



2024 Intersection Control Ranking System (ICRS) Report

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Note: Intersections with a “” icon are new to the ICRS this year.

Introduction

Introduction

Background and Purpose

The Intersection Control Ranking System (ICRS) is a County Board-approved policy for prioritizing the installation of traffic control improvements on roadways under Washington County's jurisdiction. Traffic control improvements primarily include the installation of traffic signals and roundabouts, but may also include all-way stops, turn restrictions, or other modifications to improve traffic operations. The policy was originally adopted on November 11, 1994, and revisions were approved by the County Board on July 21, 2015.

The policy was originally adopted because Washington County's continued robust growth invariably leads to a growing number of requests to install traffic signals at intersections on the County roadway system. Since the County has limited funding and staff resources to deliver traffic signal projects, the ICRS was established to provide a data-driven process for identifying the intersections that may be the highest priorities for traffic control projects. The ICRS continues to serve that same purpose today, providing a fair and consistent benchmark for evaluating and prioritizing traffic control improvements countywide.

How Intersections Are Chosen For Inclusion

Intersections that are included in the annual ICRS Report are selected by one of three methods:

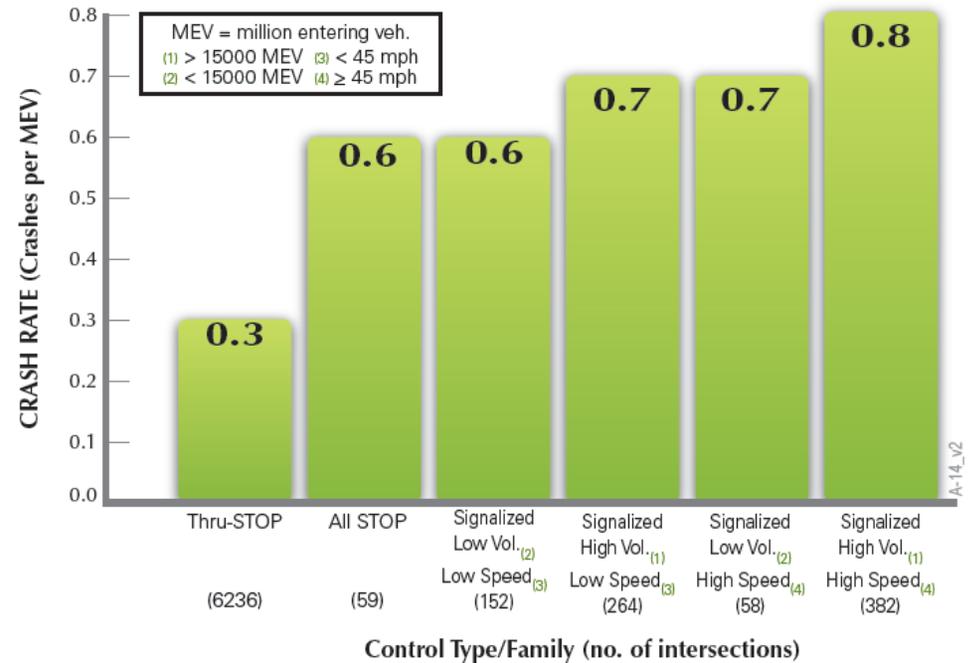
- County staff may include intersections based on observations by staff, or upon request of elected officials, residents, or roadway users.
- Cities or townships request that an intersection be included based their observations (the County may request assistance from the city or township in collecting the traffic data necessary to analyze the intersection).
- County staff may include an intersection that has been counted by a city, township, or private developer as part of an area traffic study to show where it ranks relative to the other intersections on the list.

Intersections that are selected to be included in the annual ICRS Report in any given year will not necessarily be included in future reports. For example, an intersection which is selected to be studied and included in the 2023 ICRS Report, but which ranks near the bottom of the prioritization list and does not meet traffic signal warrants, will likely not be included in the 2024 ICRS Report unless traffic volumes or patterns have changed significantly at that location. Intersections which are close to meeting traffic signal warrants will generally be kept on the list, but might not be counted every year.

Traffic Signals Are Not Safety Devices

Although traffic signals are often perceived as a safety enhancement, statewide data shows that traffic signals actually tend to increase overall crash risk when installed at intersections. However, traffic signals are sometimes necessary to prevent unreasonable delays to certain movements, or to ensure the orderly operation of unusually complex traffic patterns. Traffic signals do have the potential to reduce the occurrence of certain crash types, but the overall number of crashes typically increases, especially rear-end crashes, so the expected benefits of the traffic signal must be carefully weighed against the expected increase in overall crashes.

For pedestrians, traffic signals can be useful devices to create gaps in vehicle traffic for pedestrians to cross when such gaps are unreasonably infrequent. However, although signals can limit delays for pedestrians to cross, the *average* delay to pedestrians usually increases substantially, as pedestrians must wait for the signal to change, even during periods of low traffic volume. A pedestrian who finds the wait time to be unreasonable might choose to cross illegally against the signal, with potentially deadly consequences. Even at traffic signals, pedestrians rely on drivers to obey the indications and to properly yield to pedestrians when turning, but drivers may not see pedestrians when their attention is focused on other parts of the intersection. Of the nearly 3000 vehicle-pedestrian crashes in the metro area from 2020-2024, 43 percent occurred at signalized intersections.^[1]



Note: Only for Trunk Highway Intersections

Intersection Crashes (1 of 2)

Source: 2004-2006 Minnesota TIS Crash Data

Source

[1] "Minnesota Crash Mapping Analysis Tool. Current Data from 1/1/2015-12/31/2024

Traffic Signal Warrants Explained

Traffic signal warrants are prescribed by the Manual on Uniform Traffic Control Devices (MUTCD), which is the national document that provides a uniform policy for all traffic control devices on all public streets, roads, highways, and private streets that are open to public travel. The Minnesota MUTCD (MnMUTCD) is referenced in Minnesota Statute 169.06, is adopted by the Minnesota Commissioner of Transportation, and is binding on all roadways. The MnMUTCD is the legal standard of care used by courts when the use, misuse, overuse, or lack of traffic control devices is the subject of litigation.

Because traffic signals often increase overall crash rates and overall delay to users, traffic signal warrants are used as benchmark thresholds, below which a traffic signal might be expected to do more harm than good. There are nine warrants listed in the MnMUTCD, though many of them apply only in very unusual cases and thus are not usually evaluated. Below is a summary of the four warrants which are analyzed within Washington County's Intersection Control Ranking System (ICRS):



[Warrant 1: Eight-Hour Volume](#)

Warrant 1 is most applicable to locations that have moderately high traffic throughout the entire day. Three categories are provided within this warrant, and each category provides a set of minimum traffic levels for the major and minor street, depending on the number of lanes. The minimum traffic must be met for eight hours within a given category for this warrant to be satisfied, though the eight hours need not be consecutive. This warrant is usually most applicable at the intersection of two regional roadways or entrances to commercial areas.

[Warrant 2: Four-Hour Volume](#)

Warrant 2 is usually most applicable at intersections with collector streets that see daily sustained periods of very heavy traffic, such as during morning and evening peak periods, even if traffic levels are low throughout the remainder of the day. This warrant is evaluated by plotting the traffic volumes for the intersection approaches for each hour of the day on a graph and determining which hours, if any, exceed a prescribed set of minimum values. For this warrant to be satisfied, at least four hours of the day must be plotted above the minimum values prescribed.

[Warrant 3: Peak Hour Volume](#)

Warrant 3 is usually most applicable at locations that have extremely high daily traffic peaks despite low volumes throughout the rest of the day. Metro agencies including Washington County do not normally consider this warrant alone to be sufficient justification to install a traffic signal, but it may be considered in combination with other factors including the severity of the peak delays and the availability of alternate routes. This warrant is evaluated by plotting the traffic volumes of the intersection approaches for each hour of the day on a graph and determining which hours, if any exceed a prescribed set of minimum values, which are higher than those used for evaluating Warrant 2. For this warrant to be satisfied, at least one hour of the day must be plotted above the minimum values prescribed.

[Warrant 7: Crash Experience](#)

This warrant is intended to capture unusual situations where a high number of crashes has already occurred and where a signal is determined to be an effective strategy to reduce such crashes. Only certain crash types can be considered for this warrant, including right-angle crashes and left turns into oncoming traffic. Other crash types such as rear-ends, deer crashes, and sideswipe crashes are unlikely to be reduced with the installation of a traffic signal and therefore are not included. This warrant first requires adequate trial of other remedial measures which might include improving signing, clearing sight corners, adding or reconfiguring lanes, or other such strategies.

[All-Way Stop Control Warrants](#)

The MnMUTCD also contains warrants for the installation of All-Way Stop control, which are also evaluated when such control might be an appropriate solution for the intersection.

[Roundabouts in the ICRS](#)

The MnMUTCD does not contain warrants for roundabout control; however, common engineering practice dictates that traffic signal warrants or all-way stop warrants may be applied.

MnMUTCD website link:

<https://www.dot.state.mn.us/trafficeng/publ/mutcd/index.html>

How the ICRS Works

How Points Are Assigned

The Intersection Control Ranking System (ICRS) utilizes four of the traffic signal warrants from the Minnesota Manual on Uniform Traffic Control Devices (MnMUTCD), along with traffic counts and recent crash data to prioritize intersections under County jurisdiction for traffic control improvements. As discussed on the previous page, traffic signal warrants define the minimum traffic conditions that should be present before a traffic signal is installed, to ensure that they are only installed in favorable situations that improve intersection operations. ICRS prioritization is based on the total number of points for each intersection, which are assigned as follows:

Traffic Signal Warrant Points

This value is based on the number of hours that an intersection satisfies the following traffic signal warrants:

Warrant 1: Eight-Hour Volume (Condition A, B, and A+B)

An intersection receives one point for each hour for which the traffic levels satisfy this warrant, up to a maximum of 12 points. Points are not cumulative across the three conditions. In other words, an intersection only receives the maximum points from Condition A, B, or A+B.

Warrant 2: Four-Hour Volume

An intersection receives one point for each hour for which the traffic levels satisfy this warrant, up to a maximum of 6 points.

Warrant 3: Peak Hour Volume

An intersection receives one point for each hour for which the traffic levels satisfy this warrant, up to a maximum of 4 points.

Crash History Points

This value is based on the most recent three years of correctable crash data at the intersection. Correctable crashes are crashes that are considered correctable by the installation of a traffic signal or roundabout. These typically include right-angle crashes (T-bone) and left turn crashes between vehicles traveling in opposing directions. Rear-end crashes, run-off-road crashes, and deer crashes, for example, are typically not considered correctable by a signal or a roundabout, and are therefore excluded in this analysis.

An intersection receives one point for each correctable property damage or minor injury crash, and three points for each correctable fatal or serious injury crash during the three year period. The sum is then divided by three, to account for the three years of data.

The traffic signal warrant points and the crash history points are then added together for an intersection total, and the intersections are ranked by total points using a spreadsheet.

