

## **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.

Prior to the 2007 HSIP report to the FHWA, Mn/DOT generated listed entitled 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 are ranked by crash cost which weight fatal and serious injury crashes much higher than property damage crashes only, however, the results are generally at locations of high crash incidence and are not based strictly on severe crashes.

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 (1998-2007)
- 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 2005-2007 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 494 crashes in 102 clusters which met our criteria. Early analysis shows that 67% of the clusters are in the Metro district, while 43% of the clusters are located on the Trunk Highway system.

## 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 3,100 fatal and serious injury intersection related crashes. 156 Crashes across 18 intersections met or exceeded 5%, of which 50% (9 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. 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 10A – Top 5% Sections**  
Based on 1998-2007 F + A Crashes

2007 WEIGHTED RANK	2007 "Top 150" Rank	2006 WEIGHTED RANK	Roadway	BEG RP	END RP	LENGTH	K	A	CR	SR	WEIGHT	COUNTY	CITY	DISTRICT	Completed projects	Construction dates	Construction Cost	Planned projects	Year Planned	Cost	Notes	
1		3	CSAH 21	006+00.626	006+00.972	0.346	0	7	0.4	1.8	20.23	SCOTT	PRIOR LAKE	M	INSTALLED LEFT AND RIGHT TURN LANES AT EAU CLAIRE/HIGHTLAND INTERSECTION RECONSTRUCTED FROM 4 LANE UNDIVIDED TO 4 LANE DIVIDED WITH TURN LANES FROM FRANKLIN TO ALDMAN	Spring 2007 2008	\$14,000,000* \$5,000,000	RECONSTRUCTION TO A 4-LANE DIVIDED.	not programmed	\$ 20,000,000	* PART OF A LARGER PROJECT ON CSAH 82	
2		NEW	CSAH 65	008+00.648	008+00.954	0.306	1	3	0.6	2.5	16.34	RAMSEY	WHITE BEAR LAKE	M	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
3	739	9	USTH 61	000+00.000	000+00.272	0.272	0	4	0.3	1.1	14.71	HOUSTON	LA CRESCENT	6	NONE		NONE	NONE	NONE	NONE	2 ALCOHOL RELATED & 1 MEDICAL CONDITION CRASH.	
4	117	10	USTH 169	115+00.833	116+00.345	0.412	2	2	0.1	0.4	14.56	SCOTT	SHAKOPEE	M	OVER C.R. 18 AND UP RR-CONSTRUCT RAILING ON BRS. 70523 & 70524 & EXTEND RAILING ON BR 6515(CAYUGA BR) AT COUNTY ROAD 18 IN THE CITY OF SHAKOPEE - PARK AND RIDE LOT SITE PREPARATION TO CONSTRUCT 500 STALL PARK-N-RIDE SURFACE LOT SOUTH OF TH 169, EAST OF CSAH 18 IN THE CITY OF SHAKOPEE CONSTRUCT 500 STALL PARK-N-RIDE SURFACE LOT SOUTH OF TH 169, EAST OF CSAH 18 IN THE CITY OF SHAKOPEE	1999 2006 2006 2006	\$138,060 \$1,617,564 \$135,422 \$1,566,630	NONE NONE NONE NONE	NONE NONE NONE NONE	NONE NONE NONE NONE		
5	197	97	MNTH	003+00.935	004+00.222	0.287	0	4	0.2	1.0	13.94	HENNEPIN	MINNEAPOLIS	M	E.FR.RD. FROM 30TH AVE. TO ST. ANTHONY BLVD. & APPROACH TO BR.27059-GRADE & SURFACE UNIV.AVE. ST.ANTHONY.OV.SOO LINE &BNRR-TRANSPLANT VEGETATION 27TH AVE TO 35TH AVE NE-RECONSTRUCT ROADWAY & BRIDGE APPROACHES AND REMOVE BR. 5586 UNIV.AVE.ST.ANTHONY.OV.SOO LINE &BNRR-LANDSCAPING PROJECT AREA AT ST. ANTHONY PARKWAY IN MINNEAPOLIS - PURCHASE OF EROSION CONTROL MATERIALS BNSF@27TH AVE. N.E. MINNEAPOLIS-INSTALL SIGNALS & GATES	1997 1997 1998 1999 2007 2007	\$569,724 \$57,360 \$4,109,060 \$136,128 \$5,600 \$188,430	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		
6	3	11	ISTH 94	232+00.069	232+00.585	0.516	3	1	0.0	0.1	13.57	HENNEPIN	MINNEAPOLIS	M	CEDAR TO SNEILING AVE-MILL & BITUMINOUS OVERLAY MAINLINE; CEDAR TO JOHN IRELAND BLVD.-SHLD.REHAB.	2000	\$4,146,070	NONE	NONE	NONE	NONE	
7		12	CSAH 18	004+00.760	005+00.210	0.450	1	4	0.5	2.3	13.33	GOODHUE	RED WING	6	HIGHWAY WAS REBUILT TO STANDARDS APPROX. 10 YEARS AGO THE CITY OF MONROSE RECONSTRUCTED CSAH 12 FROM TH 12 TO 45TH STREET SW IN 2 PHASES WITH AN URBAN DESIGN	1997 2005	NONE	NONE	NONE	NONE		
8	50	13	USTH 10	227+00.116	227+00.504	0.388	1	3	0.0	0.2	12.89	ANOKA	COON RAPIDS	M	HANSON BLVD. TO BN RR-MILL & OVERLAY E.B.	1997	\$360,144	NONE	NONE	NONE		
9	486	17	ISTH 35	231+00.227	231+00.789	0.562	0	7	0.2	0.8	12.46	CARLTON		1	DIAMOND GRINDING ON THE BRIDGE AND EITHER SIDE HAS BEEN DONE TO INCREASE FRICTION AND REDUCE WINTER CRASHES.	2007	\$25,000	NONE	NONE	NONE		
