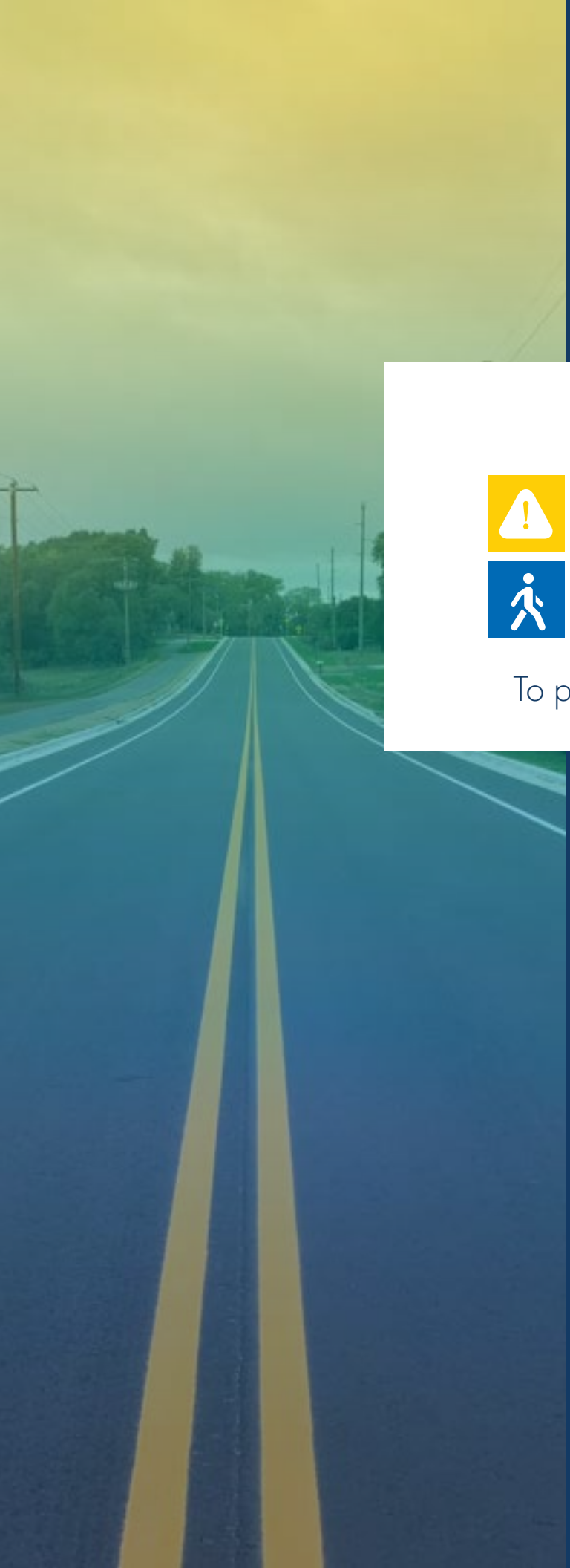


SAFETY ACTION PLAN

To prevent traffic deaths and serious injuries

St. Croix County Wisconsin
Innovation Through Cooperation

St. Croix County, WI

MAY 2025

Letter from Tri-County Board Chairs

Dear Residents of Dunn, Eau Claire, and St. Croix Counties,

As your elected leaders, we acknowledge that even one traffic crash can have devastating effects on families, friends, and our community. It is with this in mind that we are pleased to present first-ever Safety Action Plans for our three counties, a tri-county collaboration aimed at making our roadways safer and improving the quality of life for all who live, work, and travel through our county.

These plans set a clear goal: zero traffic fatalities and serious injuries by 2035. Achieving this vision will require collective effort. It will take cooperation and commitment from all sectors of our community—traffic safety experts, law enforcement, engineers, public health professionals, local schools, and public advocates, with the strong support of our policymakers and local officials.

We've taken a data-driven approach to identify the most dangerous roads in our three counties. Through crash report analysis and community input, we've pinpointed a high-injury network that we will focus on improving. These plans also address the safety of all road users to ensure that people across our counties receive the benefits of safety improvements.

Each county has its unique challenges, from rural roads to the busy corridors serving our larger towns like Menomonie, Eau Claire, and Hudson. We recognize that pedestrians, cyclists, and other vulnerable road users face the greatest risks on our roads, and we are committed to addressing those risks through infrastructure improvements and safety programs designed to protect all road users.

A key principle of this plan is the adoption of a "safe system" approach—recognizing that human error is inevitable, but traffic-related deaths and life-altering injuries are not. We are committed to building safer roads and improving safety measures that will safeguard the lives of everyone who uses them. Whether you're driving, walking, biking, or commuting, your safety matters.

As we move forward, we want to reaffirm that improving safety on our roadways is a top priority. These three plans outlines the proactive steps we will take to address current challenges and prevent future crashes.

All of us—whether we live in rural areas, small towns, or larger cities —deserve to feel and be safe on our roads. We are confident that this tri-county planning effort and the resulting three county safety action plans will guide us to a safer future.

Sincerely,

Kelly McCullough
County Board Chair
Dunn County, Wisconsin

Nancy Coffey
County Board Chair
Eau Claire County, Wisconsin

Bob Long
County Board Chair
St. Croix County, Wisconsin

Acronyms & Glossary

ACS .....American Community Survey
ADA .....Americans with Disabilities Act
BIL .....Bipartisan Infrastructure Law
CTH.....County Trunk Highway
EMS.....Emergency Medical Services
FHWA .....Federal Highway Administration
GIS .....Geographic Information Systems
HIN .....High Injury Network
HSIP.....Highway Safety Improvement Program
KABCO .....Injury Severity Scale: **K:** Fatal Injury **A:** Suspected Serious Injury **B:** Suspected Minor Injury **C:** Possible Injury **O:** No Apparent Injury
LRSP .....Local Road Safety Program
NACTO.....National Association of City Transportation Officials
NCHRP.....National Cooperative Highway Research Program
NHTSA .....National Highway Traffic Safety Administration
RRFB.....Rectangular rapid flash beacon
SAP .....Safety Action Plan
SHSP .....Strategic Highway Safety Plan
SS4A .....Safe Streets and Roads for All
SRTS .....Safe Routes to School
TZD.....Toward Zero Deaths
USDOT .....United States Department of Transportation
VRU .....Vulnerable Road User (Bicyclists and Pedestrians)
WisDOT.....Wisconsin Department of Transportation
WISLER.....Wisconsin Information System for Local Roads

Safety Action Plan Steering Committee

Traffic Safety Commission

- Robbie Krejci, County Highway Commissioner
- Jerry Van Someren, Transportation Committee Supervisor
- Tim Ramberg, Public Protection Committee, Supervisor
- Justin Johnson, Sheriff
- Bela Alexander Ballo, Assistant District Attorney
- Chad Hines, WI Dept. of Transportation
- Rick Olig, Law Enforcement Liaison
- Natasha Brunell, Emergency Management Manager
- William Peavey, Former Supervisor/Citizen Member
- Dan Kontos, WI State Patrol Sgt.

St. Croix County

Safety Action Plan

Table of Contents

CHAPTER 1

Why a Safety Action Plan

Chapter 1 Why a Safety Action Plan

National Context

The Bipartisan Infrastructure Law (BIL) enacted by the U.S. Congress in 2021 established the Safe Streets and Roads for All (SS4A) Grant Program. The SS4A program provides discretionary grants to local, regional, and Tribal governments focused on the prevention of deaths and serious injuries on our local and regional roadway system. The SS4A program helps to implement the U.S. Department of Transportation's (USDOT) National Roadway Safety Strategy, which focuses on eliminating deaths and serious injuries across the nation's roadway system.

St. Croix County's Safety Action Plan (SAP) is the basic building block to guiding local and regional approaches through projects and strategies to address safety risks on the roadway system. The CSAP uses analysis of historic crash information combined with roadway system user and community input to identify projects and strategies. The U.S. Department of Transportation has adopted a Safe System Approach, which is a guiding paradigm in the development of the CSAP.

The Approach to Traffic Safety

The Safe System Approach (SSA) is a roadway safety framework that seeks to eliminate road traffic deaths and serious injuries by designing and building roadways to accommodate human mistakes and human vulnerability.[1] USDOT has adopted the Safe System Approach to address contributing crash factors and promote layers of protection to prevent crashes and mitigate crash severity. The framework is a shift from the traditional safety approach, which focused on reaction and the needs of drivers and vehicle passengers above all other roadway users. This framework isntead recognizes that humans make mistakes, humans are vulnerable, and redundant measures are needed to protect all road users. Figure 1 illustrates the Safe System Approach five core elements and six principles.

Figure 1. Core Elements and Principles of the Safe System Approach

Traditional Approach	VS.	Safe System Approach
• Prevent crashes		• Prevent death and serious injuries
• Perfect human behavior		• Design for human mistakes
• React based on crash history		• Proactively identify and address risks
• Exclusively addresses traffic engineering		• Considers the roadway system as a whole
• Individuals are responsible		• Share the responsibility
• Doesn't consider disproportionate impacts		• Considers road safety as a social issue
• Control Speeding		• Reduce the kinetic energy as a system

1 What Is a Safe System Approach? (October 2022). United States Department of Transportation. https://www.transportation.gov/NRSS/SafeSystem

The Safe System Approach is guided by five core elements.

Figure 2. Core Elements of the Safe System Approach

SAFE ROAD USERS

All road users, including those walking, biking, riding, and driving, should always operate in a safe and responsible manner when on the roadway.

SAFE SPEEDS

Safer speed setting, education, and enforcement are promoted across all road environments to reduce kinetic forces associated with crashes to a tolerable level on the human body.

SAFE VEHICLES

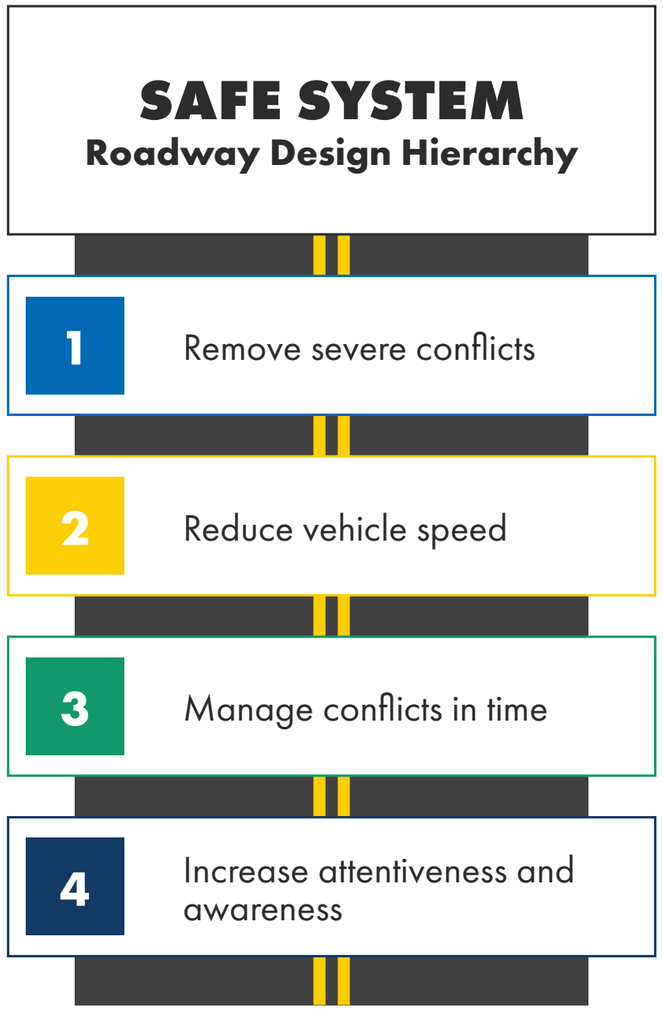
Vehicles are designed incorporating the latest technology and used in appropriate ways (such as always wearing a seat belt) to minimize crash severity and frequency.

SAFE ROADS

Roads are designed to accommodate human mistakes, encourage safe behavior, and reduce crash severity and frequency.

POST-CRASH CARE

Receiving quick emergency medical care following a crash is essential to assist those who have been injured and to reduce fatalities.



To assist tranportation agencies and practictioners identify and prioritize countermeasures and strategies, the Federal Highway Administration (FHWA) developed the Safe System Hierarchy (SSRDH). The SSRDH is a tool that characterizes engineering and infrastructure-based countermeasures and strategies relative to their alignment with the Safe System Approach (SSA).[2] The SSRDH includes four tiers increasing in alignment with the SSA. Tiers one through three focus on countermeasures and strategies related to removing roadway conflicts, manage speeds, and separating vulnerable road users, to reduce the kinetic energy resulting from a crash. The fourth tier identifies countermeasures and strategies to improve road user awareness so proper action can take place.

2 Hopwood, C., Little, K., and D. Gaines. (2024). Safe System Roadway Design Hierarchy: Engineering and Infrastructure-related Countermeasures to Effectively Reduce Roadway Fatalities and Serious Injuries. Report No. FHWA-SA-22-069. Federal Highway Administration.

Vulnerable Road Users

Vulnerable Road Users are more at risk of injury in crashes:

In St. Croix County, 15% of vehicular crashes result in injury, whereas more than 94% of crashes involving a bicyclist or pedestrian result in injury.

Crash Data from 2019 - 2023

Vulnerable road users are defined by the Federal Highway Administration (FHWA) as people walking, biking, or rolling. People within a motor vehicle or on a motorcycle are not officially included in this definition although they often experience similar impacts. Vulnerable road users are unprotected from motor vehicles and are therefore especially vulnerable to the devastating impact of a motor vehicle crash. According to the National Highway Traffic Safety Administration , vulnerable road users accounted for a growing share of all roadway fatalities in recent years.[3] Just between the years 2020 and 2021, pedestrian fatalities were estimated to have increased by 13 percent and bicyclist fatalities by five percent. **The U.S. Department of Transportation labels this increase in fatalities with respect to vulnerable road users as a crisis and that "substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation's roadways"** must be taken.

3 https://www-fars.nhtsa.dot.gov/Main/index.aspx

Impaired Driving

Impaired driving, or driving under the influence of alcohol or drugs, has been recognized by USDOT as a serious issue impacting traffic safety across the United States. All 50 states have set a threshold making it illegal to drive with a blood alcohol content of .08 g/dL or higher. In 2022, more than 13,500 people died in alcohol-involved crashes nationwide, representing 32 percent of all traffic fatalities nationwide.

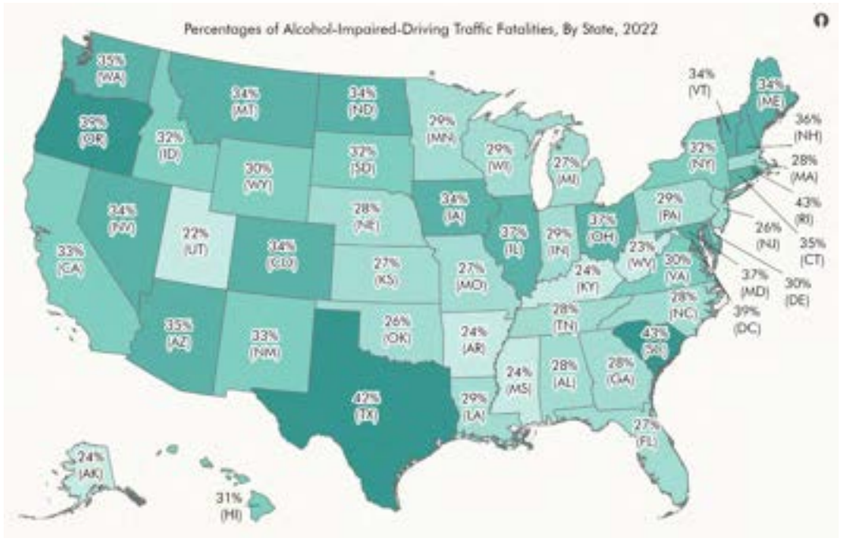
In Wisconsin, someone is **injured or killed** in an impaired driving crash **every two hours**.[4]

In crashes involving alcohol impairment, male drivers exceed female drivers at more than twice the rate. Younger drivers between 15 and 34 are the age group most at risk, accounting for approximately half of all alcohol-impaired crashes.[5]

Impaired drivers are involved in 4% of fatal and serious injury crashes in St. Croix County

Crash Data from 2019 - 2023

Figure 3. Percentages of Alcohol-Impaired-Driving Traffic Fatalities, By State, 2022[6]



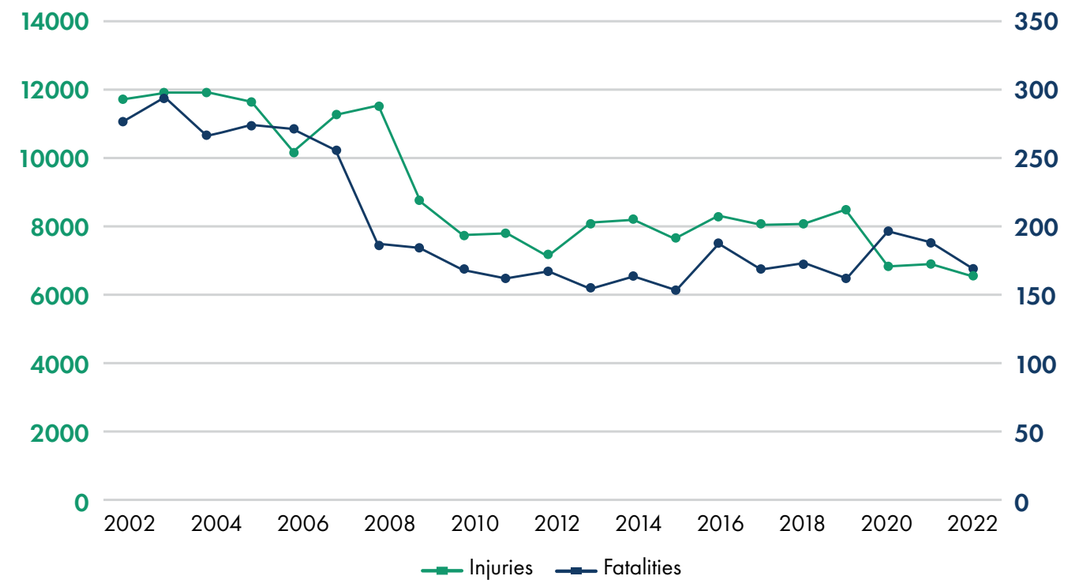
Alcohol-impaired driving crashes in Wisconsin sit at 29 percent, slightly lower than the national average. Nonetheless, impaired driving continues to be a high priority area in Wisconsin. Choosing to operate a vehicle while impaired is a decision and entirely preventable. In 2022 there were almost 23,000 convictions for operating while intoxicated (OWI) driving offenses.

4 https://wisconsindot.gov/Pages/safety/education/drunk-drv/default.aspx
5 https://wisconsindot.gov/Documents/safety/education/crash-data/Impaired-FactSheet-2022.pdf
6 https://crashstats.nhtsa.dot.gov/api/public/publication/813578#:~:text=In%202022%20there%20were%2013%2C524%20people%20killed%20in%20alcohol%2Dimpaired,the%20United%20States%20in%202022.

Speed and Aggressive Driving

Crashes can often have multiple contributing factors. In addition to impairment from alcohol or drugs, speeding - traveling too fast for conditions or exceeding the posted speed limits – is involved in 29 percent of crashes across the nation. To be included as a contributing factor to a crash, a police officer must indicate that racing, driving too fast, or exceeding the speed limit was involved or the driver must be charged with a speed-related offense. As stated by the FHWA, "Although much of the public concern about speeding has been focused on high-speed interstates, in 2022 only 13 percent [of fatal crashes] occurred on interstate highways, rural and urban combined, while 87 percent of speeding-related fatalities occurred on non-interstate roadways."[7] Collaboration between and across jurisdictional boundaries on engineering and non-engineering strategies is key to reducing fatalities.

Figure 4. Trends in Speed-Related Injuries and Fatalities in Wisconsin from 2002-2022[8]



In St. Croix County, 30% of fatal and serious injury crashes involved speed and aggressive driving.

Crash Data from 2019 - 2023

Although Wisconsin has experienced a general decline in the number of speeding-related crashes over the past two decades, with both fatalities and injury crashes trending downwards.

Nevertheless, **speed** was a contributing cause of **27 percent of fatal crashes** in Wisconsin in 2022.

7 https://crashstats.nhtsa.dot.gov/api/public/publication/813578
8 https://wisconsindot.gov/Documents/safety/education/crash-data/2023-speed-fact-sheet.pdf.

CHAPTER 2

Roadway Safety in the County

Chapter 2 Roadway Safety in the County

Why St. Croix County Needs a Safety Action Plan

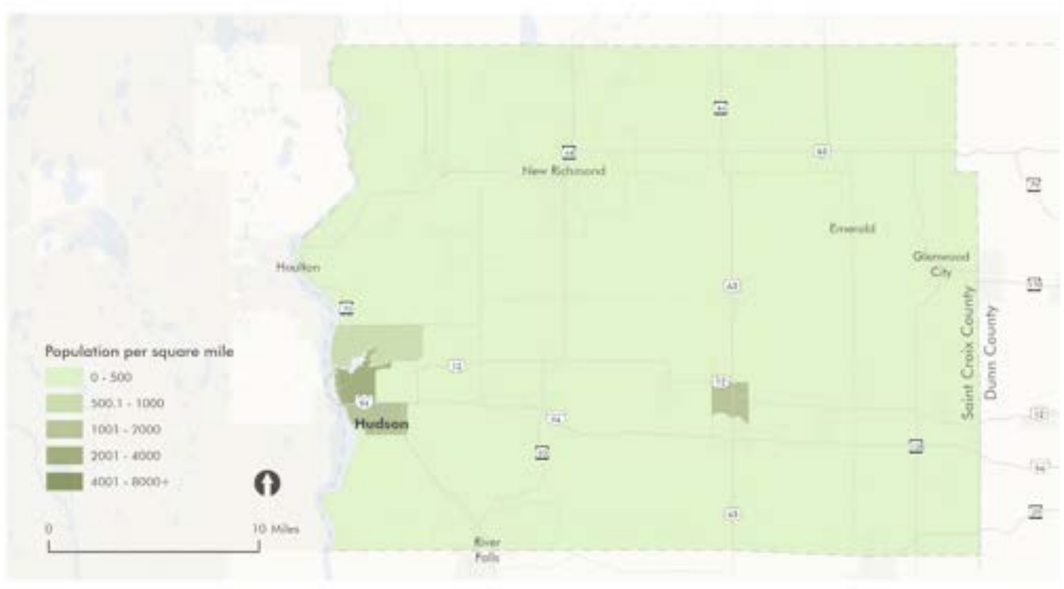
The loss of even one human life on a roadway is unacceptable.

From 2019 – 2023, **St. Croix County experienced 250 fatal and serious injury crashes.**

As the County seeks to improve quality of life for all people who live, work, and visit, providing safe connections through and around the county will be important.

Over the last decade, St. Croix County's population has grown about fourteen percent to slightly more than 93,000, with the cohort of people aged 65 and up increasing the most. Major urbanized centers include Hudson, as well as smaller towns such as New Richmond, Somerset, and Baldwin. The region must continue to improve and innovate its transprotation network with a focus on safety to encourage healthy, vibrant communities.

Figure 5. St. Croix County Population per square mile



Three-County Safety Action Plan Partnership

St. Croix County is part of a joint three-county effort to develop a comprehensive and cohesive Safety Action Plan with Dunn and Eau Claire County. This tri-county project has produced a traffic safety action plan for each county focused on reducing fatal and serious injury crashes on the county roadway system and taking an action-oriented approach to collaboration.

244,686 **Total Population**		
45,440 **19% - Dunn**	105,710 **43% - Eau Claire**	93,536 **38% - St. Croix**

About the Traffic Safety Commission

In 1971, the Wisconsin State Legislature created highway committees in each county with the purpose of bringing together a breadth of expertise to "minimize the incidence and severity of traffic crashes".[9] Each commission meets quarterly to review highway safety needs, serve as an advisory body, and coordinate safety activities across jurisdictions within the county. The St. Croix Traffic Safety Commission will serve as the Steering Committee and a sounding board for this Safety Action Plan and ensure that prioritized countermeasures are implemented.

County's Vision and Goals

St. Croix County desires transformative change in order to achieve its vision for the safety of its transportation infrastructure. This plan **establishes a vision of zero traffic deaths and severe injuries** on streets within St. Croix County with **a goal of a 50 percent annual reduction by 2040**. Using 2023 figures as a starting point, that equates to a reduction target of 7 fatalities or severe injury crashes by 2040.

Vision:
Zero traffic deaths and severe injuries in St. Croix County

Goal:
50% reduction in traffic deaths and severe injuries in St. Croix County by 2040

Eliminating fatalities and serious injuries requires the region's transportation leadership and staff to priortize the issue, and to work closely with its transportation partners to do the same. Achieving the vision requires tremendous effort focused on physical engineering efforts and various non-engineering efforts, such as education, enforcement, and agency collaboration. **Progress toward St. Croix County's goal will be measured on an annual basis starting in 2025 by the percent reduction in fatal and serious injury crashes.**

St. Croix County has also established the following key strategies to assist the county in reaching its vision:

- Prioritize the safety of vulnerable road users in upcoming roadway infrastructure projects through prioritizing new avenues for collaborative funding applications
- Support the Wisconsin Strategic Highway Safety Plan performance targets and goals and further partnerships on safety improvements
- Address locations with known crash issues while also proactively implementing proven safety strategies at locations with a high risk of crashes

9 https://wisconsindot.gov/Documents/safety/education/frms-pubs/tsc-booklet.pdf

CHAPTER 3

Current State of Practice

Chapter 3 Current State of Practice

The State of Practice Review examines the current transportation safety planning and policy best practices used by other counties around the country, within Wisconsin, and at a national and internal level. It also explores essential guidance and resource documents that focus on planning and designing safe infrastructure with consideration to vulnerable road users. The review synthesizes key takeaways related to safety action planning that will help inform improvements to county-level processes to further prioritize transportation safety.

Plans Reviewed

County plans reviewed include:

- McLean County (Virginia) Road Safety Plan (2021)
- Vanderburgh County (Indiana) Road Safety Plan (2023)
- Vermilion County (Illinois) Safety Action Plan (2023)
- Winneshiek County (Iowa) Road Safety Plan (2023)

Wisconsin plans reviewed include:

- Wisconsin's Triennial Highway Safety Plan (2023)
- Wisconsin Strategic Highway Safety Plan
- WisDOT Local Road Highway Safety Improvement Program
- Wisconsin County/City Traffic Safety Commission Guidelines (2016)
- Dane County Traffic Safety Commission (TSC) Traffic Safety Emphasis Areas & Work Plan
- Greater Madison Safety Action Plan (2024)
- Milwaukee County Safety Action Plan (Anticipated 2024)
- City of Milwaukee Vision Zero (Anticipated 2024)

St. Croix County plans reviewed include:

- St. Croix County Bicycle and Pedestrian Plan (2017)
- St. Croix County Comprehensive Plan 2024-2045 (2017)
- West Central Wisconsin Regional Planning Commission Safe Routes to School Plans (Various)

International and National Practices reviewed include:

- The World Health Organization and the United Nations Regional Commissions - Global Plan: Decade of Action for Road Safety 2021-2030

Best Practices

The review also compiled and documented best practices in safety action planning based on federal guidance and other plans. How these techniques are incorporated into this plan are documented in Table 1.

Table 1. Best Practices in Safety Action Planning

Best Practice	Incorporated in St. Croix County SAP?
Defining target date for achieving zero or a significant reduction in roadway fatalities and serious injuries	Yes
Prioritizing locations for investments that improve safety for vulnerable road users to guide future funding	Yes
Transportation safety planning and policy is driven by robust data-driven processes to identify crash trends. Identifying characteristic crash profiles that contribute to the region's High Injury Network or other areas with high concentrations of crashes, especially severe injury and fatal crashes	Yes
Aligning with the USDOT National Roadway Safety Strategy and other Vision Zero and Safe Systems Approach	Yes
Conducting engagement with stakeholders and community members to inform safety strategies and prioritization of projects	Yes
Finding cost effective solutions to improving existing infrastructure	Yes

These plans reviewed, as well as specific considerations for this safety action planning effort are further examined and documented in Appendix A.

CHAPTER 4

Community and Stakeholder Engagement

Chapter 4 Community and Stakeholder Engagement

Stakeholder and public engagement is critical in ensuring the applicability and implementation of the safety strategies included in this plan. Community outreach was an important part of this plan and ensuring that decisions impacting the community adequately represent key concerns.

Summer 2024 Engagement Events

The project team conducted various engagement activities from July through September 2024, including:

- A pop-up event at the St. Croix County Fair (July 18, 2024)
  - » The project team engaged with fair participants of diverse backgrounds, including various ages.
- Interactive online map (available July to September 2024)
  - » The online map was a platform open to the public to provide comments on roadway concerns.
- Social media posts
  - » Social media posts highlighted relevant safety questions that led to increased awareness of the online comment map and invited community members to provide their input.

67 attendees were engaged at the County Fair and **326 comments** were received via the online map.

Figure 6. Staff at the County Fair Event

Figure 7. The Engagement Table and Material

Figure 8. St. Croix County Fair Engagement Board

County Fair goers voiced their strongest concerns around speeding and aggressive driving, distracted driving, and intersections as shown in Figure 8 depicting a dot exercise completed during the County Fair. In addition, fair goers highlighted the lack of sidewalks in key urban areas such as Baldwin and people not yielding to drivers on the freeway. County staff engaged many participants about the benefits of roundabouts, as users felt concerned they could not see above the center island. Points made by the county staff helped the public understand the design of roundabouts in St. Croix County. Figure 9 illustrates the location of comments community members left on the interactive online map. From July to September 2024, 326 comments were received. They were categorized by user (bicycle, pedestrian or rolling, general safety). Responses focused on locations where people felt unsafe driving, biking, walking, or rolling. Community members also identified locations where pavement condition improvements could take place and considerations for other potential safety improvements.

Drivers mostly had comments about County Trunk Highways (CTH) E, A, K, M and G. Drivers felt that these County Trunk Highways had some safety and congestion issues, especially at key intersections. CTH E faces backups, with roundabouts suggested for future development. Drivers felt the need for more right turn lanes due to increased congestion. Some county roads like CTH M were noted to have a lack of pedestrian protections, in which they felt it can be unsafe for families to walk. The community was vocal about seeing more infrastructure built for active transportation modes such as walking and biking, alongside roundabouts at intersections.

Figure 9. St. Croix County Interactive Online Map

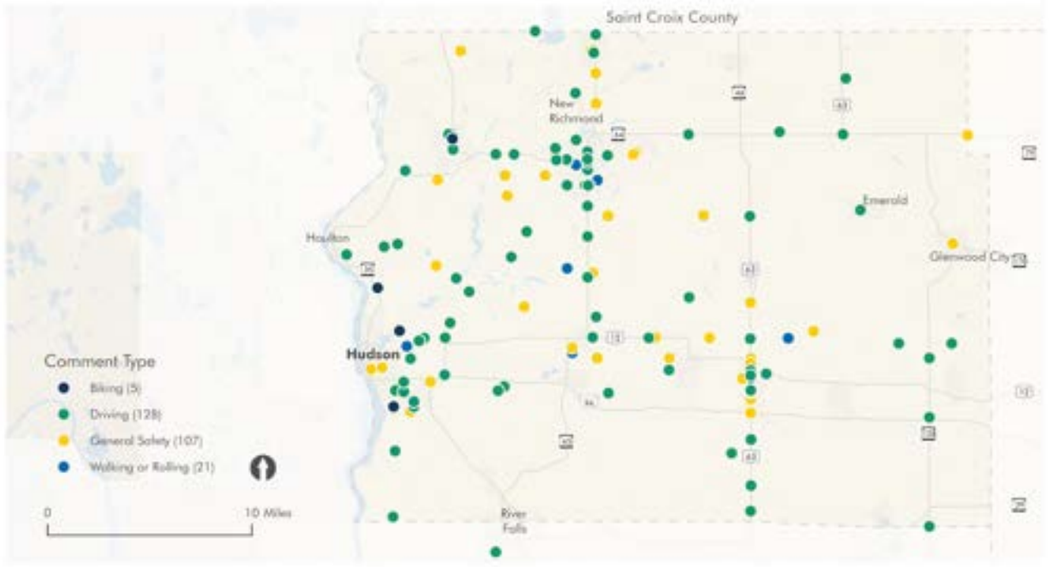


Figure 10 depicts a word cloud representing key words and themes that were expressed by the community from the interactive online map. The larger the word, the more times the topic was repeated by responders who left comments in the interactive online map. Traffic, crosswalk, intersection and roundabout were among the words that consistently showed up in the comments.

- **Traffic** - regarding congestion, speed, or vehicles moving too slowly.
- **Crosswalks** – desire for more safe crosswalks around the County.
- **Intersection** – expressed safety concerns at specific intersections such as CTH E, A, K, M and G.
- **Roundabout** – identified as a potential infrastructure improvement at certain locations.

Commenters also expressed the importance of maintaining the condition of the road surface and building more infrastructure for active transportation such as walking, biking, and rolling were all important.

Figure 10. County Engagement Word Cloud

See Appendix B for more information on the engagement process.

CHAPTER 5

Data Analysis

Chapter 5 Data Analysis

In this section we highlight the findings of each of the analyses completed as a part of the Safety Action Plan. They include the following:

Demographic Analysis	Determines areas of persistent poverty (also called underserved communities) to help prioritize locations for future safety improvements
Historical Crash Evaluation and HIN	Identifies and summarizes where crashes occurring are within the County
Systemic Analysis	Focuses on prioritizing and recommending roadway safety projects on rural county trunk highways (CTH)

Demographic Analysis

It is well known that transportation can have economic benefits, particularly to families and children. This plan performed spatial analysis to deepen the understanding of the demographic composition of St. Croix County, resulting in the identification of areas of persistent poverty. Also called underserved communities by the USDOT, areas of persistent poverty are defined as census tracts which have a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey. Transportation safety improvements can positively impact access to education opportunities, jobs, and quality of life. Through the evaluation process, 0% of the population within St. Croix County resides in an area of persistent poverty as shown in Figure 11 (source data: 2014-2018 American Community Survey).

Figure 11. Areas of Persistent Poverty in St. Croix County

Historical Crash Evaluation

The Historical Crash Evaluation includes an examination of the crashes by mode by basic crash report variable, such as roadway characteristic or roadway ownership/jurisdiction. The analysis in the crash summary may be used by the County to help prioritize roadway safety investments in the future. The crash data was gathered through the TransPortal system by the Wisconsin Traffic Operations and Safety (TOPS) Laboratory and included crashes that occurred between 2019 and 2023. Throughout the safety analysis, crashes are summarized by "KA" indicating fatal and serious injury crashes and "BCO," which includes non-serious injuries and property damage only. The KABCO injury scale includes the designations shown in Table 2.

All severe injuries are life altering

Severe injuries include both fatal and serious injuries also known as incapacitating injuries (KA). Severe injuries are characterized by significant physical damage or trauma, and they require careful documentation to accurately reflect their severity in crash data. Examples of suspected serious or incapacitating injuries include severe lacerations, broken extremities, internal injuries, significant burns, and instances of unconsciousness or paralysis. A fatal crash involves one or more individuals' deaths as a result of the crash.

Table 2. KABCO Injury Scale

Severe	Non-Severe
K - involves a fatal injury **A** - incapacitating injury (serious injury)	**B** - non- incapacitating injury **C** - possible injury **O** - no injury or a property damage-only (PDO) crash

Summary of All Roads in St. Croix County

11,256 total crashes took place in St. Croix County between 2019 and 2023. 250 of those crashes resulted in at least one person involved resulting in a fatal or serious injury, equating to 2.2 percent. An analysis of these crashes was completed to identify crash trends among five modes: automobile, heavy automobile, pedestrian, bicycle, and motorcycle. Figure 14 shows the locations of fatal, severe, and minor injury crashes occurring between 2019 and 2023. Additional details are provided in Appendix C.

Figure 12. 10-Year Crash History in St. Croix County (2014 – 2023)

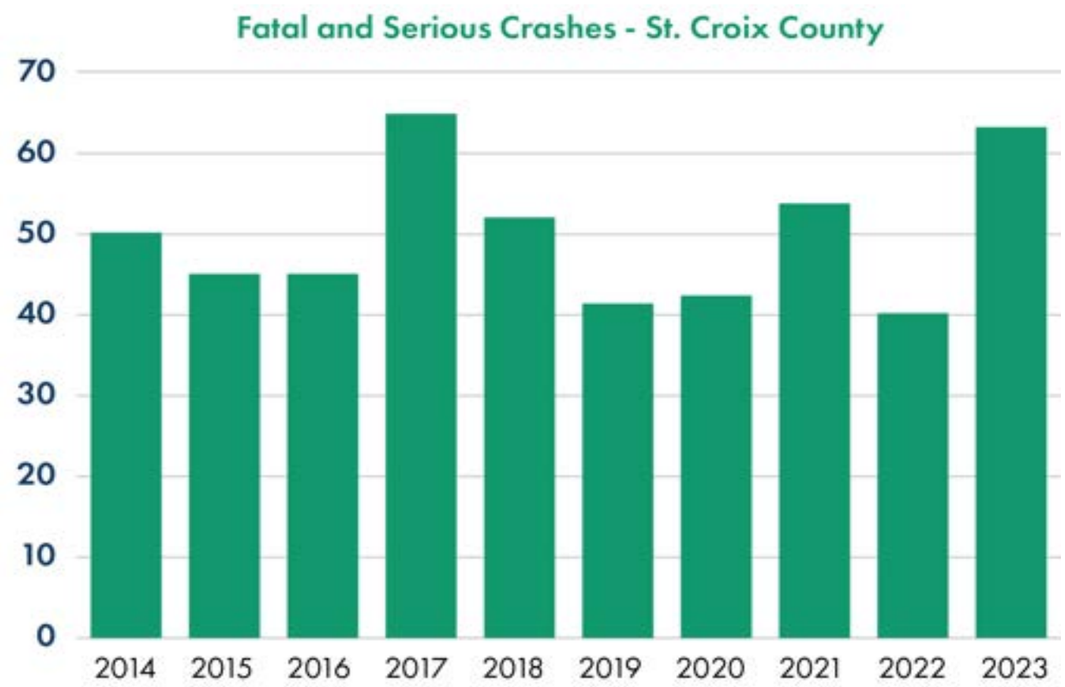
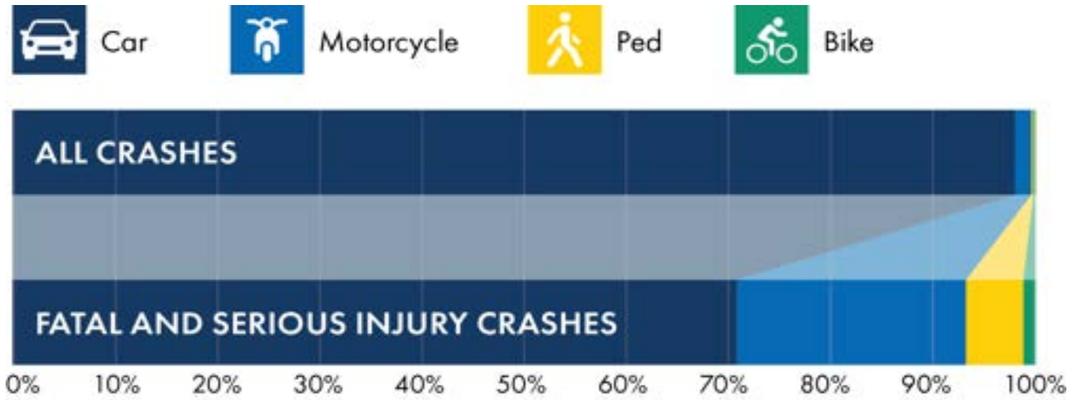
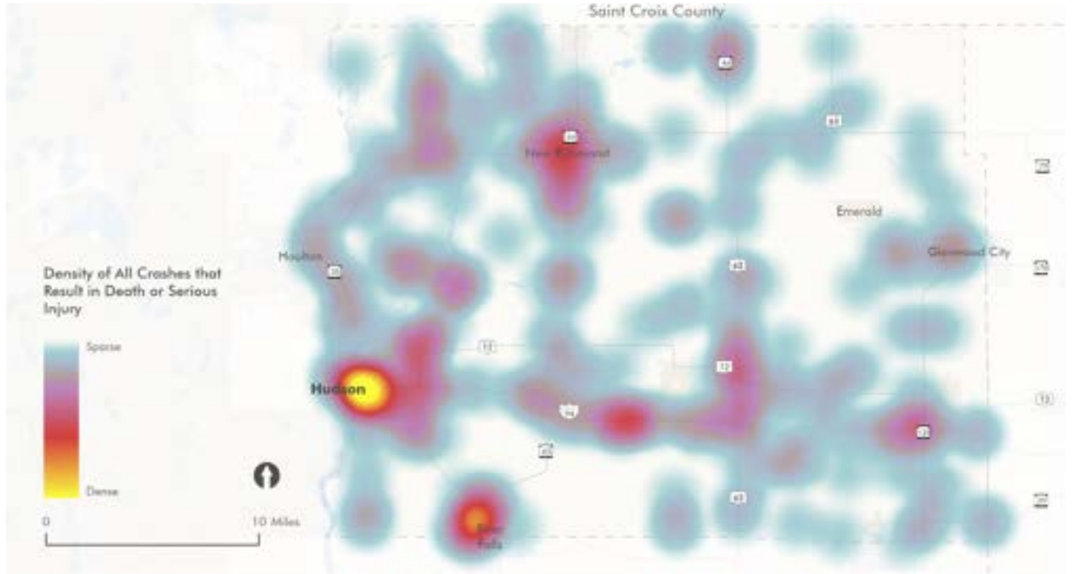


Figure 13. All Crashes vs. Fatal and Serious Crashes by Transportation Type (2019 – 2023)



Generally, fatal and serious injury crashes have remained relatively flat over the past decade (Figure 12). This can be attributed to a variety of factors, including safer roads and vehicles, increased enforcement, and more stringent policies and laws. However, when those crashes do occur, the last five years of crash data shows that people on motorcycles, on foot, and on bicycles are disproportionately impacted in terms of crash severity (Figure 13).

Figure 14. Hotspots of fatal, serious, and minor injury crashes in St. Croix County (2019-2023)



High Injury Network

As a part of the Historical Crash Evaluation, a High Injury Network (HIN) was developed. The HIN included all roadways within the County except for freeways and limited-access highways. The elimination of these roads are a standard practice due to their operational differences (higher speeds, volumes and access control). Additionally, these roads are not owned and operated by local agencies. The focus of the Safety Action Plan is to identify a list of County priorities.

4.3%

of the roadway is on the High Injury Network (85.8 miles)

The HIN for all modes accounts for

38.4%

of fatal and serious injury crashes

Distribution of Jurisdictions on the High Injury Network

27.6% **State Roads**	11.7% **US Roads**	27.8% **County Roads**	32.8% **Local Roads**

What is a High Injury Network?

The HIN identifies streets or locations where a high number of severe crash concentrations have occurred along a corridor-level segment for the most recent 5-year period (2019-2023). The High Injury Network represents a prioritized subset of St. Croix County's overall regional transportation network, focusing on streets with the highest prevalence of severe crashes.

Figure 15. High Injury Network (2019-2023)

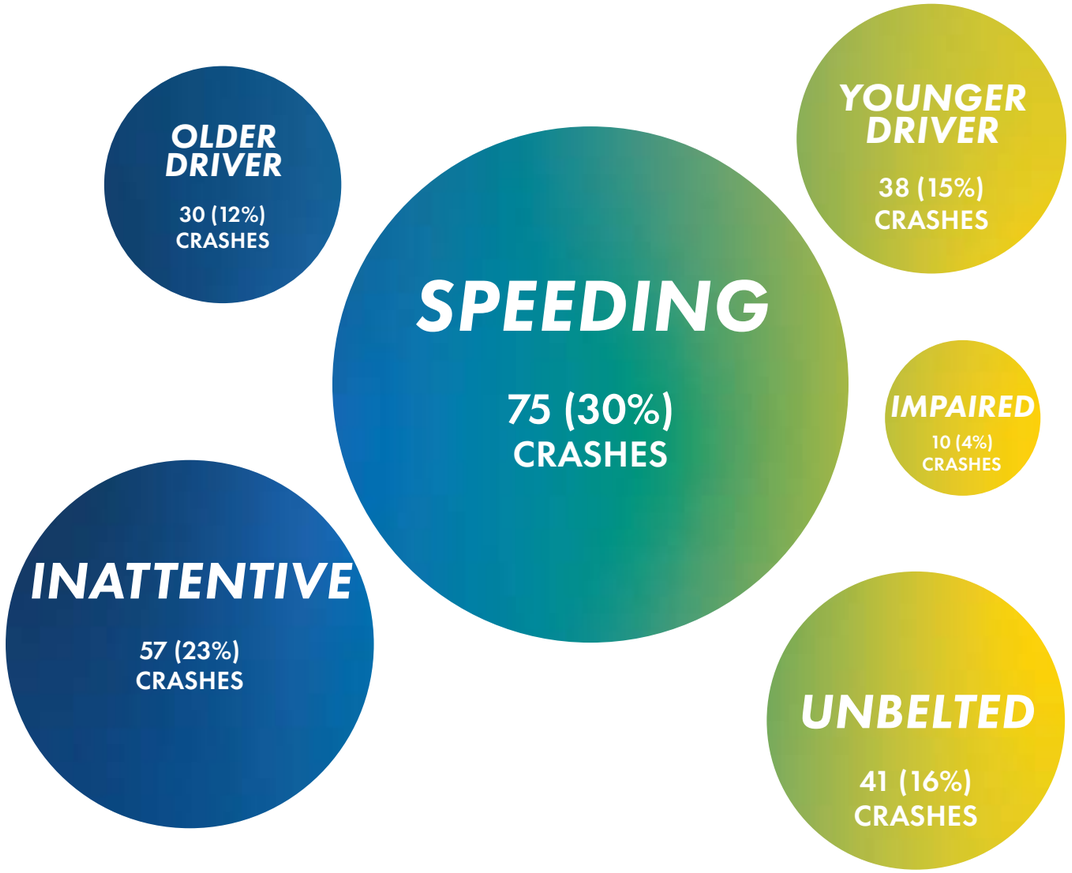
Table 3. High Injury Network Statistics

Mode	Total Crashes*	Network Miles on HIN	Percent Network Miles on HIN	Crashes* on HIN	Percent Crashes on HIN
Automobile	183	54.0	2.7%	67	36.6%
Heavy Vehicle	28	0.0	2.7%	0	0.0%
Motorcycle	144	10.1	0.5%	22	15.3%
Bicycle	18	0.0	0.0%	0	0.0%
Pedestrian	35	0.0	0.0%	0	0.0%
All Motorized	350	81.1	4.1%	128	36.6%
All Nonmotorized	53	1.2	0.1%	4	7.5%
All Modes	401	85.8	4.3%	154	38.4%

*All-modes calculations include K, A, and B crashes except for automobiles, which exclude B crashes.

Emphasis Areas

Wisconsin's Strategic Highway Safety Plan (2023) dentified eleven contributing factors to crashes across the State of particular interest, called emphasis areas. Emphasis areas focus on the most common causes of traffic crashes and are developed based on the analysis of crash trends. Key emphasis areas for St. Croix County are shown below in the bubble graph:



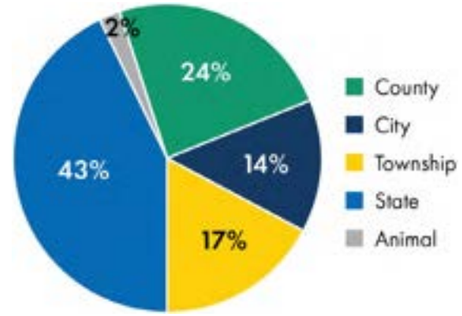
Local Road Crash Summary

Crash Profiles[1] are important for understanding specific characteristics of crashes that occur within the County. The crash profiles highlight subcategories by geography and jurisdiction to provide additional insight into the types of crashes that have occurred. Defining these key characteristics assists in determining which strategies to use and where to apply them.

While this crash analysis focused on the safety impacts of local roads, it's important to acknowledge the role of state roads for future study. State roads experienced a total of 107 severe crashes. Compared to those on local roads, which include County, City, Township, local roads had 137 severe crashes. The rate of occurrence remained fairly similar. This means if you were to experience a crash on either the state or local system, the likelihood of experiencing a severe crash was approximately 2 percent.

Figure 16 identifies how the 250 severe crashes within St. Croix County are broken down by jurisdiction. Note, there were an additional 139 animal crashes isolated out of the analysis; 6 of those crashes were severe. These crashes were removed from the analysis because the data to accurately describe the collision and risk is limited.

Figure 16. Percentage of Severe Crashes by Jurisdiction, 2019-2023



To better understand context and roadway characteristics of the local system - county, city and township roads - this section highlights specific crash types including but not limited to: segment and intersection crashes, fixed object, head-on and stop/yield crashes. Six crash profiles were developed for St. Croix County based on the type of road/ jurisdiction and similar crash characteristics and prevalence of crashes. They include:

- County Rural
- City Rural
- Township Rural
- City Urban 2 lane Undivided
- City Urban Divided Highway
- City Urban Non-Motorized

1 While called Crash Profiles in the plan, the technical term for this method of organizing crashes is called Crash Trees. More information on how they were developed is available in Appendix C.

There were 6,465 crashes on the local load system in St. Croix County between 2019 and 2023. The local road system includes county, city, and township roads. As seen in the table below, there were 1,823 crashes on local county rural roads in St. Croix County. This accounts for 28 percent of all crashes on the local system.

There were 137 severe crashes on the local system. Severe crashes on county rural roads totaled 60 (Table 4). These 60 crashes accounted for 3.3 percent of all crashes on county rural roads. See Appendix C for additional information.

Table 4. Crash Summary of Local* Roads

Crash Profile	All crashes (KABCO) in St. Croix County	Percentage of all crashes	Severe (KA) crashes in St. Croix County	Of the crashes in this row, what percent were severe?
County Rural	1,823	23.8%	60	3.3%
City Rural	1,216	15.9%	14	1.2%
Township Rural	1,269	16.6%	40	3.2%
City Urban 2-lane Undivided	1,048	13.7%	12	1.1%
City Urban Divided Highway	364	4.8%	2	0.5%
City Urban Non-Motorized	12 – ped, 12 - bike	0.3%	4 - Ped, 1 -bike	20.8%

*Local includes county, city, and township roads

COUNTY RURAL

In St. Croix County, county rural roads tend to be two lane undivided roads with speed limits of 55 mph. There are less frequent access points along segments (such as driveways or intersecting roads) and low surrounding residential/commercial development. Segments usually have 2-6 feet of paved or gravel shoulder followed by a grass ditch for drainage. Some segments have trees directly against the road which can be dangerous for drivers. Most county rural intersections have a four way or thru stop control. This can pose additional dangers such as stoplight running.

Crashes were severe were more likely to occur on county segments (63 percent) compared to county intersections (36 percent). These crashes typically involved an automobile running off the road, which were 80 percent of severe lane departure crashes. Most of these severe crashes (83 percent) collided with a fixed object, such as a tree or a sign.

Table 5. Roadway Crash Definitions

Lane Departure	A crash which occurs after an automobile crosses an edge line or a center line, or otherwise leaves the traveled way
Head-on	A crash of two automobiles that are moving directly toward each other
Run-off-Road	Crashes that occur in which an automobile slips onto the roadside
Fixed object	A crash when an automobile crashes into a stationary object

CITY RURAL

City rural roads are characterized by speed limits between 35 to 45 mph, typically with stop sign control. These roads usually are two lane undivided, with infrequent driveway access points, and low surrounding residential/commercial development. Similar to county rural roads, crashes were more likely to occur on segments (35 percent) compared to intersections (27 percent). Half of these crashes (46 percent) were lane departure crashes. Run off road crashes (91 percent) were the most common lane departure crashes.

TOWNSHIP RURAL

Township roads in St. Croix County are typically gravel or paved with posted speed limits of 45 to 55 mph. These roads usually are two lane undivided roads with very infrequent driveway access points and very low surrounding residential/commercial development. The majority of township road crashes happened on segments (67 percent). These crashes on segments were usually lane departure crashes (89 percent) that were almost always run-off-road crashes. Only two percent of crashes were head on. Of the run-off-road crashes, 47 percent were fixed object crashes. Of the intersection crashes that took place, 56 percent took place at a stop yield intersection. Most of these stop/yield crashes were right angle collisions.

CITY URBAN 2 LANE UNDIVIDED

This roadway profile typically has moderate to high residential/commercial development. Most intersections are signalized. Post speed limits range from 25 to 35 mph. There are frequent driveway access points. Crashes were mostly split between segment crashes (44 percent), and those that were at intersections 50 percent. Commonly, these crashes were run-off-road crashes (80 percent), and all of the severe crashes additionally hit a fixed object.

CITY URBAN DIVIDED

This roadway profile typically has moderate to high residential/commercial development. Post speed limits range from 30 to 45 mph. There are typically four lanes – two in either direction with a barrier in the middle. There are frequent driveway access points. Severe crashes on these roadway types were split between segment crashes (50 percent) and intersections (50 percent). All of the severe segment crashes resulted in lane departure. Head on crashes made up 22 percent of crashes. All severe intersection crashes happened at stop signs.

CITY NON-MOTORIZED

This roadway profile includes both urban 2-lane undivided and divided roadways. The majority of non-motorized crashes happened on 2-lane undivided roads (67 percent). All of these crashes happened at posted speed limits of 25mph or less. Within the undivided crashes, the majority of these took place at intersections (75 percent). At these intersection crash locations, the intersection design was mostly stop sign intersections (67 percent), followed by signalized intersections (17 percent).

Systemic Safety Analysis

In contrast to a historical crash evaluation, a systemic approach is future-focused through the identification of risk factors that can be applied across the roadway network, not just at locations with a history of crashes.

"Risk factors" are characteristics whose presence is correlated with an increased likelihood of a fatal or serious injury crash type.

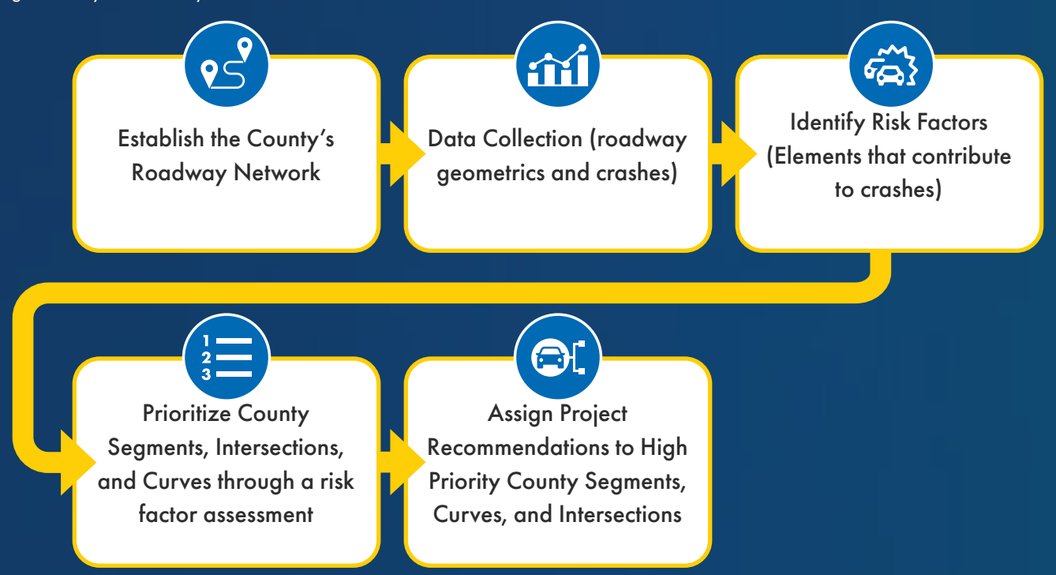
The culmination of a systemic analysis is the installation of low- to moderate-cost safety strategies and countermeasures at locations with the highest risk of severe crashes.

Why a Systemic Safety Analysis?

While severe crashes may cluster around known hotspots, severe crashes often occur at seemingly random locations, particularly for vulnerable road users (pedestrians and bicyclists) in rural areas with low to moderate traffic. Especially when there are low volumes of crash statistics to review, taking a more proactive and system-wide look at risk factors as opposed to only reacting to specific instances at a specific location can be beneficial.

Take, for instance, the scenario of a serious crash involving a motorcyclist. While the rider may lose control of the motorcycle at any point, the likelihood of a severe crash increases when the rider encounters sharp turns, or roads with inadequate signage. The chances of sustaining a more severe injury are higher when the road is lined with hazardous features, like steep shoulders, as opposed to a road with clear sightlines and minimal obstacles.

Figure 17. Systemic Analysis Process



Systemic Safety Analysis Process

To begin, the team established a roadway network. This was used to identify the segments, curves and intersections included in the analysis, which covers a total of 334 miles of the County Trunk Highways. County roads were the focus of this plan because these roads have lower design standards than state highways and longer emergency response times, leading to higher rates of crashes. However, the county has more direct control to implement safety improvements on county roads.

Table 6. St. Croix County Roadway Network Analyzed

Roadway Network	Number Analyzed (Rural Only)
Segments	60
Curves	294
Intersections	624

A database was developed as part of this project to track roadway characteristics and crash data for each segment, intersection, and curve along the County's roadway network. Understanding the roadway characteristics helps in identifying locations that are "high-risk." This data was collected through multiple resources beginning with data that the County staff provided as well as through the Wisconsin Information System for Local Roads (WISLR) database and aerial and street level photography. A full list of the segments, curves and intersections that were analyzed as part of this project along with some of the data collected are included in Appendix E.

Prioritization - Risk Factor Identification

To conduct the systemic analysis, the team analyzed historic crashes to better understand roadway features associated with severe crashes, and therefore, considered to be "at-risk." These risk factors were then analyzed against St. Croix County's roadway network. To do this, data for a much larger geographical area (used to increase statistical reliability) was reviewed and compared to St. Croix County's roadway data to identify an initial set of risk factors. A risk factor is a roadway characteristic that is present at numerous locations that have experienced a severe crash.

How were rural and urban defined?

The surrounding area type and roadway design was considered to distinguish between rural and urban locations. Rural areas included farmland, recreation, wider shoulders and higher speeds where as urban areas were commonly denser populated city centers with lower speeds and curb and gutter.

Why does the Systemic Safety Analysis only include rural locations?

Very few locations were categorized as "urban" within the County. With such few locations, identifying risk and prioritization becomes a challenge. Therefore, these locations were evaluated at a high-level as a part of the Historical Crash Evaluation. Safety Countermeasures for consideration are identified in Chapter 6.

Using the risk factors identified below, all roadway segments, curves, and intersections within St. Croix County were reviewed to determine which locations have the identified risk factors present. Each location was assessed using a "star" ranking system, assigning a star for each risk factor that was present. The more "stars," the more at-risk and the higher priority the location is. The following risk factors were evaluated for St. Croix County:

Rural Segments: (Total of 6 Stars)

- ★ Daily traffic volume (AADT) Single Vehicle Run-off road
- ★ Daily traffic volume (AADT) Multi=vehicle
- ★ Lane departure density
- ★ Access Density
- ★ Critical Radius Curve Density
- ★ Edge Risk

Curves: (Total of 8 Stars)

- ★ Critical curve radius
- ★ Daily traffic volume
- ★ Lane width
- ★ High Side Shoulder Width
- ★ Total Cross Section Width
- ★ Adjacent Intersection
- ★ Visual Trap
- ★ Outside Edge Risk

Rural Intersections: (Total of 8 Stars)

- ★ Traffic Volume
- ★ Entering Leg Configuration
- ★ Alignment Skew
- ★ Adjacent Railroad Crossing
- ★ Adjacent Curve
- ★ Previous STOP
- ★ Adjacent Commercial Development
- ★ Major Approach Turn Lane Configuration

For detailed information on the step-by-step process of the identification of risk factors and subsequent prioritization of locations used in the Systemic Safety Analysis, see Appendix F.

Recommended Safety Projects

The final step on the Systemic Safety Analysis is to recommend safety projects to all high-priority locations. Transportation safety best practices recommend designating a subset of the network as "high-priority," because it has been proven that the right safety strategy at the right location is the most effective way to enhance safety. Installing safety strategies across the entire network may reduce the overall effectiveness of the safety features implemented. For example, if an LED Stop Sign is at every intersection, the flashing lights' effectiveness will decrease. Therefore, for each segment, intersection, and curve, a high- priority threshold was determined, as shown in Table 7.

Table 7. Rural Priority Thresholds for St. Croix County

	Star Threshold	Number of Features	Percentage of Feature
Segments	3 and above	30	46% miles
Curves	3 and above	157	53% of total curves
Intersections	2 and above	232	37% of total intersections

To assign project recommendations, the high-priority locations were analyzed for "best fit" FHWA proven safety countermeasures based on existing roadway features (see Appendix E). Recommended Project Lists are further described in Chapter 7.

CHAPTER 6

Safety Strategies & Toolkit

Chapter 6 Safety Strategies & Toolkit

Engineering Countermeasures

St. Croix County identified the following engineering design countermeasures for future project considerations to address High Injury Network locations identified within this Safety Action Plan as well as urban locations with high prevalence of historical crashes and vulnerable roadway user conflicts. The countermeasures include data-driven and proven safety strategies from Federal Highway Administration (FHWA) Proven Safety Countermeasures[1], FHWA Step Guide for Improving Pedestrian Safety at Uncontrolled Intersections[2], and Crash Modification Factor Clearinghouse[3]. See Chapter 7 for the systematic implementation of several of FHWA's Proven Safety countermeasures.

Table 8. Urban Safety Countermeasures

Urban Safety Countermeasures				Safe System Hierarchy Tiers			
Type of Environment	**Description**	**Estimated Implementation Cost**	**Estimated Effectiveness***	**Remove Severe Conflicts**	**Reduce Vehicle Speeds**	**Manage Conflicts in Time**	**Increase Attentiveness & Awareness**
Intersection	**Roundabout / Mini Roundabout**	High ($1,800,000 to $2,400,000)	High	X	X		
Intersection	**Dedicated Left / Right Turn Lanes**	High ($250,000)	Low / Moderate	X			
Intersection	**Backplates with Retroreflective Borders**	Low ($4,000)	Low				X
Intersection	**Flashing Yellow Arrow**	Moderate ($50,000 to $100,000)	Moderate			X	
Intersection	**Lighting**	Low	Low				X
Intersection	**No Right Turn on Red**	High ($100,000)	Not available	X			
Intersection	**Removed Sightline Obstructions**	Not available	Moderate	X			
Intersection	**Retroreflective Strips on Stop Sign Posts**	Low ($2,500)	Not available				X
Intersection	**Advanced "Yield Here" Sign and Stop Bar**	Low ($300 per sign)	Low				X
Segment	**Corridor Access Management**	High ($360,000 per mile)	Low/Moderate	X	X		
Segment	**Road Diet (Lane Reconfiguration)**	Moderate / High (25,000 to $100,000)	Low / Moderate	X	X		
Segment	**Bicycle Lanes / Boulevard**	Low ($1,000 to 11,000 per mile)	Moderate	X			
Segment	**Median Barriers**	Moderate ($25,000 to $50,000)	Moderate	X			
Segment	**Variable Speed Limits**	Low	Moderate		X		
Segment	**Dynamic Speed Feedback Sign**	Moderate ($30,000 per location)	Low		X		
Segment	**Appropriate Speeds**	Low	Moderate		X		
Segment	**Reduced Lane Widths**	Low ($2,000 to $25,000)	High		X		
Pedestrian	**Rectangular Rapid Flashing Beacons**	Low ($15,000)	Moderate /High				X
Pedestrian	**Curb Extension**	Moderate / High ($50,000 to $100,000)	Moderate				X
Pedestrian	**Pedestrian Refuge Islands**	Low / Moderate ($2,140 to $41,170 per mile)	Low	X	X		
Pedestrian	**Sidewalks**	Moderate ($80,0000 per mile)	Moderate	X			
Pedestrian	**Pedestrian Countdown Timers**	Low ($12,000)	Low	X		X	
Pedestrian	**In-Street Pedestrian Crossing Sign**	Low ($240 per sign)	Not available				X
Pedestrian	**Pedestrian Hybrid Beacons**	High ($100,000 to $170,000)	High	X		X	
Pedestrian	**Parking Restriction on Crosswalk Approach**	Low ($15,000)	Low				X
Pedestrian	**Leading Pedestrian Interval**	Low	Low				X

*Effectiveness considers various roadway contexts and crash severity. For the purpose of this Safety Action Plan the following ranges were determined: Low (0-29%) - Moderate (30-59%) - High (59% and above)

1 https://highways.dot.gov/safety/proven-safety-countermeasures
2 https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/docs/STEP-guide-improving-ped-safety.pdf
3 https://cmfclearinghouse.fhwa.dot.gov/

Table 9. Rural Safety Countermeasures

Rural Safety Countermeasures				Safe System Hierarchy Tiers			
Type of Environment	**Description**	**Estimated Implementation Cost**	**Estimated Effectiveness***	**Remove Severe Conflicts**	**Reduce Vehicle Speeds**	**Manage Conflicts in Time**	**Increase Attentiveness & Awareness**
Intersection	**Restricted Crossing U-Turn**	High ($750,000 per intersection)	Moderate / High	X			
Intersection	**Roundabout**	High ($1,800,000 to $2,500,000)	High	X	X		
Intersection	**High Friction Surface Treatment (Hfst)**	High ($28 per SY)	Moderate	X	X		
Intersection	**All-Way Stop / Yield**	Low	High			X	
Intersection	**Removed Skew / Realigned Intersections**	High	Moderate	X			
Intersection	**Bypass Lanes**	Moderate	Low	X			
Intersection	**Left turn lane**	Moderate	Moderate	X			
Intersection	**LED Stop Signs**	$6,000	Moderate				X
Intersection/Curve	**Streetlights**	Low ($4,800 per streetlight)	Moderate				X
Segment	**Safety Edge / Shoulder Paving**	High ($75,000)	Moderate	X			
Segment	**Centerline Rumble Strip**	Low ($3,000)	Moderate				X
Segment	**Enhanced Edgeline (6" and 8")**	Low ($2,500)	Low				X
Segments/ Curves	**Clear Zone Maintenance / Enhancements**	Moderate ($100,000)	Moderate / High	X			
Segment	**Ditch / Embarkments / Side Slope Improvements**	Not available	Not available	X			
Segment	**Shoulder / Edge Line Rumble Strip**	Low ($3,000 to $7,000 per mile)	Moderate				X
Segment	**Upgraded Signs / Oversized Regulatory Signs**	Low ($3,000 per mile)	Moderate				X
Curves	**Dynamic Curve Signing**	Low / Moderate ($20,000 to $40,000)	Moderate				X
Curves	**Chevrons**	Low ($3,000)	Low				X
Curve/ Intersection	**Reconstruct TT intersection to a single T**	High ($400,000)	Moderate	X			
Curves	**High Friction Surface Treatment (HFST)**	High ($36 per SY)	Moderate	X	X		
Curves	**Paved Shoulders**	Low ($75,000 per mile)	Moderate	X			
Curve/ Intersection	**Upgraded Signs / Oversized Regulatory Signs**	Low	Moderate				X
	Review signs and markings	$0	Not available				X
Curves	**Curve Warning Sign**	Low ($2,000)	Moderate		X		X
Curves	**Speed Advisory Signs**	Low ($2,000)	Low		X		X
Curves	**6" or 8" Pavement Markings**	Not available	Not available				X

*Effectiveness considers various roadway contexts and crash severity. For the purpose of this Safety Action Plan the following ranges were determined: Low (0-29%) - Moderate (30-59%) - High (59% and above)

Priority Strategies

SIDEWALKS

Sidewalks, paved pathways alongside roads for pedestrian use, improve accessibility, connect neighborhoods, and enhance safety by reducing exposure to moving vehicles. Sidewalks can include features such as curbs, drainage systems, and accessibility standards. Based on these factors, the cost of constructing sidewalks is approximately $80,000 per mile. Sidewalks are highly effective in reducing pedestrian crashes, with studies showing a 40 percent decrease in such incidents when sidewalks are installed. By keeping pedestrians off the roadway, they help minimize conflicts with vehicles, making streets safer for everyone.

