	AT PIONEER TRAIL IN CHANHASSEN-CHANNELIZE AND TRAFFIC SIGNAL INSTALLATION	2005	\$726,461	FROM TH 212 TO LYMAN BLVD IN THE CITY OF CHANHASSEN - BITUMINOUS MILL AND OVERLAY	2008	\$670,000	
											FROM LYMAN BLVD (CSAH 18) TO SCOTT CO LINE - PRELIMINARY DESIGN STUDY - PHASE I (CORRIDOR SCOPING)	2007	\$50,000				
97	162	MN TH	47	Hennepin		M	0	6	003+00.935	005+00.092	E.FR.RD. FROM 30TH AVE. TO ST. ANTHONY BLVD. & APPROACH TO BR.27059-GRADE & SURFACE	1997	\$569,724	FROM NORTH OF 40TH AVE NE TO N OF CSAH 10 BRIDGE IN COLUMBIA HTS, FRIDLEY, SPRING LAKE PK, COON RAPIDS-BITUMINOUS M/O, RE-DECK BRS. 9725 & 9726, BUS SHOULDERS, ACCELERATION LANES, ETC	2008	\$7,090,000	
											UNIV.AVE. ST.ANTHONY,OV.SOO LINE &BNRR-TRANSPLANT VEGETATION	1997	\$57,360				
											27TH AVE TO 35TH AVE NE-RECONSTRUCT ROADWAY & BRIDGE APPROACHES AND REMOVE BR. 5586	1998	\$4,109,060				
											UNIV.AVE.ST.ANTHONY, OV.SOO LINE &BNRR-LANDSCAPING PROJECT AREA	1999	\$136,128				
											AT ST. ANTHONY PARKWAY IN MINNEAPOLIS - PURCHASE OF EROSION CONTROL MATERIALS	2007	\$5,600				
BNSF@27TH AVE. N.E., MINNEAPOLIS.-INSTALL SIGNALS & GATES	2007	\$188,430															
98		MS AS	425	Hennepin	MINNEAPOLIS	M	0	4	001+00.314	002+00.103	STREET LIGHTS, SIGNING, SIGNALS UPGRADED, SOME INTERSECTION REALIGNMENTS WITH RDWY RECONSTR	1997-2000		NONE	NONE	NONE	THE CITY MONITORS CRASH DATA BASED ON THE NUMBER OF CRASHES CODED TO INDIVIDUAL INTERSECTIONS, NOT SECTIONS. THEY HAVE PLANS TO LOOK AT SECTIONS IN THE FUTURE.
99	183	IST H	94	Stearns		3	1	3	176+00.000	177+00.000	INSTALLED CABLE MEDIAN GUARDRAIL.	2006		NONE			
100	195	IST H	35	Rice		6	1	3	062+00.643	063+00.640	NONE			NONE			THE DISTRICT WAS AWARE OF 1K & 2A

RANK	TOP 150 RANK	SYS	NUM	COUNTY	CITY	DISTRICT	TOTAL		BEG RP	END RP	Completed projects	Construction dates	Construction Cost	Planned projects	Year Planned	Cost	Notes
							K	A									
101		CS AH	152	Hennepin		M	0	6	013+00.187	014+00.398	NONE	NONE	NONE	NONE	NONE	NONE	HENNEPIN COUNTY USES ITS OWN CRASH DATA FOR COUNTY ROADS WITHIN MINNEAPOLIS FROM 1998-PRESENT
102	421	IST H	94	Douglas		4	0	4	099+00.746	100+00.567	NONE	NONE	Lighting and rumble strips	2009	\$50,000		
103	1167	MN TH	197	Beltrami		2	0	4	002+00.809	003+00.634	NEW SIGNAL TIMING PLANS WERE DEVELOPED AND IMPLEMENTED.	2007		THIS SECTION WILL BE RECONSTRUCTED WITH NEW SIGNAL HARDWARE AT THE INTERSECTIONS OF 5TH AND 15TH, RADII WILL BE INCREASED AT THE INTERSECTIONS AND ALL NEW SIGNING AND STRIPING WILL BE INSTALLED	2008		THIS SECTION IS ALSO PART OF AN ACCESS MANAGEMENT STUDY THAT STARTED IN AUGUST 2007 AND WILL BE CONCLUDED IN AUGUST 2008. IT WILL PROVIDE RECOMMENDATIONS TO ADDRESS GROWTH ISSUES AND INCREASING TRAFFIC LEVELS THROUGH PROPER ACCESS MANAGEMENT PRACTICES AND SAFETY IMPROVEMENTS.