10	45	15	ISTH 94	227+00.356	227+00.846	0.490	2	2	0.0	0.1	12.24	HENNEPIN	MINNEAPOLIS	M	TH694 TO 0.5 MI.N.OF LOWRY TUNNEL-MINOR CONC.REPAIR & RESEAL JOINTS	1998	\$1,715,015	NONE	NONE	NONE		
11		NEW	CSAH 2	004+00.480	004+00.807	0.327	0	4	1.1	4.5	12.23	OLMSTED		6	INSTALLED CHEVRONS ON 45 MPH CURVES	2007		REGRADE CURVES	2012-2014		COUNTY IS IN THE PROCESS OF PERFORMING A COUNTY SAFETY AUDIT	
12	261	16	ISTH 35	051+00.476	052+00.222	0.750	3	3	0.1	0.3	12.00	RICE		6	NONE		NONE	CABLE MEDIAN GUARDRAIL INSTALLATION IN PROGRESS.	2007	\$550,000		
13		18	CSAH 54	000+00.863	001+00.363	0.500	1	4	0.7	3.1	12.00	DAKOTA		M	BITUMINOUS OVERLAY	1997	part of a 7.1 mile project	SHOULDER Widening AND RUMBLE STRIPS	2009-2010	300,000	THIS SEGMENT OF ROADWAY IS A TWO-LANE, UNDIVIDED ROADWAY WITH MANY HORIZONTAL AND VERTICAL CURVES. Planned improvement measure was selected as an action to address the main crash type of run of the road collisions.	
14		NEW	CSAH 49	000+00.324	000+00.660	0.336	0	4	0.2	0.9	11.90	RAMSEY	ST PAUL	M	NONE	NONE	NONE	NONE	NONE	NONE		
15	981	NEW	USTH 59	261+00.573	262+00.103	0.507	2	2	0.3	1.5	11.83	BECKER		4	NEW SIGNAL INSTALLED	2005		NONE	NONE	NONE		
16	43	36	ISTH 94	212+00.401	213+00.000	0.602	3	1	0.0	0.1	11.63	HENNEPIN	MAPLE GROVE	M	At CSAH 109 (WEAVER LAKE ROAD) - TURN LANES AND SIGNAL MODIFICATION.	1998	\$179,901	NONE	NONE	NONE		
17	580	19	MNTH 3	006+00.391	006+00.913	0.522	2	2	0.3	1.4	11.49	RICE		6	NONE	NONE	NONE	CORRIDOR-WIDE SAFETY IMPROVEMENT PROJECT PLANNED.	2008	\$360,000		
18		7	CSAH 12	003+00.170	003+00.700	0.530	2	2	0.7	3.0	11.32	WRIGHT		3	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.	
19	9	23	ISTH 35W	019+00.279	020+00.212	0.931	4	2	0.0	0.1	10.74	HENNEPIN	MINNEAPOLIS	M	ON I35E, BURNSVILLE TO EAGAN; I35W, IN MINNEAPOLIS.; 194,BROOKLYN CENTER TO MINNEAPOLIS.; TH 12 IN WAYZATA-DURABLE STRIPING AT 1ST ST. & AT 2ND ST. IN MINNEAPOLIS-REPLACE LIGHTING SYSTEM MISSISSIPPI RIVER TO JOHNSON ST. IN MINNEAPOLIS-PAINT BRS.27989, 27994, 27999, 27885, 27990, 27988, 27886, 27985, 27887, 27888, 27889 INCLUDING TRAFFIC CONTROL FROM MISSISSIPPI RIVER BRIDGE 9340 TO STINSON BLVD BRIDGE 27895 IN THE CITY OF MINNEAPOLIS - CONCRETE REHAB, LIGHTING AND GUARDRAIL AT JOHNSON STREET IN THE CITY OF MINNEAPOLIS - PURCHASE OF MATERIALS FOR UPGRADE AND REPLACEMENT OF COMPONENTS ON THE ANTI-ICING UNIT	2004 2003 2006 2007 2007	\$1,100,312 \$270,200 \$2,452,420 \$5,607,504 \$72,953	FROM 8th SE IN MINNEAPOLIS TO I-694 IN THE CITIES OF ROSEVILLE, NEW BRIGHTON AND ARDEN HILLS - SIGN REPLACEMENT FROM I-94 TO INDUSTRIAL BLVD IN THE CITY OF MINNEAPOLIS - SIGN REPLACEMENT FROM 8TH STREET TO TH 36 IN MINNEAPOLIS AND ROSEVILLE - BUS SHOULDER REHABILITATION JOHNSON ST. TO NB I 35W CD RD-BUS ONLY RAMP	2007 2011 2011 2049	\$575,000 \$350,000 \$0 \$750,000		
20	588	45	USTH 61	099+00.218	099+00.599	0.381	0	4	0.2	0.9	10.50	GOODHUE	RED WING	6	NONE		NONE	NONE	NONE	NONE	3 MOTORCYCLE CRASHES - NOT ENGINEERING RELATED	
21	155	1	MNTH 65	009+00.918	010+00.715	0.805	3	2	0.0	0.2	9.94	ANOKA	BLAINE	M	53RD AVE. IN FRIDLEY TO 89TH AVE. IN BLAINE-INTERCONNECTION AT 85TH AVE.N.E.- REVISE INTERSECTION & SIGNAL FROM TH 10 TO 45TH AVE. N.E.-SHOULDER BUS LANES OLD TH10 TO 153RD AVE. NE - MILL & OVERLAY, ETC. 85TH AVE. TO 89TH AVE. IN BLAINE-OVERLAY W.FR.RD. FROM MISSISSIPPI ST. TO BUNKER LAKE BLVD. IN FRIDLEY,SPRING LAKE, PARK, BLAINE AND HAM LAKE.-SIGNING REPLACEMENT FROM CSAH 10 TO THE INTERSECTION OF 121ST AVENUE IN THE CITY OF BLAINE - MICROSURFACING	1997 1997 1997 1999 2000 2005 2007	\$82,582 \$452,551 \$100,000 \$2,882,122 \$67,300 \$151,997 \$1,013,268	NONE NONE NONE NONE NONE NONE NONE	NONE NONE NONE NONE NONE NONE NONE	NONE NONE NONE NONE NONE NONE NONE		
22	269	NEW	MNTH 5	037+00.519	038+00.229	0.721	3	1	0.1	0.6	9.71	CARVER	VICTORIA	M	NONE	NONE	NONE	NONE	NONE	NONE		
23		24	CSAH 42	010+00.942	011+00.460	0.518	0	5	0.2	0.8	9.65	DAKOTA	ROSEMOUNT	M	MICROPAVING WESTBOUND LANES BITUMINOUS OVERLAY CRACK/SEAL COAT MILL/ BITUMINOUS OVERLAY.	1999 2003 2007 2007	\$310,000 \$174,000 \$32,125 \$565,267	Install 2 Driver Feedback Signs for curves (one in each direction at first curve)	2010	30,000	THIS SEGMENT'S ALIGNMENT IN AN "S" CURVE. THERE ARE CURVE WARNING SIGNS AND ADVISORY SPEEDS. Improvement measure is planned to address curve related issues.	

