

# Crash Analysis Report

**FAP 309 (U.S. 30)  
IL 136 East of Fulton, Illinois  
to IL 40 in Rock Falls, Illinois**



**Prepared for:**



**Illinois Department of Transportation**

**Prepared by:**

**Volkert Inc.  
103 Lanter Court  
Collinsville, Illinois**

**VOLKERT**

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## **Introduction**

This report presents the findings of a detailed crash analysis for the U.S. 30 improvement project through Whiteside County, Illinois. The location map (**Exhibit 1**) shows the improvement limits for this project from the junction of IL 136 southeast of the city of Fulton to the intersection of IL 40 (1<sup>st</sup> Ave.) in Rock Falls, Illinois. The total length of this roadway segment is 23.83 miles. The crash data analyzed in this report includes information available from the Illinois Department of Transportation (IDOT) for the years 2007 to 2009 (see **Exhibit 4**, Crash Data 2007-2009). The aforementioned crash data was summarized by intersection and segment for aid in identifying crash patterns (see **Exhibit 6**, Segment Analysis). Crashes are also plotted on diagrams by location as follows:

- Crash types by mile station graph for all three years (**Exhibit 7**)
- Crash type maps for each year of the study period (**Exhibits 8-10**)
- Crashes severity maps for each year of the study period (**Exhibit 11-13**)

## **Existing Roadway Description**

This segment of U.S. 30 studied for crash analysis is primarily rural in type with segments of urbanized design.

- From the intersection of IL 136 (east of the city of Fulton, Illinois) U.S. 30 goes through a rural and primarily agricultural area to the city of Morrison
- Through the heart of the rural and urbanized city of Morrison it is primarily a two lane urban section.
- On the east side of Morrison an improvement was recently completed widening the roadway to an urban three-lane section.
- From Morrison U.S. 30 again runs back through a mostly agricultural area, past industrial developments, and transitions to a four-lane rural section briefly before intersecting with Moline Road and the Interstate 88 Connector Road.
- From the Interstate 88 Connector, U.S. 30 turns east transitioning back to a two-lane section for approximately 2.9 miles. U.S. 30 then transitions to a five-lane urban section for the last 1.7 miles before its intersection with IL 40 in the city of Rock Falls.

Existing lane configurations vary along this segment of U.S. 30 as described below:

- IL 136 (station 4.02) to station 13.91 in Morrison: two lanes with left turn lanes constructed at various side-roads.
- 0.4 miles east of Sawyer Road to 0.1 mile east of Bishop Road (station 13.91 to station 14.91): 3 lanes (with bi-directional turn lane).
- 0.1 miles east of Bishop Road to 0.3 mile west of Prophetstown Road (station 14.10 to station 26.03): two lanes with left turn lanes constructed at various side-roads.
- 0.3 miles west of Prophetstown Road to IL 40 (1<sup>st</sup> Avenue) in Rock Falls (station 26.14 to station 27.85): five lanes (with bi-directional turn-lane).

(The above lane configurations are also noted in **Exhibit 5**, Crash Data Table 2007-2009)

Entrance and side-road access to U.S. 30 throughout the study corridor varies significantly in type, size, spacing and traffic usage. Seventy-two side-road intersections exist along the 23.83 mile long segment, with traffic signals at six of these intersections and four-way stop conditions at two of the intersections. In addition, numerous commercial, private and field entrances exist between these side-roads.

### **Corridor Crash Summary**

A total of 356 crashes occurred during the study period from 2007 through 2009. There were 126 crashes in 2007, 150 crashes in 2008, and 80 crashes in 2009. The most prevalent type of crashes observed along the study corridor was rear end collisions. A total of 89 rear end crashes occurred during the three year study period representing 25.0 percent of the total crashes. Fixed object crashes were the second highest type with 60 occurrences representing 16.9 percent of the total crashes. Other notable types of crashes occurring were turning, angle, and animal representing 14.3 percent, 13.8 percent, and 13.5 percent of the total respectively. The remaining crash types involved during the study period were sideswipe opposite direction (3.1%), head on (2.8%), other object (2.8%), sideswipe same direction (2.5%), overturned (2.0%), other non-collision (2.0%), and pedestrian (1.4%). A break-down of crashes by type is provided in **Table 1**.

A total of 55 wet pavement crashes occurred during the study period representing 15.4 percent of the total crashes. 234 crashes occurred during dry conditions (65.7%). The wet to dry pavement crash ratio was 0.24:1. 53 crashes (14.9%) occurred during snow or ice surface conditions, while one crash occurred during mud or dirt conditions. The remaining 13 crashes (3.7%) reported did not state the surface condition. A break-down of crashes by surface condition is provided in **Table 2**.

Two hundred thirty-one of the 356 crashes occurred during daylight hours (64.9% of the total). There were a total of 106 nighttime crashes (29.8%). The remaining 19 crashes (5.3%) occurred at dawn or dusk. The night/day crash ratio for the study period is 0.46:1 (excludes the 19 dawn/dusk crashes). A break-down of crashes by light condition is provided in **Table 3**.

<b>Table 1: Crashes By Type</b>					
<b>Crash Type</b>	<b>Year</b>			<b>Total</b>	<b>%</b>
	<b>2007</b>	<b>2008</b>	<b>2009</b>		
Rear End	27	39	23	89	25.0%
Fixed Object	30	19	11	60	16.9%
Turning	22	21	8	51	14.3%
Angle	11	25	13	49	13.8%
Animal	18	20	10	48	13.5%
Sideswipe Opposite Direction	6	4	1	11	3.1%
Head On	1	5	4	10	2.8%
Other Object	2	6	2	10	2.8%
Sideswipe Same Direction	3	3	3	9	2.5%
Overtuned	1	3	3	7	2.0%
Other Non-Collision	4	2	1	7	2.0%
Pedestrian	1	3	1	5	1.4%
<b>Total</b>	<b>126</b>	<b>150</b>	<b>80</b>	<b>356</b>	<b>100.0%</b>

<b>Table 2: Crashes By Surface Condition</b>					
<b>Crash Type</b>	<b>Year</b>			<b>Total</b>	<b>%</b>
	<b>2007</b>	<b>2008</b>	<b>2009</b>		
Dry	86	91	57	234	65.7%
Wet	17	29	9	55	15.4%
Snow/Ice/Sleet	15	24	14	53	14.9%
Sand/Mud/Dirt	1	0	0	1	0.3%
Not Stated	7	6	0	13	3.7%
<b>Total</b>	<b>126</b>	<b>150</b>	<b>80</b>	<b>356</b>	<b>100.0%</b>

<b>Table 3: Crashes By Light Condition</b>					
<b>Crash Type</b>	<b>Year</b>			<b>Total</b>	<b>%</b>
	<b>2007</b>	<b>2008</b>	<b>2009</b>		
Day	83	97	51	231	64.9%
Night	40	42	24	106	29.8%
Dusk/Dawn	3	11	5	19	5.3%
<b>Total</b>	<b>126</b>	<b>150</b>	<b>80</b>	<b>356</b>	<b>100.0%</b>

### 5% Selected Locations

An investigation of crash data maps provided by IDOT for the period from 2007 to 2009 revealed that there were two 5% Selected Locations within the project limits (see **Exhibit 2**). These were located at the intersection U.S. 30 with IL 136 and Frog Pond Road (at the west limits of the project study area) for 2007 to 2009 and on U.S. 30 east of Blue Goose Road to Habben Road for 2007. Only crashes involving fatalities and type A and B injuries are considered when determining a 5% Selected location. These two locations had a total of 14 crashes with 21 injuries and two fatalities.

The intersection of U.S. 30 with IL 136 and Frog Pond Road is a four-legged intersection with no stop conditions on the eastbound and westbound legs of U.S. 30. At this location U.S. 30 has a two lane rural design with one lane in each direction and an additional right turn lane built in both the east bound and west bound directions. There are stop signs and a stop ahead sign on the northbound leg of Frog Pond Road and on the southbound leg of IL 136. A total of nine crashes occurred during the three year study period at this location resulting in 14 injuries and one fatality. The fatality and 11 of the 13 reported injuries involved angle accidents, one was related to turning, one was a sideswipe in the same direction and one involved a fixed object. The predominant crash types at this intersection were angle (67%). One of the crashes occurred during wet pavement conditions. Three of the crashes (33%) occurred at night and one crash occurred at dusk. Factors that may contribute to these crashes include a need for improved visibility or corner radii for northbound or southbound turning vehicles entering mainline U.S. 30 from the intersecting side-road, poor capacity on the mainline roadway, which likely results in insufficient gaps for vehicles trying to make left turns. Additional signing may need to be installed east and west of the intersection to warn motorists of the upcoming intersection and thus, the potential for stopped or slowed vehicles. Advanced warning flashers could be installed in all directions to further warn travelers of the intersection. The fixed object crash at this location involved a light base on the north side of U.S. 30. The pole should be located to sufficiently provide adequate lighting without obstructing vehicle sight distance or creating unneeded obstructions within the clear-zone. This intersection was previously identified as a 5% Selected Location and subsequent to the accidents included herein, an improvement has been completed wherein the westbound

right turn lane was extended to move those vehicles out of the line of sight for the vehicles stopped on IL 136.

The segment of U.S. 30 from Blue Goose Road to Habben Road is a two-lane rural section with a shoulder. Seven crashes occurred during the 2007 year, for which this area was indicated as a 5% segment. The predominant crash type in this segment was animal with four crashes (57%) All of these crashes occurred on dry pavement, with two at night, one at dawn, and one during daylight. The animal accidents are not related to the roadway design itself but can likely be attributed to the proximity of the segment to natural areas. Vegetation should be checked to assure trees are cleared within the clear-zone limits to help ensure visibility. Lane additions or other capacity improvements could reduce the number of rear end crashes. There were also two fixed object crashes and one overturn crash in this segment. Two of these crashes occurred during snow or ice conditions, and one of the three were at night. The number of fixed object crashes suggests a need to review the segment to assure hazards are removed from the clear-zone. A divided highway with limited access and left and right turn lanes at the intersections would likely further reduce the crash rate.

**Corridor Crash Severity**

Crash severity refers to the severity of the injuries resulting from the crash. The severity for each crash is assigned a letter K, A, B, C or O. This designation is consistent with the KABCO severity scale (National Safety Council, 1990) typically used by the investigating police officer on the scene to classify injury severity for occupants with five categories as shown in **Table 4**.

<b>Table 4: Crash Severity</b>	
<b>Injury Type</b>	<b>Description</b>
K	Crash in which a fatality occurs.
A	Crash involving one or more disabling injury. This is the most severe injury classification where there has not been a fatality.
B	Indicates a crash involving one or more people with evident injuries.
C	Indicates crash with possible injuries.
O	Indicates crash with no apparent injuries.

Of the 356 crashes analyzed during the current study period from 2007 to 2009, 99 crashes (28%) resulted in injuries. A total of 155 injuries were reported as a result of these crashes. Thirty-three of the crashes with injuries reported were “C” severity crashes resulting in a total of 45 injuries. Thirty-seven reported crashes involved “B” severity injuries resulting in a total of 52 injuries. A total of 22 “A”-severity crashes occurred during the current study period resulting in 50 injuries. Seven “K”-severity crash occurred during this period resulting in eight fatalities. The other 257 non-injury crashes involved property damage only. A comparison of injuries by severity is provided in **Table 5**. The injuries shown in **Table 5** are a result of the crashes given in **Table 6**. A

comparison of all crashes by maximum injury severity (including non-injury crashes) is also provided in **Table 6**.

<b>Table 5: Injuries By Severity*</b>					
<b>(Excluding Non-Injury Crashes)</b>					
<b>Injury Severity</b>	<b>Year</b>			<b>Total</b>	<b>%</b>
	<b>2007</b>	<b>2008</b>	<b>2009</b>		
"K" (fatalities)	1	3	4	8	5.2%
"A" injuries	6	23	21	50	32.3%
"B" injuries	20	16	16	52	33.5%
"C" injuries	9	32	4	45	29.0%
<b>Total</b>	<b>36</b>	<b>74</b>	<b>45</b>	<b>155</b>	<b>100.0%</b>

\* Table reflects all injuries in crash as max. injury listed or type "A" injury for others injured in crash listed with fatality.

<b>Table 6: Crashes By Maximum Injury Severity</b>					
<b>(All Crashes Included)</b>					
<b>Crash Type</b>	<b>Year</b>			<b>Total</b>	<b>%</b>
	<b>2007</b>	<b>2008</b>	<b>2009</b>		
"K" (fatalities)	1	3	3	7	2.0%
"A" injuries	4	9	9	22	6.2%
"B" injuries	16	11	10	37	10.4%
"C" injuries	7	22	4	33	9.3%
No Injuries	98	105	54	257	72.2%
<b>Total</b>	<b>126</b>	<b>150</b>	<b>80</b>	<b>356</b>	<b>100.0%</b>

**Intersection Crashes**

This project includes seventy-two intersections. Six of these intersections are signalized, and two have a four-way stop condition, the rest are four or three-legged intersections with a free-flow condition on U.S. 30 and a stop condition on the legs of the intersecting side-roads. Of the 356 crashes reported within the project limits during the study period, 254 (71%) occurred at or near an intersection. All crashes (except animal crashes) within 0.03 mile of the intersecting mile station were included in the individual intersection analyses unless overlapping occurred. Crash summaries at each of the intersections are provided herein, however, it should be noted that some of the crashes within these areas, such as those involving fixed objects, may not be intersection related.

***U.S. 30 and IL 136/Frog Pond Rd. Intersection (Mile Stations 3.99 to 4.05)***

This four-legged intersection was identified by the Department of Transportation as a 5% selected segment. It has no stop conditions on the eastbound and westbound legs of U.S. 30. There are stop signs and a stop ahead sign on the northbound leg of Frog Pond Road and the southbound leg of IL 136.

**Existing geometry:**

U.S. 30, west leg: 1 through lane in each direction; 1 eastbound right-turn lane  
U.S. 30, east leg: 1 through lane in each direction; 1 westbound right-turn lane  
IL 136, north leg: 1 through lane in each direction; 1 southbound right-turn lane  
Frog Pond Road, south leg: 1 through lane in each direction  
Three foot bituminous paved shoulders along U.S. 30

**Crash type break-down (injuries):**

6: Angle (1 fatality, 5 “A” injuries, 4 “B” injuries, 2 “C” injuries)  
1: Sideswipe Same Direction (1 “A” injury)      1: Fixed Object (1 “B”  
injury)  
1: Turning  
**9: Total**

The crash summary, contributing factors and recommended countermeasures for this intersection were outlined in the 5% Selected Segment section of this report.

***U.S. 30 and Acker Road Intersection (Mile Stations 5.31 to 5.37)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on Acker Road. From this intersection Acker Road runs north.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction  
Acker Road, north leg; 1 through lane in each direction

**Crash type break-down (injuries):**

1: Other Object  
1: Rear End (1 “B” injury)  
**2: Total**

**Crash summary:** One of the crashes at this intersection was a rear end collision on wet pavement during daylight hours. The other object crash was on dry pavement occurring at night. The rear end crash resulted in one ‘B’ injury.

**Contributing factors:** The variety of crash types and the low frequency of each at this intersection indicate no discernible patterns.

**Recommended countermeasures:** None

***U.S. 30 and Millard Road (Mile Stations 6.67 to 6.73)***

This is a four-legged intersection with no stop conditions on east or westbound U.S. 30 and stop signs on each leg of Millard Road.

**Existing geometry:**

U.S. 30, southeast and northwest leg: 1 through lane in each direction  
Millard Road, north and south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Fixed Object (1 “B” injury)

**1 – Total**

**Crash summary:** The fixed object crash at this location was on dry pavement during the night, resulting in 1 “B” injury

**Contributing factors:** With only one crash at this intersection there is no discernible pattern.

**Recommended countermeasures:** None

***U.S. 30 and Fulfs Road/Franks Road (Mile Stations 7.31 to 7.37)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the Fulfs Road leg.

**Existing geometry:**

U.S. 30, southeast and northwest leg: 1 through lane in each direction

Fulfs Road, east leg: 1 through lane in each direction

**Crash type break-down (injuries):**

**0: Total**

**Crash summary:** No crashes were reported within this intersection area

**Contributing factors:** None

**Recommended countermeasures:** No identifiable issues, but if U.S. 30 is reconstructed, the geometry and necessity of this roadway should be re-evaluated.

***U.S. 30 and Hillside Road Intersection (Mile Stations 8.48 to 8.54)***

This is a three-legged intersection with no stop conditions on east or westbound U.S 30 and a stop sign on the south leg of Hillside Road.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction  
Hillside Road, south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Head On (1 “B” injury)  
1: Turning (6 “A” injuries)  
1: Sideswipe Same Direction  
**3: Total**

**Crash summary:** The head on collision was during daylight hours, the other two crashes at this intersection were during the night and on dry pavement. The three crashes at this location resulted in seven injuries.

**Contributing factors:** The variety of crash types and the low frequency of each at this intersection indicate no discernible patterns.

**Recommended countermeasures:** None

***U.S. 30 and U.S. 30 Frontage Road (West Leg) Intersection (Mile Stations 8.70 to 8.76)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the north leg of the Frontage Road.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction  
Frontage Road, north leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Fixed Object (1 fatality)

**1: Total**

**Crash summary:** One crash occurred at this intersection during dry condition at dawn after the driver had been drinking. This crash resulted in a fatality.

**Contributing factors:** Alcohol use could have contributed to this crash.

**Recommended countermeasures:** None.

***U.S. 30 and U.S. 30 Frontage Road (East leg) Intersection (Mile Stations 9.18 to 9.24***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the north leg of the Frontage Road.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction  
Frontage Road, north leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Sideswipe Opposite Direction  
1: Other Non-Collision  
1: Fixed Object

**3: Total**

**Crash summary:** Two of the crashes occurred during daylight hours and on dry pavement and the fixed object occurred during snow or icy conditions. The other non-collision accident was due to a motorcycle skidding/losing control on the pavement. There were no resulting injuries reported from these crashes.

**Contributing factors:** The variety of crash types and the low frequency of each at this intersection indicate no discernible patterns.

**Recommended countermeasures:** None

***Creamery Road Intersection (Mile Stations 9.54 to 9.60)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the north leg of Creamery Road.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction  
Creamery Road, north leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Rear End

**1: Total**

**Crash summary:** This rear end collision was during daylight hours on wet pavement.

**Contributing factors:** With only one crash at this intersection there is no discernible pattern.

**Recommended countermeasures:** None

***U.S. 30 and IL 78 (Carroll Road) Intersection (Mile Stations 11.15 to 11.21)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign with a stop ahead on the southbound leg of IL 78.

**Existing geometry:**

U.S. 30, west leg: 1 through lane in each direction

U.S. 30, east leg: 1 through lane in each direction; 1 westbound right-turn lane

IL 78, north leg: 1 through lane in each direction

**Crash type break-down (injuries):**

2: Fixed Object

1: Overturned

**3: Total**

**Crash summary:** The predominant crash types at this intersection were with a fixed object (67%). Overturned crashes represent the remaining 33% of the total crashes. One of the crashes occurred during icy conditions, and one crash occurred at night. There were no injuries associated with the crashes at this location.

**Contributing factors:** Fixed object crashes included those with poles and fences. Additional signing may need to be installed or signing may need to be improved to better warn southbound drivers on IL 78 of stop condition and tee-intersection.

**Recommended countermeasures:** Suggest the addition of advanced warning flashers on IL 78 approaching intersection to better identify the stop. Drainage improvements and additional right-of-way would be needed to grade and reshape the intersection in a manner to remove guardrail and steep embankments within the clear-zone. Lighting upgrades needed.

***U.S. 30 and Harmony Street & Liberty Street Intersections (Mile Stations 11.48 to 11.56)***

Harmony and Liberty Streets intersect U.S. 30 within one hundred feet of each other. Harmony Street runs north from U.S. 30 and Liberty Street runs south. There are no stop conditions on eastbound or westbound U.S. 30 at these side-road locations, but side-road traffic on both legs does have stop conditions.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction.

Liberty Street, north leg (sta. 11.51): 1 through lane in each direction

Harmony Street, south leg (sta. 11.53): 1 through lane in each direction

**Crash type break-down (injuries):**

**0: Total**

**Crash summary:** No crashes were reported within this intersection area.

**Contributing factors:** None

**Recommended countermeasures:** No identifiable issues, but if U.S. 30 is reconstructed the geometry and necessity of this roadway should be re-evaluated.

***U.S. 30 and Union St. & Garden Plain Road Intersection (Mile Station 11.60 to 11.67)***

Union Street and Garden Plain Road intersect U.S. 30 within one hundred feet of each other. Union Street runs north from U.S. 30 and Garden Plain Rd. runs east and west of U.S. 30. There are no stop conditions on eastbound or westbound U.S. 30 but the side-road legs have stop conditions.

**Existing geometry:**

U.S. 30, southeast and northwest leg: 1 through lane in each direction.

Union Street, north leg (sta. 11.63): 1 through lane in each direction (poor intersecting angle)

Garden Plain Road, west and east legs (sta. 11.64): 1 through lane in each direction (poor intersecting angle)

**Crash type break-down (injuries):**

1: Rear End

1: Head On (1 “B” injury)

**2: Total**

**Crash summary:** One of the crashes reported within this intersection was a rear end crash, and the other was a head on. Both crashes occurred on dry pavement during daylight hours. The head on crash resulted in one “B” injury.

**Contributing factors:** Since these crash types are different and only one of each type is reported, there is no discernible patterns.

**Recommended countermeasures:** None

***U.S. 30 and City Street Intersection (Mile Stations 11.81 to 11.87)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the City Street leg.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction  
City Street, north leg: 1 through lane in each direction

**Crash type break-down (injuries):**

**0: Total**

**Crash summary:** No crashes were reported within this intersection area.

**Contributing factors:** None

**Recommended countermeasures:** No identifiable issues, but if U.S. 30 is reconstructed the geometry and necessity of this roadway should be re-evaluated.

***U.S. 30 and Hillandale Drive Intersection (Mile Stations 11.90 to 11.96)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the Hillandale Drive leg.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction  
Hillandale Drive, north leg: 1 through lane in each direction

**Crash type break-down (injuries):**

2: Sideswipe Opposite Direction  
1: Fixed Object  
1: Pedestrian (1 fatality)  
1: Rear End (1 “B” injury)  
**5: Total**

**Crash summary:** All of the crashes occurred during the daylight, four (80%) of the crashes were on dry pavement and one (20%) was on wet pavement. The pedestrian crash resulted in a fatality, and the rear end crash had one “B” injury.

**Contributing factors:** This location has a mild curving mainline alignment, no shoulders and a curb face up next to the through lanes of pavement with a telephone pole located at the outside of the curve and next to the pavement, creating a narrower lane traffic and a need for a more accurate change in direction. The pedestrian crash occurred on this roadway with no crosswalk at the intersection.

**Recommended countermeasures:** The removal or relocation of the power pole would help to reduce the likelihood of fixed object crashes. The change in the cross section to provide shoulders or lane additions, turn lanes, sight distance improvements, or other capacity improvements would likely increase safety.

***U.S. 30 & Lincoln West Court West Intersection (Mile Stations 12.09 to 12.15)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the Lincoln West Court west leg.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction

Lincoln West Court West, north leg (sta. 12.12): 1 through lane in each direction

**Crash type break-down (injuries):**

1: Sideswipe Opposite Direction

**1: Total**

**Crash summary:** One sideswipe crash occurred during daylight hours on wet pavement. No injuries were associated with the crash at this location.

**Contributing factors:** With only one crash at this intersection there is no discernible pattern.

**Recommended Countermeasures:** No identifiable issues.

***U.S. 30 and Lincoln West Court East & Heaton Street Intersections (Mile Stations 12.16 to 12.23)***

This location is comprised of two three-legged intersections with no stop conditions on east or westbound U.S. 30, and a stop sign on each of the side-road legs. The east leg of Lincoln Court West intersects U.S. 30 at a point within fifty feet of where Heaton Street intersects.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction

Lincoln West Court East, north leg (sta. 12.19): 1 through lane in each direction

Heaton Street, south leg (sta. 12.20): 1 through lane in each direction

**Crash type break-down (injuries):**

3: Rear End

2: Fixed Object

1: Sideswipe Opposite Direction

1: Angle

**7: Total**

**Crash summary:** Four (57%) of the crashes occurred during daylight, two (29%) occurred at dawn or dusk, and one did not identify lighting conditions. Three (43%) occurred during dry conditions, two (29%) during wet conditions, and two (29%) during snow or icy conditions. There were no injuries associated with any of the crashes at this location.

**Contributing factors:** Two of the rear end accidents were west bound and one was east bound. All of these could have been related to the orientation of the offset intersections. The frequency of access points, limited sight distances, and high traffic volumes decreases the capacity of the roadway and could cause stop-and-go traffic

**Recommended countermeasures:** Realigning the intersection, limiting access points, adding turn lanes, sight distance improvements, or other capacity improvements, such as a bypass of this area, would likely help reduce accident frequency. The two fixed object crashes were from vehicles traveling in different directions but obstructions within the clear zone should be eliminated when possible.

***U.S. 30 and Olive Street Intersection (Mile Stations 12.24 to 12.29)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the Olive Street leg.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction

Olive Street, north leg: 1 through lane in each direction

**Crash type break-down (injuries):**

**0: Total**

**Crash summary:** No crashes were reported within this intersection area.

**Contributing factors:** None

**Recommended countermeasures:** No identifiable issues.

***U.S. 30 and Hall Street Intersection (Mile Stations 12.31 to 12.37)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the Hall Street leg.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction

Hall Street, south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Rear End

1: Fixed Object

**2: Total**

**Crash summary:** The rear end crash occurred during the daylight and the fixed object collision occurred during the night, both were on dry pavement. There were no injuries associated with either of the crashes at this location.

**Contributing factors:** Since these crash types are different and only one of each type is reported there is no discernible patterns.

**Recommended countermeasures:** None

***U.S. 30 and Grape Street Intersection (Mile Stations 12.38 to 12.44)***

This is a four-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on both of the Grape Street legs.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction

Grape Street, north and south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Rear End

1: Sideswipe Opposite Direction (2 “B” injuries)

1: Angle (1 “C” injury)

**3: Total**

**Crash summary:** All of the crashes were during daylight hours, two (67%) were during dry conditions and the angle crash (33%) was during icy conditions. The sideswipe opposite direction crash resulted in two “B” injuries and the angle crash resulted in one “C” injury.

**Contributing factors:** The variety of crash types and the low frequency of each at this intersection indicate no discernible patterns.

**Recommended countermeasures:** None

***U.S. 30 and Orange Street Intersection (Mile Stations 12.45 to 12.51)***

This is a four-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on both legs of Orange Street.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction

Orange Street, north and south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

2: Rear End (1 “C” injury)

1: Turning

1: Angle

1: Sideswipe Same Direction

1: Head On

**6: Total**

**Crash summary:** The predominant crash type reported within this intersection area was two rear end crashes (33%). One crash occurred that was sideswipe, one was head on, and one turning. Four (67%) crashes were during dry conditions and two (33%) were during snowy or icy condition. Four (67%) crashes were during daylight hours and two (33%) were during the night. One of the rear end crashes at this location resulted in a “C” injury.

**Contributing factors:** The frequency of access points, limited sight distances, and high traffic volumes decreases the capacity of the roadway and could cause stop-and-go traffic.

**Recommended countermeasures:** limiting access points, adding turn lanes, sight distance improvements, or other capacity improvements, such as a bypass of this area, would likely help reduce accident frequency.

***U.S. 30 and Base Street Intersection (Mile Stations 12.52 to 12.58)***

This is a four-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on both of the Base Street legs.

**Existing geometry:**

U.S. 30, southeast and northwest leg: 1 through lane in each direction  
Base Street, north and south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

4: Angle  
2: Rear End  
1: Turning  
1: Fixed Object  
**8: Total**

**Crash summary:** The predominant crash type at this intersection was angle (50%). There was also one turning crash, two rear end crashes, and one fixed object crash. One (12.5%) of the eight crashes occurred during wet pavement conditions, and one occurred during the night. There were no injuries associated with the crashes at this location.

