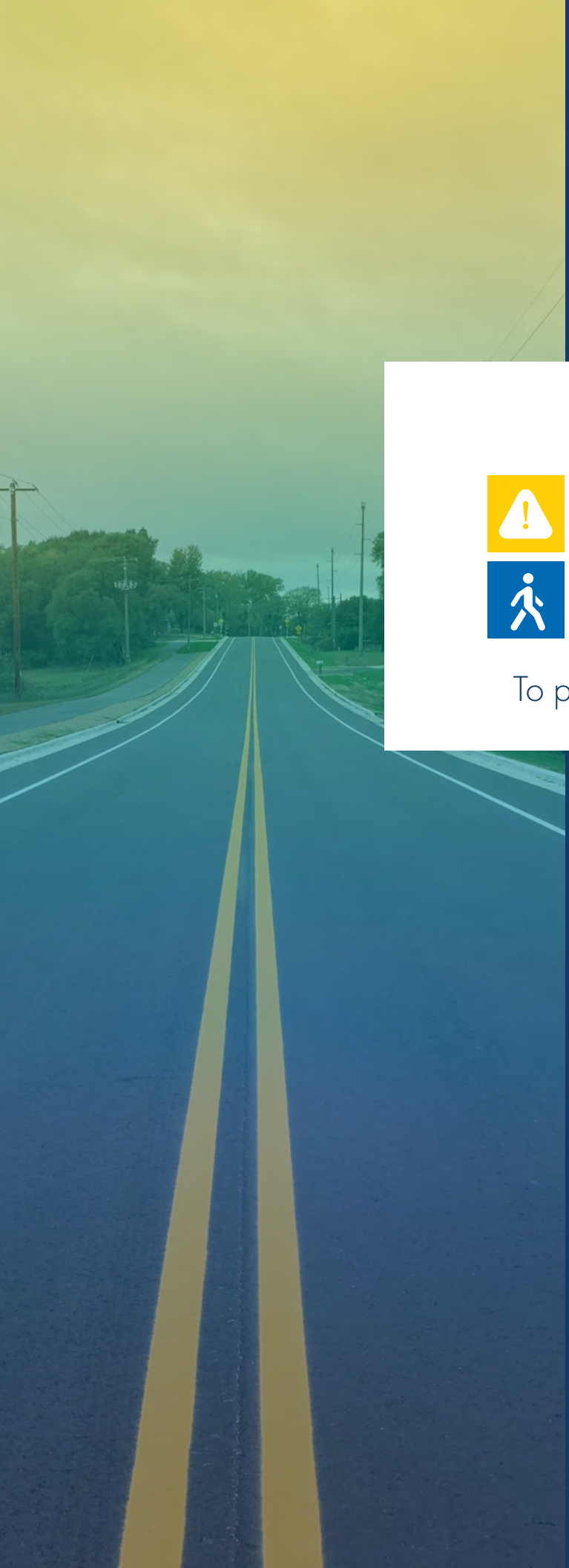

SAFETY ACTION PLAN

To prevent traffic deaths and serious injuries

Eau Claire COUNTY

Eau Claire 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

Highway Commission

- Jon Johnson, County Highway Commissioner
- Steve Chilson, District 7 Representative
- Larry Hoekstra, District 5 Representative
- Kirk Dahl, District 14/EMS Representative
- Mark Beckfield, District 21 Representative
- Caleb Aichele, District 1 Representative
- Natalie Szews, Committee Clerk

Eau Claire County

Safety Action Plan

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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.

Eau Claire 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

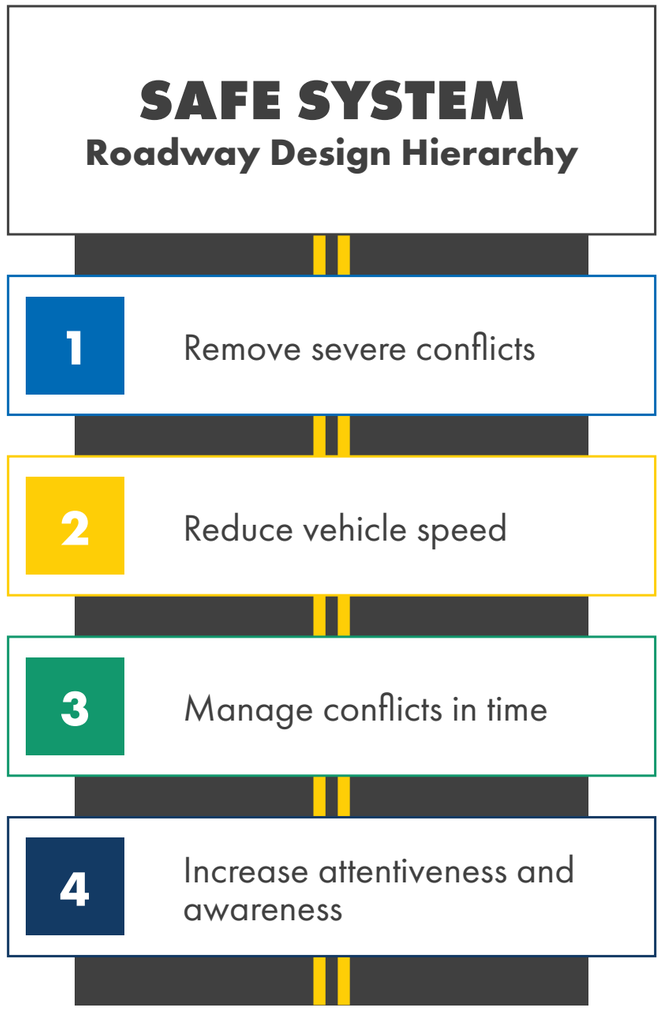
Vehicles are designed incorporating the latest technology and used in appropriate ways (such as always wearing a seat belt) to minimize crash severity and frequency.

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 Eau Claire County, 17% of vehicular crashes result in injury, whereas more than 88% 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 (NHTSA), 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.

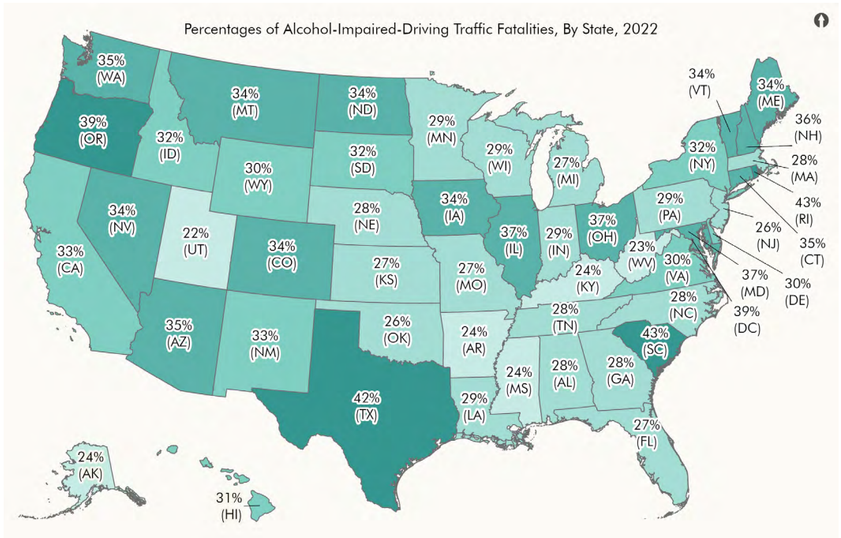
In Wisconsin, someone is **injured or killed** in an impaired driving crash **every two hours**.[4]

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 6% of fatal and serious injury crashes in Eau Claire County

Crash Data from 2019 - 2023

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



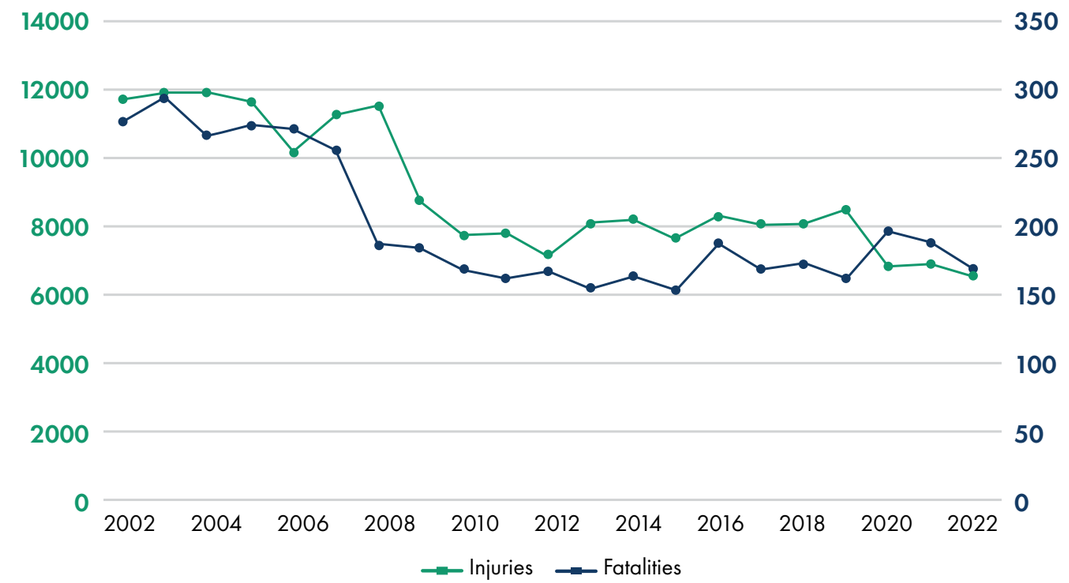
Alcohol-impaired driving crashes in Wisconsin sit at 29 percent, slightly lower than the national average. Nonetheless, impaired driving continues to be a high priority area in Wisconsin. Choosing to operate a vehicle while impaired is a decision and entirely preventable. In 2022 there were almost 23,000 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 Eau Claire 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 Eau Claire County Needs a Safety Action Plan

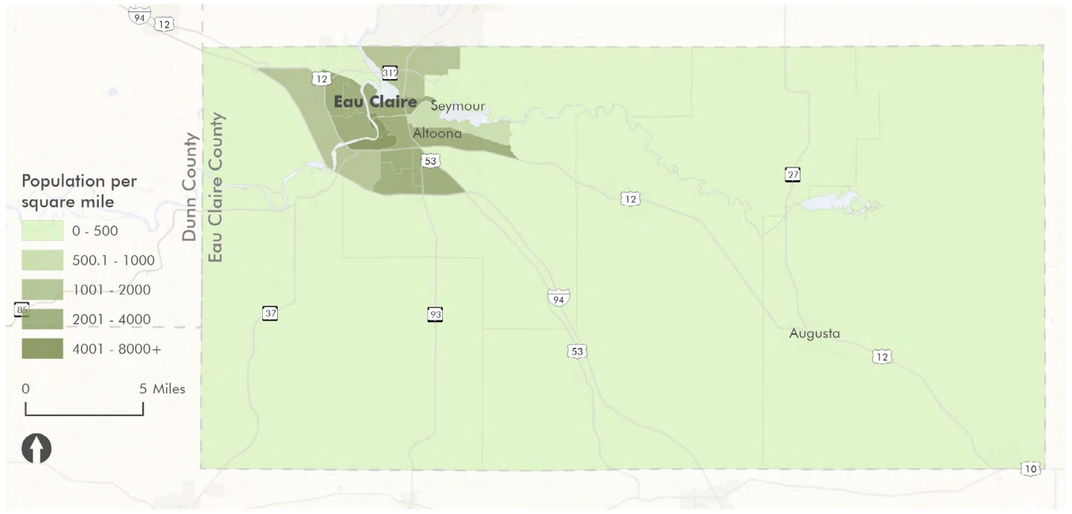
The loss of even one human life on a roadway is unacceptable.

From 2019 – 2023, **Eau Claire County experienced 202 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, Eau Claire County's population has grown about seven percent to slightly more than 105,000, with the cohort of people aged 65 and up increasing the most. Major urbanized centers include Eau Claire, as well as smaller towns such as Altoona, Augusta, and Fall Creek. The region must continue to improve and innovate its transprotation network with a focus on safety to encourage healthy, vibrant communities.

Figure 5. Eau Claire County Population per square mile





Three-County Safety Action Plan Partnership

Eau Claire County is part of a joint three-county effort to develop a comprehensive and cohesive Safety Action Plan with Dunn and Saint Croix 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 traffic safety commissions 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 Eau Claire County Traffic Safety Commission will serve the Steering Committee and as a sounding board for this Safety Action Plan and ensure that prioritized countermeasures are implemented.

County's Vision and Goals

Eau Claire 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 Eau Claire 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 4 fatalities or severe injury crashes by 2040.

Vision:
Zero traffic deaths and severe injuries in Eau Claire County

Goal:
50% reduction in traffic deaths and severe injuries in Eau Claire 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 Eau Claire County's goal will be measured on an annual basis starting in 2025 by the percent reduction in fatal and serious injury crashes.**

Eau Claire 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)

Eau Claire County plans reviewed include:

- City of Eau Claire Transit Development Plan (2020)
- Chippewa Eau Claire Transportation Improvement Program (2023)
- Eau Claire County Bicycle and Pedestrian Plan (2018)
- Eau Claire County 2020-2040 Comprehensive Plan (2020)
- 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 Eau Claire 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 Eau Claire County Fair (July 19, 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.

Dozens of attendees were engaged at the County Fair and **79 comments** were received via the online map.

Figure 6. Attendees Viewing the Traffic Comment Board



Figure 7. Attendees Reading from the Engagement Board



Figure 8. St. Croix County Fair Engagement Board



County Fair goers voiced their strongest concerns around distracted driving, followed by speeding and alcohol impaired driving as shown in Figure 8 depicting a dot exercise completed during the County Fair. Fair goers expressed a need for more bike lanes and other walk and roll safety improvements. The community also had concerns about residential development causing traffic backups and safety issues nearby county roads. In addition to general traffic safety concerns, community members also shared opinions on various active transportation improvements.

Drivers mostly had comments about County Trunk Highways (CTH) M, HH, W, F, EE, TT, CC and S. Drivers felt that these County Trunk Highways had some issues at intersection turn lanes, during weather conditions, speeds, and visibility on the road. Additionally, the public voiced comments on the condition of some of the county road surfaces. However, alongside shared concerns, the public provided input on what they would like to see implemented for the future of the County Trunk Highways. The community was vocal about seeing more infrastructure built for active transportation modes such as walking and biking.

Figure 9. Eau Claire County Interactive Online Map

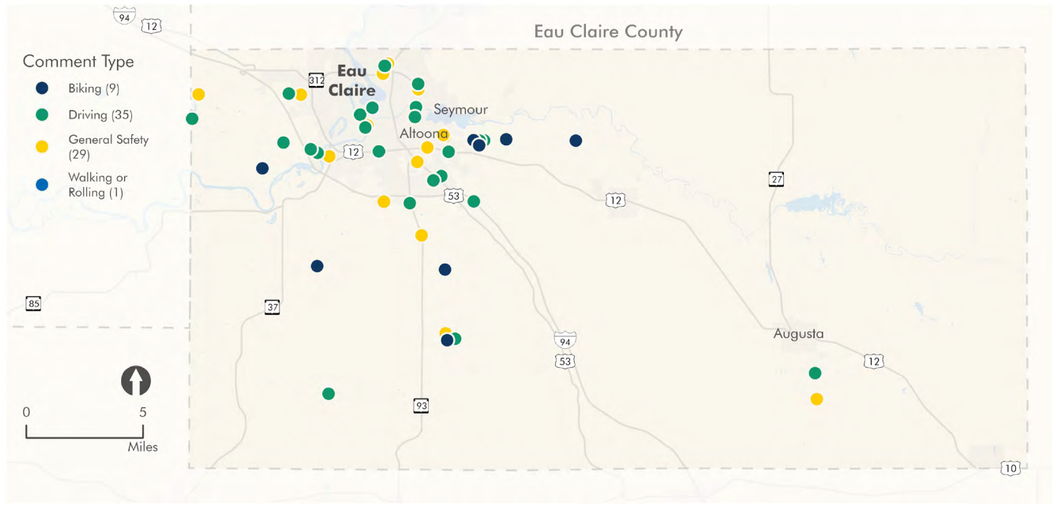
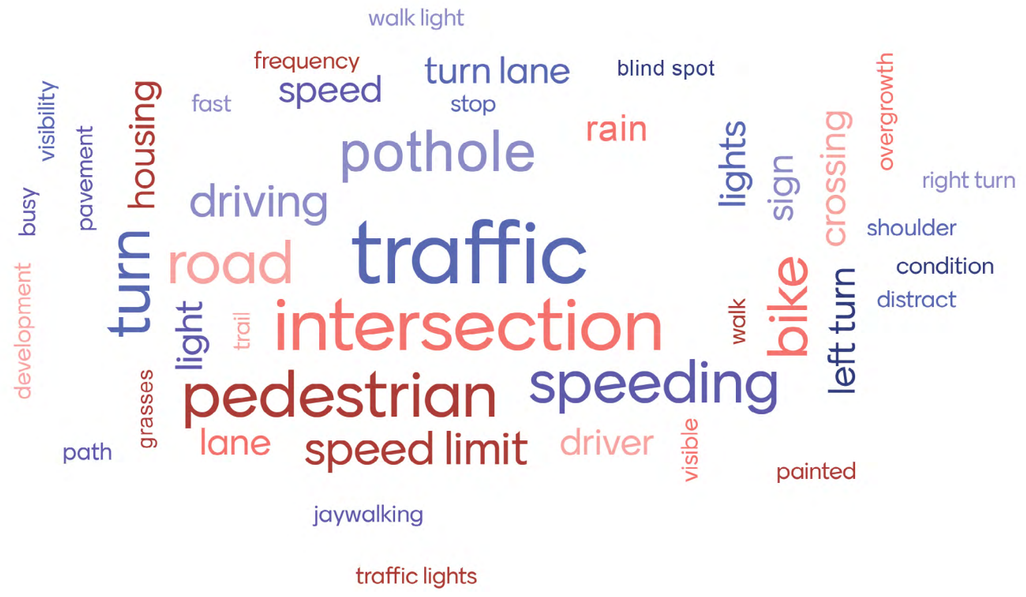


Figure 10 depicts a word cloud representing key words and themes that were expressed by the community from the interactive online map. The larger the word, the more times the topic was repeated by responders who left comments in the interactive online map. Traffic, crosswalk, intersection and roundabout 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 M, HH, W, F, EE, TT, CC and S.
- **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

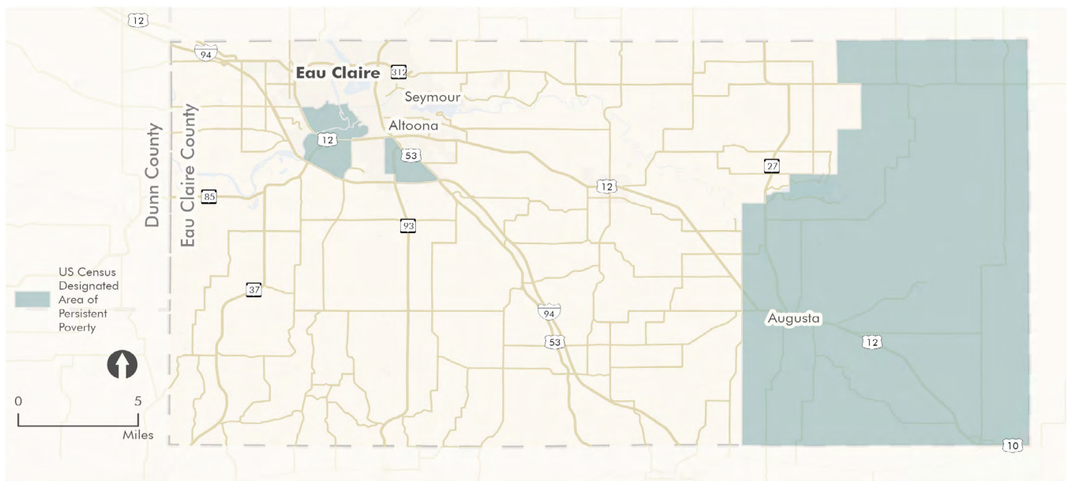
It is well known that transportation can have economic benefits, particularly to families and children. This plan performed spatial analysis to deepen the understanding of the demographic composition of Eau Claire County, resulting in the identification of areas of persistent poverty. Also called underserved 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.

25.9% of the population within Eau Claire County resides in an area of persistent poverty.

(Source data: 2014-2018 American Community Survey)

Figure 11 highlights the areas of persistent poverty within Eau Claire. The darker shades of blue represent areas where levels of poverty are higher.

Figure 11. Areas of Persistent Poverty in Eau Claire 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 Eau Claire County

12,027 total crashes took place in Eau Claire County between 2019 and 2023. 202 of those crashes resulted in at least one person involved resulting in a fatal or serious injury, equating to 1.7 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 D.

Figure 12. 10-Year Crash History in Eau Claire County (2014 – 2023)

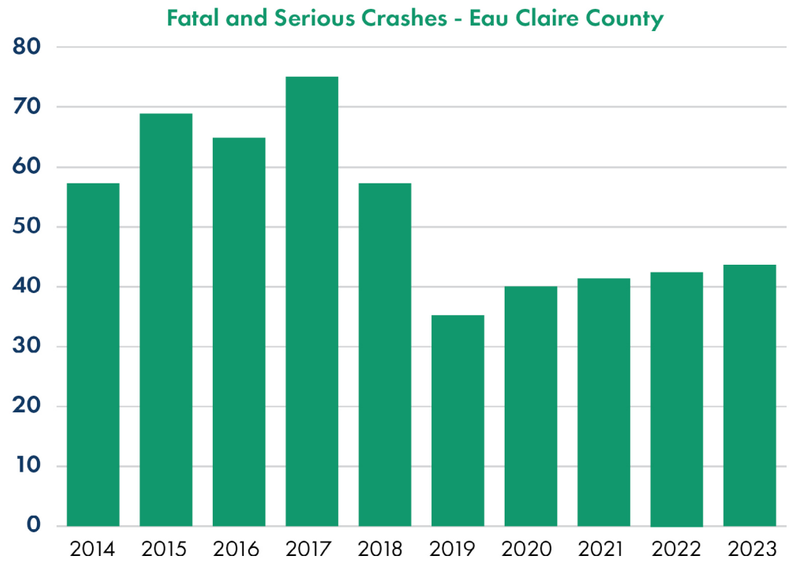
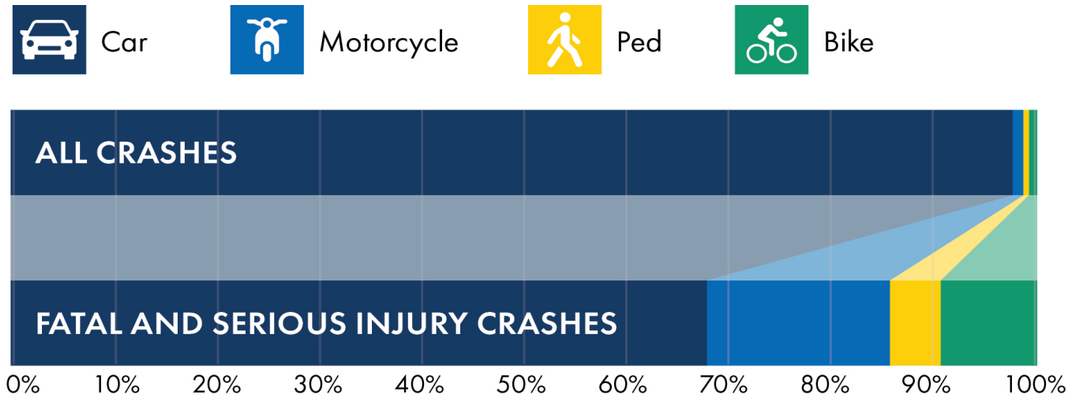
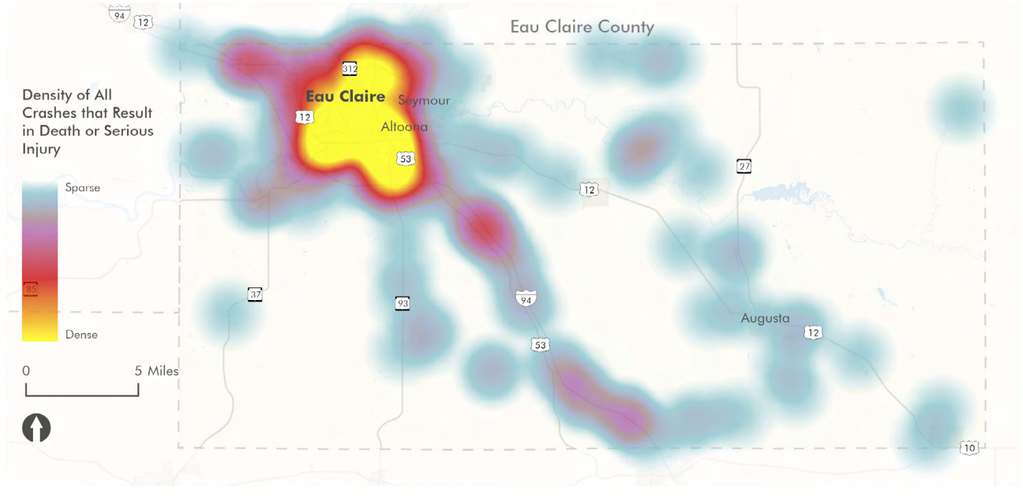


Figure 13. All Crashes vs. Fatal and Serious Crashes by Transportation Type (2019 – 2023)



Fatal and serious injury crashes remain below their 2017 peak (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 Eau Claire 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.

5.8% **Of the roadway is on the High Injury Network (96.5 miles)**

High Injury Network in Underserved Communities

33.1%

The HIN for all modes accounts for

49.7%

of fatal and serious injury crashes

Distribution of Jurisdictions on the High Injury Network

16%	18.1%	9.9%	55.9%
State Roads	**US Roads**	**County Roads**	**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 Eau Claire County's overall regional transportation network, focusing on streets with the highest prevalence of severe crashes.

Figure 15. High Injury Network (2019-2023)

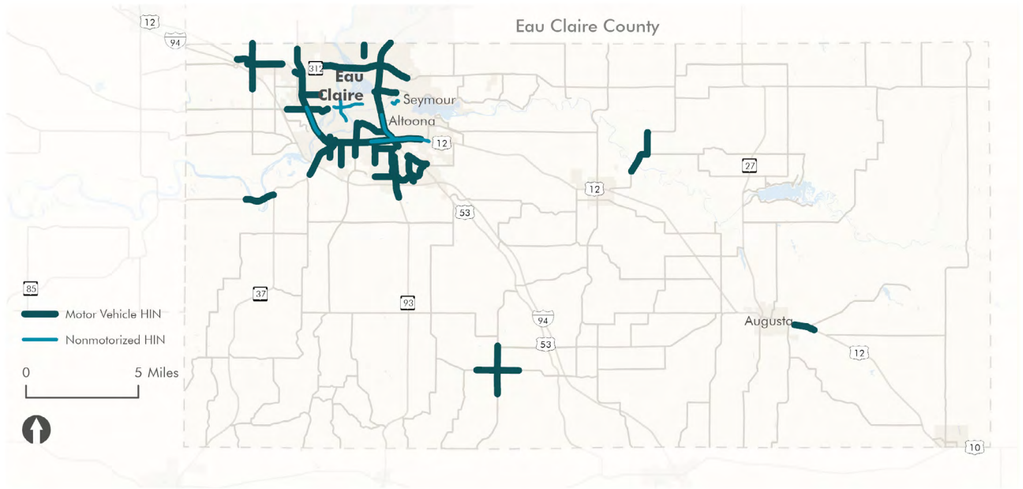


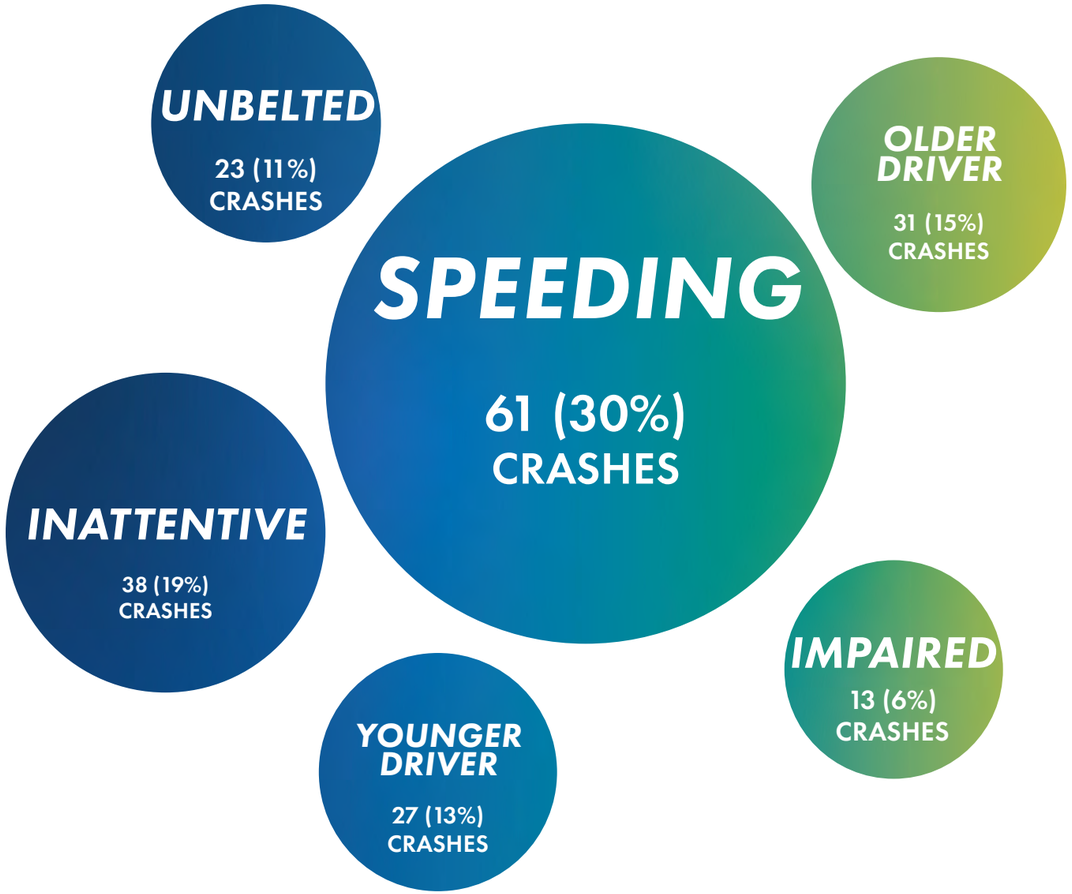
Table 3. High Injury Network Statistics

Mode	Total Crashes*	Network Miles on HIN	Percent Network Miles on HIN	Crashes* on HIN	Percent Crashes on HIN
Automobile	132	62.2	3.8%	65	49.2%
Heavy Vehicle	28	0.0	0.0%	0	0.0%
Motorcycle	95	15.7	0.9%	18	18.9%
Bicycle	42	0.0	0.0%	0	0.0%
Pedestrian	65	6.7	0.4%	10	15.4%
All Motorized	254	79.2	4.8%	111	43.7%
All Nonmotorized	107	12.0	0.7%	25	23.4%
All Modes	360	96.5	5.8%	179	49.7%

*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) identified 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 Eau Claire County are shown below in the bubble graph:



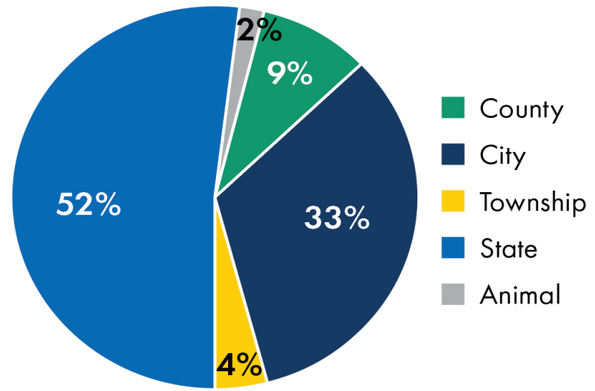
Local Road Crash Summary

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 experience more severe crashes (103 severe crashes) compared to those on local roads, which include County, City, Township (94 severe crashes). However, 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 202 severe crashes within Eau Claire County are broken down by jurisdiction. Note, there were an additional 122 animal crashes isolated out of the analysis; 5 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 Eau Claire 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 7,645 crashes on the local load system in Eau Claire County between 2019 and 2023. The local road system includes county, city, and township roads. As seen in the table below, there were 699 crashes on local county rural roads in Eau Claire County. This accounts for 9 percent of all crashes on the local system.

There were 94 severe crashes on the local system. Severe crashes on county rural roads totaled 19 (Table 4). These 19 crashes accounted for 2.7 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 Eau Claire County	Percentage of all crashes	Severe (KA) crashes in Eau Claire County	Of the crashes in this row, what percent were severe?
County Rural	699	9.1%	19	2.7%
City Rural	60	0.8%	0	0.0%
Township Rural	508	6.6%	9	1.8%
City Urban 2-lane Undivided	3,830	50.1%	29	0.8%
City Urban Divided Highway	1,056	13.8%	19	1.8%
City Urban Non-Motorized	79 – ped, 57- bike	1.8%	11 - Ped, 7 bike	13.2%

*Local includes county, city, and township roads

COUNTY RURAL

In Eau Claire 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 that were severe were more likely to occur on county segments (57 percent) compared to county intersections (35 percent). These crashes typically involved an automobile running off the road, which were 70 percent of severe lane departure crashes. Most of these severe crashes (70 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 (44 percent) compared to intersections (14 percent). Half of these crashes (42 percent) were lane departure crashes. Run off road crashes (91 percent) were the most common lane departure crashes.

TOWNSHIP RURAL

Township roads in Eau Claire County are typically gravel or paved with posted speed limits of 45 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 (52 percent). These crashes on segments were usually lane departure crashes (76 percent) that were almost always run-off-road crashes. Only five percent of crashes were head on. Of the run-off-road crashes, 75 percent were fixed object crashes. Of the intersection crashes that took place, 52 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. More crashes on these roads were at segments (53 percent) than those that were at intersections (43 percent). Commonly, these crashes were run-off-road crashes (93 percent); 67 percent of 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 mostly split between segment crashes (42 percent) and intersections (58 percent). 75 percent of severe segment crashes resulted in lane departure. Head on crashes made up 6 percent of crashes. Most severe intersection crashes happened at signals (73 percent).

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 (62 percent). All of these crashes happened at posted speed limits of 30mph or less. Within the undivided crashes, the majority of these took place at intersections (60 percent). At these intersection crash locations, the intersection design was mostly stop sign intersections (33 percent), followed by signalized intersections (20 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.

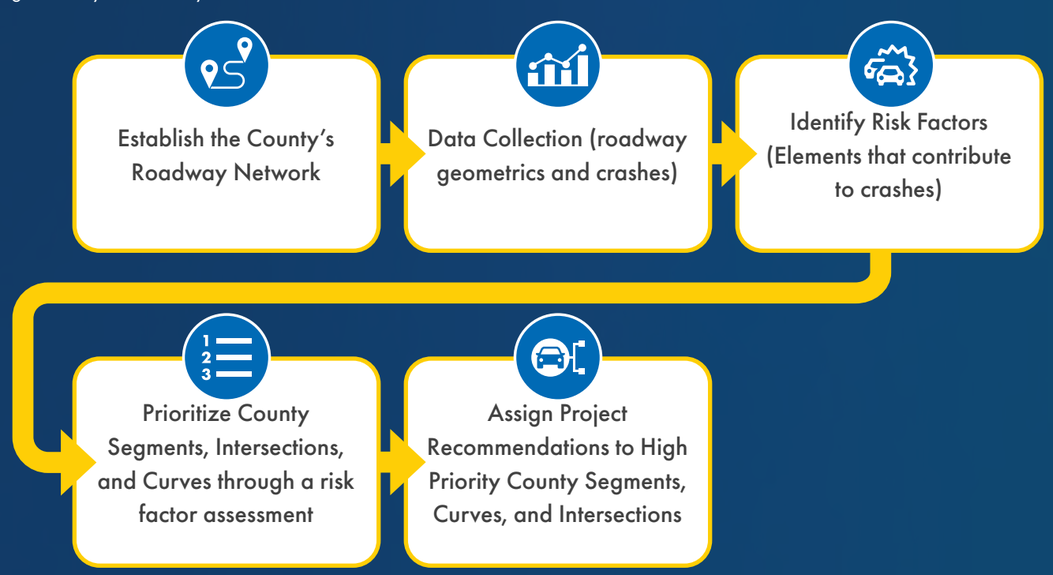
The culmination of a systemic analysis is the installation of low- to moderate-cost safety strategies and countermeasures at locations with the highest risk of severe crashes.

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 421 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. Eau Claire County Roadway Network Analyzed

Roadway Network	Number Analyzed (Rural Only)
Segments	170
Curves	682
Intersections	536

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." To do this, data for a much larger geographical area (used to increase statistical reliability) was reviewed and compared to Eau Claire 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 Eau Claire 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 Eau Claire 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 E.

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 Eau Claire County

	Star Threshold	Number of Features	Percentage of Feature
Segments	2 and above	102	65% of miles
Curves	4 and above	302	44% of total curves
Intersections	1 and above	318	59% 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

Eau Claire 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/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 ($7,000)	Low				X
Segments/ Curves	**Clear Zone Maintenance / Enhancements**	Moderate ($25,000)	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
Curves	**Reconstruct TT intersection to a single T**	High ($400,000)		X			
Curves	**High Friction Surface Treatment (HFST)**	High ($36 per SY)	Moderate	X	X		
Curves	**Paved Shoulders**	Low ($64,000 per mile)	Moderate	X			
Curves	**Upgraded Signs / Oversized Regulatory Signs**	Low	Moderate				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.

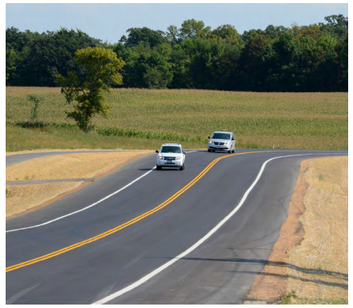
ROUNDABOUTS



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 Eau Claire 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 Eau Claire 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.

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 Eau Claire 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.

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, Eau Claire 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	C2	CTH C	Town Hall Rd	Kane Rd	$5,548
2	B8	CTH B	CTH II	STH 37	$60,173
3	D6	CTH D	USH 12 (E Lincoln Ave)	CTH N	$27,261
4	R3	CTH R	CTH O	USH 12	$6,060
5	EE1	CTH EE	County Line	IH 94	$20,580
6	F3	CTH F	W Deerfield Rd	E Lowes Creek Rd	$395,433
7	TT2	CTH TT	W Cameron St	W Folsom St	$9,635
8	D1	CTH D	CTH YYY	CTH HH	$9,762
9	Q3	CTH Q	N 110th Ave	S 130th Ave	$16,077
10	Q4	CTH Q	N 130th Ave	CTH XX	$28,458

Table 11. Rural Curves – Prioritized Locations

#	Project ID	Location Description	Cost
1	Z3-9	9th curve on CTH Z	$3,000
2	W4-20	20th curve on CTH W	$3,000
3	K1-3	3rd curve on CTH K	$7,000
4	K1-5	5th curve on CTH K	$3,000
5	K1-6	6th curve on CTH K	$3,000
6	K6-1	1st curve on CTH K	$3,000
7	AF1-7	7th curve on CTH AF	$7,000
8	ND1-9	9th curve on CTH ND	$7,000
9	ND2-1	1st curve on CTH ND	$7,000
10	ND2-5	5th curve on CTH ND	$7,000

Table 12. Rural Intersections – Prioritized Locations

#	Project ID	Location Description	Cost
1	AF11	USH 12 and CTH AF	$0 (Project Criteria not Met)
2	V4	USH 12 and CTH V	$25,000
3	AF15	USH 12 and CTH AF	$0 (Project Criteria not Met)
4	R2	USH 12 and CTH R	$25,000
5	F9	CTH II (W Deerfield Rd) and CTH F (W Lowes Creek Rd)	$0 (Project Criteria not Met)
6	F30	USH 93 and CTH F	$0 (Project Criteria not Met)
7	HH27	USH 93 and CTH HH	$25,000
8	I3	USH 12 and CTH I/ Deer Rd W	$0 (Project Criteria not Met)
9	M8	USH 12 (E Lincoln St) and CTH M	$0 (Project Criteria not Met)
10	ZZ2	USH 37 and CTH ZZ	$0 (Project Criteria not Met)

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

Table 13. Summary of Eau Claire County Recommended Safety Projects

Project Type Category	Number of Projects	Estimated Cost
Segments	102	$1,405,636
Curves	302	$2,030,818
Intersections	23	$4,143,000
Total	**427**	**$7,579,455**

Prioritized Implementation Actions

As it seeks to improve safety, Eau Claire County has identified several higher level actions related more generally to roadway infrastructure, behavior, and policy and programs. Eau Claire 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 Eau Claire County

Foundational change has already begun within Eau Claire County. Through the process of creating this plan, Eau Claire 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 Eau Claire 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	Eau Claire 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

Eau Claire 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.

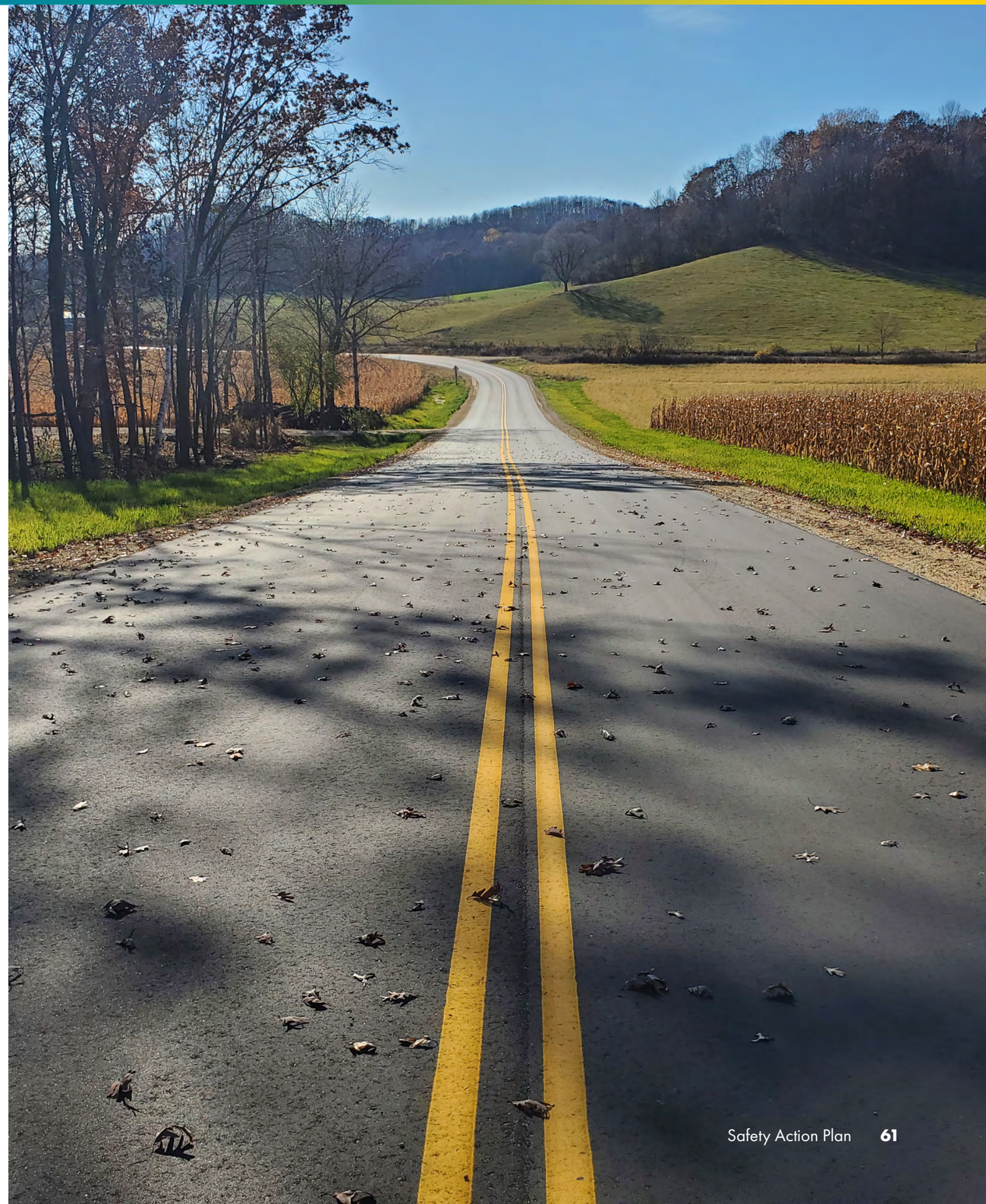
Specific performance measures will include:

- 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, Eau Claire 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 Dunn County. **Every life matters.**



APPENDIX A

State of Practice Memo

SRF No. 16925.00

To: Jon Johnson, Eau Claire County Highway Commissioner

From: SRF Consulting

Date: April 15, 2025

Subject: Eau Claire 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)

Eau Claire County plans reviewed include:

- City of Eau Claire Transit Development Plan (2020)
- Chippewa Eau Claire Transportation Improvement Program (2023)
- Eau Claire County Bicycle and Pedestrian Plan (2018)
- Eau Claire County 2020-2040 Comprehensive Plan (2020)

- 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 through the use of 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 making adjustments to 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 Eau Claire County doing?

	City of Eau Claire Transit Development Plan (2020)
Description	The purpose of this plan is to guide the implementation of transit service in Eau Claire. There are development goals including but not limited to increasing the growth, safety, access, sustainability and effectiveness of the transit system. This plan includes an evaluation of the existing conditions, identifies present and future transit needs, and develops a list of transit service recommendations alongside a funding plan. Strategic recommendations • Fare payment methods • Program-based fare subsidy • Bus-on-shoulder lanes

	• Slip-ramps, ramp meter bypasses, queue jumps • Transit signal priority • Intercity rail • Transit hubs and passenger facilities

Considerations	• A complete transportation network that serves transit users well requires safe, comfortable and connected pedestrian and bicycle facilities
	• In the online comment map, people cited many safety concerns with relevance to this plan including:
	  ○ Lack of sidewalks making bus stops inaccessible
	  ○ Wide streets with long crossing distances for pedestrians
	  ○ Need for shelters and safety infrastructure to wait for the bus
	  ○ Lack of maintenance of snow piles at bus stops and cross walks in the winter
	  ○ Walk signals that don't allow pedestrians to make it across a street in one cycle coupled with lack of pedestrian islands in the middle of the street

	Chippewa Eau Claire Transportation Improvement Program (2023)
Description	This plan encompasses a five-year list of transportation projects that are proposed to be implemented. There are outlined estimates for federal funding requests and federal funding availability information for federal aid eligible transportation projects. The TIP includes a section on environmental justice considerations to confirm that the proposed future projects do not cause high adverse impacts on minority and low-income populations. The MPO has also participated in performance-based planning to follow broad national goals, such as safety, reliability, sustainability.
Considerations	• Consider projects included in the Transportation Improvement Program as a component for project prioritization

	Eau Claire County Bicycle and Pedestrian Plan (2018)
Description	This plan serves as a guide for the city to implement policies that work towards an interconnected network within the city. This plan examines the current bicycle and pedestrian network and provides recommendations to increase active transportation usage on the network. This plan is specifically designed to accommodate various age levels, skill levels, and those with transportation restrictions. There is a section on the current issues with the system as well as a recommendation section that seeks to improve the environment for bicyclists and pedestrians. Concepts of safety, accessibility, continuity and integration with transit have been selected as themes for future improvement projects.
Considerations	• Consider how the Eau Claire County Bicycle and Pedestrian Plan Recommended Improvements overlay with the crash analysis and High Injury Network developed as part of the Safety Action Plan and impact potential project prioritization. • Consider how plans for bicycle and pedestrian improvements in Eau Claire County overlap with proactive safety treatments and impact potential project prioritization. • Compare crash data from this prior plan (2012-2016) to crash data included in the safety action plan (2019-2023) to have a fuller picture on crash data trends for vulnerable road users (bicyclists and pedestrians). • Ensure that stakeholders in the bicycle and pedestrian plan are included in this safety action planning effort.

	Eau Claire County 2020-2040 Comprehensive Plan (2020)
Description	This plan details the long-term vision of the county with outlined goals, objectives and policies. There is a general transportation-focused goal to provide a safe, efficient, well-maintained transportation network for all residents, farmers, commercial and emergency automobiles. Policies include the incorporation of pedestrian and bicycle facilities,

	coordination public transit planning, protecting roadways, adding new roads, and maintaining conditional standards. Existing transportation conditions are analyzed in this plan. Additionally, there is a list of strategies and actions that are created to meet the needs of the transportation goals.
Considerations	• Capitalize on reconstruction and resurfacing projects to incorporate striped shoulders safe for bicycling that align with the county bicycle and pedestrian plan • Leverage state and federal 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 Eau Claire County include: • Eau Claire Area School District (2023) • Altoona (2017)
Considerations for this Safety Action Planning effort	• Consider how specific strategies in relevant SRTS plans overlay with the crash analysis and High Injury Network developed as part of the Safety Action Plan and impact potential project prioritization.

	• Consider giving infrastructure projects located near schools higher weights in the project prioritization. • Consider the impact of low-cost quick build strategies, such as demonstration projects, on safety near schools. • Ensure that non-engineering strategies related to Safe Routes to Schools are prioritized for funding.

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: Jon Johnson, Eau Claire County Highway Commissioner

From: SRF Consulting Group

Date: April 15, 2025

Subject: Eau Claire County Safety Action Plan

Eau Claire 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 Will Fenner, along with Eau Claire County Highway Commissioner Jon Johnson attended the Eau Claire Croix County fair, and an online comment map was made available to community members for two months over the summer. The project materials were available at the county fair for three days, and 79 comments were left on the comment map. The largest concerns among county fair goers were distracted driving, speeding and aggressive driving, and alcohol impaired driving. On the comment map, most comments were from divers concerned about County Trunk Highways (CTH) M, HH, W, F, EE, TT, CC and SS.

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.

Eau Claire County is part of a joint three-county effort to develop a comprehensive and cohesive Safety Action Plan with Saint Croix County 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 Eau Claire fair on Friday, July 19th, 2024. The materials were made available at the fair by county staff throughout the weekend. 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 79 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

The project team had the boards available at the Highway Department's booth for three days of the county fair. Please see Appendix A for a photo of the Eau Claire County Board. The votes for traffic concerns are as follows:

1. Distracted driving: 77
2. Speeding and aggressive driving: 36
3. Alcohol impaired driving: 24
4. Disobeying traffic signals: 17
5. Intersections: 12
    a. Drivers: 5
    b. Pedestrian: 7
6. Congestion: 8

Comments left on the other section are as follows:

1. Bicyclists don't follow the rules of the road, but we build roads and spend tax payer money to make bike lanes.
2. Speeding on Clairmont Ave and I-94
3. Car seat safety
4. Other drivers who drive unsafely
5. New apartments on Gold Rd, now too much traffic!
6. Flashing yellow arrows, why are they different? Ex. Flashing yellow arrow at 312 and 53, it never flashes yellow!
7. Not using your blinker
8. Potholes, street racing, more awareness

Online Comment Map

The online 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 79 comments, mostly concentrated in the northwestern part of the county. Many comments talked about rough road conditions.

Please see Appendix B for a screenshot of the Eau Claire County comment map.

Most comments on county facilities were on CTHs M, HH, W, F, EE, TT, CC and SS.

- County Hwy M
    - Road is in bad condition
- County Hwy HH

    - Near Cleghorn
        - Constant speeding where there are blind hills/driveways. Signage is lacking.
        - Speeding. Flashing lights on speed limit signs would help.
        - Speeding and business because this is used as a crossover from 93 to 53
- County Rd W
    - @ Pine Rd
        - This intersection is too sharp, visibility is bad. Unsafe for motorcyclists. The corner should be softened some.
- County Hwy F
    - Near Maple Rd
        - There is less shoulder outside of the fog line than there used to be, the driving lanes appear to have been widened which was unnecessary. Now there is less room for cyclists, so it is more dangerous for them.
- County Rd EE
    - @Crescent Ave and N Town Hall Rd
        - Would like to see better bike connections
- County C @ County TT
    - Visibility is bad at this intersection
- County E @ county border
    - Frequent speeding, dangerous for blind driveways
- County CC
    - Rough road
- County SS
    - Want wider bike lanes on entire road
    - @ Red Pine Dr
        - Should have turn lanes here, especially if residential development gets additional roadway access
    - @ Proposed Briarcliff South connection point
        - If this road is connected to Briarcliff South it should have turn lanes
        - Turning would be dangerous if they connected to Briarcliff south
        - Bad visibility here
        - High traffic and limited shoulder space, not safe for walking or biking. No to new development.
        - No bike connections from SS to other bike facilities, automobile speed is too high to feel safe
    - Bartlett Ave @ 3rd St E
        - Bad area to cross the road
- County Road I between Walnut Rd and Hickory Rd
    - This road is unsafe for bikers and walkers but people still bike and walk on it. The road is very narrow and hilly so visibility is an issue.

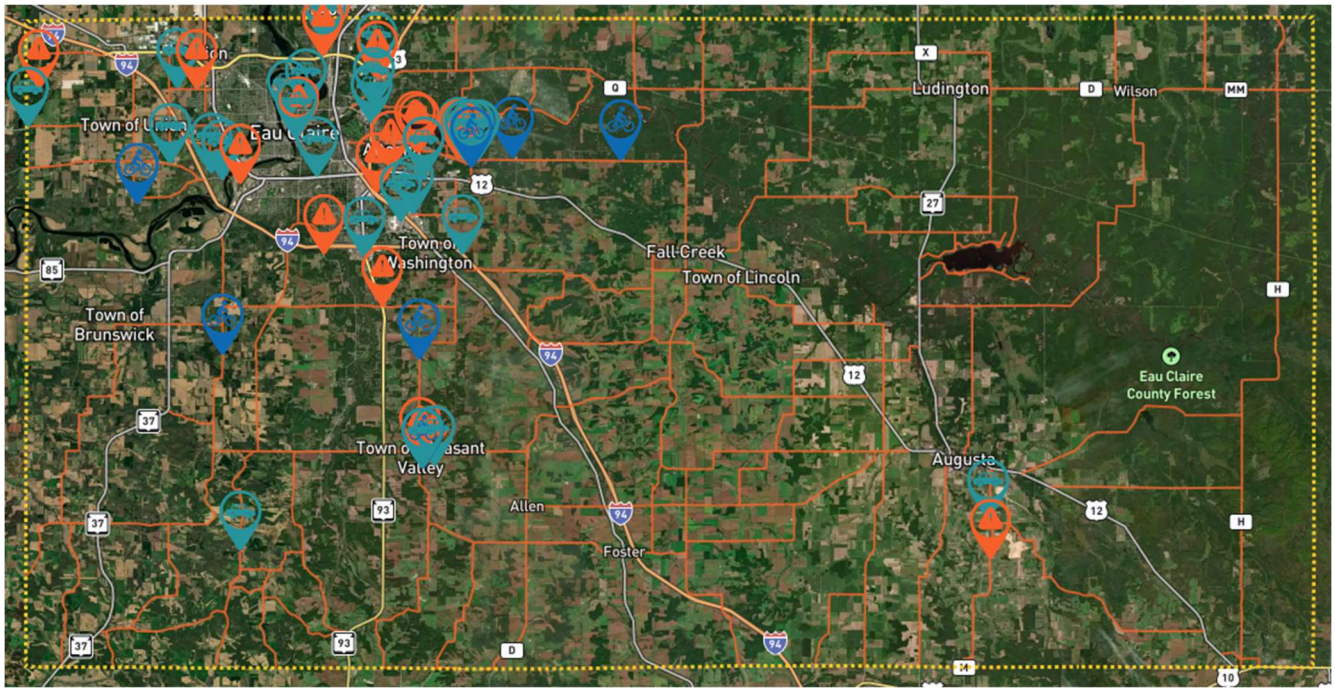
Conclusion and common themes in engagement

Distracted driving was the most often cited concern at the Eau Claire County Fair, followed by speeding and aggressive driving and alcohol impaired driving. Biking infrastructure was often requested by users of the comment map, but it was not widely supported by other engagement participants. Users of the comment map also had apprehension about residential development causing traffic backups and safety concerns on or near CTH SS.

Appendix A – Eau Claire County Board



Appendix B – Eau Claire County Comment Map



Appendix C – Eau Claire Comment Map Raw Data

Location	Category	Initial Comment
CH B between CH Z and Maple Rd	Biking	After chip sealing and striping CTH F south of II the part of the pavement outside the fog line was significantly reduced. Most of the paved shoulder outside the fog line is now 12" or less from II to HH. Previously there was significantly more paved shoulder outside the fog line. The driving lanes appear to have been widened. This was unnecessary and has made riding this portion of F more dangerous for cyclists. F is one of the most heavily used roads in the county for cyclists. I'd advise re-striping F south of II to HH so there is a reasonable paved shoulder outside the fog line.
CH EE and N Town Hall Rd	Biking	i would like to see more connection trails and bike paths to keep us off the street. some drivers get aggressive.
CH E at western county border	Driving	Frequent speeding in both directions with blind/limited sight intersections and driveways.
CH CC/Folsom St between CH TT and Preston RD	General Safety	Folsom street needs to be fixed, it's all patched and potholes and it's rough, we have to pay a wheel tax let's fix this, no one is going to fix our cars because of the roads

CH AA and Gateway Dr	Driving	The lights at this intersection are too short, if any one hesitates [only] 2 cars make it thru [one light] you're adding another restaurant at that corner so it's going to get worse
CH CC/Folsom St between CH TT and Preston RD	Driving	potholes all along folsom st, you fixed half of it and kane rd now fix the rest of it
CR W and Pine Rd	Driving	The intersection of W and Pine Road in the township of Drammen is too sharp. Need to do a better job of trimming brush and keeping weeds mowed so you can see around the corner when going north and turning left onto Pine Road. Because the corner is so short, drivers hit the gravel while turning kicking gravel into the road making it dangerous for motorcyclists. Ideally it would be nice to see that corner straightened some.
CH II and Hwy 93	Walking or Rolling	Add a cross walk for pedestrians and bikers to cross the road at II/Deerfield Rd to cross hwy 93. There is a bike path on one side of 93 and it's dangerous for people to cross the road there.
CH HH and CR I	General Safety	Constant speeding in this 35mph zone. Typically in excess of 55 mph. Blind hill/driveways/children/pets in this area. Signage is lacking or has poor placement. It happens all day long in both directions. Been going on for years.
CH M between Brunzil Rd and Oak Ridge Rd	General Safety	roads are in a very terrible state of disrepair because of steel wheels from Amish buggies & other implements along with excessive amount of semi truck traffic
CH SS	Biking	Wider Bike lanes
CH SS	Biking	Wider Bike lanes on SS
CH SS	Biking	Wider Bike lanes on SS
CH HH and CH V	General Safety	the speed signs are ignored by so many. Need reflective tape on signs like they have on stop signs. The flags on speed limit signs are worthless. Maybe a single flashing light on top of sign would remind them that they to slow down to 35. A sign is missing in Cleghorn also...I think one used to be by Park. Don't know if it would matter...people go through all times of day at 50 or more. We have seen cars go by so fast you can't even tell what make the car is. Lots of walkers, bikers, kids(more kids in town now) deer crossing, bus stops, pretty dangerous. Need more cops!!! Gets hard to get your mail, scary.
CH HH and CH V	Driving	So many speeders out everywhere it seems, terrible out here for sure. Need a sign saying dangerous bus stop on top of hill by big white barn. The people fly over the hill and the bus has to pick up kids at 2 places on north side of HH hill. A couple flashers on speed limit signs might help. We need some help out here.

CR I between Walnut Rd and Hickory Rd	Biking	Bikers out here are all over the road, they don't always go single file and won't ride on side. Peuse road area is too narrow for bikers and walkers because its hilly. You can't see over the hills and someone is going to get hit. I think we need signs saying, this area is not recommended for bikers and walkers. I have went over the top of hill and there is a biker or walker, it scary driving on that road and now there is more traffic on Cty Rd I because of all the new housing additions.
CH HH and CH V	Biking	Bikers need to have signs to stay on edge of road and single file. Some hog the road and don't get over. Or ride side by side, people have to pull into some of the other lane to get by them
CH HH and CH V	Driving	This area of the road is very busy cause it is the crossover from Hwy 93 to Foster Hwy 53. People have no respect for doing what is right.
Nine Mile Creek Rd/CH SS	Driving	I Agree. Too many units of high density for this area. Additional 3000 vehicle trip counts per day makes this a deadly area. Very poor line of sight from both directions onto proposed Briarcliffe South Drive. Bad weather/winter road conditions will also make this intersection very dangerous. Road may handle high traffic count but it will not be safe.
Nine Mile Creek Rd/CH SS	General Safety	I would not walk on County SS/ 9 Mile Creek Road. I have seen strollers and small kids on bikes. With the existing traffic it is not safe. The proposed increase from the Whitetail Woods traffic would be a nightmare scenario.
Nine Mile Creek Rd/CH SS		Extremely unsafe for bikers and walkers and Whitetail Woods Development will add to this significantly. Do not allow them access from development directly onto 9 mile creek rd.
Nine Mile Creek Rd/CH SS	Walking or Rolling	I Agree it isn't safe now for people ride their bikes and walk. It will be worse when they add in hundreds of homes and apartments.
Nine Mile Creek Rd/CH SS	General Safety	High traffic and limited shoulder space. Not safe for walking and biking. Increased housing not recommended. Will cause even more traffic issues and dangerous situations.
Nine Mile Creek Rd/CH SS	Driving	Tree canopy blocks view of traffic coming down SS.
Nine Mile Creek Rd/CH SS	General Safety	Line of sight issues

Nine Mile Creek Rd/CH SS	General Safety	Line of sight issues
Nine Mile Creek Rd/CH SS	General Safety	Line of sight issues
Nine Mile Creek Rd/CH SS	General Safety	Bridge traffic with increased housing
Nine Mile Creek Rd/CH SS	General Safety	Bridge traffic with increased housing
Nine Mile Creek Rd/CH SS	General Safety	Bridge traffic with increased housing
Nine Mile Creek Rd/CH SS	Driving	Concern with cars backing up during busing times. Then to add a new development (Whitetail Woods) will increase the backed-up cars during peak times.
Nine Mile Creek Rd/CH SS	Driving	This is where they want to connect Briarcliffe South to SS. Line of sight from the West is bad because of the hill and from the east the grass grows too tall so people could not see properly when coming over the hill. Or when they want to take a left turn from Briarcliffe South.
Nine Mile Creek Rd/CH SS	Driving	If Briarcliffe South is connected to SS it should have turn lanes in both directions.
Nine Mile Creek Rd/CH SS	Driving	Should have turn lanes here also if Grip Development has another entrance to Whitetail Woods.
CR C and CR TT	Driving	the grass grows too tall of the west side of kane, its already a sort of blind corner and most cars cant see over the tall grass. better lawn maintenance would be beneficial
Nine Mile Creek Rd/CH SS	Biking	no biking safe lane to connect to the others, speed is higher, doesn't feel safe, as an adult i don't bike there and certainly would not send my children.

Nine Mile Creek Rd/CH SS	General Safety	with all of the traffic backed up at 3rd st e and bartlett the traffic (dropping kids off at elementary) card turn on daniels and drive like its a race track, speeding way over 25 mph. there needs to be a round about, 4 way stop or traffic lights at 3rd st e and bartelt.
Barlett Ave and 3rd St E	General Safety	bad area to cross road.

APPENDIX C

Historical Crash Evaluation

SRF No. 16925

To: Jon Johnson, Eau Claire County Commissioner

From: SRF Consulting Group

Date: April 15, 2025

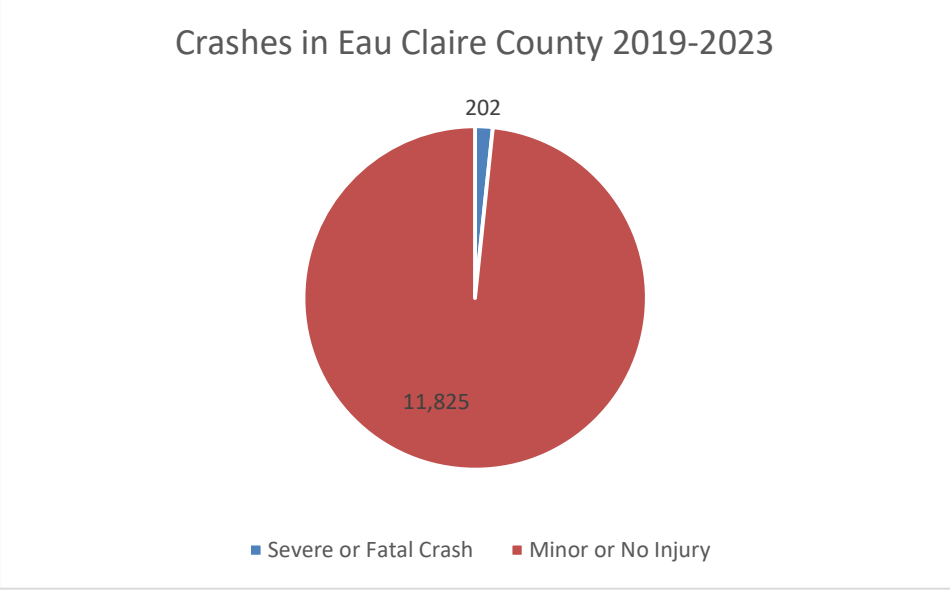
Subject: Eau Claire County Regional Safety Action Plan

Eau Claire 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, 12,027 total crashes took place in Eau Claire County between 2019 and 2023 (See Figure 1). 202 of those crashes resulted in at least one person involved receiving a fatal or incapacitating injury, equating to 1.7 percent.