BUFFER BETWEEN OPPOSING LANES (MEDIAN BARRIERS)

Median barriers are physical barriers placed in the center of a roadway to separate opposing lanes of traffic, preventing vehicles from crossing into oncoming lanes. They are commonly used on roads to reduce head-on collisions. Median barriers can be made of concrete and include plants and trees, metal guardrails, or cables, designed to absorb impact. The cost of installing median barriers ranges from $25,000 to $150,000 per mile. Cost can vary based on materials, design and roadway conditions. Median barriers are highly effective in preventing crashes, with studies showing a 44 – 56 percent reduction in crashes. Their ability to stop vehicles from crossing into oncoming traffic makes them an effective roadway safety measure.

Four lane undivided roadways are a common feature of high traffic urban and suburban roadways. Buffers are a common countermeasure for lane departure crashes, where a vehicle collides into opposing traffic.

ROUNDABOUTS

Roundabouts are circular intersections where traffic flow is slowed and serious conflict points (locations where two vehicles could potentially crash into each other) are reduced. Traffic has a one-way flow with yield signs at entry points. Roundabouts perform well when it comes to safety; roundabouts in Minnesota have an over 80 percent reduction in fatal and serious injury crashes. In urban settings, vehicles entering the roundabout slow speeds to about 15-20 mph, allowing for efficient movement of traffic with cost around $2,500,000 per intersection.

Roundabouts were frequently cited by County residents at engagement events and through the online comment map.

ENHANCED EDGELINE (6" AND 8")

Enhanced edgelines are road markings that are made wider to improve visibility and safety. They help drivers clearly see the edge of the road, especially in low-light or poor weather conditions. They reduce the risk of lane departure crashes, especially around curves. The estimated cost per mile is low ($7,000) making them an effective countermeasure on large stretches of rural road. Minimal maintenance is required and edgelines can provide long-term safety benefits for drivers. Studies show that the conversion to enhanced edgelines can lower crashes by 14 percent.

Non-Engineering Safety Strategies

Not all approaches to improving roadway safety in St. Croix County include physical improvements or changes to the system. A theme for non-engineering countermeasures to improving roadway safety is ongoing diligence on the part of St. Croix County and its partners in having a comprehensive approach to roadway safety. These solutions are vital components of a comprehensive safety strategy. These measures focus on policy, education, enforcement, and community engagement, aiming to foster a culture of safety and awareness among all road users.

Corridor Studies

A corridor study is a planning project that characterizes and evaluates roadway conditions, whether existing or for the future. The goal of the study is to provide recommendations for infrastructure projects that address concerns highlighted by the study. Once the corridor study is adopted, implementation can begin which can lead to funding for the project, additional studies and/or policy updates.

Speed Management

Speed management programs provide a framework on how to create a safe environment for all road users across a specific road network. A speed management program aims to address factors that influence speeding. This includes user behavior, roadway design, land use, traffic behavior and law enforcement. Along with identifying issues, countermeasures are to be identified that are effective in management speeds. The outcome of developing the plan is to evaluate the effectiveness of the solutions and thus reduce speeding-related fatalities and injuries as well as increasing the safety experience for all road users.

Lighting Management

Lighting management programs create a plan to strategically place lighting infrastructure for the benefit of all road users. Lighting management plans particularly emphasize resolving pedestrian safety issues as this vulnerable user group is at significant risk during the night. Once implemented, lighting infrastructure will provide a visual environment that is safe for road users during hours of darkness. Lighting management plans may also consider and investigate using new lighting technology to enhance the safety of the network.

Road Safety Audit

A Road Safety Audit estimates and reports road safety issues as well as identifying specific improvements for all road users. A team independent from the project conducts the audit. Road safety audits may specifically focus on vehicles, pedestrians, motorcycles or a specific combination of users. Road user capabilities and limitations are essential for a road safety audit. These audits can be utilized at any stage in the project development process. Road safety audits can be used for projects ranging from minor to major in size.

Pedestrian Education/Visibility

The visibility of pedestrians can be affected by obstructed views, lighting conditions, and parked vehicles. The safety issues that arise from this can be resolved with pedestrian education campaigns that engage the community in the planning process to make the transportation network more visible and safer to all road users. Brochures, news articles, social media announcements and videos, and poster materials can be developed to educate road users about pedestrian safety to improve user experience.

Safe Routes Studies

"Safe Routes to School" has been a longstanding program that uses a variety of education, engineering and enforcement strategies that help make routes safer for children to walk and bicycle to school and encouragement strategies to entice more children to walk and bike. Various Safe Routes to School plans have identified improving walking and biking access to schools as a priority.

Safe Routes PARTNERSHIP

Based on public input and analysis of crash data, a Safe Routes to School is highlighted as a potential countermeasure to consider in this Plan that will improve walking and biking access near schools. However, additional infrastructure improvements and other strategies may be necessary to improve walking and biking access to schools and parks. Allocating additional funding at the local level to supplement programming and infrastructure development is a possible strategy for St. Croix County to pursue.

HIN Corridor Enhanced Enforcement

The high injury network (HIN) developed through this Plan's in-depth analysis of crash data provides an opportunity to focus not only on engineering countermeasures, but also non-engineering countermeasures, such as focused law enforcement and traffic monitoring efforts.

Community-Based Safety Workshops

Community-based safety workshops bring together residents, local businesses, and community organizations to discuss transportation safety concerns and solutions. These workshops include hands-on activities such as bicycle safety checks, pedestrian safety drills, and interactive demonstrations on safe driving practices.

Collaborative Safety Partnerships

Through partnerships with local businesses, schools, non-profits, and healthcare providers, promote a culture of safety across the community. Collaborative efforts include hosting safety awareness days, creating public service announcements, and offering transportation safety training sessions tailored to specific groups such as young drivers and senior citizens.

Motorcycle Awareness Campaigns

A series of motorcycle awareness campaigns are aimed at both motorcyclists and other road users. These campaigns focus on educating motorcyclists about safe riding practices, such as wearing helmets and protective gear, maintaining a safe speed, and using defensive driving techniques. Additionally, the campaigns educate drivers of other vehicles about the importance of being vigilant for motorcycles, understanding their vulnerability on the road, and providing them with sufficient space.

Motorcycle
SAFETY PROGRAM
Wisconsin Department of Transportation

Improving Traffic Records and Coordination

The coding and classification of crash data can also be assessed and improved by making training programs available for law enforcement to report on bicycle and pedestrian crashes as well as racial demographics. This can also include the expansion of data attributes to identify more information about the given crash. Near miss incidents are another major gap in our understanding of roadside safety. Near miss reporting can improve the understanding of how the circumstances of a crash can arise. Continued coordination is also necessary with law enforcement, emergency medical services, and hospital records.

Distracted Driving Programs

Distracted driving programs can further reduce crashes by raising awareness, enforcing laws, and promoting safe driving habits. Programs can include advocating for laws that prohibit texting, handheld phone use, and other distractions. Additionally, distracted driving campaigns educate drivers through schools, workplaces, and other community spaces to promote safe driving habits with the help of guest speakers (such as law enforcement) and educational materials that discourage engaging with distractions while driving.

Alcohol Impaired Driving Campaigns

Drunk driving campaigns are designed to reduce accidents and fatal crashes by raising public awareness of the dangers of impaired driving. These programs can utilize public service announcements, social media outlets, and local communities to educate people about the risks of driving under the influence of alcohol and drugs. These campaigns advocate for stricter laws, including sobriety testing and higher penalties on impaired driving. Campaigns should work alongside law enforcement agencies to increase awareness and enforce impaired driving laws, especially around holidays.

The State of Wisconsin's 'Drive Sober or Get Pulled Over Campaign' has involved increased enforcement partnership between the State Patrol and local law enforcement.

Youth Driver Safety Programs

The high crash rates among young drivers are due to factors such as inexperience, risk-taking behaviors, and peer influence. Campaigns focus on changing the local environment to prevent alcohol misuse through social norms, incorporating counseling and prevention programs. These initiatives can bring together schools, health departments, and law enforcement to prevent future crashes involving young drivers. These youth programs are also to be directed to adults, where programs have been designed to penalize parents providing alcohol to the youth.

Demonstration Projects

Demonstration projects use materials such as plastic bollards and paint to temporarily make a change to a roadway, to show what future changes may look like to public agencies, partners, and the public. They are designed for the short-term, and the cost of a demonstration project is significantly less than a final infrastructure project. Demonstration projects are useful as stakeholders can evaluate the project before making any permanent infrastructure changes. These projects also inspire action, help gather data and increase public engagement. See NACTO Quick Builds for Better Streets: A Project Delivery Model for U.S. Cities for more information on best practices for a quick-build approach.

TRAFFIC CALMING DEMONSTRATION

Traffic calming demonstration projects may include using temporary materials to create a median island, traffic circle, or a parklet to reduce or slow traffic in the short-term. The goal of the demonstration may also aim to increase the safety of active transportation methods. To evaluate the effectiveness, surveys, interviews, and counts may also be recorded during the process.

BIKE LANES/ TRAIL DEMO

Using temporary materials, bike lanes can be added by creating a buffer to prevent cars from utilizing the given demo project's location. Materials may include paint, tape, bike lane-related signs, or flexible posts for separated bike lanes. Existing lanes for automobiles can also be reduced to make space for a bike lane demonstration project. Bike lane demos are generally low-cost.

MIDBLOCK CROSSWALK INSTALLATION DEMO

Midblock crosswalks can be demonstrated using spray paint. The crosswalk markings may be applied to a project location where pedestrian traffic is anticipated and encouraged. The goal of the project is to see if the crosswalk will reduce potential conflicts between motorists and pedestrians. The effectiveness of a midblock crosswalk demo can be evaluated by driver stop/yield compliance, interviews, and surveys.

CHAPTER 7

Implementation & Road to Zero

Chapter 7 Implementation & Road to Zero

Putting the Toolkit into Action

The engineering countermeasures and non-engineering safety strategies detailed in the previous chapter include a wide range of potential recommendations for the County to implement across the network, specifically addressing corridors and intersections on the HIN and at urban locations. The FHWA Proven Safety Countermeasures, a subset of the engineering countermeasures listed in Chapter 6, were applied to the high-priority county trunk highways (CTH). See Appendix E for the detailed project decision trees and recommended rural project lists. To apply the engineering countermeasures and deploy non-engineering safety strategies across the County, St. Croix County staff may apply for federal and state funding and work with partners to prioritize implementation of these safety countermeasures. This chapter lays out the County's commitments in the months and years ahead as well as a list of project priorities.

Location Prioritization

In addition to the corridors and intersections on the HIN, the systemic analysis identified high-risk prioritized locations. Corridors and intersections with higher levels of crashes and locations with multiple risk factors were prioritized. The top priority locations of the systemic analysis and the estimated recommended project cost are shown in Table 10, Table 11, and Table 12:

Table 10. Rural Segments – Prioritized Locations

#	Project ID	Route Name	Start Description	End Description	Cost
1	T_Hud3	Trout Brook Rd	11th St	River Rd	$21,326
2	T_Troy1	CTH MM	Glenmont Rd	200ft West of N Main St	$42,299
3	T_STJ1	River Rd	CTH V	CTH I	$26,878
4	N1	CTH N	Gilbert Rd	CTH J	$126,818
5	D1	CTH D	STH 64	S Main St	$109,852
6	V1	CTH V	Appalousa Trail	500ft East of 30th St	$102,616
7	A2	CTH A	CTH E	STH 64B (W 4th St)	$1,679,482
8	H1	CTH H	STH 35	Main St	$89,627
9	C1	CTH C	STH 64B	CTH H	$78,086
10	K1	CTH K	140th St	CTH T	$33,535

Table 11. Rural Curves – Prioritized Locations

#	Project ID	Location Description	Cost
1	T_Hud6-2	2nd curve on Alexander Rd	$3,000
2	X1-5	5th curve on CTH X	$403,000
3	T_Troy3-1	1st curve on Tower Rd	$15,823
4	T_Hud2-11	11th curve on CTH A	$3,000
5	T_Hud3-3	3rd curve on Trout Brook Rd	$3,000
6	T_Hud3-10	10th curve on Trout Brook Rd	$5,000
7	T_Hud6-1	1st curve on McCutcheon Rd	$0 (Project Criteria not Met)
8	T_Hud6-3	3rd curve on Alexander Rd	$0 (Project Criteria not Met)
9	T_Hud6-7	7th curve on Alexander Rd	$0 (Project Criteria not Met)
10	Q1-1	1st curve on CTH Q	$407,000

Table 12. Rural Intersections – Prioritized Locations

#	Project ID	Location Description	Cost
1	W7	USH 12 (Iron Brigade Mem Hwy) and CTH W (Wilson St S)	$0 (Project Criteria not Met)
2	B13	CTH B and IH-94 WB Ramps	$25,000.00
3	E28	CTH E and CTH I	$30,000
4	D25	USH 12 (Iron Brigade Mem Hwy) and CTH D (CTH B/Lockwood St)	$30,000
5	T22	USH 12 (Iron Brigade Mem Hwy) and CTH T	$25,000
6	A12	CTH A and CTH E	$25,000
7	B12	CTH B and IH-94 EB Ramps	$25,000
8	D23	STH 64 and CTH D (270th St)	$0 (Project Criteria not Met)
9	E6	CTH E and 25th St	$0 (Project Criteria not Met)
10	E9	CTH E and CTH V	$25,000

Refer to Appendix E-5 for full priority lists and Appendix E-6 for full project lists.

Table 13. Summary of St. Croix County Recommended Safety Projects

Project Type Category	Number of Projects	Estimated Cost
Segments	30	$5,341,564
Curves	107	$5,054,503
Intersections	60	$8,219,000
Total	**197**	**$18,615,067**

Prioritized Implementation Actions

As it seeks to improve safety, St. Croix County has identified several higher level actions related more generally to roadway infrastructure, behavior, and policy and programs. St. Croix County commits to prioritizing these actions as part of its comprehensive plan to improve safety.

Roadway Infrastructure Actions

- Design the roadside to include protection systems (such as cable median, crash cushions and guiderail end treatments) or manage roadside vegetation, trees and other fixed objects and consider alterations to steep ditch slopes to minimize the severity of crashes
- Consider "No Turn on Red" restrictions at identified high crash locations
- Proactively implement safety conversions (for example 4-to-3 lane safety conversions) or other safety treatments to address high injury 4-lane undivided streets
- Implement pedestrian and bicycle safety strategies near schools, libraries, and other potential high-pedestrian VRU traffic areas
- Implement low-cost quick-build spot and systemic safety improvements while seeking to strategically upgrade to more long-term improvements

Behavior

- Expand enforcement of school zone laws
- Support high-visibility enforcement campaigns that specifically target speeding, unrestrained occupants, distracted driving, and substance impaired driving
- Continue to evaluate and implement speed management techniques related to roadway design, roadway surface, traffic control, community education, and speed enforcement

Growing Safety Culture within St. Croix County

Foundational change has already begun within St. Croix County. Through the process of creating this plan, St. Croix County engaged communities to continue to identify opportunities to address transportation safety and change the safety culture. The cultural actions (CA) listed below in Table 14 will support the region's vision to achieve zero traffic deaths and serious injury crashes on streets within St. Croix County by 2035. Further, they will serve as the groundwork for the implementation of countermeasures identified through this Safety Action Plan's prioritization process.

Table 14. Cultural Actions

#	Action	Timeline
A.1	St. Croix County Board adopts this SAP and commits to the Safety Vision and Goal	Q2 2025
A.2	Share the SAP analysis including GIS data to all local governments within the County for analysis and identification of countermeasures to implement	Q2 2025
A.3	Continue to engage local partners to monitor progress on the SAP	Continuous
A.4	Apply for funding to address roadway safety priorities including an application for the Safe Streets and Roads for All grant program	Q2 2025
A.5	Incorporate the HIN and Systemic Rural Project Recommendations into long range transportation planning	Continuous
A.6	Continue to update datasets and evaluate crash data for future plan updates	Continuous
A.7	Monitor progress on an annual basis toward safety goals, convening an annual meeting annually with local partners to review crash statistics and project implementation	Annually

Potential Funding Strategies

The County has at its disposal a variety of funding sources that can be used to address safety issues. Funds can be used to reconstruct roadways, install ped/bike facilities, improve safety, and complete other transportation-related projects that improve safety. Coordination with Township, Village, City, and State agencies will also be important to harness their available funding. In addition, there are some competitive grant programs that the County could harness as well. Below is an overview of potential state and federal grant funding opportunities anticipated to be available in 2026 and beyond. The Wisconsin Department of Transportation (WisDOT) maintains a grants dashboard for local program and federal discretionary programs and can be used for the latest information regarding each program.

Highway Safety Improvement Program (HSIP)

The Federal Highway Administration (FHWA) administers the Highway Safety Improvement Program (HSIP), which provides funding to projects designed to improve travel safety. Per FHWA guidance, HSIP funding "requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance." The HSIP program provides funding for roadway construction or reconstruction projects designed to decrease the frequency and/or severity of all types of crashes including vehicles, pedestrians, bicycles, and other non-motorized vehicles. Funding can only be used for construction costs. The program runs on a biennial basis with the next opportunity in 2025. Federal funds provide 90 percent with a 10 percent match from the local agency or the State of Wisconsin.

Safe Streets for All (SS4A)

USDOT's Safe Streets and Roads for All (SS4A) is intended to fund more than $1 billion each year through FY 2026 for regional, local, and tribal initiatives which significantly reduce or eliminate roadway fatalities and serious injuries. With the completion of this Safety Action Plan, the County and its stsakeholders are eligible to apply for implementation and supplemental or demonstration activity funding.

Transportation Alternatives Program (TAP)

The WisDOT Transportation Program (TAP) provides funds for county, city, township, and tribal governments for pedestrian and bicycle crossing improvements, off-street bicycle and pedestrian facilities, on-road bicycle facilities, and traffic control and safety devices. The program requires a 20 percent match. Example projects include Safe Routes to School plans, crossing signal plans and infrastructure, trail or shared use path feasibility studies, trail resurfacing, new trails/paths/bike lanes/sidewalks, and wayfinding or visibility upgrades such as pavement markings.

Local Road Improvement Program (LRIP)

The LRIP program provides competitive grants to assist local agencies in constructing, reconstructing, or reconditioning their local roads. LRIP is a reimbursement program which pays up to 50 percent of total eligible costs. Projects are awarded every two years and focus on improving seriously deteriorating county highways, town roads, and city and village streets.

Evaluation and Tracking

St. Croix County will develop an annual report to evaluate progress toward this plan's vision and safety goal. The yearly reporting will be posted on the County's website and will include the status of project implementation and the most recent crash statistics. The County will convene a meeting with local partners and relevant departments annually to review the report.

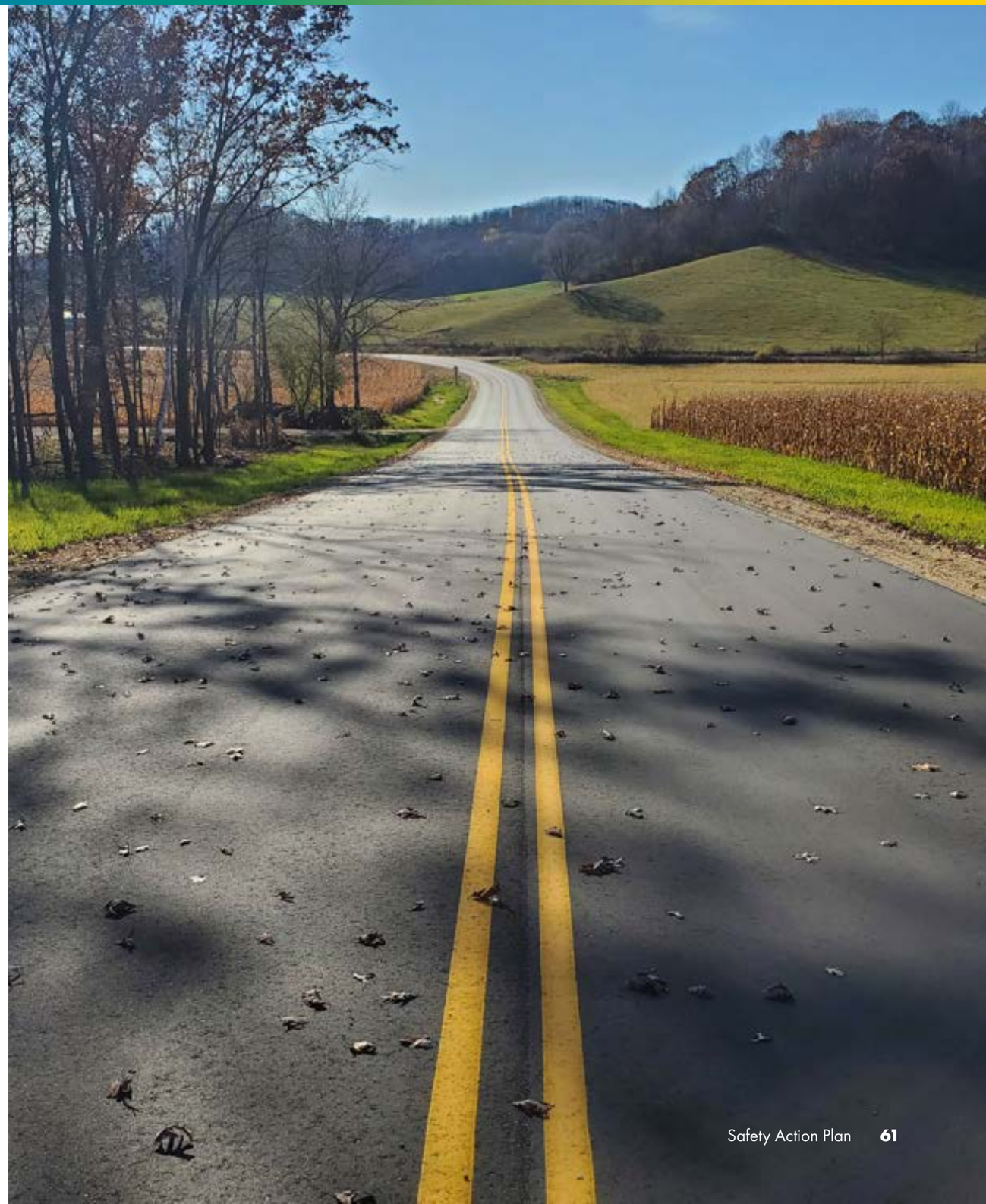
Specific performance measures will include:

- Number fatal and serious injury crashes by modes and locations
- Number of safety engineering projects implemented by type of strategy, location, and investment amount
- Number of non-engineering countermeasures implemented by type of strategy, location (if applicable), and investment amount

From the date of adoption, St. Croix County will revise the goal, countermeasures, and actions or fully update the Safety Action Plan every five years to ensure the data evaluation is up to date and reflects the evolving policies, programs and projects within the region.

A Shared Responsibility

To reach its goal of reducing fatalities and serious injuries by 50% by 2040, it will take a concerted effort by everyone – staff and elected officials, residents and local employers, individuals and organizations. Improving safety on our roadways will improve the quality of life for people who live, work and visit St. Croix County. **Every life matters.**



APPENDIX A

State of Practice Memo

Memorandum

SRF No. 16925.00

To: Robbie Krejci, St. Croix County Commissioner

From: SRF Consulting Group

Date: April 15, 2025

Subject: St. Croix County Safety Action Plan

State of Practice and Policy Review

Introduction

The State of Practice Review examines the current transportation safety planning and policy best practices used by other counties around the country, within Wisconsin, and at a national and internal level. It also explores essential guidance and resource documents that focus on planning and designing safe infrastructure with consideration to vulnerable road users. The review synthesizes key takeaways related to safety action planning that will help inform improvements to county-level processes to further prioritize transportation safety.

County plans reviewed include:

- McLean County (Virginia) Road Safety Plan (2021)
- Vanderburgh County (Indiana) Road Safety Plan (2023)
- Vermilion County (Illinois) Safety Action Plan (2023)
- Winneshiek County (Iowa) Road Safety Plan (2023)

Wisconsin plans reviewed include:

- Wisconsin's Triennial Highway Safety Plan (2023)
- Wisconsin Strategic Highway Safety Plan
- WisDOT Local Road Highway Safety Improvement Program
- Wisconsin County/City Traffic Safety Commission Guidelines (2016)
- Dane County Traffic Safety Commission (TSC) Traffic Safety Emphasis Areas & Work Plan
- Greater Madison Safety Action Plan (2024)
- Milwaukee County Safety Action Plan (Anticipated 2024)
- City of Milwaukee Vision Zero (Anticipated 2024)

St. Croix County plans reviewed include:

- St. Croix County Bicycle and Pedestrian Plan (2017)
- St. Croix County Comprehensive Plan 2024-2045 (2017)
- West Central Wisconsin Regional Planning Commission Safe Routes to School Plans (Various)

International and National Practices reviewed include:

- The World Health Organization and the United Nations Regional Commissions - Global Plan: Decade of Action for Road Safety 2021-2030
- The United States Department of Transportation National Roadway Safety Strategy (NRSS) (January 2022)

Key Takeaways

Best practices in transportation safety action planning employed by counties and other agencies include:

- Defining target date for achieving zero or a significant reduction in roadway fatalities and serious injuries.
- Prioritizing locations for investments that improve safety for vulnerable road users to guide future funding.
- Transportation safety planning and policy is driven by robust data-driven processes to identify crash trends. Identifying characteristic crash profiles that contribute to the region's High Injury Network or other areas with high concentrations of crashes, especially severe injury and fatal crashes.
- Aligning with the USDOT National Roadway Safety Strategy and other Vision Zero and Safe Systems Approach initiatives.
- Conducting robust engagement with community members to inform safety strategies and prioritization of projects.
- Convening a safety task force with key stakeholders beyond transportation engineers, to develop and implement the plan.
- Finding cost-effective, short-term solutions to improving existing infrastructure using pilots and demonstration projects.
- Embracing emerging strategies with proven safety benefits, including automated enforcement, roundabouts, and other engineering and non-engineering countermeasures.
- Treating the safety action plan as a "living document" by tracking performance measures annually, convening stakeholders to review progress and adjusting goals and strategies as needed.

What are other counties nationally doing?

McLean County (Virginia) Local Road Safety Plan (2021)

- McLean County's Local Road Safety Plan (LRSP) aims to reduce fatalities on its roads to zero in the long-term. The plan has a goal to improve the attributes of the road, the behavior of users, and the performance of automobiles so traffic-related deaths on McLean County's roads are eliminated.

- McLean County's LRSP supports the implementation of engineering countermeasures at intersections such as roundabouts, rectangular rapid flashing beacons (RRFBs), ped signals and lighting improvements to aid in reducing crashes. Non-engineering countermeasures include traffic safety education programs and improvements to the driving license system. Enforcement programs are also outlined in the plan to reduce common traffic violations. Road safety assessments are included on the list of countermeasures in the plan to help assess the safety of the road for all users.

Vanderburgh County (Indiana) Safety Action Plan (2023)

- Vanderburgh County's safety action plan has a goal to improve safety solutions systemically to reduce fatal and severe crashes. The safety and security of the transportation system for all users is to be improved, which includes supporting the Indiana Department of Transportation (INDOT) goal in achieving their state performance targets.
- A Safety Partner Task Force was formed to collect input from city/county agencies and emergency responders. The survey included questions related to passenger automobile, pedestrian, and bicyclist safety. The survey results alongside crash data were used to determine potential high-risk areas on the local road network.
- Vanderburgh County's safety action plan provides a list of countermeasures that improve intersection infrastructure by promoting roundabouts, dedicated turn lanes, and yellow change intervals. Educational program efforts at intersections include public service announcements regarding the dangers of running red lights. Additionally, there are educational efforts to do outreach programs that aim to inform the public about distracted, drunk, and drowsy drivers on the county's roads.

Vermilion County (Illinois) Safety Action Plan (2023)

- The purpose of the Vermilion County Safety Action Plan is to identify roadway safety concerns, prioritize actions, and find safety investments through a data-driven and community centered approach. The plan aims to eliminate all traffic deaths by the year 2050.
- Vermilion County will improve its arterial road safety with the use of two-way left turn lanes, median and lighting installations. Infrastructure improvements like these will be prioritized along the high-injury network. The county will partner with law enforcement agencies to develop and enhance enforcement strategies. The plan also outlines training programs for local agencies on innovation strategies and techniques to improve safety for vulnerable road users.

Winneshiek County (Iowa) Local Road Safety Plan (2023)

- This LRSP identifies a list of safety improvement projects that can be implemented in the future. A list of high crash locations has been identified for county engineers to strategically improve infrastructure where the benefit-cost ratio is greatest.
- Speed enforcement and aggressive driving enforcement programs are listed countermeasures to improve the county's transportation system. Educational programs taking place in a school setting are also promoted. These educational campaigns will additionally focus on educating the public on locations with a high risk of crashes. Law enforcement agencies are planned to be

given additional support to properly identify drivers who are not obeying the law, such as drivers who are not using a seatbelt or who are impaired.

What are other agencies in Wisconsin doing?

Wisconsin's Triennial Highway Safety Plan (2023)

- The State of Wisconsin's Triennial Highway Safety Plan (HSP) mission is to reach zero fatalities on Wisconsin's roadways. The HSP is developed using the Wisconsin Strategic Highway Safety Plan as the principal planning document. The HSP goals are to maximize integration and utilization of data analysis resources, represent driver behavior issues and strategies, and utilize statewide safety committees to obtain input from traffic safety partners.
- The HSP planning process is circular and continuous. The plan includes nine state-level program areas. Each program area includes a performance review, which includes justification of need, sets performance measures, and identifies further program needs.

Wisconsin's Strategic Highway Safety Plan (2023 – 2027)

- The WisDOT Strategic Highway Safety Plan (SHSP) is a statewide comprehensive plan that provides the framework and strategic goals to help reduce fatalities, injuries, and crashes on Wisconsin roadways over a three-year time period.
- The data-driven plan included 11 emphasis areas, derived from 25 safety topics, to address potential hindrances or identify opportunities for process improvements to achieve safety goals. FHWA's Safe System Approach elements were identified within each emphasis area.
- Prioritizing safety goals and initiatives included bringing several safety partners together. This included WisDOT staff, local governments, the private sector, community organizations, law enforcement, and other state agencies. Additionally, the prioritization process involved an online survey and a virtual peer exchange.

WisDOT Local Road Highway Safety Improvement Program (HSIP)

- The HSIP program is intended to fund stand-alone safety projects on state and local roadways. Typically, the funding ratio is 90% federal and 10% local match.
- Applications are accepted annually and require a completed HSIP application form, sketch of the proposed project, crash diagram and crash history, site photos, itemized cost estimate, and a completed project evaluation factor (PEF) analysis worksheet.
- PEF calculations are used to assist in evaluating and comparing proposed projects.
- There is a subprogram as part of HSIP, and that is for High-Risk Rural Road projects. The focus of this subprogram is on local rural minor and major collector corridors, looking specifically at run-off-the-road crashes.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION (continued)
Wisconsin Department of Transportation DT1501

Design ID	Tied Project IDs
Related IDs (CONST) (R/W)	

1. PROJECT LOCATION

Name of Road/Intersection			Highway Number
County	City of	Village of	Town of
Name of the MPO the Project is Represented by			
Is this project located on a connecting highway? ☐ Yes ☐ No			
Is this project part of a larger improvement project? ☐ Yes ☐ No; If yes, improvement project ID			

2. SEGMENT INFORMATION

Current Average Daily Traffic	Project Length (miles)	
Crash Rate	Roadway Width	Shoulder Width

3. INTERSECTION INFORMATION

Crash Rate	Entering Vehicle Volume	Roadway Width

4. IDENTIFICATION OF HAZARDS

Describe existing hazards such as: visibility restrictions, curves, hills, intersection problems, bike/pedestrian conflicts, narrow shoulders, rutting, etc.

5. PROPOSED IMPROVEMENT

Describe the proposed project and how it will address the identified hazards. In addition, briefly discuss any alternatives considered and why these options are not the preferred alternative.

DT1501 Highway Safety Improvement Program (HSIP) Project Application Page 3 of 7

Wisconsin County/City Traffic Safety Commission Guidelines (2016)

- Enacted by the Wisconsin state legislature in 1971, each county is required to form a traffic safety commission with the goal of reducing fatal and severe crashes.
- This document sets forth minimum requirements on the composition of each commission, group leadership, and meeting content, which includes review of crash data. Counties are encouraged to take a proactive approach through pursuing safety initiatives as well as maintaining a webpage or social media site to communicate findings to the public.

Dane County Traffic Safety Commission (TSC) Traffic Safety Emphasis Areas & Work Plan

- The Dane County TSC work plan objectives include quarterly multi-disciplinary meetings, using a data-driven process, identifying issues, and developing recommendations to reduce deaths and severe injuries. Additional objectives include implementing projects, raising awareness of traffic safety in the county, and creating partnerships that will focus on the following four priority areas:
    - Reducing Risky Driving Behavior
        - *Action items include outreach supporting enforcement, expanding data-informed enforcement, improving distracted driving data collection & identifying countermeasures, and educating on graduated driver licensing.*
    - Reducing Impaired Driving
        - *Action Items include submitting National Highway Traffic Safety Administration's (NHTSA) drug-impaired driving evaluation tool, promoting Advanced Roadside Impaired Driving Enforcement (ARIDE) training & Drug Recognition Expert (DRE) certification, expanding and coordinating multijurisdictional Operating While Intoxicated (OWI) enforcement, expanding uptake of Place of Last Drink program, and safe communities OWI education campaign.*
    - Pedestrian Crashes
        - *Action Items include an education campaign coinciding with enforcement and a pedestrian safety task force.*
    - Racial Disparities with Traffic Injuries
        - *Action Items include organizing a summit on racial disparities with traffic injuries, creating a communication campaign to coincide with the summit, and improving safety features with older automobiles.*
- A Law Enforcement subgroup was formed to coordinate enforcement efforts, improve data collection and reporting, and promote and provide training/educational opportunities.

Greater Madison Safety Action Plan (2024)

- The Regional Safety Action Plan includes strategies such as prioritized infrastructure improvements, outreach and educational campaigns, and policy changes aimed at reducing traffic-related fatalities and serious injuries.
- As part of the planning effort, a robust equity analysis was conducted, identifying prioritized environmental justice areas based on a variety of demographic variables, resulting in an equity score. This equity score was incorporated into the project prioritization process.

Milwaukee County Safety Action Plan (Anticipated 2024)

- This safety action plan is currently in progress and has a goal to eliminate all roadway fatalities and serious injuries. A safety analysis will be included to evaluate existing conditions and historical trends that provide a baseline level of fatal crashes. A high injury network or equivalent is to be developed to identify locations that are at a higher risk of a crash taking place.

- Public engagement and equity considerations were developed to propose safety improvements in underserved and underrepresented areas. This plan will deliver a list of strategies that can be used in the short-, mid- and long-term. This is a list of complied projects that focus on operational, behavioral, and infrastructure safety.

City of Milwaukee Vision Zero (Anticipated 2024)

- The City of Milwaukee's vision zero plan is in progress. The plan aims to have zero traffic related deaths or serious injuries within the city. Minority and low-income communities are disproportionally affected by crashes and these communities will be prioritized in the plan. Multiple departments and agencies are to work together to achieve these overarching goals.
- Streets will be redesigned so it will be difficult to speed and easier and safer to take active modes of transportation as well as transit. High crash corridors identified throughout the analysis will also be areas of prioritization for future projects. Education campaigns such as driver education will be promoted in the city. Automated enforcement is another goal of the plan which will aid in improving driver behavior.

What is St. Croix County doing?

This section includes a description of the County's existing policies and plans related to roadway safety along with potential recommendations to consider during future updates. Future policies and plans developed by the County should support the Safety Action Plan's Vision and Goal and emphasize the safety of people outside of automobiles and working to eliminate fatalities and serious injuries from traffic crashes through implementation of the Safe System Approach.

	St. Croix County Bicycle and Pedestrian Plan (2017)
Description of policy/plan	This plan identifies an array of policy and infrastructure strategies and priorities to make biking and walking safer. New enforcement strategies are to be incorporated to increase awareness and compliance with existing traffic laws. There are goals to have educational programs at schools for children and adults. Plan recommendations: • Media and public service accountments • Safety training and education • Defensive driving, biking and walking course • Bike to work week • Mailed education materials • Safety routes to school • On-the-bike training for children and youth
Considerations	• Consider how the results of the Safety Action Plan's prioritized locations and project recommendations overlap with the bicycle and

	pedestrian improvements in St. Croix County to determine potential future projects.

	St. Croix County Comprehensive Plan 2024-2045 (2017)
Description	The purpose of this plan is to promote the health, safety, morals, order and prosperity of the county's future development. This plan provides an inventory of county assets and issues to determine local needs. Plan recommendations: • Support safety improvements at railway crossings • Support public safety measures, such as increased plowing • Transferring roads to appropriate jurisdictions to ensure safety • Decreasing number of access points • Reduce fatal and serious crashes
Considerations	• The comprehensive plan calls for maintaining high quality county highways in a safe, sustainable, and efficient manner, specifically striving for a "safe, accident-free transportation network". Consider updating terminology. A note that the Federal Motor Carrier Safety Administration (FMCSA) has stated that "crash" is a more appropriate term than "accident." • Support the pursuit of state and federal grant funds to implement projects related to bicycle and pedestrian facilities. • The comprehensive plan discusses access management and safety and the strong correlation between access and increased incidents of crashes.

	West Central Wisconsin Safe Routes to School Plans (Various)
Description	West Central Wisconsin Regional Planning Commission conducts Safe Routes to School plans in partnership with local school districts. The purpose of these SRTS plans is to develop safe and enjoyable environments for kids to walk and bike to/from school. The plans inventory current conditions through walk and bike audits, classroom tally sheets, and a parent survey. Staff then provide a report identifying recommended strategies based on the 6 E's

	Framework. These recommendations are both infrastructure and programming. West Central Wisconsin Regional Planning Commission also conducts: • School bike rack audits • School zone speed studies • School zone sign prioritization studies Specific SRTS Plans within St. Croix County include: • Baldwin (2015) • Glenwood City (2013) • Hudson (2018) • New Richmond (2015) • River Falls (In Progress) • St. Croix Central (2011) • St. Croix Falls (2013)
Considerations	• Consider how the results of the Safety Action Plan's prioritized locations and project recommendations overlap with the SRTS recommendations in St. Croix County to determine potential future projects. • Consider the impact of low-cost quick build strategies, such as demonstration projects, on safety near schools. • In addition to engineering improvements, prioritize complimentary non-engineering strategies related to Safe Routes to Schools for future funding opportunities.

What are other national and international practices?

The World Health Organization and the United Nations Regional Commissions - Global Plan: Decade of Action for Road Safety 2021-2030

- The plan rejects business as usual and calls on governments and stakeholders to take a new path – one that prioritizes and implements an integrated Safe System approach that squarely positions road safety as a key driver of sustainable development.
- It calls for actions that help the world hit the target of 50% reduction in the number of traffic deaths and serious injuries by 2030.
- Reduction in speed limits, roadway design to encourage reduced speeds, automatic camera speed enforcement, and high fines for speeding are utilized by countries that have experienced a reduction in traffic fatalities and injuries (France, Finland, Canada, and others).

The United States Department of Transportation National Roadway Safety Strategy (NRSS) (January 2022)

- The NRSS outlines the Department's comprehensive approach to significantly reducing serious injuries and deaths on our Nation's highways, roads, and streets. This is the first step in working toward an ambitious long-term goal of reaching zero roadway fatalities.
- The NRSS sets a vision and goal for the safety of the Nation's roadways, adopts the Safe System Approach principles to guide our safety actions, and identifies critical and significant actions the Department will take now in pursuit of five core objectives: Safer People, Safer Roads, Safer Automobiles, Safer Speeds, and Post-Crash Care.

APPENDIX B

Engagement Summary

SRF No. 16925

To: Robbie Krejci, Saint Croix County Highway Commissioner

From: SRF Consulting Group

Date: April 15, 2025

Subject: Saint Croix County Regional Safety Action Plan

Saint Croix County Safety Action Plan Engagement Summary

Executive summary

Public input was collected in two ways for the Saint Croix County Safety Action Plan. The SRF project team including Mikaela Ziegler and Dev Khalsa, along with Saint Croix County Highway Commissioner Robbie Krejci, attended the Saint Croix County Fair, and an online comment map was made available to community members for two months over the summer. The project team engaged 67 attendees at the County Fair and received 326 comments on the comment map. The largest concerns among county fair goers were speeding and aggressive driving, intersections, and distracted driving. On the comment map, most comments were from divers concerned about County Trunk Highways (CTH) E, A, K, M and G.

Introduction

Safe Streets for All (SS4A) is a federal discretionary program that provides grant funding to agencies for the study, planning and implementation of best practices for roadway design that serve to prevent deaths and serious injuries on regional, local, or tribal roadways.

Saint Croix County is part of a joint three-county effort to develop a comprehensive and cohesive Safety Action Plan with Eau Claire and Dunn County. This tri-county project will produce a traffic safety action plan for each county with a focus on reducing fatal and serious injury crashes on the county roadway system.

The project team attended the Saint Croix County fair for three hours on Thursday, July 18th^{h}. 67 people were engaged during this time. Participants included families and young couples. In addition to engaging the community during the County Fair, the County solicited feedback virtually via an online comment map. The map was available from the beginning of July through Labor Day. A total of 326 comments were left on the map, with some comments in agreement with parent comments.

Materials used

The project team created two boards that were used to communicate safety treatments and solicit feedback at the county fair.

Safety Treatment Board

Sticker Board

Results of engagement

County Fair

Please see Appendix A for a scan of the Saint Croix County Board. 67 attendees were engaged at the Saint Croix County Fair. The votes for traffic concerns are as follows:

1. Speeding and aggressive driving: 18
2. Intersections: 14
    a. Comments left on “intersection” option:
        i. Unprotected/uncontrolled intersections
        ii. More crosswalks, better crosswalk signage
        iii. Bad visibility due to vegetation in summer
        iv. Unpredictable crossings (from the point of view of drivers)
3. Distracted driving: 9
4. Alcohol impaired driving: 6
5. Congestion: 4
6. Disobeying traffic signals: 3

Two comments were left by attendees that did not fit into any of the existing concerns. They are as follows:

1. There are no sidewalks in Baldwin
2. People not yielding to drivers already on freeway

Robbie engaged many participants in the benefits of roundabouts. Roundabout users commonly complained that they could not see above the center island in the roundabout, which is a design feature of a roundabout, not an error. Robbie explained that the reason for the raised middle was so that drivers were focused solely on automobiles to their left, rather than automobiles coming from the opposite side of the roundabout.

Online Comment Map

The comment map was accessible via the County Project website and shared on county social media. It was open from July to September 2024. The map received 326 comments mostly about concerns with driving or general safety, but they also often wrote about worry for pedestrians or bikers affected by driving. Commentors on this wiki map were very open to roundabouts.

Please see Appendix B for a screenshot of the Saint Croix County comment map and Appendix C for the raw data of the comment map.

Most comments on county facilities were on CTHs E, A, K, M and G.

- County Road E

  - Concerns with intersections at V, I, Hwy 65 and 54th St
  - Roundabouts suggested to handle backups
  - Worry about increased traffic with new developments
- County Road A
  - Commentors wanted right turns lanes added to intersections with County Road A to prevent backups and increase safety and visibility
  - W Richmond Rd intersection:
    - (Driving) New housing as well as proximity to the schools and retail cause congestions and accidents. A streetlight should be installed.
    - (General safety) Can the county please put in a stop light at the junction of Richmond way and County Road A? The City of New Richmond claims it is a county decision. With the housing boom in this area, there are going to be more and more accidents at this intersection until some action is taken. Stop making it about who is going to pay for it and put people's lives ahead of your budget.
  - W 4th St:
    - (Driving) This intersection is very congested. Often making it difficult to turn. People frequently drive well over the speed limit as they are coming down the hill, making it difficult to judge when it's safe to turn.
    - (Driving) Significant traffic congestion due to new housing developments and commuters.
    - You need a roundabout, traffic backs up so bad, people are impatient and pull out, people go on the side to turn right. I have seen anger from drivers, this is not a safe intersection, also with the new housing going up down the road, traffic is only going to get worse. (Driving) Need roundabout
- County Road K
  - Largest concern about Somerset Rd/W 4th Street
  - (Driving) Turning lanes can be marked as turn only. Many automobiles use lane to pass.
  - (Driving) Westbound traffic routinely uses the right turn lane/shoulder to pass automobiles waiting to take a left onto 115th St. This is one of the top intersections in town that needs some attention, likely a roundabout, to maintain safety and traffic flow.
  - (Driving) Need roundabout
  - (Driving) A dangerous intersection. Suggestions would be dedicated turn/passing lanes, a roundabout or traffic lights. Merging onto business 64 from the preschool or housing development is difficult due to commuters using the road to access Hwy 64
- County Road M
  - Largest concern about Main St/Bridge Ave

  - (General Safety) large blind spot for traffic due to street parking
  - (General safety) speed limit not enforced, no proper crosswalks, there needs to be pedestrian signage or even flashers. There are many families and kids on bikes using this intersection.
  - (General safety) Speed limits no enforced. Many families with children live in this area.
  - (General safety) Large semi-truck with trailers have struck the utility pole. Pole is damaged. Large hole at base of pole.
- County G
  - Hwy 63
  - Traffic on 63 is traveling fast and is often larger automobiles. When the sun rises in the morning, it is harder to judge oncoming traffic. Near misses are common
  - Dangerous intersection, speed of automobiles is fast, and getting on and off 63 at peak times can be dangerous. Not to mention factors such as sun blinding a person.

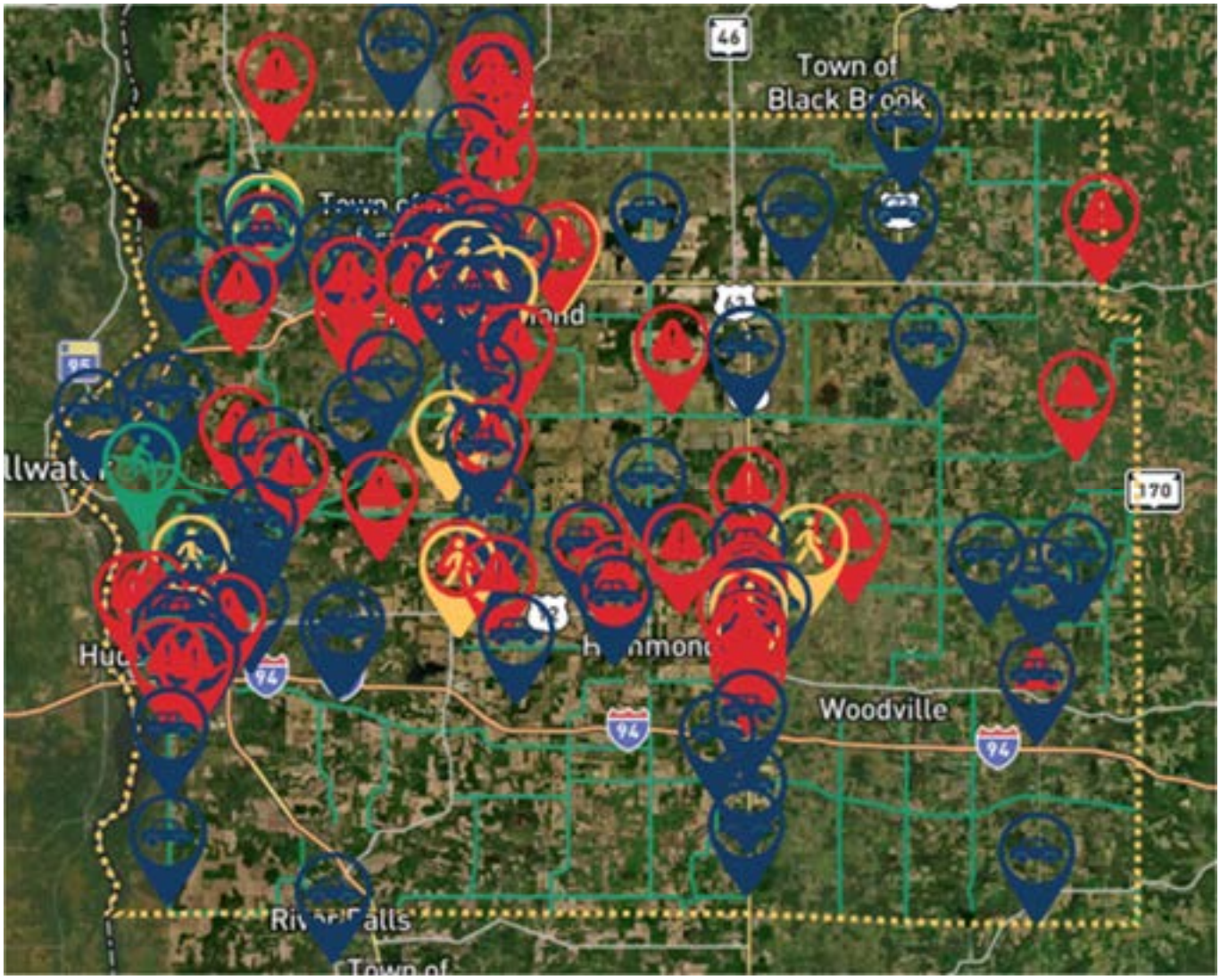
Conclusion and common themes in engagement

Speeding and aggressive driving was the most cited traffic concern at the Saint Croix County Fair, followed by intersections and distracted driving. Both drivers and pedestrians were concerned with unsafe intersections based on county fair engagement, and many comment map comments centered around intersections as well.

The Saint Croix comment map was the most open to roundabouts of the three counties. Roundabouts generated many questions from residents, with a general takeaway that residents seem open to them.

Appendix A – Saint Croix County Board

Appendix B – Saint Croix County Comment Map



Appendix C – Comment Map Raw Data

County Road E	County Road V	This intersection is backed up a lot, a roundabout would help
	54th/125th	Potentially unsafe intersection where new development will meet E
	Country Road I	This intersection would be improved with a roundabout. The traffic is always backed up and its dangerous.
	State Hwy 65	Road should be fixed heading east bound County E coming to stop sign at Hwy 65
County Road V		Needs improved bike lanes to access Willow River SP bike trails. Hwy V and River Road need improvements and attached trail to the new trail being built along Hwy 35.
County Road A	130th Ave	Please add a right turn lane here. Traffic has increased significantly on 130th and when someone is turning from A on to 130th, people regularly pass even though there's a double yellow line and a rise that limits the view of oncoming traffic. It's scary.
	100th St	It would be great to have a right turn lane added to southbound City Rd A to o100th. The hairpin turn requires more of a slowdown by drivers and tailing drivers routinely pass into oncoming traffic or ride a foot off your bumper in their hurry while you turn. Help!
	W Richmond Rd	New housing as well as proximity to the schools and retail cause congestions and accidents. A streetlight should be installed.
		Can the county please put in a stop light at the junction of Richmond way and County Road A? The City of New Richmond claims it is a county decision. With the housing boom in this area, there are going to be more and more accidents at this intersection until some action is taken. Stop making it about who is going to pay for it and put people's lives ahead of your budget.
	W 4th St	This intersection is very congested. Often making it difficult to turn. People frequently drive well over the speed limit as they are coming down the hill, making it difficult to judge when its safe to turn.
		Significant traffic congestion due to new housing developments and commuters.
		You need a roundabout, traffic backs up so bad, people are impatient and pull out, people go on the side to turn right. I have seen anger from drivers, this is not a safe intersection, also with the new housing going up down the road, traffic is only going to get worse. Need a roundabout.
County Road K	Somerset Rd/W 4th St	Turning lanes can be marked as turn only .Many cars use lane to pass.

		Westbound traffic routinely uses the right turn lane/shoulder to pass cars waiting to take a left onto 115th St. This is one of the top intersections in town that needs some attention, likely a roundabout, to maintain safety and traffic flow.
		Need roundabout
		A dangerous intersection. Suggestions would be dedicated turn/passing lanes, a roundabout or traffic lights. Merging onto business 64 from the preschool or housing development is difficult due to commuters using the road to access Hwy 64
	180th Ave	Along K from Business 64 to 185th - reduce speed limit. Driving, biking, and walking would benefit.
	Hwy 64	Very hard to get into 64 or cross. Recommend having to turn right at the intersection and then making it a run down the road safely.
County Road H	Between 80th St and State Hwy 35	Swerving drivers and speeding
County Road M	W 2nd St	Speed limits not enforced
	Main St/Bridge	large blind spot for traffic due to street parking
		speed limit not enforced, no proper crosswalks, there needs to be pedestrian signage or even flashers. There are many families and kids on bikes using this intersection.
		Speed limits no enforced. Many families with children live in this area.
		Large semi truck with trailers have struck the utility pole. Pole is damaged. Large hole at base of pole.
County UU	Gherry Ln	Skewed intersectinos (here and elsewhere) lead to safety issues - hard to see around the sharp corner to see if someone is coming.
County Y	Between N heading south to M	In New Centerville is in need of repair. It is very bumpy and where the vehicles drive most have sunk creating ruts so to speak in the pavement making vehicles want to wander on the road due to bouncing. It has gotten worse in the last 4 to 5 years.
County N	10th Ave	Drivers going southbound constantly use the right turn lane to pass cars waiting for people to turn left onto N. Need to post that the lane is turning only, and maybe start ticketing people so they are aware.
County J	In front of Greenfield Elementary School	People do not obey the speed limit here. Either ticket those individuals who think they can drive 60 mph in a school sone, or don't have cops sit there because they never pull anyone over.

County TT	170th St	Possibly add one more speed limit sign to this road? People speed way too often with farm equipment exiting field driveways and school buses/people walking this road daily and the speed limit sign by the railroad tracks is covered by trees and weeds half the year
County G	140th St	This intersection is unsafe, especially with westbound traffic in the evening due to the slight hill just east of the intersection. There have been several accidents and fatalities as well.
	Across from St. Patrick Cemetery	The pedestrian crossing for the church is just beyond the crest of the hill when driving east bound. I came across this recently and a car pulling out of the parking lot westbound blocked my view of pedestrians still in the road. Should be a flashing light at the top of the hill to alert drivers to crossing pedestrians.
	Hwy 63	Traffic on 63 is traveling fast and is often larger vehicles. When the sun is rising in the morning, its is harder to judge oncoming traffic. Near misses are common
		Dangerous intersection, speed of vehicles is fast, and getting on and off 63 at peak times can be dangerous. Not to mention factors such as sun blinding a person.
County X	W Oak Street	Lots of near misses with cars and pedestrians

APPENDIX C

Historical Crash Evaluation

SRF No. 16925

To: Robbie Krejci, St. Croix County Commissioner

From: SRF Consulting Group

Date: April 15, 2025

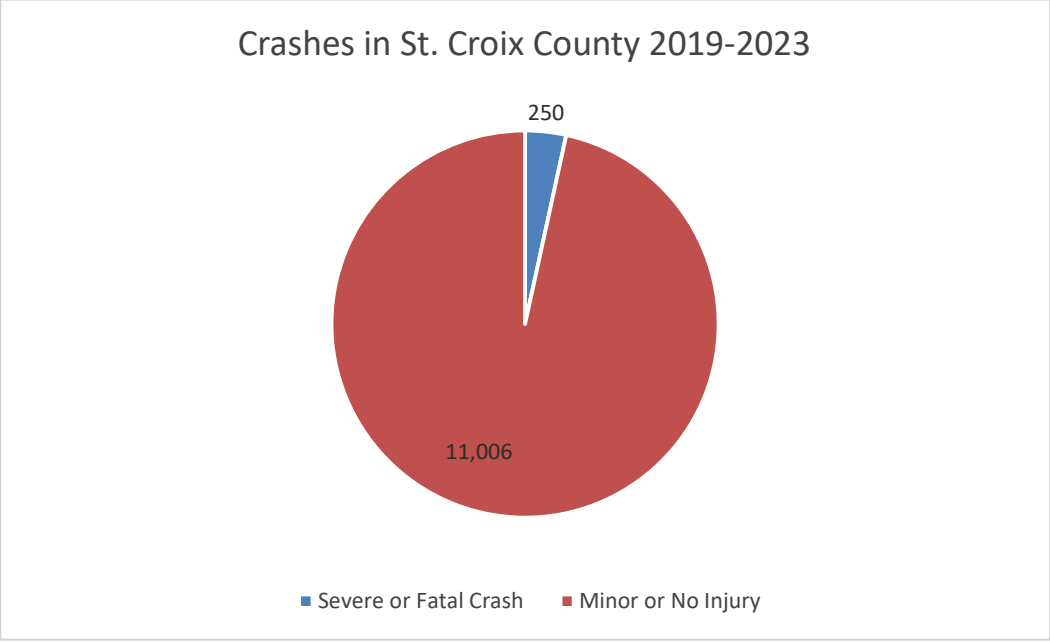
Subject: St. Croix County Regional Safety Action Plan

St. Croix County – Existing Crash Trend Summary

Introduction

The Wisconsin 2023-2027 Strategic Highway Safety Plan (SHSP) acknowledges that fatal and serious injury crashes occur on all roads, with an over-representation of crashes on local roads. According to the crash data collected through the TransPortal system by the Wisconsin Traffic Operations and Safety (TOPS) Laboratory, 11,256 total crashes took place in St. Croix County between 2019 and 2023 (See Table 2). 250 of those crashes resulted in at least one person involved receiving a fatal or incapacitating injury, equating to 2.2 percent.

Figure 1: Crashes in St. Croix County (2019 - 2023)



A Safe System approach focuses on eliminating severe crashes (fatal and serious injury crashes) using a proactive approach, understanding that humans are vulnerable and make mistakes and

our system needs to be designed to be accommodating. To support the efforts to reduce the number of fatal and serious injury crashes within the county, St. Croix County is developing a comprehensive safety action plan.

Figure 2: Traditional vs. Safe System Approach

Traditional Approach

- Traffic deaths are inevitable
- Aims to fix humans
- Expects perfect human behavior
- Prevents crashes
- Exclusively addresses traffic engineering
- Doesn't consider disproportionate impacts

VS.

Safe System Approach

- Traffic deaths are preventable
- Aims to fix systems
- Humans make mistakes
- Prevents fatal and serious crashes
- Considers the roadway system as a whole
- Considers road safety as an issue of social equity

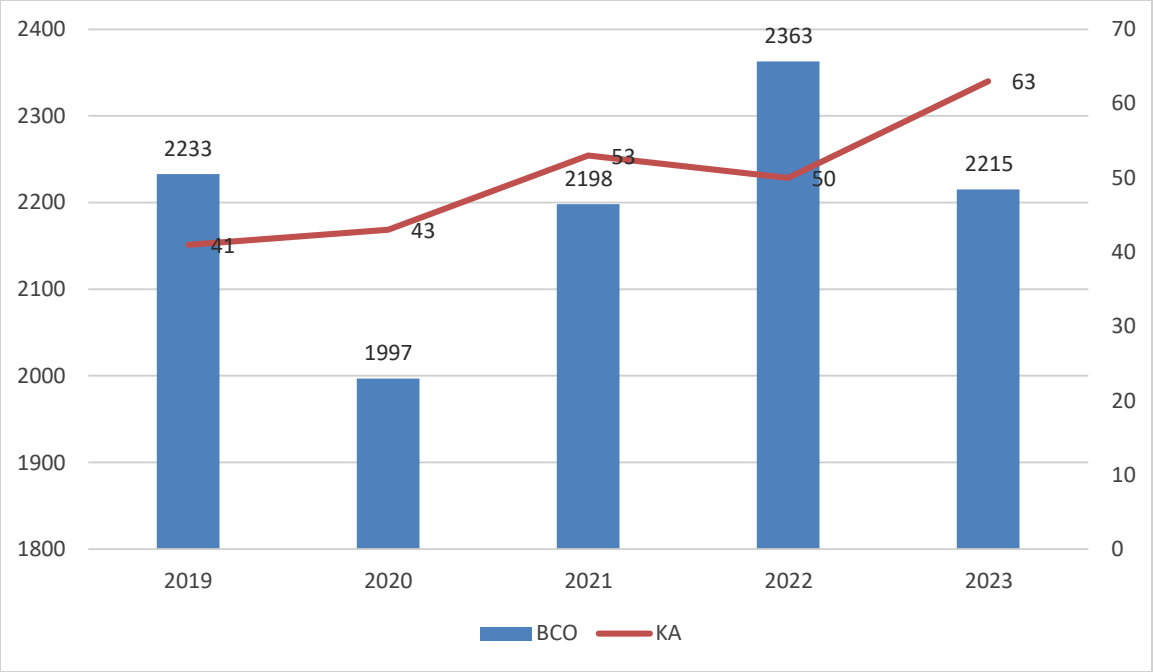
A key step in developing that safety action plan is analyzing the crashes occurring in the county to gain a better understanding of where, when, and how they occur. The crash analysis looked at reviewing crash characteristics through the development of crash trees and a crash emphasis table. For simplicity, the KABCO injury scale is used throughout the discussion of the analysis (a description of the different designations is shown on Table 1 below).

Table 1: KABCO Injury Scale

Severe (more injurious)	Non-Severe (less injurious)
K - involves a fatal injury	B - non-incapacitating injury
A - Incapacitating injury (serious injury)	C - possible injury
	O - no injury or a property damage only (PDO) crash

Throughout the report, the notation "KA" indicates crashes that resulted in fatal or serious injuries and "BCO" indicates crashes that resulted in less severe injuries or no injuries at all.

Figure 3: St. Croix Crash Severity by Year



There has been an increased trend of KA crashes in St. Croix County from 2019 to 2023. 2023 saw the highest number of KA crashes from the 5-year period (63 crashes). BCO crashes have seen more fluctuation. There was a decreased in BCO crashes from 2019-20, however crashes increased until 2022. 2023 did see a decrease in BCO crashes.

Crash Trees

Crash trees are important for understanding specific characteristics of crashes that occur within the County. The crash trees filter the number of total crashes into subcategories that provide an insight into the types of crashes that have occurred. Six crash trees were developed for St. Croix County based on the type of road/jurisdiction and similar crash characteristics. They include:

- County Rural
- City Rural
- Township Rural
- City Urban Undivided
- City Urban Divided
- City Urban Non-Motorized

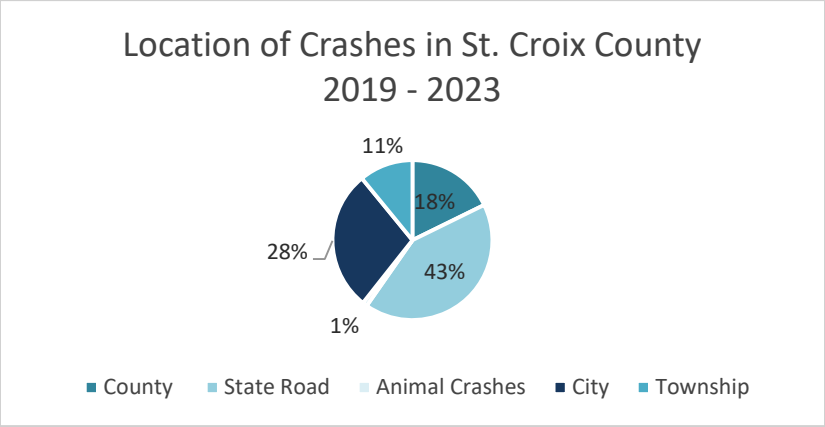
See Table 2 for the number of crashes within each crash tree broken down by crash severity. A summary of each crash tree findings may be found below. St. Croix County crash trees were also compared to statewide crash trees to highlight key variations between the County and Wisconsin as a whole (Figure 12 - Figure 17).

Table 2: Crash Type Summary

	County Rural	City Rural	Township Rural	City Urban Undivided	City Urban Divided	City Urban Non-Motorized	All Other Crashes	County Total
Severe (K + A)	60	14	43	12	2	5	83	250
Total Crashes	1,823	1,216	1,269	1,048	364	24	2,573	11,256

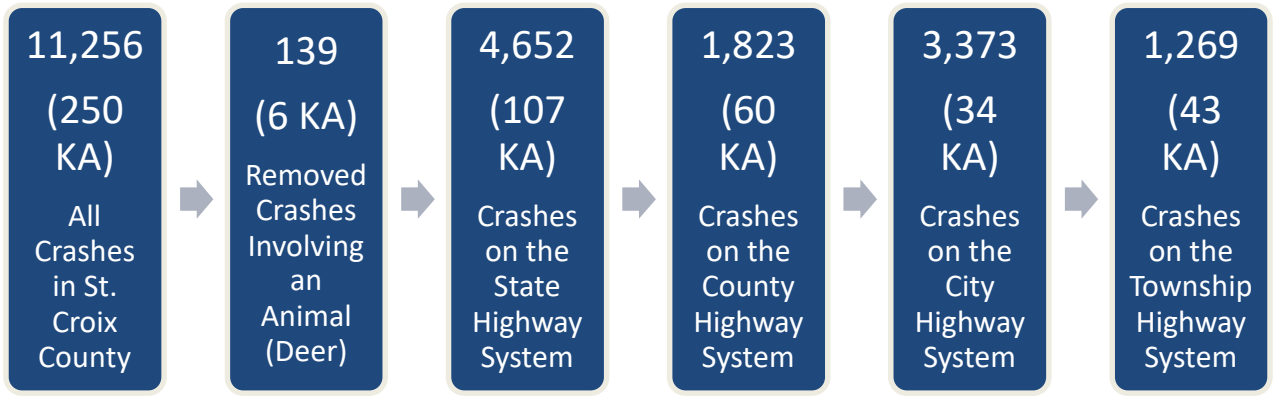
Between 2019 and 2023, there were a total of 11,256 crashes in St. Croix County. 250 of these were severe (K and A crashes). There were an additional 139 animal crashes isolated out of the state and local highway system; six of those crashes were severe (see Figure 4). 43% of crashes took place on the state system and 56% were on the local system. The crash trees branch out from the local system into four subcategories: County, City, Township, and Unknown. All crash trees branch out from these subcategories, except unknown, and highlight specific crash types including but not limited to: segment and intersection crashes, fixed object, head-on and step/yield crashes.