**Contributing factors:** The frequency of access points, limited sight distances, and high traffic volumes decreases the capacity of the roadway and could cause stop-and-go traffic.

**Recommended countermeasures:** removing fixed objects from the right of way, limiting access points, adding turn lanes, sight distance improvements, or other capacity improvements, such as a bypass of this area, would likely help reduce accident frequency.

***U.S. 30 and Genesee Street Intersection (Mile Stations 12.59 to 12.65)***

This is a signalized and fully lighted intersection.

**Existing geometry:**

U.S. 30, west leg: 1 through lane in each direction

U.S. 30, east leg: 1 through lane in each direction

Genesee Street, north leg: 1 through lane in each direction

Genesee Street, south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

5: Rear End

1: Angle

1: Pedestrian (3 “C” injuries)

**7: Total**

**Crash summary:** The predominant crash type at this intersection was rear end (71%). All of the crashes occurred during the daylight, six (86%) occurred during dry conditions, and one (14%) occurred during wet conditions. The pedestrian crash resulted in 3 “C” injuries.

**Contributing factors:** Possible causes for the rear end crashes may be poor traffic flow due to insufficient capacity on U.S. 30, resulting in sudden stop-and-go driving. Other factors include sight distance, the close proximity of building structures, and the close proximity of other side-roads.

**Recommended countermeasures:** Lane additions, sight distance improvements, or other capacity improvements, such as a bypass of this area, would likely help reduce accident frequency.

***U.S. 30 and IL 78 (Cherry Street) Intersection (Mile Stations 12.66 to 12.72)***

This is a signalized and lighted intersection.

**Existing geometry:**

U.S. 30, west leg: 1 through lane in each direction; eastbound left-turn lane

U.S. 30, east leg: 1 through lane in each direction; westbound left-turn lane

IL 78/ Cherry Street, south leg: 1 through lane in each direction

Cherry Street, north leg: 1 through lane in each direction

**Crash type break-down (injuries):**

3: Rear End (1 “C” injury)

1: Turning

1: Angle (1 “C” injury)

**5: Total**

**Crash summary:** The predominant crash types at this intersection were rear end (60%). There was also one turning and one angle crash. One crash occurred during wet conditions, and all were during the daylight. One of the rear end crashes and the angle crash each resulted in a “C” injury.

**Contributing factors:** Possible causes for the rear end crashes may be poor traffic flow due to insufficient capacity on U.S. 30 resulting in sudden stop-and-go traffic. Another factor includes substandard turn lane taper lengths.

**Recommended countermeasures:** Lane additions, turn lane taper improvements, sight distance improvements, or other capacity improvements, such as a bypass of this area, would likely help reduce accident frequency.

***U.S. 30 and Madison Street Intersection (Mile Stations 12.73 to 12.79)***

This is a signalized and lighted intersection.

**Existing geometry:**

U.S. 30, west leg: 1 through lane in each direction; eastbound left-turn lane  
U.S. 30, east leg: 1 through lane in each direction; westbound left-turn lane  
Madison Street, south leg: 1 through lane in each direction  
Madison Street, north leg: 1 through lane in each direction

**Crash type break-down (injuries):**

2: Angle (2 “A” injuries)  
2: Rear End (2 “C” injuries)  
1: Other Non-Collision (1 “B” injury”)  
**5: Total**

**Crash summary:** The predominant crash types at this intersection were rear end (40%) and angle (40%). One of the crashes (20%) occurred during wet conditions, and all of the crashes occurred during the daylight. The crashes at this location resulted in a total of 5 injuries.

**Contributing factors:** The rear end and turning crashes may be due to poor traffic flow due to insufficient capacity on U.S. 30 resulting in sudden stop-and-go driving as well as substandard turn lane taper lengths and the close proximity of adjacent side-roads.

**Recommended countermeasures:** Lane additions, turn lane taper improvements, sight distance improvements, or other capacity improvements, such as a bypass of this area, would likely help reduce accident frequency.

***U.S. 30 and Clinton Street Intersection (Mile Stations 12.81 to 12.87)***

This is a four-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on both of the Clinton Street legs.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction

Clinton Street, north and south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

2: Angle

1: Turning

**3: Total**

**Crash summary:** There were two angle crashes and one turning crash at this location. One (33%) crash occurred during the night, and all crashes occurred during dry conditions. There were no injuries associated with the crashes at this location.

**Contributing factors:** The angle and turning crashes may be due to limited sight distances, and decreased capacity of the roadway, causing shorter gaps in traffic.

**Recommended countermeasures:** Sight distance improvements or other capacity improvements, such as a bypass of this city section, would likely help reduce accident frequency.

***U.S. 30 and Bartlett Street Intersection (Mile Stations 12.89 to 12.95)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the leg of Oakland Street.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction  
Bartlett Street, south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Turning (1 “B” injury)

**1: Total**

**Crash summary:** There was one turning crash at this location that occurred during the day on dry conditions. This crash resulted in one “B” injury.

**Contributing factors:** With only one crash at this intersection there are no discernible patterns.

**Recommended countermeasures:** None

***U.S. 30 and Jackson Street Intersection (Mile Stations 13.08 to 13.14)***

This is a signalized and lighted intersection.

**Existing geometry:**

U.S. 30, west leg: 1 through lane in each direction; eastbound left-turn lane

U.S. 30, east leg: 1 through lane in each direction; westbound left-turn lane

Jackson Street, south leg: 1 through lane in each direction

Jackson Street, north leg: 1 through lane in each direction

**Crash type break-down (injuries):**

8: Rear End (1 ‘B’ injury, 1 ‘C’ injury)

4: Turning (1 ‘B’ injury)

2: Angle (1 ‘A’ injury)

**14: Total**

**Crash summary:** The predominant crash types at this intersection were rear end (57%) and turning (29%). One crash (7%) occurred during wet conditions, and two (14%) during snowy or icy conditions. The crashes at this location resulted in four injuries.

**Contributing factors:** The rear end, turning and angle crashes at this location may be due to poor traffic flow due to insufficient capacity on U.S. 30, resulting in sudden stop-and-go driving. Other factors include substandard turn lane taper lengths and limited sight distances.

**Recommended countermeasures:** Improve turn lane geometrics to increase capacity. Improve sight distance. Improve intersection operations with signal and signal timing updates.

***U.S. 30 and Scenic Street Intersection (Mile Stations 13.44 to 13.48)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the Scenic Street leg.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction and a bi-directional left-turn lane

Scenic Street, north leg: 1 through lane in each direction

**Crash type break-down (injuries):**

**0: Total**

**Crash summary:** No crashes were reported within this intersection area.

**Contributing factors:** None

**Recommended countermeasures:** No identifiable issues.

Note: This intersection was recently improved to widen and resurface the main-line pavement to accommodate a two-way left-turn lane, add curb and gutter, a new retaining wall, and radius improvements.

***U.S. 30 and Sawyer Road Intersection (Mile Stations 13.49 to 13.52)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the Sawyer Street leg.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction and a bi-directional left-turn lane

Sawyer Road, south leg: 1 through lane in each direction (road slightly skewed)

**Crash type break-down (injuries):**

1: Sideswipe Opposite Direction

1: Rear End

**2: Total**

**Crash summary:** The sideswipe crash occurred during the night on snowy or icy roads, while the rear end crash occurred during the day on dry pavement. There were no injuries associated with the crashes at this location.

**Contributing factors:** The variety of crash types and the low frequency of each at this intersection indicate no discernible patterns.

**Recommended countermeasures:** None

Note: This intersection was recently improved to widen and resurface the main-line pavement to accommodate a two-way left-turn lane and an eastbound right-turn lane, added curb and gutter, and radius improvements.

***U.S. 30 and Sycamore Street Intersection (Mile Stations 13.53 to 13.57)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign with a stop sign on the Sycamore Street leg.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction and a bi-directional left-turn lane

Sycamore Street, north leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Rear End

**1: Total**

**Crash summary:** There was one rear end crash at this location. It occurred in dry conditions during the daylight. There were no injuries associated with the crash at this location.

**Contributing factors:** with only one crash reported at this location there is no discernible patterns.

**Recommended countermeasures:** None

Note: This intersection was recently improved to widen and resurface the main-line pavement to accommodate a two-way left-turn lane, add curb and gutter, and radius improvements.

***U.S. 30 and Bishop Road/Grove Road Intersection (Mile Sta. 13.98 to 14.04)***

This is a four-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the Bishop Road leg.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction; an eastbound left-turn lane and a westbound right-turn lane.

Bishop Road, north leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Rear End (2 “B” injuries)

1: Fixed Object (1 “C” injury)

1: Turning

**3: Total**

**Crash summary:** There was one rear end, one fixed object, and one turning crash at this location. All of these crashes occurred during the daylight with dry conditions. The rear end crash resulted in two “B” injures and the fixed object crash resulted in one “C” injury.

**Contributing factors:** The variety of crash types and the low frequency of each at this intersection indicate no discernible patterns.

**Recommended countermeasures:** None

***U.S. 30 and Feldman Road (Oak Road) Intersection (Mile Sta. 14.51 to 14.57)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the Feldman Road leg.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction  
Feldman Road, south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Rear End (3 “B” injuries)

**1: Total**

**Crash summary:** This crash occurred in dry conditions during the daylight. The rear end crash resulted in three “B” injuries.

**Contributing factors:** With only one crash at this intersection there are no discernible patterns.

**Recommended countermeasures:** None

***U.S. 30 and Lyndon Road Intersection (Mile Sta. 15.02 to 15.08)***

This is a four-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on both legs of Lyndon Road.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction

Lyndon Road, north and south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Sideswipe Opposite Direction (2 “A” injuries)

1: Other Object

1: Turning

1: Angle (1 “A” injury)

4: Total

**Crash summary:** Three (75%) of the crashes occurred during dry conditions, one in unknown weather conditions, two (50%) occurred during the daylight and two (50%) occurred during the night. The crashes at this location resulted in three “A” injuries.

**Contributing factors:** The variety of crash types and the low frequency of each at this intersection indicate no discernible patterns, however, the higher speed for the mainline traffic in this area likely contributed to the severity of the injuries caused by the crashes.

**Recommended countermeasures:** None

***U.S. 30 and Yager Road Intersection (Mile Stations 16.16 to 16.22)***

This is a four-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on both legs of Yager Road.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction  
Yager Road, south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

2: Sideswipe Same Direction

1: Rear End

**3: Total**

**Crash summary:** The most common crash type at this location was sideswipe same direction with two (66%). One of the crashes occurred on wet pavement and one occurred at night. There were no injuries associated with the crashes at this location.

**Contributing factors:** Factors that could contribute to the rear end and sideswipe crashes include limited sight distances, limited no passing zones and high traffic volumes.

**Recommended countermeasures:** Turn lanes, sight distance improvements, or other capacity improvements would likely reduce the likelihood of these types of crashes.

***U.S. 30 and Prairie Hill Recycling Center Road (Mile Sta. 16.72 to 16.78)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the Prairie Hill Recycling Center Road leg.

**Existing geometry:**

U.S .30, east and west leg: 1 through lane in each direction and a westbound right-turn lane

Prairie Hill Recycling Center Road, north leg: 1 through lane in each direction

**Crash type break-down (injuries):**

**0: Total**

**Crash summary:** No crashes were reported within this intersection area.

**Contributing factors:** None

**Recommended countermeasures:** No identifiable issues.

***U.S. 30 and Round Grove Road Intersection (Mile Sta. 17.63 to 17.69)***

This is a four-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on both legs of Round Grove Road.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction

Round Grove Road, north and south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Fixed Object

**1: Total**

**Crash summary:** This crash occurred during daylight hours with snowy or icy pavement conditions. There were no injuries associated with this crash.

**Contributing factors:** Snow or ice was likely a factor in this crash.

**Recommended countermeasures:** None

***U.S. 30 and Yorktown Road Intersection (Mile Stations 18.13 to 18.19)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the Yorktown Road leg.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction  
Yorktown Road, north leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Other Non-Collision

1: Fixed Object

**2: Total**

**Crash summary:** Both of the accidents occurred on wet pavement while one occurred during the night. There were no injuries associated with this crash.

**Contributing factors:** The variety of crash types and the low frequency of each at this intersection indicate no discernible patterns.

**Recommended countermeasures:** None

***U.S .30 and White Oaks Road Intersection (Mile Stations 18.77 to 18.83)***

This is a three-legged intersection with no stop conditions on east or westbound U.S .30 and a stop sign on the White Oaks Road leg.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction,  
White Oaks Road, north leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Head On (2 "C" injuries)

**1: Total**

**Crash summary:** The head on collision occurred during the day on wet pavement. This crash resulted in two "C" injuries.

**Contributing factors:** None indicated.

**Recommended countermeasures:** None.

***U.S. 30 and Blue Goose Road Intersection (Mile Stations 19.11 to 19.17)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the Blue Goose Road leg.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction

Blue Goose Road, north leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Other Non-Collision

1: Pedestrian (1 fatality)

**2: Total**

**Crash summary:** The two crashes at this location occurred with dry pavement conditions. The pedestrian crash resulted in a fatality.

**Contributing factors:** The low frequency of crashes at this intersection indicates no discernible patterns.

**Recommended countermeasures:** None

***U.S. 30 and Matznik Road Intersection (Mile Stations 20.12 to 20.18)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the Matznik Road leg.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction  
Matznik Road, south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Fixed Object

**1: Total**

**Crash summary:** The fixed object crash occurred during icy conditions. There were no injuries associated with the crashes at this location.

**Contributing factors:** With only one crash reported at this intersection there is no discernible pattern.

**Recommended countermeasures:** None

***U.S. 30 and Habben Road Intersection (Mile Stations 20.36 to 20.42)***

This is a three legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the Habben Road leg.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction  
Habben Road, north leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Rear End  
1: Overturned  
1: Angle  
1: Fixed Object (1 “B” injury)  
**4 – Total**

**Crash summary:** All of the crashes occurred during dry conditions except for the angle crash which occurred during snowy or icy conditions. The overturned and angle crash occurred during the night and the fixed object occurred at dawn during foggy conditions. The fixed object crash at this location resulted in a “B” injury.

**Contributing factors:** There was a low frequency of crashes and only one of each type at this intersection providing no discernible patterns. However, the change in passing conditions within the area near Habben Road, coupled with a slightly curving pavement, and increased westbound traffic volume from those accessing U.S. 30 from Emerson Rd and this side road could create an increased concern for safety at the intersection.

**Recommended countermeasures:** Assure adequate sight distance for side-road vehicles. Turn lanes, sight distance improvements, or other capacity improvements would likely reduce the frequency of crashes.

***U.S. 30 and Emerson Road (FAS 190) Intersection (Mile Stations 20.75 to 20.81)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign, stop ahead sign, and directional turn arrows on the southbound leg of Emerson Road (County Highway 41).

**Existing geometry:**

U.S. 30, west leg: 1 through lane in each direction; eastbound left-turn lane

U.S. 30, east leg: 1 through lane in each direction; westbound right-turn lane

Emerson Road, north leg: 1 through lane in each direction intersecting U.S. 30 (at a poor angle)

**Crash type break-down (injuries):**

1: Rear End

1: Fixed Object (1 “B” injury)

1: Sideswipe Same Direction

1: Other Non-Collision (2 “A” injury)

1: Turning

**5: Total**

**Crash summary:** Five crashes at this location resulted in one “B” injury and two “A” injuries. The turning crash was during icy conditions, and all other crashes occurred during dry pavement conditions.

**Contributing factors:** The variety of crashes at this intersection provides no discernible patterns.

**Recommended countermeasures:** No identifiable issues from reported crashes, but if U.S. 30 is reconstructed the intersection geometry should be re-evaluated.

***U.S. 30 and Agnew Road Intersection (Mile Stations 21.37 to 21.43)***

This is a four-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on both legs of Agnew Road.

**Existing geometry:**

U.S. 30, southeast and northwest leg: 1 through lane in each direction  
Matznik Road, north and south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Angle (1 “C” injury)

**1: Total**

**Crash summary:** The angle crash occurred on dry pavement during the day. This crash resulted in one “C” injury

**Contributing factors:** The number and variety of crashes at this intersection provides no discernible patterns.

**Recommended countermeasures:** None

***U.S. 30 and Harvey Road Intersection (Mile Stations 21.77 to 21.83)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the Agnew Overpass Road leg.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction

Agnew Overpass Road, west leg: 1 through lane in each direction

**Crash type break-down (injuries):**

**0: Total**

**Crash summary:** No crashes were reported within this intersection area.

**Contributing factors:** None

**Recommended countermeasures:** No identifiable issues from reported crashes, but if U.S. 30 is reconstructed the geometry and necessity of this roadway should be re-evaluated.

***U.S 30 and Mathew Road Intersection (Mile Stations 22.28 to 22.34)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the Mathew Road leg.

**Existing geometry:**

U.S. 30, southeast and northwest leg: 1 through lane in each direction  
Mathew Road, west leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Fixed Object

**1: Total**

**Crash summary:** The crash occurred at night during snowy or icy conditions. There were no injuries associated with this crash.

**Contributing factors:** Snow or ice may have contributed to this crash.

**Recommended countermeasures:** None

***U.S. 30, Interstate 88 Connector, and Moline Road Intersection (Mile Stations 23.00 to 23.06)***

This is a four-way stop condition intersection with stop ahead signs and warning flashers mounted at the stop sign location in all four directions of travel.

**Existing geometry:**

U.S 30, north leg: 2 through lanes in each direction; 1 south bound buried left-turn lane

Moline Road, west leg: 1 through lane in each direction

U.S. 30, east leg: 2 through lanes in each direction; 1 westbound buried left-turn lane

Interstate 88 Connector, south leg: 2 through lanes in each direction;  
1 northbound buried left-turn lane

**Crash type break-down (Injuries):**

1: Fixed Object

1: Rear end

1: Angle

**3: Total**

**Crash summary:** All of the crashes occurred during the daylight, two of the crashes occurred on dry pavement while the fixed object collision occurred during icy conditions. There were no injuries associated with the crashes at this location.

**Contributing factors:** No discernible traffic patterns from the crashes reported, but the high traffic volumes coupled with a four-way stop condition decreases the capacity of the roadway, causing stop-and-go movements in advance of the intersection.

**Recommended countermeasures:** Signal warrants should be checked at this location and if met, a determination made weather signalization or other capacity improvements would better serve the traffic needs.

***U.S. 30 and Como Road and Galt Road Intersection (Mile Stations 24.08. to 24.14)***

This is a four-way stop condition intersection with stop ahead signs and no warning flashers.

**Existing geometry:**

U.S. 30, west leg: 1 through lane in each direction; eastbound right-turn lane

U.S. 30, east leg: 1 through lane in each direction; westbound right-turn lane

Como Road, south leg: 1 through lane in each direction

Galt Road, north leg: 1 through lane in each direction

**Crash type break-down (injuries):**

4: Angle (2 “B” injury)

1: Turning (1 “B” injury)

1: Head On (2 fatalities)

1: Rear End (1 “C” injury)

**7: Total**

**Crash summary:** The predominant crash type at this intersection was angle (57%). Turning, head on, and rear end make up the remaining crashes (43%). All crashes occurred on dry pavement conditions, three (43%) occurred at night, and four (57%) occurred during the daylight. The crashes at this location resulted in four injuries, and two fatalities.

**Contributing factors:** The frequency of angle and turning accidents suggests a concern for possible limited sight distance and high traffic volumes for turning vehicles at this location.

**Recommended countermeasures:** Sight distance issues and signal warrants should be checked at this location. If signal warrants are met, a determination made weather signalization or other capacity improvements would better serve the traffic needs. Other capacity improvements could involve lane additions or turn lane additions. Should also review need for additional advanced signing for intersection. A divided highway with limited access and left and right turn lanes would further reduce the likelihood of head on accidents.

***U.S. 30 and Kickapoo Lane Intersection (Mile Stations 24.32 to 24.38)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the Kickapoo Road leg.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction

Kickapoo Road, south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

**0: Total**

**Crash summary:** No crashes were reported within this intersection area.

**Contributing factors:** None

**Recommended countermeasures:** No identifiable issues from reported crashes, but if U.S. 30 is reconstructed the geometry and necessity of this roadway should be re-evaluated.

***U.S. 30 and Lawrence Drive Intersection (Mile Stations 24.58 to 24.64)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the Lawrence Drive leg.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction

Lawrence Drive, south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Fixed Object

1: Head On (1 fatality, 1 “A” injury)

**2: Total**

**Crash summary:** The head on collision occurred at night on dry pavement, while the fixed object crash occurred during the day on snowy or icy pavement. The head on crash at this location resulted in one fatality and one “A” injury)

**Contributing factors:** The head on collision occurred when a vehicle was traveling westbound and skid out of control. It was indicated that the driver had an illness.

**Recommended countermeasures:** A divided highway with limited access and left and right turn lanes would further reduce the likelihood of head on accidents.

***U.S. 30 and Reagan Road Intersection (Mile Stations 25.01 to 25.07)***

This is a four-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on both of the legs of Reagan Road.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction  
Bishop Road, north leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Fixed Object

**1: Total**

**Crash summary:** The fixed object crash occurred during the night on icy pavement. There were no injuries associated with the crash at this location.

**Contributing factors:** The crash occurred during ice conditions.

**Recommended countermeasures:** None

***U.S. 30 and Riverdale Road Intersection (Mile Stations 25.50 to 25.56)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the Riverdale Road leg.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction  
Riverdale Road, south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Fixed Object (2 “B” injuries)  
1: Rear End

**2: Total**

**Crash summary:** All of the crashes occurred during the day on dry pavement. The fixed object crash at this location resulted in two “B” injuries.

**Contributing factors:** The variety and low frequency of crashes at this intersection indicates no discernible patterns.

**Recommended countermeasures:** None

***U.S. 30 and Hickory Hill Road Intersection (Mile Stations 25.76 to 25.82)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the Hickory Hill Road leg.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction,  
Hickory Hill Road, south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Turning

**1: Total**

**Crash summary:** This crash occurred during the day with dry pavement conditions.

**Contributing factors:** With only one crash at this intersection there are no discernible patterns.

**Recommended countermeasures:** None

***U.S. 30 and Anixter Street Intersection (Mile Stations 25.85 to 25.91)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the Anixter Street leg.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction  
Anixter Street, north leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Rear End (1 “B” injury)

1: Fixed Object

**1: Total**

**Crash summary:** Both crashes occurred during the day on dry pavement. The rear end crash resulted in one “B” injury.

**Contributing factors:** The variety of crash types and the low frequency of each at this intersection indicate no discernible patterns.

**Recommended countermeasures:** None

***U.S. 30 and Lenore Street Intersection (Mile Stations 26.00 to 26.06)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the Lenore Street leg.

**Existing geometry:**

U.S. 30, east and west leg: 1 through lane in each direction  
Lenore Street, south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

**0: Total**

**Crash summary:** No crashes were reported within this intersection area.

**Contributing factors:** None

**Recommended countermeasures:** None.

***U.S. 30 and Prophetstown Road/Prophet Road (County Highway 3) Intersection (Mile Stations 26.31 to 26.37)***

This is a four-legged intersection with no stop conditions on the eastbound and westbound legs of U.S. 30. There is a stop sign on the southbound leg of Prophetstown Road and a stop sign and a stop ahead sign on the northbound leg of Prophet Road.

**Existing geometry:**

U.S. 30, west leg: 2 through lanes in each direction; eastbound left-turn lane

U.S. 30, east leg: 2 through lanes in each direction; westbound left-turn lane

Prophet Road, south leg: 1 through lane in each direction the road makes a sharp turn just south of this intersection

Prophetstown Road, north leg: 1 through lane in each direction

**Crash type break-down (injuries):**

3: Angle (3 “A” injuries, 2 “B” injuries)

1: Turning

1: Fixed Object

**5: Total**

**Crash summary:** The predominant crash types at this intersection were angle (60%). One crash (20%) occurred during wet or snow pavement conditions, and the remaining on dry pavement. All of the crashes occurred during daylight. The angle crashes at this location resulted in three “A” injuries and two “B” injuries.

**Contributing factors:** Limited sight distances, and high traffic volumes decrease the safety for turning movements.

**Recommended countermeasures:** Turn lane additions, as well as sight distance improvements could reduce the frequency of the angle and turning accidents. This intersection should also be checked to assure it does not warrant signals or other capacity improvements.

***U.S. 30 and 14<sup>th</sup> Avenue Intersection (Mile Stations 26.74 to 26.80)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the 14<sup>th</sup> Avenue leg.

**Existing geometry:**

U.S. 30, east and west leg: 2 through lane in each direction, and a two-way left-turn lane  
14<sup>th</sup> Avenue south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Rear End  
1: Angle (1 “C” injury)  
1: Turning  
**3: Total**

**Crash summary:** One of the crashes occurred at night but this intersection is lighted. The turning crash occurred during icy conditions. The angle crash at this location resulted in one “C” injury.

**Contributing factors:** The frequency and variety of the reported crashes provides no discernible pattern for crashes.

**Recommended countermeasures:** None

***U.S. 30 and 13<sup>th</sup> Avenue Intersection (Mile Stations 26.82 to 26.88)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the 13th Street leg.

**Existing geometry:**

U.S. 30, east and west leg: 2 through lane in each direction, and a two-way left-turn lane

13<sup>th</sup> Street, south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

**0: Total**

**Crash summary:** No crashes were reported within this intersection area.

**Contributing factors:** None

***U.S. 30 and 12<sup>th</sup> Avenue Intersection (Mile Stations 26.92 to 26.98)***

This is a signalized intersection.

**Existing geometry:**

U.S. 30, west leg: 2 through lanes in each direction; eastbound left-turn lane and eastbound right-turn lane

U.S. 30, east leg: 2 through lanes in each direction; westbound left-turn lane and westbound right-turn lane

12<sup>th</sup> Avenue, south leg: 1 through lane in each direction

12<sup>th</sup> Avenue, north leg: 1 through lane in each direction

**Crash type break-down (injuries):**

3: Rear End (1 “C” injury)

2: Turning

2: Angle

1: Pedestrian (1 “B” injury)

**8: Total**

**Crash summary:** The predominant crash types at this intersection were rear end (38%). Three crashes (38%) occurred during wet pavement conditions, one crash (13%) occurred during snowy or icy conditions. Two crashes (25%) occurred at night (the intersection has lighting). The pedestrian crash resulted in one “B” injury and one of the rear end crashes at this location resulted in one “C” injury.

**Contributing factors:** At this location U.S. 30 has a typical urban design and is a four-lane highway with two lanes in each direction.

**Recommended countermeasures:** The signal timing should be checked to ensure maximum system efficiency.

***U.S. 30 and Flock Avenue Intersection (Mile Stations 26.99 to 27.02)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the Flock Avenue leg.

**Existing geometry:**

U.S. 30, east and west leg: 2 through lane in each direction and a two-way left-turn lane

Flock Avenue, south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

2: Fixed Object

1: Rear End (1 “C” injury)

1: Sideswipe Opposite Direction

**4: Total**

**Crash summary:** The four crashes reported at this intersection occurred during the daylight. One occurred with wet pavement conditions. The rear end crash resulted in one “C” injury.

**Contributing factors:** Possible obstructions within the clear-zone could cause fixed object crashes. Conflicting movements utilizing center turn lane could contribute to the side swipe opposite direction crashes.

**Recommended countermeasures:** Remove obstructions within the clear-zone. Further build-out of this section to provide a divided highway with limited access would reduce the need for the center turn lane but would not be feasible.

***U.S. 30 and 11<sup>th</sup> Avenue Intersection (Mile Stations 27.03 to 27.08)***

This is a four-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on both legs of 11<sup>th</sup> Avenue.

**Existing geometry:**

U.S. 30, east and west leg: 2 through lane in each direction and a two-way left-turn lane  
11<sup>th</sup> Avenue, north and south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

**0: Total**

**Crash summary:** No crashes were reported within this intersection area.

**Contributing factors:** None

***U.S. 30 and 10<sup>th</sup> Avenue Intersection (Mile Stations 27.11 to 27.17)***

This is a four-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on both legs of 10<sup>th</sup> Avenue.