Further Analysis

Simply satisfying one or more traffic signal warrants or ranking highly on the ICRS prioritization list doesn't always mean that the installation of a traffic signal or roundabout is the best option at a particular location. For each intersection included in the ICRS, County staff evaluate the intersection for potential intersection improvements. Staff also consider the following when analyzing intersections:

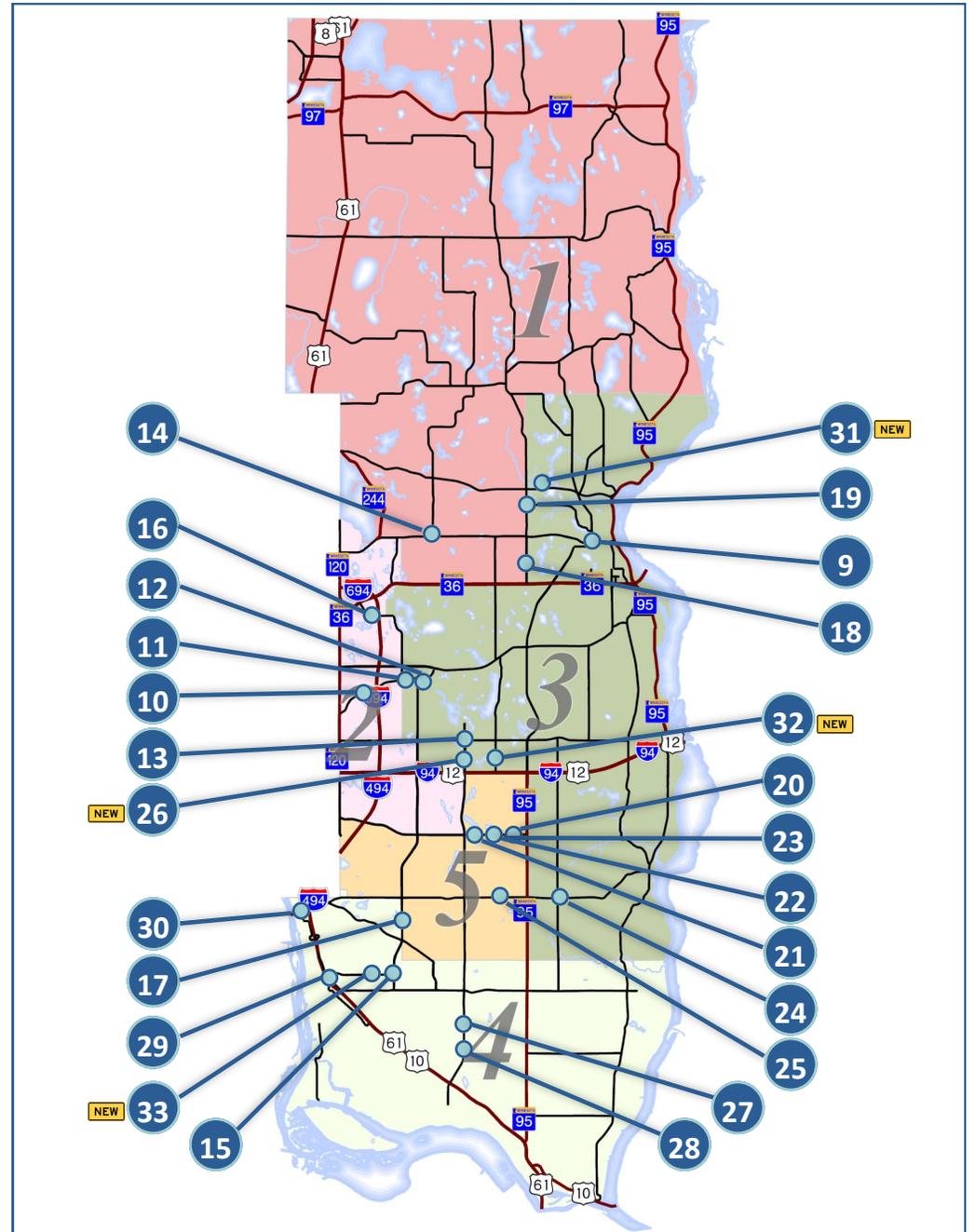
- Access spacing to adjacent intersections, and spacing from nearby traffic signals and/or roundabouts.
- Existing and future traffic volumes, and whether they're relatively balanced or unbalanced between the major and minor approaches.
- Types of traffic control at nearby intersections.

Often times, other alternatives to traffic signals or roundabouts such as signing and/or striping improvements, geometric improvements, or turn restrictions, may actually be the best option to improve intersection safety and/or mobility.

The ICRS policy also doesn't mean that the County will automatically install a signal or roundabout every year. There may be years when there are no intersections that are a priority for traffic control improvements, and there may be years when County staff determines that more than one intersection is a priority for improvements. The ICRS simply provides a way to prioritize intersections in a fair and consistent manner. County staff may also advance or postpone potential projects based on the Capital Improvement Plan (CIP) or other factors.

Intersections Analyzed for 2024

A total of 25 intersections were included in the Intersection Control Ranking System (ICRS) Report for 2024. The following pages provide an in-depth look at each of the intersections that are included in the report. Because this report is prepared for the Washington County Board of Commissioners, the map located on the right side of this page shows the location of each of the intersections by Commissioner District, along with their corresponding page number.



Note: Intersections with a “NEW” icon are new to the ICRS this year.

CSAH 5 (Owens Street) & CSAH 12 (Myrtle Street)

Existing Conditions

The intersection of CSAH 5 (Owens Street) & CSAH 12 (Myrtle Street) is located in the City of Stillwater, and is currently controlled by an all-way stop. The intersection experiences delays and congestion on the northbound and southbound approaches during the PM peak hour. The intersection is included in the ICRS Report because County staff have concerns about these backups and how they affect the safety of nearby intersections, and because this intersection annually ranks at or near the top among intersections studied as part of the report.

Traffic Signal Warrants, by the numbers:

Warrant 1A: **12 of 8 Required Hours**

Warrant 1B: **9 of 8 Required Hours**

Warrant 1(A+B): **12 of 8 Required Hours**

Warrant 2: **6 of 4 Required Hours**

Warrant 3: **0 of 1 Required Hours**

Warrant 7: **Not Met**

All-Way Stop Warrant, by the numbers:

All-Way Stop: **13 of 8 Required Hours**

This intersection currently operates as an all-way stop.

Traffic Count Conducted in **2023**

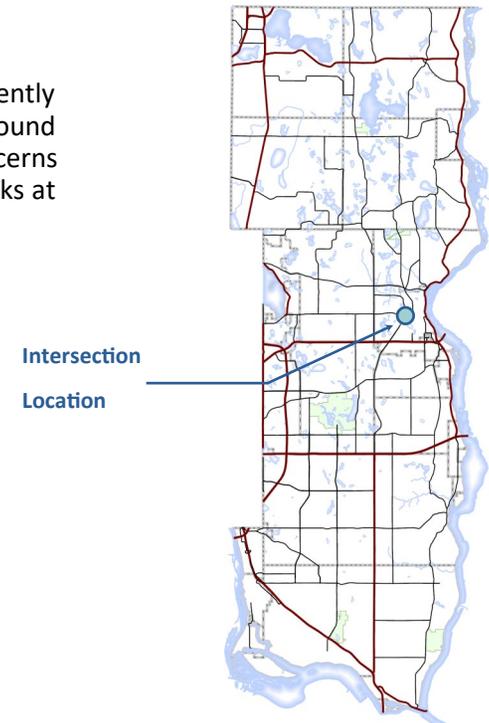
2024 ICRS Rank: #4

ICRS Recommendation

The intersection currently meets Warrant 1A (Eight-Hour - Minimum Vehicular Volume), Warrant 1B (Interruption of Continuous Traffic), Warrant 1 A+B (Combination of Warrants), and Warrant 2 (Four-Hour Volume), for traffic signal installation. However, even though this intersection clearly meets traffic signal warrants, the installation of a signal would pose numerous challenges:

- A traffic signal would increase speeds in the area when the lights are green.
- Narrow sidewalks and minimal right-of-way would make it difficult to install traffic signal poles and pedestrian push-buttons without obstructing the sidewalk.
- The existing intersection geometry would not function safely under traffic signal control, and modifying the lane arrangement would result in some loss of on-street parking.

County staff remain concerned about congestion in this area and its effect on safety, and remain ready to support an intersection improvement project at the CSAH 5 and CSAH 12 intersection if and when such a project is supported by the City. The County will continue to evaluate this intersection as traffic volumes continue to change as a result of growth and other area road projects.



CSAH 6 (Stillwater Boulevard) & Hadley Avenue

Existing Conditions

The intersection of CSAH 6 (Stillwater Boulevard) & Hadley Avenue is located in the City of Oakdale, and is currently controlled by an all-way stop. It experiences delays during peak hours. This intersection was included in the previous ICRS Reports because residents have observed congestion and crashes at this intersection, especially when traffic has been detoured through this intersection from nearby construction projects, and it has scored high enough to remain in subsequent versions of this report.

Traffic Signal Warrants, by the numbers:

- Warrant 1A: **5 of 8 Required Hours**
- Warrant 1B: **0 of 8 Required Hours**
- Warrant 1(A+B): **3 of 8 Required Hours**
- Warrant 2: **0 of 4 Required Hours**
- Warrant 3: **0 of 1 Required Hour**
- Warrant 7: **Not Met**

All-Way Stop Warrant, by the numbers:

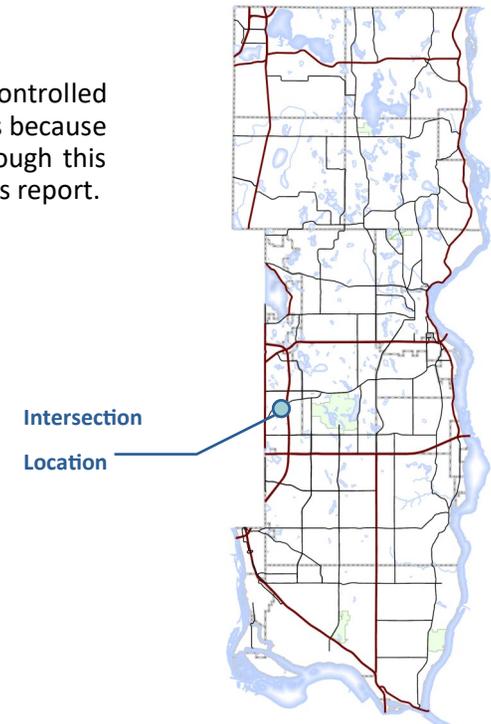
- All-Way Stop: **9 of 8 Required Hours**
- This intersection currently operates as an all-way stop.

Traffic Count Conducted in **2024**

2024 ICRS Rank: #15

ICRS Recommendation

In the 2019 and 2020 ICRS Reports, this intersection met Warrant 7 for traffic signal installation, which is for intersections that simultaneously meet both certain crash and volume thresholds. Crashes have since declined so Warrant 7 is no longer met. With no warrants being met, It is recommended that this intersection remain an all-way stop at this time.



CSAH 6 (Stillwater Boulevard) & CSAH 13 (Ideal Avenue)/Helmo Avenue

Existing Conditions

The intersection of CSAH 6 (Stillwater Boulevard) & CSAH 13 (Ideal Avenue)/Helmo Avenue is located on the border of the Cities of Oakdale and Lake Elmo, and is currently controlled by an all-way stop. It experiences minor delays during peak hours. This intersection is included in the ICRS Report because County staff have noticed significant congestion in the past, but it is unknown if the congestion was a result of diverted traffic from another project.

Traffic Signal Warrants, by the numbers:

- Warrant 1A: **3 of 8 Required Hours**
- Warrant 1B: **0 of 8 Required Hours**
- Warrant 1(A+B): **2 of 8 Required Hours**
- Warrant 2: **3 of 4 Required Hours**
- Warrant 3: **0 of 1 Required Hours**
- Warrant 7: **Not met**

All-Way Stop Warrant, by the numbers:

- All-Way Stop: **12 of 8 Required Hours**
- This intersection currently operates as an all-way stop.

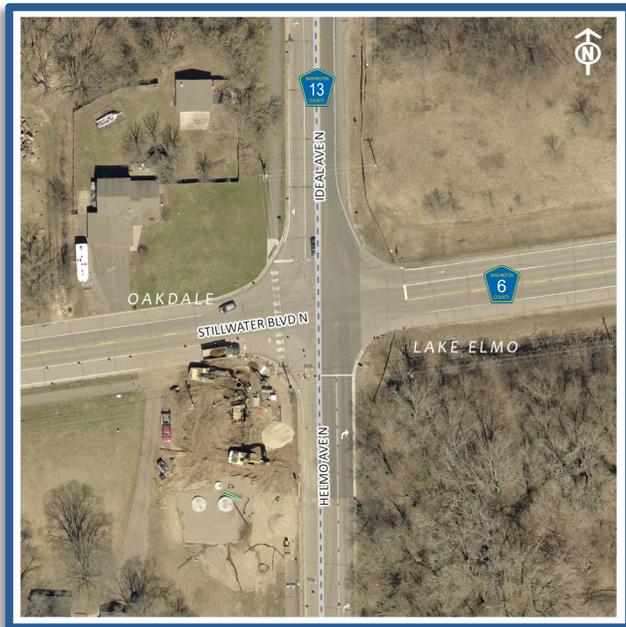
Traffic Count Conducted in **2022**

2024 ICRS Rank: #13

ICRS Recommendation

The intersection currently does not meet any warrants for traffic signal installation, although it is close to meeting Warrant 2 (Four-Hour Volume). It is not recommended for intersection control changes at this time.

The Washington County Capital Improvement Plan (CIP) contains a project, #RB-2645, to improve CSAH 13 from CSAH 6 to CSAH 14, with planning and design beginning in 2025. As part of that effort, this intersection will be considered for geometric and traffic control changes.



CSAH 6 (Stillwater Boulevard) & CSAH 13 (Inwood Avenue)

Existing Conditions

The intersection of CSAH 6 (Stillwater Boulevard) & CSAH 13 (Inwood Avenue) is located in the City of Lake Elmo, and is currently controlled by an all-way stop. It sometimes experiences delays during peak hours on the northbound, westbound, and eastbound approaches. This intersection is included in the ICRS Report because it is located in an area of the County that is experiencing increased development and traffic growth, and County staff have been interested in evaluating the intersection to determine any operational issues.