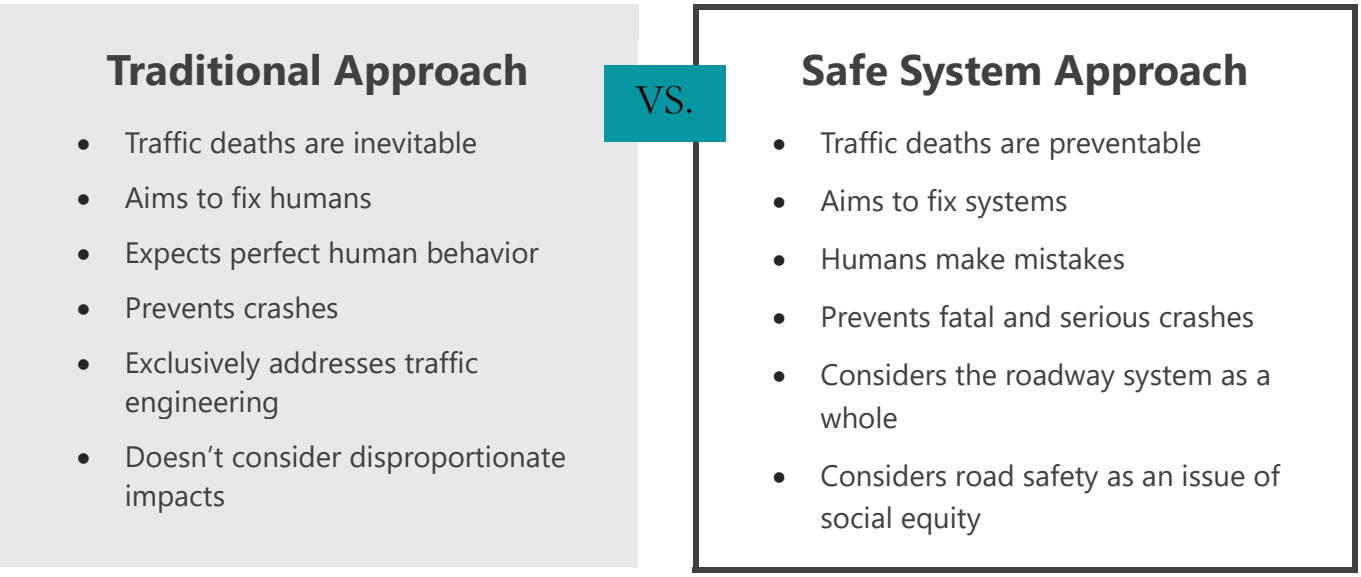
Figure 1: Crashes in Eau Claire County (2019 - 2023)



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, Eau Claire County is developing a comprehensive safety action plan.

Figure 2: Traditional vs. Safe System Approach



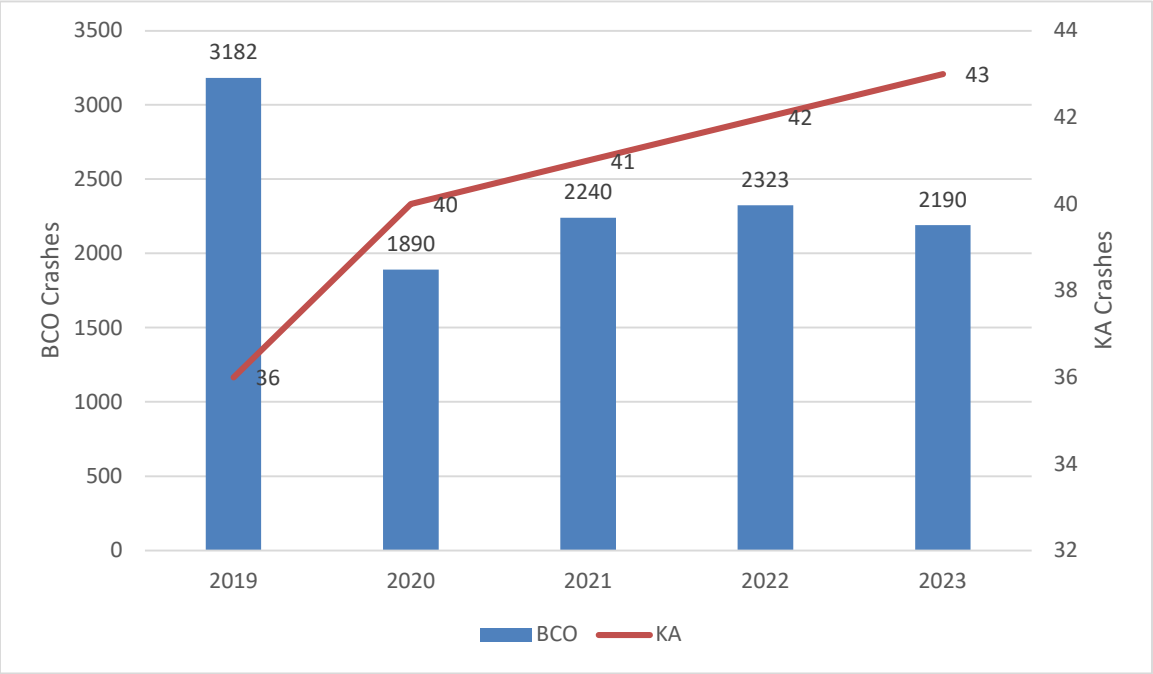
A key step in developing that safety action plan is analyzing the crashes occurring in the county to gain a better understanding of where, when, and how they occur. The crash analysis looked at reviewing crash characteristics through the development of crash trees and a crash emphasis table. For simplicity, 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: Eau Claire Crash Severity by Year



KA crashes have been increasing from 2019 – 2023, reaching a peak of 43 in 2023. BCO crashes in Eau Claire County were highest during the 5-year period in 2019. BCO crashes decreased in 2020 however increased slightly until 2022. 2023 saw a decrease in BCO crashes in Eau Claire County.

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 Eau Claire 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

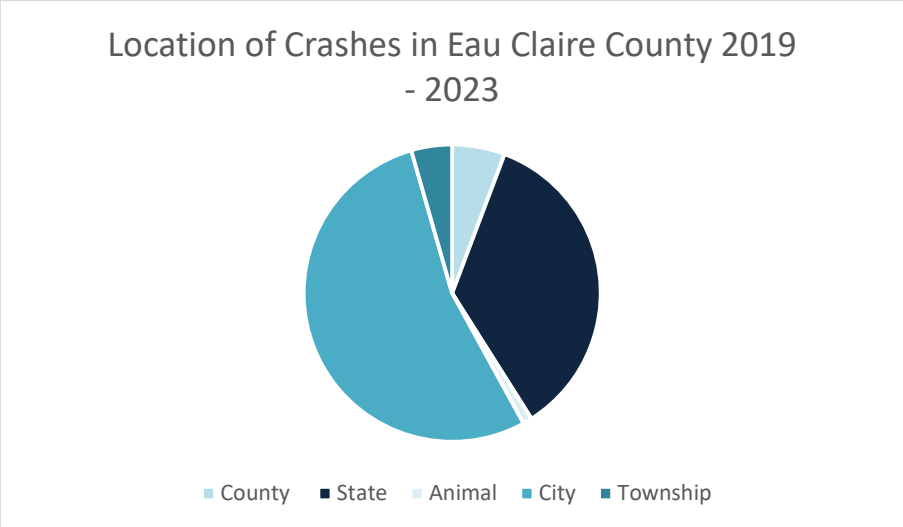
See Figure 5 for the number of crashes within each crash tree broken down by crash severity. A summary of each crash tree findings may be found below. Eau Claire County crash trees were also compared to statewide crash trees to highlight key variations between the County and Wisconsin as a whole (Figure 12 - Figure 17).

Table 2: Crash Severity by Crash Tree

	County Rural	City Rural	Township Rural	City Urban Undivided	City Urban Divided	City Urban Non-Motorized	All Other Crashes	County Total
Severe (K + A)	19	0	9	29	19	18	108	202
Total Crashes	699	60	508	3,830	1,056	136	5,738	12,027

Between 2019 and 2023, there were a total of 12,027 crashes in Eau Claire County. 202 of these were severe (K and A crashes). There were an additional 122 animal crashes isolated out of the state and local highway system; five of those crashes were severe (see Figure 5). 36% of crashes took place on the state system and 65% were on the local system. The crash trees split out from the local system into four subcategories: County, City, Township, and Unknown. All crash trees split out from these subcategories, except several crashes that are categorized as unknown, and highlight specific crash types including but not limited to: segment and intersection crashes, fixed object, head-on and step/yield crashes. See Figure 8 for a breakdown of the split.

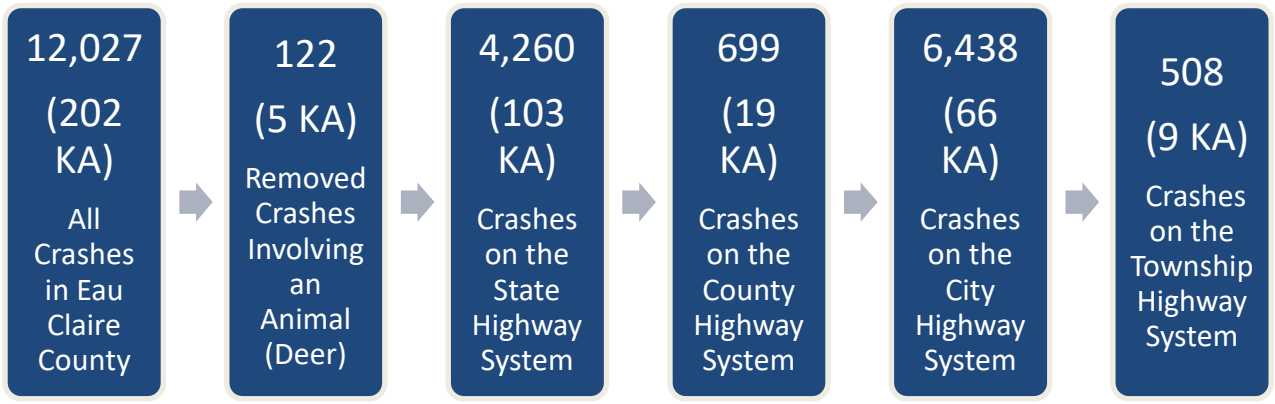
Figure 4: Location of Crashes Eau Claire County 2019 - 2023



The percentage of animal crashes, crashes on the state system, and local system crashes in Eau Claire County were similar to the levels of crashes recorded statewide. The majority of crashes in Eau Claire County took place on the local system (65%). The subcategory of the city system where most of these crashes took place (84%). Crashes on the county system were lower in Eau Claire (9%) compared to the statewide figure of 15%. Crashes on the city system were higher in Eau Claire, at 84% compared to what was recorded statewide (73%). Severe crashes on the city system were higher by 17 percentage points in the County compared to the statewide figure

(70%). Crashes on township roads were lower in Eau Claire (7%), while the statewide value is 13%.

Figure 5: Severe and Total Crashes by Road Ownership Including Animal Crashes



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

Figure 6: Eau Claire Crash Tree - County Rural (2019 - 2023)

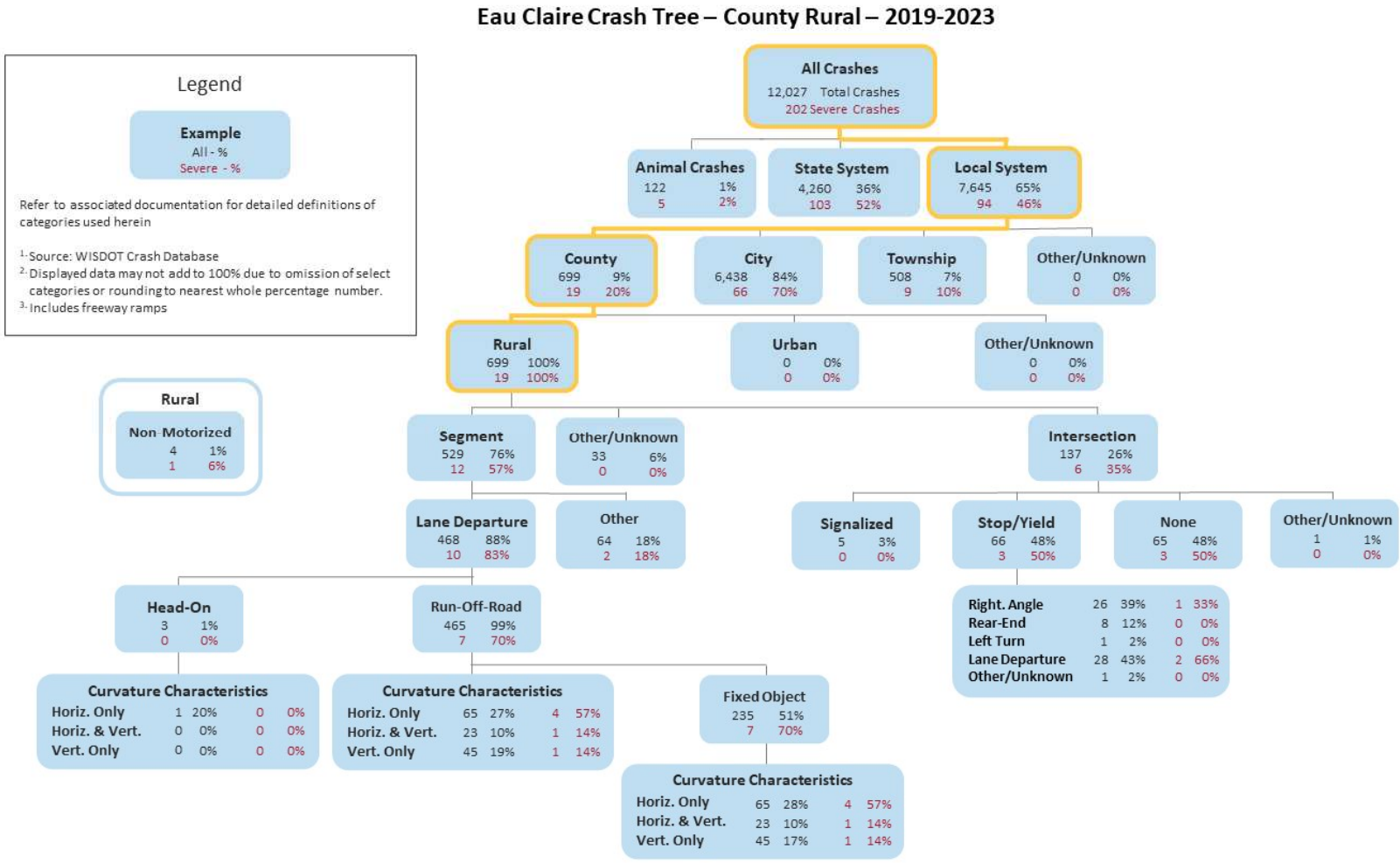


Figure 7: Eau Claire Crash Tree - City Rural (2019 - 2023)

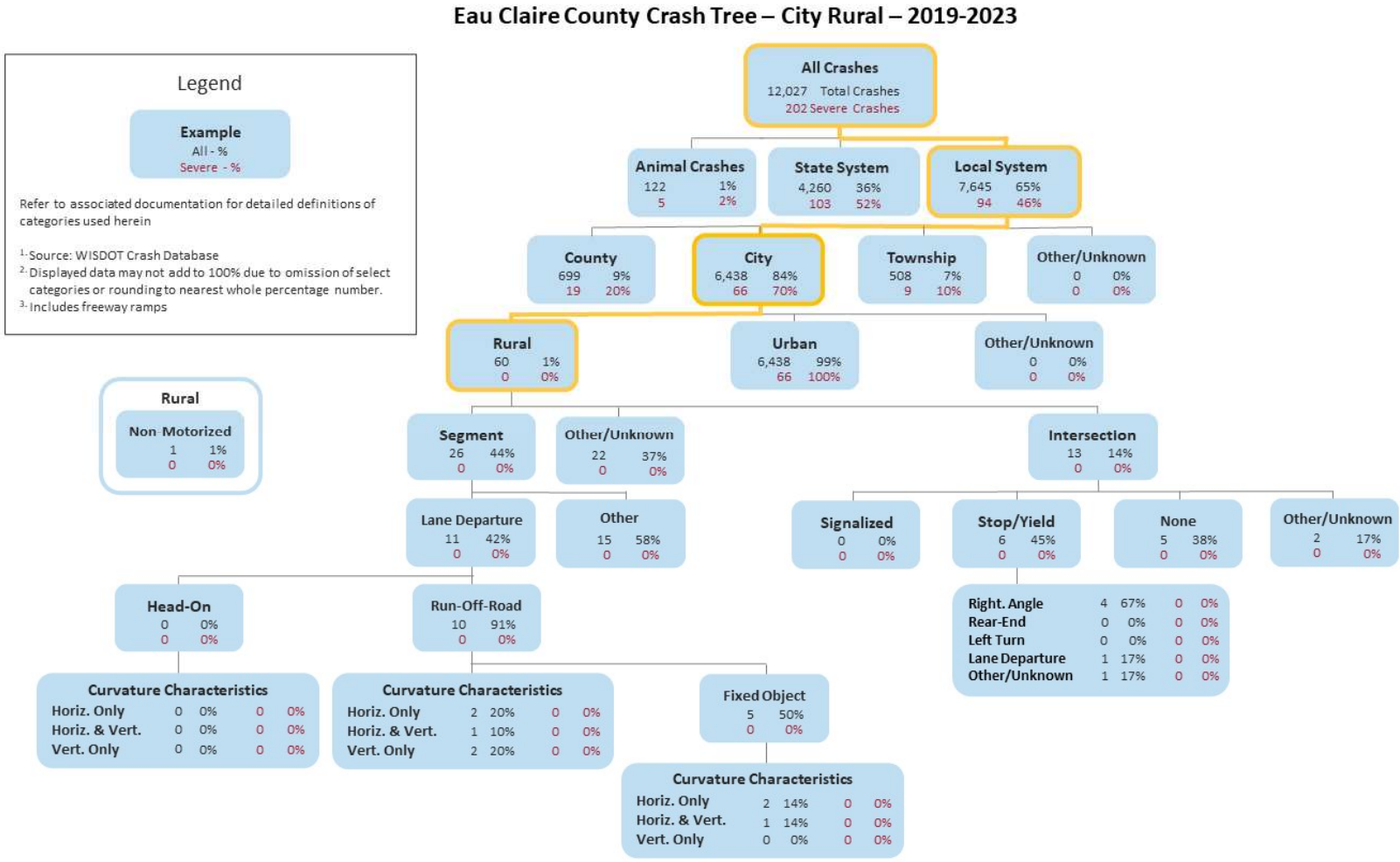


Figure 8: Eau Claire Crash Tree - City Urban Undivided (2019 - 2023)

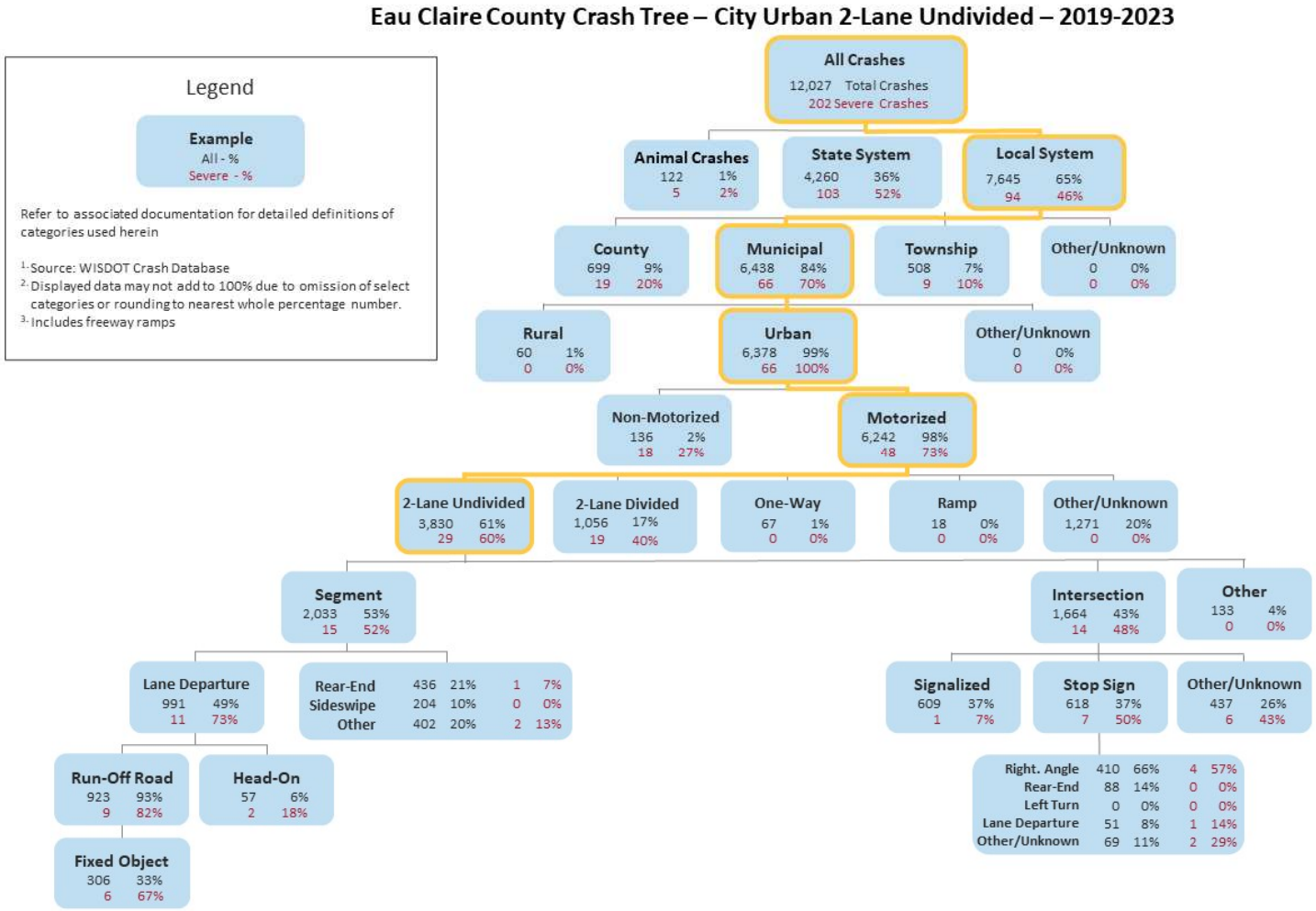


Figure 9: Eau Claire County Crash Tree - City Urban Divided (2019 - 2023)

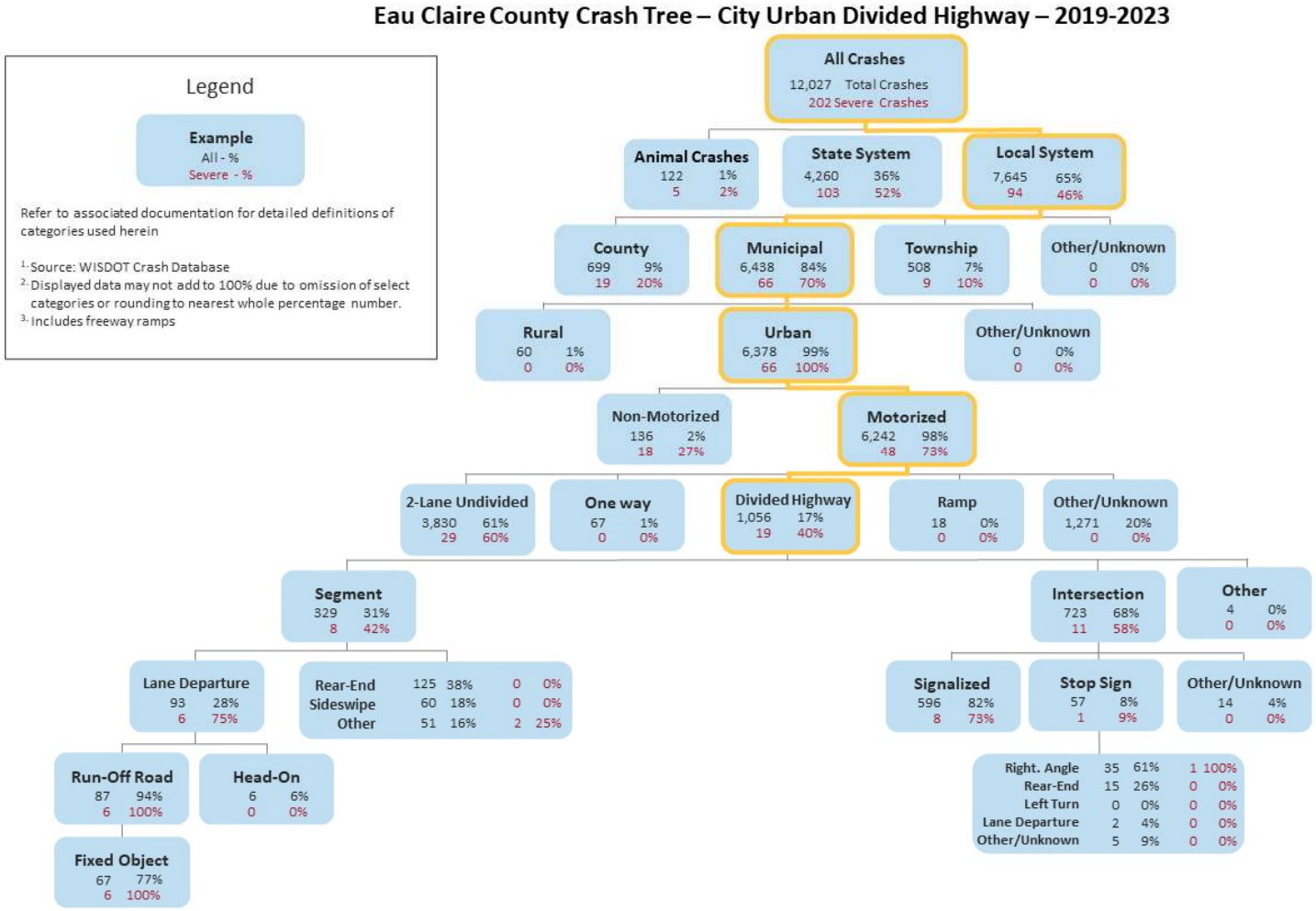


Figure 10: Eau Claire - City Urban Non-Motorized (2019 - 2023)

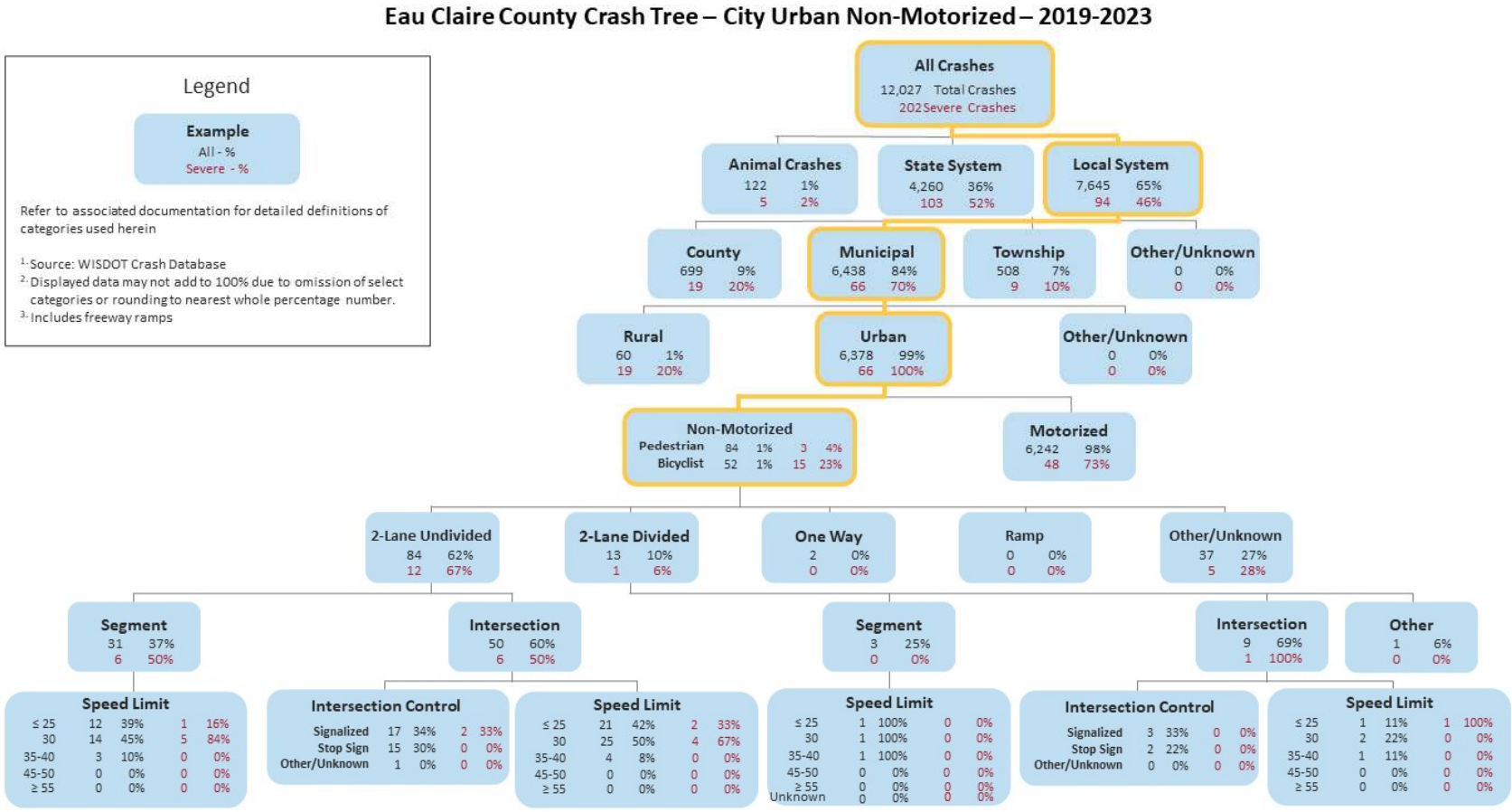
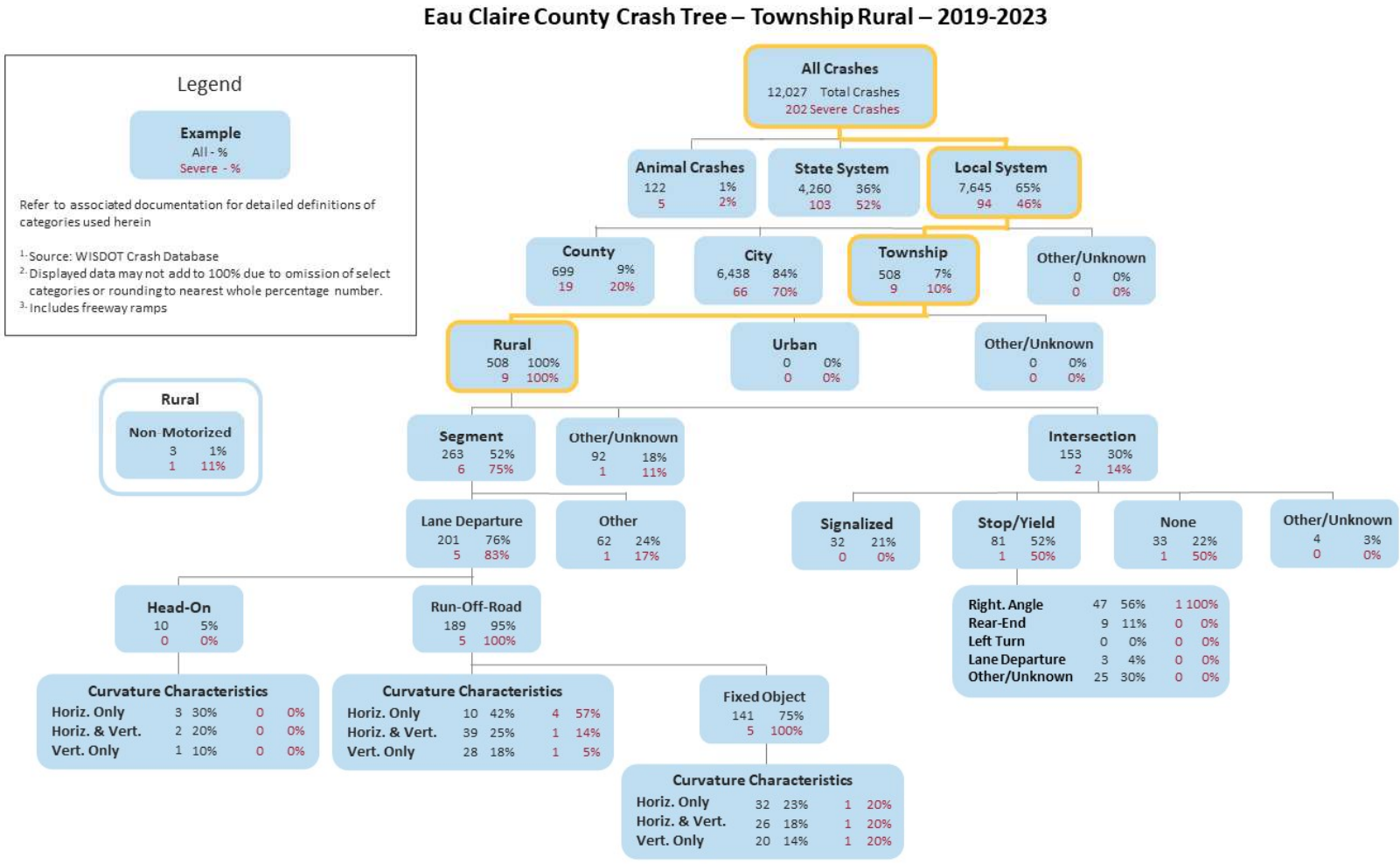


Figure 11: Eau Claire Crash Tree - Township Rural (2019 - 2023)



SRF compared the specific crashes in Eau Claire 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 Eau Claire County with local road figures for Wisconsin as a whole. Bolded bullet points represent key takeaways for each crash tree.

County Rural (Figure 6)

- Severe segment crashes in the County were 57% of rural crashes, lower compared to the statewide figure (68%)
- Severe crashes were more likely to occur on segments (57%) compared to intersections (35%)
- **Run-off-road crashes that were severe in Eau Claire County were 70% of crashes, compared to the statewide figure (90%)**
- **Fixed object crashes were higher in the County (51%) compared to what was recorded statewide (36%)**
- County rural intersection crashes, both severe (35%) and non-severe (26%) were higher than the statewide figure (18% and 25% respectively)
- The most common County intersection crashes involved a stop/yield layout (48%)
- Crashes at signalized intersections were lower in the County (3%) versus statewide (12%)

City Urban 2 Lane Undivided (Figure 8)

- Severe lane departure crashes on segments in the County were at 73%, an 8-percentage point increase from the statewide figure (65%)
- 60% of severe County crashes on urban motorized roads were on undivided roadways
- 82% of severe County segment crashes were run-off-road
- **Fixed object crashes in the County (33%) were 16 percentage points lower than what was recorded statewide**
- County severe crashes at signalized intersections were 7%, lower than the statewide figure (38%)
- **Severe crashes at stop signs were 50% in the County, as compared to 38% for the statewide figure**
- **Right angle severe crashes at intersections were 57% in the County, lower than the statewide figure (75%)**

City Urban Divided (Figure 9)

- **Severe divided lane crashes in the County were 40% of crashes, higher than the statewide figure (27%)**
- County crashes on segments were 31%, ten percentage points lower than the statewide figure (41%)
- **Severe lane departure crashes on segments were 75% in the County, compared to the statewide figure of 64%**

- Rear end crashes were the most common crash on segments in Eau Claire County (38%)
- Head-on crashes that were severe were lower in the County (zero crashes) compared to the statewide figure (7%)
- **All severe segment lane departure crashes in the County were run-off road crashes that hit a fixed object**
- Crashes at signalized intersections were 68% in the County, 10 percentage points lower than the statewide figure (58%)
- Stop sign crashes were 8% in the County, lower than the statewide figure (18%)
- Rear end crashes at stop signs were higher in the County (26%) compared to the statewide figure (16%)

City Non-Motorized (Figure 10)

- **Undivided road segment crashes at speeds lower than 25mph were lower in the County (16%) than what's recorded statewide (53%)**
- The majority of severe segment crashes in Eau Claire County took place on undivided roads (67%). Half of these crashes were at intersections and the other half on segments.
- **Severe crashes at intersections on divided roads were higher in the County (100%) compared to the statewide figure (58%)**
- 28% of severe non-motorized crashes in the County are unknown
- Divided road crashes at signals in the County were lower (33%) compared to the statewide figure (68%)
- Crashes at stop sign intersections on divided roads were ten percentage points higher in the County (22%)

City Rural (Figure 7)

- City rural crashes were 10 percentage points lower in the County (1%) compared to the statewide figure (11%)
- **In the County, there were no severe crashes on city rural roads.**
- Head-on crashes were 0% for both severe and non-severe in the County, compared to what was recorded statewide (7% and 11% respectively)
- **Crashes at signalized intersections were lower in the County (0%) compared to the statewide figure (19%)**
- **Rear-end crashes at stop/yield intersections were lower in the County (zero crashes) than the stateside figure (17%)**
- Lane departure crashes at stop/yield intersections were 17% in the County, higher than the statewide figure of 9%

Township Rural (Figure 11)

- Segment crashes in the County were lower (52%) than the statewide value (64%)
- **All County severe lane departure crashes were run-off road and hit a fixed object**

- County severe fixed object crashes took place evenly split between vertical, horizontal and vertical and horizontal curve characteristics (20%).
- **Fixed object crashes were higher in the County (75%) compared to the statewide recording (57%)**
- Intersection crashes were 10 percentage points higher in the County (30%) than the statewide figure (20%)
- **Right-angle crashes at stop sign intersections were higher in the County (56%) compared to the statewide figure (18%)**
- Crashes at signalized intersections were 21% in the County, higher than the statewide figure (13%)

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 (61%)
- Intersections (41%)
- Speeding (30%)
- Inattentive (19%)
- Motorcycle (18%)

Table 3: Emphasis Area Table (2019 - 2023) fatal and serious injury crashes

2019 -2023 fatal and serious injury crashes

		Eau Claire County		Wisconsin	
		All Road Systems		All Road Systems	
	Total Severe Crashes	202	100%	16,251	100%
Core Areas	Intersection	82	41%	4,998	31%
	Lane Departure	123	61%	10,477	64%
	Run-Off-Road	104	51%	9,187	57%
	Head-On	19	9%	1,290	8%
	Impaired	13	6%	1,352	8%
	Speed (Aggressive?)	61	30%	4,842	30%
	Unbelted	23	11%	2,461	15%
	Inattentive	38	19%	1,328	8%
Strategic	Older Driver	31	15%	2,047	13%
	Motorcycle	36	18%	3,151	19%
	Younger Driver (Teen)	27	13%	2,036	13%
	Non-motorist	29	14%	2,038	13%
	Pedestrian	19	9%	1577	10%
	Bicyclist	10	5%	461	3%
	Commercial Vehicles	26	13%	1,199	7%
	Work Zone	1	0%	314	2%
Other	Deer/Animal	6	3%	470	3%
	Winter Weather	7	3%	449	3%

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

Additional findings from the emphasis area table include:

- **Severe crashes at intersections were higher in the County (41%) than the statewide figure (31%)**
- **Crashes where the driver is inattentive and was severe was 19%, compared to 8% for statewide**
- Severe older driver crashes were 15%, higher than the statewide figure (13%)
- Commercial automobile severe crashes were higher in the County (15%) compared to the statewide figure (7%)
- Severe crashes with an unbelted driver were lower in the County (11%) versus the statewide (15%)

Appendix

Eau Claire 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		Local System	
	Total Severe Crashes	**202**	**100%**	**105**	**100%**	**21**	**100%**	**76**	**100%**	**16,251**	**100%**	**6,836**	**100%**	**2,699**	**100%**	**6,716**	**100%**
Core Areas	Intersection	82	41%	42	40%	6	29%	34	45%	4,998	31%	1,916	28%	650	24%	2,432	36%
Core Areas	Lane Departure	123	61%	56	53%	17	81%	50	66%	10,477	64%	4,009	59%	2,003	74%	4,465	66%
Core Areas	*Run-Off-Road*	104	51%	44	42%	16	76%	44	58%	9,187	57%	3,305	48%	1,816	67%	4,066	61%
Core Areas	*Head-On*	19	9%	12	11%	1	5%	6	8%	1,290	8%	704	10%	187	7%	399	6%
Core Areas	Impaired	13	6%	4	4%	1	5%	8	11%	1,352	8%	631	9%	217	8%	456	7%
Core Areas	Speed (Aggressive?)	61	30%	29	28%	9	43%	23	30%	4,842	30%	1,969	29%	885	33%	1,988	30%
Core Areas	Unbelted	23	11%	14	13%	3	14%	6	8%	2,461	15%	1,021	15%	482	18%	958	14%
Core Areas	Inattentive	38	19%	20	19%	4	19%	14	18%	1,328	8%	655	10%	217	8%	456	7%
Strategic	Older Driver	31	15%	18	17%	4	19%	9	12%	2,047	13%	919	13%	375	14%	753	11%
Strategic	Motorcycle	36	18%	12	11%	6	29%	18	24%	3,151	19%	1160	17%	719	27%	1,272	19%
Strategic	Younger Driver (Teen)	27	13%	14	13%	3	14%	10	13%	2,036	13%	755	11%	323	12%	958	14%
Strategic	Non-motorist	29	14%	10	10%	1	5%	18	24%	2,038	13%	566	8%	102	4%	1,370	20%
Strategic	*Pedestrian*	19	9%	8	8%	0	0%	11	14%	1577	10%	460	7%	60	2%	1,057	16%
Strategic	*Bicyclist*	10	5%	2	2%	1	5%	7	9%	461	3%	106	2%	42	2%	313	5%
Strategic	Commercial Vehicles	26	13%	20	19%	2	10%	4	5%	1,199	7%	813	12%	153	6%	233	3%
Strategic	Work Zone	1	0%	1	1%	0	0%	0	0%	314	2%	230	3%	15	1%	69	1%
Other	Deer/Animal	6	3%	2	2%	4	19%	0	0%	470	3%	173	3%	188	7%	109	2%
Other	Winter Weather	7	3%	4	4%	1	5%	2	3%	449	3%	273	4%	63	2%	113	2%

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

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

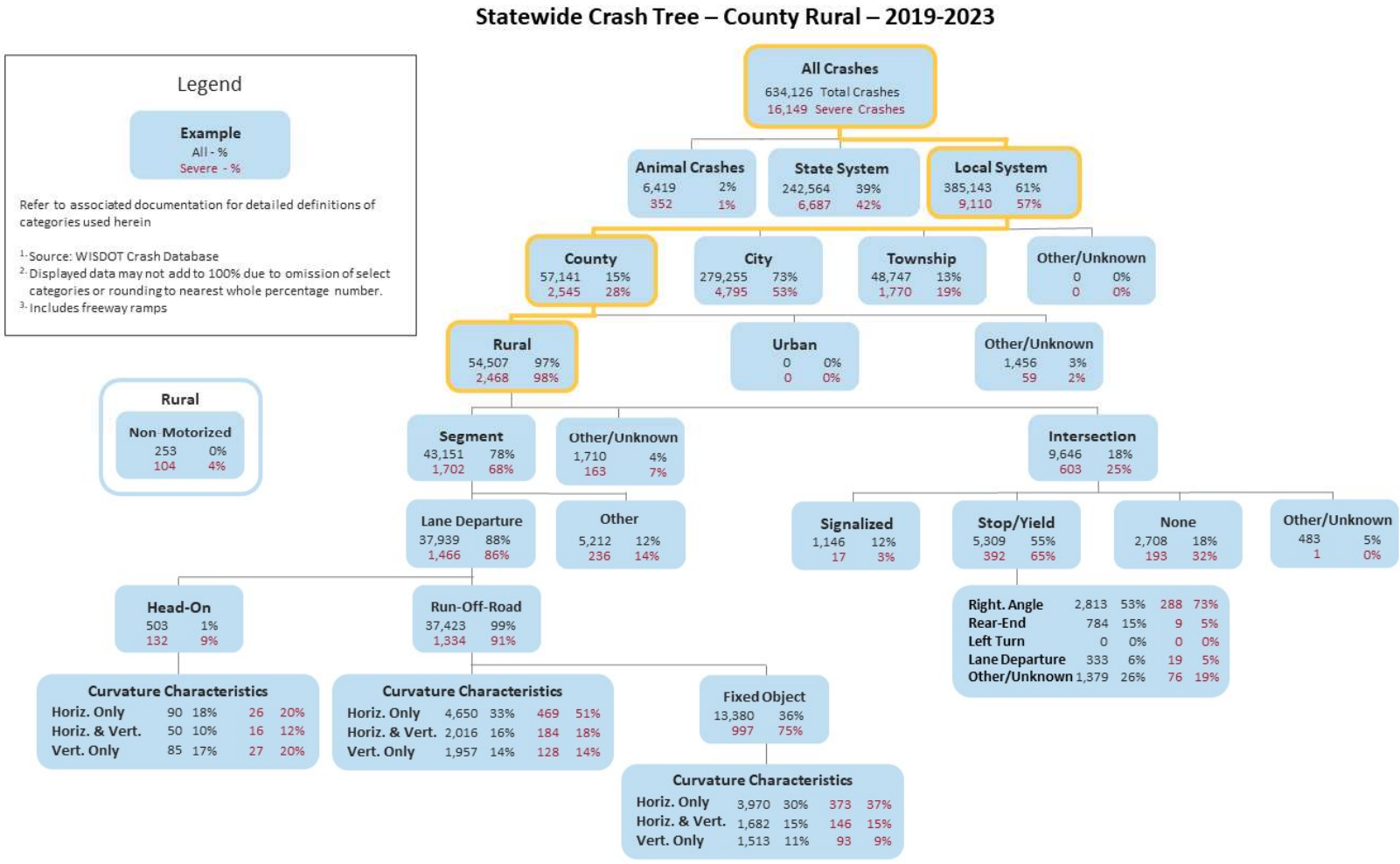


Figure 13: Statewide Crash Tree - City Rural (2019 – 2023)

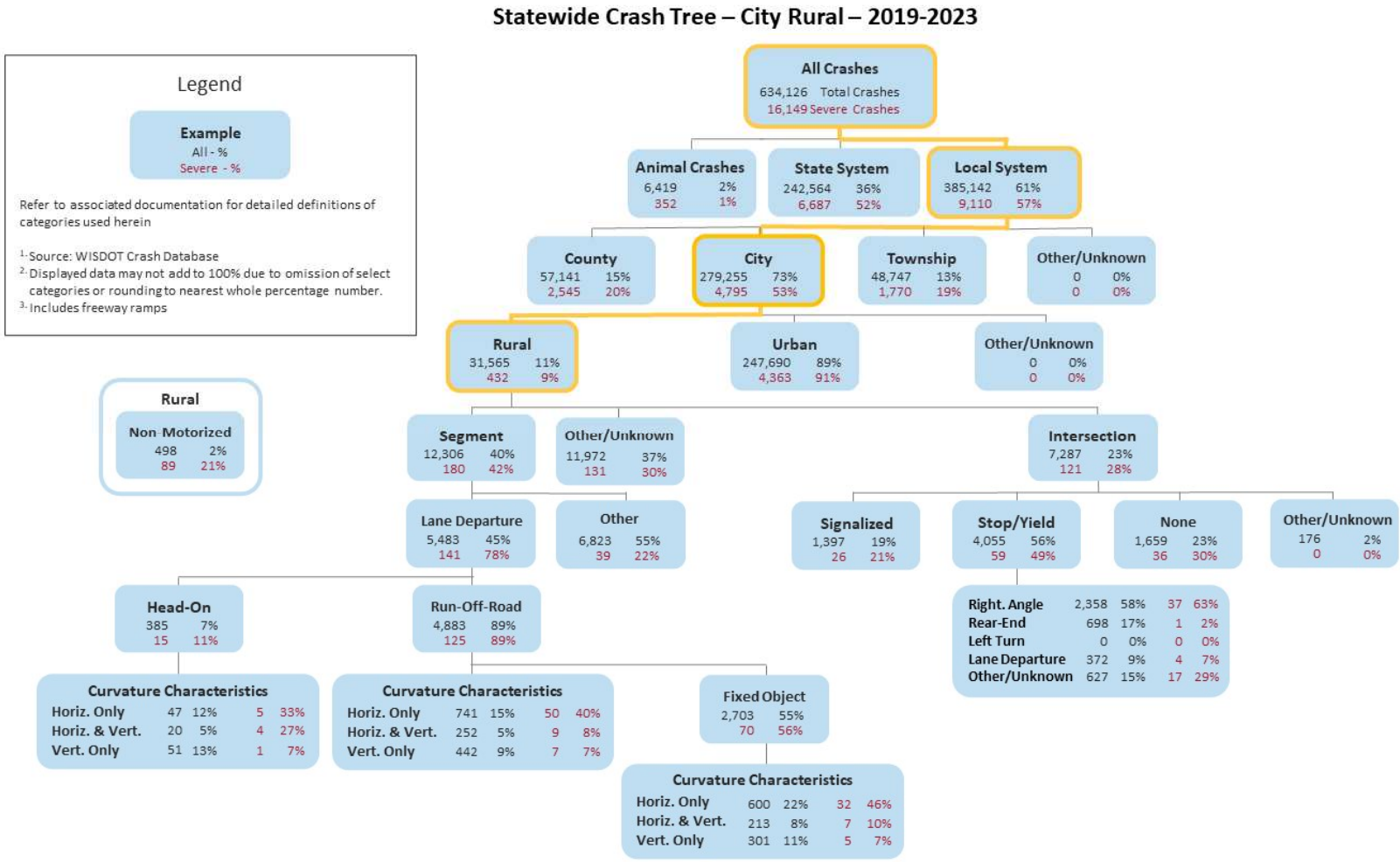


Figure 14: Statewide Crash Tree - City Urban 2-Lane Undivided (2019 – 2023)

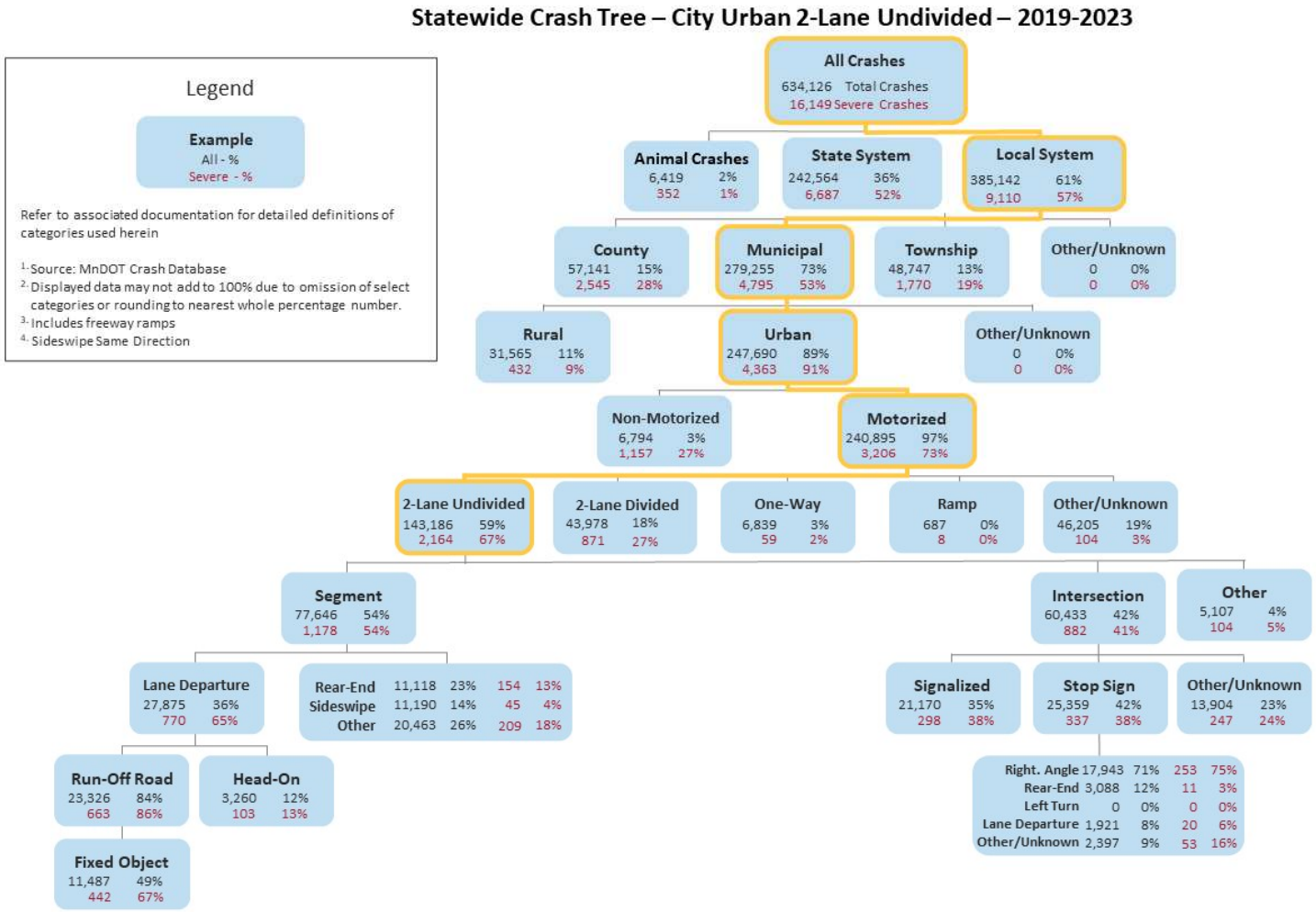


Figure 15: Statewide Crash Tree - City Urban Divided (2019 – 2023)

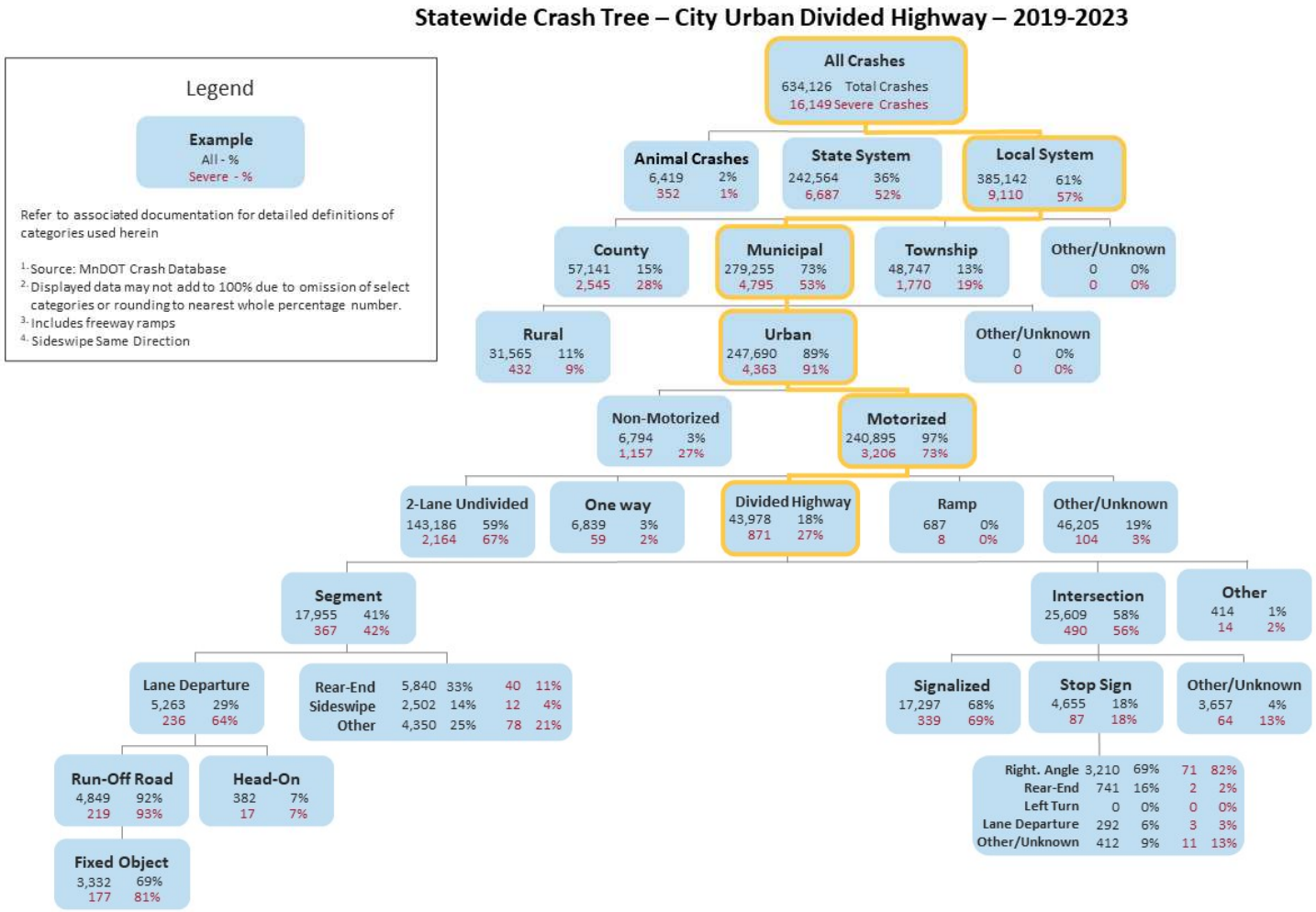


Figure 16: Statewide Crash Tree - City Urban Non-Motorized (2019 – 2023)

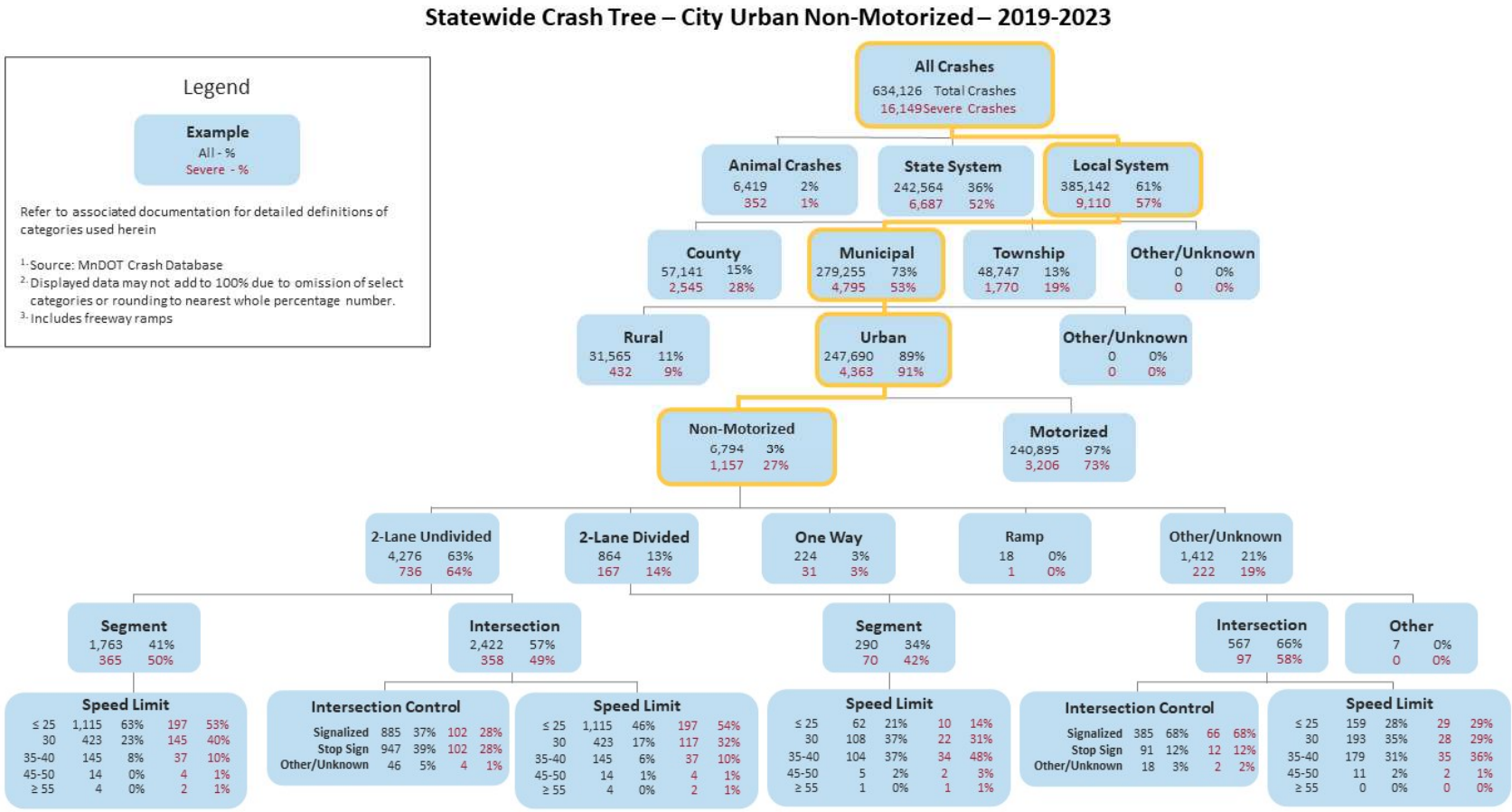
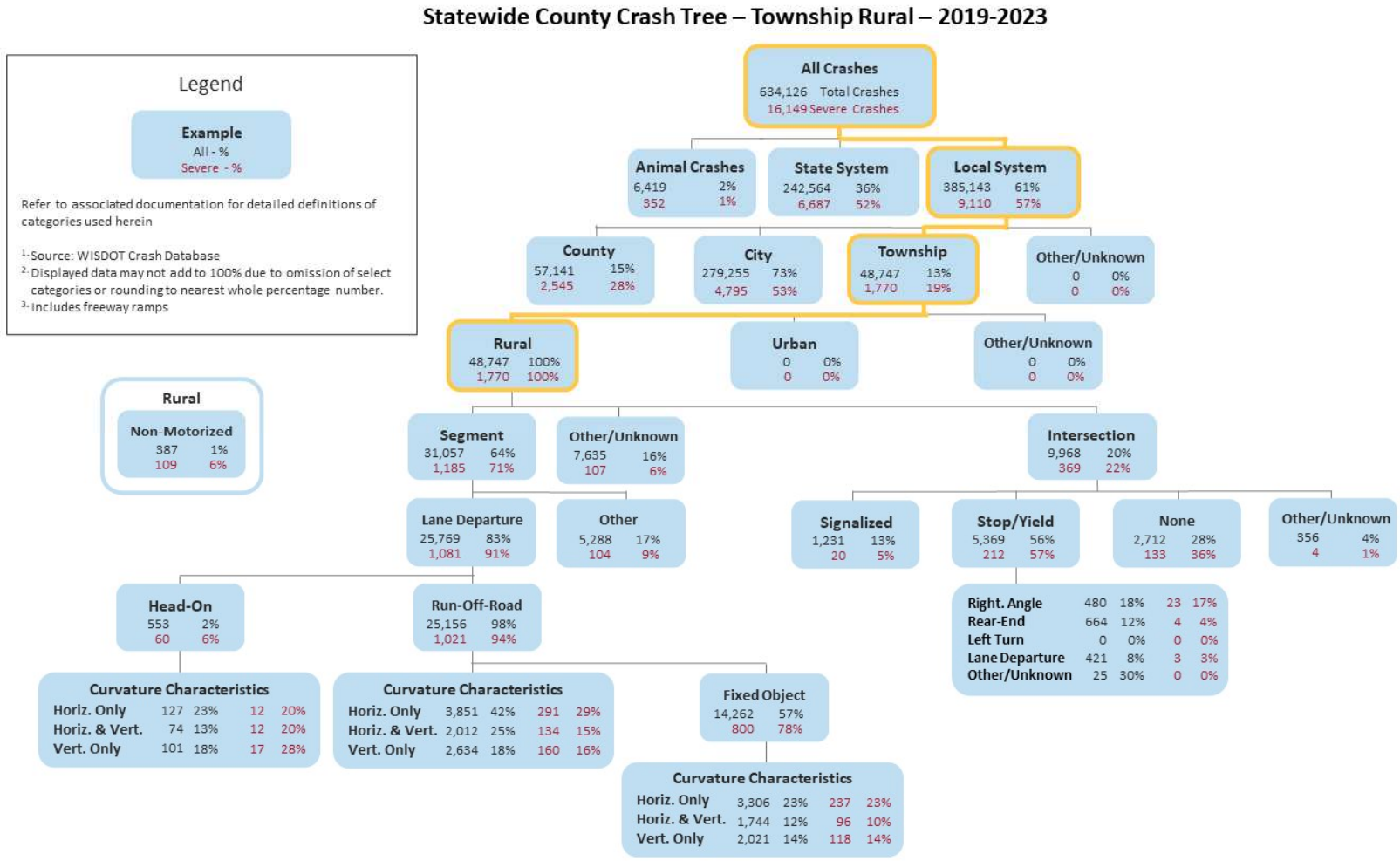


Figure 17: Statewide Crash Tree - Township Rural (2019 – 2023)



APPENDIX D

HIN Review

SRF No. 16925

To: Jon Johnson, Eau Claire County Highway Commissioner

From: SRF Consulting Group

Date: April 15, 2025

Subject: Eau Claire County Safety Action Plan – High-Injury Network

High Injury Network Analysis

Introduction

The Eau Claire 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 Eau Claire 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.