**Existing geometry:**

U.S. 30, east and west leg: 2 through lane in each direction and a two-way left-turn lane  
10<sup>th</sup> Avenue, north and south leg: 1 through lane in each direction

**Crash type break-down (Injuries):**

1: Fixed Object

**1: Total**

**Crash summary:** The fixed object crash occurred on wet pavement at night. There were no injuries associated with this crash.

**Contributing factors:** The driver was alcohol impaired and ran off the road.

**Recommended countermeasures:** No identifiable issues.

***U.S. 30 and 9th Avenue Intersection (Mile Stations 27.19 to 27.25)***

This is a four-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on both legs of 9<sup>th</sup> Avenue.

**Existing geometry:**

U.S. 30, east and west leg: 2 through lane in each direction and a two-way left-turn lane.

9<sup>th</sup> Avenue, north and south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Rear End

**1: Total**

**Crash summary:** This crash occurred during the day on dry pavement. There were no injuries associated with the rear end crash.

**Contributing factors:** With only one crash at this intersection there are no discernible patterns.

**Recommended countermeasures:** None

***U.S. 30 and 8<sup>th</sup> Avenue Intersection (Mile Stations 27.28 to 27.34)***

This location is comprised of two three-legged intersections that are staggered. There are no stop conditions on east or westbound U.S. 30 and a stop sign on both legs of 8<sup>th</sup> Avenue.

**Existing geometry:**

U.S. 30, east and west leg: 2 through lane in each direction and a two-way left-turn lane.

8th Avenue, north and south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

2: Other Object (1 “C” injury)

1: Angle

1: Rear End

**4: Total**

**Crash summary:** Three crashes occurred during the day, and one at night. The night crash was during snow/slush conditions. This section is lighted. One of the other object crashes resulted in a “C” injury.

**Contributing factors:** There are no discernible patterns.

**Recommended countermeasures:** None

***U.S. 30 and 7th Avenue Intersection (Mile Stations 27.35 to 27.41)***

This location is comprised of two three-legged intersections that are staggered. There are no stop conditions on east or westbound U.S. 30 and a stop sign on both legs of 7<sup>th</sup> Avenue.

**Existing geometry:**

U.S. 30, east and west leg: 2 through lane in each direction and a two-way left-turn lane

7th Avenue, north and south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Rear End (1 “A” injury)

**1: Total**

**Crash summary:** This crash occurred during daylight hours with dry pavement conditions. The crash resulted in one “A” injury.

**Contributing factors:** With only one crash at this location there are no discernible patterns.

**Recommended countermeasures:** None

***U.S. 30 and 6<sup>th</sup> Avenue Intersection (Mile Stations 27.45 to 27.51)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the 6<sup>th</sup> Avenue leg.

**Existing geometry:**

U.S. 30, east and west leg: 2 through lane in each direction and a two-way left-turn lane  
6th Avenue, south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Turning (1 “B” injury)

**1: Total**

**Crash summary:** This crash occurred during daylight with dry pavement conditions. The crash resulted in one “B” injury.

**Contributing factors:** With only one crash at this intersection there are no discernible patterns.

**Recommended countermeasures:** None

***U.S. 30 and 5th Avenue Intersection (Mile Stations 27.52 to 27.57)***

This is a 3 legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the 5<sup>th</sup> Avenue leg.

**Existing geometry:**

U.S. 30, east and west leg: 2 through lane in each direction and a two-way left-turn lane

5th Avenue, south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Rear End

**1: Total**

**Crash summary:** This crash occurred during daylight hours with dry pavement conditions. There were no injuries associated with this crash.

**Contributing factors:** With only one crash at this intersection there are no discernible patterns.

**Recommended countermeasures:** None

***U.S. 30 and 4<sup>th</sup> Avenue Intersection (Mile Stations 27.58 to 27.63)***

This is a three-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on the 4<sup>th</sup> Avenue leg.

**Existing geometry:**

U.S. 30, east and west leg: 2 through lane in each direction and a two-way left-turn lane

4th Avenue, south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Fixed Object (1 “A” injury)

1: Rear End (2 “C” injuries)

**2: Total**

**Crash summary:** Both crashes occurred during the night. The fixed object crash was during dry conditions and the rear end was during wet conditions. The fixed object crash resulted in one “A” injury and the rear end crash resulted in two “C” injuries.

**Contributing factors:** There are no discernible patterns.

**Recommended countermeasures:** No identifiable issues.

***U.S. 30 and 3rd Avenue Intersection (Mile Stations 27.65 to 27.71)***

This is a four-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on both legs of 3<sup>rd</sup> Avenue.

**Existing geometry:**

U.S. 30, east and west leg: 2 through lane in each direction and a two-way left-turn lane  
3<sup>rd</sup> Avenue, north and south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

3: Rear End  
2: Turning  
1: Angle  
**6: Total**

**Crash summary:** One crash occurred at night, one at dusk, and the rest were during daylight hours. One rear end crash was during wet conditions. All other crashes were during dry conditions. There were no injuries associated with the crashes at this location.

**Contributing factors:** Three of the crashes involved a vehicle entering U.S. 30 from the side-road before being struck. The other three crashes were on side roads at the intersection.

**Recommended countermeasures:** The sight distance for those entering the mainline from the side-road could be an issue, but the presence of the center bi-directional turn lane is often problematic for visibility. A divided highway with limited access and left and right turn lanes at intersections would likely help reduce the frequency of these types of crashes but is not cost effective.

***U.S. 30 and 2nd Avenue Intersection (Mile Stations 27.74 to 27.80)***

This is a four-legged intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on both legs of 2<sup>nd</sup> Avenue.

**Existing geometry:**

U.S. 30, east and west leg: 2 through lane in each direction and a two-way left-turn lane  
2<sup>nd</sup> Avenue, north and south leg: 1 through lane in each direction

**Crash type break-down (injuries):**

1: Angle

**1: Total**

**Crash summary:** This crash occurred during daylight with snow conditions. There were no injuries associated with the crash at this location.

**Contributing factors:** The crash occurred during snowy conditions. With only one crash at this location there are no discernible patterns.

**Recommended countermeasures:** None

***U.S. 30 and IL 40 (1st Avenue) Intersection (Mile Stations 27.82 to 27.88)***

This is a four-legged signalized intersection.

**Existing geometry:**

U.S. 30, west leg: 2 through lanes in each direction; eastbound left-turn lane and eastbound right-turn lane

U.S. 30, east leg: 2 through lanes in each direction; westbound left-turn lane and westbound right-turn lane

IL 40, south leg: 2 through lanes in each direction; northbound left-turn lane

12<sup>th</sup> Avenue, north leg: 1 through lane in each direction; southbound left-turn lane

**Crash type break-down (Injuries):**

23: Turning (5 “A” injuries, 1 “C” injury)

16: Rear End (1 “A” injury, 1 “B” injury, 2 “C” injury)

4: Fixed Object

4: Angle

1: Other Object

1: Side swipe (same direction)

1: Pedestrian (1 “A” injury)

**50: Total**

**Crash summary:** The predominant crash types at this intersection were turning (23) and rear end (16). The turning and rear end crashes also accounted for six “A” injuries, one “B” injury and three “C” injuries, which was nearly all of the injuries at this intersection. Sixteen (16) of the crashes at the intersection were at nighttime or at dawn and the remaining 34 were during the daytime and the roadway is lighted. Five of the crashes occurred during icy, snow or slushy conditions, 16 were on wet pavement, and the remaining 29 were on dry pavement but these occurrences were mixed amongst the crashed types and did not indicate any particular patterns.

**Contributing factors:** This signalized, high volume intersection has numerous through and turn lanes, which may somewhat limit the ability of drivers to identify all movements in the intersection. Signal location and timing could also be an issue.

**Recommended countermeasures:** The signal timing should be checked to ensure efficiency and the location of the signals checked for optimum visibility.

### **Segment Crashes**

To better assess crash patterns and the extent of needed improvements between intersections, roadway segments were analyzed with the crashes at the intersections within the segments omitted. Crash summaries for each segment (including intersections) provided in **Exhibit 6** and **Exhibit 7** show crashes by mile station.

#### ***IL 136/Frog Pond Road Intersection to Millard Road Intersection (Mile Stations 4.06 to 6.66)***

There are two railroad structures separating U.S. 30 from the railroads within this section. At mile station 4.81 the Chicago & Northwestern Railroad is elevated over U.S 30 on a closed abutment structure creating a narrow underpass. The structure is also marked with clearance height signs of 14' – 3". At mile station 5.39 the Burlington Northern Railroad is elevated on an open abutment structure.

Acker Road is the only side-road within this segment. It intersects U.S. 30 at mile station 5.34.

#### **Crash type break-down:**

- 9: Fixed Object
- 3: Animal
- 2: Other Object
- 2: Rear End
- 1: Side Swipe (Same Direction)
- 1: Head On
- 1: Overturned
- 19: Total**

**Crash summary:** The predominant crash types within this segment were fixed object (47%). Eight of the crashes (42%) occurred with snow or icy conditions. Four of the crashes (21%) occurred at night.

**Contributing factors:** Snow or icy conditions were a large factor in the crashes in this segment. The existing geometry, with a tight curve at the railroad could have also been a contributing factor.

**Recommended countermeasures:** Either the addition of no-passing zones or improvements to sight could reduce the accident frequency. There are a high number of fixed object and other object crashes suggesting a need to review the segment to assure hazards are removed from the clear zone. A divided highway with limited access and left and right turn lanes would further reduce the crash rate.

#### ***Millard Road to Hillside Road (Mile Stations 6.74 to 8.47)***

The only side road within this segment is Fulfs Road/Franks Road at mile station 7.34.

**Crash type break-down:**

- 1: Fixed Object
- 1: Other Non-Collision
- 1: Sideswipe (opposite direction)
- 1: Animal
- 4: Total**

**Crash summary:** Two crashes occurred during daylight and two at night. One crash occurred during wet pavement conditions, one during icy conditions, one with dry conditions, and one identified as “other”.

**Contributing factors:** With the variety of crash types and the low frequency of crashes within the segment no discernible patterns were identified.

**Recommended countermeasures:** None

***Hillside Road to IL 78 North Intersection (Mile Stations 8.55 to 11.14)***

The only side road within this segment is Creamery Road at mile station 9.57.

**Crash type break-down:**

4: Fixed Object

3: Animal

2: Turning

2: Overturned

1: Rear End

**12: Total**

**Crash summary:** The predominant crash types within this segment were fixed object with four crashes (33%). One of the crashes occurred during wet pavement conditions and two (17%) with snow or icy conditions. Six of the crashes (50%) occurred at night.

**Contributing factors:** The fixed object crashes suggest a need to eliminate hazards from the clear-zone.

**Recommended countermeasures:** There are a high number of fixed object and other object crashes suggesting a need to review the segment to assure hazards are removed from the clear zone. Check the vegetation to assure trees are cleared within the clear-zone limits. A divided highway with limited access and left and right turn lanes would further reduce the crash rate.

***IL 78 North Intersection to IL 78 South Intersection (Mile Stations 11.22 to 12.65)***

This segment of U.S. 30 is also designated as IL 78 as it connects the leg that runs north on the west side of Morrison with the leg that connects in the downtown area of Morrison and runs south. Within the segment the roadway transitions from a rural roadway with few access points and a speed limit of 55 mph to an urban type with many access points, limited sight distance, more traffic volume, and a speed limit of 30 mph. Crashes at the side roads are evaluated separately. Side-roads within this segment length include:

Harmony Street & Liberty Street Intersections at mile stations 11.51 and 11.53;  
Union Street & Garden Plain Road Intersections at mile stations 11.63 and 11.64;  
City Street Intersection at mile station 11.84;  
Hillandale Drive at mile station 11.93;  
Lincoln West Court Intersections at mile stations 12.12 and 12.19;  
Heaton Street at mile station 12.20;  
Hall Street & Olive Street at mile stations 12.24 and 12.26;  
Grape Street at mile station 12.41;  
Orange Street at mile station 12.48;  
Base Street at mile station 12.56;  
Genessee Street at mile station 12.62.

**Crash type break-down:**

3: Animal  
2: Rear End  
1: Sideswipe (same direction)  
**6: Total**

**Crash summary:** The predominant crash type within this segment was animal (50%). Three of the crashes (50%) occurred during wet pavement conditions and two (33%) occurred at night.

**Contributing factors:** With the variety of crash types and the low frequency of crashes within the segment, no discernible patterns were identified.

**Recommended countermeasures:** None

***IL 78 South Intersection to Jackson Street Intersection (Mile Stations 12.73 to 13.07)***

This abbreviated segment is a two-lane section in the heart of Morrison with short turn lane areas at the intersections. Similar to the previous segment, this location has a high volume of traffic, a high number of access points, and a low speed limit. There are three intersecting side roads within the segment length. Crashes at the side roads are evaluated separately. The side roads in this segment are:

Madison Street at mile station 12.76;  
Clinton Street at mile station 12.84;  
Bartlett Street at mile station 12.92.

**Crash type break-down:**

1: Angle

1: Rear End

**2: Total**

**Crash summary:** There was one angle crash and one rear end crash within this segment. Both crashes occurred on dry pavement, with one during the day and one at night.

**Contributing factors:** With the variety of crash types and the low frequency of crashes within the segment, no discernible patterns were identified.

**Recommended countermeasures:** None

***Jackson Street Intersection to Lyndon Road (Mile Stations 13.15 to 15.01)***

This segment of U.S. 30 transitions from a two lane urban section to a newly constructed three-lane section, then back to a two-lane section with a rural cross section. The speed limit increases in this section from 30 mph in town to 55 mph east of Morrison. Crashes at the side roads are evaluated separately. Side roads within this segment length include:

- Scenic Street at mile station 13.47;
- Sawyer Road at mile Station 13.51;
- Sycamore Street at mile station 13.54;
- Bishop Road/Grove Road at mile station 14.01;
- Feldman Road (Oak Rd.) at mile station 14.54;

**Crash type break-down:**

- 4: Animal
- 3: Rear End
- 2: Fixed Object
- 2: Angle
- 2: Turning
- 13: Total**

**Crash summary:** The predominant crash types within this segment were four animal (31%) and three rear end (23%). One crash occurred in snow or slush conditions, and one occurred in sand/mud/dirt. Five of the crashes (38%) occurred at night.

**Contributing factors:** The predominant rear end crashes could likely be attributed to the reduction in speed within this section to accommodate the roadways progress into the city of Morrison and the increased frequency of intersecting side-roads. These factors result in insufficient capacity on mainline U.S. 30. The vertical profile of a portion of the roadway had also limited sight distance during the time period.

**Recommended countermeasures:** Sight distance improvements would likely reduce the crash frequency in the segment. Check to assure objects are cleared within the clear-zone limits.

Note: This intersection was recently improved to widen and resurface the main-line pavement to accommodate a two-way left-turn lane, add curb and gutter, a new retaining wall, and radius improvements.

***Lyndon Road to Round Grove Road (Mile Stations 15.09 to 17.62)***

This segment has a two-lane rural design. The only intersecting side-roads within this segment are:

Yager Road at mile station 16.19;

Prairie Hill Recycling Center Road at mile station 16.75.

**Crash type break-down:**

3: Animal

2: Rear End

2: Fixed Object

1: Angle

1: Other Object

1: Head On

1: Turning

**11: Total**

**Crash summary:** The predominant crash types within this segment were three animal (27%). Three crashes (27%) occurred during wet pavement conditions, two of the crashes (18%) occurred during snow or slush conditions, and three of the crashes (27%) occurred at night.

**Contributing factors:**

With the variety of crash types within the segment, no discernible patterns were identified.

**Recommended countermeasures:** Sight distance improvements or no-passing lane updates could reduce opposite direction crashes and a divided highway would further reduce the frequency of them in the segment. Check the vegetation to assure trees are cleared within the clear-zone limits.

***Round Grove Road to Blue Goose Road (Mile Stations 17.70 to 19.10)***

This segment has a two-lane rural design. Within this segment there are two intersecting side-roads which are evaluated separately. They include:

- Yorktown Road at mile station 18.16;
- White Oaks Road at mile station 18.80.

**Crash type break-down:**

- 4: Animal
- 2: Head On
- 1: Other Object
- 1: Angle
- 1: Rear End
- 1: Sideswipe Opposite Direction
- 1: Fixed Object
- 1: Other Non-Collision
- 12: Total**

**Crash summary:** The predominant crash types within this segment were four animal (33%). One of the crashes occurred with wet conditions and three (25%) occurred with snow or ice. Five crashes (42%) occurred at night.

**Contributing factors:** With the variety of crash types and the low frequency of crashes for each type within the segment, no discernible patterns were identified.

**Recommended countermeasures:** Sight distance improvements or no-passing lane updates could reduce sideswipe crashes and a divided highway would further reduce the frequency of them in the segment.

***Blue Goose Road to Emerson Road Intersection (Mile Stations 19.18 to 20.74)***

This segment has a two-lane rural design. Within this segment there are two intersecting side-roads, which are evaluated separately. They include:

- Matznik Road at mile station 20.15;
- Habben Rd. at mile station 20.39.

**Crash type break-down:**

- 2: Fixed Object
- 2: Angle
- 1: Animal
- 1: Overturned
- 6: Total**

**Crash summary:** There were two fixed object crashes (33%) and two angle crashes (33%) in this segment. Two crashes (33%) occurred during snow or slush pavement conditions, one crash occurred during wet pavement conditions, and one occurred at night.

**Contributing factors:** With the variety of crash types and the low frequency of each type of crash within the segment, no discernible patterns were identified.

**Recommended countermeasures:** None

***Emerson Road Intersection to I-88 Connector/Moline Road Intersection (Mile Stations 20.82 to 22.99)***

This segment has a two-lane rural design from Mathew Road north. South of Mathew Road the two-lane roadway transitions to a four-lane section with two lanes in each direction before intersecting with Moline Road and the I-88 connector at a four-way stop. Within this segment there are two intersecting side-roads which are evaluated separately. They include:

- Agnew Road at mile station 21.40;
- Harvey Road at mile station 21.65;
- Agnew Overpass Road at mile station 21.80;
- Mathew Road at mile station 22.31;

**Crash type break-down:**

- 3: Fixed Object
- 3: Animal
- 3: Rear End
- 1: Overturned
- 10: Total**

**Crash summary:** The predominant crash types within this segment were three animal crashes (30%), three fixed object crashes (30%), and three rear end crashes (30%). Six of the crashes (60%) occurred during the night, three (30%) with snow or icy conditions, and two (20%) with wet pavement conditions.

**Contributing factors:** A high percentage of the crashes at this location occurred either during night, wet, snow or icy conditions. This could be related to the curving pavement, relatively high rate of speed and cross slope within the segment. The fixed object crashes suggest a need to eliminate hazards from the clear zone.

**Recommended countermeasures:** Sight distance improvements could reduce the rear end crashes. This roadway cross slope in the curved section should be checked to ensure optimum rate is present. There are a high number of fixed object crashes suggesting a need to review the segment to assure hazards are removed from the clear zone but this is likely due to the vehicles crossing lanes or going off the pavement in poor weather. Pavement resurfacing would improve traction and likely reduce crash rates. An improved curve radius, or divided highway with limited access and left and right turn lanes would likely further reduce the crash rate.

***I-88 Connector/Moline Road Intersection to Como Road /Galt Road Intersection (Mile Stations 23.07 to 24.07)***

This short segment starts as a four-lane open cross section roadway at its intersection with the I-88 connector, then quickly transitions to a two lane roadway going east toward the city of Rock Falls. This segment has no other intersecting side roads within its limits.

**Crash type break-down:**

2: Animal

1: Fixed Object

**3: Total**

**Crash summary:** The predominant crash types within this segment were two animal (66%). One fixed object crash was also reported. One of the crashes (33%) occurred during wet pavement conditions and two (66%) occurred at night.

**Contributing factors:** With the low frequency of crashes within the segment, no discernible patterns were identified.

**Recommended countermeasures:** None

***Como Road /Galt Road Intersection to Prophetstown Road Intersection (Mile Stations 24.15 to 26.30)***

This segment primarily has a two-lane rural design. The two-lane roadway transitions to a four-lane roadway just west of Prophetstown Road. Within this segment there is a number of intersecting side-roads, which are evaluated separately. They include:

- Kickapoo Lane at mile station 24.35;
- Lawrence Drive at mile station 24.61;
- Reagan Road at mile station 25.04;
- Riverdale Road at mile station 25.53;
- Hickory Hill Road at mile station 25.79;
- Anixter Street at mile station 25.88;
- Lenore Street at mile station 26.03.

**Crash type break-down:**

- 1: Rear End
- 1: Other Object
- 2: **Total**

**Crash summary:** There were two crashes in this segment, one rear end, and one other object. Both crashes occurred during the day with dry pavement conditions.

**Contributing factors:** The low frequency of crashes within the segment suggests no discernible patterns.

**Recommended countermeasures:** None

***Prophetstown Road Intersection to 12<sup>th</sup> Avenue Intersection (Mile Stations 26.38 to 26.91)***

This is a five-lane segment with an urban design. It carries two lanes in each direction with a bi-directional left-turn lane.

Side-roads within this segment include:

14<sup>th</sup> Avenue at mile station 26.77;

13<sup>th</sup> Avenue at mile station 26.85.

**Crash type break-down:**

1: Fixed Object

1: Rear End

**2: Total**

**Crash summary:** There were two crashes in this segment, one fixed object, and one rear end. One crash occurred during the night with snow conditions and the other during the day with dry conditions.

**Contributing factors:** The low frequency of crashes within the segment suggests no discernible patterns.

**Recommended countermeasures:** None

***12<sup>th</sup> Avenue Intersection to IL 40 (1<sup>st</sup> Ave.) Intersection (Mile Stations 26.99 to 27.81)***

This segment of U.S. 30 in Rock Falls carries two lanes in each direction and has a two-way left-turn lane. The five-lane section runs through a portion of town that is primarily residential but has mostly commercial properties along this section of roadway. This section has a speed limit of 45 mph and a high number of side roads and entrances throughout. A quick look at the accidents within the segment shows a high concentration within the section but the close spacing of the side roads causes all of them to be accounted for in the intersection accident data. Side-roads within this segment include:

Flock Avenue at mile station 26.99;  
11<sup>th</sup> Avenue at mile station 27.05;  
10th Avenue at mile station 27.14;  
9th Avenue at mile station 27.22;  
8<sup>th</sup> Avenue at mile station 27.31 and 27.32;  
7th Avenue at mile station 27.38 and 27.41;  
6<sup>th</sup> Avenue at mile station 27.48;  
5th Avenue at mile station 27.54;  
4<sup>th</sup> Avenue at mile station 27.60;  
3rd Avenue at mile station 27.68;  
2nd Avenue at mile station 27.77.

**Crash type break-down:**

1: Rear End

**1: Total**

**Crash summary:** The one rear end crash in this segment occurred during the day with dry conditions.

**Contributing factors:** With only one crash in this area reported that was outside of the immediate vicinity of an intersection, there is no discernible pattern.

**Recommended countermeasures:** None

### **“K” & “A” Analysis**

Within the limits of this 23.83 mile study area on U.S. 30, a total of seven “K” severity crashes (fatality) and twenty-two Type “A” severity crashes were reported within this 3 year study period. This analysis identified the location of each crash, the type of each crash, surface and lighting conditions during the crash, whether or not a pattern exists at the subject location, and potential causes for each crash. In addition, recommended solutions to correct any roadway deficiencies that may have contributed to the crashes have been provided in the corresponding intersection and segment analysis. The “K & A” severity crashes are shown on in **Table 7**.

From the K&A crash data shown; the following crash types and the corresponding number of resulting injuries were identified as follows:

- 8: Angle (19 injuries & 2 fatalities)
- 4: Fixed Object (5 injuries & 1 fatality)
- 4: Turning (11 injuries)
- 3: Head-On (4 injuries & 3 fatalities)
- 3: Pedestrian (1 injury & 2 fatalities)
- 3: Rear End (4 injuries)
- 1: Overturned (1 injuries)
- 1: Sideswipe Opposite Direction (2 injury)
- 1: Sideswipe Same Direction (1 injury)
- 1: Other Non-Collision (2 injury)
- 29: Total (8 Fatalities & 50 injuries)**

**Table 7: "K"&"A" Crash Data**

Mi. Sta.	Crash Type	# of Fatalities	# of Injuries	Injury Severity	Pavement Condition	Light Condition	Year
4.01	Sideswipe Same Direction	0	1	A-Injury	Dry	Night	07
4.02	Angle	1	0	Fatal	Dry	Day	08
4.02	Angle	0	5	A-Injury	Dry	Day	08
5.30	Head On	0	3	A-Injury	Dry	Day	09
5.63	Fixed Object	0	1	A-Injury	Ice	Dawn	09
6.47	Overtuned	0	1	A-Injury	Wet	Night	08
8.51	Turning	0	6	A-Injury	Dry	Night	09
8.71	Fixed Object	1	0	Fatal	Dry	Dawn	09
11.90	Pedestrian	1	0	Fatal	Dry	Day	09
12.76	Angle	0	2	A-Injury	Dry	Day	09
13.12	Angle	0	1	A-Injury	Dry	Day	07
15.05	Angle	0	1	A-Injury	Dry	Night	09
15.05	Sideswipe Opposite Direction	0	2	A-Injury	Dry	Day	09
18.67	Angle	0	3	A-Injury	Ice	Day	08
19.14	Pedestrian	1	0	Fatal	Dry	Day	08
19.55	Angle	1	4	Fatal	Snow	Day	08
20.78	Other Non-Collision	0	2	A-Injury	Dry	Night	08
21.47	Fixed Object	0	2	A-Injury	Dry	Night	07
22.26	Rear End	0	2	A-Injury	Wet	Night	09
24.11	Head On	2	0	Fatal	Dry	Day	09
24.61	Head On	1	1	Fatal	Dry	Night	07
26.34	Angle	0	3	A-Injury	Dry	Day	09
27.37	Rear End	0	1	A-Injury	Dry	Day	09
27.60	Fixed Object	0	2	A-Injury	Dry	Night	08
27.83	Pedestrian	0	1	A-Injury	Wet	Night	08
27.85	Rear End	0	1	A-Injury	Dry	Day	07
27.85	Turning	0	3	A-Injury	Dry	Day	08
27.85	Turning	0	1	A-Injury	Dry	Day	08
27.85	Turning	0	1	A-Injury	Dry	Night	08

**K & A Crash summary:** The predominant crash types that caused K & A injuries within this project study area were angle (accounting for 38% of the injuries) and turning (22%). Six crashes (21%) resulting in twelve (24%) of the type A injuries and one fatality occurred during wet or snow/ice pavement conditions. Eleven crashes (38%) occurred at night resulting in nineteen (38%) of the type A injuries and one fatality.

**Contributing factors:** The head on and pedestrian crashes have a high potential for severe injuries. Sixty-three percent of crashes that involved a fatality were either a head on or pedestrian crash. U.S. 30 is primarily a two lane highway with one lane in each direction, fairly high levels of traffic, curving and rolling alignment and limited areas to pass, which all lend to the likelihood for head-on crashes. A divided highway with limited access and left and right turn lanes would reduce the likelihood of head on crashes as well as those caused by sideswipe vehicles (which accounted for three type A injuries).

The two K & A crashes involving pedestrians resulted in one fatality and one type A injury and both occurred at or near intersections. One of these was at night in an urban intersection and in wet pavement conditions so there may have been limited visibility, but the roadway is lighted in that area. The other was in a very rural area during the day with dry pavement, so presence of pedestrian was likely not expected.

The frequency of run off the road crashes such as fixed object (causing 1 fatality and 5 type A injuries), overturned (1 type A injury) and other non-collision (2 type A injuries) crashes, may suggest a concern for poor geometry of the roadway, poor cross slopes or poor surface traction. The injuries resulting from these may also suggest hazards within the clear zone.

The frequency and the severity associated with the rear end, turning and angle crashes are primarily due to the fact that the roadway is rural in type and gives the drivers the expectation of open and free flowing traffic. Rear end crashes resulted in four type A injuries, turning crashes resulted in 11 type A injuries, and angle crashes resulted in 2 fatalities and 19 type A injuries. The frequency of intersections, curves, entrances, mailbox turnouts, poor intersecting side road angles and other access points, causes infrequent slowed or stopped traffic and creates conflicts.