Traffic Signal Warrants, by the numbers:

Warrant 1A: **6 of 8 Required Hours**

Warrant 1B: **0 of 8 Required Hours**

Warrant 1(A+B): **2 of 8 Required Hours**

Warrant 2: **3 of 4 Required Hours**

Warrant 3: **1 of 1 Required Hours**

Warrant 7: **Not Met**

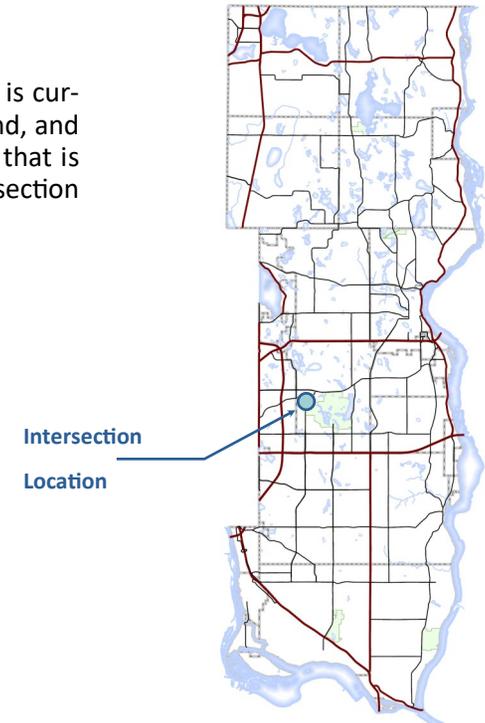
All-Way Stop Warrant, by the numbers:

All-Way Stop: **12 of 8 Required Hours**

This intersection currently operates as an all-way stop.

Traffic Count Conducted in **2024**

2024 ICRS Rank: #T9



ICRS Recommendation

Although the intersection currently meets Warrant 3 (Peak Hour Volume) for traffic signal installation, it is not recommended for intersection control changes at this time due to the following reasons:

- Although the intersection experiences some congestion during peak hours, it is operating efficiently as an all-way stop during the majority of the day.
- The intersection is currently operating safely, with a crash rate around the average rate for similar intersections on county roads statewide. There were two reported crashes at this intersection during the 2022-2024 study period.
- Installing a traffic signal or roundabout would require significant geometric changes to the roadway, which would be costly. Any such modifications would also likely require acquisition of private property.
- Warrant 3 alone is not normally considered sufficient justification to install a traffic signal in Washington County.

CSAH 10 (10th Street N) & CSAH 19 (Keats Avenue)

Existing Conditions

The intersection of CSAH 10 (10th Street N) & CSAH 19 (Keats Avenue) is located in the City of Lake Elmo and is controlled by an all-way stop. It currently experiences delays during peak hours, and is located in an area of the County that is experiencing increased development and traffic growth. The north leg of the intersection serves as the main access for Lake Elmo Park Reserve, so it can experience surges in traffic, particularly during holiday weekends or park events such as the annual Bluegrass Festival or when impacted by incidents on nearby Interstate 94. This intersection is included in the ICRS Report for 2024 because all-way stop controlled intersections with a large number of approach lanes similar to this one can sometimes have operational issues and/or create driver confusion, and because it has ranked highly on previous versions of this report.

Traffic Signal Warrants, by the numbers:

Warrant 1A: **11 of 8 Required Hours**

Warrant 1B: **12 of 8 Required Hours**

Warrant 1(A+B): **12 of 8 Required Hours**

Warrant 2: **11 of 4 Required Hours**

Warrant 3: **4 of 1 Required Hours**

Warrant 7: **Not Met**

All-Way Stop Warrant, by the numbers:

All-Way Stop: **14 of 8 Required Hours**

This intersection currently operates as an all-way stop.

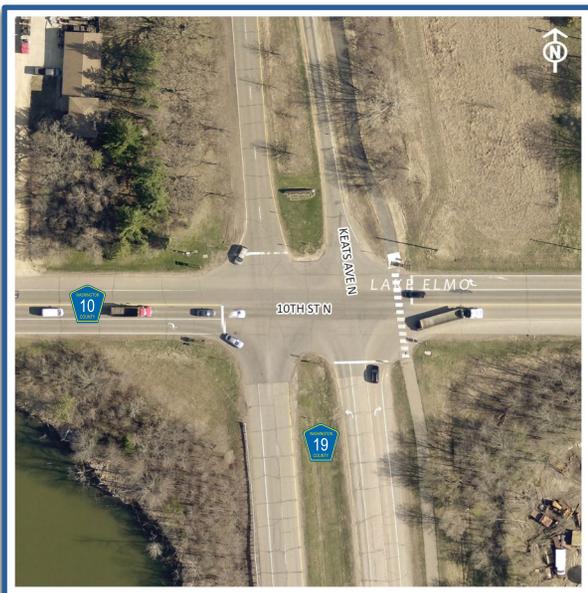
Traffic Count Conducted in **2023**

2024 ICRS Rank: #2

ICRS Recommendation

The intersection currently meets Warrant 1A (Eight-Hour - Minimum Vehicular Volume), Warrant 1B (Interruption of Continuous Traffic), Warrant 1 A+B (Combination of Warrants), Warrant 2 (Four-Hour Warrant), and Warrant 3 (Peak Hour Volume). The all-way stop intersection currently operates safely, with a crash rate around the average rate for similar intersections on county roads statewide, and is operating efficiently during the majority of the day.

County staff acknowledge that the intersection currently meets warrants and is ranked highly on the ICRS. The County has applied for funding for improvements at this intersection but has not yet been successful. Installing a roundabout or traffic signal at this intersection will require significant road work, and it would be prudent if such work also included addressing recurring flooding issues west and south of the intersection. Therefore, a Capital Improvement Plan (CIP) project has been programmed to begin design in 2027.



CSAH 12 (75th Street N) & CSAH 9 (Jamaca Avenue)

Existing Conditions

The intersection of CSAH 12 (75th Street N) & CSAH 9 (Jamaca Avenue) is located in the City of Grant, and is currently controlled as a two-way stop. The intersection currently experiences queuing issues for right turning vehicles on the southbound CSAH 9 approach during a 10-15 minute period in the morning, when the nearby schools have their arrival times, and movements from the minor street sometimes experience delays.

Traffic Signal Warrants, by the numbers:

- Warrant 1A: **0 of 8 Required Hours**
- Warrant 1B: **0 of 8 Required Hours**
- Warrant 1(A+B): **0 of 8 Required Hours**
- Warrant 2: **0 of 4 Required Hours**
- Warrant 3: **0 of 1 Required Hours**
- Warrant 7: **Not Met**

All-Way Stop Warrant, by the numbers:

All-Way Stop: **8 of 8 Required Hours**

Traffic Count Conducted in **2024**

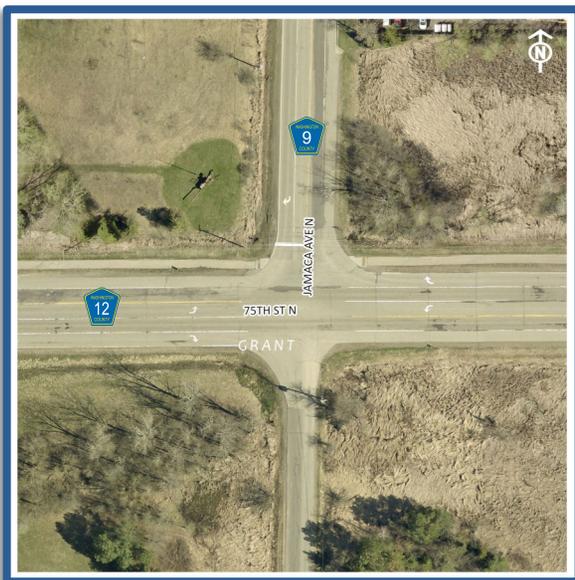
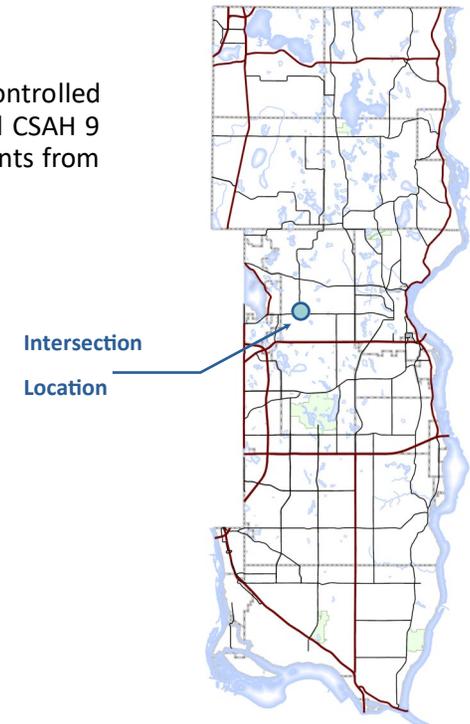
2024 ICRS Rank: #T23

ICRS Recommendation

The intersection currently does not meet any warrants for traffic signal installation. It does meet the warrant for All-Way Stop, however it is not recommended for intersection control changes at this time due to the following reasons:

- Though it meets the All-Way Stop Warrant, most of the minor street volume turns right. Conversion to all-way stop control would relocate this congestion to CSAH 12, create additional conflicts throughout the day, and likely increase the overall crash rate.
- Although the intersection currently experiences some minor congestion on the southbound approach during the AM peak hour, the congestion typically lasts only 10-15 minutes and the southbound approach is operating efficiently during the majority of the day.

It is recommended that this intersection remain sidestreet stop controlled at this time.



CSAH 13 (Hinton Avenue S) & County Road 74 (65th Street S)

Existing Conditions

The intersection of CSAH 13 (Hinton Avenue S) & County Road 74 (65th Street S) is located in the City of Cottage Grove, and is currently controlled as an all-way stop. This intersection is included in the 2024 ICRS Report because all-way stop controlled intersections with a large number of approach lanes similar to this one can sometimes have operational issues and/or create driver confusion. This intersection is also located in an area of the County that is experiencing increased development and traffic growth, and it has scored high enough in previous years to remain in the report.

Traffic Signal Warrants, by the numbers:

- Warrant 1A: **3 of 8 Required Hours**
- Warrant 1B: **7 of 8 Required Hours**
- Warrant 1(A+B): **4 of 8 Required Hours**
- Warrant 2: **3 of 4 Required Hours**
- Warrant 3: **0 of 1 Required Hours**
- Warrant 7: **Not Met**

All-Way Stop Warrant, by the numbers:

- All-Way Stop: **11 of 8 Required Hours**
- This intersection currently operates as an all-way stop.

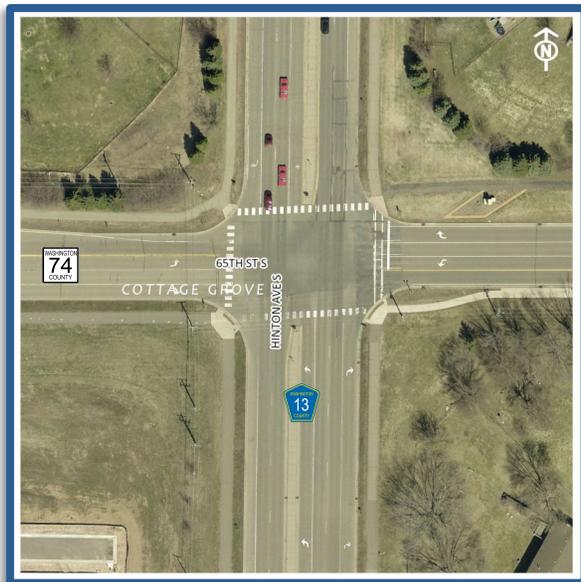
Traffic Count Conducted in **2023**

2024 ICRS Rank: #7

ICRS Recommendation

The intersection currently does not meet any warrants for traffic signal installation. It is 1 hour short of meeting Warrant 1B (Interruption of Continuous Traffic on the Major Approaches), and Warrant 2 (Four-Hour Volume). Additionally, there were three correctable crashes in the 2022-2024 period making it close to meeting Warrant 7.

For these reasons it is recommended that this intersection be monitored as development continues to add traffic to this intersection.



CSAH 13 (50th Street N) & Hadley Avenue—East Junction

Existing Conditions

The east intersection of CSAH 13 (50th Street N) & Hadley Avenue is located in the City of Oakdale, and is currently controlled as a side-street stop. Left turns on the northbound Hadley Avenue approach sometimes experience delays during peak hours. The County was asked to evaluate this intersection as a part of the ICRS Report because the occasional delays on the northbound approach are becoming more frequent, and it scored has scored highly enough in previous years to remain in the report.