Table 2: Location of Crashes in St. Croix County 2019 - 2023



The state system in Wisconsin has 36% of the recorded crashes, while the figure was 7 percentage points higher in the County state system (43%). In St. Croix County, 44% of severe crashes were on County Roads, higher than the state figure of 28%. Crashes on the city highway system was at 52% for the County as compared to 73% in the State. Township system crashes in the County were 20%, higher than the State figure of 13%. Neither the State or County had any crashes in the unknown category for the local system subcategory.

Figure 4: Severe and Total Crashes by Road Ownership Including Animal Crashes



The following section includes each crash tree and their summary of findings.

Figure 5: St. Croix Crash Tree - County Rural (2019 - 2023)

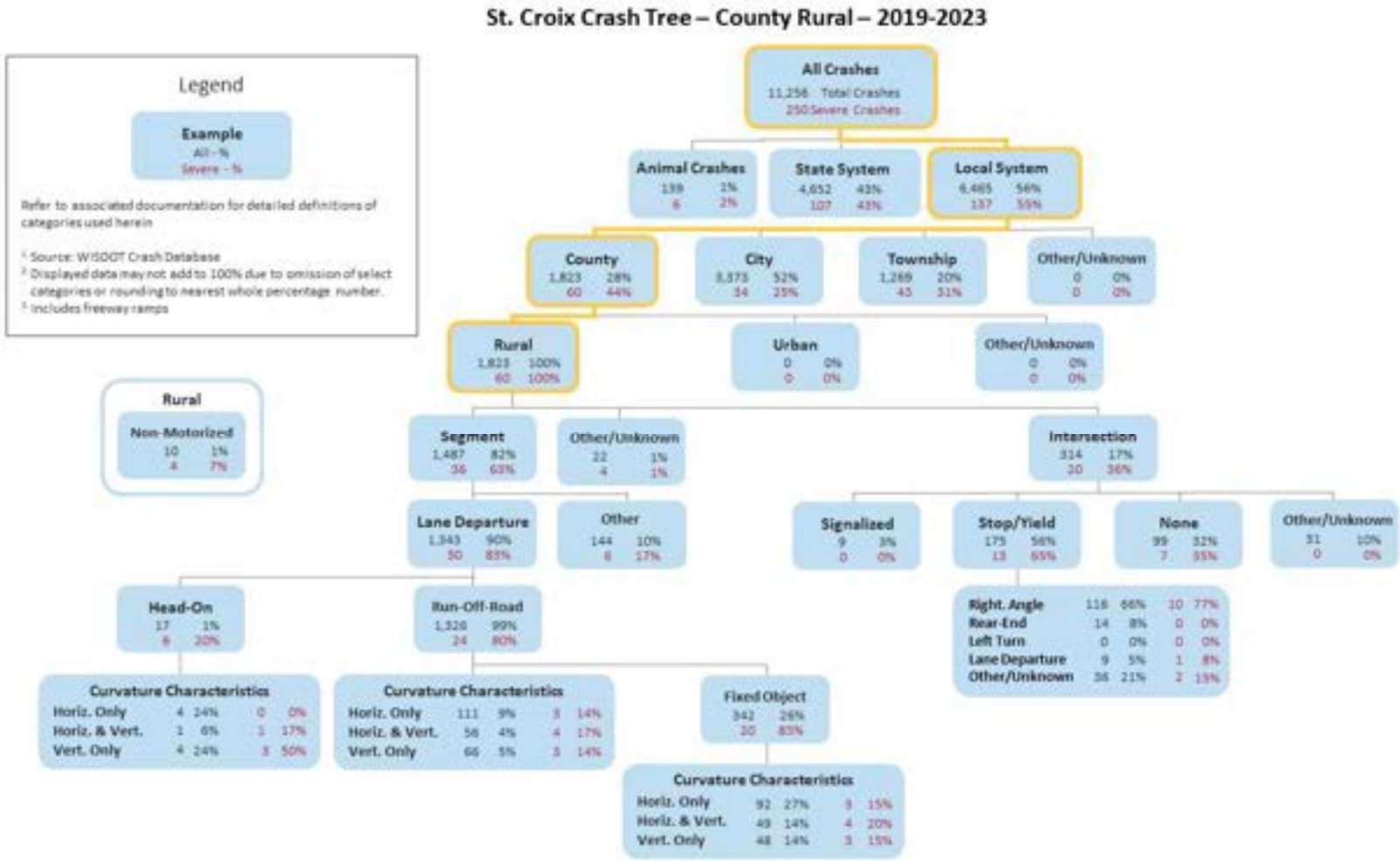


Figure 6: St. Croix Crash Tree - City Rural (2019 - 2023)

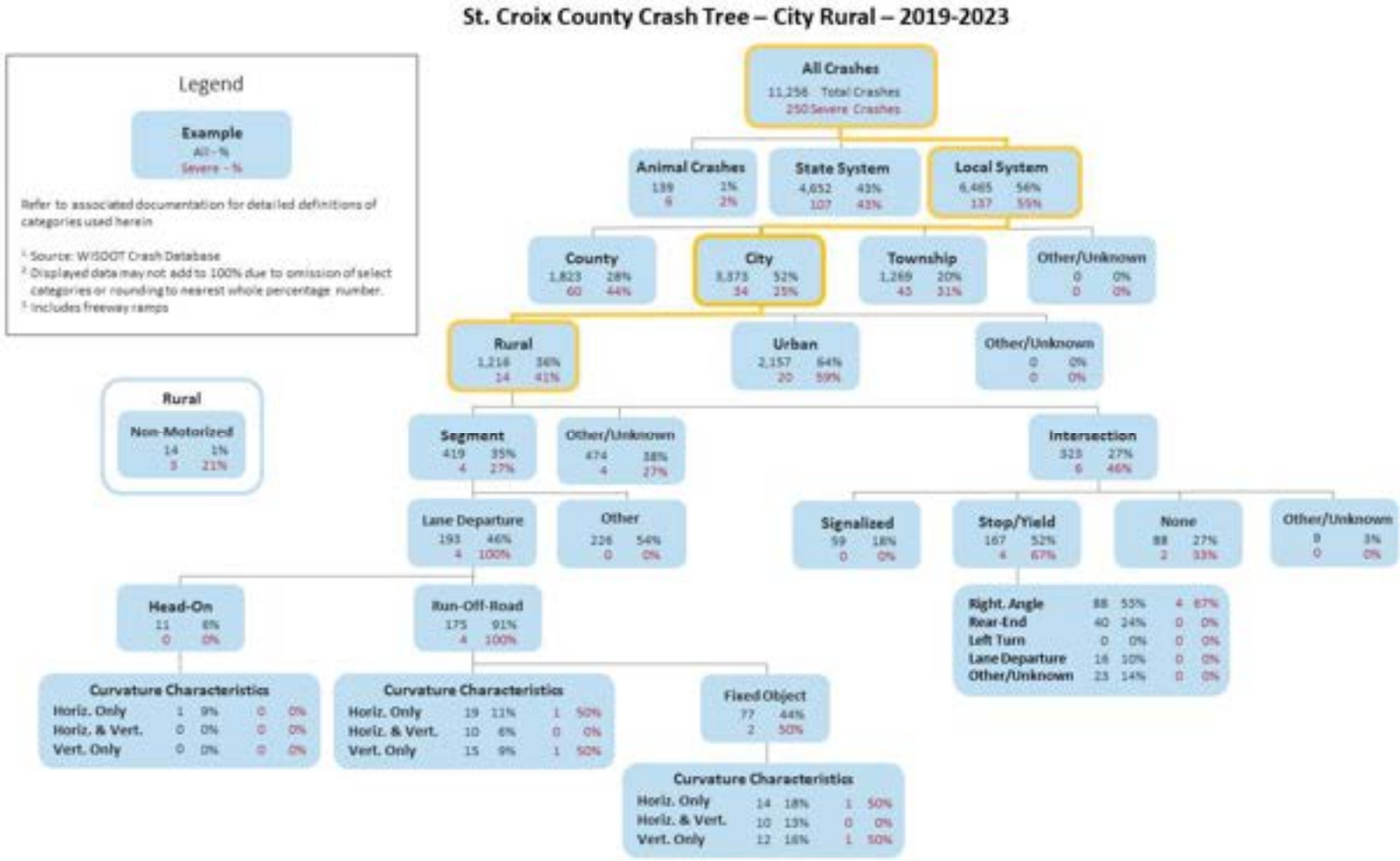


Figure 7: St. Croix Crash Tree - City Urban 2-Lane Undivided (2019 - 2023)

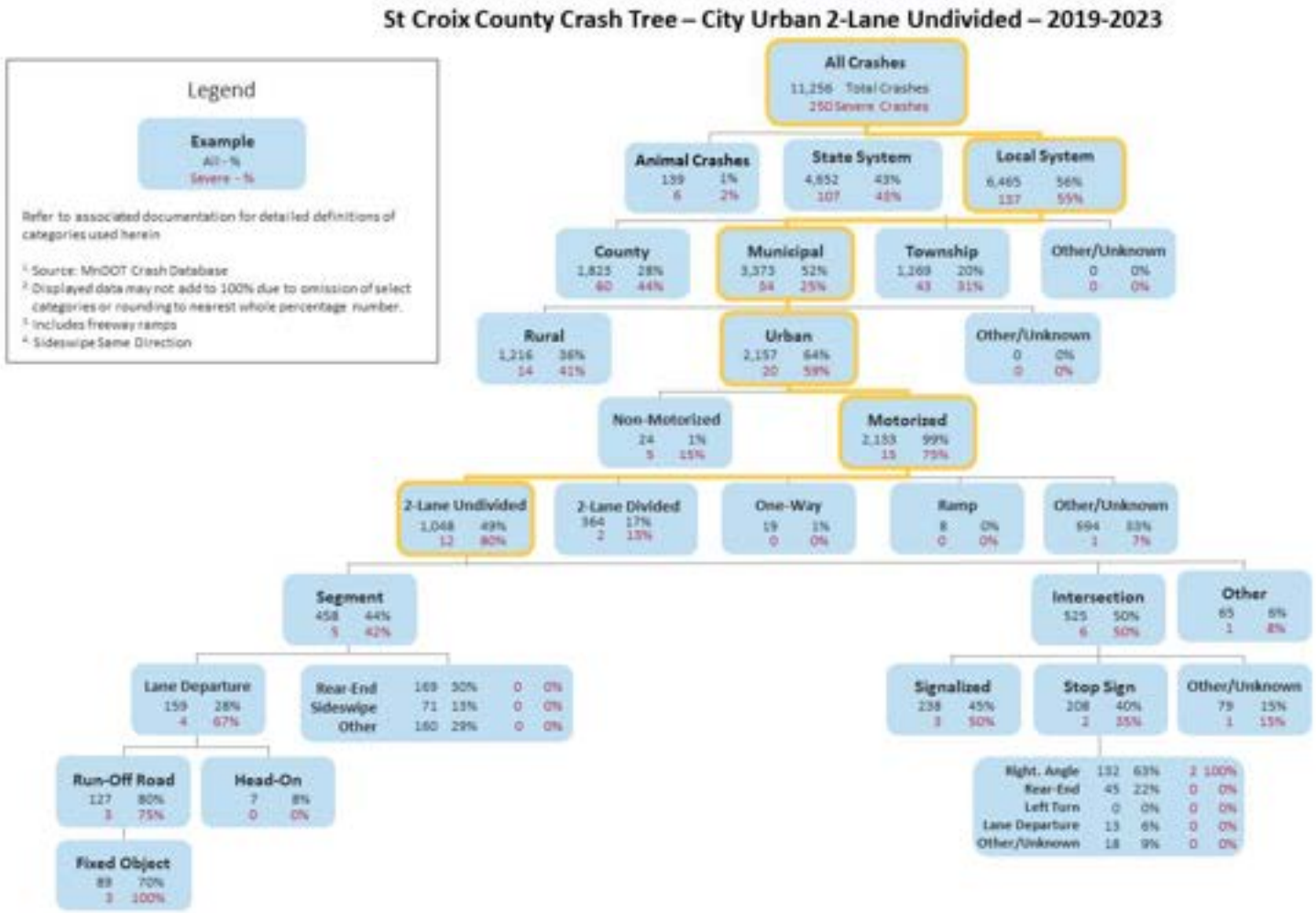


Figure 8: St. Croix Crash Tree - City Urban Divided (2019 - 2023)

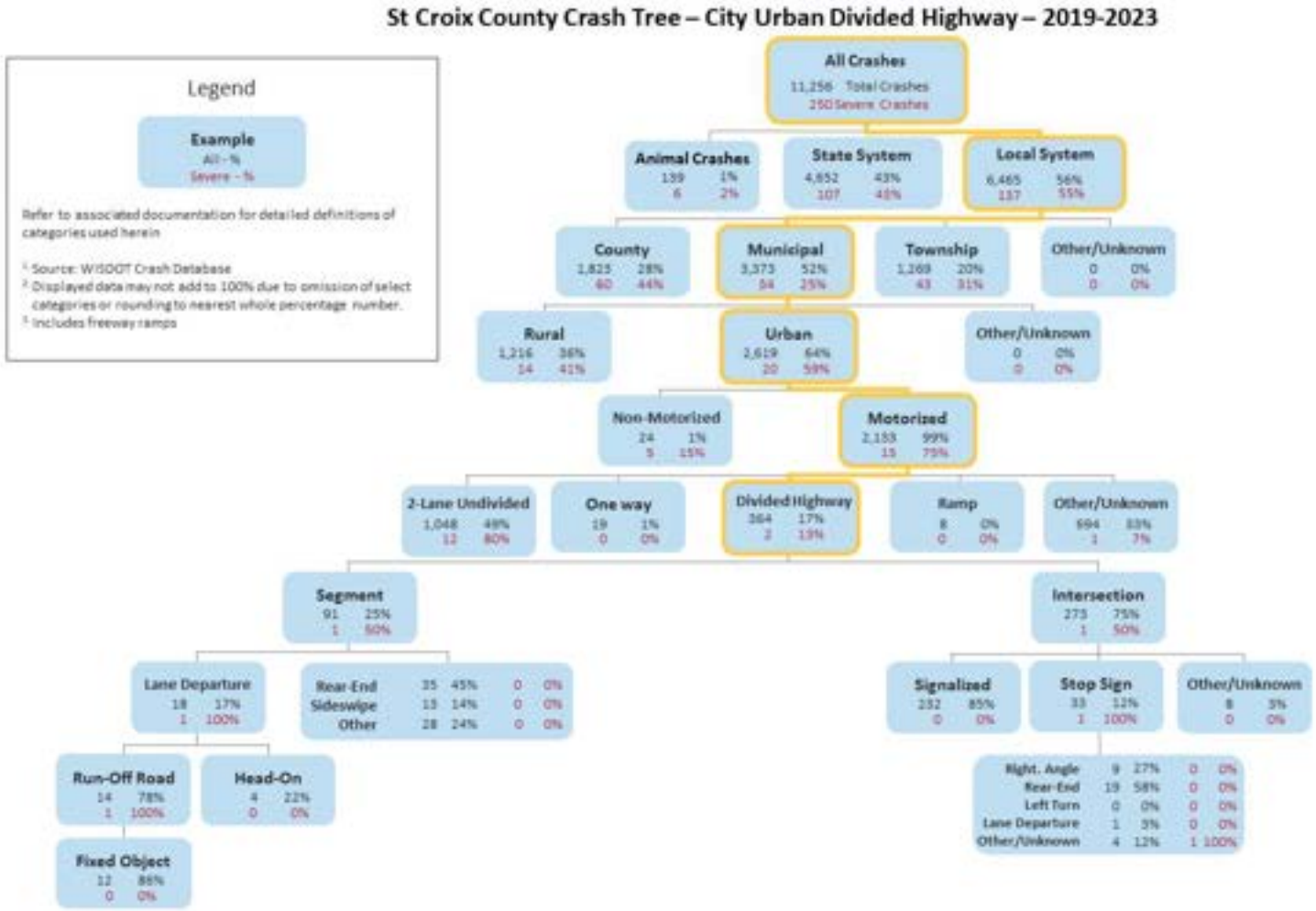


Figure 9: St. Croix Crash Tree - City Urban Non-Motorized (2019 - 2023)

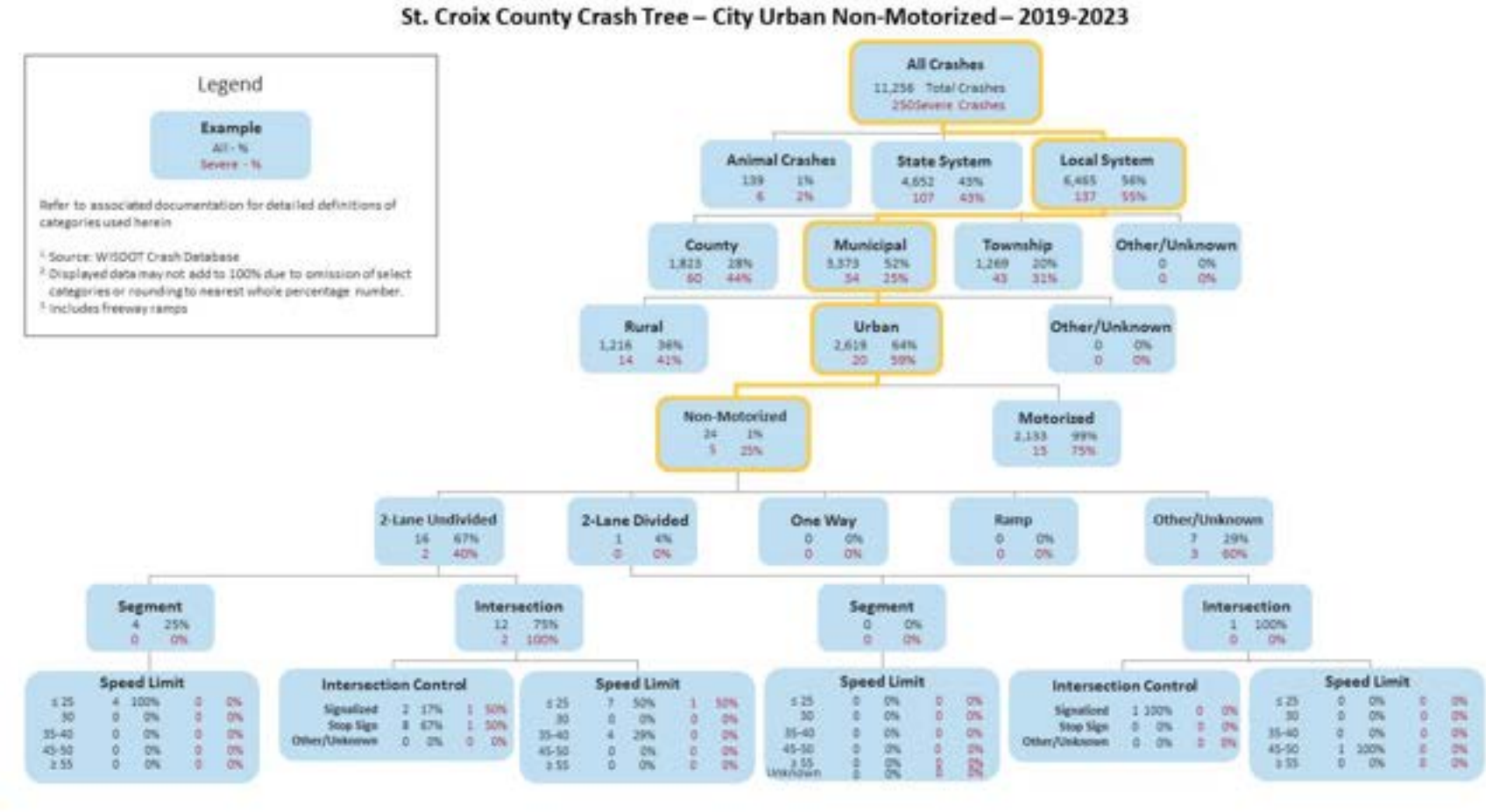
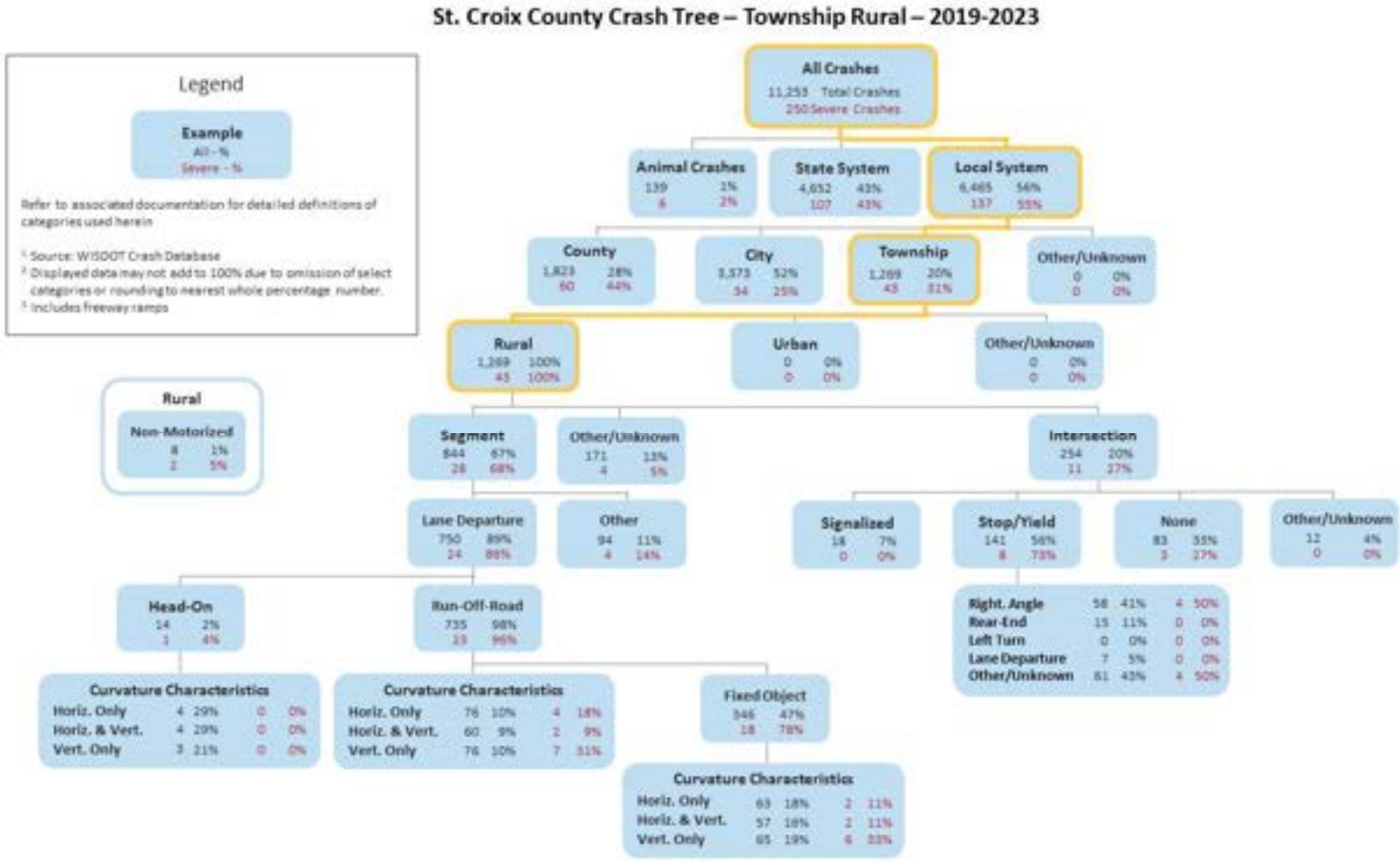


Figure 10: St. Croix Crash Tree - Township Rural (2019 - 2023)



SRF compared the specific crashes in St. Croix County to the overall statewide figures for various subcategories of crashes. Subcategories include but are not limited to whether the crash was present on a: segment, intersection, fixed object, road curvature, signal and stop/yield. This analysis compares results specific to St. Croix County with local road figures for Wisconsin as a whole. Bolded bullet points represent key takeaways for each crash tree.

County Rural (Figure 5)

- Intersections were present at 36% of severe crashes, 9 percentage points higher than what was recorded statewide
- St. Croix County severe crashes were mostly likely to happen at stop/yield intersections (65%)
- Crashes at signalized intersections were 3%, lower than the statewide figure (12%).
- **Right angle crashes at stop/yield intersections were 66%, higher than the statewide figure (53%)**
- **Severe crashes were more likely to occur on County segments (63%) compared to County intersections (36%)**
- **Segment crashes were at similar levels to the statewide figure, although head-on severe crashes were higher on segments (20%) than what was recorded statewide (9%)**
- Fixed object crashes were 26% on run-off-road crashes, as to 36% statewide

City Urban 2 Lane Undivided (Figure 7)

- **Crashes on undivided roads were 49% for motorized urban crashes, but severe crashes were higher in the County (80%) than the statewide figure (67%)**
- **Severe County crashes were most likely to happen on undivided roadways (80%)**
- 75% of severe lane departure crashes were run-off-road, fixed object crashes in St. Croix County
- Segment crashes were 10 percentage points lower than the statewide figure (44%)
- **There were zero severe head-on crashes in the County, lower than the statewide figure (13%)**
- Intersection crashes were 50%, 9 percentage points higher than the statewide figure
- Signalized crashes were 10 percentage points higher than the statewide figure at 45%
- Severe crashes in the County were most likely to happen at signalized intersections

City Urban Divided (Figure 8)

- **Segment crashes were 25% of divided highway crashes, lower than the statewide figure (41%)**
- Segment lane departure crashes in the County were lower (17%) than the statewide figure (29%)

- There were two severe divided highway crashes, occurring at an intersection and segment.
- County head-on crashes were higher (22%) than the statewide figure (7%), but severe crashes were lower (zero in the County vs. 7% in Wisconsin)
- Intersection crashes were higher in the County (75%) compared to the statewide figure (58%)
- Intersection crashes were most likely to happen at a stop sign (100%)
- Signalized crashes are 85% in the County which is higher compared to the statewide figure (68%)
- **Rear-end crashes at stop/yield intersections were 58% in the County, while the statewide figure is 16%**

City Non-Motorized (Figure 9)

- **Undivided severe crashes are lower in the County by 24 percentage points (40%)**
- **Severe crashes were most likely to occur at an undivided intersection (100%)**
- Undivided segment crashes are 25% in the County, lower than the statewide figure (41%)
- **Intersection crashes are 75% in the County, compared to 57% in the Wisconsin**
- **St. Croix County has more unknown severe crashes (60%) than the statewide figure (19%)**
- **There were zero segment crashes on divided roads in the County, as for 34% in Wisconsin.**

City Rural (Figure 6)

- **City rural crashes in the County were 36%, higher than the statewide figure (11%)**
- There were zero severe head-on crashes in the County, while the statewide figure is 11%
- All severe lane departure crashes were run-off-road crashes. Half hit a fixed object
- Severe crashes were most likely to happen at stop/yield intersections (67%). All severe stop/yield crashes were right angle crashes
- **Severe intersection crashes were 18 percentage points higher in the County (46%)**
- Signalized intersection crashes were zero for severe, while the statewide figure is 21%
- Rear end stop/yield crashes were 24% in the County, higher than the statewide figure (17%)

Township Rural (Figure 10)

- The County and Wisconsin as a whole both had similar crash rates for segments and intersections (67% and 20% for County segments and intersections respectively) and 64% and 20% statewide respectively
- Severe crashes in the County were most likely to happen on segments (68%)

- Severe County run-off-road crashes were likely to hit a fixed object (78%)
- Fixed-object crashes were 10% lower in the County at (47%) compared to Wisconsin as a whole
- **Head-on horizontal and vertical crashes were 16 percentage points higher in the County (29%)**
- Severe crashes at intersections were most likely to involve a stop/yield intersection type (73%)
- **Right angle crashes at stop/yield intersections are 41% in the County, higher than the statewide figure (18%)**

Emphasis Area Tables

As part of the SHSP, fourteen crash types and factors were identified as topics of particular interest. Of the fourteen focus area flags defined by the SHSP, the five most frequently seen in KA crashes include:

- Lane Departure (63%)
- Intersection (32%)
- Speeding (30%)
- Inattentive (23%)
- Motorcycle (22%

Table 3: Emphasis Area Table

2019-2023 fatal and serious injury crashes

		St. Croix County		Wisconsin	
		All Road Systems		All Road Systems	
	Total Severe Crashes	**250**	**100%**	**16,251**	**100%**
Core Areas	Intersection	80	32%	4,998	31%
	Lane Departure	158	63%	10,477	64%
	Run-Off-Road	138	55%	9,187	57%
	Head-On	20	8%	1,290	8%
	Impaired	10	4%	1,352	8%
	Speed (Aggressive?)	75	30%	4,842	30%
	Unbelted	41	16%	2,461	15%
	Inattentive	57	23%	1,328	8%
Strategic	Older Driver	30	12%	2,047	13%
	Motorcycle	56	22%	3,151	19%
	Younger Driver (Teen)	38	15%	2,036	13%
	Non-motorist	17	7%	2,038	13%
	Pedestrian	14	6%	1577	10%
	Bicyclist	3	1%	461	3%
	Commercial Vehicles	23	9%	1,199	7%
	Work Zone	7	3%	314	2%
Other	Deer/Animal	6	2%	470	3%
	Winter Weather	5	2%	449	3%

a. Focus Area definitions consistent with the 2023-2027 Wisconsin Strategic Highway Safety Plan

- Inattentive drivers in the County account for 23% of severe crashes, higher than the 8 percent for the Wisconsin as a whole
- Non-motorized severe crashes are 7% in the County, lower than the statewide figure 13%
- County severe commercial automobile crashes were (9%), higher than the statewide figure (7%)
- Impaired driving crashes that were severe were lower in the County (4%) compared to the statewide figure (8%).
- Severe motorcycle crashes in the County are 22%, higher than the statewide figure of 19%

Appendix

Figure 11: Emphasis Area Table

St. Croix County - Crash Emphasis Areas

2019-2023 fatal and serious injury crashes

		Countywide								Statewide					
		All Systems		State System		County System		Local System		All Systems		State System		County System	
	Total Severe Crashes	**250**	**100%**	**108**	**100%**	**64**	**100%**	**78**	**100%**	**16,251**	**100%**	**6,836**	**100%**	**2,699**	**100%**
Core Areas	Intersection	80	32%	32	30%	20	31%	28	36%	4,998	31%	1,916	28%	650	24%
Core Areas	Lane Departure	158	63%	62	57%	41	64%	55	71%	10,477	64%	4,009	59%	2,003	74%
Core Areas	*Run-Off-Road*	138	55%	54	50%	33	52%	51	65%	9,187	57%	3,305	48%	1,816	67%
Core Areas	*Head-On*	20	8%	8	7%	8	13%	4	5%	1,290	8%	704	10%	187	7%
Core Areas	Impaired	10	4%	5	5%	2	3%	3	4%	1,352	8%	631	9%	217	8%
Core Areas	Speed (Aggressive?)	75	30%	28	26%	23	36%	24	31%	4,842	30%	1,969	29%	885	33%
Core Areas	Unbelted	41	16%	18	17%	7	11%	16	21%	2,461	15%	1,021	15%	482	18%
Core Areas	Inattentive	57	23%	28	26%	10	16%	19	24%	1,328	8%	655	10%	217	8%
Strategic	Older Driver	30	12%	15	14%	8	13%	7	9%	2,047	13%	919	13%	375	14%
Strategic	Motorcycle	56	22%	17	16%	17	27%	28	36%	3,151	19%	1160	17%	719	27%
Strategic	Younger Driver (Teen)	38	15%	13	12%	11	17%	14	18%	2,036	13%	755	11%	323	12%
Strategic	Non-motorist	17	7%	5	5%	2	3%	10	13%	2,038	13%	566	8%	102	4%
Strategic	*Pedestrian*	14	6%	4	4%	2	3%	8	10%	1577	10%	460	7%	60	2%
Strategic	*Bicyclist*	3	1%	1	1%	0	0%	2	3%	461	3%	106	2%	42	2%
Strategic	Commercial Vehicles	23	9%	14	13%	7	11%	2	3%	1,199	7%	813	12%	153	6%
Strategic	Work Zone	7	3%	5	5%	0	0%	2	3%	314	2%	230	3%	15	1%
Other	Deer/Animal	6	2%	3	3%	3	5%	0	0%	470	3%	173	3%	188	7%
Other	Winter Weather	5	2%	2	2%	2	3%	1	1%	449	3%	273	4%	63	2%

a. Focus Area definitions consistent with the 2023-2027 Wisconsin Strategic Highway Safety Plan

Figure 12: Statewide Crash Tree - County Rural (2019 – 2023)

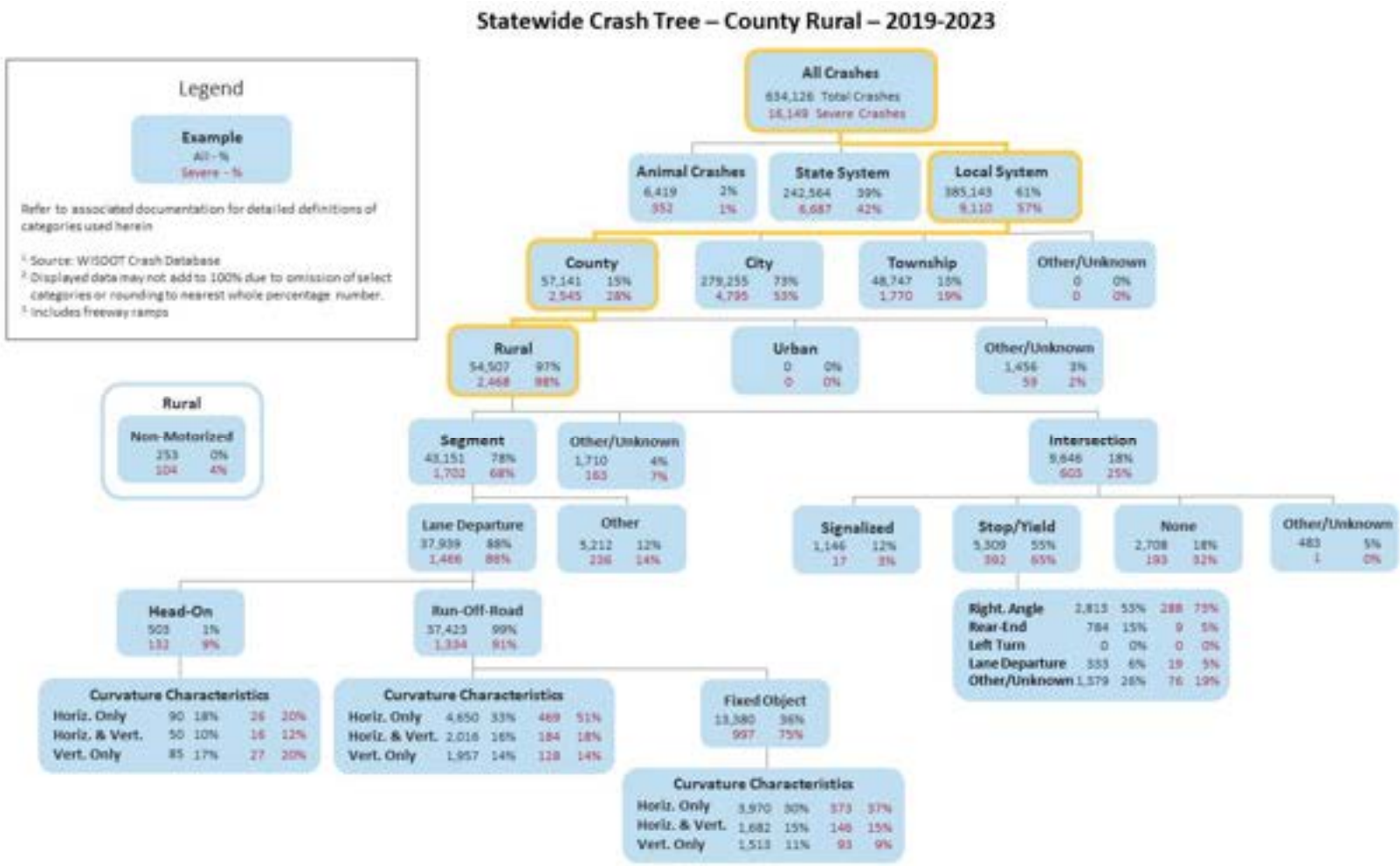


Figure 13: Statewide Crash Tree - City Rural (2019 – 2023)

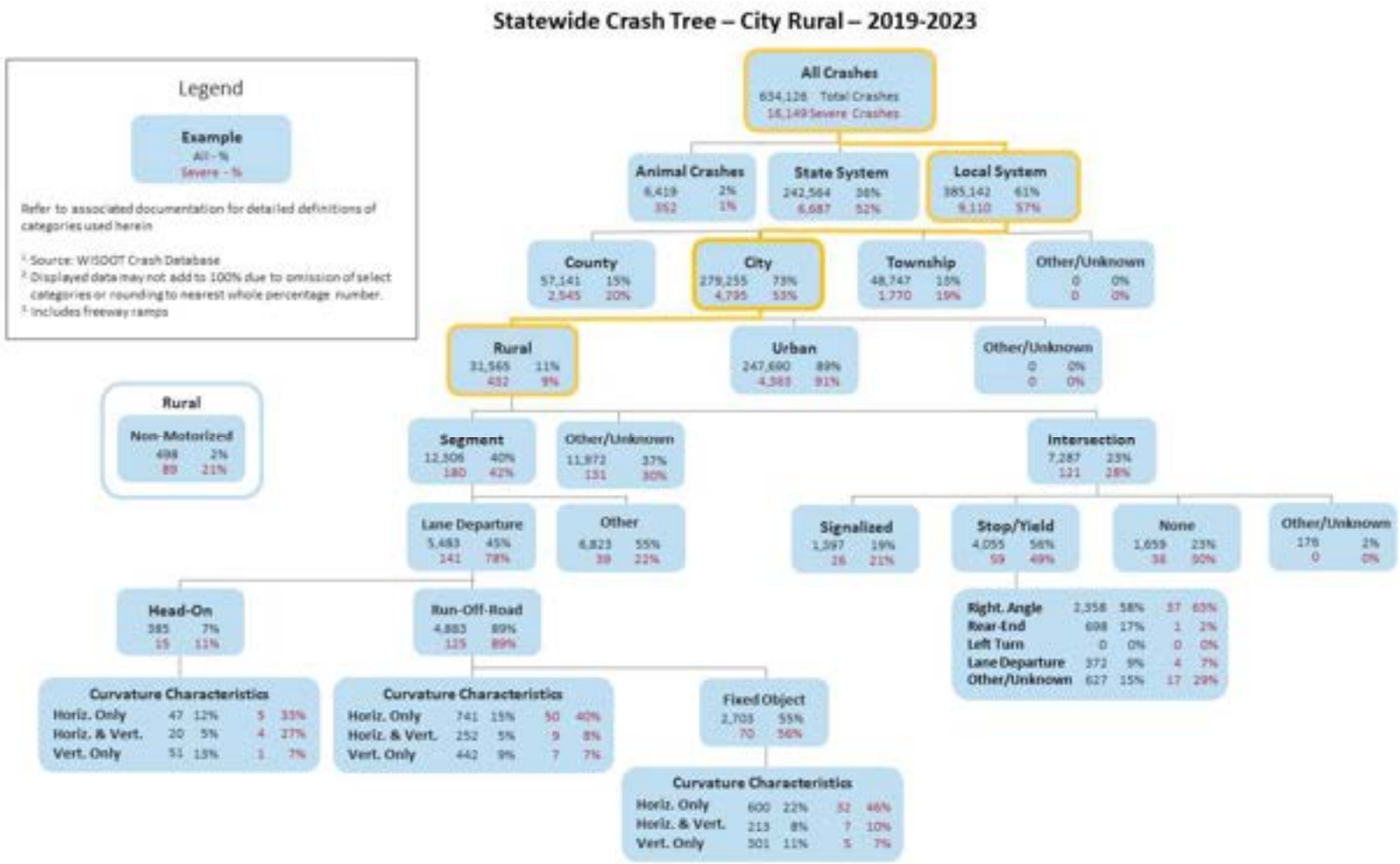


Figure 14: Statewide Crash Tree - City Urban 2-Lane Undivided (2019 – 2023)

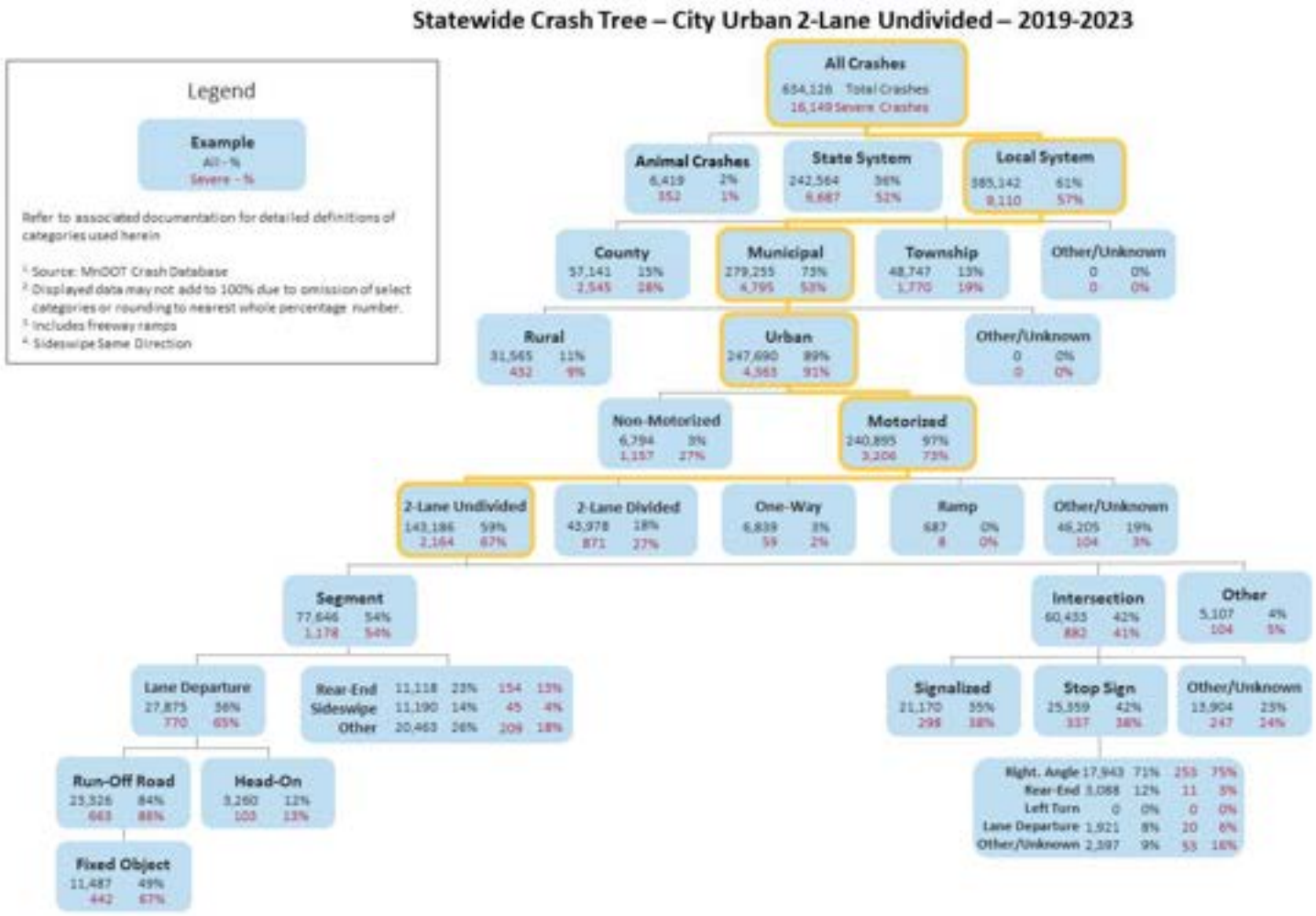


Figure 15: Statewide Crash Tree - City Urban Divided (2019 – 2023)

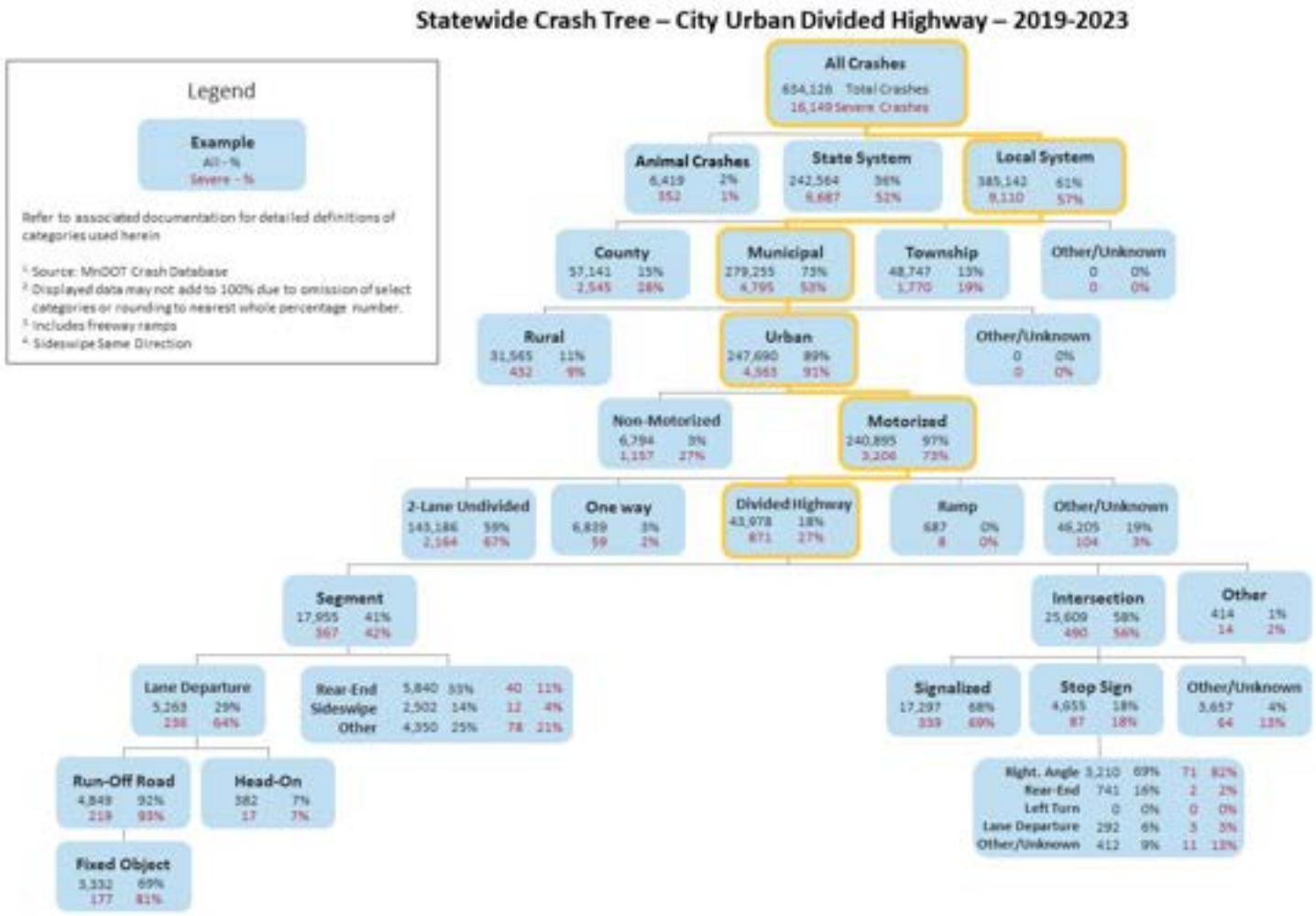


Figure 16: Statewide Crash Tree - City Urban Non-Motorized (2019 – 2023)

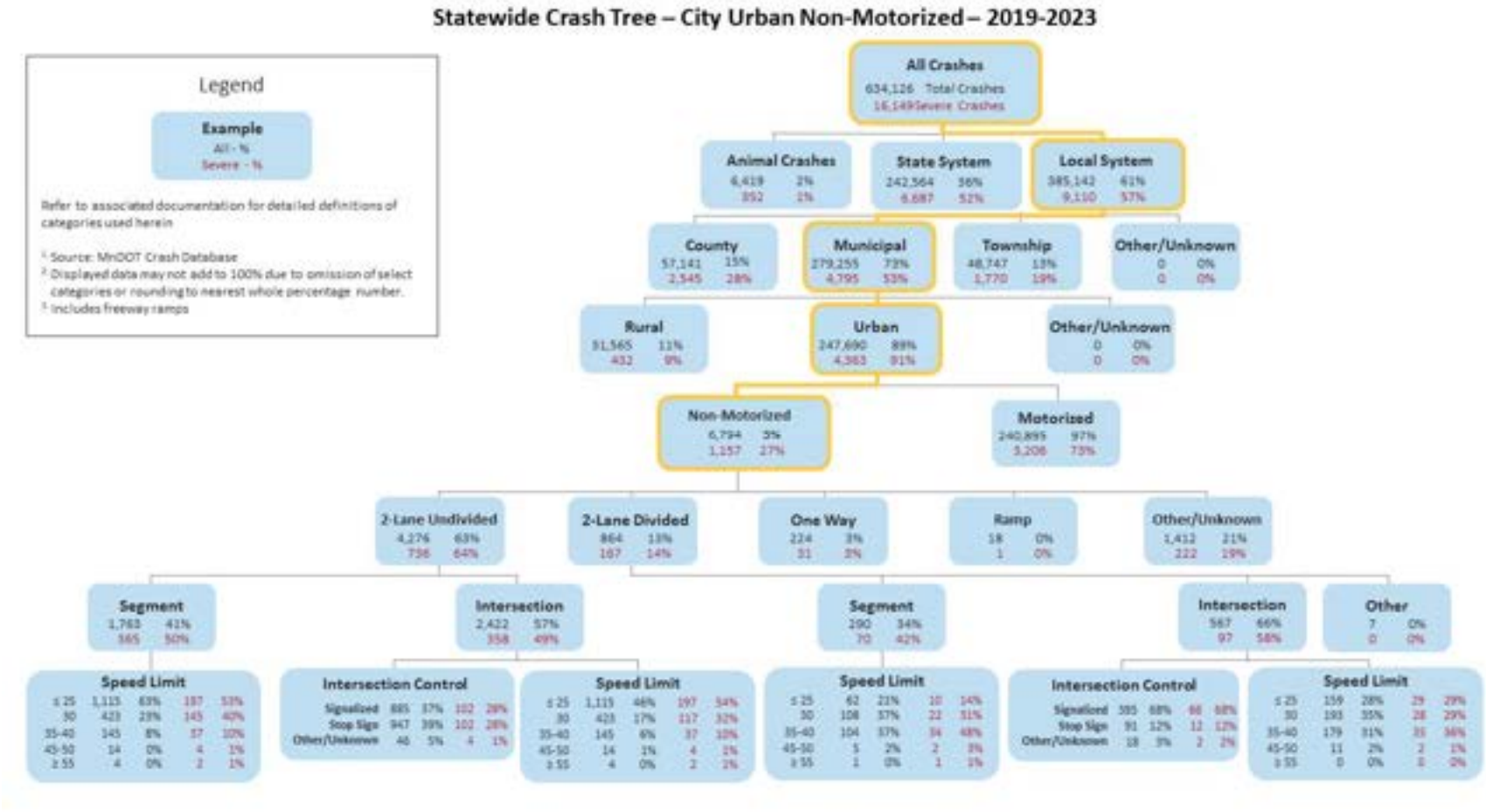
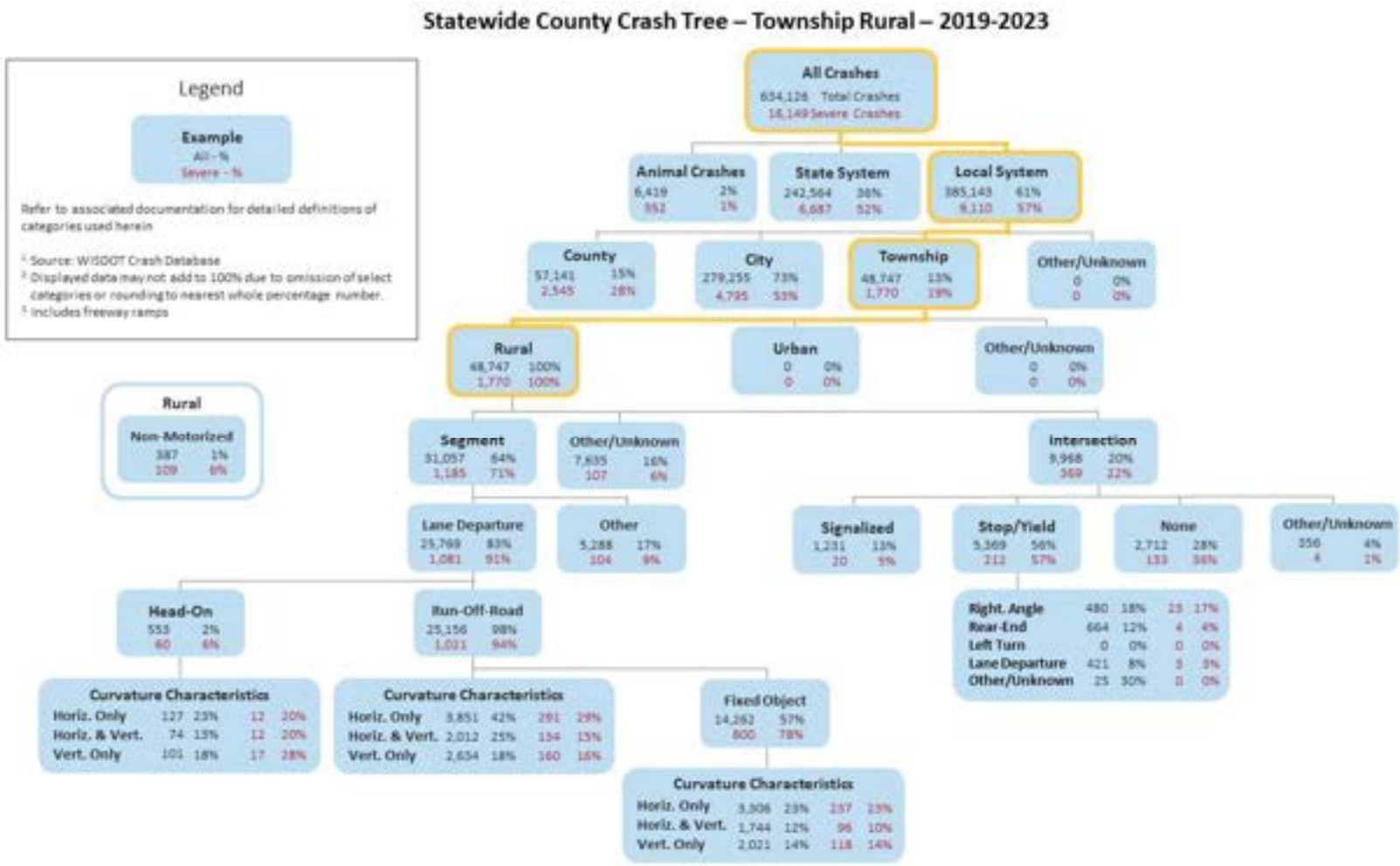


Figure 17: Statewide Crash Tree – Township Rural (2019 – 2023)



APPENDIX D

HIN Review

SRF No. 16925

To: Robbie Krejci, St. Croix County Highway Commissioner

From: SRF Consulting Group

Date: April 15, 2025

Subject: St. Croix County Safety Action Plan – High-Injury Network

High Injury Network Analysis

Introduction

The St. Croix County Safety Action Plan (SAP) relies on a thorough understanding of crash trends to inform strategic investments in projects aimed at improving the safety of all road users throughout the County. One component of the analysis needed to gain that understanding is a High-Injury Network (HIN) for the County.

A High Injury Network (HIN) is a subset of a road network that has been identified as having high concentrations of crashes that result in severe injuries. Unlike a heatmap, an HIN looks at the densities of severe crashes along a corridor and selects the portions of corridors that have concerningly high concentrations of crashes. The crash densities are calculated using a sliding window approach where a "window" of a predetermined length "slides" along the corridor at a specific increment and the density of injuries that occurred within that window are calculated and assigned to the segment at the center of the window. This reduces edge effects at the ends of corridors, allows injuries along a corridor to be included in the analysis whether they occurred at an intersection or somewhere midblock, and ensures that the segments selected are an appropriate length (i.e. the length of the sliding window). Based on user-defined criteria, a minimum crash density is selected and any road segment with a calculated injury density above that threshold is included in the HIN. The resulting HIN represents a prioritized subset of the road network, focusing on roadway corridors with the highest prevalence of severe crashes.

Developing a High Injury Network

The development of an HIN consists of six steps: compiling the crash data, creating a base road network, creating short and long windows from a base road network, assigning crashes to long windows, calculating short and long window scores, and setting a minimum short window crash score threshold for inclusion in the final selection. All six steps are described below.

Compiling the Crash Data

The project team utilized crash data provided by the Wisconsin Department of Transportation (WisDOT) for crashes that occurred in St. Croix County over the last 5 years (2019-2023). The data was provided in the four-table format (crash-level, automobile-level, person-level, and object-level) typical of WisDOT's DT4000 Advanced Crash Data Downloads. Each unit (an automobile or a pedestrian) involved in a crash was sorted into a mode based on the *vehtype* and *unittype* fields from the automobile-level table and the *unittype* field from the person-level table. Those modes include:

- Automobile (passenger automobile and/or light automobile)
- Heavy automobile (truck)
- Pedestrian
- Bike
- Motorcycle

In addition to the five modes listed above, units could be sorted into three additional mode types which were then excluded from analysis: other (people riding on/in ATVs, farm equipment, horses, etc.), parked/unoccupied automobiles, and hit-and-run automobiles. The crashes were then sorted into the three categories in Table 1 to denote whether they would be included in the calculations for the all-mode, nonmotorized, and/or motorized HINs.

Table 1 Modes of transportation and the HINs they are included in

HIN Category	Modes Included
All-Mode	All
Nonmotorized	Bike and Pedestrian
Motorized	Automobile, Heavy Automobile, and Motorcycle

After classifying each unit by mode and excluding units with atypical characteristics, units without occupants, and units on which there was little to no information, the project team determined the Most Severe Injury (MSI) suffered by a person using each of the five modes. The severity of injuries is denoted using the KABCO scale, which consists of five crash severities that are used as an industry shorthand when discussing crash severity. Table 2 includes descriptions of each of the codes and categorizes them into severe and non-severe groups. As an example of assigning modal MSIs using the KABCO scale, if a passenger car with a driver (operator) and two passengers (occupants) strikes a person walking in a crosswalk (pedestrian) and the pedestrian is killed (K), the driver receives a non-incapacitating injury (B), and the two passengers are suspected of having minor injuries (C), the MSI for someone in an automobile would be a minor injury (B), the MSI for a pedestrian would be a fatality (K), and the MSI for the other modes (heavy automobile, cyclist, and motorcycle) would be null. MSIs were also calculated for all modes, motorized only, and non-motorized only.

Table 2. KABCO injury scale

Severe (more injurious)	Non-Severe (less injurious)
K - involves a fatal injury **A** - incapacitating injury (serious injury)	**B** - non-incapacitating injury **C** - possible injury **O** - no injury or a property damage-only (PDO) crash

Creating the Base Network

To reduce the number of artificial and unnecessary breaks in the analysis network, the project team manually validated the network topology and geometrics. The first step of this process consisted of adjusting road segments that were missing or improperly aligned and simplifying complex intersections such as roundabouts to ensure contiguous road segments that intersect at only one location. The second step consisted of merging the individual segments that form each road into contiguous corridors by dissolving the lines based on the street name. These contiguous lines were then used to create the short and long window analysis segments.

Creating the Short and Long Windows from the Base Network

Once the base network was finished, the corridors were then split into 0.1-mile segments, called “short windows”, that correspond to the increment by which the long window is moved along the corridor. In the example shown in Figure 1, the main corridor is shown as a road at the top of the diagram and measures 0.8 miles long. The short windows (represented by the green line segments at the top of the diagram in Figure 1) are the same length as the increment by which the sliding long window slides. The short windows are split from the corridor starting at one end (in this case, on the left end) which results in short windows of 0.1 mile each.

Figure 1 Diagram illustrating the sliding window analysis

The sliding windows, often referred to as “long windows”, are created by merging short windows in overlapping groups of five or ten to create 0.5- or 1.0-mile-long windows, respectively. In the diagram shown in Figure 1, the long windows are 0.5-miles in length and therefore consist of up to five short windows. As they get closer to the ends of the corridor, the long windows (represented by the blue line segments in the middle of the diagram in Figure 1) decrease in length. In the example, Long Windows A, B, C, D, H, I, J, K, and L are shorter than the standard 0.5 miles to ensure that each short window has the same number of long windows overlapping it.

Assigning Crashes to Long Windows

Once the long windows have been created from the short windows, the individual crashes are mapped to the long windows. To account for the width of the road, minor inaccuracies in the coordinates assigned to each crash, and discrepancies in the geometries representing roads in different datasets, a buffer of 50 meters is used when joining the crashes to the long windows. 50 meters was selected as the buffer distance because it captures the majority of crashes along segments even in cases where crashes occurred on divided roadways or were imprecisely geolocated. While using a buffer helps reduce the number of crashes that are unintentionally left off of a long window, it does increase the likelihood of crashes being assigned to too many long windows – especially at intersections and in locations where two roads run parallel to each other such as frontage roads along freeways. The effects of this over-assignment of crashes to

long windows is mitigated by manually excluding short windows that have been assigned an erroneously high injury score. Because an individual crash that occurred at an intersection may be assigned to long windows from both of the intersecting corridors, there is no need to split the crash between the two corridors. After all, a crash that occurs at an intersection occurs on both corridors and splitting the crash between the two corridors would result in the undercounting of intersection crashes across the entire network.

Calculating Crash Scores

Once the crash points were joined to the long windows, the crash score for each long window was calculated based on the number and severity of crashes that are joined to it. The long window crash scores were, in turn, used to calculate the short window crash scores. In the example shown in Figure 1, the long window crash score (shown in red on the righthand side of the figure) simply reflects the quantity of crashes (shown as red dots along the black line representing the study corridor) that lie within a given long window. For simplicity's sake, the example does not employ any weighting by severity. In other words, one crash equates to one point as opposed to the relative weights (discussed later in this section) that are assigned to each severity in the actual analysis. There are two main scoring methods used to calculate short window crash scores when conducting HIN analyses:

Maximum Associated Long Window Score Method

The maximum long window score is just that, the maximum score of crashes of any of the long windows. In Figure 1, short window six has a maximum long window score of 2.0, which comes from long window F. In the example shown in Figure 1, and based on maximum long window score, if the threshold for inclusion in the HIN is set to 2.0, six short windows (1, 2, 3, 4, 5, and 6) have scores above the threshold (3.0, 3.0, 3.0, 3.0, 3.0, and 2.0, respectively), resulting in a total of 0.6 miles included in the HIN.

Length-Weighted-Average Long Window Score Method

the length-weighted-average long window score is calculated by assigning the average score of all long windows associated with a short window (weighted by the long windows' respective lengths) as the short window score. Weighted-average long window crash scores provide a finer resolution than the maximum long window crash scores as evidenced by the gradual decrease of the short window scores as they get further from a crash. In the example shown in Figure 1, if the threshold for inclusion in the HIN is set to 2.0, three short windows (1, 2, and 3) have scores above the threshold (2.9, 2.7, and 2.1, respectively), resulting in a total of 0.3 miles included in the HIN.

The project team elected to use the maximum associated long window score method to calculate the short window scores instead of the length-weighted-average long window score method because the maximum associated long window score method performs better in larger networks that include areas that have denser crash distributions (such as the Eau Claire metropolitan area) by minimizing the number of discontinuous street segments in the HIN (a common byproduct of using the higher thresholds required in study areas with higher crash densities).

To maintain the focus on the most harmful crashes despite their relative infrequency, only the K, A, and B crashes are considered in the score calculations. To further reduce the likelihood of less severe (and far more prevalent) crash types overshadowing the most harmful crash types, two additional measures are employed: the K and A crashes are given a relative weight of 3 and the B crashes are given a weight of 1, and the automobile B crashes are excluded entirely from the crash score calculations. As seen in Table 3, Automobile B crashes account for approximately 67% of all K, A, and B crashes; removing them from the crash score calculations ensures that these relatively minor injuries do not overshadow the other modes' crashes.

Table 3: Most Severe Injury (MSI) by mode

Mode	K	A	B	C	O	Total
Automobile	39	144	691	622	9,632	11,128
Heavy Automobile	1	4	23	14	912	954
Motorcycle	8	50	86	18	26	188
Bicycle	0	3	15	2	3	23
Pedestrian	3	11	21	6	1	42
All Motorized	46	198	792	649	10,064	11,749
All Nonmotorized	3	14	36	8	4	65
All Modes	50	216	833	658	10,003	11,760

Setting a Threshold for Inclusion in the HIN

The HIN is identified using crash score thresholds across the study area. The project team uses the following rough targets to recommend thresholds, which vary by mode:

- **Coverage of target (KAB) crashes** – are roughly 40-50% of target crashes covered by the HIN?
- **Mileage or extent of HIN streets and intersections** – is the total length of the HIN streets roughly 1-3% of the total length of the entire network?
- **Natural breaks** – does increasing or decreasing the threshold result in a significant change in severe crash density on the network? Are there natural breaks in the data where severe crash density dramatically changes?
- **Minimum threshold** – thresholds that are too low dilute the meaning of HIN. The project team typically advises a minimum threshold to yield tangible visual results on the overall multimodal network. The team recommends a minimum crash score threshold of 6.0 for all modes, which equates to at least two life-changing crashes (e.g. two K or A crashes, one K or A crash and three B crashes, etc.) per mile over the past five years.

In short: minimum thresholds should be set high enough to imply a spatial pattern of severe crashes – HIN segment status should not be driven by just one severe crash.

The four targets above are sometimes at odds with one another and should be balanced. For example, covering 50% or more of KA crashes may result in an unreasonable number of miles being included in the HIN or may require a minimum crash score threshold that is so low that even segments with just one crash end up being included in the HIN. The project team

recommends erring on the side of a higher minimum crash score threshold to provide a more targeted HIN.

Table 4 shows the combined length of all segments in the network and the total number of KAB crashes by mode and compares them to the combined lengths of the segments selected and count and percentage of the KAB crashes covered by each mode's HIN as defined by their proposed thresholds.