**SECTIONS HIGHLIGHTED IN BLUE ARE NEW ON THE TOP 5% LIST THIS YEAR**

2007 WEIGHTED RANK	2007 "Top 150" Rank	2006 WEIGHTED RANK	Roadway	BEG RP	END RP	LENGTH	K	A	CR	SR	WEIGHT	COUNTY	CITY	DISTRICT	Completed projects	Construction dates	Construction Cost	Planned projects	Year Planned	Cost	Notes	
24	212	25	ISTH	35	138+00.950	139+00.476	0.526	1	3	0.0	0.2	9.51	CHISAGO	STACY	M	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 MI.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	
25		26	CSAH	32	002+00.385	003+00.029	0.644	2	2	0.1	0.6	9.32	RAMSEY	ST PAUL	M	NONE	NONE	NONE	NONE	NONE	THE COUNTY IS AWARE OF THE CRASHES, NO PROJECTS ARE PLANNED.	
26	164	33	USTH	12	152+00.893	153+00.933	1.076	2	6	0.1	0.3	9.29	HENNEPIN	WAYZATA	M	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 4.5ML.W. OF TH494-REPLACE BR.4643 - THIS SP IS PART OF SP 2713-83 AND BRIDGE WAS MOVED TO SP 2713-83	2049	\$0	
27	17	NEW	USTH	61	117+00.888	118+00.858	0.969	3	3	0.1	0.2	9.29	WASHINGTON	HASTINGS	M	Install Cable Median Barrier	2007	\$148,860	NONE	NONE	NONE	
28	213	21	USTH	10	301+00.213	302+00.086	0.863	4	0	0.1	0.5	9.27	WASHINGTON		M	NONE	NONE	NONE	NONE	NONE	WEST OF NORELL RD - CURVE WAS RECONSTRUCTED IN 1980	
29	2	35	ISTH	94	236+00.055	237+00.138	1.083	3	4	0.0	0.0	9.23	RAMSEY	ST PAUL	M	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 MILE. 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 LYNDALE 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 CITY 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																	
30	274	27	ISTH	35	058+00.300	059+00.387	1.091	3	4	0.1	0.3	9.17	RICE	FARIBAULT	6	NONE					TH 21 INTERCHANGE GEOMETRIC IMPROVEMENT PROJECT PLANNED.	
31		28	CSAH	88	003+00.750	004+00.735	0.985	4	1	1.1	5.2	9.14	DAKOTA		M	BITUMINOUS OVERLAY / added Chevrons for one curve area per engineering review	1996/spring 2008	part of a 4.3 mile project	Rumble Strips and 6" epoxy marking	2010	8,000	Area with several curves along rural highway. County reviews segment collisions and is planning an improvement measure to address the collision occurring in this area.
32	530	29	MNTH	47	026+00.358	027+00.016	0.661	1	4	0.3	1.2	9.08	ANOKA	RAMSEY	M	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	
33	1178	30	USTH	212	140+00.818	141+00.576	0.773	3	1	0.1	0.7	9.06	CARVER		M	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	
34		31	CSAH	18	000+00.200	001+00.111	0.911	2	4	0.3	1.4	8.78	GOODHUE	RED WING	6	GUARDRAIL ADDED	1999					
35	819	32	MNTH	210	126+00.547	127+00.349	0.804	3	1	0.2	0.7	8.71	CROW WING		3	INSTALLED A LEFT TURN LANE AND STREET LIGHTS AT CR 142 (AIRPORT RD)	2007		NONE			

**SECTIONS HIGHLIGHTED IN BLUE ARE NEW ON THE TOP 5% LIST THIS YEAR**

2007 WEIGHTED RANK	2007 "Top 150" Rank	2006 WEIGHTED RANK	Roadway	BEG RP	END RP	LENGTH	K	A	CR	SR	WEIGHT	COUNTY	CITY	DISTRICT	Completed projects	Construction dates	Construction Cost	Planned projects	Year Planned	Cost	Notes
36	5	34	ISTH 35W	015+00.635	017+00.622	1.992	4	9	0.0	0.1	8.53	HENNEPIN	MINNEAPOLIS	M	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	
37		NEW	MSAS 101	000+00.593	001+00.307	0.714	2	2	0.2	0.7	8.40	OLMSTED	ROCHESTER	6	NONE	1984		Rehabilitate that section of W. River Pkwy from Elton Hills Drive to 37th Street NW. Work may include enhanced street lighting and wet retro-reflective striping.	2009	\$700,000	City has analyzed these crashes; no common factor in the two fatalities (both single vehicle crashes) on different sections / segments of this roadway. Striping and lighting alternatives will be evaluated during project development for segment listed.
38		39	CSAH 4	017+00.111	017+00.590	0.479	0	4	1.1	4.3	8.35	WASECA		7	NONE	NONE	NONE	NONE	NONE	NONE	WASECA COUNTY IS AWARE OF THE MAGNITUDE OF THE INCIDENTS AT THIS LOCATION.
39		41	CSAH 22	020+00.832	021+00.441	0.609	1	3	0.4	1.7	8.21	ANOKA	EAST BETHEL	M	RESTRIPE ALL COUNTY ROADS	ANNUALLY		2008-MILL & OVERLAY	2008	NONE	
40		43	CSAH 9	008+00.618	009+00.236	0.618	1	3	0.3	1.1	8.09	ANOKA	OAK GROVE	M	RECLAIM AND OVERLAY FROM CSAH 22 TO CSAH 24, SIGNING AND STRIPING IMPROVEMENTS, INCREASED PAVEMENT SMOOTHNESS	2002	\$305,000	NONE	NONE	NONE	
41		14	CSAH 81	000+00.028	001+00.030	1.002	0	8	0.1	0.5	7.98	HENNEPIN	MINNEAPOLIS	M	ROADWAY RECONSTRUCTION INCLUDING TURN LANES AND SIGNALS	2004-2005	\$3.2 million	NONE	NONE	NONE	THERE ARE DISCREPANCIES BETWEEN THE CRASH DATA ON THE MN/DOT TOP 5% LIST AND CRASH DATA FROM THE HENNEPIN COUNTY CRASH SYSTEM. WE BELIEVE THESE DISCREPANCIES ARE RELATED TO THREE MAIN FEATURES OF THE DATA - 1) TIME FRAME OF DATA: FIRST, THE 5% LIST HAS 10 YEARS OF CRASH DATA, BUT WITHIN MINNEAPOLIS, HENNEPIN COUNTY ONLY HAS CRASH DATA SINCE 1998 AND SECOND, WE DO NOT USE DPS CRASH DATA (EXCEPT FOR FATALS) FROM 2003, 2) CODING ACCURACY IN EACH CRASH (ACCIDENT TYPE, ETC), AND 3) LOCATION ACCURACY (HENNEPIN COUNTY PERSONNEL HAVE FOUND ACCIDENTS LOCATED AS OCCURRING ON THE HENNEPIN COUNTY ROAD SYSTEM THAT UPON VERIFICATION HAVE DETERMINED THEY DO NOT OCCUR ON OUR SYSTEM AND VICE VERSA).
42		22	MSAS 197	000+00.560	001+00.065	0.505	0	4	0.2	0.7	7.92	HENNEPIN	MINNEAPOLIS	M	RESTRIPE TO ACCOMMODATE BIKE LANES	2007	\$5,000	PARTIAL RECONSTRUCTION OF PLYMOUTH AVE. N AT FREMONT	2009	\$1,200,000	THE CITY MONITORS CRASH DATA BASED ON THE NUMBER OF CRASHES CODED TO INDIVIDUAL INTERSECTIONS, NOT SECTIONS. CURRENTLY, PLANS ARE BEING DEVELOPED FOR THE PARTIAL RECONSTRUCTION OF PLYMOUTH AVE AT FREMONT.
43		46	CSAH 22	003+00.383	004+00.275	0.890	0	7	0.1	0.4	7.87	HENNEPIN	MINNEAPOLIS	M	NONE	NONE	NONE	THIS IS A PROVISIONAL PROJECT IN HENNEPIN COUNTY 2008-2012 CIP	NONE	NOT DETERMINED	THERE ARE DISCREPANCIES BETWEEN THE CRASH DATA ON THE MN/DOT TOP 5% LIST AND CRASH DATA FROM THE HENNEPIN COUNTY CRASH SYSTEM. WE BELIEVE THESE DISCREPANCIES ARE RELATED TO THREE MAIN FEATURES OF THE DATA - 1) TIME FRAME OF DATA: FIRST, THE 5% LIST HAS 10 YEARS OF CRASH DATA, BUT WITHIN MINNEAPOLIS, HENNEPIN COUNTY ONLY HAS CRASH DATA SINCE 1998 AND SECOND, WE DO NOT USE DPS CRASH DATA (EXCEPT FOR FATALS) FROM 2003, 2) CODING ACCURACY IN EACH CRASH (ACCIDENT TYPE, ETC), AND 3) LOCATION ACCURACY (HENNEPIN COUNTY PERSONNEL HAVE FOUND ACCIDENTS LOCATED AS OCCURRING ON THE HENNEPIN COUNTY ROAD SYSTEM THAT UPON VERIFICATION HAVE DETERMINED THEY DO NOT OCCUR ON OUR SYSTEM AND VICE VERSA).
44	43	NEW	ISTH 94	209+00.000	209+00.765	0.765	2	2	0.0	0.1	7.84	HENNEPIN		M	Resurface; S.P. 2780-64; FY2010	2010	\$10.8mil	Resurface/Rehab Mainline	2010	\$10.8mil	
45	506	48	ISTH 35	206+00.210	207+00.000	0.784	2	2	0.1	0.4	7.65	PINE		1	ALL PINE TREES IN THE R/W REMOVED	FALL 2007		NONE	NONE	NONE	
46	174	63	ISTH 35W	036+00.706	038+00.677	1.960	6	3	0.0	0.2	7.65	HENNEPIN	LINO LAKES	M	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
47	69	51	MNTH 100	007+00.649	008+00.317	0.661	0	5	0.0	0.1	7.56	HENNEPIN	GOLDEN VALLEY	M	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					
48	146	NEW	USTH 10	223+00.999	224+00.523	0.533	0	4	0.0	0.2	7.50	ANOKA	ANOKA	M	NONE	NONE	NONE	Anoka County Scoping Upgrade to US 10 in this corridor	None		
49	41	50	USTH 10	230+00.308	231+00.106	0.800	1	4	0.0	0.1	7.50	ANOKA	COON RAPIDS	M	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., SIGS, 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					
50	45	NEW	ISTH 94	224+00.676	225+00.500	0.824	2	2	0.0	0.1	7.28	HENNEPIN	BROOKLYN CENTER	M	NONE	NONE	NONE	NONE	NONE	NONE	
51		56	CSAH 13	000+00.000	000+00.700	0.700	1	3	2.1	9.1	7.14	OLMSTED		6	PAVEMENT OVERLAY, LANES WIDENED FROM 10 FEET TO 12 FEET.	2005		NONE	NONE	NONE	