Traffic Signal Warrants, by the numbers:

- Warrant 1A: **5 of 8 Required Hours**
- Warrant 1B: **3 of 8 Required Hours**
- Warrant 1(A+B): **6 of 8 Required Hours**
- Warrant 2: **3 of 4 Required Hours**
- Warrant 3: **0 of 1 Required Hours**
- Warrant 7: **Not Met**

All-Way Stop Warrant, by the numbers:

All-Way Stop: **3 of 8 Required Hours**

Traffic Count Conducted in **2021**

2024 ICRS Rank: #8

Intersection
Location



ICRS Recommendation

The intersection currently does not meet any warrants for traffic signal installation. The nearby TH 36 & Hadley Avenue Interchange Project was completed in 2019, and a pavement preservation project was completed along CSAH 13 in 2024. The turning movement count taken in 2021 indicated that traffic volumes have rebounded to prepandemic levels at this intersection, reasonably matching volumes when this intersection was previously counted in 2017.

This intersection is not recommended for intersection traffic control changes at this time. Although left turns from the northbound Hadley Avenue approach sometimes experience delays during peak hours, the delays are typically not excessive, and the intersection operates efficiently during the majority of the day. Also, the installation of a traffic signal would require the construction of a dedicated left-turn lane on CSAH 13 for the signal to operate acceptably.

It is recommended that this intersection remain sidestreet stop controlled at this time.

CSAH 13 (Radio Drive) & Dale Road

Existing Conditions

The intersection of CSAH 13 (Radio Drive) & Dale Road is located in the City of Woodbury, and is currently controlled as an all-way stop. Left turns from the Dale Road approach experienced delays during peak hours prior to the conversion of traffic control to all-way stop control; now, the stop-controlled approaches on Radio Drive can experience backups during peak hours. The City of Woodbury first requested that the County evaluate this intersection as part of the 2019 ICRS Report, and due to its high ranking it remains in the 2024 ICRS Report.

Traffic Signal Warrants, by the numbers:

- Warrant 1A: **9 of 8 Required Hours**
- Warrant 1B: **11 of 8 Required Hours**
- Warrant 1(A+B): **12 of 8 Required Hours**
- Warrant 2: **8 of 4 Required Hours**
- Warrant 3: **5 of 1 Required Hours**
- Warrant 7: **Not Met**

All-Way Stop Warrant, by the numbers:

- All-Way Stop: **6 of 8 Required Hours**
- This intersection currently operates as an all-way stop.
- Traffic Count Conducted in **2023**

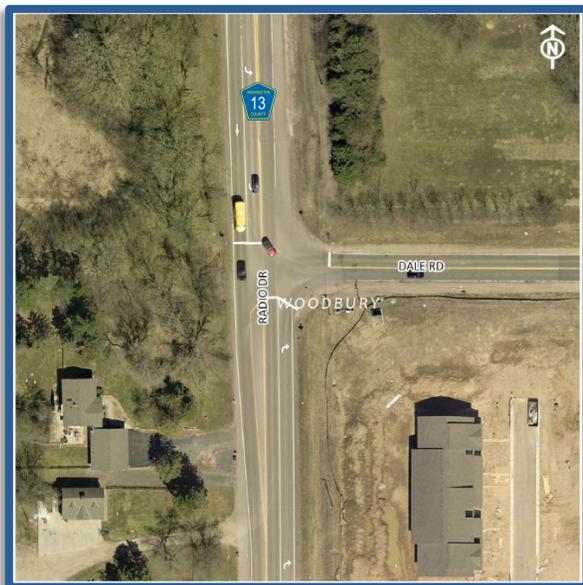
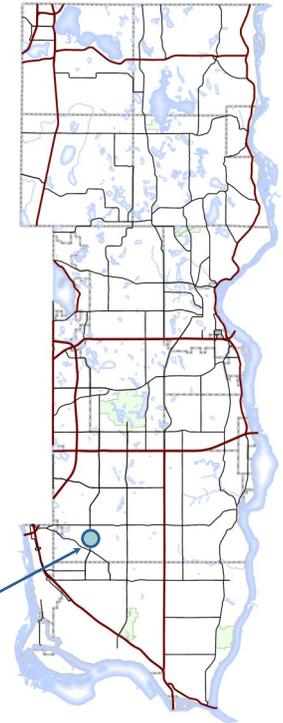
2024 ICRS Rank: #3

ICRS Recommendation

The intersection currently meets Warrant 1A (Eight-Hour - Minimum Vehicular Volume), Warrant 1B (Interruption of Continuous Traffic), Warrant 1 A+B (Combination of Warrants), and Warrant 2 (Four-Hour Volume), and Warrant 3 (Peak Hour Volume) for traffic signal installation.

The County began preliminary design in 2023 on a four-lane roadway expansion project on CSAH 13 between Hargis Parkway and Military Road. As part of this project, a roundabout has been selected for the Dale Road intersection. Final design and right-of-way acquisition are underway, with construction expected to take place in 2027.

The intersection is recommended to remain an all-way stop until the roundabout is constructed.



CSAH 15 (Manning Avenue) & 62nd Street N

Existing Conditions

The intersection of CSAH 15 (Manning Avenue) & 62nd Street N is located on the border of the City of Grant and the City of Stillwater, and is currently controlled by side-street stop. Left turns from the westbound 62nd Street approach currently experience delays during peak hours. These delays vary based on seasonal traffic, including traffic entering the adjacent apple orchard. This intersection is included in the ICRS Report because County staff have heard from residents that increasing traffic volumes on CSAH 15 are making it more difficult to find gaps in traffic during busy times of the day.

Traffic Signal Warrants, by the numbers:

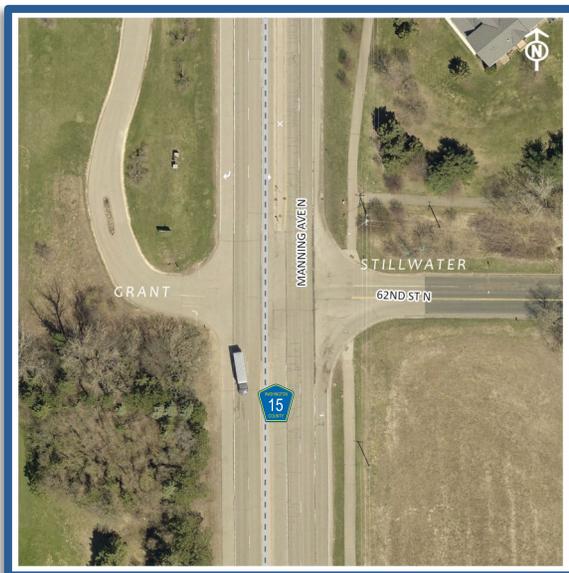
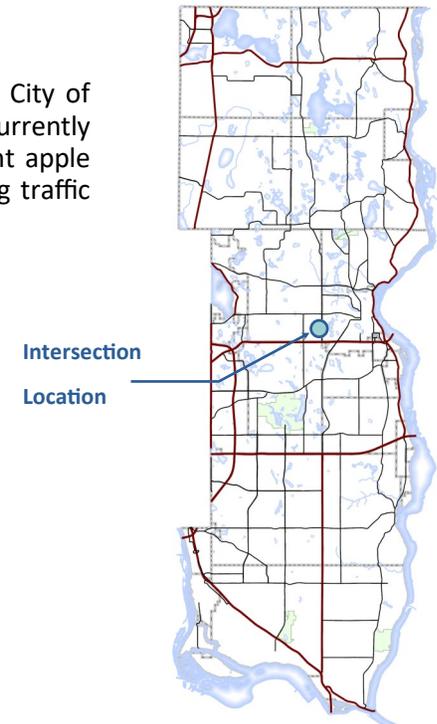
- Warrant 1A: **0 of 8 Required Hours**
- Warrant 1B: **3 of 8 Required Hours**
- Warrant 1(A+B): **0 of 8 Required Hours**
- Warrant 2: **1 of 4 Required Hours**
- Warrant 3: **0 of 1 Required Hour**
- Warrant 7: **Not Met**

All-Way Stop Warrant, by the numbers:

All-Way Stop: **0 of 8 Required Hours**

Traffic Count Conducted in **2024**

2024 ICRS Rank: #17



ICRS Recommendation

Traffic volumes at this intersection have long been such that small increases in sidestreet traffic volumes would cause the intersection to quickly meet signal warrants. With development now being planned in the southeast quadrant of the intersection, additional traffic growth is expected soon, including as part of site preparation. County staff are currently working with a contractor to construct an interim wood-pole traffic signal system to help maintain satisfactory operations at this intersection prior to the addition of site preparation traffic. A permanent traffic signal system is planned to be installed in conjunction with improvements to 62nd Street.

CSAH 15 (Manning Avenue) & CR 64 (McKusick Road)

Existing Conditions

The intersection of CSAH 15 (Manning Avenue) & CR 64 (McKusick Road) is located on the border of the City of Grant and the City of Stillwater, and is currently controlled as a two-way stop. The westbound CR 64 and eastbound McKusick Road approaches currently experience delays, particularly during peak hours. This intersection is included in the ICRS Report because increasing traffic volumes on CSAH 15 are making it difficult to find gaps in traffic during busy times of the day.

Traffic Signal Warrants, by the numbers:

- Warrant 1A: **0 of 8 Required Hours**
- Warrant 1B: **2 of 8 Required Hours**
- Warrant 1(A+B): **0 of 8 Required Hours**
- Warrant 2: **2 of 4 Required Hours**
- Warrant 3: **0 of 1 Required Hours**
- Warrant 7: **Not Met**

All-Way Stop Warrant, by the numbers:

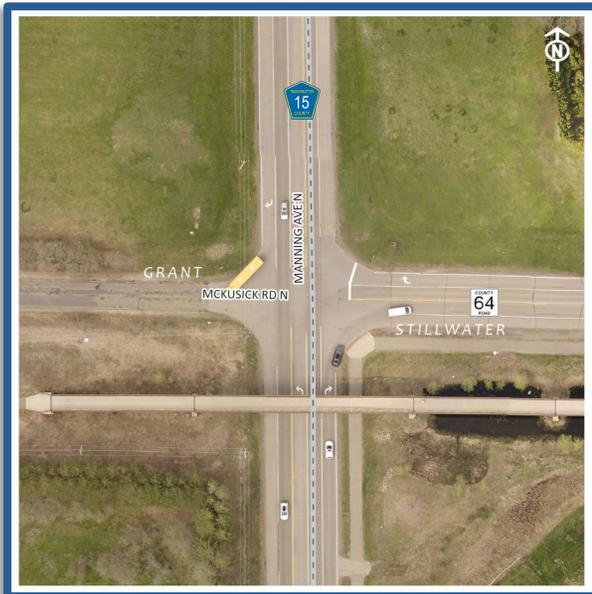
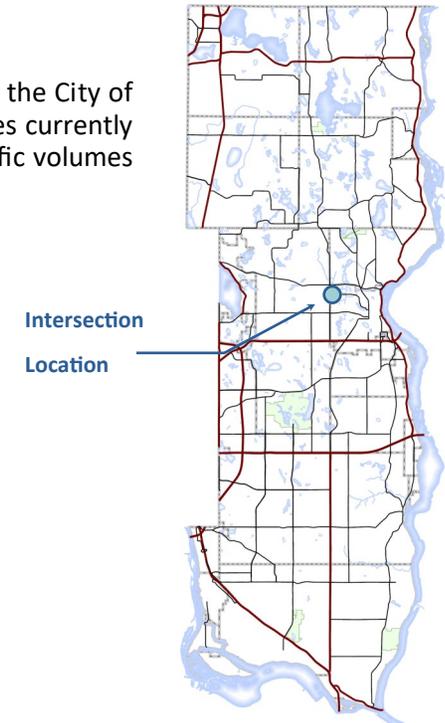
- All-Way Stop: **0 of 8 Required Hours**
- This intersection currently operates as an all-way stop
- Traffic Count Conducted in **2024**

2024 ICRS Rank: #16

ICRS Recommendation

The intersection currently does not meet any warrants for traffic signal installation. County staff expect that this intersection is a likely candidate for traffic signal installation in the future, and the Brown's Creek Trail Bridge was designed to accommodate a future traffic signal. Dedicated left turn lanes were installed on CSAH 15 in 2014 to improve safety and set up the CSAH 15 approaches to easily accommodate a future signal.

Installing a traffic signal will require modifications to the westbound and eastbound approaches, which need to be widened to accommodate left and right turn lanes so that a potential traffic signal could operate efficiently and safely. This widening may also require acquisition of private property. The County has initiated the concept design process to identify potential right of way needs.



