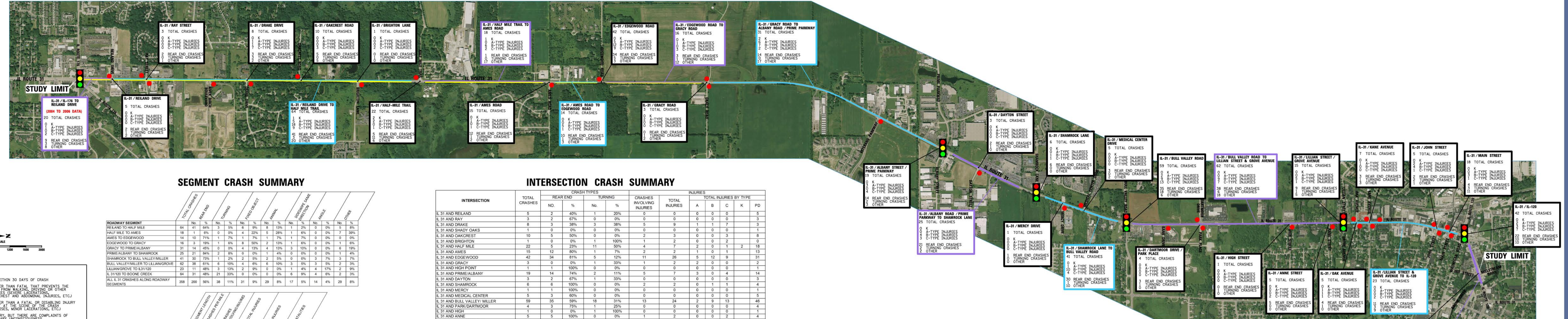


# 2006-2008 ROADWAY CRASHES



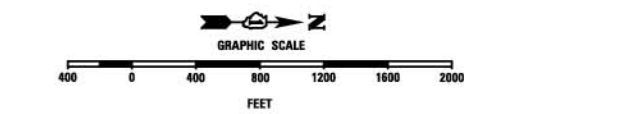
## SEGMENT CRASH SUMMARY

ROADWAY SEGMENT	TOTAL CRASHES		REAR END		TURNING		FIXED OBJECT		ANIMAL		SPEED/IMP. SAME DIRECTION		ANGLE		OTHER	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
RELAND TO HALF MILE	64	141	64%	3	5%	6	9%	8	13%	1	2%	0	0%	15	5	8%
HALF MILE TO AMES	18	1	6%	0	0%	4	22%	5	28%	1	6%	0	0%	7	39%	0
AMES TO EDGEWOOD	14	10	71%	1	7%	1	7%	1	7%	1	7%	0	0%	0	0%	0
EDGEWOOD TO GRACY	16	3	19%	0	0%	8	50%	2	13%	1	6%	0	0%	1	6%	0
GRACY TO PRIME/ALBANY	31	14	45%	0	0%	4	13%	4	13%	3	10%	0	0%	6	19%	0
PRIME/ALBANY TO SHAMROCK	25	21	84%	2	8%	0	0%	1	4%	0	0%	0	0%	1	4%	0
SHAMROCK TO BULL VALLEY/MILLER	41	30	73%	1	2%	2	5%	2	5%	0	0%	3	7%	3	7%	0
BULL VALLEY/MILLER TO LILLIAN/GROVE	62	38	61%	6	10%	4	6%	6	10%	3	5%	3	5%	2	3%	0
LILLIAN/GROVE TO I-31/120	23	11	48%	3	13%	2	9%	0	0%	1	4%	4	17%	2	9%	0
I-31/120 TO BOONE CREEK	64	31	48%	21	33%	0	0%	0	0%	6	9%	4	6%	2	3%	0
ALL I-31 CRASHES ALONG ROADWAY SEGMENTS	358	200	56%	38	11%	31	9%	29	8%	17	5%	14	4%	29	8%	0

ROADWAY SEGMENT	MILES	SEGMENT LENGTH		CRASHES PER MILE		CRASHES INVOLVING INJURIES		TOTAL INJURIES		INJURIES PER MILE		FATALITIES	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
RELAND DRIVE TO HALF MILE	64	1.47	43.54	17	20%	33	25%	5	33%	1	4%	0	0%
HALF MILE TO AMES	18	0.62	29.03	5	6%	9	7%	0	0%	1	25%	0	0%
AMES TO EDGEWOOD	14	0.25	56.00	3	3%	6	5%	0	0%	0	0%	0	0%
EDGEWOOD TO GRACY	16	0.5	32.00	3	3%	4	3%	1	7%	0	0%	0	0%
GRACY TO PRIME/ALBANY	31	1.19	26.05	11	13%	17	13%	6	40%	2	50%	0	0%
PRIME/ALBANY TO SHAMROCK	25	0.5	50.00	5	6%	7	5%	0	0%	0	0%	0	0%
SHAMROCK TO BULL VALLEY/MILLER	41	0.45	91.11	9	10%	15	11%	1	7%	0	0%	0	0%
BULL VALLEY/MILLER TO LILLIAN/GROVE	62	1.04	59.62	15	17%	16	12%	0	0%	0	0%	0	0%
LILLIAN/GROVE TO I-31/120	23	0.57	40.35	2	2%	2	2%	0	0%	0	0%	0	0%
I-31/120 TO BOONE CREEK	64	0.26	246.15	16	19%	24	18%	2	13%	0	0%	0	0%
ALL I-31 CRASHES ALONG ROADWAY SEGMENTS	358	6.85	52.26	86	100%	133	100%	15	100%	4	100%	0	0%