A quick review of the above table, showing the mile stations for the K & A crashes, reveals that there are two locations within the length of this project where severe crashes seem to recur. These are at milepost 4.02 (which is the intersection of U.S. 30 with IL 136 at the west end of the project) and at milepost 27.85 (which is the intersection of U.S. 30 with IL 40 at the east project limit). As previously stated in this report, the intersection of U.S. 30 with IL 136 was identified as a 5% segment and subsequent to the crashes reported herein, a safety improvement has been completed. The accidents, contributing factors and recommendations for the crashes at the intersection of U.S. 30 and IL 40 are discussed in the intersection analysis for that location.

**Recommended countermeasures:** Provide additional signing and no-passing zone striping to reduce frequency. Resurfacing will provide improved traction. A divided highway with limited access and right and left turn lanes would further reduce the frequency of head on accidents and would greatly improve the efficiency of the traffic flow thus reducing the rear end, angle and turning conflicts. Remove fixed objects and other hazards from the clear zone.

**Conclusion and Final Recommendations:**

Fatal and injury crashes are the primary means by which the state currently analyzes crashes and safety. An analysis of the crashes revealed that a high percentage of crashes along the U.S. 30 study corridor were rear end. This crash type accounted for 25 percent of the crashes. The next highest frequency was fixed object crashes accounting for 16.9 percent, turning crashes accounting for 14.3 percent, and angle crashes accounting for 13.8 percent of the crashes.

There were a couple of areas within the limits of the project that had a high rate of crashes related to weather conditions. The first was the segment of U.S. 30 between Frog Pond Road and Millard Road and the second area was between Emerson Road and the I-88 connector.

***Final Recommendations:***

- 1) In consideration of the overall predominant rear end and fixed object types observed for this segment of U.S. 30 being studied, the following proposed improvements should decrease the potential for these crashes:
  - A divided highway with added lanes and turn lanes would greatly improve the efficiency of the traffic flow, reducing the rear end, angle and turning conflicts.
  - Within the city of Morrison, improve turn lane taper lengths to increase capacity, and improve signal timing and signal updates to better intersection operations. Capacity improvements via additional lanes, reduced access points, or a reduction in traffic via a by-pass of Morrison are needed.
- 2) The fixed object and other object crashes suggest a need to eliminate hazards from the clear zone. This roadway has guardrail and various other hazards located at various locations throughout.
  - Some consideration should be given to relocation of the mailboxes along U.S. 30. The mailboxes are factors that could contribute to a potential problem along U.S. 30 because of the high-operating speeds, the number of

through and turning lanes, and the amount of congestion due to traffic volumes. The mailboxes themselves do not represent much of a hazard since they are typically breakaway, but the slowing or stopping of vehicles to access them can be problematic on this type of roadway.

- The culverts and structures protected by guardrail should be extended beyond the clear zone where possible to eliminate the guardrail need.
  - Trees, proper ditching, and other fixed objects need to be looked at to reduce fixed object severity.
- 3) The head on and pedestrian crashes were shown to have high injury or fatality rate.
- The passing zones should be reviewed to assess where additional signing and no-passing zone striping should be provided. Doing so could reduce the frequency of head on and sideswipe opposite direction crashes.
  - With only limited areas of passing provided by the existing roadway, traffic follows very closely and vehicles passing is an additional concern provided the volume of traffic. A divided highway with limited access would further reduce the frequency of head on and sideswipe opposite direction crashes, as well as greatly improve the efficiency of the traffic flow thus reducing the likelihood of rear end, angle and turning crashes.
- 5) To improve intersection operations as well as to generally improve segment traffic flow throughout the corridor:
- Modernize signals (improved phasing, timing, location/position/size/visibility of signal heads, and interconnect)
  - Improve geometrics
  - Reconstruct or relocate side roads intersections with sub-standard angles.
  - The construction of a freeway with full standard updates would provide the greatest improvement to the flow of traffic.
- 6) To improve friction/skid performance during wet pavement conditions.
- Resurface the roadway
- 7) To improve visibility and roadway concerns.
- Improve or update lane striping, edge striping and no-passing zone striping.
  - Improve signing and provide additional advanced warning flashers at one-way or two-way stop intersections with high volumes of traffic where they are not currently located.
  - Improve or update intersection lighting.
-

# EXHIBIT 1

PROJECT LOCATION MAP

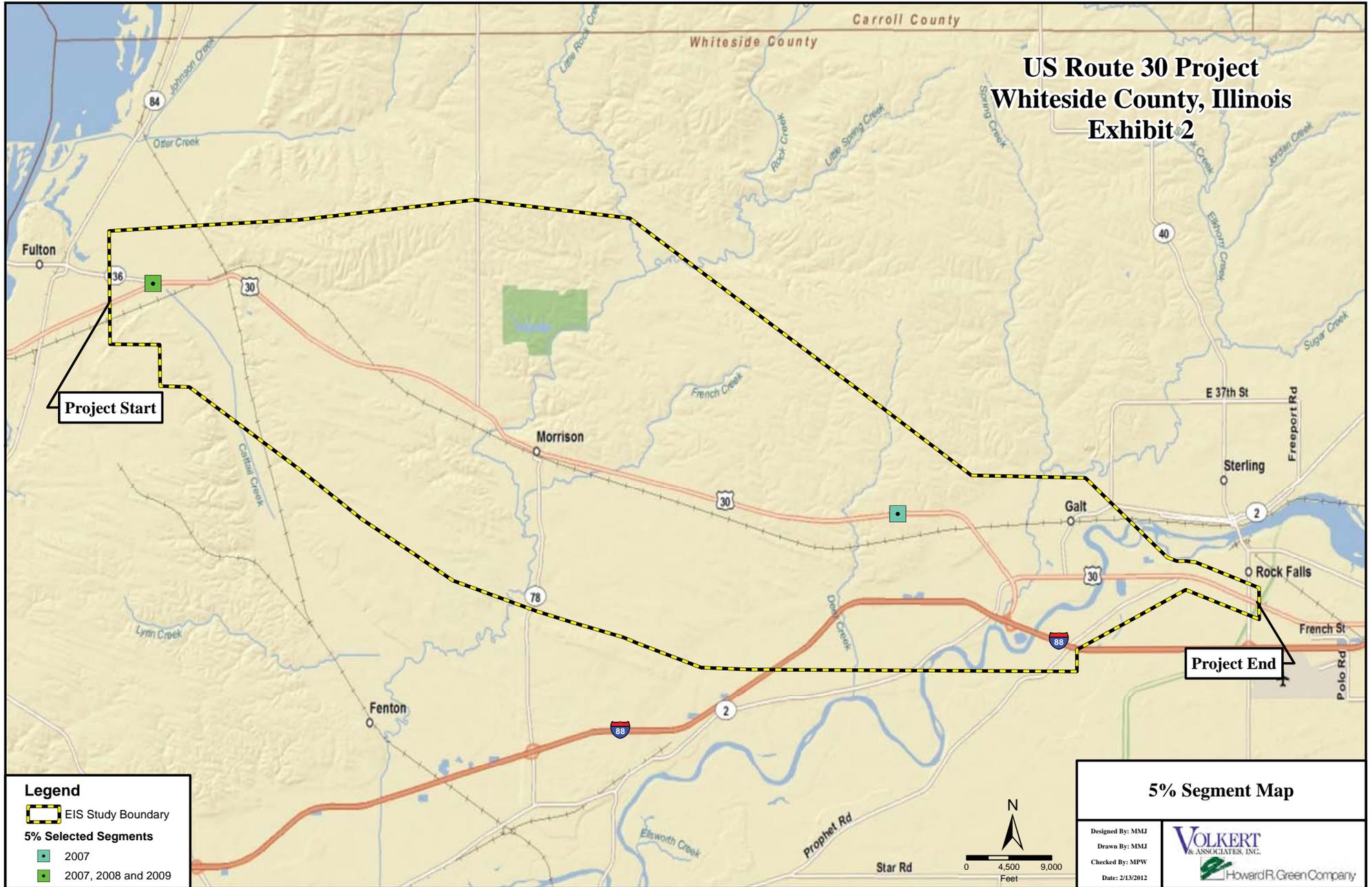
# US Route 30 Project Whiteside County, Illinois Exhibit 1



# EXHIBIT 2

5% SELECTED SEGMENTS

# US Route 30 Project Whiteside County, Illinois Exhibit 2



Project Start

Project End

**Legend**

- EIS Study Boundary
- 5% Selected Segments**
  - 2007
  - 2007, 2008 and 2009

**5% Segment Map**

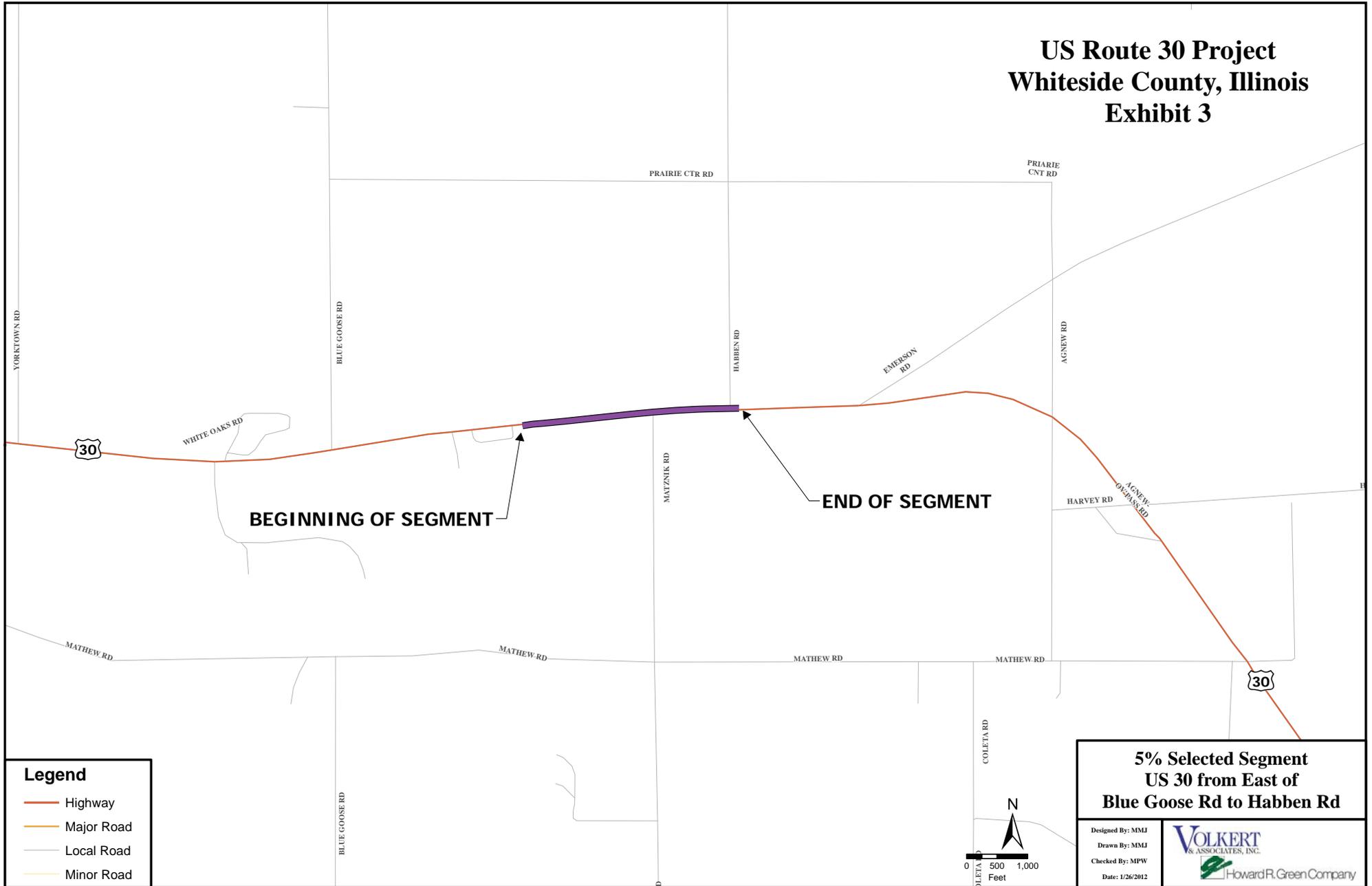
Designed By: MMJ  
 Drawn By: MMJ  
 Checked By: MPW  
 Date: 2/13/2012

**VOLKERT**  
 & ASSOCIATES, INC.  
 | Howard R. Green Company

# EXHIBIT 3

5% SELECTED SEGMENT MAP

# US Route 30 Project Whiteside County, Illinois Exhibit 3

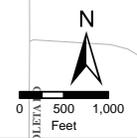


### Legend

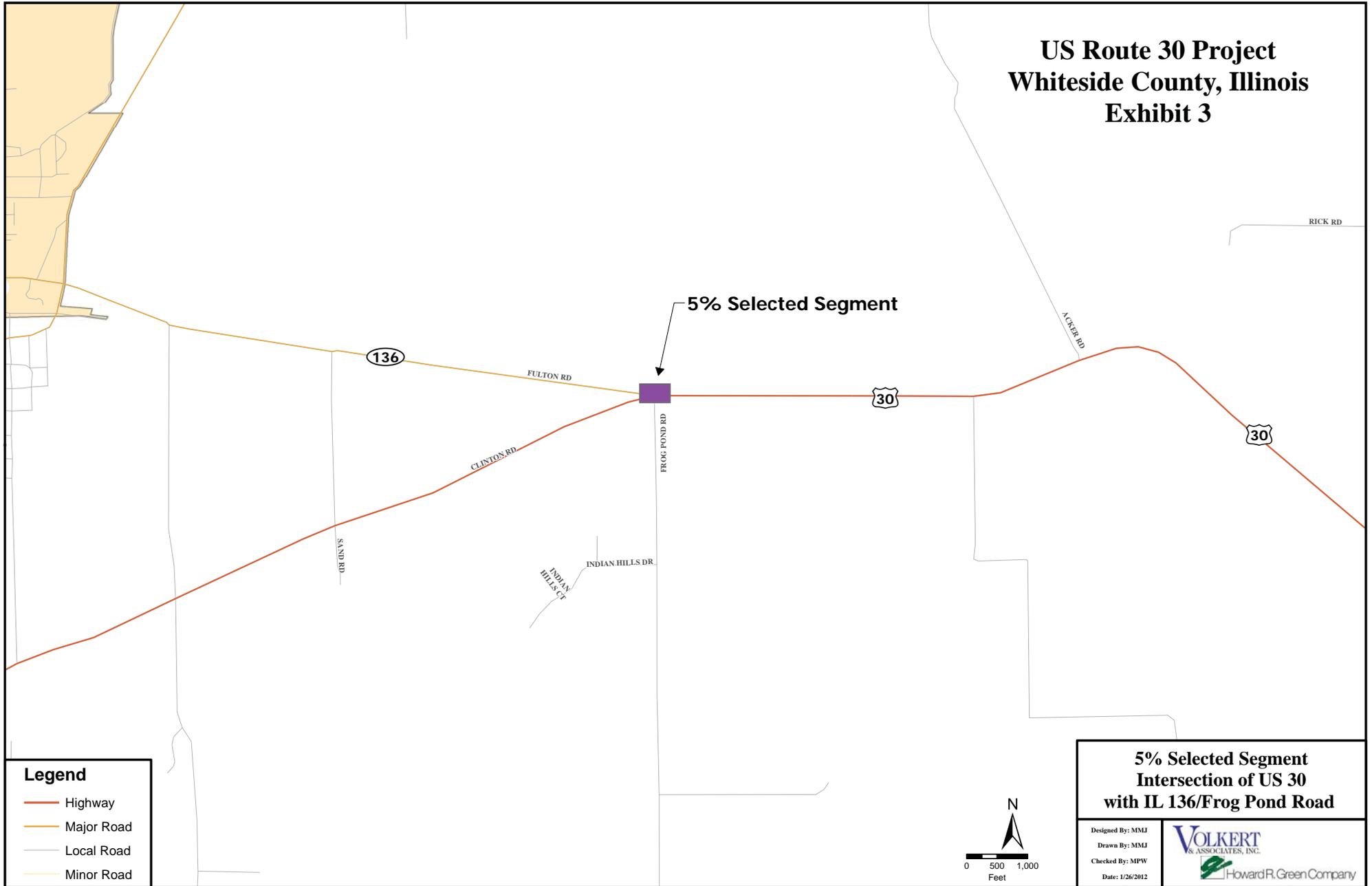
- Highway
- Major Road
- Local Road
- Minor Road

**5% Selected Segment  
US 30 from East of  
Blue Goose Rd to Habben Rd**

Designed By: MMJ  
Drawn By: MMJ  
Checked By: MPW  
Date: 1/26/2012



# US Route 30 Project Whiteside County, Illinois Exhibit 3



### Legend

- Highway
- Major Road
- Local Road
- Minor Road

### 5% Selected Segment Intersection of US 30 with IL 136/Frog Pond Road

Designed By: MMJ  
Drawn By: MMJ  
Checked By: MPW  
Date: 1/26/2012



# EXHIBIT 4

CRASH DATA

2007 - 2009

Route	Mile	Case Number	Collision Type	Injury Type	Fatalities	Injuries	Surface Condition	Weather Description	Lighting	Vehicle Direction		Year	Month	Date	Day of Week
										1	2				
US030	4.01	07-4089863	SIDESWIPE SAME DIRECTION	A-Injury	0	1	DRY	CLEAR	DARKNESS, LIGHTED ROAD	EAST	EAST	07	11	09	FRI
US030	4.02	07-0833181	FIXED OBJECT	B-Injury	0	1	DRY	CLEAR	DAYLIGHT	EAST		07	02	21	WED
US030	5.49	07-1783773	FIXED OBJECT	B-Injury	0	1	SNOW OR SLUSH	SNOW	DAYLIGHT	NORTHWEST		07	02	25	SUN
US030	5.57	07-0029715	FIXED OBJECT	PD	0	0	SNOW OR SLUSH	SNOW	DAYLIGHT	NORTHEAST		07	01	21	SUN
US030	5.66	07-0033980	SIDESWIPE SAME DIRECTION	PD	0	0	SNOW OR SLUSH	SNOW	DAYLIGHT	EAST	EAST	07	01	21	SUN
US030	6.01	07-0826839	FIXED OBJECT	PD	0	0	UNKNOWN	CLEAR	DAYLIGHT	WEST		07	02	04	SUN
US030	6.70	07-2348675	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	EAST		07	05	28	MON
US030	7.24	07-1193155	FIXED OBJECT	PD	0	0	OTHER	CLEAR	DARKNESS	SOUTHEAST		07	03	10	SAT
US030	7.80	07-2702327	OTHER NON COLLISION	PD	0	0	DRY	CLEAR	DAYLIGHT	NORTHWEST		07	06	30	SAT
US030	8.55	07-3557829	FIXED OBJECT	B-Injury	0	1	DRY	CLEAR	DAYLIGHT	EAST		07	10	11	THU
US030	9.16	07-2704505	FIXED OBJECT	PD	0	0	DRY	CLEAR	DARKNESS	WEST		07	07	03	TUE
US030	9.21	07-2385982	SIDESWIPE OPPOSITE DIRECTION	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	WEST	07	05	11	FRI
US030	9.21	07-4095894	OTHER NON COLLISION	PD	0	0	OTHER	CLEAR	DAYLIGHT	NORTHWEST		07	09	27	THU
US030	9.22	07-1166607	FIXED OBJECT	PD	0	0	SNOW OR SLUSH	SNOW	DAYLIGHT	WEST		07	03	02	FRI
US030	9.91	07-4484429	TURNING	B-Injury	0	1	UNKNOWN	CLEAR	DAYLIGHT	WEST	WEST	07	10	30	TUE
US030	10.81	07-2262835	FIXED OBJECT	PD	0	0	DRY	CLEAR	DARKNESS	NORTH		07	08	04	SAT
US030	11.18	07-2701592	FIXED OBJECT	PD	0	0	DRY	CLEAR	DARKNESS	SOUTH		07	06	22	FRI
US030	11.18	07-4996430	ANIMAL	PD	0	0	WET	FOG/SMOKE/HAZE	DARKNESS	WEST		07	11	02	FRI
US030	11.19	07-0316211	ANIMAL	PD	0	0	WET	RAIN	DARKNESS	EAST		07	01	11	THU
US030	11.80	07-5001594	ANIMAL	PD	0	0	DRY	CLEAR	DAYLIGHT	SOUTHEAST		07	11	12	MON
US030	11.92	07-2109598	SIDESWIPE OPPOSITE DIRECTION	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST	EAST	07	05	04	FRI
US030	11.92	07-3418469	SIDESWIPE OPPOSITE DIRECTION	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST	EAST	07	07	26	THU
US030	12.19	07-3991598	ANIMAL	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST		07	09	20	THU
US030	12.20	07-3990442	SIDESWIPE OPPOSITE DIRECTION	PD	0	0	WET	RAIN	DAYLIGHT	EAST	WEST	07	09	25	TUE
US030	12.38	07-3375594	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST	WEST	07	07	21	SAT
US030	12.40	07-4126780	SIDESWIPE OPPOSITE DIRECTION	B-Injury	0	2	DRY	CLEAR	DAYLIGHT	WEST	EAST	07	09	13	THU
US030	12.48	07-3066094	TURNING	PD	0	0	DRY	CLEAR	DAYLIGHT	NORTHEAST	NORTH	07	07	18	WED
US030	12.55	07-0395942	REAR END	PD	0	0	DRY	CLEAR	DARKNESS	SOUTH	SOUTH	07	01	01	MON
US030	12.55	07-1748636	ANGLE	PD	0	0	DRY	CLEAR	DAYLIGHT	NORTH	WEST	07	04	27	FRI
US030	12.55	07-3375388	ANGLE	PD	0	0	DRY	CLEAR	DAYLIGHT	NORTH	WEST	07	08	20	MON
US030	12.55	07-5002469	FIXED OBJECT	PD	0	0	DRY	CLEAR	DAYLIGHT	SOUTH		07	11	27	TUE
US030	12.61	07-0353784	ANGLE	PD	0	0	DRY	CLEAR	DAYLIGHT	SOUTH	WEST	07	01	01	MON
US030	12.61	07-2108590	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST	WEST	07	05	13	SUN
US030	12.69	07-4370800	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	EAST	07	10	08	MON
US030	12.69	07-5001669	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST	WEST	07	11	09	FRI
US030	12.69	07-3990327	REAR END	C-Injury	0	1	DRY	CLEAR	DAYLIGHT	NORTHEAST	NORTHEAST	07	09	27	THU
US030	12.69	07-1320733	ANGLE	C-Injury	0	1	WET	CLEAR	DAYLIGHT	NORTHWEST	SOUTH	07	03	23	FRI
US030	12.76	07-2108913	OTHER NON COLLISION	B-Injury	0	1	DRY	CLEAR	DAYLIGHT	WEST		07	05	19	SAT
US030	12.77	07-5000588	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	EAST	07	11	09	FRI
US030	12.89	07-2108772	TURNING	B-Injury	0	1	DRY	CLEAR	DAYLIGHT	WEST	WEST	07	05	21	MON
US030	13.11	07-0396296	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	EAST		07	01	06	SAT
US030	13.11	07-5006452	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	NORTH	NORTH	07	11	17	SAT
US030	13.11	07-3065658	TURNING	PD	0	0	DRY	CLEAR	DAYLIGHT	SOUTH	WEST	07	07	26	THU
US030	13.11	07-3063695	REAR END	B-Injury	0	1	DRY	CLEAR	DAYLIGHT	WEST	WEST	07	07	31	TUE
US030	13.11	07-5209171	TURNING	B-Injury	0	1	DRY	CLEAR	DAYLIGHT	SOUTHEAST	WEST	07	12	27	THU
US030	13.12	07-5226662	TURNING	PD	0	0	DRY	CLEAR	DAYLIGHT	SOUTH	WEST	07	12	20	THU
US030	13.12	07-4338450	ANGLE	A-Injury	0	1	DRY	CLEAR	DAYLIGHT	SOUTHEAST	WEST	07	10	31	WED
US030	13.13	07-5005496	REAR END	C-Injury	0	1	DRY	CLEAR	DAYLIGHT	NORTH	NORTH	07	11	19	MON
US030	13.15	07-0396098	TURNING	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST	EAST	07	01	02	TUE

US030	13.15	07-2819691	REAR END	C-Injury	0	1	DRY	CLEAR	DAYLIGHT	WEST	WEST	07	05	31	THU
US030	13.15	07-1321822	FIXED OBJECT	C-Injury	0	3	SNOW OR SLUSH	SNOW	DARKNESS, LIGHTED ROAD	WEST		07	03	01	THU
US030	13.16	07-2818255	ANGLE	PD	0	0	DRY	CLEAR	DAYLIGHT	SOUTH	WEST	07	06	10	SUN
US030	13.51	07-1319933	SIDESWIPE OPPOSITE DIRECTION	PD	0	0	SNOW OR SLUSH	SNOW	DARKNESS	WEST	EAST	07	03	02	FRI
US030	13.51	07-4370909	REAR END	PD	0	0	DRY	FOG/SMOKE/HAZE	DAYLIGHT	NORTH	NORTH	07	10	05	FRI
US030	13.53	07-2818487	ANIMAL	PD	0	0	DRY	CLEAR	DAWN	EAST		07	06	13	WED
US030	13.53	07-3063877	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	EAST	07	07	05	THU
US030	13.59	07-4370222	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	EAST	07	11	19	MON
US030	13.61	07-5001214	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	WEST		07	11	13	TUE
US030	13.96	07-2109069	ANGLE	PD	0	0	SAND, MUD, DIRT	CLEAR	DAYLIGHT	SOUTH	EAST	07	05	21	MON
US030	14.02	07-0866421	TURNING	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	EAST	07	02	20	TUE
US030	14.02	07-3439986	REAR END	B-Injury	0	2	DRY	CLEAR	DAYLIGHT	EAST	EAST	07	08	03	FRI
US030	14.04	07-5244012	FIXED OBJECT	C-Injury	0	1	DRY	CLEAR	DAYLIGHT	WEST		07	12	24	MON
US030	14.33	07-5002477	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	WEST		07	11	24	SAT
US030	14.37	07-3629644	TURNING	PD	0	0	UNKNOWN	CLEAR	DAYLIGHT	EAST	EAST	07	09	14	FRI
US030	14.88	07-1500672	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	SOUTHEAST		07	03	26	MON
US030	15.05	07-0742523	TURNING	PD	0	0	UNKNOWN	CLEAR	DAYLIGHT	NORTH	NORTH	07	02	03	SAT
US030	15.17	07-5242768	REAR END	PD	0	0	WET	FOG/SMOKE/HAZE	DAYLIGHT	SOUTHEAST	SOUTHEAST	07	12	19	WED
US030	15.46	07-1319545	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	WEST		07	06	08	FRI
US030	15.96	07-3624629	ANGLE	B-Injury	0	2	DRY	CLEAR	DAYLIGHT	NORTHEAST	SOUTHEAST	07	08	29	WED
US030	16.19	07-1166235	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	SOUTH	SOUTH	07	03	05	MON
US030	16.19	07-5248575	SIDESWIPE SAME DIRECTION	PD	0	0	WET	FOG/SMOKE/HAZE	DAYLIGHT	EAST	EAST	07	12	13	THU
US030	16.60	07-2420078	FIXED OBJECT	PD	0	0	WET	UNKNOWN	DAYLIGHT	WEST		07	06	04	MON
US030	17.65	07-4825035	FIXED OBJECT	PD	0	0	SNOW OR SLUSH	CLEAR	DAYLIGHT	WEST		07	12	15	SAT
US030	18.13	07-1158133	OTHER NON COLLISION	PD	0	0	WET	CLEAR	DAYLIGHT	WEST		07	03	01	THU
US030	18.21	07-4845967	FIXED OBJECT	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST		07	11	11	SUN
US030	18.26	07-1051643	OTHER OBJECT	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST		07	05	14	MON
US030	18.90	07-4510298	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	EAST		07	11	02	FRI
US030	19.14	07-4507138	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	EAST		07	11	07	WED
US030	19.14	07-4505702	ANIMAL	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST		07	11	10	SAT
US030	19.89	07-0823950	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	WEST		07	02	09	FRI
US030	20.04	07-2385255	OVERTURNED	B-Injury	0	2	DRY	CLEAR	DAYLIGHT	WEST		07	05	05	SAT
US030	20.09	07-0833637	FIXED OBJECT	PD	0	0	SNOW OR SLUSH	SNOW	DAYLIGHT	EAST		07	02	17	SAT
US030	20.15	07-5233924	FIXED OBJECT	PD	0	0	ICE	SNOW	DARKNESS	EAST		07	12	06	THU
US030	20.16	07-3584682	ANIMAL	PD	0	0	DRY	CLEAR	DAWN	WEST		07	07	14	SAT
US030	20.78	07-0217583	REAR END	PD	0	0	UNKNOWN	CLEAR	DAYLIGHT	SOUTHWEST	SOUTHWEST	07	01	31	WED
US030	20.78	07-1501027	FIXED OBJECT	B-Injury	0	1	DRY	CLEAR	DARKNESS	SOUTH		07	03	28	WED
US030	20.91	07-1991574	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	WEST		07	07	22	SUN
US030	21.47	07-4097155	FIXED OBJECT	A-Injury	0	2	DRY	CLEAR	DARKNESS	NORTH		07	10	13	SAT
US030	21.62	07-1166367	FIXED OBJECT	PD	0	0	ICE	SNOW	DARKNESS	EAST		07	03	02	FRI
US030	21.67	07-1166458	FIXED OBJECT	PD	0	0	ICE	SNOW	DARKNESS	EAST		07	03	02	FRI
US030	22.29	07-4584590	FIXED OBJECT	PD	0	0	SNOW OR SLUSH	SNOW	DARKNESS	EAST		07	12	06	THU
US030	23.02	07-2181696	ANGLE	PD	0	0	DRY	CLEAR	DAYLIGHT	NORTH	EAST	07	07	26	THU
US030	23.02	07-4844614	FIXED OBJECT	PD	0	0	ICE	SLEET/HAIL	DAYLIGHT	WEST		07	12	01	SAT
US030	23.86	07-4096272	FIXED OBJECT	B-Injury	0	1	DRY	CLEAR	DARKNESS	EAST		07	10	06	SAT
US030	24.11	07-2332653	REAR END	C-Injury	0	1	DRY	CLEAR	DARKNESS, LIGHTED ROAD	WEST	WEST	07	03	30	FRI
US030	24.61	07-0572557	HEAD ON	Fatal	1	1	DRY	CLEAR	DARKNESS	WEST	EAST	07	01	16	TUE
US030	25.04	07-5233718	FIXED OBJECT	PD	0	0	ICE	SNOW	DARKNESS	EAST		07	12	06	THU
US030	25.79	07-1690978	TURNING	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST	WEST	07	04	28	SAT
US030	25.86	07-1998348	REAR END	B-Injury	0	1	DRY	CLEAR	DAYLIGHT	WEST	WEST	07	07	20	FRI
US030	26.03	07-0215025	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	WEST		07	01	13	SAT
US030	26.95	07-0852736	PEDESTRIAN	B-Injury	0	1	DRY	CLEAR	DARKNESS, LIGHTED ROAD	SOUTHWEST		07	02	14	WED
US030	26.99	07-2913528	FIXED OBJECT	PD	0	0	DRY	CLEAR	DAYLIGHT	NORTHEAST		07	07	25	WED
US030	27.13	07-4724113	FIXED OBJECT	PD	0	0	WET	CLEAR	DARKNESS	NORTH		07	11	22	THU