**SECTIONS HIGHLIGHTED IN BLUE ARE NEW ON THE TOP 5% LIST THIS YEAR**

2007 WEIGHTED RANK	2007 "Top 150" Rank	2006 WEIGHTED RANK	Roadway	BEG RP	END RP	LENGTH	K	A	CR	SR	WEIGHT	COUNTY	CITY	DISTRICT	Completed projects	Construction dates	Construction Cost	Planned projects	Year Planned	Cost	Notes		
52	20	44	ISTH	94	214+00.565	215+00.579	0.991	3	1	0.0	0.1	7.06	HENNEPIN	MAPLE GROVE	M	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 RAMP 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 I94" 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																					
53	157	58	MNTH	3	039+00.370	040+00.517	1.143	2	4	0.2	0.8	7.00	DAKOTA	INVER GROVE HEIGHTS	M	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		
54		109	CSAH	23	001+00.136	001+00.864	0.728	1	3	0.2	0.7	6.87	HENNEPIN	MINNEAPOLIS	M	NONE	NONE	NONE	PORTIONS OF THIS SEGMENT ARE COVERED BY A POVISIONAL PROJECT IN HENNEPIN COUNTY 2008-2012 CIP	NONE	NOT DETERMINED	THERE ARE DISCREPANCIES BETWEEN THE CRASH DATA ON THE MNDOT TOP 5% LIST AND CRASH DATA FROM THE HENNEPIN COUNTY CRASH SYSTEM. WE BELIEVE THESE DISCREPANCIES ARE RELATED TO THREE MAIN FEATURES OF THE DATA - 1) TIME FRAME OF DATA: FIRST, THE 5% LIST HAS 10 YEARS OF CRASH DATA, BUT WITHIN MINNEAPOLIS, HENNEPIN COUNTY ONLY HAS CRASH DATA SINCE 1998 AND SECOND, WE DO NOT USE DPS CRASH DATA (EXCEPT FOR FATALS) FROM 2003. 2) CODING ACCURACY IN EACH CRASH (ACCIDENT TYPE, ETC), AND 3) LOCATION ACCURACY (HENNEPIN COUNTY PERSONNEL HAVE FOUND ACCIDENTS LOCATED AS OCCURRING ON THE HENNEPIN COUNTY ROAD SYSTEM THAT UPON VERIFICATION HAVE DETERMINED THEY DO NOT OCCUR ON OUR SYSTEM AND VICE VERSA).	
55	274	62	ISTH	35	063+00.340	064+00.653	1.314	3	3	0.0	0.2	6.85	RICE		6	NONE	NONE	NONE					
56	530	55	MNTH	47	024+00.800	026+00.414	1.613	4	3	0.1	0.6	6.82	ANOKA	RAMSEY	M	FROM 153RD TO 180TH WAY - M & O TURN & BYPASS LANES AND CULV. REPLACEMENT.	2000	\$1,437,140	NONE	NONE	NONE		
57		89	CSAH	34	003+00.455	004+00.336	0.881	1	4	0.1	0.3	6.81	RAMSEY	ST PAUL	M	NONE	NONE	NONE	NONE	NONE		THE COUNTY IS AWARE OF THE CRASHES, NO PROJECTS ARE PLANNED.	
58		106	CSAH	40	000+00.111	001+00.000	0.889	1	4	1.6	6.7	6.75	CARVER		M	ROAD SAFETY AUDIT	2006		COUNTY WILL PERIODICALLY REVIEW ALL CURVES FOR SPEED ADVISORIES.	ONGOING		THE 2006 ROAD SAFETY AUDIT IDENTIFIED THIS LOCATION AS ONE OF THE TOP 11 CONCERNS IN THE COUNTY.	
59		66	MSAS	430	001+00.529	002+00.122	0.593	0	4	0.2	0.7	6.75	HENNEPIN	MINNEAPOLIS	M	STREET LIGHTS, SIGNING, PAVEMENT MARKINGS (POLY PRE-FORMED) AND SIGNALS UPGRADED WITH ROADWAY RECONSTRUCTION	2001-2003	\$2,600,000	NONE	NONE	NONE		THE CITY MONITORS CRASH DATA BASED ON THE NUMBER OF CRASHES CODED TO INDIVIDUAL INTERSECTIONS, NOT SECTIONS. CURRENTLY THIS SECTION OF ROADWAY IS EXPERINCING INCREASED TRAFFIC VOLUMES DUE TO MNDOT RECONSTRUCTION OF THE 35W/TH62 INTERCHANGE, BRIDGES, AND RAMP CLOSURES. THEREFORE WHEN CONSTRUCTION IS COMPLETE IN 2009/2010, THE CITY WILL REASSESS THE TRAFFIC SAFETY NEEDS FOR THE NICOLLET AVE CORRIDOR.
60		67	CSAH	39	000+00.688	001+00.600	0.912	1	4	0.2	0.8	6.58	RAMSEY	MAPLEWOOD	M	NONE	NONE	NONE	RECONSTRUCT INTERSECTION OF CSAH 39 & CENTURY AVE, AS PART OF A LARGER PROJECT TO RECONSTRUCT CENTURY AVE	2009		THE COUNTY IS AWARE OF THE CRASHES, NO PROJECTS ARE PLANNED.	