104		MS AS	342	Hennepin	MINNEAPOLIS	M	0	4	001+00.214	002+00.055	UPGRADED STRIPING TO POLY PRE-FORMED	2005	\$11,000	NONE	NONE	NONE	THE CITY MONITORS CRASH DATA BASED ON THE NUMBER OF CRASHES CODED TO INDIVIDUAL INTERSECTIONS, NOT SECTIONS. THEY HAVE PLANS TO LOOK AT SECTIONS IN THE FUTURE.
105	1240	MN TH	95	Isanti		3	0	4	038+00.073	038+00.923	INSTALLED CENTERLINE LINE AND SHOULDER RUMBLE STRIPS.	2004		NONE			
106		CS AH	40	Carver		M	0	4	000+00.111	001+00.000	NONE			PLANNING IS IN PROCESS IN RESPONSE TO A ROAD SAFETY AUDIT COMPLETED IN 2006. PROJECTS UNDER CONSIDERATION ARE: REVIEW OF ADVISORY SPEEDS, UPGRADE THE GUARDRAIL ALONG NB CSAH 40, SEASONALLY STREET SWEEP, PAVING INSIDE SHOULDERS ON CURVES	2007/2008	Not determined	THE 2006 ROAD SAFETY AUDIT IDENTIFIED THIS LOCATION AS ONE OF THE TOP 11 CONCERNS IN THE COUNTY.
107		CS AH	17	Anoka		M	0	4	013+00.748	014+00.655	RESTRIPE ALL COUNTY ROADS	ANNUALLY		NONE	NONE	NONE	
108		MN TH	55	Hennepin		M	0	4	192+00.397	193+00.324	HIAWATHA AVE. TO W. RIVER PARKWAY IN MINNEAPOLIS-LAKE ST. STREETScape	2006	\$11,502,860	NONE	NONE	NONE	
109	38	CS AH	23	Hennepin		M	1	5	000+00.240	001+00.864	NONE	NONE	NONE	NONE	NONE	NONE	HENNEPIN COUNTY USES ITS OWN CRASH DATA FOR COUNTY ROADS WITHIN MINNEAPOLIS FROM 1998-PRESENT
110	147	CS AH	30	Hennepin		M	0	4	006+00.060	007+00.000	NONE	NONE	NONE	RECONSTRUCTION AND UPGRADE OF CSAH 30 (FROM CSAH 101 TO DUNKIRK LANE)	2008		
111		IST H	94	Wright		3	0	4	201+00.262	202+00.211	INSTALLED CABLE MEDIAN GUARDRAIL.	2004		NONE	NONE	NONE	THIS IS IN THE ALBERTVILLE AREA WHERE THERE ARE TWO HORIZONTAL CURVES AND TWO INTERCHANGES.
112	228	UST H	169	Crow Wing		3	0	4	233+00.070	234+00.027	INSTALLED A CENTER LEFT TURN LANE IN GARRISON.	2006					
113		CN TY	249	Houston		6	0	5	001+00.000	002+00.208	NONE			NONE			COUNTY WAS NOT AWARE OF THE MAGNITUDE OF CRASHES AT THIS LOCATION AND WILL FURTHER REVIEW THE CRASH REPORTS AND SITE
114		MS AS	103	St Louis	HERMANTOWN	1	0	4	000+00.111	001+00.086	TOTAL RECONSTRUCTION FROM RURAL SECTION TO URBAN SECTION.	2004	\$1,400,000	NONE			CITY WAS NOT AWARE OF THE MAGNITUDE OF THE INCIDENTS AT THIS LOCATION
115		CS AH	1	Rice		6	0	4	014+00.131	015+00.111	CHEVRONS INSTALLED.	2006	\$2,000	RECONSTRUCT TO WIDEN SHOULDERS, FLATTEN CURVES, ELIMINATE STEEP INSLOPES	2008	\$2,000,000	
116		MS AS	145	Stearns	ST CLOUD	3	0	5	003+00.015	004+00.265	NONE			RECONSTRUCT THE HIGHWAY 23 INTERCHANGE WITH 10TH AVENUE. PROJECT INCLUDES GEOMETRIC IMPROVEMENTS (RELOCATION OF THE TH 23 RAMPS) AND SIDEWALK/BICYCLE LANE IMPROVEMENTS. TRAFFIC SIGNAL IMPROVEMENTS ARE ALSO BEING CONSIDERED.	2009	Approx. \$5,000,000	

**TABLE 9B – Top 5% of Intersections**

Based on 1997-2006 F + A Crashes

RANK	TOP 200 RANK	SYS	NUM	RP	DESCRIPTION	TOTAL		ADT	CR	SR	COST	DIST	COMPLETED PROJECTS	CONSTRUCT DATES	CONSTRUCT COST	PHASED PROJECTS	YEAR PLANNED	COST	NOTES
						K	A												
1	27	USTH	10	177+00.743	ST GERMAINSTMSAS128/ST CLOUD	1	17	28230	0.2	0.7	\$532,000	3	NONE	NONE	NONE	NO IMPROVEMENTS. THIS IS A CHANNELIZED DIVIDED HIGHWAY AND SIGNALIZED INTERSECTION. NO IMPROVEMENTS PLANNED IN 10 YEARS.			