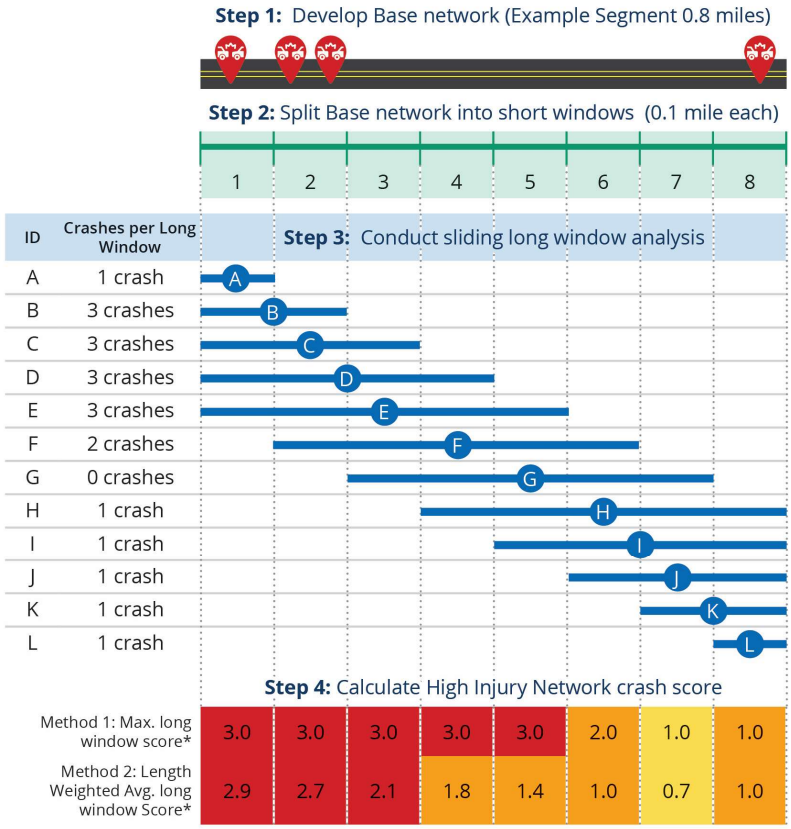


Figure 1 Diagram illustrating the sliding window analysis

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	20	112	758	888	9,770	11,548
Heavy Automobile	1	6	21	15	835	878
Motorcycle	5	32	58	15	26	136
Bicycle	1	9	32	14	11	67
Pedestrian	4	15	46	22	9	96
All Motorized	26	150	830	909	10,081	11,996
All Nonmotorized	5	24	78	36	20	163
All Modes	31	174	910	943	9,959	12,017

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	1,658	132	6.0	62.2 (3.8%)	65 (49.2%)
Heavy Automobile	1,658	28	6.0	0.0 (0.0%)	0 (0.0%)
Motorcycle	1,658	95	6.0	15.7 (0.9%)	18 (18.9%)
Bicycle	1,658	42	6.0	0.0 (0.0%)	0 (0.0%)
Pedestrian	1,658	65	6.0	6.7 (0.4%)	10 (15.4%)
All Motorized	1,658	254	6.0	79.2 (4.8%)	111 (43.7%)
All Nonmotorized	1,658	107	6.0	12.0 (0.7%)	25 (23.4%)
All Modes	1,658	360	6.0	96.5 (5.8%)	179 (49.7%)

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

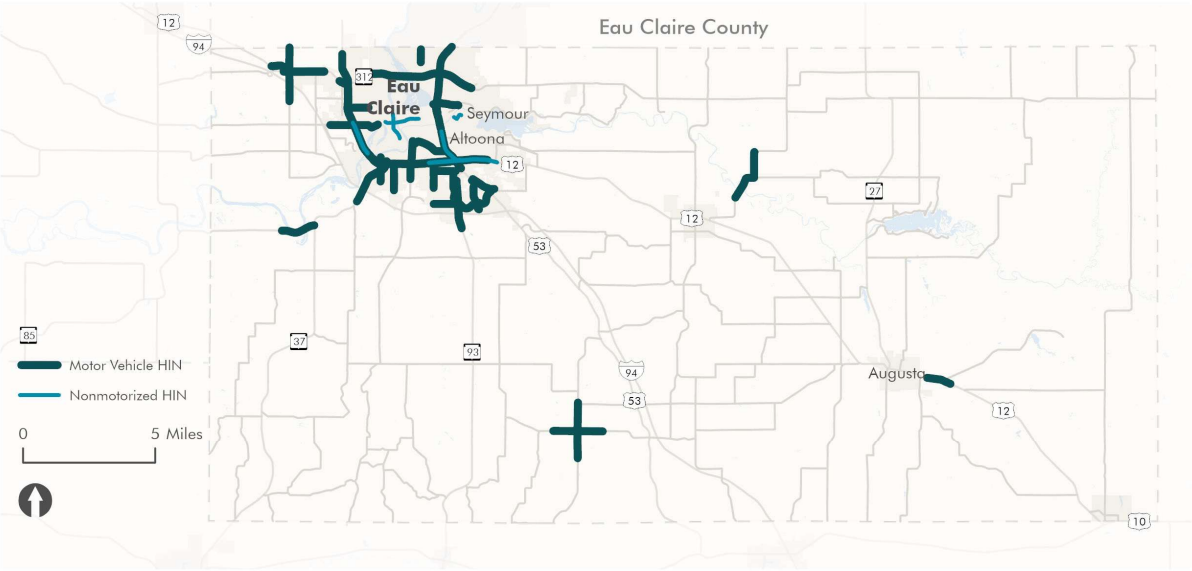
In cases where crashes resulting in severe injuries to a given mode are particularly infrequent and/or sparsely distributed, there may not be any network segments with scores above the minimum meaningful threshold of 6.0. In these instances, it is recommended that the HIN results be supplemented with 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.

- 96.5 miles of roadway in the County (5.8% of non-freeway roads in the County) were selected in the all-modes HIN.
- 12.0 miles of roadway in the County (0.7% of non-freeway roads in the County) were selected in the nonmotorized HIN.
- 79.2 miles of roadway in the County (4.8% of non-freeway roads in the County) were selected in the motorized HIN.

Figure 2: High Injury Network Map of Eau Claire 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

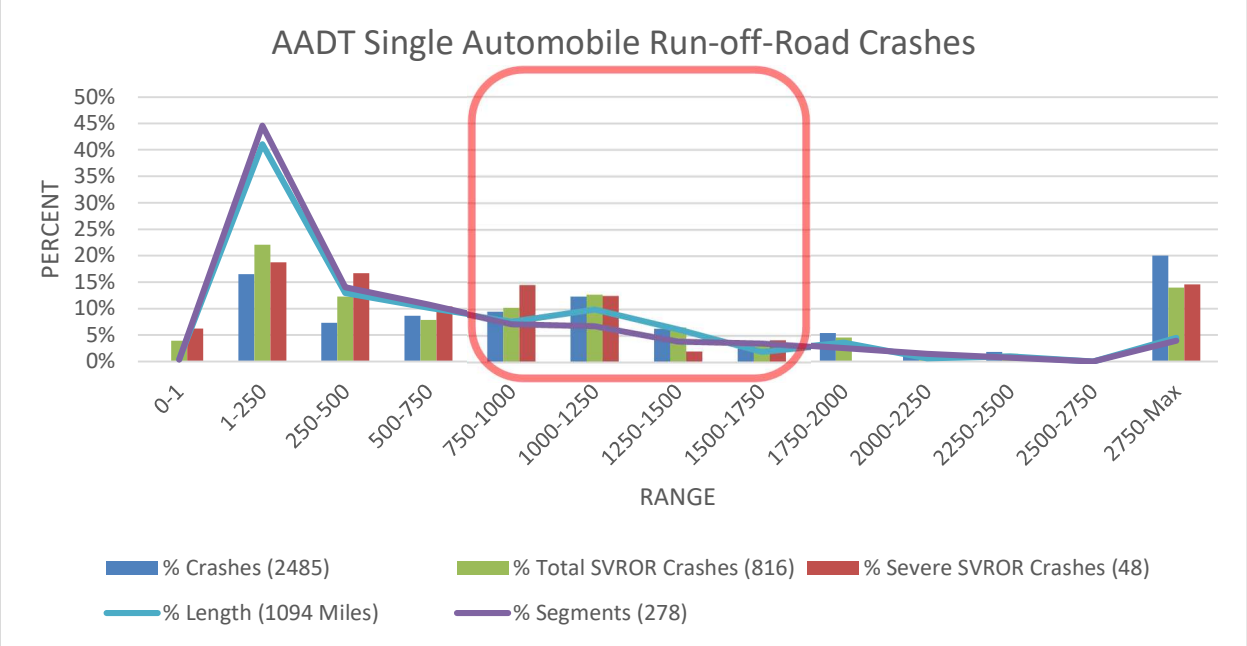
Subject: St. Croix/Dunn/Eau Claire – Risk Factors

St. Croix/Dunn/Eau Claire – Risk Factors

Rural Segments

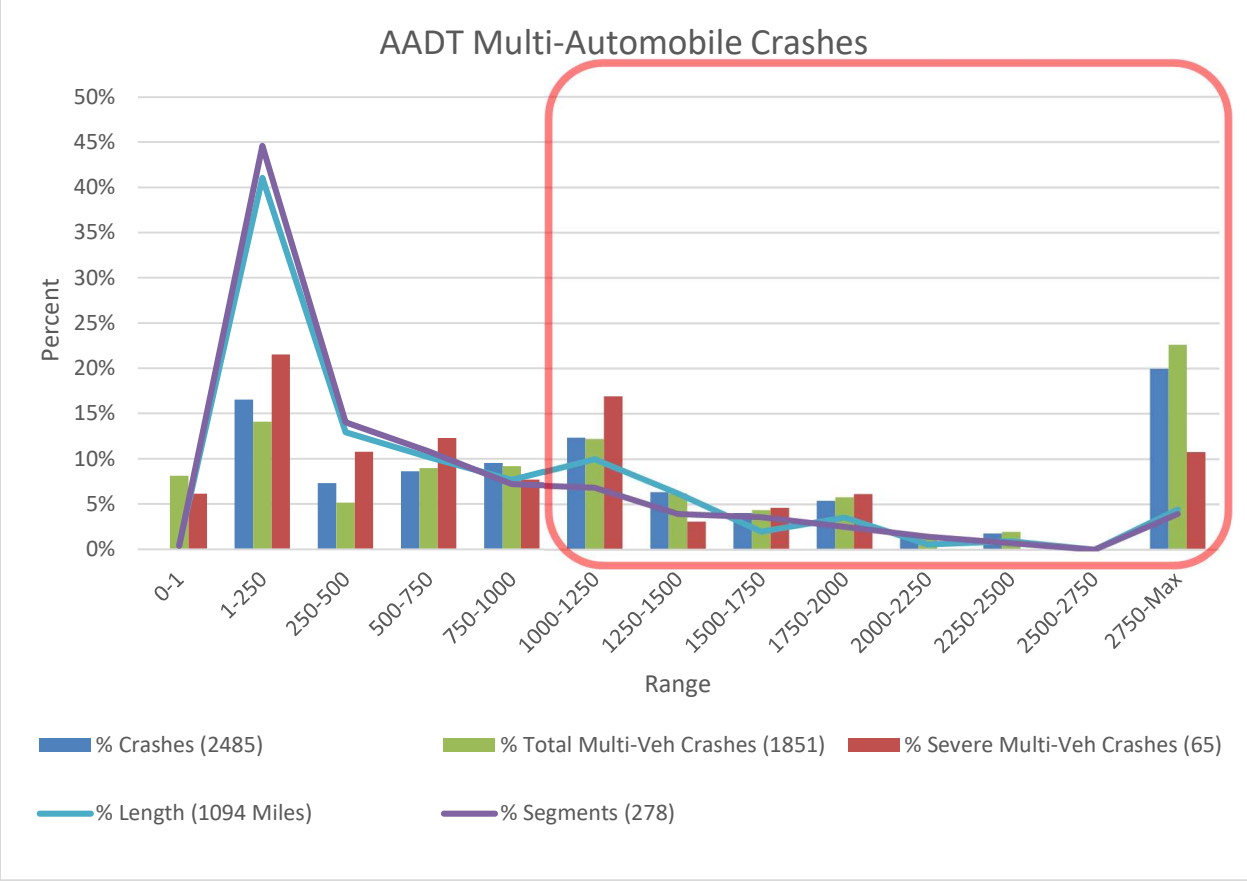
Risk Factor	Risk Factor Criteria	% Severe Crash	% Length (Miles)
Speed	Removed as criteria. No significant observations.		
AADT Single Automobile Run-off-road	750 to 1,750 automobiles per day (single automobile severe crashes)	33 %	26% (282.9)
AADT multi-automobile	1,000 automobiles per day and greater (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



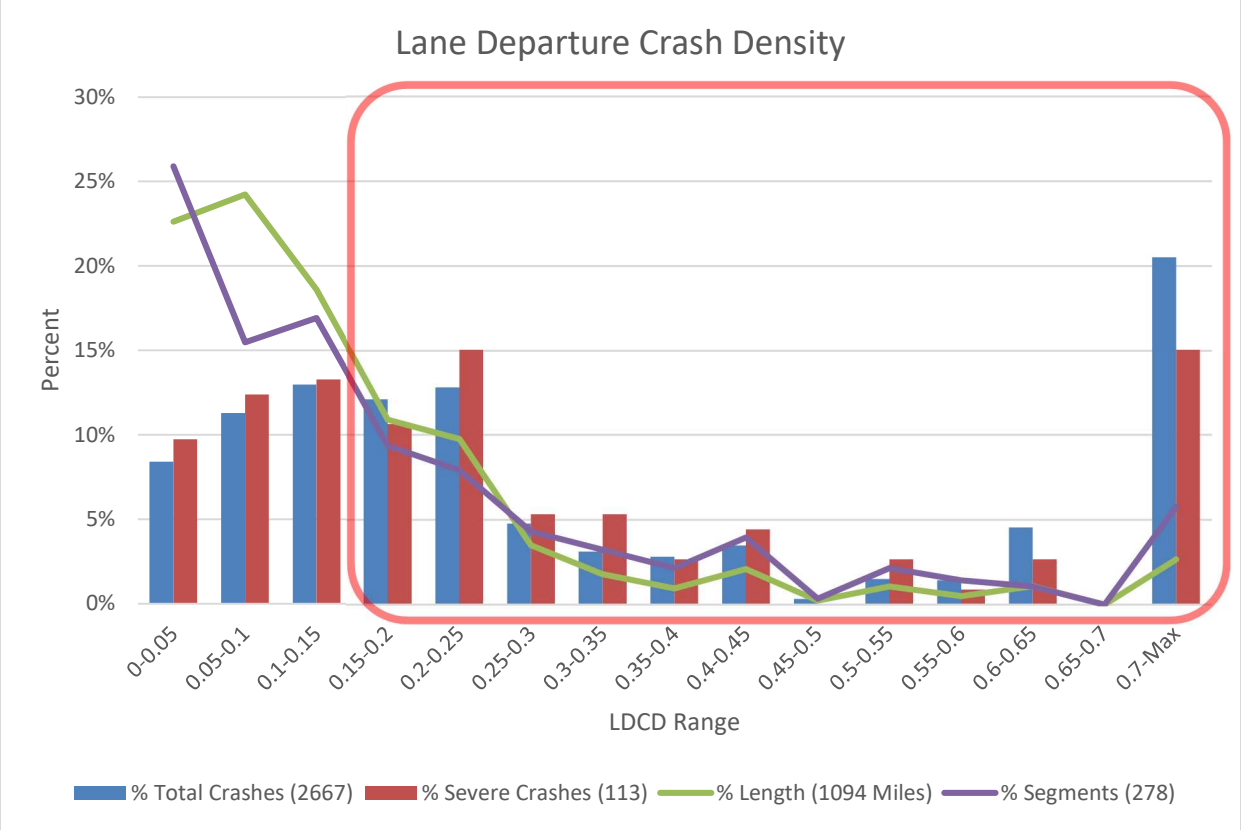
AADT Range	Total Crashes	Total SVROR Crashes	Severe SVROR Crashes	% Crashes (2485)	% Total SVROR Crashes (816)	% Severe SVROR Crashes (48)	Miles	% Length (1094 Miles)	# Segments	% Segments (278)
0-1	0	32	3	0%	4%	6%	4.6	0%	1	0%
1-250	441	180	9	17%	22%	19%	449.5	41%	124	45%
250-500	195	100	8	7%	12%	17%	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



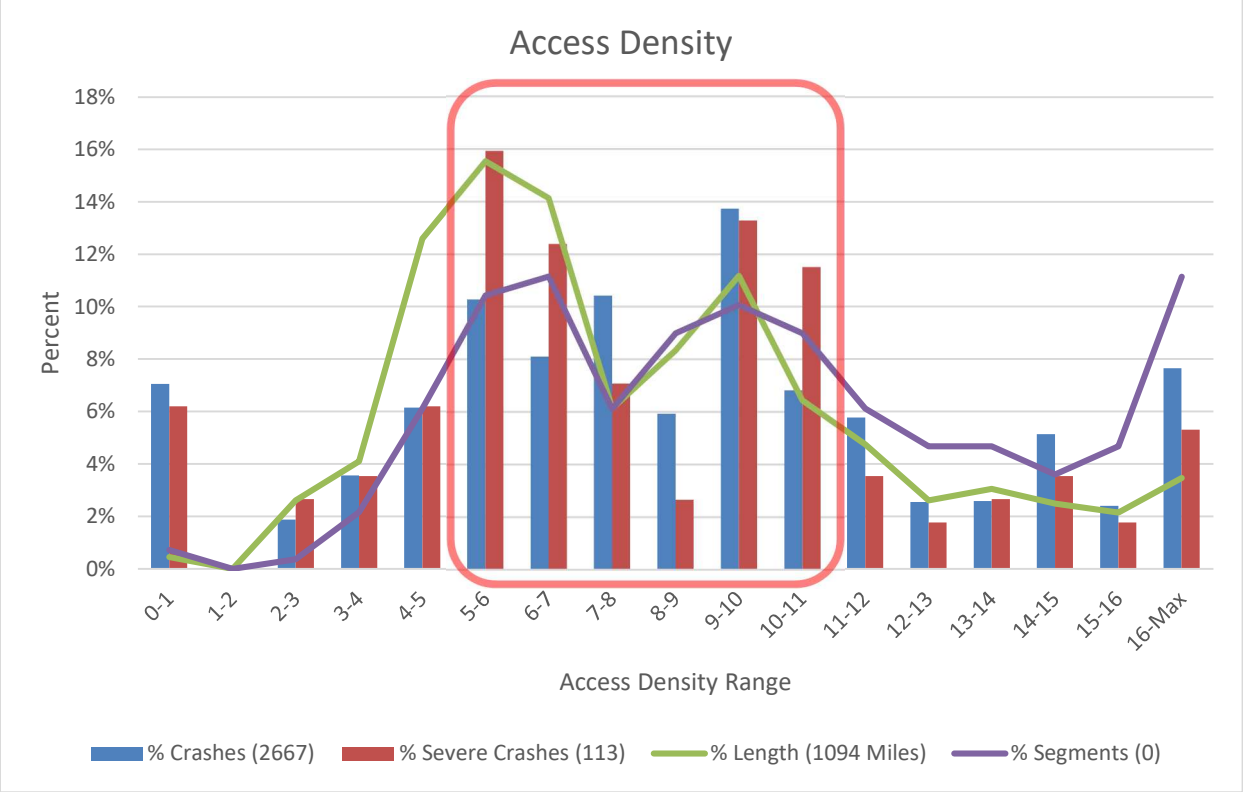
AADT Range	Total Crashes	Total Multi-Veh Crashes	Severe Multi-Veh Crashes	% Crashes (2485)	% Total Multi-Veh Crashes (1851)	% Severe Multi-Veh Crashes (65)	Miles	% Length (1094 Miles)	# Segments	% Segments (278)
0-1	0	150	4	0%	8%	6%	4.6	0%	1	0%
1-250	441	261	14	17%	14%	22%	449.5	41%	124	45%
250-500	195	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



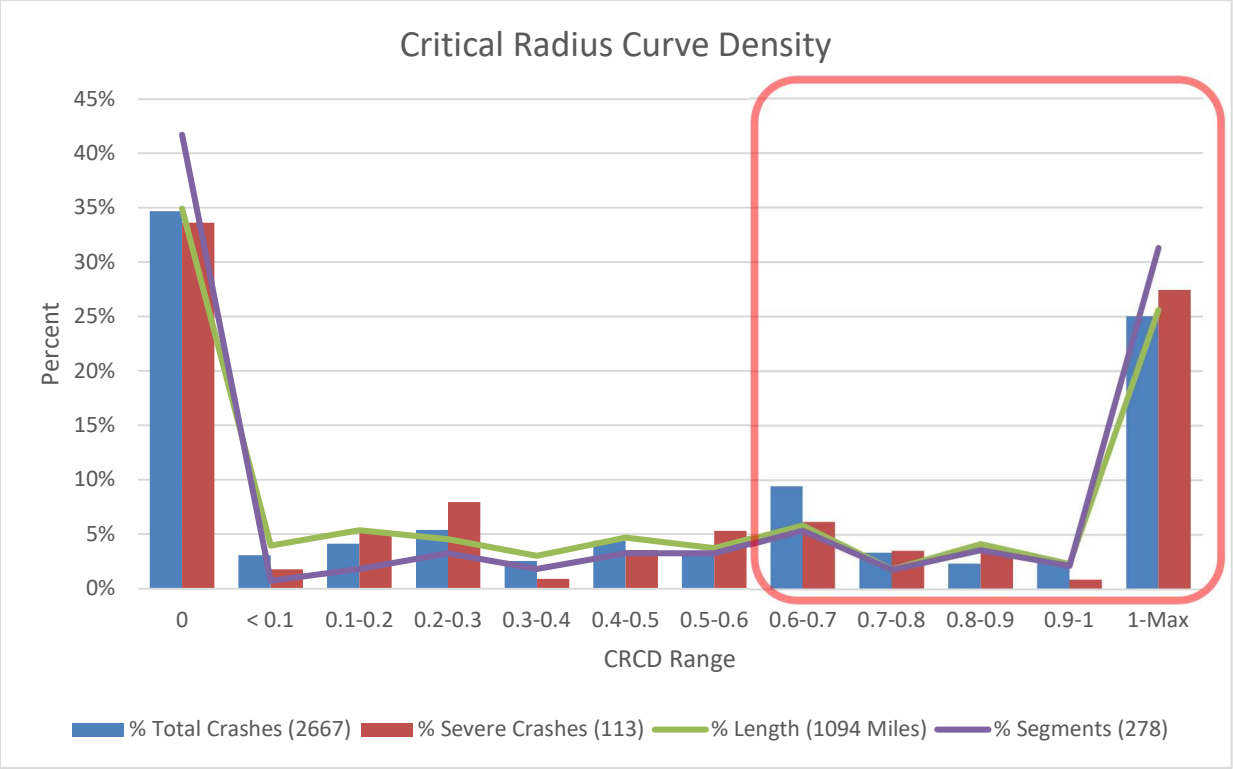
LDCD Range	Total Crashes	Severe Crashes	% Total Crashes (2667)	% Severe Crashes (113)	Miles	% Length (1094 Miles)	# Segments	% Segments (278)
0-0.05	224	11	8%	10%	247.4	23%	72	26%
0.05-0.1	301	14	11%	12%	265.0	24%	43	15%
0.1-0.15	346	15	13%	13%	203.4	19%	47	17%
0.15-0.2	322	12	12%	11%	119.1	11%	26	9%
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

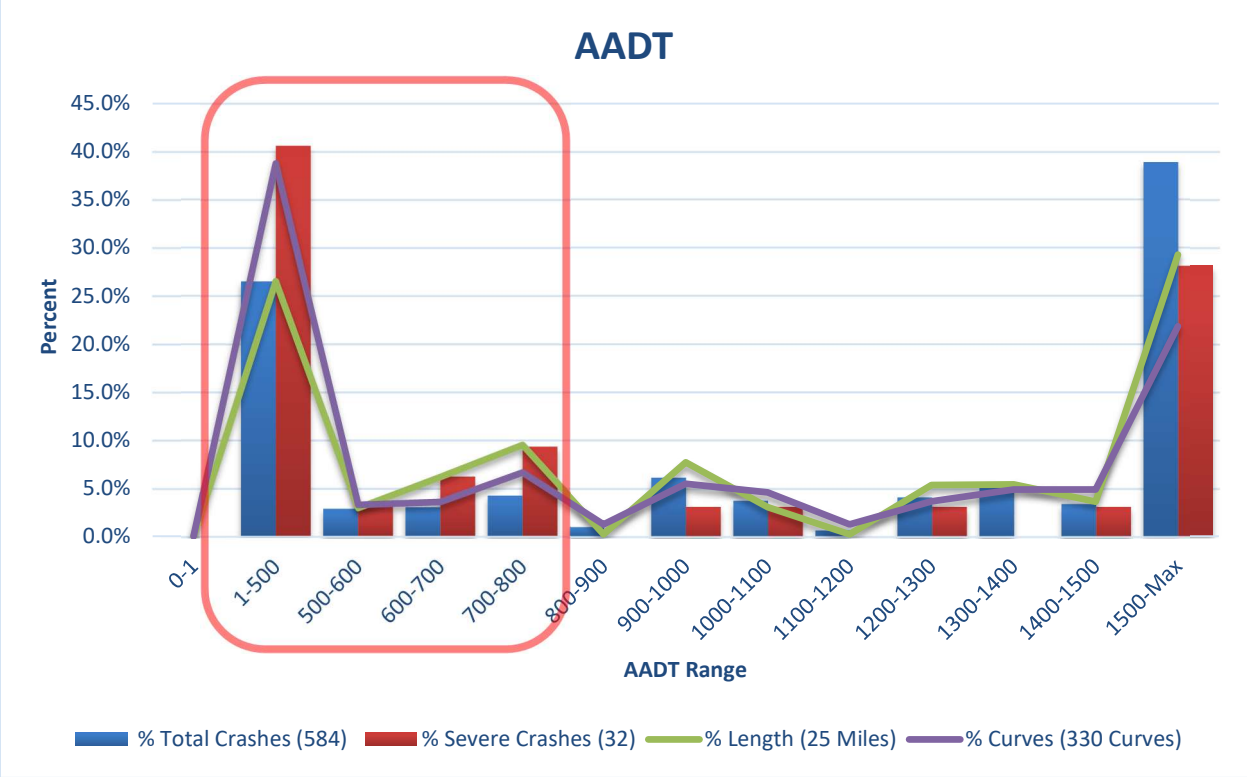


CRCD Range	Total Crashes	Severe Crashes	% Total Crashes (2667)	% Severe Crashes (113)	Miles	% Length (1094 Miles)	# Segments	% Segments (278)
0	925	38	35%	34%	382.2	35%	116	42%
< 0.1	82	2	3%	2%	43.3	4%	2	1%
0.1-0.2	110	6	4%	5%	58.6	5%	5	2%
0.2-0.3	144	9	5%	8%	49.6	5%	9	3%
0.3-0.4	68	1	3%	1%	32.9	3%	5	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

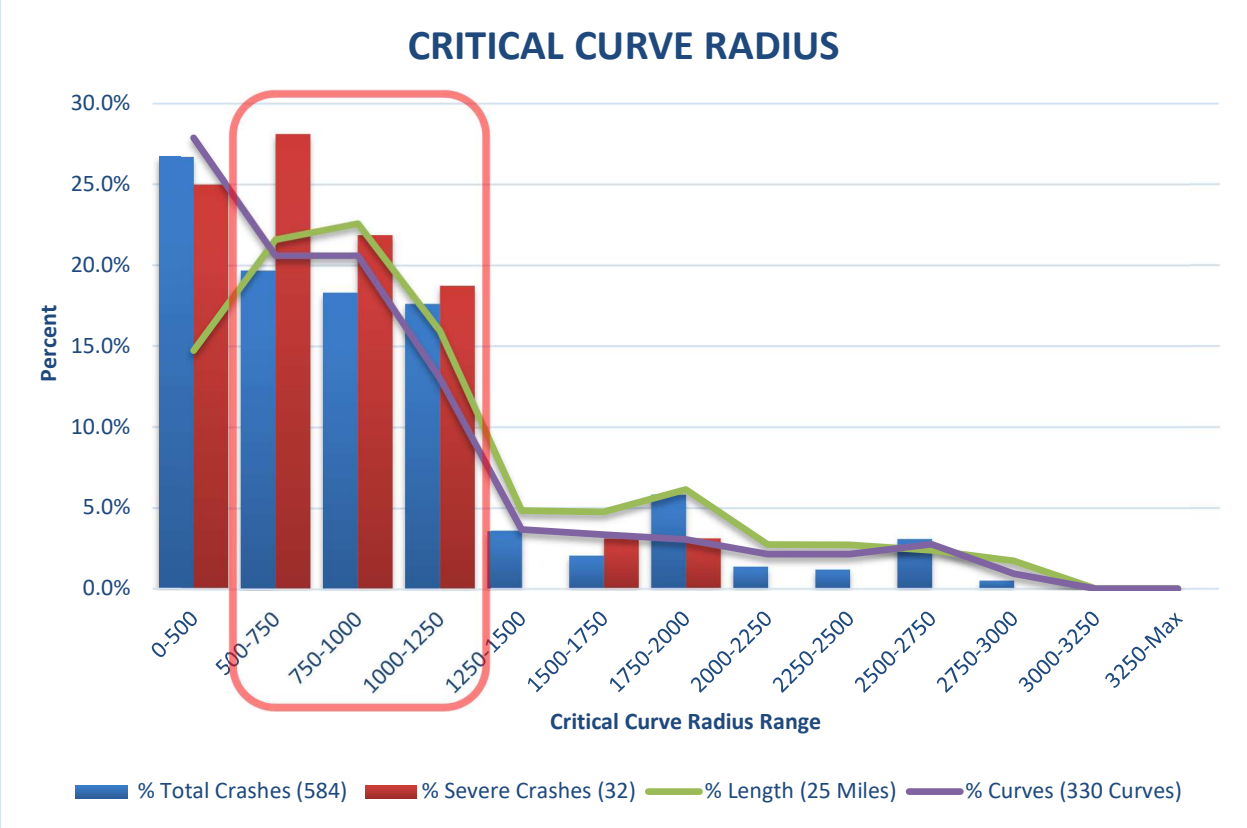
Risk Factor	Rural Risk Factor Criteria	% Severe Crash	% Curves
AADT	Less than 800 automobiles per day	59%	52%
Critical Curve Radius	500 feet to 1,250 feet	69%	54%
Lane Width	Removed as criteria. No significant observations.		
High Side Shoulder Width	Less than 6ft	63%	55%
Total Cross Section Width	28 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



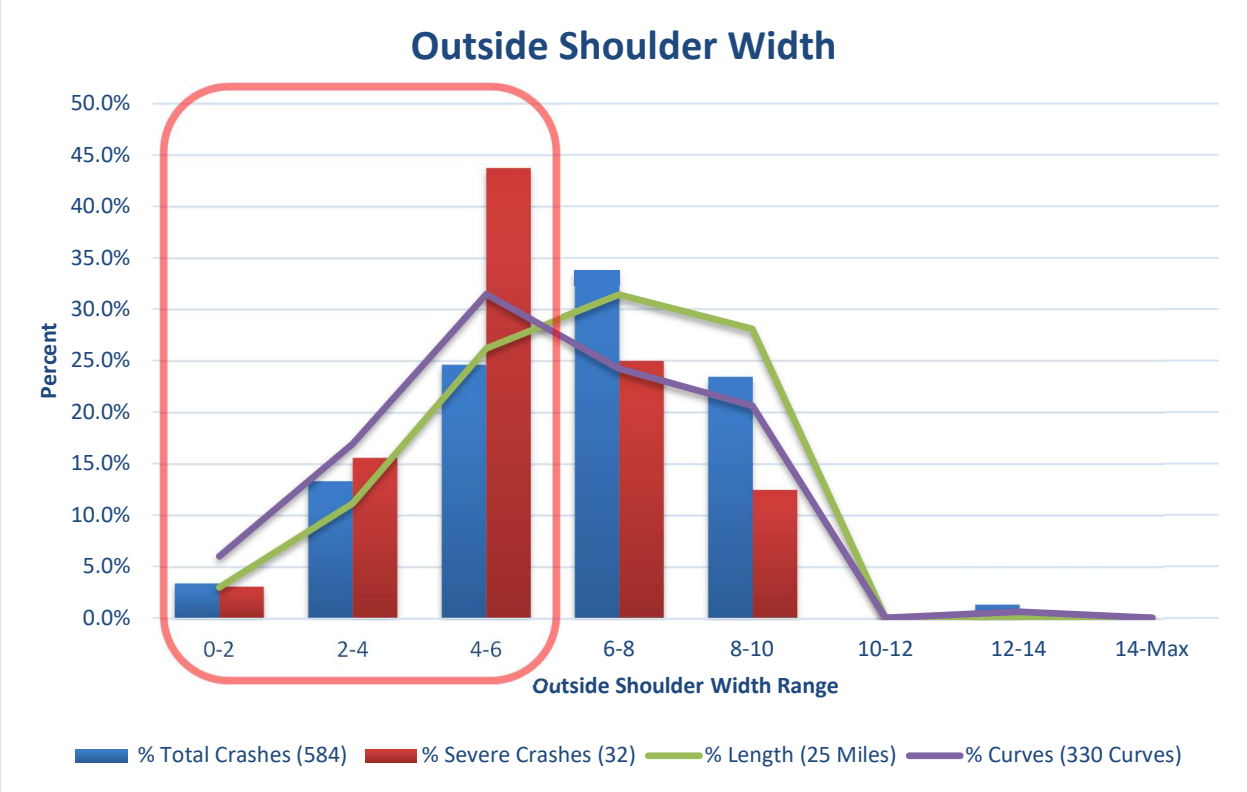
AADT Range	Total Crashes	Severe Crashes	% Total Crashes (584)	% Severe Crashes (32)	Length (Miles)	% Length (25 Miles)	# Curves	% Curves (330 Curves)
0-1	0	0	0.0%	0.0%	0.0	0.0%	0	0.0%
1-500	155	13	26.5%	40.6%	6.6	26.6%	128	38.8%
500-600	17	1	2.9%	3.1%	0.7	3.0%	11	3.3%
600-700	18	2	3.1%	6.3%	1.6	6.2%	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



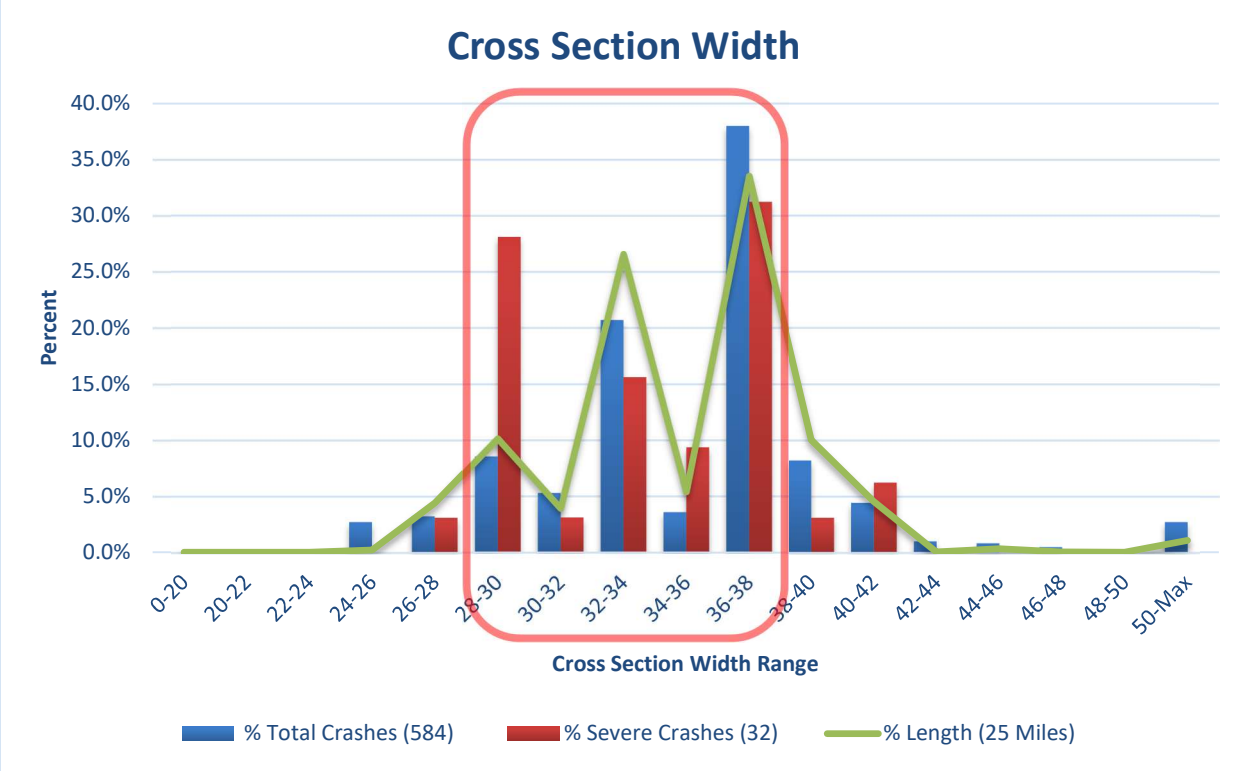
Radius Range	Total Crashes	Severe Crashes	% Total Crashes (584)	% Severe Crashes (32)	Length (Miles)	% Length (25 Miles)	# Curves	% Curves (330 Curves)
0-500	156	8	26.7%	25.0%	3.7	14.7%	92	27.9%
500-750	115	9	19.7%	28.1%	5.4	21.6%	68	20.6%
750-1000	107	7	18.3%	21.9%	5.6	22.6%	68	20.6%
1000-1250	103	6	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

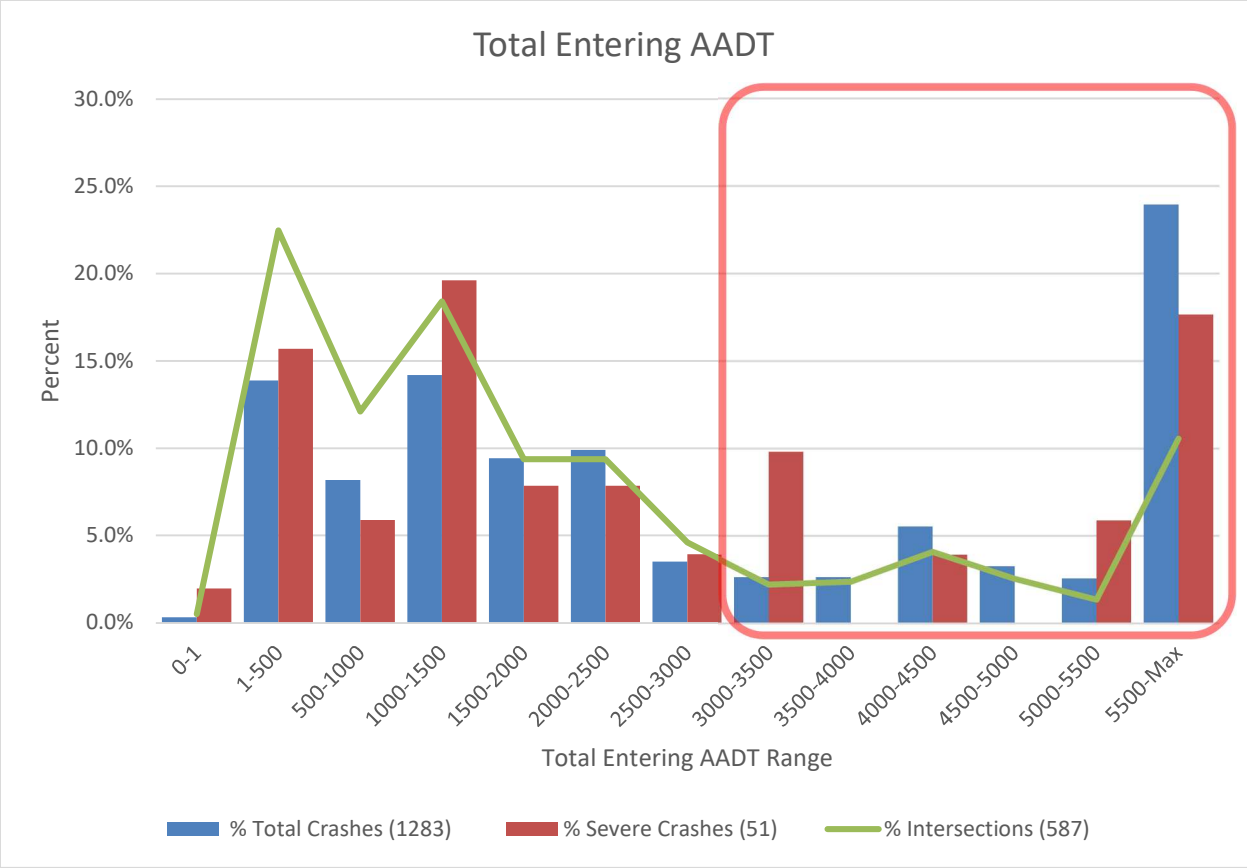


Cross Section Width Range	Total Crashes	Severe Crashes	% Total Crashes (584)	% Severe Crashes (32)	Length (Miles)	% Length (25 Miles)	# Curves	% Curves (330 Curves)
0-20	0	0	0.0%	0.0%	0.0	0.0%		0.0%
20-22	0	0	0.0%	0.0%	0.0	0.0%	0	0.0%
22-24	0	0	0.0%	0.0%	0.0	0.0%	0	0.0%
24-26	16	0	2.7%	0.0%	0.0	0.2%	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

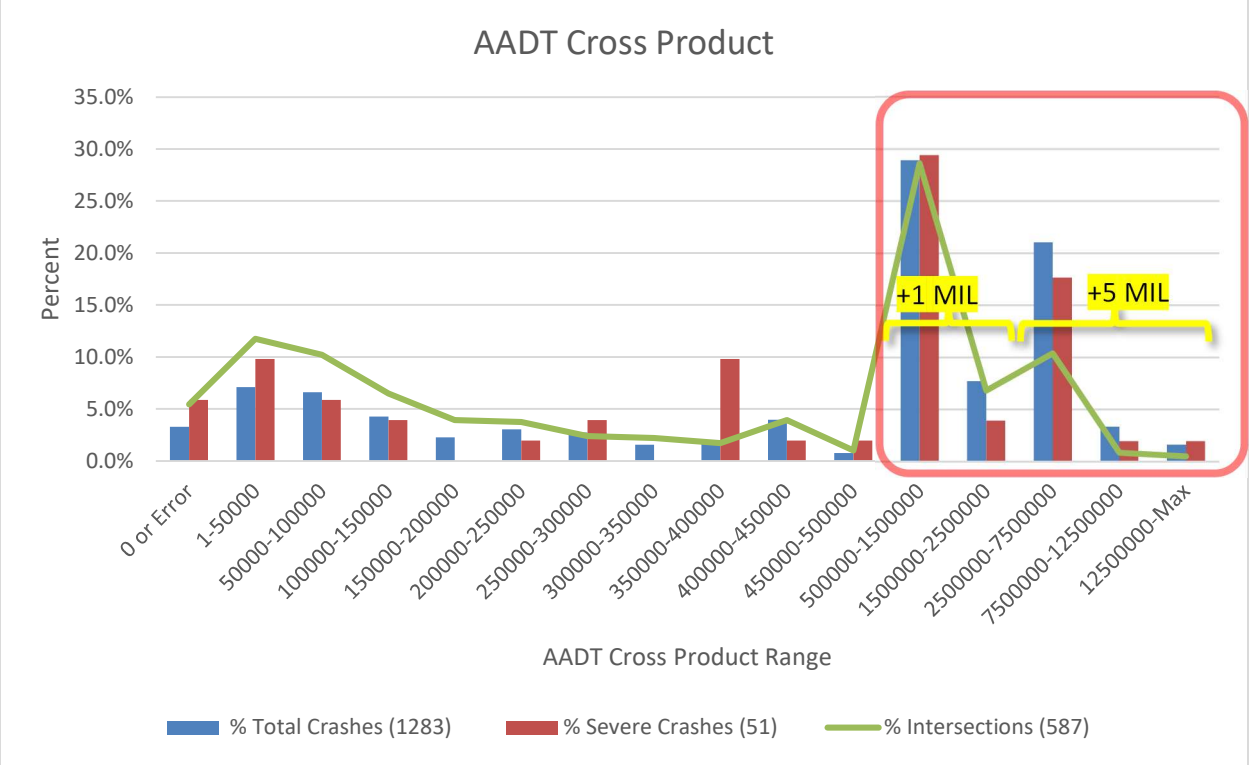
Risk Factor	Risk Factor Criteria	% Severe Crash	% Intersections
Speed	Removed as criteria. No significant observations.		
Total Entering AADT OR AADT Cross Product	Volume greater than or equal to 3,000 automobiles per day	37%	23%
	OR Greater than or equal to 500,000 automobiles per day[2]	55%	47%
Entering 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



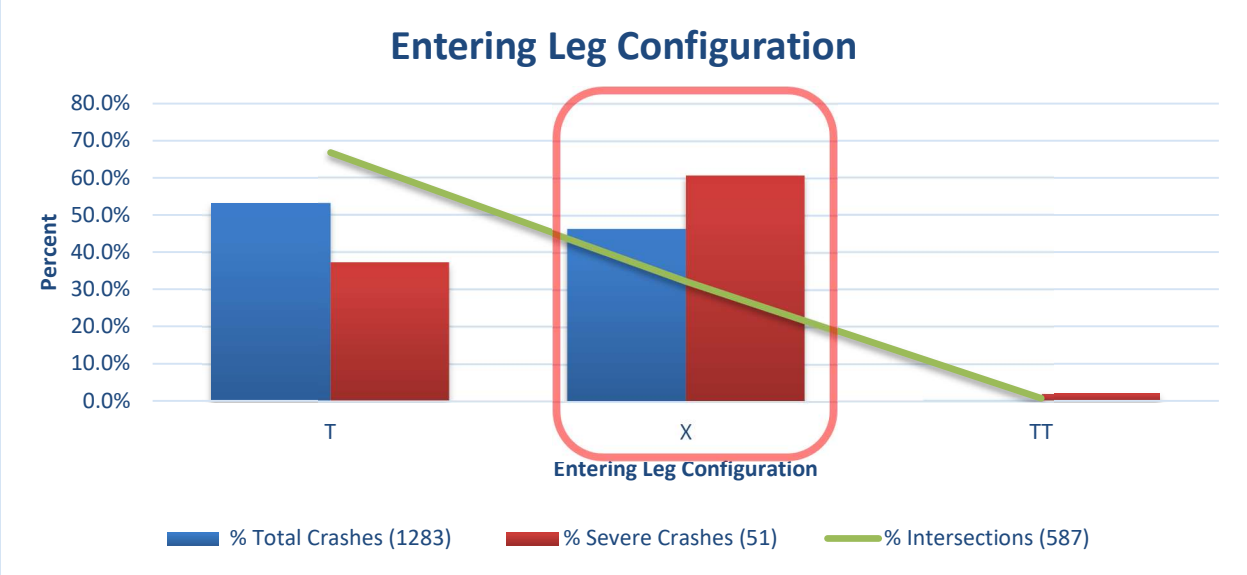
Total Entering AADT Range	Total Crashes	Severe Crashes	% Total Crashes (1283)	% Severe Crashes (51)	# Intersections	% Intersections (587)
0-1	4	1	0.3%	2.0%	3	0.5%
1-500	178	8	13.9%	15.7%	132	22.5%
500-1000	105	3	8.2%	5.9%	71	12.1%
1000-1500	182	10	14.2%	19.6%	108	18.4%
1500-2000	121	4	9.4%	7.8%	55	9.4%
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



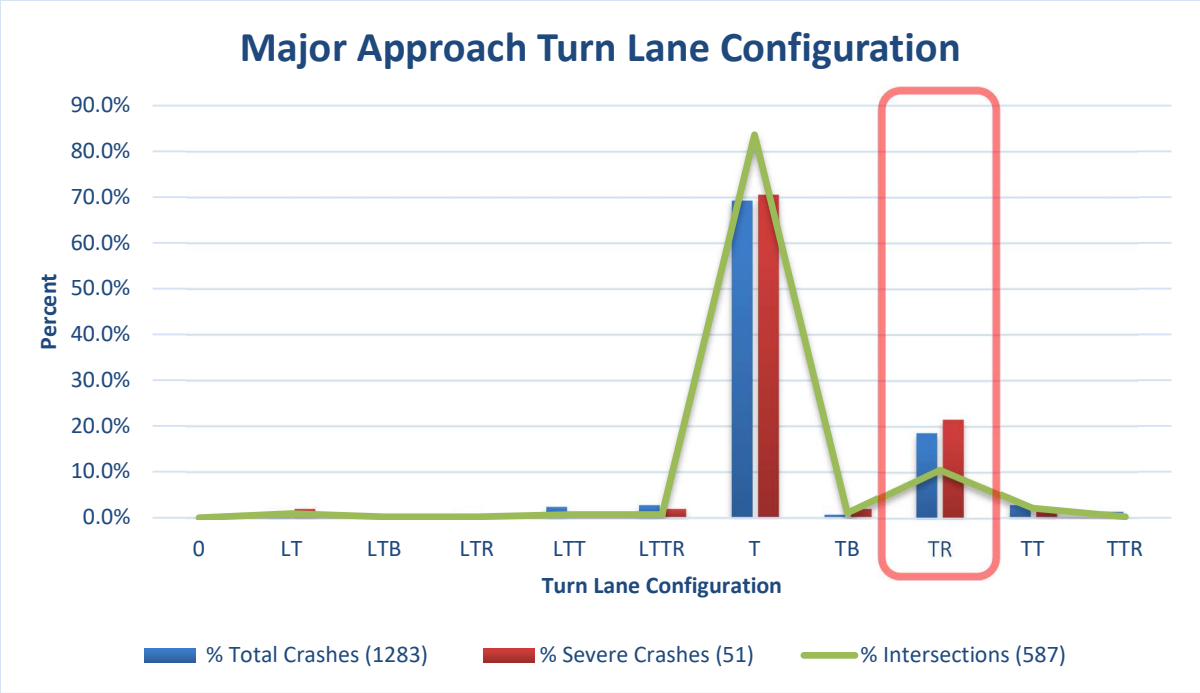
AADT Cross Product Range	Total Crashes	Severe Crashes	% Total Crashes (1283)	% Severe Crashes (51)	# Intersections	% Intersections (587)
0 or Error	42	3	3.3%	5.9%	32	5.5%
1-50000	91	5	7.1%	9.8%	69	11.8%
50000-100000	85	3	6.6%	5.9%	60	10.2%
100000-150000	55	2	4.3%	3.9%	38	6.5%
150000-200000	29	0	2.3%	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%

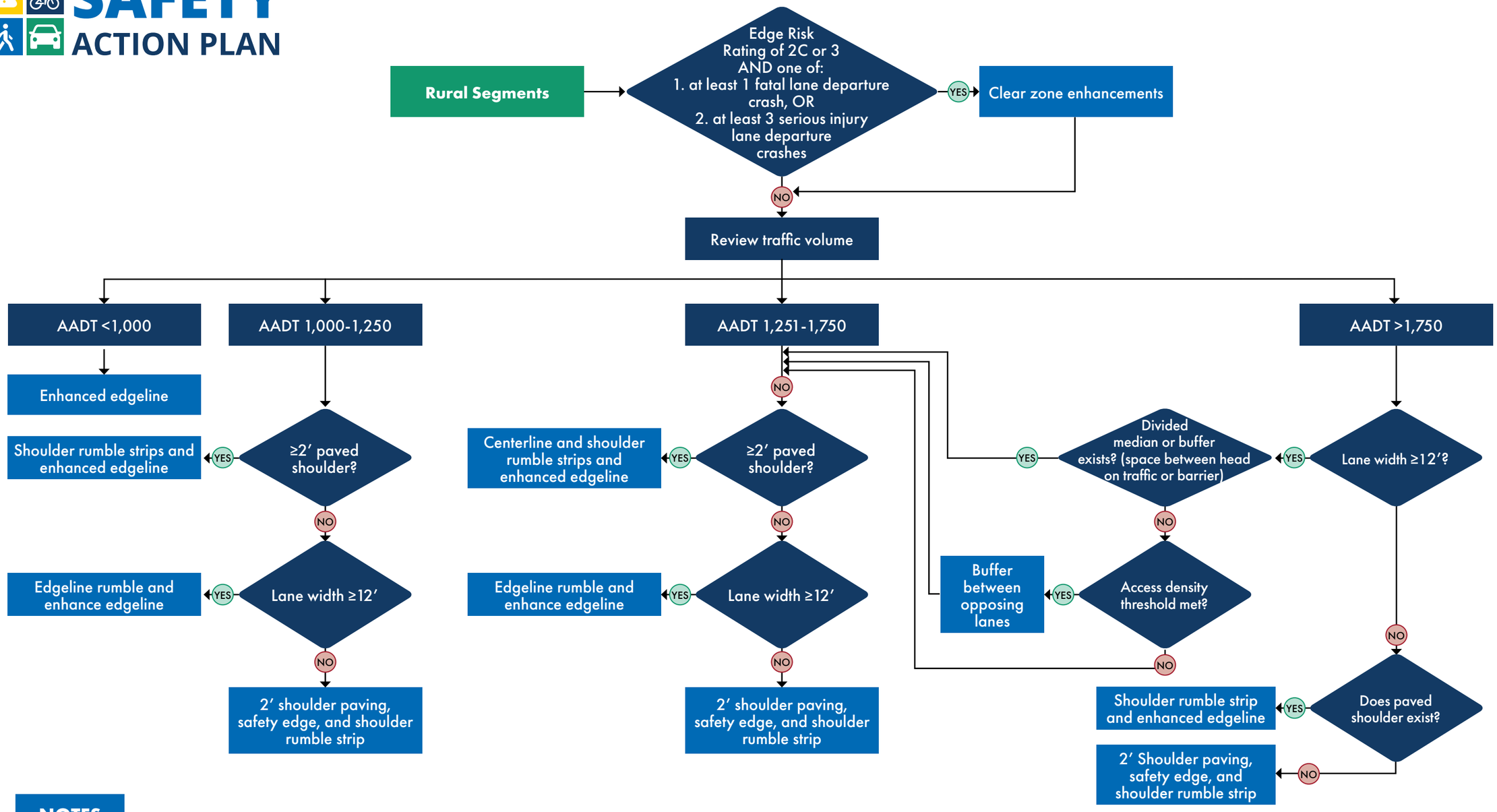
Major Approach Turn Lane Configuration – Intersections



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

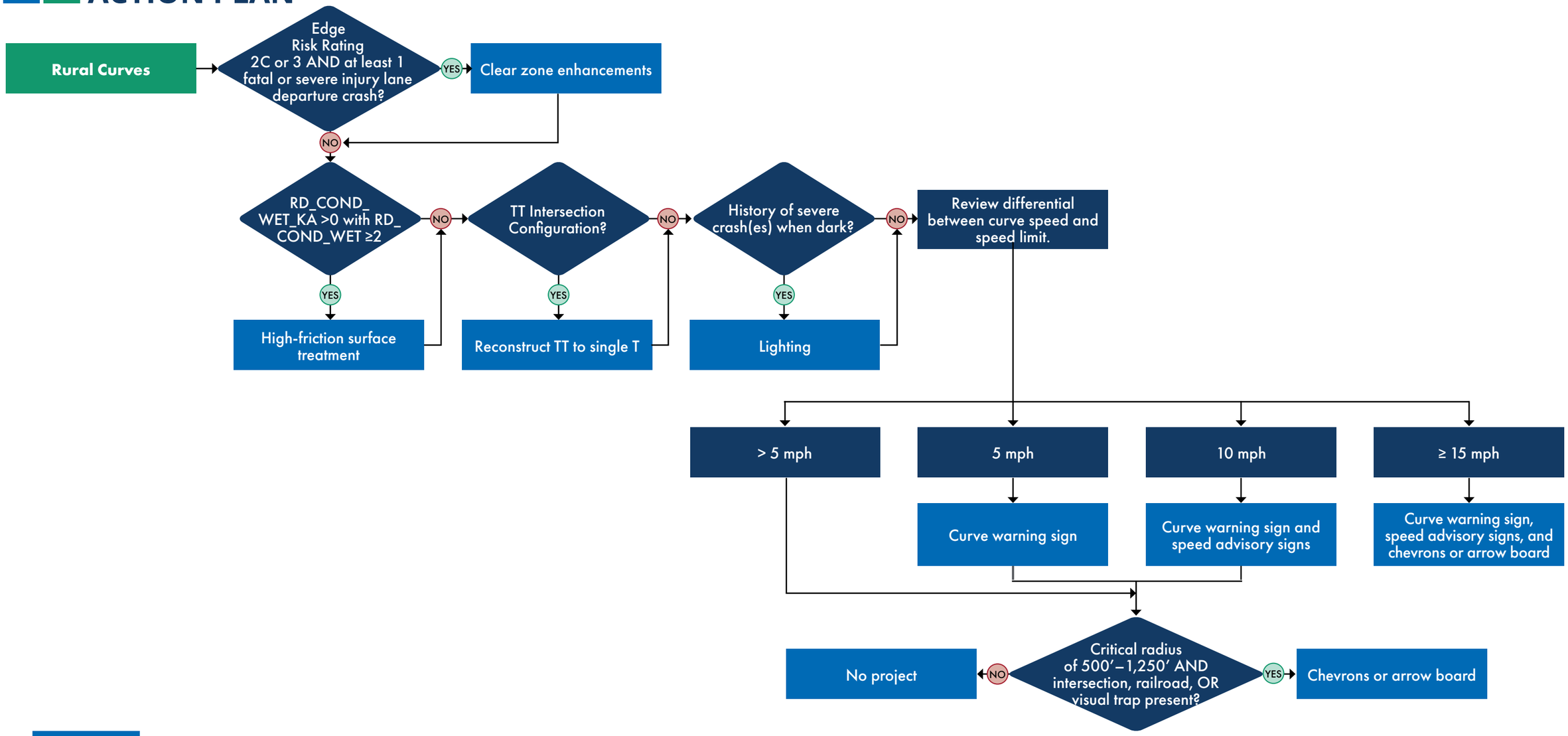
Edge Risk Rating 2C: Usable shoulder, roadside with fixed objects

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.

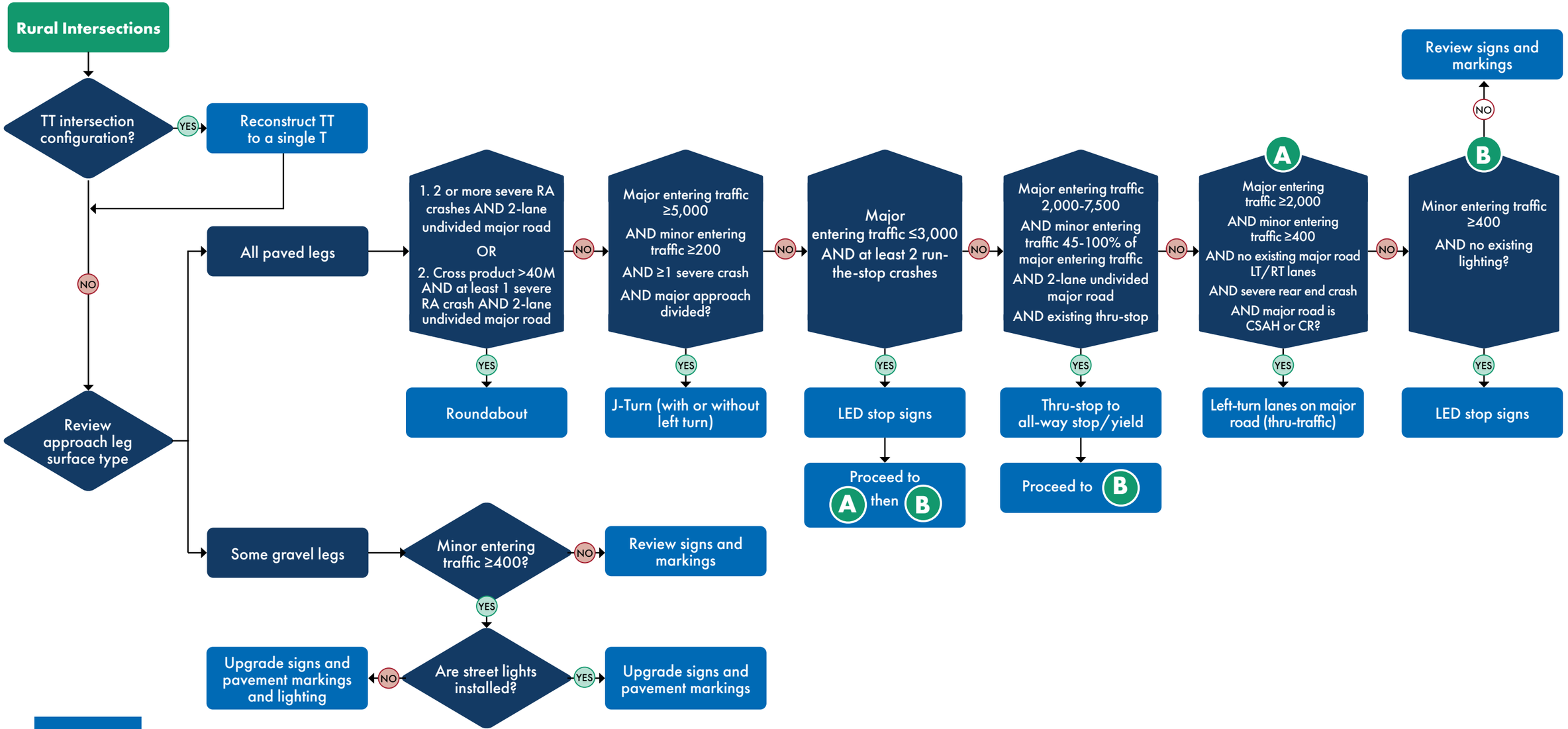
Speed Differential: Difference between the speed limit and the advisory speed.