Table 4. Threshold-setting metrics for each modal HIN at proposed thresholds

Mode	Total Network Miles	Total Crashes*	Proposed Threshold	Network Miles on HIN	Crashes* on HIN
Automobile	1,989	183	6.0	54.0 (2.7%)	67 (36.6%)
Heavy Automobile	1,989	28	6.0	0.0 (0.0%)	0 (0.0%)
Motorcycle	1,989	144	6.0	10.1 (0.5%)	22 (15.3%)
Bicycle	1,989	18	6.0	0.0 (0.0%)	0 (0.0%)
Pedestrian	1,989	35	6.0	0.0 (0.0%)	0 (0.0%)
All Motorized	1,989	350	6.0	81.1 (4.1%)	128 (36.6%)
All Nonmotorized	1,989	53	6.0	1.2 (0.1%)	4 (7.5%)
All Modes	1,989	401	6.0	85.8 (4.3%)	154 (38.4%)

*All-modes calculations include K, A, and B crashes except for automobile B crashes

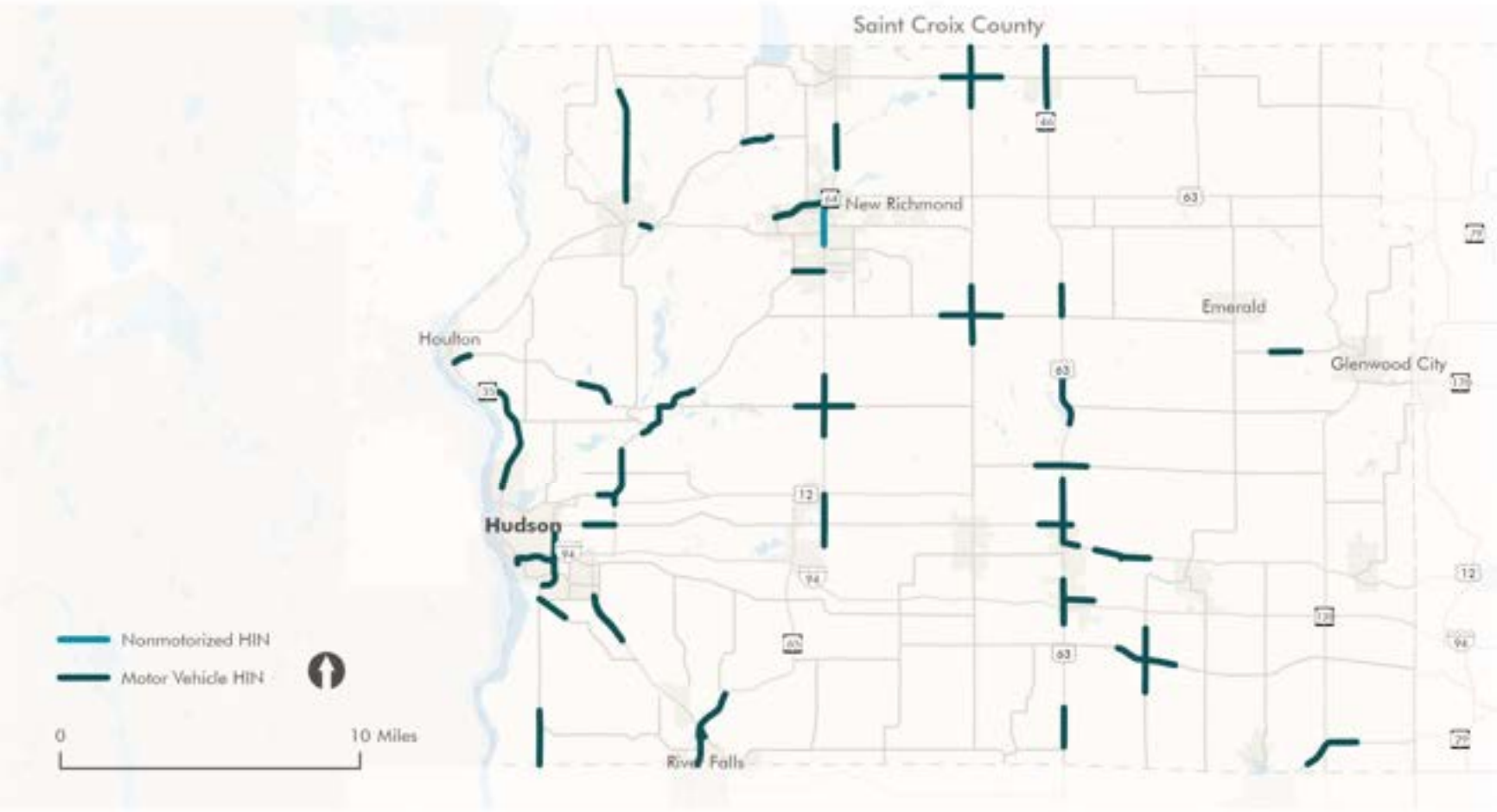
In cases where crashes resulting in severe injuries to a given mode are particularly infrequent and/or sparsely distributed, there may not be any network segments with scores above the minimum meaningful threshold of 6.0. In these instances, it is recommended that the HIN results be supplemented with proactive or systemic methods to help identify safety needs in areas with few or no identified HIN streets. Proactive or systemic methods to identify safety needs may include physical roadway attributes, operational configurations, adjacent land use, and/or stakeholder feedback to identify dangerous locations for multimodal transportation users in the Safety Action Plan study area.

Overview of Results

As seen in Table 4, the minimum meaningful value (6.0) was applied to all modes as the crash score threshold.

- 85.8 miles of roadway in the County (4.3% of non-freeway roads in the County) were selected in the all-modes HIN.
- 1.2 miles of roadway in the County (0.1% of non-freeway roads in the County) were selected in the nonmotorized HIN.
- 81.1 miles of roadway in the County (4.1% of non-freeway roads in the County) were selected in the motorized HIN.

Figure 2: High Injury Network Map of St. Croix County



APPENDIX E-1

Systemic Analysis

SRF No. 16925

To: St. Croix, Dunn and Eau Claire County

From: SRF Consulting Group

Date: April 15, 2025

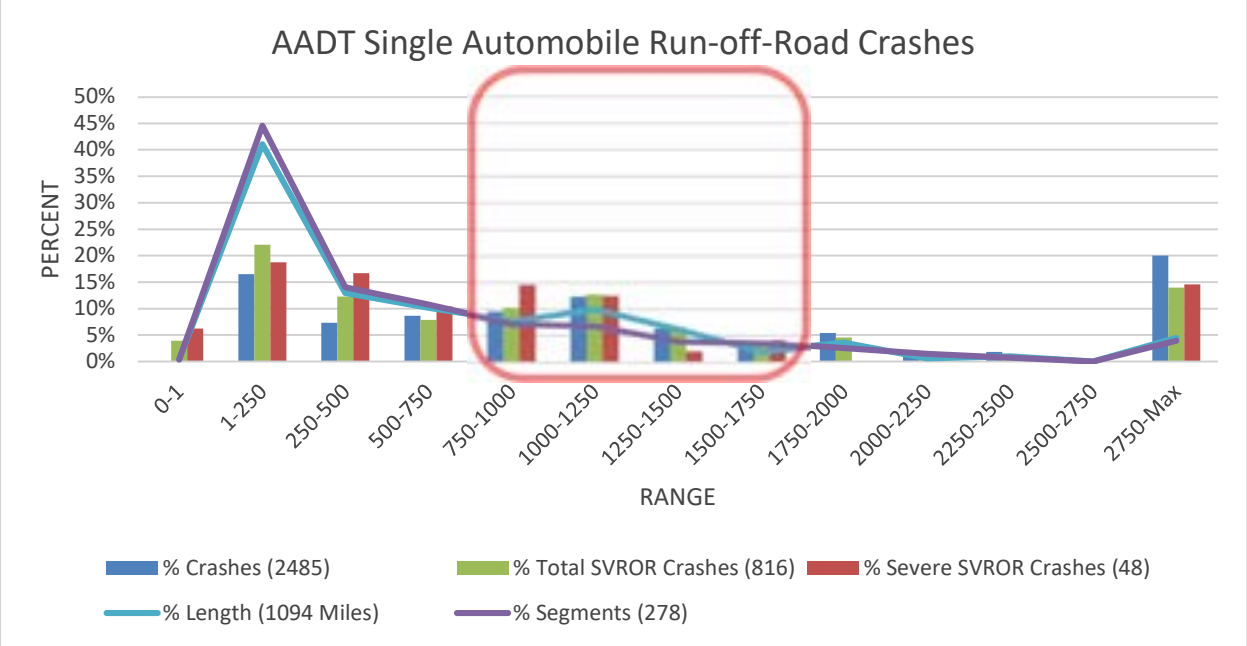
Subject: St. Croix/Dunn/Eau Claire – Risk Factors

St. Croix/Dunn/Eau Claire – Risk Factors

Rural Segments

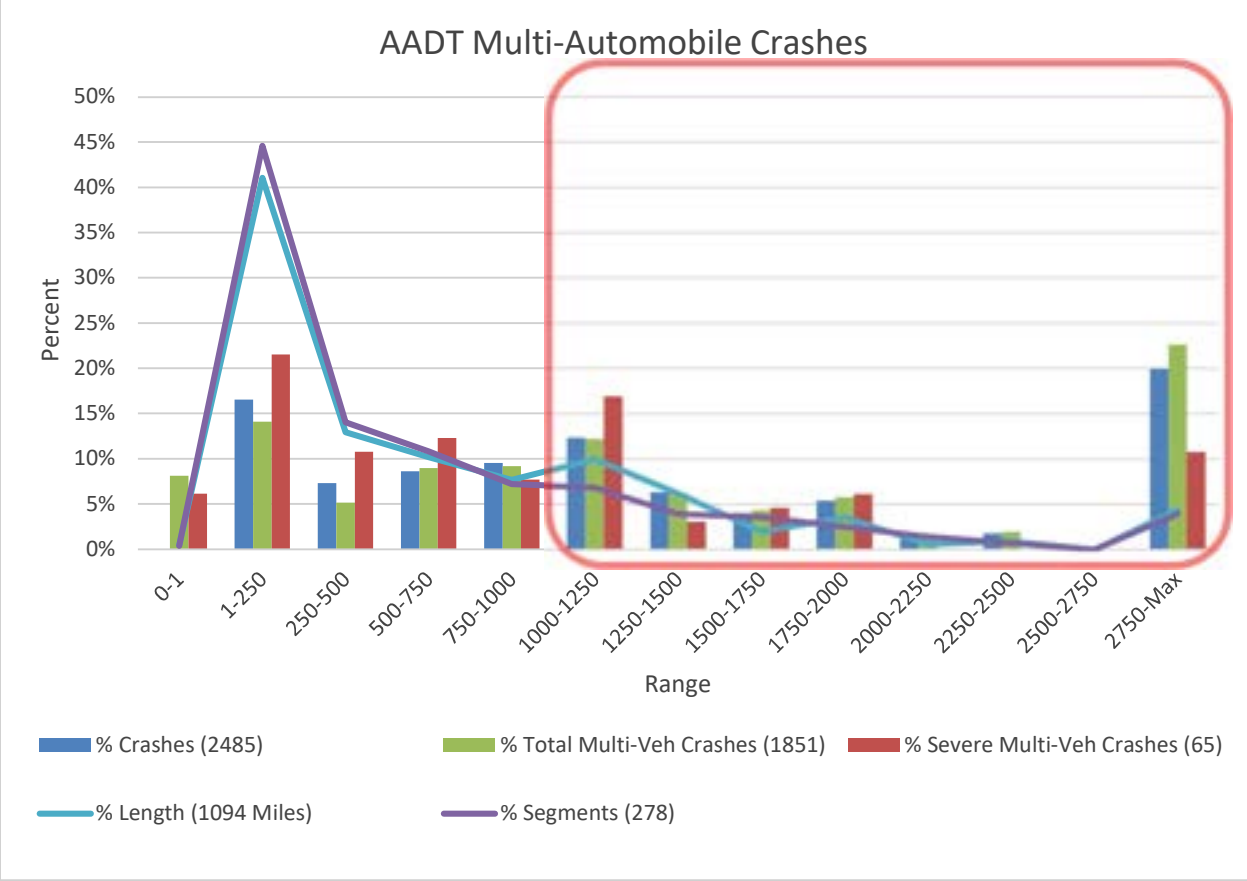
Risk Factor	Risk Factor Criteria	% Severe Crash	% Length (Miles)
Speed	Removed as criteria. No significant observations.		
AADT Single Automobile Run-off-road	750 to 1,750 automobiles per day (single automobile severe crashes)	33 %	26% (282.9)
AADT multi-automobile	1,000 automobiles per day and greater (multiple automobile severe crashes)	42%	28% (303.5)
Lane Departure Density	Greater than or equal to 0.15	65%	35% (378.3)
Access Density	More than 5 accesses per mile (driveways, field entrances, and public streets), but less than 11 per mile	66%	62% (605.4)
Critical Radius Curve Density	Greater than or equal to 0.6 or more curves per mile (approx. 1 curve every 2 miles)	42%	40% (435.8)
Edge Risk	2S with no shoulder or steep slopes or 3 deficiencies (no shoulder, steep slope, or fixed objects)		

AADT Single Automobile Run-off-Road Crashes - Segments



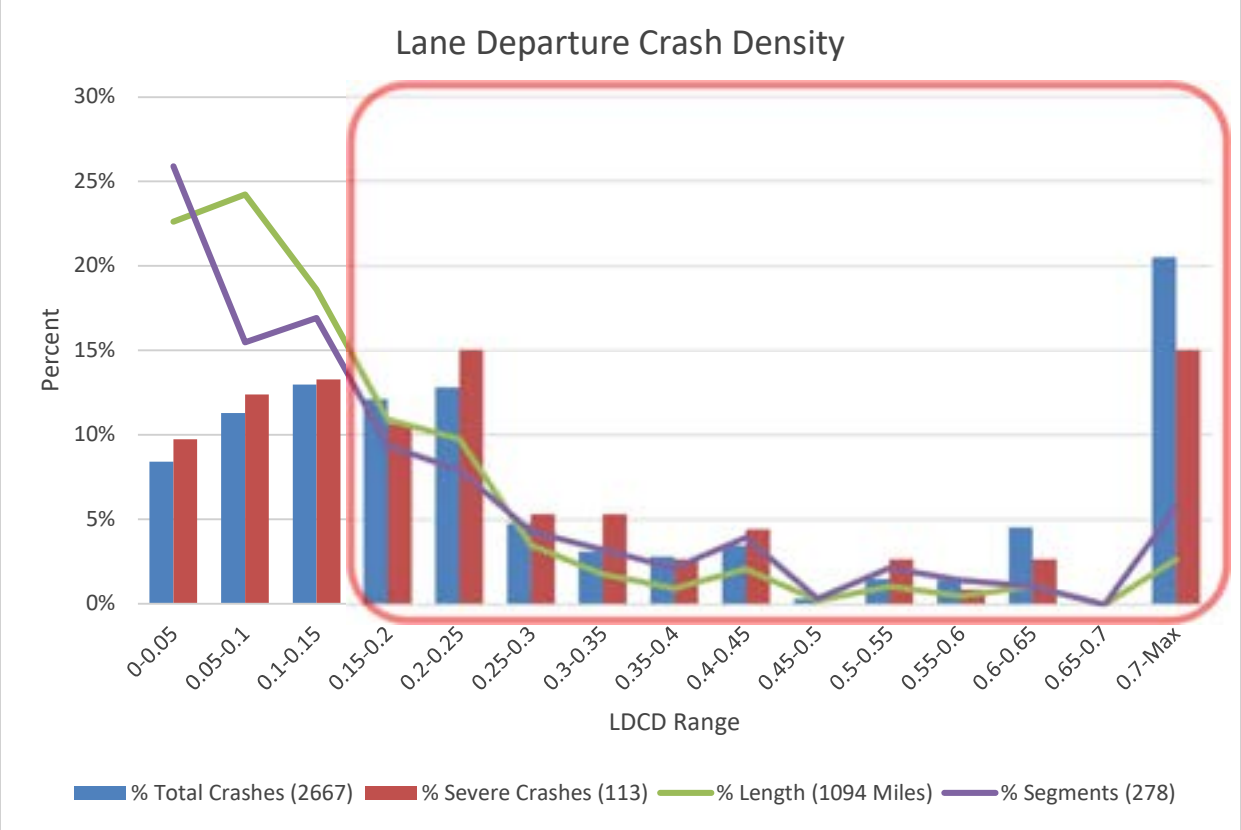
AADT Range	Total Crashes	Total SVROR Crashes	Severe SVROR Crashes	% Crashes (2485)	% Total SVROR Crashes (816)	% Severe SVROR Crashes (48)	Miles	% Length (1094 Miles)	# Segments	% Segments (278)
0-1	0	32	3	0%	4%	6%	4.6	0%	1	0%
1-250	441	180	9	17%	22%	19%	449.5	41%	124	45%
250-500	195	100	8	7%	12%	17%	141.6	13%	39	14%
500-750	230	64	5	9%	8%	10%	111.3	10%	30	11%
750-1000	254	84	7	10%	10%	15%	83.7	8%	20	7%
1000-1250	330	104	6	12%	13%	13%	109.2	10%	19	7%
1250-1500	169	54	1	6%	7%	2%	68.1	6%	11	4%
1500-1750	108	27	2	4%	3%	4%	21.9	2%	10	4%
1750-2000	144	37	0	5%	5%	0%	39.0	4%	7	3%
2000-2250	33	8	0	1%	1%	0%	6.3	1%	4	1%
2250-2500	48	12	0	2%	1%	0%	10.3	1%	2	1%
2500-2750	0	0	0	0%	0%	0%	0.0	0%	0	0%
2750-Max	533	114	7	20%	14%	15%	48.7	4%	11	4%

AADT Multi-Automobile Crashes - Segments



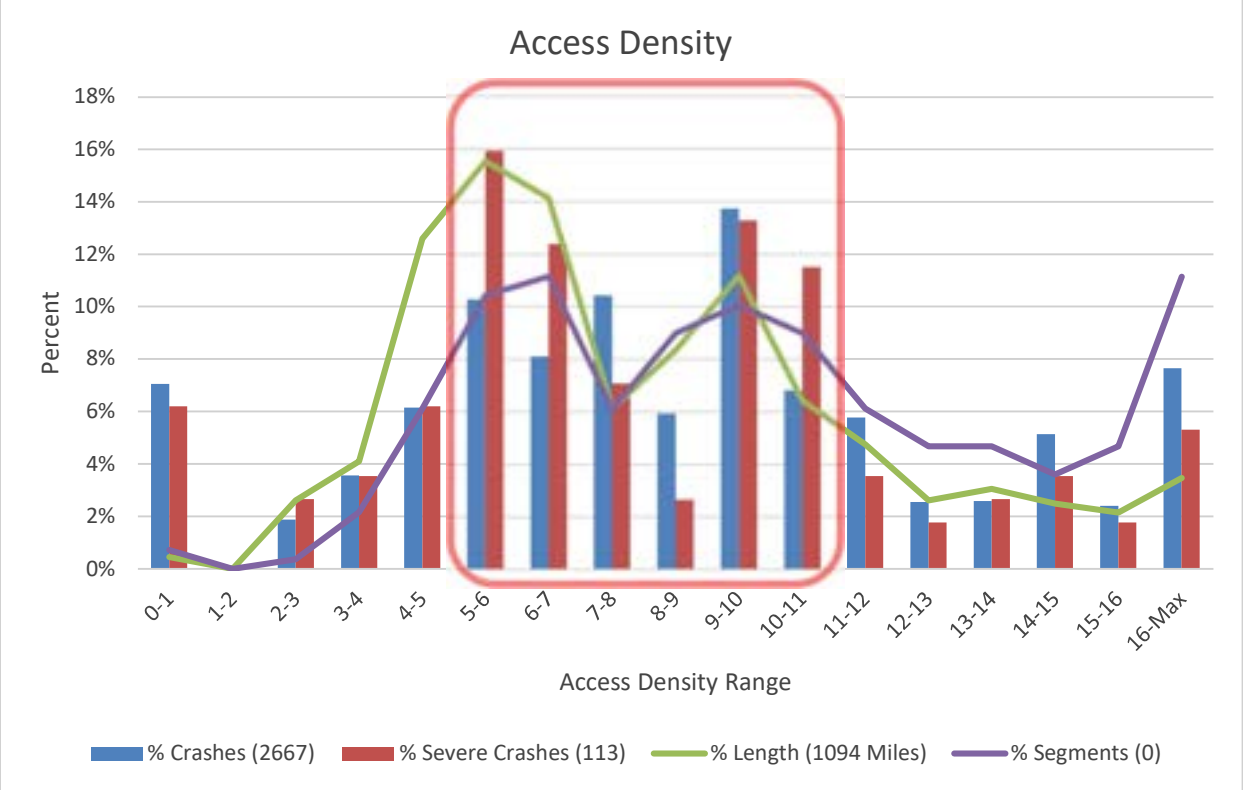
AADT Range	Total Crashes	Total Multi-Veh Crashes	Severe Multi-Veh Crashes	% Crashes (2485)	% Total Multi-Veh Crashes (1851)	% Severe Multi-Veh Crashes (65)	Miles	% Length (1094 Miles)	# Segments	% Segments (278)
0-1	0	150	4	0%	8%	6%	4.6	0%	1	0%
1-250	441	261	14	17%	14%	22%	449.5	41%	124	45%
250-500	195	95	7	7%	5%	11%	141.6	13%	39	14%
500-750	230	166	8	9%	9%	12%	111.3	10%	30	11%
750-1000	254	170	5	10%	9%	8%	83.7	8%	20	7%
1000-1250	330	226	11	12%	12%	17%	109.2	10%	19	7%
1250-1500	169	115	2	6%	6%	3%	68.1	6%	11	4%
1500-1750	108	81	3	4%	4%	5%	21.9	2%	10	4%
1750-2000	144	107	4	5%	6%	6%	39.0	4%	7	3%
2000-2250	33	25	0	1%	1%	0%	6.3	1%	4	1%
2250-2500	48	36	0	2%	2%	0%	10.3	1%	2	1%
2500-2750	0	0	0	0%	0%	0%	0.0	0%	0	0%
2750-Max	533	419	7	20%	23%	11%	48.7	4%	11	4%

Lane Departure Crash Density - Segments



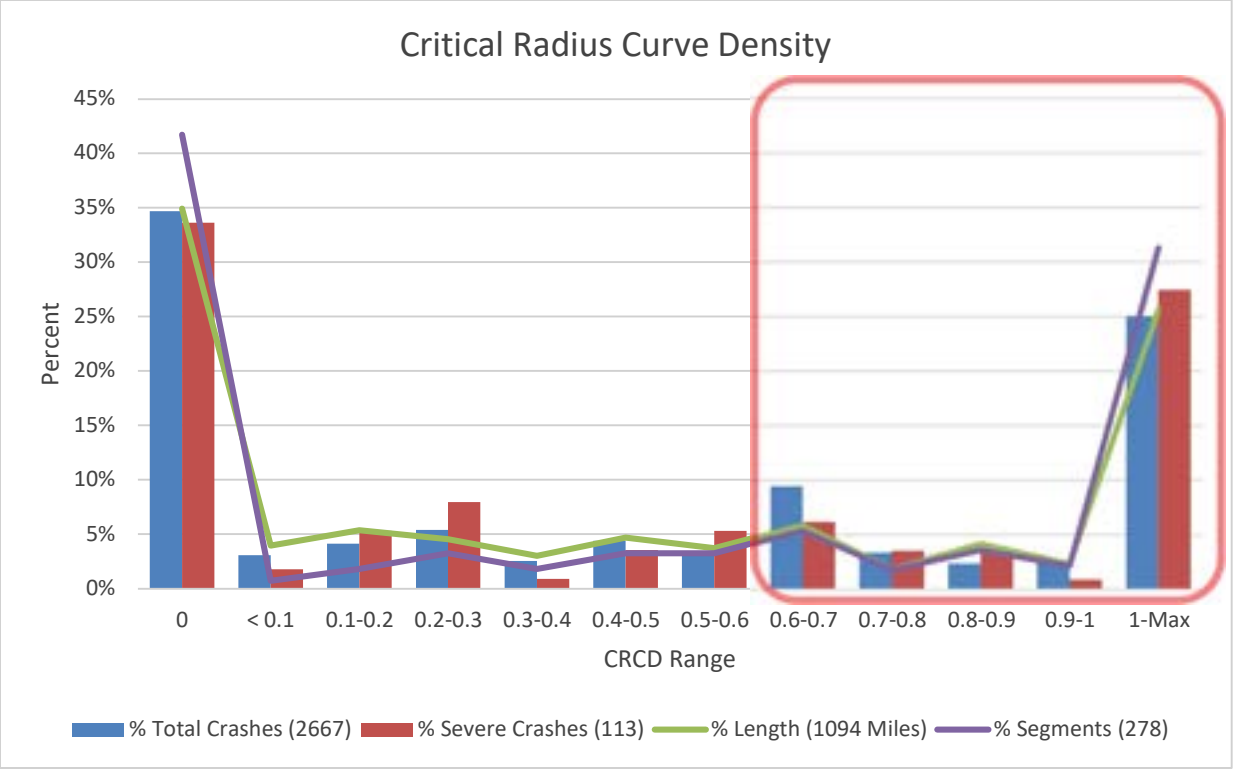
LDCD Range	Total Crashes	Severe Crashes	% Total Crashes (2667)	% Severe Crashes (113)	Miles	% Length (1094 Miles)	# Segments	% Segments (278)
0-0.05	224	11	8%	10%	247.4	23%	72	26%
0.05-0.1	301	14	11%	12%	265.0	24%	43	15%
0.1-0.15	346	15	13%	13%	203.4	19%	47	17%
0.15-0.2	322	12	12%	11%	119.1	11%	26	9%
0.2-0.25	341	17	13%	15%	106.6	10%	22	8%
0.25-0.3	127	6	5%	5%	38.3	4%	12	4%
0.3-0.35	83	6	3%	5%	19.7	2%	9	3%
0.35-0.4	75	3	3%	3%	10.6	1%	6	2%
0.4-0.45	93	5	3%	4%	23.0	2%	11	4%
0.45-0.5	9	0	0%	0%	2.7	0%	1	0%
0.5-0.55	40	3	1%	3%	11.8	1%	6	2%
0.55-0.6	38	1	1%	1%	5.4	0%	4	1%
0.6-0.65	121	3	5%	3%	11.9	1%	3	1%
0.65-0.7	0	0	0%	0%	0.0	0%	0	0%
0.7-Max	547	17	21%	15%	29.2	3%	16	6%

Access Density – Segments



Access Density Range	Crashes	Severe Crashes	% Crashes (2667)	% Severe Crashes (113)	Miles	% Length (1094 Miles)	# Segments	% Segments (278)
0-1	188	7	7%	6%	4.9	0%	2	1%
1-2	0	0	0%	0%	0.0	0%	0	0%
2-3	50	3	2%	3%	28.6	3%	1	0%
3-4	95	4	4%	4%	44.9	4%	6	2%
4-5	164	7	6%	6%	137.8	13%	17	6%
5-6	274	18	10%	16%	170.0	16%	29	10%
6-7	216	14	8%	12%	154.6	14%	31	11%
7-8	278	8	10%	7%	67.1	6%	17	6%
8-9	158	3	6%	3%	91.3	8%	25	9%
9-10	366	15	14%	13%	122.3	11%	28	10%
10-11	182	13	7%	12%	70.4	6%	25	9%
11-12	154	4	6%	4%	51.9	5%	17	6%
12-13	68	2	3%	2%	28.5	3%	13	5%
13-14	69	3	3%	3%	33.3	3%	13	5%
14-15	137	4	5%	4%	27.2	2%	10	4%
15-16	64	2	2%	2%	23.4	2%	13	5%
16-Max	204	6	8%	5%	37.8	3%	31	11%

Critical Radius Curve Density - Segments

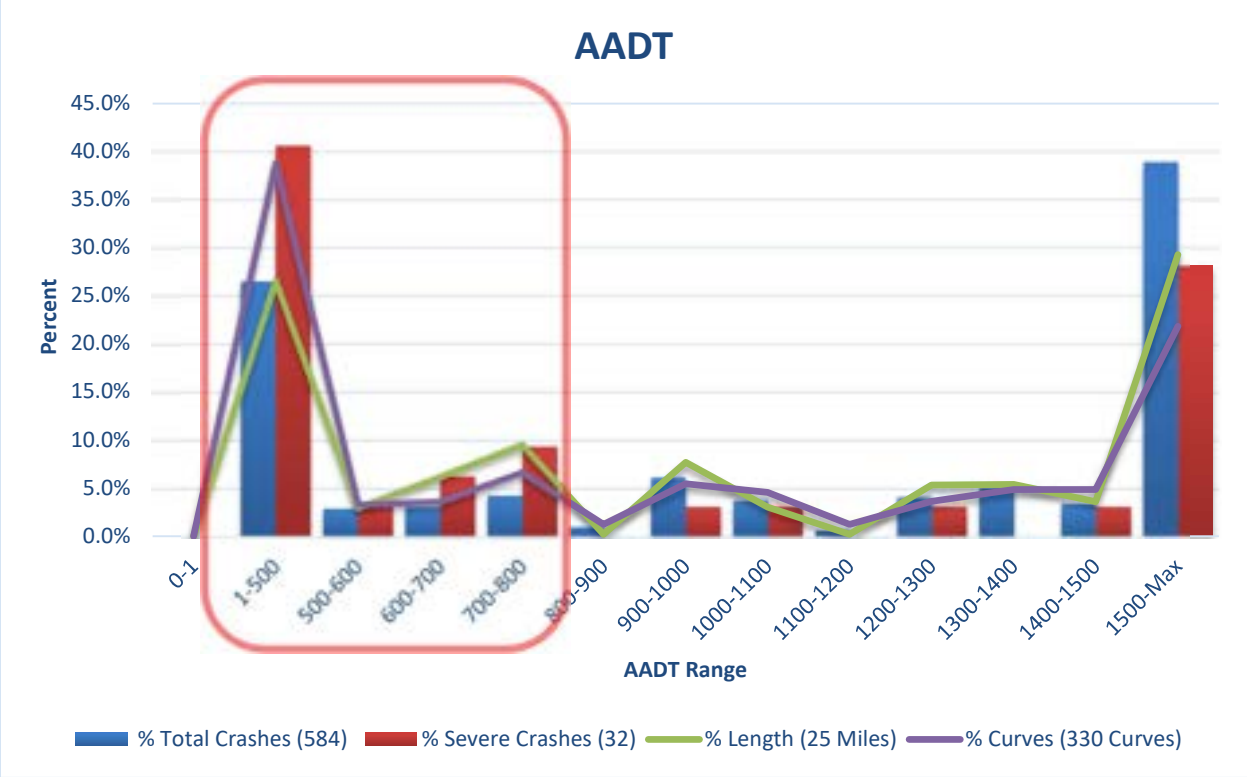


CRCD Range	Total Crashes	Severe Crashes	% Total Crashes (2667)	% Severe Crashes (113)	Miles	% Length (1094 Miles)	# Segments	% Segments (278)
0	925	38	35%	34%	382.2	35%	116	42%
< 0.1	82	2	3%	2%	43.3	4%	2	1%
0.1-0.2	110	6	4%	5%	58.6	5%	5	2%
0.2-0.3	144	9	5%	8%	49.6	5%	9	3%
0.3-0.4	68	1	3%	1%	32.9	3%	5	2%
0.4-0.5	117	4	4%	4%	51.3	5%	9	3%
0.5-0.6	82	6	3%	5%	40.7	4%	9	3%
0.6-0.7	252	7	9%	6%	64.2	6%	15	5%
0.7-0.8	90	4	3%	4%	20.0	2%	5	2%
0.8-0.9	63	4	2%	4%	45.5	4%	10	4%
0.9-1	66	1	2%	1%	25.6	2%	6	2%
1-Max	668	31	25%	27%	280.5	26%	87	31%

Rural Curves

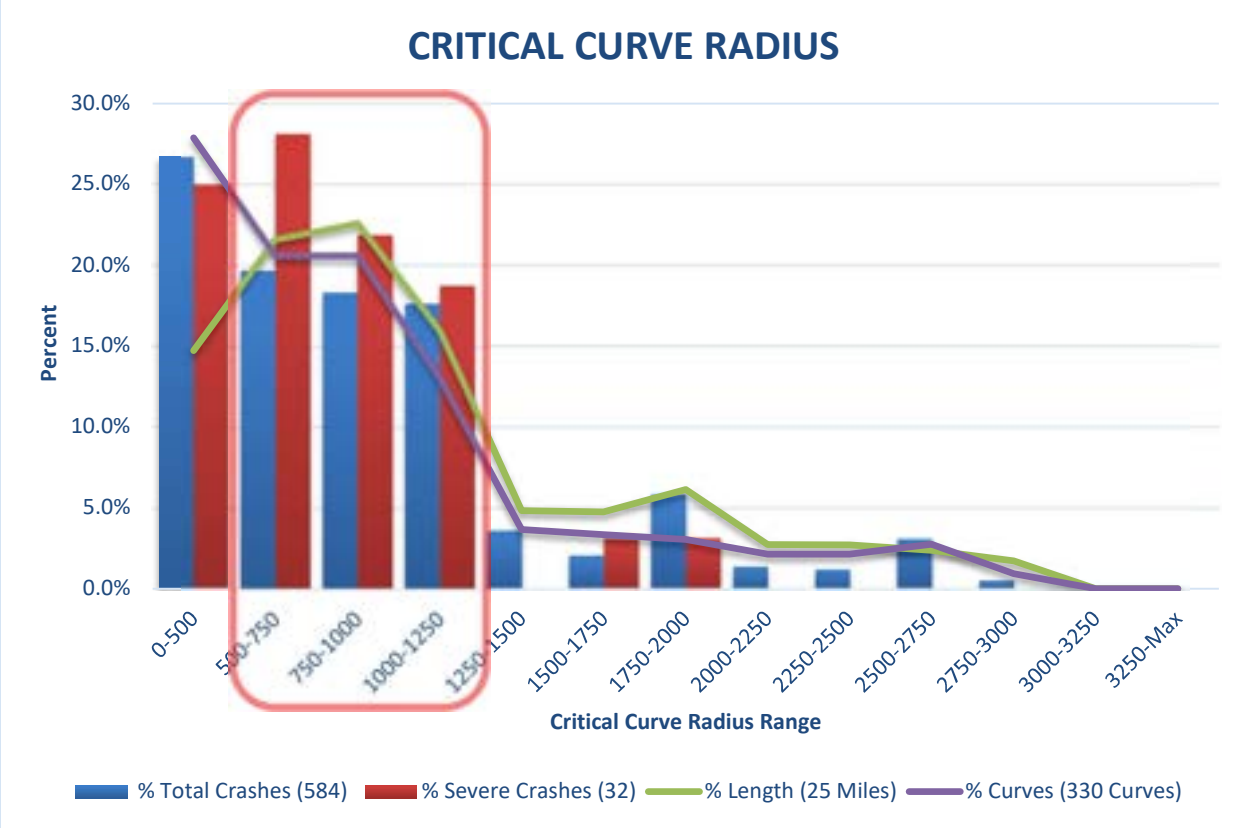
Risk Factor	Rural Risk Factor Criteria	% Severe Crash	% Curves
AADT	Less than 800 automobiles per day	59%	52%
Critical Curve Radius	500 feet to 1,250 feet	69%	54%
Lane Width	Removed as criteria. No significant observations.		
High Side Shoulder Width	Less than 6ft	63%	55%
Total Cross Section Width	28 to 38 feet	88%	73%
Adjacent Intersection	Present		
Visual Trap	Present		
Outside Edge Risk	2S or 3 deficiencies (no shoulder, steep slope, or fixed objects)		

AADT - Curves



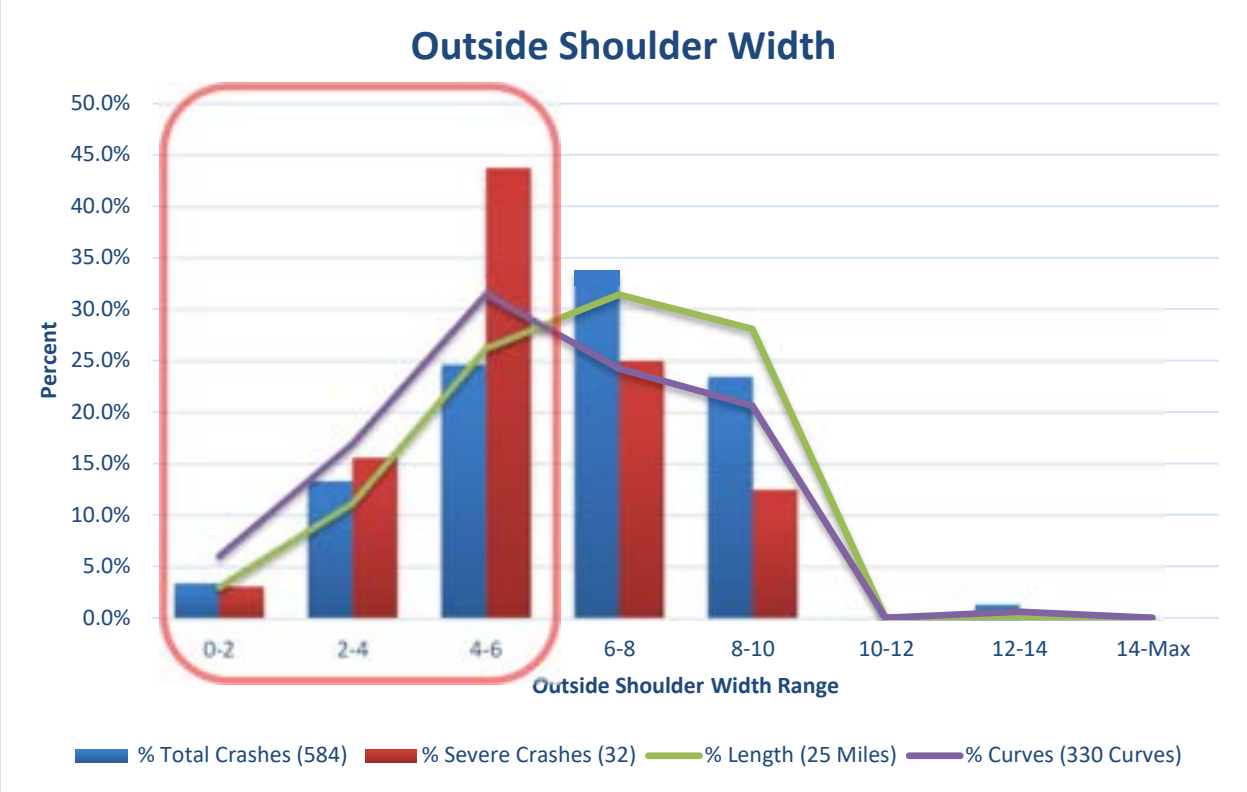
AADT Range	Total Crashes	Severe Crashes	% Total Crashes (584)	% Severe Crashes (32)	Length (Miles)	% Length (25 Miles)	# Curves	% Curves (330 Curves)
0-1	0	0	0.0%	0.0%	0.0	0.0%	0	0.0%
1-500	155	13	26.5%	40.6%	6.6	26.6%	128	38.8%
500-600	17	1	2.9%	3.1%	0.7	3.0%	11	3.3%
600-700	18	2	3.1%	6.3%	1.6	6.2%	12	3.6%
700-800	25	3	4.3%	9.4%	2.4	9.5%	22	6.7%
800-900	6	0	1.0%	0.0%	0.0	0.2%	4	1.2%
900-1000	36	1	6.2%	3.1%	1.9	7.7%	18	5.5%
1000-1100	22	1	3.8%	3.1%	0.8	3.0%	15	4.5%
1100-1200	4	0	0.7%	0.0%	0.0	0.2%	4	1.2%
1200-1300	24	1	4.1%	3.1%	1.3	5.3%	12	3.6%
1300-1400	30	0	5.1%	0.0%	1.3	5.4%	16	4.8%
1400-1500	20	1	3.4%	3.1%	0.9	3.6%	16	4.8%
1500-Max	227	9	38.9%	28.1%	7.3	29.3%	72	21.8%

Critical Curve Radius – Curves



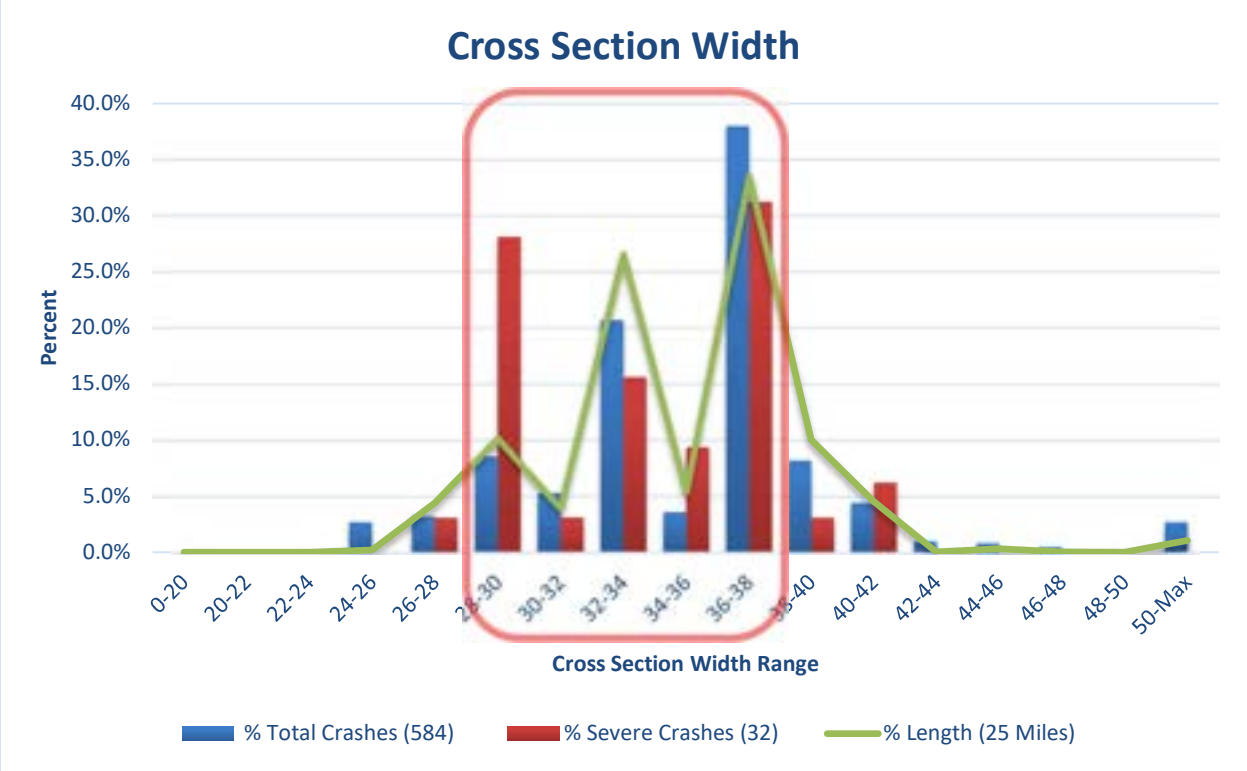
Radius Range	Total Crashes	Severe Crashes	% Total Crashes (584)	% Severe Crashes (32)	Length (Miles)	% Length (25 Miles)	# Curves	% Curves (330 Curves)
0-500	156	8	26.7%	25.0%	3.7	14.7%	92	27.9%
500-750	115	9	19.7%	28.1%	5.4	21.6%	68	20.6%
750-1000	107	7	18.3%	21.9%	5.6	22.6%	68	20.6%
1000-1250	103	6	17.6%	18.8%	4.0	16.0%	43	13.0%
1250-1500	21	0	3.6%	0.0%	1.2	4.8%	12	3.6%
1500-1750	12	1	2.1%	3.1%	1.2	4.7%	11	3.3%
1750-2000	34	1	5.8%	3.1%	1.5	6.1%	10	3.0%
2000-2250	8	0	1.4%	0.0%	0.7	2.7%	7	2.1%
2250-2500	7	0	1.2%	0.0%	0.7	2.7%	7	2.1%
2500-2750	18	0	3.1%	0.0%	0.6	2.4%	9	2.7%
2750-3000	3	0	0.5%	0.0%	0.4	1.7%	3	0.9%
3000-3250	0	0	0.0%	0.0%	0.0	0.0%	0	0.0%
3250-Max	0	0	0.0%	0.0%	0.0	0.0%	0	0.0%

High Side Shoulder Width – Curves



Outside Shoulder Width Range	Total Crashes	Severe Crashes	% Total Crashes (584)	% Severe Crashes (32)	Length (Miles)	% Length (25 Miles)	# Curves	% Curves (330 Curves)
0-2	20	1	3.4%	3.1%	0.8	3.1%	20	6.1%
2-4	78	5	13.4%	15.6%	2.8	11.2%	56	17.0%
4-6	144	14	24.7%	43.8%	6.6	26.3%	104	31.5%
6-8	197	8	33.7%	25.0%	7.8	31.4%	80	24.2%
8-10	137	4	23.5%	12.5%	7.0	28.1%	68	20.6%
10-12	0	0	0.0%	0.0%	0.0	0.0%	0	0.0%
12-14	8	0	1.4%	0.0%	0.0	0.0%	2	0.6%
14-Max	0	0	0.0%	0.0%	0.0	0.0%	0	0.0%

Total Cross Section Width – Curves

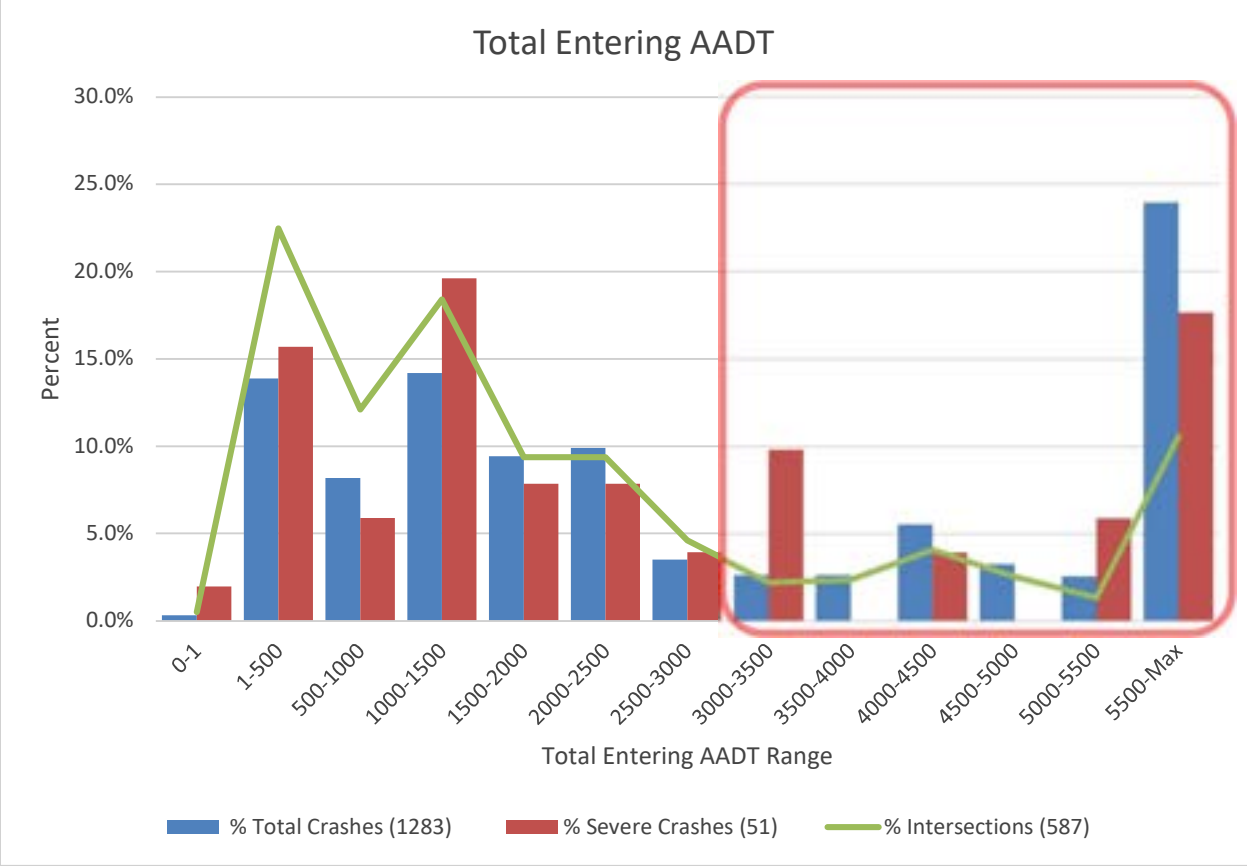


Cross Section Width Range	Total Crashes	Severe Crashes	% Total Crashes (584)	% Severe Crashes (32)	Length (Miles)	% Length (25 Miles)	# Curves	% Curves (330 Curves)
0-20	0	0	0.0%	0.0%	0.0	0.0%		0.0%
20-22	0	0	0.0%	0.0%	0.0	0.0%	0	0.0%
22-24	0	0	0.0%	0.0%	0.0	0.0%	0	0.0%
24-26	16	0	2.7%	0.0%	0.0	0.2%	14	4.2%
26-28	19	1	3.3%	3.1%	1.1	4.4%	17	5.2%
28-30	50	9	8.6%	28.1%	2.5	10.2%	37	11.2%
30-32	31	1	5.3%	3.1%	1.0	3.9%	19	5.8%
32-34	121	5	20.7%	15.6%	6.6	26.6%	94	28.5%
34-36	21	3	3.6%	9.4%	1.3	5.4%	14	4.2%
36-38	222	10	38.0%	31.3%	8.4	33.5%	76	23.0%
38-40	48	1	8.2%	3.1%	2.5	10.0%	25	7.6%
40-42	26	2	4.5%	6.3%	1.1	4.5%	18	5.5%
42-44	6	0	1.0%	0.0%	0.0	0.0%	5	1.5%
44-46	5	0	0.9%	0.0%	0.1	0.3%	5	1.5%
46-48	3	0	0.5%	0.0%	0.0	0.0%	2	0.6%
48-50	0	0	0.0%	0.0%	0.0	0.0%	0	0.0%
50-Max	16	0	2.7%	0.0%	0.3	1.0%	4	1.2%

Rural Intersections

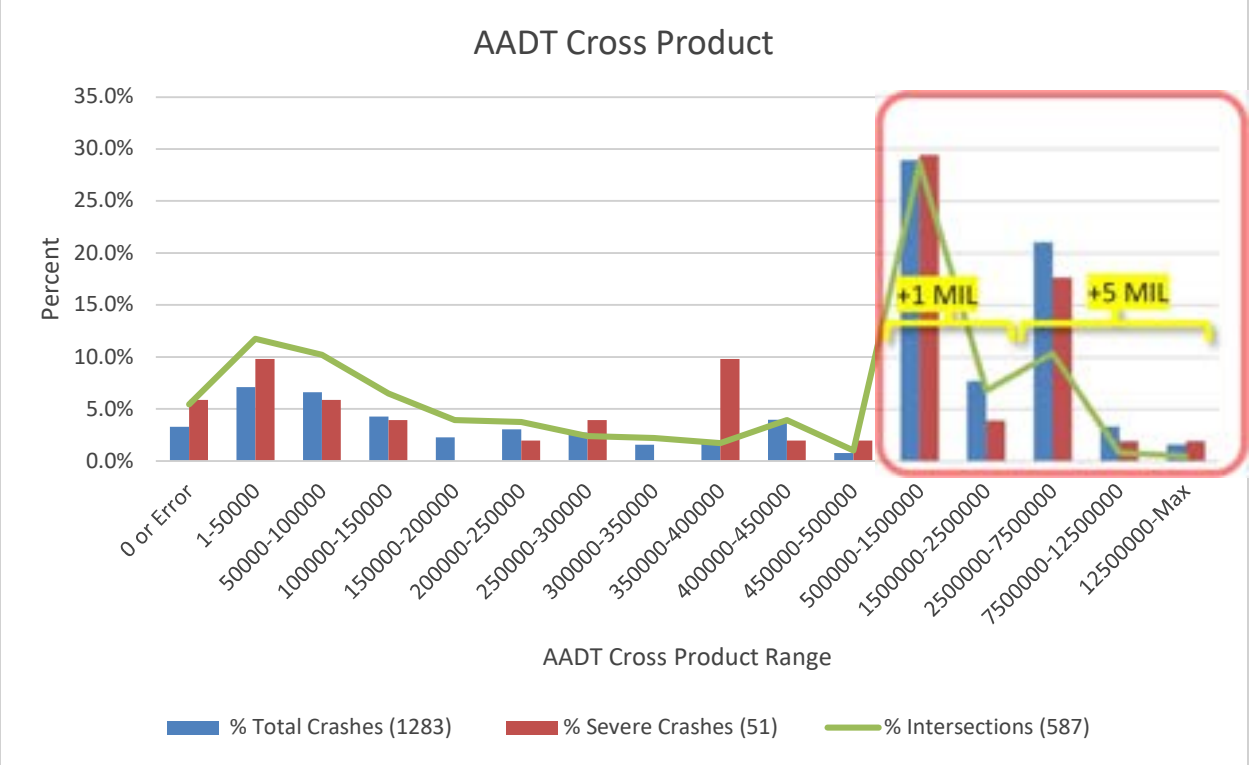
Risk Factor	Risk Factor Criteria	% Severe Crash	% Intersections
Speed	Removed as criteria. No significant observations.		
Total Entering AADT OR AADT Cross Product	Volume greater than or equal to 3,000 automobiles per day	37%	23%
	OR Greater than or equal to 500,000 automobiles per day[2]	55%	47%
Entering Leg Configuration	4-Leg Intersection	61%	32%
Alignment Skew	Greater than 10 degrees		
Adjacent Railroad Crossing	Present		
Adjacent Curve	Horizontal, vertical, or both		
Previous STOP	Greater than 5 miles		
Adjacent Commercial Development	Present		
Major Approach Turn Lane Configuration	“TR” = Through/Right	22%	11%

Total Entering AADT – Intersections



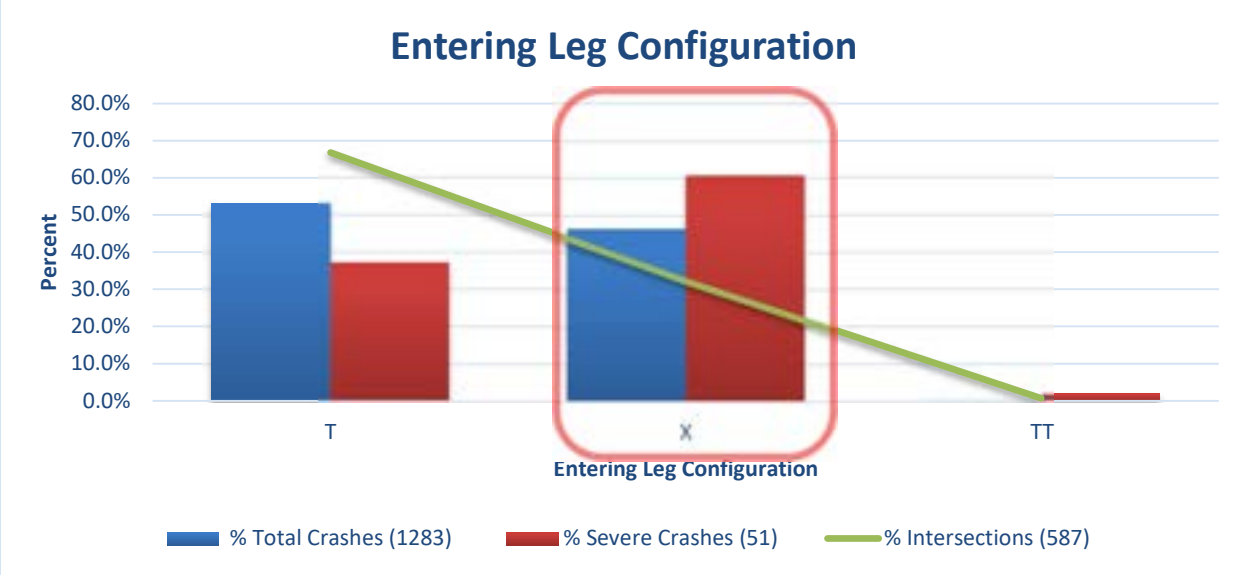
Total Entering AADT Range	Total Crashes	Severe Crashes	% Total Crashes (1283)	% Severe Crashes (51)	# Intersections	% Intersections (587)
0-1	4	1	0.3%	2.0%	3	0.5%
1-500	178	8	13.9%	15.7%	132	22.5%
500-1000	105	3	8.2%	5.9%	71	12.1%
1000-1500	182	10	14.2%	19.6%	108	18.4%
1500-2000	121	4	9.4%	7.8%	55	9.4%
2000-2500	127	4	9.9%	7.8%	55	9.4%
2500-3000	45	2	3.5%	3.9%	27	4.6%
3000-3500	34	5	2.7%	9.8%	13	2.2%
3500-4000	34	0	2.7%	0.0%	14	2.4%
4000-4500	71	2	5.5%	3.9%	24	4.1%
4500-5000	42	0	3.3%	0.0%	15	2.6%
5000-5500	33	3	2.6%	5.9%	8	1.4%
5500-Max	307	9	23.9%	17.6%	62	10.6%

AADT Cross Product – Intersections



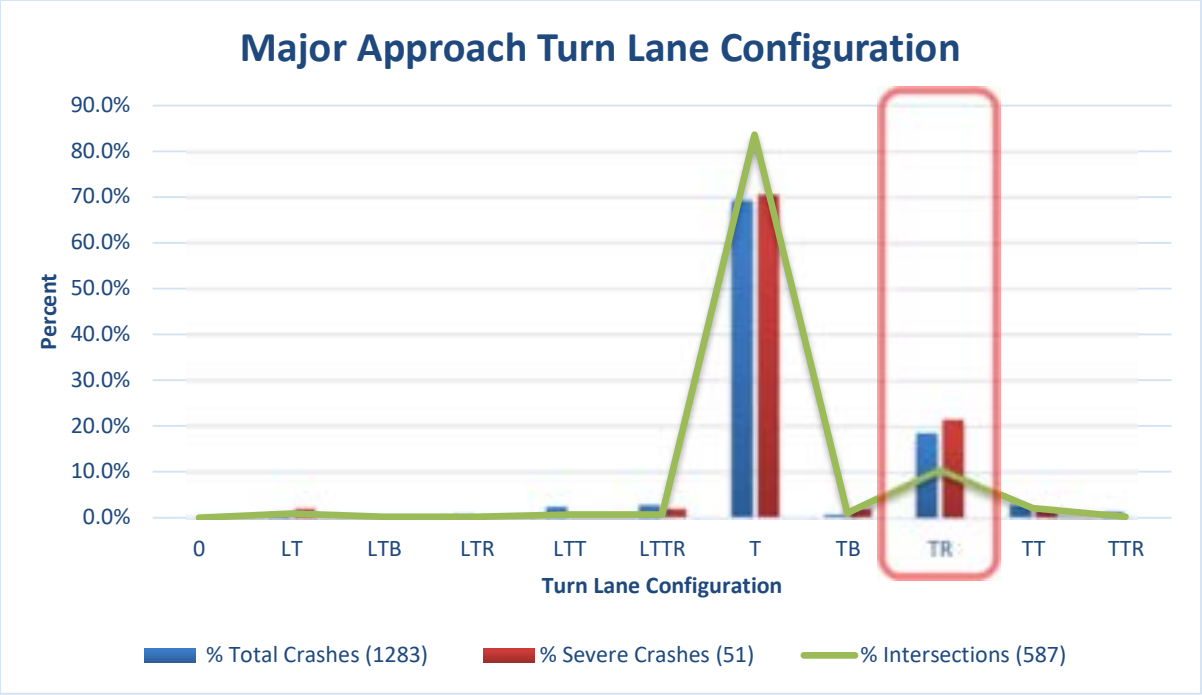
AADT Cross Product Range	Total Crashes	Severe Crashes	% Total Crashes (1283)	% Severe Crashes (51)	# Intersections	% Intersections (587)
0 or Error	42	3	3.3%	5.9%	32	5.5%
1-50000	91	5	7.1%	9.8%	69	11.8%
50000-100000	85	3	6.6%	5.9%	60	10.2%
100000-150000	55	2	4.3%	3.9%	38	6.5%
150000-200000	29	0	2.3%	0.0%	23	3.9%
200000-250000	39	1	3.0%	2.0%	22	3.7%
250000-300000	35	2	2.7%	3.9%	14	2.4%
300000-350000	20	0	1.6%	0.0%	13	2.2%
350000-400000	22	5	1.7%	9.8%	10	1.7%
400000-450000	51	1	4.0%	2.0%	23	3.9%
450000-500000	10	1	0.8%	2.0%	6	1.0%
500000-1500000	371	15	28.9%	29.4%	168	28.6%
1500000-2500000	99	2	7.7%	3.9%	40	6.8%
2500000-7500000	270	9	21.0%	17.6%	61	10.4%
7500000-12500000	43	1	3.4%	2.0%	5	0.9%
12500000-Max	21	1	1.6%	2.0%	3	0.5%

Entering Leg Configuration – Intersections



Entering Leg Configuration	Total Crashes	Severe Crashes	% Total Crashes (1283)	% Severe Crashes (51)	# Intersections	% Intersections (587)
Blank	1	0	0.1%	0.0%	1	0.2%
T	682	19	53.2%	37.3%	392	66.8%
X	596	31	46.5%	60.8%	190	32.4%
TT	4	1	0.3%	2.0%	4	0.7%

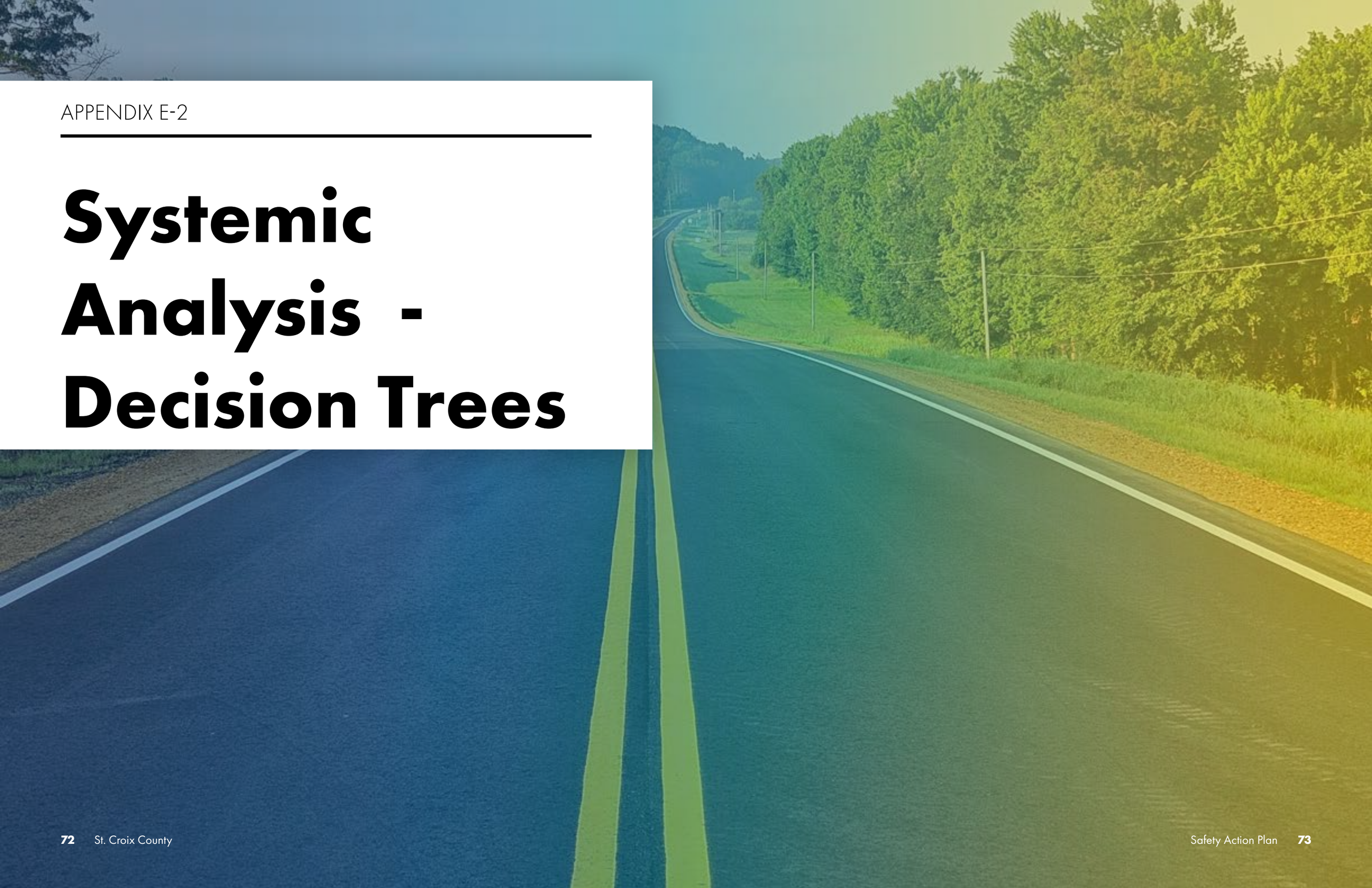
Major Approach Turn Lane Configuration – Intersections

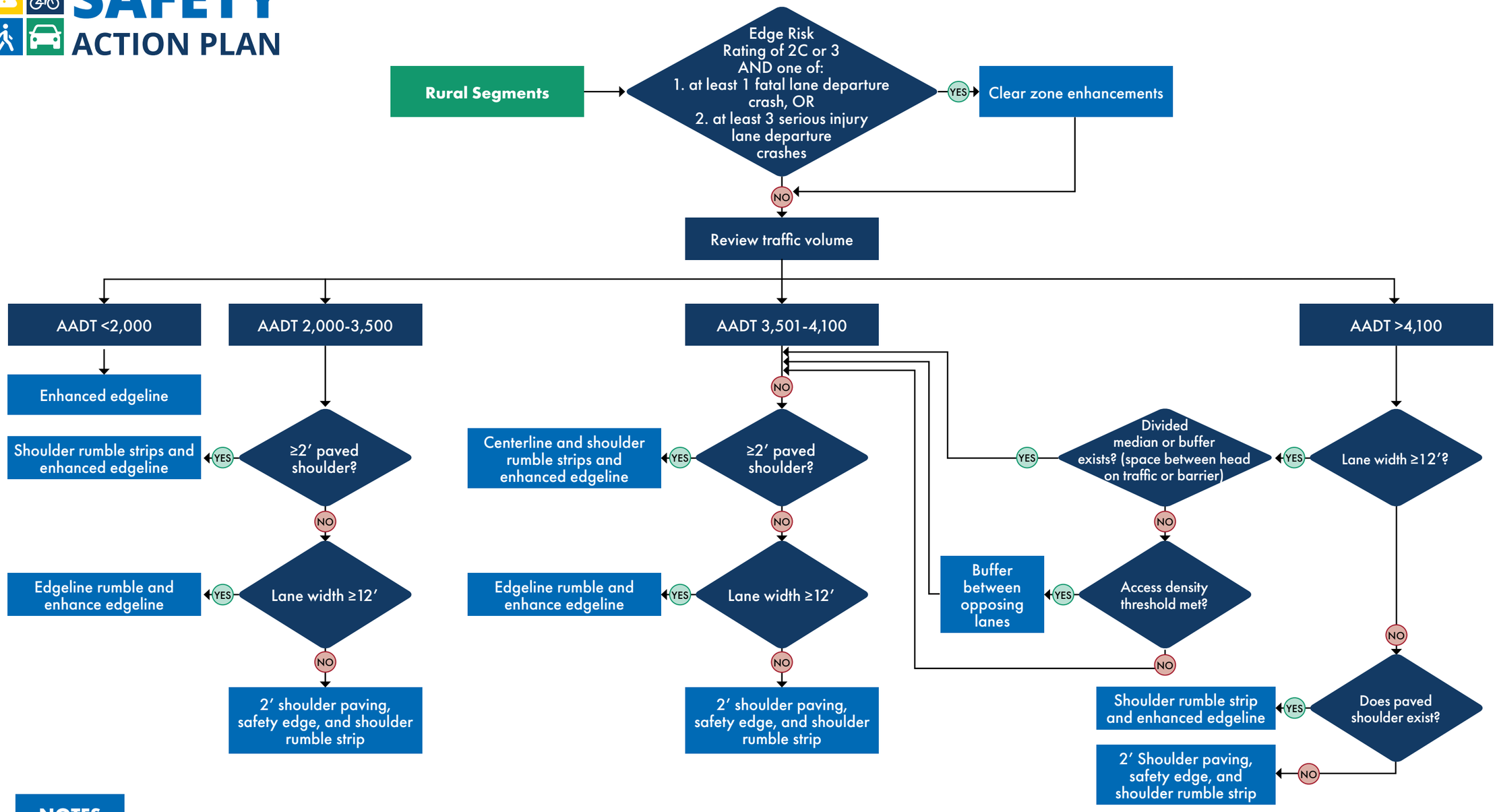


Turn Lane Configuration	Total Crashes	Severe Crashes	% Total Crashes (1283)	% Severe Crashes (51)	# Intersections	% Intersections (587)
0	0	0	0.0%	0.0%	0	0.0%
LT	16	1	1.2%	2.0%	5	0.9%
LTB	1	0	0.1%	0.0%	1	0.2%
LTR	9	0	0.7%	0.0%	1	0.2%
LTT	31	0	2.4%	0.0%	4	0.7%
LTTR	36	1	2.8%	2.0%	4	0.7%
T	889	36	69.3%	70.6%	491	83.6%
TB	9	1	0.7%	2.0%	6	1.0%
TR	239	11	18.6%	21.6%	62	10.6%
TT	36	1	2.8%	2.0%	12	2.0%
TTR	17	0	1.3%	0.0%	1	0.2%

APPENDIX E-2

Systemic Analysis - Decision Trees





NOTES

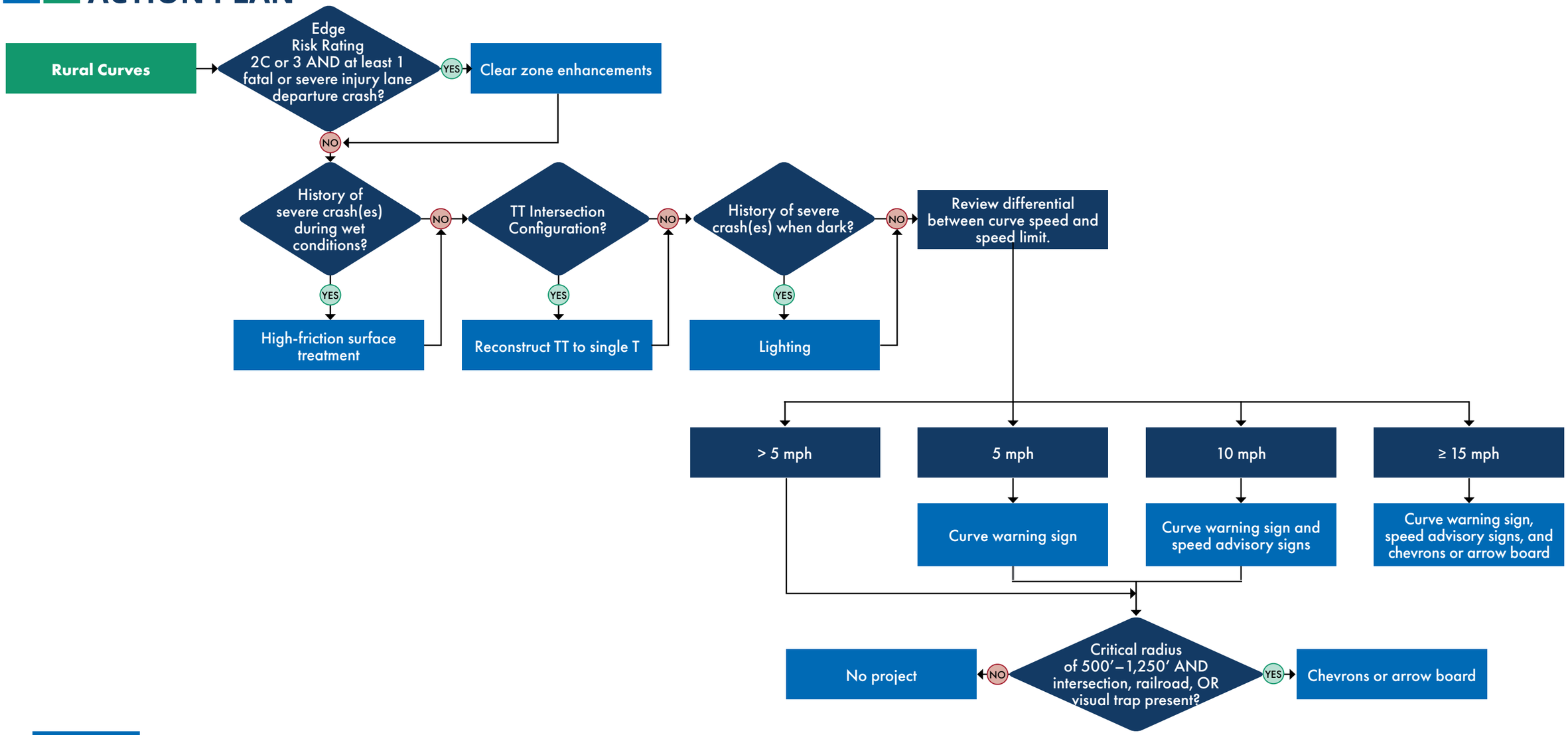
Edge Risk Rating 2C: Usable shoulder, roadside with fixed objects

Edge Risk Rating 3: No usable shoulder, roadside with fixed objects

Clear Zone Enhancements: The project includes flattening of slopes, clearing, grubbing, right-of-way, entrance approaches and perhaps utility poles relocated. It does not include clear zone maintenance.