**SECTIONS HIGHLIGHTED IN BLUE ARE NEW ON THE TOP 5% LIST THIS YEAR**

2007 WEIGHTED RANK	2007 "Top 150" Rank	2006 WEIGHTED RANK	Roadway	BEG RP	END RP	LENGTH	K	A	CR	SR	WEIGHT	COUNTY	CITY	DISTRICT	Completed projects	Construction dates	Construction Cost	Planned projects	Year Planned	Cost	Notes		
61	76	64	MNTH	100	004+00.984	005+00.730	0.775	1	3	0.0	0.1	6.45	HENNEPIN	ST LOUIS PARK	M	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					
62		69	MSAS	121	000+00.402	001+00.178	0.776	0	5	0.2	0.7	6.44	STEARNS	ST CLOUD	3	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. NO PEDESTRIANS HAVE BEEN STRUCK SINCE THE PED ACTIVATED SIGNAL INSTALLATION IN 2000.	
																RECONSTRUCTED TO A 4 LANE DIVIDED FROM 15TH ST NORTH TO NEW SAUK RAPIDS BRIDGE	2008	\$4,800,000					
63		65	CSAH	3	012+00.753	013+00.532	0.779	0	5	0.1	0.4	6.42	HENNEPIN	MINNEAPOLIS	M	ROADWAY RECONSTRUCTION INCLUDING TURN LANES AND SIGNALS	2006	\$10,000,000	NONE	NONE	NONE	THERE ARE DISCREPANCIES BETWEEN THE CRASH DATA ON THE MN/DOT TOP 5% LIST AND CRASH DATA FROM THE HENNEPIN COUNTY CRASH SYSTEM. WE BELIEVE THESE DISCREPANCIES ARE RELATED TO THREE MAIN FEATURES OF THE DATA - 1) TIME FRAME OF DATA: FIRST, THE 5% LIST HAS 10 YEARS OF CRASH DATA, BUT WITHIN MINNEAPOLIS, HENNEPIN COUNTY ONLY HAS CRASH DATA SINCE 1998 AND SECOND, WE DO NOT USE DPS CRASH DATA (EXCEPT FOR FATALS) FROM 2003, 2) CODING ACCURACY IN EACH CRASH (ACCIDENT TYPE, ETC), AND 3) LOCATION ACCURACY (HENNEPIN COUNTY PERSONNEL HAVE FOUND ACCIDENTS LOCATED AS OCCURRING ON THE HENNEPIN COUNTY ROAD SYSTEM THAT UPON VERIFICATION HAVE DETERMINED THEY DO NOT OCCUR ON OUR SYSTEM AND VICE VERSA).	
64	6	84	ISTH	94	242+00.439	243+00.850	1.411	2	5	0.0	0.0	6.38	RAMSEY	ST PAUL	M	WESTERN AVE. TO WHITE BEAR AVE.-STRIPING	1997	\$551,906	194 FROM WEAVER LAKE ROAD TO TH 101, 194 FROM ST. PAUL TO WOODBURY, TH 100 FROM I394 TO 194 - RAMP METER INSTALLATIONS	2008	\$100,000		
																0.4 MILE. 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. 194 AT DALE ST. AND AT TH 61 IN ST. PAUL-PURCHASE MATERIALS AND EQUIPMENT RENTAL FOR BITUMINOUS OVERLAY	2004	\$15,375					
65	554	70	USTH	52	064+00.112	064+00.907	0.795	1	3	0.1	0.2	6.29	OLMSTED	ORONOCO	6	NONE				INTERCHANGE, OVERPASS, ACCESS REMOVAL PROJECT NEARLY COMPLETE.	2007	-\$36,000,000	
66	730	71	MNTH	169	372+00.063	373+00.027	0.958	1	4	0.3	1.1	6.26	ST LOUIS		1	NONE					NONE		
67	654	NEW	MNTH	95	121+00.148	121+00.950	0.802	1	3	0.3	1.2	6.23	WASHINGT ON	WOODBURY	M	NONE	NONE	NONE	NONE	NONE	NONE		
68		72	CSAH	9	002+00.220	003+00.186	0.966	1	4	1.0	4.3	6.21	OTTER TAIL		4	NONE	NONE	NONE	NONE	NONE	COUNTY WAS AWARE OF ONLY 2 ACCIDENTS, NO INCAPACITATING INJURIES		
69		73	CSAH	2	020+00.604	021+00.410	0.806	1	3	0.4	1.9	6.20	REDWOOD		8	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	
70		54	CSAH	152	008+00.360	009+00.334	0.974	1	4	0.2	1.0	6.16	HENNEPIN	MINNEAPOLIS	M	NONE	NONE	NONE	NONE	NONE	THERE ARE DISCREPANCIES BETWEEN THE CRASH DATA ON THE MN/DOT TOP 5% LIST AND CRASH DATA FROM THE HENNEPIN COUNTY CRASH SYSTEM. WE BELIEVE THESE DISCREPANCIES ARE RELATED TO THREE MAIN FEATURES OF THE DATA - 1) TIME FRAME OF DATA: FIRST, THE 5% LIST HAS 10 YEARS OF CRASH DATA, BUT WITHIN MINNEAPOLIS, HENNEPIN COUNTY ONLY HAS CRASH DATA SINCE 1998 AND SECOND, WE DO NOT USE DPS CRASH DATA (EXCEPT FOR FATALS) FROM 2003, 2) CODING ACCURACY IN EACH CRASH (ACCIDENT TYPE, ETC), AND 3) LOCATION ACCURACY (HENNEPIN COUNTY PERSONNEL HAVE FOUND ACCIDENTS LOCATED AS OCCURRING ON THE HENNEPIN COUNTY ROAD SYSTEM THAT UPON VERIFICATION HAVE DETERMINED THEY DO NOT OCCUR ON OUR SYSTEM AND VICE VERSA).		
71	116	76	ISTH	494	023+00.253	024+00.554	1.307	2	4	0.0	0.1	6.12	HENNEPIN	PLYMOUTH	M	3.22KM N. OF TH 55 TO EB 194 - SIGN REPLACEMENT	1997	\$76,596	*MN199* I494 FROM I394 TO 194 & 194 FROM CSAH 61 TO CSAH 30, INCLUDING THE 194/494 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. 194 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																					
72		77	CSAH	10	004+00.000	004+00.655	0.655	0	4	0.3	1.0	6.11	WASHINGT ON	LAKE ELMO	M	ALL-WAY STOP CONDITION WAS IMPLEMENTED TO ADDRESS LEFT TURN AND RIGHT ANGLE CRASHES AT THE INTERSECTION OF CSAH 10 AND CSAH 19	2000		NONE	NONE	NONE	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.	
73	67	NEW	MNTH	55	194+00.320	194+00.979	0.659	0	4	0.1	0.2	6.07	HENNEPIN	MINNEAPOLIS	M	NONE	NONE	NONE	NONE	NONE			