CSAH 16 (Valley Creek Road) & Settlers Ridge Parkway

Existing Conditions

The intersection of CSAH 16 (Valley Creek Road) & Settlers Ridge Parkway is located in the City of Woodbury, and is currently controlled as an all-way stop. The County took over jurisdiction of this section of Valley Creek Road in 2019 and it was originally reviewed in 2021 as part of the ICRS. This intersection is included in the 2024 ICRS Report because all-way stop controlled intersections with a large number of approach lanes similar to this one can sometimes have operational issues and/or create driver confusion.

Traffic Signal Warrants, by the numbers:

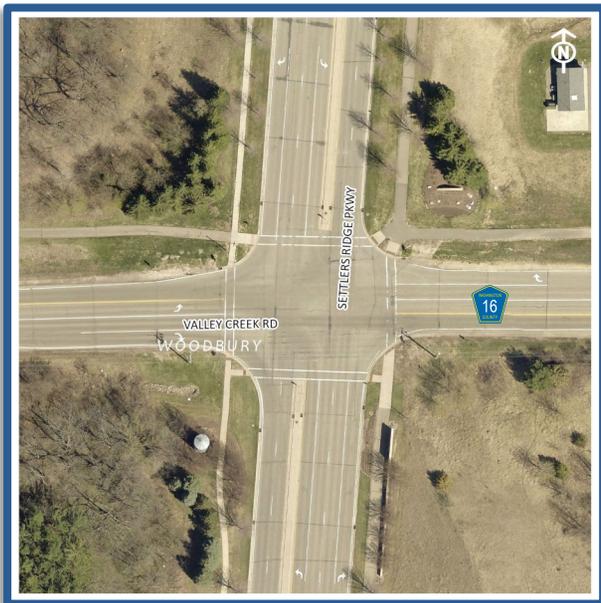
- Warrant 1A: **8 of 8 Required Hours**
- Warrant 1B: **3 of 8 Required Hours**
- Warrant 1(A+B): **4 of 8 Required Hours**
- Warrant 2: **4 of 4 Required Hours**
- Warrant 3: **0 of 1 Required Hours**
- Warrant 7: **Not Met**

All-Way Stop Warrant, by the numbers:

All-Way Stop: **14 of 8 Required Hours**
This intersection currently operates as an all-way stop

Traffic Count Conducted in **2023**

2024 ICRS Rank: #6



ICRS Recommendation

The intersection currently meets Warrant 1A (Eight-Hour - Minimum Vehicular Volume) and Warrant 2 (Four-Hour Warrant).

Washington County conducted a corridor study on CSAH 16 in 2024 to review and evaluate safety improvements along the corridor. This intersection is recommended to be converted from an all-way stop to a roundabout. Benefits of this project will include:

- Providing high-visibility ADA-compliant pedestrian/bike crossings
- Eliminating left-turn movements against opposing traffic, reducing the likelihood of collisions
- Reducing vehicle congestion, idling, and emissions

Washington County has also secured competitive federal funding to help fund the conversion of this intersection to a roundabout. This roundabout project is programmed for construction in 2028.

CSAH 16 (Valley Creek Road) & Eagle Creek Lane

Existing Conditions

The intersection of CSAH 16 (Valley Creek Road) & Eagle Creek Lane is located in the City of Woodbury, and is currently controlled as a side-street stop. This intersection ranked 1st in the 2022 & 2023 ICRS reports, and meets Warrant 7 (Crash Experience). The history of crashes at this intersection, predominantly northbound left-turning vehicles being hit by eastbound vehicles. These crashes would be considered correctable by the installation of a traffic signal, however this intersection is only 550 feet from the nearby signal at CSAH 19 (Woodbury Drive). This spacing is far short of county access spacing guidelines and presents a number of challenges.

Traffic Signal Warrants, by the numbers:

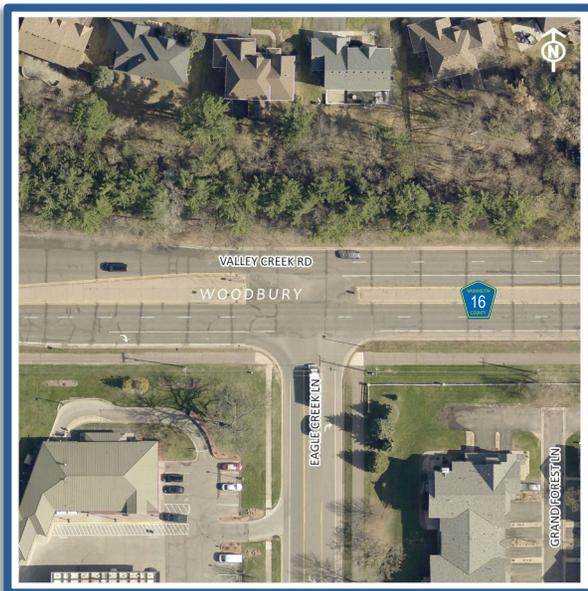
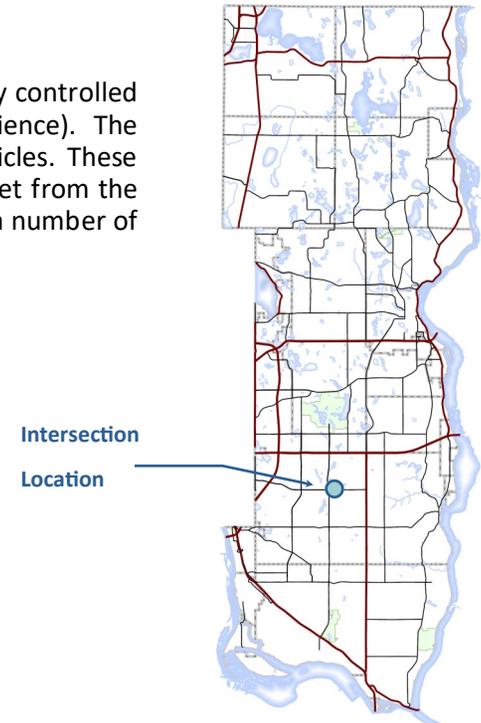
- Warrant 1A: **5 of 8 Required Hours**
- Warrant 1B: **12 of 8 Required Hours**
- Warrant 1(A+B): **11 of 8 Required Hours**
- Warrant 2: **13 of 4 Required Hours**
- Warrant 3: **4 of 1 Required Hours**
- Warrant 7: **Was Met**

All-Way Stop Warrant, by the numbers:

All-Way Stop: **10 of 8 Required Hours**

Traffic Count Conducted in **2022**

2024 ICRS Rank: #1



ICRS Recommendation

This intersection meets Warrant 1B (Interruption of Continuous Traffic), the combination Warrant A+B, Warrant 2 (Four-Hour Warrant), Warrant 3 (Peak Hour Warrant), and Warrant 7 (Crash Experience). Given the intersection meets Warrant 7, improvements at this intersection are a top priority for the County.

County and City staff have discussed alternatives to improve safety at this intersection, and a traffic signal was chosen as the best alternative. The proposed traffic signal is programmed in the Washington County Capital Improvement Plan (CIP), #RB-2804 for construction in 2026. County staff have begun the design process and are working with city staff to determine optimum scheduling relative to city watermain and trail projects that will affect this intersection.

CSAH 16 (Valley Creek Road) & Saint John's Drive

Existing Conditions

The intersection of CSAH 16 (Valley Creek Road) & Saint John's Drive is located in the City of Woodbury, and is currently controlled by a side-street stop. Jurisdiction over this section of Valley Creek Road between Woodbury Drive and Manning Avenue was transferred to Washington County in 2019. At the time this roadway was transferred, there was a marked pedestrian crossing across the uncontrolled east leg. Safety research has demonstrated that the presence of crosswalk markings across multi-lane uncontrolled approaches, in the absence of other controls, significantly increases pedestrian crash risk. This intersection was originally included in the 2018 ICRS Report due to concerns regarding that unmarked crossing. That marked crossing has since been discontinued, yet this intersection has still scored highly enough to remain in subsequent editions of the ICRS Report to ensure annual crash monitoring and for comparison until new traffic counts are taken.

Traffic Signal Warrants, by the numbers:

- Warrant 1A: **0 of 8 Required Hours**
- Warrant 1B: **7 of 8 Required Hours**
- Warrant 1(A+B): **2 of 8 Required Hours**
- Warrant 2: **2 of 4 Required Hours**
- Warrant 3: **0 of 1 Required Hours**
- Warrant 7: **Not Met**

All-Way Stop Warrant, by the numbers:

All-Way Stop: **2 of 8 Required Hours**

Traffic Count Conducted in **2024**

2024 ICRS Rank: #11



ICRS Recommendation

The intersection currently does not meet any warrants for traffic signal or all-way stop installation. However, there were three crashes at this intersection between 2022-2024 that could have potentially been corrected by the presence of either an all-way stop or traffic signal, all of which involved a northbound vehicle.

Northbound drivers may have had a misperception that this intersection was all-way stop-controlled, based on an evaluation of the crash data. The County added supplemental plaques reading "CROSS TRAFFIC DOES NOT STOP" below the stop signs on the minor approaches in 2022 to reinforce that this intersection is only stop-controlled on the minor approaches, and a decrease in crashes was observed, but crashes involving northbound vehicles have not been eliminated. This intersection is being analyzed for future improvements as part of the CSAH 16 corridor study.

CSAH 16 (Valley Creek Road) & Dancing Waters Parkway/Woodcrest Drive

Existing Conditions

The intersection of CSAH 16 (Valley Creek Road) & Dancing Waters Parkway/Woodcrest Drive is located in the City of Woodbury, and has been controlled as an all-way stop since 2022. This intersection was originally included in the 2018 ICRS Report because jurisdiction over this section of Valley Creek Road was transferred to Washington County, and due to the marked pedestrian crossing that was marked on the east leg. Safety research has demonstrated that the presence of crosswalk markings across multi-lane uncontrolled approaches, in the absence of other controls, significantly increases pedestrian crash risk. This intersection has scored highly enough to remain in the 2024 ICRS Report.

Traffic Signal Warrants, by the numbers:

- Warrant 1A: **2 of 8 Required Hours**
- Warrant 1B: **4 of 8 Required Hours**
- Warrant 1(A+B): **0 of 8 Required Hours**
- Warrant 2: **2 of 4 Required Hours**
- Warrant 3: **0 of 1 Required Hours**
- Warrant 7: **Not met**

All-Way Stop Warrant, by the numbers:

- All-Way Stop: **9 of 8 Required Hours**
- This intersection currently operates as an all-way stop.

Traffic Count Conducted in **2024**

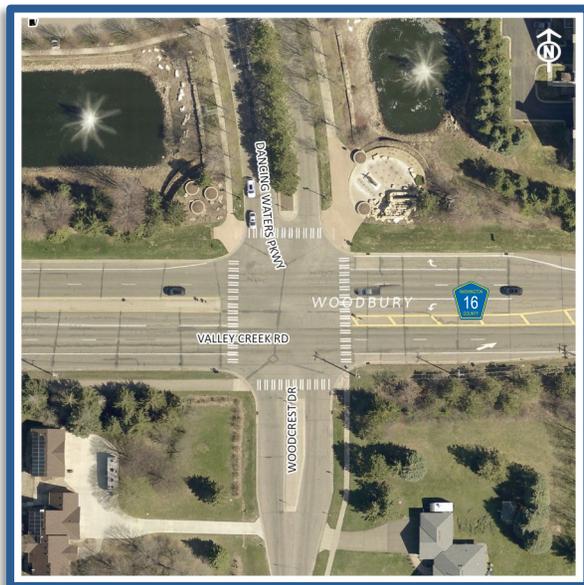
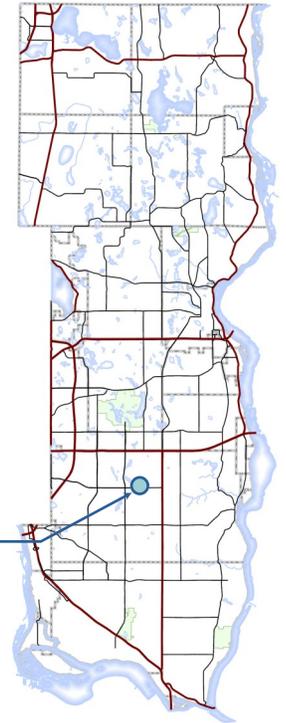
2024 ICRS Rank: #14

ICRS Recommendation

This intersection currently does not meet any warrants for traffic signal installation.

The intersection is currently operating safely, with a crash rate below the average rate for similar intersections on county roads statewide. Due to the crosswalk on the east leg, the lane configuration, and the overall traffic volumes at the intersection, the County converted the intersection from sidestreet stop control to all-way stop control in 2022 with the support of the City of Woodbury.

