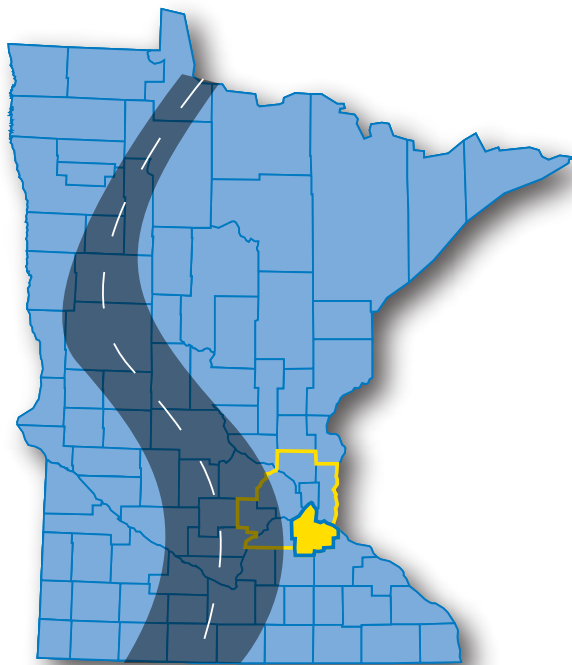


Dakota County

COUNTY ROADWAY



July 2013

Dakota
C O U N T Y

Safety P L A N

Moving Toward **ZERO** Deaths

Prepared by:
CH2M HILL
SRF Consulting Group, Inc.



Executive Summary

This Safety Plan for Dakota County (Plan) was prepared as part of the Minnesota statewide highway safety planning process. The Plan was data driven, with a goal to reduce severe crashes (defined as those involving fatalities and serious injuries) by documenting at-risk locations, identifying effective low-cost safety improvement strategies, and better positioning Dakota County (County) to compete for available safety funds. The Plan includes a description of the connection to safety planning efforts at the national, State (through Minnesota's Strategic Highway Safety Plan and the Highway Safety Improvement Program), and regional (all counties in the Metro Area) levels.

This Plan was commissioned by the Minnesota Department of Transportation (MnDOT) as a tool to assist counties in submitting proactive low-cost systematic safety projects for MnDOT to fund as part of the Highway Safety Improvement Program (HSIP). This Plan is not intended to be a complete safety plan for Dakota County, because there are other safety improvement strategies that are considered high-cost or low-cost that are also effective, but cannot be systematically applied across a county road system. While this Plan addresses many of the safety concerns at high risk locations within the County, other equally important projects likely exist that the County will identify after this report is complete.

Specifically, this Dakota County Safety Plan includes the following:

- A description of the Safety Emphasis Areas.
- Identification of a short list of high-priority, low-cost Safety Strategies.
- Documentation of at-risk locations along the County's highway system that are considered candidates for safety investment. At-risk locations include roadway segments, horizontal curves, and intersections with multiple severe crashes or with roadway geometry and traffic characteristics similar to other locations in Minnesota where severe crashes have occurred.
- Development of over \$20 million of suggested safety projects. These projects represent the application of high-priority safety strategies at the at-risk locations.
- Discussion of behavioral crash statistics, potential safety strategies and current statewide resources available for implementation of behavioral safety strategies.

The information in this Plan is consistent with best practices in safety planning as presented in guidance prepared by the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), and the National Cooperative Highway Research Program (NCHRP). This information is provided to Dakota County in an effort to reduce the number of severe crashes on the County's highway system; it is understood that the final decision to implement any of the suggested projects resides with the Dakota County officials.

It should also be noted that the rankings of County roadway facilities are based on a comparison to documented risk factors. There is no expectation or requirement that Dakota County pursue safety projects in the exact ranking order. The ranking suggests a general priority, and it is understood that actual project development decisions will be made by County staff based on consideration of economic, social, and political issues, as well as in coordination with other projects already in the County's Capital Improvement Program.



It should also be noted that some of the at-risk locations and suggested safety projects involve the intersection of a County roadway and a State trunk highway. It is acknowledged that the County does not have the authority to implement projects on the State's right-of-way. The County is encouraged to coordinate with MnDOT to pursue a partnership that identifies a path toward implementation. This Plan (1) does NOT set requirements or mandates, (2) is NOT a standard, and (3) is neither intended to be nor does it establish a legal standard of care.

To help reduce the potential exposure to claims of negligence associated with motor vehicle crashes on Dakota County's highway system, the following three key points should be considered:

1. Federal law (23 U.S.C. Section 409) established that information generated as part of the statewide safety planning process is considered privileged and unavailable to the public. The privileged status includes crash data where value/detail has been added by analysts during the safety planning process (for example, computation of crash rates, disaggregation of crashes by type or severity, and documentation of contributing factors), the lists of at-risk locations, and information supporting the development and evaluation of potential safety projects. The federal law and the privileged status of the safety information was upheld by the U.S. Supreme Court in the case of *Pierce County (Washington) v. Guillen* (see Appendix I).
2. Minnesota tort law provides for discretionary immunity for decisions made by agency officials when there is documentation of the decision and evidence of consideration of social, economic, and political issues. To help establish immunity for decisions relative to moving forward with developing any of the suggested safety improvement projects, the County Engineer is encouraged to prepare a memo/plan of action for the County Board. This document would identify the projects selected for implementation, as well as those projects that were dismissed and the reasons that they were not chosen. A sample is provided in Appendix I.
3. Minnesota tort law also provides for official immunity for decisions made by agency staff where there is written documentation of the thought process supporting project development and implementation.

Regarding the expected life of this Plan, the shelf life of this document is limited (as with any transportation plan). This is because the distribution of crashes can change over time, just as roadway and traffic conditions change, contributing to the occurrence of crashes. This Plan contains over \$20 million of potential safety projects, which could provide Dakota County with a sufficient backlog of projects for up to 5 years. As a result, Dakota County is encouraged to consider periodically updating this Safety Plan.