**SECTIONS HIGHLIGHTED IN BLUE ARE NEW ON THE TOP 5% LIST THIS YEAR**

2007 WEIGHTED RANK	2007 "Top 150" Rank	2006 WEIGHTED RANK	Roadway	BEG RP	END RP	LENGTH	K	A	CR	SR	WEIGHT	COUNTY	CITY	DISTRICT	Completed projects	Construction dates	Construction Cost	Planned projects	Year Planned	Cost	Notes	
74	10	80	ISTH 94	238+00.446	239+00.445	0.999	2	2	0.0	0.0	6.01	RAMSEY	ST PAUL	M	SNELLING/PASCAL TO E.B. 194-HOV RAMP METER BYPASS & REMOVE BR. CEDAR TO SNELLING AVE-MILL & BITUMINOUS OVERLAY MAINLINE: CEDAR TO JOHN IRELAND BLVD.-SHLD.REHAB. WB 94 OFF RAMP TO CRETIN AVE AND ON RAMP FROM DALE ST TO EB 194 - PURCHASE OF MATERIALS AND EQUIPMENT RENTAL FOR BITUMINOUS MILL AND OVERLAY FROM HENNEPIN/RAMSEY COUNTY LINE TO RUTH STREET IN ST. PAUL - PURCHASE MATERIALS FOR FENCE REPAIR 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 94 WB RAMP TO SHINGLE CREEK PKWY. SHINGLE CREEK PKWY RAMP TO 96 WB - PURCHASE OF MATERIALS AND RENTAL EQUIPMENT FOR BITUMINOUS MILL AND OVERLAY	1998 2000 2004 2006 2006 2006	\$2,074,216 \$4,146,070 \$30,601 \$10,281 \$16,000 \$33,699	FROM CEDAR AVE IN MINNEAPOLIS TO KELLOGG BLVD IN ST. PAUL AND ON TH280 FROM 194 TO 2 MILES NORTH OF UNIVERSITY AVE - SURFACING, DRAINAGE, UTILITIES, BUS WORK , CONCRETE REHAB AND SIGN RENEWAL ON EB FROM CRETIN TO WESTERN-GR,SU,LT, TM,SIGNING,SIGNALS CRETIN TO WESTERN ON WB-GR,SU,LT, TM,SIGNING,SIGNALS MISSISSIPPI RIVER TO MARION ST-TEMP WIDENING,BYPASSES,ETC UNDER PEDESTRIAN WALKWAY AT GRIGGS-BR 62832(REP BR 9382)	1/25/2008 1/1/2049 1/1/2049 1/1/2049 1/1/2049	\$10,920,000 \$7,565,000 \$7,565,000 \$1,185,000 \$220,000		
75		NEW	CSAH 34	004+00.196	005+00.211	1.015	1	4	0.1	0.2	5.91	RAMSEY	ST PAUL	M	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
76	115	82	MNTH 65	002+00.052	002+00.900	0.848	0	5	0.1	0.4	5.90	HENNEPIN	MINNEAPOLIS	M	13TH AVE. NE TO 27TH AVE. NE IN MINNEAPOLIS.-MILL & OVERLAY AT THE BROADWAY AVENUE INTERSECTION IN THE CITY OF MINNEAPOLIS - BRIDGE RAILING INSTALLATION (FY 06 BI SETASIDE)	1999 2006	\$128,942 \$100,000	NONE NONE	NONE NONE	NONE NONE		
77	186	85	MNTH 5	064+00.903	065+00.963	1.060	1	4	0.0	0.2	5.66	RAMSEY	ST PAUL	M	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		
78		86	CSAH 32	003+00.010	003+00.911	0.901	1	3	0.2	0.7	5.55	RAMSEY	ST PAUL	M	NONE	NONE	NONE	NONE	NONE	NONE	THE COUNTY IS AWARE OF THE CRASHES, NO PROJECTS ARE PLANNED.	
79	471	87	USTH 10	219+00.538	220+00.448	0.908	0	5	0.0	0.2	5.51	ANOKA	RAMSEY	M	ARMSTRONG BLVD TO SUNFISH LAKE BLVD IN RAMSEY, SCOPING STUDY (2004 APPROPRIATIONS ACT-DISCRETIONARY) JARVIS ST. TO FAIR OAK AVE.-MILL & BITUMINOUS OVERLAY, BUS SHOULDERS. FROM 171ST AVENUE NW IN ELK RIVER TO VERDALE AVENUE IN THE CITY OF ANOKA - PURCHASE OF MATERIALS FOR SIGN REPLACEMENT	2004 2006 2006	\$235,105 \$3,023,869 \$46,538	AT ARMSTRONG BLVD. (CSAH 83) IN THE CITY OF RAMSEY - MILL AND OVERLAY AND SIGNAL REPLACEMENT	2008	\$300,000		
80		88	CSAH 10	007+00.535	008+00.460	0.925	1	3	1.2	5.0	5.41	OTTER TAIL SHERBURN E	ELIZABETH	4	HIGHWAY AND BRIDGE WERE CONSTRUCTED TO MEET CURRENT STATE AID STANDARDS.	2002	\$627,550	NONE	NONE	\$ 627,550	COUNTY WAS AWARE OF ONLY 1 ACCIDENT, ONLY PROPERTY DAMAGE	
81	297	53	USTH 169	162+00.859	163+00.779	0.930	1	3	0.0	0.2	5.38	SHERBURN E	ELK RIVER	3	NONE		NONE	NONE				
82		78	MSAS 158	000+00.197	001+00.506	1.309	1	5	0.1	0.2	5.35	RAMSEY	ST PAUL	M	KELLOGG BLVD. STREETScape - REVISION OF STREET LIGHTING, SIGNALS, CROSSWALKS, LANES MARKINGS, ETC. 2007 - 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 NEW SKYWAY BRIDGE INSTALLED OVER KELLOGG FROM RIVER CENTRE RAMP TO XCEL CENTER. 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. MILL AND OVERLAY 2" OF BITUMINOUS. INSTALLED NEW LANE MARKINGS (TAPE). RECONSTRUCT STAMPED CONCRETE PEDESTRIAN CROSSWALKS AT WABASHA ST. PEDESTRIAN COUNTDOWN TIMERS INSTALLED AT THE FOLLOWING INTERSECTIONS WITH KELLOGG BLVD: BROADWAY, JACKSON, ROBERT, RIVERCENTRE PARKING RAMP, WABASHA, WASHINGTON, WEST 7TH ST. INSTALLED VARIABLE SPEED DISPLAY SIGN ON KELLOGG JUST EAST OF BROADWAY WHERE WB TRAFFIC IS REQUIRED TO REDUCE SPEED FROM 40MPH TO 30MPH.	1997-2001, 2007 unknown 2001 2004 2002-2006 2006	\$6,002,000 unknown \$1,984,000 \$396,000 \$48,000 \$12,500	INSTALL RIGHT TURN LANE ON EB KELLOGG AT SMITH REPLACE CONCRETE UNIT PAVERS IN THE KELLOGG AT SEVENTH ST INTERSECTION.	2012 2007	\$250,000 \$125,000		
83		90	CSAH 116	002+00.187	003+00.314	1.127	0	6	0.2	0.8	5.32	ANOKA	RAMSEY	M	RESTRIPE ALL COUNTY ROADS	ANNUALLY		RECONSTRUCT TO 4LN DIVIDED FROM SUNFISH TO THURSTON	2012	EST. 4730000		
84	853	92	MNTH 60	197+00.941	198+00.880	0.944	1	3	2.0	8.3	5.30	WABASHA		6	NONE		NONE	NONE			EXTREMELY WINDING SECTION EAST OF ZUMBRO FALLS	
85	454	94	MNTH 55	167+00.244	168+00.590	1.332	2	3	0.1	0.3	5.26	HENNEPIN	GREENFIELD	M	.4MI. E. OF CSAH 50 TO 870' E. OF ARROWHEAD DR.-MICRO SURFACING FROM DOGWOOD TO GREENFIELD CITY LIMITS-ACCESS CLOSURES & FR.RD. CONSTRUCTION (ACCESS MGMT. \$) AT GREENFIELD RD. IN THE CITY OF GREENFIELD-INTERSECTION IMPROVEMENTS N.SHORE DR. AT CP RR IN GREENFIELD-INSTALL SIGNALS & GATES N. SHORE DR. AT CP RR IN GREENFIELD-INSTALL SIGNALS & GATES ON NORTH SHORE DRIVE IN THE CITY OF GREENFIELD - GRADING AND SURFACING AT THE INTERSECTION OF GREENFIELD ROAD IN THE CITY OF GREENFIELD - LANDSCAPING	2003 2003 2004 2004 2004 2005 2006	\$562,082 \$501,120 \$333,268 \$141,047 \$9,600 \$30,000 \$0	NONE NONE NONE NONE NONE NONE NONE	NONE NONE NONE NONE NONE NONE NONE	NONE NONE NONE NONE NONE NONE NONE		
86	424	95	USTH 53	056+00.081	057+00.034	0.955	1	3	0.1	0.5	5.24	ST LOUIS		1	NONE		NONE	NONE				
87	289	96	MNTH 101	009+00.761	010+00.721	0.960	1	3	0.3	1.4	5.21	CARVER	CHANHASSEN	M	AT PIONEER TRAIL IN CHANHASSEN-CHANNELIZE AND TRAFFIC SIGNAL INSTALLATION FROM LYMAN BLVD (CSAH 18) TO SCOTT CO LINE - PRELIMINARY DESIGN STUDY - PHASE I (CORRIDOR SCOPING)	2005 2007	\$726,461 \$50,000	FROM TH 212 TO LYMAN BLVD IN THE CITY OF CHANHASSEN - BITUMINOUS MILL AND OVERLAY	2008	\$670,000		
88		79	CSAH 16	008+00.468	009+00.627	1.159	1	4	0.1	0.5	5.18	SCOTT	SAVAGE	M	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	ROUNDBOUT AT GLENDALE ROAD	2010	\$900,000	COST FOR ROUNDBOUT OPTION NOT KNOWN. COUNTY WAS AWARE OF THE SAFETY ISSUES AT GLENDALE RD, BUT NOT ALONG THE REST OF THE SECTION.	
89	245	99	ISTH 94	176+00.000	177+00.000	0.990	1	3	0.0	0.1	5.05	STEARNS		3	INSTALLED CABLE MEDIAN GUARDRAIL.	2006		NONE				
90		113	CORD 249	001+00.000	001+00.795	0.795	0	4	3.2	12.8	5.03	WASECA		6	NONE		NONE				COUNTY WAS NOT AWARE OF THE MAGNITUDE OF CRASHES AT THIS LOCATION AND WILL FURTHER REVIEW THE CRASH REPORTS AND SITE	
91	274	100	ISTH 35	062+00.643	063+00.640	1.000	1	3	0.0	0.2	5.00	RICE		6	NONE		NONE					THE DISTRICT WAS AWARE OF 1K & 2A