US030	27.32	07-1679393	ANGLE	PD	0	0	DRY	CLEAR	DAYLIGHT	NORTH	WEST	07	04	22	SUN
US030	27.67	07-2064215	TURNING	PD	0	0	DRY	CLEAR	DAYLIGHT	SOUTH	EAST	07	05	23	WED
US030	27.68	07-0400932	REAR END	PD	0	0	WET	RAIN	DAYLIGHT	WEST	WEST	07	01	13	SAT
US030	27.82	07-4194473	TURNING	PD	0	0	DRY	CLEAR	DARKNESS, LIGHTED ROAD	SOUTHWEST	EAST	07	10	30	TUE
US030	27.85	07-0393707	FIXED OBJECT	PD	0	0	DRY	CLEAR	DARKNESS	SOUTHWEST		07	01	17	WED
US030	27.85	07-0424346	TURNING	PD	0	0	DRY	CLEAR	DARKNESS, LIGHTED ROAD	NORTH	SOUTH	07	01	12	FRI
US030	27.85	07-5135434	TURNING	PD	0	0	DRY	CLEAR	DARKNESS, LIGHTED ROAD	WEST	NORTH	07	12	29	SAT
US030	27.85	07-5151712	REAR END	PD	0	0	ICE	SLEET/HAIL	DARKNESS, LIGHTED ROAD	SOUTH	SOUTH	07	12	08	SAT
US030	27.85	07-2074172	REAR END	PD	0	0	WET	RAIN	DARKNESS, LIGHTED ROAD	EAST	EAST	07	05	04	FRI
US030	27.85	07-4723669	TURNING	PD	0	0	WET	RAIN	DARKNESS, LIGHTED ROAD	NORTH	SOUTH	07	11	21	WED
US030	27.85	07-0424502	TURNING	PD	0	0	DRY	CLEAR	DAWN	EAST	WEST	07	01	05	FRI
US030	27.85	07-0888623	FIXED OBJECT	PD	0	0	DRY	CLEAR	DAYLIGHT	SOUTH		07	02	01	THU
US030	27.85	07-2914617	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	NORTH	NORTH	07	07	20	FRI
US030	27.85	07-5135483	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	SOUTHEAST	SOUTHEAST	07	12	24	MON
US030	27.85	07-2258957	TURNING	PD	0	0	DRY	CLEAR	DAYLIGHT	NORTH	WEST	07	05	07	MON
US030	27.85	07-4862293	TURNING	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST	EAST	07	12	27	THU
US030	27.85	07-5134924	TURNING	PD	0	0	DRY	CLEAR	DAYLIGHT	SOUTHEAST	SOUTHEAST	07	12	08	SAT
US030	27.85	07-0420120	ANGLE	PD	0	0	WET	CLEAR	DAYLIGHT	WEST	NORTH	07	01	16	TUE
US030	27.85	07-2524028	OTHER OBJECT	PD	0	0	WET	RAIN	DAYLIGHT	NORTH		07	06	18	MON
US030	27.85	07-2074321	REAR END	PD	0	0	WET	RAIN	DAYLIGHT	SOUTHEAST	SOUTHEAST	07	05	04	FRI
US030	27.85	07-1062731	TURNING	PD	0	0	WET	CLEAR	DAYLIGHT	NORTHWEST	SOUTH	07	02	16	FRI
US030	27.85	07-1325906	TURNING	PD	0	0	WET	RAIN	DAYLIGHT	SOUTHEAST	SOUTHEAST	07	03	09	FRI
US030	27.85	07-2110117	REAR END	A-Injury	0	1	DRY	CLEAR	DAYLIGHT	WEST	WEST	07	05	02	WED

Route	Mile	Case Number	Collision Type	Injury Type	Fatalities	Injuries	Surface Condition	Weather Description	Lighting	Vehicle Direction		Year	Month	Date	Day of Week
										1	2				
US030	4.02	08-1801755	ANGLE	Fatal	1	0	DRY	CLEAR	DAYLIGHT	SOUTH	EAST	08	05	12	MON
US030	4.02	08-0686975	ANGLE	C-Injury	0	1	DRY	CLEAR	DARKNESS	NORTH	EAST	08	02	01	FRI
US030	4.02	08-4328533	ANGLE	C-Injury	0	1	DRY	CLEAR	DUSK	SOUTH	EAST	08	10	30	THU
US030	4.02	08-4043660	ANGLE	A-Injury	0	5	DRY	CLEAR	DAYLIGHT	SOUTH	EAST	08	11	23	SUN
US030	4.52	08-1920225	ANIMAL	PD	0	0	DRY	CLEAR	DUSK	EAST		08	05	15	THU
US030	4.80	08-2445701	FIXED OBJECT	B-Injury	0	1	DRY	CLEAR	DAYLIGHT	EAST		08	07	14	MON
US030	4.84	08-4892421	OTHER OBJECT	PD	0	0	ICE	SNOW	DARKNESS	WEST		08	12	15	MON
US030	5.14	08-4031301	ANIMAL	PD	0	0	DRY	CLEAR	DAYLIGHT	NORTHEAST		08	10	14	TUE
US030	5.34	08-0996135	OTHER OBJECT	PD	0	0	DRY	CLEAR	DARKNESS	EAST		08	02	16	SAT
US030	5.34	08-2075268	REAR END	B-Injury	0	1	WET	RAIN	DAYLIGHT	EAST	EAST	08	05	26	MON
US030	5.55	08-1162380	FIXED OBJECT	C-Injury	0	1	DRY	CLEAR	DAWN	NORTHWEST		08	03	08	SAT
US030	5.56	08-1016727	OTHER OBJECT	PD	0	0	ICE	RAIN	DARKNESS	EAST		08	02	16	SAT
US030	5.63	08-3541631	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	NORTHEAST		08	09	07	SUN
US030	6.31	08-0388440	REAR END	PD	0	0	UNKNOWN	CLEAR	DAYLIGHT	WEST	WEST	08	01	18	FRI
US030	6.47	08-0728991	OVERTURNED	A-Injury	0	1	WET	RAIN	DARKNESS	WEST		08	03	22	SAT
US030	6.50	08-4372325	FIXED OBJECT	PD	0	0	DRY	SNOW	DAYLIGHT	NORTHWEST		08	12	24	WED
US030	6.64	08-5037406	FIXED OBJECT	PD	0	0	ICE	SNOW	DAYLIGHT	EAST		08	12	23	TUE
US030	7.30	08-3846931	ANIMAL	PD	0	0	WET	CLEAR	DARKNESS	NORTHWEST		08	10	24	FRI
US030	8.01	08-5144855	SIDESWIPE OPPOSITE DIRECTION	PD	0	0	ICE	SNOW	DAYLIGHT	EAST	WEST	08	12	23	TUE
US030	8.51	08-4597418	HEAD ON	B-Injury	0	1	UNKNOWN	OTHER	DAYLIGHT	WEST	EAST	08	12	02	TUE
US030	9.57	08-3088476	REAR END	PD	0	0	WET	RAIN	DAYLIGHT	EAST	EAST	08	09	12	FRI
US030	10.70	08-1665267	OVERTURNED	PD	0	0	DRY	CLEAR	DAWN	NORTHWEST		08	04	29	TUE
US030	11.64	08-3095489	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	NORTHWEST	NORTHWEST	08	09	14	SUN
US030	11.64	08-3169649	HEAD ON	B-Injury	0	1	DRY	CLEAR	DAYLIGHT	WEST	EAST	08	08	22	FRI
US030	11.68	08-2414921	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	NORTHWEST		08	06	15	SUN
US030	11.68	08-4027325	ANIMAL	PD	0	0	WET	RAIN	DARKNESS	SOUTHEAST		08	11	08	SAT
US030	11.78	08-3387183	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	EAST	08	08	08	FRI
US030	11.94	08-3051946	FIXED OBJECT	PD	0	0	DRY	CLEAR	DAYLIGHT	NORTHEAST		08	07	09	WED
US030	12.14	08-2521634	SIDESWIPE OPPOSITE DIRECTION	PD	0	0	WET	CLEAR	DAYLIGHT	EAST	WEST	08	06	25	WED
US030	12.16	08-1928194	FIXED OBJECT	PD	0	0	WET	UNKNOWN	UNKNOWN	UNKNOWN		08	04	28	MON
US030	12.19	08-4597160	ANGLE	PD	0	0	ICE	OTHER	DAWN	WEST	UNKNOWN	08	12	01	MON
US030	12.20	08-2521337	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST	WEST	08	06	29	SUN
US030	12.33	08-3060368	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST	WEST	08	07	25	FRI
US030	12.37	08-3888818	FIXED OBJECT	PD	0	0	DRY	CLEAR	DARKNESS	WEST		08	09	21	SUN
US030	12.41	08-0661853	ANGLE	C-Injury	0	1	ICE	CLEAR	DAYLIGHT	SOUTH	EAST	08	01	17	THU
US030	12.48	08-3100578	ANGLE	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST	SOUTH	08	07	18	FRI
US030	12.48	08-0661911	REAR END	PD	0	0	SNOW OR SLUSH	CLEAR	DAYLIGHT	NORTHEAST	NORTHEAST	08	01	04	FRI
US030	12.49	08-4726181	REAR END	C-Injury	0	1	DRY	CLEAR	DARKNESS	EAST	EAST	08	11	25	TUE
US030	12.55	08-0943863	ANGLE	PD	0	0	DRY	CLEAR	DAYLIGHT	SOUTH	EAST	08	02	27	WED
US030	12.58	08-1928822	TURNING	PD	0	0	DRY	CLEAR	DAYLIGHT	NORTH	EAST	08	04	03	THU
US030	12.61	08-2529892	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	EAST	08	06	24	TUE
US030	12.61	08-3100628	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	EAST	08	07	18	FRI
US030	12.61	08-1928418	REAR END	PD	0	0	WET	RAIN	DAYLIGHT	EAST	EAST	08	04	25	FRI
US030	12.61	08-1471393	PEDESTRIAN	C-Injury	0	3	DRY	CLEAR	DAYLIGHT	NORTHEAST		08	03	18	TUE
US030	12.76	08-5106672	ANGLE	PD	0	0	WET	CLEAR	DAYLIGHT	EAST	SOUTH	08	12	14	SUN
US030	12.76	08-2520842	REAR END	C-Injury	0	2	DRY	CLEAR	DAYLIGHT	EAST	EAST	08	06	03	TUE
US030	12.86	08-4726835	TURNING	PD	0	0	DRY	CLEAR	DARKNESS, LIGHTED ROAD	EAST	EAST	08	11	24	MON
US030	12.87	08-3803205	ANGLE	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST	SOUTH	08	09	05	FRI
US030	12.88	08-3801217	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	EAST	08	09	20	SAT
US030	12.97	08-0762529	ANGLE	PD	0	0	DRY	CLEAR	DARKNESS	NORTH	EAST	08	01	03	THU

US030	13.11	08-2528977	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST	WEST	08	06	17	TUE
US030	13.11	08-5244192	REAR END	PD	0	0	SNOW OR SLUSH	SNOW	DAYLIGHT	SOUTH	SOUTH	08	12	01	MON
US030	13.11	08-1471476	TURNING	PD	0	0	WET	RAIN	DUSK	SOUTHEAST	NORTHEAST	08	03	27	THU
US030	13.12	08-3360073	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	EAST	08	08	09	SAT
US030	13.16	08-1192734	REAR END	B-Injury	0	2	DRY	RAIN	DAYLIGHT	WEST	WEST	08	03	04	TUE
US030	13.21	08-4725852	FIXED OBJECT	PD	0	0	DRY	CLEAR	DAWN	WEST		08	11	26	WED
US030	13.83	08-4299668	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	EAST		08	10	31	FRI
US030	14.54	08-4028877	REAR END	B-Injury	0	3	DRY	CLEAR	DAYLIGHT	EAST	EAST	08	10	08	WED
US030	15.07	08-3362152	OTHER OBJECT	PD	0	0	DRY	CLEAR	DARKNESS	EAST		08	08	16	SAT
US030	15.15	08-1494171	OTHER OBJECT	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST	EAST	08	04	17	THU
US030	15.69	08-4328756	ANIMAL	PD	0	0	DRY	FOG/SMOKE/HAZE	DARKNESS	WEST		08	11	07	FRI
US030	15.69	08-2076183	REAR END	C-Injury	0	1	DRY	CLEAR	DAYLIGHT	WEST	WEST	08	05	22	THU
US030	16.11	08-0768153	HEAD ON	PD	0	0	SNOW OR SLUSH	SNOW	DUSK	WEST	EAST	08	02	06	WED
US030	16.13	08-0054026	TURNING	PD	0	0	WET	CLEAR	DAYLIGHT	EAST	EAST	08	01	24	THU
US030	16.19	08-3982751	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	EAST		08	11	11	TUE
US030	16.21	08-3344242	SIDESWIPE SAME DIRECTION	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	EAST	08	08	21	THU
US030	16.69	08-0604903	FIXED OBJECT	PD	0	0	SNOW OR SLUSH	SNOW	DAYLIGHT	NORTHWEST		08	01	31	THU
US030	17.45	08-2087727	ANIMAL	PD	0	0	UNKNOWN	CLEAR	DARKNESS	WEST		08	05	20	TUE
US030	18.24	08-0986029	ANIMAL	PD	0	0	WET	RAIN	DARKNESS	EAST		08	02	16	SAT
US030	18.26	08-1920274	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	EAST		08	05	17	SAT
US030	18.55	08-0365273	SIDESWIPE OPPOSITE DIRECTION	PD	0	0	SNOW OR SLUSH	SNOW	DARKNESS	EAST	WEST	08	01	21	MON
US030	18.65	08-0391675	HEAD ON	B-Injury	0	1	UNKNOWN	SNOW	DAYLIGHT	EAST	WEST	08	01	22	TUE
US030	18.67	08-5099471	ANGLE	A-Injury	0	3	ICE	SNOW	DAYLIGHT	EAST	UNKNOWN	08	12	23	TUE
US030	18.79	08-0997737	HEAD ON	C-Injury	0	2	WET	CLEAR	DAYLIGHT	WEST	EAST	08	02	07	THU
US030	18.85	08-2413139	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST	WEST	08	06	11	WED
US030	18.89	08-1163131	ANIMAL	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST		08	03	09	SUN
US030	19.14	08-2076043	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	WEST		08	05	21	WED
US030	19.14	08-4280064	OTHER NON COLLISION	PD	0	0	DRY	CLEAR	DUSK	EAST		08	10	21	TUE
US030	19.14	08-4181957	PEDESTRIAN	Fatal	1	0	DRY	CLEAR	DAYLIGHT	WEST		08	11	21	FRI
US030	19.34	08-2409640	ANGLE	B-Injury	0	1	WET	SEVERE CROSS WIND	DAYLIGHT	UNKNOWN	UNKNOWN	08	06	06	FRI
US030	19.55	08-1485765	ANGLE	Fatal	1	4	SNOW OR SLUSH	SNOW	DAYLIGHT	EAST	WEST	08	01	21	MON
US030	20.15	08-4925882	ANIMAL	C-Injury	0	4	DRY	CLEAR	DAYLIGHT	WEST		08	12	22	MON
US030	20.39	08-2856873	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	EAST	08	07	25	FRI
US030	20.69	08-3290528	FIXED OBJECT	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST		08	09	28	SUN
US030	20.78	08-4587740	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	WEST		08	11	19	WED
US030	20.78	08-2849027	SIDESWIPE SAME DIRECTION	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	EAST	08	07	25	FRI
US030	20.78	08-5040905	OTHER NON COLLISION	A-Injury	0	2	DRY	CLEAR	DARKNESS, LIGHTED ROAD	SOUTH		08	12	31	WED
US030	21.03	08-0260961	OVERTURNED	B-Injury	0	2	WET	RAIN	DAYLIGHT	WEST		08	02	17	SUN
US030	21.29	08-0391295	FIXED OBJECT	C-Injury	0	1	SNOW OR SLUSH	SNOW	DARKNESS	WEST		08	01	22	TUE
US030	21.40	08-4493543	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	EAST		08	11	14	FRI
US030	21.40	08-4029248	ANGLE	C-Injury	0	1	DRY	CLEAR	DAYLIGHT	EAST	SOUTH	08	10	12	SUN
US030	21.60	08-0387541	FIXED OBJECT	PD	0	0	SNOW OR SLUSH	SNOW	DAYLIGHT	WEST		08	01	17	THU
US030	23.52	08-1808305	ANIMAL	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST		08	05	28	WED
US030	24.01	08-0389307	ANIMAL	PD	0	0	WET	CLEAR	DARKNESS	EAST		08	01	19	SAT
US030	24.11	08-2409921	ANGLE	PD	0	0	DRY	CLEAR	DARKNESS	SOUTH	WEST	08	06	06	FRI
US030	24.11	08-4277961	ANGLE	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST	NORTH	08	10	28	TUE
US030	24.44	08-1194987	ANIMAL	PD	0	0	DRY	CLEAR	DAWN	WEST		08	03	11	TUE
US030	24.60	08-0053010	FIXED OBJECT	PD	0	0	SNOW OR SLUSH	CLEAR	DAYLIGHT	WEST		08	01	17	THU
US030	24.94	08-2301763	OTHER OBJECT	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST		08	06	14	SAT
US030	24.95	08-1162745	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	EAST	08	03	05	WED
US030	25.51	08-1881781	FIXED OBJECT	B-Injury	0	2	DRY	CLEAR	DAYLIGHT	EAST		08	05	08	THU
US030	26.34	08-2514142	ANGLE	PD	0	0	DRY	CLEAR	DAYLIGHT	NORTH	EAST	08	06	21	SAT
US030	26.34	08-2503640	TURNING	PD	0	0	DRY	CLEAR	DAYLIGHT	NORTHEAST	NORTHEAST	08	06	12	THU
US030	26.46	08-2922089	FIXED OBJECT	C-Injury	0	1	DRY	CLEAR	DAYLIGHT	EAST		08	07	03	THU
US030	26.70	08-0909567	REAR END	C-Injury	0	1	SNOW OR SLUSH	SNOW	DARKNESS, LIGHTED ROAD	EAST	EAST	08	02	28	THU

US030	26.77	08-5109619	TURNING	PD	0	0	ICE	SNOW	DAYLIGHT	NORTH	NORTHEAST	08	12	01	MON
US030	26.77	08-4640226	ANGLE	C-Injury	0	1	DRY	CLEAR	DARKNESS, LIGHTED ROAD	NORTH	WEST	08	11	15	SAT
US030	26.95	08-0424419	TURNING	PD	0	0	SNOW OR SLUSH	SNOW	DARKNESS, LIGHTED ROAD	NORTHEAST	WEST	08	01	21	MON
US030	26.95	08-1665358	ANGLE	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	SOUTH	08	04	22	TUE
US030	26.95	08-2498874	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	EAST	08	06	28	SAT
US030	26.95	08-5054625	TURNING	PD	0	0	WET	CLEAR	DAYLIGHT	NORTHWEST	NORTHWEST	08	12	26	FRI
US030	26.95	08-1657769	REAR END	C-Injury	0	1	WET	RAIN	DAYLIGHT	EAST	EAST	08	04	24	THU
US030	26.97	08-0901390	ANGLE	PD	0	0	WET	CLEAR	DAYLIGHT	NORTH	EAST	08	02	09	SAT
US030	26.99	08-2905753	FIXED OBJECT	PD	0	0	DRY	CLEAR	DAYLIGHT	SOUTHWEST		08	07	18	FRI
US030	26.99	08-2921149	SIDESWIPE OPPOSITE DIRECTION	PD	0	0	DRY	CLEAR	DAYLIGHT	SOUTHWEST	EAST	08	07	13	SUN
US030	26.99	08-2023425	REAR END	C-Injury	0	1	WET	CLEAR	DAYLIGHT	NORTHWEST	WEST	08	05	23	FRI
US030	27.46	08-2920950	TURNING	B-Injury	0	1	DRY	CLEAR	DAYLIGHT	SOUTH	WEST	08	07	15	TUE
US030	27.53	08-1257545	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST	WEST	08	03	20	THU
US030	27.60	08-2490343	FIXED OBJECT	A-Injury	0	2	DRY	CLEAR	DARKNESS, LIGHTED ROAD	EAST		08	06	14	SAT
US030	27.61	08-0433279	REAR END	C-Injury	0	2	WET	CLEAR	DARKNESS, LIGHTED ROAD	WEST	WEST	08	01	27	SUN
US030	27.68	08-2022393	REAR END	PD	0	0	DRY	CLEAR	DARKNESS, LIGHTED ROAD	SOUTH	SOUTH	08	05	29	THU
US030	27.68	08-4650639	TURNING	PD	0	0	DRY	CLEAR	DUSK	NORTHEAST	WEST	08	11	03	MON
US030	27.77	08-5055978	ANGLE	PD	0	0	SNOW OR SLUSH	SNOW	DAYLIGHT	NORTH	EAST	08	12	09	TUE
US030	27.81	08-1657413	REAR END	C-Injury	0	1	UNKNOWN	CLEAR	DAYLIGHT	EAST	EAST	08	04	29	TUE
US030	27.83	08-4640432	PEDESTRIAN	A-Injury	0	1	WET	RAIN	DARKNESS, LIGHTED ROAD	EAST		08	11	11	TUE
US030	27.84	08-4649029	ANGLE	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST	NORTHWEST	08	11	18	TUE
US030	27.85	08-0424435	REAR END	PD	0	0	SNOW OR SLUSH	SNOW	DARKNESS, LIGHTED ROAD	EAST	EAST	08	01	21	MON
US030	27.85	08-1255762	FIXED OBJECT	PD	0	0	WET	RAIN	DARKNESS, LIGHTED ROAD	SOUTH		08	03	18	TUE
US030	27.85	08-1329906	FIXED OBJECT	PD	0	0	WET	RAIN	DARKNESS, LIGHTED ROAD	EAST		08	03	17	MON
US030	27.85	08-4640390	TURNING	PD	0	0	WET	RAIN	DARKNESS, LIGHTED ROAD	EAST	WEST	08	11	11	TUE
US030	27.85	08-3824078	ANGLE	PD	0	0	DRY	CLEAR	DAYLIGHT	NORTHWEST	SOUTH	08	09	16	TUE
US030	27.85	08-0528987	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	EAST	08	01	31	THU
US030	27.85	08-1640732	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	SOUTH	SOUTH	08	04	23	WED
US030	27.85	08-3291476	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	NORTH	NORTH	08	08	19	TUE
US030	27.85	08-2253584	SIDESWIPE SAME DIRECTION	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST	WEST	08	06	05	THU
US030	27.85	08-0899743	TURNING	PD	0	0	DRY	CLEAR	DAYLIGHT	NORTHWEST	NORTH	08	02	11	MON
US030	27.85	08-3296434	TURNING	PD	0	0	DRY	CLEAR	DAYLIGHT	SOUTHWEST	SOUTHWEST	08	08	29	FRI
US030	27.85	08-0433196	REAR END	PD	0	0	SNOW OR SLUSH	SNOW	DAYLIGHT	WEST	WEST	08	01	31	THU
US030	27.85	08-0481708	REAR END	PD	0	0	SNOW OR SLUSH	SNOW	DAYLIGHT	NORTH	NORTH	08	01	23	WED
US030	27.85	08-5141778	TURNING	PD	0	0	SNOW OR SLUSH	SNOW	DAYLIGHT	NORTHEAST	WEST	08	12	23	TUE
US030	27.85	08-1267965	REAR END	PD	0	0	WET	RAIN	DAYLIGHT	EAST	EAST	08	03	17	MON
US030	27.85	08-2023367	TURNING	PD	0	0	WET	CLEAR	DAYLIGHT	NORTH	SOUTHEAST	08	05	11	SUN
US030	27.85	08-2498767	TURNING	PD	0	0	WET	CLEAR	DAYLIGHT	SOUTHEAST	NORTH	08	06	25	WED
US030	27.85	08-2921537	TURNING	PD	0	0	WET	CLEAR	DAYLIGHT	NORTHEAST	WEST	08	07	08	TUE
US030	27.85	08-2490046	ANGLE	C-Injury	0	1	DRY	CLEAR	DAYLIGHT	SOUTH	EAST	08	06	01	SUN
US030	27.85	08-2003864	TURNING	C-Injury	0	2	DRY	CLEAR	DARKNESS, LIGHTED ROAD	NORTHWEST	SOUTH	08	05	02	FRI
US030	27.85	08-2003534	REAR END	C-Injury	0	2	UNKNOWN	CLEAR	DAYLIGHT	SOUTHWEST	SOUTHWEST	08	05	22	THU
US030	27.85	08-3724336	TURNING	A-Injury	0	1	DRY	CLEAR	DARKNESS, LIGHTED ROAD	EAST	WEST	08	09	09	TUE
US030	27.85	08-3286997	TURNING	A-Injury	0	1	DRY	CLEAR	DAYLIGHT	SOUTH	NORTH	08	08	18	MON
US030	27.85	08-2003443	TURNING	A-Injury	0	3	DRY	CLEAR	DAYLIGHT	EAST	SOUTHWEST	08	05	31	SAT