County staff will continue to monitor this intersection. This intersection is a candidate for the installation of a roundabout or traffic signal in future years. A raised median was added to the east leg in 2023. This intersection is being analyzed for future improvements as part of the CSAH 16 corridor study.



CSAH 18 (40th Street S) & CR 71 (Neal Avenue)

Existing Conditions

The intersection of CSAH 18 (40th Street S) & County Road 71 (Neal Avenue) is located in the City of Afton, and is currently controlled by sidestreet stop control for the northbound and southbound CR 71 approaches. The intersection is in a rural area of the County, and it serves as a primary east-west connection for people traveling between Afton and Woodbury. This intersection is included in the 2024 ICRS Report due to local concerns from previous years regarding crashes at this intersection. Additional countermeasures on the minor approaches were installed in 2019 and 2023, and there have been no reported crashes since 2022.

Traffic Signal Warrants, by the numbers:

- Warrant 1A: **0 of 8 Required Hours**
- Warrant 1B: **0 of 8 Required Hours**
- Warrant 1(A+B): **0 of 8 Required Hours**
- Warrant 2: **0 of 4 Required Hours**
- Warrant 3: **0 of 1 Required Hours**
- Warrant 7: **Not Met**

All-Way Stop Warrant, by the numbers:

All-Way Stop: **0 of 8 Required Hours**

Traffic Count Conducted in **2022**

2024 ICRS Rank: #22

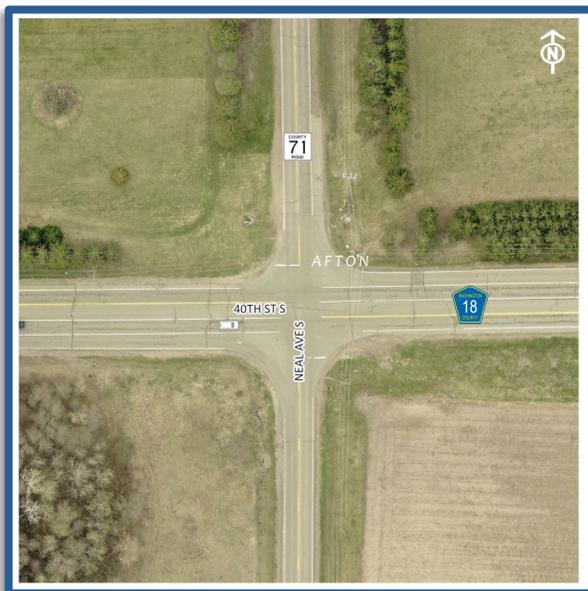
ICRS Recommendation

This intersection was originally included in the 2019 ICRS report due to a crash that occurred during that year. In the summer of 2019, the northbound and southbound stop signs were relocated closer to the edge of the roadway so they would be more within the approaching driver's cone of vision. Also, red flashing beacons were added atop the stop signs on the northbound and southbound approaches to increase their conspicuity to approaching motorists.

County staff upgraded the red flashing beacons to a more reliable solar LED system, with flashing red lights installed around the perimeter of the stop signs on the minor approaches. In 2008 the County acquired additional right of way easements to clear trees on private property to improve sight lines leading up to the intersection. County staff will continue to monitor this intersection.

It recommended that this intersection remain two-way stop controlled at this time for the following reasons:

- The intersection volumes do not meet any signal warrants, failing to meet any warrant for a single hour.
- All-Way Stop warrants are not met for a single hour.



CSAH 18 (Bailey Road) & Cottage Grove Drive/Settlers Ridge Parkway

Existing Conditions

The intersection of CSAH 18 (Bailey Road) & Cottage Grove Drive/Settlers Ridge Parkway is located in the City of Woodbury, and is currently controlled by an all-way stop. This intersection is included in the 2024 ICRS Report because it is located in an area of the County that is experiencing increased development and traffic growth, and it has at times seen increases in crashes particularly when being used as a detour route for construction projects on adjacent arterial routes.

Traffic Signal Warrants, by the numbers:

- Warrant 1A: **3 of 8 Required Hours**
- Warrant 1B: **0 of 8 Required Hours**
- Warrant 1(A+B): **2 of 8 Required Hours**
- Warrant 2: **0 of 4 Required Hours**
- Warrant 3: **0 of 1 Required Hours**
- Warrant 7: **Not Met**

All-Way Stop Warrant, by the numbers:

- All-Way Stop: **7 of 8 Required Hours**
- This intersection currently operates as an all-way stop.

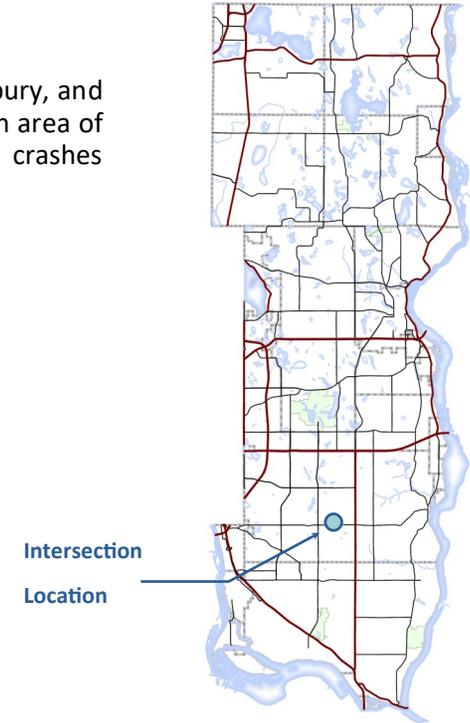
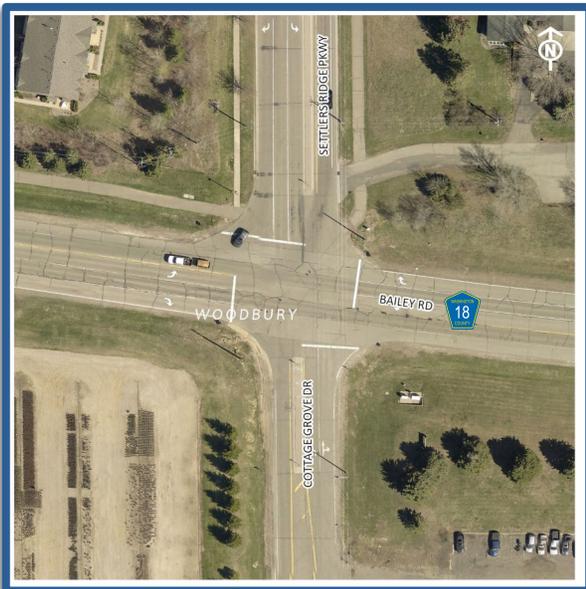
Traffic Count Conducted in **2023**

2024 ICRS Rank: #19

ICRS Recommendation

The intersection currently does not meet any warrants for traffic signal installation. However, prior to 2022, there had been a consistent pattern of crashes involving southbound vehicles at this intersection, and as a result the County converted this intersection from a sidestreet stop to all-way stop controlled in 2022. Since then, two crashes were reported during the 2022-2024 study period, with both crashes falling in the category of potentially correctible by the presence of a traffic signal or roundabout.

Washington County was awarded \$2,000,000 in Highway Safety Improvement Planning funds to install a roundabout at this intersection. The County has started preliminary design on this project and construction is expected to begin in 2026.



Existing Conditions

The intersection of CSAH 19 (Keats Avenue) & 5th Street N is located in the City of Lake Elmo, and is currently sidestreet stop controlled. This intersection is included in the 2024 ICRS Report because it is located in an area of the County that is experiencing increased development and traffic growth, and has been a source of safety concern for residents. Crash reviews have shown a pattern of angle crashes on the southbound side of the intersection, leading the county to add new lane striping and a pavement yield line to the median crossover in 2024.

Traffic Signal Warrants, by the numbers:

- Warrant 1A: **0 of 8 Required Hours**
- Warrant 1B: **0 of 8 Required Hours**
- Warrant 1(A+B): **0 of 8 Required Hours**
- Warrant 2: **0 of 4 Required Hours**
- Warrant 3: **0 of 1 Required Hours**
- Warrant 7: **Not Met**

All-Way Stop Warrant, by the numbers:

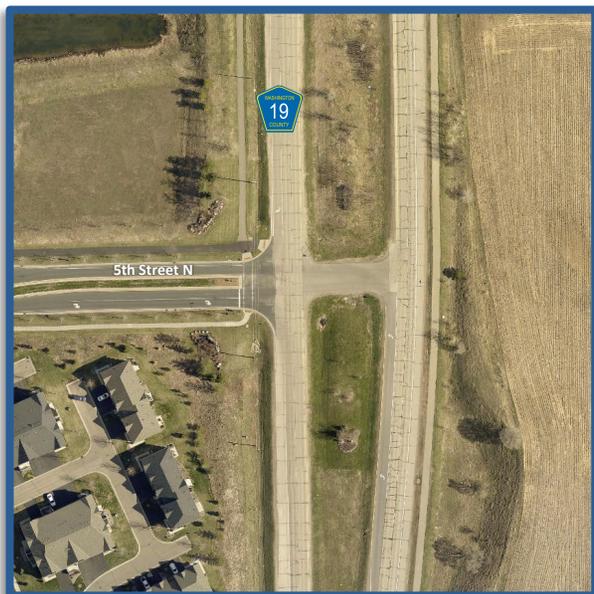
- All-Way Stop: **0 of 8 Required Hours**
- This intersection currently operates as an all-way stop.
- Traffic Count Conducted in **2024**

2024 ICRS Rank: #T23

ICRS Recommendation

The intersection currently does not meet any warrants for traffic signal installation. It is not recommended for intersection control changes at this time. Even though the intersection currently experiences some minor congestion during peak hours, it is operating efficiently during the majority of the day.

While there was a pattern of southbound angle crashes, the intersection has a crash rate of 0.1 (per million entering vehicles) which is a third of the statewide average for similar intersections. To mitigate angle crashes the County performed minor improvements in 2024, and will continue to monitor the intersection to evaluate their performance.



CSAH 19 (Keats Avenue) & 80th Street S

Existing Conditions

The intersection of CSAH 19 (Keats Avenue) & 80th Street S is located in the City of Cottage Grove, and is currently controlled by an all-way stop. This intersection is included in the 2024 ICRS Report because it is located in an area of the County that is experiencing increased development and traffic growth, and the County has in the past received comments from the City of Cottage Grove and from residents regarding vehicles sometimes failing to stop.

Traffic Signal Warrants, by the numbers:

- Warrant 1A: **1 of 8 Required Hours**
- Warrant 1B: **5 of 8 Required Hours**
- Warrant 1(A+B): **3 of 8 Required Hours**
- Warrant 2: **4 of 4 Required Hours**
- Warrant 3: **0 of 1 Required Hours**
- Warrant 7: **Not Met**

All-Way Stop Warrant, by the numbers:

- All-Way Stop: **6 of 8 Required Hours**
- This intersection currently operates as an all-way stop.

Traffic Count Conducted in **2024**

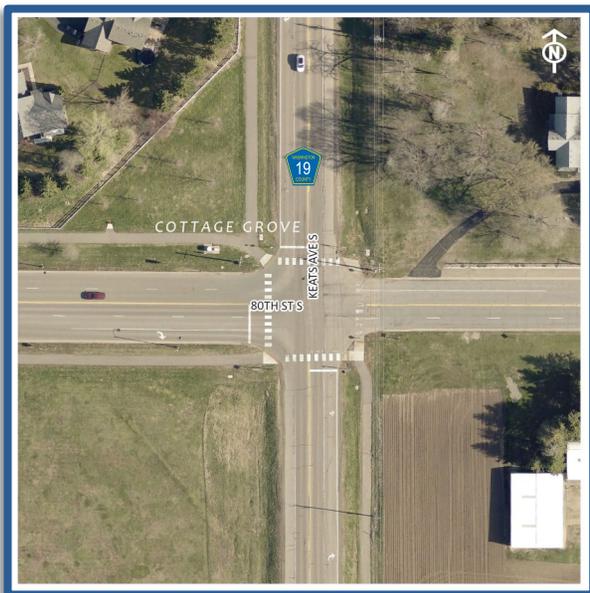
2024 ICRS Rank: #T9

ICRS Recommendation

The intersection currently meets Warrant 2 (Four-Hour Volume) for traffic signal installation but lacks left turn lanes which would be necessary for safe operation of a traffic signal.

The intersection has a history of crashes, with five reported between the 2022-2024 study period. In 2019, County Staff installed flashing beacons on the north and southbound approaches, which were upgraded to a more reliable solar LED system in 2023. After the modifications in 2023, there were no reported crashes in 2024.