Manual Project Assignment: Locations that do not satisfy any case explicitly in the decision trees are not automatically assigned a project and are separately considered for manual project assignment.

Adapted from the Minnesota County Road Safety Plan Updates, 2025



NOTES

Edge Risk Rating 2C: Usable shoulder, roadside with fixed objects

Edge Risk Rating 3: No usable shoulder, roadside with fixed objects

Clear Zone Enhancements: This project involves flattening slopes, clearing and grubbing, adjusting right-of-way, modifying entrance approaches, and potentially relocating utility poles. It does not cover routine clear zone maintenance, which can be performed by county forces.

TT Intersection Configuration: A closely spaced intersection to a curve with skewed approaches to the major road creating conflicting movements, with both vehicles turning at the intersections and vehicles maneuvering through the curve.

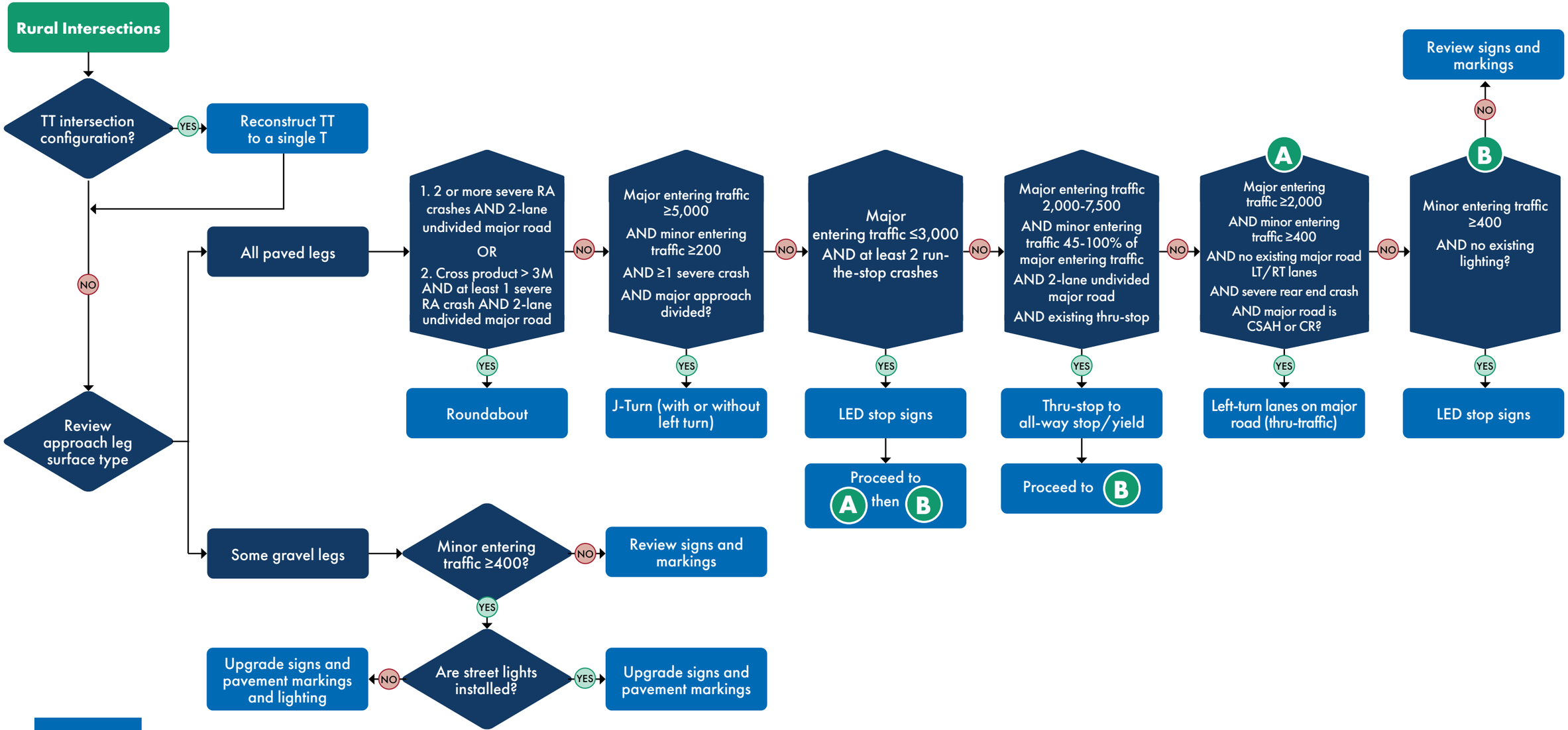
Speed Differential: Difference between the speed limit and the advisory speed.

Manual Project Assignment: Locations that do not satisfy any case explicitly in the decision trees are not automatically assigned a project and are separately considered for manual project assignment..

Adapted from the Minnesota County Road Safety Plan Updates, 2025

SAFETY ACTION PLAN

Rural Intersections



NOTES

Cross-Product: The product of the major entering traffic and minor entering traffic.

Total Entering Traffic: The sum of AADT on all approaches divided by 2.

Major or Minor Entering Traffic: The sum of AADT for the Major or Minor approaches divided by 2. If a 5-leg intersection, the sum of three Major or Minor approaches is divided by 2.

Roundabouts: All locations with a suggested roundabout should have a Roundabout Justification or ICE report completed by the county to review the applicability (feasibility) of an all-way stop.

TT Intersection Configuration: A closely spaced intersection to a curve with skewed approaches to the major road creating conflicting movements, with both vehicles turning at the intersections and vehicles maneuvering through the curve.

Adapted from the Minnesota County Road Safety Plan Updates, 2025

APPENDIX E-3

Systemic Analysis - Data Lists

SAFETY ACTION PLAN

Saint Croix County
Rural Segment Data List

Legend
List No. - Number corresponds to the order in the Segment Data List.
Segemnt ID - Unique ID given to each segment.

List No.	Segment ID	Route Name	Start Description	End Description	Length [miles]	Edge Risk	AADT [vpd]	Lane Width [feet]	Access Density	Total Lane Departure Crashes	Severe Lane Departure Crashes	Fatal Lane Departure Crashes	Total Head On Crashes	Total SSO Crashes	Severe Head On Crashes	Severe SSO Crashes
1	F1	CTH F	CTH M	CTH FF (Coulee Trail)	5.52	2S	5,200	11	11	18	0	0	1	0	1	0
2	T_Troy1	CTH MM	Glenmont Rd	200ft West of N Main St	6.04	1	800	12	10	9	2	0	1	1	0	0
3	U1	Radio Road	CTH MM	Paulson Rd	1.28	1	1,800	12	13	2	0	0	0	0	0	0
4	U2	CTH U	Chapman Drive	CTH N	3.82	1	199	12	10	2	0	0	0	0	0	0
5	SS1	CTH SS	STH 65	CTH N	4.94	1	199	12	9	3	0	0	0	0	0	0
6	T_Hud2	11th St	Saint Croix St	CTH A	2.45	1	2,300	12	13	4	0	0	0	0	0	0
7	T_Hud3	Trout Brook Rd	11th St	River Rd	3.05	3	920	12	11	19	0	0	1	0	0	0
8	T_Hud4	McCutcheon Rd	Daily Rd	CTH A	1.24	1	199	12	20	2	0	0	0	0	0	0
9	T_Hud5	McCutcheon Rd	CTH A	100th Ave	2.25	1	2,600	12	19	2	0	0	2	1	0	0
10	T_Hud6	Alexander Rd	USH 12	McCutcheon Rd	1.18	3	199	10	9	0	0	0	0	0	0	0
11	A1	CTH A	USH 12	CTH E	4.65	1	9,266	12	0	32	3	1	2	3	0	0
12	T_STJ1	River Rd	CTH V	CTH I	3.84	2S	1,550	12	13	3	0	0	0	0	0	0
13	T_Troy2	CTH FF	CTH F	STH 35	5.69	1	2,050	12	11	5	1	1	0	0	0	0
14	T_War1	8th Ave	80th Ave	STH 65	3.13	2C	199	12	15	3	0	0	1	0	0	0
15	TT1	CTH TT	STH 65	Davis St	6.11	1	2,300	12	14	17	1	0	1	0	0	0
16	N1	CTH N	Gilbert Rd	CTH J	18.12	1	1,235	12	7	14	1	0	0	1	0	0
17	M1	CTH M	Meadows Drive	CTH Y	9.69	1	845	12	9	10	1	0	1	1	0	0
18	JJ1	CTH JJ	CTH M	CTH J (35th Ave)	3.03	2C	199	12	13	2	0	0	0	0	0	0
19	J1	CTH J	STH 65	CTH T	9.37	1	500	11	10	13	0	0	0	0	0	0
20	W1	CTH W	6,500 ft South of 150th St	35th Ave	4.50	1	199	12	8	0	0	0	0	0	0	0
21	Z1	CTH Z	CTH J	CTH T	2.48	1	199	12	12	0	0	0	0	0	0	0
22	T1	CTH T	CTH M	2800ft South of CTH J (Guy Metals Dr)	9.63	1	2,900	12	6	11	1	0	0	0	0	0
23	J2	CTH J	CTH T	10th Ave	3.03	2C	1,700	12	18	4	0	0	0	1	0	0
24	N2	CTH N	CTH J	50th St	28.56	1	670	12	3	10	0	0	0	0	0	0
25	YY1	CTH YY	CTH M	USH 63	2.14	1	120	12	15	1	0	0	0	0	0	0
26	BB1	CTH BB	890th Ave	E River St	7.93	2C	199	10	11	7	1	0	0	0	0	0
27	B1	CTH B	890th Ave	IH 94	5.28	2C	1,000	11	11	5	0	0	0	0	0	0
28	D1	CTH D	STH 64	S Main St	15.69	1	1,200	10	9	19	1	0	0	0	0	0
29	NN1	CTH NN	3000ft South of 10th Ave	USH 12	10.39	1	199	10	5	2	0	0	0	0	0	0
30	I1	CTH I	CTH A	Main St	8.94	1	3,300	12	15	23	2	0	4	3	0	0
31	I2	CTH I	Main St	Polk St Croix	16.09	2S	770	12	8	12	0	0	0	0	0	0
32	V1	CTH V	Appalousa Trail	500ft East of 30th St	7.33	2S	2,300	12	9	6	0	0	0	0	0	0
33	E1	CTH E	1000 ft West of Thenel Farm Trl	Bass Lake Rd	7.23	1	2,700	11	14	19	2	0	2	0	1	0
34	A2	CTH A	CTH E	STH 64B (W 4th St)	10.24	1	5,800	12	8	36	1	0	2	1	1	0
35	E2	CTH E	CTH A	CTH T	18.52	2C	1,150	10	4	11	0	0	0	0	0	0
36	H1	CTH H	STH 35	Main St	12.80	1	850	12	10	10	0	0	0	0	0	0
37	M2	CTH M	Main St	Polk St Croix Rd	1.69	1	1,800	12	18	2	0	0	1	1	0	0
38	CC1	CTH CC	CTH C	CTH H	2.30	3	660	11	15	1	0	0	1	0	0	0
39	CC2	CTH CC	STH 64B	210th Ave	4.32	2C	3,700	10	9	7	0	0	0	0	0	0
40	C1	CTH C	STH 64B	CTH H	11.16	2C	1,300	11	13	12	2	0	3	0	1	0
41	G1	CTH G	CTH A	CTH T	9.07	1	3,000	11	8	7	0	0	0	1	0	0
42	GG1	CTH GG	CTH G	140th St	3.82	1	199	10	16	2	0	0	0	0	0	0
43	K1	CTH K	140th St	CTH T	4.79	2S	1,000	12	8	2	1	0	0	0	0	0
44	C_Rich6	STH 64B	2200 ft South of 185th Ave	CTH A	2.98	1	7,700	13	6	9	0	0	2	1	1	0
45	K2	CTH K	STH 64B	CTH KK	0.94	1	1,900	12	14	0	0	0	1	0	0	0
46	T2	CTH T	USH 12	CTH H	27.09	1	1,900	12	3	19	0	0	1	0	1	0
47	E3	CTH E	CTH T	CTH W	29.46	1	1,200	11	5	6	1	1	1	1	0	0
48	G2	CTH G	CTH T	CTH D	16.50	1	1,455	12	5	8	0	0	2	0	1	0
49	H2	CTH H	Hill Ave	USH 63	24.75	1	1,450	12	5	7	0	0	1	1	1	0
50	S1	CTH S	USH 63	CTH O	2.34	1	199	12	5	1	1	0	0	0	0	0
51	S2	CTH S	CTH O	STH 128	11.90	1	199	12	4	2	1	1	0	0	0	0
52	O1	CTH O	CTH G	STH 64	9.26	1	199	12	5	0	0	0	0	0	0	0
53	DD1	CTH DD	USH 63 (Gaylord Nelson Hwy)	STH 128	17.90	1	199	10	4	6	1	0	0	0	0	0
54	G3	CTH G	CTH D	STH 128 (1st St)	4.41	1	730	12	10	1	0	0	0	0	0	0
55	Q1	CTH Q	USH 63	4 Co Line Rd (10th St)	12.71	1	199	12	6	0	0	0	0	0	0	0
56	P1	CTH P	STH 64	CTH P	10.09	1	730	12	5	3	1	0	0	0	0	0
57	W2	CTH W	USH 12	1500ft West of Wilson St	14.42	2S	199	12	7	5	0	0	0	0	0	0
58	G4	CTH G	STH 128	STH 170	3.72	1	1,400	12	4	2	0	0	1	0	0	0
59	X1	CTH X	1st St	2500 ft SW of 30th St	10.28	2C	270	12	7	6	0	0	0	0	0	0
60	Y1	CTH Y	CTH YY	CTH N	8.17	1	199	12	6	1	0	0	0	0	0	0

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1	Q1-1	CTH Q	589	Arrow Board	55	389	199	8	36	Present	Present	1	None	0	0	0
2	Q1-2	CTH Q	585	Arrow Board	55	392	199	7	36	Present	None	1	None	0	0	0
3	P1-2	CTH P	381	None	55	1,201	730	8	38	None	None	1	None	0	0	0
4	X1-3	CTH X	186	Unknown	55	218	250	7	34	Present	Present	1	None	0	0	0
5	X1-4	CTH X	579	Unknown	55	386	250	6	32	None	None	1	Unknown	0	0	0
6	X1-5	CTH X	1,201	Unknown	55	804	250	7	34	Present	Present	1	None	0	0	0
7	X1-6	CTH X	296	Unknown	55	829	250	7	32	None	None	1	Unknown	0	0	0
8	X1-7	CTH X	342	Unknown	55	1,162	250	7	32	Present	None	1	Unknown	0	0	0
9	X1-8	CTH X	916	Unknown	55	850	250	7	32	None	None	2C	Unknown	0	0	0
10	X1-9	CTH X	1,102	Unknown	55	853	250	7	32	Present	None	2C	Unknown	0	0	0
11	X1-10	CTH X	427	Unknown	55	1,318	250	7	34	None	None	2C	Unknown	0	0	0
12	X1-11	CTH X	272	Unknown	55	1,564	250	6	32	None	None	2C	Unknown	0	0	0
13	S1-1	CTH S	331	None	55	2,286	199	8	36	Present	None	1	None	0	0	0
14	S1-2	CTH S	382	None	55	793	199	8	38	None	None	1	None	1	1	1
15	S1-3	CTH S	159	None	55	678	199	8	36	None	None	1	None	0	0	0
16	S2-1	CTH S	251	None	55	523	199	7	32	None	None	1	None	0	0	0
17	S2-2	CTH S	245	Chevrons	55	148	199	7	34	Present	None	2C	None	0	0	0
18	S2-3	CTH S	187	Chevrons	55	127	199	7	34	None	None	2C	None	2	1	2
19	S2-4	CTH S	321	None	55	1,053	199	7	32	None	None	1	None	0	0	0
20	G3-2	CTH G	447	None	55	1,014	730	7	36	None	None	1	None	0	0	0
21	G3-3	CTH G	878	None	35	2,803	730	7	36	Present	None	2C	None	0	0	1
22	G3-4	CTH G	159	Chevrons	55	195	730	6	34	Present	None	2C	None	0	0	1
23	G4-1	CTH G	226	None	55	816	1,400	6	34	None	None	1	None	0	0	1
24	G4-2	CTH G	398	None	55	1,751	1,400	7	36	None	None	1	None	1	0	1
25	G4-3	CTH G	477	None	55	1,555	1,400	7	36	None	None	1	None	0	0	0
26	G4-4	CTH G	242	None	55	881	1,400	7	36	None	None	1	None	0	0	0
27	G4-6	CTH G	367	None	55	1,505	1,400	8	36	None	None	1	None	0	0	1
28	G4-7	CTH G	325	None	55	1,468	1,400	7	36	None	None	1	None	0	0	0
29	W2-2	CTH W	241	Arrow Board	25	246	199	3	30	None	None	2S	None	0	0	0
30	W2-4	CTH W	426	Arrow Board	55	332	199	8	34	Present	None	1	None	0	0	1
31	W2-5	CTH W	491	Arrow Board	55	326	199	6	34	Present	None	1	None	2	0	2
32	W2-6	CTH W	548	Arrow Board	55	326	199	7	36	Present	None	1	None	0	0	2
33	W2-7	CTH W	488	Arrow Board	55	328	199	7	36	None	None	1	None	0	0	0
34	W2-9	CTH W	531	Arrow Board	55	331	199	7	34	None	None	2C	None	0	0	0
35	H2-2	CTH H	155	None	55	676	1,200	7	38	Present	None	1	None	0	0	2
36	H2-3	CTH H	806	None	55	1,910	1,209	6	36	None	None	1	None	2	0	4
37	H2-4	CTH H	467	None	55	2,053	1,209	8	38	Present	None	1	None	0	0	2
38	H2-5	CTH H	556	Chevrons	55	441	1,709	8	36	None	None	2C	None	0	0	0
39	H2-6	CTH H	539	Arrow Board	55	431	1,709	8	36	Present	None	1	None	0	0	0
40	M2-1	CTH M	1,487	None	55	1,169	1,800	7	36	Present	None	1	None	0	0	8
41	M2-2	CTH M	815	None	55	1,187	1,800	7	36	None	None	1	None	0	0	1
42	M2-3	CTH M	543	None	55	1,190	1,800	8	36	None	None	1	None	1	0	3
43	H1-1	CTH H	502	None	55	1,488	590	8	38	Present	None	1	None	0	0	0
44	H1-2	CTH H	761	None	55	1,468	590	8	34	Present	None	1	None	0	0	2
45	H1-3	CTH H	638	None	55	2,886	590	8	34	None	None	1	None	0	0	0
46	H1-4	CTH H	507	None	55	2,744	590	8	34	Present	None	1	None	0	0	2
47	H1-5	CTH H	312	None	55	1,826	590	8	38	None	None	1	None	0	0	0
48	H1-6	CTH H	191	None	55	1,501	590	8	38	None	None	1	None	0	0	0
49	H1-7	CTH H	1,052	None	55	765	760	8	38	Present	None	1	None	0	0	1
50	H1-8	CTH H	839	None	55	563	760	8	34	Present	None	1	None	0	0	2
51	H1-9	CTH H	308	None	35	845	760	8	34	None	None	1	None	0	0	0
52	H1-10	CTH H	492	None	35	630	760	8	38	None	None	1	None	0	0	0
53	H1-11	CTH H	581	None	35	2,282	760	8	36	None	None	1	None	0	0	0
54	H1-12	CTH H	259	None	35	805	760	8	34	None	None	1	None	0	0	1
55	H1-13	CTH H	241	None	55	745	760	7	32	None	None	1	None	1	0	1
56	H1-14	CTH H	287	None	35	884	760	8	36	None	None	1	None	0	0	0
57	H1-15	CTH H	1,418	None	45	1,687	760	6	34	Present	None	1	None	0	0	1
58	H1-17	CTH H	401	None	45	2,325	760	4	30	None	None	2C	None	1	0	1
59	H1-18	CTH H	1,153	None	45	934	760	8	36	Present	None	2C	None	0	0	1
60	H1-19	CTH H	249	None	45	813	1,200	7	34	None	None	1	None	0	0	0
61	H1-20	CTH H	554	None	35	605	1,200	8	36	None	None	1	None	0	0	0
62	H1-21	CTH H	405	None	35	1,040	1,200	8	36	None	None	1	None	0	0	0
63	H1-22	CTH H	555	None	35	2,620	1,200	6	32	None	None	2C	None	0	0	0
64	T2-1	CTH T	458	None	55	1,681	2,000	8	38	None	None	1	None	1	0	2
65	D1-2	CTH D	589	None	55	1,827	1,200	7	36	None	None	2C	None	0	0	0
66	D1-3	CTH D	1,342	None	55	780	1,200	8	38	Present	None	1	None	0	0	1
67	D1-4	CTH D	1,152	None	55	779	1,200	6	34	Present	Present	1	None	0	1	2
68	D1-5	CTH D	549	None	55	1,186	1,200	8	36	None	None	1	None	2	0	2
69	D1-6	CTH D	555	None	55	1,271	1,209	8	38	None	None	1	None	2	0	3
70	C1-2	CTH C	688	Arrow Board	45	519	1,300	8	40	None	None	2C	None	0	0	0
71	C1-3	CTH C	497	None	45	1,346	1,300	7	38	Present	None	2C	None	2	0	2
72	C1-4	CTH C	351	None	45	851	1,300	8	38	None	None	2C	None	0	0	2

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73	C1-5	CTH C	341	None	45	644	1,300	8	38	None	None	2C	None	1	0	1
74	C1-6	CTH C	549	None	45	1,414	1,300	8	38	None	None	2C	None	0	0	0
75	C1-7	CTH C	231	Chevrons	45	921	1,300	7	34	None	None	2C	None	0	0	0
76	C1-8	CTH C	339	None	45	1,268	1,300	7	36	Present	None	2C	None	0	0	0
77	C1-10	CTH C	488	None	45	2,418	1,300	7	38	None	None	1	None	1	0	1
78	C1-11	CTH C	854	None	45	1,435	1,300	7	36	Present	None	2C	None	0	0	1
79	C1-12	CTH C	490	None	45	1,134	1,300	7	36	Present	None	2C	None	1	0	4
80	C1-13	CTH C	623	Chevrons	55	990	1,300	8	38	None	None	2C	None	0	0	1
81	C1-14	CTH C	468	None	45	1,083	1,300	6	34	None	None	2C	None	0	0	0
82	C1-16	CTH C	470	None	55	964	1,300	6	36	None	None	2C	None	1	0	2
83	C1-17	CTH C	399	None	55	1,056	1,300	6	36	Present	None	1	None	1	0	3
84	CC1-2	CTH CC	619	Chevrons	55	878	660	7	36	Present	None	2C	None	0	0	3
85	CC1-3	CTH CC	647	None	55	809	660	8	38	None	None	2C	None	0	0	0
86	CC1-4	CTH CC	375	None	55	2,048	660	8	40	Present	None	2C	None	0	0	1
87	CC1-5	CTH CC	524	None	55	1,150	660	7	38	None	None	2C	None	0	0	0
88	CC1-6	CTH CC	169	None	55	629	660	8	36	None	None	2C	None	0	0	1
89	CC1-7	CTH H	493	Chevrons	55	545	660	8	38	Present	None	2C	None	0	0	0
90	I2-2	CTH I	363	None	25	882	570	5	32	None	None	1	None	0	0	0
91	I2-3	CTH I	736	Chevrons	55	946	570	8	40	None	None	2C	None	0	0	0
92	I2-4	CTH I	1,088	Chevrons	55	939	570	6	36	None	None	2C	None	0	0	2
93	I2-5	CTH I	366	Chevrons	55	1,223	570	6	36	None	None	2C	None	0	0	0
94	I2-6	CTH I	1,136	Chevrons	55	1,286	570	8	40	None	None	2C	None	0	0	0
95	I2-7	CTH I	839	Chevrons	55	630	940	8	40	Present	None	2C	None	2	0	2
96	I2-9	CTH I	118	Chevrons	55	245	940	6	40	None	None	2C	None	0	0	0
97	I2-10	CTH I	623	Chevrons	55	454	940	6	32	None	None	2C	None	2	0	2
98	I2-11	CTH I	1,192	Chevrons	55	443	940	8	36	Present	None	2C	None	1	0	3
99	I2-12	CTH I	1,121	Chevrons	55	1,105	940	7	32	Present	None	2C	None	0	0	1
100	I2-14	CTH I	451	Arrow Board	55	321	940	7	36	Present	None	1	None	0	0	0
101	VV1-1	CTH VV	996	Chevrons	35	1,160	4,700	7	36	Present	None	2C	None	3	0	7
102	K2-1	CTH K	349	None	55	756	1,900	8	36	None	None	1	None	0	0	0
103	K1-1	CTH K	721	None	55	1,657	1,000	8	36	Present	None	2C	None	0	0	1
104	K1-2	CTH K	507	None	55	1,680	1,000	8	36	None	None	2C	None	0	0	0
105	GG1-1	CTH GG	541	None	55	1,843	199	7	36	Present	None	1	None	0	0	0
106	GG1-2	CTH GG	472	None	55	929	199	8	38	None	None	1	None	0	0	0
107	GG1-3	CTH GG	641	None	55	745	199	8	36	Present	None	1	None	0	0	0
108	GG1-4	CTH GG	319	Chevrons	55	898	199	8	38	None	None	2C	None	0	0	0
109	GG1-5	CTH GG	685	Chevrons	55	574	199	8	38	Present	None	1	None	1	0	1
110	C_Rich6-1	STH 64B	726	None	50	722	6,900	3	68	Present	None	2S	None	2	0	5
111	C_Rich6-2	STH 64B	908	None	50	2,063	6,900	8	36	None	None	1	None	0	0	1
112	A2-1	CTH A	943	Chevrons	55	833	7,300	8	36	Present	None	1	None	2	2	7
113	A2-2	CTH A	663	Chevrons	55	987	5,600	8	36	Present	None	1	None	1	0	2
114	A2-3	CTH A	355	Chevrons	55	1,516	5,600	8	36	None	None	1	None	1	0	1
115	A2-5	CTH A	309	Chevrons	55	966	6,700	8	36	None	None	1	None	1	0	3
116	A2-6	CTH A	618	Chevrons	55	2,552	5,600	8	36	None	None	1	None	0	0	1
117	A2-10	CTH A	408	None	35	1,148	5,400	6	36	Present	None	1	None	0	0	0
118	A2-12	CTH A	691	Chevrons	55	1,149	4,300	8	36	None	None	1	None	4	0	5
119	A2-13	CTH A	1,025	Chevrons	55	1,103	4,300	7	36	None	None	1	None	2	0	4
120	A2-14	CTH A	887	None	55	1,122	4,300	8	36	Present	None	1	None	7	1	18
121	V1-1	CTH V	1,162	Chevrons	55	852	3,200	7	36	Present	None	2C	None	0	0	1
122	V1-2	CTH V	858	None	55	801	1,500	8	36	Present	None	1	None	1	0	1
123	V1-3	CTH V	883	None	55	827	1,500	8	40	Present	None	1	None	0	0	0
124	E1-1	CTH E	275	None	45	1,106	4,009	2	66	Present	None	2S	Present	1	0	3
125	E1-2	CTH E	368	None	45	1,200	4,009	7	55	None	None	1	Present	0	0	1
126	E1-3	CTH E	342	Chevrons	55	834	4,009	8	36	None	None	2C	None	2	0	2
127	E1-4	CTH E	324	None	35	1,141	4,009	6	36	Present	None	1	None	0	0	3
128	E1-5	CTH E	1,130	None	35	1,390	4,000	8	36	Present	None	1	None	3	0	4
129	E1-6	CTH E	639	None	55	1,451	4,000	7	36	Present	None	1	None	2	0	3
130	E1-7	CTH E	1,708	None	55	1,976	2,200	7	36	Present	None	1	None	2	1	5
131	E1-8	CTH E	1,841	None	55	1,956	2,200	6	36	Present	None	1	None	0	0	8
132	E1-9	CTH E	446	None	55	1,848	2,200	7	36	Present	None	1	None	1	0	2
133	E1-10	CTH E	960	None	55	2,080	2,000	8	36	None	None	1	None	0	0	1
134	E1-11	CTH E	542	None	55	2,088	2,000	8	36	None	None	1	None	0	0	0
135	NN1-5	CTH NN	300	Unknown	55	559	199	6	30	Present	None	1	None	0	0	0
136	NN1-6	CTH NN	409	Unknown	55	1,310	199	8	36	None	None	2C	Unknown	0	0	0
137	NN1-7	CTH NN	498	Unknown	55	1,006	199	8	36	None	None	2C	Unknown	0	0	0
138	NN1-8	CTH NN	236	Unknown	55	1,259	199	6	34	None	None	1	Unknown	0	0	0
139	B2-1	CTH W	216	None	55	1,817	2,200	6	34	None	None	1	None	0	0	0
140	B2-2	CTH W	191	None	55	1,130	2,200	6	34	Present	None	1	Present	0	0	0
141	B1-2	CTH B	555	None	55	2,868	1,000	7	36	None	None	2C	None	0	0	0
142	BB1-2	CTH BB	1,034	None	55	568	199	8	36	Present	None	2C	None	0	0	1
143	BB1-3	CTH BB	552	None	55	1,814	199	7	38	None	None	2C	None	0	0	0

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144	BB1-4	CTH BB	422	None	35	1,226	199	8	36	Present	None	2C	Present	0	0	0
145	YY1-1	CTH YY	220	None	55	166	199	6	34	Present	None	1	None	0	0	0
146	YY1-2	CTH YY	201	None	55	144	199	8	36	Present	None	1	None	0	0	1
147	YY1-3	CTH YY	401	Arrow Board	55	260	199	6	36	Present	None	1	None	0	0	0
148	Y1-2	CTH Y	211	None	55	670	199	6	36	Present	None	1	None	0	0	0
149	Y1-3	CTH Y	369	Arrow Board	55	283	199	7	34	Present	Present	1	None	0	0	0
150	Y1-4	CTH Y	283	Unknown	55	1,024	199	7	36	None	None	1	None	0	0	0
151	Y1-5	CTH Y	331	Unknown	55	1,572	199	7	36	None	None	1	None	0	0	0
152	Y1-6	CTH Y	459	Arrow Board	55	304	199	7	36	Present	Present	1	None	0	0	0
153	Y1-7	CTH Y	319	Arrow Board	55	206	199	8	36	None	None	2C	None	0	0	0
154	Y1-8	CTH Y	435	Arrow Board	55	300	199	7	36	None	None	2C	None	0	0	0
155	Y1-9	CTH Y	256	None	55	1,215	199	6	32	None	None	1	None	0	0	0
156	Y1-10	CTH Y	379	None	55	1,703	199	7	34	None	None	1	None	0	0	0
157	W1-2	CTH W	315	None	55	601	199	3	26	None	None	2S	None	0	0	0
158	W1-3	CTH W	477	None	55	493	199	2	26	None	None	2S	None	0	0	0
159	W1-5	CTH W	301	Chevrons	55	1,035	199	6	32	None	None	2C	None	0	0	0
160	JJ1-1	CTH JJ	300	None	55	1,595	199	6	36	None	None	2C	None	0	0	0
161	M1-1	CTH M	964	None	45	1,002	1,000	8	38	None	None	1	None	0	0	1
162	M1-2	CTH M	273	Chevrons	55	1,031	1,000	7	36	None	None	2C	None	0	0	0
163	M1-3	CTH M	409	Chevrons	55	804	1,000	7	36	Present	None	2C	None	1	0	1
164	M1-4	CTH M	367	Chevrons	55	1,860	1,000	8	36	None	None	2C	None	0	0	0
165	M1-5	CTH M	1,614	None	55	1,184	690	8	36	Present	None	1	None	0	0	2
166	N2-5	CTH N	273	Chevrons	55	1,073	1,100	8	36	Present	None	1	None	0	0	0
167	N2-6	CTH N	417	None	55	1,931	1,100	8	40	None	None	1	None	0	0	0
168	N2-8	CTH N	303	None	55	2,237	749	8	34	None	None	1	None	0	0	0
169	N2-10	CTH N	343	None	55	1,353	749	8	38	Present	None	1	None	1	0	8
170	N2-13	CTH N	158	None	55	819	460	7	36	Present	None	1	None	0	0	0
171	N2-14	CTH N	296	None	55	1,453	460	7	36	None	None	1	None	0	0	0
172	N2-15	CTH N	264	None	55	1,671	460	8	38	None	None	1	None	0	1	1
173	N2-16	CTH N	511	None	55	1,943	460	7	36	None	None	1	None	0	0	0
174	N2-17	CTH N	399	None	55	1,938	460	6	34	None	None	1	None	2	0	2
175	N2-18	CTH N	804	None	55	1,803	460	8	36	None	None	2C	None	0	0	1
176	N2-19	CTH N	479	None	55	2,651	460	8	34	Present	None	2C	None	0	0	0
177	N2-20	CTH N	318	None	55	1,435	460	7	34	None	None	1	None	0	0	0
178	N2-21	CTH N	463	None	55	2,597	460	7	36	Present	None	1	None	0	0	1
179	N2-22	CTH N	169	None	55	561	460	7	34	None	None	2C	None	0	0	1
180	N2-23	CTH N	193	None	55	688	460	7	34	None	None	2C	None	0	0	0
181	N2-24	CTH N	182	None	55	827	460	7	34	None	None	2C	None	0	0	0
182	N2-25	CTH N	252	None	55	469	460	7	34	None	None	2C	None	0	0	0
183	DD1-1	CTH DD	161	None	55	385	199	8	36	Present	None	1	None	0	0	0
184	DD1-2	CTH DD	360	None	55	2,824	199	7	36	Present	None	1	None	0	0	0
185	DD1-3	CTH DD	458	None	55	1,571	199	8	36	None	None	1	None	0	0	1
186	DD1-4	CTH DD	167	None	55	1,220	199	7	36	None	None	1	None	0	0	0
187	DD1-5	CTH DD	213	None	55	1,022	199	8	38	None	None	1	None	0	0	0
188	DD1-6	CTH DD	275	None	55	2,073	199	8	38	Present	None	1	None	0	0	0
189	DD1-8	CTH DD	118	Arrow Board	55	104	199	7	36	Present	None	1	None	0	0	0
190	J1-4	CTH J	1,026	Arrow Board	55	647	570	8	34	Present	None	1	None	0	0	0
191	J1-5	CTH J	369	Arrow Board	55	234	390	7	34	Present	None	1	None	2	0	3
192	J1-6	CTH J	362	Arrow Board	55	222	390	7	34	Present	None	1	None	0	0	0
193	J1-7	CTH J	1,056	Arrow Board	55	648	390	8	40	Present	None	1	None	1	0	1
194	TT1-1	CTH TT	154	Chevrons	55	171	2,000	8	38	None	None	2C	None	2	0	2
195	TT1-2	CTH TT	163	Chevrons	55	137	2,000	7	36	None	None	2C	None	9	0	12
196	TT1-3	CTH TT	277	None	55	1,329	2,000	8	38	None	None	1	None	0	0	1
197	SS1-1	CTH SS	458	None	55	704	199	7	36	Present	None	1	None	0	0	0
198	SS1-2	CTH SS	348	Unknown	55	1,002	199	6	36	None	None	1	Unknown	0	0	0
199	SS1-3	CTH SS	559	Unknown	55	529	199	7	36	Present	None	1	None	0	0	0
200	SS1-4	CTH SS	667	Unknown	55	419	199	6	36	None	None	1	Unknown	0	0	0
201	U2-1	CTH U	384	Unknown	55	828	199	8	38	None	None	1	Unknown	0	0	0
202	U2-2	CTH U	486	Unknown	55	1,518	199	8	40	None	None	1	Unknown	0	0	0
203	U2-3	CTH U	692	Unknown	55	1,154	199	8	38	Present	None	1	None	0	0	0
204	U2-4	CTH U	477	Unknown	55	1,029	199	8	40	None	None	1	Unknown	1	0	1
205	U2-5	CTH U	1,103	Unknown	55	2,057	199	7	38	None	None	1	Unknown	0	0	1
206	U2-6	CTH U	1,193	None	55	2,063	199	8	38	Present	None	1	None	0	0	2
207	U1-1	CTH MM	395	None	45	473	1,800	7	36	Present	None	1	None	2	0	3
208	N1-2	CTH N	579	None	55	1,180	199	7	36	None	None	1	None	0	0	2
209	N1-3	CTH N	1,028	None	55	2,744	199	7	36	Present	None	1	None	0	0	9
210	N1-4	CTH N	408	None	55	2,965	1,700	7	34	Present	None	1	None	0	0	0
211	N1-5	CTH N	227	None	55	1,182	1,700	7	36	None	None	1	None	0	0	0
212	N1-7	CTH N	436	None	55	940	1,700	7	38	Present	None	1	None	2	0	2
213	N1-8	CTH N	306	None	55	1,042	1,700	6	36	None	None	1	None	0	0	0
214	N1-10	CTH N	477	None	55	736	1,709	7	36	None	None	1	None	1	0	1

SAFETY ACTION PLAN

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Rural Curve Data List

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List No.	Curve ID	Route Name	Length [feet]	Curve Delineation	Speed Limit [mph]	Radius [feet]	AADT [vpd]	Outside Shoulder Width [feet]	Total Cross Section Width [feet]	Adjacent Intersection	Visual Trap	Outside Edge Risk	Lighting	Single Vehicle ROR Crashes	Severe Crashes	Total Crashes
215	N1-13	CTH N	976	Arrow Board	55	658	770	8	38	Present	None	1	None	0	0	1
216	N1-14	CTH N	606	None	55	717	770	8	38	None	None	1	None	0	0	0
217	N1-15	CTH N	466	None	55	816	770	8	38	None	None	1	None	0	0	0
218	T_Troy2-2	CTH FF	614	None	55	1,211	1,300	6	32	Present	None	1	None	0	0	1
219	T_Troy2-3	CTH FF	252	Unknown	45	559	99	6	32	None	Unknown	1	Unknown	1	0	1
220	T_Troy2-4	CTH FF	220	Unknown	45	1,298	99	5	32	None	Unknown	1	Unknown	0	0	0
221	T_Troy2-5	CTH FF	265	Unknown	45	2,237	99	6	32	None	Unknown	1	Unknown	0	0	1
222	T_Troy2-6	CTH FF	349	Unknown	45	1,152	99	6	32	Present	Unknown	1	Unknown	0	0	1
223	T_Troy2-7	CTH FF	237	Unknown	45	221	99	6	32	None	Unknown	1	Unknown	1	0	1
224	T_Troy2-8	CTH FF	164	Arrow Board	45	277	99	6	32	None	None	1	None	0	0	0
225	T_Troy2-9	CTH FF	363	None	45	318	99	5	32	Present	None	1	None	0	0	1
226	T_Troy3-1	Tower Rd	132	None	35	375	99	3	30	Present	None	2S	None	1	1	2
227	E2-2	CTH E	394	None	55	593	1,300	7	38	None	Present	1	None	0	0	0
228	E2-1	CTH E	136	None	55	209	1,300	7	38	Present	None	2C	Unknown	0	0	0
229	E2-4	CTH E	591	None	55	1,697	1,300	8	40	None	None	1	None	0	0	1
230	E2-5	CTH E	352	None	55	2,382	1,300	7	36	None	None	2C	None	0	0	1
231	E2-6	CTH E	561	None	55	1,563	1,300	8	36	None	None	2C	None	1	0	2
232	A1-3	CTH A	490	Chevrons	45	842	12,100	7	38	None	None	1	Unknown	8	2	14
233	A1-4	CTH A	1,657	Chevrons	55	1,890	10,100	8	38	None	None	2C	None	0	0	9
234	A1-5	CTH A	453	Chevrons	25	883	10,100	6	36	None	None	2C	None	2	0	6
235	A1-6	CTH A	176	Chevrons	25	171	10,100	8	40	Present	None	2C	Present	0	0	1
236	A1-7	CTH A	234	None	25	863	10,100	8	40	Present	None	1	None	2	0	5
237	A1-8	CTH A	330	None	35	2,346	10,100	7	36	None	None	2C	None	0	0	1
238	A1-9	CTH A	350	Chevrons	35	610	10,100	7	36	None	None	2C	None	2	0	5
239	A1-10	CTH A	251	Chevrons	35	739	5,600	6	36	Present	None	2C	None	1	1	9
240	A1-11	CTH A	482	Chevrons	35	538	5,600	7	36	None	None	2C	None	5	0	7
241	I1-1	CTH I	329	Chevrons	40	833	3,900	8	40	None	None	1	None	0	0	0
242	I1-2	CTH I	262	Chevrons	40	728	3,900	8	38	None	None	2C	None	1	0	1
243	I1-3	CTH I	194	None	40	1,360	3,900	8	38	None	None	2C	None	0	0	0
244	I1-4	River Rd	290	Chevrons	40	1,176	3,900	7	38	Present	None	1	None	0	0	2
245	I1-5	CTH I	482	Chevrons	40	616	4,400	8	40	None	None	2C	None	0	0	1
246	I1-6	CTH I	366	Chevrons	40	627	4,400	8	40	None	None	2C	None	0	0	1
247	I1-7	CTH I	955	Chevrons	40	639	4,400	8	40	None	None	2C	None	2	0	5
248	I1-10	CTH I	175	None	45	293	2,700	8	38	Present	None	1	None	0	0	0
249	I1-11	CTH I	689	Chevrons	45	613	2,700	8	40	None	None	2C	None	1	0	1
250	I1-12	CTH I	281	None	45	1,057	2,800	8	38	None	None	1	None	3	0	3
251	I1-13	CTH I	670	None	45	583	2,800	7	36	Present	None	1	None	2	0	3
252	I1-14	CTH I	821	Chevrons	55	575	2,800	7	36	Present	None	2C	None	2	0	3
253	T_Troy1-1	CTH MM	367	None	55	1,544	730	8	40	None	None	1	None	0	0	1
254	T_Troy1-2	CTH MM	674	None	55	961	730	8	38	None	None	1	None	0	0	1
255	T_Troy1-3	CTH MM	705	None	55	964	730	8	36	None	None	1	None	1	0	1
256	T_Troy1-4	CTH MM	555	None	55	1,238	860	8	36	None	None	1	None	0	0	0
257	T_Troy1-5	CTH MM	549	Chevrons	55	879	860	8	40	None	None	1	None	0	0	0
258	T_Troy1-7	CTH MM	809	None	45	996	99	7	36	Present	None	1	None	0	0	1
259	T_Troy1-8	CTH MM	886	None	40	1,000	3,200	7	36	Present	None	1	None	2	1	2
260	C_Hud1-15	CTH A	561	None	25	523	3,100	6	34	Present	None	1	None	1	1	1
261	C_Hud1-16	CTH A	247	Arrow Board	35	912	3,100	8	40	None	None	1	None	0	0	1
262	C_Hud1-17	CTH A	289	None	55	1,925	3,800	8	36	Present	None	2C	None	0	0	0
263	T_STJ1-1	River Rd	181	Chevrons	45	184	1,800	6	32	Present	None	2C	None	0	0	0
264	T_STJ1-2	River Rd	227	None	45	285	1,300	7	32	Present	None	2C	None	1	0	2
265	T_Hud2-11	CTH A	180	None	35	588	99	1	26	Present	None	2S	None	0	0	1
266	T_Hud3-3	Trout Brook Rd	173	Chevrons	35	743	920	3	30	Present	None	3	None	0	0	0
267	T_Hud3-4	Trout Brook Rd	212	Chevrons	35	244	920	3	30	None	None	3	None	2	0	2
268	T_Hud3-5	Trout Brook Rd	391	None	35	684	920	3	30	None	None	3	None	1	0	1
269	T_Hud3-6	Trout Brook Rd	417	Chevrons	35	264	920	3	30	None	None	3	None	0	0	0
270	T_Hud3-7	Trout Brook Rd	130	None	35	263	920	3	30	None	None	3	None	1	0	1
271	T_Hud3-8	Trout Brook Rd	268	Chevrons	35	233	920	3	30	Present	None	3	None	0	0	1
272	T_Hud3-9	Trout Brook Rd	157	None	35	170	920	3	36	None	None	2C	None	0	0	0
273	T_Hud3-10	Trout Brook Rd	300	None	35	504	920	3	30	Present	None	3	None	0	0	0
274	T_Hud3-11	Trout Brook Rd	177	None	35	892	920	3	30	None	None	3	None	0	0	0
275	T_Hud3-12	Trout Brook Rd	243	None	35	374	920	5	36	None	Present	1	None	0	0	0
276	T_Hud3-13	Trout Brook Rd	101	None	35	279	920	3	30	None	None	2S	None	0	0	0
277	T_Hud3-14	Trout Brook Rd	158	Arrow Board	35	148	920	3	30	None	None	3	None	4	0	6
278	T_Hud3-15	Trout Brook Rd	153	Arrow Board	35	232	920	3	30	None	None	3	None	0	0	0
279	T_Hud3-16	Trout Brook Rd	354	None	35	380	920	3	30	None	None	3	None	0	0	0
280	T_Hud3-17	Trout Brook Rd	332	None	35	320	920	3	30	None	None	3	None	2	0	4
281	T_Hud3-18	Trout Brook Rd	299	None	35	1,382	920	3	30	None	None	2S	None	0	0	0
282	T_Hud5-1	McCutcheon Rd	261	None	45	576	2,600	6	36	Present	None	1	None	0	0	0
283	T_Hud6-1	McCutcheon Rd	81	None	45	131	99	3	30	Present	None	2S	Unknown	0	0	0
284	T_Hud6-2	Alexander Rd	303	None	45	685	99	3	30	Present	None	3	None	0	0	0
285	T_Hud6-3	Alexander Rd	181	None	45	1,043	99	3	30	None	None	3	None	0	0	0

SAFETY ACTION PLAN

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Rural Curve Data List

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List No.	Curve ID	Route Name	Length [feet]	Curve Delineation	Speed Limit [mph]	Radius [feet]	AADT [vpd]	Outside Shoulder Width [feet]	Total Cross Section Width [feet]	Adjacent Intersection	Visual Trap	Outside Edge Risk	Lighting	Single Vehicle ROR Crashes	Severe Crashes	Total Crashes
286	T_Hud6-4	Alexander Rd	395	None	45	2,877	99	3	30	None	None	3	None	0	0	0
287	T_Hud6-6	Alexander Rd	76	None	45	270	99	3	30	None	None	3	None	0	0	1
288	T_Hud6-7	Alexander Rd	118	None	45	148	99	3	30	Present	None	3	None	0	0	0
289	T_War1-1	8th Ave	266	Arrow Board	45	1,747	1,300	6	34	None	None	2C	None	0	0	0
290	T_War1-2	8th Ave	269	Arrow Board	45	736	1,300	5	32	None	None	2C	None	1	0	2
291	T_War1-3	8th Ave	353	None	45	894	1,300	5	34	None	None	1	None	0	0	0
292	T_Troy1-6	CTH MM	1,316	None	45	858	199	6	32	Present	None	2C	None	0	0	1
293	N2-9	CTH N	1,114	None	55	2,678	749	5	34	None	None	1	None	0	0	2
294	W2-3	CTH W	225	None	55	145	199	1	26	Present	Present	2C	None	0	0	1

SAFETY ACTION PLAN

Saint Croix County
Rural Intersection Data List

Legend
List No. - Number corresponds to the order in the Intersection Data List.
Intersection ID - Unique ID given to each intersection.

List No.	Intersection ID	Intersection Description	Intersection Design	Traffic Control	Total Entering AADT [vpd]	Volume Cross Product [vpd^2]	Alignment Skew [Degrees]	Adjacent Development	Adjacent Railroad Crossing	Previous STOP	Leg Configuration	Primary Major Approach Lane Configuration	Secondary Major Approach Lane Configuration	K	A	B	C	PDO	Crash Cost
1	V1	STH 35 and CTH V	Traditional	Thru-Stop/Yield	6,250	14,880,000	25	None	None	<5 Miles	X	TR	TT	0	0	1	0	5	$470,000
2	T_Troy42	STH 35 and Glover Rd	Traditional	Thru-Stop/Yield	20,099	1,980,000	0	None	None	<5 Miles	X	LTTR	LTTR	0	0	0	0	0	$0
3	T22	USH 12 (Iron Brigade Mem Hwy) and CTH T	Traditional	Thru-Stop/Yield	4,400	8,060,000	30	None	None	>5 Miles	X	TR	TB	0	0	0	0	0	$0
4	T23	STH 64 and CTH T	Traditional	Thru-Stop/Yield	9,850	14,800,000	0	None	None	<5 Miles	X	LTR	LTR	0	0	0	0	0	$0
5	A3	CTH A and CTH U	Traditional	Thru-Stop/Yield	13,250	84,270,000	17	None	None	<5 Miles	X	TT	TR	0	1	1	0	9	$2,242,000
6	A1	USH 12 (Iron Brigade Mem Hwy) and CTH U	Traditional	Signal	12,549	1,232,550	0	Present	None	<5 Miles	X	LTTR	LTR	0	0	0	0	1	$18,000
7	A2	CTH U and Schommer Dr	Traditional	Thru-Stop/Yield	10,699	1,049,400	12	Present	Present	<5 Miles	X	LTT	LTT	0	0	0	0	3	$54,000
8	A4	CTH A and McCutcheon Rd	Traditional	Thru-Stop/Yield	13,700	28,860,000	0	Present	None	<5 Miles	X	TR	TR	0	0	3	3	7	$1,806,000
9	A5	CTH A and Grange Rd	Traditional	Thru-Stop/Yield	10,149	999,900	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
10	A6	CTH A and Wild Flower Ln	Traditional	Thru-Stop/Yield	10,149	999,900	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
11	A7	CTH A and Old Mill Rd	Traditional	Thru-Stop/Yield	10,149	999,900	23	Present	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
12	A8	CTH A and Scott Rd	Traditional	Thru-Stop/Yield	10,199	999,900	11	Present	None	<5 Miles	X	T	T	0	0	0	0	8	$144,000
13	A9	CTH A and Mound Dr	Traditional	Thru-Stop/Yield	10,199	999,900	0	None	None	<5 Miles	X	T	T	0	0	0	0	3	$54,000
14	A10	CTH A and CTH I	Traditional	Thru-Stop/Yield	9,849	15,696,075	18	None	None	<5 Miles	X	T	TR	0	1	1	0	12	$2,296,000
15	A11	CTH E and CTH A	Traditional	Thru-Stop/Yield	7,499	13,250,175	0	None	None	<5 Miles	X	LTR	LT	0	0	0	1	8	$324,000
16	A12	CTH A and CTH E	Traditional	Thru-Stop/Yield	7,149	4,511,775	65	None	None	>5 Miles	X	TR	TT	0	2	0	0	3	$3,454,000
17	A13	CTH A and 80th St	Traditional	Thru-Stop/Yield	5,649	554,400	0	None	None	<5 Miles	X	TT	TR	0	0	0	0	2	$36,000
18	A14	CTH A and 89th St	Traditional	Thru-Stop/Yield	5,649	554,400	0	None	None	<5 Miles	X	T	T	0	0	0	0	3	$54,000
19	A15	CTH A and 92nd St	Traditional	Thru-Stop/Yield	5,649	554,400	0	None	None	<5 Miles	X	T	TR	0	0	0	0	2	$36,000
20	A16	CTH A and 130th Ave	Traditional	Thru-Stop/Yield	5,549	544,500	50	None	None	<5 Miles	X	T	T	0	0	0	0	3	$54,000
21	A17	CTH A and 140th Ave (100th St)	Traditional	Thru-Stop/Yield	5,649	549,450	65	Present	None	<5 Miles	X	T	T	0	0	0	1	2	$216,000
22	A18	CTH A and 140th Ave	Traditional	Thru-Stop/Yield	5,749	564,300	75	Present	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
23	A19	CTH A and 144th Ave	Traditional	Thru-Stop/Yield	5,799	564,300	0	None	None	<5 Miles	X	TR	T	0	0	0	0	1	$18,000
24	A20	CTH A and CTH G	Traditional	Thru-Stop/Yield	6,550	15,500,000	10	None	None	<5 Miles	X	TR	TT	0	0	1	0	5	$470,000
25	B1	CTH B and 890th Ave	Traditional	Thru-Stop/Yield	1,099	99,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
26	B2	CTH B and Boston Rd	Traditional	Thru-Stop/Yield	1,049	99,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
27	B3	CTH B and 10th Ave	Traditional	Thru-Stop/Yield	1,049	99,000	0	None	None	<5 Miles	X	T	T	0	0	0	1	0	$180,000
28	B4	CTH B and 12th Ave	Traditional	Thru-Stop/Yield	1,049	99,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
29	B5	CTH B and 25th Ave	Traditional	Thru-Stop/Yield	1,049	99,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
30	B6	CTH B and CTH N	Traditional	Thru-Stop/Yield	2,070	1,058,000	20	None	None	<5 Miles	X	T	T	0	0	1	4	3	$1,154,000
31	B7	CTH B and 40th Ave	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
32	B8	CTH B and 42nd Ave	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	T	T	0	0	1	0	0	$380,000
33	B9	CTH B and Sandpiper Ln	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
34	B10	CTH B and 50th Ave	Traditional	Thru-Stop/Yield	1,349	128,700	40	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
35	B11	CTH B and 50th Ave	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
36	B12	CTH B and IH-94 EB Ramps	Traditional	Thru-Stop/Yield	2,640	1,557,500	40	None	None	<5 Miles	X	TR	LT	0	0	0	0	0	$0
37	B13	CTH B and IH-94 WB Ramps	Traditional	Thru-Stop/Yield	3,135	2,057,000	50	Present	None	<5 Miles	X	LT	TR	0	1	0	0	0	$1,700,000
38	B14	CTH B and Old CTH B	Traditional	Thru-Stop/Yield	2,249	217,800	0	None	None	<5 Miles	X	TB	TR	0	0	0	0	1	$18,000
39	B15	CTH B and Park Ave	Traditional	Thru-Stop/Yield	2,299	217,800	0	Present	None	<5 Miles	X	TR	T	0	0	0	0	0	$0
40	B17	CTH B and 60th Ave	Traditional	Thru-Stop/Yield	2,249	217,800	0	None	None	<5 Miles	X	TR	TB	0	0	0	0	0	$0
41	BB1	CTH BB and 890th Ave	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
42	BB2	CTH BB and 10th Ave	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
43	BB3	CTH BB and 15th Ave	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
44	BB4	CTH BB and 20th Ave	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
45	BB5	CTH BB and 30th Ave	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
46	BB6	CTH BB and 32nd Ave	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
47	BB7	CTH N and CTH BB	Traditional	Thru-Stop/Yield	1,299	218,900	0	None	None	>5 Miles	X	T	T	0	2	1	0	0	$3,780,000
48	BB8	CTH BB and 45th Ave	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
49	BB9	CTH BB and 50th Ave	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	3	$54,000
50	BB10	CTH BB and 60th Ave	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
51	BB11	CTH BB and 70th Ave (Rose Ln)	Traditional	Thru-Stop/Yield	248	19,701	25	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
52	BB12	CTH BB (Baldwin Rd) and 250th St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
53	C_Hud80	USH 12 (CTH U / Gilbert Rd) and CTH N	Traditional	All-Way Stop	5,519	7,614,640	0	Present	None	>5 Miles	X	T	LT	0	0	0	0	1	$18,000
54	CC2	CTH CC (Wall St) and 195th Ave	Traditional	Thru-Stop/Yield	3,749	366,300	0	None	None	<5 Miles	X	T	T	0	0	1	0	0	$380,000
55	CC3	CTH CC (Wall St) and 200th Ave (W Hangar Rd)	Traditional	Thru-Stop/Yield	3,799	366,300	0	Present	None	<5 Miles	X	T	T	0	0	0	0	3	$54,000
56	CC4	CTH CC (Wall St) and CTH C (210th Ave)	Traditional	Thru-Stop/Yield	1,169	105,930	0	Present	None	>5 Miles	X	TR	T	0	0	2	0	1	$778,000
57	CC5	CTH C and CTH CC (110th St)	Traditional	Thru-Stop/Yield	1,630	858,000	20	Present	None	<5 Miles	X	T	T	0	0	0	1	2	$216,000
58	CC6	CTH CC (110th St) and 210th Ave	Traditional	Thru-Stop/Yield	759	65,340	10	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
59	CC7	CTH CC (110th St) and 212th Ave	Traditional	Thru-Stop/Yield	709	65,340	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
60	CC8	CTH CC (110th St) and Goose Lake Rd	Traditional	Thru-Stop/Yield	709	65,340	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
61	CC9	CTH CC (110th St) and 220th Ave	Traditional	Thru-Stop/Yield	709	65,340	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
62	CC10	CTH CC (110th St) and Old Mill Rd	Traditional	Thru-Stop/Yield	709	65,340	0	Present	None	<5 Miles	X	T	T	0	0	0	0	3	$54,000
63	CC11	CTH H and CTH CC	Traditional	Thru-Stop/Yield	1,005	445,500	0	None	None	<5 Miles	X	TR	TB	0	0	0	0	1	$18,000
64	D6	CTH D and 80th Ave	Traditional	Thru-Stop/Yield	1,249	118,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
65	D7	CTH D and 80th Ave	Traditional	Thru-Stop/Yield	1,249	118,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
66	D8	CTH D and 270th St	Traditional	Thru-Stop/Yield	1,249	118,800	0	None	None	<5 Miles	X	T	T	0	0	1	0	0	$380,000
67	D9	CTH D and 90th Ave	Traditional	Thru-Stop/Yield	2,120	1,104,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
68	D10	CTH D and CTH E	Traditional	Thru-Stop/Yield	2,120	1,104,000	0	None	None	>5 Miles	X	T	T	0	0	2	1	3	$994,000
69	D11	CTH D and 110th Ave	Traditional	Thru-Stop/Yield	1,299	118,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
70	D12	CTH D and CTHDD	Traditional	Thru-Stop/Yield	1,224	203,975	0	None	None	>5 Miles	X	T	T	1	0	0	1	0	$16,080,000
71	D13	CTH D and 130th Ave	Traditional	Thru-Stop/Yield	949	84,150	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
72	D14	CTH D (CTH G) and CTH G (140th Ave)	Traditional	Thru-Stop/Yield	1,539	466,313	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
73	D15	CTH D and CTH G (150th Ave)	Traditional	Thru-Stop/Yield	1,804	655,850	0	None	None	>5 Miles	X	T	T	0	0	0	0	3	$54,000
74	D20	CTH D and 160th Ave	Traditional	Thru-Stop/Yield	1,249	118,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
75	D21	CTH D and 170th Ave	Traditional	Thru-Stop/Yield	1,299	118,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
76	D22	CTH D and CTH S	Traditional	Thru-Stop/Yield	1,399	238,800	25	None	None	>5 Miles	X	T	T	0	0	0	0	1	$18,000
77	D23	STH 64 and CTH D (270th St)	Traditional	Thru-Stop/Yield	2,899	1,461,375	0	Present	None	>5 Miles	X	T	T	0	0	0	0	0	$0
78	DD1	USH 63 (Gaylord Nelson Hwy) and CTH DD	Traditional	Thru-Stop/Yield	5,699	1,114,400	35	None	None	>5 Miles	X	T	T	0	0	0	0	1	$18,000
79	DD2	CTH DD and 220th St	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
80	DD3	CTH DD and 230th St	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	1	1	$198,000
81	DD4	CTH DD and 235th St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
82	DD5	CTH DD and 240th St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
83	DD6	CTH DD and 245th St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
84	DD7	CTH DD and 250th St	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
85	DD8	CTH DD and 260th St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
86	DD9	CTH DD and 280th St	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
87	DD10	CTH DD and 290th St	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
88	DD11	CTH DD and Hagen Rd	Traditional	Thru-Stop/Yield	248	19,701	25	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
89	DD12	CTH DD and 300th St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
90	DD13	STH 128 and CTH DD	Traditional	Thru-Stop/Yield	2,099	398,000	0	None	None	<5 Miles	X	TB	TR	0	0	0	0	0	$0
91	E1	CTH E and STH 64 NB Ramp	Roundabout	All-Way Yield	5,840	7,360,000	10	None	None	<5 Miles	X	TR	T	0	0	0	0	3	$54,000
92	E2	CTH E and Thelen Farm Trail	Traditional	Thru-Stop/Yield	4,099	396,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
93	E3	CTH E and 14th St	Traditional	Thru-Stop/Yield	4,049	396,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
94	E4	CTH E and 15th St	Traditional	Thru-Stop/Yield	4,099	396,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
95	E5	CTH E and 20th St	Traditional	Thru-Stop/Yield	4,049	396,000	14	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
96	E6	CTH E and 25th St	Traditional	Thru-Stop/Yield	4,099	396,000	17	None	None	<5 Miles	X	TR	T	0	0	0	0	2	$36,000

SAFETY ACTION PLAN

Saint Croix County
Rural Intersection Data List

Legend
List No. - Number corresponds to the order in the Intersection Data List.
Intersection ID - Unique ID given to each intersection.