Route	Mile	Case Number	Collision Type	Injury Type	Fatalities	Injuries	Surface Condition	Weather Description	Lighting	Vehicle Direction		Year	Month	Date	Day of Week
										1	2				
US030	4.02	200901307704	ANGLE	PD	0	0	DRY	CLEAR	DAYLIGHT	SOUTH	WEST	09	08	11	TUE
US030	4.02	200901248597	TURNING	C-Injury	0	1	DRY	CLEAR	DAYLIGHT	SOUTHEAST	EAST	09	07	05	SUN
US030	4.02	09-6013164	ANGLE	B-Injury	0	4	WET	CLEAR	DARKNESS	NORTH	WEST	09	01	11	SUN
US030	5.30	09-6129143	HEAD ON	A-Injury	0	3	DRY	CLEAR	DAYLIGHT	EAST	WEST	09	02	07	SAT
US030	5.43	09-6115613	FIXED OBJECT	PD	0	0	ICE	CLEAR	DAYLIGHT	NORTHWEST		09	02	05	THU
US030	5.63	200901052024	FIXED OBJECT	A-Injury	0	1	ICE	CLEAR	DAWN	WEST		09	02	07	SAT
US030	6.61	200901248427	REAR END	B-Injury	0	2	DRY	CLEAR	DAYLIGHT	WEST	WEST	09	07	13	MON
US030	6.72	200901291848	FIXED OBJECT	B-Injury	0	1	DRY	CLEAR	DARKNESS	NORTHWEST		09	09	27	SUN
US030	8.51	200901168314	TURNING	A-Injury	0	6	DRY	CLEAR	DARKNESS	WEST	SOUTH	09	04	11	SAT
US030	8.52	200901058492	SIDESWIPE SAME DIRECTION	PD	0	0	DRY	CLEAR	DARKNESS	WEST	UNKNOWN	09	02	02	MON
US030	8.71	200901150654	FIXED OBJECT	Fatal	1	0	DRY	CLEAR	DAWN	WEST		09	06	28	SUN
US030	9.33	200901417642	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	UNKNOWN		09	11	12	THU
US030	9.42	200901435011	REAR END	PD	0	0	WET	RAIN	DAYLIGHT	WEST	WEST	09	11	24	TUE
US030	9.57	200901083853	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	WEST		09	05	07	THU
US030	9.80	200901469989	FIXED OBJECT	PD	0	0	SNOW OR SLUSH	SNOW	DARKNESS	NORTHWEST		09	12	27	SUN
US030	9.87	200901421996	ANIMAL	B-Injury	0	1	DRY	CLEAR	DARKNESS	WEST		09	11	08	SUN
US030	10.99	200901013573	OVERTURNED	C-Injury	0	1	ICE	CLEAR	DAYLIGHT	SOUTHEAST		09	01	14	WED
US030	11.08	200901319854	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	EAST		09	09	07	MON
US030	11.08	200901356598	TURNING	PD	0	0	DRY	CLEAR	DAYLIGHT	NORTHWEST	NORTHWEST	09	11	13	FRI
US030	11.18	200901112787	OVERTURNED	PD	0	0	DRY	CLEAR	DAYLIGHT	UNKNOWN		09	04	04	SAT
US030	11.18	09-6038575	FIXED OBJECT	PD	0	0	ICE	CLEAR	DAYLIGHT	SOUTH		09	01	16	FRI
US030	11.28	200901013731	SIDESWIPE SAME DIRECTION	PD	0	0	WET	CLEAR	DAYLIGHT	WEST	WEST	09	01	20	TUE
US030	11.90	200901300914	PEDESTRIAN	Fatal	1	0	DRY	CLEAR	DAYLIGHT	WEST		09	09	16	WED
US030	11.92	200901234505	REAR END	B-Injury	0	1	WET	RAIN	DAYLIGHT	NORTHWEST	NORTHWEST	09	06	18	THU
US030	12.02	200901279530	REAR END	PD	0	0	WET	RAIN	DAYLIGHT	WEST	WEST	09	07	21	TUE
US030	12.18	200901321115	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	EAST	09	08	21	FRI
US030	12.20	200901061415	REAR END	PD	0	0	SNOW OR SLUSH	SNOW	DUSK	WEST	WEST	09	01	12	MON
US030	12.21	200901428789	FIXED OBJECT	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST		09	11	06	FRI
US030	12.48	200901279545	SIDESWIPE SAME DIRECTION	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	EAST	09	07	14	TUE
US030	12.50	200901074385	HEAD ON	PD	0	0	SNOW OR SLUSH	SNOW	DARKNESS	WEST	EAST	09	02	13	FRI
US030	12.54	200901314056	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST	WEST	09	08	18	TUE
US030	12.55	200901279544	ANGLE	PD	0	0	WET	RAIN	DAYLIGHT	SOUTH	EAST	09	07	10	FRI
US030	12.61	200901402909	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	EAST	09	10	30	FRI
US030	12.69	200901061404	TURNING	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	WEST	09	01	02	FRI
US030	12.76	200901279520	ANGLE	A-Injury	0	2	DRY	CLEAR	DAYLIGHT	NORTH	WEST	09	07	24	FRI
US030	12.83	200901061434	ANGLE	PD	0	0	DRY	SNOW	DAYLIGHT	SOUTH	WEST	09	01	11	SUN
US030	13.11	200901201230	ANGLE	PD	0	0	DRY	RAIN	DAYLIGHT	SOUTH	WEST	09	05	14	THU
US030	13.11	200901044379	REAR END	PD	0	0	SNOW OR SLUSH	SNOW	DAYLIGHT	WEST	WEST	09	01	12	MON
US030	13.13	200901315174	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	SOUTHEAST	09	08	10	MON
US030	14.53	200901384860	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	WEST		09	12	07	MON
US030	15.05	200901416808	ANGLE	A-Injury	0	1	DRY	CLEAR	DARKNESS	NORTH	EAST	09	11	07	SAT
US030	15.05	200901420114	SIDESWIPE OPPOSITE DIRECTION	A-Injury	0	2	DRY	CLEAR	DAYLIGHT	WEST	EAST	09	11	06	FRI
US030	15.07	200901416676	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	EAST		09	11	11	WED
US030	17.91	200901049920	OTHER NON COLLISION	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	WEST	09	04	16	THU
US030	18.16	200901057369	FIXED OBJECT	PD	0	0	WET	FOG/SMOKE/HAZE	DARKNESS	SOUTH		09	04	24	FRI
US030	18.89	200901058424	HEAD ON	PD	0	0	SNOW OR SLUSH	SNOW	DARKNESS	WEST	EAST	09	02	13	FRI
US030	20.38	200901470484	OVERTURNED	PD	0	0	DRY	CLEAR	DARKNESS	WEST		09	12	19	SAT
US030	20.39	200901457536	ANGLE	PD	0	0	SNOW OR SLUSH	CLEAR	DARKNESS	SOUTH	WEST	09	12	07	MON
US030	20.39	200901388917	FIXED OBJECT	B-Injury	0	1	DRY	FOG/SMOKE/HAZE	DAWN	SOUTH		09	09	26	SAT
US030	20.78	200901406892	ANIMAL	PD	0	0	DRY	RAIN	DARKNESS	WEST		09	10	21	WED

US030	20.78	200901470692	TURNING	PD	0	0	ICE	FOG/SMOKE/HAZE	DARKNESS	SOUTH	NORTH	09	12	14	MON
US030	21.30	200901052033	ANIMAL	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST		09	02	09	MON
US030	22.24	200901184957	ANIMAL	PD	0	0	DRY	CLEAR	DARKNESS	EAST		09	05	23	SAT
US030	22.26	200901237990	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	SOUTHEAST	SOUTHEAST	09	06	10	WED
US030	22.26	200901116858	REAR END	A-Injury	0	2	WET	RAIN	DARKNESS	EAST	EAST	09	04	02	THU
US030	22.58	200901399177	REAR END	PD	0	0	SNOW OR SLUSH	SNOW	DARKNESS	SOUTH	SOUTH	09	12	08	TUE
US030	23.02	200901282422	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST	WEST	09	09	19	SAT
US030	24.11	200901112353	ANGLE	PD	0	0	DRY	CLEAR	DARKNESS, LIGHTED ROAD	SOUTHEAST	WEST	09	03	05	THU
US030	24.11	200901066433	HEAD ON	Fatal	2	0	DRY	CLEAR	DAYLIGHT	WEST	EAST	09	04	21	TUE
US030	24.11	200901300906	TURNING	B-Injury	0	1	DRY	CLEAR	DAYLIGHT	WEST	NORTH	09	08	08	SAT
US030	24.11	200901331803	ANGLE	B-Injury	0	2	DRY	CLEAR	DAYLIGHT	SOUTH	WEST	09	10	24	SAT
US030	25.53	200901457472	ANIMAL	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST		09	12	07	MON
US030	25.55	200901262257	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST	WEST	09	07	14	TUE
US030	25.85	200901388753	FIXED OBJECT	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST		09	10	07	WED
US030	26.34	200901457515	FIXED OBJECT	PD	0	0	SNOW OR SLUSH	SNOW	DAYLIGHT	NORTH		09	12	07	MON
US030	26.34	200901395103	ANGLE	B-Injury	0	2	DRY	CLEAR	DAYLIGHT	NORTH	WEST	09	10	16	FRI
US030	26.34	200901319746	ANGLE	A-Injury	0	3	DRY	CLEAR	DAYLIGHT	SOUTH	WEST	09	08	09	SUN
US030	26.78	200901319740	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	EAST	09	08	20	THU
US030	26.95	200901036732	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	NORTH	NORTH	09	01	20	TUE
US030	27.22	200901208365	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	EAST	09	05	03	SUN
US030	27.32	200901269617	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	WEST	WEST	09	07	16	THU
US030	27.33	200901208657	OTHER OBJECT	PD	0	0	DRY	CLEAR	DAYLIGHT	EAST	EAST	09	05	26	TUE
US030	27.34	200901474096	OTHER OBJECT	C-Injury	0	1	SNOW OR SLUSH	CLEAR	DARKNESS, LIGHTED ROAD	EAST		09	12	11	FRI
US030	27.37	200901068158	REAR END	A-Injury	0	1	DRY	CLEAR	DAYLIGHT	WEST	WEST	09	02	23	MON
US030	27.68	200901237981	ANGLE	PD	0	0	DRY	CLEAR	DAYLIGHT	SOUTHEAST	NORTHEAST	09	06	06	SAT
US030	27.68	200901387255	REAR END	PD	0	0	DRY	CLEAR	DAYLIGHT	SOUTH	SOUTH	09	10	13	TUE
US030	27.85	200901474108	TURNING	PD	0	0	DRY	CLEAR	DAWN	NORTH	SOUTH	09	12	19	SAT
US030	27.85	200901280471	REAR END	PD	0	0	WET	RAIN	DAYLIGHT	EAST	EAST	09	07	21	TUE
US030	27.85	200901281628	TURNING	C-Injury	0	1	DRY	CLEAR	DAYLIGHT	SOUTHEAST	SOUTHEAST	09	07	11	SAT
US030	27.85	200901374336	REAR END	B-Injury	0	1	DRY	CLEAR	DAYLIGHT	SOUTH	SOUTH	09	09	03	THU

# EXHIBIT 5

CRASH DATA TABLE

2007 - 2009

CRASH DATA TABLE 2007 - 2009

SEGMENT	EXISTING # OF LANES	LOCATION			CRASH SEVERITY				SURFACE CONDITIONS	LIGHTING CONDITION	YEAR
		INTERSECTION	MILE STATION	CRASH TYPE	FATALITIES	"A" INJURIES	"B" INJURIES	"C" INJURIES			
IL 136 / FROG POND RD TO MILLARD RD	2	IL 136 / FROG POND RD INTERSECTION	4.01	SIDESWIPE SAME DIRECTION	0	1	0	0	DRY	DARKNESS, LIGHTED ROAD	07
			4.02	FIXED OBJECT	0	0	1	0	DRY	DAYLIGHT	07
			4.02	ANGLE	1	0	0	0	DRY	DAYLIGHT	08
			4.02	ANGLE	0	0	0	1	DRY	DARKNESS	08
			4.02	ANGLE	0	0	0	1	DRY	DUSK	08
			4.02	ANGLE	0	5	0	0	DRY	DAYLIGHT	08
			4.02	ANGLE	0	0	0	0	DRY	DAYLIGHT	09
			4.02	TURNING	0	0	0	1	DRY	DAYLIGHT	09
			4.02	ANGLE	0	0	4	0	DRY	DARKNESS	09
		4.52	ANIMAL	0	0	0	0	DRY	DUSK	08	
		4.80	FIXED OBJECT	0	0	1	0	DRY	DAYLIGHT	08	
		4.84	OTHER OBJECT	0	0	0	0	ICE	DARKNESS	08	
		5.14	ANIMAL	0	0	0	0	DRY	DAYLIGHT	08	
		5.30	HEAD ON	0	3	0	0	DRY	DAYLIGHT	09	
		5.34	OTHER OBJECT	0	0	0	0	DRY	DARKNESS	08	
		5.34	REAR END	0	0	1	0	WET	DAYLIGHT	08	
		5.43	FIXED OBJECT	0	0	0	0	ICE	DAYLIGHT	09	
		5.49	FIXED OBJECT	0	0	1	0	SNOW OR SLUSH	DAYLIGHT	07	
		5.55	FIXED OBJECT	0	0	0	1	DRY	DAWN	08	
		5.56	OTHER OBJECT	0	0	0	0	ICE	DARKNESS	08	
		5.57	FIXED OBJECT	0	0	0	0	SNOW OR SLUSH	DAYLIGHT	07	
		5.63	ANIMAL	0	0	0	0	DRY	DARKNESS	08	
		5.63	FIXED OBJECT	0	1	0	0	ICE	DAWN	09	
		5.66	SIDESWIPE SAME DIRECTION	0	0	0	0	SNOW OR SLUSH	DAYLIGHT	07	
		6.01	FIXED OBJECT	0	0	0	0	UNKNOWN	DAYLIGHT	07	
		6.31	REAR END	0	0	0	0	UNKNOWN	DAYLIGHT	08	
		6.47	OVERTURNED	0	1	0	0	WET	DARKNESS	08	
		6.50	FIXED OBJECT	0	0	0	0	DRY	DAYLIGHT	08	
		6.61	REAR END	0	0	2	0	DRY	DAYLIGHT	09	
		6.64	FIXED OBJECT	0	0	0	0	ICE	DAYLIGHT	08	
		6.70	ANIMAL	0	0	0	0	DRY	DARKNESS	07	
		6.72	FIXED OBJECT	0	0	1	0	DRY	DARKNESS	09	
		7.24	FIXED OBJECT	0	0	0	0	OTHER	DARKNESS	07	
		7.30	ANIMAL	0	0	0	0	WET	DARKNESS	08	
		7.80	OTHER NON COLLISION	0	0	0	0	DRY	DAYLIGHT	07	
8.01	SIDESWIPE OPPOSITE DIRECTION	0	0	0	0	ICE	DAYLIGHT	08			
8.51	HEAD ON	0	0	1	0	UNKNOWN	DAYLIGHT	08			
8.51	TURNING	0	6	0	0	DRY	DARKNESS	09			
8.52	SIDESWIPE SAME DIRECTION	0	0	0	0	DRY	DARKNESS	09			
8.55	FIXED OBJECT	0	0	1	0	DRY	DAYLIGHT	07			
8.71	FIXED OBJECT	1	0	0	0	DRY	DAWN	09			
9.16	FIXED OBJECT	0	0	0	0	DRY	DARKNESS	07			
9.21	SIDESWIPE OPPOSITE DIRECTION	0	0	0	0	DRY	DAYLIGHT	07			
9.21	OTHER NON COLLISION	0	0	0	0	OTHER	DAYLIGHT	07			
9.22	FIXED OBJECT	0	0	0	0	SNOW OR SLUSH	DAYLIGHT	07			
9.33	ANIMAL	0	0	0	0	DRY	DARKNESS	09			
9.42	REAR END	0	0	0	0	WET	DAYLIGHT	09			
9.57	REAR END	0	0	0	0	WET	DAYLIGHT	08			
9.57	ANIMAL	0	0	0	0	DRY	DARKNESS	09			
9.80	FIXED OBJECT	0	0	0	0	SNOW OR SLUSH	DARKNESS	09			
9.87	ANIMAL	0	0	1	0	DRY	DARKNESS	09			
9.91	TURNING	0	0	1	0	UNKNOWN	DAYLIGHT	07			
10.70	OVERTURNED	0	0	0	0	DRY	DAWN	08			
10.81	FIXED OBJECT	0	0	0	0	DRY	DARKNESS	07			
10.99	OVERTURNED	0	0	0	1	ICE	DAYLIGHT	09			
11.08	ANIMAL	0	0	0	0	DRY	DARKNESS	09			
11.08	TURNING	0	0	0	0	DRY	DAYLIGHT	09			
11.18	FIXED OBJECT	0	0	0	0	DRY	DARKNESS	07			
11.18	ANIMAL	0	0	0	0	WET	DARKNESS	07			
11.18	OVERTURNED	0	0	0	0	DRY	DAYLIGHT	09			
11.18	FIXED OBJECT	0	0	0	0	ICE	DAYLIGHT	09			
11.19	ANIMAL	0	0	0	0	WET	DARKNESS	07			
11.28	SIDESWIPE SAME DIRECTION	0	0	0	0	WET	DAYLIGHT	09			
11.64	REAR END	0	0	0	0	DRY	DAYLIGHT	08			
11.64	HEAD ON	0	0	1	0	DRY	DAYLIGHT	08			
11.68	ANIMAL	0	0	0	0	DRY	DARKNESS	08			
11.68	ANIMAL	0	0	0	0	WET	DARKNESS	08			
11.78	REAR END	0	0	0	0	DRY	DAYLIGHT	08			
11.80	ANIMAL	0	0	0	0	DRY	DAYLIGHT	07			
11.90	PEDESTRIAN	1	0	0	0	DRY	DAYLIGHT	09			
11.92	SIDESWIPE OPPOSITE DIRECTION	0	0	0	0	DRY	DAYLIGHT	07			
11.92	SIDESWIPE OPPOSITE DIRECTION	0	0	0	0	DRY	DAYLIGHT	07			
11.92	REAR END	0	0	1	0	WET	DAYLIGHT	09			
11.94	FIXED OBJECT	0	0	0	0	DRY	DAYLIGHT	08			
12.02	REAR END	0	0	0	0	WET	DAYLIGHT	09			
12.14	SIDESWIPE OPPOSITE DIRECTION	0	0	0	0	WET	DAYLIGHT	08			
12.16	FIXED OBJECT	0	0	0	0	WET	UNKNOWN	08			
12.18	REAR END	0	0	0	0	DRY	DAYLIGHT	09			
12.19	ANIMAL	0	0	0	0	DRY	DAYLIGHT	07			
12.19	ANGLE	0	0	0	0	ICE	DAWN	08			
12.20	SIDESWIPE OPPOSITE DIRECTION	0	0	0	0	WET	DAYLIGHT	07			
12.20	REAR END	0	0	0	0	DRY	DAYLIGHT	08			
12.20	REAR END	0	0	0	0	SNOW OR SLUSH	DUSK	09			
12.21	FIXED OBJECT	0	0	0	0	DRY	DAYLIGHT	09			
12.33	REAR END	0	0	0	0	DRY	DAYLIGHT	08			
12.37	FIXED OBJECT	0	0	0	0	DRY	DARKNESS	08			
12.38	REAR END	0	0	0	0	DRY	DAYLIGHT	07			
12.40	SIDESWIPE OPPOSITE DIRECTION	0	0	2	0	DRY	DAYLIGHT	07			
12.41	ANGLE	0	0	0	1	ICE	DAYLIGHT	08			
12.48	TURNING	0	0	0	0	DRY	DAYLIGHT	07			
12.48	ANGLE	0	0	0	0	DRY	DAYLIGHT	08			
12.48	REAR END	0	0	0	0	SNOW OR SLUSH	DAYLIGHT	08			
12.48	SIDESWIPE SAME DIRECTION	0	0	0	0	DRY	DAYLIGHT	09			
12.49	REAR END	0	0	0	1	DRY	DARKNESS	08			
12.50	HEAD ON	0	0	0	0	SNOW OR SLUSH	DARKNESS	09			
12.54	REAR END	0	0	0	0	DRY	DAYLIGHT	09			
12.55	REAR END	0	0	0	0	DRY	DARKNESS	07			
12.55	ANGLE	0	0	0	0	DRY	DAYLIGHT	07			
12.55	ANGLE	0	0	0	0	DRY	DAYLIGHT	07			
12.55	FIXED OBJECT	0	0	0	0	DRY	DAYLIGHT	07			
12.55	ANGLE	0	0	0	0	DRY	DAYLIGHT	08			
12.55	ANGLE	0	0	0	0	WET	DAYLIGHT	09			
12.58	TURNING	0	0	0	0	DRY	DAYLIGHT	08			
12.61	ANGLE	0	0	0	0	DRY	DAYLIGHT	07			
12.61	REAR END	0	0	0	0	DRY	DAYLIGHT	07			
12.61	REAR END	0	0	0	0	DRY	DAYLIGHT	08			

		GENESEE ST	12.61	REAR END	0	0	0	0	DRY	DAYLIGHT	08
			12.61	REAR END	0	0	0	0	WET	DAYLIGHT	08
			12.61	PEDESTRIAN	0	0	0	3	DRY	DAYLIGHT	08
			12.61	REAR END	0	0	0	0	DRY	DAYLIGHT	09
		IL 78 / CHERRY ST	12.69	REAR END	0	0	0	0	DRY	DAYLIGHT	07
			12.69	REAR END	0	0	0	0	DRY	DAYLIGHT	07
			12.69	REAR END	0	0	0	1	DRY	DAYLIGHT	07
			12.69	ANGLE	0	0	0	1	WET	DAYLIGHT	07
			12.69	TURNING	0	0	0	0	DRY	DAYLIGHT	09
		MADISON ST	12.76	OTHER NON COLLISION	0	0	1	0	DRY	DAYLIGHT	07
			12.76	ANGLE	0	0	0	0	WET	DAYLIGHT	08
			12.76	REAR END	0	0	0	2	DRY	DAYLIGHT	08
			12.76	ANGLE	0	2	0	0	DRY	DAYLIGHT	09
			12.77	REAR END	0	0	0	0	DRY	DAYLIGHT	07
		CLINTON ST	12.83	ANGLE	0	0	0	0	DRY	DAYLIGHT	09
			12.86	TURNING	0	0	0	0	DRY	DARKNESS, LIGHTED ROAD	08
			12.87	ANGLE	0	0	0	0	DRY	DAYLIGHT	08
			12.88	REAR END	0	0	0	0	DRY	DAYLIGHT	08
		BARTLETT ST	12.89	TURNING	0	0	1	0	DRY	DAYLIGHT	07
			12.97	ANGLE	0	0	0	0	DRY	DARKNESS	08
		JACKSON ST	13.11	ANIMAL	0	0	0	0	DRY	DARKNESS	07
			13.11	REAR END	0	0	0	0	DRY	DAYLIGHT	07
			13.11	TURNING	0	0	0	0	DRY	DAYLIGHT	07
			13.11	REAR END	0	0	1	0	DRY	DAYLIGHT	07
			13.11	TURNING	0	0	1	0	DRY	DAYLIGHT	07
			13.11	REAR END	0	0	0	0	DRY	DAYLIGHT	08
			13.11	REAR END	0	0	0	0	SNOW OR SLUSH	DAYLIGHT	08
			13.11	TURNING	0	0	0	0	WET	DUSK	08
			13.11	ANGLE	0	0	0	0	DRY	DAYLIGHT	09
			13.11	REAR END	0	0	0	0	SNOW OR SLUSH	DAYLIGHT	09
			13.12	TURNING	0	0	0	0	DRY	DAYLIGHT	07
			13.12	ANGLE	0	1	0	0	DRY	DAYLIGHT	07
			13.12	REAR END	0	0	0	0	DRY	DAYLIGHT	08
			13.13	REAR END	0	0	0	1	DRY	DAYLIGHT	07
			13.13	REAR END	0	0	0	0	DRY	DAYLIGHT	09
			13.15	TURNING	0	0	0	0	DRY	DAYLIGHT	07
			13.15	REAR END	0	0	0	1	DRY	DAYLIGHT	07
			13.15	FIXED OBJECT	0	0	0	3	SNOW OR SLUSH	DARKNESS, LIGHTED ROAD	07
			13.16	ANGLE	0	0	0	0	DRY	DAYLIGHT	07
			13.16	REAR END	0	0	2	0	DRY	DAYLIGHT	08
			13.21	FIXED OBJECT	0	0	0	0	DRY	DAWN	08
		SAWYER RD	13.51	SIDESWIPE OPPOSITE DIRECTION	0	0	0	0	SNOW OR SLUSH	DARKNESS	07
			13.51	REAR END	0	0	0	0	DRY	DAYLIGHT	07
			13.53	ANIMAL	0	0	0	0	DRY	DAWN	07
		SYCAMORE ST	13.53	REAR END	0	0	0	0	DRY	DAYLIGHT	07
			13.59	REAR END	0	0	0	0	DRY	DAYLIGHT	07
			13.61	ANIMAL	0	0	0	0	DRY	DARKNESS	07
			13.83	ANIMAL	0	0	0	0	DRY	DARKNESS	08
			13.96	ANGLE	0	0	0	0	SAND, MUD, DIRT	DAYLIGHT	07
		BISHOP RD / GROVE RD	14.02	TURNING	0	0	0	0	DRY	DAYLIGHT	07
			14.02	REAR END	0	0	2	0	DRY	DAYLIGHT	07
			14.04	FIXED OBJECT	0	0	0	1	DRY	DAYLIGHT	07
			14.33	ANIMAL	0	0	0	0	DRY	DARKNESS	07
			14.37	TURNING	0	0	0	0	UNKNOWN	DAYLIGHT	07
		FELDMAN RD	14.53	ANIMAL	0	0	0	0	DRY	DARKNESS	09
			14.54	REAR END	0	0	3	0	DRY	DAYLIGHT	08
			14.88	ANIMAL	0	0	0	0	DRY	DARKNESS	07
		LYNDON RD	15.05	TURNING	0	0	0	0	UNKNOWN	DAYLIGHT	07
			15.05	ANGLE	0	1	0	0	DRY	DARKNESS	09
			15.05	SIDESWIPE OPPOSITE DIRECTION	0	2	0	0	DRY	DAYLIGHT	09
			15.07	OTHER OBJECT	0	0	0	0	DRY	DARKNESS	08
			15.07	ANIMAL	0	0	0	0	DRY	DARKNESS	09
			15.15	OTHER OBJECT	0	0	0	0	DRY	DAYLIGHT	08
			15.17	REAR END	0	0	0	0	WET	DAYLIGHT	07
			15.46	ANIMAL	0	0	0	0	DRY	DARKNESS	07
			15.69	ANIMAL	0	0	0	0	DRY	DARKNESS	08
			15.69	REAR END	0	0	0	1	DRY	DAYLIGHT	08
			15.96	ANGLE	0	0	2	0	DRY	DAYLIGHT	07
			16.11	HEAD ON	0	0	0	0	SNOW OR SLUSH	DUSK	08
			16.13	TURNING	0	0	0	0	WET	DAYLIGHT	08
		YAGER RD	16.19	REAR END	0	0	0	0	DRY	DAYLIGHT	07
			16.19	SIDESWIPE SAME DIRECTION	0	0	0	0	WET	DAYLIGHT	07
			16.19	ANIMAL	0	0	0	0	DRY	DARKNESS	08
			16.21	SIDESWIPE SAME DIRECTION	0	0	0	0	DRY	DAYLIGHT	08
			16.60	FIXED OBJECT	0	0	0	0	WET	DAYLIGHT	07
			16.69	FIXED OBJECT	0	0	0	0	SNOW OR SLUSH	DAYLIGHT	08
			17.45	ANIMAL	0	0	0	0	UNKNOWN	DARKNESS	08
		ROUND GROVE RD	17.65	FIXED OBJECT	0	0	0	0	SNOW OR SLUSH	DAYLIGHT	07
			17.91	OTHER NON COLLISION	0	0	0	0	DRY	DAYLIGHT	09
		YORKTOWN RD	18.13	OTHER NON COLLISION	0	0	0	0	WET	DAYLIGHT	07
			18.16	FIXED OBJECT	0	0	0	0	WET	DARKNESS	09
			18.21	FIXED OBJECT	0	0	0	0	DRY	DAYLIGHT	07
			18.24	ANIMAL	0	0	0	0	WET	DARKNESS	08
			18.26	OTHER OBJECT	0	0	0	0	DRY	DAYLIGHT	07
			18.26	ANIMAL	0	0	0	0	DRY	DARKNESS	08
			18.55	SIDESWIPE OPPOSITE DIRECTION	0	0	0	0	SNOW OR SLUSH	DARKNESS	08
			18.65	HEAD ON	0	0	1	0	UNKNOWN	DAYLIGHT	08
			18.67	ANGLE	0	3	0	0	ICE	DAYLIGHT	08
		WHITE OAKS RD	18.79	HEAD ON	0	0	0	2	WET	DAYLIGHT	08
			18.85	REAR END	0	0	0	0	DRY	DAYLIGHT	08
			18.89	ANIMAL	0	0	0	0	DRY	DAYLIGHT	08
			18.89	HEAD ON	0	0	0	0	SNOW OR SLUSH	DARKNESS	09
			18.90	ANIMAL	0	0	0	0	DRY	DARKNESS	07
		BLUE GOOSE RD	19.14	ANIMAL	0	0	0	0	DRY	DARKNESS	07
			19.14	ANIMAL	0	0	0	0	DRY	DAYLIGHT	07
			19.14	ANIMAL	0	0	0	0	DRY	DARKNESS	08
			19.14	OTHER NON COLLISION	0	0	0	0	DRY	DUSK	08
			19.14	PEDESTRIAN	1	0	0	0	DRY	DAYLIGHT	08
			19.34	ANGLE	0	0	1	0	WET	DAYLIGHT	08
			19.55	ANGLE	1	4	0	0	SNOW OR SLUSH	DAYLIGHT	08
			19.89	ANIMAL	0	0	0	0	DRY	DARKNESS	07
			20.04	OVERTURNED	0	0	2	0	DRY	DAYLIGHT	07
			20.09	FIXED OBJECT	0	0	0	0	SNOW OR SLUSH	DAYLIGHT	07
		MATZNIK RD	20.15	FIXED OBJECT	0	0	0	0	ICE	DARKNESS	07
			20.15	ANIMAL	0	0	0	4	DRY	DAYLIGHT	08
			20.16	ANIMAL	0	0	0	0	DRY	DAWN	07
			20.38	OVERTURNED	0	0	0	0	DRY	DARKNESS	09
		HABBEN RD	20.39	REAR END	0	0	0	0	DRY	DAYLIGHT	08
			20.39	ANGLE	0	0	0	0	SNOW OR SLUSH	DARKNESS	09
			20.39	FIXED OBJECT	0	0	1	0	DRY	DAWN	09
			20.69	FIXED OBJECT	0	0	0	0	DRY	DAYLIGHT	08
			20.78	REAR END	0	0	0	0	UNKNOWN	DAYLIGHT	07
			20.78	FIXED OBJECT	0	0	1	0	DRY	DARKNESS	07
			20.78	ANIMAL	0	0	0	0	DRY	DARKNESS	08
		EMERSON RD	20.78	SIDESWIPE SAME DIRECTION	0	0	0	0	DRY	DAYLIGHT	08