This intersection has a Capital Improvement Plan (CIP) project that began preliminary design in January of 2024, with programmed construction in 2026, to construct a roundabout. Until then, it is recommended that this intersection remain all-way stop-controlled. The intersection currently experiences some minor congestion during peak hours, but it is operating efficiently during the majority of the day.



CSAH 19 (Keats Avenue) & 90th Street S/Ravine Parkway

Existing Conditions

The intersection of CSAH 19 (Keats Avenue) & 90th Street S/Ravine Parkway is located in the City of Cottage Grove and is currently sidestreet stop controlled. This intersection is included in the 2024 ICRS Report because it is located in an area of the County that is experiencing increased development and traffic growth. The County has received feedback in the past from area residents that this is a difficult intersection to navigate, particularly from the minor approaches, and that CSAH 19 is difficult to cross for vehicles, bicyclists, and pedestrians.

Traffic Signal Warrants, by the numbers:

Warrant 1A: **0 of 8 Required Hours**

Warrant 1B: **0 of 8 Required Hours**

Warrant 1(A+B): **0 of 8 Required Hours**

Warrant 2: **0 of 4 Required Hours**

Warrant 3: **0 of 1 Required Hours**

Warrant 7: **Not Met**

All-Way Stop Warrant, by the numbers:

All-Way Stop: **0 of 8 Required Hours**

Traffic Count Conducted in **2024**

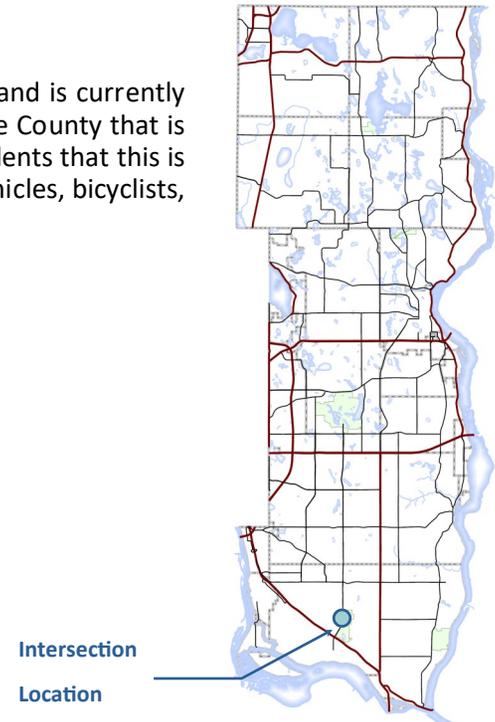
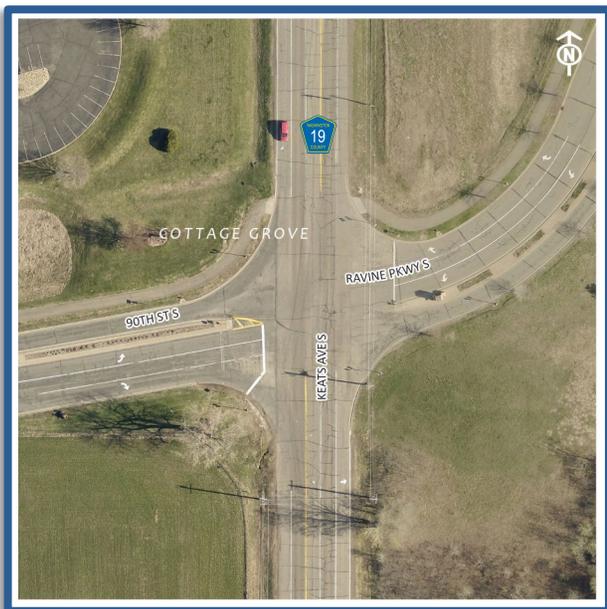
2024 ICRS Rank: #21

ICRS Recommendation

The intersection currently does not meet any warrants for traffic signal installation. It is therefore not recommended for intersection control changes at this time for the following reasons:

- Although the westbound and eastbound approaches currently experience minor delays during portions of the day, the intersection is operating efficiently during the majority of the day.
- Under existing volumes, the installation of a traffic signal would be expected to increase overall delay and increase the crash rate at the intersection.

County staff will continue to monitor crash patterns at this intersection in future years. In the meantime, it will remain sidestreet stop controlled.



CSAH 22 (Summit Avenue) & Saint Paul Park Road

Existing Conditions

The intersection of CSAH 22 (Summit Avenue) & Saint Paul Park Road is located in the City of Saint Paul Park, and is currently controlled by sidestreet stop control. This intersection has been experiencing issues related to heavy truck traffic since truck access from the oil refinery to the Glen Road interchange was restricted in the early 2000's. The County has received requests for increased traffic control at this intersection over the years from residents and truck drivers, due to safety concerns related to the lack of gaps in traffic for loaded tanker trucks making left turns from St. Paul Park Road onto northbound CSAH 22.

Traffic Signal Warrants, by the numbers:

- Warrant 1A: **6 of 8 Required Hours**
- Warrant 1B: **11 of 8 Required Hours**
- Warrant 1(A+B): **11 of 8 Required Hours**
- Warrant 2: **3 of 4 Required Hours**
- Warrant 3: **0 of 1 Required Hours**
- Warrant 7: **Not met**

All-Way Stop Warrant, by the numbers:

- All-Way Stop: **0 of 8 Required Hours**
- All-way stop control is not recommended, because the proximity to adjacent intersections would be problematic.

Traffic Count Conducted in **2023**

2024 ICRS Rank: #5

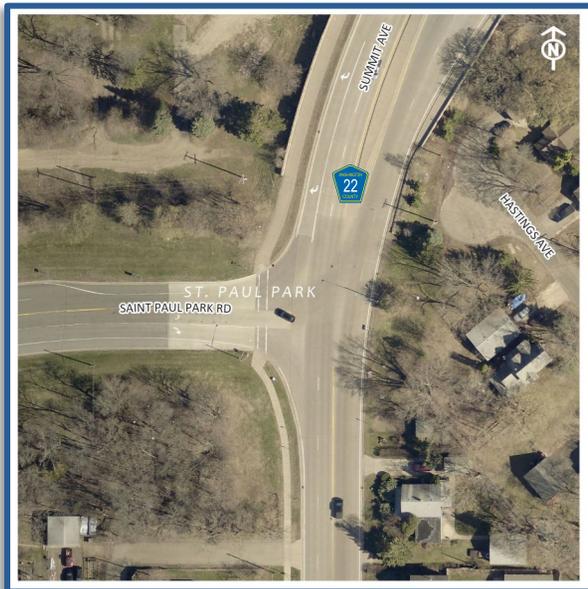
ICRS Recommendation

Prior to 2012, annual County analyses of this intersection did not indicate that the intersection was meeting traffic signal warrants. County staff took a different look at the intersection in late 2012, electing to count each semi truck as 3 equivalent passenger vehicles due to their size and acceleration characteristics. Using these criteria, the intersection meets several warrants for traffic signal installation. County staff now concur that the installation of a traffic signal could be beneficial at this location and could allow for the removal of the “no turn on red” restriction at the southbound exit ramp, which was installed to create gaps in traffic at St. Paul Park Road.

However, the City of St. Paul Park withheld support for a traffic signal at this location in early 2013, and asked that the County instead try and improve the operation of the traffic signals at the US 61/10 & CSAH 22 interchange¹. The County subsequently completed a traffic signal improvement project in the interchange area in late 2016.

County staff remain ready to support proceeding with a traffic signal design and programming a signal installation at the CSAH 22 & Saint Paul Park Road intersection if and when such a project is supported by the City.

1. https://www.republicaneagle.com/news/government/st-paul-park-city-council-opposes-fourth-stoplight-near-hwy-61-summit-avenue/article_e34b9938-38ce-5f1f-bf48-8a458f13cf79.html



CSAH 38 (Maxwell Avenue) & Red Rock Road in Newport

Existing Conditions

The intersection of CSAH 38 (Maxwell Avenue) & Red Rock Road is located in the City of Newport, and is currently controlled as a two-way stop. Traffic on the eastbound Red Rock Road approach sometimes experiences delays during peak hours due to southbound congestion extending from the I-494 interchange. The County was first asked to evaluate this intersection as a part of the 2018 ICRS Report due to difficulty for drivers on the Red Rock Road approach finding gaps, particularly due to the high volume of truck traffic in the area, as well as safety concerns, and it has scored well enough to remain included in subsequent reports.

Traffic Signal Warrants, by the numbers:

- Warrant 1A: **0 of 8 Required Hours**
- Warrant 1B: **8 of 8 Required Hours**
- Warrant 1(A+B): **3 of 8 Required Hours**
- Warrant 2: **0 of 8 Required Hours**
- Warrant 3: **0 of 8 Required Hours**
- Warrant 7: **Not Met**

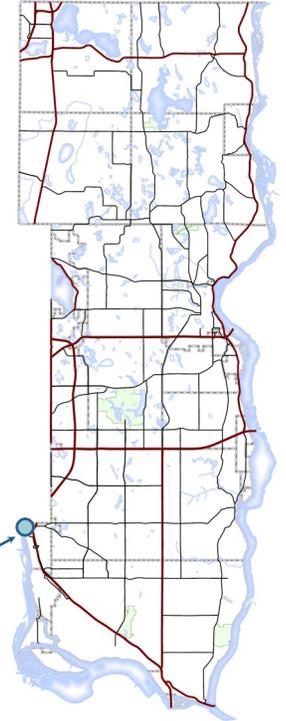
All-Way Stop Warrant, by the numbers:

All-Way Stop: **0 of 8 Required Hours**

Traffic Count Conducted in **2023**

2024 ICRS Rank: #12

Intersection
Location



ICRS Recommendation

The intersection meets Warrant 1B (Interruption of Continuous Traffic on the Major Approaches).

The Minnesota Department of Transportation recently completed a project to improve capacity on westbound I-494 west of the Wakota Bridge over the Mississippi River. This project, as well as changes in commuting patterns as a result of the pandemic, may have alleviated some of the congestion at the CSAH 38 and Red Rock Road intersection during peak hours.

While this intersection meets warrant 1B, there have not been any correctable crashes during the 2022-2024 study period. The County will begin discussions with the City about potential intersection improvements such as a traffic signal.

Existing Conditions

The intersection of CSAH 96 (Dellwood Rd) & Millbrook Circle is located in the City of Stillwater and is currently controlled as a side-street stop. This intersection is a three-legged intersection with the south leg being a primary access to the Millbrook housing development. CSAH 96 was recently transferred to county jurisdiction from MnDOT and this intersection was added to the ICRS.

Traffic Signal Warrants, by the numbers:

- Warrant 1A: **0 of 8 Required Hours**
- Warrant 1B: **2 of 8 Required Hours**
- Warrant 1(A+B): **0 of 8 Required Hours**
- Warrant 2: **0 of 4 Required Hours**
- Warrant 3: **0 of 1 Required Hours**
- Warrant 7: **Not Met**

All-Way Stop Warrant, by the numbers:

All-Way Stop: **0 of 8 Required Hours**

Traffic Count Conducted in **2024**

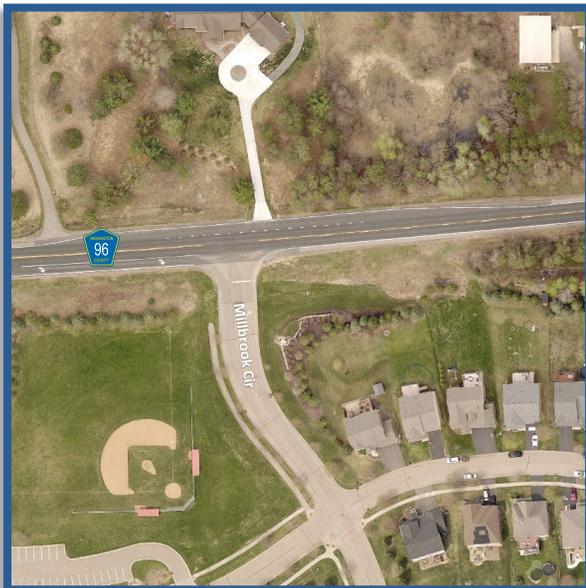
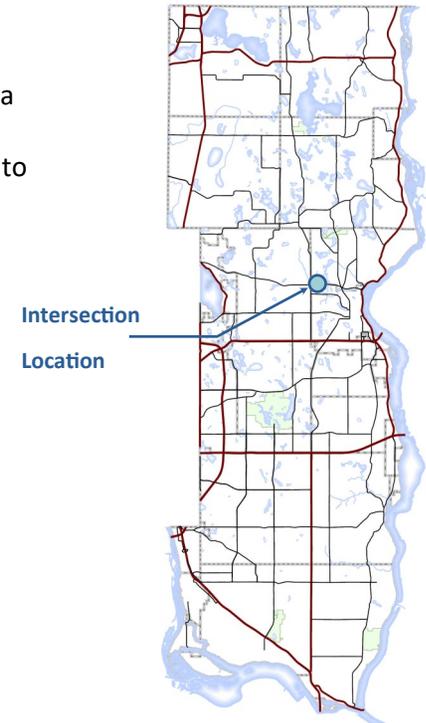
2024 ICRS Rank: #20

ICRS Recommendation

The intersection currently does not meet any warrants for traffic signal installation. It is not recommended for any intersection control changes at this time due to the following reasons:

- All-Way Stop warrants are not met for a single hour.
- If a traffic signal or roundabout were to be installed extensive geometric modifications would be required to add a left turn lane and accommodate the driveway located in the bypass lane. Any such modifications would be costly and likely require acquisition of private property.