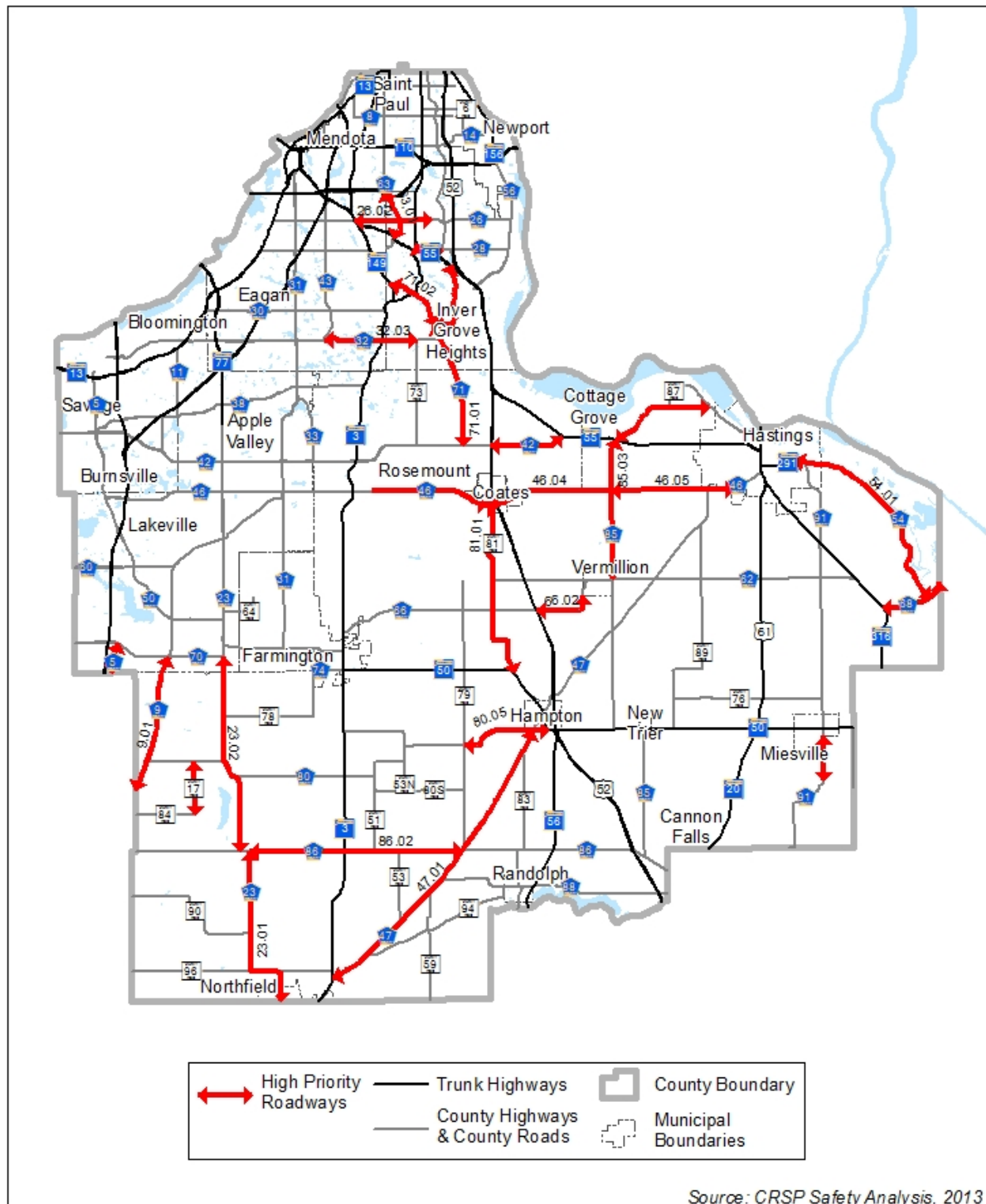


Figure 4-10
Rural Segment Projects

Dakota County
Rural Segment Prioritization
Analysis Period: 2007-2011

#												Totals	Tiebreakers	
	Corridor	Route	#	Start	End	Length	ADT	ADT Range	Lane Departure Density	Access Density	Curve Critical Radius Density	Edge Risk	Edge Risk	ADT
1	26.02	CSAH	26	MNTH-55	ARLENE AVE	2.5	6,560	*	*	*		*	★★★★	2 6560
2	54.01	CSAH	54	MNTH-291	CSAH-68	7.2	3,998	*	*		*	*	★★★★	2 3998
3	9.01	CSAH	9	SCOTT CO CSAH-2	CSAH-70	4.6	3,338	*	*	*		*	★★★★	2 3338
4	63.01	CSAH	63	CR-28	ISTH-494	1.6	2,665		*	*	*	*	★★★★	2 2665
5	73.01	CSAH	73	CSAH-71	USTH-52	2.6	2,658		*	*	*	*	★★★★	2 2658
6	32.03	CSAH	32	CR-73	Lexington Ave	3.9	4,350	*	*	*	*	*	★★★★	1 4350
7	23.01	CSAH	23	Rice County Line	E JCT CSAH-86 (EAST)	5.9	3,268	*	*			*	★★★	3 3268
8	71.01	CSAH	71	CSAH-42	CSAH-73	4.2	3,010	*	*			*	★★★	3 3010
9	71.02	CSAH	71	CSAH-73	MNTH-149	2.2	2,385			*	*	*	★★★	3 2385
10	86.02	CSAH	86	CSAH 23 (EAST)	CSAH-47	7.1	3,295	*		*		*	★★★	2 3295
11	42.06	CSAH	42	MNTH-55	CR-87 (EAST)	3.6	2,310		*		*	*	★★★	2 2310
12	80.05	CSAH	80	CR-79	MNTH-50	3.0	669			*	*	*	★★★	2 669
13	46.05	CSAH	46	CSAH-85	VILLAGE TR MSAS-139	4.0	7,735	*	*	*		*	★★★	1 7735
14	68.01	CSAH	68	MNTH-316	CSAH-68 ENDS, GOODHUE CO	2.3	3,313	*	*		*	*	★★★	1 3313
15	81.01	CNTY	81	MNTH-50	CSAH-46	6.4	560				*	*	★★	3 560
16	91.02	CSAH	91	Nicolai Ave	MIESVILLE CORP LIMITS	1.5	172			*		*	★★	3 172
17	5S.01	CSAH	5s	SCOTT CO CSAH-46 BHD	CSAH-70	1.0	6,200	*			*	*	★★	1 6200
18	46.04	CSAH	46	BISCAYNE AVE MSAS-108	CSAH-85	8.2	7,490	*	*			*	★★	1 7490
19	42.05	CSAH	42	USTH-52	MNTH-55	2.4	5,300	*	*			*	★★	1 5300
20	47.01	CSAH	47	MNTH-3	CSAH-80	10.8	3,100	*	*			*	★★	1 3100