Manual Project Assignment: Locations that do not satisfy any case explicityly 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

EAU CLAIRE COUNTY: 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

Eau Claire 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	EE1	CTH EE	County Line	IH 94	2.17	2C	1,400	12	10	3	0	0	0	0	0	0
2	TT3	CTH TT	W Folsom St	USH 12	1.02	1	1,600	12	70	1	0	0	2	0	0	0
3	EE2	CTH EE	W Cameron St	USH 12 W	2.01	1	1,600	12	18	9	0	0	2	2	0	0
4	E1	CTH E	1010th St	N Town Hall Rd	3.00	2C	2,300	12	15	6	0	0	0	0	0	0
5	E2	CTH E	N Town Hall Rd	Kane Rd	1.00	1	3,200	12	16	3	0	0	0	0	0	0
6	TT1	CTH TT	Curvue Rd	W Cameron St	1.09	1	720	12	32	1	0	0	0	0	0	0
7	EE3	CTH EE	Curvue Rd	W Cameron St	1.01	1	980	12	15	0	0	0	0	0	0	0
8	C1	CTH C	1010th St	Town Hall Rd	2.99	2C	1,250	12	19	6	0	0	0	0	0	0
9	C2	CTH C	Town Hall Rd	Kane Rd	1.01	2C	1,100	12	6	3	0	0	0	0	0	0
10	EE4	CTH EE	Curvue Rd	Curvue Rd	2.93	2C	520	12	14	1	0	0	0	0	0	0
11	B8	CTH B	CTH II	STH 37	1.97	2C	1,050	12	10	3	1	1	0	0	0	0
12	F5	CTH F	W Deerfield Rd	E Lowes Creek Rd	2.49	2C	1,800	12	10	9	0	0	0	0	0	0
13	TT2	CTH TT	W Cameron St	W Folsom St	1.01	1	1,400	12	21	3	0	0	0	0	0	0
14	Q2	CTH Q	N 60th Ave	N 110th Ave	5.14	1	2,433	12	17	14	0	0	0	0	0	0
15	P1	CTH P	Olson Dr	N 67th Ave	2.40	1	199	12	12	2	0	0	0	0	0	0
16	SS2	CTH SS	9 Mile Creek Rd	9 Mile Creek Rd	0.05	3	199	12	41	0	0	0	0	0	0	0
17	AA2	CTH AA	Prill Rd	USH 12	1.00	2C	3,200	12	17	3	0	0	2	0	0	0
18	SS1	CTH SS	9 Mile Creek Rd	USH 12	0.84	2S	199	12	21	5	1	0	0	0	0	0
19	K10	CTH K	Lincoln Ave	CTH SS	2.51	1	1,500	12	17	5	0	0	0	0	0	0
20	D6	CTH D	USH 12 (E Lincoln Ave)	CTH N	2.87	2C	1,100	12	9	5	0	0	0	0	0	0
21	J5	CTH J	CTH I	S State St	0.92	2S	199	12	8	0	0	0	0	0	0	0
22	I7	CTH I	CTH J	USH 12	0.50	2S	199	12	16	0	0	0	0	0	0	0
23	AF1	CTH AF	CTH K (S State St)	USH 12	4.54	2C	199	12	13	3	0	0	0	0	0	0
24	J4	CTH J	CTH I	CTH J	0.51	1	420	12	10	1	0	0	0	0	0	0
25	I6	CTH I	Markgraff Rd	CTH J	2.64	2S	199	12	4	2	0	0	0	0	0	0
26	K8	CTH K	CTH J	E Randall Rd	2.14	1	520	12	13	1	0	0	0	0	0	0
27	J3	CTH J	CTH JJ	CTH I	1.37	2S	199	12	12	1	0	0	0	0	0	0
28	HHH1	CTH HHH	CTH AF	Dead End at Eau Claire River	0.56	2S	199	12	13	0	0	0	0	0	0	0
29	AF3	CTH AF	CTH HHH	CTH V	1.26	2S	100	12	12	1	0	0	0	0	0	0
30	J2	CTH J	Marhgraff Rd	CTH JJ	3.44	2S	199	12	6	1	0	0	0	0	0	0
31	JJ1	CTH JJ	CTH J	CTH K	0.56	1	199	12	16	0	0	0	0	0	0	0
32	V7	CTH V	CTH JJ	USH 12	2.38	1	199	12	13	1	0	0	0	0	0	0
33	AF4	CTH AF	USH12	CTH V	1.55	1	199	12	10	0	0	0	0	0	0	0
34	K7	CTH K	CTH D	CTH JJ/Hillview Dr	1.00	1	199	12	13	1	0	0	0	0	0	0
35	JJ3	CTH JJ	CTH V	USH 12	2.10	2S	199	12	8	0	0	0	0	0	0	0
36	JJ2	CTH JJ	CTH K	CTH V	4.55	1	199	12	13	0	0	0	0	0	0	0
37	K6	CTH K	CTH KK	CTH D	2.63	1	360	12	9	3	0	0	0	0	0	0
38	V6	CTH V	CTH O	CTH JJ	1.84	1	199	12	11	1	0	0	0	0	0	0
39	O2	CTH O	CTH V	CTH HH	2.75	2S	199	12	5	0	0	0	0	0	0	0
40	D1	CTH D	CTH YYY	CTH HH	3.90	1	890	12	10	8	0	0	0	0	0	0
41	U1	CTH U	CTH YYY	CTH HH	4.12	2S	199	12	9	1	0	0	0	0	0	0
42	K1	CTH K	County Line	CTH HH	4.27	1	199	12	10	2	0	0	0	0	0	0
43	UN2	CTH UN	N 90th Ave	Olson Dr	3.93	2S	320	12	11	0	0	0	0	0	0	0
44	X1	CTH X	CTH XX	STH 27	3.44	1	199	12	7	1	0	0	0	0	0	0
45	G5	CTH G	CTH MM	County Line Rd	1.97	2S	199	12	10	0	0	0	0	0	0	0
46	D11	CTH D	CTH MM	County Line	2.01	1	190	12	8	0	0	0	0	0	0	0
47	H4	CTH H	CTH MM	400ft North of County Line	2.14	2S	370	12	15	2	0	0	0	0	0	0
48	XX3	CTH XX	Ludington Dr	10th Ave	1.44	2S	199	12	21	1	0	0	0	0	0	0
49	L1	CTH L	N Shore Dr	Olson Dr	1.25	2S	110	12	15	1	0	0	0	0	0	0
50	QQ3	CTH QQ	S 82nd Ave	Olson Dr	3.10	2S	199	12	7	0	0	0	0	0	0	0
51	D9	CTH D	STH 27	CTH N	1.14	1	199	12	10	0	0	0	0	0	0	0
52	QS1	CTH QS	N Shore Dr	Olson Dr	1.25	1	710	12	14	1	0	0	0	0	0	0
53	D10	CTH D	CTH X	CTH MM	3.49	2C	440	12	7	1	0	0	0	0	0	0
54	D8	CTH D	CTH XX	STH 27	3.81	1	300	12	9	1	0	0	0	0	0	0
55	G4	CTH G	CTH MM	CTH MM	1.99	2S	199	12	7	1	0	0	0	0	0	0
56	MM1	CTH MM	CTH G	CTH H	2.00	1	270	12	11	1	0	0	0	0	0	0
57	XX2	CTH XX	CTH Q	Ludington Dr	0.48	2S	199	12	21	0	0	0	0	0	0	0
58	MM2	CTH MM	CTH H	County Line	1.00	2S	199	12	9	0	0	0	0	0	0	0
59	Q3	CTH Q	N 110th Ave	S 130th Ave	1.89	1	1,600	12	9	2	0	0	0	0	0	0
60	K12	CTH K	Olson Dr	County Line	1.99	1	590	12	15	6	1	0	0	0	0	0
61	Q4	CTH Q	N 130th Ave	CTH XX	3.00	1	1,000	12	11	3	0	0	0	0	0	0
62	DD1	CTH MM	CTH D	CTH G	0.53	1	340	12	6	1	0	0	0	0	0	0
63	UN1	CTH UN	2000 feet from dead end	Olson Dr	0.71	2S	199	12	7	1	0	0	0	0	0	0
64	XX1	CTH XX	CTH D	CTH Q	0.50	2S	690	12	22	0	0	0	0	0	0	0
65	K11	CTH K	CTH SS	Olson Dr	2.62	1	1,000	12	14	7	0	0	0	0	0	0
66	QQ2	CTH QQ	Schoettl Ave	S 82nd Ave	1.99	2S	90	12	8	1	0	0	0	0	0	0
67	G3	CTH G	Jack Pine Rd	CTH MM	10.52	2S	70	12	8	2	0	0	0	0	0	0
68	H3	CTH H	CTH M	CTH MM	11.99	2S	240	12	7	4	0	0	1	0	1	0
69	NL1	CTH NL	CTH N	STH 27	2.84	2S	199	12	8	4	0	0	0	0	0	0
70	N4	CTH N	CTH NL	CTH D	3.00	1	199	12	11	0	0	0	0	0	0	0
71	NL3	CTH NL	Starck Rd	Dead End	2.19	2S	199	12	14	0	0	0	0	0	0	0

SAFETY ACTION PLAN

Eau Claire County
Rural Segment Data List

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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
72	D7	CTH D	CTH N	CTH XX	3.66	1	400	12	11	2	1	0	0	0	0	0
73	N1	CTH N	CTH D	CTH NL	2.26	2S	199	12	12	0	0	0	0	0	0	0
74	N2	CTH N	CTH NL	STH 27	3.19	2S	199	12	14	0	0	0	0	0	0	0
75	OO1	CTH OO	CTH ND	CTH N	0.35	2S	199	12	9	0	0	0	0	0	0	0
76	ND2	CTH ND	CTH OO	Dead End	1.83	3	199	12	21	1	0	0	0	0	0	0
77	ND1	CTH ND	STH 27	CTH OO	1.29	2S	250	12	13	0	0	0	0	0	0	0
78	I5	CTH I	USH 53	CTH I	3.55	1	199	12	10	2	0	0	0	0	0	0
79	SD1	CTH SD	STH 27	Dead End	3.65	2S	185	12	16	1	0	0	0	0	0	0
80	IJ1	CTH IJ	Bernhardt Rd	CTH I	2.63	2S	199	12	11	0	0	0	0	0	0	0
81	GG1	CTH GG	STH 27	Jack Pine Rd	1.48	1	270	12	20	0	0	0	0	0	0	0
82	J1	CTH J	USH 53	Mathwig Rd	0.43	2S	199	12	19	0	0	0	0	0	0	0
83	G2	CTH G	Lincoln St	Jack Pine Rd	4.48	1	505	12	16	0	0	0	1	0	0	0
84	CF1	CTH CF	USH 12	Black Creek Road	5.37	2C	170	12	9	4	0	0	0	0	0	0
85	V1	CTH V	CTH HH	CTH D	4.27	2S	500	12	13	1	0	0	0	0	0	0
86	R3	CTH R	CTH O	USH 12	0.64	1	1,700	12	11	1	0	0	0	0	0	0
87	G1	CTH G	Townline Rd	W Lincoln St	6.23	1	1,000	12	13	9	0	0	0	0	0	0
88	HH 13	CTH HH	CTH VV	CTH O	2.85	2S	310	12	6	2	0	0	0	0	0	0
89	V5	CTH V	CTH VV	CTH O	2.24	1	199	12	10	0	0	0	0	0	0	0
90	O1	CTH O	CTH K	CTH V	3.01	1	199	12	11	0	0	0	0	0	0	0
91	M3	CTH M	USH 12	CTH H	5.32	1	210	12	11	2	0	0	0	0	0	0
92	R2	CTH R	Schultz Rd	CTH O	4.13	1	1,700	12	9	3	0	0	0	0	0	0
93	VV1	CTH VV	CTH V	CTH HH	1.51	2S	199	12	10	0	0	0	0	0	0	0
94	K4	CTH K	CTH VV	CTH V	1.00	2S	199	12	10	0	0	0	0	0	0	0
95	V4	CTH V	CTH K	CTH V	1.49	2S	199	12	15	1	0	0	0	0	0	0
96	D3	CTH D	CTH V	Eagle Rd	0.50	1	1,000	12	10	0	0	0	0	0	0	0
97	V2	CTH V	CTH D	CTH KK	3.50	2S	199	12	9	0	0	0	0	0	0	0
98	D2	CTH D	CTH HH	CTH V	1.01	1	199	12	16	0	0	0	0	0	0	0
99	M2	CTH M	CTH RR	USH 12	1.52	1	199	12	14	0	0	0	0	0	0	0
100	RR1	CTH RR	CTH M	USH 12	7.66	1	199	12	8	3	0	0	0	0	0	0
101	M1	CTH M	County Line	CTH RR	4.61	1	310	12	12	4	1	0	0	0	0	0
102	HH12	CTH HH	CTH K	CTH VV	4.01	1	199	12	5	2	0	0	0	0	0	0
103	K3	CTH K	CTH HH	CTH V	0.99	1	199	12	11	1	0	0	0	0	0	0
104	HH8	CTH HH	CTH U	CTH D	1.45	2S	199	12	9	1	0	0	0	0	0	0
105	HH9	CTH HH	CTH D	IH 94	3.13	1	610	12	13	4	0	0	0	0	0	0
106	HH7	CTH HH	CTH I	CTH U	1.39	2S	350	12	11	0	0	0	0	0	0	0
107	K2	CTH K	CTH HH	CTH HH	0.32	2S	199	12	13	0	0	0	0	0	0	0
108	KK1	CTH KK	CTH HH	CTH V	1.33	2S	199	12	14	0	0	0	0	0	0	0
109	HH11	CTH HH	CTH KK	CTH K	0.97	1	310	12	15	1	1	1	0	0	0	0
110	R1	CTH R	Townline Rd	Schultz Rd	1.99	1	199	12	14	4	0	0	0	0	0	0
111	NN1	CTH NN	County Line	CTH R	3.10	1	199	12	6	1	0	0	0	0	0	0
112	H2	CTH H	Main St	CTH M	4.76	1	330	12	15	3	0	0	0	0	0	0
113	V9	CTH V	CTH AF	STH 27	1.38	1	1,200	12	23	7	0	0	0	0	0	0
114	D4	CTH D	Eagle Rd	USH 53	2.66	2C	1,000	12	12	6	0	0	0	0	0	0
115	V3	CTH V	CTH KK	CTH K	0.94	2S	199	12	4	0	0	0	0	0	0	0
116	K5	CTH K	CTH KK	CTH V	0.74	2S	199	12	8	0	0	0	0	0	0	0
117	O3	CTH O	CTH HH	CTH R	0.34	2S	199	12	12	0	0	0	0	0	0	0
118	YYY1	CTH YYY	CTH U	CTH D	1.58	2S	199	12	7	0	0	0	0	0	0	0
119	D5	CTH D	USH 53 in Brackett	CTH K	3.41	2C	270	12	11	4	0	0	0	0	0	0
120	KK2	CTH KK	CTH V	CTH K	1.19	2S	199	12	10	0	0	0	0	0	0	0
121	W3	CTH W	CTH WW	CTH FW	0.61	2S	199	12	10	0	0	0	0	0	0	0
122	F2	CTH F	CTH FF	CTH WW	2.70	1	199	12	7	0	0	0	0	0	0	0
123	FF3	CTH FF	CTH WW	CTH FW	0.57	1	199	12	12	0	0	0	0	0	0	0
124	WW2	CTH WW	CTH WW	CTH FF	0.97	2S	199	12	10	0	0	0	0	0	0	0
125	I4	CTH I	Deerfield Rd	USH 53	0.91	1	850	12	12	1	0	0	1	0	0	0
126	II2	CTH II	W Lowes Creek Rd	STH 93	2.94	1	1,150	12	14	2	0	0	0	1	0	0
127	II1	CTH II	CTH B	W Lowes Creek Rd	1.51	1	830	12	10	0	0	0	0	0	0	0
128	B7	CTH B	CTH Z	CTH II	0.50	2C	840	12	16	0	0	0	0	0	0	0
129	B6	CTH B	CTH HH	CTH Z	2.94	2C	199	12	15	3	0	0	0	0	0	0
130	F4	CTH F	CTH HH	W Deerfield Rd	4.20	1	610	12	10	0	0	0	0	0	0	0
131	HH1	CTH HH	STH 37	CTH B	1.37	2S	199	12	10	1	0	0	0	0	0	0
132	B5	CTH B	CTH HH	CTH HH	0.76	1	199	12	8	0	0	0	0	0	0	0
133	Z3	CTH Z	CTH ZZ	STH 37	8.49	2S	390	12	13	4	0	0	0	0	0	0
134	HH3	CTH HH	CTH W	CTH F	0.12	1	199	12	26	4	0	0	0	0	0	0
135	HH4	CTH HH	CTH F	CTH F	1.01	1	830	12	14	1	0	0	0	0	0	0
136	HH5	CTH HH	CTH F	STH 93	2.50	1	1,300	12	12	4	0	0	0	0	0	0
137	W4	CTH W	CTH FW	CTH HH	3.86	2S	199	12	9	0	0	0	0	0	0	0
138	B4	CTH B	CTH ZZ	CTH H	3.45	2C	199	12	8	0	0	0	0	0	0	0
139	F3	CTH F	CTH FF	CTH HH	2.96	2S	199	12	9	0	0	0	0	0	0	0
140	HHI1	CTH HHI	CTH I	CTH V	2.13	1	199	12	27	3	2	0	0	0	0	0
141	Z2	CTH ZZ	CTH Z	CTH Z	0.25	1	199	12	16	0	0	0	0	0	0	0
142	ZZ2	CTH ZZ	CTH Z	STH 37	0.76	1	199	12	13	0	0	0	0	0	0	0

SAFETY ACTION PLAN

Eau Claire County
Rural Segment Data List

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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
143	ZZ3	CTH ZZ	STH 37	CTH B	2.04	2S	199	12	11	1	0	0	0	0	0	0
144	B3	CTH B	CTH W	CTH ZZ	3.83	2C	199	12	9	2	0	0	0	0	0	0
145	Z1	CTH Z	STH 37	CTH ZZ	4.33	1	199	12	10	1	0	0	0	0	0	0
146	FW1	CTH FW	CTH WW	CTH FF	0.84	1	199	12	11	1	0	0	0	0	0	0
147	FF4	CTH FF	CTH FW	CTH F	1.32	1	199	12	9	0	0	0	0	0	0	0
148	W2	CTH W	CTH W	CTH WW	0.72	2S	150	12	11	1	0	0	0	0	0	0
149	WW3	CTH WW	CTH FF	CTH F	2.71	2S	199	12	8	0	0	0	0	0	0	0
150	W1	CTH W	CTH B	CTH WW	2.76	2S	199	12	9	1	0	0	0	0	0	0
151	B2	CTH W	CTH BB	CTH B	0.76	2C	199	12	11	0	0	0	0	0	0	0
152	F1	CTH F	CTH WW	STH 93	0.31	1	199	12	13	0	0	0	0	0	0	0
153	BB1	CTH BB	County Line	CTH B	1.04	2C	199	12	8	1	0	0	0	0	0	0
154	FF1	CTH FF	Oak Rd	CTH WW	2.41	1	199	12	9	1	0	0	0	0	0	0
155	WW1	CTH WW	775ft south of County Line	CTH W	1.81	2S	199	12	7	1	0	0	0	0	0	0
156	I3	CTH I	CTH HH	Deerfield Rd	5.01	2S	199	12	12	1	0	0	0	0	0	0
157	B1	CTH B	STH 37	CTH BB	0.18	2S	199	12	28	1	0	0	0	0	0	0
158	HH 2	CTH HH	CTH B	CTH W	1.13	1	530	12	11	1	0	0	0	0	0	0
159	ZZ1	CTH ZZ	County line	CTH Z	2.19	2S	199	12	9	0	0	0	1	0	0	0
160	I1	CTH I	County Line	CTH HH	5.66	2S	199	12	11	2	0	0	0	0	0	0
161	HH10	CTH HH	IH 94	CTH KK	0.50	1	540	12	8	0	0	0	0	0	0	0
162	Z4	CTH Z	STH 37	CTH B	1.52	1	330	12	15	0	0	0	0	0	0	0
163	HH6	CTH HH	STH 93	CTH I	1.00	1	199	12	16	2	0	0	0	0	0	0
164	II3	CTH II	STH 93	CTH I	2.04	1	510	12	17	0	0	0	0	0	0	0
165	X2	CTH X	STH 27	CTH D	3.00	2S	199	12	11	0	0	0	0	0	0	0
166	NL2	CTH NL	STH 27	Starck Rd	1.50	2S	110	12	8	0	0	0	0	0	0	0
167	N3	CTH N	STH 27	CTH NL	2.70	1	199	12	11	0	0	0	0	0	0	0
168	AF 5	CTH AF	USH 12	CTH O	0.97	1	199	12	5	0	0	0	0	0	0	0
169	AF2	CTH AF	USH 12	CTH HHH	1.61	2S	160	12	10	0	0	0	0	0	0	0
170	V8	CTH V	USH 12	CTH AF	1.13	1	650	12	12	0	0	0	0	0	0	0

SAFETY ACTION PLAN

Eau Claire County
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
1	Z1-1	CTH Z	144	Arrow Board	55	180	199	4	32	Present	Present	1	None	0	0	0
2	Z1-2	CTH Z	345	Arrow Board	55	610	199	0	24	None	None	2S	None	0	0	0
3	Z1-3	CTH Z	253	None	55	2,552	199	0	24	None	None	2S	None	0	0	0
4	Z1-4	CTH Z	281	None	55	899	199	4	32	None	None	1	None	0	0	0
5	Z1-5	CTH Z	504	None	55	453	199	0	32	Present	None	2S	None	0	0	0
6	Z1-6	CTH Z	384	Arrow Board	55	815	199	0	24	None	None	2S	None	0	0	0
7	Z1-7	CTH Z	272	Arrow Board	55	592	199	4	32	None	None	1	None	0	0	0
8	Z1-8	CTH Z	209	Arrow Board	55	414	199	4	32	None	None	1	None	0	0	0
9	Z1-9	CTH Z	429	None	55	1,997	199	4	32	None	None	1	None	0	0	0
10	Z1-11	CTH Z	432	Arrow Board	55	1,121	199	4	32	None	None	1	None	0	0	0
11	Z1-12	CTH Z	325	Arrow Board	55	508	199	4	32	None	None	1	None	0	0	0
12	Z1-13	CTH Z	227	None	55	1,993	199	4	32	None	None	1	None	0	0	0
13	Z1-14	CTH Z	181	Arrow Board	55	563	199	4	32	None	None	1	None	0	0	0
14	Z1-15	CTH Z	299	Arrow Board	55	332	199	4	32	Present	None	1	None	0	0	0
15	Z1-16	CTH Z	442	None	55	2,489	199	4	32	None	None	1	None	0	0	0
16	Z1-17	CTH Z	338	Arrow Board	55	236	199	4	32	None	None	1	None	1	0	1
17	Z1-18	CTH Z	309	Arrow Board	55	460	199	4	32	None	None	1	None	0	0	0
18	Z1-19	CTH Z	284	Arrow Board	55	345	199	4	32	None	None	1	None	0	0	0
19	Z1-20	CTH Z	303	None	55	1,926	199	4	32	None	None	1	None	0	0	0
20	Z1-21	CTH Z	320	None	55	1,629	199	4	32	None	None	1	None	0	0	0
21	Z1-22	CTH Z	277	None	55	862	199	4	32	None	None	1	None	0	0	0
22	Z1-23	CTH Z	196	None	55	524	199	4	32	None	None	1	None	0	0	0
23	Z1-24	CTH Z	267	Arrow Board	55	513	199	4	32	None	None	1	None	0	0	1
24	Z1-25	CTH Z	307	Arrow Board	55	777	199	4	32	None	None	1	None	0	0	0
25	Z3-1	CTH Z	232	Arrow Board	55	169	390	4	28	None	None	1	None	0	0	0
26	Z3-2	CTH Z	225	Arrow Board	55	165	390	2	28	None	None	2S	None	0	0	0
27	Z3-3	CTH Z	135	Arrow Board	55	88	390	2	28	None	None	1	None	0	0	0
28	Z3-4	CTH Z	200	Arrow Board	55	123	390	2	28	None	None	2S	None	0	0	0
29	Z3-5	CTH Z	253	None	55	1,213	390	2	28	None	None	3	None	0	0	0
30	Z3-6	CTH Z	231	Arrow Board	55	857	390	4	28	None	None	2C	None	0	0	0
31	Z3-7	CTH Z	166	Arrow Board	55	858	390	4	32	None	None	1	None	0	0	0
32	Z3-8	CTH Z	205	Arrow Board	55	121	390	2	28	None	Present	2S	None	0	0	0
33	Z3-9	CTH Z	133	None	55	1,172	390	0	24	Present	Present	2S	None	0	0	0
34	Z3-10	CTH Z	254	Arrow Board	55	622	390	2	28	None	None	2S	None	0	0	0
35	Z3-11	CTH Z	248	Arrow Board	55	750	390	4	28	None	None	2S	None	0	0	0
36	Z3-12	CTH Z	189	Arrow Board	55	423	390	2	28	None	None	2S	None	0	0	0
37	Z3-13	CTH Z	323	None	55	1,150	390	4	28	None	None	1	None	0	0	0
38	Z3-14	CTH Z	457	None	55	856	390	4	28	Present	None	1	None	0	0	0
39	Z3-15	CTH Z	302	None	55	1,135	390	6	32	None	None	1	None	0	0	0
40	ZZ1-1	CTH ZZ	362	Arrow Board	55	866	199	2	24	None	Present	2S	None	0	0	0
41	ZZ1-3	CTH ZZ	297	Arrow Board	55	1,916	199	0	24	Present	None	2S	None	0	0	0
42	ZZ1-4	CTH ZZ	1,085	Arrow Board	55	959	199	2	24	None	None	2S	None	0	0	0
43	ZZ1-5	CTH ZZ	550	None	55	1,028	199	4	24	None	None	1	None	0	0	0
44	ZZ1-6	CTH ZZ	307	Arrow Board	55	394	199	4	24	None	None	1	None	0	0	0
45	ZZ1-7	CTH ZZ	227	None	55	557	199	2	24	None	None	2S	None	0	0	0
46	ZZ1-8	CTH ZZ	262	Arrow Board	55	184	199	4	24	None	None	1	None	0	0	2
47	ZZ1-9	CTH ZZ	228	Arrow Board	55	542	199	4	24	None	Present	1	None	0	0	0
48	ZZ1-10	CTH ZZ	230	Arrow Board	55	402	199	0	24	None	None	1	None	0	0	0
49	ZZ3-1	CTH ZZ	173	Unknown	55	239	199	2	28	Present	Present	1	Unknown	0	0	0
50	ZZ3-2	CTH ZZ	198	Arrow Board	55	401	199	2	28	None	None	1	Unknown	0	0	0
51	ZZ3-3	CTH ZZ	315	Unknown	55	1,210	199	2	28	None	None	2C	Unknown	0	0	0
52	ZZ3-4	CTH ZZ	202	Unknown	55	630	199	4	28	None	None	1	Unknown	0	0	1
53	ZZ3-5	CTH ZZ	236	None	55	1,036	199	4	28	None	None	1	Unknown	0	0	0
54	ZZ3-6	CTH ZZ	262	Unknown	55	1,374	199	2	28	None	None	1	Unknown	0	0	0
55	BB1-1	CTH BB	578	None	55	1,544	199	4	32	None	None	1	None	0	0	0
56	BB1-2	CTH BB	400	Arrow Board	55	663	199	4	32	None	None	1	None	0	1	7
57	BB1-3	CTH BB	241	Arrow Board	55	615	199	4	32	None	None	1	None	0	0	0
58	BB1-4	CTH BB	244	Arrow Board	55	887	199	4	32	None	None	1	None	0	0	0
59	BB1-5	CTH BB	328	None	55	2,355	199	4	32	None	None	1	None	0	0	0
60	P1-1	CTH P	563	Arrow Board	55	371	199	4	32	None	None	1	None	0	0	0
61	P1-2	CTH P	196	None	55	354	199	4	32	None	None	1	None	0	0	0
62	P1-3	CTH P	547	None	55	512	199	4	32	None	None	1	None	0	0	0
63	P1-4	CTH P	233	None	55	614	199	4	32	None	None	1	None	0	0	0
64	EE4-1	CTH EE	878	None	55	2,425	520	4	32	Present	None	2S	None	0	0	0
65	EE4-2	CTH EE	272	None	55	1,159	520	0	24	None	None	1	None	0	0	0
66	EE4-3	CTH EE	162	None	55	424	2,100	0	24	None	Present	1	None	0	0	0
67	EE4-4	CTH EE	260	None	55	1,034	2,100	4	24	None	None	1	None	0	0	0
68	EE5-5	CTH C	270	None	55	1,208	1,400	4	44	Present	None	1	Present	0	0	1
69	C1-1	CTH C	569	None	55	2,722	1,250	4	42	Present	None	1	None	0	0	0
70	C1-2	CTH C	605	None	55	1,715	1,250	4	32	None	None	1	None	0	0	0
71	C2-1	CTH C	387	None	55	1,269	1,100	4	36	None	None	1	None	0	0	0
72	C2-2	CTH C	435	None	55	2,312	1,100	4	36	None	None	1	None	0	0	0

SAFETY ACTION PLAN

Eau Claire County
Rural Curve Data List

Legend
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Curve ID - Unique ID given to each curve.

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
73	C2-3	CTH C	334	None	55	1,901	1,100	4	36	None	None	1	None	0	0	0
74	C2-4	CTH C	324	None	55	1,136	1,100	4	36	None	None	1	None	0	0	0
75	E1-1	CTH E	126	Arrow Board	55	583	2,300	4	46	None	None	1	None	0	0	0
76	E1-2	CTH E	259	Arrow Board	55	478	2,300	4	46	None	None	1	None	0	0	0
77	TT2-1	CTH TT	250	None	45	1,146	1,400	6	32	None	None	1	None	0	0	0
78	TT2-2	CTH TT	488	None	45	1,145	1,400	4	32	None	None	3	None	1	0	1
79	TT2-3	CTH TT	177	None	45	1,478	1,400	4	32	None	None	1	None	0	0	0
80	B1-1	CTH B	124	Arrow Board	55	181	199	8	30	Present	None	1	None	0	0	0
81	B2-1	CTH W	307	None	55	1,925	199	2	36	Present	None	1	None	1	0	1
82	B2-2	CTH W	510	None	55	1,749	199	2	36	Present	None	1	None	0	0	0
83	B2-4	CTH W	471	None	55	1,693	199	4	36	None	None	1	None	0	0	0
84	B2-7	CTH B	225	None	55	1,447	199	4	32	Present	None	1	None	0	0	0
85	B3-1	CTH B	225	Unknown	55	163	199	4	32	None	Unknown	1	Unknown	1	0	1
86	B3-2	CTH B	723	Unknown	55	633	199	4	32	None	None	1	Unknown	0	0	0
87	B3-3	CTH B	234	Unknown	55	335	199	4	32	None	None	1	Unknown	0	0	0
88	B3-4	CTH B	969	Unknown	55	1,248	199	4	32	Present	None	1	Unknown	0	0	0
89	B3-5	CTH B	207	Unknown	55	894	199	4	32	None	None	1	None	0	0	0
90	B3-6	CTH B	204	Unknown	55	865	199	4	32	None	None	1	Unknown	0	0	0
91	B3-7	CTH B	403	Unknown	55	258	199	4	32	None	None	1	Unknown	0	0	0
92	B3-8	CTH B	193	Unknown	55	293	199	4	32	None	None	1	Unknown	0	0	0
93	B3-9	CTH B	196	Arrow Board	55	633	199	0	32	Present	None	1	None	1	0	1
94	B4-1	CTH B	224	Unknown	55	346	199	8	40	Present	Present	1	Unknown	0	0	0
95	B4-2	CTH B	125	Unknown	55	142	199	4	40	Present	Present	3	Unknown	0	0	0
96	B4-3	CTH B	217	Unknown	55	570	199	4	40	None	None	3	Unknown	0	0	0
97	B4-4	CTH B	145	Unknown	55	1,098	199	4	40	None	None	1	Unknown	0	0	0
98	B4-5	CTH B	203	Unknown	55	348	199	6	40	None	None	1	Unknown	0	0	0
99	B4-6	CTH B	323	Unknown	55	645	199	8	40	Present	None	1	Unknown	0	0	0
100	B4-7	CTH B	381	Unknown	55	396	199	8	40	None	None	1	Unknown	0	0	0
101	B4-8	CTH B	119	Unknown	55	1,268	199	4	40	None	None	1	Unknown	0	0	0
102	B4-9	CTH B	306	Unknown	55	632	199	8	40	Present	None	1	Unknown	0	0	0
103	B4-10	CTH B	417	Unknown	55	573	199	8	40	None	None	1	Unknown	0	0	0
104	B4-11	CTH B	329	Unknown	55	521	199	8	40	Present	Present	1	Unknown	0	0	0
105	B4-12	CTH B	144	Unknown	55	448	199	8	40	None	None	1	Unknown	0	0	0
106	B4-13	CTH B	149	Unknown	55	602	199	6	40	None	None	1	Unknown	0	0	0
107	B6-1	CTH B	585	Arrow Board	55	387	199	0	42	Present	Present	2S	None	0	0	0
108	B6-2	CTH B	570	Arrow Board	55	392	199	6	42	None	Present	1	None	0	0	0
109	B8-1	CTH B	363	Arrow Board	55	1,269	1,050	4	40	None	None	1	None	0	0	0
110	B8-2	CTH B	557	Arrow Board	55	760	1,050	6	40	None	None	1	None	0	0	0
111	B8-3	CTH B	180	Arrow Board	55	455	1,050	4	40	None	None	1	None	1	1	1
112	B8-4	CTH B	227	None	55	638	1,050	0	40	None	None	2S	None	0	0	0
113	B8-5	CTH B	137	None	55	674	1,050	0	40	None	None	2S	None	0	0	0
114	W1-1	CTH B	199	None	55	338	199	2	32	Present	None	1	None	0	0	0
115	W1-2	CTH W	283	Arrow Board	55	404	199	2	28	None	None	2S	None	0	0	0
116	W1-3	CTH W	382	Arrow Board	55	568	199	2	28	None	None	1	None	0	0	0
117	W1-4	CTH W	376	None	55	882	199	4	28	None	None	1	None	0	0	0
118	W1-6	CTH W	270	Arrow Board	55	1,014	199	4	28	None	None	1	None	0	0	0
119	W1-7	CTH W	166	Arrow Board	55	511	199	4	28	None	None	1	None	0	0	0
120	W1-8	CTH W	255	None	55	1,097	199	4	28	Present	None	1	None	0	0	0
121	W1-9	CTH W	270	Arrow Board	55	375	199	4	28	None	Present	1	None	0	0	0
122	W1-10	CTH W	192	None	55	396	199	4	28	None	None	1	None	0	0	0
123	W1-11	CTH W	268	Arrow Board	55	251	199	4	28	None	None	1	None	0	0	0
124	W1-12	CTH W	208	Arrow Board	55	1,374	199	4	28	None	None	1	None	0	0	0
125	W1-13	CTH W	613	None	55	621	199	2	28	None	None	2S	None	0	0	0
126	W1-14	CTH W	164	Arrow Board	55	461	199	2	28	None	None	1	None	0	0	0
127	W1-15	CTH W	133	Arrow Board	55	216	150	6	32	Present	None	1	None	1	0	1
128	W2-1	CTH W	71	Arrow Board	55	325	150	2	32	Present	None	1	None	0	0	0
129	W2-2	CTH W	174	None	55	500	150	6	32	None	None	1	None	0	0	0
130	WW1-1	CTH WW	144	Arrow Board	55	96	199	0	24	None	Present	2S	None	0	0	0
131	WW1-2	CTH WW	221	Arrow Board	55	184	199	10	24	None	None	1	None	0	0	0
132	WW1-3	CTH WW	153	None	55	771	199	0	24	None	None	2S	None	0	0	0
133	WW1-4	CTH WW	239	None	55	977	199	4	24	None	None	1	None	0	0	0
134	WW1-5	CTH WW	192	Arrow Board	55	411	199	4	24	None	None	1	None	0	0	0
135	WW1-6	CTH WW	295	Arrow Board	55	814	199	2	24	None	None	2S	None	0	0	0
136	WW1-7	CTH WW	314	None	55	2,298	199	0	24	None	None	2S	None	0	0	0
137	WW1-8	CTH WW	268	None	55	2,112	199	0	24	None	None	2S	None	0	0	0
138	WW1-9	CTH WW	233	Arrow Board	55	1,083	199	0	24	None	None	2S	None	0	0	0
139	WW1-10	CTH WW	159	None	55	570	199	2	24	None	None	1	None	0	0	0
140	WW1-11	CTH WW	150	None	55	643	199	0	24	None	None	2S	None	0	0	0
141	WW1-12	CTH WW	146	None	55	493	199	0	24	None	None	2S	None	0	0	0
142	WW1-13	CTH WW	260	None	55	1,899	199	4	24	None	None	1	None	0	0	0
143	W2-3	CTH W	240	None	55	1,866	150	4	32	Present	None	1	None	0	0	0

SAFETY ACTION PLAN

Eau Claire County
Rural Curve Data List

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144	W3-1	CTH W	146	None	55	1,602	150	2	32	Present	Present	1	None	0	0	0
145	W3-2	CTH W	303	Arrow Board	55	407	199	4	28	Present	None	1	None	0	0	0
146	W3-3	CTH W	247	Arrow Board	55	257	199	2	28	None	None	1	None	0	0	0
147	W4-1	CTH W	217	None	55	146	199	8	28	Present	Present	1	None	0	0	0
148	W4-2	CTH W	150	Arrow Board	55	152	199	2	28	Present	Present	1	None	0	0	0
149	W4-3	CTH W	100	Arrow Board	55	270	199	6	28	Present	Present	1	None	0	0	0
150	W4-4	CTH W	638	None	55	1,220	199	6	28	None	None	1	None	0	0	0
151	W4-5	CTH W	226	None	55	1,016	199	4	28	None	None	1	None	0	0	0
152	W4-6	CTH W	195	None	55	422	199	4	28	None	None	1	None	0	0	0
153	W4-7	CTH W	344	None	55	2,353	199	4	28	None	None	1	None	0	0	0
154	W4-9	CTH W	363	None	55	2,060	199	4	28	Present	None	1	None	0	0	0
155	W4-11	CTH W	200	Arrow Board	55	592	199	2	28	None	None	1	None	0	0	0
156	W4-15	CTH W	231	Arrow Board	55	348	199	2	28	None	None	2S	None	0	0	0
157	W4-16	CTH W	230	Arrow Board	55	178	199	4	28	None	Present	1	None	0	0	0
158	W4-17	CTH W	414	Arrow Board	55	533	199	2	28	None	None	2S	None	0	0	0
159	W4-18	CTH W	299	Arrow Board	55	354	199	2	28	None	None	2S	None	0	0	1
160	W4-19	CTH W	259	Arrow Board	55	701	199	2	28	None	None	2S	None	0	0	0
161	W4-20	CTH W	326	Arrow Board	55	622	199	2	28	Present	None	2S	None	0	0	0
162	W4-21	CTH W	170	None	55	1,601	199	2	28	None	None	2S	None	0	0	0
163	W4-22	CTH W	274	Arrow Board	55	650	199	2	28	None	None	2S	None	0	0	0
164	W4-23	CTH W	258	Arrow Board	55	656	199	4	28	None	None	2S	None	0	0	0
165	W4-24	CTH W	204	Arrow Board	55	293	199	4	28	None	None	1	None	0	0	0
166	W4-25	CTH W	165	Arrow Board	55	712	199	2	28	None	None	2S	None	0	0	0
167	FF1-1	CTH FF	225	Arrow Board	55	2,180	199	4	32	Present	None	1	Unknown	0	0	0
168	FF1-2	CTH FF	129	Unknown	55	1,052	199	4	32	None	None	1	Unknown	0	0	0
169	FF1-3	CTH FF	139	Unknown	55	1,452	199	4	32	None	None	1	Unknown	0	0	0
170	FF1-4	CTH FF	218	Unknown	55	713	199	4	32	None	Present	1	Unknown	0	0	0
171	FF1-5	CTH FF	414	Unknown	55	736	199	4	32	None	None	1	Unknown	0	0	0
172	FF1-6	CTH FF	228	Unknown	55	755	199	4	32	None	None	1	None	0	0	0
173	FF1-7	CTH FF	190	Unknown	55	752	199	6	32	None	None	1	None	0	0	0
174	FF1-8	CTH FF	183	Unknown	55	288	199	6	32	Present	Present	1	Unknown	1	0	1
175	FF1-9	CTH FF	229	Unknown	55	420	199	6	32	None	None	1	Unknown	0	0	0
176	FF1-10	CTH FF	163	Unknown	55	415	199	4	32	None	None	1	Unknown	0	0	0
177	FF1-11	CTH FF	170	Unknown	55	372	199	2	32	None	None	2S	Unknown	0	0	0
178	FF1-12	CTH FF	128	Unknown	55	704	199	4	32	Present	None	1	Unknown	0	0	0
179	FF1-13	CTH FF	171	Unknown	55	1,230	199	4	32	None	None	2S	Unknown	0	0	0
180	FF1-14	CTH FF	316	Unknown	55	307	199	6	32	None	None	1	Unknown	0	0	0
181	FF1-15	CTH FF	159	Unknown	55	1,186	199	6	32	None	None	1	Unknown	0	0	0
182	FF1-16	CTH FF	214	Unknown	55	345	199	4	32	None	None	1	Unknown	0	0	0
183	WW2-1	CTH WW	249	Unknown	55	404	199	4	24	None	None	1	Unknown	0	0	0
184	WW2-2	CTH WW	449	Unknown	55	400	199	6	24	Present	None	1	Unknown	0	0	0
185	WW2-3	CTH WW	218	Unknown	55	553	199	4	24	None	None	1	Unknown	0	0	0
186	WW3-2	CTH WW	190	Unknown	55	293	199	4	28	None	None	1	Unknown	0	0	0
187	WW3-3	CTH WW	243	Unknown	55	1,024	199	2	28	None	None	2S	Unknown	0	0	0
188	WW3-4	CTH WW	373	Unknown	55	1,529	199	2	28	None	None	1	Unknown	0	0	0
189	WW3-5	CTH WW	449	Unknown	55	2,095	199	2	28	None	None	2S	Unknown	0	0	0
190	WW3-6	CTH WW	133	Unknown	55	696	199	2	28	None	None	2S	Unknown	0	0	0
191	WW3-7	CTH WW	169	Unknown	55	910	199	2	28	None	None	2S	Unknown	0	0	0
192	WW3-8	CTH WW	207	Unknown	55	189	199	2	28	None	None	2S	Unknown	0	0	0
193	WW3-9	CTH WW	162	Unknown	55	222	199	4	28	Present	None	1	Unknown	0	0	0
194	WW3-10	CTH WW	152	Unknown	55	248	199	4	28	None	None	1	Unknown	0	0	0
195	WW3-11	CTH WW	148	Unknown	55	568	199	4	28	None	None	1	Unknown	0	0	0
196	WW3-13	CTH WW	115	Unknown	55	1,119	199	2	28	None	None	1	Unknown	0	0	0
197	WW3-14	CTH WW	100	Unknown	55	659	199	4	28	None	None	1	Unknown	0	0	0
198	WW3-15	CTH WW	110	Unknown	55	190	199	4	28	None	None	1	Unknown	0	0	0
199	WW3-16	CTH WW	208	Unknown	55	352	199	4	28	None	None	1	Unknown	0	0	0
200	WW3-17	CTH WW	132	Unknown	55	800	199	4	28	None	None	1	Unknown	0	0	0
201	WW3-18	CTH WW	203	Unknown	55	288	199	4	28	Present	None	1	Unknown	0	0	0
202	WW3-19	CTH WW	256	Unknown	55	232	199	6	28	None	None	1	Unknown	0	0	0
203	WW3-20	CTH WW	445	Unknown	55	362	199	4	28	None	None	1	Unknown	0	0	0
204	WW3-21	CTH WW	96	Unknown	55	346	199	4	28	None	None	1	Unknown	0	0	0
205	WW3-22	CTH WW	330	Unknown	55	348	199	4	28	None	None	1	Unknown	0	0	0
206	WW3-23	CTH WW	184	Unknown	55	381	199	4	28	None	None	1	Unknown	0	0	0
207	WW3-24	CTH WW	98	Unknown	55	639	199	2	28	None	None	2S	Unknown	0	0	0
208	WW3-25	CTH WW	57	Unknown	55	620	199	6	28	None	None	1	Unknown	0	0	0
209	WW3-26	CTH WW	215	Unknown	55	390	199	4	28	None	None	1	Unknown	0	0	0
210	WW3-27	CTH WW	180	Unknown	55	461	199	2	28	None	None	2S	Unknown	0	0	0
211	WW3-28	CTH WW	97	Unknown	55	418	199	4	28	None	None	1	Unknown	0	0	0
212	WW3-29	CTH WW	207	Unknown	55	194	199	4	28	None	None	2S	Unknown	0	0	0
213	WW3-30	CTH WW	154	Unknown	55	290	199	4	28	None	Present	2S	Unknown	0	0	0
214	WW3-31	CTH WW	403	Unknown	55	1,957	199	2	28	None	None	2S	Unknown	0	0	0

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215	WW3-32	CTH WW	138	Unknown	55	271	199	2	28	None	None	2S	Unknown	0	0	0
216	WW3-33	CTH F	104	Arrow Board	55	191	199	4	30	Present	None	1	None	0	0	0
217	FW1-1	CTH FW	295	Unknown	55	712	199	2	32	None	None	2S	Unknown	0	0	0
218	FW1-2	CTH FW	314	Unknown	55	272	199	4	32	None	None	1	Unknown	0	0	0
219	F1-3	CTH FW	190	Unknown	55	357	199	4	32	None	None	1	Unknown	0	0	0
220	F1-1	CTH F	215	Arrow Board	55	505	199	6	42	None	Unknown	1	None	0	0	0
221	F1-2	CTH F	575	None	55	1,907	199	4	42	None	None	1	None	0	0	0
222	F2-1	CTH F	263	Arrow Board	55	658	199	6	30	None	None	1	None	0	0	0
223	F2-2	CTH F	149	None	55	1,630	199	4	30	None	None	1	None	0	0	0
224	F2-3	CTH F	316	Arrow Board	55	305	199	6	30	None	None	1	None	0	0	0
225	F2-4	CTH F	263	Arrow Board	55	651	199	4	30	None	None	1	None	0	0	0
226	F2-5	CTH F	238	Arrow Board	55	687	199	4	30	None	None	1	None	0	0	0
227	F2-6	CTH F	225	Arrow Board	55	613	199	4	30	Present	None	1	None	0	0	0
228	F2-7	CTH F	335	Arrow Board	55	475	199	4	30	None	None	1	None	0	0	0
229	F2-8	CTH F	218	None	55	2,440	199	4	30	None	None	1	None	0	0	0
230	F2-9	CTH F	215	Arrow Board	55	339	199	4	30	None	None	1	None	0	0	0
231	FF2-2	CTH FF	175	Unknown	55	971	199	4	32	None	None	1	Unknown	0	0	0
232	FF2-1	CTH FF	156	Unknown	55	951	199	6	32	Present	None	1	Unknown	0	0	0
233	FF2-3	CTH WW	130	Unknown	55	517	199	6	24	Present	None	1	Unknown	0	0	0
234	FF3-1	CTH FF	119	Unknown	55	783	199	4	32	None	None	1	Unknown	0	0	0
235	FF4-1	CTH FF	272	Unknown	55	176	199	8	34	Present	Present	1	Unknown	0	0	0
236	FF4-2	CTH FF	239	Unknown	55	275	199	6	34	None	None	1	Unknown	0	0	0
237	FF4-3	CTH FF	278	Unknown	55	355	199	4	34	None	Present	1	Unknown	0	0	0
238	FF4-4	CTH FF	475	Unknown	55	302	199	6	34	Present	Present	1	Unknown	0	0	0
239	F3-1	CTH F	170	None	55	340	199	4	24	Present	Present	1	None	0	0	0
240	F3-2	CTH F	133	None	55	563	199	6	24	None	None	1	None	0	0	0
241	F3-3	CTH F	260	Arrow Board	55	234	199	12	24	Present	Present	1	None	0	0	0
242	F3-4	CTH F	191	Arrow Board	55	320	199	2	24	None	None	2S	None	0	0	0
243	F3-5	CTH F	201	Arrow Board	55	373	199	2	24	None	None	2S	None	0	0	0
244	F3-6	CTH F	287	Arrow Board	55	812	199	4	24	None	None	1	None	0	0	0
245	F3-7	CTH F	191	Arrow Board	55	1,305	199	2	24	None	None	2S	None	0	0	0
246	F4-2	CTH F	749	None	55	1,297	610	4	36	Present	None	1	None	0	0	0
247	F4-3	CTH F	291	None	55	2,116	610	4	36	None	None	1	None	0	0	0
248	F4-4	CTH F	273	None	55	1,554	610	4	36	None	None	1	None	0	0	0
249	F5-1	CTH F	477	None	45	1,709	1,800	4	42	None	None	1	None	0	0	0
250	F5-3	CTH F	333	None	45	2,698	1,800	6	42	None	None	1	None	0	0	0
251	F5-4	CTH F	303	None	45	2,274	1,800	6	42	None	None	1	None	0	0	1
252	F5-5	CTH F	627	None	45	1,107	1,800	8	42	None	None	1	None	2	0	2
253	F5-6	CTH F	373	None	45	842	1,800	8	42	None	None	1	None	1	0	1
254	HH1-1	CTH HH	364	None	55	818	199	4	24	None	None	1	None	0	0	0
255	HH1-2	CTH HH	499	None	55	812	199	6	24	None	None	1	None	0	0	0
256	HH1-3	CTH HH	210	None	55	822	199	4	24	None	None	1	None	0	0	0
257	HH1-4	CTH HH	142	None	55	818	199	4	24	None	None	1	None	0	0	0
258	HH1-5	CTH HH	334	None	55	817	199	4	24	None	None	1	None	0	0	0
259	HH1-6	CTH HH	421	None	55	772	199	4	24	None	None	1	None	0	0	0
260	V1-1	CTH V	210	None	55	290	500	0	24	None	None	2S	None	0	0	0
261	V1-2	CTH V	146	None	55	164	500	0	24	Present	Present	2S	None	0	0	0
262	HHI1-1	CTH HHI	281	Arrow Board	55	396	199	0	32	None	Present	2S	None	0	0	0
263	HHI1-2	CTH HHI	295	Arrow Board	55	364	199	0	32	None	None	2S	None	0	0	0
264	I1-1	CTH I	250	Arrow Board	55	173	199	4	24	None	Present	1	None	0	0	0
265	I1-2	CTH I	71	Arrow Board	55	434	199	4	24	None	None	1	None	0	0	0
266	I1-3	CTH I	315	Arrow Board	55	603	199	4	24	None	None	1	None	0	0	0
267	I1-5	CTH I	221	Arrow Board	55	260	199	2	24	None	None	2S	None	0	0	0
268	I1-6	CTH I	192	Arrow Board	55	440	199	2	24	None	None	1	None	0	0	0
269	I1-8	CTH I	244	None	55	773	199	2	24	None	None	2S	None	0	0	0
270	I1-9	CTH I	188	None	55	392	199	4	24	None	None	1	None	0	0	0
271	I1-10	CTH I	511	Arrow Board	55	934	199	4	24	None	None	1	None	0	0	0
272	I1-11	CTH I	219	Arrow Board	55	715	199	4	24	None	None	1	None	0	0	0
273	I1-12	CTH I	48	None	55	368	199	4	24	Present	Present	1	None	0	0	0
274	I2-1	CTH I	280	None	55	1,509	199	2	24	Present	None	2S	None	0	0	0
275	I2-2	CTH I	269	Unknown	55	695	199	2	24	None	None	2C	Unknown	0	0	0
276	I2-3	CTH I	196	Unknown	55	1,197	199	2	24	None	None	2S	Unknown	0	0	0
277	I2-4	CTH I	209	Unknown	55	246	199	0	24	None	None	2S	Unknown	0	0	0
278	I2-5	CTH I	326	Unknown	55	534	199	2	24	None	None	2S	Unknown	0	0	0
279	I2-6	CTH I	153	Unknown	55	645	199	4	24	None	None	1	Unknown	0	0	0
280	I2-7	CTH I	157	Unknown	55	666	199	4	24	None	None	1	Unknown	0	0	0
281	I2-8	CTH I	174	Unknown	55	275	199	4	24	None	None	1	Unknown	0	0	0
282	I2-9	CTH I	195	None	55	160	199	4	24	None	None	1	Unknown	0	0	0
283	I2-11	CTH I	207	Unknown	55	475	199	0	24	None	None	2S	Unknown	0	0	0
284	I2-12	CTH I	137	Unknown	55	1,153	199	2	24	None	None	2S	Unknown	0	0	0
285	I2-13	CTH I	126	Unknown	55	283	199	4	24	None	Present	1	Unknown	0	0	0

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286	I2-14	CTH I	167	Unknown	55	111	199	4	24	Present	Present	1	Unknown	0	0	0
287	I2-16	CTH I	221	Unknown	55	1,094	199	4	24	None	None	1	Unknown	0	0	1
288	I2-17	CTH I	192	Unknown	55	1,125	199	4	24	None	None	1	Unknown	0	0	0
289	I2-18	CTH I	562	Unknown	55	375	199	6	24	None	Present	1	Unknown	0	0	0
290	I2-19	CTH I	176	Unknown	55	122	199	4	24	Present	Present	1	Unknown	0	0	1
291	I4-1	CTH I	122	Arrow Board	55	528	850	4	32	None	None	1	Unknown	0	0	0
292	I4-2	CTH I	298	Arrow Board	55	880	850	6	32	None	None	1	None	0	0	0
293	I4-3	CTH I	215	None	55	796	850	4	32	None	None	1	None	0	0	0
294	I4-4	CTH I	81	None	55	152	850	0	32	Present	None	3	Present	0	0	1
295	I5-1	CTH I	766	None	55	920	199	0	32	None	None	3	None	0	0	0
296	I5-2	CTH I	906	Arrow Board	55	654	199	4	32	Present	None	1	None	0	0	0
297	I5-4	CTH I	221	Arrow Board	55	273	199	4	32	None	None	1	None	0	0	0
298	I5-5	CTH I	265	Arrow Board	55	476	199	4	32	None	None	1	None	0	0	0
299	I5-6	CTH I	388	None	55	1,211	199	6	32	None	None	1	None	0	0	0
300	i5-7	CTH I	527	Arrow Board	55	729	199	8	32	None	None	1	None	0	0	0
301	I5-8	CTH I	369	Arrow Board	55	820	199	10	32	None	None	3	None	0	0	0
302	I6-1	CTH I	256	Arrow Board	55	282	199	1	32	None	None	3	None	0	0	0
303	I7-1	CTH IJ	122	Arrow Board	55	511	199	1	24	Present	None	2C	None	0	0	0
304	I7-2	CTH I	232	Arrow Board	55	400	199	2	24	None	None	2S	None	0	0	0
305	I7-3	CTH I	266	Arrow Board	55	456	199	2	24	None	None	2S	None	0	0	0
306	I7-4	CTH I	563	Arrow Board	55	477	199	4	24	None	None	1	None	0	0	0
307	I7-6	CTH I	361	Arrow Board	55	2,222	199	4	24	None	None	1	None	0	0	0
308	I7-7	CTH I	285	Arrow Board	55	395	199	4	24	None	None	1	None	0	0	0
309	I7-8	CTH I	172	None	55	2,013	199	4	24	None	None	1	None	0	0	0
310	I7-9	CTH I	293	Arrow Board	55	308	199	4	24	None	None	1	None	0	0	0
311	I7-10	CTH I	330	Arrow Board	55	872	199	4	24	None	None	1	None	0	0	0
312	I7-11	CTH I	203	Arrow Board	55	762	199	2	24	None	None	2S	None	0	0	0
313	I7-12	CTH I	222	Arrow Board	55	531	199	4	24	None	None	1	None	0	0	0
314	II2-1	CTH II	410	None	45	1,759	1,150	4	32	None	None	2S	None	0	0	0
315	QQ2-2	CTH QQ	313	None	55	338	90	2	24	None	None	2S	None	1	0	1
316	QQ2-3	CTH QQ	107	None	55	467	90	2	24	None	None	2S	None	0	0	0
317	QQ2-4	CTH QQ	209	Arrow Board	55	370	90	4	24	Present	None	2S	None	0	0	0
318	QQ2-5	CTH QQ	236	Arrow Board	55	728	90	4	24	None	None	1	None	0	0	0
319	QQ2-6	CTH QQ	457	None	55	1,299	90	0	24	None	None	3	None	0	0	0
320	QQ2-7	CTH QQ	367	Arrow Board	55	1,153	90	4	24	None	None	1	None	0	0	0
321	QQ2-8	CTH QQ	267	Arrow Board	55	271	90	4	24	None	None	1	None	0	0	0
322	QQ2-9	CTH QQ	102	Arrow Board	55	766	90	4	24	Present	None	1	None	0	0	0
323	QQ2-10	CTH QQ	107	Arrow Board	55	235	90	4	24	Present	None	1	None	0	0	0
324	QQ2-11	CTH QQ	852	None	55	1,351	90	4	24	None	None	1	None	0	0	0
325	QQ3-1	CTH QQ	230	None	55	1,713	199	0	24	None	None	3	None	0	0	0
326	QQ3-2	CTH QQ	243	None	55	607	199	0	24	None	None	2S	None	0	0	0
327	QQ3-3	CTH QQ	327	None	55	1,993	199	0	24	None	None	2S	None	0	0	0
328	QQ3-4	CTH QQ	414	None	55	2,921	199	0	24	None	None	2S	None	0	0	0
329	QQ3-5	CTH QQ	186	None	55	1,031	199	0	24	None	None	2S	None	0	0	0
330	QQ3-6	CTH QQ	211	None	55	2,534	199	0	24	None	None	2S	None	0	0	0
331	QQ3-7	CTH QQ	357	None	55	2,338	199	0	24	None	None	2S	None	0	0	0
332	QQ3-8	CTH QQ	285	Arrow Board	55	156	199	0	24	None	None	2S	None	0	0	0
333	QQ3-9	CTH QQ	169	Arrow Board	55	203	199	0	24	None	None	2S	None	0	0	0
334	QQ3-10	CTH QQ	150	Arrow Board	55	485	199	0	24	None	None	2S	None	0	0	0
335	QQ3-11	CTH QQ	256	Arrow Board	55	726	199	0	24	None	None	2S	None	0	0	0
336	QQ3-12	CTH QQ	146	Arrow Board	55	665	199	0	24	None	None	2S	None	0	0	0
337	QQ3-13	CTH QQ	346	Arrow Board	55	541	199	0	24	None	None	2S	None	0	0	0
338	QQ3-14	CTH QQ	378	Arrow Board	55	317	199	0	24	None	None	2S	None	0	0	0
339	QQ3-15	CTH QQ	163	None	55	533	199	0	24	None	None	2S	None	0	0	0
340	QQ3-16	CTH QQ	313	Arrow Board	55	201	199	0	24	None	None	2S	None	0	0	0
341	QQ3-17	CTH QQ	339	Arrow Board	55	307	199	0	24	None	None	2S	None	0	0	0
342	QQ3-18	CTH QQ	160	Arrow Board	55	258	199	0	24	None	None	2S	None	0	0	0
343	QQ3-19	CTH QQ	229	None	55	2,094	199	0	24	None	None	2S	None	0	0	0
344	QQ3-20	CTH QQ	217	Arrow Board	55	319	199	0	24	None	None	2S	None	0	0	0
345	QQ3-21	CTH QQ	283	Arrow Board	55	287	199	4	24	None	Present	1	None	0	0	0
346	QS1-1	CTH QS	172	Arrow Board	55	112	710	4	32	Present	Present	1	None	1	0	1
347	Q4-1	CTH Q	234	None	55	1,333	2,433	4	32	None	None	1	None	0	0	0
348	Q4-2	CTH Q	248	None	55	892	2,433	8	32	None	None	1	None	0	0	0
349	Q4-3	CTH Q	224	None	55	925	2,433	8	32	None	None	1	None	0	0	0
350	L1-1	CTH L	217	Arrow Board	45	389	110	0	24	None	None	2S	None	0	0	0
351	L1-2	CTH L	201	None	45	723	110	2	24	None	None	2S	None	0	0	0
352	L1-3	CTH L	49	None	45	264	110	2	24	None	None	2S	None	0	0	0
353	L1-4	CTH L	91	None	45	152	110	2	24	None	None	2S	None	0	0	0
354	L1-5	CTH L	172	None	45	1,820	110	1	24	None	None	2S	None	0	0	0
355	L1-6	CTH L	190	Arrow Board	45	233	110	0	24	None	None	2S	None	0	0	0
356	L1-7	CTH L	194	Arrow Board	45	470	110	0	24	None	None	2S	None	1	0	1

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357	L1-8	CTH L	125	Arrow Board	45	233	110	0	24	None	None	2S	None	0	0	0
358	L1-9	CTH L	155	None	45	1,779	110	1	24	None	None	2S	None	0	0	0
359	UN-1	CTH UN	340	None	45	791	199	0	26	None	None	2S	None	0	0	0
360	UN-2	CTH UN	257	None	45	381	199	0	26	None	None	2S	None	0	0	0
361	UN-3	CTH UN	120	Arrow Board	45	132	199	10	26	Present	Present	1	None	0	0	0
362	SS1-1	CTH SS	196	Chevrons	45	141	199	4	28	None	None	1	None	3	1	3
363	YYY1-1	CTH U	202	None	55	886	199	0	24	Present	None	2S	None	0	0	0
364	YYY1-2	CTH YYY	447	None	55	763	199	2	24	None	None	2S	None	0	0	0
365	YYY1-3	CTH YYY	321	None	55	1,397	199	0	24	None	None	2S	None	0	0	0
366	YYY1-4	CTH YYY	284	None	55	789	199	4	24	None	None	2S	None	0	0	0
367	YYY1-5	CTH YYY	207	None	55	892	199	1	24	None	Present	2S	None	0	0	0
368	U1-1	CTH U	325	Arrow Board	55	591	199	0	24	None	Present	2S	None	1	0	1
369	U1-2	CTH U	261	None	55	1,641	199	0	24	None	None	2S	None	0	0	0
370	U1-3	CTH U	283	Arrow Board	55	294	199	0	24	None	None	2S	None	0	0	0
371	U1-4	CTH U	376	Arrow Board	55	234	199	0	24	Present	None	2S	None	0	0	0
372	U1-5	CTH U	327	Arrow Board	55	218	199	0	24	None	None	2S	None	0	0	0
373	U1-6	CTH U	351	Arrow Board	55	254	199	0	24	None	None	2S	None	0	0	0
374	U1-7	CTH U	207	Arrow Board	55	130	199	4	24	None	None	2S	None	0	0	0
375	U1-8	CTH U	223	Arrow Board	55	178	199	0	24	None	None	2S	None	0	0	0
376	U1-9	CTH U	228	Arrow Board	55	260	199	4	24	None	None	2S	None	0	0	0
377	U1-10	CTH U	168	Arrow Board	55	305	199	0	24	None	None	2S	None	0	0	0
378	U1-11	CTH U	277	Arrow Board	55	708	199	0	24	None	None	2S	None	0	0	0
379	U1-12	CTH U	472	Arrow Board	55	735	199	0	24	None	None	2S	None	0	0	0
380	U1-13	CTH U	174	Arrow Board	55	467	199	0	24	None	None	2S	None	0	0	0
381	U1-14	CTH U	205	None	55	901	199	0	24	None	None	2S	None	0	0	0
382	HH6-1	CTH HH	436	None	55	1,195	350	0	24	None	None	2S	None	0	0	0
383	HH6-3	CTH HH	277	None	55	2,381	350	0	24	None	None	2S	None	0	0	0
384	HH6-5	CTH HH	363	None	55	2,124	350	0	24	None	None	2S	None	0	0	0
385	HH6-6	CTH HH	325	Arrow Board	55	739	350	4	24	None	None	1	None	0	0	0
386	HH8-1	CTH HH	827	Arrow Board	55	820	610	4	32	None	None	1	None	0	0	0
387	HH8-2	CTH HH	911	None	55	820	610	4	32	Present	None	1	None	0	0	0
388	HH10-1	CTH HH	404	Arrow Board	55	1,145	310	4	36	Present	None	1	Present	1	1	1
389	HH10-2	CTH HH	574	Arrow Board	55	1,175	310	4	36	Present	None	1	Unknown	0	0	0
390	HH10-3	CTH HH	489	Arrow Board	55	1,065	310	4	36	None	None	1	Unknown	0	0	0
391	HH10-4	CTH HH	316	None	55	1,082	310	6	36	None	None	1	None	0	0	0
392	D1-1	CTH D	518	None	55	1,118	890	6	46	None	None	1	None	0	0	0
393	D1-2	CTH D	748	None	55	1,177	890	8	46	Present	None	1	None	0	0	1
394	D1-3	CTH D	612	None	55	953	890	8	46	Present	None	1	None	0	0	0
395	D1-4	CTH D	508	None	55	2,935	890	8	46	None	None	1	None	0	0	0
396	D1-5	CTH D	597	None	55	1,773	890	6	46	None	None	1	None	1	0	2
397	D4-1	CTH D	575	Arrow Board	55	819	1,000	6	42	None	None	1	None	0	0	0
398	D4-2	CTH D	614	Arrow Board	55	758	1,000	4	42	None	None	1	None	1	0	1
399	D4-3	CTH D	1,286	None	55	812	1,000	4	42	Present	Present	1	Present	1	0	1
400	D4-4	CTH D	146	None	55	248	1,000	4	42	Present	None	1	Present	0	0	0
401	D5-1	CTH D	581	None	55	1,520	270	2	32	None	None	2S	None	0	0	0
402	D5-2	CTH D	366	None	55	1,100	270	1	32	None	None	2S	None	0	0	0
403	D5-3	CTH D	650	None	55	1,507	270	2	32	None	None	2S	None	0	0	1
404	D5-4	CTH D	771	None	55	1,508	270	2	32	None	None	2S	None	1	0	1
405	D5-6	CTH D	814	None	55	2,548	270	2	32	None	None	2S	None	0	0	0
406	D5-7	CTH D	782	None	55	1,128	270	4	32	None	None	1	None	0	0	1
407	D5-8	CTH D	365	Arrow Board	55	970	270	2	32	None	None	1	None	0	0	0
408	D5-9	CTH D	221	Arrow Board	55	1,077	270	2	32	None	None	2S	None	0	0	0
409	D5-10	CTH D	305	Arrow Board	55	485	270	2	32	None	None	2S	None	0	0	0
410	V5-1	CTH V	275	None	55	174	199	4	32	Present	None	1	Present	0	0	0
411	V6-1	CTH V	153	Unknown	55	366	199	4	32	None	None	1	Unknown	0	0	0
412	V6-2	CTH V	240	Unknown	55	1,669	199	4	32	None	None	1	Unknown	0	0	0
413	V6-3	CTH V	194	Unknown	55	155	199	6	32	None	Present	1	None	0	0	0
414	V6-4	CTH V	208	Unknown	55	140	199	6	32	None	None	1	Unknown	0	0	0
415	V9-1	CTH V	260	Arrow Board	55	178	1,200	6	40	Present	None	1	None	2	0	2
416	V9-2	CTH V	153	Arrow Board	35	117	1,200	8	40	None	Present	1	None	2	0	2
417	V9-3	CTH V	434	None	55	786	1,200	0	40	None	None	3	None	0	0	1
418	V9-4	CTH V	219	None	55	553	1,200	6	40	None	None	1	None	1	0	1
419	J1-1	CTH J	555	None	40	819	199	0	24	Present	None	2S	None	0	0	0
420	K1-1	CTH K	305	Arrow Board	55	651	199	1	32	None	None	2S	None	0	0	0
421	K1-2	CTH K	322	None	55	1,348	199	0	32	Present	None	3	None	0	0	0
422	K1-3	CTH K	456	None	55	988	199	2	32	Present	None	2S	None	0	0	0
423	K1-4	CTH K	961	None	55	817	199	4	32	None	None	1	None	0	0	0
424	K1-5	CTH K	915	None	55	772	199	2	32	Present	None	2S	None	0	0	1
425	K1-6	CTH K	1,527	None	55	1,038	199	2	32	Present	None	2S	None	0	0	0
426	KK2-1	CTH KK	636	Arrow Board	55	863	199	6	24	Present	None	1	None	0	0	0
427	KK2-2	CTH KK	729	Arrow Board	55	869	199	6	24	None	None	3	None	0	0	0

SAFETY ACTION PLAN

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428	KK2-3	CTH KK	747	None	55	1,798	199	4	24	None	None	1	None	0	0	0
429	K5-2	CTH KK	163	None	55	313	199	1	24	Present	None	2S	None	0	0	0
430	KK2-4	CTH KK	173	None	55	1,151	199	2	24	Present	None	2S	None	0	0	0
431	K5-1	CTH K	344	Arrow Board	55	555	199	0	24	None	None	2S	None	0	0	0
432	K6-1	CTH K	257	None	55	1,192	360	2	32	Present	None	2S	None	0	0	0
433	K6-2	CTH K	279	None	55	1,909	360	4	32	None	None	1	None	0	0	0
434	K6-3	CTH K	585	None	55	849	360	8	32	Present	None	1	None	1	0	1
435	K6-4	CTH K	396	None	55	1,910	360	4	32	None	None	1	None	0	0	0
436	K6-5	CTH K	577	None	55	848	360	4	32	None	None	1	None	0	0	0
437	K6-7	CTH K	613	None	55	821	360	4	32	None	None	1	None	0	0	0
438	K6-6	CTH K	2,100	None	55	1,099	360	2	32	Present	None	1	None	1	0	1
439	K8-1	CTH JJ	364	None	55	1,163	199	6	40	Present	None	1	None	0	0	1
440	K8-2	CTH K	378	None	55	2,375	520	6	32	None	None	1	None	0	0	0
441	K8-3	CTH K	468	Arrow Board	55	803	520	6	32	None	None	1	None	0	0	0
442	K8-4	CTH K	736	None	55	731	520	6	32	None	None	1	None	0	0	0
443	K11-1	CTH K	842	Arrow Board	55	1,100	1,000	8	36	None	None	1	None	1	0	2
444	K11-2	CTH K	1,011	Arrow Board	55	1,289	1,000	0	36	Present	None	2S	None	0	0	0
445	K11-3	CTH K	647	None	55	1,219	1,000	8	36	None	None	1	None	0	0	0
446	K11-4	CTH K	724	None	55	1,250	1,000	8	36	None	None	1	None	0	0	0
447	K11-5	CTH K	425	None	55	1,299	1,000	8	36	None	None	1	None	1	0	1
448	K11-6	CTH K	1,421	None	55	887	1,000	8	36	None	None	1	None	1	0	1
449	K12-1	CTH K	378	None	55	1,865	590	6	32	None	None	1	None	0	0	0
450	K12-2	CTH K	413	None	55	2,723	590	6	32	None	None	1	None	0	0	0
451	K12-3	CTH K	409	None	55	849	590	4	32	None	None	1	None	0	0	0
452	K12-4	CTH K	821	None	55	849	590	4	32	None	None	1	None	1	0	1
453	K12-5	CTH K	394	None	55	863	590	6	32	None	None	1	None	1	0	1
454	D6-2	CTH D	768	Chevrons	55	507	1,100	12	36	Present	None	1	None	1	0	1
455	D6-3	CTH D	378	Arrow Board	55	740	1,100	6	36	None	None	1	None	0	0	0
456	D6-4	CTH D	341	None	55	2,580	1,100	6	36	None	None	1	None	1	0	1
457	D6-5	CTH D	773	Chevrons	55	623	1,100	8	36	None	None	1	None	1	0	1
458	D7-1	CTH D	742	Arrow Board	55	524	400	4	40	Present	None	1	None	0	0	0
459	D7-2	CTH D	778	Arrow Board	55	523	400	4	40	Present	None	1	None	1	1	2
460	D8-1	CTH D	367	Arrow Board	55	233	300	6	34	None	None	1	None	0	0	1
461	IJ1-1	CTH IJ	208	Unknown	55	126	199	6	24	None	None	1	Unknown	0	0	0
462	IJ1-2	CTH IJ	245	Unknown	55	204	199	2	24	None	None	2S	Unknown	0	0	0
463	IJ1-3	CTH IJ	182	Unknown	55	761	199	0	24	None	None	2S	Unknown	0	0	0
464	IJ1-4	CTH IJ	254	Unknown	55	847	199	0	24	None	None	2S	Unknown	0	0	0
465	IJ1-5	CTH IJ	247	Unknown	55	186	199	4	24	None	None	1	Unknown	0	0	0
466	IJ1-6	CTH IJ	262	Arrow Board	55	189	199	4	24	Present	None	1	None	0	0	0
467	IJ1-7	CTH IJ	277	Arrow Board	55	682	199	4	24	None	None	2S	None	0	0	0
468	J2-1	CTH J	693	None	55	1,087	199	4	26	None	None	1	None	0	0	0
469	J2-3	CTH J	581	None	55	2,580	199	1	26	None	None	2S	None	0	0	0
470	J2-4	CTH J	188	None	55	1,721	199	0	26	None	None	2S	None	0	0	0
471	J2-6	CTH J	645	None	55	1,518	199	2	26	None	None	2S	None	0	0	0
472	AF1-1	CTH AF	203	None	55	405	199	4	32	None	None	1	None	0	0	0
473	AF1-2	CTH AF	308	Arrow Board	55	1,074	199	0	32	None	None	2S	None	0	0	0
474	AF1-3	CTH AF	241	Unknown	55	219	199	4	32	None	None	1	None	0	0	0
475	AF1-4	CTH AF	231	Unknown	55	163	199	4	32	Present	Present	1	Unknown	0	0	0
476	AF1-5	CTH AF	332	Unknown	55	575	199	4	32	None	None	1	Unknown	0	0	0
477	AF1-6	CTH AF	247	Arrow Board	55	446	199	0	32	None	None	2S	None	0	0	0
478	AF1-7	CTH AF	268	None	55	200	199	0	32	Present	Present	2S	None	0	0	0
479	AF3-1	CTH AF	208	Arrow Board	55	140	100	0	24	Present	Present	2S	None	1	0	1
480	R3-1	CTH R	585	Arrow Board	55	973	1,700	12	36	Present	None	1	None	0	0	0
481	R3-2	CTH R	280	Arrow Board	55	495	1,700	8	36	None	None	1	None	0	0	0
482	O5-1	CTH O	326	Arrow Board	55	671	199	2	24	Present	None	2S	None	0	0	0
483	O1-1	CTH O	154	Unknown	55	114	199	4	24	Present	None	1	Unknown	0	0	0
484	NN1-1	CTH NN	390	Arrow Board	55	894	199	4	36	None	None	1	None	0	0	0
485	NN1-2	CTH NN	215	Arrow Board	55	826	199	4	36	None	None	1	None	0	0	0
486	NN1-3	CTH NN	337	Arrow Board	55	624	199	6	36	None	None	1	None	0	0	0
487	NN1-4	CTH NN	278	Arrow Board	55	1,150	199	4	36	Present	None	1	None	0	0	0
488	NN1-5	CTH NN	211	Arrow Board	55	284	199	6	36	None	None	1	None	0	0	0
489	NN1-6	CTH NN	340	Arrow Board	55	230	199	6	36	Present	Present	1	None	0	0	0
490	R2-1	CTH R	419	Arrow Board	55	1,152	1,700	8	36	None	None	1	None	0	0	0
491	R2-2	CTH R	515	None	55	1,412	1,700	8	36	Present	None	1	None	0	0	0
492	R2-3	CTH R	823	Arrow Board	55	1,150	1,700	6	36	Present	None	1	None	0	0	0
493	R2-4	CTH R	839	Arrow Board	55	1,150	1,700	12	36	Present	None	1	None	0	0	0
494	R2-5	CTH R	881	Arrow Board	55	944	1,700	12	36	Present	None	1	None	0	0	0
495	X1-1	CTH X	185	None	55	729	199	4	32	None	None	1	None	0	0	0
496	X1-2	CTH X	456	Arrow Board	55	279	199	4	32	Present	None	1	None	0	0	0
497	X1-3	CTH X	147	Unknown	55	241	199	4	32	None	None	1	Unknown	0	0	0
498	X1-4	CTH X	235	Unknown	55	326	199	4	32	None	None	1	Unknown	0	0	0