List No.	Intersection ID	Intersection Description	Intersection Design	Traffic Control	Total Entering AADT [vpd]	Volume Cross Product [vpd^2]	Alignment Skew [Degrees]	Adjacent Development	Adjacent Railroad Crossing	Previous STOP	Leg Configuration	Primary Major Approach Lane Configuration	Secondary Major Approach Lane Configuration	K	A	B	C	PDO	Crash Cost
97	E7	CTH E and 27th St	Traditional	Thru-Stop/Yield	4,049	396,000	24	None	None	<5 Miles	X	T	T	0	0	0	0	3	$54,000
98	E8	CTH E and Pine View Trail	Traditional	Thru-Stop/Yield	4,049	396,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
99	E9	CTH E and CTH V	Traditional	All-Way Stop	5,850	7,400,000	0	None	None	>5 Miles	X	TR	TR	0	0	0	0	4	$72,000
100	E10	CTH E and Browns Ln	Traditional	Thru-Stop/Yield	4,049	396,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
101	E11	CTH E and Valley View Trail	Traditional	Thru-Stop/Yield	4,099	396,000	18	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
102	E12	CTH E and Old E West	Traditional	Thru-Stop/Yield	4,049	396,000	15	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
103	E13	CTH E and 39th St	Traditional	Thru-Stop/Yield	4,049	396,000	0	None	None	<5 Miles	X	T	TR	0	0	0	0	5	$90,000
104	E14	CTH E and Old E West	Traditional	Thru-Stop/Yield	4,049	396,000	0	None	None	<5 Miles	X	T	T	0	0	2	0	1	$778,000
105	E15	CTH E and Highland View	Traditional	Thru-Stop/Yield	4,099	396,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
106	E16	CTH E and Old E East	Traditional	Thru-Stop/Yield	4,049	396,000	22	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
107	E17	CTH E and Old E East (Perch Lake Rd)	Traditional	Thru-Stop/Yield	3,199	306,900	35	None	None	<5 Miles	X	T	T	0	0	0	0	5	$90,000
108	E18	CTH E and 48th St	Traditional	Thru-Stop/Yield	2,249	217,800	0	None	None	<5 Miles	X	T	T	0	1	0	0	2	$1,736,000
109	E19	CTH E and Arrowood Trail	Traditional	Thru-Stop/Yield	2,249	217,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
110	E20	CTH E and 52nd St	Traditional	Thru-Stop/Yield	2,249	217,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
111	E21	CTH E and 54th St	Traditional	Thru-Stop/Yield	2,249	217,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
112	E22	CTH E and 125th St	Traditional	Thru-Stop/Yield	2,249	217,800	20	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
113	E23	CTH E and White Oak Ln	Traditional	Thru-Stop/Yield	2,249	217,800	10	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
114	E24	CTH E and 60th St	Traditional	Thru-Stop/Yield	2,249	217,800	20	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
115	E25	CTH E and 61st St	Traditional	Thru-Stop/Yield	2,249	217,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
116	E26	CTH E and 64th St	Traditional	Thru-Stop/Yield	2,249	217,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
117	E28	CTH E and CTH I	Traditional	Thru-Stop/Yield	5,650	7,455,000	60	None	None	>5 Miles	X	TR	TR	0	0	7	4	15	$3,650,000
118	E27	CTH E and Beatrice Cir	Traditional	Thru-Stop/Yield	2,249	217,800	0	None	None	<5 Miles	X	TR	T	0	0	0	0	2	$36,000
119	E29	CTH E and Willow River Dr	Traditional	Thru-Stop/Yield	1,349	128,700	45	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
120	E30	CTH E and 100th St	Traditional	Thru-Stop/Yield	1,349	128,700	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
121	E31	CTH E and 103rd St	Traditional	Thru-Stop/Yield	1,349	128,700	20	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
122	E32	CTH E and 110th St	Traditional	Thru-Stop/Yield	1,399	128,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
123	E33	CTH E and 120th St	Traditional	Thru-Stop/Yield	1,399	128,700	0	None	None	<5 Miles	X	T	T	0	1	2	0	3	$2,514,000
124	E34	STH 65 and CTH E	Traditional	Thru-Stop/Yield	7,195	6,927,250	0	None	None	>5 Miles	X	TR	TR	0	0	0	0	1	$18,000
125	E35	CTH E and 140th St	Traditional	Thru-Stop/Yield	1,089	98,010	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
126	E36	CTH E and 150th St	Traditional	Thru-Stop/Yield	1,089	98,010	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
127	E37	CTH E and 160th St	Traditional	Thru-Stop/Yield	1,089	98,010	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
128	E38	CTH E and 170th St	Traditional	Thru-Stop/Yield	1,089	98,010	0	None	None	<5 Miles	X	T	T	0	0	1	0	0	$380,000
129	E39	CTH T and CTH E (120th St)	Traditional	Thru-Stop/Yield	2,344	980,100	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
130	E40	CTH T (CTH E) and CTH E (100th St)	Traditional	Thru-Stop/Yield	2,809	1,171,850	0	None	None	<5 Miles	X	TR	T	0	0	0	0	1	$18,000
131	E41	CTH E and 190th St	Traditional	Thru-Stop/Yield	1,019	91,080	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
132	E42	CTH E and 193rd St	Traditional	Thru-Stop/Yield	969	91,080	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
133	E43	CTH E and 200th St	Traditional	Thru-Stop/Yield	1,019	91,080	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
134	E44	USH 63 (Gaylord Nelson Hwy) and CTH E	Traditional	Thru-Stop/Yield	7,440	6,110,000	0	None	None	>5 Miles	X	TR	TR	1	0	0	1	1	$16,098,000
135	E45	CTH E and 220th St	Traditional	Thru-Stop/Yield	1,059	95,040	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
136	E46	CTH E and 230th St	Traditional	Thru-Stop/Yield	1,059	95,040	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
137	E47	CTH E and 240th St	Traditional	Thru-Stop/Yield	1,059	95,040	0	None	None	<5 Miles	X	T	T	0	0	2	0	0	$760,000
138	E48	CTH E and 245th St	Traditional	Thru-Stop/Yield	1,009	95,040	0	None	None	<5 Miles	X	T	T	0	0	0	1	2	$216,000
139	E49	CTH E and 250th St	Traditional	Thru-Stop/Yield	1,059	95,040	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
140	E50	CTH E and 260th St	Traditional	Thru-Stop/Yield	1,059	95,040	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
141	E51	CTH E and 280th Ave	Traditional	Thru-Stop/Yield	979	87,120	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
142	E52	CTH E and 290th St	Traditional	Thru-Stop/Yield	979	87,120	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
143	E53	STH 128 and CTH E (100th Ave)	Traditional	Thru-Stop/Yield	2,889	1,174,800	0	None	None	<5 Miles	X	TR	TR	1	0	0	0	3	$15,954,000
144	E54	STH 128 and CTH E (90th Ave)	Traditional	Thru-Stop/Yield	2,814	435,925	0	None	None	<5 Miles	X	TR	TR	0	0	0	0	0	$0
145	E55	CTH E and Rustic Rd 3	Traditional	Thru-Stop/Yield	329	22,770	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
146	E56	CTH W and CTH E	Traditional	Thru-Stop/Yield	363	32,736	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
147	F1	CTH F and CTH M	Traditional	Thru-Stop/Yield	4,500	4,680,000	0	None	None	>5 Miles	X	TR	TT	0	0	2	0	2	$796,000
148	F2	CTH M and Ilwaco Rd	Traditional	Thru-Stop/Yield	4,149	405,900	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
149	F3	CTH M and Page Ln	Traditional	Thru-Stop/Yield	4,149	405,900	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
150	F4	CTH M and Indigo Trail	Traditional	Thru-Stop/Yield	4,149	405,900	0	Present	None	<5 Miles	X	TR	T	0	0	0	0	1	$18,000
151	F5	CTH M and Mann Valley Dr (Glenmont Rd)	Traditional	Thru-Stop/Yield	5,015	2,317,500	15	None	None	>5 Miles	X	T	T	0	0	1	0	7	$506,000
152	F6	CTH F and Plainview Dr	Traditional	Thru-Stop/Yield	4,949	485,100	0	None	None	<5 Miles	X	TT	TR	0	0	2	0	2	$796,000
153	F7	CTH F and Mitchell Rd	Traditional	Thru-Stop/Yield	4,949	485,100	0	None	None	<5 Miles	X	TR	TT	0	0	1	0	3	$434,000
154	F8	CTH F and Private Rd	Traditional	Thru-Stop/Yield	4,949	485,100	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
155	F9	CTH F and Peaceable Hill Rd	Traditional	Thru-Stop/Yield	4,949	485,100	0	None	None	<5 Miles	X	TR	T	0	0	1	0	1	$398,000
156	F10	CTH F and St. Anne's Pkwy	Traditional	Thru-Stop/Yield	4,949	485,100	0	None	None	<5 Miles	X	TT	TR	0	0	0	0	1	$18,000
157	F11	CTH F and S Cove Rd	Traditional	Thru-Stop/Yield	4,949	485,100	0	None	None	<5 Miles	X	TT	TR	0	0	0	0	3	$54,000
158	F12	CTH F and E Cove Rd	Traditional	Thru-Stop/Yield	6,230	3,021,000	0	None	None	<5 Miles	X	TR	TR	0	1	1	0	6	$2,188,000
159	F13	CTH F and English Ct Dr	Traditional	Thru-Stop/Yield	6,549	643,500	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
160	F14	CTH F and S Fork Dr	Traditional	Thru-Stop/Yield	6,549	643,500	0	None	None	<5 Miles	X	T	TT	0	0	0	0	2	$36,000
161	F15	CTH F and W Grove Rd	Traditional	Thru-Stop/Yield	6,549	643,500	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
162	F16	CTH F and Whispering Pines Rd	Traditional	Thru-Stop/Yield	6,549	643,500	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
163	F17	CTH F (Okeefe St) and Red Brick Rd	Traditional	Thru-Stop/Yield	6,549	643,500	0	None	None	<5 Miles	X	TR	TT	0	0	0	0	1	$18,000
164	G1	CTH G and 112th St	Traditional	Thru-Stop/Yield	3,149	306,900	0	None	None	<5 Miles	X	TR	T	0	0	0	0	0	$0
165	G2	CTH G and Service Road 2078ft east of CTH G & 112th St	Traditional	Thru-Stop/Yield	3,149	306,900	0	Present	None	<5 Miles	X	LTB	TR	0	0	0	0	1	$18,000
166	G3	CTH G and Service Road 625ft west of CTH G & 120th St	Traditional	Thru-Stop/Yield	3,149	306,900	0	Present	None	<5 Miles	X	T	T	0	0	0	0	0	$0
167	G4	CTH G and 120th St	Traditional	Thru-Stop/Yield	3,149	306,900	0	Present	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
168	G5	CTH G and 127th St	Traditional	Thru-Stop/Yield	3,149	306,900	0	None	None	<5 Miles	X	TB	TR	0	0	0	0	0	$0
169	G6	STH 65 and CTH G	Roundabout	All-Way Yield	10,000	21,000,000	35	Present	None	>5 Miles	X	T	T	0	0	0	0	2	$36,000
170	G7	CTH G and 131st St	Traditional	Thru-Stop/Yield	2,949	287,100	0	Present	None	<5 Miles	X	T	LT	0	0	0	0	2	$36,000
171	G8	CTH G and 140th St	Traditional	Thru-Stop/Yield	2,999	287,100	0	None	None	<5 Miles	X	TR	TR	0	1	0	1	2	$1,916,000
172	G9	CTH G and 150th St	Traditional	Thru-Stop/Yield	2,949	287,100	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
173	G10	CTH G and CTH GG (E 11th St/160th St)	Traditional	Thru-Stop/Yield	3,049	432,100	0	None	None	<5 Miles	X	T	TR	0	0	0	0	1	$18,000
174	G11	CTH G and 170th St	Traditional	Thru-Stop/Yield	2,949	287,100	0	None	None	<5 Miles	X	T	T	0	0	1	0	1	$398,000
175	G12	CTH G and CTH T	Traditional	Thru-Stop/Yield	4,050	3,920,000	0	Present	None	>5 Miles	X	TR	TR	0	2	2	2	0	$4,520,000
176	G13	CTH G and 190th St	Traditional	Thru-Stop/Yield	2,099	198,000	0	None	None	<5 Miles	X	T	T	0	0	2	0	2	$796,000
177	G14	CTH G and 200th St	Traditional	Thru-Stop/Yield	2,099	198,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
178	G15	USH 63 and CTH G	Traditional	Thru-Stop/Yield	6,500	9,000,000	0	None	None	>5 Miles	X	TR	TR	0	0	0	0	1	$18,000
179	G16	CTH G and 220th St	Traditional	Thru-Stop/Yield	2,099	198,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
180	G17	CTH G and CTH O (230th St)	Traditional	Thru-Stop/Yield	1,604	216,795	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
181	G18	CTH G and 240th St	Traditional	Thru-Stop/Yield	1,009	90,090	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
182	G19	CTH G and 250th St	Traditional	Thru-Stop/Yield	1,009	90,090	0	Present	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
183	G20	CTH G and 2890th St	Traditional	Thru-Stop/Yield	779	72,270	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
184	G21	CTH G and 290th St	Traditional	Thru-Stop/Yield	829	72,270	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
185	G22	CTH G and 300th St	Traditional	Thru-Stop/Yield	829	72,270	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
186	G23	CTH G and Court St	Traditional	Thru-Stop/Yield	829	72,270	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
187	G24	STH 128 (1st St) and CTH G	Traditional	Thru-Stop/Yield	1,515	839,500	10	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
188	G25	STH 128 (Syme Ave) and CTH G	Traditional	Thru-Stop/Yield	2,550	2,590,000	25	None	None	<5 Miles	X	TR	T	0	0	0	0	1	$18,000
189	G26	CTH G and 320th St (N Boundary Rd)	Traditional	Thru-Stop/Yield	1,449	138,600	20	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
190	H1	STH 35 and CTH H (230th Ave)	Traditional	Thru-Stop/Yield	6,494	2,118,675	10	None	None	>5 Miles	X	TR	T	0	0	1	0	2	$416,000
191	H2	CTH H and 76th St	Traditional	Thru-Stop/Yield	639	58,410	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
192	H3	CTH H and 80th St	Traditional	Thru-Stop/Yield	689	58,410	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0

SAFETY ACTION PLAN

Saint Croix County
Rural Intersection Data List

Legend
List No. - Number corresponds to the order in the Intersection Data List.
Intersection ID - Unique ID given to each intersection.

List No.	Intersection ID	Intersection Description	Intersection Design	Traffic Control	Total Entering AADT [vpd]	Volume Cross Product [vpd^2]	Alignment Skew [Degrees]	Adjacent Development	Adjacent Railroad Crossing	Previous STOP	Leg Configuration	Primary Major Approach Lane Configuration	Secondary Major Approach Lane Configuration	K	A	B	C	PDO	Crash Cost
193	H4	CTH H and 85th St	Traditional	Thru-Stop/Yield	639	58,410	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
194	H5	CTH H and 90th St	Traditional	Thru-Stop/Yield	639	58,410	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
195	H6	CTH H and Thrush Dr	Traditional	All-Way Yield	639	58,410	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
196	H7	CTH H and 95th St	Traditional	Thru-Stop/Yield	639	58,410	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
197	H8	CTH H and 100th St	Traditional	Thru-Stop/Yield	639	58,410	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
198	H9	CTH H and 100th St	Traditional	Thru-Stop/Yield	639	58,410	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
199	H10	CTH H and Asplund Ln	Traditional	Thru-Stop/Yield	809	75,240	10	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
200	H11	CTH H and 117th St	Traditional	Thru-Stop/Yield	809	75,240	10	Present	None	<5 Miles	X	T	T	0	0	1	0	0	$380,000
201	H12	CTH H and S Cedar Dr	Traditional	Thru-Stop/Yield	809	75,240	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
202	H13	CTH H and Huntington Dr	Traditional	Thru-Stop/Yield	809	75,240	15	None	None	<5 Miles	X	T	T	0	0	0	0	3	$54,000
203	H14	CTH H and Old Mill Rd	Traditional	Thru-Stop/Yield	809	75,240	0	Present	None	<5 Miles	X	T	T	0	0	0	0	0	$0
204	H15	CTH H and 127th St	Traditional	Thru-Stop/Yield	809	75,240	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
205	H16	CTH H and CTJ C	Traditional	Thru-Stop/Yield	2,030	2,058,000	50	None	None	<5 Miles	X	T	T	0	0	0	0	3	$54,000
206	H25	CTH H and 150th St	Traditional	Thru-Stop/Yield	1,299	118,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
207	H26	CTH H and CTH CC	Traditional	Thru-Stop/Yield	1,299	238,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
208	H27	CTH H and 170th St	Traditional	Thru-Stop/Yield	1,299	118,800	10	None	None	<5 Miles	X	T	T	0	0	1	0	1	$398,000
209	H28	CTH H and CTH T (185th St)	Traditional	Thru-Stop/Yield	2,349	1,304,275	0	None	None	<5 Miles	X	T	T	1	1	0	1	3	$17,834,000
210	H29	CTH H and 200th St	Traditional	Thru-Stop/Yield	1,799	168,300	0	None	None	<5 Miles	X	T	T	0	0	0	1	1	$198,000
211	H30	STH 46 (Main St N) and CTH H	Traditional	Thru-Stop/Yield	6,400	7,990,000	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
212	H31	CTH H and 217th St	Traditional	Thru-Stop/Yield	1,749	168,300	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
213	H32	CTH H and 220th St	Traditional	Thru-Stop/Yield	1,799	168,300	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
214	H33	CTH H and 235th St	Traditional	Thru-Stop/Yield	1,749	168,300	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
215	H34	CTH H and 240th St	Traditional	Thru-Stop/Yield	1,749	168,300	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
216	H35	CTH H and 250th St	Traditional	Thru-Stop/Yield	1,799	168,300	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
217	H36	USH 63 (Gaylord Nelson Hwy) and CTH H	Traditional	Thru-Stop/Yield	6,600	9,775,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
218	I1	CTH I and River Rd (115th Ave)	Traditional	Thru-Stop/Yield	4,800	5,395,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	4	$72,000
219	I2	CTH I and Walsh Rd	Traditional	Thru-Stop/Yield	2,749	267,300	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
220	I3	CTH I and Pine Valley Trail	Traditional	Thru-Stop/Yield	2,749	267,300	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
221	I4	CTH I and Perch Lake Rd	Traditional	Thru-Stop/Yield	2,799	267,300	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
222	I5	CTH I and 132nd Ave	Traditional	Thru-Stop/Yield	2,749	267,300	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
223	I6	CTH I and Valley View Trl (Terrier Ln)	Traditional	Thru-Stop/Yield	2,929	493,625	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
224	I7	CTH I and 143rd Ave	Traditional	Thru-Stop/Yield	2,849	277,200	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
225	I8	CTH I and W Shore Dr	Traditional	Thru-Stop/Yield	2,849	277,200	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
226	I9	CTH I and N Bay Rd	Traditional	Thru-Stop/Yield	2,849	277,200	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
227	I10	CTH I and 153rd Ave	Traditional	Thru-Stop/Yield	2,849	277,200	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
228	I11	CTH I and 160th Ave	Traditional	Thru-Stop/Yield	2,849	277,200	25	None	None	<5 Miles	X	TR	T	0	0	1	1	2	$596,000
229	I12	CTH I and 160th Ave	Traditional	Thru-Stop/Yield	2,849	277,200	0	None	None	<5 Miles	X	T	TR	0	0	0	0	2	$36,000
230	I13	CTH I and 170th Ave	Traditional	Thru-Stop/Yield	2,899	277,200	0	None	None	>5 Miles	X	T	T	0	0	0	1	0	$180,000
231	I28	CTH I and Private Rd	Traditional	Thru-Stop/Yield	619	56,430	40	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
232	I29	CTH I and 60th St	Traditional	Thru-Stop/Yield	619	56,430	0	None	None	<5 Miles	X	T	T	0	0	0	1	0	$180,000
233	I30	CTH I and 58th St	Traditional	Thru-Stop/Yield	619	56,430	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
234	I31	CTH I and 192nd Ave	Traditional	Thru-Stop/Yield	804	74,745	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
235	I32	CTH I and 205th Ave	Traditional	Thru-Stop/Yield	989	93,060	10	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
236	I33	CTH I and 208th Ave	Traditional	Thru-Stop/Yield	989	93,060	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
237	I34	CTH I and 210th Ave	Traditional	Thru-Stop/Yield	1,039	93,060	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
238	I35	CTH I and 216th Ave	Traditional	Thru-Stop/Yield	989	93,060	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
239	I36	CTH I and 217th Ave	Traditional	Thru-Stop/Yield	989	93,060	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
240	I37	CTH I and 50th Ave	Traditional	Thru-Stop/Yield	989	93,060	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
241	I38	CTH I and 59th St	Traditional	Thru-Stop/Yield	989	93,060	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
242	I39	CTH I and 22-th Ave	Traditional	Thru-Stop/Yield	619	56,381	0	None	None	<5 Miles	X	TR	T	0	0	0	0	0	$0
243	I40	CTH I and 222nd Ave	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
244	I41	CTH I and Lakeside Ln	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
245	I42	CTH I and 230th Ave	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
246	I43	CTH I and 232nd Ave	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
247	I44	CTH I (260th St) and County Ln Ave (Polk St Croix)	Traditional	All-Way Stop	248	14,751	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
248	J1	STH 65 and CTH J (Town Hall Rd)	Traditional	Thru-Stop/Yield	4,534	1,404,900	0	None	None	<5 Miles	X	TR	T	0	0	0	0	0	$0
249	J2	CTH J and CTH JJ	Traditional	Thru-Stop/Yield	669	113,430	0	None	None	<5 Miles	X	T	T	0	0	0	0	4	$72,000
250	J3	CTH J and Old Cemetery Rd	Traditional	Thru-Stop/Yield	619	56,430	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
251	J4	CTH J and Sherwood Forest	Traditional	Thru-Stop/Yield	619	56,430	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
252	J5	CTH J and Pleasant Ave	Traditional	Thru-Stop/Yield	619	56,430	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
253	J8	CTH J and CTH N	Traditional	Thru-Stop/Yield	765	226,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
254	J9	CTH J and Steeple Dr	Traditional	Thru-Stop/Yield	609	55,440	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
255	J10	CTH J and CTH N (CTH Z)	Traditional	Thru-Stop/Yield	1,330	431,200	0	None	None	<5 Miles	X	T	T	0	1	0	1	2	$1,916,000
256	J13	CTH J (60th Ave) and 60th Ave	Traditional	Thru-Stop/Yield	524	47,025	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
257	J14	CTH J and 70th Ave	Traditional	Thru-Stop/Yield	439	38,610	0	None	None	<5 Miles	X	T	TR	0	0	0	0	0	$0
258	J15	CTH J and 72nd Ave	Traditional	Thru-Stop/Yield	439	38,610	0	None	None	<5 Miles	X	T	TR	0	0	0	0	1	$18,000
259	J16	CTH J and 170th St	Traditional	Thru-Stop/Yield	439	38,610	0	None	None	<5 Miles	X	T	T	0	0	1	0	0	$380,000
260	J17	CTH J and 170th St	Traditional	Thru-Stop/Yield	439	38,610	0	None	None	<5 Miles	X	T	T	0	0	0	0	3	$54,000
261	J22	CTH J and 190th St	Traditional	Thru-Stop/Yield	1,799	168,300	0	None	None	<5 Miles	X	T	T	0	0	1	0	0	$380,000
262	J23	CTH J and 200th St	Traditional	Thru-Stop/Yield	1,799	168,300	0	None	None	<5 Miles	X	T	T	0	0	2	0	4	$832,000
263	JJ1	CTH M and CTH JJ (Saddle Club Rd)	Traditional	Thru-Stop/Yield	1,149	149,000	15	None	None	<5 Miles	X	T	T	0	0	3	1	3	$1,374,000
264	JJ2	CTH JJ and Rifle Range Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
265	JJ3	CTH JJ and Evergreen Dr	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	1	1	$198,000
266	JJ4	CTH JJ and River Dr	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
267	JJ5	CTH JJ and Oak Dr	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
268	K1	CTH K and 140th St	Traditional	Thru-Stop/Yield	1,749	168,300	0	None	Present	<5 Miles	X	T	T	0	0	0	0	3	$54,000
269	K2	CTH K and 147th St	Traditional	Thru-Stop/Yield	1,049	99,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
270	K3	CTH K and Fox Way	Traditional	Thru-Stop/Yield	1,049	99,000	0	None	None	<5 Miles	X	TB	TR	0	0	0	0	2	$36,000
271	K4	CTH K and Prairie Rd	Traditional	Thru-Stop/Yield	1,049	99,000	0	None	None	<5 Miles	X	TB	TR	0	0	0	0	0	$0
272	K5	CTH K and 160th St	Traditional	Thru-Stop/Yield	1,049	99,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
273	K6	CTH K and 170th St	Traditional	Thru-Stop/Yield	1,049	99,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
274	K7	CTH K and 170th St	Traditional	Thru-Stop/Yield	1,049	99,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
275	K8	CTH K and 176th St	Traditional	Thru-Stop/Yield	1,049	99,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
276	K9	CTH K and 178th St	Traditional	Thru-Stop/Yield	1,049	99,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
277	K10	CTH T and CTH K	Traditional	Thru-Stop/Yield	2,300	1,800,000	10	None	None	<5 Miles	X	T	T	0	0	1	0	2	$416,000
278	K11	Business 64 and CTH K (115th St)	Traditional	Thru-Stop/Yield	8,699	7,696,150	0	None	None	<5 Miles	X	TR	TR	0	0	0	1	5	$270,000
279	K12	CTH K (120th St) and 180th Ave	Traditional	Thru-Stop/Yield	1,999	188,100	0	Present	None	<5 Miles	X	T	T	0	0	0	0	0	$0
280	K13	CTH K (120th St) and St. Andrews Place	Traditional	Thru-Stop/Yield	1,949	188,100	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
281	M2	CTH M and Liberty Rd	Traditional	Thru-Stop/Yield	3,299	316,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
282	M3	CTH M and Emerson Valley Dr	Traditional	Thru-Stop/Yield	1,049	99,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
283	M4	CTH M and Ponderosa Dr	Traditional	Thru-Stop/Yield	1,049	99,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
284	M5	CTH M and Cottonwood Ln	Traditional	Thru-Stop/Yield	1,049	99,000	35	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
285	M6	CTH M and CTH W	Traditional	Thru-Stop/Yield	1,199	199,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
286	M7	CTH M and 158th St	Traditional	Thru-Stop/Yield	1,049	99,000	0	None	None	<5 Miles	X	T	T	0	0	0	1	0	$180,000
287	M8	CTH M and 160th St (690th St)	Traditional	Thru-Stop/Yield	1,049	99,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
288	M9	CTH M and 165th St	Traditional	Thru-Stop/Yield	1,049	99,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000

SAFETY ACTION PLAN

Saint Croix County
Rural Intersection Data List

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289	M10	CTH M and 170th St	Traditional	Thru-Stop/Yield	1,099	99,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
290	M12	CTH M and CTH T	Traditional	Thru-Stop/Yield	1,545	1,183,000	0	None	None	<5 Miles	X	TB	TR	0	1	0	0	2	$1,736,000
291	M14	CTH M and 185th St	Traditional	Thru-Stop/Yield	739	68,310	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
292	M15	CTH M (CTH Y) and CTH Y (192nd St)	Traditional	Thru-Stop/Yield	789	137,310	10	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
293	M21	CTH M (Bridge Ave) and W 5th St	Traditional	Thru-Stop/Yield	1,849	178,200	30	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
294	M22	CTH M (Bridge Ave) and Huntington Dr	Traditional	Thru-Stop/Yield	1,849	178,200	0	None	None	<5 Miles	X	T	T	0	0	1	1	2	$596,000
295	M23	CTH M and Polk St. Croix Rd	Traditional	Thru-Stop/Yield	1,899	178,200	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
296	N1	CTH N and Baker Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	1	0	0	1	$1,718,000
297	N2	CTH N and Baker Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
298	N4	CTH N and Brumn Rd (Brummel Rd)	Traditional	Thru-Stop/Yield	298	19,701	30	None	None	<5 Miles	X	T	T	0	0	0	1	5	$270,000
299	N5	CTH N and CTH U	Traditional	Thru-Stop/Yield	1,049	188,951	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
300	N6	CTH N and Mary Jo Court	Traditional	Thru-Stop/Yield	1,749	168,300	0	None	None	<5 Miles	X	T	TR	0	0	0	0	0	$0
301	N7	CTH N and Wilcoxson Dr	Traditional	Thru-Stop/Yield	1,749	168,300	0	None	None	<5 Miles	X	T	TR	0	0	0	0	0	$0
302	N8	CTH N and Hillary Farm Rd (Settlement Dr	Traditional	All-Way Yield	1,799	168,300	10	None	None	<5 Miles	X	TR	TR	0	0	0	0	0	$0
303	N9	CTH N and Alice Cir	Traditional	Thru-Stop/Yield	1,749	168,300	10	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
304	N10	CTH N and 90th St	Traditional	Thru-Stop/Yield	1,749	168,300	0	None	None	<5 Miles	X	T	T	0	0	0	0	4	$72,000
305	N11	CTH N and 91st St	Traditional	Thru-Stop/Yield	1,749	168,300	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
306	N12	CTH N and 93rd St	Traditional	Thru-Stop/Yield	1,749	168,300	25	None	None	<5 Miles	X	T	T	0	0	2	0	0	$760,000
307	N13	CTH N and CTH SS (100th St)	Traditional	Thru-Stop/Yield	1,849	253,300	20	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
308	N14	CTH N and Kreuziger Rd	Traditional	Thru-Stop/Yield	1,749	168,300	0	None	None	<5 Miles	X	T	T	0	0	1	0	0	$380,000
309	N15	CTH N and Fairhome Rd	Traditional	Thru-Stop/Yield	1,749	168,300	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
310	N16	CTH N and Valley Ridge Rd	Traditional	Thru-Stop/Yield	1,749	168,300	0	None	None	<5 Miles	X	TR	T	0	0	0	0	1	$18,000
311	N17	CTH N and Raymond Rd	Traditional	Thru-Stop/Yield	1,749	168,300	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
312	N18	STH 65 and CTH N	Traditional	Thru-Stop/Yield	5,435	5,187,000	0	None	None	>5 Miles	X	TR	TR	0	0	0	0	2	$36,000
313	N19	CTH N and N Skyline Rd	Traditional	Thru-Stop/Yield	819	76,230	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
314	N20	CTH N (Kinnikinnic Rd) and Kinnikinnic Rd	Traditional	Thru-Stop/Yield	819	76,230	0	None	None	<5 Miles	X	T	TR	0	0	0	0	1	$18,000
315	N21	CTH N (Kinnikinnic Rd) and Old Cemetery Rd	Traditional	Thru-Stop/Yield	819	76,230	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
316	N22	CTH N and Trout Brook Dr	Traditional	Thru-Stop/Yield	819	76,230	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
317	N23	CTH N and 40th St	Traditional	Thru-Stop/Yield	819	76,230	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
318	N24	CTH N and Division Ave	Traditional	Thru-Stop/Yield	819	76,230	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
319	N25	CTH N and 162nd St	Traditional	Thru-Stop/Yield	449	39,600	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
320	N26	CTH N and 165th St	Traditional	Thru-Stop/Yield	449	39,600	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
321	N27	CTH N and 170th St	Traditional	Thru-Stop/Yield	449	39,600	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
322	N28	CTH T and CTH N	Traditional	Thru-Stop/Yield	1,980	768,500	0	None	None	<5 Miles	X	T	T	0	0	1	1	4	$632,000
323	N29	CTH N and 187th St	Traditional	Thru-Stop/Yield	709	65,340	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
324	N30	CTH N and CTH Y (200th St)	Traditional	Thru-Stop/Yield	809	98,340	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
325	N31	USH 63 and CTH N	Traditional	Thru-Stop/Yield	5,280	3,872,000	0	None	None	>5 Miles	X	T	T	1	0	0	0	2	$15,936,000
326	N32	CTH N and 220th St	Traditional	Thru-Stop/Yield	1,149	108,900	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
327	N33	CTH N and 222nd St	Traditional	Thru-Stop/Yield	1,149	108,900	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
328	N34	CTH N and 225th St	Traditional	Thru-Stop/Yield	1,149	108,900	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
329	N35	CTH N and 230th St	Traditional	Thru-Stop/Yield	1,149	108,900	0	None	None	<5 Miles	X	T	T	0	1	0	0	0	$1,700,000
330	N36	CTH N and 233rd St	Traditional	Thru-Stop/Yield	1,149	108,900	35	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
331	N37	CTH N and 250th St	Traditional	Thru-Stop/Yield	1,199	108,900	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
332	N38	CTH N and 265th St	Traditional	Thru-Stop/Yield	789	73,260	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
333	N39	CTH N and 270th St	Traditional	Thru-Stop/Yield	839	73,260	30	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
334	N40	CTH N and CTH NN	Traditional	Thru-Stop/Yield	939	147,260	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
335	N41	CTH N and 290th St	Traditional	All-Way Yield	839	73,260	25	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
336	N42	STH 128 and CTH N	Traditional	Thru-Stop/Yield	2,850	1,350,000	0	None	None	>5 Miles	X	TR	TR	0	0	0	0	0	$0
337	N43	CTH N and 310th St	Traditional	Thru-Stop/Yield	559	45,540	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
338	N44	CTH N and 315th St	Traditional	Thru-Stop/Yield	509	45,540	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
339	N45	CTH N and 320th St	Traditional	Thru-Stop/Yield	559	45,540	10	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
340	N46	CTH N and 325th St	Traditional	Thru-Stop/Yield	559	45,540	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
341	NN1	CTH NN and 10th Ave	Traditional	Thru-Stop/Yield	248	19,701	35	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
342	NN2	CTH NN and 20th Ave	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
343	NN3	CTH NN and 25th Ave	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
344	NN4	CTH NN and 27th Ave	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
345	NN5	CTH NN and 40th Ave	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
346	NN6	CTH NN and 50th Ave	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
347	NN7	CTH NN and 55th Ave	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
348	NN8	CTH NN and 60th Ave	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
349	NN9	USH 12 and CTH NN	Traditional	Thru-Stop/Yield	2,099	398,000	0	None	None	<5 Miles	X	TR	T	0	0	0	0	0	$0
350	O1	CTH O and 160th Ave	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
351	O2	CTH O and 170th Ave	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
352	O3	CTH S and CTH O	Traditional	Thru-Stop/Yield	298	39,601	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
353	O4	CTH O and 227th St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
354	O5	CTH S (CTH O) and CTH O	Traditional	Thru-Stop/Yield	348	29,651	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
355	O6	CTH O and 224th St (181st St)	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
356	O7	CTH O and 182nd Ave	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
357	O8	USH 63 (STH 64/Gaylord Nelson Hwy) and CTH O	Traditional	Thru-Stop/Yield	6,099	1,194,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
358	P1	STH 64 and DTH 128 (CTH P)	Traditional	Thru-Stop/Yield	2,915	1,773,250	15	None	None	>5 Miles	X	TR	TR	0	0	0	0	1	$18,000
359	P2	CTH P and 200th Ave	Traditional	Thru-Stop/Yield	829	72,270	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
360	P3	CTH P and 210th Ave	Traditional	Thru-Stop/Yield	829	72,270	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
361	P4	CTH P and CTH Q	Traditional	All-Way Stop	854	130,345	0	None	None	>5 Miles	X	T	T	0	0	0	0	1	$18,000
362	P5	CTH P and 230th Ave	Traditional	Thru-Stop/Yield	829	72,270	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
363	P6	CTH P (20th St) and County Line Ave	Traditional	Thru-Stop/Yield	829	72,270	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
364	Q1	USH 63 (Gaylord Nelson Hwy) and CTH Q	Traditional	Thru-Stop/Yield	5,849	1,144,250	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
365	Q2	CTH Q and 265th St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
366	Q3	CTH Q and 270th St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	1	0	$180,000
367	Q4	CTH Q and 230th Ave	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
368	Q5	CTH Q and 280th St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
369	Q6	CTH Q and 220th Ave (280th St)	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
370	Q7	CTH Q and 290th St	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
371	Q8	CTH Q and 310th St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
372	Q9	CTH Q and 320th St	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
373	S1	USH 63 and CTH S (180th Ave)	Traditional	Thru-Stop/Yield	4,449	640,700	40	None	None	>5 Miles	X	TR	TR	0	0	0	0	0	$0
374	S2	CTH S and 215th St	Traditional	Thru-Stop/Yield	298	19,701	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
375	S3	CTH S and 220th St	Traditional	Thru-Stop/Yield	248	19,701	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
376	S4	CTH S and 235th St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
377	S5	CTH S and 240th St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
378	S6	CTH S and 246th St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
379	S7	CTH S and 250th St	Traditional	Thru-Stop/Yield	248	19,701	30	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
380	S8	CTH S and 257th St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
381	S9	CTH S and 260th St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
382	S10	CTH S and 260th St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
383	S11	CTH S and 280th St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
384	S12	CTH S and 290th St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000

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385	S13	CTH S and 295th St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
386	S14	STH 128 and CTH S (180th Ave)	Traditional	Thru-Stop/Yield	1,149	149,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
387	SS1	STH 65 and CTH SS (Chapman Dr)	Traditional	Thru-Stop/Yield	4,299	835,800	0	None	None	<5 Miles	X	TB	TR	0	0	0	0	0	$0
388	SS2	CTH SS (Chapman Dr) and Chapman Dr	Traditional	Thru-Stop/Yield	298	19,701	15	None	None	<5 Miles	X	T	T	0	0	0	0	3	$54,000
389	SS3	CTH SS and Goodview Rd	Traditional	Thru-Stop/Yield	348	29,651	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
390	SS4	CTH SS and Vorwald St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
391	SS5	CTH SS and Town Hall Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
392	SS6	CTH SS and Coulee Trail	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
393	SS7	CTH SS and Tower Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
394	T_Hud4	CTH A and Sherman Rd	Traditional	Thru-Stop/Yield	5,250	9,430,000	0	Present	Present	<5 Miles	X	TT	TR	0	0	0	0	1	$18,000
395	T_Hud5	CTH A and Daily Rd	Traditional	Thru-Stop/Yield	3,415	1,953,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
396	T_Hud7	CTH A and Benjamin Ln	Traditional	Thru-Stop/Yield	3,149	306,900	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
397	T_Hud8	CTH A and Schommer Dr	Traditional	Thru-Stop/Yield	3,499	341,550	0	Present	None	<5 Miles	X	T	T	0	0	0	0	0	$0
398	T_Hud9	CTH A and Waxon Ln	Traditional	Thru-Stop/Yield	3,849	376,200	0	Present	None	<5 Miles	X	T	TR	0	0	0	0	1	$18,000
399	T_Hud17	Baer Dr and Willow Ridge 1	Traditional	Thru-Stop/Yield	2,349	227,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
400	T_Hud18	Baer Dr and Willow Ridge Rd	Traditional	Thru-Stop/Yield	2,349	227,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
401	T_Hud19	Baer Dr and Ridge Pass	Traditional	Thru-Stop/Yield	2,349	227,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
402	T_Hud20	Baer Dr and Wert Rd	Traditional	Thru-Stop/Yield	2,349	227,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	6	$108,000
403	T_Hud21	Baer Dr and Sherman Rd	Traditional	All-Way Stop	2,399	227,700	20	None	Present	<5 Miles	X	T	T	0	0	0	0	2	$36,000
404	T_Hud25	Trout Brook Rd and Hatchery Rd	Traditional	Thru-Stop/Yield	1,069	285,065	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
405	T_Hud26	Trout Brook Rd and Brookwood Dr	Traditional	Thru-Stop/Yield	969	91,080	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
406	T_Hud27	Trout Brook Rd and Priester Ln	Traditional	Thru-Stop/Yield	969	91,080	20	None	None	<5 Miles	X	T	T	0	0	1	0	0	$380,000
407	T_Hud28	Trout Brook Rd and Nord Ln	Traditional	Thru-Stop/Yield	969	91,080	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
408	T_Hud29	Trout Brook Rd and Golden Oaks Dr(Deer Run Rd)	Traditional	Thru-Stop/Yield	1,019	91,080	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
409	T_Hud30	Trout Brook Rd (Rustic Rd 13) and Trout Brook Trail	Traditional	Thru-Stop/Yield	969	91,080	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
410	T_Hud31	River Rd and Trout Brook Rd	Traditional	Thru-Stop/Yield	2,059	789,725	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
411	T_Hud32	McCutcheon Rd and Daily Rd	Traditional	Thru-Stop/Yield	1,664	850,185	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
412	T_Hud33	McCutcheon Rd and Parkview Ln	Traditional	Thru-Stop/Yield	2,649	257,400	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
413	T_Hud34	McCutcheon Rd and Private Rd	Traditional	Thru-Stop/Yield	2,649	257,400	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
414	T_Hud35	McCutcheon Rd and McDonald Ln	Traditional	Thru-Stop/Yield	2,649	257,400	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
415	T_Hud36	McCutcheon Rd and Spurline Cir (Fern Rd)	Traditional	Thru-Stop/Yield	2,699	257,400	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
416	T_Hud37	McCutcheon Rd and Spurline Cir	Traditional	Thru-Stop/Yield	2,649	257,400	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
417	T_Hud39	McCutcheon Rd and Scott Rd	Traditional	Thru-Stop/Yield	2,649	257,400	0	None	None	<5 Miles	X	T	T	0	0	0	0	3	$54,000
418	T_Hud40	McCutcheon Rd and Bakken Rd	Traditional	Thru-Stop/Yield	2,649	257,400	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
419	T_Hud41	McCutcheon Rd and Florence Ln	Traditional	Thru-Stop/Yield	2,649	257,400	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
420	T_Hud42	McCutcheon Rd and Fraser Ln	Traditional	Thru-Stop/Yield	2,649	257,400	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
421	T_Hud43	McCutcheon Rd and La Barge Rd	Traditional	Thru-Stop/Yield	2,699	257,400	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
422	T_Hud44	McCutcheon Rd and Tanney Ln	Traditional	Thru-Stop/Yield	2,649	257,400	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
423	T_Hud45	McCutcheon Rd and Sadies Ln	Traditional	Thru-Stop/Yield	2,649	257,400	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
424	T_Hud47	McCutcheon Rd (100th Ave) and Alexander Rd	Traditional	All-Way Stop	1,448	133,601	30	None	None	<5 Miles	X	T	T	0	0	1	0	2	$416,000
425	T_Hud48	USH 12 (Iron Brigade Mem Hwy) and Alexander Rd	Traditional	Thru-Stop/Yield	2,398	958,800	60	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
426	T_Hud49	Alexander Rd and Hillside Trail	Traditional	Thru-Stop/Yield	198	9,801	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
427	T_Hud50	Alexander Rd and Crane Hill Trl	Traditional	Thru-Stop/Yield	148	9,801	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
428	T_Hud55	Badlands Rd and Crimson Valley Rd	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	T	T	0	0	1	0	2	$416,000
429	T_Hud56	Badlands Rd and Dakota Ridge	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
430	T_Hud57	Badlands Rd and Bradley Dr	Traditional	Thru-Stop/Yield	1,349	128,700	15	None	None	<5 Miles	X	T	T	0	0	0	1	1	$198,000
431	T_Hud58	Badlands Rd and Kinney Rd	Traditional	Thru-Stop/Yield	1,399	128,700	0	None	None	<5 Miles	X	T	T	0	0	0	1	5	$270,000
432	T_Hud59	Badlands Rd and Notting Hill Ct	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
433	T_Hud60	Badlands Rd (80th Ave) and Red Oak Dr	Traditional	Thru-Stop/Yield	148	9,801	15	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
434	T_Hud61	80th Ave and Polen Dr	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
435	T_Hud62	80th Ave and Hidden Lake Rd	Traditional	Thru-Stop/Yield	1,399	128,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
436	T_Rich1	140th St and 157th Ave	Traditional	Thru-Stop/Yield	148	9,801	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
437	T_Rich2	140th St and 160th Ave	Traditional	Thru-Stop/Yield	148	9,801	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
438	T_STJ1	CTH V and River Rd	Traditional	Thru-Stop/Yield	3,600	4,860,000	0	None	None	<5 Miles	X	TR	TT	0	0	0	0	0	$0
439	T_STJ2	River Rd and 30th St	Traditional	Thru-Stop/Yield	1,849	178,200	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
440	T_STJ3	River Rd and Borken Arrow Rd	Traditional	Thru-Stop/Yield	1,849	178,200	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
441	T_STJ4	River Rd and McKinley Dr	Traditional	Thru-Stop/Yield	1,849	178,200	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
442	T_STJ5	River Rd and 37th St	Traditional	Thru-Stop/Yield	1,849	178,200	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
443	T_STJ6	River Rd and 42nd St	Traditional	Thru-Stop/Yield	1,349	128,700	0	Present	None	<5 Miles	X	T	T	0	0	1	0	0	$380,000
444	T_STJ7	River Rd and Nelson Farm Rd	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
445	T_STJ8	River Rd and Rolling Hills Trail	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	T	T	0	0	1	0	3	$434,000
446	T_STJ9	River Rd and Sundance Pass	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
447	T_STJ10	River Rd and 56th St	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
448	T_Troy1	Mann Valley Dr and Carlson Ln	Traditional	Thru-Stop/Yield	829	72,270	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
449	T_Troy2	Mann Valley Dr and Townsvalley Rd	Traditional	Thru-Stop/Yield	844	78,705	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
450	T_Troy3	Mann Valley Dr and Glendale Dr	Traditional	Thru-Stop/Yield	909	85,140	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
451	T_Troy4	Mann Valley Dr and Bjerstedt Ln	Traditional	Thru-Stop/Yield	909	85,140	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
452	T_Troy5	CTH U (Powell Ave/Mann Ln) and CTH MM (Mann Valley Dr)	Traditional	Thru-Stop/Yield	579	128,140	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
453	T_Troy7	Powell Ave and S Glover Rd	Traditional	Thru-Stop/Yield	148	9,801	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
454	T_Troy8	Powell Ave and CTH U (Radio Rd)	Traditional	Thru-Stop/Yield	2,549	2,969,100	0	None	None	<5 Miles	X	LT	TR	0	0	0	1	2	$216,000
455	T_Troy9	Powell Ave and Pine Ridge Terrace	Traditional	Thru-Stop/Yield	3,249	316,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
456	T_Troy10	Powell Ave and Sunview Dr	Traditional	Thru-Stop/Yield	3,249	316,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
457	T_Troy16	CTH FF and Nordic Ln	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
458	T_Troy17	CTH FF and Autumn Blaze Trail	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	T	T	0	0	0	1	0	$180,000
459	T_Troy18	CTH FF and Red Brick Rd	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
460	T_Troy19	CTH FF (Coulee Trail) and Virgil Rd	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
461	T_Troy20	CTH FF (Coulee Trail) and Jordyn Ln	Traditional	Thru-Stop/Yield	1,399	128,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
462	T_Troy21	CTH FF (Coulee Trail) and N Glover Rd	Traditional	Thru-Stop/Yield	749	69,251	0	None	None	<5 Miles	X	T	T	0	0	1	0	1	$398,000
463	T_Troy22	N Glover Rd and Little Orchard Rd	Traditional	Thru-Stop/Yield	148	9,801	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
464	T_Troy23	N Glover Rd and Briana Ln	Traditional	Thru-Stop/Yield	148	9,801	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
465	T_Troy24	N Glover Rd and Cody Rd	Traditional	Thru-Stop/Yield	148	9,801	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
466	T_Troy25	N Glover Rd and Glen Ridge Rd	Traditional	Thru-Stop/Yield	148	9,801	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
467	T_Troy26	N Glover Rd and Omaha Rd	Traditional	Thru-Stop/Yield	148	9,801	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
468	T_Troy27	N Glover Rd and Southern Pacific Rd	Traditional	Thru-Stop/Yield	148	9,801	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
469	T_Troy28	Glover Rd and S Glover Rd	Traditional	All-Way Stop	148	9,801	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
470	T_Troy29	Glover Rd and Ruthie Ln	Traditional	Thru-Stop/Yield	148	9,801	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
471	T_Troy30	CTH FF and Tower Rd	Traditional	Thru-Stop/Yield	2,849	277,200	60	Present	None	<5 Miles	X	T	T	1	0	0	1	0	$16,080,000
472	T_War1	80th Ave and 96th St	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
473	T_War2	80th Ave and 99th St	Traditional	Thru-Stop/Yield	1,349	128,700	30	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
474	T_War3	80th Ave and 103rd St	Traditional	Thru-Stop/Yield	1,349	128,700	0	Present	None	<5 Miles	X	T	T	0	0	0	0	0	$0
475	T_War4	80th Ave and 106th St	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
476	T_War5	80th Ave and 107th St	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
477	T_War6	80th Ave and 110th St	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
478	T_War7	80th Ave and 112th St	Traditional	Thru-Stop/Yield	1,349	128,700	10	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
479	T1	CTH T and 8th Ave	Traditional	Thru-Stop/Yield	1,449	138,600	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
480	T2	CTH T and 18th Ave (Evergreen Dr)	Traditional	Thru-Stop/Yield	1,499	138,600	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0

SAFETY ACTION PLAN

Saint Croix County
Rural Intersection Data List

Legend
List No. - Number corresponds to the order in the Intersection Data List.
Intersection ID - Unique ID given to each intersection.

List No.	Intersection ID	Intersection Description	Intersection Design	Traffic Control	Total Entering AADT [vpd]	Volume Cross Product [vpd^2]	Alignment Skew [Degrees]	Adjacent Development	Adjacent Railroad Crossing	Previous STOP	Leg Configuration	Primary Major Approach Lane Configuration	Secondary Major Approach Lane Configuration	K	A	B	C	PDO	Crash Cost
481	T3	CTH T and 22nd Ave	Traditional	Thru-Stop/Yield	1,449	138,600	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
482	T4	CTH T and 30th Ave	Traditional	Thru-Stop/Yield	1,499	138,600	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
483	T5	CTH T and 32nd Ave	Traditional	Thru-Stop/Yield	1,499	138,600	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
484	T6	CTH T and CTH Z (50th Ave)	Traditional	Thru-Stop/Yield	1,884	630,025	0	None	None	<5 Miles	X	T	T	0	0	2	0	2	$796,000
485	T7	CTH T and IH-94 EB Ramps	Traditional	All-Way Yield	3,980	3,220,500	40	None	None	>5 Miles	X	T	T	0	0	0	0	2	$36,000
486	T10	CTH T and IH-94 WB Ramps	Traditional	All-Way Yield	5,300	4,620,000	55	Present	None	<5 Miles	X	T	T	0	0	0	0	0	$0
487	T11	CTH T and 90th Ave	Traditional	Thru-Stop/Yield	2,699	257,400	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
488	T12	CTH T and 96th Ave	Traditional	Thru-Stop/Yield	2,649	257,400	0	None	None	<5 Miles	X	T	TR	0	0	0	0	1	$18,000
489	T13	CTH T (CTH E) and 110th Ave	Traditional	Thru-Stop/Yield	2,099	198,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
490	T14	CTH T (CTH E) and 117th Ave	Traditional	Thru-Stop/Yield	2,049	198,000	0	None	None	<5 Miles	X	T	TR	0	0	0	0	1	$18,000
491	T15	CTH T and 130th Ave	Traditional	Thru-Stop/Yield	1,699	158,400	0	None	None	<5 Miles	X	T	T	0	0	1	0	2	$416,000
492	T16	CTH T and 140th Ave	Traditional	Thru-Stop/Yield	1,699	158,400	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
493	T17	CTH T and 160th Ave	Traditional	Thru-Stop/Yield	1,699	158,400	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
494	T18	CTH T and 170th Ave	Traditional	Thru-Stop/Yield	198	9,801	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
495	T19	CTH T and 200th Ave	Traditional	Thru-Stop/Yield	1,799	168,300	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
496	T20	CTH T and 210th Ave	Traditional	Thru-Stop/Yield	1,799	168,300	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
497	T21	CTH T and 220th Ave	Traditional	Thru-Stop/Yield	1,799	168,300	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
498	TT4	CTH TT (E Graham St) and 130th St	Traditional	Thru-Stop/Yield	2,099	198,000	0	None	None	<5 Miles	X	T	T	0	1	1	2	5	$2,530,000
499	TT5	CTH TT and 140th St	Traditional	Thru-Stop/Yield	2,099	198,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
500	TT6	CTH TT and 150th St	Traditional	Thru-Stop/Yield	198	9,801	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
501	TT7	CTH TT and 154th St	Traditional	Thru-Stop/Yield	2,049	198,000	0	None	None	<5 Miles	X	TR	T	0	0	0	0	1	$18,000
502	TT8	CTH TT and 160th St	Traditional	Thru-Stop/Yield	2,099	198,000	0	None	None	<5 Miles	X	T	T	0	0	0	1	2	$216,000
503	TT9	CTH TT and 170th St	Traditional	Thru-Stop/Yield	2,099	198,000	0	None	Present	<5 Miles	X	T	T	0	0	1	1	2	$596,000
504	U1	Radio Rd and Paulson Rd	Roundabout	All-Way Yield	1,849	178,200	35	None	None	<5 Miles	X	TT	TT	0	0	0	0	3	$54,000
505	U2	CTH U (Huppert St) and Chapman Dr	Traditional	Thru-Stop/Yield	1,098	141,476	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
506	U3	CTH U and Glover Rd	Traditional	Thru-Stop/Yield	248	19,701	15	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
507	U4	CTH U and Coulee Trail	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
508	U5	CTH U and Tower Rd	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
509	V2	CTH V and Appalousa Trail	Traditional	Thru-Stop/Yield	3,249	316,800	60	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
510	V3	CTH V and Appalousa Ct	Traditional	Thru-Stop/Yield	2,249	217,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
511	V4	CTH V and 122nd Ave	Traditional	Thru-Stop/Yield	2,249	217,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
512	V5	CTH V and White Eagle Trail	Traditional	Thru-Stop/Yield	2,249	217,800	10	None	None	<5 Miles	X	T	TT	0	0	0	0	1	$18,000
513	V6	CTH V and White Eagle Trail	Traditional	Thru-Stop/Yield	2,249	217,800	0	Present	None	<5 Miles	X	TR	TT	0	0	0	0	0	$0
514	V7	CTH V and 130th Ave	Traditional	Thru-Stop/Yield	2,249	217,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
515	V8	CTH V and White Eagle Rd	Traditional	Thru-Stop/Yield	2,249	217,800	0	None	None	<5 Miles	X	T	TT	0	0	0	0	1	$18,000
516	V9	CTH V and 139th Ave	Traditional	Thru-Stop/Yield	1,549	148,500	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
517	V10	CTH V and Arbor Hills Dr	Traditional	Thru-Stop/Yield	1,599	148,500	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
518	V11	CTH V and 144th Ave	Traditional	Thru-Stop/Yield	1,599	148,500	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
519	V12	CTH V and 145th Ave	Traditional	Thru-Stop/Yield	1,549	148,500	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
520	V13	CTH V and 150th Ave (White Tail Dr)	Traditional	Thru-Stop/Yield	1,599	148,500	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
521	V14	CTH V and 153rd Ave	Traditional	Thru-Stop/Yield	1,549	148,500	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
522	V15	CTH V and 32nd St	Traditional	Thru-Stop/Yield	1,549	148,500	0	Present	None	<5 Miles	X	TT	TR	0	0	0	0	0	$0
523	V16	CTH V and STH 35/64 NB Ramps	Traditional	Thru-Stop/Yield	2,285	1,177,500	10	None	None	<5 Miles	X	LT	TR	0	0	0	0	0	$0
524	V17	CTH V (Scout Camp Rd) and STH 35/64 SB Ramps	Traditional	Thru-Stop/Yield	2,095	892,500	10	None	None	<5 Miles	X	TR	LT	0	0	0	0	0	$0
525	VV1	CTH VV (64B) and STH 35/64 EB Ramps	Traditional	Thru-Stop/Yield	6,655	9,188,500	0	None	None	<5 Miles	X	TR	LT	0	0	0	0	1	$18,000
526	VV2	CTH VV (64B) and STH 35/64 WB Ramps	Traditional	Thru-Stop/Yield	6,285	7,449,500	20	None	None	<5 Miles	X	LT	TR	0	0	0	0	0	$0
527	VV3	CTH VV (64B) and 172nd Ave	Traditional	Thru-Stop/Yield	4,799	465,300	0	None	None	<5 Miles	X	TR	TR	0	0	0	0	3	$54,000
528	VV4	CTH VV (64B) and 50th St (Bright Lake Rd)	Traditional	Thru-Stop/Yield	4,749	465,300	10	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
529	VV5	CTH VV (64B) and 50th St (Bright Lake Rd)	Traditional	Thru-Stop/Yield	4,749	465,300	40	None	None	<5 Miles	X	T	T	0	0	0	0	3	$54,000
530	VV6	CTH VV (64B) and Meadow Ln (180th Ave)	Traditional	Thru-Stop/Yield	4,799	465,300	10	Present	None	<5 Miles	X	TR	T	0	0	0	0	2	$36,000
531	VV7	CTH VV (Main St) and Plourde Dr	Traditional	Thru-Stop/Yield	4,749	465,300	0	None	None	<5 Miles	X	T	TR	0	0	0	0	0	$0
532	W1	CTH W and 150th St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
533	W2	CTH W and Service Rd 255ft east of CTH W & 150th St T-intersection	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
534	W3	CTH W and 18th Ave (Evergreen Dr)	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
535	W4	CTH W and 25th Ave (Oak Dr)	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
536	W5	CTH W and 30th Ave	Traditional	Thru-Stop/Yield	248	19,701	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
537	W6	CTH W and 45th St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
538	W7	USH 12 (Iron Brigade Mem Hwy) and CTH W (Wilson St S)	Traditional	Thru-Stop/Yield	1,449	193,700	40	Present	Present	>5 Miles	X	T	TR	0	0	0	0	0	$0
539	W10	CTH W (Main St/Dahlberg St) and Johnson St	Traditional	Thru-Stop/Yield	298	19,701	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
540	W11	CTH W and 70th Ave	Traditional	Thru-Stop/Yield	248	19,701	50	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
541	W12	CTH W and 75th Ave	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
542	W13	CTH W and 80th Ave	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
543	W14	CTH W and Rustic Rd 4	Traditional	Thru-Stop/Yield	248	19,701	50	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
544	W15	CTH W and 100th Ave	Traditional	Thru-Stop/Yield	248	19,701	30	None	None	<5 Miles	X	T	T	0	0	1	0	1	$398,000
545	X8	CTH X and N Boundary Rd	Traditional	Thru-Stop/Yield	299	24,750	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
546	X9	CTH X and 150th Ave	Traditional	Thru-Stop/Yield	299	24,750	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
547	X10	CTH X and 158th Ave	Traditional	Thru-Stop/Yield	299	24,750	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
548	X11	CTH X and 315th St	Traditional	Thru-Stop/Yield	299	24,750	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
549	X12	CTH X and 160th Ave	Traditional	Thru-Stop/Yield	299	24,750	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
550	X13	CTH X and 320th St (Sandy Creek Rd)	Traditional	Thru-Stop/Yield	349	24,750	20	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
551	X14	CTH X and 165th Ave	Traditional	Thru-Stop/Yield	299	24,750	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
552	X15	CTH X and 170th St	Traditional	Thru-Stop/Yield	299	24,750	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
553	X16	CTH X and 175th St	Traditional	Thru-Stop/Yield	299	24,750	60	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
554	Y1	CTH Y and CTH YY	Traditional	Thru-Stop/Yield	259	23,880	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
555	Y2	CTH Y and 8th Ave W	Traditional	Thru-Stop/Yield	248	19,701	20	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
556	Y3	CTH Y and 10th Ave	Traditional	Thru-Stop/Yield	248	19,701	20	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
557	Y4	CTH Y and CTH Y 218ft SW of CTH Y & 18th Ave (Evergreen Dr)	Traditional	Thru-Stop/Yield	248	19,701	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
558	Y5	CTH Y and 18th Ave (Evergreen Dr)	Traditional	Thru-Stop/Yield	248	19,701	20	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
559	Y6	CTH Y and 18th Ave	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
560	Y7	CTH Y and Service Rd 331ft NE of CTH Y & 18th Ave	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
561	Y8	CTH Y and 30th Ave	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
562	Y9	CTH Y and Beacon Hill Trail	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
563	YY1	CTH Y and 191st St (3rd Ave)	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
564	YY2	CTH Y and 192nd St	Traditional	Thru-Stop/Yield	248	19,701	25	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
565	YY3	CTH Y and 4th Ave	Traditional	Thru-Stop/Yield	248	19,701	0	Present	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
566	YY4	CTH Y and 4th Ave (195th St)	Traditional	Thru-Stop/Yield	248	19,701	70	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
567	YY5	CTH Y and Service Rd 178ft NE of CTH Y & 4th Ave (195th St)	Traditional	Thru-Stop/Yield	248	19,701	20	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
568	YY6	USH 63 and CTH YY (5th Ave)	Traditional	Thru-Stop/Yield	3,759	399,675	0	None	None	<5 Miles	X	T	TR	0	0	0	0	0	$0
569	Z1	CTH Z and 165th St	Traditional	Thru-Stop/Yield	819	76,230	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
570	Z2	CTH Z and 171st St	Traditional	Thru-Stop/Yield	819	76,230	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
571	C3	CTH C and 182nd Ave	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	TB	TR	0	0	0	0	1	$18,000
572	C4	CTH C and 190th Ave	Traditional	Thru-Stop/Yield	1,349	128,700	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
573	C5	CTH C and Sicard Ln	Traditional	Thru-Stop/Yield	1,349	128,700	10	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
574	C6	CTH C and Riverview Ln (Sicard Ln)	Traditional	Thru-Stop/Yield	1,399	128,700	25	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
575	C7	CTH C and 90th St	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	TB	TR	0	0	0	0	1	$18,000
576	C8	CTH C and 93rd St	Traditional	Thru-Stop/Yield	1,349	128,700	35	None	None	<5 Miles	X	TR	T	0	0	0	0	1	$18,000

SAFETY ACTION PLAN

Saint Croix County
Rural Intersection Data List

Legend
List No. - Number corresponds to the order in the Intersection Data List.
Intersection ID - Unique ID given to each intersection.

List No.	Intersection ID	Intersection Description	Intersection Design	Traffic Control	Total Entering AADT [vpd]	Volume Cross Product [vpd^2]	Alignment Skew [Degrees]	Adjacent Development	Adjacent Railroad Crossing	Previous STOP	Leg Configuration	Primary Major Approach Lane Configuration	Secondary Major Approach Lane Configuration	K	A	B	C	PDO	Crash Cost
577	C9	CTH C and 95th St	Traditional	Thru-Stop/Yield	1,349	128,700	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
578	C10	CTH C and Nighthawk Dr	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	T	T	0	0	1	0	1	$398,000
579	C11	CTH C and 100th St	Traditional	Thru-Stop/Yield	1,349	128,700	20	None	None	<5 Miles	X	T	T	0	0	0	0	3	$54,000
580	C12	CTH C and Cook Dr	Traditional	Thru-Stop/Yield	1,349	128,700	0	Present	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
581	C13	CTH C and Cook Dr	Traditional	Thru-Stop/Yield	1,349	128,700	0	Present	None	<5 Miles	X	T	T	0	0	0	0	0	$0
582	C17	CTH C and 118th St	Traditional	Thru-Stop/Yield	1,349	128,700	15	None	None	<5 Miles	X	T	T	0	0	0	0	3	$54,000
583	GG3	CTH GG (E 11th St) and Shamrock Ln	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
584	GG4	CTH GG (E 11th St) and 150th St	Traditional	Thru-Stop/Yield	248	19,701	25	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
585	GG5	CTH GG (E 11th St) and 156th St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
586	GG6	CTH GG (E 11th St) and 160th St	Traditional	Thru-Stop/Yield	248	19,701	10	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
587	GG7	CTH GG (E 11th St) and 165th Ave	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
588	GG8	CTH GG (E 11th St) and 162nd Ave	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
589	GG9	CTH GG (E 11th St) and 160th Ave	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
590	C_Rich50	Business 64 (110th St) and STH 64 WB Ramps	Traditional	Thru-Stop/Yield	5,109	5,634,195	15	None	None	<5 Miles	X	LT	TR	0	0	0	0	1	$18,000
591	C_Rich51	Business 64 and STH 64 EB Ramps	Traditional	Thru-Stop/Yield	8,560	11,454,000	45	None	None	<5 Miles	X	TR	LT	0	0	1	0	1	$398,000
592	C_Rich52	Business 64 and 178th Ave	Traditional	Thru-Stop/Yield	6,949	683,100	0	None	None	<5 Miles	X	TR	TT	0	0	1	2	1	$758,000
593	C18	CTH C and Stardusk Dr	Traditional	Thru-Stop/Yield	2,149	207,900	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
594	C19	CTH C and Service Rd 70ft south of CTH C & 214th Ave	Traditional	Thru-Stop/Yield	2,149	207,900	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
595	C20	CTH C and 214th Ave	Traditional	Thru-Stop/Yield	2,149	207,900	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
596	C21	CTH C and 217th Ave	Traditional	Thru-Stop/Yield	2,149	207,900	0	None	None	<5 Miles	X	T	TR	0	0	0	0	0	$0
597	C22	CTH C and 220th Ave	Traditional	Thru-Stop/Yield	2,199	207,900	0	None	None	<5 Miles	X	T	T	0	0	0	0	3	$54,000
598	T_STJ11	River Rd and River Rd	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
599	A28	CTH A and 100th St	Traditional	Thru-Stop/Yield	5,749	564,300	25	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
600	A29	CTH A and Mackin Rd	Traditional	Thru-Stop/Yield	4,399	425,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
601	A32	CTH A and Willow River State Park Rd	Traditional	Thru-Stop/Yield	10,149	999,900	10	None	None	<5 Miles	X	T	TR	0	0	0	0	0	$0
602	F18	CTH F (Okeefe St) and Service Rd 1200ft south of CTH F & Coulee Rd	Traditional	Thru-Stop/Yield	6,599	643,500	0	Present	None	<5 Miles	X	LTR	TT	0	0	0	0	0	$0
603	T_Troy44	Glover Rd and Moelter Ln	Traditional	Thru-Stop/Yield	148	9,801	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
604	T_Troy46	Glover Rd and Private Rd	Traditional	Thru-Stop/Yield	148	9,801	0	Present	None	<5 Miles	X	T	T	0	0	0	0	0	$0
605	T_Troy45	Glover Rd and Troy Commerce Rd	Traditional	Thru-Stop/Yield	148	9,801	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
606	VV13	CTH VV (64B) and 42nd St	Traditional	Thru-Stop/Yield	4,749	465,300	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
607	T_Troy43	CTH FF and Service Rd 1000ft SE of Coulee Rd & Tower Rd	Traditional	Thru-Stop/Yield	2,099	202,950	0	Present	None	<5 Miles	X	T	T	0	0	0	0	0	$0
608	G29	CTH G and Service Road 1150ft west of CTH G & 120th St	Traditional	Thru-Stop/Yield	3,149	306,900	0	Present	None	<5 Miles	X	T	T	0	0	0	0	0	$0
609	G30	CTH G and Service Road 1050ft west of CTH G & 120th St	Traditional	Thru-Stop/Yield	3,149	306,900	30	Present	None	<5 Miles	X	T	T	0	0	0	0	0	$0
610	G31	CTH G and Service Road 60ft west of CTH G & 120th St	Traditional	Thru-Stop/Yield	3,149	306,900	0	Present	None	<5 Miles	X	T	T	0	0	0	0	0	$0
611	G32	CTH G and Frontage Rd	Traditional	Thru-Stop/Yield	2,949	287,100	0	Present	None	<5 Miles	X	T	T	0	0	0	0	0	$0
612	E57	CTH E and Unnamed Rd	Traditional	Thru-Stop/Yield	1,349	128,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
613	TT13	CTH TT (Broadway St) and Service Rd 1166ft west of CTH TT (Broadway St) & Heritage Ln	Traditional	Thru-Stop/Yield	2,049	198,000	0	Present	None	<5 Miles	X	TB	TR	0	0	0	0	0	$0
614	N3	CTH N and Griffen Ln	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	TR	0	0	0	0	0	$0
615	N47	CTH N and Magoo Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	TR	0	0	0	0	0	$0
616	J28	CTH J and CTH W	Traditional	Thru-Stop/Yield	669	113,430	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
617	T24	CTH T and 60th Ave	Traditional	Thru-Stop/Yield	4,299	415,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
618	O9	CTH O and 183rd Ave	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
619	BB16	CTH BB (Baldwin Rd) and Wood Dr	Traditional	Uncontrolled	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
620	D25	USH 12 (Iron Brigade Mem Hwy) and CTH D (CTH B/Lockwood St)	Traditional	Thru-Stop/Yield	4,500	4,760,000	50	Present	None	>5 Miles	X	T	TR	0	0	0	0	0	$0
621	D24	CTH D and 260th St	Traditional	Thru-Stop/Yield	1,249	118,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
622	X17	CTH X (3rd St) and Service Rd 115ft SW of CTH X & N Boundary Rd	Traditional	Thru-Stop/Yield	299	24,750	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
623	J29	CTH J and 60th Ave	Traditional	Thru-Stop/Yield	524	47,025	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
624	NN10	CTH NN and Dugan Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0

APPENDIX E-4

Systemic Analysis - Priority Lists

SAFETY ACTION PLAN

Saint Croix County
Rural Segment Prioritization List

Legend
List No. - Number corresponds to the order in the Segment Data List.
Pri. No. - Number corresponds to the order in the Segment Priority List.
Segemnt ID - Unique ID given to each segment.