21	28.04	CNTY	28	MNTH-3	CSAH-73	1.0	2,200			*	*	*	★★	1 2200
22	85.03	CSAH	85	CSAH-62	MNTH-55	4.7	1,470			*	*	*	★★	1 1470
23	66.02	CSAH	66	USTH-52	VERMILLION CORP LIMITS	2.0	960			*	*	*	★★	1 960
24	17.01	CNTY	17	CR-84	CSAH 80	1.7	425			*	*	*	★★	1 425
25	91.05	CSAH	91	MIESVILLE CORP LIMITS	CSAH-62	4.5	770					*	*	2 770
26	23.02	CSAH	23	W JCT CSAH-86 (WEST)	CSAH-70	6.7	4,591	*				*	*	1 4591
27	47.04	CSAH	47	CSAH-85	CSAH-46	5.8	2,730		*			*	*	1 2730
28	66.01	CSAH	66	MNTH-3	USTH-52	6.6	2,538			*		*	*	1 2538
29	62.02	CSAH	62	CSAH-85	MNTH-316	8.1	2,205			*		*	*	1 2205
30	45.01	CNTY	45	MNTH-13	CR-45 ENDS, RAMSEY CO	1.5	2,090				*	*	*	1 2090
31	86.03	CSAH	86	CSAH-47	CSAH-86 ENDS, GOODHUE CO	7.1	1,570		*			*	*	1 1570
32	88.03	CSAH	88	MNTH-56	CSAH-88 ENDS, GOODHUE CO	4.6	1,550				*	*	*	1 1550
33	80.01	CSAH	80	CSAH-9	CSAH-23 (NORTH)	2.6	1,450			*		*	*	1 1450
34	78.01	CNTY	78	CSAH-23	CR-31	3.0	1,397			*		*	*	1 1397
35	88.01	CSAH	88	CSAH-47	CR-94	2.2	1,250				*	*	*	1 1250
36	64.01	CNTY	64	CSAH-23	195TH AVE	1.5	1,050			*		*	*	1 1050
37	91.06	CSAH	91	CSAH-62	CSAH-54	4.1	955				*	*	*	1 955
38	85.02	CSAH	85	MNTH-50 (WEST)	CSAH-62	5.0	786			*		*	*	1 786
39	89.02	CNTY	89	CSAH-62	CSAH-47	1.9	730			*		*	*	1 730
40	85.01	CSAH	85	CSAH-86	MNTH-50 (EAST)	4.2	509			*		*	*	1 509
41	79.02	CNTY	79	CSAH-80	CSAH-66	4.5	489			*		*	*	1 489
42	73.05	CNTY	73	CONNEMARA TRAIL	Pavement Ends	0.9	330			*		*	*	1 330
43	80S.01	CNTY	80S	CR-51	Pavement Ends	2.0	225			*		*	*	1 225
44	86.01	CSAH	86	CSAH-86 BEGINS, SCOTT CO	CSAH 23 (EAST)	3.8	2,300					*	*	1 2300
45	62.04	CNTY	62	USTH-52	CSAH-66	2.1	1,910					*	*	1 1910
46	47.03	CSAH	47	N CORP LIM HAMPTON	CSAH-85	3.3	1,700					*	*	1 1700