## INTERSECTION CRASH SUMMARY

INTERSECTION	TOTAL CRASHES	CRASH TYPES				CRASHES INVOLVING INJURIES	TOTAL INJURIES BY TYPE					
		REAR END		TURNING			TOTAL	A	B	C	K	PD
		No.	%	No.	%							
I-31 AND RELAND	5	2	40%	1	20%	0	0	0	0	0	5	
I-31 AND RAY	3	2	67%	0	0%	0	0	0	0	0	3	
I-31 AND DRAKE	8	3	38%	3	38%	5	9	1	1	7	3	
I-31 AND SHADY OAKS	1	0	0%	0	0%	0	0	0	0	0	1	
I-31 AND OAKCREST	10	5	50%	0	0%	2	3	0	0	3	8	
I-31 AND BRIGHTON	1	0	0%	1	100%	1	2	0	0	2	0	
I-31 AND HALF MILE	22	5	23%	11	50%	4	7	2	0	11	2	
I-31 AND AMES	15	12	80%	1	7%	2	2	1	0	1	13	
I-31 AND EDGEWOOD	42	34	81%	5	12%	11	26	5	12	9	31	
I-31 AND GRACY	3	0	0%	1	33%	1	2	2	0	0	2	
I-31 AND HIGH POINT	1	1	100%	0	0%	0	0	0	0	0	1	
I-31 AND PRIME/ALBANY	19	14	74%	2	11%	5	7	3	0	4	14	
I-31 AND DAYTON	3	2	67%	1	33%	0	0	0	0	0	3	
I-31 AND SHAMROCK	6	6	100%	0	0%	2	2	0	1	1	4	
I-31 AND MERCY	1	1	100%	0	0%	0	0	0	0	0	1	
I-31 AND MEDICAL CENTER	5	3	60%	0	0%	0	0	0	0	0	5	
I-31 AND BULL VALLEY/MILLER	59	35	59%	18	31%	13	24	2	9	13	46	
I-31 AND PARK/DARTMOOR	4	3	75%	1	25%	0	0	0	0	0	4	
I-31 AND HIGH	1	0	0%	1	100%	0	0	0	0	0	1	
I-31 AND ANNE	5	5	100%	0	0%	1	2	0	0	2	4	
I-31 AND LILLIAN/GROVE	14	8	57%	1	7%	4	6	0	5	1	10	
I-31 AND OAK	5	4	80%	1	20%	1	3	1	1	1	4	
I-31 AND KANE	7	3	43%	1	14%	1	1	1	0	0	6	
I-31 AND MEADOW LANE	3	1	33%	1	33%	0	0	0	0	0	3	
I-31 AND JOHN	5	2	40%	2	40%	3	7	2	4	1	2	
I-31 AND MAIN	18	4	22%	3	17%	3	4	0	3	1	15	
I-31 AND WALKER	4	2	50%	1	25%	0	0	0	0	0	4	
I-31 (FRONT) AND I-120	42	22	52%	10	24%	8	12	2	3	7	34	
I-31/120 AND MILLSTREAM	59	13	22%	41	69%	14	19	2	6	11	45	
ALL INTERSECTIONS	371	192	52%	107	29%	86	138	24	6	11	285	



**LEGEND**

- K (FATAL)** DEATH OCCURS WITHIN 30 DAYS OF CRASH
- A-TYPE INJURY** ANY INJURY OTHER THAN FATAL THAT PREVENTS THE INJURED PERSON FROM WALKING, DRIVING OR OTHER NORMAL ACTIVITIES (SEVERE LACERATIONS, BROKEN BONES, CHEST AND ABDOMINAL INJURIES, ETC.)
- B-TYPE INJURY** ANY INJURY OTHER THAN A FATAL OR DISABLING INJURY THAT IS EVIDENT AT THE SCENE OF THE CRASH (ABRASIONS, BRUISES, MINOR LACERATIONS, ETC.)
- C-TYPE INJURY** NO VISIBLE INJURY BUT THERE ARE COMPLAINTS OF PAIN OR MOMENTARY UNCONSCIOUSNESS
- ROADWAY CRASH SEGMENT (COLORS ALTERNATE)**
- LOCATION RANKED AMONG TOP 5% BY THE STATE (DOT) AS HAVING THE HIGHEST CRASH SEVERITY INDEX.**
- THE CRASH SEVERITY INDEX IS THE LEVEL OF RISK OF A USER OF THE ROADWAY TO BE INVOLVED IN A SEVERE COLLISION**
- EXISTING TRAFFIC SIGNAL**
- UNSIGNALIZED INTERSECTION (STOP SIGN CONTROL)**