2	1	MNTH	51	007+00.350	CR B CSAH25/ROSEVILLE	1	13	51889	0.1	0.3	\$420,000	M	NONE	NONE	NONE	SP 6216-116, ON SNELLING FROM ROSELAWN TO EB MN 36 ENTRANCE RAMP - ADD 3RD LANE, TRAFFIC SIGNAL REVISION AT COUNTY RD B AND HAR MAR ENTRANCE, RIGHT TURN LANES ON MINOR LEGS	2008	\$2,000,000	BIG FIX - RELOCATE FRONTAGE ROAD ON THE WEST SIDE. 10/2/06 - SIGNAL REBUILD WILL BE LET (ALONG WITH COUNTY ROAD B). STILL TRYING TO CONVINCING THE CITY OF ROSEVILLE TO MOVE THE SOUTH FRONTAGE ROAD TO LINE UP WITH THE HARMAR ENTRANCE TO CREATE A 4-LEG INTERSECTION, CONVERT THE NORTH & SOUTH FRONTAGE ROADS TO A BACKAGE ROAD THAT ACCESSES THE INTERSECTION.
3	10	USTH	169	139+00.786	85TH AV NCSAH109/BROOKPARK	2	9	68255	0.0	0.2	\$364,000	M	NONE	NONE	NONE	SP 2750-57 CONSTRUCT INTERCHANGE - THIS IS PART OF A LARGER PROJECT. (27-681-27, LET DATE 6/14/2010: CSAH 81 FROM N OF TH 100 TO N OF CSAH 10 IN CRYSTAL - RECONSTRUCT TO A 6-LANE DIVIDED RDWY, PED/BIKE PATH)	2010	\$52,527,298	
4	16	MNTH	65	004+00.137	37TH AV RESERVOIR BLVD/COL HEIGHTS	3	7	25866	0.1	0.5	\$364,000	M	SP 0207-73, INSTALLED RAISED MEDIAN BARRIER AND ACCESS MANAGEMENT. (SIGNAL INSTALLED AND TURN LANES ADDED, LET 4/24/1987; SP0207-50; MEDIAN, M/O 27TH AVE TO 37TH AVE NE, LET 7/24/03, SP141-010-74 FORMERLY SP2710-31)	2002	\$1,189,138	NONE	NONE	NONE	MINOR INTERSECTION IMPROVEMENTS BY CITY COMPLETED IN 2003. CLOSE ACCESS FROM RESERVOIR BLVD, ADD NB AND SB RIGHT TURN LANES, AND ADD EB AND WB LEFT TURN LANES.
5	29	USTH	10	222+00.542	SUNFISH LAKE CSAH 57LT MSAS 113	3	7	48439	0.1	0.2	\$364,000	M	TURN LANE EXTENSIONS COMPLETED WITH M/O, SP0202-80	2006		SP 0205-85, REBUILD SIGNAL	2008	\$210,000	
6	96	MNTH	23	205+00.236	25TH AV MSAS 132/STCLOUD	0	12	43656	0.1	0.3	\$336,000	3	ADDED A OVERHEAD SIGNAL INDICATION. THIS INTERSECTION IS SIGNALIZED AND CHANNELIZED.	2003	minor	POSSIBLE CITY PROJECT IN TWO YEARS TO INCREASE 25TH AVE CAPACITY.			