Dakota County
Urban Segment Prioritization
 Analysis Period: 2007-2011

Rank	Int #	Sys	#	Street Name	Start	End	ADT	Major Approach Lanes	Access Density	Speed Limit	Severe Rear End Sideswipe or Head-on Crash	Priority	Tiebreakers	
													Crash Cost	Access Density
1	42.02	CSAH	42	150th Street	CSAH-11	CSAH-31	*	*	*	*	*	*****	\$23,926,000	17.0
2	30.01	CSAH	30	Diffley Rd	MNTH-13	MNTH-3	*	*	*	*	*	*****	\$13,543,000	20.0
3	11.02	CSAH	11	CR 11	CSAH-38	MNTH-13	*	*	*	*	*	*****	\$10,829,000	27.0
4	42.01	CSAH	42	Egan Dr	CSAH-42 BEGINS, SCOTT CO	CSAH-11	*	*	*	*	*	*****	\$36,855,000	10.0
5	32.01	CSAH	32	Cliff Rd	PORTLAND AVE MSAS-126	MNTH-77	*	*	*	*	*	*****	\$12,721,000	27.0
6	31.04	CSAH	31	Pilot Knob Rd	CSAH-32	CSAH-28	*	*	*	*	*	*****	\$16,428,000	15.0
7	46.01	CSAH	46	CR 46	CSAH-5	CSAH-23	*	*	*	*	*	*****	\$13,030,000	15.0
8	38.02	CSAH	38	McAndrews	CSAH-11 (WEST)	MNTH-3	*	*	*	*	*	*****	\$9,856,000	15.0
9	26.01	CSAH	26	Lone Oak Rd	MNTH-13	MNTH-55	*	*	*	*	*	*****	\$6,772,000	41.0
10	38.01	CSAH	38	McAndrews	CSAH-5	CSAH-11 (WEST)	*	*	*	*	*	*****	\$7,362,000	31.0
11	50.01	CSAH	50	Kenwood Trail	UNDER ISTH-35 BR	CSAH-9	*	*	*	*	*	*****	\$5,473,000	27.0
12	5.02	CSAH	5	Kenwood Trail	W 155TH ST MSAS-120	MNTH-13	*	*	*	*	*	*****	\$5,352,000	35.0
13	26.03	CSAH	26	70th Street	ARLENE AVE	CSAH-56	*	*	*	*	*	*****	\$3,512,000	46.0
14	70.01	CSAH	70	Juniper Way	CSAH 70 BEGINS, SCOTT CO	CSAH-9	*	*	*	*	*	*****	\$3,525,000	18.0
15	50.04	CSAH	50	Elm St	CSAH-31	MNTH-3	*	*	*	*	*	*****	\$3,555,000	49.0
16	56.02	CSAH	56	Concord Blvd	CSAH-26	MNTH-156	*	*	*	*	*	*****	\$1,648,000	30.0
17	23.04	CSAH	23	Cedar Ave	CSAH-9	MNTH-77	*	*	*	*	*	***	\$34,531,000	11.0
18	31.05	CSAH	31	Pilot Knob Rd	CSAH-28	MNTH-13	*	*	*	*	*	***	\$10,746,000	24.0
19	42.03	CSAH	42	150th Street	CSAH-31	CR-73	*	*	*	*	*	***	\$10,361,000	10.0
20	31.02	CSAH	31	Pilot Knob Rd	CSAH-50 (WEST)	CSAH-46	*	*	*	*	*	***	\$8,286,000	9.0
21	43.01	CSAH	43	Lexington Ave	CSAH-32	CSAH-26	*	*	*	*	*	***	\$7,313,000	19.0
22	14.02	CSAH	14	CR 14	USTH 52	MNTH-156	*	*	*	*	*	***	\$7,047,000	51.0
23	14.01	CSAH	14	Southview Blvd	MNTH-110 EB	USTH 52	*	*	*	*	*	***	\$4,985,000	22.0
24	60.01	CSAH	60	185th St	CSAH-60 BEGINS, SCOTT CO	CSAH-9	*	*	*	*	*	***	\$4,534,000	11.0
25	9.02	CSAH	9	Dodd Blvd	CSAH-70	CSAH-60	*	*	*	*	*	***	\$3,685,000	18.0
26	28.02	CSAH	28	80th Street	CSAH-73	CSAH-56	*	*	*	*	*	***	\$3,320,000	26.0
27	46.03	CSAH	46	160th St	CSAH-31	BISCAYNE AVE MSAS-108	*	*	*	*	*	***	\$2,537,000	10.0
28	43.02	CSAH	43	Lexington Ave	CSAH-26	MNTH-55	*	*	*	*	*	***	\$1,857,000	45.0
29	50.02	CSAH	50	202nd St	CSAH-9	CSAH-23	*	*	*	*	*	***	\$1,184,000	23.0
30	32.02	CSAH	32	Cliff Rd	MNTH-77	Lexington Ave	*	*	*	*	*	***	\$18,558,000	12.0