			20.78	OTHER NON COLLISION	0	2	0	0	DRY	DARKNESS, LIGHTED ROAD	08	
			20.78	ANIMAL	0	0	0	0	DRY	DARKNESS	09	
			20.78	TURNING	0	0	0	0	ICE	DARKNESS	09	
EMERSON RD TO I-88 CONNECTOR / MOLINE RD	2	AGNEW RD	20.91	ANIMAL	0	0	0	0	DRY	DARKNESS	07	
			21.03	OVERTURNED	0	0	2	0	WET	DAYLIGHT	08	
			21.29	FIXED OBJECT	0	0	0	1	SNOW OR SLUSH	DARKNESS	08	
			21.30	ANIMAL	0	0	0	0	DRY	DAYLIGHT	09	
			21.40	ANIMAL	0	0	0	0	DRY	DARKNESS	08	
		21.40	ANGLE	0	0	0	1	DRY	DAYLIGHT	08		
		21.47	FIXED OBJECT	0	2	0	0	DRY	DARKNESS	07		
		21.60	FIXED OBJECT	0	0	0	0	SNOW OR SLUSH	DAYLIGHT	08		
		21.62	FIXED OBJECT	0	0	0	0	ICE	DARKNESS	07		
		21.67	FIXED OBJECT	0	0	0	0	ICE	DARKNESS	07		
		22.24	ANIMAL	0	0	0	0	DRY	DARKNESS	09		
		22.26	REAR END	0	0	0	0	DRY	DAYLIGHT	09		
		22.26	REAR END	0	2	0	0	WET	DARKNESS	09		
		22.29	FIXED OBJECT	0	0	0	0	SNOW OR SLUSH	DARKNESS	07		
		22.58	REAR END	0	0	0	0	SNOW OR SLUSH	DARKNESS	09		
		INTERSTATE 88 CONNECTOR & MOLINE RD	23.02	ANGLE	0	0	0	0	DRY	DAYLIGHT	07	
			23.02	FIXED OBJECT	0	0	0	0	ICE	DAYLIGHT	07	
			23.02	REAR END	0	0	0	0	DRY	DAYLIGHT	09	
I-88 CONNECTOR / MOLINE RD INTERSECTION TO COMO RD / GALT RD	2		23.52	ANIMAL	0	0	0	0	DRY	DAYLIGHT	08	
			23.86	FIXED OBJECT	0	0	1	0	DRY	DARKNESS	07	
			24.01	ANIMAL	0	0	0	0	WET	DARKNESS	08	
			24.11	REAR END	0	0	0	1	DRY	DARKNESS, LIGHTED ROAD	07	
		COMO RD & GALT RD	24.11	ANGLE	0	0	0	0	DRY	DARKNESS	08	
			24.11	ANGLE	0	0	0	0	DRY	DAYLIGHT	08	
			24.11	ANGLE	0	0	0	0	DRY	DARKNESS, LIGHTED ROAD	09	
			24.11	HEAD ON	2	0	0	0	DRY	DAYLIGHT	09	
			24.11	TURNING	0	0	1	0	DRY	DAYLIGHT	09	
			24.11	ANGLE	0	0	2	0	DRY	DAYLIGHT	09	
		KICKAPOO LN LAWRENCE DR	24.44	ANIMAL	0	0	0	0	DRY	DAWN	08	
			24.60	FIXED OBJECT	0	0	0	0	SNOW OR SLUSH	DAYLIGHT	08	
			24.61	HEAD ON	1	1	0	0	DRY	DARKNESS	07	
			24.94	OTHER OBJECT	0	0	0	0	DRY	DAYLIGHT	08	
			24.95	REAR END	0	0	0	0	DRY	DAYLIGHT	08	
			25.04	FIXED OBJECT	0	0	0	0	ICE	DARKNESS	07	
			REAGAN RD	25.51	FIXED OBJECT	0	0	2	0	DRY	DAYLIGHT	08
				25.53	ANIMAL	0	0	0	0	DRY	DAYLIGHT	09
				25.55	REAR END	0	0	0	0	DRY	DAYLIGHT	09
			RIVERDALE RD	25.79	TURNING	0	0	0	0	DRY	DAYLIGHT	07
		25.85		FIXED OBJECT	0	0	0	0	DRY	DAYLIGHT	09	
		HICKORY HILL RD	25.86	REAR END	0	0	1	0	DRY	DAYLIGHT	07	
			26.03	ANIMAL	0	0	0	0	DRY	DARKNESS	07	
		ANIXTER ST LENORE ST	26.34	ANGLE	0	0	0	0	DRY	DAYLIGHT	08	
			26.34	TURNING	0	0	0	0	DRY	DAYLIGHT	08	
			26.34	FIXED OBJECT	0	0	0	0	SNOW OR SLUSH	DAYLIGHT	09	
			26.34	ANGLE	0	0	2	0	DRY	DAYLIGHT	09	
		PROPHETSTOWN RD / PROPHET RD	26.34	ANGLE	0	3	0	0	DRY	DAYLIGHT	09	
			26.46	FIXED OBJECT	0	0	0	1	DRY	DAYLIGHT	08	
			26.70	REAR END	0	0	0	1	SNOW OR SLUSH	DARKNESS, LIGHTED ROAD	08	
			26.77	TURNING	0	0	0	0	ICE	DAYLIGHT	08	
		14TH AVE	26.77	ANGLE	0	0	0	1	DRY	DARKNESS, LIGHTED ROAD	08	
			26.78	REAR END	0	0	0	0	DRY	DAYLIGHT	09	
			26.95	PEDESTRIAN	0	0	1	0	DRY	DARKNESS, LIGHTED ROAD	07	
			26.95	TURNING	0	0	0	0	SNOW OR SLUSH	DARKNESS, LIGHTED ROAD	08	
		12TH AVE	26.95	ANGLE	0	0	0	0	DRY	DAYLIGHT	08	
			26.95	REAR END	0	0	0	0	DRY	DAYLIGHT	08	
			26.95	TURNING	0	0	0	0	WET	DAYLIGHT	08	
			26.95	REAR END	0	0	0	1	WET	DAYLIGHT	08	
			26.95	REAR END	0	0	0	0	DRY	DAYLIGHT	09	
			26.97	ANGLE	0	0	0	0	WET	DAYLIGHT	08	
			FLOCK AVE	26.99	FIXED OBJECT	0	0	0	0	DRY	DAYLIGHT	07
				26.99	FIXED OBJECT	0	0	0	0	DRY	DAYLIGHT	08
				26.99	SIDESWIPE OPPOSITE DIRECTION	0	0	0	0	DRY	DAYLIGHT	08
				26.99	REAR END	0	0	0	1	WET	DAYLIGHT	08
		10TH AVE	27.13	FIXED OBJECT	0	0	0	0	WET	DARKNESS	07	
			27.22	REAR END	0	0	0	0	DRY	DAYLIGHT	09	
		9TH AVE	27.32	ANGLE	0	0	0	0	DRY	DAYLIGHT	07	
			27.32	REAR END	0	0	0	0	DRY	DAYLIGHT	09	
			27.33	OTHER OBJECT	0	0	0	0	DRY	DAYLIGHT	09	
			27.34	OTHER OBJECT	0	0	0	1	SNOW OR SLUSH	DARKNESS, LIGHTED ROAD	09	
		8TH AVE	27.37	REAR END	0	1	0	0	DRY	DAYLIGHT	09	
			27.46	TURNING	0	0	1	0	DRY	DAYLIGHT	08	
		7TH AVE	27.53	REAR END	0	0	0	0	DRY	DAYLIGHT	08	
			27.60	FIXED OBJECT	0	2	0	0	DRY	DARKNESS, LIGHTED ROAD	08	
		6TH AVE	27.61	REAR END	0	0	0	2	WET	DARKNESS, LIGHTED ROAD	08	
			27.67	TURNING	0	0	0	0	DRY	DAYLIGHT	07	
			27.68	REAR END	0	0	0	0	WET	DAYLIGHT	07	
			27.68	REAR END	0	0	0	0	DRY	DARKNESS, LIGHTED ROAD	08	
			27.68	TURNING	0	0	0	0	DRY	DUSK	08	
			27.68	ANGLE	0	0	0	0	DRY	DAYLIGHT	09	
		5TH AVE	27.68	REAR END	0	0	0	0	DRY	DAYLIGHT	09	
			27.77	ANGLE	0	0	0	0	SNOW OR SLUSH	DAYLIGHT	08	
			4TH AVE	27.81	REAR END	0	0	0	1	UNKNOWN	DAYLIGHT	08
				27.82	TURNING	0	0	0	0	DRY	DARKNESS, LIGHTED ROAD	07
		27.83		PEDESTRIAN	0	1	0	0	WET	DARKNESS, LIGHTED ROAD	08	
		27.84		ANGLE	0	0	0	0	DRY	DAYLIGHT	08	
		27.85		FIXED OBJECT	0	0	0	0	DRY	DARKNESS	07	
		27.85		TURNING	0	0	0	0	DRY	DARKNESS, LIGHTED ROAD	07	
		27.85		TURNING	0	0	0	0	DRY	DARKNESS, LIGHTED ROAD	07	
		27.85		REAR END	0	0	0	0	ICE	DARKNESS, LIGHTED ROAD	07	
		27.85		REAR END	0	0	0	0	WET	DARKNESS, LIGHTED ROAD	07	
		27.85		TURNING	0	0	0	0	WET	DARKNESS, LIGHTED ROAD	07	
		3RD AVE	27.85	TURNING	0	0	0	0	DRY	DAWN	07	
			27.85	FIXED OBJECT	0	0	0	0	DRY	DAYLIGHT	07	
			27.85	REAR END	0	0	0	0	DRY	DAYLIGHT	07	
			27.85	REAR END	0	0	0	0	DRY	DAYLIGHT	07	
			27.85	TURNING	0	0	0	0	DRY	DAYLIGHT	07	
			27.85	TURNING	0	0	0	0	DRY	DAYLIGHT	07	
			27.85	TURNING	0	0	0	0	DRY	DAYLIGHT	07	
			27.85	ANGLE	0	0	0	0	WET	DAYLIGHT	07	
			27.85	OTHER OBJECT	0	0	0	0	WET	DAYLIGHT	07	
			27.85	REAR END	0	0	0	0	WET	DAYLIGHT	07	
		2ND AVE	27.85	TURNING	0	0	0	0	WET	DAYLIGHT	07	
			27.85	TURNING	0	0	0	0	WET	DAYLIGHT	07	
			27.85	REAR END	0	1	0	0	DRY	DAYLIGHT	07	
			27.85	REAR END	0	0	0	0	SNOW OR SLUSH	DARKNESS, LIGHTED ROAD	08	
			27.85	FIXED OBJECT	0	0	0	0	WET	DARKNESS, LIGHTED ROAD	08	
			27.85	FIXED OBJECT	0	0	0	0	WET	DARKNESS, LIGHTED ROAD	08	
			27.85	TURNING	0	0	0	0	WET	DARKNESS, LIGHTED ROAD	08	
			27.85	ANGLE	0	0	0	0	DRY	DAYLIGHT	08	
			27.85	REAR END	0	0	0	0	DRY	DAYLIGHT	08	
			27.85	REAR END	0	0	0	0	DRY	DAYLIGHT	08	
		IL 40 (1ST AVE)	27.85	REAR END	0	0	0	0	DRY	DAYLIGHT	08	

27.85	REAR END	0	0	0	0	DRY	DAYLIGHT	08
27.85	SIDESWIPE SAME DIRECTION	0	0	0	0	DRY	DAYLIGHT	08
27.85	TURNING	0	0	0	0	DRY	DAYLIGHT	08
27.85	TURNING	0	0	0	0	DRY	DAYLIGHT	08
27.85	REAR END	0	0	0	0	SNOW OR SLUSH	DAYLIGHT	08
27.85	REAR END	0	0	0	0	SNOW OR SLUSH	DAYLIGHT	08
27.85	TURNING	0	0	0	0	SNOW OR SLUSH	DAYLIGHT	08
27.85	REAR END	0	0	0	0	WET	DAYLIGHT	08
27.85	TURNING	0	0	0	0	WET	DAYLIGHT	08
27.85	TURNING	0	0	0	0	WET	DAYLIGHT	08
27.85	TURNING	0	0	0	0	WET	DAYLIGHT	08
27.85	ANGLE	0	0	0	1	DRY	DAYLIGHT	08
27.85	TURNING	0	0	0	2	DRY	DARKNESS, LIGHTED ROAD	08
27.85	REAR END	0	0	0	2	UNKNOWN	DAYLIGHT	08
27.85	TURNING	0	1	0	0	DRY	DARKNESS, LIGHTED ROAD	08
27.85	TURNING	0	1	0	0	DRY	DAYLIGHT	08
27.85	TURNING	0	3	0	0	DRY	DAYLIGHT	08
27.85	TURNING	0	0	0	0	DRY	DAWN	09
27.85	REAR END	0	0	0	0	WET	DAYLIGHT	09
27.85	TURNING	0	0	0	1	DRY	DAYLIGHT	09
27.85	REAR END	0	0	1	0	DRY	DAYLIGHT	09

# EXHIBIT 6

## SEGMENT ANALYSIS

## SEGMENT ALAYSIS

TYPES OF CRASHES	ANGLE	ANIMAL	FIXED OBJECT	HEAD ON	OTHER (NON-COLLISION)	OTHER OBJECT	OVERTURNED	PEDESTRAIN	REAR END	SIDESWIPE (OPP-DIRECTION)	SIDESWIPE (SAME DIRECTION)	TURNING	TOTALS	WET PAVEMENT CRASHES	ICE/SNOW CRASHES	INJURIES	FATALITIES
IL 136 / FROG POND RD INTERSECTION	6		1								1	1	9	1		14	1
IL 136 / FROG POND RD TO ACKER RD		2	1	1		1							5		1	4	
ACKER RD INTERSECTION						1			1				2	1		1	
ACKER RD TO MILLARD RD		1	8			1	1		2		1		14	1	7	6	
MILLARD RD INTERSECTION		1	1										2			1	
MILLARD RD TO HILLSIDE RD		1	1		1					1			4	1	1		
HILLSIDE RD INTERSECTION				1							1	1	3			7	
HILLSIDE RD TO US 30 FRONTAGE RD W			1										1			1	
US 30 FRONTAGE RD W INTERSECTION			1										1				1
US 30 FRONTAGE RD W TO US 30 FRONTAGE RD E			1										1				
US 30 FRONTAGE RD E INTERSECTION			1		1					1			3		1		
US 30 FRONTAGE RD E TO CREAMERY RD		1							1				2	1			
CREAMERY RD INTERSECTION		1							1				2	1			
CREAMERY RD TO IL 8 / CARROLL RD		2	2				2					2	8		2	3	
IL 78 / CARROLL RD INTERSECTION		2	2				1						5	2	1		
IL 78 / CARROLL RD TO UNION ST & GARDEN PLAIN RD											1		1	1			
UNION ST & GARDEN PLAIN RD INTERSECTION				1					1				2			1	
UNION ST & GARDEN PLAIN RD TO HILLANDALE DR		3							1				4	1			
HILLANDALE DR INTERSECTION			1					1	1	2			5	1		1	1
HILLANDALE DR TO LINCOLN W COURT WEST									1				1	1			
LINCOLN W COURT WEST INTERSECTION										1			1	1			
LINCOLN W COURT EAST & HEATON ST INTERSECTION	1	1	2						3	1			8	2	2		
HALL ST INTERSECTION			1						1				2				
GRAPE ST INTERSECTION	1								1	1			3		1	3	
ORANGE ST INTERSECTION	1			1					2		1	1	6		2	1	
BASE ST INTERSECTION	4		1						2			1	8	1			
GENESEE ST INTERSECTION	1							1	5				7	1		3	
IL 78 / CHERRY ST INTERSECTION	1								3			1	5	1		2	
MADISON ST INTERSECTION	2				1				2				5	1		5	
CLINTON ST INTERSECTION	2											1	3				
CLINTON ST TO BARTLETT ST									1				1				
BARTLETT ST INTERSECTION												1	1			1	
BARTLETT ST TO JACKSON ST	1												1				
JACKSON ST INTERSECTION	2	1							8			4	15	1	2	4	
JACKSON ST TO SAWYER RD	1		2						2			1	6		1	6	
SAWYER RD INTERSECTION									1	1			2		1		
SYCAMORE ST INTERSECTION		1							1				2				
SYCAMORES ST TO BISHOP RD / GROVE RD	1	2							1				4				

BISHOP RD / GROVE RD INTERSECTION			1						1			1	3			3	
BISHOP RD / GROVE RD TO FELDMAN RD		1										1	2				
FELDMAN RD INTERSECTION		1							1				2			3	
FELDMAN RD TO LYNDON RD		1											1				
LYNDON RD INTERSECTION	1	1				1				1		1	5			3	
LYNDON RD TO YAGER RD	1	2		1		1			2			1	8	2	1	3	
YAGER RD INTERSECTION		1							1		2		4	1			
YAGER RD TO ROUND GROVE RD		1	2										3	1	1		
ROUND GROVE RD INTERSECTION			1										1		1		
ROUND GROVE RD TO YORKTOWN RD					1								1				
YORKTOWN RD INTERSECTION			1		1								2	2			
YORKTOWN RD TO WHITE OAKS RD	1	2	1	1		1				1			7	1	2	4	
WHITE OAKS RD INTERSECTION				1									1	1		2	
WHITE OAKS RD TO BLUE GOOSE RD		2		1					1				4		1		
BLUE GOOSE RD INTERSECTION		3			1			1					5				1
BLUE GOOSE RD TO MATZNIK RD	2	1	1				1						5	1	2	7	1
MATZNIK RD INTERSECTION		2	1										3		1	4	
HABBEN RD INTERSECTION	1		1				1		1				4		1	1	
HABBEN RD TO EMERSON RD			1										1				
EMERSON RD INTERSECTION		2	1		1				1		1	1	7		1	3	
EMERSON RD TO AGNEW RD		2	1				1						4	1	1	3	
AGNEW RD INTERSECTION	1	1											2			1	
AGNEW RD TO HARVEY ROAD			2										2		1	2	
HARVEY ROAD TO MATHEW RD		1	2						2				5	1	2	2	
MATHEW RD INTERSECTION			1										1		1		
MATHEW RD TO INTERSTATE 88 CONNECTOR & MOLINE RD									1				1		1		
INTERSTATE 88 CONNECTOR & MOLINE RD INTERSECTION	1		1						1				3		1		
INTERSTATE 88 CONNECTOR & MOLINE RD TO COMO RD & GALT RD		2	1										3	1		1	
COMO RD & GALT RD INTERSECTION	4			1					1			1	7			4	2
KICKAPOO LN INTERSECTION		1											1				
LAWRENCE DR INTERSECTION			1	1									2		1	1	1
LAWRENCE DR TO REAGAN RD						1			1				2				
REAGAN RD INTERSECTION			1										1		1		
RIVERDALE RD INTERSECTION		1	1						1				3			2	
HICKORY HILL RD INTERSECTION												1	1				
ANIXTER ST INTERSECTION			1						1				2			1	
LENORE ST INTERSECTION		1											1				
PROPHETSTOWN RD / PROPHET RD INTERSECTION	3		1									1	5		1	5	
PROPHETSTOWN RD / PROPHET RD TO 14TH AVE			1						1				2		1	2	
14TH AVE INTERSECTION	1								1			1	3		1	1	
12TH AVE INTERSECTION	2							1	3			2	8	3	1	2	
FLOCK AVE INTERSECTION			2						1	1			4	1		1	
10TH AVE INTERSECTION			1										1	1			
9TH AVE INTERSECTION									1				1				
8TH AVE INTERSECTION	1					2			1				4		1	1	

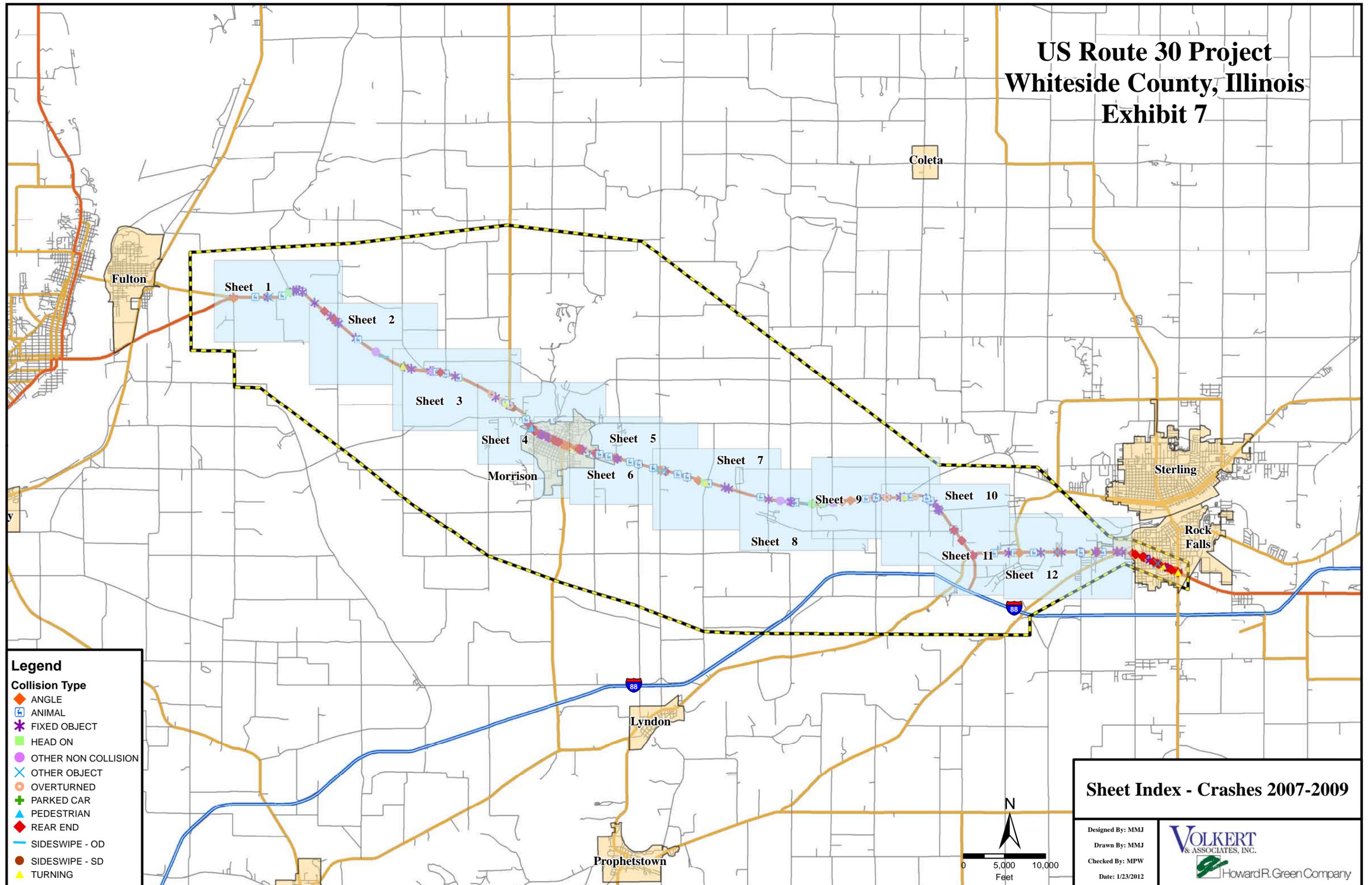
7TH AVE INTERSECTION									1				1			1	
6TH AVE INTERSECTION													1	1			1
5TH AVE INTERSECTION									1				1				
4TH AVE INTERSECTION			1						1				2	1		4	
3RD AVE INTERSECTION	1								3			2	6	1			
2ND AVE INTERSECTION	1												1		1		
2ND AVE TO IL 40 (1ST AVE)									1				1			1	
IL 40 (1ST AVE) INTERSECTION	4		4			1		1	16		1	23	50	16	5	14	
<b>GRAND TOTALS</b>	<b>49</b>	<b>48</b>	<b>60</b>	<b>10</b>	<b>7</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>89</b>	<b>11</b>	<b>9</b>	<b>51</b>	<b>356</b>	<b>55</b>	<b>53</b>	<b>147</b>	<b>8</b>