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499	NL1-1	CTH NL	210	Unknown	55	124	199	4	26	Present	None	1	Unknown	0	0	0
500	NL1-2	CTH NL	182	Unknown	55	111	199	1	26	None	None	2S	Unknown	0	0	0
501	NL1-3	CTH NL	148	Unknown	55	367	199	2	26	None	None	2S	Unknown	0	0	0
502	NL1-4	CTH NL	331	Unknown	55	461	199	2	26	None	None	2S	Unknown	0	0	0
503	NL1-5	CTH NL	209	Unknown	55	718	199	4	26	None	None	1	Unknown	0	0	0
504	NL1-6	CTH NL	134	Unknown	55	457	199	4	26	None	None	1	Unknown	0	0	0
505	NL1-7	CTH NL	218	Unknown	55	890	199	2	26	None	None	2S	Unknown	0	0	0
506	NL1-8	CTH NL	243	Unknown	55	330	199	2	26	None	None	2S	Unknown	0	0	0
507	NL1-9	CTH NL	279	Unknown	55	2,503	199	0	26	None	None	2S	Unknown	0	0	0
508	NL1-10	CTH NL	367	Unknown	55	579	199	2	26	None	None	3	Unknown	1	0	1
509	NL4-1	CTH NL	290	Unknown	55	1,482	199	0	24	None	None	2S	Unknown	0	0	0
510	NL4-2	CTH NL	223	Unknown	55	1,629	199	0	24	None	None	2S	Unknown	0	0	0
511	NL4-3	CTH NL	252	Unknown	55	675	199	0	24	None	None	2S	Unknown	0	0	0
512	NL4-4	CTH NL	349	Unknown	55	2,318	199	0	24	None	None	2S	Unknown	0	0	0
513	NL4-5	CTH NL	456	Unknown	55	2,408	199	0	24	None	None	2S	Unknown	0	0	0
514	NL4-6	CTH NL	708	Unknown	55	1,613	199	2	24	None	None	2S	Unknown	0	0	0
515	NL4-7	CTH NL	454	Unknown	55	1,049	199	4	24	None	None	2S	Unknown	0	0	0
516	NL4-8	CTH NL	215	Unknown	55	822	199	4	24	None	None	1	Unknown	0	0	0
517	NL5-1	CTH NL	129	Unknown	55	241	199	0	24	Present	None	2S	Unknown	0	0	0
518	NL6-1	CTH NL	127	Unknown	55	178	199	0	24	Present	None	2S	Unknown	0	0	0
519	N2-1	CTH N	307	Arrow Board	55	212	199	0	24	None	None	2S	None	0	0	0
520	N2-2	CTH N	486	Arrow Board	55	315	199	0	24	None	None	2S	None	0	0	0
521	NL2-3	CTH N	314	Arrow Board	55	237	199	0	24	None	Present	2S	None	0	0	0
522	N4-1	CTH N	373	Unknown	55	246	199	4	36	None	None	1	Unknown	0	0	0
523	HH12-1	CTH HH	244	Arrow Board	55	487	310	4	30	None	None	1	None	0	0	0
524	HH12-4	CTH HH	277	None	55	1,065	199	2	30	None	None	2S	None	1	0	1
525	HH12-5	CTH HH	238	Arrow Board	55	305	199	4	30	None	None	1	None	0	0	0
526	JJ1-1	CTH JJ	279	Arrow Board	55	243	199	6	40	None	None	1	None	0	0	0
527	JJ1-2	CTH JJ	198	Arrow Board	55	219	199	6	40	None	None	1	None	0	0	0
528	JJ2-1	CTH JJ	266	Unknown	55	389	199	4	38	None	None	1	Unknown	0	0	0
529	JJ2-2	CTH JJ	665	Unknown	55	1,911	199	4	38	None	None	1	Unknown	0	0	0
530	JJ2-3	CTH JJ	314	Unknown	55	367	199	8	38	None	None	1	Unknown	0	0	0
531	JJ2-4	CTH JJ	201	Unknown	55	322	199	8	38	None	None	1	Unknown	0	0	0
532	JJ2-5	CTH JJ	555	Unknown	55	1,889	199	6	38	None	None	1	Unknown	0	0	0
533	JJ2-6	CTH JJ	380	Unknown	55	1,453	199	6	38	None	None	1	Unknown	0	0	0
534	JJ2-7	CTH JJ	229	Unknown	55	240	199	8	38	None	Present	1	Unknown	0	0	0
535	JJ2-8	CTH JJ	263	Unknown	55	165	199	6	38	None	Present	1	Unknown	0	0	0
536	ND1-1	CTH ND	305	Unknown	35	1,429	250	2	28	None	None	2S	Unknown	0	0	0
537	ND1-2	CTH ND	112	Unknown	35	286	250	4	28	None	None	1	Unknown	0	0	0
538	ND1-3	CTH ND	245	Arrow Board	35	151	250	2	28	None	None	2S	None	0	0	0
539	ND1-4	CTH ND	116	Arrow Board	35	331	250	2	28	None	None	2S	None	0	0	0
540	ND1-5	CTH ND	180	None	35	422	250	2	28	None	None	2S	None	0	0	0
541	ND1-6	CTH ND	125	Arrow Board	35	330	250	2	28	None	None	2S	None	0	0	0
542	ND1-7	CTH ND	190	Chevrons	35	678	250	2	28	None	None	2S	None	0	0	0
543	ND1-8	CTH ND	158	None	35	420	250	2	28	None	None	2S	None	0	0	0
544	ND1-9	CTH ND	95	Arrow Board	35	172	250	2	28	Present	Present	2S	None	0	0	0
545	ND2-1	CTH ND	78	Arrow Board	35	117	250	2	28	Present	Present	2S	None	0	0	0
546	ND2-2	CTH ND	227	None	35	593	250	2	28	None	None	2S	None	0	0	0
547	ND2-3	CTH ND	156	Arrow Board	35	259	250	2	28	None	None	2S	None	0	0	0
548	ND2-4	CTH ND	178	Arrow Board	35	166	250	2	28	None	None	2S	None	0	0	0
549	ND2-5	CTH ND	237	Arrow Board	35	649	250	2	28	Present	None	2S	None	0	0	0
550	ND4-1	CTH ND	203	Arrow Board	35	157	199	4	28	None	None	1	None	0	0	0
551	ND4-2	CTH ND	318	Arrow Board	35	157	199	4	28	Present	None	1	None	0	0	0
552	ND5-1	CTH ND	125	None	35	191	199	0	28	None	None	2S	None	0	0	0
553	ND5-2	CTH ND	100	None	35	161	199	0	28	None	None	2S	None	0	0	0
554	ND5-3	CTH ND	100	None	35	69	199	0	28	None	None	2S	None	0	0	0
555	ND5-4	CTH ND	74	None	35	58	199	0	28	Present	None	2S	None	0	0	0
556	ND6-1	CTH ND	83	Arrow Board	35	90	199	4	28	Present	Present	1	None	0	0	0
557	ND6-3	CTH ND	113	Arrow Board	35	180	199	2	28	None	None	2S	None	0	0	0
558	ND6-4	CTH ND	143	None	35	1,014	199	2	28	None	None	2S	None	0	0	0
559	ND6-5	CTH ND	258	None	35	370	199	4	28	None	None	1	None	0	0	0
560	ND6-6	CTH ND	54	None	35	84	199	4	28	None	None	1	None	1	0	1
561	ND6-7	CTH ND	241	None	35	248	199	4	28	None	None	1	None	0	0	0
562	ND6-8	CTH ND	74	None	35	138	199	4	28	None	None	1	None	0	0	0
563	ND6-9	CTH ND	44	None	35	114	199	2	28	None	None	3	None	0	0	0
564	ND6-10	CTH ND	99	None	35	254	199	2	28	None	None	2S	None	0	0	0
565	ND6-11	CTH ND	113	None	35	255	199	2	28	None	None	2S	None	0	0	0
566	ND7-1	CTH ND	190	None	35	851	199	4	28	None	None	1	None	0	0	0
567	ND8-1	CTH ND	196	Unknown	35	349	199	2	28	None	None	2S	Unknown	0	0	0
568	ND8-2	CTH ND	338	Unknown	35	621	199	2	28	None	None	2S	Unknown	0	0	0
569	ND8-3	CTH ND	130	Unknown	35	326	199	2	28	None	None	2S	Unknown	0	0	0

SAFETY ACTION PLAN

Eau Claire County
Rural Curve Data List

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

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
570	ND8-4	CTH ND	118	Unknown	35	234	199	2	28	None	None	2S	Unknown	0	0	0
571	SD1-1	CTH SD	267	None	35	241	185	2	24	None	None	2S	None	0	0	2
572	SD1-2	CTH SD	282	None	35	639	185	2	24	None	None	2S	None	0	0	0
573	SD1-3	CTH SD	943	None	35	1,637	185	2	24	None	None	2S	None	0	0	0
574	SD1-4	CTH SD	368	None	35	566	185	2	24	None	None	2S	None	0	0	0
575	SD1-5	CTH SD	936	None	35	759	185	2	24	None	None	2S	None	0	0	0
576	SD1-6	CTH SD	176	None	35	193	185	2	24	None	None	2S	None	0	0	0
577	SD1-7	CTH SD	68	None	35	190	185	2	24	None	None	2S	None	0	0	0
578	SD1-8	CTH SD	195	None	35	187	185	2	24	None	None	2S	None	0	0	0
579	SD1-9	CTH SD	176	None	35	185	185	4	24	None	None	1	None	0	0	0
580	SD1-10	CTH SD	130	None	35	328	185	2	24	None	None	2S	None	0	0	0
581	SD1-11	CTH SD	187	None	35	207	185	4	24	None	None	1	None	0	0	0
582	SD2-1	CTH SD	150	None	35	275	185	2	24	None	None	2S	None	0	0	0
583	SD2-2	CTH SD	137	None	35	212	185	2	24	None	Unknown	2S	None	0	0	0
584	SD2-3	CTH SD	130	None	35	1,130	185	4	24	Present	None	1	None	0	0	0
585	SD2-4	CTH SD	177	Arrow Board	35	465	185	4	24	Present	None	1	None	0	0	0
586	SD4-1	CTH SD	182	None	35	485	185	2	24	None	None	2S	None	0	0	0
587	SD5-1	CTH SD	268	None	35	1,154	185	2	24	None	None	2S	None	0	0	0
588	SD5-2	CTH SD	529	None	35	1,081	185	2	24	None	None	2S	None	0	0	0
589	SD5-3	CTH SD	486	None	35	904	185	2	24	Present	None	2S	None	1	0	1
590	SD5-4	CTH SD	161	Arrow Board	35	169	185	4	24	None	None	1	None	0	0	0
591	SD5-5	CTH SD	170	None	35	467	185	2	24	None	None	2S	None	0	0	0
592	SD5-6	CTH SD	148	None	35	601	185	2	24	None	None	2S	None	0	0	0
593	SD5-7	CTH SD	163	Unknown	35	113	185	0	24	None	None	2S	Unknown	0	0	0
594	SD5-8	CTH SD	115	Unknown	35	177	185	0	24	None	None	2S	Unknown	0	0	0
595	G1-3	CTH G	217	Arrow Board	55	132	1,000	4	38	Present	Present	1	None	4	0	4
596	G1-4	CTH G	166	Arrow Board	55	105	1,000	4	38	Present	Present	1	None	0	0	0
597	G1-5	CTH G	213	Arrow Board	55	349	1,000	4	38	None	None	1	None	0	0	0
598	G1-6	CTH G	279	Arrow Board	55	364	1,000	4	38	None	None	1	None	1	0	1
599	G1-7	CTH G	236	None	55	1,020	1,000	6	38	None	None	1	None	0	0	0
600	G1-8	CTH G	153	None	55	526	1,000	4	38	None	None	1	None	0	0	0
601	G1-9	CTH G	242	Arrow Board	55	722	1,000	4	38	None	None	1	None	0	0	0
602	G1-10	CTH G	226	Arrow Board	55	552	1,000	6	38	Present	None	1	None	0	0	0
603	G2-2	CTH G	211	Arrow Board	55	125	505	2	32	None	None	2S	None	0	0	0
604	G3-3	CTH G	380	Arrow Board	55	578	70	2	24	None	None	2S	None	0	0	0
605	G3-2	CTH G	304	Arrow Board	55	1,640	70	0	24	None	None	2S	None	0	0	0
606	G3-4	CTH G	501	None	55	2,133	70	0	24	None	None	2S	None	0	0	0
607	G3-5	CTH G	244	Arrow Board	55	365	70	0	24	None	None	2S	None	0	0	0
608	G3-6	CTH G	196	Arrow Board	55	399	70	2	24	None	None	2S	None	0	0	0
609	G3-7	CTH G	1,136	Arrow Board	55	1,341	70	2	24	None	None	2S	None	0	0	0
610	G3-8	CTH G	296	Arrow Board	55	155	70	2	24	None	None	2S	None	0	0	0
611	G3-9	CTH G	308	Arrow Board	55	177	70	2	24	None	None	2S	None	0	0	0
612	G3-10	CTH G	232	Arrow Board	55	147	70	2	24	None	None	2S	None	0	0	0
613	G3-11	CTH G	204	Arrow Board	55	119	70	4	24	Present	Present	1	None	0	0	0
614	G3-12	CTH G	169	Arrow Board	55	110	70	4	24	Present	Present	1	None	0	0	0
615	G3-13	CTH G	151	Arrow Board	55	280	70	2	24	None	None	2S	None	0	0	0
616	G3-14	CTH G	200	Arrow Board	55	282	70	2	24	None	None	2S	None	0	0	0
617	G3-15	CTH G	221	Arrow Board	55	340	70	0	24	None	None	2S	None	0	0	0
618	G3-16	CTH G	195	Arrow Board	55	278	70	0	24	None	None	2S	None	0	0	0
619	G3-19	CTH G	192	None	55	465	70	2	24	None	None	2S	None	0	0	0
620	DD1-1	CTH MM	317	Arrow Board	55	756	340	4	32	None	None	1	Unknown	0	0	0
621	G4-1	CTH G	234	None	55	981	199	2	24	Present	None	2S	None	0	0	1
622	G4-2	CTH G	278	Arrow Board	55	438	199	6	24	None	None	1	None	0	0	0
623	G4-3	CTH G	242	Arrow Board	55	694	199	4	24	None	None	1	None	0	0	0
624	M1-1	CTH M	397	Arrow Board	55	247	310	4	32	None	None	1	None	0	0	0
625	M1-2	CTH M	363	Arrow Board	55	220	310	4	32	Present	None	1	None	0	0	1
626	M1-3	CTH M	403	None	55	2,363	310	4	32	None	None	1	None	0	0	0
627	M1-4	CTH M	245	None	55	2,309	310	4	32	None	None	1	None	0	0	0
628	M1-6	CTH M	428	None	55	2,673	310	4	32	None	None	1	None	0	0	0
629	M1-7	CTH M	250	Arrow Board	55	178	310	4	32	None	None	1	None	0	0	0
630	M1-8	CTH M	289	Arrow Board	55	331	310	0	32	Present	Present	1	None	0	0	0
631	M1-9	CTH M	201	Arrow Board	55	371	310	4	32	None	None	1	None	0	0	0
632	M1-10	CTH M	233	Arrow Board	55	377	310	4	32	None	None	1	None	0	0	0
633	M1-11	CTH M	194	Arrow Board	55	323	310	4	32	None	None	1	None	0	0	0
634	M2-1	CTH M	218	None	55	1,356	199	4	32	None	None	1	None	0	0	0
635	M2-2	CTH M	284	None	55	953	199	4	32	None	None	1	None	0	0	0
636	M3-1	CTH M	180	None	55	185	210	2	32	None	None	2S	None	1	0	1
637	CF1-1	CTH CF	116	None	55	148	170	0	32	Present	None	2S	None	0	0	0
638	CF1-2	CTH CF	248	Arrow Board	55	598	170	4	32	None	None	1	None	0	0	0
639	CF1-3	CTH CF	397	Arrow Board	55	1,083	170	4	32	None	None	1	None	0	0	0
640	CF1-4	CTH CF	279	Arrow Board	55	605	170	4	32	None	None	1	None	0	0	0

SAFETY ACTION PLAN

Eau Claire County
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
641	CF1-5	CTH CF	308	Arrow Board	55	313	170	4	32	None	None	1	None	0	0	0
642	CF1-6	CTH CF	280	None	55	2,485	170	4	32	None	None	1	None	0	0	0
643	CF1-7	CTH CF	342	None	55	1,229	170	2	32	None	None	2S	None	0	0	0
644	CF1-9	CTH CF	443	None	55	2,635	170	4	32	None	None	1	None	1	0	1
645	CF1-10	CTH CF	814	None	55	882	170	4	32	Present	None	1	None	1	0	1
646	RR1-1	CTH RR	218	Unknown	55	301	199	4	32	None	None	1	Unknown	0	0	0
647	RR1-2	CTH RR	184	Unknown	55	741	199	4	32	None	Unknown	1	None	0	0	0
648	RR1-3	CTH RR	110	Unknown	55	1,088	199	4	32	None	None	1	Unknown	0	0	0
649	RR1-4	CTH RR	101	Unknown	55	807	199	4	32	None	None	1	Unknown	0	0	0
650	RR1-5	CTH RR	248	Unknown	55	879	199	4	32	None	None	1	Unknown	0	0	0
651	RR1-6	CTH RR	181	Unknown	55	213	199	4	32	None	None	1	Unknown	0	0	0
652	RR1-7	CTH RR	239	Unknown	55	158	199	4	32	Present	Present	1	Unknown	0	0	0
653	RR1-8	CTH RR	109	Unknown	55	496	199	4	32	None	None	1	Unknown	0	0	0
654	RR1-9	CTH RR	230	Unknown	55	446	199	4	32	None	None	1	Unknown	0	0	0
655	RR1-10	CTH RR	417	Unknown	55	1,102	199	4	32	None	None	1	Unknown	0	0	0
656	RR1-11	CTH RR	231	Unknown	55	253	199	4	32	None	None	1	Unknown	0	0	0
657	RR1-12	CTH RR	253	Arrow Board	55	291	199	4	32	None	None	1	None	0	0	0
658	RR1-13	CTH RR	814	Arrow Board	55	1,525	199	4	32	None	None	1	None	0	0	0
659	RR1-14	CTH RR	284	None	55	1,867	199	2	32	None	None	2S	None	0	0	0
660	RR1-15	CTH RR	134	Arrow Board	55	528	199	2	32	None	None	2S	None	0	0	0
661	RR1-16	CTH RR	418	None	55	2,160	199	4	32	None	None	1	None	0	0	0
662	RR1-17	CTH RR	291	None	55	833	199	4	32	None	None	1	None	0	0	0
663	RR1-18	CTH RR	328	None	55	827	199	4	32	None	None	1	None	0	0	0
664	RR1-20	CTH RR	259	None	55	432	199	4	32	Present	Present	1	None	0	0	0
665	RR1-21	CTH RR	210	Arrow Board	55	412	199	4	32	None	None	1	None	0	0	0
666	RR1-22	CTH RR	251	None	55	893	199	2	32	None	None	1	None	0	0	0
667	RR1-23	CTH RR	221	Arrow Board	55	282	199	4	32	Present	Present	1	None	0	0	0
668	H2-1	CTH H	266	Arrow Board	55	908	330	2	36	None	None	2S	None	0	1	1
669	H2-2	CTH H	571	Arrow Board	55	1,178	330	2	36	None	None	2S	None	1	0	1
670	H2-3	CTH H	273	None	55	1,029	330	4	36	None	None	1	None	0	0	0
671	H2-4	CTH H	348	Arrow Board	55	1,079	330	0	36	None	None	2S	None	0	0	0
672	H2-5	CTH H	469	Arrow Board	55	1,639	330	4	36	Present	None	1	None	0	0	0
673	H3-1	CTH H	1,202	Arrow Board	55	759	240	6	24	None	None	1	None	0	0	0
674	H3-2	CTH H	790	Arrow Board	55	518	240	4	24	Present	None	1	None	0	0	0
675	H3-3	CTH H	379	None	55	844	240	4	24	None	None	1	None	1	0	1
676	H3-4	CTH H	348	None	55	986	240	4	24	None	None	1	None	0	0	0
677	H3-5	CTH H	425	Arrow Board	55	792	240	4	24	None	None	1	None	0	0	0
678	H3-6	CTH H	391	Arrow Board	55	842	240	0	24	None	None	2S	None	0	0	0
679	H4-1	CTH H	277	Arrow Board	55	390	370	4	24	None	None	1	None	0	0	0
680	H4-2	CTH H	407	Arrow Board	55	750	370	4	24	None	None	1	None	0	0	0
681	H4-3	CTH H	479	None	55	1,200	370	0	24	None	None	3	None	0	0	0
682	H4-4	CTH H	753	None	55	1,075	370	6	24	None	None	1	None	1	0	1

SAFETY ACTION PLAN

Eau Claire County
Rural Intersection Data List

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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	AA1	CTH AA (Mayer Rd) and Prill Rd	Traditional	All-Way Stop	1,898	338,201	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
2	AF4	CTH AF (W Randall Rd) and Valley Rd	Traditional	Thru-Stop/Yield	259	31,840	15	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
3	AF5	CTH AF (W Randall Rd) and Green Meadow Rd	Traditional	Thru-Stop/Yield	259	31,840	15	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
4	AF6	Green Meadow Rd and CTH AF	Traditional	All-Way Yield	279	31,840	5	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
5	AF7	CTH AF and Hiawatha Rd	Traditional	Thru-Stop/Yield	259	31,840	40	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
6	AF8	CTH AF and Sunrise Dr	Traditional	All-Way Yield	359	32,220	0	Present	None	<5 Miles	X	T	T	0	0	0	0	0	$0
7	AF9	CTH AF and Sunrise Dr	Traditional	All-Way Yield	378	35,721	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
8	AF10	CTH AF and Morning Crest Dr	Traditional	Thru-Stop/Yield	259	31,840	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
9	AF11	USH 12 and CTH AF	Traditional	Thru-Stop/Yield	3,510	536,000	35	None	Present	>5 Miles	X	TR	TR	0	0	0	0	0	$0
10	AF12	CTH V and CTH AF	Traditional	Thru-Stop/Yield	1,029	96,663	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
11	AF13	CTH AF and Buse Rd	Traditional	Thru-Stop/Yield	229	25,870	30	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
12	AF14	CTH AF and CTH HHH	Traditional	Thru-Stop/Yield	229	25,870	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
13	AF15	USH 12 and CTH AF	Traditional	Thru-Stop/Yield	4,554	465,025	55	None	Present	<5 Miles	X	TR	TR	0	0	0	0	5	$90,000
14	AF16	CTH AF and Nehring Rd	Traditional	Thru-Stop/Yield	154	10,346	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
15	AF17	CTH AF and Bluejay Rd	Traditional	Thru-Stop/Yield	154	10,346	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
16	AF18	CTH O and CTH AF	Traditional	Thru-Stop/Yield	249	19,900	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
17	AF19	CTH AF and Strawberry Dr	Traditional	Thru-Stop/Yield	229	25,870	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
18	AF20	CTH AF and Lincoln Dr	Traditional	Thru-Stop/Yield	229	25,870	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
19	B1	CTH B and CTH II (W Deerfield Rd)	Traditional	Thru-Stop/Yield	869	81,180	0	None	None	<5 Miles	X	T	T	0	0	0	1	0	$180,000
20	B2	CTH B and Mitchell Rd	Traditional	Thru-Stop/Yield	1,454	424,725	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
21	B3	CTH B and Bartusch Rd	Traditional	Thru-Stop/Yield	1,403	129,146	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
22	B4	CTH B and Comings Rd	Traditional	Thru-Stop/Yield	1,354	129,146	0	None	None	<5 Miles	X	T	T	0	0	1	1	0	$560,000
23	B5	STH 85 and CTH B	Traditional	Thru-Stop/Yield	9,300	11,245,000	0	None	None	<5 Miles	X	TR	LT	0	0	0	0	5	$90,000
24	B6	CTH B and CTH Z	Traditional	Thru-Stop/Yield	1,009	278,685	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
25	B7	CTH B and CTH HH	Traditional	Thru-Stop/Yield	894	83,606	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
26	B8	CTH B and Langdell Rd	Traditional	Thru-Stop/Yield	894	83,606	20	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
27	B9	CTH B and Maple Rd	Traditional	Thru-Stop/Yield	894	83,606	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
28	B10	CTH B and CTH HH (Hemlock Dr)	Traditional	Thru-Stop/Yield	1,209	307,820	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
29	B11	CTH B and Cedar Rd	Traditional	Thru-Stop/Yield	894	83,606	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
30	B12	CTH B and CTH ZZ	Traditional	All-Way Stop	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
31	B13	CTH B and Oak Rd	Traditional	Thru-Stop/Yield	248	19,701	55	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
32	B14	CTH B and Marsh Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
33	B15	CTH B and Pine Ridge Rd	RIRO	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
34	B16	CTH B/CTH W and CTH B	Traditional	Thru-Stop/Yield	248	19,701	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
35	B17	CTH B and Hilly View Rd	Traditional	Thru-Stop/Yield	248	19,701	55	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
36	B18	CTH B and Oak Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
37	B19	CTH B and Old Town Rd	Traditional	Thru-Stop/Yield	298	19,701	20	None	None	<5 Miles	X	T	T	0	0	1	0	0	$380,000
38	B20	CTH B and Pine Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	1	0	0	$380,000
39	B21	CTH B/ CTH W and CTH BB	Traditional	Thru-Stop/Yield	248	19,701	5	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
40	B22	CTH B and Hoyts Creek Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
41	B23	STH 37 and CTH B	Traditional	Thru-Stop/Yield	3,849	376,200	0	None	None	>5 Miles	X	TR	T	0	0	0	0	4	$72,000
42	BB1	CTH BB and Willow Ln	Traditional	Thru-Stop/Yield	248	19,701	20	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
43	C1	CTH C (Curvue Rd) and Pavelski Rd	Traditional	Thru-Stop/Yield	1,345	237,500	5	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
44	C2	CTH C (Curvue Rd) and Miller Rd	Traditional	Thru-Stop/Yield	1,349	123,750	15	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
45	C3	CTH C (Curvue Rd) and Pleasant Hill Dr	Traditional	Thru-Stop/Yield	1,299	123,750	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
46	C4	CTH C (Curvue Rd) and Valley Rd N	Traditional	Thru-Stop/Yield	1,299	123,750	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
47	C5	CTH C (Curvue Rd) and CTH EE (S Town Hall Rd)	Traditional	Thru-Stop/Yield	2,234	1,230,625	0	None	None	<5 Miles	X	T	T	0	0	2	0	0	$760,000
48	C6	CTH C (Curvue Rd) and CTH TT (Kane Rd)	Traditional	Thru-Stop/Yield	1,659	511,875	10	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
49	CC1	CTH TT (Kane Rd) and CTH CC (W Folsom St)	Traditional	Thru-Stop/Yield	3,504	3,006,750	0	None	None	<5 Miles	X	T	T	0	0	1	1	5	$650,000
50	CF1	USH 12 (CTH M) and CTH CF	Traditional	Thru-Stop/Yield	1,735	280,500	35	None	None	>5 Miles	X	TT	T	0	0	0	1	0	$180,000
51	CF2	CTH CF and Kelly Rd	Traditional	Thru-Stop/Yield	273	17,276	25	None	None	<5 Miles	X	T	T	0	0	1	1	0	$560,000
52	CF3	CTH CF and Karow Rd	Traditional	Thru-Stop/Yield	224	17,276	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
53	CF4	CTH CF and Horse Creek Rd	Traditional	Thru-Stop/Yield	224	17,276	10	None	None	>5 Miles	X	T	T	0	0	0	0	1	$18,000
54	CF5	CTH CF (Goat Ranch Rd) and Black Creek Rd	Traditional	Uncontrolled	274	34,726	40	None	None	>5 Miles	X	T	T	0	0	1	0	0	$380,000
55	D5	CTH D (Kennedy Ave) and Green Meadow Rd	Traditional	Thru-Stop/Yield	1,154	109,346	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
56	D6	CTH D (Kennedy Ave) and Stetler Ct	Traditional	Thru-Stop/Yield	1,154	109,346	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
57	D7	CTH D (Kennedy Ave) and Stetler Rd	Traditional	Thru-Stop/Yield	1,154	109,346	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
58	D8	CTH D and S 140th Ave	Traditional	Thru-Stop/Yield	744	68,805	15	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
59	D9	CTH D and S 150th Ave	Traditional	Thru-Stop/Yield	895	278,000	0	None	None	>5 Miles	X	T	T	0	0	0	0	3	$54,000
60	D10	CTH D and CTH YYY	Traditional	Thru-Stop/Yield	994	178,006	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
61	D11	CTH D and Canary Dr	Traditional	Thru-Stop/Yield	944	88,556	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
62	D12	CTH D and Oriole Dr	Traditional	Thru-Stop/Yield	944	88,556	50	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
63	D13	CTH D and Williams Rd	Traditional	Thru-Stop/Yield	944	88,556	20	None	None	>5 Miles	X	T	T	0	0	0	0	1	$18,000
64	D14	CTH D and W Robin Rd	Traditional	Thru-Stop/Yield	944	88,556	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
65	D15	CTH D and Starling Rd	Traditional	Thru-Stop/Yield	944	88,556	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
66	D16	CTH D and E Elm Rd	Traditional	Thru-Stop/Yield	944	88,556	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
67	D17	CTH D and CTH HH	Traditional	Thru-Stop/Yield	1,340	373,275	0	None	None	<5 Miles	X	T	T	0	2	0	1	2	$3,616,000
68	D18	CTH MM/ CTH D and CTH D	Traditional	Thru-Stop/Yield	534	56,355	0	None	None	>5 Miles	X	T	T	0	0	0	2	0	$360,000
69	D19	CTH D and Hay Creek Rd	Traditional	Thru-Stop/Yield	289	18,810	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
70	D21	STH 27 and CTH D	Traditional	Thru-Stop/Yield	1,969	458,150	70	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
71	D22	CTH D and Weggen Rd	Traditional	All-Way Stop	543	44,006	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
72	D23	CTH D and Sugarbush Rd	Traditional	Thru-Stop/Yield	543	44,006	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
73	D24	CTH D and CTH X	Traditional	Thru-Stop/Yield	643	88,456	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
74	D25	CTH D and Croasdale Rd	Traditional	Thru-Stop/Yield	494	44,006	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
75	D26	CTH D and Gravel Pit Rd	Traditional	Thru-Stop/Yield	494	44,006	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
76	D27	CTH D and Gilbertson Rd	Traditional	Thru-Stop/Yield	494	44,006	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
77	D28	CTH D and Kaufman Rd	Traditional	Thru-Stop/Yield	489	38,610	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
78	D29	CTH XX and CTH D	Traditional	Thru-Stop/Yield	695	163,500	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
79	D30	CTH D and Ludington Dr	Traditional	Thru-Stop/Yield	354	30,146	20	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
80	D31	CTH D and Woodland Valley Rd	Traditional	Thru-Stop/Yield	403	30,146	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
81	D32	CTH D and Townshop Rd	Traditional	Thru-Stop/Yield	354	30,146	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
82	D33	CTH D and Mini Rd	Traditional	Thru-Stop/Yield	354	30,146	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
83	D34	STH 27 and CTH D	Traditional	Thru-Stop/Yield	1,850	510,000	80	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
84	D35	CTH D and Swamp Rd	Traditional	Thru-Stop/Yield	454	40,046	0	None	None	<5 Miles	X	T	T	0	0	0	1	2	$216,000
85	D36	CTH D and S 150th Ave	Traditional	Thru-Stop/Yield	454	40,046	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
86	D37	CTH D and Scenic Dr	Traditional	Thru-Stop/Yield	594	53,955	5	None	None	>5 Miles	X	T	T	0	0	0	0	1	$18,000

SAFETY ACTION PLAN

Eau Claire 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
87	D38	CTH D and CTH V	Traditional	Thru-Stop/Yield	994	93,555	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
88	D39	CTH D and Eagle Rd	Traditional	Thru-Stop/Yield	1,250	500,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
89	D40	CTH D and Crowe Ave	Traditional	Thru-Stop/Yield	994	93,555	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
90	D41	CTH D and Marshall Ave	Traditional	Thru-Stop/Yield	994	93,555	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
91	D42	CTH D and Maple Ave	Traditional	Thru-Stop/Yield	994	93,555	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
92	D43	CTH D and Railroad Ave	Traditional	Thru-Stop/Yield	994	93,555	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
93	D44	CTH D and Bank Ave	Traditional	Thru-Stop/Yield	994	93,555	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
94	D45	CTH D and W Mallard Rd	Traditional	Thru-Stop/Yield	1,049	99,000	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
95	D46	CTH D (Beaver Creek Rd) and Chickadee Rd	Traditional	Thru-Stop/Yield	1,250	500,000	0	None	None	<5 Miles	X	T	T	0	0	1	0	0	$380,000
96	D47	CTH D (Beaver Creek Rd) and Mueller Rd	Traditional	Thru-Stop/Yield	1,049	99,000	65	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
97	D48	CTH D (Beaver Creek Rd) and Green Acres Ct	Traditional	Thru-Stop/Yield	1,049	99,000	10	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
98	D49	CTH D (Beaver Creek Rd) and Beaver Creek Rd	Traditional	Thru-Stop/Yield	1,049	99,000	65	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
99	D50	USH 53 and CTH D (Beaver Creek Rd)	Traditional	Thru-Stop/Yield	2,300	1,800,000	25	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
100	D51	USH 53 and CTH D (E Beaver Creek Rd)	Traditional	All-Way Yield	2,685	688,500	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
101	D52	CTH D (E Beaver Creek Rd) and Newton Rd	Traditional	Thru-Stop/Yield	324	27,176	5	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
102	D53	CTH D (E Beaver Creek Rd) and Lincoln Town Line Rd	Traditional	Thru-Stop/Yield	324	27,176	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
103	D54	CTH D (E Beaver Creek Rd) and N Shaleridge Rd	Traditional	Thru-Stop/Yield	324	27,176	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
104	D55	CTH D (E Beaver Creek Rd) and S Shaleridge Rd	Traditional	Thru-Stop/Yield	324	27,176	20	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
105	D56	CTH K and CTH D (E Beaver Creek Rd)	Traditional	Thru-Stop/Yield	575	118,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
106	DD1	CTH DD/CTH G and CTH G	Traditional	Thru-Stop/Yield	340	21,350	5	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
107	E1	CTH E (W Cameron St) and Gregerson Dr	Traditional	Thru-Stop/Yield	2,354	228,146	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
108	E2	CTH E (W Cameron St) and Elk Creek Rd	Traditional	Thru-Stop/Yield	2,354	228,146	0	None	None	<5 Miles	X	T	T	0	0	0	0	3	$54,000
109	E3	CTH E (W Cameron St) and Miller Rd	Traditional	Thru-Stop/Yield	2,354	228,146	5	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
110	E4	CTH E (W Cameron St) and Valley Rd N	Traditional	Thru-Stop/Yield	2,403	228,146	0	None	None	<5 Miles	X	T	T	0	0	1	0	1	$398,000
111	E5	CTH E (W Cameron St) and CTH EE (N Town Hall Rd)	Traditional	Thru-Stop/Yield	4,040	3,547,500	0	None	None	<5 Miles	X	T	T	0	0	3	2	4	$1,572,000
112	E6	CTH E (W Cameron St) and Orion Way	Traditional	Thru-Stop/Yield	3,599	351,450	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
113	E7	CTH E (W Cameron St) and W Northstar Ln	Traditional	Thru-Stop/Yield	3,599	351,450	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
114	E8	CTH E (W Cameron St) and Keegan St	Traditional	Thru-Stop/Yield	3,599	351,450	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
115	E9	CTH E (W Cameron St) and CTH TT (Kane Rd)	Traditional	Thru-Stop/Yield	4,610	3,763,000	0	None	None	<5 Miles	X	T	T	0	0	2	1	6	$1,048,000
116	EE1	CTH EE (Partridge Rd) and Elk Creek Rd	Traditional	Thru-Stop/Yield	1,499	138,600	0	None	None	<5 Miles	X	T	T	0	0	0	0	6	$108,000
117	EE2	CTH EE (Partridge Rd) and Chayne Dr	Traditional	Thru-Stop/Yield	1,449	138,600	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
118	EE3	CTH EE (Partridge Rd) and Morningcrest Rd	Traditional	Thru-Stop/Yield	1,449	138,600	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
119	EE4	CTH EE (Partridge Rd) and SB IH 94 Ramps	Traditional	Thru-Stop/Yield	9,450	30,870,000	0	None	None	>5 Miles	X	T	T	0	0	0	0	3	$54,000
120	EE6	CTH EE (N Town Hall Rd) and W Folsom St	Traditional	Thru-Stop/Yield	1,703	158,846	0	None	None	<5 Miles	X	T	T	0	0	1	0	0	$380,000
121	EE7	CTH EE (N Town Hall Rd) and MI Mdws Dr	Traditional	Thru-Stop/Yield	1,703	158,846	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
122	EE15	CTH EE (Crescent Ave) and CTH EE (S Town Hall Rd)	Traditional	Thru-Stop/Yield	1,059	280,540	0	None	None	<5 Miles	X	T	T	0	0	0	1	2	$216,000
123	EE16	CTH EE (Crescent Ave) and Eagle Ln	Traditional	Thru-Stop/Yield	569	51,480	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
124	EE17	CTH EE (Crescent Ave) and Sportsman Dr	Traditional	Thru-Stop/Yield	619	51,480	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
125	EE18	CTH EE (Crescent Ave) and Sportsman Dr	Traditional	Thru-Stop/Yield	569	51,480	30	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
126	EE19	CTH EE (Crescent Ave) and Silvermine Dr	Traditional	Thru-Stop/Yield	569	51,480	10	None	None	<5 Miles	X	T	T	0	1	0	0	0	$1,700,000
127	F9	CTH II (W Deerfield Rd) and CTH F (W Lowes Creek Rd)	Traditional	All-Way Stop	1,820	825,075	30	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
128	F10	CTH F (W Lowes Creek Rd) and Cater Rd	Traditional	Thru-Stop/Yield	1,849	178,200	5	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
129	F11	CTH F (W Lowes Creek Rd) and Bonnie Vale Ct	Traditional	Thru-Stop/Yield	1,849	178,200	5	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
130	F12	CTH F (W Lowes Creek Rd) and Priory Rd	Traditional	Thru-Stop/Yield	1,849	178,200	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
131	F17	CTH F and CTH WW	Traditional	Thru-Stop/Yield	248	19,701	35	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
132	F18	CTH F and Moe Rd/ Ridge Valley Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
133	F19	CTH F and Nesja Rd	Traditional	Thru-Stop/Yield	248	19,701	50	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
134	F20	CTH F and CTH FF	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
135	F21	CTH HH and CTH F	Traditional	Thru-Stop/Yield	985	414,800	5	None	None	>5 Miles	X	T	T	0	0	0	1	5	$270,000
136	F22	CTH F and Hemlock Rd	Traditional	Thru-Stop/Yield	659	60,390	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
137	F23	CTH F and Cedar Rd	Traditional	Thru-Stop/Yield	709	60,390	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
138	F24	CTH F and Maple Rd	Traditional	Thru-Stop/Yield	954	84,645	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
139	F25	CTH F and Cherry Ln	Traditional	Thru-Stop/Yield	904	84,645	15	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
140	F26	CTH F and Giese Rd	Traditional	Thru-Stop/Yield	904	84,645	25	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
141	F27	CTH F and W Lowes Creek Rd	Traditional	Thru-Stop/Yield	248	19,701	50	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
142	F28	CTH F and Birch Rd	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
143	F29	CTH HH and CTH F	Traditional	Thru-Stop/Yield	1,164	105,435	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
144	F30	USH 93 and CTH F	Traditional	Thru-Stop/Yield	5,254	515,246	20	None	None	>5 Miles	X	T	T	0	0	0	0	1	$18,000
145	FF1	CTH FF and CTH WW	Traditional	Thru-Stop/Yield	248	19,701	25	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
146	FF2	CTH FF and CTH FW	Traditional	Thru-Stop/Yield	248	19,701	10	None	None	>5 Miles	X	T	T	0	0	0	0	1	$18,000
147	FF3	CTH FF and Sands Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
148	FF4	CTH FF and Popple Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
149	FF5	CTH FF and Pine Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
150	FF6	CTH FF and Oak Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
151	FF7	CTH FF and Strumness Rd	Traditional	Thru-Stop/Yield	248	19,701	15	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
152	FF8	CTH FF and Johnson Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
153	FF9	CTH FF and Olson Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
154	FF10	CTH FF and CTH WW	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
155	FW1	CTH WW and CTH FW	Traditional	Thru-Stop/Yield	204	15,296	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
156	G1	CTH MM and CTH G	Traditional	Thru-Stop/Yield	354	30,195	0	None	None	>5 Miles	X	T	T	0	0	0	0	1	$18,000
157	G2	CTH G and River Rd	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
158	G3	CTH G and County Line Rd/ 20th Ave	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
159	G4	CTH G and Tower Rd	Traditional	Thru-Stop/Yield	354	30,195	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
160	G5	CTH G and Jack Pine Rd	Traditional	Thru-Stop/Yield	395	38,250	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
161	G6	CTH G and Kelly Rd	Traditional	Thru-Stop/Yield	219	16,830	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
162	G7	CTH G and Gravel Pit Rd	Traditional	Thru-Stop/Yield	219	16,830	15	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
163	G8	CTH G and Whippoorwill Private Dr	Traditional	Thru-Stop/Yield	219	16,830	15	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
164	G9	CTH G and Trail Rd	Traditional	Thru-Stop/Yield	219	16,830	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
165	G11	CTH G and Chaney Rd	Traditional	Thru-Stop/Yield	219	16,830	20	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
166	G12	CTH G and Tower Rd	Traditional	Thru-Stop/Yield	119	6,930	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
167	G13	CTH G and Stoney Lonesome Rd	Traditional	Thru-Stop/Yield	119	6,930	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
168	G14	CTH G and Stoney Lonesome Rd	Traditional	Thru-Stop/Yield	119	6,930	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
169	G15	CTH G and Raycher Rd	Traditional	Thru-Stop/Yield	119	6,930	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
170	G20	CTH G and Sutton Rd	Traditional	Thru-Stop/Yield	554	49,995	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
171	G21	CTH G and Karow Rd	Traditional	Thru-Stop/Yield	554	49,995	0	None	None	<5 Miles	X	T	T	0	0	1	0	0	$380,000

SAFETY ACTION PLAN

Eau Claire 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
172	G22	CTH G and Henning Rd	Traditional	Thru-Stop/Yield	554	49,995	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
173	G23	CTH G and Solie Rd	Traditional	Thru-Stop/Yield	324	27,176	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
174	G24	CTH G and Faske Rd	Traditional	Thru-Stop/Yield	324	27,176	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
175	G25	CTH G and Townline Rd/ Kelly Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
176	G26	CTH G and Dolotta Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
177	G27	CTH G and Haskins Rd/ Yule Rd	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	1	0	0	0	$1,700,000
178	G28	CTH G and Pettis Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
179	G29	CTH G and Hilts Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	1	0	3	$434,000
180	G30	CTH G and Livermore Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
181	G31	CTH G and Francel Rd	Traditional	Uncontrolled	248	19,701	30	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
182	G32	CTH G and Sieg Rd/ Gregor Rd	Traditional	Thru-Stop/Yield	298	19,701	20	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
183	G33	CTH G and Gerike Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
184	G34	CTH G and Sandy Hill Dr	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
185	G35	CTH G and Aiport Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
186	GG1	USH 27 and CTH GG	Traditional	Thru-Stop/Yield	2,534	433,575	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
187	GG2	CTH GG and Gael Pkwy	Traditional	Thru-Stop/Yield	324	27,176	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
188	H1	CTH H and CTH MM	Traditional	Thru-Stop/Yield	554	76,860	0	None	None	>5 Miles	X	T	T	0	0	0	0	3	$54,000
189	H2	CTH H and River Rd	Traditional	Thru-Stop/Yield	379	27,720	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
190	H3	CTH H and Curtis Rd	Traditional	Thru-Stop/Yield	424	37,076	5	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
191	H5	CTH H and CTH M (Deer Ln)	Traditional	Thru-Stop/Yield	524	66,495	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
192	H6	CTH H and Forest Rd No 5	Traditional	Thru-Stop/Yield	359	30,690	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
193	H7	CTH H and Goat Ranch Rd	Traditional	Thru-Stop/Yield	325	40,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
194	H8	CTH H and Rock Dam Rd	Traditional	Thru-Stop/Yield	265	12,000	0	None	None	>5 Miles	X	T	T	0	0	1	0	0	$380,000
195	H9	CTH H and Horse Creek Rd	Traditional	Thru-Stop/Yield	289	23,760	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
196	H10	CTH H and E Channey Forest Rd	Traditional	Thru-Stop/Yield	289	23,760	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
197	H11	CTH H and Forest Rd Number 3	Traditional	Thru-Stop/Yield	339	23,760	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
198	H12	CTH H and Forest Rd	Traditional	Thru-Stop/Yield	329	27,720	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
199	H13	CTH H and Simes Creek Flowage Tr	Traditional	Thru-Stop/Yield	329	27,720	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
200	H14	CTH H and Henneman Rd	Traditional	Thru-Stop/Yield	329	27,720	0	None	None	<5 Miles	X	T	T	1	0	0	0	1	$15,918,000
201	H18	CTH H and Pond Rd	Traditional	Thru-Stop/Yield	609	55,440	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
202	H19	CTH H and Oak Dr	Traditional	Thru-Stop/Yield	609	55,440	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
203	H20	CTH H and Brook Ln/ Pit Rd	Traditional	Thru-Stop/Yield	609	55,440	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
204	H21	CTH H and Camp Rd	Traditional	Thru-Stop/Yield	609	55,440	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
205	H22	CTH H and Gravel Pit Ln	Traditional	Thru-Stop/Yield	359	30,690	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
206	H23	CTH H and Black Creek Rd	Traditional	Thru-Stop/Yield	359	30,690	10	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
207	H24	CTH H and Forest Rd 5	Traditional	Thru-Stop/Yield	359	30,690	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
208	HH1	CTH VV and CTH HH	Traditional	Thru-Stop/Yield	364	31,136	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
209	HH2	CTH HH and Senske Rd	Traditional	Thru-Stop/Yield	364	31,136	35	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
210	HH3	CTH HH and Russell Rd	Traditional	Thru-Stop/Yield	364	31,136	45	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
211	HH4	CTH O and CTH HH	Traditional	Thru-Stop/Yield	354	61,690	0	None	None	>5 Miles	X	T	T	1	0	0	0	0	$15,900,000
212	HH5	CTH K and CTH HH	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
213	HH6	CTH HH and Young Rd	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
214	HH7	CTH HH and Ristau Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
215	HH8	CTH HH and Barka Rd/ Schultz Rd	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
216	HH9	CTH HH and CTH U	Traditional	Thru-Stop/Yield	494	78,605	20	None	None	>5 Miles	X	T	T	0	0	0	0	1	$18,000
217	HH10	CTH HH and S Martin Dr/ N Martin Dr	Traditional	Thru-Stop/Yield	494	39,105	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
218	HH11	CTH HH and S Raven Dr/ N Raven Dr	Traditional	Thru-Stop/Yield	494	39,105	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
219	HH12	CTH HH and Finch Dr	Traditional	Thru-Stop/Yield	659	60,390	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
220	HH13	USH 53 and CTH HH	Traditional	Thru-Stop/Yield	1,760	701,500	0	None	None	<5 Miles	X	TR	T	0	0	0	0	2	$36,000
221	HH14	CTH HH and I-94 S Ramps	Traditional	Thru-Stop/Yield	830	224,400	35	None	None	<5 Miles	X	TR	T	0	0	0	0	2	$36,000
222	HH16	USH I and CTH HH	Traditional	Thru-Stop/Yield	374	69,650	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
223	HH17	CTH HH and Hillview Rd	Traditional	Thru-Stop/Yield	444	39,105	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
224	HH18	CTH HH and CTH KK	Traditional	Thru-Stop/Yield	605	153,000	5	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
225	HH19	CTH HH and Thrush Dr	Traditional	Thru-Stop/Yield	474	42,075	5	None	None	<5 Miles	X	T	T	0	1	0	0	0	$1,700,000
226	HH20	CTH HH and Wren Dr	Traditional	Thru-Stop/Yield	474	42,075	5	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
227	HH21	CTH K and CTH HH	Traditional	Thru-Stop/Yield	354	61,690	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
228	HH22	USH 37 and CTH HH	Traditional	Thru-Stop/Yield	3,999	776,100	0	None	None	<5 Miles	X	T	T	0	0	1	1	1	$578,000
229	HH23	CTH HH and Luer Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
230	HH24	CTH HH and CTH W	Traditional	Thru-Stop/Yield	729	67,320	55	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
231	HH25	CTH HH and Lowes Creek Rd	Traditional	Thru-Stop/Yield	1,489	452,093	5	None	None	>5 Miles	X	T	T	0	0	0	0	1	$18,000
232	HH26	CTH HH and Minnesota Dr	Traditional	Thru-Stop/Yield	1,114	105,435	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
233	HH27	USH 93 and CTH HH	Traditional	Thru-Stop/Yield	8,750	7,065,000	0	None	None	>5 Miles	X	TR	TR	0	0	1	3	5	$1,010,000
234	HH29	CTH HH and I-94 N Ramps	Traditional	Thru-Stop/Yield	820	211,200	35	None	None	<5 Miles	X	T	TR	0	0	0	1	1	$198,000
235	HH30	CTH HH and CTH I	Traditional	All-Way Stop	999	89,100	0	None	None	>5 Miles	X	T	T	0	0	0	0	2	$36,000
236	HHI1	CTH I and Spruce Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
237	HHI2	CTH HH and Evergreen Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
238	I1	CTH I and CTH J (W Randall Rd)	Traditional	Thru-Stop/Yield	474	42,026	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
239	I3	USH 12 and CTH I/ Deer Rd W	Traditional	Thru-Stop/Yield	5,909	1,466,175	75	None	None	>5 Miles	X	T	T	0	0	1	0	1	$398,000
240	I4	CTH I and CTH IJ (Markgraff Rd)	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
241	I5	CTH I and Gust Rd	Traditional	Thru-Stop/Yield	248	19,701	35	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
242	I6	CTH J and CTH I	Traditional	Thru-Stop/Yield	474	42,026	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
243	I7	USH 53 and Otter Creek Rd	Traditional	Thru-Stop/Yield	3,199	311,850	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
244	I8	CTH I (Otter Creek Rd) and Hobbs Rd	Traditional	Thru-Stop/Yield	148	9,801	30	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
245	I9	CTH I (Otter Creek Rd) and Frase Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
246	I10	Markgraff Rd and CTH I (Otter Creek Rd)	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
247	I11	CTH I (Hillview Rd) and CTH II (Deerfield Rd)	Traditional	Thru-Stop/Yield	1,109	435,795	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
248	I12	CTH I (Hillview Rd) and Buena Vista Rd	Traditional	Thru-Stop/Yield	904	84,596	45	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
249	I13	USH 53 and CTH I (Hillview Rd)	Traditional	Thru-Stop/Yield	3,575	2,677,500	45	None	None	>5 Miles	X	T	T	0	0	0	0	1	$18,000
250	I14	CTH I and Butternut Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
251	I15	CTH I and Ridge Rd/ Queens Dr	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
252	I16	CTH I and E Sycamore St	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
253	I17	CTH I and Basswood Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
254	I18	CTH I and Hickory Rd	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
255	I19	CTH I and Walnut Rd	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
256	I20	CTH I (Hillview Rd) and Walnut Rd	Traditional	All-Way Stop	953	84,596	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000

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257	I21	CTH I (Hillview Rd) and Kestrel Rd	Traditional	Thru-Stop/Yield	904	84,596	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
258	I22	CTH I and CTH I	Traditional	Thru-Stop/Yield	248	19,701	55	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
259	I23	CTH I and Traaseth Rd	Traditional	Thru-Stop/Yield	298	19,701	30	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
260	I24	CTH I and Myren Rd	Traditional	Thru-Stop/Yield	248	19,701	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
261	I25	CTH I and Elm Rd	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
262	I26	CTH I and Barneson Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
263	II1	CTH II (Deerfield Rd) and Cater Rd	Traditional	Thru-Stop/Yield	1,014	95,535	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
264	II2	CTH II (Deerfield Rd) and Balsam Rd	Traditional	Thru-Stop/Yield	1,014	95,535	35	None	None	<5 Miles	X	T	T	0	0	1	0	0	$380,000
265	II3	CTH II (Deerfield Rd) and Mischler Rd	Traditional	Thru-Stop/Yield	1,014	95,535	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
266	II4	CTH II (Deerfield Rd) and White Tail Dr	Traditional	Thru-Stop/Yield	1,199	113,850	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
267	II5	CTH II (Deerfield Rd) and Andrew Dr	Traditional	Thru-Stop/Yield	1,199	113,850	25	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
268	II6	CTH II (Deerfield Rd) and Inwood Dr/ White Tail Dr	Traditional	Thru-Stop/Yield	1,249	113,850	20	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
269	II7	CTH II (Deerfield Rd) and S Lowes Creek Rd	Traditional	Thru-Stop/Yield	2,500	1,552,500	0	None	None	<5 Miles	X	T	T	0	0	0	2	1	$378,000
270	II8	CTH II (Deerfield Rd) and Lars Rd	Traditional	Thru-Stop/Yield	1,254	119,246	10	None	None	<5 Miles	X	T	T	0	0	0	1	0	$180,000
271	II12	CTH II (Deerfield Rd) and Elm Rd	Traditional	Thru-Stop/Yield	933	82,616	10	None	None	<5 Miles	X	T	T	0	0	0	1	0	$180,000
272	II15	CTH II (Deerfield Rd) and Talmadge Rd	Traditional	Thru-Stop/Yield	954	84,645	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
273	II16	CTH II (Deerfield Rd) and Peuse Rd	Traditional	Thru-Stop/Yield	904	84,645	0	None	None	>5 Miles	X	T	T	0	0	0	0	1	$18,000
274	II17	CTH II (Deerfield Rd) and Graff Rd	Traditional	Thru-Stop/Yield	904	84,645	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
275	IJ1	CTH IJ (Marhgraff Rd) and CTH J (Bernhardt Rd)	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	1	0	0	0	1	$15,918,000
276	IJ2	CTH IJ (Marhgraff Rd) and Frase Rd	Traditional	Thru-Stop/Yield	248	19,701	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
277	IJ3	CTH IJ (Marhgraff Rd) and Steinke Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
278	J3	CTH J and CTH JJ	Traditional	Thru-Stop/Yield	474	42,026	25	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
279	J4	CTH J and Echo Valley Rd	Traditional	Thru-Stop/Yield	474	42,026	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
280	J5	CTH J (Mathwig Rd) and Zimmerman Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
281	J6	CTH J (Mathwig Rd) and Lincoln Town Line Rd	Traditional	Thru-Stop/Yield	248	19,701	5	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
282	J7	CTH J and N Shaleridge Rd	Traditional	Thru-Stop/Yield	248	19,701	5	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
283	J8	USH 53 and CTH J (Bernhardt Rd)	Traditional	Thru-Stop/Yield	2,599	252,450	45	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
284	J9	CTH J (Bernhardt Rd) and Carriage Ln	Traditional	Thru-Stop/Yield	248	19,701	30	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
285	JJ1	CTH JJ and Creekview Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
286	JJ2	CTH K and CTH JJ (Hillview Dr)	Traditional	Thru-Stop/Yield	539	43,560	5	None	None	>5 Miles	X	T	T	0	0	0	0	1	$18,000
287	JJ3	CTH JJ and CTH V	Traditional	All-Way Stop	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
288	JJ4	CTH JJ and Highland Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
289	JJ5	CTH JJ and Rodell Rd N	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
290	JJ6	CTH JJ and Rodell Rd S	Traditional	Thru-Stop/Yield	248	19,701	30	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
291	JJ7	USH 12 and CTH JJ	Traditional	Thru-Stop/Yield	3,399	331,650	35	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
292	JJ8	Hillview Dr and CTH JJ	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
293	JJ9	CTH JJ and E Hillside Dr	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
294	JJ10	CTH JJ and Rainbow Rd	Traditional	Thru-Stop/Yield	298	19,701	40	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
295	JJ11	CTH JJ and Wildwood Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
296	K6	CTH K (N State St) and E Kopplin Rd	Traditional	Thru-Stop/Yield	1,299	123,750	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
297	K7	CTH K and Grass Lane Rd	Traditional	Thru-Stop/Yield	1,299	123,750	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
298	K8	CTH K and Birch Tree Ln	Traditional	Thru-Stop/Yield	1,349	123,750	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
299	K9	CTH K and CTH SS	Traditional	Thru-Stop/Yield	1,299	123,750	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
300	K10	CTH K and Bridgewater Dr	Traditional	Thru-Stop/Yield	489	43,560	20	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
301	K11	CTH K and Valley Rd	Traditional	Thru-Stop/Yield	739	68,310	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
302	K12	CTH K and Willoby Rd	Traditional	Thru-Stop/Yield	739	68,310	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
303	K13	CTH K and CTH K	Traditional	Thru-Stop/Yield	464	72,536	15	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
304	K14	CTH K and E Mallard Rd	Traditional	Thru-Stop/Yield	414	36,086	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
305	K15	CTH K and E Hillsdale Dr	Traditional	Thru-Stop/Yield	414	36,086	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
306	K16	CTH K and W Hillsdale Dr	Traditional	Thru-Stop/Yield	414	36,086	30	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
307	K17	CTH K and Marsh Rd	Traditional	Thru-Stop/Yield	414	36,086	45	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
308	K18	CTH K and Stubbe Rd/ Johnson Rd	Traditional	Thru-Stop/Yield	248	19,701	35	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
309	K19	CTH K and Johnson Rd	Traditional	Thru-Stop/Yield	248	19,701	40	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
310	K20	CTH K and Ryder Rd	Traditional	Thru-Stop/Yield	248	19,701	30	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
311	K21	CTH K and Lark Rd	Traditional	Thru-Stop/Yield	248	19,701	25	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
312	K22	CTH K and Hyslip Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
313	K23	CTH K (Young Rd) and CTH K	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
314	K24	CTH K and E Robin Rd	Traditional	Thru-Stop/Yield	248	19,701	5	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
315	K25	CTH K and Erdman Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
316	K26	CTH Q (Olson Dr) and CTH K (N 130th Ave)	Traditional	All-Way Stop	2,095	1,033,500	5	None	None	>5 Miles	X	T	T	0	0	0	1	2	$216,000
317	K27	CTH K and Oak Knoll Dr	Traditional	Thru-Stop/Yield	644	58,856	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
318	K28	CTH K and Saint Bridget Dr	Traditional	Thru-Stop/Yield	644	58,856	30	None	None	>5 Miles	X	T	T	0	1	0	0	1	$1,718,000
319	K29	CTH K and Saint Bridget Dr	Traditional	Thru-Stop/Yield	644	58,856	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
320	K30	CTH K and Big Falls Forest Rd	Traditional	Thru-Stop/Yield	1,299	123,750	45	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
321	K31	CTH K and Rossman Dr	Traditional	Thru-Stop/Yield	844	78,705	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
322	K32	CTH K and Sunrise Dr	Traditional	Thru-Stop/Yield	844	78,705	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
323	K33	CTH K and CTH V	Traditional	Thru-Stop/Yield	513	62,586	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
324	K34	CTH O and CTH K	Traditional	Thru-Stop/Yield	414	36,086	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
325	KK1	CTH KK and CTH V	Traditional	Thru-Stop/Yield	679	114,635	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
326	KK2	CTH KK and Tri-Mountain Rd	Traditional	Thru-Stop/Yield	414	36,086	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
327	L1	CTH QQ (N Shore Dr) and CTH L (S 82nd Ave)	Traditional	Thru-Stop/Yield	144	9,356	35	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
328	L2	CTH L (S 82nd Ave) and Connell Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
329	L3	CTH Q (Olson Dr) and CTH L (S 82nd Ave)	Traditional	Thru-Stop/Yield	2,099	202,950	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
330	M1	USH 12 and CTH M	Traditional	Thru-Stop/Yield	1,655	325,500	0	None	None	>5 Miles	X	T	T	0	0	0	0	2	$36,000
331	M2	CTH M and Kempton Rd	Traditional	Thru-Stop/Yield	264	21,236	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
332	M3	CTH M and N Center Rd	Traditional	Thru-Stop/Yield	313	21,236	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
333	M4	CTH M and Black Creek Rd	Traditional	Thru-Stop/Yield	264	21,236	10	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
334	M5	CTH M and Black Creek Rd	Traditional	Thru-Stop/Yield	313	21,236	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
335	M6	CTH M and CTH RR	Traditional	Thru-Stop/Yield	364	31,136	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
336	M8	USH 12 (E Lincoln St) and CTH M	Traditional	Thru-Stop/Yield	2,654	501,025	70	None	None	>5 Miles	X	T	TT	0	0	0	0	0	$0
337	M10	CTH M and Dolotta Rd	Traditional	Thru-Stop/Yield	364	31,136	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
338	M11	CTH M and Yoder Rd	Traditional	Thru-Stop/Yield	364	31,136	20	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
339	M12	CTH M and Horton Rd	Traditional	Thru-Stop/Yield	364	31,136	5	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
340	M13	CTH M and Livermore Rd/ Brunzil Rd	Traditional	Thru-Stop/Yield	413	31,136	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
341	M14	CTH M and Lange Rd	Traditional	Thru-Stop/Yield	364	31,136	20	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0