31	28.01	CSAH	28	Yankee Doodle	MNTH-13	MNTH-149	*	*	*	*	*	***	\$17,762,000	11.0
32	31.03	CSAH	31	Pilot Knob Rd	CSAH-46	CSAH-32	*	*	*	*	*	***	\$9,444,000	14.0
33	6.01	CNTY	6	Thompson Ave	OLD USTH-52	MNTH-156	*	*	*	*	*	***	\$6,701,000	57.0
34	8.01	CSAH	8	Wentworth Ave	MNTH-149	UNDER USTH-52 BR	*	*	*	*	*	***	\$6,038,000	31.0
35	73.03	CSAH	73	CR 79	CSAH-14	E ANNAPOLIS ST RAMSEY CO	*	*	*	*	*	***	\$5,981,000	68.0
36	56.01	CSAH	56	Concord Blvd	USTH-52	CSAH-26	*	*	*	*	*	***	\$5,889,000	15.0
37	46.02	CSAH	46	160th St	CSAH-23	CSAH-31	*	*	*	*	*	***	\$4,788,000	12.0
38	73.02	CSAH	73	Babcock Tr	CSAH-28	CSAH-14	*	*	*	*	*	***	\$3,143,000	45.0
39	9.04	CSAH	9	Dodd Blvd	CSAH-23	CSAH-31	*	*	*	*	*	***	\$3,047,000	10.0
40	33.01	CSAH	33	Diamond Path Rd	CSAH-42	CSAH-31	*	*	*	*	*	***	\$2,349,000	17.0
41	47.02	CSAH	47	CR 47	CSAH-80	N CORP LIM HAMPTON	*	*	*	*	*	***	\$2,015,000	32.0
42	9.03	CSAH	9	Dodd Blvd	CSAH-60	CSAH-23	*	*	*	*	*	***	\$1,945,000	10.0
43	46.06	CSAH	46	Vermillion Rd	VILLAGE TR MSAS-139	USTH-61	*	*	*	*	*	***	\$1,764,000	20.0
44	64.02	CNTY	64	195th St	MNTH-3	MNTH-3	*	*	*	*	*	***	\$1,656,000	9.0
45	42.07	CSAH	42	Nininger Rd	CR-87 (EAST)	UNDER USTH-61 BRIDGE	*	*	*	*	*	***	\$1,314,000	31.0
46	74.01	CSAH	74	220th St	CSAH-31	MNTH-3	*	*	*	*	*	***	\$1,184,000	47.0
47	8.02	CNTY	8	Wachtler Ave/Wentworth Ave	MNTH-13	MNTH-149	*	*	*	*	*	***	\$548,000	45.0
48	91.03	CSAH	91	Nicolai Ave E	MIESVILLE CORP LIMITS	USTH-61 (EAST)	*	*	*	*	*	***	\$539,000	16.0
49	88.02	CSAH	88	CR 88	CR-94	MNTH-56	*	*	*	*	*	***	\$517,000	46.0
50	62.01	CSAH	62	Main St	CSAH-66	CSAH-85	*	*	*	*	*	***	\$490,000	50.0
51	43.03	CNTY	43	CR 43	MENDOTA HEIGHTS RD	MNTH-13	*	*	*	*	*	***	\$435,000	47.5
52	5.01	CSAH	5	Kenwood Trail	I35	W 155TH ST MSAS-120	*	*	*	*	*	***	\$12,000	24.0
53	83.02	CNTY	83	Dickman Ave	CSAH-88 (WEST)	RANDOLPH CORP LIMITS	*	*	*	*	*	***	\$0	54.0
54	91.04	CSAH	91	CR 91	USTH-61 (WEST)	MIESVILLE CORP LIMITS	*	*	*	*	*	***	\$0	32.0
55	66.03	CSAH	66	Fischer Ave	VERMILLION CORP LIMITS	CSAH-62	*	*	*	*	*	***	\$0	24.0
56	28.03	CNTY	28	Yankee Doodle	INVER GROVE HGHTS CL MSAS-112	MNTH-55	*	*	*	*	*	***	\$0	20.0
57	4.01	CNTY	4	Butler Ave	CSAH-63	MNTH-156	*	*	*	*	*	***	\$7,609,000	83.0
58	63.02	CSAH	63	Deleware Ave	ISTH-494	MNTH-149	*	*	*	*	*	***	\$5,231,000	63.0
59	11.01	CSAH	11	CR 11	CSAH-42	CSAH-38	*	*	*	*	*	***	\$1,662,000	17.0
60	8.03	CNTY	8	Wentworth Ave/15th Ave	UNDER USTH-52 BR	CSAH-14	*	*	*	*	*	***	\$1,187,000	61.0
61	70.02	CSAH	70	215th Ave	CSAH-9	CSAH-23	*	*	*	*	*	***	\$1,194,000	15.0
62	73.04	CNTY	73	Akron Ave	CSAH-42	CONNEMARA TRAIL	*	*	*	*	*	***	\$0	24.0
63	83.01	CNTY	83	Dixie Ave	CR-83 BEGINS, GOODHUE CO	CSAH-88 (EAST)	*	*	*	*	*	***	\$0	13.3
64	31.01	CSAH	31	Denmark Ave	CSAH-74	CSAH-50 (EAST)	*	*	*	*	*	***	\$1,560,000	13.8