**SECTIONS HIGHLIGHTED IN BLUE ARE NEW ON THE TOP 5% LIST THIS YEAR**

2007 WEIGHTED RANK	2007 "Top 150" Rank	2006 WEIGHTED RANK	Roadway	BEG RP	END RP	LENGTH	K	A	CR	SR	WEIGHT	COUNTY	CITY	DISTRICT	Completed projects	Construction dates	Construction Cost	Planned projects	Year Planned	Cost	Notes	
92		NEW	MSAS	123	000+00.217	001+00.035	0.818	0	4	0.3	1.4	4.89	RICE	FARIBAULT	6	Roadway widened to 4-lane and re-paved from RP 000+00.871 (14th Street N.W.) to the north, including left turn lane for southbound traffic. Railroad crossing at RP 000+00.900 was upgraded in 2008 with concrete. Bridges over Cannon River (located between RP 000+00.940 and RP 001+00.130) replaced and widened to 4-lanes.	2007-2008	\$3,000,000	Replace concrete curb and gutter and construct bituminous overlay from RP 00+00.080 (6th Street N) to to RP 000+00.711 (14th Street N)	2011	\$250,000	
93	774	103	MNTH	197	002+00.809	003+00.634	0.825	0	4	0.1	0.3	4.85	BELTRAMI	BEMIDJI	2	NEW SIGNAL TIMING PLANS WERE DEVELOPED AND IMPLEMENTED.	2007	26,000	NONE	NONE	NONE	THIS SECTION IS ALSO PART OF AN ACCESS MANAGEMENT STUDY THAT STARTED IN AUGUST 2007 AND CONCLUDED IN AUGUST 2008. IT PROVIDED RECOMMENDATIONS TO ADDRESS GROWTH ISSUES AND INCREASING TRAFFIC LEVELS THROUGH PROPER ACCESS MANAGEMENT PRACTICES AND SAFETY IMPROVEMENTS. COST \$50,000
94		116	MSAS	145	003+00.015	004+00.265	1.250	0	6	0.1	0.3	4.80	STEARNS	ST CLOUD	3	A STUDY IS UNDERWAY BETWEEN 8TH ST NORTH AND 15TH ST NORTH TO DETERMINE ANY WARRANTED IMPROVEMENTS	2008		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	
95	141	NEW	USTH	14	211+00.489	212+00.412	0.905	0	4	0.0	0.1	4.42	OLMSTED	ROCHESTER	6							
96		107	CSAH	17	013+00.748	014+00.655	0.907	0	4	0.8	3.2	4.41	ANOKA		M	RESTRIPE ALL COUNTY ROADS	ANNUALLY		CSF PROJECT: WIDEN SHOULDERS IN CURVES, SIGNING, EPOXY STRIPING	2009?	EST. 195,469	
97		110	CSAH	30	006+00.060	007+00.000	0.940	0	4	0.1	0.4	4.26	HENNEPIN	MAPLE GROVE	M	NONE	NONE	NONE	RECONSTRUCTION AND UPGRADE OF CSAH 30 (FROM CSAH 101 TO DUNKIRK LANE)	2010	\$9.1 Million	
98	233	111	ISTH	94	201+00.262	202+00.211	0.944	0	4	0.0	0.1	4.24	WRIGHT	ALBERTVILLE	3	INSTALLED CABLE MEDIAN GUARDRAIL	2004		NONE	NONE	NONE	THIS IS IN THE ALBERTVILLE AREA WHERE THERE ARE TWO HORIZONTAL CURVES AND TWO INTERCHANGES.
99		NEW	CSAH	7	003+00.012	003+00.960	0.948	0	4	0.1	0.3	4.22	ANOKA	ANDOVER	M	OVERLAY IN 2003 WITH RTLs ADDED AT SOME INTERSECTIONS			NONE	NONE	NONE	
100		NEW	CSAH	14	010+00.049	011+00.025	0.976	0	4	0.1	0.6	4.10	ANOKA	BLAINE	M	TURN LANES ADDED AT HARPERS, S. LAKES BLVD AND N. LAKES PKWY	2007-08	BY DEVELOPERS	NONE	NONE	NONE	
101	221	NEW	MNTH	5	069+00.385	180+00.845	0.985	0	4	0.1	0.3	4.06	RAMSEY	ST PAUL	M	NONE	NONE	NONE	NONE	NONE		
102	108	NEW	ISTH	494	059+00.032	060+00.697	1.661	1	4	0.0	0.1	3.61	WASHINGTON	WOODBURY	M	S.P. 8285-93; Add Third Lane; Both directions	2010	\$44.2mil	Construct third lane both directions	2010		