SAFETY ACTION PLAN

Eau Claire 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
342	M15	CTH M and Oak Ridge Rd	Traditional	Thru-Stop/Yield	364	31,136	40	None	None	<5 Miles	X	T	T	0	0	0	1	0	$180,000
343	MM1	CTH MM and Meyer Rd	Traditional	Thru-Stop/Yield	354	30,195	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
344	MM2	CTH MM and Hamilton Falls Rd	Traditional	Thru-Stop/Yield	373	27,176	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
345	MM3	CTH MM and Wells Rd	Traditional	Thru-Stop/Yield	324	27,176	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
346	MM4	CTH MM and Shilts Rd	Traditional	Thru-Stop/Yield	324	27,176	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
347	MM5	CTH MM and Dump Rd	Traditional	Thru-Stop/Yield	324	27,176	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
348	MM6	CTH MM and Hollow Rd	Traditional	Thru-Stop/Yield	324	27,176	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
349	N1	CTH NL and CTH N (Starck Rd)	Traditional	Thru-Stop/Yield	213	11,336	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
350	N2	CTH N and Jiglum Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
351	N3	CTH N and Deer Trail Rd	Traditional	Thru-Stop/Yield	744	68,805	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
352	N4	CTH NL and CTH N (Rockie Rd)	Traditional	Thru-Stop/Yield	399	39,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
353	N5	CTH N and Sandy Ln	Traditional	Thru-Stop/Yield	344	29,156	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
354	N6	USH 27 and CTH N	Traditional	Thru-Stop/Yield	2,094	530,100	0	None	None	<5 Miles	X	T	T	0	0	2	3	0	$1,300,000
355	N7	CTH N and CTH OO	Traditional	Thru-Stop/Yield	419	73,625	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
356	N8	CTH N and Rolleen Dr	Traditional	Thru-Stop/Yield	344	29,156	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
357	ND1	CTH OO and CTH ND	Traditional	Thru-Stop/Yield	354	50,646	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
358	ND2	CTH ND and ND Loop	Traditional	Thru-Stop/Yield	248	19,701	50	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
359	ND3	CTH ND and ND Loop	Traditional	Thru-Stop/Yield	248	19,701	25	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
360	ND4	CTH ND and ND Cir	Traditional	Thru-Stop/Yield	248	19,701	15	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
361	ND5	CTH ND and ND Cir	Traditional	Uncontrolled	248	19,701	15	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
362	ND6	USH 27 and CTH ND	Traditional	Thru-Stop/Yield	2,125	500,000	50	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
363	ND7	CTH ND and ND Ln/ McMahon Rd	Traditional	Thru-Stop/Yield	304	25,196	30	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
364	ND8	CTH ND and ND Ct	Traditional	Thru-Stop/Yield	304	25,196	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
365	NL1	CTH NL and Hill Dr	Traditional	Thru-Stop/Yield	249	19,800	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
366	NL2	CTH NL and Sandy Ln	Traditional	Thru-Stop/Yield	249	19,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
367	NL3	CTH NL and Town Shop Rd	Traditional	Thru-Stop/Yield	249	19,800	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
368	NL4	USH 27 and CTH NL	Traditional	Thru-Stop/Yield	1,850	330,000	35	None	None	>5 Miles	X	T	T	0	0	1	0	0	$380,000
369	NL7	CTH NL (Stoney Lonesome Rd) and CTH NL	Traditional	Thru-Stop/Yield	214	22,786	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
370	NL8	CTH NL and Stubbe Private Dr	Traditional	Thru-Stop/Yield	214	22,786	40	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
371	NN1	CTH NN and McCuen Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
372	NN2	CTH NN and Ryder Rd	Traditional	Thru-Stop/Yield	248	19,701	45	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
373	NN3	CTH NN and Sieg Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
374	NN4	CTH N (Schultz Rd) and CTH NN	Traditional	Thru-Stop/Yield	248	19,701	40	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
375	NN5	CTH R and CTH N (Schultz Rd)	Traditional	Thru-Stop/Yield	1,803	168,746	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
376	O1	CTH O and CTH V	Traditional	Thru-Stop/Yield	298	39,601	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
377	O2	CTH O and Rodell Rd S	Traditional	Thru-Stop/Yield	248	19,701	30	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
378	O3	CTH V/ CTH O and Smith Rd	Traditional	Thru-Stop/Yield	248	19,701	45	None	None	<5 Miles	X	T	T	0	0	0	1	0	$180,000
379	O4	CTH O and Nugget Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
380	O5	CTH O and CTH V	Traditional	Thru-Stop/Yield	298	39,601	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
381	P1	CTH Q (Olson Dr) and CTH P (N 60th Ave)	Traditional	Thru-Stop/Yield	3,499	341,550	0	None	None	>5 Miles	X	T	T	0	0	0	1	2	$216,000
382	P2	CTH P (N 60th Ave) and Burnell Dr	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
383	P3	CTH P (N 67th Ave) and 10th Ave/ Vance Dr	Traditional	All-Way Stop	348	29,651	0	None	None	<5 Miles	X	T	TR	0	0	0	0	0	$0
384	Q1	CTH Q (Olson Dr) and N 62nd Ave	Traditional	Thru-Stop/Yield	2,799	272,250	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
385	Q2	CTH Q (Olson Dr) and CTH QS (N 65th Ave)	Traditional	Thru-Stop/Yield	3,464	1,964,875	0	None	None	>5 Miles	X	T	T	0	1	0	0	3	$1,754,000
386	Q3	CTH Q (Olson Dr) and S 72nd Ave	Traditional	Thru-Stop/Yield	2,799	272,250	0	None	None	<5 Miles	X	T	T	0	0	1	0	1	$398,000
387	Q4	CTH Q (Olson Dr) and N 75th Ave	Traditional	Thru-Stop/Yield	2,799	272,250	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
388	Q5	CTH Q (Olson Dr) and N 90th Ave	Traditional	Thru-Stop/Yield	1,749	168,300	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
389	Q6	CTH Q (Olson Dr) and N Shore Dr	Traditional	Thru-Stop/Yield	1,749	168,300	35	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
390	Q7	CTH Q (Olson Dr) and Buck Rub Rd	Traditional	Thru-Stop/Yield	1,749	168,300	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
391	Q8	CTH Q (Olson Dr) and CTH UN (N 110th Ave)	Traditional	Thru-Stop/Yield	2,024	551,650	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
392	Q19	CTH Q (Olson Dr) and N 120th Ave	Traditional	Thru-Stop/Yield	1,749	168,300	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
393	Q20	CTH Q (Olson Dr) and S 140th Ave	Traditional	Thru-Stop/Yield	1,399	128,700	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
394	Q21	CTH Q (Olson Dr) and N 150th Ave	Traditional	Thru-Stop/Yield	1,103	99,446	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
395	Q22	CTH XX and CTH Q (Olson Dr)	Traditional	Thru-Stop/Yield	1,194	694,500	0	None	None	>5 Miles	X	T	T	0	0	0	0	2	$36,000
396	QQ22	CTH QQ (N Shore Dr) and Bullhead Pond Dr	Traditional	Thru-Stop/Yield	1,149	99,405	30	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
397	QQ23	Bullhead Pond Dr and CTH QQ (N Shore Dr)	Traditional	Thru-Stop/Yield	144	9,356	20	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
398	QS1	CTH QS (Schoettl Ave) and Tower Dr	Traditional	Thru-Stop/Yield	1,564	1,214,650	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
399	QS2	CTH QS (S 65th Ave) and Tower Dr	Traditional	Thru-Stop/Yield	764	70,736	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
400	R1	CTH R and CTH O	Traditional	Thru-Stop/Yield	1,749	168,300	20	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
401	R2	USH 12 and CTH R	Traditional	Thru-Stop/Yield	4,950	6,970,000	20	None	None	>5 Miles	X	T	TR	0	0	0	0	3	$54,000
402	R3	CTH R and Dickinsen Rd	Traditional	Thru-Stop/Yield	1,754	168,746	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
403	R4	CTH R and Hall Rd	Traditional	Thru-Stop/Yield	1,754	168,746	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
404	R5	CTH R and Hilts Rd	Traditional	Thru-Stop/Yield	1,754	168,746	25	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
405	R6	CTH R and Barka Rd	Traditional	Thru-Stop/Yield	1,749	168,300	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
406	R7	CTH R and Stinson Rd	Traditional	Thru-Stop/Yield	1,749	168,300	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
407	R8	CTH R and Russell Rd	Traditional	Thru-Stop/Yield	1,749	168,300	0	None	None	<5 Miles	X	T	T	0	0	1	0	0	$380,000
408	R9	CTH R and Arries Rd	Traditional	Thru-Stop/Yield	1,749	168,300	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
409	R10	CTH R and Sell Rd	Traditional	Thru-Stop/Yield	1,749	168,300	5	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
410	R11	CTH R and Townline Rd/ Kelly Rd	Traditional	Thru-Stop/Yield	1,754	168,746	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
411	R12	CTH R and McCuen Rd	Traditional	Thru-Stop/Yield	1,754	168,746	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
412	R13	CTH R and Ketchem Rd	Traditional	Thru-Stop/Yield	1,754	168,746	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
413	R14	CTH R and Haskins Rd	Traditional	Thru-Stop/Yield	1,754	168,746	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
414	RR1	CTH RR and Kruger Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
415	RR2	CTH RR (Hay Creek Rd) and CTH RR (Brunzil Rd)	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
416	RR3	CTH RR and Gerth Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
417	RR4	CTH RR and Kempton Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
418	RR5	CTH RR and Sandy Rd	Traditional	Thru-Stop/Yield	298	19,701	60	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
419	RR6	CTH RR and Stagecoach Rd	Traditional	Thru-Stop/Yield	248	19,701	45	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
420	RR7	CTH RR and Sandy Dr	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
421	RR8	CTH RR and S Center Rd	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
422	RR9	USH 12 and CTH RR	Traditional	Thru-Stop/Yield	1,549	148,500	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
423	SD1	USH 27 and CTH SD	Traditional	Thru-Stop/Yield	2,295	418,000	30	None	None	>5 Miles	X	TR	TT	0	0	1	0	2	$416,000
424	SD2	CTH SD and SD Ct	Traditional	Thru-Stop/Yield	234	18,315	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
425	SD3	CTH SD and Greens Landing Rd	Traditional	Thru-Stop/Yield	234	18,315	60	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
426	SD5	CTH SD and Jack Pine Rd	Traditional	Thru-Stop/Yield	234	18,315	25	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0

SAFETY ACTION PLAN

Eau Claire 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
427	SD6	CTH SD and SD Cir	Traditional	Thru-Stop/Yield	234	18,266	50	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
428	SD7	CTH SD and SD Cir	Traditional	Thru-Stop/Yield	234	18,266	45	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
429	SD8	CTH SD and SD Ln	Traditional	Thru-Stop/Yield	234	18,266	50	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
430	SD9	CTH SD and Connector Forest Rd	Traditional	Thru-Stop/Yield	234	18,266	50	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
431	SS1	USH 12 and CTH SS (9 Mile Creek Rd)	Traditional	Thru-Stop/Yield	8,350	17,160,000	15	None	None	<5 Miles	X	TT	TR	0	0	0	0	1	$18,000
432	SS2	CTH SS (9 Mile Creek Rd) and Julius Dr	Traditional	Thru-Stop/Yield	804	74,696	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
433	SS3	CTH SS (9 Mile Creek Rd) and Julius Dr/ Red Pine Dr	Traditional	Thru-Stop/Yield	853	74,696	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
434	SS4	CTH SS (9 Mile Creek Rd) and S Edgewater Dr	Traditional	Thru-Stop/Yield	804	74,696	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
435	SS5	CTH SS (9 Mile Creek Rd) and Valley View Dr	Traditional	Thru-Stop/Yield	804	74,696	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
436	SS6	CTH SS (9 Mile Creek Rd) and Beulah Ln	Traditional	Thru-Stop/Yield	804	74,696	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
437	SS7	CTH SS (9 Mile Creek Rd) and Wenzel Dr	Traditional	Thru-Stop/Yield	804	74,696	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
438	SS8	CTH SS (9 Mile Creek Rd) and E Elco Rd	Traditional	Thru-Stop/Yield	804	74,696	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
439	SS9	CTH SS (9 Mile Creek Rd) and Pheasant Rd	Traditional	Thru-Stop/Yield	804	74,696	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
440	SS10	CTH SS (9 Mile Creek Rd) and Partridge Rd	Traditional	Thru-Stop/Yield	804	74,696	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
441	SS11	CTH SS (9 Mile Creek Rd) and W Park Creek Rd	Traditional	Thru-Stop/Yield	804	74,696	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
442	SS12	CTH SS (9 Mile Creek Rd) and E Park Creek Rd	Traditional	Thru-Stop/Yield	804	74,696	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
443	SS13	CTH SS (9 Mile Creek Rd) and Spring St	Traditional	Thru-Stop/Yield	804	74,696	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
444	SS14	CTH SS (9 Mile Creek Rd) and Schultz Rd	Traditional	Thru-Stop/Yield	804	74,696	0	None	None	<5 Miles	X	T	T	0	0	0	0	2	$36,000
445	SS15	CTH SS (9 Mile Creek Rd) and Louis Rd	Traditional	Thru-Stop/Yield	804	74,696	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
446	SS16	CTH SS (9 Mile Creek Rd) and Moss Rd	Traditional	Thru-Stop/Yield	804	74,696	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
447	SS17	CTH SS (9 Mile Creek Rd) and Watt Ave	Traditional	Thru-Stop/Yield	804	74,696	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
448	SS18	CTH SS (9 Mile Creek Rd) and Fawn Ave	Traditional	Thru-Stop/Yield	804	74,696	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
449	SS19	CTH SS (9 Mile Creek Rd) and Kim Ave	Traditional	Thru-Stop/Yield	804	74,696	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
450	SS20	CTH SS (9 Mile Creek Rd) and Scott Ave	Traditional	Thru-Stop/Yield	804	74,696	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
451	SS21	CTH SS and Oak Knoll Rd	Traditional	Thru-Stop/Yield	853	74,696	0	None	None	<5 Miles	X	T	T	0	0	0	1	1	$198,000
452	SS22	CTH SS and Pine Rd	Traditional	Thru-Stop/Yield	853	74,696	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
453	SS23	CTH SS and Water Tower Rd	Traditional	Thru-Stop/Yield	804	74,696	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
454	TT6	CTH TT (Kane Rd) and Soley Ln	Traditional	Thru-Stop/Yield	774	71,726	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
455	TT7	CTH TT (Kane Rd) and Twilight Ln	Traditional	Thru-Stop/Yield	774	71,726	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
456	TT8	CTH TT (Kane Rd) and Mary Ln	Traditional	Thru-Stop/Yield	774	71,726	0	None	None	<5 Miles	X	T	T	0	0	1	0	1	$398,000
457	TT9	CTH TT (Kane Rd) and Motycka Dr	Traditional	Thru-Stop/Yield	774	71,726	10	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
458	U1	CTH YYY and CTH U	Traditional	Thru-Stop/Yield	248	19,701	15	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
459	U2	CTH U and Hawk Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
460	U3	CTH U and E Elm Rd	Traditional	Thru-Stop/Yield	248	19,701	20	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
461	U4	CTH U and Elm Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
462	UN1	CTH UN and Ridgeland Dr	Traditional	Thru-Stop/Yield	374	32,126	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
463	UN2	CTH UN and Saint Bridget Dr	Traditional	Thru-Stop/Yield	423	32,126	0	None	None	<5 Miles	X	T	T	0	0	1	0	0	$380,000
464	UN3	CTH UN (N 110th Ave) and 10th Ave	Traditional	Thru-Stop/Yield	423	32,126	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
465	UN4	CTH UN (10th Ave) and N 90th Ave	Traditional	Thru-Stop/Yield	423	32,126	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
466	UN5	CTH UN (110th Ave) and Wild Rose Dr	Traditional	Thru-Stop/Yield	374	32,126	30	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
467	V1	CTH V (Hillview Dr) and Sunrise Dr	Traditional	Thru-Stop/Yield	753	64,796	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
468	V2	CTH V (Hillview Dr) and Morning Crest Dr	Traditional	Thru-Stop/Yield	753	64,796	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
469	V3	CTH V and Rodell Rd N	Traditional	Thru-Stop/Yield	704	64,796	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
470	V4	USH 12 and CTH V	Traditional	Thru-Stop/Yield	4,004	2,192,575	35	None	Present	>5 Miles	X	TR	TR	0	0	0	0	1	$18,000
471	V5	CTH V and Bears Grass Rd	Traditional	Thru-Stop/Yield	248	19,701	15	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
472	V6	CTH V (Chickadee Rd) and Hillview Rd	Traditional	Thru-Stop/Yield	979	239,385	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
473	V7	CTH V (Chickadee Rd) and N Martin Dr	Traditional	Thru-Stop/Yield	554	49,946	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
474	V8	CTH V (N Martin Dr) and Eagle Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
475	V9	CTH V and CTH V	Traditional	Thru-Stop/Yield	364	31,136	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
476	V10	CTH V and Smith Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
477	V11	CTH V and Shale Pit Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
478	V12	CTH V and Young Rd	Traditional	Thru-Stop/Yield	364	31,136	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
479	V13	CTH V and N Raven Dr	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
480	V14	USH 53 and CTH V	Traditional	Thru-Stop/Yield	1,899	178,200	15	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
481	V15	CTH V and Windmill Dr	Traditional	Thru-Stop/Yield	974	91,575	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
482	V16	CTH V and Bartig Rd	Traditional	Thru-Stop/Yield	974	91,575	5	None	None	<5 Miles	X	T	T	0	0	0	0	3	$54,000
483	V17	USH 27 and CTH V	Traditional	Thru-Stop/Yield	2,750	2,580,000	10	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
484	VV1	CTH VV and Shale Pit Rd	Traditional	Thru-Stop/Yield	364	31,136	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
485	W1	CTH W and CTH WW	Traditional	Thru-Stop/Yield	204	15,296	10	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
486	W2	CTH W and E Oak Rd	Traditional	Thru-Stop/Yield	204	15,296	20	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
487	W3	CTH W and Pine Rd	Traditional	Thru-Stop/Yield	204	15,296	45	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
488	W4	CTH W and Pine Rd	Traditional	Thru-Stop/Yield	204	15,296	45	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
489	W5	CTH W and Marsh Rd	Traditional	Thru-Stop/Yield	204	15,296	15	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
490	W6	CTH W and Birch Rd	Traditional	Thru-Stop/Yield	204	15,296	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
491	W7	CTH W and Pine Ridge Rd	Traditional	Thru-Stop/Yield	204	15,296	20	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
492	W8	CTH W and Easterson Rd	Traditional	Thru-Stop/Yield	204	15,296	40	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
493	W9	CTH W and CTH WW	Traditional	Thru-Stop/Yield	204	15,296	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
494	W10	CTH W and Hilly Crest Rd	Traditional	Thru-Stop/Yield	204	15,296	30	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
495	W11	CTH W and Moe Rd	Traditional	Thru-Stop/Yield	204	15,296	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
496	W12	CTH W and Sunset Dr	Traditional	Thru-Stop/Yield	204	15,296	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
497	WW1	CTH WW and Goff Rd	Traditional	Thru-Stop/Yield	248	19,701	15	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
498	WW2	CTH WW and Popple Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
499	WW3	CTH WW and Pederson Rd	Traditional	Thru-Stop/Yield	248	19,701	35	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
500	WW4	CTH WW and Oak Rd	Traditional	Thru-Stop/Yield	248	19,701	20	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
501	X1	CTH X and Ludington Dr	Traditional	Thru-Stop/Yield	744	68,756	20	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
502	X2	CTH X and Ludington Dr	Traditional	Thru-Stop/Yield	248	19,701	15	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
503	X3	CTH X and Oakdale Dr	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
504	X4	CTH X and Woodland Valley Rd	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
505	X5	CTH X and USH 27	Traditional	Thru-Stop/Yield	1,803	168,746	0	None	None	>5 Miles	X	T	T	0	0	0	0	1	$18,000
506	X6	CTH X and Weggen Rd	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
507	X7	CTH X and Sugarbush Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
508	X8	CTH X and Starck Rd	Traditional	Thru-Stop/Yield	248	19,701	45	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
509	X9	CTH X and Hay Creek Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
510	XX1	CTH XX and 10th Ave	Traditional	Thru-Stop/Yield	793	68,756	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
511	Z1	CTH ZZ and CTH Z	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0

SAFETY ACTION PLAN

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512	Z2	CTH Z and Maple Ridge Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
513	Z3	CTH Z and W Cedar Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
514	Z4	CTH Z and Ash Rd	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
515	Z5	Hemlock Rd and CTH Z	Traditional	Thru-Stop/Yield	644	58,856	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
516	Z6	Hemlock Rd and CTH Z (Alder Rd)	Traditional	Thru-Stop/Yield	693	58,856	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
517	Z7	CTH Z and Nelson Rd	Traditional	Thru-Stop/Yield	298	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
518	Z8	CTH Z (Short Rd) and CTH Z	Traditional	Thru-Stop/Yield	248	19,701	45	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
519	Z9	CTH Z and Langdell Rd	Traditional	Thru-Stop/Yield	298	19,701	20	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
520	Z10	CTH Z and Rock Falls Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000
521	Z11	CTH Z (Jane Rd) and CTh Z (Town Hall Rd)	Traditional	All-Way Stop	593	78,506	0	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
522	Z12	CTH Z and Norrish Rd	Traditional	Thru-Stop/Yield	409	35,640	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
523	Z13	USH 37 and CTH Z	Traditional	Thru-Stop/Yield	4,210	1,386,000	0	None	None	<5 Miles	X	TR	TR	0	0	0	0	1	$18,000
524	Z14	CTH ZZ and CTH Z	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	1	0	$180,000
525	Z15	USH 37 and CTH Z	Traditional	Thru-Stop/Yield	4,054	396,446	50	None	None	>5 Miles	X	T	T	0	0	0	0	0	$0
526	Z16	CTH Z and Bridge Rd	Traditional	Thru-Stop/Yield	248	19,701	20	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
527	Z17	CTH Z and Scenic Rd	Traditional	Thru-Stop/Yield	248	19,701	50	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
528	Z18	CTH Z and Rocky Ridge Rd	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
529	Z19	CTH Z and Elbow Dr	Traditional	Thru-Stop/Yield	248	19,701	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
530	Z20	CTH Z and Old Town Rd	Traditional	Thru-Stop/Yield	248	19,701	20	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
531	Z21	CTH Z and Olson Rd	Traditional	Thru-Stop/Yield	409	35,640	0	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
532	ZZ1	USH 37 and CTH ZZ	Traditional	Thru-Stop/Yield	3,849	376,200	0	None	None	>5 Miles	X	T	TR	0	0	0	0	1	$18,000
533	ZZ2	USH 37 and CTH ZZ	Traditional	Thru-Stop/Yield	3,849	376,200	45	None	None	>5 Miles	X	TR	T	0	0	0	0	0	$0
534	ZZ3	CTH ZZ and Walnut Dr	Traditional	Thru-Stop/Yield	248	19,701	30	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
535	ZZ4	CTH ZZ and W Walnut Rd	Traditional	Thru-Stop/Yield	248	19,701	25	None	None	<5 Miles	X	T	T	0	0	0	0	0	$0
536	C45	CTH C and 1010th St	Traditional	Thru-Stop/Yield	1,009	90,090	0	None	None	<5 Miles	X	T	T	0	0	0	0	1	$18,000

APPENDIX E-4

Systemic Analysis - Priority Lists

SAFETY ACTION PLAN

Eau Claire County
Rural Segment Prioritization List

Legend
List No. - Number corresponds to the order in the Segment Data List.
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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
9	1	C2	CTH C	Town Hall Rd	Kane Rd	1.01		★	★	★	★	★	★★★★★
11	2	B8	CTH B	CTH II	STH 37	1.97		★	★	★	★	★	★★★★★
20	3	D6	CTH D	USH 12 (E Lincoln Ave)	CTH N	2.87		★	★	★	★	★	★★★★★
86	4	R3	CTH R	CTH O	USH 12	0.64		★	★	★	★	★	★★★★★
1	5	EE1	CTH EE	County Line	IH 94	2.17			★	★	★	★	★★★★
12	6	F5	CTH F	W Deerfield Rd	E Lowes Creek Rd	2.49		★		★	★	★	★★★★
13	7	TT2	CTH TT	W Cameron St	W Folsom St	1.01		★	★	★		★	★★★★
40	8	D1	CTH D	CTH YYY	CTH HH	3.90		★	★		★	★	★★★★
59	9	Q3	CTH Q	N 110th Ave	S 130th Ave	1.89			★	★	★	★	★★★★
61	10	Q4	CTH Q	N 130th Ave	CTH XX	3.00			★	★	★	★	★★★★
63	11	UN1	CTH UN	2000 feet from dead end	Olson Dr	0.71	★	★			★	★	★★★★
65	12	K11	CTH K	CTH SS	Olson Dr	2.62		★	★	★		★	★★★★
69	13	NL1	CTH NL	CTH N	STH 27	2.84	★	★			★	★	★★★★
87	14	G1	CTH G	Townline Rd	W Lincoln St	6.23		★	★	★		★	★★★★
92	15	R2	CTH R	Schultz Rd	CTH O	4.13		★	★	★	★		★★★★
113	16	V9	CTH V	CTH AF	STH 27	1.38		★	★	★		★	★★★★
114	17	D4	CTH D	Eagle Rd	USH 53	2.66		★	★	★		★	★★★★
2	18	TT3	CTH TT	W Folsom St	USH 12	1.02			★	★		★	★★★
3	19	EE2	CTH EE	W Cameron St	USH 12 W	2.01			★	★		★	★★★
8	20	C1	CTH C	1010th St	Town Hall Rd	2.99			★	★		★	★★★
19	21	K10	CTH K	Lincoln Ave	CTH SS	2.51			★	★		★	★★★
25	22	I6	CTH I	Markgraff Rd	CTH J	2.64	★	★				★	★★★
37	23	K6	CTH K	CTH KK	CTH D	2.63		★			★	★	★★★
41	24	U1	CTH U	CTH YYY	CTH HH	4.12	★	★			★		★★★
47	25	H4	CTH H	CTH MM	400ft North of County Line	2.14	★	★				★	★★★
49	26	L1	CTH L	N Shore Dr	Olson Dr	1.25	★	★				★	★★★
50	27	QQ3	CTH QQ	S 82nd Ave	Olson Dr	3.10	★	★			★		★★★
55	28	G4	CTH G	CTH MM	CTH MM	1.99	★	★			★		★★★
62	29	DD1	CTH MM	CTH D	CTH G	0.53		★			★	★	★★★
66	30	QQ2	CTH QQ	Schoettl Ave	S 82nd Ave	1.99	★	★			★		★★★
96	31	D3	CTH D	CTH V	Eagle Rd	0.50			★	★	★		★★★
106	32	HH7	CTH HH	CTH I	CTH U	1.39	★	★			★		★★★
116	33	K5	CTH K	CTH KK	CTH V	0.74	★	★			★		★★★
118	34	YYY1	CTH YYY	CTH U	CTH D	1.58	★	★			★		★★★
120	35	KK2	CTH KK	CTH V	CTH K	1.19	★	★			★		★★★
124	36	WW2	CTH WW	CTH WW	CTH FF	0.97	★	★			★		★★★
125	37	I4	CTH I	Deerfield Rd	USH 53	0.91		★	★			★	★★★
131	38	HH1	CTH HH	STH 37	CTH B	1.37	★	★			★		★★★
136	39	HH5	CTH HH	CTH F	STH 93	2.50			★	★		★	★★★
137	40	W4	CTH W	CTH FW	CTH HH	3.86	★	★			★		★★★
139	41	F3	CTH F	CTH FF	CTH HH	2.96	★	★			★		★★★
146	42	FW1	CTH FW	CTH WW	CTH FF	0.84		★			★	★	★★★
148	43	W2	CTH W	CTH W	CTH WW	0.72	★	★				★	★★★
149	44	WW3	CTH WW	CTH FF	CTH F	2.71	★	★			★		★★★
150	45	W1	CTH W	CTH B	CTH WW	2.76	★	★			★		★★★
153	46	BB1	CTH BB	County Line	CTH B	1.04		★			★	★	★★★
155	47	WW1	CTH WW	775ft south of County Line	CTH W	1.81	★	★			★		★★★
159	48	ZZ1	CTH ZZ	County line	CTH Z	2.19	★	★			★		★★★
160	49	I1	CTH I	County Line	CTH HH	5.66	★	★			★		★★★
4	50	E1	CTH E	1010th St	N Town Hall Rd	3.00				★		★	★★
5	51	E2	CTH E	N Town Hall Rd	Kane Rd	1.00				★		★	★★
14	52	Q2	CTH Q	N 60th Ave	N 110th Ave	5.14				★		★	★★
15	53	P1	CTH P	Olson Dr	N 67th Ave	2.40		★				★	★★
17	54	AA2	CTH AA	Prill Rd	USH 12	1.00				★		★	★★
18	55	SS1	CTH SS	9 Mile Creek Rd	USH 12	0.84	★					★	★★
21	56	J5	CTH J	CTH I	S State St	0.92	★				★		★★
24	57	J4	CTH J	CTH I	CTH J	0.51					★	★	★★
29	58	AF3	CTH AF	CTH HHH	CTH V	1.26	★					★	★★
30	59	J2	CTH J	Marhgraff Rd	CTH JJ	3.44	★				★		★★
35	60	JJ3	CTH JJ	CTH V	USH 12	2.10	★				★		★★
42	61	K1	CTH K	County Line	CTH HH	4.27		★			★		★★
43	62	UN2	CTH UN	N 90th Ave	Olson Dr	3.93	★				★		★★
45	63	G5	CTH G	CTH MM	County Line Rd	1.97	★				★		★★

SAFETY ACTION PLAN

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58	64	MM2	CTH MM	CTH H	County Line	1.00	★				★		★★
60	65	K12	CTH K	Olson Dr	County Line	1.99		★				★	★★
67	66	G3	CTH G	Jack Pine Rd	CTH MM	10.52	★				★		★★
68	67	H3	CTH H	CTH M	CTH MM	11.99	★				★		★★
71	68	NL3	CTH NL	Starck Rd	Dead End	2.19	★	★					★★
75	69	OO1	CTH OO	CTH ND	CTH N	0.35	★				★		★★
76	70	ND2	CTH ND	CTH OO	Dead End	1.83	★	★					★★
77	71	ND1	CTH ND	STH 27	CTH OO	1.29	★	★					★★
78	72	I5	CTH I	USH 53	CTH I	3.55		★			★		★★
79	73	SD1	CTH SD	STH 27	Dead End	3.65	★	★					★★
80	74	IJ1	CTH IJ	Bernhardt Rd	CTH I	2.63	★	★					★★
82	75	J1	CTH J	USH 53	Mathwig Rd	0.43	★	★					★★
84	76	CF1	CTH CF	USH 12	Black Creek Road	5.37		★			★		★★
88	77	HH 13	CTH HH	CTH VV	CTH O	2.85	★				★		★★
93	78	VV1	CTH VV	CTH V	CTH HH	1.51	★				★		★★
94	79	K4	CTH K	CTH VV	CTH V	1.00	★				★		★★
97	80	V2	CTH V	CTH D	CTH KK	3.50	★				★		★★
100	81	RR1	CTH RR	CTH M	USH 12	7.66		★			★		★★
104	82	HH8	CTH HH	CTH U	CTH D	1.45	★				★		★★
105	83	HH9	CTH HH	CTH D	IH 94	3.13		★				★	★★
109	84	HH11	CTH HH	CTH KK	CTH K	0.97		★				★	★★
111	85	NN1	CTH NN	County Line	CTH R	3.10		★			★		★★
117	86	O3	CTH O	CTH HH	CTH R	0.34	★	★					★★
119	87	D5	CTH D	USH 53 in Brackett	CTH K	3.41		★				★	★★
121	88	W3	CTH W	CTH WW	CTH FW	0.61	★				★		★★
122	89	F2	CTH F	CTH FF	CTH WW	2.70		★			★		★★
126	90	II2	CTH II	W Lowes Creek Rd	STH 93	2.94			★	★			★★
127	91	II1	CTH II	CTH B	W Lowes Creek Rd	1.51			★		★		★★
133	92	Z3	CTH Z	CTH ZZ	STH 37	8.49	★	★					★★
135	93	HH4	CTH HH	CTH F	CTH F	1.01			★			★	★★
138	94	B4	CTH B	CTH ZZ	CTH H	3.45		★			★		★★
143	95	ZZ3	CTH ZZ	STH 37	CTH B	2.04	★	★					★★
144	96	B3	CTH B	CTH W	CTH ZZ	3.83		★			★		★★
145	97	Z1	CTH Z	STH 37	CTH ZZ	4.33		★			★		★★
154	98	FF1	CTH FF	Oak Rd	CTH WW	2.41		★			★		★★
157	99	B1	CTH B	STH 37	CTH BB	0.18	★					★	★★
165	100	X2	CTH X	STH 27	CTH D	3.00	★				★		★★
166	101	NL2	CTH NL	STH 27	Starck Rd	1.50	★				★		★★
169	102	AF2	CTH AF	USH 12	CTH HHH	1.61	★				★		★★
6	103	TT1	CTH TT	Curvue Rd	W Cameron St	1.09						★	★
7	104	EE3	CTH EE	Curvue Rd	W Cameron St	1.01			★				★
10	105	EE4	CTH EE	Curvue Rd	Curvue Rd	2.93		★					★
16	106	SS2	CTH SS	9 Mile Creek Rd	9 Mile Creek Rd	0.05	★						★
22	107	I7	CTH I	CTH J	USH 12	0.50	★						★
26	108	K8	CTH K	CTH J	E Randall Rd	2.14		★					★
27	109	J3	CTH J	CTH JJ	CTH I	1.37	★						★
28	110	HHH1	CTH HHH	CTH AF	Dead End at Eau Claire River	0.56	★						★
31	111	JJ1	CTH JJ	CTH J	CTH K	0.56		★					★
33	112	AF4	CTH AF	USH12	CTH V	1.55					★		★
34	113	K7	CTH K	CTH D	CTH JJ/Hillview Dr	1.00						★	★
38	114	V6	CTH V	CTH O	CTH JJ	1.84					★		★
39	115	O2	CTH O	CTH V	CTH HH	2.75	★						★
44	116	X1	CTH X	CTH XX	STH 27	3.44					★		★
46	117	D11	CTH D	CTH MM	County Line	2.01					★		★
48	118	XX3	CTH XX	Ludington Dr	10th Ave	1.44	★						★
51	119	D9	CTH D	STH 27	CTH N	1.14					★		★
52	120	QS1	CTH QS	N Shore Dr	Olson Dr	1.25						★	★
53	121	D10	CTH D	CTH X	CTH MM	3.49					★		★
54	122	D8	CTH D	CTH XX	STH 27	3.81					★		★
56	123	MM1	CTH MM	CTH G	CTH H	2.00					★		★
57	124	XX2	CTH XX	CTH Q	Ludington Dr	0.48	★						★
64	125	XX1	CTH XX	CTH D	CTH Q	0.50	★						★
70	126	N4	CTH N	CTH NL	CTH D	3.00					★		★

SAFETY ACTION PLAN

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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
72	127	D7	CTH D	CTH N	CTH XX	3.66					★		★
73	128	N1	CTH N	CTH D	CTH NL	2.26	★						★
74	129	N2	CTH N	CTH NL	STH 27	3.19	★						★
85	130	V1	CTH V	CTH HH	CTH D	4.27	★						★
89	131	V5	CTH V	CTH VV	CTH O	2.24					★		★
90	132	O1	CTH O	CTH K	CTH V	3.01					★		★
95	133	V4	CTH V	CTH K	CTH V	1.49	★						★
99	134	M2	CTH M	CTH RR	USH 12	1.52		★					★
101	135	M1	CTH M	County Line	CTH RR	4.61						★	★
103	136	K3	CTH K	CTH HH	CTH V	0.99						★	★
107	137	K2	CTH K	CTH HH	CTH HH	0.32	★						★
108	138	KK1	CTH KK	CTH HH	CTH V	1.33	★						★
110	139	R1	CTH R	Townline Rd	Schultz Rd	1.99						★	★
112	140	H2	CTH H	Main St	CTH M	4.76		★					★
115	141	V3	CTH V	CTH KK	CTH K	0.94	★						★
123	142	FF3	CTH FF	CTH WW	CTH FW	0.57		★					★
128	143	B7	CTH B	CTH Z	CTH II	0.50			★				★
129	144	B6	CTH B	CTH HH	CTH Z	2.94						★	★
130	145	F4	CTH F	CTH HH	W Deerfield Rd	4.20					★		★
132	146	B5	CTH B	CTH HH	CTH HH	0.76					★		★
134	147	HH3	CTH HH	CTH W	CTH F	0.12						★	★
140	148	HHI1	CTH HHI	CTH I	CTH V	2.13						★	★
147	149	FF4	CTH FF	CTH FW	CTH F	1.32					★		★
151	150	B2	CTH W	CTH BB	CTH B	0.76					★		★
152	151	F1	CTH F	CTH WW	STH 93	0.31		★					★
156	152	I3	CTH I	CTH HH	Deerfield Rd	5.01	★						★
158	153	HH 2	CTH HH	CTH B	CTH W	1.13						★	★
161	154	HH10	CTH HH	IH 94	CTH KK	0.50					★		★
163	155	HH6	CTH HH	STH 93	CTH I	1.00						★	★
164	156	II3	CTH II	STH 93	CTH I	2.04		★					★
168	157	AF 5	CTH AF	USH 12	CTH O	0.97					★		★
23	158	AF1	CTH AF	CTH K (S State St)	USH 12	4.54							
32	159	V7	CTH V	CTH JJ	USH 12	2.38							
36	160	JJ2	CTH JJ	CTH K	CTH V	4.55							
81	161	GG1	CTH GG	STH 27	Jack Pine Rd	1.48							
83	162	G2	CTH G	Lincoln St	Jack Pine Rd	4.48							
91	163	M3	CTH M	USH 12	CTH H	5.32							
98	164	D2	CTH D	CTH HH	CTH V	1.01							
102	165	HH12	CTH HH	CTH K	CTH VV	4.01							
141	166	Z2	CTH ZZ	CTH Z	CTH Z	0.25							
142	167	ZZ2	CTH ZZ	CTH Z	STH 37	0.76							
162	168	Z4	CTH Z	STH 37	CTH B	1.52							
167	169	N3	CTH N	STH 27	CTH NL	2.70							
170	170	V8	CTH V	USH 12	CTH AF	1.13							

Stars	Count	Percent
★★★★★★★★	0	0%
★★★★★★★	0	0%
★★★★★★	0	0%
★★★★★	4	2%
★★★★	13	8%
★★★	32	19%
★★	53	31%
★	55	32%
	13	8%
Total	170	100%

SAFETY ACTION PLAN

Eau Claire 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
33	1	Z3-9	CTH Z	★	★	★		★	★	★	★★★★★★
161	2	W4-20	CTH W	★	★	★	★	★		★	★★★★★★
422	3	K1-3	CTH K	★	★	★	★	★		★	★★★★★★
424	4	K1-5	CTH K	★	★	★	★	★		★	★★★★★★
425	5	K1-6	CTH K	★	★	★	★	★		★	★★★★★★
432	6	K6-1	CTH K	★	★	★	★	★		★	★★★★★★
478	7	AF1-7	CTH AF		★	★	★	★	★	★	★★★★★★
544	8	ND1-9	CTH ND		★	★	★	★	★	★	★★★★★★
545	9	ND2-1	CTH ND		★	★	★	★	★	★	★★★★★★
549	10	ND2-5	CTH ND	★	★	★	★	★		★	★★★★★★
1	11	Z1-1	CTH Z		★	★	★	★	★		★★★★★
5	12	Z1-5	CTH Z		★	★	★	★		★	★★★★★
29	13	Z3-5	CTH Z	★	★	★	★			★	★★★★★
32	14	Z3-8	CTH Z		★	★	★		★	★	★★★★★
34	15	Z3-10	CTH Z	★	★	★	★			★	★★★★★
35	16	Z3-11	CTH Z	★	★	★	★			★	★★★★★
38	17	Z3-14	CTH Z	★	★	★	★	★			★★★★★
40	18	ZZ1-1	CTH ZZ	★	★	★			★	★	★★★★★
49	19	ZZ3-1	CTH ZZ		★	★	★	★	★		★★★★★
64	20	EE4-1	CTH EE		★	★	★	★		★	★★★★★
88	21	B3-4	CTH B	★	★	★	★	★			★★★★★
93	22	B3-9	CTH B	★	★	★	★	★			★★★★★
95	23	B4-2	CTH B		★	★		★	★	★	★★★★★
107	24	B6-1	CTH B		★	★		★	★	★	★★★★★
120	25	W1-8	CTH W	★	★	★	★	★			★★★★★
125	26	W1-13	CTH W	★	★	★	★			★	★★★★★
144	27	W3-1	CTH W		★	★	★	★	★		★★★★★
148	28	W4-2	CTH W		★	★	★	★	★		★★★★★
158	29	W4-17	CTH W	★	★	★	★			★	★★★★★
160	30	W4-19	CTH W	★	★	★	★			★	★★★★★
163	31	W4-22	CTH W	★	★	★	★			★	★★★★★
164	32	W4-23	CTH W	★	★	★	★			★	★★★★★
166	33	W4-25	CTH W	★	★	★	★			★	★★★★★
170	34	FF1-4	CTH FF	★	★	★	★		★		★★★★★
178	35	FF1-12	CTH FF	★	★	★	★	★			★★★★★
179	36	FF1-13	CTH FF	★	★	★	★			★	★★★★★
187	37	WW3-3	CTH WW	★	★	★	★			★	★★★★★
190	38	WW3-6	CTH WW	★	★	★	★			★	★★★★★
191	39	WW3-7	CTH WW	★	★	★	★			★	★★★★★
207	40	WW3-24	CTH WW	★	★	★	★			★	★★★★★
213	41	WW3-30	CTH WW		★	★	★		★	★	★★★★★
217	42	FW1-1	CTH FW	★	★	★	★			★	★★★★★
227	43	F2-6	CTH F	★	★	★	★	★			★★★★★
261	44	V1-2	CTH V		★	★		★	★	★	★★★★★
262	45	HHI1-1	CTH HHI		★	★	★		★	★	★★★★★

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295	46	I5-1	CTH I	★	★	★	★			★	★★★★★
296	47	I5-2	CTH I	★	★	★	★	★			★★★★★
346	48	QS1-1	CTH QS		★	★	★	★	★		★★★★★
363	49	YYY1-1	CTH U	★	★	★		★		★	★★★★★
367	50	YYY1-5	CTH YYY	★	★	★			★	★	★★★★★
368	51	U1-1	CTH U	★	★	★			★	★	★★★★★
387	52	HH8-2	CTH HH	★	★	★	★	★			★★★★★
388	53	HH10-1	CTH HH	★	★	★	★	★			★★★★★
389	54	HH10-2	CTH HH	★	★	★	★	★			★★★★★
402	55	D5-2	CTH D	★	★	★	★			★	★★★★★
408	56	D5-9	CTH D	★	★	★	★			★	★★★★★
419	57	J1-1	CTH J	★	★	★		★		★	★★★★★
420	58	K1-1	CTH K	★	★	★	★			★	★★★★★
421	59	K1-2	CTH K		★	★	★	★		★	★★★★★
430	60	KK2-4	CTH KK	★	★	★		★		★	★★★★★
438	61	K6-6	CTH K	★	★	★	★	★			★★★★★
473	62	AF1-2	CTH AF	★	★	★	★			★	★★★★★
475	63	AF1-4	CTH AF		★	★	★	★	★		★★★★★
479	64	AF3-1	CTH AF		★	★		★	★	★	★★★★★
482	65	O5-1	CTH O	★	★	★		★		★	★★★★★
487	66	NN1-4	CTH NN	★	★	★	★	★			★★★★★
524	67	HH12-4	CTH HH	★	★	★	★			★	★★★★★
542	68	ND1-7	CTH ND	★	★	★	★			★	★★★★★
546	69	ND2-2	CTH ND	★	★	★	★			★	★★★★★
555	70	ND5-4	CTH ND		★	★	★	★		★	★★★★★
556	71	ND6-1	CTH ND		★	★	★	★	★		★★★★★
558	72	ND6-4	CTH ND	★	★	★	★			★	★★★★★
568	73	ND8-2	CTH ND	★	★	★	★			★	★★★★★
589	74	SD5-3	CTH SD	★	★	★		★		★	★★★★★
621	75	G4-1	CTH G	★	★	★		★		★	★★★★★
630	76	M1-8	CTH M		★	★	★	★	★		★★★★★
637	77	CF1-1	CTH CF		★	★	★	★		★	★★★★★
643	78	CF1-7	CTH CF	★	★	★	★			★	★★★★★
645	79	CF1-10	CTH CF	★	★	★	★	★			★★★★★
652	80	RR1-7	CTH RR		★	★	★	★	★		★★★★★
660	81	RR1-15	CTH RR	★	★	★	★			★	★★★★★
664	82	RR1-20	CTH RR		★	★	★	★	★		★★★★★
667	83	RR1-23	CTH RR		★	★	★	★	★		★★★★★
668	84	H2-1	CTH H	★	★	★	★			★	★★★★★
669	85	H2-2	CTH H	★	★	★	★			★	★★★★★
671	86	H2-4	CTH H	★	★	★	★			★	★★★★★
2	87	Z1-2	CTH Z	★	★	★				★	★★★★
4	88	Z1-4	CTH Z	★	★	★	★				★★★★
6	89	Z1-6	CTH Z	★	★	★				★	★★★★
7	90	Z1-7	CTH Z	★	★	★	★				★★★★

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10	91	Z1-11	CTH Z	★	★	★	★				★★★★
11	92	Z1-12	CTH Z	★	★	★	★				★★★★
13	93	Z1-14	CTH Z	★	★	★	★				★★★★
14	94	Z1-15	CTH Z		★	★	★	★			★★★★
21	95	Z1-22	CTH Z	★	★	★	★				★★★★
22	96	Z1-23	CTH Z	★	★	★	★				★★★★
23	97	Z1-24	CTH Z	★	★	★	★				★★★★
24	98	Z1-25	CTH Z	★	★	★	★				★★★★
26	99	Z3-2	CTH Z		★	★	★			★	★★★★
28	100	Z3-4	CTH Z		★	★	★			★	★★★★
30	101	Z3-6	CTH Z	★	★	★	★				★★★★
31	102	Z3-7	CTH Z	★	★	★	★				★★★★
36	103	Z3-12	CTH Z		★	★	★			★	★★★★
37	104	Z3-13	CTH Z	★	★	★	★				★★★★
41	105	ZZ1-3	CTH ZZ		★	★		★		★	★★★★
42	106	ZZ1-4	CTH ZZ	★	★	★				★	★★★★
45	107	ZZ1-7	CTH ZZ	★	★	★				★	★★★★
47	108	ZZ1-9	CTH ZZ	★	★	★			★		★★★★
51	109	ZZ3-3	CTH ZZ	★	★	★	★				★★★★
52	110	ZZ3-4	CTH ZZ	★	★	★	★				★★★★
53	111	ZZ3-5	CTH ZZ	★	★	★	★				★★★★
56	112	BB1-2	CTH BB	★	★	★	★				★★★★
57	113	BB1-3	CTH BB	★	★	★	★				★★★★
58	114	BB1-4	CTH BB	★	★	★	★				★★★★
62	115	P1-3	CTH P	★	★	★	★				★★★★
63	116	P1-4	CTH P	★	★	★	★				★★★★
78	117	TT2-2	CTH TT	★		★	★			★	★★★★
81	118	B2-1	CTH W		★	★	★	★			★★★★
82	119	B2-2	CTH W		★	★	★	★			★★★★
84	120	B2-7	CTH B		★	★	★	★			★★★★
86	121	B3-2	CTH B	★	★	★	★				★★★★
89	122	B3-5	CTH B	★	★	★	★				★★★★
90	123	B3-6	CTH B	★	★	★	★				★★★★
96	124	B4-3	CTH B	★	★	★				★	★★★★
104	125	B4-11	CTH B	★	★			★	★		★★★★
114	126	W1-1	CTH B		★	★	★	★			★★★★
115	127	W1-2	CTH W		★	★	★			★	★★★★
116	128	W1-3	CTH W	★	★	★	★				★★★★
117	129	W1-4	CTH W	★	★	★	★				★★★★
118	130	W1-6	CTH W	★	★	★	★				★★★★
119	131	W1-7	CTH W	★	★	★	★				★★★★
121	132	W1-9	CTH W		★	★	★		★		★★★★
128	133	W2-1	CTH W		★	★	★	★			★★★★
130	134	WW1-1	CTH WW		★	★			★	★	★★★★
132	135	WW1-3	CTH WW	★	★	★				★	★★★★

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135	136	WW1-6	CTH WW	★	★	★				★	★★★★
138	137	WW1-9	CTH WW	★	★	★				★	★★★★
140	138	WW1-11	CTH WW	★	★	★				★	★★★★
143	139	W2-3	CTH W		★	★	★	★			★★★★
145	140	W3-2	CTH W		★	★	★	★			★★★★
147	141	W4-1	CTH W		★		★	★	★		★★★★
149	142	W4-3	CTH W		★		★	★	★		★★★★
151	143	W4-5	CTH W	★	★	★	★				★★★★
154	144	W4-9	CTH W		★	★	★	★			★★★★
155	145	W4-11	CTH W	★	★	★	★				★★★★
156	146	W4-15	CTH W		★	★	★			★	★★★★
157	147	W4-16	CTH W		★	★	★		★		★★★★
159	148	W4-18	CTH W		★	★	★			★	★★★★
162	149	W4-21	CTH W		★	★	★			★	★★★★
167	150	FF1-1	CTH FF		★	★	★	★			★★★★
168	151	FF1-2	CTH FF	★	★	★	★				★★★★
171	152	FF1-5	CTH FF	★	★	★	★				★★★★
172	153	FF1-6	CTH FF	★	★	★	★				★★★★
174	154	FF1-8	CTH FF		★		★	★	★		★★★★
177	155	FF1-11	CTH FF		★	★	★			★	★★★★
189	156	WW3-5	CTH WW		★	★	★			★	★★★★
192	157	WW3-8	CTH WW		★	★	★			★	★★★★
193	158	WW3-9	CTH WW		★	★	★	★			★★★★
195	159	WW3-11	CTH WW	★	★	★	★				★★★★
196	160	WW3-13	CTH WW	★	★	★	★				★★★★
197	161	WW3-14	CTH WW	★	★	★	★				★★★★
200	162	WW3-17	CTH WW	★	★	★	★				★★★★
201	163	WW3-18	CTH WW		★	★	★	★			★★★★
210	164	WW3-27	CTH WW		★	★	★			★	★★★★
212	165	WW3-29	CTH WW		★	★	★			★	★★★★
214	166	WW3-31	CTH WW		★	★	★			★	★★★★
215	167	WW3-32	CTH WW		★	★	★			★	★★★★
216	168	WW3-33	CTH F		★	★	★	★			★★★★
225	169	F2-4	CTH F	★	★	★	★				★★★★
226	170	F2-5	CTH F	★	★	★	★				★★★★
231	171	FF2-2	CTH FF	★	★	★	★				★★★★
232	172	FF2-1	CTH FF	★	★		★	★			★★★★
234	173	FF3-1	CTH FF	★	★	★	★				★★★★
235	174	FF4-1	CTH FF		★		★	★	★		★★★★
237	175	FF4-3	CTH FF		★	★	★		★		★★★★
238	176	FF4-4	CTH FF		★		★	★	★		★★★★
239	177	F3-1	CTH F		★	★		★	★		★★★★
246	178	F4-2	CTH F		★	★	★	★			★★★★
263	179	HHI1-2	CTH HHI		★	★	★			★	★★★★
269	180	I1-8	CTH I	★	★	★				★	★★★★

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273	181	I1-12	CTH I		★	★		★	★		★★★★
274	182	I2-1	CTH I		★	★		★		★	★★★★
276	183	I2-3	CTH I	★	★	★				★	★★★★
278	184	I2-5	CTH I	★	★	★				★	★★★★
284	185	I2-12	CTH I	★	★	★				★	★★★★
286	186	I2-14	CTH I		★	★		★	★		★★★★
290	187	I2-19	CTH I		★	★		★	★		★★★★
294	188	I4-4	CTH I			★	★	★		★	★★★★
301	189	I5-8	CTH I	★	★		★			★	★★★★
302	190	I6-1	CTH I		★	★	★			★	★★★★
303	191	I7-1	CTH IJ	★	★	★		★			★★★★
312	192	I7-11	CTH I	★	★	★				★	★★★★
317	193	QQ2-4	CTH QQ		★	★		★		★	★★★★
322	194	QQ2-9	CTH QQ	★	★	★		★			★★★★
326	195	QQ3-2	CTH QQ	★	★	★				★	★★★★
329	196	QQ3-5	CTH QQ	★	★	★				★	★★★★
335	197	QQ3-11	CTH QQ	★	★	★				★	★★★★
336	198	QQ3-12	CTH QQ	★	★	★				★	★★★★
337	199	QQ3-13	CTH QQ	★	★	★				★	★★★★
339	200	QQ3-15	CTH QQ	★	★	★				★	★★★★
351	201	L1-2	CTH L	★	★	★				★	★★★★
359	202	UN-1	CTH UN	★	★	★				★	★★★★
364	203	YYY1-2	CTH YYY	★	★	★				★	★★★★
366	204	YYY1-4	CTH YYY	★	★	★				★	★★★★
371	205	U1-4	CTH U		★	★		★		★	★★★★
378	206	U1-11	CTH U	★	★	★				★	★★★★
379	207	U1-12	CTH U	★	★	★				★	★★★★
381	208	U1-14	CTH U	★	★	★				★	★★★★
382	209	HH6-1	CTH HH	★	★	★				★	★★★★
386	210	HH8-1	CTH HH	★	★	★	★				★★★★
390	211	HH10-3	CTH HH	★	★	★	★				★★★★
399	212	D4-3	CTH D	★		★		★	★		★★★★
401	213	D5-1	CTH D		★	★	★			★	★★★★
403	214	D5-3	CTH D		★	★	★			★	★★★★
404	215	D5-4	CTH D		★	★	★			★	★★★★
405	216	D5-6	CTH D		★	★	★			★	★★★★
406	217	D5-7	CTH D	★	★	★	★				★★★★
407	218	D5-8	CTH D	★	★	★	★				★★★★
409	219	D5-10	CTH D		★	★	★			★	★★★★
410	220	V5-1	CTH V		★	★	★	★			★★★★
423	221	K1-4	CTH K	★	★	★	★				★★★★
429	222	K5-2	CTH KK		★	★		★		★	★★★★
431	223	K5-1	CTH K	★	★	★				★	★★★★
434	224	K6-3	CTH K	★	★		★	★			★★★★
436	225	K6-5	CTH K	★	★	★	★				★★★★

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437	226	K6-7	CTH K	★	★	★	★				★★★★
444	227	K11-2	CTH K			★	★	★		★	★★★★
451	228	K12-3	CTH K	★	★	★	★				★★★★
452	229	K12-4	CTH K	★	★	★	★				★★★★
458	230	D7-1	CTH D	★	★	★		★			★★★★
459	231	D7-2	CTH D	★	★	★		★			★★★★
463	232	IJ1-3	CTH IJ	★	★	★				★	★★★★
464	233	IJ1-4	CTH IJ	★	★	★				★	★★★★
467	234	IJ1-7	CTH IJ	★	★	★				★	★★★★
476	235	AF1-5	CTH AF	★	★	★	★				★★★★
477	236	AF1-6	CTH AF		★	★	★			★	★★★★
484	237	NN1-1	CTH NN	★	★	★	★				★★★★
485	238	NN1-2	CTH NN	★	★	★	★				★★★★
489	239	NN1-6	CTH NN		★		★	★	★		★★★★
495	240	X1-1	CTH X	★	★	★	★				★★★★
496	241	X1-2	CTH X		★	★	★	★			★★★★
505	242	NL1-7	CTH NL	★	★	★				★	★★★★
508	243	NL1-10	CTH NL	★	★	★				★	★★★★
511	244	NL4-3	CTH NL	★	★	★				★	★★★★
515	245	NL4-7	CTH NL	★	★	★				★	★★★★
517	246	NL5-1	CTH NL		★	★		★		★	★★★★
518	247	NL6-1	CTH NL		★	★		★		★	★★★★
521	248	NL2-3	CTH N		★	★			★	★	★★★★
536	249	ND1-1	CTH ND		★	★	★			★	★★★★
538	250	ND1-3	CTH ND		★	★	★			★	★★★★
539	251	ND1-4	CTH ND		★	★	★			★	★★★★
540	252	ND1-5	CTH ND		★	★	★			★	★★★★
541	253	ND1-6	CTH ND		★	★	★			★	★★★★
543	254	ND1-8	CTH ND		★	★	★			★	★★★★
547	255	ND2-3	CTH ND		★	★	★			★	★★★★
548	256	ND2-4	CTH ND		★	★	★			★	★★★★
551	257	ND4-2	CTH ND		★	★	★	★			★★★★
552	258	ND5-1	CTH ND		★	★	★			★	★★★★
553	259	ND5-2	CTH ND		★	★	★			★	★★★★
554	260	ND5-3	CTH ND		★	★	★			★	★★★★
557	261	ND6-3	CTH ND		★	★	★			★	★★★★
563	262	ND6-9	CTH ND		★	★	★			★	★★★★
564	263	ND6-10	CTH ND		★	★	★			★	★★★★
565	264	ND6-11	CTH ND		★	★	★			★	★★★★
566	265	ND7-1	CTH ND	★	★	★	★				★★★★
567	266	ND8-1	CTH ND		★	★	★			★	★★★★
569	267	ND8-3	CTH ND		★	★	★			★	★★★★
570	268	ND8-4	CTH ND		★	★	★			★	★★★★
572	269	SD1-2	CTH SD	★	★	★				★	★★★★
574	270	SD1-4	CTH SD	★	★	★				★	★★★★

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575	271	SD1-5	CTH SD	★	★	★				★	★★★★
584	272	SD2-3	CTH SD	★	★	★		★			★★★★
587	273	SD5-1	CTH SD	★	★	★				★	★★★★
588	274	SD5-2	CTH SD	★	★	★				★	★★★★
592	275	SD5-6	CTH SD	★	★	★				★	★★★★
595	276	G1-3	CTH G			★	★	★	★		★★★★
596	277	G1-4	CTH G			★	★	★	★		★★★★
603	278	G2-2	CTH G		★	★	★			★	★★★★
604	279	G3-3	CTH G	★	★	★				★	★★★★
613	280	G3-11	CTH G		★	★		★	★		★★★★
614	281	G3-12	CTH G		★	★		★	★		★★★★
620	282	DD1-1	CTH MM	★	★	★	★				★★★★
625	283	M1-2	CTH M		★	★	★	★			★★★★
635	284	M2-2	CTH M	★	★	★	★				★★★★
636	285	M3-1	CTH M		★	★	★			★	★★★★
638	286	CF1-2	CTH CF	★	★	★	★				★★★★
639	287	CF1-3	CTH CF	★	★	★	★				★★★★
640	288	CF1-4	CTH CF	★	★	★	★				★★★★
647	289	RR1-2	CTH RR	★	★	★	★				★★★★
648	290	RR1-3	CTH RR	★	★	★	★				★★★★
649	291	RR1-4	CTH RR	★	★	★	★				★★★★
650	292	RR1-5	CTH RR	★	★	★	★				★★★★
655	293	RR1-10	CTH RR	★	★	★	★				★★★★
659	294	RR1-14	CTH RR		★	★	★			★	★★★★
662	295	RR1-17	CTH RR	★	★	★	★				★★★★
663	296	RR1-18	CTH RR	★	★	★	★				★★★★
666	297	RR1-22	CTH RR	★	★	★	★				★★★★
670	298	H2-3	CTH H	★	★	★	★				★★★★
672	299	H2-5	CTH H		★	★	★	★			★★★★
674	300	H3-2	CTH H	★	★	★		★			★★★★
678	301	H3-6	CTH H	★	★	★				★	★★★★
681	302	H4-3	CTH H	★	★	★				★	★★★★
3	303	Z1-3	CTH Z		★	★				★	★★★
8	304	Z1-8	CTH Z		★	★	★				★★★
9	305	Z1-9	CTH Z		★	★	★				★★★
12	306	Z1-13	CTH Z		★	★	★				★★★
15	307	Z1-16	CTH Z		★	★	★				★★★
16	308	Z1-17	CTH Z		★	★	★				★★★
17	309	Z1-18	CTH Z		★	★	★				★★★
18	310	Z1-19	CTH Z		★	★	★				★★★
19	311	Z1-20	CTH Z		★	★	★				★★★
20	312	Z1-21	CTH Z		★	★	★				★★★
25	313	Z3-1	CTH Z		★	★	★				★★★
27	314	Z3-3	CTH Z		★	★	★				★★★
39	315	Z3-15	CTH Z	★	★		★				★★★

SAFETY ACTION PLAN

Eau Claire 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
43	316	ZZ1-5	CTH ZZ	★	★	★					★★★
50	317	ZZ3-2	CTH ZZ		★	★	★				★★★
54	318	ZZ3-6	CTH ZZ		★	★	★				★★★
55	319	BB1-1	CTH BB		★	★	★				★★★
59	320	BB1-5	CTH BB		★	★	★				★★★
60	321	P1-1	CTH P		★	★	★				★★★
61	322	P1-2	CTH P		★	★	★				★★★
65	323	EE4-2	CTH EE	★	★	★					★★★
68	324	EE5-5	CTH C	★		★		★			★★★
74	325	C2-4	CTH C	★		★	★				★★★
80	326	B1-1	CTH B		★		★	★			★★★
83	327	B2-4	CTH W		★	★	★				★★★
85	328	B3-1	CTH B		★	★	★				★★★
87	329	B3-3	CTH B		★	★	★				★★★
91	330	B3-7	CTH B		★	★	★				★★★
92	331	B3-8	CTH B		★	★	★				★★★
94	332	B4-1	CTH B		★			★	★		★★★
97	333	B4-4	CTH B	★	★	★					★★★
99	334	B4-6	CTH B	★	★			★			★★★
102	335	B4-9	CTH B	★	★			★			★★★
112	336	B8-4	CTH B	★		★				★	★★★
113	337	B8-5	CTH B	★		★				★	★★★
122	338	W1-10	CTH W		★	★	★				★★★
123	339	W1-11	CTH W		★	★	★				★★★
124	340	W1-12	CTH W		★	★	★				★★★
126	341	W1-14	CTH W		★	★	★				★★★
127	342	W1-15	CTH W		★		★	★			★★★
129	343	W2-2	CTH W	★	★		★				★★★
133	344	WW1-4	CTH WW	★	★	★					★★★
136	345	WW1-7	CTH WW		★	★				★	★★★
137	346	WW1-8	CTH WW		★	★				★	★★★
139	347	WW1-10	CTH WW	★	★	★					★★★
141	348	WW1-12	CTH WW		★	★				★	★★★
146	349	W3-3	CTH W		★	★	★				★★★
150	350	W4-4	CTH W	★	★		★				★★★
152	351	W4-6	CTH W		★	★	★				★★★
153	352	W4-7	CTH W		★	★	★				★★★
165	353	W4-24	CTH W		★	★	★				★★★
169	354	FF1-3	CTH FF		★	★	★				★★★
173	355	FF1-7	CTH FF	★	★		★				★★★
176	356	FF1-10	CTH FF		★	★	★				★★★
181	357	FF1-15	CTH FF	★	★		★				★★★
182	358	FF1-16	CTH FF		★	★	★				★★★
185	359	WW2-3	CTH WW	★	★	★					★★★
186	360	WW3-2	CTH WW		★	★	★				★★★

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188	361	WW3-4	CTH WW		★	★	★				★★★
194	362	WW3-10	CTH WW		★	★	★				★★★
198	363	WW3-15	CTH WW		★	★	★				★★★
199	364	WW3-16	CTH WW		★	★	★				★★★
203	365	WW3-20	CTH WW		★	★	★				★★★
204	366	WW3-21	CTH WW		★	★	★				★★★
205	367	WW3-22	CTH WW		★	★	★				★★★
206	368	WW3-23	CTH WW		★	★	★				★★★
208	369	WW3-25	CTH WW	★	★		★				★★★
209	370	WW3-26	CTH WW		★	★	★				★★★
211	371	WW3-28	CTH WW		★	★	★				★★★
218	372	FW1-2	CTH FW		★	★	★				★★★
219	373	F1-3	CTH FW		★	★	★				★★★
222	374	F2-1	CTH F	★	★		★				★★★
223	375	F2-2	CTH F		★	★	★				★★★
228	376	F2-7	CTH F		★	★	★				★★★
229	377	F2-8	CTH F		★	★	★				★★★
230	378	F2-9	CTH F		★	★	★				★★★
233	379	FF2-3	CTH WW	★	★			★			★★★
241	380	F3-3	CTH F		★			★	★		★★★
242	381	F3-4	CTH F		★	★				★	★★★
243	382	F3-5	CTH F		★	★				★	★★★
244	383	F3-6	CTH F	★	★	★					★★★
245	384	F3-7	CTH F		★	★				★	★★★
247	385	F4-3	CTH F		★	★	★				★★★
248	386	F4-4	CTH F		★	★	★				★★★
254	387	HH1-1	CTH HH	★	★	★					★★★
256	388	HH1-3	CTH HH	★	★	★					★★★
257	389	HH1-4	CTH HH	★	★	★					★★★
258	390	HH1-5	CTH HH	★	★	★					★★★
259	391	HH1-6	CTH HH	★	★	★					★★★
260	392	V1-1	CTH V		★	★				★	★★★
264	393	I1-1	CTH I		★	★			★		★★★
266	394	I1-3	CTH I	★	★	★					★★★
267	395	I1-5	CTH I		★	★				★	★★★
271	396	I1-10	CTH I	★	★	★					★★★
272	397	I1-11	CTH I	★	★	★					★★★
275	398	I2-2	CTH I	★	★	★					★★★
277	399	I2-4	CTH I		★	★				★	★★★
279	400	I2-6	CTH I	★	★	★					★★★
280	401	I2-7	CTH I	★	★	★					★★★
283	402	I2-11	CTH I		★	★				★	★★★
285	403	I2-13	CTH I		★	★			★		★★★
287	404	I2-16	CTH I	★	★	★					★★★
288	405	I2-17	CTH I	★	★	★					★★★

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291	406	I4-1	CTH I	★		★	★				★★★
293	407	I4-3	CTH I	★		★	★				★★★
297	408	I5-4	CTH I		★	★	★				★★★
298	409	I5-5	CTH I		★	★	★				★★★
299	410	I5-6	CTH I	★	★		★				★★★
300	411	i5-7	CTH I	★	★		★				★★★
304	412	I7-2	CTH I		★	★				★	★★★
305	413	I7-3	CTH I		★	★				★	★★★
311	414	I7-10	CTH I	★	★	★					★★★
313	415	I7-12	CTH I	★	★	★					★★★
314	416	II2-1	CTH II			★	★			★	★★★
315	417	QQ2-2	CTH QQ		★	★				★	★★★
316	418	QQ2-3	CTH QQ		★	★				★	★★★
318	419	QQ2-5	CTH QQ	★	★	★					★★★
319	420	QQ2-6	CTH QQ		★	★				★	★★★
320	421	QQ2-7	CTH QQ	★	★	★					★★★
323	422	QQ2-10	CTH QQ		★	★		★			★★★
325	423	QQ3-1	CTH QQ		★	★				★	★★★
327	424	QQ3-3	CTH QQ		★	★				★	★★★
328	425	QQ3-4	CTH QQ		★	★				★	★★★
330	426	QQ3-6	CTH QQ		★	★				★	★★★
331	427	QQ3-7	CTH QQ		★	★				★	★★★
332	428	QQ3-8	CTH QQ		★	★				★	★★★
333	429	QQ3-9	CTH QQ		★	★				★	★★★
334	430	QQ3-10	CTH QQ		★	★				★	★★★
338	431	QQ3-14	CTH QQ		★	★				★	★★★
340	432	QQ3-16	CTH QQ		★	★				★	★★★
341	433	QQ3-17	CTH QQ		★	★				★	★★★
342	434	QQ3-18	CTH QQ		★	★				★	★★★
343	435	QQ3-19	CTH QQ		★	★				★	★★★
344	436	QQ3-20	CTH QQ		★	★				★	★★★
345	437	QQ3-21	CTH QQ		★	★			★		★★★
350	438	L1-1	CTH L		★	★				★	★★★
352	439	L1-3	CTH L		★	★				★	★★★
353	440	L1-4	CTH L		★	★				★	★★★
354	441	L1-5	CTH L		★	★				★	★★★
355	442	L1-6	CTH L		★	★				★	★★★
356	443	L1-7	CTH L		★	★				★	★★★
357	444	L1-8	CTH L		★	★				★	★★★
358	445	L1-9	CTH L		★	★				★	★★★
360	446	UN-2	CTH UN		★	★				★	★★★
361	447	UN-3	CTH UN		★			★	★		★★★
362	448	SS1-1	CTH SS		★	★	★				★★★
365	449	YYY1-3	CTH YYY		★	★				★	★★★
369	450	U1-2	CTH U		★	★				★	★★★