Totals					
#	%		#	%	
*****	0	0%	0.0	0%	
*****	3	5%	12.5	8%	
****	13	20%	41.6	26%	
***	13	20%	39.1	25%	
**	27	42%	53.8	34%	
*	7	11%	11.3	7%	
	1	2%	0.8	1%	
	64	100%	159.1	100%	

Total Stars -- 28 33 45 37 24
 % That Gets Star -- 44% 52% 70% 58% 38%

Stars

If segment has a major entering ADT greater than or equal to 10000 vpd.
 If segment has lanes greater than or equal to 4.
 If segment has an access density between 15 60.
 If segment has a speed less than or equal to 40 mph.
 If segment has at least 1 severe rear end or sideswipe or head on crash.

Dakota County Curves

Analysis Period: 2007-2011

Curve Count	ID	Corridor	Segment	Start	End	Curve Advisory Sign	Speed Advisory Sign	Chevrons	Crashes							Radius (ft)	ADT	Intersection on Curve	Visual Trap	Speed Limit	Risk Ranking	High Priority Segment + Radius	Proximity or Existing Chevrons	Project Candidate
									Total	Total Severe	K	A	B	C	PDO									
1	5A	5S.01	CSAH 5s	SCOTT CO CSAH-46 BHD	CSAH-70	Yes	No	Yes	-	-	-	-	-	-	705	12,600	Yes	Yes	45-55	***	X	X	Yes	
2	5B	5S.01	CSAH 5s	SCOTT CO CSAH-46 BHD	CSAH-70	No	No	No	-	-	-	-	-	-	888	12,600	Yes	No	45-55	**	X	-	Yes	
3	5C	5S.01	CSAH 5s	SCOTT CO CSAH-46 BHD	CSAH-70	No	No	No	-	-	-	-	-	-	878	12,600	Yes	No	45-55	**	X	-	Yes	
4	9B	9.01	CSAH 9	SCOTT CO CSAH-2	CSAH-70	No	No	No	-	-	-	-	-	-	2873	3,750	No	No	50	-	-	-	-	
5	9C	9.01	CSAH 9	SCOTT CO CSAH-2	CSAH-70	No	No	No	2	-	-	-	-	-	2369	3,750	No	No	50	-	-	-	-	
6	23B	23.02	CSAH 23	W JCT CSAH-86 (WEST)	CSAH-70	Yes	No	No	1	-	-	-	-	-	1296	3,700	Yes	Yes	55	**	-	-	-	
7	23C	23.02	CSAH 23	W JCT CSAH-86 (WEST)	CSAH-70	Yes	No	No	-	-	-	-	-	-	1291	3,700	No	No	55	-	-	-	-	
8	23D	23.02	CSAH 23	W JCT CSAH-86 (WEST)	CSAH-70	Yes	No	No	-	-	-	-	-	-	1261	4,750	Yes	No	55	*	-	-	-	
9	23E	23.03	CSAH 23	CSAH-70	CSAH-9	No	No	No	-	-	-	-	-	-	1266	13,700	No	No	55	-	-	-	-	
10	23F	23.03	CSAH 23	CSAH-70	CSAH-9	No	No	No	2	-	-	-	1	-	1278	13,700	No	No	55	-	-	-	-	
11	23G	23.03	CSAH 23	CSAH-70	CSAH-9	No	No	No	4	2	-	2	-	1	1237	13,700	No	No	55	*	-	-	-	
12	28E	28.04	CNTY 28	MNTH-3	CSAH-73	No	No	No	-	-	-	-	-	-	573	2,200	No	No	40	*	X	-	Yes	
13	28F	28.04	CNTY 28	MNTH-3	CSAH-73	No	No	No	-	-	-	-	-	-	2617	2,200	No	No	40	-	-	-	-	
14	32H	32.03	CSAH 32	CR-73	Lexington Ave	No	No	No	4	-	-	-	1	2	1	1110	9,800	No	No	55	*	X	-	Yes
15	32I	32.03	CSAH 32	CR-73	Lexington Ave	No	No	No	4	-	-	-	1	-	3	1423	9,800	No	No	55	-	-	-	-
16	32L	32.03	CSAH 32	CR-73	Lexington Ave	No	No	No	-	-	-	-	-	-	1523	8,300	Yes	No	55	*	-	-	-	
17	32N	32.03	CSAH 32	CR-73	Lexington Ave	No	No	No	1	-	-	-	-	-	1	1135	4,350	No	No	55	*	X	-	Yes
18	42K	42.04	CSAH 42	CR-73	USTH-52	Yes	No	No	1	-	-	-	-	-	1	1267	5,300	Yes	No	55	*	-	-	-
19	42L	42.06	CSAH 42	MNTH-55	CR-87 (EAST)	Yes	40 MPH	No	-	-	-	-	-	-	-	700	2,350	Yes	No	50-55	**	X	-	Yes