7	298	USTH	169	175+00.730	313TH AV CSAH2 RTT 110LT	5	2	21665	0.1	0.4	\$336,000	3	CLOSED THE CROSSOVER MEDIAN.	2003		NONE	NONE	NONE	
8	2	MNTH	15	150+00.400	S JCT TH 232ND STS/ST CLOUD	0	11	46808	0.1	0.3	\$308,000	3	CAPACITY ISSUE. ADDED DUAL LEFT TURN LANES. SIGNALIZED INTERSECTION.	2005		NONE	NONE	NONE	
9	53	MNTH	47	011+00.563	85TH AV CR132LT MSAS129/BLN	1	9	47301	0.1	0.2	\$308,000	M	SP 0205-82, EXTEND TURN LANE, ADD ACCELERATION LANE AND REVISE SIGNAL.	2004	\$184,242	NONE	NONE	NONE	
													SP 0205-783, INTERCONNECT SIGNALS FROM MISSISSIPPI TO 85TH AVENUE	2002					
10	62	MNTH	65	007+00.686	MISSISSIPPISTCSAH6/FRI DLEY	1	9	41510	0.1	0.3	\$308,000	M	SP 0207-77, SIGNAL REBUILD	2003	\$191,443	NONE	NONE	NONE	THE ADDITION OF A THIRD LANE NB AND SB, ALONG WITH AGGRESSIVE ACCESS CONTROL ARE NEEDED. BIG FIX - REBUILD INTERSECTION BY REMOVING EAST/WEST SPLIT PHASING AND CHANGING THE TWO APPROACH LANES ON THE MINOR LEG TO 1 LEFT

RANK	TOP 200 RANK	SYS	NUM	RP	DESCRIPTION	TOTAL		ADT	CR	SR	COST	DIST	COMPLETED PROJECTS	CONSTRUCT DATES	CONSTRUCT COST	PHASED PROJECTS	YEAR PLANNED	COST	NOTES	
						K	A													
11	301	MNTH	65	008+00.665	73RD AV NE MSAS 307/FRIDLEY	0	11	44559	0.1	0.3	\$308,000	M	SP 0207-57, REBUILD SIGNAL AND CONVERT MEDIAN SOUTH OF INTERSECTION TO 3/4	1992	\$233,630	NONE	NONE	NONE	THERE ARE TWO PROJECTS IN 2049 FOR THIS LOCATION. MN65, NORTH OF I694 HAS ISSUES AT MANY OF THE INTERSECTIONS. ANY FIXES THAT COULD BE COMPLETED WOULD HAVE TO INCLUDE MULTIPLE INTERSECTIONS AND ROADWAY SECTIONS. THIS HAS CAUSED DIFFICULTIES IN DETERMINING SCOPE AND FUNDING FOR THIS LOCATION. THERE HAS ALSO BEEN DIFFICULTIES IN COORDINATING WITH LOCAL GOVERNMENT AND DEVELOPERS. THE ADDITION OF A THIRD LANE NB AND SB, ALONG WITH AGGRESSIVE ACCESS CONTROL ARE NEEDED. ADD WB AND EB THROUGH LANES.	
12	19	MNTH	65	015+00.420	TH 242 LTCSAH14 RT/BLAINE	2	6	54807	0.0	0.2	\$280,000	M	NONE	NONE	NONE	SP 0208-123, CONSTRUCT INTERCHANGE, MN 242 IS A TURNBACK IN 2007.	2007-2008	\$33,040,585	SP 0208-118 IS A FREEWAY DESIGN, NO LET DATE ASSIGNED	
13	36	USTH	63	043+00.264	37TH ST NW CSAH 22/ROCH	3	4	34316	0.1	0.2	\$280,000	6	NONE	NONE	NONE	SIGNAL WILL BE CHANGED TO A PROTECTED LEFT.	2008	\$15,000		
14	80	USTH	52	096+00.897	N JCT CSAH24/CANNON FALLS	2	6	19827	0.1	0.5	\$280,000	6	NONE	NONE	NONE	ENVIRONMENTAL STUDY AND PRELIMINARY INTERCHANGE DESIGN IN PROGRESS		\$30,000,000	COST ESTIMATE FOR ENTIRE PROJECT	
15	212	USTH	75	245+00.378	60TH AVE CSAH12/CLAY CO	3	4	4151	0.5	2.0	\$280,000	4	NONE			ROUNDAABOUT PLANNED	2011	\$1,000,000		
16	714	USTH	10	024+00.438	TH 32/2 MIE HAWLEY	4	2	12063	0.1	0.6	\$280,000	4	INTERCHANGE CONSTRUCTED	2005	\$10,000,000	NONE	NONE	NONE		