**SECTIONS HIGHLIGHTED IN BLUE ARE NEW ON THE TOP 5% LIST THIS YEAR**

**TABLE 10B – Top 5% of Intersections**

Based on 1997-2006 F + A Crashes

Cost Rank	"Top 200" Rank	Crash Cost	SYS	NUM	RP	DESCRIPTION	DIST	K	A	CR	SR	COMPLETED PROJECTS	CONSTRUCT DATES	CONSTRUCT COST	PLANNED PROJECTS	YEAR PLANNED	COST	NOTES	
1	60	\$507,000	USTH	10	177+00.743	ST GERMAIN/STMSAS128/ST CLD	3	1	11	0.1	0.4	NONE	NONE	NONE	NO IMPROVEMENTS. THIS IS A CHANNELIZED DIVIDED HIGHWAY AND SIGNALIZED INTERSECTION. NO IMPROVEMENTS PLANNED IN 10 YEARS.				
2	15	\$507,000	USTH	10	222+00.542	SUNFISH LKCSAH 57LT MSAS 113	M	3	7	0.1	0.2	TURN LANE EXTENSIONS COMPLETED WITH M/O, SP0202-80	2006		SP 0205-85, REBUILD SIGNAL	2008	\$210,000		
3	3	\$507,000	MNTH	51	007+00.350	CR B CSAH25/ROSEVILLE	M	1	11	0.1	0.3	NONE	NONE	NONE	SP 6216-116, ON SNEELLING 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 CONVINCE 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.	
4	1	\$468,000	MNTH	15	150+00.400	S JCT TH 23 2ND STS/STCLOUD	3	0	12	0.1	0.3	CAPACITY ISSUE. ADDED DUAL LEFT TURN LANES. SIGNALIZED INTERSECTION.	2005		NONE	NONE	NONE		
5	10	\$468,000	USTH	169	139+00.786	85TH AV NCSAH109/BROOKPARK	M	2	8	0.0	0.2	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		
6	64	\$429,000	USTH	169	196+00.151	190TH ST CSAH11	3	2	7	0.3	1.1	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.	
7	367	\$390,000	USTH	169	175+00.730	313TH AV CSAH2 RTT 110LT	3	4	2	0.1	0.3	ACTIVE WARNING FLASHER INSTALLED	2008						
8	4088	\$390,000	USTH	10	024+00.438	TH 32/2 MIE HAWLEY	4	4	2	0.1	0.6	CLOSED THE CROSSOVER MEDIAN.	2003		NONE	NONE	NONE	NONE	
9	320	\$390,000	USTH	75	245+00.378	60TH AVE CSAH12/CLAY CO	4	3	4	0.4	2.0	INTERCHANGE CONSTRUCTED	2005	\$10,000,000	NONE	NONE	NONE	NONE	
10	252	\$390,000	MNTH	65	004+00.137	37TH AV RESERVOIR BLVD/COL HTS	M	2	6	0.1	0.4	RUMBLE STRIPS, LIGHTING, LED FLASHERS - COUNTY LEAD	2009		ROUNDABOUT PLANNED	2012	\$1,000,000		
11	132	\$390,000	MNTH	65	007+00.686	MISSISSIPPI STCSAH6/FRIDLEY	M	1	8	0.1	0.2	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	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.
12	83	\$390,000	USTH	52	096+00.897	N JCT CSAH24/CANNON FALLS	6	2	6	0.1	0.4	SP 0207-77, SIGNAL REBUILD	2003	\$191,443	NONE	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
13	54	\$351,000	MNTH	23	205+00.236	25TH AV MSAS 132/STCLOUD	3	0	9	0.1	0.2	NONE	NONE	NONE	ENVIRONMENTAL STUDY AND PRELIMINARY INTERCHANGE DESIGN IN PROGRESS		-\$30,000,000	COST ESTIMATE FOR ENTIRE PROJECT	
14	662	\$351,000	ISTH	94	230+00.731	TH 55 OLSON MEM W RAMPS	M	1	7	0.1	0.2	ADDED A OVERHEAD SIGNAL INDICATION. THIS INTERSECTION IS SIGNALIZED AND CHANNELIZED.	2003	minor	INTERSECTION IMPROVEMENT PROJECT PLANNED BY THE CITY	2009			
15	177	\$351,000	MNTH	47	007+00.868	57TH AV CR102LT,MSAS 301 RT/	M	1	7	0.0	0.2	SP 2751-49, MILL AND OVERLAY	2007		SP 0108-130, REALIGN FRONTAGE ROAD AND ACCESS MANAGEMENT	2008-2009			THE SIGNAL IS OPERATED BY THE CITY OF MINNEAPOLIS. THE CITY AND MNDOT WILL JOINTLY EXPLORE HIGH BENEFIT/LOW COST IMPROVEMENT ALTERNATIVES, IDENTIFY SOLUTIONS, AND COORDINATE ANY IMPROVEMENTS FOR CRASH REDUCTION AND ROADWAY SAFETY. IMPLEMENTING A "BIG" FIX FOR THIS LOCATION NEEDS GREATER AREA-WIDE STUDY REGARDING BOTH NEEDS AND POTENTIAL BENEFITS WITH NUMEROUS STAKEHOLDERS. THIS TH55 AREA IS BEING DISCUSSED AS A FUTURE REGIONAL TRANSITWAY CORRIDOR.
16	76	\$351,000	MNTH	47	011+00.563	85TH AV CR132LT MSAS129/BLN	M	1	7	0.0	0.2	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 RAMPS.	2013	\$300,000		
17	206	\$351,000	MNTH	65	008+00.665	73RD AV NEMSAS 307/FRIDLEY	M	0	9	0.1	0.2	SP 0205-82, EXTEND TURN LANE, ADD ACCELERATION LANE AND REVISE SIGNAL.	2004	\$184,242	NONE	NONE	NONE	NONE	
18	78	\$351,000	USTH	52	086+00.213	TH 57 & CR8/HADER	6	4	1	0.1	0.4	SP 0207-57, REBUILD SIGNAL AND CONVERT MEDIAN SOUTH OF INTERSECTION TO 3/4	1992	\$233,630	NONE	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.
												NONE	NONE	NONE	ACCELERATION LANES AND TURN LANE LENGTHENING PLANNED. INTERCHANGE LONG TERM.		\$250,000		