20	42M	42.06	CSAH 42	MNTH-55	CR-87 (EAST)	Yes	40 MPH	Arrow	-	-	-	-	-	-	-	448	2,350	No	No	50-55	-	-	Arrow	Yes
21	42O	42.06	CSAH 42	MNTH-55	CR-87 (EAST)	Yes	40 MPH	Yes	-	-	-	-	-	-	-	739	2,350	No	No	50-55	*	X	X	Yes
22	42P	42.06	CSAH 42	MNTH-55	CR-87 (EAST)	No	No	No	-	-	-	-	-	-	-	1158	3,650	Yes	No	50-55	**	X	-	Yes
23	45A	45.01	CNTY 45	MNTH-13	CR-45 ENDS, RAMSEY CO	No	No	No	-	-	-	-	-	-	-	151	2,200	No	No	30	-	-	-	-
24	45B	45.01	CNTY 45	MNTH-13	CR-45 ENDS, RAMSEY CO	Yes	25 MPH	No	-	-	-	-	-	-	-	340	2,200	No	No	30	-	-	-	-
25	45C	45.01	CNTY 45	MNTH-13	CR-45 ENDS, RAMSEY CO	0	0	0	-	-	-	-	-	-	-	2738	0	0	0	30	-	-	-	-
26	45D	45.01	CNTY 45	MNTH-13	CR-45 ENDS, RAMSEY CO	No	No	No	-	-	-	-	-	-	-	770	2,200	No	No	30	*	-	-	-
27	46K	46.04	CSAH 46	BISCAYNE AVE MSAS-108	CSAH-85	Yes	No	No	2	-	-	-	1	-	1	1308	5,700	Yes	Yes	55	**	-	-	-
28	46L	46.05	CSAH 46	VILLAGE TR MSAS-139	CSAH-85	Yes	No	No	3	-	-	-	-	-	3	985	9,900	Yes	No	55	**	X	-	Yes
29	47A	47.01	CSAH 47	MNTH-3	CSAH-80	No	No	No	-	-	-	-	-	-	-	1875	4,100	Yes	No	55	*	-	-	-
30	47B	47.01	CSAH 47	MNTH-3	CSAH-80	No	No	No	-	-	-	-	-	-	-	2337	4,100	Yes	No	55	*	-	-	-
31	47C	47.01	CSAH 47	MNTH-3	CSAH-80	Yes	No	No	-	-	-	-	-	-	-	2237	4,100	No	No	55	-	-	-	-
32	47D	47.01	CSAH 47	MNTH-3	CSAH-80	No	No	No	-	-	-	-	-	-	-	2605	3,300	No	No	55	-	-	-	-
33	47E	47.01	CSAH 47	MNTH-3	CSAH-80	No	No	No	-	-	-	-	-	-	-	1527	3,300	No	No	55	-	-	-	-
34	47I	47.03	CSAH 47	N CORP LIM HAMPTON	CSAH-85	Yes	No	Yes	-	-	-	-	-	-	-	664	1,550	No	No	55	***	-	X	Yes
35	47J	47.03	CSAH 47	N CORP LIM HAMPTON	CSAH-85	No	No	No	1	-	-	-	1	-	-	1376	1,700	Yes	No	55	***	-	X	Yes
36	47M	47.04	CSAH 47	CSAH-85	CSAH-46	Yes	No	Arrow	3	1	-	1	-	2	-	1219	3,750	Yes	Yes	55	***	-	Arrow	Yes
37	50C	50.03	CSAH 50	CSAH-23	CSAH-31	No	No	No	-	-	-	-	-	-	-	1732	13,700	No	No	50-55	-	-	-	-
38	51A	51.02	CNTY 51	Pavement Begins	CSAH-80	Yes	45 MPH	No	-	-	-	-	-	-	-	497	315	Yes	Yes	55	**	-	-	-
39	54B	54.01	CSAH 54	MNTH-291	CSAH-68	Yes	No	No	3	-	-	-	1	-	2	1555	3,600	No	No	55	-	-	-	-
40	54C	54.01	CSAH 54	MNTH-291	CSAH-68	Yes	No	Yes	6	-	-	-	-	2	4	836	3,600	No	No	55	*	X	X	Yes
41	54D	54.01	CSAH 54	MNTH-291	CSAH-68	Yes	No	No	2	-	-	-	-	-	2	1396	3,600	No	No	55	-	-	X	Yes
42	54E	54.01	CSAH 54	MNTH-291	CSAH-68	Yes	40 MPH	Yes	5	-	-	-	-	-	-	927	3,600	Yes	No	55	**	X	X	Yes
43	54F	54.01	CSAH 54	MNTH-291	CSAH-68	Yes	50 MPH	No	1	-	-	-	-	1	-	1124	3,600	No	No	55	*	X	-	Yes
44	54G	54.01	CSAH 54	MNTH-291	CSAH-68	Yes	No	No	9	-	-	-	1	-	8	1514	3,950	Yes	No	55	*	-	X	Yes
45	54I	54.01	CSAH 54	MNTH-291	CSAH-68	No	No	No	1	-	-	-	-	-	-	2563	4150	No	No	55	-	-	-	-
46	54M	54.01	CSAH 54	MNTH-291	CSAH-68	Yes	No	No	2	-	-	-	-	1	1	1515	4,150	No	No	55	-	-	-	-
47	62A	62.02	CSAH 62	CSAH-85	MNTH-316	Yes	No	No	-	-	-	-	-	-	-	1960	1,200	No	No	55	*	-	-	-
48	62B	62.02	CSAH 62	CSAH-85	MNTH-316	Yes	No	No	-	-	-	-	-	-	-	541	1,200	No	No	55	***	-		