List No.	Pri. No.	Segment ID	Route Name	Start Description	End Description	Length [miles]	Edge Risk	Critical Radius Curve Density	AADT Single Vehicle	AADT Multi-Vehicle	Access Density	Lane Departure Crash Density	Total Stars
7	1	T_Hud3	Trout Brook Rd	11th St	River Rd	3.05	★	★	★		★	★	★★★★★
2	2	T_Troy1	CTH MM	Glenmont Rd	200ft West of N Main St	6.04		★	★		★	★	★★★★
12	3	T_STJ1	River Rd	CTH V	CTH I	3.84	★		★	★		★	★★★★
16	4	N1	CTH N	Gilbert Rd	CTH J	18.12			★	★	★	★	★★★★
28	5	D1	CTH D	STH 64	S Main St	15.69			★	★	★	★	★★★★
32	6	V1	CTH V	Appalousa Trail	500ft East of 30th St	7.33	★			★	★	★	★★★★
34	7	A2	CTH A	CTH E	STH 64B (W 4th St)	10.24		★		★	★	★	★★★★
36	8	H1	CTH H	STH 35	Main St	12.80		★	★		★	★	★★★★
40	9	C1	CTH C	STH 64B	CTH H	11.16		★	★	★		★	★★★★
43	10	K1	CTH K	140th St	CTH T	4.79	★		★	★	★		★★★★
1	11	F1	CTH F	CTH M	CTH FF (Coulee Trail)	5.52	★			★		★	★★★
6	12	T_Hud2	11th St	Saint Croix St	CTH A	2.45		★		★		★	★★★
10	13	T_Hud6	Alexander Rd	USH 12	McCutcheon Rd	1.18	★	★			★		★★★
11	14	A1	CTH A	USH 12	CTH E	4.65		★		★		★	★★★
13	15	T_Troy2	CTH FF	CTH F	STH 35	5.69				★	★	★	★★★
17	16	M1	CTH M	Meadows Drive	CTH Y	9.69			★		★	★	★★★
22	17	T1	CTH T	CTH M	2800ft South of CTH J (Guy Metals Dr)	9.63				★	★	★	★★★
23	18	J2	CTH J	CTH T	10th Ave	3.03			★	★		★	★★★
27	19	B1	CTH B	890th Ave	IH 94	5.28			★	★		★	★★★
30	20	I1	CTH I	CTH A	Main St	8.94		★		★		★	★★★
31	21	I2	CTH I	Main St	Polk St Croix	16.09	★		★		★		★★★
37	22	M2	CTH M	Main St	Polk St Croix Rd	1.69		★		★		★	★★★
38	23	CC1	CTH CC	CTH C	CTH H	2.30	★	★				★	★★★
39	24	CC2	CTH CC	STH 64B	210th Ave	4.32				★	★	★	★★★
41	25	G1	CTH G	CTH A	CTH T	9.07				★	★	★	★★★
44	26	C_Rich6	STH 64B	2200 ft South of 185th Ave	CTH A	2.98				★	★	★	★★★
45	27	K2	CTH K	STH 64B	CTH KK	0.94		★		★		★	★★★
47	28	E3	CTH E	CTH T	CTH W	29.46			★	★	★		★★★
48	29	G2	CTH G	CTH T	CTH D	16.50			★	★	★		★★★
58	30	G4	CTH G	STH 128	STH 170	3.72			★	★		★	★★★
3	31	U1	Radio Road	CTH MM	Paulson Rd	1.28				★		★	★★
5	32	SS1	CTH SS	STH 65	CTH N	4.94		★			★		★★
9	33	T_Hud5	McCutcheon Rd	CTH A	100th Ave	2.25				★		★	★★
14	34	T_War1	8th Ave	80th Ave	STH 65	3.13		★				★	★★
15	35	TT1	CTH TT	STH 65	Davis St	6.11				★		★	★★
19	36	J1	CTH J	STH 65	CTH T	9.37					★	★	★★
26	37	BB1	CTH BB	890th Ave	E River St	7.93					★	★	★★
33	38	E1	CTH E	1000 ft West of Thenel Farm Trl	Bass Lake Rd	7.23				★		★	★★
35	39	E2	CTH E	CTH A	CTH T	18.52			★	★			★★
49	40	H2	CTH H	Hill Ave	USH 63	24.75			★	★			★★
50	41	S1	CTH S	USH 63	CTH O	2.34		★			★		★★
57	42	W2	CTH W	USH 12	1500ft West of Wilson St	14.42	★				★		★★
4	43	U2	CTH U	Chapman Drive	CTH N	3.82					★		★
8	44	T_Hud4	McCutcheon Rd	Daily Rd	CTH A	1.24						★	★
20	45	W1	CTH W	6,500 ft South of 150th St	35th Ave	4.50					★		★
29	46	NN1	CTH NN	3000ft South of 10th Ave	USH 12	10.39					★		★
42	47	GG1	CTH GG	CTH G	140th St	3.82		★					★
46	48	T2	CTH T	USH 12	CTH H	27.09				★			★
52	49	O1	CTH O	CTH G	STH 64	9.26					★		★

SAFETY ACTION PLAN

Saint Croix County
Rural Segment Prioritization List

Legend
List No. - Number corresponds to the order in the Segment Data List.
Pri. No. - Number corresponds to the order in the Segment Priority List.
Segemnt ID - Unique ID given to each segment.

List No.	Pri. No.	Segment ID	Route Name	Start Description	End Description	Length [miles]	Edge Risk	Critical Radius Curve Density	AADT Single Vehicle	AADT Multi-Vehicle	Access Density	Lane Departure Crash Density	Total Stars
54	50	G3	CTH G	CTH D	STH 128 (1st St)	4.41					★		★
55	51	Q1	CTH Q	USH 63	4 Co Line Rd (10th St)	12.71					★		★
56	52	P1	CTH P	STH 64	CTH P	10.09					★		★
59	53	X1	CTH X	1st St	2500 ft SW of 30th St	10.28					★		★
60	54	Y1	CTH Y	CTH YY	CTH N	8.17					★		★
18	55	JJ1	CTH JJ	CTH M	CTH J (35th Ave)	3.03							
21	56	Z1	CTH Z	CTH J	CTH T	2.48							
24	57	N2	CTH N	CTH J	50th St	28.56							
25	58	YY1	CTH YY	CTH M	USH 63	2.14							
51	59	S2	CTH S	CTH O	STH 128	11.90							
53	60	DD1	CTH DD	USH 63 (Gaylord Nelson Hwy)	STH 128	17.90							

Stars	Count	Percent
★★★★★★★★	0	0%
★★★★★★★	0	0%
★★★★★★	0	0%
★★★★★	1	2%
★★★★	9	15%
★★★	20	33%
★★	12	20%
★	12	20%
	6	10%
Total	60	100%

SAFETY ACTION PLAN

Saint Croix County
Rural Curve Prioritization List

Legend
List No. - Number corresponds to the order in the Curve Data List
Pri. No. - Number corresponds to the order in the Curve Priority List
Curve ID - Unique ID given to each curve.

List No.	Pri. No.	Curve ID	Route Name	Radius	AADT	Outside Shoulder Width	Total Cross Section Width	Adjacent Intersection	Visual Trap	Outside Edge Risk	Total Stars
284	1	T_Hud6-2	Alexander Rd	★	★	★	★	★		★	★★★★★★
6	2	X1-5	CTH X	★	★		★	★	★		★★★★★
226	3	T_Troy3-1	Tower Rd		★	★	★	★		★	★★★★★
265	4	T_Hud2-11	CTH A	★	★	★		★		★	★★★★★
266	5	T_Hud3-3	Trout Brook Rd	★		★	★	★		★	★★★★★
273	6	T_Hud3-10	Trout Brook Rd	★		★	★	★		★	★★★★★
283	7	T_Hud6-1	McCutcheon Rd		★	★	★	★		★	★★★★★
285	8	T_Hud6-3	Alexander Rd	★	★	★	★			★	★★★★★
288	9	T_Hud6-7	Alexander Rd		★	★	★	★		★	★★★★★
1	10	Q1-1	CTH Q		★		★	★	★		★★★★
4	11	X1-3	CTH X		★		★	★	★		★★★★
8	12	X1-7	CTH X	★	★		★	★			★★★★
10	13	X1-9	CTH X	★	★		★	★			★★★★
29	14	W2-2	CTH W		★	★	★			★	★★★★
49	15	H1-7	CTH H	★	★		★	★			★★★★
50	16	H1-8	CTH H	★	★		★	★			★★★★
59	17	H1-18	CTH H	★	★		★	★			★★★★
67	18	D1-4	CTH D	★			★	★	★		★★★★
84	19	CC1-2	CTH CC	★	★		★	★			★★★★
89	20	CC1-7	CTH H	★	★		★	★			★★★★
90	21	I2-2	CTH I	★	★	★	★				★★★★
107	22	GG1-3	CTH GG	★	★		★	★			★★★★
109	23	GG1-5	CTH GG	★	★		★	★			★★★★
110	24	C_Rich6-1	STH 64B	★		★		★		★	★★★★
124	25	E1-1	CTH E	★		★		★		★	★★★★
135	26	NN1-5	CTH NN	★	★		★	★			★★★★
142	27	BB1-2	CTH BB	★	★		★	★			★★★★
144	28	BB1-4	CTH BB	★	★		★	★			★★★★
148	29	Y1-2	CTH Y	★	★		★	★			★★★★
149	30	Y1-3	CTH Y		★		★	★	★		★★★★
152	31	Y1-6	CTH Y		★		★	★	★		★★★★
157	32	W1-2	CTH W	★	★	★				★	★★★★
165	33	M1-5	CTH M	★	★		★	★			★★★★
170	34	N2-13	CTH N	★	★		★	★			★★★★
190	35	J1-4	CTH J	★	★		★	★			★★★★
197	36	SS1-1	CTH SS	★	★		★	★			★★★★
199	37	SS1-3	CTH SS	★	★		★	★			★★★★
203	38	U2-3	CTH U	★	★		★	★			★★★★
215	39	N1-13	CTH N	★	★		★	★			★★★★
222	40	T_Troy2-6	CTH FF	★	★		★	★			★★★★
225	41	T_Troy2-9	CTH FF		★	★	★	★			★★★★
258	42	T_Troy1-7	CTH MM	★	★		★	★			★★★★
268	43	T_Hud3-5	Trout Brook Rd	★		★	★			★	★★★★
271	44	T_Hud3-8	Trout Brook Rd			★	★	★		★	★★★★
274	45	T_Hud3-11	Trout Brook Rd	★		★	★			★	★★★★
286	46	T_Hud6-4	Alexander Rd		★	★	★			★	★★★★
287	47	T_Hud6-6	Alexander Rd		★	★	★			★	★★★★
292	48	T_Troy1-6	CTH MM	★	★		★	★			★★★★

SAFETY ACTION PLAN

Saint Croix County
Rural Curve Prioritization List

Legend
List No. - Number corresponds to the order in the Curve Data List
Pri. No. - Number corresponds to the order in the Curve Priority List
Curve ID - Unique ID given to each curve.

List No.	Pri. No.	Curve ID	Route Name	Radius	AADT	Outside Shoulder Width	Total Cross Section Width	Adjacent Intersection	Visual Trap	Outside Edge Risk	Total Stars
294	49	W2-3	CTH W		★	★		★	★		★★★★
2	50	Q1-2	CTH Q		★		★	★			★★★
3	51	P1-2	CTH P	★	★		★				★★★
7	52	X1-6	CTH X	★	★		★				★★★
9	53	X1-8	CTH X	★	★		★				★★★
13	54	S1-1	CTH S		★		★	★			★★★
14	55	S1-2	CTH S	★	★		★				★★★
15	56	S1-3	CTH S	★	★		★				★★★
16	57	S2-1	CTH S	★	★		★				★★★
17	58	S2-2	CTH S		★		★	★			★★★
19	59	S2-4	CTH S	★	★		★				★★★
20	60	G3-2	CTH G	★	★		★				★★★
21	61	G3-3	CTH G		★		★	★			★★★
22	62	G3-4	CTH G		★		★	★			★★★
30	63	W2-4	CTH W		★		★	★			★★★
31	64	W2-5	CTH W		★		★	★			★★★
32	65	W2-6	CTH W		★		★	★			★★★
35	66	H2-2	CTH H	★			★	★			★★★
40	67	M2-1	CTH M	★			★	★			★★★
43	68	H1-1	CTH H		★		★	★			★★★
44	69	H1-2	CTH H		★		★	★			★★★
46	70	H1-4	CTH H		★		★	★			★★★
51	71	H1-9	CTH H	★	★		★				★★★
52	72	H1-10	CTH H	★	★		★				★★★
54	73	H1-12	CTH H	★	★		★				★★★
55	74	H1-13	CTH H	★	★		★				★★★
56	75	H1-14	CTH H	★	★		★				★★★
57	76	H1-15	CTH H		★		★	★			★★★
58	77	H1-17	CTH H		★	★	★				★★★
66	78	D1-3	CTH D	★			★	★			★★★
79	79	C1-12	CTH C	★			★	★			★★★
83	80	C1-17	CTH C	★			★	★			★★★
85	81	CC1-3	CTH CC	★	★		★				★★★
87	82	CC1-5	CTH CC	★	★		★				★★★
88	83	CC1-6	CTH CC	★	★		★				★★★
92	84	I2-4	CTH I	★	★		★				★★★
93	85	I2-5	CTH I	★	★		★				★★★
99	86	I2-12	CTH I	★			★	★			★★★
101	87	VV1-1	CTH VV	★			★	★			★★★
105	88	GG1-1	CTH GG		★		★	★			★★★
106	89	GG1-2	CTH GG	★	★		★				★★★
108	90	GG1-4	CTH GG	★	★		★				★★★
112	91	A2-1	CTH A	★			★	★			★★★
113	92	A2-2	CTH A	★			★	★			★★★
117	93	A2-10	CTH A	★			★	★			★★★
120	94	A2-14	CTH A	★			★	★			★★★
121	95	V1-1	CTH V	★			★	★			★★★
122	96	V1-2	CTH V	★			★	★			★★★

SAFETY ACTION PLAN

Saint Croix County
Rural Curve Prioritization List

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List No.	Pri. No.	Curve ID	Route Name	Radius	AADT	Outside Shoulder Width	Total Cross Section Width	Adjacent Intersection	Visual Trap	Outside Edge Risk	Total Stars
127	97	E1-4	CTH E	★			★	★			★★★
137	98	NN1-7	CTH NN	★	★		★				★★★
140	99	B2-2	CTH W	★			★	★			★★★
145	100	YY1-1	CTH YY		★		★	★			★★★
146	101	YY1-2	CTH YY		★		★	★			★★★
147	102	YY1-3	CTH YY		★		★	★			★★★
150	103	Y1-4	CTH Y	★	★		★				★★★
155	104	Y1-9	CTH Y	★	★		★				★★★
158	105	W1-3	CTH W		★	★				★	★★★
159	106	W1-5	CTH W	★	★		★				★★★
163	107	M1-3	CTH M	★			★	★			★★★
166	108	N2-5	CTH N	★			★	★			★★★
169	109	N2-10	CTH N		★		★	★			★★★
176	110	N2-19	CTH N		★		★	★			★★★
178	111	N2-21	CTH N		★		★	★			★★★
179	112	N2-22	CTH N	★	★		★				★★★
180	113	N2-23	CTH N	★	★		★				★★★
181	114	N2-24	CTH N	★	★		★				★★★
183	115	DD1-1	CTH DD		★		★	★			★★★
184	116	DD1-2	CTH DD		★		★	★			★★★
186	117	DD1-4	CTH DD	★	★		★				★★★
187	118	DD1-5	CTH DD	★	★		★				★★★
188	119	DD1-6	CTH DD		★		★	★			★★★
189	120	DD1-8	CTH DD		★		★	★			★★★
191	121	J1-5	CTH J		★		★	★			★★★
192	122	J1-6	CTH J		★		★	★			★★★
193	123	J1-7	CTH J	★	★			★			★★★
198	124	SS1-2	CTH SS	★	★		★				★★★
201	125	U2-1	CTH U	★	★		★				★★★
206	126	U2-6	CTH U		★		★	★			★★★
208	127	N1-2	CTH N	★	★		★				★★★
209	128	N1-3	CTH N		★		★	★			★★★
212	129	N1-7	CTH N	★			★	★			★★★
216	130	N1-14	CTH N	★	★		★				★★★
217	131	N1-15	CTH N	★	★		★				★★★
218	132	T_Troy2-2	CTH FF	★			★	★			★★★
219	133	T_Troy2-3	CTH FF	★	★		★				★★★
220	134	T_Troy2-4	CTH FF		★	★	★				★★★
227	135	E2-2	CTH E	★			★		★		★★★
239	136	A1-10	CTH A	★			★	★			★★★
244	137	I1-4	River Rd	★			★	★			★★★
251	138	I1-13	CTH I	★			★	★			★★★
252	139	I1-14	CTH I	★			★	★			★★★
254	140	T_Troy1-2	CTH MM	★	★		★				★★★
255	141	T_Troy1-3	CTH MM	★	★		★				★★★
259	142	T_Troy1-8	CTH MM	★			★	★			★★★
260	143	C_Hud1-15	CTH A	★			★	★			★★★
267	144	T_Hud3-4	Trout Brook Rd			★	★			★	★★★

SAFETY ACTION PLAN

Saint Croix County
Rural Curve Prioritization List

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Curve ID - Unique ID given to each curve.

List No.	Pri. No.	Curve ID	Route Name	Radius	AADT	Outside Shoulder Width	Total Cross Section Width	Adjacent Intersection	Visual Trap	Outside Edge Risk	Total Stars
269	145	T_Hud3-6	Trout Brook Rd			★	★			★	★★★
270	146	T_Hud3-7	Trout Brook Rd			★	★			★	★★★
275	147	T_Hud3-12	Trout Brook Rd			★	★		★		★★★
276	148	T_Hud3-13	Trout Brook Rd			★	★			★	★★★
277	149	T_Hud3-14	Trout Brook Rd			★	★			★	★★★
278	150	T_Hud3-15	Trout Brook Rd			★	★			★	★★★
279	151	T_Hud3-16	Trout Brook Rd			★	★			★	★★★
280	152	T_Hud3-17	Trout Brook Rd			★	★			★	★★★
281	153	T_Hud3-18	Trout Brook Rd			★	★			★	★★★
282	154	T_Hud5-1	McCutcheon Rd	★			★	★			★★★
290	155	T_War1-2	8th Ave	★		★	★				★★★
291	156	T_War1-3	8th Ave	★		★	★				★★★
293	157	N2-9	CTH N		★	★	★				★★★
5	158	X1-4	CTH X		★		★				★★
11	159	X1-10	CTH X		★		★				★★
12	160	X1-11	CTH X		★		★				★★
18	161	S2-3	CTH S		★		★				★★
23	162	G4-1	CTH G	★			★				★★
26	163	G4-4	CTH G	★			★				★★
33	164	W2-7	CTH W		★		★				★★
34	165	W2-9	CTH W		★		★				★★
37	166	H2-4	CTH H				★	★			★★
39	167	H2-6	CTH H				★	★			★★
41	168	M2-2	CTH M	★			★				★★
42	169	M2-3	CTH M	★			★				★★
45	170	H1-3	CTH H		★		★				★★
47	171	H1-5	CTH H		★		★				★★
48	172	H1-6	CTH H		★		★				★★
53	173	H1-11	CTH H		★		★				★★
60	174	H1-19	CTH H	★			★				★★
61	175	H1-20	CTH H	★			★				★★
62	176	H1-21	CTH H	★			★				★★
68	177	D1-5	CTH D	★			★				★★
71	178	C1-3	CTH C				★	★			★★
72	179	C1-4	CTH C	★			★				★★
73	180	C1-5	CTH C	★			★				★★
75	181	C1-7	CTH C	★			★				★★
76	182	C1-8	CTH C				★	★			★★
78	183	C1-11	CTH C				★	★			★★
80	184	C1-13	CTH C	★			★				★★
81	185	C1-14	CTH C	★			★				★★
82	186	C1-16	CTH C	★			★				★★
86	187	CC1-4	CTH CC		★			★			★★
91	188	I2-3	CTH I	★	★						★★
95	189	I2-7	CTH I	★				★			★★
98	190	I2-11	CTH I				★	★			★★
100	191	I2-14	CTH I				★	★			★★
102	192	K2-1	CTH K	★			★				★★

SAFETY ACTION PLAN

Saint Croix County
Rural Curve Prioritization List

Legend
List No. - Number corresponds to the order in the Curve Data List
Pri. No. - Number corresponds to the order in the Curve Priority List
Curve ID - Unique ID given to each curve.

List No.	Pri. No.	Curve ID	Route Name	Radius	AADT	Outside Shoulder Width	Total Cross Section Width	Adjacent Intersection	Visual Trap	Outside Edge Risk	Total Stars
103	193	K1-1	CTH K				★	★			★★
115	194	A2-5	CTH A	★			★				★★
118	195	A2-12	CTH A	★			★				★★
119	196	A2-13	CTH A	★			★				★★
123	197	V1-3	CTH V	★				★			★★
126	198	E1-3	CTH E	★			★				★★
128	199	E1-5	CTH E				★	★			★★
129	200	E1-6	CTH E				★	★			★★
130	201	E1-7	CTH E				★	★			★★
131	202	E1-8	CTH E				★	★			★★
132	203	E1-9	CTH E				★	★			★★
136	204	NN1-6	CTH NN		★		★				★★
138	205	NN1-8	CTH NN		★		★				★★
143	206	BB1-3	CTH BB		★		★				★★
151	207	Y1-5	CTH Y		★		★				★★
153	208	Y1-7	CTH Y		★		★				★★
154	209	Y1-8	CTH Y		★		★				★★
156	210	Y1-10	CTH Y		★		★				★★
160	211	JJ1-1	CTH JJ		★		★				★★
161	212	M1-1	CTH M	★			★				★★
162	213	M1-2	CTH M	★			★				★★
168	214	N2-8	CTH N		★		★				★★
171	215	N2-14	CTH N		★		★				★★
172	216	N2-15	CTH N		★		★				★★
173	217	N2-16	CTH N		★		★				★★
174	218	N2-17	CTH N		★		★				★★
175	219	N2-18	CTH N		★		★				★★
177	220	N2-20	CTH N		★		★				★★
182	221	N2-25	CTH N		★		★				★★
185	222	DD1-3	CTH DD		★		★				★★
200	223	SS1-4	CTH SS		★		★				★★
204	224	U2-4	CTH U	★	★						★★
205	225	U2-5	CTH U		★		★				★★
207	226	U1-1	CTH MM				★	★			★★
210	227	N1-4	CTH N				★	★			★★
211	228	N1-5	CTH N	★			★				★★
213	229	N1-8	CTH N	★			★				★★
214	230	N1-10	CTH N	★			★				★★
221	231	T_Troy2-5	CTH FF		★		★				★★
223	232	T_Troy2-7	CTH FF		★		★				★★
224	233	T_Troy2-8	CTH FF		★		★				★★
228	234	E2-1	CTH E				★	★			★★
232	235	A1-3	CTH A	★			★				★★
234	236	A1-5	CTH A	★			★				★★
236	237	A1-7	CTH A	★				★			★★
238	238	A1-9	CTH A	★			★				★★
240	239	A1-11	CTH A	★			★				★★
242	240	I1-2	CTH I	★			★				★★

SAFETY ACTION PLAN

Saint Croix County
Rural Curve Prioritization List

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Curve ID - Unique ID given to each curve.

List No.	Pri. No.	Curve ID	Route Name	Radius	AADT	Outside Shoulder Width	Total Cross Section Width	Adjacent Intersection	Visual Trap	Outside Edge Risk	Total Stars
248	241	I1-10	CTH I				★	★			★★
250	242	I1-12	CTH I	★			★				★★
256	243	T_Troy1-4	CTH MM	★			★				★★
262	244	C_Hud1-17	CTH A				★	★			★★
263	245	T_STJ1-1	River Rd				★	★			★★
264	246	T_STJ1-2	River Rd				★	★			★★
272	247	T_Hud3-9	Trout Brook Rd			★	★				★★
24	248	G4-2	CTH G				★				★
25	249	G4-3	CTH G				★				★
27	250	G4-6	CTH G				★				★
28	251	G4-7	CTH G				★				★
36	252	H2-3	CTH H				★				★
38	253	H2-5	CTH H				★				★
63	254	H1-22	CTH H				★				★
64	255	T2-1	CTH T				★				★
65	256	D1-2	CTH D				★				★
69	257	D1-6	CTH D				★				★
70	258	C1-2	CTH C	★							★
74	259	C1-6	CTH C				★				★
77	260	C1-10	CTH C				★				★
94	261	I2-6	CTH I		★						★
97	262	I2-10	CTH I				★				★
104	263	K1-2	CTH K				★				★
111	264	C_Rich6-2	STH 64B				★				★
114	265	A2-3	CTH A				★				★
116	266	A2-6	CTH A				★				★
125	267	E1-2	CTH E	★							★
133	268	E1-10	CTH E				★				★
134	269	E1-11	CTH E				★				★
139	270	B2-1	CTH W				★				★
141	271	B1-2	CTH B				★				★
164	272	M1-4	CTH M				★				★
194	273	TT1-1	CTH TT				★				★
195	274	TT1-2	CTH TT				★				★
196	275	TT1-3	CTH TT				★				★
202	276	U2-2	CTH U		★						★
230	277	E2-5	CTH E				★				★
231	278	E2-6	CTH E				★				★
233	279	A1-4	CTH A				★				★
235	280	A1-6	CTH A					★			★
237	281	A1-8	CTH A				★				★
241	282	I1-1	CTH I	★							★
243	283	I1-3	CTH I				★				★
245	284	I1-5	CTH I	★							★
246	285	I1-6	CTH I	★							★
247	286	I1-7	CTH I	★							★
249	287	I1-11	CTH I	★							★
253	288	T_Troy1-1	CTH MM		★						★

SAFETY ACTION PLAN

Saint Croix County
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257	289	T_Troy1-5	CTH MM	★							★
261	290	C_Hud1-16	CTH A	★							★
289	291	T_War1-1	8th Ave				★				★
96	292	I2-9	CTH I								
167	293	N2-6	CTH N								
229	294	E2-4	CTH E								

Stars	Count	Percent
★★★★★★★★	0	0%
★★★★★★★	0	0%
★★★★★★	1	0%
★★★★★	8	3%
★★★★	40	14%
★★★	108	37%
★★	90	31%
★	44	15%
	3	1%
Total	294	100%

SAFETY ACTION PLAN

Saint Croix County
Rural Intersection Prioritization List

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Intersection ID - Unique ID given to each intersection.

List No.	Pri. No.	Intersection ID	Intersection Description	Total Entering AADT or Volume Cross Product	Leg Configuration	Alignment Skew	Adjacent Railroad Crossing	Adjacent Curve	Previous STOP	Adjacent Commercial Development	Major Approach Turn Lane Configuration	Total Stars
538	1	W7	USH 12 (Iron Brigade Mem Hwy) and CTH W (Wilson St S)		★	★	★	★	★	★	★	★★★★★★★
37	2	B13	CTH B and IH-94 WB Ramps	★	★	★		★		★	★	★★★★★★
117	3	E28	CTH E and CTH I	★	★	★		★	★		★	★★★★★★
620	4	D25	USH 12 (Iron Brigade Mem Hwy) and CTH D (CTH B/Lockwood St)	★	★	★			★	★	★	★★★★★★
3	5	T22	USH 12 (Iron Brigade Mem Hwy) and CTH T	★		★		★	★		★	★★★★★
8	6	A4	CTH A and McCutcheon Rd	★	★			★		★	★	★★★★★
16	7	A12	CTH A and CTH E	★		★		★	★		★	★★★★★
36	8	B12	CTH B and IH-94 EB Ramps	★	★	★		★			★	★★★★★
77	9	D23	STH 64 and CTH D (270th St)	★	★			★	★	★		★★★★★
96	10	E6	CTH E and 25th St	★	★	★		★			★	★★★★★
99	11	E9	CTH E and CTH V	★	★			★	★		★	★★★★★
151	12	F5	CTH M and Mann Valley Dr (Glenmont Rd)	★	★	★		★	★			★★★★★
169	13	G6	STH 65 and CTH G	★	★	★			★	★		★★★★★
175	14	G12	CTH G and CTH T	★	★				★	★	★	★★★★★
336	15	N42	STH 128 and CTH N	★	★			★	★		★	★★★★★
358	16	P1	STH 64 and DTH 128 (CTH P)	★	★	★			★		★	★★★★★
373	17	S1	USH 63 and CTH S (180th Ave)	★	★	★			★		★	★★★★★
394	18	T_Hud4	CTH A and Sherman Rd	★			★	★		★	★	★★★★★
485	19	T7	CTH T and IH-94 EB Ramps	★	★	★		★	★			★★★★★
486	20	T10	CTH T and IH-94 WB Ramps	★	★	★		★		★		★★★★★
526	21	VV2	CTH VV (64B) and STH 35/64 WB Ramps	★	★	★		★			★	★★★★★
530	22	VV6	CTH VV (64B) and Meadow Ln (180th Ave)	★	★			★		★	★	★★★★★
590	23	C_Rich50	Business 64 (110th St) and STH 64 WB Ramps	★	★	★		★			★	★★★★★
591	24	C_Rich51	Business 64 and STH 64 EB Ramps	★	★	★		★			★	★★★★★
5	25	A3	CTH A and CTH U	★		★		★			★	★★★★
7	26	A2	CTH U and Schommer Dr	★		★	★			★		★★★★
11	27	A7	CTH A and Old Mill Rd	★		★		★		★		★★★★
12	28	A8	CTH A and Scott Rd	★		★		★		★		★★★★
14	29	A10	CTH A and CTH I	★		★		★			★	★★★★
21	30	A17	CTH A and 140th Ave (100th St)	★	★	★				★		★★★★
30	31	B6	CTH B and CTH N	★	★	★		★				★★★★
39	32	B15	CTH B and Park Ave		★			★		★	★	★★★★
53	33	C_Hud80	USH 12 (CTH U / Gilbert Rd) and CTH N	★	★				★	★		★★★★
56	34	CC4	CTH CC (Wall St) and CTH C (210th Ave)		★				★	★	★	★★★★
73	35	D15	CTH D and CTH G (150th Ave)	★	★			★	★			★★★★
78	36	DD1	USH 63 (Gaylord Nelson Hwy) and CTH DD	★		★		★	★			★★★★
91	37	E1	CTH E and STH 64 NB Ramp	★	★			★			★	★★★★
101	38	E11	CTH E and Valley View Trail	★	★	★		★				★★★★
107	39	E17	CTH E and Old E East (Perch Lake Rd)	★	★	★		★				★★★★
124	40	E34	STH 65 and CTH E	★	★				★		★	★★★★
134	41	E44	USH 63 (Gaylord Nelson Hwy) and CTH E	★	★				★		★	★★★★
150	42	F4	CTH M and Indigo Trail	★				★		★	★	★★★★
178	43	G15	USH 63 and CTH G	★	★				★		★	★★★★
190	44	H1	STH 35 and CTH H (230th Ave)	★	★				★		★	★★★★
312	45	N18	STH 65 and CTH N	★	★				★		★	★★★★
403	46	T_Hud21	Baer Dr and Sherman Rd		★	★	★	★				★★★★
523	47	V16	CTH V and STH 35/64 NB Ramps	★	★			★			★	★★★★
524	48	V17	CTH V (Scout Camp Rd) and STH 35/64 SB Ramps	★	★			★			★	★★★★
525	49	VV1	CTH VV (64B) and STH 35/64 EB Ramps	★	★			★			★	★★★★
527	50	VV3	CTH VV (64B) and 172nd Ave	★	★			★			★	★★★★
568	51	YY6	USH 63 and CTH YY (5th Ave)	★	★			★			★	★★★★
602	52	F18	CTH F (Okeefe St) and Service Rd 1200ft south of CTH F & Coulee Rd	★	★			★		★		★★★★
609	53	G30	CTH G and Service Road 1050ft west of CTH G & 120th St	★		★		★		★		★★★★
1	54	V1	STH 35 and CTH V	★		★					★	★★★
2	55	T_Troy42	STH 35 and Glover Rd	★	★			★				★★★
4	56	T23	STH 64 and CTH T	★	★			★				★★★
6	57	A1	USH 12 (Iron Brigade Mem Hwy) and CTH U	★	★					★		★★★
17	58	A13	CTH A and 80th St	★				★			★	★★★
19	59	A15	CTH A and 92nd St	★				★			★	★★★
20	60	A16	CTH A and 130th Ave	★		★		★				★★★
22	61	A18	CTH A and 140th Ave	★		★				★		★★★
24	62	A20	CTH A and CTH G	★				★			★	★★★
55	63	CC3	CTH CC (Wall St) and 200th Ave (W Hangar Rd)	★	★					★		★★★
57	64	CC5	CTH C and CTH CC (110th St)	★		★				★		★★★
68	65	D10	CTH D and CTH E	★	★				★			★★★
70	66	D12	CTH D and CTHDD		★			★	★			★★★
71	67	D13	CTH D and 130th Ave		★			★	★			★★★
72	68	D14	CTH D (CTH G) and CTH G (140th Ave)		★			★	★			★★★
76	69	D22	CTH D and CTH S		★	★			★			★★★
92	70	E2	CTH E and Thelen Farm Trail	★	★			★				★★★
95	71	E5	CTH E and 20th St	★		★		★				★★★
97	72	E7	CTH E and 27th St	★		★		★				★★★
102	73	E12	CTH E and Old E West	★		★		★				★★★
105	74	E15	CTH E and Highland View	★	★			★				★★★
106	75	E16	CTH E and Old E East	★		★		★				★★★

SAFETY ACTION PLAN

Saint Croix County
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130	76	E40	CTH T (CTH E) and CTH E (100th St)	★	★						★	★★★
143	77	E53	STH 128 and CTH E (100th Ave)	★	★						★	★★★
147	78	F1	CTH F and CTH M	★					★		★	★★★
152	79	F6	CTH F and Plainview Dr	★				★			★	★★★
156	80	F10	CTH F and St. Anne's Pkwy	★				★			★	★★★
158	81	F12	CTH F and E Cove Rd	★	★						★	★★★
165	82	G2	CTH G and Service Road 2078ft east of CTH G & 112th St	★						★	★	★★★
166	83	G3	CTH G and Service Road 625ft west of CTH G & 120th St	★				★		★		★★★
173	84	G10	CTH G and CTH GG (E 11th St/160th St)	★	★						★	★★★
182	85	G19	CTH G and 250th St		★			★		★		★★★
188	86	G25	STH 128 (Syme Ave) and CTH G	★		★					★	★★★
211	87	H30	STH 46 (Main St N) and CTH H	★	★				★			★★★
228	88	I11	CTH I and 160th Ave			★		★			★	★★★
230	89	I13	CTH I and 170th Ave		★			★	★			★★★
248	90	J1	STH 65 and CTH J (Town Hall Rd)	★	★						★	★★★
278	91	K11	Business 64 and CTH K (115th St)	★	★						★	★★★
281	92	M2	CTH M and Liberty Rd	★	★			★				★★★
302	93	N8	CTH N and Hillary Farm Rd (Settlement Dr		★			★			★	★★★
325	94	N31	USH 63 and CTH N	★	★				★			★★★
333	95	N39	CTH N and 270th St		★	★		★				★★★
335	96	N41	CTH N and 290th St		★	★		★				★★★
387	97	SS1	STH 65 and CTH SS (Chapman Dr)	★				★			★	★★★
398	98	T_Hud9	CTH A and Waxon Ln	★						★	★	★★★
410	99	T_Hud31	River Rd and Trout Brook Rd	★	★			★				★★★
424	100	T_Hud47	McCutcheon Rd (100th Ave) and Alexander Rd		★	★		★				★★★
425	101	T_Hud48	USH 12 (Iron Brigade Mem Hwy) and Alexander Rd	★		★		★				★★★
438	102	T_STJ1	CTH V and River Rd	★				★			★	★★★
454	103	T_Troy8	Powell Ave and CTH U (Radio Rd)	★				★			★	★★★
503	104	TT9	CTH TT and 170th St		★		★	★				★★★
513	105	V6	CTH V and White Eagle Trail					★		★	★	★★★
522	106	V15	CTH V and 32nd St					★		★	★	★★★
574	107	C6	CTH C and Riverview Ln (Sicard Ln)		★	★		★				★★★
592	108	C_Rich52	Business 64 and 178th Ave	★				★			★	★★★
599	109	A28	CTH A and 100th St	★		★		★				★★★
600	110	A29	CTH A and Mackin Rd	★	★			★				★★★
608	111	G29	CTH G and Service Road 1150ft west of CTH G & 120th St	★				★		★		★★★
610	112	G31	CTH G and Service Road 60ft west of CTH G & 120th St	★				★		★		★★★
9	113	A5	CTH A and Grange Rd	★				★				★★
15	114	A11	CTH E and CTH A	★	★							★★
23	115	A19	CTH A and 144th Ave	★							★	★★
25	116	B1	CTH B and 890th Ave		★			★				★★
34	117	B10	CTH B and 50th Ave			★		★				★★
40	118	B17	CTH B and 60th Ave					★			★	★★
44	119	BB4	CTH BB and 20th Ave		★			★				★★
45	120	BB5	CTH BB and 30th Ave		★			★				★★
47	121	BB7	CTH N and CTH BB		★				★			★★
49	122	BB9	CTH BB and 50th Ave		★			★				★★
51	123	BB11	CTH BB and 70th Ave (Rose Ln)			★		★				★★
58	124	CC6	CTH CC (110th St) and 210th Ave		★			★				★★
63	125	CC11	CTH H and CTH CC					★			★	★★
67	126	D9	CTH D and 90th Ave	★	★							★★
80	127	DD3	CTH DD and 230th St		★			★				★★
84	128	DD7	CTH DD and 250th St		★			★				★★
86	129	DD9	CTH DD and 280th St		★			★				★★
87	130	DD10	CTH DD and 290th St		★			★				★★
88	131	DD11	CTH DD and Hagen Rd			★		★				★★
90	132	DD13	STH 128 and CTH DD					★			★	★★
93	133	E3	CTH E and 14th St	★				★				★★
103	134	E13	CTH E and 39th St	★							★	★★
104	135	E14	CTH E and Old E West	★				★				★★
112	136	E22	CTH E and 125th St			★		★				★★
114	137	E24	CTH E and 60th St			★		★				★★
116	138	E26	CTH E and 64th St		★			★				★★
118	139	E27	CTH E and Beatrice Cir					★			★	★★
121	140	E31	CTH E and 103rd St			★		★				★★
122	141	E32	CTH E and 110th St		★			★				★★
123	142	E33	CTH E and 120th St		★			★				★★
129	143	E39	CTH T and CTH E (120th St)	★	★							★★
136	144	E46	CTH E and 230th St		★			★				★★
142	145	E52	CTH E and 290th St		★			★				★★
144	146	E54	STH 128 and CTH E (90th Ave)		★						★	★★
145	147	E55	CTH E and Rustic Rd 3		★			★				★★
146	148	E56	CTH W and CTH E		★			★				★★
148	149	F2	CTH M and Ilwaco Rd	★				★				★★
153	150	F7	CTH F and Mitchell Rd	★							★	★★

SAFETY ACTION PLAN

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155	151	F9	CTH F and Peaceable Hill Rd	★							★	★★
157	152	F11	CTH F and S Cove Rd	★							★	★★
163	153	F17	CTH F (Okeefe St) and Red Brick Rd	★							★	★★
164	154	G1	CTH G and 112th St	★							★	★★
167	155	G4	CTH G and 120th St	★						★		★★
168	156	G5	CTH G and 127th St	★							★	★★
171	157	G8	CTH G and 140th St		★						★	★★
185	158	G22	CTH G and 300th St		★			★				★★
187	159	G24	STH 128 (1st St) and CTH G	★				★				★★
192	160	H3	CTH H and 80th St		★			★				★★
200	161	H11	CTH H and 117th St					★		★		★★
202	162	H13	CTH H and Huntington Dr			★		★				★★
203	163	H14	CTH H and Old Mill Rd					★		★		★★
205	164	H16	CTH H and CTJ C	★		★						★★
209	165	H28	CTH H and CTH T (185th St)	★	★							★★
217	166	H36	USH 63 (Gaylord Nelson Hwy) and CTH H	★				★				★★
218	167	I1	CTH I and River Rd (115th Ave)	★				★				★★
221	168	I4	CTH I and Perch Lake Rd		★			★				★★
229	169	I12	CTH I and 160th Ave					★			★	★★
231	170	I28	CTH I and Private Rd			★		★				★★
233	171	I30	CTH I and 58th St		★			★				★★
242	172	I39	CTH I and 22-th Ave					★			★	★★
246	173	I43	CTH I and 232nd Ave		★			★				★★
255	174	J10	CTH J and CTH N (CTH Z)		★			★				★★
261	175	J22	CTH J and 190th St		★			★				★★
263	176	JJ1	CTH M and CTH JJ (Saddle Club Rd)		★	★						★★
271	177	K4	CTH K and Prairie Rd					★			★	★★
279	178	K12	CTH K (120th St) and 180th Ave		★					★		★★
284	179	M5	CTH M and Cottonwood Ln			★		★				★★
290	180	M12	CTH M and CTH T	★							★	★★
298	181	N4	CTH N and Brumn Rd (Brummel Rd)		★	★						★★
307	182	N13	CTH N and CTH SS (100th St)		★	★						★★
314	183	N20	CTH N (Kinnikinnic Rd) and Kinnikinnic Rd					★			★	★★
322	184	N28	CTH T and CTH N	★	★							★★
330	185	N36	CTH N and 233rd St			★		★				★★
334	186	N40	CTH N and CTH NN		★			★				★★
341	187	NN1	CTH NN and 10th Ave			★		★				★★
346	188	NN6	CTH NN and 50th Ave		★			★				★★
354	189	O5	CTH S (CTH O) and CTH O		★			★				★★
360	190	P3	CTH P and 210th Ave		★			★				★★
361	191	P4	CTH P and CTH Q		★				★			★★
362	192	P5	CTH P and 230th Ave		★			★				★★
363	193	P6	CTH P (20th St) and County Line Ave		★				★			★★
364	194	Q1	USH 63 (Gaylord Nelson Hwy) and CTH Q	★					★			★★
372	195	Q9	CTH Q and 320th St		★			★				★★
379	196	S7	CTH S and 250th St			★		★				★★
397	197	T_Hud8	CTH A and Schommer Dr	★						★		★★
406	198	T_Hud27	Trout Brook Rd and Priester Ln			★		★				★★
408	199	T_Hud29	Trout Brook Rd and Golden Oaks Dr(Deer Run Rd)		★			★				★★
415	200	T_Hud36	McCutcheon Rd and Spurline Cir (Fern Rd)		★			★				★★
421	201	T_Hud43	McCutcheon Rd and La Barge Rd		★			★				★★
426	202	T_Hud49	Alexander Rd and Hillside Trail		★			★				★★
433	203	T_Hud60	Badlands Rd (80th Ave) and Red Oak Dr			★		★				★★
435	204	T_Hud62	80th Ave and Hidden Lake Rd		★			★				★★
471	205	T_Troy30	CTH FF and Tower Rd			★				★		★★
473	206	T_War2	80th Ave and 99th St			★		★				★★
474	207	T_War3	80th Ave and 103rd St					★		★		★★
484	208	T6	CTH T and CTH Z (50th Ave)	★	★							★★
499	209	TT5	CTH TT and 140th St		★			★				★★
504	210	U1	Radio Rd and Paulson Rd			★		★				★★
506	211	U3	CTH U and Glover Rd			★		★				★★
507	212	U4	CTH U and Coulee Trail		★			★				★★
509	213	V2	CTH V and Appalousa Trail	★		★						★★
517	214	V10	CTH V and Arbor Hills Dr		★			★				★★
529	215	VV5	CTH VV (64B) and 50th St (Bright Lake Rd)	★		★						★★
531	216	VV7	CTH VV (Main St) and Plourde Dr	★							★	★★
534	217	W3	CTH W and 18th Ave (Evergreen Dr)		★			★				★★
539	218	W10	CTH W (Main St/Dahlberg St) and Johnson St		★			★				★★
544	219	W15	CTH W and 100th Ave			★		★				★★
550	220	X13	CTH X and 320th St (Sandy Creek Rd)		★	★						★★
555	221	Y2	CTH Y and 8th Ave W			★		★				★★
567	222	YY5	CTH Y and Service Rd 178ft NE of CTH Y & 4th Ave (195th St)			★		★				★★
571	223	C3	CTH C and 182nd Ave					★			★	★★
576	224	C8	CTH C and 93rd St			★					★	★★
589	225	GG9	CTH GG (E 11th St) and 160th Ave		★			★				★★

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601	226	A32	CTH A and Willow River State Park Rd	★							★	★★
607	227	T_Troy43	CTH FF and Service Rd 1000ft SE of Coulee Rd & Tower Rd					★		★		★★
611	228	G32	CTH G and Frontage Rd					★		★		★★
613	229	TT13	CTH TT (Broadway St) and Service Rd 1166ft west of CTH TT (Broadway St) & Heritage Ln							★	★	★★
614	230	N3	CTH N and Griffen Ln					★			★	★★
615	231	N47	CTH N and Magoo Rd					★			★	★★
617	232	T24	CTH T and 60th Ave	★	★							★★
10	233	A6	CTH A and Wild Flower Ln	★								★
13	234	A9	CTH A and Mound Dr	★								★
18	235	A14	CTH A and 89th St	★								★
31	236	B7	CTH B and 40th Ave					★				★
38	237	B14	CTH B and Old CTH B								★	★
41	238	BB1	CTH BB and 890th Ave		★							★
42	239	BB2	CTH BB and 10th Ave		★							★
50	240	BB10	CTH BB and 60th Ave		★							★
54	241	CC2	CTH CC (Wall St) and 195th Ave	★								★
61	242	CC9	CTH CC (110th St) and 220th Ave					★				★
62	243	CC10	CTH CC (110th St) and Old Mill Rd							★		★
64	244	D6	CTH D and 80th Ave					★				★
69	245	D11	CTH D and 110th Ave		★							★
74	246	D20	CTH D and 160th Ave					★				★
75	247	D21	CTH D and 170th Ave		★							★
79	248	DD2	CTH DD and 220th St		★							★
81	249	DD4	CTH DD and 235th St		★							★
83	250	DD6	CTH DD and 245th St					★				★
94	251	E4	CTH E and 15th St	★								★
98	252	E8	CTH E and Pine View Trail	★								★
100	253	E10	CTH E and Browns Ln	★								★
108	254	E18	CTH E and 48th St					★				★
111	255	E21	CTH E and 54th St					★				★
115	256	E25	CTH E and 61st St					★				★
119	257	E29	CTH E and Willow River Dr			★						★
120	258	E30	CTH E and 100th St					★				★
125	259	E35	CTH E and 140th St		★							★
126	260	E36	CTH E and 150th St		★							★
127	261	E37	CTH E and 160th St		★							★
128	262	E38	CTH E and 170th St		★							★
131	263	E41	CTH E and 190th St		★							★
133	264	E43	CTH E and 200th St		★							★
135	265	E45	CTH E and 220th St		★							★
137	266	E47	CTH E and 240th St		★							★
139	267	E49	CTH E and 250th St		★							★
140	268	E50	CTH E and 260th St		★							★
141	269	E51	CTH E and 280th Ave		★							★
149	270	F3	CTH M and Page Ln	★								★
154	271	F8	CTH F and Private Rd	★								★
159	272	F13	CTH F and English Ct Dr	★								★
160	273	F14	CTH F and S Fork Dr	★								★
161	274	F15	CTH F and W Grove Rd	★								★
162	275	F16	CTH F and Whispering Pines Rd	★								★
170	276	G7	CTH G and 131st St							★		★
176	277	G13	CTH G and 190th St		★							★
177	278	G14	CTH G and 200th St		★							★
179	279	G16	CTH G and 220th St		★							★
180	280	G17	CTH G and CTH O (230th St)		★							★
181	281	G18	CTH G and 240th St		★							★
183	282	G20	CTH G and 2890th St					★				★
184	283	G21	CTH G and 290th St		★							★
186	284	G23	CTH G and Court St					★				★
189	285	G26	CTH G and 320th St (N Boundary Rd)			★						★
196	286	H7	CTH H and 95th St					★				★
197	287	H8	CTH H and 100th St					★				★
201	288	H12	CTH H and S Cedar Dr					★				★
204	289	H15	CTH H and 127th St					★				★
206	290	H25	CTH H and 150th St		★							★
208	291	H27	CTH H and 170th St		★							★
210	292	H29	CTH H and 200th St		★							★
213	293	H32	CTH H and 220th St		★							★
215	294	H34	CTH H and 240th St					★				★
216	295	H35	CTH H and 250th St		★							★
219	296	I2	CTH I and Walsh Rd					★				★
220	297	I3	CTH I and Pine Valley Trail					★				★
223	298	I6	CTH I and Valley View Trl (Terrier Ln)		★							★
234	299	I31	CTH I and 192nd Ave					★				★
235	300	I32	CTH I and 205th Ave					★				★

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236	301	I33	CTH I and 208th Ave					★				★
237	302	I34	CTH I and 210th Ave		★							★
238	303	I35	CTH I and 216th Ave					★				★
240	304	I37	CTH I and 50th Ave					★				★
241	305	I38	CTH I and 59th St					★				★
247	306	I44	CTH I (260th St) and County Ln Ave (Polk St Croix)		★							★
252	307	J5	CTH J and Pleasant Ave					★				★
256	308	J13	CTH J (60th Ave) and 60th Ave					★				★
257	309	J14	CTH J and 70th Ave								★	★
258	310	J15	CTH J and 72nd Ave								★	★
262	311	J23	CTH J and 200th St		★							★
267	312	JJ5	CTH JJ and Oak Dr					★				★
268	313	K1	CTH K and 140th St				★					★
270	314	K3	CTH K and Fox Way								★	★
275	315	K8	CTH K and 176th St					★				★
276	316	K9	CTH K and 178th St					★				★
277	317	K10	CTH T and CTH K	★								★
285	318	M6	CTH M and CTH W					★				★
289	319	M10	CTH M and 170th St		★							★
292	320	M15	CTH M (CTH Y) and CTH Y (192nd St)					★				★
293	321	M21	CTH M (Bridge Ave) and W 5th St			★						★
294	322	M22	CTH M (Bridge Ave) and Huntington Dr					★				★
295	323	M23	CTH M and Polk St. Croix Rd		★							★
297	324	N2	CTH N and Baker Rd					★				★
300	325	N6	CTH N and Mary Jo Court								★	★
301	326	N7	CTH N and Wilcoxson Dr								★	★
304	327	N10	CTH N and 90th St					★				★
306	328	N12	CTH N and 93rd St			★						★
310	329	N16	CTH N and Valley Ridge Rd								★	★
313	330	N19	CTH N and N Skyline Rd					★				★
323	331	N29	CTH N and 187th St					★				★
324	332	N30	CTH N and CTH Y (200th St)		★							★
326	333	N32	CTH N and 220th St					★				★
328	334	N34	CTH N and 225th St					★				★
329	335	N35	CTH N and 230th St					★				★
331	336	N37	CTH N and 250th St		★							★
337	337	N43	CTH N and 310th St		★							★
339	338	N45	CTH N and 320th St		★							★
340	339	N46	CTH N and 325th St		★							★
348	340	NN8	CTH NN and 60th Ave		★							★
349	341	NN9	USH 12 and CTH NN								★	★
350	342	O1	CTH O and 160th Ave		★							★
351	343	O2	CTH O and 170th Ave		★							★
355	344	O6	CTH O and 224th St (181st St)		★							★
356	345	O7	CTH O and 182nd Ave		★							★
357	346	O8	USH 63 (STH 64/Gaylord Nelson Hwy) and CTH O	★								★
359	347	P2	CTH P and 200th Ave		★							★
370	348	Q7	CTH Q and 290th St		★							★
374	349	S2	CTH S and 215th St		★							★
378	350	S6	CTH S and 246th St					★				★
380	351	S8	CTH S and 257th St					★				★
386	352	S14	STH 128 and CTH S (180th Ave)		★							★
388	353	SS2	CTH SS (Chapman Dr) and Chapman Dr			★						★
389	354	SS3	CTH SS and Goodview Rd					★				★
392	355	SS6	CTH SS and Coulee Trail		★							★
395	356	T_Hud5	CTH A and Daily Rd	★								★
396	357	T_Hud7	CTH A and Benjamin Ln	★								★
401	358	T_Hud19	Baer Dr and Ridge Pass					★				★
404	359	T_Hud25	Trout Brook Rd and Hatchery Rd					★				★
405	360	T_Hud26	Trout Brook Rd and Brookwood Dr					★				★
407	361	T_Hud28	Trout Brook Rd and Nord Ln					★				★
411	362	T_Hud32	McCutcheon Rd and Daily Rd	★								★
416	363	T_Hud37	McCutcheon Rd and Spurline Cir					★				★
419	364	T_Hud41	McCutcheon Rd and Florence Ln					★				★
422	365	T_Hud44	McCutcheon Rd and Tanney Ln					★				★
423	366	T_Hud45	McCutcheon Rd and Sadies Ln					★				★
427	367	T_Hud50	Alexander Rd and Crane Hill Trl					★				★
428	368	T_Hud55	Badlands Rd and Crimson Valley Rd					★				★
429	369	T_Hud56	Badlands Rd and Dakota Ridge					★				★
430	370	T_Hud57	Badlands Rd and Bradley Dr			★						★
431	371	T_Hud58	Badlands Rd and Kinney Rd					★				★
432	372	T_Hud59	Badlands Rd and Notting Hill Ct					★				★
434	373	T_Hud61	80th Ave and Polen Dr					★				★
440	374	T_STJ3	River Rd and Borken Arrow Rd					★				★
441	375	T_STJ4	River Rd and McKinley Dr					★				★

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442	376	T_STJ5	River Rd and 37th St					★				★
443	377	T_STJ6	River Rd and 42nd St							★		★
445	378	T_STJ8	River Rd and Rolling Hills Trail					★				★
446	379	T_STJ9	River Rd and Sundance Pass					★				★
448	380	T_Troy1	Mann Valley Dr and Carlson Ln		★							★
452	381	T_Troy5	CTH U (Powell Ave/Mann Ln) and CTH MM (Mann Valley Dr)					★				★
455	382	T_Troy9	Powell Ave and Pine Ridge Terrace	★								★
456	383	T_Troy10	Powell Ave and Sunview Dr	★								★
459	384	T_Troy18	CTH FF and Red Brick Rd					★				★
461	385	T_Troy20	CTH FF (Coulee Trail) and Jordyn Ln		★							★
465	386	T_Troy24	N Glover Rd and Cody Rd					★				★
466	387	T_Troy25	N Glover Rd and Glen Ridge Rd					★				★
467	388	T_Troy26	N Glover Rd and Omaha Rd		★							★
472	389	T_War1	80th Ave and 96th St					★				★
478	390	T_War7	80th Ave and 112th St					★				★
480	391	T2	CTH T and 18th Ave (Evergreen Dr)		★							★
482	392	T4	CTH T and 30th Ave		★							★
487	393	T11	CTH T and 90th Ave		★							★
488	394	T12	CTH T and 96th Ave								★	★
489	395	T13	CTH T (CTH E) and 110th Ave		★							★
490	396	T14	CTH T (CTH E) and 117th Ave								★	★
491	397	T15	CTH T and 130th Ave		★							★
492	398	T16	CTH T and 140th Ave		★							★
493	399	T17	CTH T and 160th Ave		★							★
494	400	T18	CTH T and 170th Ave		★							★
495	401	T19	CTH T and 200th Ave		★							★
496	402	T20	CTH T and 210th Ave		★							★
497	403	T21	CTH T and 220th Ave		★							★
498	404	TT4	CTH TT (E Graham St) and 130th St		★							★
500	405	TT6	CTH TT and 150th St		★							★
501	406	TT7	CTH TT and 154th St								★	★
502	407	TT8	CTH TT and 160th St		★							★
505	408	U2	CTH U (Huppert St) and Chapman Dr		★							★
508	409	U5	CTH U and Tower Rd		★							★
511	410	V4	CTH V and 122nd Ave					★				★
512	411	V5	CTH V and White Eagle Trail					★				★
518	412	V11	CTH V and 144th Ave		★							★
520	413	V13	CTH V and 150th Ave (White Tail Dr)		★							★
528	414	VV4	CTH VV (64B) and 50th St (Bright Lake Rd)	★								★
535	415	W4	CTH W and 25th Ave (Oak Dr)					★				★
540	416	W11	CTH W and 70th Ave			★						★
541	417	W12	CTH W and 75th Ave					★				★
542	418	W13	CTH W and 80th Ave					★				★
543	419	W14	CTH W and Rustic Rd 4			★						★
553	420	X16	CTH X and 175th St			★						★
556	421	Y3	CTH Y and 10th Ave			★						★
558	422	Y5	CTH Y and 18th Ave (Evergreen Dr)			★						★
561	423	Y8	CTH Y and 30th Ave		★							★
562	424	Y9	CTH Y and Beacon Hill Trail					★				★
563	425	YY1	CTH Y and 191st St (3rd Ave)		★							★
564	426	YY2	CTH Y and 192nd St			★						★
565	427	YY3	CTH Y and 4th Ave							★		★
566	428	YY4	CTH Y and 4th Ave (195th St)			★						★
572	429	C4	CTH C and 190th Ave					★				★
573	430	C5	CTH C and Sicard Ln					★				★
575	431	C7	CTH C and 90th St								★	★
579	432	C11	CTH C and 100th St			★						★
580	433	C12	CTH C and Cook Dr							★		★
581	434	C13	CTH C and Cook Dr							★		★
582	435	C17	CTH C and 118th St			★						★
584	436	GG4	CTH GG (E 11th St) and 150th St			★						★
586	437	GG6	CTH GG (E 11th St) and 160th St					★				★
596	438	C21	CTH C and 217th Ave								★	★
597	439	C22	CTH C and 220th Ave		★							★
604	440	T_Troy46	Glover Rd and Private Rd							★		★
605	441	T_Troy45	Glover Rd and Troy Commerce Rd					★				★
606	442	VV13	CTH VV (64B) and 42nd St	★								★
612	443	E57	CTH E and Unnamed Rd					★				★
616	444	J28	CTH J and CTH W					★				★
618	445	O9	CTH O and 183rd Ave		★							★
619	446	BB16	CTH BB (Baldwin Rd) and Wood Dr					★				★
623	447	J29	CTH J and 60th Ave					★				★
624	448	NN10	CTH NN and Dugan Rd					★				★
26	449	B2	CTH B and Boston Rd									
27	450	B3	CTH B and 10th Ave									

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28	451	B4	CTH B and 12th Ave									
29	452	B5	CTH B and 25th Ave									
32	453	B8	CTH B and 42nd Ave									
33	454	B9	CTH B and Sandpiper Ln									
35	455	B11	CTH B and 50th Ave									
43	456	BB3	CTH BB and 15th Ave									
46	457	BB6	CTH BB and 32nd Ave									
48	458	BB8	CTH BB and 45th Ave									
52	459	BB12	CTH BB (Baldwin Rd) and 250th St									
59	460	CC7	CTH CC (110th St) and 212th Ave									
60	461	CC8	CTH CC (110th St) and Goose Lake Rd									
65	462	D7	CTH D and 80th Ave									
66	463	D8	CTH D and 270th St									
82	464	DD5	CTH DD and 240th St									
85	465	DD8	CTH DD and 260th St									
89	466	DD12	CTH DD and 300th St									
109	467	E19	CTH E and Arrowood Trail									
110	468	E20	CTH E and 52nd St									
113	469	E23	CTH E and White Oak Ln									
132	470	E42	CTH E and 193rd St									
138	471	E48	CTH E and 245th St									
172	472	G9	CTH G and 150th St									
174	473	G11	CTH G and 170th St									
191	474	H2	CTH H and 76th St									
193	475	H4	CTH H and 85th St									
194	476	H5	CTH H and 90th St									
195	477	H6	CTH H and Thrush Dr									
198	478	H9	CTH H and 100th St									
199	479	H10	CTH H and Asplund Ln									
207	480	H26	CTH H and CTH CC									
212	481	H31	CTH H and 217th St									
214	482	H33	CTH H and 235th St									
222	483	I5	CTH I and 132nd Ave									
224	484	I7	CTH I and 143rd Ave									
225	485	I8	CTH I and W Shore Dr									
226	486	I9	CTH I and N Bay Rd									
227	487	I10	CTH I and 153rd Ave									
232	488	I29	CTH I and 60th St									
239	489	I36	CTH I and 217th Ave									
243	490	I40	CTH I and 222nd Ave									
244	491	I41	CTH I and Lakeside Ln									
245	492	I42	CTH I and 230th Ave									
249	493	J2	CTH J and CTH JJ									
250	494	J3	CTH J and Old Cemetery Rd									
251	495	J4	CTH J and Sherwood Forest									
253	496	J8	CTH J and CTH N									
254	497	J9	CTH J and Steeple Dr									
259	498	J16	CTH J and 170th St									
260	499	J17	CTH J and 170th St									
264	500	JJ2	CTH JJ and Rifle Range Rd									
265	501	JJ3	CTH JJ and Evergreen Dr									
266	502	JJ4	CTH JJ and River Dr									
269	503	K2	CTH K and 147th St									
272	504	K5	CTH K and 160th St									
273	505	K6	CTH K and 170th St									
274	506	K7	CTH K and 170th St									
280	507	K13	CTH K (120th St) and St. Andrews Place									
282	508	M3	CTH M and Emerson Valley Dr									
283	509	M4	CTH M and Ponderosa Dr									
286	510	M7	CTH M and 158th St									
287	511	M8	CTH M and 160th St (690th St)									
288	512	M9	CTH M and 165th St									
291	513	M14	CTH M and 185th St									
296	514	N1	CTH N and Baker Rd									
299	515	N5	CTH N and CTH U									
303	516	N9	CTH N and Alice Cir									
305	517	N11	CTH N and 91st St									
308	518	N14	CTH N and Kreuziger Rd									
309	519	N15	CTH N and Fairhome Rd									
311	520	N17	CTH N and Raymond Rd									
315	521	N21	CTH N (Kinnikinnic Rd) and Old Cemetery Rd									
316	522	N22	CTH N and Trout Brook Dr									
317	523	N23	CTH N and 40th St									
318	524	N24	CTH N and Division Ave									
319	525	N25	CTH N and 162nd St									

SAFETY ACTION PLAN

Saint Croix County
Rural Intersection Prioritization List

Legend
List No. - Number corresponds to the order in the Intersection Data List.
Pri. No. - Number corresponds to the order in the Intersection Priority List.
Intersection ID - Unique ID given to each intersection.