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370	451	U1-3	CTH U		★	★				★	★★★
372	452	U1-5	CTH U		★	★				★	★★★
373	453	U1-6	CTH U		★	★				★	★★★
374	454	U1-7	CTH U		★	★				★	★★★
375	455	U1-8	CTH U		★	★				★	★★★
376	456	U1-9	CTH U		★	★				★	★★★
377	457	U1-10	CTH U		★	★				★	★★★
380	458	U1-13	CTH U		★	★				★	★★★
383	459	HH6-3	CTH HH		★	★				★	★★★
384	460	HH6-5	CTH HH		★	★				★	★★★
385	461	HH6-6	CTH HH	★	★	★					★★★
391	462	HH10-4	CTH HH	★	★		★				★★★
411	463	V6-1	CTH V		★	★	★				★★★
412	464	V6-2	CTH V		★	★	★				★★★
413	465	V6-3	CTH V		★		★		★		★★★
417	466	V9-3	CTH V	★		★				★	★★★
426	467	KK2-1	CTH KK	★	★			★			★★★
427	468	KK2-2	CTH KK	★	★					★	★★★
433	469	K6-2	CTH K		★	★	★				★★★
435	470	K6-4	CTH K		★	★	★				★★★
439	471	K8-1	CTH JJ	★	★			★			★★★
441	472	K8-3	CTH K	★	★		★				★★★
442	473	K8-4	CTH K	★	★		★				★★★
453	474	K12-5	CTH K	★	★		★				★★★
454	475	D6-2	CTH D	★			★	★			★★★
462	476	IJ1-2	CTH IJ		★	★				★	★★★
466	477	IJ1-6	CTH IJ		★	★		★			★★★
468	478	J2-1	CTH J	★	★	★					★★★
469	479	J2-3	CTH J		★	★				★	★★★
470	480	J2-4	CTH J		★	★				★	★★★
471	481	J2-6	CTH J		★	★				★	★★★
472	482	AF1-1	CTH AF		★	★	★				★★★
474	483	AF1-3	CTH AF		★	★	★				★★★
480	484	R3-1	CTH R	★			★	★			★★★
483	485	O1-1	CTH O		★	★		★			★★★
486	486	NN1-3	CTH NN	★	★		★				★★★
492	487	R2-3	CTH R	★			★	★			★★★
493	488	R2-4	CTH R	★			★	★			★★★
494	489	R2-5	CTH R	★			★	★			★★★
497	490	X1-3	CTH X		★	★	★				★★★
498	491	X1-4	CTH X		★	★	★				★★★
499	492	NL1-1	CTH NL		★	★		★			★★★
500	493	NL1-2	CTH NL		★	★				★	★★★
501	494	NL1-3	CTH NL		★	★				★	★★★
502	495	NL1-4	CTH NL		★	★				★	★★★

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503	496	NL1-5	CTH NL	★	★	★					★★★
506	497	NL1-8	CTH NL		★	★				★	★★★
507	498	NL1-9	CTH NL		★	★				★	★★★
509	499	NL4-1	CTH NL		★	★				★	★★★
510	500	NL4-2	CTH NL		★	★				★	★★★
512	501	NL4-4	CTH NL		★	★				★	★★★
513	502	NL4-5	CTH NL		★	★				★	★★★
514	503	NL4-6	CTH NL		★	★				★	★★★
516	504	NL4-8	CTH NL	★	★	★					★★★
519	505	N2-1	CTH N		★	★				★	★★★
520	506	N2-2	CTH N		★	★				★	★★★
522	507	N4-1	CTH N		★	★	★				★★★
523	508	HH12-1	CTH HH		★	★	★				★★★
525	509	HH12-5	CTH HH		★	★	★				★★★
528	510	JJ2-1	CTH JJ		★	★	★				★★★
529	511	JJ2-2	CTH JJ		★	★	★				★★★
534	512	JJ2-7	CTH JJ		★		★		★		★★★
535	513	JJ2-8	CTH JJ		★		★		★		★★★
537	514	ND1-2	CTH ND		★	★	★				★★★
550	515	ND4-1	CTH ND		★	★	★				★★★
559	516	ND6-5	CTH ND		★	★	★				★★★
560	517	ND6-6	CTH ND		★	★	★				★★★
561	518	ND6-7	CTH ND		★	★	★				★★★
562	519	ND6-8	CTH ND		★	★	★				★★★
571	520	SD1-1	CTH SD		★	★				★	★★★
573	521	SD1-3	CTH SD		★	★				★	★★★
576	522	SD1-6	CTH SD		★	★				★	★★★
577	523	SD1-7	CTH SD		★	★				★	★★★
578	524	SD1-8	CTH SD		★	★				★	★★★
580	525	SD1-10	CTH SD		★	★				★	★★★
582	526	SD2-1	CTH SD		★	★				★	★★★
583	527	SD2-2	CTH SD		★	★				★	★★★
585	528	SD2-4	CTH SD		★	★		★			★★★
586	529	SD4-1	CTH SD		★	★				★	★★★
591	530	SD5-5	CTH SD		★	★				★	★★★
593	531	SD5-7	CTH SD		★	★				★	★★★
594	532	SD5-8	CTH SD		★	★				★	★★★
600	533	G1-8	CTH G	★		★	★				★★★
601	534	G1-9	CTH G	★		★	★				★★★
602	535	G1-10	CTH G	★			★	★			★★★
605	536	G3-2	CTH G		★	★				★	★★★
606	537	G3-4	CTH G		★	★				★	★★★
607	538	G3-5	CTH G		★	★				★	★★★
608	539	G3-6	CTH G		★	★				★	★★★
609	540	G3-7	CTH G		★	★				★	★★★

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610	541	G3-8	CTH G		★	★				★	★★★
611	542	G3-9	CTH G		★	★				★	★★★
612	543	G3-10	CTH G		★	★				★	★★★
615	544	G3-13	CTH G		★	★				★	★★★
616	545	G3-14	CTH G		★	★				★	★★★
617	546	G3-15	CTH G		★	★				★	★★★
618	547	G3-16	CTH G		★	★				★	★★★
619	548	G3-19	CTH G		★	★				★	★★★
623	549	G4-3	CTH G	★	★	★					★★★
624	550	M1-1	CTH M		★	★	★				★★★
626	551	M1-3	CTH M		★	★	★				★★★
627	552	M1-4	CTH M		★	★	★				★★★
628	553	M1-6	CTH M		★	★	★				★★★
629	554	M1-7	CTH M		★	★	★				★★★
631	555	M1-9	CTH M		★	★	★				★★★
632	556	M1-10	CTH M		★	★	★				★★★
633	557	M1-11	CTH M		★	★	★				★★★
634	558	M2-1	CTH M		★	★	★				★★★
641	559	CF1-5	CTH CF		★	★	★				★★★
642	560	CF1-6	CTH CF		★	★	★				★★★
644	561	CF1-9	CTH CF		★	★	★				★★★
646	562	RR1-1	CTH RR		★	★	★				★★★
651	563	RR1-6	CTH RR		★	★	★				★★★
653	564	RR1-8	CTH RR		★	★	★				★★★
654	565	RR1-9	CTH RR		★	★	★				★★★
656	566	RR1-11	CTH RR		★	★	★				★★★
657	567	RR1-12	CTH RR		★	★	★				★★★
658	568	RR1-13	CTH RR		★	★	★				★★★
661	569	RR1-16	CTH RR		★	★	★				★★★
665	570	RR1-21	CTH RR		★	★	★				★★★
675	571	H3-3	CTH H	★	★	★					★★★
676	572	H3-4	CTH H	★	★	★					★★★
677	573	H3-5	CTH H	★	★	★					★★★
680	574	H4-2	CTH H	★	★	★					★★★
44	575	ZZ1-6	CTH ZZ		★	★					★★
46	576	ZZ1-8	CTH ZZ		★	★					★★
48	577	ZZ1-10	CTH ZZ		★	★					★★
66	578	EE4-3	CTH EE			★			★		★★
67	579	EE4-4	CTH EE	★		★					★★
69	580	C1-1	CTH C			★		★			★★
70	581	C1-2	CTH C			★	★				★★
71	582	C2-1	CTH C			★	★				★★
72	583	C2-2	CTH C			★	★				★★
73	584	C2-3	CTH C			★	★				★★
75	585	E1-1	CTH E	★		★					★★

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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
77	586	TT2-1	CTH TT	★			★				★★
79	587	TT2-3	CTH TT			★	★				★★
101	588	B4-8	CTH B		★	★					★★
103	589	B4-10	CTH B	★	★						★★
106	590	B4-13	CTH B	★	★						★★
108	591	B6-2	CTH B		★				★		★★
134	592	WW1-5	CTH WW		★	★					★★
142	593	WW1-13	CTH WW		★	★					★★
175	594	FF1-9	CTH FF		★		★				★★
180	595	FF1-14	CTH FF		★		★				★★
183	596	WW2-1	CTH WW		★	★					★★
184	597	WW2-2	CTH WW		★			★			★★
202	598	WW3-19	CTH WW		★		★				★★
220	599	F1-1	CTH F	★	★						★★
221	600	F1-2	CTH F		★	★					★★
224	601	F2-3	CTH F		★		★				★★
236	602	FF4-2	CTH FF		★		★				★★
240	603	F3-2	CTH F	★	★						★★
255	604	HH1-2	CTH HH	★	★						★★
265	605	I1-2	CTH I		★	★					★★
268	606	I1-6	CTH I		★	★					★★
270	607	I1-9	CTH I		★	★					★★
281	608	I2-8	CTH I		★	★					★★
282	609	I2-9	CTH I		★	★					★★
289	610	I2-18	CTH I		★				★		★★
292	611	I4-2	CTH I	★			★				★★
306	612	I7-4	CTH I		★	★					★★
307	613	I7-6	CTH I		★	★					★★
308	614	I7-7	CTH I		★	★					★★
309	615	I7-8	CTH I		★	★					★★
310	616	I7-9	CTH I		★	★					★★
321	617	QQ2-8	CTH QQ		★	★					★★
324	618	QQ2-11	CTH QQ		★	★					★★
347	619	Q4-1	CTH Q			★	★				★★
348	620	Q4-2	CTH Q	★			★				★★
349	621	Q4-3	CTH Q	★			★				★★
393	622	D1-2	CTH D	★				★			★★
394	623	D1-3	CTH D	★				★			★★
398	624	D4-2	CTH D	★		★					★★
400	625	D4-4	CTH D			★		★			★★
414	626	V6-4	CTH V		★		★				★★
428	627	KK2-3	CTH KK		★	★					★★
440	628	K8-2	CTH K		★		★				★★
443	629	K11-1	CTH K	★			★				★★
445	630	K11-3	CTH K	★			★				★★

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446	631	K11-4	CTH K	★			★				★★
448	632	K11-6	CTH K	★			★				★★
449	633	K12-1	CTH K		★		★				★★
450	634	K12-2	CTH K		★		★				★★
455	635	D6-3	CTH D	★			★				★★
457	636	D6-5	CTH D	★			★				★★
460	637	D8-1	CTH D		★		★				★★
465	638	IJ1-5	CTH IJ		★	★					★★
488	639	NN1-5	CTH NN		★		★				★★
490	640	R2-1	CTH R	★			★				★★
491	641	R2-2	CTH R				★	★			★★
504	642	NL1-6	CTH NL		★	★					★★
530	643	JJ2-3	CTH JJ		★		★				★★
531	644	JJ2-4	CTH JJ		★		★				★★
532	645	JJ2-5	CTH JJ		★		★				★★
533	646	JJ2-6	CTH JJ		★		★				★★
579	647	SD1-9	CTH SD		★	★					★★
581	648	SD1-11	CTH SD		★	★					★★
590	649	SD5-4	CTH SD		★	★					★★
597	650	G1-5	CTH G			★	★				★★
598	651	G1-6	CTH G			★	★				★★
599	652	G1-7	CTH G	★			★				★★
673	653	H3-1	CTH H	★	★						★★
679	654	H4-1	CTH H		★	★					★★
682	655	H4-4	CTH H	★	★						★★
76	656	E1-2	CTH E			★					★
98	657	B4-5	CTH B		★						★
100	658	B4-7	CTH B		★						★
105	659	B4-12	CTH B		★						★
109	660	B8-1	CTH B			★					★
110	661	B8-2	CTH B	★							★
111	662	B8-3	CTH B			★					★
131	663	WW1-2	CTH WW		★						★
249	664	F5-1	CTH F			★					★
252	665	F5-5	CTH F	★							★
253	666	F5-6	CTH F	★							★
392	667	D1-1	CTH D	★							★
397	668	D4-1	CTH D	★							★
415	669	V9-1	CTH V					★			★
416	670	V9-2	CTH V						★		★
418	671	V9-4	CTH V	★							★
447	672	K11-5	CTH K				★				★
456	673	D6-4	CTH D				★				★
461	674	IJ1-1	CTH IJ		★						★
481	675	R3-2	CTH R				★				★

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526	676	JJ1-1	CTH JJ		★						★
527	677	JJ1-2	CTH JJ		★						★
622	678	G4-2	CTH G		★						★
250	679	F5-3	CTH F								
251	680	F5-4	CTH F								
395	681	D1-4	CTH D								
396	682	D1-5	CTH D								

Stars	Count	Percent
★★★★★★★★	0	0%
★★★★★★★	0	0%
★★★★★★	10	1%
★★★★★	76	11%
★★★★	216	32%
★★★	272	40%
★★	81	12%
★	23	3%
	4	1%
Total	682	100%

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9	1	AF11	USH 12 and CTH AF	★	★	★	★		★		★	★★★★★★
470	2	V4	USH 12 and CTH V	★	★	★	★		★		★	★★★★★★
13	3	AF15	USH 12 and CTH AF	★	★	★	★				★	★★★★★
401	4	R2	USH 12 and CTH R	★		★		★	★		★	★★★★★
127	5	F9	CTH II (W Deerfield Rd) and CTH F (W Lowes Creek Rd)	★	★	★			★			★★★★
144	6	F30	USH 93 and CTH F	★		★		★	★			★★★★
233	7	HH27	USH 93 and CTH HH	★	★				★		★	★★★★
239	8	I3	USH 12 and CTH I/ Deer Rd W	★	★	★			★			★★★★
336	9	M8	USH 12 (E Lincoln St) and CTH M	★	★	★			★			★★★★
533	10	ZZ2	USH 37 and CTH ZZ	★		★			★		★	★★★★
37	11	B19	CTH B and Old Town Rd		★	★		★				★★★
41	12	B23	STH 37 and CTH B	★					★		★	★★★
54	13	CF5	CTH CF (Goat Ranch Rd) and Black Creek Rd			★		★	★			★★★
70	14	D21	STH 27 and CTH D			★		★	★			★★★
83	15	D34	STH 27 and CTH D	★		★			★			★★★
119	16	EE4	CTH EE (Partridge Rd) and SB IH 94 Ramps	★				★	★			★★★
220	17	HH13	USH 53 and CTH HH	★	★						★	★★★
249	18	I13	USH 53 and CTH I (Hillview Rd)	★		★			★			★★★
291	19	JJ7	USH 12 and CTH JJ	★		★			★			★★★
316	20	K26	CTH Q (Olson Dr) and CTH K (N 130th Ave)	★	★				★			★★★
318	21	K28	CTH K and Saint Bridget Dr			★		★	★			★★★
368	22	NL4	USH 27 and CTH NL		★	★			★			★★★
385	23	Q2	CTH Q (Olson Dr) and CTH QS (N 65th Ave)	★	★				★			★★★
400	24	R1	CTH R and CTH O			★		★	★			★★★
423	25	SD1	USH 27 and CTH SD			★			★		★	★★★
431	26	SS1	USH 12 and CTH SS (9 Mile Creek Rd)	★		★					★	★★★
458	27	U1	CTH YYY and CTH U			★		★	★			★★★
523	28	Z13	USH 37 and CTH Z	★	★						★	★★★
525	29	Z15	USH 37 and CTH Z	★		★			★			★★★
532	30	ZZ1	USH 37 and CTH ZZ	★					★		★	★★★
23	31	B5	STH 85 and CTH B	★							★	★★
26	32	B8	CTH B and Langdell Rd			★		★				★★
31	33	B13	CTH B and Oak Rd			★		★				★★
35	34	B17	CTH B and Hilly View Rd			★		★				★★
44	35	C2	CTH C (Curvue Rd) and Miller Rd		★	★						★★
47	36	C5	CTH C (Curvue Rd) and CTH EE (S Town Hall Rd)	★	★							★★
48	37	C6	CTH C (Curvue Rd) and CTH TT (Kane Rd)	★	★							★★
49	38	CC1	CTH TT (Kane Rd) and CTH CC (W Folsom St)	★	★							★★
50	39	CF1	USH 12 (CTH M) and CTH CF			★			★			★★
51	40	CF2	CTH CF and Kelly Rd		★	★						★★
53	41	CF4	CTH CF and Horse Creek Rd					★	★			★★
58	42	D8	CTH D and S 140th Ave			★		★				★★
62	43	D12	CTH D and Oriole Dr			★		★				★★
63	44	D13	CTH D and Williams Rd			★			★			★★
69	45	D19	CTH D and Hay Creek Rd		★				★			★★
79	46	D30	CTH D and Ludington Dr			★		★				★★
86	47	D37	CTH D and Scenic Dr					★	★			★★
96	48	D47	CTH D (Beaver Creek Rd) and Mueller Rd			★		★				★★
99	49	D50	USH 53 and CTH D (Beaver Creek Rd)	★		★						★★
106	50	DD1	CTH DD/CTH G and CTH G					★	★			★★
111	51	E5	CTH E (W Cameron St) and CTH EE (N Town Hall Rd)	★	★							★★
115	52	E9	CTH E (W Cameron St) and CTH TT (Kane Rd)	★	★							★★
141	53	F27	CTH F and W Lowes Creek Rd			★		★				★★
143	54	F29	CTH HH and CTH F		★				★			★★
160	55	G5	CTH G and Jack Pine Rd		★				★			★★
167	56	G13	CTH G and Stoney Lonesome Rd					★	★			★★
168	57	G14	CTH G and Stoney Lonesome Rd					★	★			★★
182	58	G32	CTH G and Sieg Rd/ Gregor Rd		★	★						★★
186	59	GG1	USH 27 and CTH GG		★				★			★★
188	60	H1	CTH H and CTH MM		★				★			★★
191	61	H5	CTH H and CTH M (Deer Ln)		★				★			★★
194	62	H8	CTH H and Rock Dam Rd					★	★			★★
197	63	H11	CTH H and Forest Rd Number 3		★				★			★★

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213	64	HH6	CTH HH and Young Rd		★				★			★★
215	65	HH8	CTH HH and Barka Rd/ Schultz Rd		★			★				★★
216	66	HH9	CTH HH and CTH U			★			★			★★
221	67	HH14	CTH HH and I-94 S Ramps			★					★	★★
228	68	HH22	USH 37 and CTH HH	★				★				★★
231	69	HH25	CTH HH and Lowes Creek Rd		★				★			★★
234	70	HH29	CTH HH and I-94 N Ramps			★					★	★★
235	71	HH30	CTH HH and CTH I		★				★			★★
244	72	I8	CTH I (Otter Creek Rd) and Hobbs Rd			★		★				★★
258	73	I22	CTH I and CTH I			★		★				★★
259	74	I23	CTH I and Traaseth Rd		★	★						★★
261	75	I25	CTH I and Elm Rd		★			★				★★
268	76	II6	CTH II (Deerfield Rd) and Inwood Dr/ White Tail Dr		★	★						★★
269	77	II7	CTH II (Deerfield Rd) and S Lowes Creek Rd	★	★							★★
278	78	J3	CTH J and CTH JJ			★		★				★★
286	79	JJ2	CTH K and CTH JJ (Hillview Dr)		★				★			★★
290	80	JJ6	CTH JJ and Rodell Rd S			★		★				★★
292	81	JJ8	Hillview Dr and CTH JJ					★	★			★★
303	82	K13	CTH K and CTH K			★		★				★★
311	83	K21	CTH K and Lark Rd			★		★				★★
320	84	K30	CTH K and Big Falls Forest Rd			★		★				★★
323	85	K33	CTH K and CTH V		★				★			★★
330	86	M1	USH 12 and CTH M					★	★			★★
341	87	M14	CTH M and Lange Rd			★			★			★★
344	88	MM2	CTH MM and Hamilton Falls Rd		★				★			★★
354	89	N6	USH 27 and CTH N	★	★							★★
358	90	ND2	CTH ND and ND Loop			★		★				★★
359	91	ND3	CTH ND and ND Loop			★		★				★★
362	92	ND6	USH 27 and CTH ND	★		★						★★
363	93	ND7	CTH ND and ND Ln/ McMahon Rd			★		★				★★
374	94	NN4	CTH N (Schultz Rd) and CTH NN			★		★				★★
378	95	O3	CTH V/ CTH O and Smith Rd			★		★				★★
381	96	P1	CTH Q (Olson Dr) and CTH P (N 60th Ave)	★					★			★★
383	97	P3	CTH P (N 67th Ave) and 10th Ave/ Vance Dr		★						★	★★
391	98	Q8	CTH Q (Olson Dr) and CTH UN (N 110th Ave)	★	★							★★
394	99	Q21	CTH Q (Olson Dr) and N 150th Ave		★				★			★★
395	100	Q22	CTH XX and CTH Q (Olson Dr)	★					★			★★
398	101	QS1	CTH QS (Schoettl Ave) and Tower Dr	★				★				★★
415	102	RR2	CTH RR (Hay Creek Rd) and CTH RR (Brunzil Rd)		★				★			★★
418	103	RR5	CTH RR and Sandy Rd		★	★						★★
430	104	SD9	CTH SD and Connector Forest Rd			★		★				★★
464	105	UN3	CTH UN (N 110th Ave) and 10th Ave		★			★				★★
466	106	UN5	CTH UN (110th Ave) and Wild Rose Dr			★		★				★★
480	107	V14	USH 53 and CTH V		★	★						★★
487	108	W3	CTH W and Pine Rd			★		★				★★
488	109	W4	CTH W and Pine Rd			★		★				★★
497	110	WW1	CTH WW and Goff Rd			★		★				★★
500	111	WW4	CTH WW and Oak Rd			★		★				★★
502	112	X2	CTH X and Ludington Dr			★		★				★★
505	113	X5	CTH X and USH 27		★				★			★★
508	114	X8	CTH X and Starck Rd			★		★				★★
518	115	Z8	CTH Z (Short Rd) and CTH Z			★		★				★★
519	116	Z9	CTH Z and Langdell Rd		★	★						★★
521	117	Z11	CTH Z (Jane Rd) and CTh Z (Town Hall Rd)		★				★			★★
527	118	Z17	CTH Z and Scenic Rd			★		★				★★
535	119	ZZ4	CTH ZZ and W Walnut Rd			★		★				★★
1	120	AA1	CTH AA (Mayer Rd) and Prill Rd		★							★
2	121	AF4	CTH AF (W Randall Rd) and Valley Rd			★						★
3	122	AF5	CTH AF (W Randall Rd) and Green Meadow Rd			★						★
4	123	AF6	Green Meadow Rd and CTH AF					★				★
5	124	AF7	CTH AF and Hiawatha Rd			★						★
6	125	AF8	CTH AF and Sunrise Dr							★		★
10	126	AF12	CTH V and CTH AF		★							★

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11	127	AF13	CTH AF and Buse Rd			★						★
16	128	AF18	CTH O and CTH AF					★				★
20	129	B2	CTH B and Mitchell Rd		★							★
28	130	B10	CTH B and CTH HH (Hemlock Dr)		★							★
30	131	B12	CTH B and CTH ZZ		★							★
32	132	B14	CTH B and Marsh Rd					★				★
33	133	B15	CTH B and Pine Ridge Rd					★				★
34	134	B16	CTH B/CTH W and CTH B					★				★
42	135	BB1	CTH BB and Willow Ln			★						★
55	136	D5	CTH D (Kennedy Ave) and Green Meadow Rd					★				★
59	137	D9	CTH D and S 150th Ave						★			★
60	138	D10	CTH D and CTH YYY		★							★
67	139	D17	CTH D and CTH HH		★							★
68	140	D18	CTH MM/ CTH D and CTH D						★			★
71	141	D22	CTH D and Weggen Rd		★							★
72	142	D23	CTH D and Sugarbush Rd		★							★
73	143	D24	CTH D and CTH X		★							★
77	144	D28	CTH D and Kaufman Rd		★							★
78	145	D29	CTH XX and CTH D						★			★
80	146	D31	CTH D and Woodland Valley Rd		★							★
85	147	D36	CTH D and S 150th Ave					★				★
88	148	D39	CTH D and Eagle Rd	★								★
95	149	D46	CTH D (Beaver Creek Rd) and Chickadee Rd	★								★
97	150	D48	CTH D (Beaver Creek Rd) and Green Acres Ct					★				★
98	151	D49	CTH D (Beaver Creek Rd) and Beaver Creek Rd			★						★
100	152	D51	USH 53 and CTH D (E Beaver Creek Rd)	★								★
104	153	D55	CTH D (E Beaver Creek Rd) and S Shaleridge Rd			★						★
110	154	E4	CTH E (W Cameron St) and Valley Rd N		★							★
112	155	E6	CTH E (W Cameron St) and Orion Way	★								★
113	156	E7	CTH E (W Cameron St) and W Northstar Ln	★								★
114	157	E8	CTH E (W Cameron St) and Keegan St	★								★
116	158	EE1	CTH EE (Partridge Rd) and Elk Creek Rd		★							★
120	159	EE6	CTH EE (N Town Hall Rd) and W Folsom St		★							★
121	160	EE7	CTH EE (N Town Hall Rd) and MI Mdws Dr		★							★
122	161	EE15	CTH EE (Crescent Ave) and CTH EE (S Town Hall Rd)		★							★
124	162	EE17	CTH EE (Crescent Ave) and Sportsman Dr		★							★
125	163	EE18	CTH EE (Crescent Ave) and Sportsman Dr			★						★
131	164	F17	CTH F and CTH WW			★						★
132	165	F18	CTH F and Moe Rd/ Ridge Valley Rd					★				★
133	166	F19	CTH F and Nesja Rd			★						★
134	167	F20	CTH F and CTH FF						★			★
135	168	F21	CTH HH and CTH F						★			★
137	169	F23	CTH F and Cedar Rd		★							★
138	170	F24	CTH F and Maple Rd		★							★
139	171	F25	CTH F and Cherry Ln			★						★
140	172	F26	CTH F and Giese Rd			★						★
142	173	F28	CTH F and Birch Rd		★							★
145	174	FF1	CTH FF and CTH WW			★						★
146	175	FF2	CTH FF and CTH FW						★			★
148	176	FF4	CTH FF and Popple Rd					★				★
149	177	FF5	CTH FF and Pine Rd					★				★
151	178	FF7	CTH FF and Strumness Rd			★						★
152	179	FF8	CTH FF and Johnson Rd					★				★
156	180	G1	CTH MM and CTH G						★			★
157	181	G2	CTH G and River Rd		★							★
162	182	G7	CTH G and Gravel Pit Rd			★						★
163	183	G8	CTH G and Whippoorwill Private Dr			★						★
165	184	G11	CTH G and Chaney Rd			★						★
166	185	G12	CTH G and Tower Rd					★				★
170	186	G20	CTH G and Sutton Rd					★				★
177	187	G27	CTH G and Haskins Rd/ Yule Rd		★							★
179	188	G29	CTH G and Hilts Rd					★				★
180	189	G30	CTH G and Livermore Rd					★				★

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Eau Claire County
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181	190	G31	CTH G and Francel Rd			★						★
189	191	H2	CTH H and River Rd		★							★
192	192	H6	CTH H and Forest Rd No 5						★			★
195	193	H9	CTH H and Horse Creek Rd						★			★
198	194	H12	CTH H and Forest Rd						★			★
199	195	H13	CTH H and Simes Creek Flowage Tr						★			★
208	196	HH1	CTH VV and CTH HH						★			★
209	197	HH2	CTH HH and Senske Rd			★						★
210	198	HH3	CTH HH and Russell Rd			★						★
211	199	HH4	CTH O and CTH HH						★			★
212	200	HH5	CTH K and CTH HH						★			★
217	201	HH10	CTH HH and S Martin Dr/ N Martin Dr		★							★
218	202	HH11	CTH HH and S Raven Dr/ N Raven Dr		★							★
219	203	HH12	CTH HH and Finch Dr					★				★
222	204	HH16	USH I and CTH HH						★			★
225	205	HH19	CTH HH and Thrush Dr					★				★
226	206	HH20	CTH HH and Wren Dr					★				★
227	207	HH21	CTH K and CTH HH					★				★
229	208	HH23	CTH HH and Luer Rd					★				★
230	209	HH24	CTH HH and CTH W			★						★
238	210	I1	CTH I and CTH J (W Randall Rd)						★			★
240	211	I4	CTH I and CTH IJ (Markgraff Rd)						★			★
241	212	I5	CTH I and Gust Rd			★						★
242	213	I6	CTH J and CTH I						★			★
243	214	I7	USH 53 and Otter Creek Rd	★								★
248	215	I12	CTH I (Hillview Rd) and Buena Vista Rd			★						★
251	216	I15	CTH I and Ridge Rd/ Queens Dr		★							★
254	217	I18	CTH I and Hickory Rd		★							★
255	218	I19	CTH I and Walnut Rd		★							★
256	219	I20	CTH I (Hillview Rd) and Walnut Rd		★							★
260	220	I24	CTH I and Myren Rd					★				★
264	221	II2	CTH II (Deerfield Rd) and Balsam Rd			★						★
267	222	II5	CTH II (Deerfield Rd) and Andrew Dr			★						★
271	223	II12	CTH II (Deerfield Rd) and Elm Rd		★							★
272	224	II15	CTH II (Deerfield Rd) and Talmadge Rd		★							★
273	225	II16	CTH II (Deerfield Rd) and Peuse Rd						★			★
277	226	IJ3	CTH IJ (Marhgraff Rd) and Steinke Rd					★				★
283	227	J8	USH 53 and CTH J (Bernhardt Rd)			★						★
284	228	J9	CTH J (Bernhardt Rd) and Carriage Ln			★						★
287	229	JJ3	CTH JJ and CTH V		★							★
293	230	JJ9	CTH JJ and E Hillside Dr					★				★
294	231	JJ10	CTH JJ and Rainbow Rd			★						★
298	232	K8	CTH K and Birch Tree Ln		★							★
300	233	K10	CTH K and Bridgewater Dr			★						★
306	234	K16	CTH K and W Hillsdale Dr			★						★
307	235	K17	CTH K and Marsh Rd			★						★
308	236	K18	CTH K and Stubbe Rd/ Johnson Rd			★						★
309	237	K19	CTH K and Johnson Rd			★						★
310	238	K20	CTH K and Ryder Rd			★						★
314	239	K24	CTH K and E Robin Rd					★				★
319	240	K29	CTH K and Saint Bridget Dr					★				★
324	241	K34	CTH O and CTH K						★			★
325	242	KK1	CTH KK and CTH V		★							★
326	243	KK2	CTH KK and Tri-Mountain Rd					★				★
327	244	L1	CTH QQ (N Shore Dr) and CTH L (S 82nd Ave)			★						★
332	245	M3	CTH M and N Center Rd		★							★
333	246	M4	CTH M and Black Creek Rd						★			★
334	247	M5	CTH M and Black Creek Rd		★							★
335	248	M6	CTH M and CTH RR						★			★
338	249	M11	CTH M and Yoder Rd			★						★
340	250	M13	CTH M and Livermore Rd/ Brunzil Rd		★							★
342	251	M15	CTH M and Oak Ridge Rd			★						★
349	252	N1	CTH NL and CTH N (Starck Rd)		★							★

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352	253	N4	CTH NL and CTH N (Rockie Rd)		★							★
360	254	ND4	CTH ND and ND Cir			★						★
361	255	ND5	CTH ND and ND Cir			★						★
365	256	NL1	CTH NL and Hill Dr					★				★
370	257	NL8	CTH NL and Stubbe Private Dr			★						★
372	258	NN2	CTH NN and Ryder Rd			★						★
375	259	NN5	CTH R and CTH N (Schultz Rd)		★							★
377	260	O2	CTH O and Rodell Rd S			★						★
379	261	O4	CTH O and Nugget Rd					★				★
382	262	P2	CTH P (N 60th Ave) and Burnell Dr		★							★
389	263	Q6	CTH Q (Olson Dr) and N Shore Dr			★						★
393	264	Q20	CTH Q (Olson Dr) and S 140th Ave		★							★
396	265	QQ22	CTH QQ (N Shore Dr) and Bullhead Pond Dr			★						★
397	266	QQ23	Bullhead Pond Dr and CTH QQ (N Shore Dr)			★						★
399	267	QS2	CTH QS (S 65th Ave) and Tower Dr					★				★
404	268	R5	CTH R and Hilts Rd			★						★
408	269	R9	CTH R and Arries Rd					★				★
409	270	R10	CTH R and Sell Rd					★				★
414	271	RR1	CTH RR and Kruger Rd					★				★
419	272	RR6	CTH RR and Stagecoach Rd			★						★
421	273	RR8	CTH RR and S Center Rd		★							★
425	274	SD3	CTH SD and Greens Landing Rd			★						★
426	275	SD5	CTH SD and Jack Pine Rd			★						★
427	276	SD6	CTH SD and SD Cir			★						★
428	277	SD7	CTH SD and SD Cir			★						★
429	278	SD8	CTH SD and SD Ln			★						★
433	279	SS3	CTH SS (9 Mile Creek Rd) and Julius Dr/ Red Pine Dr		★							★
451	280	SS21	CTH SS and Oak Knoll Rd		★							★
452	281	SS22	CTH SS and Pine Rd		★							★
457	282	TT9	CTH TT (Kane Rd) and Motycka Dr					★				★
459	283	U2	CTH U and Hawk Rd					★				★
460	284	U3	CTH U and E Elm Rd			★						★
461	285	U4	CTH U and Elm Rd					★				★
463	286	UN2	CTH UN and Saint Bridget Dr		★							★
465	287	UN4	CTH UN (10th Ave) and N 90th Ave		★							★
467	288	V1	CTH V (Hillview Dr) and Sunrise Dr		★							★
468	289	V2	CTH V (Hillview Dr) and Morning Crest Dr		★							★
471	290	V5	CTH V and Bears Grass Rd			★						★
472	291	V6	CTH V (Chickadee Rd) and Hillview Rd		★							★
474	292	V8	CTH V (N Martin Dr) and Eagle Rd					★				★
476	293	V10	CTH V and Smith Rd					★				★
477	294	V11	CTH V and Shale Pit Rd					★				★
479	295	V13	CTH V and N Raven Dr		★							★
482	296	V16	CTH V and Bartig Rd					★				★
483	297	V17	USH 27 and CTH V	★								★
486	298	W2	CTH W and E Oak Rd			★						★
489	299	W5	CTH W and Marsh Rd			★						★
491	300	W7	CTH W and Pine Ridge Rd			★						★
492	301	W8	CTH W and Easterson Rd			★						★
493	302	W9	CTH W and CTH WW					★				★
494	303	W10	CTH W and Hilly Crest Rd			★						★
496	304	W12	CTH W and Sunset Dr					★				★
498	305	WW2	CTH WW and Popple Rd					★				★
499	306	WW3	CTH WW and Pederson Rd			★						★
501	307	X1	CTH X and Ludington Dr			★						★
504	308	X4	CTH X and Woodland Valley Rd		★							★
506	309	X6	CTH X and Weggen Rd		★							★
510	310	XX1	CTH XX and 10th Ave		★							★
516	311	Z6	Hemlock Rd and CTH Z (Alder Rd)		★							★
517	312	Z7	CTH Z and Nelson Rd		★							★
522	313	Z12	CTH Z and Norrish Rd					★				★
526	314	Z16	CTH Z and Bridge Rd			★						★
529	315	Z19	CTH Z and Elbow Dr					★				★

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530	316	Z20	CTH Z and Old Town Rd			★						★
534	317	ZZ3	CTH ZZ and Walnut Dr			★						★
536	318	C45	CTH C and 1010th St		★							★
7	319	AF9	CTH AF and Sunrise Dr									
8	320	AF10	CTH AF and Morning Crest Dr									
12	321	AF14	CTH AF and CTH HHH									
14	322	AF16	CTH AF and Nehring Rd									
15	323	AF17	CTH AF and Bluejay Rd									
17	324	AF19	CTH AF and Strawberry Dr									
18	325	AF20	CTH AF and Lincoln Dr									
19	326	B1	CTH B and CTH II (W Deerfield Rd)									
21	327	B3	CTH B and Bartusch Rd									
22	328	B4	CTH B and Comings Rd									
24	329	B6	CTH B and CTH Z									
25	330	B7	CTH B and CTH HH									
27	331	B9	CTH B and Maple Rd									
29	332	B11	CTH B and Cedar Rd									
36	333	B18	CTH B and Oak Rd									
38	334	B20	CTH B and Pine Rd									
39	335	B21	CTH B/ CTH W and CTH BB									
40	336	B22	CTH B and Hoyts Creek Rd									
43	337	C1	CTH C (Curvue Rd) and Pavelski Rd									
45	338	C3	CTH C (Curvue Rd) and Pleasant Hill Dr									
46	339	C4	CTH C (Curvue Rd) and Valley Rd N									
52	340	CF3	CTH CF and Karow Rd									
56	341	D6	CTH D (Kennedy Ave) and Stetler Ct									
57	342	D7	CTH D (Kennedy Ave) and Stetler Rd									
61	343	D11	CTH D and Canary Dr									
64	344	D14	CTH D and W Robin Rd									
65	345	D15	CTH D and Starling Rd									
66	346	D16	CTH D and E Elm Rd									
74	347	D25	CTH D and Croasdale Rd									
75	348	D26	CTH D and Gravel Pit Rd									
76	349	D27	CTH D and Gilbertson Rd									
81	350	D32	CTH D and Townshop Rd									
82	351	D33	CTH D and Mini Rd									
84	352	D35	CTH D and Swamp Rd									
87	353	D38	CTH D and CTH V									
89	354	D40	CTH D and Crowe Ave									
90	355	D41	CTH D and Marshall Ave									
91	356	D42	CTH D and Maple Ave									
92	357	D43	CTH D and Railroad Ave									
93	358	D44	CTH D and Bank Ave									
94	359	D45	CTH D and W Mallard Rd									
101	360	D52	CTH D (E Beaver Creek Rd) and Newton Rd									
102	361	D53	CTH D (E Beaver Creek Rd) and Lincoln Town Line Rd									
103	362	D54	CTH D (E Beaver Creek Rd) and N Shaleridge Rd									
105	363	D56	CTH K and CTH D (E Beaver Creek Rd)									
107	364	E1	CTH E (W Cameron St) and Gregerson Dr									
108	365	E2	CTH E (W Cameron St) and Elk Creek Rd									
109	366	E3	CTH E (W Cameron St) and Miller Rd									
117	367	EE2	CTH EE (Partridge Rd) and Chayne Dr									
118	368	EE3	CTH EE (Partridge Rd) and Morningcrest Rd									
123	369	EE16	CTH EE (Crescent Ave) and Eagle Ln									
126	370	EE19	CTH EE (Crescent Ave) and Silvermine Dr									
128	371	F10	CTH F (W Lowes Creek Rd) and Cater Rd									
129	372	F11	CTH F (W Lowes Creek Rd) and Bonnie Vale Ct									
130	373	F12	CTH F (W Lowes Creek Rd) and Priory Rd									
136	374	F22	CTH F and Hemlock Rd									
147	375	FF3	CTH FF and Sands Rd									
150	376	FF6	CTH FF and Oak Rd									
153	377	FF9	CTH FF and Olson Rd									
154	378	FF10	CTH FF and CTH WW									

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155	379	FW1	CTH WW and CTH FW									
158	380	G3	CTH G and County Line Rd/ 20th Ave									
159	381	G4	CTH G and Tower Rd									
161	382	G6	CTH G and Kelly Rd									
164	383	G9	CTH G and Trail Rd									
169	384	G15	CTH G and Raycher Rd									
171	385	G21	CTH G and Karow Rd									
172	386	G22	CTH G and Henning Rd									
173	387	G23	CTH G and Solie Rd									
174	388	G24	CTH G and Faske Rd									
175	389	G25	CTH G and Townline Rd/ Kelly Rd									
176	390	G26	CTH G and Dolotta Rd									
178	391	G28	CTH G and Pettis Rd									
183	392	G33	CTH G and Gerike Rd									
184	393	G34	CTH G and Sandy Hill Dr									
185	394	G35	CTH G and Aiport Rd									
187	395	GG2	CTH GG and Gael Pkwy									
190	396	H3	CTH H and Curtis Rd									
193	397	H7	CTH H and Goat Ranch Rd									
196	398	H10	CTH H and E Channey Forest Rd									
200	399	H14	CTH H and Henneman Rd									
201	400	H18	CTH H and Pond Rd									
202	401	H19	CTH H and Oak Dr									
203	402	H20	CTH H and Brook Ln/ Pit Rd									
204	403	H21	CTH H and Camp Rd									
205	404	H22	CTH H and Gravel Pit Ln									
206	405	H23	CTH H and Black Creek Rd									
207	406	H24	CTH H and Forest Rd 5									
214	407	HH7	CTH HH and Ristau Rd									
223	408	HH17	CTH HH and Hillview Rd									
224	409	HH18	CTH HH and CTH KK									
232	410	HH26	CTH HH and Minnesota Dr									
236	411	HHI1	CTH I and Spruce Rd									
237	412	HHI2	CTH HH and Evergreen Rd									
245	413	I9	CTH I (Otter Creek Rd) and Frase Rd									
246	414	I10	Markgraff Rd and CTH I (Otter Creek Rd)									
247	415	I11	CTH I (Hillview Rd) and CTH II (Deerfield Rd)									
250	416	I14	CTH I and Butternut Rd									
252	417	I16	CTH I and E Sycamore St									
253	418	I17	CTH I and Basswood Rd									
257	419	I21	CTH I (Hillview Rd) and Kestrel Rd									
262	420	I26	CTH I and Barneson Rd									
263	421	II1	CTH II (Deerfield Rd) and Cater Rd									
265	422	II3	CTH II (Deerfield Rd) and Mischler Rd									
266	423	II4	CTH II (Deerfield Rd) and White Tail Dr									
270	424	II8	CTH II (Deerfield Rd) and Lars Rd									
274	425	II17	CTH II (Deerfield Rd) and Graff Rd									
275	426	IJ1	CTH IJ (Marhgraff Rd) and CTH J (Bernhardt Rd)									
276	427	IJ2	CTH IJ (Marhgraff Rd) and Frase Rd									
279	428	J4	CTH J and Echo Valley Rd									
280	429	J5	CTH J (Mathwig Rd) and Zimmerman Rd									
281	430	J6	CTH J (Mathwig Rd) and Lincoln Town Line Rd									
282	431	J7	CTH J and N Shaleridge Rd									
285	432	JJ1	CTH JJ and Creekview Rd									
288	433	JJ4	CTH JJ and Highland Rd									
289	434	JJ5	CTH JJ and Rodell Rd N									
295	435	JJ11	CTH JJ and Wildwood Rd									
296	436	K6	CTH K (N State St) and E Kopplin Rd									
297	437	K7	CTH K and Grass Lane Rd									
299	438	K9	CTH K and CTH SS									
301	439	K11	CTH K and Valley Rd									
302	440	K12	CTH K and Willoby Rd									
304	441	K14	CTH K and E Mallard Rd									

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305	442	K15	CTH K and E Hillsdale Dr									
312	443	K22	CTH K and Hyslip Rd									
313	444	K23	CTH K (Young Rd) and CTH K									
315	445	K25	CTH K and Erdman Rd									
317	446	K27	CTH K and Oak Knoll Dr									
321	447	K31	CTH K and Rossman Dr									
322	448	K32	CTH K and Sunrise Dr									
328	449	L2	CTH L (S 82nd Ave) and Connell Rd									
329	450	L3	CTH Q (Olson Dr) and CTH L (S 82nd Ave)									
331	451	M2	CTH M and Kempton Rd									
337	452	M10	CTH M and Dolotta Rd									
339	453	M12	CTH M and Horton Rd									
343	454	MM1	CTH MM and Meyer Rd									
345	455	MM3	CTH MM and Wells Rd									
346	456	MM4	CTH MM and Shilts Rd									
347	457	MM5	CTH MM and Dump Rd									
348	458	MM6	CTH MM and Hollow Rd									
350	459	N2	CTH N and Jiglum Rd									
351	460	N3	CTH N and Deer Trail Rd									
353	461	N5	CTH N and Sandy Ln									
355	462	N7	CTH N and CTH OO									
356	463	N8	CTH N and Rolleen Dr									
357	464	ND1	CTH OO and CTH ND									
364	465	ND8	CTH ND and ND Ct									
366	466	NL2	CTH NL and Sandy Ln									
367	467	NL3	CTH NL and Town Shop Rd									
369	468	NL7	CTH NL (Stoney Lonesome Rd) and CTH NL									
371	469	NN1	CTH NN and McCuen Rd									
373	470	NN3	CTH NN and Sieg Rd									
376	471	O1	CTH O and CTH V									
380	472	O5	CTH O and CTH V									
384	473	Q1	CTH Q (Olson Dr) and N 62nd Ave									
386	474	Q3	CTH Q (Olson Dr) and S 72nd Ave									
387	475	Q4	CTH Q (Olson Dr) and N 75th Ave									
388	476	Q5	CTH Q (Olson Dr) and N 90th Ave									
390	477	Q7	CTH Q (Olson Dr) and Buck Rub Rd									
392	478	Q19	CTH Q (Olson Dr) and N 120th Ave									
402	479	R3	CTH R and Dickinsen Rd									
403	480	R4	CTH R and Hall Rd									
405	481	R6	CTH R and Barka Rd									
406	482	R7	CTH R and Stinson Rd									
407	483	R8	CTH R and Russell Rd									
410	484	R11	CTH R and Townline Rd/ Kelly Rd									
411	485	R12	CTH R and McCuen Rd									
412	486	R13	CTH R and Ketchem Rd									
413	487	R14	CTH R and Haskins Rd									
416	488	RR3	CTH RR and Gerth Rd									
417	489	RR4	CTH RR and Kempton Rd									
420	490	RR7	CTH RR and Sandy Dr									
422	491	RR9	USH 12 and CTH RR									
424	492	SD2	CTH SD and SD Ct									
432	493	SS2	CTH SS (9 Mile Creek Rd) and Julius Dr									
434	494	SS4	CTH SS (9 Mile Creek Rd) and S Edgewater Dr									
435	495	SS5	CTH SS (9 Mile Creek Rd) and Valley View Dr									
436	496	SS6	CTH SS (9 Mile Creek Rd) and Beulah Ln									
437	497	SS7	CTH SS (9 Mile Creek Rd) and Wenzel Dr									
438	498	SS8	CTH SS (9 Mile Creek Rd) and E Elco Rd									
439	499	SS9	CTH SS (9 Mile Creek Rd) and Pheasant Rd									
440	500	SS10	CTH SS (9 Mile Creek Rd) and Partridge Rd									
441	501	SS11	CTH SS (9 Mile Creek Rd) and W Park Creek Rd									
442	502	SS12	CTH SS (9 Mile Creek Rd) and E Park Creek Rd									
443	503	SS13	CTH SS (9 Mile Creek Rd) and Spring St									
444	504	SS14	CTH SS (9 Mile Creek Rd) and Schultz Rd									

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445	505	SS15	CTH SS (9 Mile Creek Rd) and Louis Rd									
446	506	SS16	CTH SS (9 Mile Creek Rd) and Moss Rd									
447	507	SS17	CTH SS (9 Mile Creek Rd) and Watt Ave									
448	508	SS18	CTH SS (9 Mile Creek Rd) and Fawn Ave									
449	509	SS19	CTH SS (9 Mile Creek Rd) and Kim Ave									
450	510	SS20	CTH SS (9 Mile Creek Rd) and Scott Ave									
453	511	SS23	CTH SS and Water Tower Rd									
454	512	TT6	CTH TT (Kane Rd) and Soley Ln									
455	513	TT7	CTH TT (Kane Rd) and Twilight Ln									
456	514	TT8	CTH TT (Kane Rd) and Mary Ln									
462	515	UN1	CTH UN and Ridgeland Dr									
469	516	V3	CTH V and Rodell Rd N									
473	517	V7	CTH V (Chickadee Rd) and N Martin Dr									
475	518	V9	CTH V and CTH V									
478	519	V12	CTH V and Young Rd									
481	520	V15	CTH V and Windmill Dr									
484	521	VV1	CTH VV and Shale Pit Rd									
485	522	W1	CTH W and CTH WW									
490	523	W6	CTH W and Birch Rd									
495	524	W11	CTH W and Moe Rd									
503	525	X3	CTH X and Oakdale Dr									
507	526	X7	CTH X and Sugarbush Rd									
509	527	X9	CTH X and Hay Creek Rd									
511	528	Z1	CTH ZZ and CTH Z									
512	529	Z2	CTH Z and Maple Ridge Rd									
513	530	Z3	CTH Z and W Cedar Rd									
514	531	Z4	CTH Z and Ash Rd									
515	532	Z5	Hemlock Rd and CTH Z									
520	533	Z10	CTH Z and Rock Falls Rd									
524	534	Z14	CTH ZZ and CTH Z									
528	535	Z18	CTH Z and Rocky Ridge Rd									
531	536	Z21	CTH Z and Olson Rd									

Stars	Count	Percent
★★★★★★★	0	0%
★★★★★★	0	0%
★★★★★	2	0%
★★★★	2	0%
★★★	6	1%
★★	20	4%
★	89	17%
	199	37%
	218	41%
Total	536	100%

APPENDIX E-5

Systemic Analysis - Project Lists

SAFETY ACTION PLAN

Eau Claire 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
9	1	C2	CTH C	Town Hall Rd	Kane Rd	1.01	★★★★★	0	1	1	0	0	0	0	0	$5,548
11	2	B8	CTH B	CTH II	STH 37	1.97	★★★★★	1	1	1	0	0	0	0	0	$60,173
20	3	D6	CTH D	USH 12 (E Lincoln Ave)	CTH N	2.87	★★★★★	0	1	0	1	0	0	0	0	$27,261
86	4	R3	CTH R	CTH O	USH 12	0.64	★★★★★	0	1	0	1	0	0	0	0	$6,060
1	5	EE1	CTH EE	County Line	IH 94	2.17	★★★★	0	1	0	1	0	0	0	0	$20,580
12	6	F5	CTH F	W Deerfield Rd	E Lowes Creek Rd	2.49	★★★★	0	1	1	0	0	1	0	1	$395,433
13	7	TT2	CTH TT	W Cameron St	W Folsom St	1.01	★★★★	0	1	0	1	0	0	0	0	$9,635
40	8	D1	CTH D	CTH YYY	CTH HH	3.90	★★★★	0	1	0	0	0	0	0	0	$9,762
59	9	Q3	CTH Q	N 110th Ave	S 130th Ave	1.89	★★★★	0	1	1	0	0	1	0	0	$16,077
61	10	Q4	CTH Q	N 130th Ave	CTH XX	3.00	★★★★	0	1	0	1	0	0	0	0	$28,458
63	11	UN1	CTH UN	2000 feet from dead end	Olson Dr	0.71	★★★★	0	1	0	0	0	0	0	0	$1,782
65	12	K11	CTH K	CTH SS	Olson Dr	2.62	★★★★	0	1	0	1	0	0	0	0	$24,931
69	13	NL1	CTH NL	CTH N	STH 27	2.84	★★★★	0	1	0	0	0	0	0	0	$7,089
87	14	G1	CTH G	Townline Rd	W Lincoln St	6.23	★★★★	0	1	0	1	0	0	0	0	$59,191
92	15	R2	CTH R	Schultz Rd	CTH O	4.13	★★★★	0	1	1	0	0	1	0	0	$35,100
113	16	V9	CTH V	CTH AF	STH 27	1.38	★★★★	0	1	1	0	0	0	0	0	$7,610
114	17	D4	CTH D	Eagle Rd	USH 53	2.66	★★★★	0	1	0	1	0	0	0	0	$25,284
2	18	TT3	CTH TT	W Folsom St	USH 12	1.02	★★★	0	1	0	1	0	0	0	0	$9,651
3	19	EE2	CTH EE	W Cameron St	USH 12 W	2.01	★★★	0	1	1	0	0	1	0	0	$17,105
8	20	C1	CTH C	1010th St	Town Hall Rd	2.99	★★★	0	1	1	0	0	0	0	0	$16,423
19	21	K10	CTH K	Lincoln Ave	CTH SS	2.51	★★★	0	1	1	0	0	1	0	0	$21,369
25	22	I6	CTH I	Markgraff Rd	CTH J	2.64	★★★	0	1	0	0	0	0	0	0	$6,608
37	23	K6	CTH K	CTH KK	CTH D	2.63	★★★	0	1	0	0	0	0	0	0	$6,572
41	24	U1	CTH U	CTH YYY	CTH HH	4.12	★★★	0	1	0	0	0	0	0	0	$10,307
47	25	H4	CTH H	CTH MM	400ft North of County Line	2.14	★★★	0	1	0	0	0	0	0	0	$5,357
49	26	L1	CTH L	N Shore Dr	Olson Dr	1.25	★★★	0	1	0	0	0	0	0	0	$3,120
50	27	QQ3	CTH QQ	S 82nd Ave	Olson Dr	3.10	★★★	0	1	0	0	0	0	0	0	$7,744
55	28	G4	CTH G	CTH MM	CTH MM	1.99	★★★	0	1	0	0	0	0	0	0	$4,982
62	29	DD1	CTH MM	CTH D	CTH G	0.53	★★★	0	1	0	0	0	0	0	0	$1,328
66	30	QQ2	CTH QQ	Schoettl Ave	S 82nd Ave	1.99	★★★	0	1	0	0	0	0	0	0	$4,968
96	31	D3	CTH D	CTH V	Eagle Rd	0.50	★★★	0	1	0	1	0	0	0	0	$4,704
106	32	HH7	CTH HH	CTH I	CTH U	1.39	★★★	0	1	0	0	0	0	0	0	$3,478
116	33	K5	CTH K	CTH KK	CTH V	0.74	★★★	0	1	0	0	0	0	0	0	$1,838
118	34	YYY1	CTH YYY	CTH U	CTH D	1.58	★★★	0	1	0	0	0	0	0	0	$3,955
120	35	KK2	CTH KK	CTH V	CTH K	1.19	★★★	0	1	0	0	0	0	0	0	$2,975
124	36	WW2	CTH WW	CTH WW	CTH FF	0.97	★★★	0	1	0	0	0	0	0	0	$2,433
125	37	I4	CTH I	Deerfield Rd	USH 53	0.91	★★★	0	1	0	0	0	0	0	0	$2,280
131	38	HH1	CTH HH	STH 37	CTH B	1.37	★★★	0	1	0	0	0	0	0	0	$3,424
136	39	HH5	CTH HH	CTH F	STH 93	2.50	★★★	0	1	1	0	0	1	0	0	$21,275
137	40	W4	CTH W	CTH FW	CTH HH	3.86	★★★	0	1	0	0	0	0	0	0	$9,658
139	41	F3	CTH F	CTH FF	CTH HH	2.96	★★★	0	1	0	0	0	0	0	0	$7,411
146	42	FW1	CTH FW	CTH WW	CTH FF	0.84	★★★	0	1	0	0	0	0	0	0	$2,099
148	43	W2	CTH W	CTH W	CTH WW	0.72	★★★	0	1	0	0	0	0	0	0	$1,806
149	44	WW3	CTH WW	CTH FF	CTH F	2.71	★★★	0	1	0	0	0	0	0	0	$6,773
150	45	W1	CTH W	CTH B	CTH WW	2.76	★★★	0	1	0	0	0	0	0	0	$6,909
153	46	BB1	CTH BB	County Line	CTH B	1.04	★★★	0	1	0	0	0	0	0	0	$2,608
155	47	WW1	CTH WW	775ft south of County Line	CTH W	1.81	★★★	0	1	0	0	0	0	0	0	$4,523
159	48	ZZ1	CTH ZZ	County line	CTH Z	2.19	★★★	0	1	0	0	0	0	0	0	$5,487
160	49	I1	CTH I	County Line	CTH HH	5.66	★★★	0	1	0	0	0	0	0	0	$14,154
4	50	E1	CTH E	1010th St	N Town Hall Rd	3.00	★★	0	1	0	1	0	0	0	0	$28,492
5	51	E2	CTH E	N Town Hall Rd	Kane Rd	1.00	★★	0	1	0	1	0	0	0	0	$9,498
14	52	Q2	CTH Q	N 60th Ave	N 110th Ave	5.14	★★	0	1	1	0	0	1	0	0	$43,700
15	53	P1	CTH P	Olson Dr	N 67th Ave	2.40	★★	0	1	0	0	0	0	0	0	$6,010
17	54	AA2	CTH AA	Prill Rd	USH 12	1.00	★★	0	1	0	1	0	0	0	0	$9,495
18	55	SS1	CTH SS	9 Mile Creek Rd	USH 12	0.84	★★	0	1	0	0	0	0	0	0	$2,102
21	56	J5	CTH J	CTH I	S State St	0.92	★★	0	1	0	0	0	0	0	0	$2,302
24	57	J4	CTH J	CTH I	CTH J	0.51	★★	0	1	0	0	0	0	0	0	$1,280
29	58	AF3	CTH AF	CTH HHH	CTH V	1.26	★★	0	1	0	0	0	0	0	0	$3,143
30	59	J2	CTH J	Marhgraff Rd	CTH JJ	3.44	★★	0	1	0	0	0	0	0	0	$8,588
35	60	JJ3	CTH JJ	CTH V	USH 12	2.10	★★	0	1	0	0	0	0	0	0	$5,254
42	61	K1	CTH K	County Line	CTH HH	4.27	★★	0	1	0	0	0	0	0	0	$10,687
43	62	UN2	CTH UN	N 90th Ave	Olson Dr	3.93	★★	0	1	0	0	0	0	0	0	$9,818
45	63	G5	CTH G	CTH MM	County Line Rd	1.97	★★	0	1	0	0	0	0	0	0	$4,935
58	64	MM2	CTH MM	CTH H	County Line	1.00	★★	0	1	0	0	0	0	0	0	$2,492
60	65	K12	CTH K	Olson Dr	County Line	1.99	★★	0	1	0	0	0	0	0	0	$4,966
67	66	G3	CTH G	Jack Pine Rd	CTH MM	10.52	★★	0	1	0	0	0	0	0	0	$26,288
68	67	H3	CTH H	CTH M	CTH MM	11.99	★★	0	1	0	0	0	0	0	0	$29,966
71	68	NL3	CTH NL	Starck Rd	Dead End	2.19	★★	0	1	0	0	0	0	0	0	$5,484
75	69	OO1	CTH OO	CTH ND	CTH N	0.35	★★	0	1	0	0	0	0	0	0	$880
76	70	ND2	CTH ND	CTH OO	Dead End	1.83	★★	0	1	0	0	0	0	0	0	$4,584
77	71	ND1	CTH ND	STH 27	CTH OO	1.29	★★	0	1	0	0	0	0	0	0	$3,237
78	72	I5	CTH I	USH 53	CTH I	3.55	★★	0	1	0	0	0	0	0	0	$8,887
79	73	SD1	CTH SD	STH 27	Dead End	3.65	★★	0	1	0	0	0	0	0	0	$9,128
80	74	IJ1	CTH IJ	Bernhardt Rd	CTH I	2.63	★★	0	1	0	0	0	0	0	0	$6,581
82	75	J1	CTH J	USH 53	Mathwig Rd	0.43	★★	0	1	0	0	0	0	0	0	$1,073
84	76	CF1	CTH CF	USH 12	Black Creek Road	5.37	★★	0	1	0	0	0	0	0	0	$13,419
88	77	HH 13	CTH HH	CTH VV	CTH O	2.85	★★	0	1	0	0	0	0	0	0	$7,119
93	78	VV1	CTH VV	CTH V	CTH HH	1.51	★★	0	1	0	0	0	0	0	0	$3,772
94	79	K4	CTH K	CTH VV	CTH V	1.00	★★	0	1	0	0	0	0	0	0	$2,506
97	80	V2	CTH V	CTH D	CTH KK	3.50	★★	0	1	0	0	0	0	0	0	$8,756
100	81	RR1	CTH RR	CTH M	USH 12	7.66	★★	0	1	0	0	0	0	0	0	$19,145

SAFETY ACTION PLAN

Eau Claire County
Rural Segment Project List

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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
104	82	HH8	CTH HH	CTH U	CTH D	1.45	★★	0	1	0	0	0	0	0	0	$3,626
105	83	HH9	CTH HH	CTH D	IH 94	3.13	★★	0	1	0	0	0	0	0	0	$7,827
109	84	HH11	CTH HH	CTH KK	CTH K	0.97	★★	0	1	0	0	0	0	0	0	$2,427
111	85	NN1	CTH NN	County Line	CTH R	3.10	★★	0	1	0	0	0	0	0	0	$7,752
117	86	O3	CTH O	CTH HH	CTH R	0.34	★★	0	1	0	0	0	0	0	0	$841
119	87	D5	CTH D	USH 53 in Brackett	CTH K	3.41	★★	0	1	0	0	0	0	0	0	$8,529
121	88	W3	CTH W	CTH WW	CTH FW	0.61	★★	0	1	0	0	0	0	0	0	$1,526
122	89	F2	CTH F	CTH FF	CTH WW	2.70	★★	0	1	0	0	0	0	0	0	$6,739
126	90	II2	CTH II	W Lowes Creek Rd	STH 93	2.94	★★	0	1	1	0	0	0	0	0	$16,175
127	91	II1	CTH II	CTH B	W Lowes Creek Rd	1.51	★★	0	1	0	0	0	0	0	0	$3,772
133	92	Z3	CTH Z	CTH ZZ	STH 37	8.49	★★	0	1	0	0	0	0	0	0	$21,213
135	93	HH4	CTH HH	CTH F	CTH F	1.01	★★	0	1	0	0	0	0	0	0	$2,513
138	94	B4	CTH B	CTH ZZ	CTH H	3.45	★★	0	1	0	0	0	0	0	0	$8,616
143	95	ZZ3	CTH ZZ	STH 37	CTH B	2.04	★★	0	1	0	0	0	0	0	0	$5,099
144	96	B3	CTH B	CTH W	CTH ZZ	3.83	★★	0	1	0	0	0	0	0	0	$9,567
145	97	Z1	CTH Z	STH 37	CTH ZZ	4.33	★★	0	1	0	0	0	0	0	0	$10,825
154	98	FF1	CTH FF	Oak Rd	CTH WW	2.41	★★	0	1	0	0	0	0	0	0	$6,017
157	99	B1	CTH B	STH 37	CTH BB	0.18	★★	0	1	0	0	0	0	0	0	$441
165	100	X2	CTH X	STH 27	CTH D	3.00	★★	0	1	0	0	0	0	0	0	$7,494
166	101	NL2	CTH NL	STH 27	Starck Rd	1.50	★★	0	1	0	0	0	0	0	0	$3,740
169	102	AF2	CTH AF	USH 12	CTH HHH	1.61	★★	0	1	0	0	0	0	0	0	$4,017
					Total Star Threshold	2		**1**	**102**	**12**	**13**	**0**	**7**	**0**	**1**	**$1,405,636**
					Total Segments in Threshold	102		**1%**	**60%**	**7%**	**8%**	**0%**	**4%**	**0%**	**1%**	
					Total Segments	170		$25,000 per mile	$2,500 per mile	$3,000 per mile	$7,000 per mile	$64,000 per mile	$3,000 per mile	$10,000 per mile	$150,000 per mile	
					% of Segments	60%										