Dakota County
Rural Intersection Prioritization
Analysis Period: 2007-2011

Rank	Int #	Sys	#	Intersection Description	Skew	On/Near Curve	Development	RR Xing	Previous STOP (>5mi)	Right Angle Crashes	Ratio (Min/Maj)	Priority	Crash Cost
1	88.04	CSAH	88	CSAH 88 AND MNTH 56	*	*	*	*		*	*	*****	\$ 366,000
2	71.05	CSAH	71	CSAH 71 AND MNTH 3	*	*			*	*	*	*****	\$ 314,000
3	86.06	CSAH	86	CSAH 86 AND MNTH 56	*	*				*	*	*****	\$ 1,305,000
4	42.28	CSAH	42	CSAH 42 AND MNTH 55		*			*	*	*	*****	\$ 1,147,000
5	80.07	CSAH	80	CSAH 80 AND MNTH 50	*	*				*	*	*****	\$ 933,000
6	47.01	CSAH	47	CSAH 47 AND MNTH 3		*			*	*	*	*****	\$ 696,000
7	47.09	CSAH	47	CSAH 47 AND CSAH 80	*					*	*	****	\$ 1,544,000
8	47.12	CSAH	47	CSAH 47 AND CSAH 85	*					*	*	****	\$ 1,475,000
9	46.20	CSAH	46	CSAH 46 AND CSAH 47					*	*	*	****	\$ 722,000
10	9.01	CSAH	9	CSAH 9 AND CSAH 80	*					*	*	****	\$ 454,000
11	66.01	CSAH	66	CSAH 66 AND MNTH 3		*				*	*	****	\$ 433,000
12	54.01	CSAH	54	CSAH 54 AND MNTH 291		*				*	*	****	\$ 387,000
13	42.29	CSAH	42	CSAH 42 AND MNTH 55		*			*	*	*	****	\$ 266,000
14	23.08	CSAH	23	CSAH 23 AND CSAH 80 (NORTH)		*		*			*	****	\$ 227,000
15	28.19	CNTY	28	CNTY 28 AND MNTH 3						*	*	****	\$ 182,000
16	71.07	CSAH	71	CSAH 71 AND MNTH 149	*	*		*				****	\$ 36,000
17	76.01	CNTY	76	CNTY 76 AND CR 89	*	*					*	****	\$ -
18	51.01	CNTY	51	CNTY 50 AND CR 80S	*	*					*	****	\$ -
19	46.19	CSAH	46	CSAH 46 AND CSAH 85						*	*	***	\$ 2,640,000
20	86.07	CSAH	86	CSAH 86 AND USTH 52		*				*	*	***	\$ 1,972,000
21	86.01	CSAH	86	CSAH 86 AND MNTH 3					*	*	*	***	\$ 1,519,000
22	42.25	CSAH	42	CSAH 42 AND CSAH 71					*	*	*	***	\$ 962,000
23	66.04	CSAH	66	CSAH 66 AND US 52	*					*	*	***	\$ 895,000
24	23.03	CSAH	23	CSAH 23 AND CR 96						*	*	***	\$ 699,000
25	47.06	CSAH	47	CSAH 47 AND CSAH 86		*				*	*	***	\$ 650,000
26	32.18	CSAH	32	CSAH 32 AND CSAH 71		*				*	*	***	\$ 526,000
27	47.13	CSAH	47	CSAH 47 AND CSAH 62	*					*	*	***	\$ 505,000
28	62.02	CSAH	62	CSAH 62 AND CSAH 85						*	*	***	\$ 466,000
29	23.12	CSAH	23	CSAH 23 AND CSAH-50 (NORTH)						*	*	***	\$ 387,000
30	54.03	CSAH	54	CSAH 54 AND CSAH 68		*			*		*	***	\$ 321,000
31	46.21	CSAH	46	CSAH 46 AND PLEASANT DR MSAS-129						*	*	***	\$ 311,000
32	47.08	CSAH	47	CSAH 47 AND CR 83	*	*					*	***	\$ 251,000
33	62.08	CNTY	62	CNTY 62 AND US 52	*					*	*	***	\$ 151,000
34	80.04	CSAH	80	CSAH 80 AND CR 53	*	*					*	***	\$ 136,000
35	80.05	CSAH	80	CSAH 80 AND CR 78	*	*					*	***	\$ 103,000
36	81.01	CNTY	81	CNTY 81 AND TH 50	*	*					*	***	\$ 24,000
37	54.02	CSAH	54	CSAH 54 AND CSAH 91		*					*	***	\$ 24,000
38	71.06	CSAH	71	CSAH 71 AND ALVERNO AV W MSAS 109		*					*	**	\$ -
39	73.15	CNTY	73	CNTY 73 AND ALBAVAR PATH MSAS 119		*					*	**	\$ -
40	91.04	CSAH	91	CSAH 91 AND MNTH 316		*			*		*	**	\$ -
41	42.31	CSAH	42	CSAH 42 AND CR 87 (EAST)		*					*	**	\$ -
42	47.14	CSAH	47	CSAH 47 AND CR 89		*					*	**	\$ -
43	62.05	CSAH	62	CSAH 62 AND CSAH 91						*	*	*	\$ 651,000
44	73.01	CSAH	73	CSAH 73 AND 105TH ST E MSAS 108		*					*	*	\$ 606,000
45	62.04	CSAH	62	CSAH 62 AND USTH 61							*	*	\$ 421,000
46	23.06	CSAH	23	CSAH 23 AND CSAH 86 (WEST)						*	*	*	\$ 266,000
47	23.04	CSAH	23	CSAH 23 AND CR 90					*		*	*	\$ 251,000
48	28.18	CNTY	28	CNTY 28 AND MSAS 122		*					*	*	\$ 218,000
49	23.05	CSAH	23	CSAH 23 AND CSAH 86 (EAST)					*		*	*	\$ 206,000
50	85.01	CSAH	85	CSAH 85 AND CSAH 86	*						*	*	\$ 148,000
51	66.03	CSAH	66	CSAH 66 AND CR 81						*	*	*	\$ 148,000
52	23.02	CSAH	23	CSAH 23 AND CR 96						*	*	*	\$ 139,000
53	46.15	CSAH	46	CSAH 46 AND MSAS 108		*					*	*	\$ 139,000
54	42.26	CSAH	42	CSAH 42 AND MSAS 117							*	*	\$ 136,000
55	23.13	CSAH	23	CSAH 23 AND CR 64						*	*	*	\$ 91,000
56	71.02	CSAH	71	CSAH 71 AND 135TH ST E MSAS 105						*	*	*	\$ 24,000
57	42.27	CSAH	42	CSAH 42 AND MSAS 115		*					*	*	\$ 12,000
58	47.02	CSAH	47	CSAH 47 AND CR 94	*						*	*	\$ 12,000
59	79.01	CNTY	79	CNTY 79 AND CR 80S		*					*	*	\$ 12,000
60	46.17	CSAH	46	CSAH 46 AND CR 81		*					*	*	\$ 12,000
61	47.05	CSAH	47	CSAH 47 AND CSAH 88	*						*	*	\$ 12,000
62	71.04	CSAH	71	CSAH 71 AND 96TH ST E MSAS 110		*					*	*	\$ 12,000
63	86.05	CSAH	86	CSAH 86 AND CR 83						*	*	*	\$ 12,000
64	88.01	CSAH	88	CSAH 88 AND CR 94						*	*	*	\$ 12,000
65	47.03	CSAH	47	CSAH 47 AND CR 53	*						*	*	\$ -
66	73.02	CSAH	73	CSAH 73 AND 96TH ST E MSAS 110		*					*	*	\$ -
67	73.03	CSAH	73	CSAH 73 AND MSAS 120		*					*	*	\$ -
68	59.02	CNTY	59	CNTY 59 AND CR 94 (SOUTH)		*					*	*	\$ -
69	59.03	CNTY	59	CNTY 59 AND CR 94 (NORTH)		*					*	*	\$ -
70	23.07	CSAH	23	CSAH 23 AND CSAH 80 (SOUTH)		*					*	*	\$ -
71	46.18	CSAH	46	CSAH 46 AND DONELLY AVE MSAS-131		*					*	*	\$ -
72	47.04	CSAH	47	CSAH 47 AND CR 59	*						*	*	\$ -
73	47.07	CSAH	47	CSAH 47 AND CSAH 79		*					*	*	\$ -
74	62.06	CSAH	62	CSAH 62 AND MNTH 316		*					*	*	\$ -
75	53N.01	CNTY	53N	CNTY 50 AND CR 80S							*	*	\$ -
76	23.09	CSAH	23	CSAH 23 AND CR 78							*	*	\$ -
77	62.03	CSAH	62	CSAH 62 AND CR 89							*	*	\$ -
78	73.14	CNTY	73	CNTY 73 AND 135TH ST W MSAS 105							*	*	\$ -
79	86.04	CSAH	86	CSAH 86 AND CR 83							*	*	\$ -
80	78.01	CNTY	78	CNTY 78 AND MNTH 3							*	*	\$ 421,000
81	71.01	CSAH	71	CSAH 71 AND 140TH ST MSAS 115							*	*	\$ 136,000
82	64.02	CNTY	64	CNTY 64 AND 195TH ST W MSAS 102							*	*	\$ 136,000
83	85.03	CSAH	85	CSAH 85 AND MNTH 50							*	*	\$ 127,000