However, this intersection is being analyzed for other potential improvements as a part of the CSAH 96 corridor study.



County Road 17B (Lake Elmo Avenue N) & Hudson Blvd

NEW

Existing Conditions

The intersection of County Road 17B (Lake Elmo Ave N) & Hudson Blvd is located in the City of Lake Elmo, and is currently controlled as a two-way stop. This intersection is included in the ICRS Report due to concerns from local residents, and it is located in an area of the County that is experiencing increased development and traffic growth.

Traffic Signal Warrants, by the numbers:

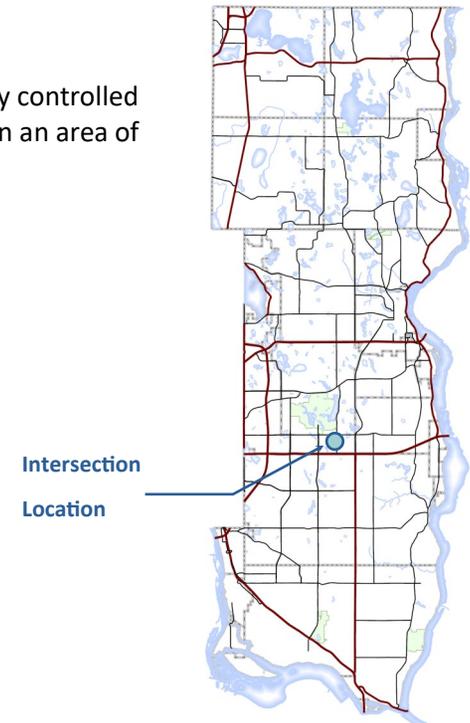
- Warrant 1A: **0 of 8 Required Hours**
- Warrant 1B: **1 of 8 Required Hours**
- Warrant 1(A+B): **1 of 8 Required Hours**
- Warrant 2: **0 of 4 Required Hours**
- Warrant 3: **0 of 1 Required Hours**
- Warrant 7: **See Recommendation**

All-Way Stop Warrant, by the numbers:

All-Way Stop: **3 of 8 Required Hours**

Traffic Count Conducted in **2024**

2024 ICRS Rank: #18



ICRS Recommendation

This intersection currently does not meet any volume-based warrants for a traffic signal or all-way stop installation.

There were seven reported crashes that occurred during the 2022-2024 study period, which meets part of Warrant 7 (Crash Experience). However, it does not fully meet Warrant 7 because an adequate trial of remedial measures has not yet been completed. County staff have made recent changes in an effort to improve safety. These improvements included items such as exchanging the existing "STOP" signs for larger sizes, relocating other signs to improve visibility, and adding an overhead street light.

The intersection is planned to remain sidestreet stop-controlled at this time, but will be monitored by County staff to ensure the signing changes and overhead street light were effective.

Existing Conditions

The intersection of County Road 74 (65th St S) & Meadow Grass Ave S is located in the City of Cottage Grove and is currently controlled with a stop sign for the northbound approach. This intersection is a three-legged intersection, with the south leg providing a route to CSAH 22 (70th Street S) and a trail connection on the north side of the intersection. This intersection was added to the ICRS because of resident concerns about pedestrians crossing County Road 74.

Traffic Signal Warrants, by the numbers:

- Warrant 1A: **0 of 8 Required Hours**
- Warrant 1B: **0 of 8 Required Hours**
- Warrant 1(A+B): **0 of 8 Required Hours**
- Warrant 2: **0 of 4 Required Hours**
- Warrant 3: **0 of 1 Required Hours**
- Warrant 7: **Not Met**

All-Way Stop Warrant, by the numbers:

All-Way Stop: **0 of 8 Required Hours**

Traffic Count Conducted in **2024**

2024 ICRS Rank: #25

ICRS Recommendation

The intersection currently does not meet any warrants for traffic signal installation. It is not recommended for intersection control changes at this time since All-Way Stop warrants are not met for a single hour.

In 2024 a trail was added on the east side of the intersection that runs parallel with County Road 74, from Meadow Grass Ave to Hadley Ave S. The County recognizes that pedestrian traffic is likely to increase, and some residents and elected officials have expressed a desire to improve the existing unmarked crossing on the west leg of the intersection. The County is working to identify an appropriate modifications for the crossing, but no project has been programmed at this time.



Summary

Of the twenty-five intersections that were included in the 2024 Intersection Control Ranking System (ICRS) Report, nine of them met one or more of the MnMUTCD traffic signal warrants. The chart below summarizes each of the nine intersections, including their rank in the ICRS, the warrants that were met at each location, and how each of the intersections is being addressed by the Public Works Department. The remaining intersections not listed in this table do not meet any traffic signal warrants. County staff will continue to monitor those intersections, paying particular attention to ones that rank highly and are close to meeting warrants. Full ranking information can be found on the following page.

ICRS Rank	Intersection	City and/or Township	Warrants Met	Status
1	CSAH 16 (Valley Creek Road) & Eagle Creek Lane	Woodbury	1B,1(A+B),2,3,7	Washington County staff are actively working with the City of Woodbury to explore potential changes to improve safety at this intersection.
2	CSAH 10 (10th Street N) & CSAH 19 (Keats Avenue)	Lake Elmo	1A,1B,1(A+B),2,3	A Capital Improvement Plan (CIP) project has been programmed to begin design in 2027.
3	CSAH 13 (Radio Drive) & Dale Road	Woodbury	1A,1B,1(A+B),2,3	A roundabout was chosen from among the possible alternatives, and construction is anticipated to begin in 2027.
4	CSAH 5 (Owens St) & CSAH 12 (Myrtle Street)	Stillwater	1A,1B,1(A+B),2	County staff remain ready to support an intersection improvement project if and when such a project is supported by the City.
5	CSAH 22 (Summit Avenue) & St Paul Park Road	Saint Paul Park	1B, 1(A+B)	County staff remain ready to support a traffic signal if supported by the City.
6	CSAH 16 (Valley Creek Road) & Settlers Ridge	Woodbury	1A, 2	A roundabout was chosen from among the possible alternatives, and construction is anticipated to begin in 2028.
7	CSAH 19 (Keats Avenue) & 80th Street S	Cottage Grove	2	Preliminary design of a roundabout at this intersection began in 2024 with construction planned for 2026.
8	CSAH 6 (Stillwater BLVD) & CSAH 13 (Inwood Avenue)	Lake Elmo	3	The Intersection is recommended to remain an all-way stop at this time.
9	CSAH 38 (Maxwell Avenue) & Red Rock Road	Newport	1B	Washington County will begin discussions with City staff about potential intersection improvements.

2024 Washington County Intersection Control Ranking System

2024 Rank	Intersection	Year Data Collected	Current All-Way Stop	MN MUTCD Traffic Volume Warrants (Hours Met)					Warrant Points	2022-2024 Correctable Crashes		Crash Points	Total ICRS Points	
				Warrant 1A	Warrant 1B	Warrant 1(A+B)	Warrant 2	Warrant 3		K & A	B, C, & PDO			
1	CSAH 16 (Valley Creek Rd) + Eagle Creek Ln	(1)	2022	No	5	12	11	13	4	29	0	10	3.3	32.3
2	CSAH 10 (10th St N) & CSAH 19 (Keats Ave)		2023	Yes	11	12	12	11	4	27	0	0	0.0	27.0
3	CSAH 13 (Radio Dr) & Dale Rd	(2)	2023	Yes	9	11	12	8	5	25	0	1	0.3	25.3
4	CSAH 5 (Owens St) & CSAH 12 (Myrtle St)		2023	Yes	12	9	12	6	0	18	0	1	0.3	18.3
5	CSAH 22 (Summit Ave) & St. Paul Park Rd		2023	No	6	11	11	3	0	14	0	1	0.3	14.3
6	CSAH 16 (Valley Creek Road) & Settlers Ridge		2023	Yes	8	3	4	4	0	12	0	1	0.3	12.3
T9	CSAH 19 (Keats Ave) & 80th St S		2024	Yes	1	5	3	4	0	9	0	4	1.3	10.3
T9	CSAH 6 (Stillwater Blvd) & CSAH 13 (Inwood Ave)	(2)	2024	Yes	6	0	2	3	1	10	0	1	0.3	10.3
12	CSAH 38 (Maxwell Ave) & Red Rock Road	(2)	2023	No	0	8	3	0	0	8	0	0	0.0	8.0
7	CSAH 13 (Hinton) & CR 74 (65th St)		2023	Yes	3	7	4	3	0	10	0	3	1.0	11.0
8	CSAH 13 (50th St N) & Hadley Ave - East Junction		2021	No	5	3	6	3	0	9	1	2	1.7	10.7
11	CSAH 16 (Valley Creek Rd) & Saint John's Drive		2024	No	0	7	2	2	0	9	0	3	1.0	10.0
13	CSAH 6 (Stillwater Blvd) & CSAH 13 (Ideal Ave)/Helmo Ave		2022	Yes	3	0	2	3	0	6	0	3	1.0	7.0
14	CSAH 16 (Valley Creek Rd) & Dancing Waters/Woodcrest Dr		2024	Yes	2	4	0	2	0	6	0	2	0.7	6.7
15	CSAH 6 (Stillwater Blvd) & Hadley Ave		2024	Yes	5	0	3	0	0	5	0	4	1.3	6.3
16	CSAH 15 (Manning Ave) & CR 64 (McKusick Rd)		2024	No	0	2	0	2	0	4	0	3	1.0	5.0
17	CSAH 15 (Manning Ave) & 62nd St N	NEW	2024	No	0	3	0	1	0	4	0	1	0.3	4.3
18	CR 17B (Lake Elmo Ave N) & Hudson Blvd		2024	No	0	1	1	0	0	1	1	6	3.0	4.0
19	CSAH 18 (Bailey Rd) & Cottage Grove Dr/Settlers Ridge Pkwy		2023	Yes	3	0	2	0	0	3	0	2	0.7	3.7
20	CSAH 96 (Dellwood Rd) & Millbrook Cir	NEW	2024	No	0	2	0	0	0	2	0	0	0.0	2.0
21	CSAH 19 (Keats Ave) & 90th St S/Ravine Pkwy		2024	No	0	0	0	0	0	0	0	5	1.7	1.7
22	CSAH 18 (40th St S) at CR 71 (Neal Ave)		2022	No	0	0	0	0	0	0	0	2	0.7	0.7
T23	CSAH 19 (Keats Ave) & 5th Street N.	NEW	2024	No	0	0	0	0	0	0	0	1	0.3	0.3
T23	CSAH 12 (75th St N) & CSAH 9 (Jamaca Ave)		2024	No	0	0	0	0	0	0	0	1	0.3	0.3
25	CR 74 & Meadow Grass Ave	NEW	2024	No	0	0	0	0	0	0	0	0	0.0	0.0



- NOTES:** A.) Warrants 1A (Eight-Hour Volume, Minimum Vehicular Volume), 1B (Eight-Hour Volume, Interruption of Continuous Traffic), and 1(A+B) (Combination of Eight-Hour Warrants) receive 1 point for each hour met, up to a maximum of 12 points. Warrant 1A, 1B, and 1(A+B) are not cumulative; the highest of these values is added to the total.
- B.) Warrant 2 (Four-Hour Volume) receives 1 point for each hour met, up to a maximum of 6 points.
- C.) Warrant 3 (Peak Hour Volume) receives 1 point for each hour met, up to a maximum of 4 points.
- D.) Warrant 7 (Crash Experience) receives 1 point per 3 years for each correctable crash over a 3 year study period, except for correctable fatal and "A" injury crashes which receive 3 points. The total is then divided by 3 to provide a value per year of data.
- 1) This intersection also meets Warrant 7: Crash Experience.
- 2) These intersections meet warrants, and were therefore moved above the dividing line, even though other intersections listed below rank higher in points.