17	5	MNTH	15	151+00.561	8TH ST N CSAH4/STCLOUD	0	9	43970	0.1	0.2	\$252,000	3				SIGNALIZED INTERSECTION. NO IMPROVEMENTS PLANNED IN 10 YEARS.	NONE	NONE		
18	34	MNTH	47	010+00.876	81ST AV MSAS101 RTMSAS339/FRD	0	9	41221	0.1	0.2	\$252,000	M	SP 0205-89, SIGNAL REBUILD AND EXTEND NB LEFT TURN LANE...LOCAL ADDITIONS WERE EXTEND AND CONSTRUCT DUAL LEFTS ON MN47, EXTEND RTL'S ON MN47, ADD RIGHT TURN LANE TO MINOR LEG	2007	\$423,970	NONE	NONE	NONE		
19	50	USTH	2	108+00.149	TH 89 LT/W OF WILTON	3	3	11132	0.1	0.7	\$252,000	2	CONDUCTED AN IN-HOUSE FIELD SAFETY/CRASH HISTORY REVIEW. INSTALLED TWO RED FLASHERS ABOVE EACH OVERSIZED STOP SIGN ON TH 89.	2007			THIS INTERSECTION WILL BE STUDIED IN GREATER DETAIL TO IMPROVE SAFETY AS PART OF A PRE-DESIGN/DESIGN CONTRACT TO DETERMINE ALTERNATIVES TO EVALUATE REALIGNMENT/GRADE SEPARATION OF THE INTERSECTION AND ADJACENT BRIDGES.	2008		LAST FATAL INVOLVED OUT OF TOWN DRIVER MISSING STOP SIGN.
20	54	USTH	169	196+00.151	190TH ST CSAH11	1	7	12249	0.3	1.1	\$252,000	3	CORRECT SIGHT DISTANCE ISSUE. STILL HAVING SIGNIFICANT PROBLEMS.	2004	\$1,000,000	IN DISCUSSIONS WITH COUNTY FOR POSSIBLE SAFETY IMPROVEMENTS IN 2012. POSSIBLY CLOSE CROSSOVER, REROUTE CR 11, OFFSET LEFT TURNS			RURAL INTERSECTION ON VERTICAL HILL. STILL HAVING SIGNIFICANT PROBLEMS.	
21	199	MNTH	21	000+00.223	7TH ST CSAH11MSAS104/FRBLT	0	9	21240	0.1	0.5	\$252,000	6	CHANGED SIGNAL TO PROTECTED LEFT LAST YEAR	2006	\$10,000	NONE	NONE	NONE		
22	57	MNTH	21	000+00.000	TH 60 CSAH48BHD/FARIBAULT	1	7	24005	0.1	0.4	\$252,000	6	CLOSED NEARBY MEDIAN ON TH 60.	2006	NONE	NONE	NONE	NONE	CRASHES FROM MEDIAN WERE BEING CODED TO THIS INTERSECTION.	
23	90	MNTH	47	007+00.868	57TH AV CR102LT,MSAS 301 RT/	1	7	44288	0.0	0.2	\$252,000	M	NONE	NONE	NONE	ADD FREE RIGHT EB TO SB. ADVANCE SIGNING SB (OVERPASS BEYOND SIGNAL AT 694 MAY MAKE IT HARD TO SEE). TIE INTERCHANGE IN W/N I694 RAMP.	2013	\$300,000		
24	139	MNTH	65	021+00.714	CROSTOWN BLVD CSAH 18/HAM LAKE	1	7	35325	0.1	0.3	\$252,000	M	NONE	NONE	NONE	SP 0208-115, SIGNAL REBUILD	2008	\$250,000		
25	222	ISTH	94	230+00.731	TH 55 OLSON MEMORIAL W RAMPS	1	7	38700	0.1	0.2	\$252,000	M	SP 2751-49, MILL AND OVERLAY	2007		SP 0108-130, REALIGN FRONTAGE ROAD AND ACCESS MANAGEMENT	2008-2009		THIS SIGNAL IS OPERATED BY THE CITY OF MINNEAPOLIS. MN/DOT CAN ONLY MAKE SUGGESTIONS FOR SIGNAL PHASING/TIMING; IMPLEMENTING THOSE CHANGES IS UP TO THE LOCAL AGENCY. IMPLEMENTING A "BIG" FIX FOR THIS LOCATION IS HINDERED BY COORDINATION EFFORTS WITH LOCAL AGENCY AND DEVELOPERS.	
26	223	USTH	52	086+00.213	TH 57 & CR8/HADER	4	1	16782	0.1	0.4	\$252,000	6	NONE	NONE	NONE	ACCELERATION LANES AND TURN LANE LENGTHENING PLANNED. INTERCHANGE LONG TERM.		\$250,000		