SAFETY ACTION PLAN

Eau Claire County
Rural Curve 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
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
33	1	Z3-9	CTH Z	★★★★★★	0	0	0	0	1	0	0	$3,000
161	2	W4-20	CTH W	★★★★★★	0	0	0	0	1	0	0	$3,000
422	3	K1-3	CTH K	★★★★★★	0	0	0	0	1	1	1	$7,000
424	4	K1-5	CTH K	★★★★★★	0	0	0	0	1	0	0	$3,000
425	5	K1-6	CTH K	★★★★★★	0	0	0	0	1	0	0	$3,000
432	6	K6-1	CTH K	★★★★★★	0	0	0	0	1	0	0	$3,000
478	7	AF1-7	CTH AF	★★★★★★	0	0	0	0	1	1	1	$7,000
544	8	ND1-9	CTH ND	★★★★★★	0	0	0	0	1	1	1	$7,000
545	9	ND2-1	CTH ND	★★★★★★	0	0	0	0	1	1	1	$7,000
549	10	ND2-5	CTH ND	★★★★★★	0	0	0	0	1	1	1	$7,000
1	11	Z1-1	CTH Z	★★★★★	0	0	0	0	0	0	0	$0
5	12	Z1-5	CTH Z	★★★★★	0	0	0	0	0	0	0	$0
29	13	Z3-5	CTH Z	★★★★★	1	0	0	0	1	1	1	$32,000
32	14	Z3-8	CTH Z	★★★★★	0	0	0	0	1	1	1	$7,000
34	15	Z3-10	CTH Z	★★★★★	0	0	0	0	1	1	1	$7,000
35	16	Z3-11	CTH Z	★★★★★	0	0	0	0	0	0	0	$0
38	17	Z3-14	CTH Z	★★★★★	0	0	0	0	1	0	0	$3,000
40	18	ZZ1-1	CTH ZZ	★★★★★	0	0	0	0	1	0	0	$3,000
49	19	ZZ3-1	CTH ZZ	★★★★★	0	0	0	0	0	0	0	$0
64	20	EE4-1	CTH EE	★★★★★	0	0	0	0	0	0	0	$0
88	21	B3-4	CTH B	★★★★★	0	0	0	0	1	0	0	$3,000
93	22	B3-9	CTH B	★★★★★	0	0	0	0	1	1	1	$7,000
95	23	B4-2	CTH B	★★★★★	1	0	0	0	0	0	0	$25,000
107	24	B6-1	CTH B	★★★★★	0	0	0	0	1	1	1	$7,000
120	25	W1-8	CTH W	★★★★★	0	0	0	0	1	1	1	$7,000
125	26	W1-13	CTH W	★★★★★	0	0	0	0	0	0	0	$0
144	27	W3-1	CTH W	★★★★★	0	0	0	0	0	0	0	$0
148	28	W4-2	CTH W	★★★★★	0	0	0	0	1	1	1	$7,000
158	29	W4-17	CTH W	★★★★★	0	0	0	0	0	0	0	$0
160	30	W4-19	CTH W	★★★★★	0	0	0	0	0	0	0	$0
163	31	W4-22	CTH W	★★★★★	0	0	0	0	1	1	1	$7,000
164	32	W4-23	CTH W	★★★★★	0	0	0	0	1	1	1	$7,000
166	33	W4-25	CTH W	★★★★★	0	0	0	0	1	1	1	$7,000
170	34	FF1-4	CTH FF	★★★★★	0	0	0	0	1	0	0	$3,000
178	35	FF1-12	CTH FF	★★★★★	0	0	0	0	1	0	0	$3,000
179	36	FF1-13	CTH FF	★★★★★	0	0	0	0	0	0	0	$0
187	37	WW3-3	CTH WW	★★★★★	0	0	0	0	0	0	0	$0
190	38	WW3-6	CTH WW	★★★★★	0	0	0	0	0	0	0	$0
191	39	WW3-7	CTH WW	★★★★★	0	0	0	0	0	0	0	$0
207	40	WW3-24	CTH WW	★★★★★	0	0	0	0	0	0	0	$0
213	41	WW3-30	CTH WW	★★★★★	0	0	0	0	0	0	0	$0
217	42	FW1-1	CTH FW	★★★★★	0	0	0	0	0	0	0	$0
227	43	F2-6	CTH F	★★★★★	0	0	0	0	1	1	1	$7,000
261	44	V1-2	CTH V	★★★★★	0	0	0	0	1	1	1	$7,000
262	45	HHI1-1	CTH HHI	★★★★★	0	0	0	0	1	1	1	$7,000

SAFETY ACTION PLAN

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295	46	I5-1	CTH I	★★★★★	1	0	0	0	0	0	0	$25,000
296	47	I5-2	CTH I	★★★★★	0	0	0	0	1	1	1	$7,000
346	48	QS1-1	CTH QS	★★★★★	0	0	0	0	1	1	1	$7,000
363	49	YYY1-1	CTH U	★★★★★	0	0	0	0	1	0	0	$3,000
367	50	YYY1-5	CTH YYY	★★★★★	0	0	0	0	1	1	1	$7,000
368	51	U1-1	CTH U	★★★★★	0	0	0	0	1	0	0	$3,000
387	52	HH8-2	CTH HH	★★★★★	0	0	0	0	1	0	0	$3,000
388	53	HH10-1	CTH HH	★★★★★	0	0	0	0	1	0	0	$3,000
389	54	HH10-2	CTH HH	★★★★★	0	0	0	0	1	0	0	$3,000
402	55	D5-2	CTH D	★★★★★	0	0	0	0	0	0	0	$0
408	56	D5-9	CTH D	★★★★★	0	0	0	0	1	1	1	$7,000
419	57	J1-1	CTH J	★★★★★	0	0	0	0	1	0	0	$3,000
420	58	K1-1	CTH K	★★★★★	0	0	0	0	1	1	1	$7,000
421	59	K1-2	CTH K	★★★★★	1	0	0	0	0	0	0	$25,000
430	60	KK2-4	CTH KK	★★★★★	0	0	0	0	1	0	0	$3,000
438	61	K6-6	CTH K	★★★★★	0	0	0	0	1	0	0	$3,000
473	62	AF1-2	CTH AF	★★★★★	0	0	0	0	1	1	1	$7,000
475	63	AF1-4	CTH AF	★★★★★	0	0	0	0	0	0	0	$0
479	64	AF3-1	CTH AF	★★★★★	0	0	0	0	1	1	1	$7,000
482	65	O5-1	CTH O	★★★★★	0	0	0	0	1	0	0	$3,000
487	66	NN1-4	CTH NN	★★★★★	0	0	0	0	1	1	1	$7,000
524	67	HH12-4	CTH HH	★★★★★	0	0	0	0	0	0	0	$0
542	68	ND1-7	CTH ND	★★★★★	0	0	0	0	1	1	1	$7,000
546	69	ND2-2	CTH ND	★★★★★	0	0	0	0	0	0	0	$0
555	70	ND5-4	CTH ND	★★★★★	0	0	0	0	0	0	0	$0
556	71	ND6-1	CTH ND	★★★★★	0	0	0	0	1	1	1	$7,000
558	72	ND6-4	CTH ND	★★★★★	0	0	0	0	0	1	1	$4,000
568	73	ND8-2	CTH ND	★★★★★	0	0	0	0	0	0	0	$0
589	74	SD5-3	CTH SD	★★★★★	0	0	1	0	1	0	0	$403,000
621	75	G4-1	CTH G	★★★★★	0	0	0	0	1	0	0	$3,000
630	76	M1-8	CTH M	★★★★★	0	0	0	0	0	0	0	$0
637	77	CF1-1	CTH CF	★★★★★	0	0	0	0	0	0	0	$0
643	78	CF1-7	CTH CF	★★★★★	0	0	0	0	0	0	0	$0
645	79	CF1-10	CTH CF	★★★★★	0	0	0	0	1	0	0	$3,000
652	80	RR1-7	CTH RR	★★★★★	0	0	0	0	0	0	0	$0
660	81	RR1-15	CTH RR	★★★★★	0	0	0	0	1	1	1	$7,000
664	82	RR1-20	CTH RR	★★★★★	0	0	0	0	1	1	1	$7,000
667	83	RR1-23	CTH RR	★★★★★	0	0	0	0	1	1	1	$7,000
668	84	H2-1	CTH H	★★★★★	0	0	0	0	0	1	1	$4,000
669	85	H2-2	CTH H	★★★★★	0	0	0	0	0	1	1	$4,000
671	86	H2-4	CTH H	★★★★★	0	0	0	0	0	0	0	$0
2	87	Z1-2	CTH Z	★★★★	0	0	0	0	1	1	1	$7,000
4	88	Z1-4	CTH Z	★★★★	0	0	0	0	0	0	0	$0
6	89	Z1-6	CTH Z	★★★★	0	0	0	0	0	0	0	$0
7	90	Z1-7	CTH Z	★★★★	0	0	0	0	0	0	0	$0

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10	91	Z1-11	CTH Z	★★★★	0	0	0	0	0	0	0	$0
11	92	Z1-12	CTH Z	★★★★	0	0	0	0	0	0	0	$0
13	93	Z1-14	CTH Z	★★★★	0	0	0	0	0	0	0	$0
14	94	Z1-15	CTH Z	★★★★	0	0	0	0	1	1	1	$7,000
21	95	Z1-22	CTH Z	★★★★	0	0	0	0	0	0	0	$0
22	96	Z1-23	CTH Z	★★★★	0	0	0	0	0	0	0	$0
23	97	Z1-24	CTH Z	★★★★	0	0	0	0	0	0	0	$0
24	98	Z1-25	CTH Z	★★★★	0	0	0	0	1	1	1	$7,000
26	99	Z3-2	CTH Z	★★★★	0	0	0	0	1	1	1	$7,000
28	100	Z3-4	CTH Z	★★★★	0	0	0	0	1	1	1	$7,000
30	101	Z3-6	CTH Z	★★★★	1	0	0	0	0	0	0	$25,000
31	102	Z3-7	CTH Z	★★★★	0	0	0	0	0	0	0	$0
36	103	Z3-12	CTH Z	★★★★	0	0	0	0	1	1	1	$7,000
37	104	Z3-13	CTH Z	★★★★	0	0	0	0	0	0	0	$0
41	105	ZZ1-3	CTH ZZ	★★★★	0	0	0	0	1	1	1	$7,000
42	106	ZZ1-4	CTH ZZ	★★★★	0	0	0	0	0	0	0	$0
45	107	ZZ1-7	CTH ZZ	★★★★	0	0	0	0	1	1	1	$7,000
47	108	ZZ1-9	CTH ZZ	★★★★	0	0	0	0	1	0	0	$3,000
51	109	ZZ3-3	CTH ZZ	★★★★	1	0	0	0	0	0	0	$25,000
52	110	ZZ3-4	CTH ZZ	★★★★	0	0	0	0	0	0	0	$0
53	111	ZZ3-5	CTH ZZ	★★★★	0	0	0	0	0	0	0	$0
56	112	BB1-2	CTH BB	★★★★	0	1	0	1	0	0	0	$64,818
57	113	BB1-3	CTH BB	★★★★	0	0	0	0	0	0	0	$0
58	114	BB1-4	CTH BB	★★★★	0	0	0	0	0	0	0	$0
62	115	P1-3	CTH P	★★★★	0	0	0	0	0	0	0	$0
63	116	P1-4	CTH P	★★★★	0	0	0	0	1	1	1	$7,000
78	117	TT2-2	CTH TT	★★★★	1	0	0	0	0	0	0	$25,000
81	118	B2-1	CTH W	★★★★	0	0	0	0	0	0	0	$0
82	119	B2-2	CTH W	★★★★	0	0	0	0	0	0	0	$0
84	120	B2-7	CTH B	★★★★	0	0	0	0	1	1	1	$7,000
86	121	B3-2	CTH B	★★★★	0	0	0	0	0	0	0	$0
89	122	B3-5	CTH B	★★★★	0	0	0	0	0	0	0	$0
90	123	B3-6	CTH B	★★★★	0	0	0	0	0	0	0	$0
96	124	B4-3	CTH B	★★★★	1	0	0	0	0	0	0	$25,000
104	125	B4-11	CTH B	★★★★	0	0	0	0	1	0	0	$3,000
114	126	W1-1	CTH B	★★★★	0	0	0	0	1	1	1	$7,000
115	127	W1-2	CTH W	★★★★	0	0	0	0	1	1	1	$7,000
116	128	W1-3	CTH W	★★★★	0	0	0	0	1	1	1	$7,000
117	129	W1-4	CTH W	★★★★	0	0	0	0	0	0	0	$0
118	130	W1-6	CTH W	★★★★	0	0	0	0	1	1	1	$7,000
119	131	W1-7	CTH W	★★★★	0	0	0	0	0	0	0	$0
121	132	W1-9	CTH W	★★★★	0	0	0	0	0	0	0	$0
128	133	W2-1	CTH W	★★★★	0	0	0	0	0	0	0	$0
130	134	WW1-1	CTH WW	★★★★	0	0	0	0	0	0	0	$0
132	135	WW1-3	CTH WW	★★★★	0	0	0	0	0	0	0	$0

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135	136	WW1-6	CTH WW	★★★★	0	0	0	0	0	0	0	$0
138	137	WW1-9	CTH WW	★★★★	0	0	0	0	0	0	0	$0
140	138	WW1-11	CTH WW	★★★★	0	0	0	0	0	0	0	$0
143	139	W2-3	CTH W	★★★★	0	0	0	0	0	0	0	$0
145	140	W3-2	CTH W	★★★★	0	0	0	0	1	1	1	$7,000
147	141	W4-1	CTH W	★★★★	0	0	0	0	0	0	0	$0
149	142	W4-3	CTH W	★★★★	0	0	0	0	0	0	0	$0
151	143	W4-5	CTH W	★★★★	0	0	0	0	0	0	0	$0
154	144	W4-9	CTH W	★★★★	0	0	0	0	0	0	0	$0
155	145	W4-11	CTH W	★★★★	0	0	0	0	0	0	0	$0
156	146	W4-15	CTH W	★★★★	0	0	0	0	1	1	1	$7,000
157	147	W4-16	CTH W	★★★★	0	0	0	0	0	0	0	$0
159	148	W4-18	CTH W	★★★★	0	0	0	0	0	0	0	$0
162	149	W4-21	CTH W	★★★★	0	0	0	0	1	1	1	$7,000
167	150	FF1-1	CTH FF	★★★★	0	0	0	0	0	0	0	$0
168	151	FF1-2	CTH FF	★★★★	0	0	0	0	0	0	0	$0
171	152	FF1-5	CTH FF	★★★★	0	0	0	0	0	0	0	$0
172	153	FF1-6	CTH FF	★★★★	0	0	0	0	0	0	0	$0
174	154	FF1-8	CTH FF	★★★★	0	0	0	0	0	0	0	$0
177	155	FF1-11	CTH FF	★★★★	0	0	0	0	0	0	0	$0
189	156	WW3-5	CTH WW	★★★★	0	0	0	0	0	0	0	$0
192	157	WW3-8	CTH WW	★★★★	0	0	0	0	0	0	0	$0
193	158	WW3-9	CTH WW	★★★★	0	0	0	0	0	0	0	$0
195	159	WW3-11	CTH WW	★★★★	0	0	0	0	0	0	0	$0
196	160	WW3-13	CTH WW	★★★★	0	0	0	0	0	0	0	$0
197	161	WW3-14	CTH WW	★★★★	0	0	0	0	0	0	0	$0
200	162	WW3-17	CTH WW	★★★★	0	0	0	0	0	0	0	$0
201	163	WW3-18	CTH WW	★★★★	0	0	0	0	0	0	0	$0
210	164	WW3-27	CTH WW	★★★★	0	0	0	0	0	0	0	$0
212	165	WW3-29	CTH WW	★★★★	0	0	0	0	0	0	0	$0
214	166	WW3-31	CTH WW	★★★★	0	0	0	0	0	0	0	$0
215	167	WW3-32	CTH WW	★★★★	0	0	0	0	0	0	0	$0
216	168	WW3-33	CTH F	★★★★	0	0	0	0	0	0	0	$0
225	169	F2-4	CTH F	★★★★	0	0	0	0	1	1	1	$7,000
226	170	F2-5	CTH F	★★★★	0	0	0	0	1	1	1	$7,000
231	171	FF2-2	CTH FF	★★★★	0	0	0	0	0	0	0	$0
232	172	FF2-1	CTH FF	★★★★	0	0	0	0	1	0	0	$3,000
234	173	FF3-1	CTH FF	★★★★	0	0	0	0	0	0	0	$0
235	174	FF4-1	CTH FF	★★★★	0	0	0	0	0	0	0	$0
237	175	FF4-3	CTH FF	★★★★	0	0	0	0	0	0	0	$0
238	176	FF4-4	CTH FF	★★★★	0	0	1	0	0	0	0	$400,000
239	177	F3-1	CTH F	★★★★	0	0	0	0	1	1	1	$7,000
246	178	F4-2	CTH F	★★★★	0	0	0	0	0	0	0	$0
263	179	HHI1-2	CTH HHI	★★★★	0	0	0	0	1	1	1	$7,000
269	180	I1-8	CTH I	★★★★	0	0	0	0	0	0	0	$0

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273	181	I1-12	CTH I	★★★★	0	0	0	0	0	0	0	$0
274	182	I2-1	CTH I	★★★★	0	0	0	0	0	0	0	$0
276	183	I2-3	CTH I	★★★★	0	0	0	0	0	0	0	$0
278	184	I2-5	CTH I	★★★★	0	0	0	0	0	0	0	$0
284	185	I2-12	CTH I	★★★★	0	0	0	0	0	0	0	$0
286	186	I2-14	CTH I	★★★★	0	0	0	0	0	0	0	$0
290	187	I2-19	CTH I	★★★★	0	0	0	0	0	0	0	$0
294	188	I4-4	CTH I	★★★★	1	0	0	0	0	0	0	$25,000
301	189	I5-8	CTH I	★★★★	1	0	0	0	1	1	1	$32,000
302	190	I6-1	CTH I	★★★★	1	0	0	0	1	1	1	$32,000
303	191	I7-1	CTH IJ	★★★★	1	0	0	0	1	1	1	$32,000
312	192	I7-11	CTH I	★★★★	0	0	0	0	1	1	1	$7,000
317	193	QQ2-4	CTH QQ	★★★★	0	0	0	0	0	0	0	$0
322	194	QQ2-9	CTH QQ	★★★★	0	0	0	0	1	1	1	$7,000
326	195	QQ3-2	CTH QQ	★★★★	0	0	0	0	0	0	0	$0
329	196	QQ3-5	CTH QQ	★★★★	0	0	0	0	0	0	0	$0
335	197	QQ3-11	CTH QQ	★★★★	0	0	0	0	0	0	0	$0
336	198	QQ3-12	CTH QQ	★★★★	0	0	0	0	0	0	0	$0
337	199	QQ3-13	CTH QQ	★★★★	0	0	0	0	0	0	0	$0
339	200	QQ3-15	CTH QQ	★★★★	0	0	0	0	0	0	0	$0
351	201	L1-2	CTH L	★★★★	0	0	0	0	1	1	1	$7,000
359	202	UN-1	CTH UN	★★★★	0	0	0	0	1	1	1	$7,000
364	203	YYY1-2	CTH YYY	★★★★	0	0	0	0	1	1	1	$7,000
366	204	YYY1-4	CTH YYY	★★★★	0	0	0	0	1	1	1	$7,000
371	205	U1-4	CTH U	★★★★	0	0	0	0	1	1	1	$7,000
378	206	U1-11	CTH U	★★★★	0	0	0	0	1	1	1	$7,000
379	207	U1-12	CTH U	★★★★	0	0	0	0	1	1	1	$7,000
381	208	U1-14	CTH U	★★★★	0	0	0	0	0	1	1	$4,000
382	209	HH6-1	CTH HH	★★★★	0	0	0	0	1	1	1	$7,000
386	210	HH8-1	CTH HH	★★★★	0	0	0	0	0	0	0	$0
390	211	HH10-3	CTH HH	★★★★	0	0	0	0	0	0	0	$0
399	212	D4-3	CTH D	★★★★	0	0	0	0	1	1	1	$7,000
401	213	D5-1	CTH D	★★★★	0	0	0	0	0	0	0	$0
403	214	D5-3	CTH D	★★★★	0	0	0	0	0	0	0	$0
404	215	D5-4	CTH D	★★★★	0	0	0	0	0	0	0	$0
405	216	D5-6	CTH D	★★★★	0	0	0	0	0	0	0	$0
406	217	D5-7	CTH D	★★★★	0	0	0	0	0	0	0	$0
407	218	D5-8	CTH D	★★★★	0	0	0	0	1	1	1	$7,000
409	219	D5-10	CTH D	★★★★	0	0	0	0	1	1	1	$7,000
410	220	V5-1	CTH V	★★★★	0	0	0	0	1	1	1	$7,000
423	221	K1-4	CTH K	★★★★	0	0	0	0	0	0	0	$0
429	222	K5-2	CTH KK	★★★★	0	0	0	0	0	0	0	$0
431	223	K5-1	CTH K	★★★★	0	0	0	0	1	1	1	$7,000
434	224	K6-3	CTH K	★★★★	0	0	0	0	1	0	0	$3,000
436	225	K6-5	CTH K	★★★★	0	0	0	0	0	0	0	$0

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437	226	K6-7	CTH K	★★★★	0	0	0	0	0	0	0	$0
444	227	K11-2	CTH K	★★★★	0	0	0	0	0	0	0	$0
451	228	K12-3	CTH K	★★★★	0	0	0	0	0	0	0	$0
452	229	K12-4	CTH K	★★★★	0	0	0	0	0	0	0	$0
458	230	D7-1	CTH D	★★★★	0	0	0	0	1	0	0	$3,000
459	231	D7-2	CTH D	★★★★	0	0	0	1	1	1	1	$32,000
463	232	IJ1-3	CTH IJ	★★★★	0	0	0	0	0	0	0	$0
464	233	IJ1-4	CTH IJ	★★★★	0	0	0	0	0	0	0	$0
467	234	IJ1-7	CTH IJ	★★★★	0	0	0	0	1	1	1	$7,000
476	235	AF1-5	CTH AF	★★★★	0	0	0	0	0	0	0	$0
477	236	AF1-6	CTH AF	★★★★	0	0	0	0	1	1	1	$7,000
484	237	NN1-1	CTH NN	★★★★	0	0	0	0	1	1	1	$7,000
485	238	NN1-2	CTH NN	★★★★	0	0	0	0	0	0	0	$0
489	239	NN1-6	CTH NN	★★★★	0	0	0	0	1	1	1	$7,000
495	240	X1-1	CTH X	★★★★	0	0	0	0	0	0	0	$0
496	241	X1-2	CTH X	★★★★	0	0	0	0	1	1	1	$7,000
505	242	NL1-7	CTH NL	★★★★	0	0	0	0	0	0	0	$0
508	243	NL1-10	CTH NL	★★★★	1	0	0	0	0	0	0	$25,000
511	244	NL4-3	CTH NL	★★★★	0	0	0	0	0	0	0	$0
515	245	NL4-7	CTH NL	★★★★	0	0	0	0	0	0	0	$0
517	246	NL5-1	CTH NL	★★★★	0	0	0	0	0	0	0	$0
518	247	NL6-1	CTH NL	★★★★	0	0	0	0	0	0	0	$0
521	248	NL2-3	CTH N	★★★★	0	0	0	0	0	0	0	$0
536	249	ND1-1	CTH ND	★★★★	0	0	0	0	0	0	0	$0
538	250	ND1-3	CTH ND	★★★★	0	0	0	0	1	1	1	$7,000
539	251	ND1-4	CTH ND	★★★★	0	0	0	0	0	0	0	$0
540	252	ND1-5	CTH ND	★★★★	0	0	0	0	0	0	0	$0
541	253	ND1-6	CTH ND	★★★★	0	0	0	0	0	0	0	$0
543	254	ND1-8	CTH ND	★★★★	0	0	0	0	1	1	1	$7,000
547	255	ND2-3	CTH ND	★★★★	0	0	0	0	0	1	1	$4,000
548	256	ND2-4	CTH ND	★★★★	0	0	0	0	0	1	1	$4,000
551	257	ND4-2	CTH ND	★★★★	0	0	0	0	1	1	1	$7,000
552	258	ND5-1	CTH ND	★★★★	0	0	0	0	0	0	0	$0
553	259	ND5-2	CTH ND	★★★★	0	0	0	0	0	0	0	$0
554	260	ND5-3	CTH ND	★★★★	0	0	0	0	0	0	0	$0
557	261	ND6-3	CTH ND	★★★★	0	0	0	0	0	1	1	$4,000
563	262	ND6-9	CTH ND	★★★★	1	0	0	0	0	0	0	$25,000
564	263	ND6-10	CTH ND	★★★★	0	0	0	0	0	0	0	$0
565	264	ND6-11	CTH ND	★★★★	0	0	0	0	0	0	0	$0
566	265	ND7-1	CTH ND	★★★★	0	0	0	0	0	0	0	$0
567	266	ND8-1	CTH ND	★★★★	0	0	0	0	0	0	0	$0
569	267	ND8-3	CTH ND	★★★★	0	0	0	0	0	0	0	$0
570	268	ND8-4	CTH ND	★★★★	0	0	0	0	0	0	0	$0
572	269	SD1-2	CTH SD	★★★★	0	0	0	0	0	0	0	$0
574	270	SD1-4	CTH SD	★★★★	0	0	0	0	0	1	1	$4,000

SAFETY ACTION PLAN

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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
575	271	SD1-5	CTH SD	★★★★	0	0	0	0	0	1	1	$4,000
584	272	SD2-3	CTH SD	★★★★	0	0	0	0	1	0	0	$3,000
587	273	SD5-1	CTH SD	★★★★	0	0	0	0	0	0	0	$0
588	274	SD5-2	CTH SD	★★★★	0	0	0	0	0	0	0	$0
592	275	SD5-6	CTH SD	★★★★	0	0	0	0	1	1	1	$7,000
595	276	G1-3	CTH G	★★★★	0	0	0	0	1	1	1	$7,000
596	277	G1-4	CTH G	★★★★	0	0	0	0	1	1	1	$7,000
603	278	G2-2	CTH G	★★★★	0	0	0	0	1	1	1	$7,000
604	279	G3-3	CTH G	★★★★	0	0	0	0	1	1	1	$7,000
613	280	G3-11	CTH G	★★★★	0	0	0	0	1	1	1	$7,000
614	281	G3-12	CTH G	★★★★	0	0	0	0	1	1	1	$7,000
620	282	DD1-1	CTH MM	★★★★	0	0	0	0	0	0	0	$0
625	283	M1-2	CTH M	★★★★	0	0	0	0	1	1	1	$7,000
635	284	M2-2	CTH M	★★★★	0	0	0	0	0	0	0	$0
636	285	M3-1	CTH M	★★★★	0	0	0	0	0	0	0	$0
638	286	CF1-2	CTH CF	★★★★	0	0	0	0	0	0	0	$0
639	287	CF1-3	CTH CF	★★★★	0	0	0	0	0	0	0	$0
640	288	CF1-4	CTH CF	★★★★	0	0	0	0	0	0	0	$0
647	289	RR1-2	CTH RR	★★★★	0	0	0	0	0	0	0	$0
648	290	RR1-3	CTH RR	★★★★	0	0	0	0	0	0	0	$0
649	291	RR1-4	CTH RR	★★★★	0	0	0	0	0	0	0	$0
650	292	RR1-5	CTH RR	★★★★	0	0	0	0	0	0	0	$0
655	293	RR1-10	CTH RR	★★★★	0	0	0	0	0	0	0	$0
659	294	RR1-14	CTH RR	★★★★	0	0	0	0	1	1	1	$7,000
662	295	RR1-17	CTH RR	★★★★	0	0	0	0	0	1	1	$4,000
663	296	RR1-18	CTH RR	★★★★	0	0	0	0	0	1	1	$4,000
666	297	RR1-22	CTH RR	★★★★	0	0	0	0	0	0	0	$0
670	298	H2-3	CTH H	★★★★	0	0	0	0	0	1	1	$4,000
672	299	H2-5	CTH H	★★★★	0	0	0	0	0	0	0	$0
674	300	H3-2	CTH H	★★★★	0	0	0	0	1	1	1	$7,000
678	301	H3-6	CTH H	★★★★	0	0	0	0	0	1	1	$4,000
681	302	H4-3	CTH H	★★★★	1	0	0	0	1	1	1	$32,000
					15	**1**	**2**	**2**	**118**	**103**	**103**	**$2,030,818**
		Total Star Threshold	4		2.2%	0.1%	0.3%	0.3%	17.3%	15.1%	15.1%	
		Total Curves in Threshold	302		$25,000	$28	$400,000	$25,000	$3,000	$2,000	$2,000	
		Total Curves	682		each	SQ YD	each	each	each	each	each	
		% of Curves	44%									

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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
9	1	AF11	USH 12 and CTH AF	Federal	★★★★★★	0	0	0	0	0	0	0	1	0	$0
470	2	V4	USH 12 and CTH V	Federal	★★★★★★	0	0	0	1	0	0	0	0	0	$25,000
13	3	AF15	USH 12 and CTH AF	Federal	★★★★★	0	0	0	0	0	0	0	1	0	$0
401	4	R2	USH 12 and CTH R	Federal	★★★★★	0	0	0	1	0	0	0	0	0	$25,000
127	5	F9	CTH II (W Deerfield Rd) and CTH F (W Lowes Creek Rd)	None	★★★★	0	0	0	0	0	0	0	1	0	$0
144	6	F30	USH 93 and CTH F	Federal	★★★★	0	0	0	0	0	0	0	1	0	$0
233	7	HH27	USH 93 and CTH HH	Federal	★★★★	0	0	0	1	0	0	0	0	0	$25,000
239	8	I3	USH 12 and CTH I/ Deer Rd W	Federal	★★★★	0	0	0	0	0	0	0	1	0	$0
336	9	M8	USH 12 (E Lincoln St) and CTH M	Federal	★★★★	0	0	0	0	0	0	0	1	0	$0
533	10	ZZ2	USH 37 and CTH ZZ	Federal	★★★★	0	0	0	0	0	0	0	1	0	$0
37	11	B19	CTH B and Old Town Rd	Local	★★★	0	0	0	0	0	0	0	1	0	$0
41	12	B23	STH 37 and CTH B	State	★★★	0	0	0	0	0	0	0	1	0	$0
54	13	CF5	CTH CF (Goat Ranch Rd) and Black Creek Rd	Local	★★★	0	0	0	0	0	0	0	1	0	$0
70	14	D21	STH 27 and CTH D	State	★★★	1	0	0	0	0	0	0	1	0	$400,000
83	15	D34	STH 27 and CTH D	State	★★★	1	0	0	0	0	0	0	1	0	$400,000
119	16	EE4	CTH EE (Partridge Rd) and SB IH 94 Ramps	Local	★★★	0	0	0	1	0	0	0	0	0	$25,000
220	17	HH13	USH 53 and CTH HH	Federal	★★★	0	0	0	1	0	0	0	0	0	$25,000
249	18	I13	USH 53 and CTH I (Hillview Rd)	Federal	★★★	0	0	0	0	0	0	0	1	0	$0
291	19	JJ7	USH 12 and CTH JJ	Federal	★★★	0	0	0	0	0	0	0	1	0	$0
316	20	K26	CTH Q (Olson Dr) and CTH K (N 130th Ave)	None	★★★	0	0	0	1	0	0	0	0	0	$25,000
318	21	K28	CTH K and Saint Bridget Dr	Local	★★★	0	0	0	0	0	0	0	1	0	$0
368	22	NL4	USH 27 and CTH NL	Federal	★★★	0	0	0	0	0	0	0	1	0	$0
385	23	Q2	CTH Q (Olson Dr) and CTH QS (N 65th Ave)	None	★★★	0	0	0	1	0	0	0	0	0	$25,000
400	24	R1	CTH R and CTH O	None	★★★	0	0	0	0	0	0	0	1	0	$0
423	25	SD1	USH 27 and CTH SD	Federal	★★★	0	0	0	0	0	0	0	1	0	$0
431	26	SS1	USH 12 and CTH SS (9 Mile Creek Rd)	Federal	★★★	0	0	0	0	0	0	0	1	0	$0
458	27	U1	CTH YYY and CTH U	None	★★★	0	0	0	0	0	0	0	1	0	$0
523	28	Z13	USH 37 and CTH Z	Federal	★★★	0	0	0	0	0	0	0	1	0	$0
525	29	Z15	USH 37 and CTH Z	Federal	★★★	0	0	0	0	0	0	0	1	0	$0
532	30	ZZ1	USH 37 and CTH ZZ	Federal	★★★	0	0	0	0	0	0	0	1	0	$0
23	31	B5	STH 85 and CTH B	State	★★	0	0	0	0	0	0	0	1	0	$0
26	32	B8	CTH B and Langdell Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
31	33	B13	CTH B and Oak Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
35	34	B17	CTH B and Hilly View Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
44	35	C2	CTH C (Curvue Rd) and Miller Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
47	36	C5	CTH C (Curvue Rd) and CTH EE (S Town Hall Rd)	None	★★	0	0	0	1	0	0	0	0	0	$25,000
48	37	C6	CTH C (Curvue Rd) and CTH TT (Kane Rd)	None	★★	0	0	0	1	0	0	0	0	0	$25,000
49	38	CC1	CTH TT (Kane Rd) and CTH CC (W Folsom St)	None	★★	0	0	0	0	0	0	0	1	0	$0
50	39	CF1	USH 12 (CTH M) and CTH CF	None	★★	0	0	0	0	0	0	0	1	0	$0
51	40	CF2	CTH CF and Kelly Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
53	41	CF4	CTH CF and Horse Creek Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
58	42	D8	CTH D and S 140th Ave	Local	★★	0	0	0	0	0	0	0	1	0	$0
62	43	D12	CTH D and Oriole Dr	Local	★★	0	0	0	0	0	0	0	1	0	$0
63	44	D13	CTH D and Williams Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
69	45	D19	CTH D and Hay Creek Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
79	46	D30	CTH D and Ludington Dr	Local	★★	0	0	0	0	0	0	0	1	0	$0
86	47	D37	CTH D and Scenic Dr	Local	★★	0	0	0	0	0	0	0	1	0	$0
96	48	D47	CTH D (Beaver Creek Rd) and Mueller Rd	Local	★★	1	0	0	0	0	0	0	1	0	$400,000
99	49	D50	USH 53 and CTH D (Beaver Creek Rd)	Federal	★★	0	0	0	0	0	0	0	1	0	$0
106	50	DD1	CTH DD/CTH G and CTH G	None	★★	0	0	0	0	0	0	0	1	0	$0
111	51	E5	CTH E (W Cameron St) and CTH EE (N Town Hall Rd)	None	★★	0	0	1	1	0	0	0	0	0	$31,000
115	52	E9	CTH E (W Cameron St) and CTH TT (Kane Rd)	None	★★	0	0	0	0	0	0	0	1	0	$0
141	53	F27	CTH F and W Lowes Creek Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
143	54	F29	CTH HH and CTH F	None	★★	0	0	0	0	0	0	0	1	0	$0
160	55	G5	CTH G and Jack Pine Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
167	56	G13	CTH G and Stoney Lonesome Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
168	57	G14	CTH G and Stoney Lonesome Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
182	58	G32	CTH G and Sieg Rd/ Gregor Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
186	59	GG1	USH 27 and CTH GG	Federal	★★	0	0	0	0	0	0	0	1	0	$0
188	60	H1	CTH H and CTH MM	None	★★	0	0	0	0	0	0	0	1	0	$0
191	61	H5	CTH H and CTH M (Deer Ln)	None	★★	0	0	0	0	0	0	0	1	0	$0
194	62	H8	CTH H and Rock Dam Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
197	63	H11	CTH H and Forest Rd Number 3	Local	★★	0	0	0	0	0	0	0	1	0	$0
213	64	HH6	CTH HH and Young Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
215	65	HH8	CTH HH and Barka Rd/ Schultz Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
216	66	HH9	CTH HH and CTH U	None	★★	0	0	0	0	0	0	0	1	0	$0
221	67	HH14	CTH HH and I-94 S Ramps	Local	★★	0	0	0	0	0	0	0	1	0	$0
228	68	HH22	USH 37 and CTH HH	Federal	★★	0	0	0	0	0	0	0	1	0	$0
231	69	HH25	CTH HH and Lowes Creek Rd	Local	★★	0	0	0	1	0	0	0	0	0	$25,000
234	70	HH29	CTH HH and I-94 N Ramps	Local	★★	0	0	0	0	0	0	0	1	0	$0
235	71	HH30	CTH HH and CTH I	None	★★	0	0	0	0	0	0	0	1	0	$0
244	72	I8	CTH I (Otter Creek Rd) and Hobbs Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
258	73	I22	CTH I and CTH I	None	★★	0	0	0	0	0	0	0	1	0	$0
259	74	I23	CTH I and Traaseth Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
261	75	I25	CTH I and Elm Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
268	76	II6	CTH II (Deerfield Rd) and Inwood Dr/ White Tail Dr	Local	★★	0	0	0	0	0	0	0	1	0	$0
269	77	II7	CTH II (Deerfield Rd) and S Lowes Creek Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
278	78	J3	CTH J and CTH JJ	None	★★	0	0	0	0	0	0	0	1	0	$0
286	79	JJ2	CTH K and CTH JJ (Hillview Dr)	None	★★	0	0	0	0	0	0	0	1	0	$0
290	80	JJ6	CTH JJ and Rodell Rd S	Local	★★	0	0	0	0	0	0	0	1	0	$0
292	81	JJ8	Hillview Dr and CTH JJ	Local	★★	0	0	0	0	0	0	0	1	0	$0

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303	82	K13	CTH K and CTH K	None	★★	0	0	0	0	0	0	0	1	0	$0
311	83	K21	CTH K and Lark Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
320	84	K30	CTH K and Big Falls Forest Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
323	85	K33	CTH K and CTH V	None	★★	0	0	0	0	0	0	0	1	0	$0
330	86	M1	USH 12 and CTH M	Federal	★★	0	0	0	0	0	0	0	1	0	$0
341	87	M14	CTH M and Lange Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
344	88	MM2	CTH MM and Hamilton Falls Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
354	89	N6	USH 27 and CTH N	Federal	★★	0	0	1	0	0	0	0	1	0	$6,000
358	90	ND2	CTH ND and ND Loop	Local	★★	0	0	0	0	0	0	0	1	0	$0
359	91	ND3	CTH ND and ND Loop	Local	★★	0	0	0	0	0	0	0	1	0	$0
362	92	ND6	USH 27 and CTH ND	Federal	★★	0	0	0	0	0	0	0	1	0	$0
363	93	ND7	CTH ND and ND Ln/ McMahon Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
374	94	NN4	CTH N (Schultz Rd) and CTH NN	None	★★	0	0	0	0	0	0	0	1	0	$0
378	95	O3	CTH V/ CTH O and Smith Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
381	96	P1	CTH Q (Olson Dr) and CTH P (N 60th Ave)	None	★★	0	0	0	0	0	0	0	1	0	$0
383	97	P3	CTH P (N 67th Ave) and 10th Ave/ Vance Dr	Local	★★	0	0	0	0	0	0	0	1	0	$0
391	98	Q8	CTH Q (Olson Dr) and CTH UN (N 110th Ave)	None	★★	0	0	0	0	0	0	0	1	0	$0
394	99	Q21	CTH Q (Olson Dr) and N 150th Ave	Local	★★	0	0	0	0	0	0	0	1	0	$0
395	100	Q22	CTH XX and CTH Q (Olson Dr)	None	★★	0	0	0	1	0	0	0	0	0	$25,000
398	101	QS1	CTH QS (Schoettl Ave) and Tower Dr	Local	★★	0	0	0	1	0	0	0	0	0	$25,000
415	102	RR2	CTH RR (Hay Creek Rd) and CTH RR (Brunzil Rd)	None	★★	0	0	0	0	0	0	0	1	0	$0
418	103	RR5	CTH RR and Sandy Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
430	104	SD9	CTH SD and Connector Forest Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
464	105	UN3	CTH UN (N 110th Ave) and 10th Ave	Local	★★	0	0	0	0	0	0	0	1	0	$0
466	106	UN5	CTH UN (110th Ave) and Wild Rose Dr	Local	★★	0	0	0	0	0	0	0	1	0	$0
480	107	V14	USH 53 and CTH V	Federal	★★	0	0	0	0	0	0	0	1	0	$0
487	108	W3	CTH W and Pine Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
488	109	W4	CTH W and Pine Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
497	110	WW1	CTH WW and Goff Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
500	111	WW4	CTH WW and Oak Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
502	112	X2	CTH X and Ludington Dr	Local	★★	0	0	0	0	0	0	0	1	0	$0
505	113	X5	CTH X and USH 27	Federal	★★	0	0	0	0	0	0	0	1	0	$0
508	114	X8	CTH X and Starck Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
518	115	Z8	CTH Z (Short Rd) and CTH Z	None	★★	0	0	0	0	0	0	0	1	0	$0
519	116	Z9	CTH Z and Langdell Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
521	117	Z11	CTH Z (Jane Rd) and CTh Z (Town Hall Rd)	None	★★	0	0	0	0	0	0	0	1	0	$0
527	118	Z17	CTH Z and Scenic Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
535	119	ZZ4	CTH ZZ and W Walnut Rd	Local	★★	0	0	0	0	0	0	0	1	0	$0
1	120	AA1	CTH AA (Mayer Rd) and Prill Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
2	121	AF4	CTH AF (W Randall Rd) and Valley Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
3	122	AF5	CTH AF (W Randall Rd) and Green Meadow Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
4	123	AF6	Green Meadow Rd and CTH AF	Local	★	0	0	0	0	0	0	0	1	0	$0
5	124	AF7	CTH AF and Hiawatha Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
6	125	AF8	CTH AF and Sunrise Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
10	126	AF12	CTH V and CTH AF	None	★	0	0	0	0	0	0	0	1	0	$0
11	127	AF13	CTH AF and Buse Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
16	128	AF18	CTH O and CTH AF	None	★	0	0	0	0	0	0	0	1	0	$0
20	129	B2	CTH B and Mitchell Rd	Local	★	0	0	0	1	0	0	0	0	0	$25,000
28	130	B10	CTH B and CTH HH (Hemlock Dr)	None	★	0	0	0	0	0	0	0	1	0	$0
30	131	B12	CTH B and CTH ZZ	None	★	0	0	0	0	0	0	0	1	0	$0
32	132	B14	CTH B and Marsh Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
33	133	B15	CTH B and Pine Ridge Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
34	134	B16	CTH B/CTH W and CTH B	None	★	0	0	0	0	0	0	0	1	0	$0
42	135	BB1	CTH BB and Willow Ln	Local	★	0	0	0	0	0	0	0	1	0	$0
55	136	D5	CTH D (Kennedy Ave) and Green Meadow Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
59	137	D9	CTH D and S 150th Ave	Local	★	0	0	0	0	0	0	0	1	0	$0
60	138	D10	CTH D and CTH YYY	None	★	0	0	0	0	0	0	0	1	0	$0
67	139	D17	CTH D and CTH HH	None	★	0	1	0	0	0	0	0	0	0	$2,500,000
68	140	D18	CTH MM/ CTH D and CTH D	None	★	0	0	0	0	0	0	0	1	0	$0
71	141	D22	CTH D and Weggen Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
72	142	D23	CTH D and Sugarbush Rd	Federal	★	0	0	0	0	0	0	0	1	0	$0
73	143	D24	CTH D and CTH X	None	★	0	0	0	0	0	0	0	1	0	$0
77	144	D28	CTH D and Kaufman Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
78	145	D29	CTH XX and CTH D	None	★	0	0	0	0	0	0	0	1	0	$0
80	146	D31	CTH D and Woodland Valley Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
85	147	D36	CTH D and S 150th Ave	Local	★	0	0	0	0	0	0	0	1	0	$0
88	148	D39	CTH D and Eagle Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
95	149	D46	CTH D (Beaver Creek Rd) and Chickadee Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
97	150	D48	CTH D (Beaver Creek Rd) and Green Acres Ct	Local	★	0	0	0	0	0	0	0	1	0	$0
98	151	D49	CTH D (Beaver Creek Rd) and Beaver Creek Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
100	152	D51	USH 53 and CTH D (E Beaver Creek Rd)	Federal	★	0	0	0	0	0	0	0	1	0	$0
104	153	D55	CTH D (E Beaver Creek Rd) and S Shaleridge Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
110	154	E4	CTH E (W Cameron St) and Valley Rd N	Local	★	0	0	0	0	0	0	0	1	0	$0
112	155	E6	CTH E (W Cameron St) and Orion Way	Local	★	0	0	0	0	0	0	0	1	0	$0
113	156	E7	CTH E (W Cameron St) and W Northstar Ln	Local	★	0	0	0	0	0	0	0	1	0	$0
114	157	E8	CTH E (W Cameron St) and Keegan St	Local	★	0	0	0	0	0	0	0	1	0	$0
116	158	EE1	CTH EE (Partridge Rd) and Elk Creek Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
120	159	EE6	CTH EE (N Town Hall Rd) and W Folsom St	Local	★	0	0	0	0	0	0	0	1	0	$0
121	160	EE7	CTH EE (N Town Hall Rd) and Ml Mdws Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
122	161	EE15	CTH EE (Crescent Ave) and CTH EE (S Town Hall Rd)	None	★	0	0	0	1	0	0	0	0	0	$25,000
124	162	EE17	CTH EE (Crescent Ave) and Sportsman Dr	Local	★	0	0	0	0	0	0	0	1	0	$0

SAFETY ACTION PLAN

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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
125	163	EE18	CTH EE (Crescent Ave) and Sportsman Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
131	164	F17	CTH F and CTH WW	None	★	0	0	0	0	0	0	0	1	0	$0
132	165	F18	CTH F and Moe Rd/ Ridge Valley Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
133	166	F19	CTH F and Nesja Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
134	167	F20	CTH F and CTH FF	None	★	0	0	0	0	0	0	0	1	0	$0
135	168	F21	CTH HH and CTH F	None	★	0	0	1	0	0	0	0	1	0	$6,000
137	169	F23	CTH F and Cedar Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
138	170	F24	CTH F and Maple Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
139	171	F25	CTH F and Cherry Ln	Local	★	0	0	0	0	0	0	0	1	0	$0
140	172	F26	CTH F and Giese Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
142	173	F28	CTH F and Birch Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
145	174	FF1	CTH FF and CTH WW	None	★	0	0	0	0	0	0	0	1	0	$0
146	175	FF2	CTH FF and CTH FW	None	★	0	0	0	0	0	0	0	1	0	$0
148	176	FF4	CTH FF and Popple Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
149	177	FF5	CTH FF and Pine Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
151	178	FF7	CTH FF and Strumness Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
152	179	FF8	CTH FF and Johnson Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
156	180	G1	CTH MM and CTH G	None	★	0	0	0	0	0	0	0	1	0	$0
157	181	G2	CTH G and River Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
162	182	G7	CTH G and Gravel Pit Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
163	183	G8	CTH G and Whippoorwill Private Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
165	184	G11	CTH G and Chaney Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
166	185	G12	CTH G and Tower Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
170	186	G20	CTH G and Sutton Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
177	187	G27	CTH G and Haskins Rd/ Yule Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
179	188	G29	CTH G and Hilts Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
180	189	G30	CTH G and Livermore Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
181	190	G31	CTH G and Francel Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
189	191	H2	CTH H and River Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
192	192	H6	CTH H and Forest Rd No 5	Local	★	0	0	0	0	0	0	0	1	0	$0
195	193	H9	CTH H and Horse Creek Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
198	194	H12	CTH H and Forest Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
199	195	H13	CTH H and Simes Creek Flowage Tr	Local	★	0	0	0	0	0	0	0	1	0	$0
208	196	HH1	CTH VV and CTH HH	None	★	0	0	0	0	0	0	0	1	0	$0
209	197	HH2	CTH HH and Senske Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
210	198	HH3	CTH HH and Russell Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
211	199	HH4	CTH O and CTH HH	None	★	0	0	0	0	0	0	0	1	0	$0
212	200	HH5	CTH K and CTH HH	None	★	0	0	0	0	0	0	0	1	0	$0
217	201	HH10	CTH HH and S Martin Dr/ N Martin Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
218	202	HH11	CTH HH and S Raven Dr/ N Raven Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
219	203	HH12	CTH HH and Finch Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
222	204	HH16	USH I and CTH HH	Federal	★	0	0	0	0	0	0	0	1	0	$0
225	205	HH19	CTH HH and Thrush Dr	Federal	★	0	0	0	0	0	0	0	1	0	$0
226	206	HH20	CTH HH and Wren Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
227	207	HH21	CTH K and CTH HH	None	★	0	0	0	0	0	0	0	1	0	$0
229	208	HH23	CTH HH and Luer Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
230	209	HH24	CTH HH and CTH W	None	★	0	0	0	0	0	0	0	1	0	$0
238	210	I1	CTH I and CTH J (W Randall Rd)	None	★	0	0	0	0	0	0	0	1	0	$0
240	211	I4	CTH I and CTH IJ (Markgraff Rd)	None	★	0	0	0	0	0	0	0	1	0	$0
241	212	I5	CTH I and Gust Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
242	213	I6	CTH J and CTH I	None	★	0	0	0	0	0	0	0	1	0	$0
243	214	I7	USH 53 and Otter Creek Rd	Federal	★	0	0	0	0	0	0	0	1	0	$0
248	215	I12	CTH I (Hillview Rd) and Buena Vista Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
251	216	I15	CTH I and Ridge Rd/ Queens Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
254	217	I18	CTH I and Hickory Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
255	218	I19	CTH I and Walnut Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
256	219	I20	CTH I (Hillview Rd) and Walnut Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
260	220	I24	CTH I and Myren Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
264	221	II2	CTH II (Deerfield Rd) and Balsam Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
267	222	II5	CTH II (Deerfield Rd) and Andrew Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
271	223	II12	CTH II (Deerfield Rd) and Elm Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
272	224	II15	CTH II (Deerfield Rd) and Talmadge Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
273	225	II16	CTH II (Deerfield Rd) and Peuse Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
277	226	IJ3	CTH IJ (Marhgraff Rd) and Steinke Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
283	227	J8	USH 53 and CTH J (Bernhardt Rd)	Federal	★	0	0	0	0	0	0	0	1	0	$0
284	228	J9	CTH J (Bernhardt Rd) and Carriage Ln	Local	★	0	0	0	0	0	0	0	1	0	$0
287	229	JJ3	CTH JJ and CTH V	None	★	0	0	0	0	0	0	0	1	0	$0
293	230	JJ9	CTH JJ and E Hillside Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
294	231	JJ10	CTH JJ and Rainbow Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
298	232	K8	CTH K and Birch Tree Ln	Local	★	0	0	0	0	0	0	0	1	0	$0
300	233	K10	CTH K and Bridgewater Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
306	234	K16	CTH K and W Hillsdale Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
307	235	K17	CTH K and Marsh Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
308	236	K18	CTH K and Stubbe Rd/ Johnson Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
309	237	K19	CTH K and Johnson Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
310	238	K20	CTH K and Ryder Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
314	239	K24	CTH K and E Robin Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
319	240	K29	CTH K and Saint Bridget Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
324	241	K34	CTH O and CTH K	None	★	0	0	0	0	0	0	0	1	0	$0
325	242	KK1	CTH KK and CTH V	None	★	0	0	0	0	0	0	0	1	0	$0
326	243	KK2	CTH KK and Tri-Mountain Rd	Local	★	0	0	0	0	0	0	0	1	0	$0

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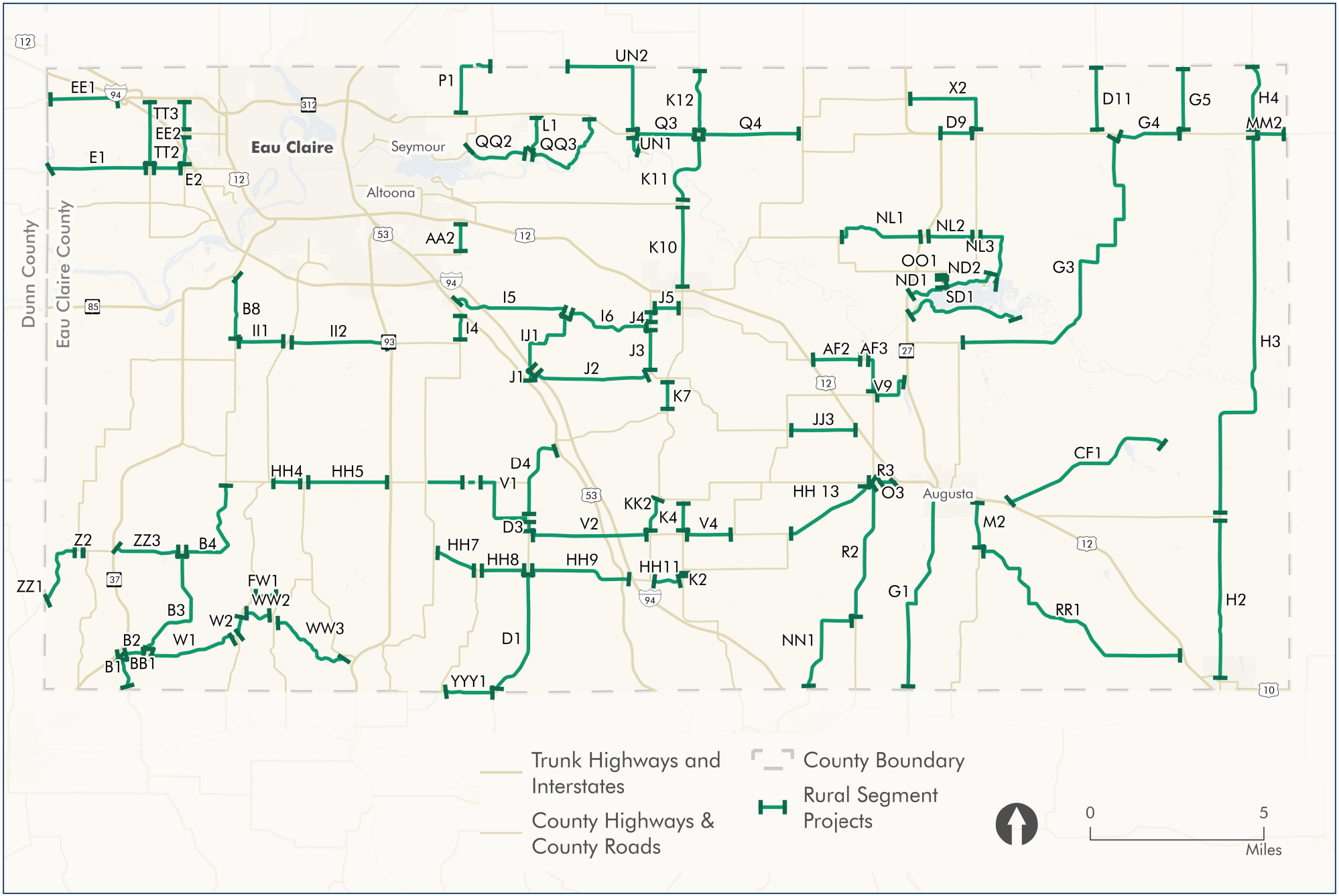
327	244	L1	CTH QQ (N Shore Dr) and CTH L (S 82nd Ave)	None	★	0	0	0	0	0	0	0	1	0	$0
332	245	M3	CTH M and N Center Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
333	246	M4	CTH M and Black Creek Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
334	247	M5	CTH M and Black Creek Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
335	248	M6	CTH M and CTH RR	None	★	0	0	0	0	0	0	0	1	0	$0
338	249	M11	CTH M and Yoder Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
340	250	M13	CTH M and Livermore Rd/ Brunzil Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
342	251	M15	CTH M and Oak Ridge Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
349	252	N1	CTH NL and CTH N (Starck Rd)	None	★	0	0	0	0	0	0	0	1	0	$0
352	253	N4	CTH NL and CTH N (Rockie Rd)	None	★	0	0	0	0	0	0	0	1	0	$0
360	254	ND4	CTH ND and ND Cir	Local	★	0	0	0	0	0	0	0	1	0	$0
361	255	ND5	CTH ND and ND Cir	Local	★	0	0	0	0	0	0	0	1	0	$0
365	256	NL1	CTH NL and Hill Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
370	257	NL8	CTH NL and Stubbe Private Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
372	258	NN2	CTH NN and Ryder Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
375	259	NN5	CTH R and CTH N (Schultz Rd)	None	★	0	0	0	0	0	0	0	1	0	$0
377	260	O2	CTH O and Rodell Rd S	Local	★	0	0	0	0	0	0	0	1	0	$0
379	261	O4	CTH O and Nugget Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
382	262	P2	CTH P (N 60th Ave) and Burnell Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
389	263	Q6	CTH Q (Olson Dr) and N Shore Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
393	264	Q20	CTH Q (Olson Dr) and S 140th Ave	Local	★	0	0	0	0	0	0	0	1	0	$0
396	265	QQ22	CTH QQ (N Shore Dr) and Bullhead Pond Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
397	266	QQ23	Bullhead Pond Dr and CTH QQ (N Shore Dr)	Local	★	0	0	0	0	0	0	0	1	0	$0
399	267	QS2	CTH QS (S 65th Ave) and Tower Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
404	268	R5	CTH R and Hilts Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
408	269	R9	CTH R and Arries Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
409	270	R10	CTH R and Sell Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
414	271	RR1	CTH RR and Kruger Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
419	272	RR6	CTH RR and Stagecoach Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
421	273	RR8	CTH RR and S Center Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
425	274	SD3	CTH SD and Greens Landing Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
426	275	SD5	CTH SD and Jack Pine Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
427	276	SD6	CTH SD and SD Cir	Local	★	0	0	0	0	0	0	0	1	0	$0
428	277	SD7	CTH SD and SD Cir	Local	★	0	0	0	0	0	0	0	1	0	$0
429	278	SD8	CTH SD and SD Ln	Local	★	0	0	0	0	0	0	0	1	0	$0
433	279	SS3	CTH SS (9 Mile Creek Rd) and Julius Dr/ Red Pine Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
451	280	SS21	CTH SS and Oak Knoll Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
452	281	SS22	CTH SS and Pine Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
457	282	TT9	CTH TT (Kane Rd) and Motycka Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
459	283	U2	CTH U and Hawk Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
460	284	U3	CTH U and E Elm Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
461	285	U4	CTH U and Elm Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
463	286	UN2	CTH UN and Saint Bridget Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
465	287	UN4	CTH UN (10th Ave) and N 90th Ave	Local	★	0	0	0	0	0	0	0	1	0	$0
467	288	V1	CTH V (Hillview Dr) and Sunrise Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
468	289	V2	CTH V (Hillview Dr) and Morning Crest Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
471	290	V5	CTH V and Bears Grass Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
472	291	V6	CTH V (Chickadee Rd) and Hillview Rd	Local	★	0	0	0	1	0	0	0	0	0	$25,000
474	292	V8	CTH V (N Martin Dr) and Eagle Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
476	293	V10	CTH V and Smith Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
477	294	V11	CTH V and Shale Pit Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
479	295	V13	CTH V and N Raven Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
482	296	V16	CTH V and Bartig Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
483	297	V17	USH 27 and CTH V	Federal	★	0	0	0	1	0	0	0	0	0	$25,000
486	298	W2	CTH W and E Oak Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
489	299	W5	CTH W and Marsh Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
491	300	W7	CTH W and Pine Ridge Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
492	301	W8	CTH W and Easterson Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
493	302	W9	CTH W and CTH WW	None	★	0	0	0	0	0	0	0	1	0	$0
494	303	W10	CTH W and Hilly Crest Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
496	304	W12	CTH W and Sunset Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
498	305	WW2	CTH WW and Popple Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
499	306	WW3	CTH WW and Pederson Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
501	307	X1	CTH X and Ludington Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
504	308	X4	CTH X and Woodland Valley Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
506	309	X6	CTH X and Weggen Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
510	310	XX1	CTH XX and 10th Ave	Local	★	0	0	0	0	0	0	0	1	0	$0
516	311	Z6	Hemlock Rd and CTH Z (Alder Rd)	Local	★	0	0	0	0	0	0	0	1	0	$0
517	312	Z7	CTH Z and Nelson Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
522	313	Z12	CTH Z and Norrish Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
526	314	Z16	CTH Z and Bridge Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
529	315	Z19	CTH Z and Elbow Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
530	316	Z20	CTH Z and Old Town Rd	Local	★	0	0	0	0	0	0	0	1	0	$0
534	317	ZZ3	CTH ZZ and Walnut Dr	Local	★	0	0	0	0	0	0	0	1	0	$0
536	318	C45	CTH C and 1010th St	Local	★	0	0	0	0	0	0	0	1	0	$0
				Total Star Threshold	1	**3**	**1**	**3**	**17**	**0**	**0**	**0**	**300**	**0**	**$4,143,000**
				Total Intersections in Threshold	318	1%	0%	1%	3%	0%	0%	0%	56%	0%	
				Total Intersections	536	$400,000	$2,500,000	$6,000	$25,000	$5,000	$1,500,000	$400,000	$0	$3,000	
				% of Intersections	59%	each	each	each	each	each	each	each	each	each	

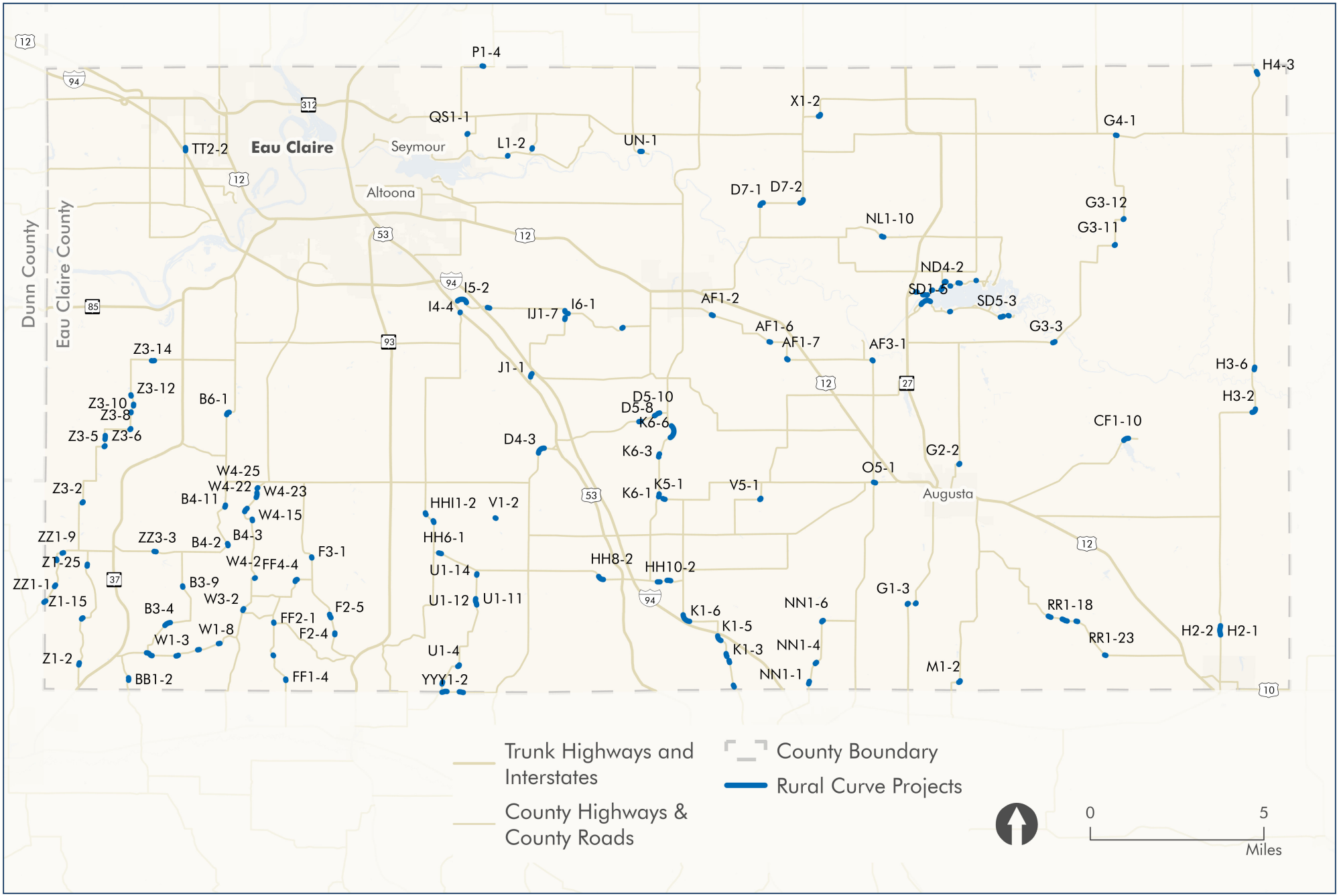
APPENDIX E-5

Systemic Analysis - Project Maps



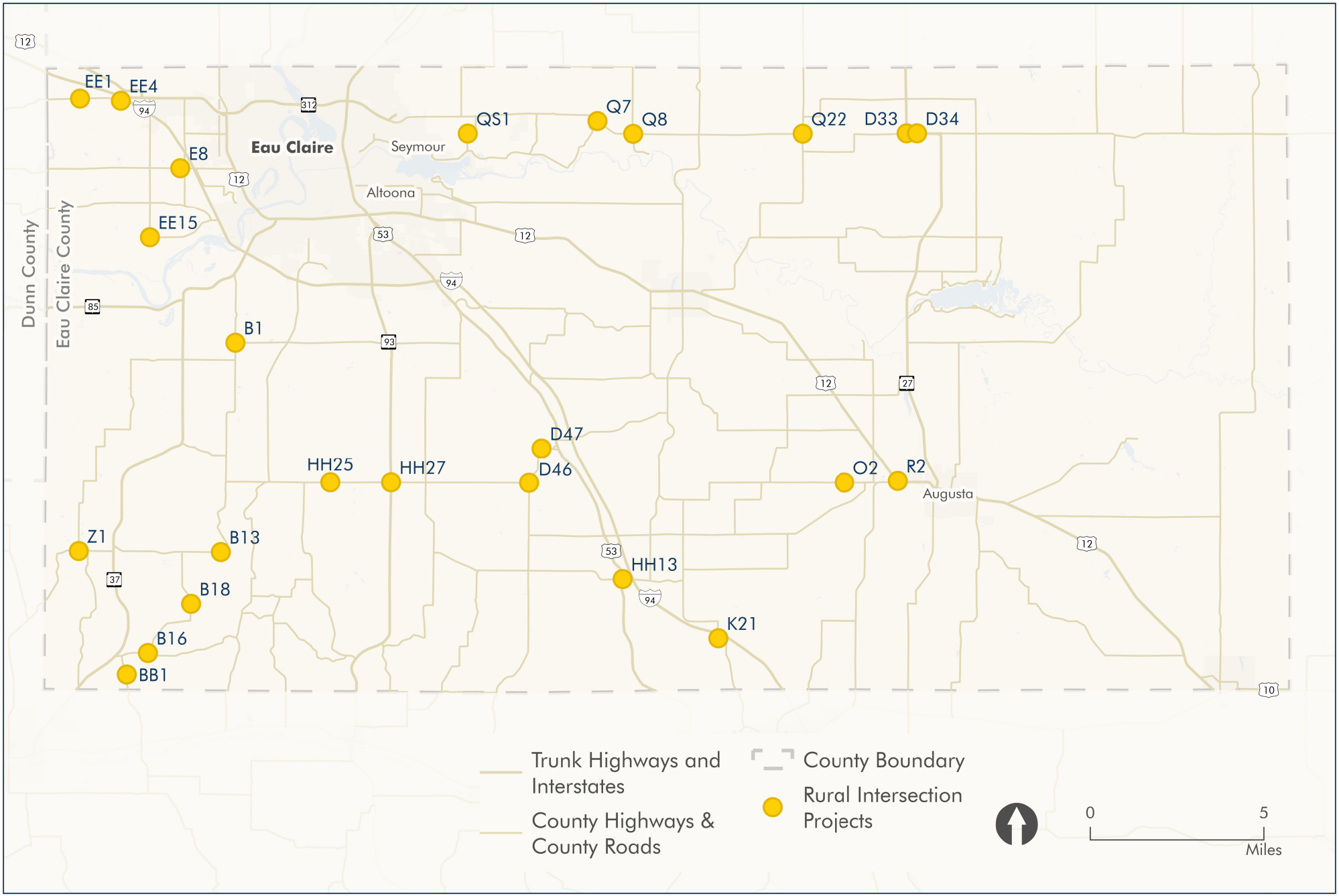
SAFETY ACTION PLAN

Eau Claire County- Rural Segment Projects



SAFETY ACTION PLAN

Eau Claire County- Rural Curve Projects



SAFETY ACTION PLAN

Eau Claire County- Rural Intersection Projects