List No.	Pri. No.	Intersection ID	Intersection Description	Total Entering AADT or Volume Cross Product	Leg Configuration	Alignment Skew	Adjacent Railroad Crossing	Adjacent Curve	Previous STOP	Adjacent Commercial Development	Major Approach Turn Lane Configuration	Total Stars
320	526	N26	CTH N and 165th St									
321	527	N27	CTH N and 170th St									
327	528	N33	CTH N and 222nd St									
332	529	N38	CTH N and 265th St									
338	530	N44	CTH N and 315th St									
342	531	NN2	CTH NN and 20th Ave									
343	532	NN3	CTH NN and 25th Ave									
344	533	NN4	CTH NN and 27th Ave									
345	534	NN5	CTH NN and 40th Ave									
347	535	NN7	CTH NN and 55th Ave									
352	536	O3	CTH S and CTH O									
353	537	O4	CTH O and 227th St									
365	538	Q2	CTH Q and 265th St									
366	539	Q3	CTH Q and 270th St									
367	540	Q4	CTH Q and 230th Ave									
368	541	Q5	CTH Q and 280th St									
369	542	Q6	CTH Q and 220th Ave (280th St)									
371	543	Q8	CTH Q and 310th St									
375	544	S3	CTH S and 220th St									
376	545	S4	CTH S and 235th St									
377	546	S5	CTH S and 240th St									
381	547	S9	CTH S and 260th St									
382	548	S10	CTH S and 260th St									
383	549	S11	CTH S and 280th St									
384	550	S12	CTH S and 290th St									
385	551	S13	CTH S and 295th St									
390	552	SS4	CTH SS and Vorwald St									
391	553	SS5	CTH SS and Town Hall Rd									
393	554	SS7	CTH SS and Tower Rd									
399	555	T_Hud17	Baer Dr and Willow Ridge 1									
400	556	T_Hud18	Baer Dr and Willow Ridge Rd									
402	557	T_Hud20	Baer Dr and Wert Rd									
409	558	T_Hud30	Trout Brook Rd (Rustic Rd 13) and Trout Brook Trail									
412	559	T_Hud33	McCutcheon Rd and Parkview Ln									
413	560	T_Hud34	McCutcheon Rd and Private Rd									
414	561	T_Hud35	McCutcheon Rd and McDonald Ln									
417	562	T_Hud39	McCutcheon Rd and Scott Rd									
418	563	T_Hud40	McCutcheon Rd and Bakken Rd									
420	564	T_Hud42	McCutcheon Rd and Fraser Ln									
436	565	T_Rich1	140th St and 157th Ave									
437	566	T_Rich2	140th St and 160th Ave									
439	567	T_STJ2	River Rd and 30th St									
444	568	T_STJ7	River Rd and Nelson Farm Rd									
447	569	T_STJ10	River Rd and 56th St									
449	570	T_Troy2	Mann Valley Dr and Townsvalley Rd									
450	571	T_Troy3	Mann Valley Dr and Glendale Dr									
451	572	T_Troy4	Mann Valley Dr and Bjerstedt Ln									
453	573	T_Troy7	Powell Ave and S Glover Rd									
457	574	T_Troy16	CTH FF and Nordic Ln									
458	575	T_Troy17	CTH FF and Autumn Blaze Trail									
460	576	T_Troy19	CTH FF (Coulee Trail) and Virgil Rd									
462	577	T_Troy21	CTH FF (Coulee Trail) and N Glover Rd									
463	578	T_Troy22	N Glover Rd and Little Orchard Rd									
464	579	T_Troy23	N Glover Rd and Briana Ln									
468	580	T_Troy27	N Glover Rd and Southern Pacific Rd									
469	581	T_Troy28	Glover Rd and S Glover Rd									
470	582	T_Troy29	Glover Rd and Ruthie Ln									
475	583	T_War4	80th Ave and 106th St									
476	584	T_War5	80th Ave and 107th St									
477	585	T_War6	80th Ave and 110th St									
479	586	T1	CTH T and 8th Ave									
481	587	T3	CTH T and 22nd Ave									
483	588	T5	CTH T and 32nd Ave									
510	589	V3	CTH V and Appalousa Ct									
514	590	V7	CTH V and 130th Ave									
515	591	V8	CTH V and White Eagle Rd									
516	592	V9	CTH V and 139th Ave									
519	593	V12	CTH V and 145th Ave									
521	594	V14	CTH V and 153rd Ave									
532	595	W1	CTH W and 150th St									
533	596	W2	CTH W and Service Rd 255ft east of CTH W & 150th St T-intersection									
536	597	W5	CTH W and 30th Ave									
537	598	W6	CTH W and 45th St									
545	599	X8	CTH X and N Boundary Rd									
546	600	X9	CTH X and 150th Ave									

SAFETY ACTION PLAN

Saint Croix County
Rural Intersection Prioritization List

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547	601	X10	CTH X and 158th Ave									
548	602	X11	CTH X and 315th St									
549	603	X12	CTH X and 160th Ave									
551	604	X14	CTH X and 165th Ave									
552	605	X15	CTH X and 170th St									
554	606	Y1	CTH Y and CTH YY									
557	607	Y4	CTH Y and CTH Y 218ft SW of CTH Y & 18th Ave (Evergreen Dr)									
559	608	Y6	CTH Y and 18th Ave									
560	609	Y7	CTH Y and Service Rd 331ft NE of CTH Y & 18th Ave									
569	610	Z1	CTH Z and 165th St									
570	611	Z2	CTH Z and 171st St									
577	612	C9	CTH C and 95th St									
578	613	C10	CTH C and Nighthawk Dr									
583	614	GG3	CTH GG (E 11th St) and Shamrock Ln									
585	615	GG5	CTH GG (E 11th St) and 156th St									
587	616	GG7	CTH GG (E 11th St) and 165th Ave									
588	617	GG8	CTH GG (E 11th St) and 162nd Ave									
593	618	C18	CTH C and Stardusk Dr									
594	619	C19	CTH C and Service Rd 70ft south of CTH C & 214th Ave									
595	620	C20	CTH C and 214th Ave									
598	621	T_STJ11	River Rd and River Rd									
603	622	T_Troy44	Glover Rd and Moelter Ln									
621	623	D24	CTH D and 260th St									
622	624	X17	CTH X (3rd St) and Service Rd 115ft SW of CTH X & N Boundary Rd									

Stars	Count	Percent
★★★★★★★★	0	0%
★★★★★★★	1	0%
★★★★★★	3	0%
★★★★★	20	3%
★★★★	29	5%
★★★	59	9%
★★	120	19%
★	216	35%
	176	28%
Total	624	100%

APPENDIX E-5

Systemic Analysis - Project Lists

SAFETY ACTION PLAN

Saint Croix County
Rural Segment Project List

Legend
List No. - Number corresponds to the order in the Segment Data List.
Pri. No. - Number corresponds to the order in the Segment Priority List.
Segemnt ID - Unique ID given to each segment.

List No.	Pri. No.	Segment ID	Route Name	Start Description	End Description	Length [miles]	Total Stars	Clear Zone Enhancement	Enhanced Edgeline	Shoulder Rumble Strip	Edgeline Rumble Strip	Shoulder Paving & Safety Edge	Centerline Rumble Strip	Six Inch Wet Reflective Paint in Groove	Buffer between Opposing Lanes	Cost
7	1	T_Hud3	Trout Brook Rd	11th St	River Rd	3.05	★★★★★	0	1	0	0	0	0	0	0	$21,326
2	2	T_Troy1	CTH MM	Glenmont Rd	200ft West of N Main St	6.04	★★★★	0	1	0	0	0	0	0	0	$42,299
12	3	T_STJ1	River Rd	CTH V	CTH I	3.84	★★★★	0	1	0	0	0	0	0	0	$26,878
16	4	N1	CTH N	Gilbert Rd	CTH J	18.12	★★★★	0	1	0	0	0	0	0	0	$126,818
28	5	D1	CTH D	STH 64	S Main St	15.69	★★★★	0	1	0	0	0	0	0	0	$109,852
32	6	V1	CTH V	Appalousa Trail	500ft East of 30th St	7.33	★★★★	0	1	0	1	0	0	0	0	$102,616
34	7	A2	CTH A	CTH E	STH 64B (W 4th St)	10.24	★★★★	0	1	0	1	0	0	0	1	$1,679,482
36	8	H1	CTH H	STH 35	Main St	12.80	★★★★	0	1	0	0	0	0	0	0	$89,627
40	9	C1	CTH C	STH 64B	CTH H	11.16	★★★★	0	1	0	0	0	0	0	0	$78,086
43	10	K1	CTH K	140th St	CTH T	4.79	★★★★	0	1	0	0	0	0	0	0	$33,535
1	11	F1	CTH F	CTH M	CTH FF (Coulee Trail)	5.52	★★★	0	0	1	0	1	0	0	0	$430,384
6	12	T_Hud2	11th St	Saint Croix St	CTH A	2.45	★★★	0	1	0	1	0	0	0	0	$34,317
10	13	T_Hud6	Alexander Rd	USH 12	McCutcheon Rd	1.18	★★★	0	1	0	0	0	0	0	0	$8,263
11	14	A1	CTH A	USH 12	CTH E	4.65	★★★	0	1	0	1	0	0	0	0	$65,033
13	15	T_Troy2	CTH FF	CTH F	STH 35	5.69	★★★	0	1	0	1	0	0	0	0	$79,594
17	16	M1	CTH M	Meadows Drive	CTH Y	9.69	★★★	0	1	0	0	0	0	0	0	$67,858
22	17	T1	CTH T	CTH M	2800ft South of CTH J (Guy Metals Dr)	9.63	★★★	0	1	0	1	0	0	0	0	$134,795
23	18	J2	CTH J	CTH T	10th Ave	3.03	★★★	0	1	0	0	0	0	0	0	$21,183
27	19	B1	CTH B	890th Ave	IH 94	5.28	★★★	0	1	0	0	0	0	0	0	$36,943
30	20	I1	CTH I	CTH A	Main St	8.94	★★★	0	1	0	1	0	0	0	0	$125,096
31	21	I2	CTH I	Main St	Polk St Croix	16.09	★★★	0	1	0	0	0	0	0	0	$112,626
37	22	M2	CTH M	Main St	Polk St Croix Rd	1.69	★★★	0	1	0	0	0	0	0	0	$11,854
38	23	CC1	CTH CC	CTH C	CTH H	2.30	★★★	0	1	0	0	0	0	0	0	$16,066
39	24	CC2	CTH CC	STH 64B	210th Ave	4.32	★★★	0	0	1	0	1	0	0	0	$336,873
41	25	G1	CTH G	CTH A	CTH T	9.07	★★★	0	0	1	0	1	0	0	0	$707,263
44	26	C_Rich6	STH 64B	2200 ft South of 185th Ave	CTH A	2.98	★★★	0	1	0	1	0	0	0	1	$488,520
45	27	K2	CTH K	STH 64B	CTH KK	0.94	★★★	0	1	0	0	0	0	0	0	$6,559
47	28	E3	CTH E	CTH T	CTH W	29.46	★★★	0	1	0	0	0	0	0	0	$206,232
48	29	G2	CTH G	CTH T	CTH D	16.50	★★★	0	1	0	0	0	0	0	0	$115,522
58	30	G4	CTH G	STH 128	STH 170	3.72	★★★	0	1	0	0	0	0	0	0	$26,063
					Total Star Threshold	3		**0**	**27**	**3**	**8**	**3**	**0**	**0**	**2**	**$5,341,564**
					Total Segments in Threshold	30		**0%**	**45%**	**5%**	**13%**	**5%**	**0%**	**0%**	**3%**	
					Total Segments	60		$100,000 per mile	$7,000 per mile	$3,000 per mile	$7,000 per mile	$75,000 per mile	$3,000 per mile	$10,000 per mile	$150,000 per mile	
					% of Segments	50%										

SAFETY ACTION PLAN

Saint Croix County
Rural Curve Project List

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Curve ID - Unique ID given to each curve.

List No.	Pri. No.	Curve ID	Route Name	Total Stars	Clear Zone Enhancements	High-Friction Surface Treatment	Reconstruct TT to a Single T	Lighting	Chevrons or Arrow Board	Curve Warning Sign	Speed Advisory Sign	Cost
284	1	T_Hud6-2	Alexander Rd	★★★★★★	0	0	0	0	1	0	0	$3,000
6	2	X1-5	CTH X	★★★★★	0	0	1	0	1	0	0	$403,000
226	3	T_Troy3-1	Tower Rd	★★★★★	0	1	0	0	0	0	0	$15,823
265	4	T_Hud2-11	CTH A	★★★★★	0	0	0	0	1	0	0	$3,000
266	5	T_Hud3-3	Trout Brook Rd	★★★★★	0	0	0	0	1	0	0	$3,000
273	6	T_Hud3-10	Trout Brook Rd	★★★★★	0	0	0	0	1	1	0	$5,000
283	7	T_Hud6-1	McCutcheon Rd	★★★★★	0	0	0	0	0	0	0	$0
285	8	T_Hud6-3	Alexander Rd	★★★★★	0	0	0	0	0	0	0	$0
288	9	T_Hud6-7	Alexander Rd	★★★★★	0	0	0	0	0	0	0	$0
1	10	Q1-1	CTH Q	★★★★	0	0	1	0	1	1	1	$407,000
4	11	X1-3	CTH X	★★★★	0	0	1	0	0	0	0	$400,000
8	12	X1-7	CTH X	★★★★	0	0	0	0	1	0	0	$3,000
10	13	X1-9	CTH X	★★★★	0	0	0	0	1	0	0	$3,000
29	14	W2-2	CTH W	★★★★	0	0	0	0	0	0	0	$0
49	15	H1-7	CTH H	★★★★	0	0	0	0	1	1	1	$7,000
50	16	H1-8	CTH H	★★★★	0	0	0	0	1	1	1	$7,000
59	17	H1-18	CTH H	★★★★	0	0	0	0	1	0	0	$3,000
67	18	D1-4	CTH D	★★★★	0	0	1	1	1	1	0	$430,000
84	19	CC1-2	CTH CC	★★★★	0	0	0	0	1	1	0	$5,000
89	20	CC1-7	CTH H	★★★★	0	0	0	0	1	0	0	$3,000
90	21	I2-2	CTH I	★★★★	0	0	0	0	0	0	0	$0
107	22	GG1-3	CTH GG	★★★★	0	0	0	0	1	1	1	$7,000
109	23	GG1-5	CTH GG	★★★★	0	0	0	0	1	1	1	$7,000
110	24	C_Rich6-1	STH 64B	★★★★	0	0	0	0	1	0	0	$3,000
124	25	E1-1	CTH E	★★★★	0	0	0	0	1	0	0	$3,000
135	26	NN1-5	CTH NN	★★★★	0	0	0	0	1	0	0	$3,000
142	27	BB1-2	CTH BB	★★★★	0	0	0	0	1	1	1	$7,000
144	28	BB1-4	CTH BB	★★★★	0	0	0	0	1	0	0	$3,000
148	29	Y1-2	CTH Y	★★★★	0	0	0	0	1	1	0	$5,000
149	30	Y1-3	CTH Y	★★★★	0	0	1	0	1	1	1	$407,000
152	31	Y1-6	CTH Y	★★★★	0	0	1	0	1	1	1	$407,000
157	32	W1-2	CTH W	★★★★	0	0	0	0	1	1	1	$7,000
165	33	M1-5	CTH M	★★★★	0	0	0	0	1	1	0	$5,000
170	34	N2-13	CTH N	★★★★	0	0	0	0	1	0	0	$3,000
190	35	J1-4	CTH J	★★★★	0	0	0	0	1	1	1	$7,000
197	36	SS1-1	CTH SS	★★★★	0	0	0	0	1	0	0	$3,000
199	37	SS1-3	CTH SS	★★★★	0	0	0	0	1	0	0	$3,000
203	38	U2-3	CTH U	★★★★	0	0	0	0	1	0	0	$3,000
215	39	N1-13	CTH N	★★★★	0	0	0	0	1	1	1	$7,000
222	40	T_Troy2-6	CTH FF	★★★★	0	0	0	0	1	0	0	$3,000
225	41	T_Troy2-9	CTH FF	★★★★	0	0	0	0	0	0	0	$0
258	42	T_Troy1-7	CTH MM	★★★★	0	0	0	0	1	0	0	$3,000
268	43	T_Hud3-5	Trout Brook Rd	★★★★	1	0	0	0	0	0	0	$100,000
271	44	T_Hud3-8	Trout Brook Rd	★★★★	0	0	0	0	0	1	1	$4,000
274	45	T_Hud3-11	Trout Brook Rd	★★★★	0	0	0	0	0	0	0	$0
286	46	T_Hud6-4	Alexander Rd	★★★★	0	0	0	0	0	0	0	$0
287	47	T_Hud6-6	Alexander Rd	★★★★	0	0	0	0	0	0	0	$0
292	48	T_Troy1-6	CTH MM	★★★★	0	0	0	0	1	0	0	$3,000
294	49	W2-3	CTH W	★★★★	0	0	0	0	1	1	1	$7,000
2	50	Q1-2	CTH Q	★★★	0	0	0	0	1	1	1	$7,000

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3	51	P1-2	CTH P	★★★	0	0	0	0	0	0	0	$0
7	52	X1-6	CTH X	★★★	0	0	0	0	0	0	0	$0
9	53	X1-8	CTH X	★★★	0	0	0	0	0	0	0	$0
13	54	S1-1	CTH S	★★★	0	0	0	0	0	0	0	$0
14	55	S1-2	CTH S	★★★	0	0	0	0	1	1	1	$7,000
15	56	S1-3	CTH S	★★★	0	0	0	0	1	1	1	$7,000
16	57	S2-1	CTH S	★★★	0	0	0	0	1	1	1	$7,000
17	58	S2-2	CTH S	★★★	0	0	0	0	1	1	1	$7,000
19	59	S2-4	CTH S	★★★	0	0	0	0	0	0	0	$0
20	60	G3-2	CTH G	★★★	0	0	0	0	0	1	0	$2,000
21	61	G3-3	CTH G	★★★	0	0	0	0	0	0	0	$0
22	62	G3-4	CTH G	★★★	0	0	0	0	0	0	0	$0
30	63	W2-4	CTH W	★★★	0	0	0	0	1	1	1	$7,000
31	64	W2-5	CTH W	★★★	0	0	0	0	1	1	1	$7,000
32	65	W2-6	CTH W	★★★	0	0	0	0	1	1	1	$7,000
35	66	H2-2	CTH H	★★★	0	0	0	0	1	0	0	$3,000
40	67	M2-1	CTH M	★★★	0	0	0	0	1	0	0	$3,000
43	68	H1-1	CTH H	★★★	0	0	0	0	0	0	0	$0
44	69	H1-2	CTH H	★★★	0	0	0	0	0	0	0	$0
46	70	H1-4	CTH H	★★★	0	0	0	0	0	0	0	$0
51	71	H1-9	CTH H	★★★	0	0	0	0	0	0	0	$0
52	72	H1-10	CTH H	★★★	0	0	0	0	0	0	0	$0
54	73	H1-12	CTH H	★★★	0	0	0	0	0	0	0	$0
55	74	H1-13	CTH H	★★★	0	0	0	0	0	0	0	$0
56	75	H1-14	CTH H	★★★	0	0	0	0	0	0	0	$0
57	76	H1-15	CTH H	★★★	0	0	0	0	0	0	0	$0
58	77	H1-17	CTH H	★★★	1	0	0	0	0	0	0	$100,000
66	78	D1-3	CTH D	★★★	0	0	0	0	1	1	1	$7,000
79	79	C1-12	CTH C	★★★	1	0	0	0	1	0	0	$103,000
83	80	C1-17	CTH C	★★★	0	0	0	0	1	0	0	$3,000
85	81	CC1-3	CTH CC	★★★	0	0	0	0	0	1	0	$2,000
87	82	CC1-5	CTH CC	★★★	0	0	0	0	0	0	0	$0
88	83	CC1-6	CTH CC	★★★	0	0	0	0	0	1	0	$2,000
92	84	I2-4	CTH I	★★★	0	0	0	0	0	1	0	$2,000
93	85	I2-5	CTH I	★★★	0	0	0	0	0	1	0	$2,000
99	86	I2-12	CTH I	★★★	0	0	0	0	1	1	1	$7,000
101	87	VV1-1	CTH VV	★★★	1	0	0	0	1	0	0	$103,000
105	88	GG1-1	CTH GG	★★★	0	0	0	0	0	0	0	$0
106	89	GG1-2	CTH GG	★★★	0	0	0	0	0	1	1	$4,000
108	90	GG1-4	CTH GG	★★★	0	0	0	0	1	1	1	$7,000
112	91	A2-1	CTH A	★★★	0	0	0	1	1	1	0	$30,000
113	92	A2-2	CTH A	★★★	0	0	0	0	1	0	0	$3,000
117	93	A2-10	CTH A	★★★	0	0	0	0	1	0	0	$3,000
120	94	A2-14	CTH A	★★★	0	1	0	0	1	0	0	$130,680
121	95	V1-1	CTH V	★★★	0	0	0	0	1	1	1	$7,000
122	96	V1-2	CTH V	★★★	0	0	0	0	1	1	1	$7,000
127	97	E1-4	CTH E	★★★	0	0	0	0	1	0	0	$3,000
137	98	NN1-7	CTH NN	★★★	0	0	0	0	0	0	0	$0
140	99	B2-2	CTH W	★★★	0	0	0	0	1	0	0	$3,000
145	100	YY1-1	CTH YY	★★★	0	0	0	0	1	1	1	$7,000

SAFETY ACTION PLAN

Saint Croix County
Rural Curve Project List

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List No.	Pri. No.	Curve ID	Route Name	Total Stars	Clear Zone Enhancements	High-Friction Surface Treatment	Reconstruct TT to a Single T	Lighting	Chevrons or Arrow Board	Curve Warning Sign	Speed Advisory Sign	Cost
146	101	YY1-2	CTH YY	★★★	0	0	1	0	1	1	1	$407,000
147	102	YY1-3	CTH YY	★★★	0	0	1	0	1	1	1	$407,000
150	103	Y1-4	CTH Y	★★★	0	0	0	0	0	0	0	$0
155	104	Y1-9	CTH Y	★★★	0	0	0	0	0	0	0	$0
158	105	W1-3	CTH W	★★★	0	0	0	0	1	1	1	$7,000
159	106	W1-5	CTH W	★★★	0	0	0	0	0	1	0	$2,000
163	107	M1-3	CTH M	★★★	1	0	0	0	1	0	0	$103,000
166	108	N2-5	CTH N	★★★	0	0	0	0	1	0	0	$3,000
169	109	N2-10	CTH N	★★★	0	0	0	0	0	0	0	$0
176	110	N2-19	CTH N	★★★	0	0	0	0	0	0	0	$0
178	111	N2-21	CTH N	★★★	0	0	0	0	0	0	0	$0
179	112	N2-22	CTH N	★★★	0	0	0	0	0	1	1	$4,000
180	113	N2-23	CTH N	★★★	0	0	0	0	0	0	0	$0
181	114	N2-24	CTH N	★★★	0	0	0	0	0	0	0	$0
183	115	DD1-1	CTH DD	★★★	0	0	0	0	0	0	0	$0
184	116	DD1-2	CTH DD	★★★	0	0	0	0	0	1	0	$2,000
186	117	DD1-4	CTH DD	★★★	0	0	0	0	0	1	0	$2,000
187	118	DD1-5	CTH DD	★★★	0	0	0	0	0	1	1	$4,000
188	119	DD1-6	CTH DD	★★★	0	0	0	0	0	1	1	$4,000
189	120	DD1-8	CTH DD	★★★	0	0	0	0	0	0	0	$0
191	121	J1-5	CTH J	★★★	0	0	0	0	1	1	1	$7,000
192	122	J1-6	CTH J	★★★	0	0	0	0	1	1	1	$7,000
193	123	J1-7	CTH J	★★★	0	0	0	0	1	1	1	$7,000
198	124	SS1-2	CTH SS	★★★	0	0	0	0	0	0	0	$0
201	125	U2-1	CTH U	★★★	0	0	0	0	0	0	0	$0
206	126	U2-6	CTH U	★★★	0	0	0	0	0	0	0	$0
208	127	N1-2	CTH N	★★★	0	0	0	0	0	1	0	$2,000
209	128	N1-3	CTH N	★★★	0	0	0	0	0	0	0	$0
212	129	N1-7	CTH N	★★★	0	0	0	0	1	0	0	$3,000
216	130	N1-14	CTH N	★★★	0	0	0	0	1	1	1	$7,000
217	131	N1-15	CTH N	★★★	0	0	0	0	1	1	1	$7,000
218	132	T_Troy2-2	CTH FF	★★★	0	0	0	0	1	1	1	$7,000
219	133	T_Troy2-3	CTH FF	★★★	0	0	0	0	0	0	0	$0
220	134	T_Troy2-4	CTH FF	★★★	0	0	0	0	0	0	0	$0
227	135	E2-2	CTH E	★★★	0	0	0	0	1	0	0	$3,000
239	136	A1-10	CTH A	★★★	1	0	0	0	1	0	0	$103,000
244	137	I1-4	River Rd	★★★	0	0	0	0	1	0	0	$3,000
251	138	I1-13	CTH I	★★★	0	0	0	0	1	1	0	$5,000
252	139	I1-14	CTH I	★★★	1	0	0	0	1	1	1	$107,000
254	140	T_Troy1-2	CTH MM	★★★	0	0	0	0	0	1	1	$4,000
255	141	T_Troy1-3	CTH MM	★★★	0	0	0	0	0	1	1	$4,000
259	142	T_Troy1-8	CTH MM	★★★	0	0	0	0	1	0	0	$3,000
260	143	C_Hud1-15	CTH A	★★★	0	0	0	0	1	0	0	$3,000
267	144	T_Hud3-4	Trout Brook Rd	★★★	1	0	0	0	0	0	0	$100,000
269	145	T_Hud3-6	Trout Brook Rd	★★★	0	0	0	0	0	0	0	$0
270	146	T_Hud3-7	Trout Brook Rd	★★★	1	0	0	0	0	0	0	$100,000
275	147	T_Hud3-12	Trout Brook Rd	★★★	0	0	0	0	0	0	0	$0
276	148	T_Hud3-13	Trout Brook Rd	★★★	0	0	0	0	0	0	0	$0
277	149	T_Hud3-14	Trout Brook Rd	★★★	1	0	0	0	1	1	1	$107,000
278	150	T_Hud3-15	Trout Brook Rd	★★★	0	0	0	0	1	1	1	$7,000

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279	151	T_Hud3-16	Trout Brook Rd	★★★	0	0	0	0	0	0	0	$0
280	152	T_Hud3-17	Trout Brook Rd	★★★	1	0	0	0	0	0	0	$100,000
281	153	T_Hud3-18	Trout Brook Rd	★★★	0	0	0	0	0	0	0	$0
282	154	T_Hud5-1	McCutcheon Rd	★★★	0	0	0	0	1	0	0	$3,000
290	155	T_War1-2	8th Ave	★★★	1	0	0	0	0	0	0	$100,000
291	156	T_War1-3	8th Ave	★★★	0	0	0	0	0	0	0	$0
293	157	N2-9	CTH N	★★★	0	0	0	0	0	0	0	$0

Total Star Threshold	3	**12**	**2**	**8**	**2**	**83**	**61**	**45**	**$5,054,503**
Total Curves in Threshold	157	4.1%	0.7%	2.7%	0.7%	28.2%	20.7%	15.3%	
Total Curves	294	$100,000	$36	$400,000	$25,000	$3,000	$2,000	$2,000	
% of Curves	53%	each	SQ YD	each	each	each	each	each	

SAFETY ACTION PLAN

Saint Croix County
Rural Intersection Project List

Legend
List No. - Number corresponds to the order in the Curve Data List.
Pri. No. - Number corresponds to the order in the Curve Priority List.
Intersection ID - Unique ID given to each curve.

List No.	Pri. No.	Intersection ID	Intersection Description	Partner Agency	Total Stars	Reconstruct TT to a Single T	Roundabout	LED Stop Signs	Lighting	Thru-Stop to All-Way Stop/Yield	J-Turn Intersection	Left-Turn Lanes on major road (thru traffic)	Review Signs & Markings	Upgrade Signs & Markings	Total Cost
538	1	W7	USH 12 (Iron Brigade Mem Hwy) and CTH W (Wilson St S)	Federal	★★★★★★★	0	0	0	0	0	0	0	1	0	$0
37	2	B13	CTH B and IH-94 WB Ramps	Local	★★★★★★	0	0	0	1	0	0	0	0	0	$25,000
117	3	E28	CTH E and CTH I	None	★★★★★★	0	0	0	1	1	0	0	0	0	$30,000
620	4	D25	USH 12 (Iron Brigade Mem Hwy) and CTH D (CTH B/Lockwood St)	Federal	★★★★★★	0	0	0	1	1	0	0	0	0	$30,000
3	5	T22	USH 12 (Iron Brigade Mem Hwy) and CTH T	Federal	★★★★★	0	0	0	1	0	0	0	0	0	$25,000
8	6	A4	CTH A and McCutcheon Rd	Local	★★★★★	0	0	0	1	0	0	0	0	0	$25,000
16	7	A12	CTH A and CTH E	None	★★★★★	0	0	0	1	0	0	0	0	0	$25,000
36	8	B12	CTH B and IH-94 EB Ramps	Local	★★★★★	0	0	0	1	0	0	0	0	0	$25,000
77	9	D23	STH 64 and CTH D (270th St)	State	★★★★★	0	0	0	0	0	0	0	1	0	$0
96	10	E6	CTH E and 25th St	Local	★★★★★	0	0	0	0	0	0	0	1	0	$0
99	11	E9	CTH E and CTH V	None	★★★★★	0	0	0	1	0	0	0	0	0	$25,000
151	12	F5	CTH M and Mann Valley Dr (Glenmont Rd)	Local	★★★★★	0	0	0	1	0	0	0	0	0	$25,000
169	13	G6	STH 65 and CTH G	State	★★★★★	0	0	0	0	0	0	0	1	0	$0
175	14	G12	CTH G and CTH T	None	★★★★★	0	1	0	0	0	0	0	0	0	$2,500,000
336	15	N42	STH 128 and CTH N	State	★★★★★	0	0	0	1	0	0	0	0	0	$25,000
358	16	P1	STH 64 and DTH 128 (CTH P)	State	★★★★★	0	0	0	1	0	0	0	0	0	$25,000
373	17	S1	USH 63 and CTH S (180th Ave)	Federal	★★★★★	0	0	0	0	0	0	0	1	0	$0
394	18	T_Hud4	CTH A and Sherman Rd	Local	★★★★★	0	0	0	1	0	0	0	0	0	$25,000
485	19	T7	CTH T and IH-94 EB Ramps	Local	★★★★★	0	0	0	0	0	0	0	1	0	$0
486	20	T10	CTH T and IH-94 WB Ramps	Local	★★★★★	0	0	0	0	0	0	0	1	0	$0
526	21	VV2	CTH VV (64B) and STH 35/64 WB Ramps	State	★★★★★	0	0	0	0	0	0	0	1	0	$0
530	22	VV6	CTH VV (64B) and Meadow Ln (180th Ave)	Local	★★★★★	0	0	0	0	0	0	0	1	0	$0
590	23	C_Rich50	Business 64 (110th St) and STH 64 WB Ramps	State	★★★★★	0	0	0	1	0	0	0	0	0	$25,000
591	24	C_Rich51	Business 64 and STH 64 EB Ramps	State	★★★★★	0	0	0	1	0	0	0	0	0	$25,000
5	25	A3	CTH A and CTH U	None	★★★★	0	0	0	0	0	1	0	0	0	$1,500,000
7	26	A2	CTH U and Schommer Dr	Local	★★★★	0	0	0	0	0	0	0	1	0	$0
11	27	A7	CTH A and Old Mill Rd	Local	★★★★	0	0	0	0	0	0	0	1	0	$0
12	28	A8	CTH A and Scott Rd	Local	★★★★	0	0	0	0	0	0	0	1	0	$0
14	29	A10	CTH A and CTH I	None	★★★★	0	0	0	1	0	0	0	0	0	$25,000
21	30	A17	CTH A and 140th Ave (100th St)	Local	★★★★	0	0	0	0	0	0	0	1	0	$0
30	31	B6	CTH B and CTH N	None	★★★★	0	0	0	1	0	0	0	0	0	$25,000
39	32	B15	CTH B and Park Ave	Local	★★★★	0	0	0	0	0	0	0	1	0	$0
53	33	C_Hud80	USH 12 (CTH U / Gilbert Rd) and CTH N	None	★★★★	0	0	0	1	0	0	0	0	0	$25,000
56	34	CC4	CTH CC (Wall St) and CTH C (210th Ave)	None	★★★★	0	0	0	0	0	0	0	1	0	$0
73	35	D15	CTH D and CTH G (150th Ave)	None	★★★★	0	0	0	1	0	0	0	0	0	$25,000
78	36	DD1	USH 63 (Gaylord Nelson Hwy) and CTH DD	Federal	★★★★	0	0	0	0	0	0	0	1	0	$0
91	37	E1	CTH E and STH 64 NB Ramp	State	★★★★	0	0	0	0	0	0	0	1	0	$0
101	38	E11	CTH E and Valley View Trail	Local	★★★★	0	0	0	0	0	0	0	1	0	$0
107	39	E17	CTH E and Old E East (Perch Lake Rd)	Local	★★★★	0	0	0	0	0	0	0	1	0	$0
124	40	E34	STH 65 and CTH E	State	★★★★	0	0	0	1	0	0	0	0	0	$25,000
134	41	E44	USH 63 (Gaylord Nelson Hwy) and CTH E	Federal	★★★★	0	0	0	1	0	0	0	0	0	$25,000
150	42	F4	CTH M and Indigo Trail	Local	★★★★	0	0	0	0	0	0	0	1	0	$0
178	43	G15	USH 63 and CTH G	Federal	★★★★	0	0	0	1	0	0	0	0	0	$25,000
190	44	H1	STH 35 and CTH H (230th Ave)	State	★★★★	0	0	0	0	0	0	0	1	0	$0
312	45	N18	STH 65 and CTH N	State	★★★★	0	0	0	1	0	0	0	0	0	$25,000
403	46	T_Hud21	Baer Dr and Sherman Rd	Local	★★★★	0	0	0	0	0	0	0	1	0	$0
523	47	V16	CTH V and STH 35/64 NB Ramps	State	★★★★	0	0	0	1	0	0	0	0	0	$25,000
524	48	V17	CTH V (Scout Camp Rd) and STH 35/64 SB Ramps	State	★★★★	0	0	0	1	0	0	0	0	0	$25,000
525	49	VV1	CTH VV (64B) and STH 35/64 EB Ramps	State	★★★★	0	0	0	0	0	0	0	1	0	$0
527	50	VV3	CTH VV (64B) and 172nd Ave	Local	★★★★	0	0	0	0	0	0	0	1	0	$0
568	51	YY6	USH 63 and CTH YY (5th Ave)	Federal	★★★★	0	0	0	0	0	0	0	1	0	$0
602	52	F18	CTH F (Okeefe St) and Service Rd 1200ft south of CTH F & Coulee Rd	None	★★★★	0	0	0	0	0	0	0	1	0	$0
609	53	G30	CTH G and Service Road 1050ft west of CTH G & 120th St	None	★★★★	0	0	0	0	0	0	0	1	0	$0
1	54	V1	STH 35 and CTH V	State	★★★	0	0	0	1	0	0	0	0	0	$25,000
2	55	T_Troy42	STH 35 and Glover Rd	State	★★★	0	0	0	0	0	0	0	1	0	$0
4	56	T23	STH 64 and CTH T	State	★★★	0	0	0	1	0	0	0	0	0	$25,000
6	57	A1	USH 12 (Iron Brigade Mem Hwy) and CTH U	Federal	★★★	0	0	0	0	0	0	0	1	0	$0
17	58	A13	CTH A and 80th St	Local	★★★	0	0	0	0	0	0	0	1	0	$0
19	59	A15	CTH A and 92nd St	Local	★★★	0	0	0	0	0	0	0	1	0	$0
20	60	A16	CTH A and 130th Ave	Local	★★★	0	0	0	0	0	0	0	1	0	$0
22	61	A18	CTH A and 140th Ave	Local	★★★	0	0	0	0	0	0	0	1	0	$0
24	62	A20	CTH A and CTH G	None	★★★	0	0	0	1	0	0	0	0	0	$25,000
55	63	CC3	CTH CC (Wall St) and 200th Ave (W Hangar Rd)	Local	★★★	0	0	0	0	0	0	0	1	0	$0
57	64	CC5	CTH C and CTH CC (110th St)	None	★★★	0	0	0	0	0	0	0	1	0	$0
68	65	D10	CTH D and CTH E	None	★★★	0	0	0	1	0	0	0	0	0	$25,000
70	66	D12	CTH D and CTHDD	None	★★★	0	0	0	0	0	0	0	1	0	$0
71	67	D13	CTH D and 130th Ave	Local	★★★	0	0	0	0	0	0	0	1	0	$0
72	68	D14	CTH D (CTH G) and CTH G (140th Ave)	None	★★★	0	0	0	1	0	0	0	0	0	$25,000
76	69	D22	CTH D and CTH S	None	★★★	0	0	0	0	0	0	0	1	0	$0
92	70	E2	CTH E and Thelen Farm Trail	Local	★★★	0	0	0	0	0	0	0	1	0	$0
95	71	E5	CTH E and 20th St	Local	★★★	0	0	0	0	0	0	0	1	0	$0
97	72	E7	CTH E and 27th St	Local	★★★	0	0	0	0	0	0	0	1	0	$0
102	73	E12	CTH E and Old E West	Local	★★★	0	0	0	0	0	0	0	1	0	$0
105	74	E15	CTH E and Highland View	Local	★★★	0	0	0	0	0	0	0	1	0	$0
106	75	E16	CTH E and Old E East	Local	★★★	0	0	0	0	0	0	0	1	0	$0
130	76	E40	CTH T (CTH E) and CTH E (100th St)	None	★★★	0	0	0	1	0	0	0	0	0	$25,000
143	77	E53	STH 128 and CTH E (100th Ave)	State	★★★	0	0	0	1	0	0	0	0	0	$25,000
147	78	F1	CTH F and CTH M	None	★★★	0	0	0	1	0	0	0	0	0	$25,000
152	79	F6	CTH F and Plainview Dr	Local	★★★	0	0	0	0	0	0	0	1	0	$0

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Pri. No. - Number corresponds to the order in the Curve Priority List.
Intersection ID - Unique ID given to each curve.

List No.	Pri. No.	Intersection ID	Intersection Description	Partner Agency	Total Stars	Reconstruct TT to a Single T	Roundabout	LED Stop Signs	Lighting	Thru-Stop to All-Way Stop/Yield	J-Turn Intersection	Left-Turn Lanes on major road (thru traffic)	Review Signs & Markings	Upgrade Signs & Markings	Total Cost
156	80	F10	CTH F and St. Anne's Pkwy	Local	★★★	0	0	0	0	0	0	0	1	0	$0
158	81	F12	CTH F and E Cove Rd	Local	★★★	0	0	0	1	0	0	0	0	0	$25,000
165	82	G2	CTH G and Service Road 2078ft east of CTH G & 112th St	None	★★★	0	0	0	0	0	0	0	1	0	$0
166	83	G3	CTH G and Service Road 625ft west of CTH G & 120th St	None	★★★	0	0	0	0	0	0	0	1	0	$0
173	84	G10	CTH G and CTH GG (E 11th St/160th St)	None	★★★	0	0	0	0	0	0	0	1	0	$0
182	85	G19	CTH G and 250th St	Local	★★★	0	0	0	0	0	0	0	1	0	$0
188	86	G25	STH 128 (Syme Ave) and CTH G	State	★★★	0	0	0	1	0	0	0	0	0	$25,000
211	87	H30	STH 46 (Main St N) and CTH H	State	★★★	0	0	0	1	0	0	0	0	0	$25,000
228	88	I11	CTH I and 160th Ave	Local	★★★	0	0	0	0	0	0	0	1	0	$0
230	89	I13	CTH I and 170th Ave	Local	★★★	0	0	0	0	0	0	0	1	0	$0
248	90	J1	STH 65 and CTH J (Town Hall Rd)	State	★★★	0	0	0	0	0	0	0	1	0	$0
278	91	K11	Business 64 and CTH K (115th St)	Local	★★★	0	0	0	0	0	0	0	1	0	$0
281	92	M2	CTH M and Liberty Rd	Local	★★★	0	0	0	0	0	0	0	1	0	$0
302	93	N8	CTH N and Hillary Farm Rd (Settlement Dr	Local	★★★	0	0	0	0	0	0	0	1	0	$0
325	94	N31	USH 63 and CTH N	Federal	★★★	0	1	0	0	0	0	0	0	0	$2,500,000
333	95	N39	CTH N and 270th St	Local	★★★	0	0	0	0	0	0	0	1	0	$0
335	96	N41	CTH N and 290th St	Local	★★★	0	0	0	0	0	0	0	1	0	$0
387	97	SS1	STH 65 and CTH SS (Chapman Dr)	State	★★★	0	0	0	0	0	0	0	1	0	$0
398	98	T_Hud9	CTH A and Waxon Ln	Local	★★★	0	0	0	0	0	0	0	1	0	$0
410	99	T_Hud31	River Rd and Trout Brook Rd	Local	★★★	0	0	0	1	0	0	0	0	0	$25,000
424	100	T_Hud47	McCutcheon Rd (100th Ave) and Alexander Rd	Local	★★★	0	0	0	0	0	0	0	1	0	$0
425	101	T_Hud48	USH 12 (Iron Brigade Mem Hwy) and Alexander Rd	Federal	★★★	0	0	0	1	0	0	0	0	0	$25,000
438	102	T_STJ1	CTH V and River Rd	Local	★★★	0	0	0	1	0	0	0	0	0	$25,000
454	103	T_Troy8	Powell Ave and CTH U (Radio Rd)	Local	★★★	0	0	0	1	0	0	0	0	0	$25,000
503	104	TT9	CTH TT and 170th St	Local	★★★	0	0	0	0	0	0	0	1	0	$0
513	105	V6	CTH V and White Eagle Trail	Local	★★★	0	0	0	0	0	0	0	1	0	$0
522	106	V15	CTH V and 32nd St	Local	★★★	0	0	0	0	0	0	0	1	0	$0
574	107	C6	CTH C and Riverview Ln (Sicard Ln)	Local	★★★	0	0	0	0	0	0	0	1	0	$0
592	108	C_Rich52	Business 64 and 178th Ave	Local	★★★	0	0	0	0	0	0	0	1	0	$0
599	109	A28	CTH A and 100th St	Local	★★★	0	0	0	0	0	0	0	1	0	$0
600	110	A29	CTH A and Mackin Rd	Local	★★★	0	0	0	0	0	0	0	1	0	$0
608	111	G29	CTH G and Service Road 1150ft west of CTH G & 120th St	None	★★★	0	0	0	0	0	0	0	1	0	$0
610	112	G31	CTH G and Service Road 60ft west of CTH G & 120th St	None	★★★	0	0	0	0	0	0	0	1	0	$0
9	113	A5	CTH A and Grange Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
15	114	A11	CTH E and CTH A	None	★★	0	0	0	1	1	0	0	0	0	$30,000
23	115	A19	CTH A and 144th Ave	Local	★★	0	0	0	0	0	0	0	1	0	$0
25	116	B1	CTH B and 890th Ave	Local	★★	0	0	0	0	0	0	0	1	0	$0
34	117	B10	CTH B and 50th Ave	Local	★★	0	0	0	0	0	0	0	1	0	$0
40	118	B17	CTH B and 60th Ave	Local	★★	0	0	0	0	0	0	0	1	0	$0
44	119	BB4	CTH BB and 20th Ave	Local	★★	0	0	0	0	0	0	0	1	0	$0
45	120	BB5	CTH BB and 30th Ave	Local	★★	0	0	0	0	0	0	0	1	0	$0
47	121	BB7	CTH N and CTH BB	None	★★	0	0	0	0	0	0	0	1	0	$0
49	122	BB9	CTH BB and 50th Ave	Local	★★	0	0	0	0	0	0	0	1	0	$0
51	123	BB11	CTH BB and 70th Ave (Rose Ln)	Local	★★	0	0	0	0	0	0	0	1	0	$0
58	124	CC6	CTH CC (110th St) and 210th Ave	Local	★★	0	0	0	0	0	0	0	1	0	$0
63	125	CC11	CTH H and CTH CC	None	★★	0	0	0	0	0	0	0	1	0	$0
67	126	D9	CTH D and 90th Ave	Local	★★	0	0	0	1	0	0	0	0	0	$25,000
80	127	DD3	CTH DD and 230th St	Local	★★	0	0	0	0	0	0	0	1	0	$0
84	128	DD7	CTH DD and 250th St	Local	★★	0	0	0	0	0	0	0	1	0	$0
86	129	DD9	CTH DD and 280th St	Local	★★	0	0	0	0	0	0	0	1	0	$0
87	130	DD10	CTH DD and 290th St	Local	★★	0	0	0	0	0	0	0	1	0	$0
88	131	DD11	CTH DD and Hagen Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
90	132	DD13	STH 128 and CTH DD	State	★★	0	0	0	0	0	0	0	1	0	$0
93	133	E3	CTH E and 14th St	Local	★★	0	0	0	0	0	0	0	1	0	$0
103	134	E13	CTH E and 39th St	Local	★★	0	0	0	0	0	0	0	1	0	$0
104	135	E14	CTH E and Old E West	Local	★★	0	0	0	0	0	0	0	1	0	$0
112	136	E22	CTH E and 125th St	Local	★★	0	0	0	0	0	0	0	1	0	$0
114	137	E24	CTH E and 60th St	Local	★★	0	0	0	0	0	0	0	1	0	$0
116	138	E26	CTH E and 64th St	Local	★★	0	0	0	0	0	0	0	1	0	$0
118	139	E27	CTH E and Beatrice Cir	Local	★★	0	0	0	0	0	0	0	1	0	$0
121	140	E31	CTH E and 103rd St	Local	★★	0	0	0	0	0	0	0	1	0	$0
122	141	E32	CTH E and 110th St	Local	★★	0	0	0	0	0	0	0	1	0	$0
123	142	E33	CTH E and 120th St	Local	★★	0	0	1	0	0	0	0	1	0	$6,000
129	143	E39	CTH T and CTH E (120th St)	None	★★	0	0	0	1	0	0	0	0	0	$25,000
136	144	E46	CTH E and 230th St	Local	★★	0	0	0	0	0	0	0	1	0	$0
142	145	E52	CTH E and 290th St	Local	★★	0	0	0	0	0	0	0	1	0	$0
144	146	E54	STH 128 and CTH E (90th Ave)	State	★★	0	0	0	0	0	0	0	1	0	$0
145	147	E55	CTH E and Rustic Rd 3	Local	★★	0	0	0	0	0	0	0	1	0	$0
146	148	E56	CTH W and CTH E	None	★★	0	0	0	0	0	0	0	1	0	$0
148	149	F2	CTH M and Ilwaco Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
153	150	F7	CTH F and Mitchell Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
155	151	F9	CTH F and Peaceable Hill Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
157	152	F11	CTH F and S Cove Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
163	153	F17	CTH F (Okeefe St) and Red Brick Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
164	154	G1	CTH G and 112th St	Local	★★	0	0	0	0	0	0	0	1	0	$0
167	155	G4	CTH G and 120th St	Local	★★	0	0	0	0	0	0	0	1	0	$0
168	156	G5	CTH G and 127th St	Local	★★	0	0	0	0	0	0	0	1	0	$0
171	157	G8	CTH G and 140th St	Local	★★	0	0	1	0	0	0	0	1	0	$6,000
185	158	G22	CTH G and 300th St	Local	★★	0	0	0	0	0	0	0	1	0	$0

SAFETY ACTION PLAN

Saint Croix County
Rural Intersection Project List

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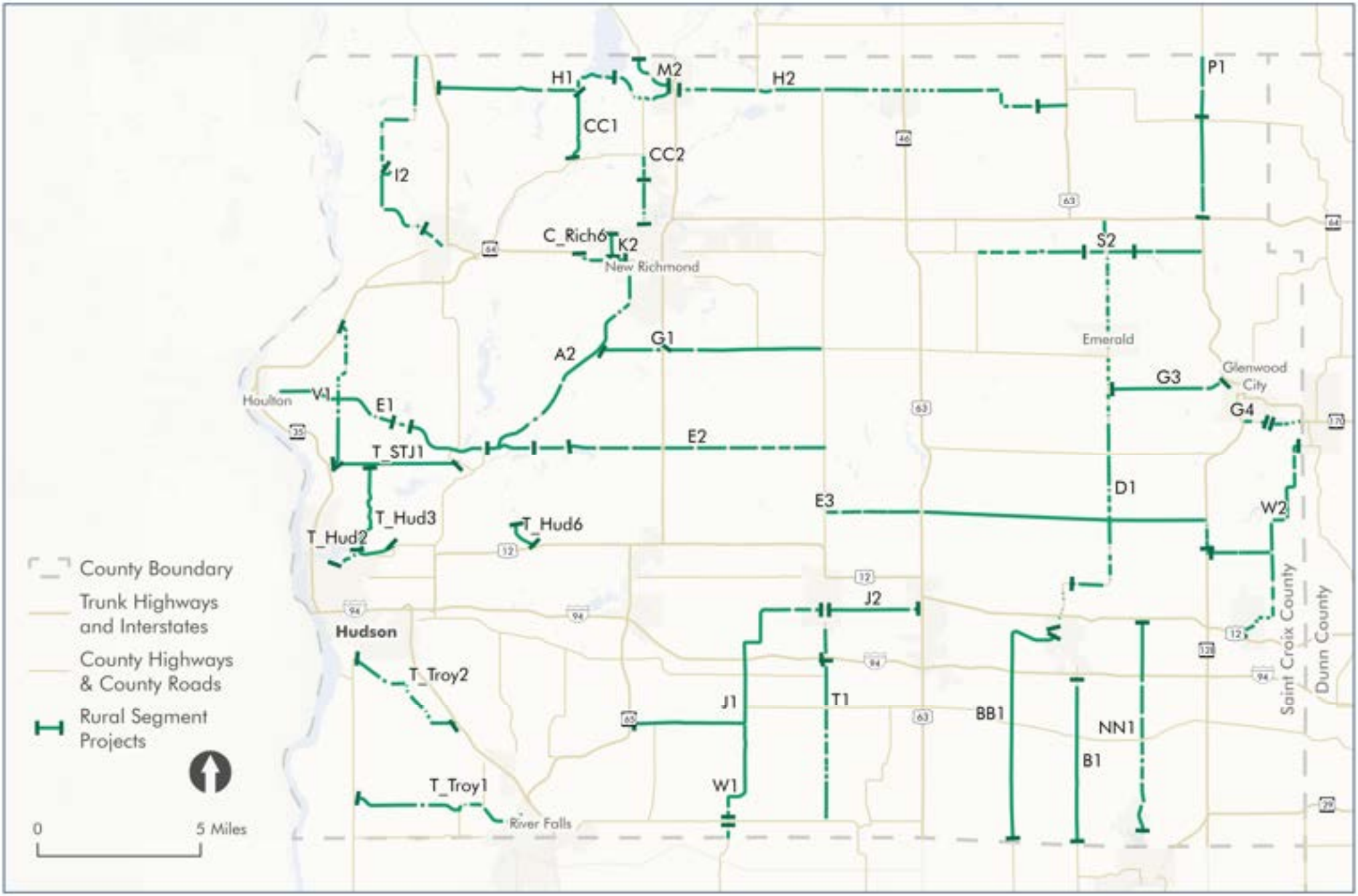
Intersection ID - Unique ID given to each curve.

List No.	Pri. No.	Intersection ID	Intersection Description	Partner Agency	Total Stars	Reconstruct TT to a Single T	Roundabout	LED Stop Signs	Lighting	Thru-Stop to All-Way Stop/Yield	J-Turn Intersection	Left-Turn Lanes on major road (thru traffic)	Review Signs & Markings	Upgrade Signs & Markings	Total Cost
187	159	G24	STH 128 (1st St) and CTH G	State	★★	0	0	0	0	0	0	0	1	0	$0
192	160	H3	CTH H and 80th St	Local	★★	0	0	0	0	0	0	0	1	0	$0
200	161	H11	CTH H and 117th St	Local	★★	0	0	0	0	0	0	0	1	0	$0
202	162	H13	CTH H and Huntington Dr	Local	★★	0	0	0	0	0	0	0	1	0	$0
203	163	H14	CTH H and Old Mill Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
205	164	H16	CTH H and CTJ C	Local	★★	0	0	1	1	0	0	0	0	0	$31,000
209	165	H28	CTH H and CTH T (185th St)	None	★★	0	0	1	1	0	0	0	0	0	$31,000
217	166	H36	USH 63 (Gaylord Nelson Hwy) and CTH H	Federal	★★	0	0	0	1	0	0	0	0	0	$25,000
218	167	I1	CTH I and River Rd (115th Ave)	Local	★★	0	0	0	1	0	0	0	0	0	$25,000
221	168	I4	CTH I and Perch Lake Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
229	169	I12	CTH I and 160th Ave	Local	★★	0	0	0	0	0	0	0	1	0	$0
231	170	I28	CTH I and Private Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
233	171	I30	CTH I and 58th St	Local	★★	0	0	0	0	0	0	0	1	0	$0
242	172	I39	CTH I and 22-th Ave	Local	★★	0	0	0	0	0	0	0	1	0	$0
246	173	I43	CTH I and 232nd Ave	Local	★★	0	0	1	0	0	0	0	1	0	$6,000
255	174	J10	CTH J and CTH N (CTH Z)	None	★★	0	0	1	1	0	0	0	0	0	$31,000
261	175	J22	CTH J and 190th St	Local	★★	0	0	0	0	0	0	0	1	0	$0
263	176	JJ1	CTH M and CTH JJ (Saddle Club Rd)	None	★★	0	0	1	0	0	0	0	1	0	$6,000
271	177	K4	CTH K and Prairie Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
279	178	K12	CTH K (120th St) and 180th Ave	Local	★★	0	0	0	0	0	0	0	1	0	$0
284	179	M5	CTH M and Cottonwood Ln	Local	★★	0	0	0	0	0	0	0	1	0	$0
290	180	M12	CTH M and CTH T	None	★★	0	0	0	1	0	0	0	0	0	$25,000
298	181	N4	CTH N and Brumn Rd (Brummel Rd)	Local	★★	0	0	1	0	0	0	0	1	0	$6,000
307	182	N13	CTH N and CTH SS (100th St)	None	★★	0	0	0	0	0	0	0	1	0	$0
314	183	N20	CTH N (Kinnikinnic Rd) and Kinnikinnic Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
322	184	N28	CTH T and CTH N	None	★★	0	0	0	1	0	0	0	0	0	$25,000
330	185	N36	CTH N and 233rd St	Local	★★	0	0	0	0	0	0	0	1	0	$0
334	186	N40	CTH N and CTH NN	None	★★	0	0	0	0	0	0	0	1	0	$0
341	187	NN1	CTH NN and 10th Ave	Local	★★	0	0	0	0	0	0	0	1	0	$0
346	188	NN6	CTH NN and 50th Ave	Local	★★	0	0	0	0	0	0	0	1	0	$0
354	189	O5	CTH S (CTH O) and CTH O	None	★★	0	0	0	0	0	0	0	1	0	$0
360	190	P3	CTH P and 210th Ave	Local	★★	0	0	0	0	0	0	0	1	0	$0
361	191	P4	CTH P and CTH Q	None	★★	0	0	0	0	0	0	0	1	0	$0
362	192	P5	CTH P and 230th Ave	Local	★★	0	0	0	0	0	0	0	1	0	$0
363	193	P6	CTH P (20th St) and County Line Ave	Local	★★	0	0	0	0	0	0	0	1	0	$0
364	194	Q1	USH 63 (Gaylord Nelson Hwy) and CTH Q	Federal	★★	0	0	0	0	0	0	0	1	0	$0
372	195	Q9	CTH Q and 320th St	Local	★★	0	0	0	0	0	0	0	1	0	$0
379	196	S7	CTH S and 250th St	Local	★★	0	0	0	0	0	0	0	1	0	$0
397	197	T_Hud8	CTH A and Schommer Dr	Local	★★	0	0	0	0	0	0	0	1	0	$0
406	198	T_Hud27	Trout Brook Rd and Priester Ln	Local	★★	0	0	0	0	0	0	0	1	0	$0
408	199	T_Hud29	Trout Brook Rd and Golden Oaks Dr(Deer Run Rd)	Local	★★	0	0	0	0	0	0	0	1	0	$0
415	200	T_Hud36	McCutcheon Rd and Spurline Cir (Fern Rd)	Local	★★	0	0	0	0	0	0	0	1	0	$0
421	201	T_Hud43	McCutcheon Rd and La Barge Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
426	202	T_Hud49	Alexander Rd and Hillside Trail	Local	★★	0	0	0	0	0	0	0	1	0	$0
433	203	T_Hud60	Badlands Rd (80th Ave) and Red Oak Dr	Local	★★	0	0	0	0	0	0	0	1	0	$0
435	204	T_Hud62	80th Ave and Hidden Lake Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
471	205	T_Troy30	CTH FF and Tower Rd	Local	★★	0	0	1	0	0	0	0	1	0	$6,000
473	206	T_War2	80th Ave and 99th St	Local	★★	0	0	0	0	0	0	0	1	0	$0
474	207	T_War3	80th Ave and 103rd St	Local	★★	0	0	0	0	0	0	0	1	0	$0
484	208	T6	CTH T and CTH Z (50th Ave)	None	★★	0	0	0	1	0	0	0	0	0	$25,000
499	209	TT5	CTH TT and 140th St	Local	★★	0	0	0	0	0	0	0	1	0	$0
504	210	U1	Radio Rd and Paulson Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
506	211	U3	CTH U and Glover Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
507	212	U4	CTH U and Coulee Trail	Local	★★	0	0	0	0	0	0	0	1	0	$0
509	213	V2	CTH V and Appalousa Trail	Local	★★	0	0	0	0	0	0	0	1	0	$0
517	214	V10	CTH V and Arbor Hills Dr	Local	★★	0	0	0	0	0	0	0	1	0	$0
529	215	VV5	CTH VV (64B) and 50th St (Bright Lake Rd)	Local	★★	0	0	0	0	0	0	0	1	0	$0
531	216	VV7	CTH VV (Main St) and Plourde Dr	Local	★★	0	0	0	0	0	0	0	1	0	$0
534	217	W3	CTH W and 18th Ave (Evergreen Dr)	Local	★★	0	0	0	0	0	0	0	1	0	$0
539	218	W10	CTH W (Main St/Dahlberg St) and Johnson St	Local	★★	0	0	0	0	0	0	0	1	0	$0
544	219	W15	CTH W and 100th Ave	Local	★★	0	0	0	0	0	0	0	1	0	$0
550	220	X13	CTH X and 320th St (Sandy Creek Rd)	Local	★★	0	0	0	0	0	0	0	1	0	$0
555	221	Y2	CTH Y and 8th Ave W	Local	★★	0	0	0	0	0	0	0	1	0	$0
567	222	YY5	CTH Y and Service Rd 178ft NE of CTH Y & 4th Ave (195th St)	None	★★	1	0	0	0	0	0	0	1	0	$400,000
571	223	C3	CTH C and 182nd Ave	Local	★★	0	0	0	0	0	0	0	1	0	$0
576	224	C8	CTH C and 93rd St	Local	★★	0	0	0	0	0	0	0	1	0	$0
589	225	GG9	CTH GG (E 11th St) and 160th Ave	Local	★★	0	0	0	0	0	0	0	1	0	$0
601	226	A32	CTH A and Willow River State Park Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
607	227	T_Troy43	CTH FF and Service Rd 1000ft SE of Coulee Rd & Tower Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
611	228	G32	CTH G and Frontage Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
613	229	TT13	CTH TT (Broadway St) and Service Rd 1166ft west of CTH TT (Broadway St) & Heritage Ln	None	★★	0	0	0	0	0	0	0	1	0	$0
614	230	N3	CTH N and Griffen Ln	Local	★★	0	0	0	0	0	0	0	1	0	$0
615	231	N47	CTH N and Magoo Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
617	232	T24	CTH T and 60th Ave	Local	★★	0	0	0	0	0	0	0	1	0	$0
				Total Star Threshold	2	**1**	**2**	**9**	**50**	**3**	**1**	**0**	**179**	**0**	**$8,219,000**
				Total Intersections in Threshold	232	0.2%	0.3%	1.4%	8.0%	0.5%	0.2%	0.0%	28.7%	0.0%	
				Total Intersections	624	$400,000 each	$2,500,000 each	$6,000 each	$25,000 each	$5,000 each	$1,500,000 each	$400,000 each	$0 each	$3,000 each	
				% of Intersections	37%										

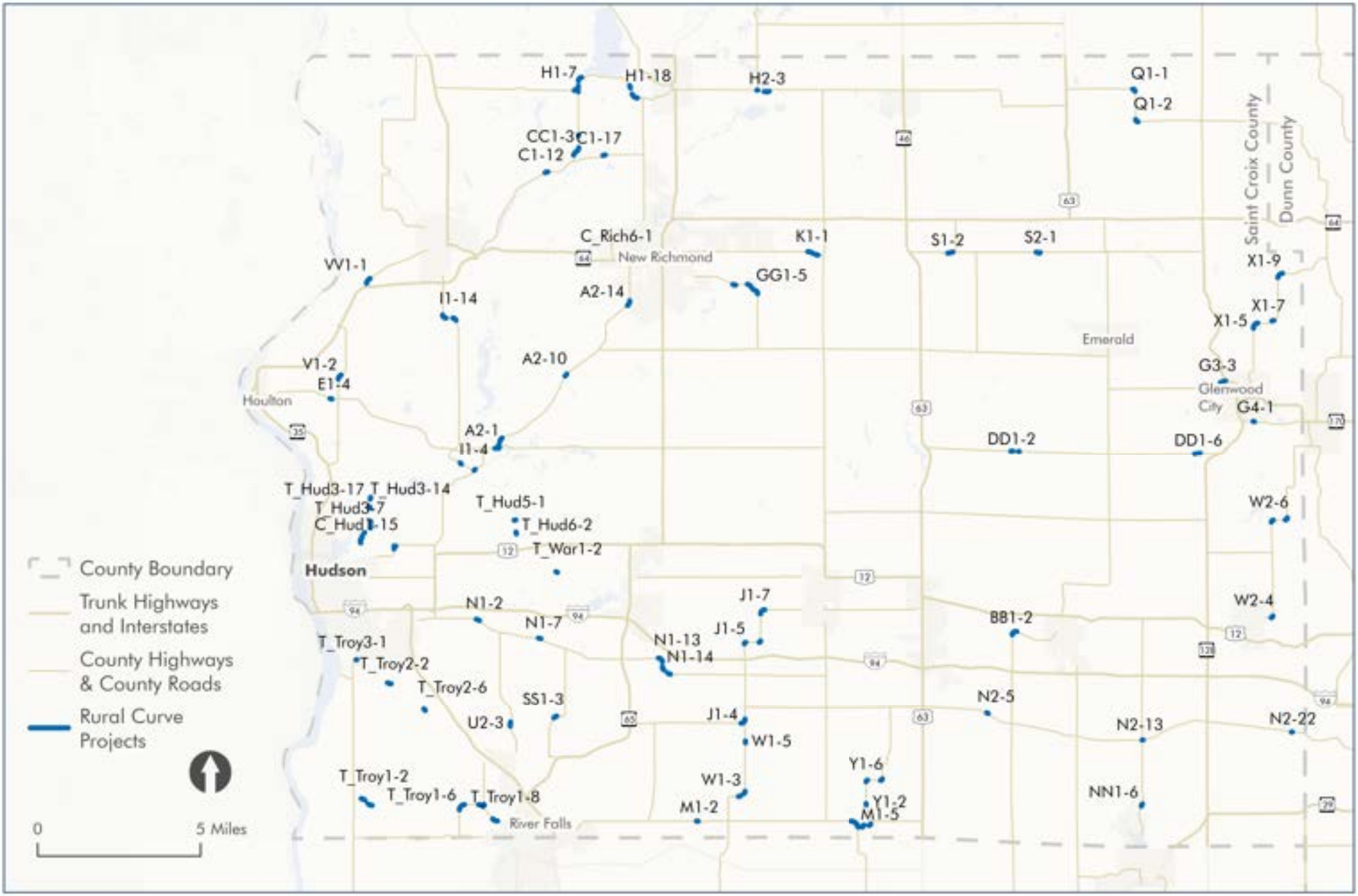
APPENDIX E-6

Systemic Analysis - Project Maps



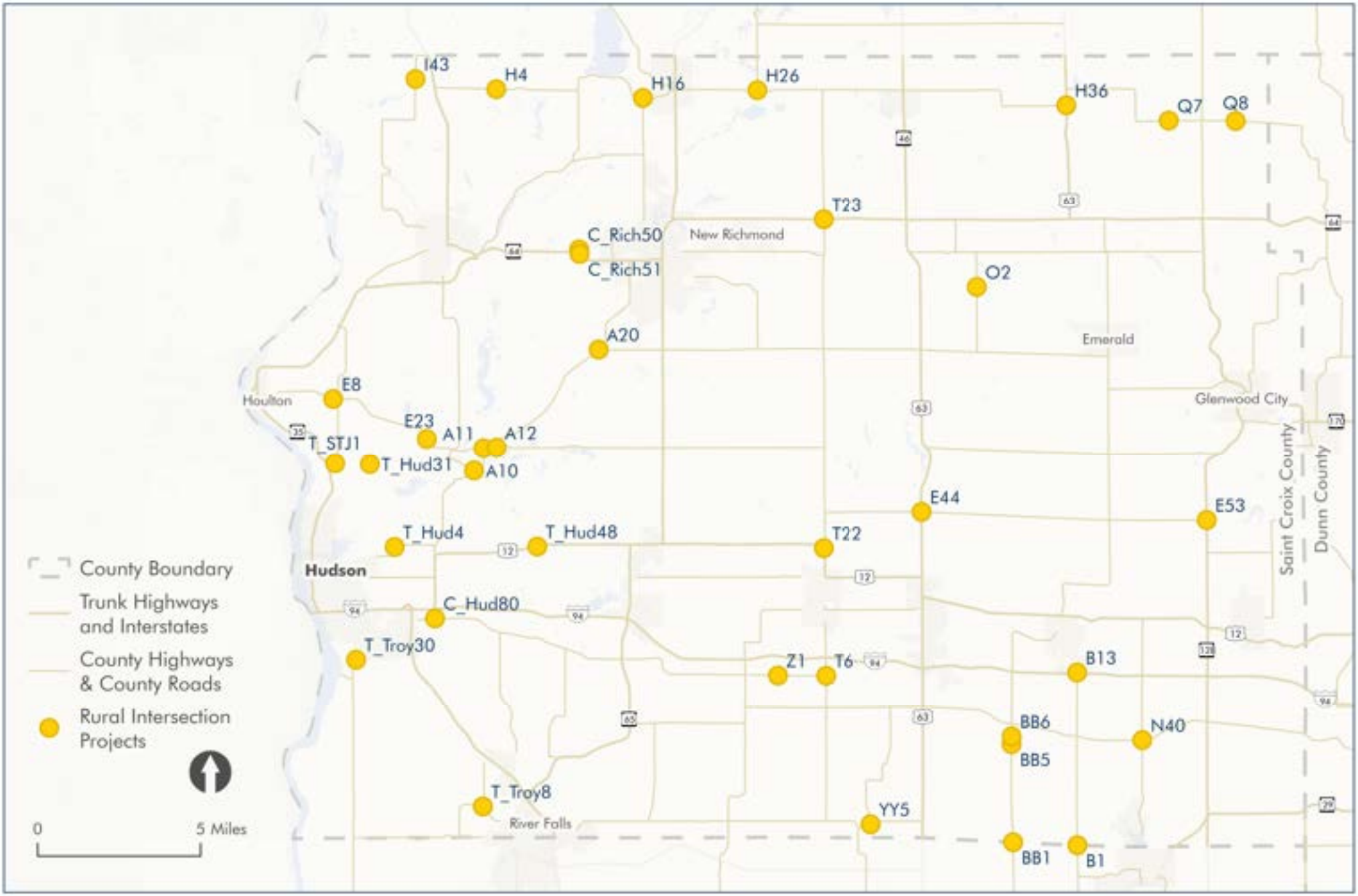
SAFETY ACTION PLAN

Saint Croix County- Rural Segment Projects



SAFETY ACTION PLAN

Saint Croix County- Rural Curve Projects



SAFETY ACTION PLAN

Saint Croix County- Rural Intersection Projects