**Exhibit 6**

# EXHIBIT 7

CRASH SEGMENT MAPS

# US Route 30 Project Whiteside County, Illinois Exhibit 7



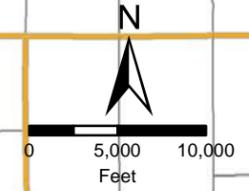
**Legend**

**Collision Type**

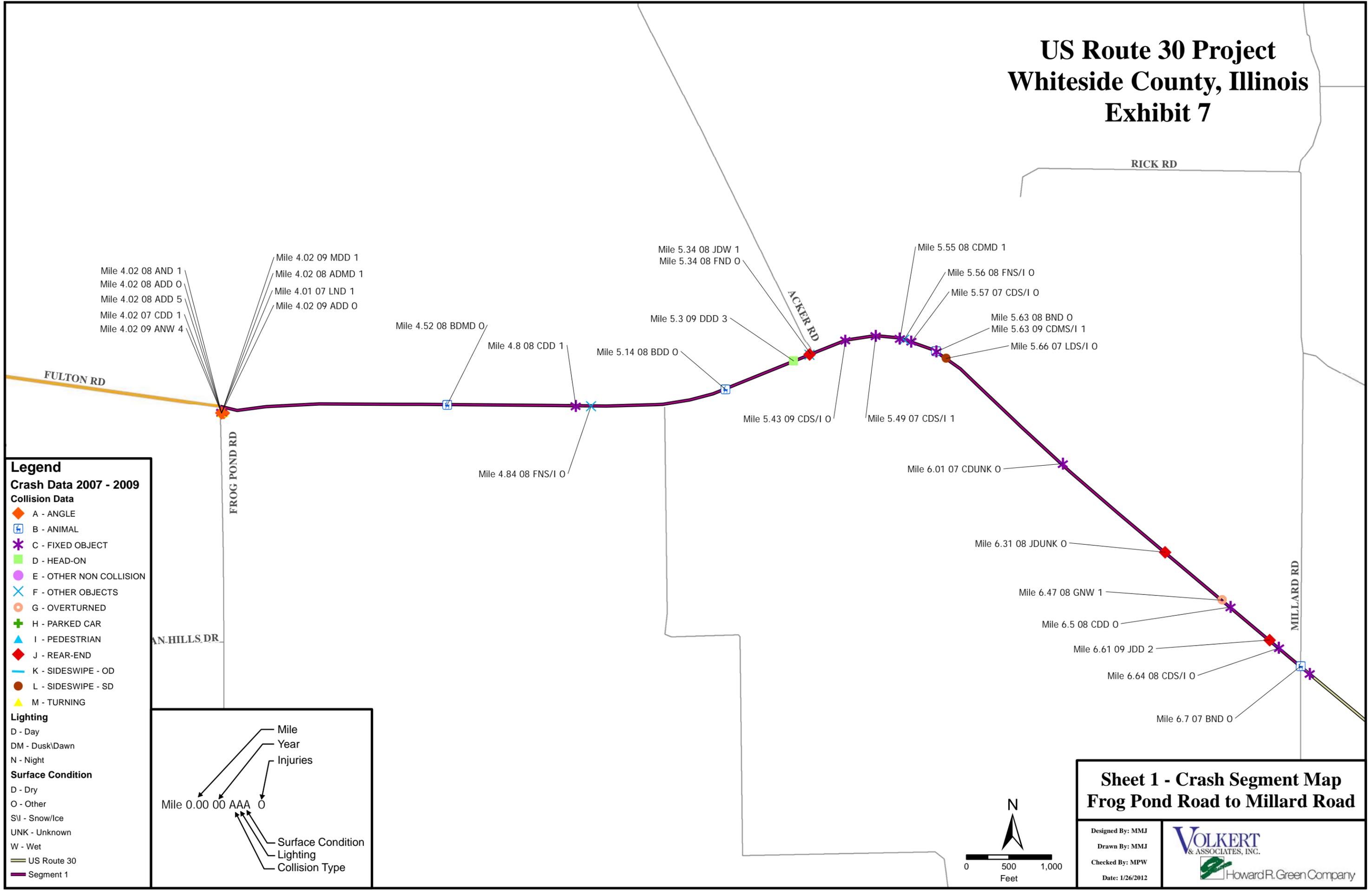
- ◆ ANGLE
- 🚗 ANIMAL
- ✳️ FIXED OBJECT
- 🟢 HEAD ON
- 🟣 OTHER NON COLLISION
- ✂️ OTHER OBJECT
- 🟠 OVERTURNED
- 🟩 PARKED CAR
- 🚶 PEDESTRIAN
- 🔴 REAR END
- 🟦 SIDESWIPE - OD
- 🟤 SIDESWIPE - SD
- 🟡 TURNING

## Sheet Index - Crashes 2007-2009

Designed By: MMJ  
 Drawn By: MMJ  
 Checked By: MPW  
 Date: 1/23/2012



# US Route 30 Project Whiteside County, Illinois Exhibit 7



**Legend**

**Crash Data 2007 - 2009**

**Collision Data**

- ◆ A - ANGLE
- ☒ B - ANIMAL
- ✱ C - FIXED OBJECT
- D - HEAD-ON
- E - OTHER NON COLLISION
- ✕ F - OTHER OBJECTS
- G - OVERTURNED
- ⊕ H - PARKED CAR
- ▲ I - PEDESTRIAN
- ◆ J - REAR-END
- K - SIDESWIPE - OD
- L - SIDESWIPE - SD
- ▲ M - TURNING

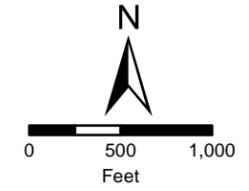
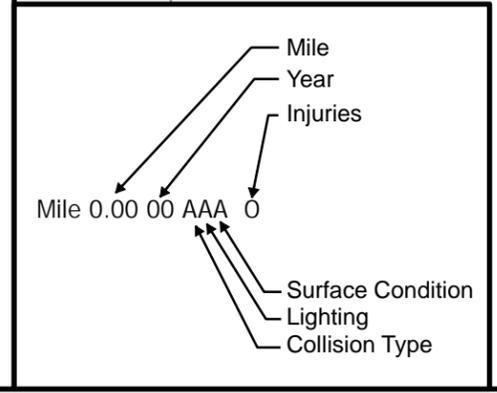
**Lighting**

- D - Day
- DM - Dusk/Dawn
- N - Night

**Surface Condition**

- D - Dry
- O - Other
- SI - Snow/Ice
- UNK - Unknown
- W - Wet

— US Route 30  
— Segment 1

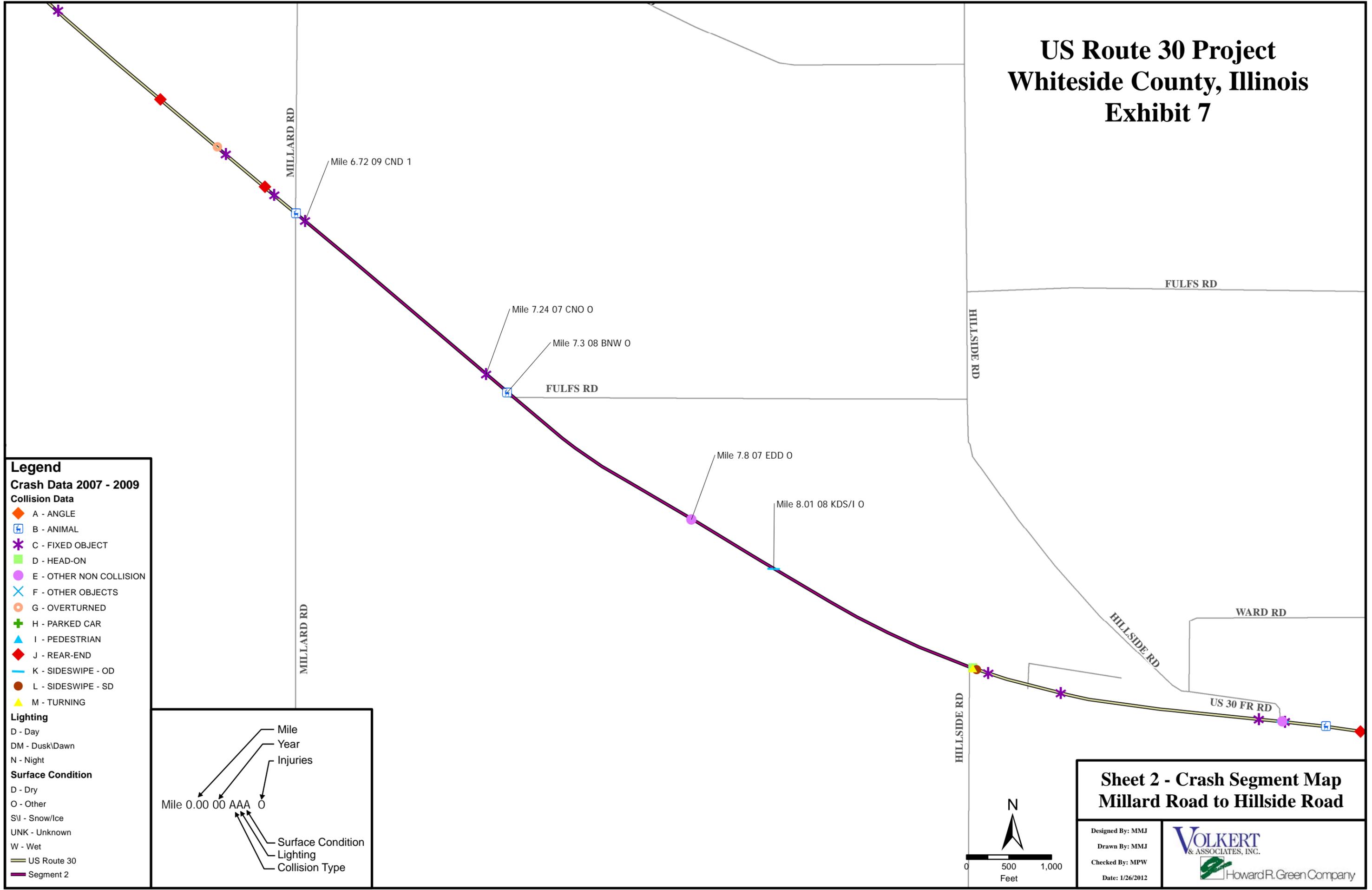


**Sheet 1 - Crash Segment Map  
Frog Pond Road to Millard Road**

Designed By: MMJ  
 Drawn By: MMJ  
 Checked By: MPW  
 Date: 1/26/2012

**VOLKERT & ASSOCIATES, INC.**  
 Howard R. Green Company

# US Route 30 Project Whiteside County, Illinois Exhibit 7



**Legend**

**Crash Data 2007 - 2009**

**Collision Data**

- ◆ A - ANGLE
- ☒ B - ANIMAL
- ✱ C - FIXED OBJECT
- D - HEAD-ON
- E - OTHER NON COLLISION
- ✕ F - OTHER OBJECTS
- G - OVERTURNED
- ⊕ H - PARKED CAR
- ▲ I - PEDESTRIAN
- ◆ J - REAR-END
- K - SIDESWIPE - OD
- L - SIDESWIPE - SD
- ▲ M - TURNING

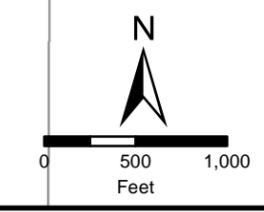
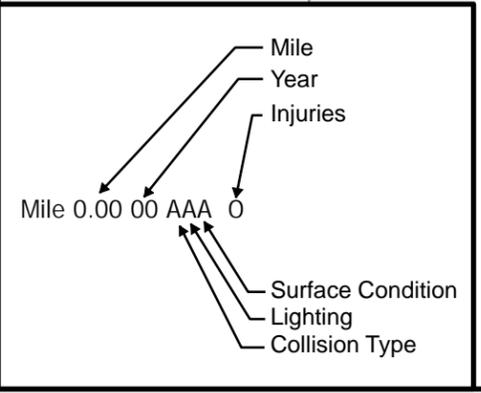
**Lighting**

- D - Day
- DM - Dusk/Dawn
- N - Night

**Surface Condition**

- D - Dry
- O - Other
- SI - Snow/Ice
- UNK - Unknown
- W - Wet

— US Route 30  
— Segment 2

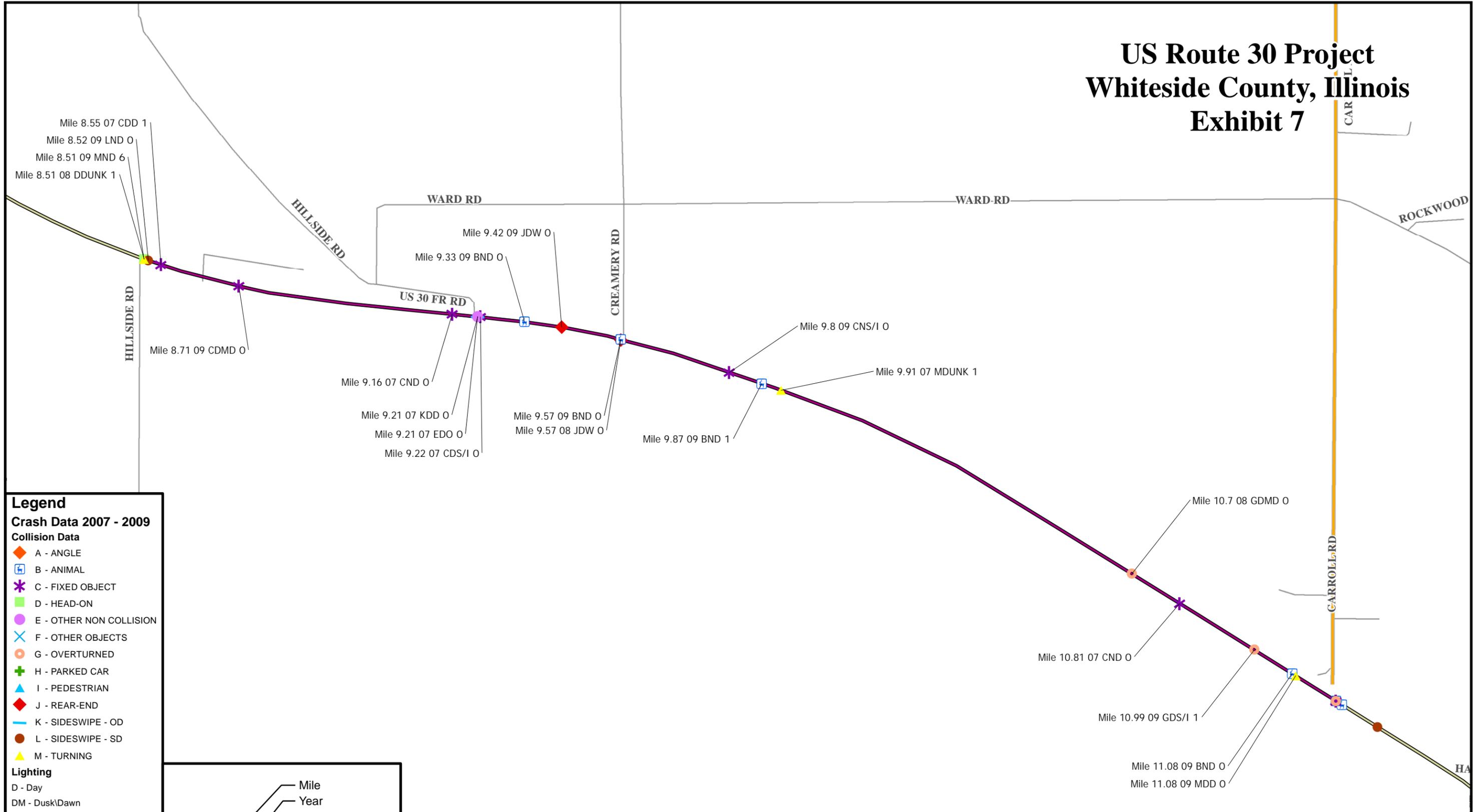


**Sheet 2 - Crash Segment Map  
Millard Road to Hillside Road**

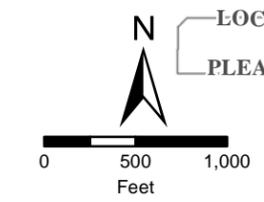
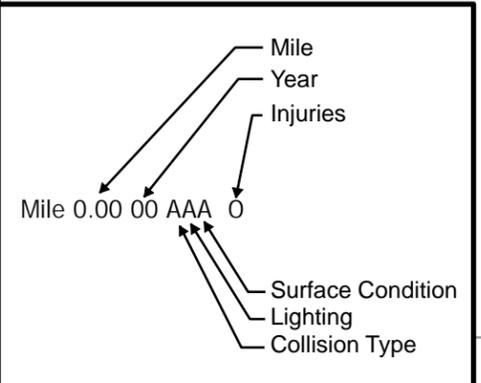
Designed By: MMJ  
 Drawn By: MMJ  
 Checked By: MPW  
 Date: 1/26/2012

**VOLKERT & ASSOCIATES, INC.**  
 Howard R. Green Company

# US Route 30 Project Whiteside County, Illinois Exhibit 7



- Legend**
- Crash Data 2007 - 2009**
- Collision Data**
- ◆ A - ANGLE
  - ⊞ B - ANIMAL
  - \* C - FIXED OBJECT
  - D - HEAD-ON
  - E - OTHER NON COLLISION
  - ⊗ F - OTHER OBJECTS
  - G - OVERTURNED
  - ⊕ H - PARKED CAR
  - ▲ I - PEDESTRIAN
  - ◆ J - REAR-END
  - K - SIDESWIPE - OD
  - L - SIDESWIPE - SD
  - ▲ M - TURNING
- Lighting**
- D - Day
  - DM - Dusk/Dawn
  - N - Night
- Surface Condition**
- D - Dry
  - O - Other
  - SI - Snow/Ice
  - UNK - Unknown
  - W - Wet
- US Route 30  
— Segment 3

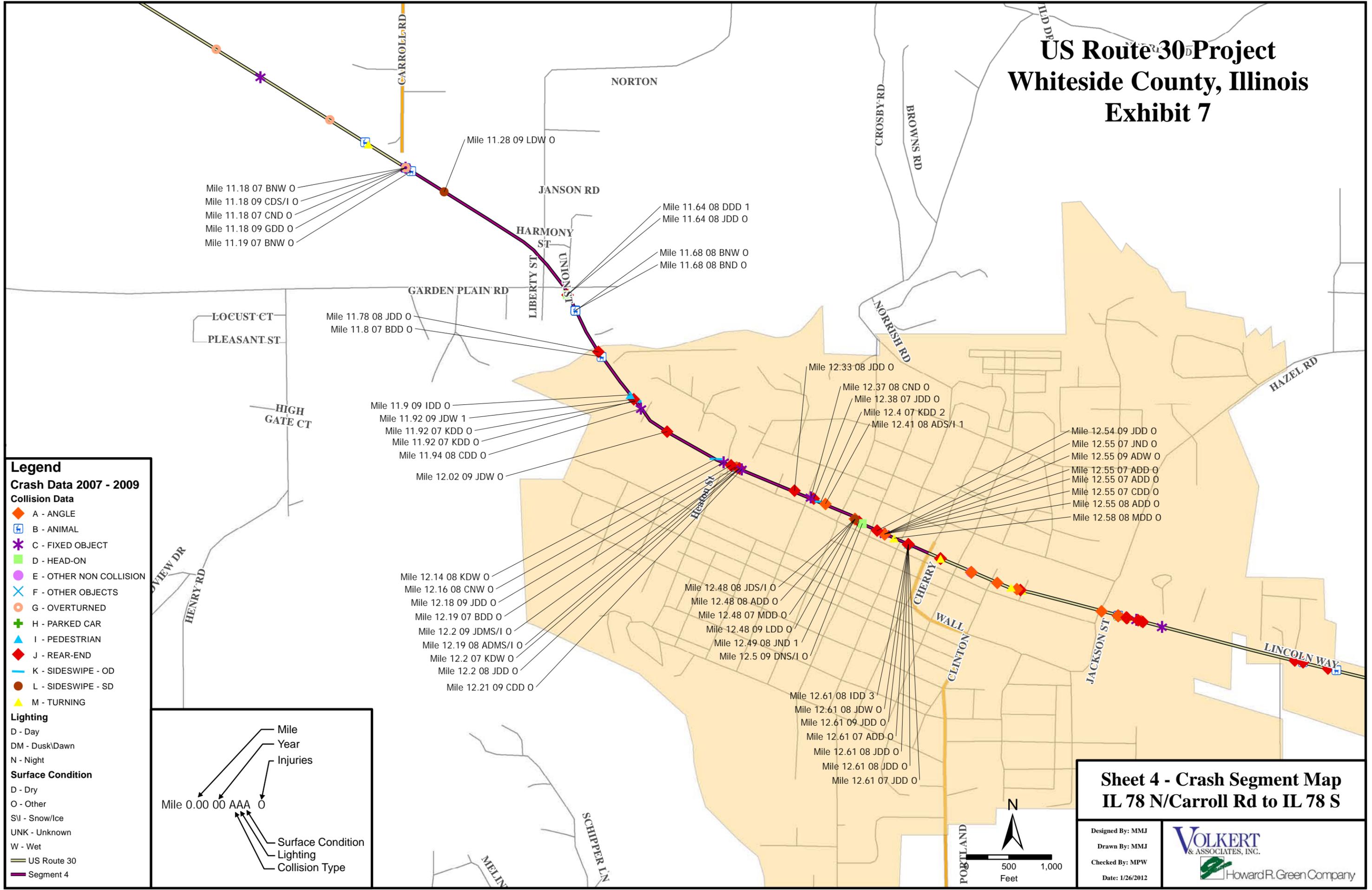


**Sheet 3 - Crash Segment Map  
Hillside Rd to IL 78 N/Carroll Rd**

Designed By: MMJ  
 Drawn By: MMJ  
 Checked By: MPW  
 Date: 1/26/2012

**VOLKERT & ASSOCIATES, INC.**  
 Howard R. Green Company

# US Route 30 Project Whiteside County, Illinois Exhibit 7



**Legend**

**Crash Data 2007 - 2009**

**Collision Data**

- ◆ A - ANGLE
- ☒ B - ANIMAL
- ✱ C - FIXED OBJECT
- D - HEAD-ON
- E - OTHER NON COLLISION
- ✕ F - OTHER OBJECTS
- G - OVERTURNED
- ⊕ H - PARKED CAR
- ▲ I - PEDESTRIAN
- ◆ J - REAR-END
- K - SIDESWIPE - OD
- L - SIDESWIPE - SD
- ▲ M - TURNING

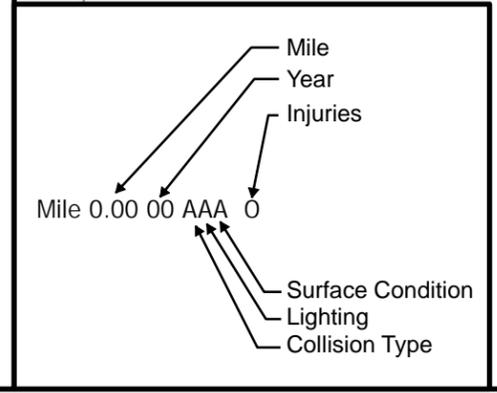
**Lighting**

- D - Day
- DM - Dusk/Dawn
- N - Night

**Surface Condition**

- D - Dry
- O - Other
- SI - Snow/Ice
- UNK - Unknown
- W - Wet

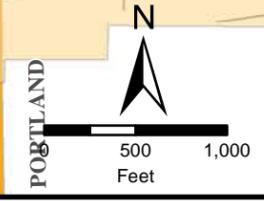
— US Route 30  
— Segment 4



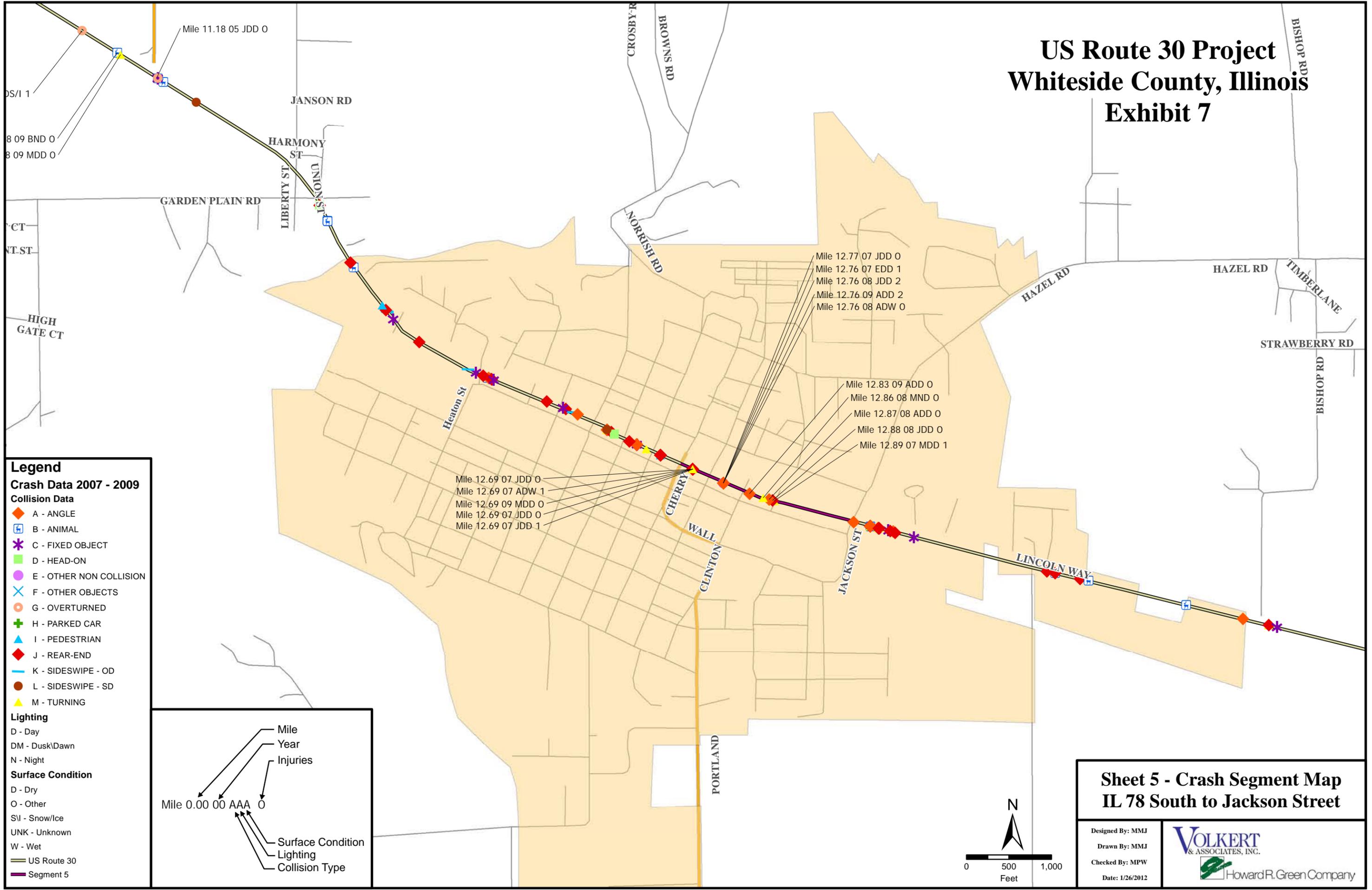
**Sheet 4 - Crash Segment Map  
IL 78 N/Carroll Rd to IL 78 S**

Designed By: MMJ  
 Drawn By: MMJ  
 Checked By: MPW  
 Date: 1/26/2012

**VOLKERT & ASSOCIATES, INC.**  
 Howard R. Green Company



# US Route 30 Project Whiteside County, Illinois Exhibit 7



**Legend**

**Crash Data 2007 - 2009**

**Collision Data**

- ◆ A - ANGLE
- ⊞ B - ANIMAL
- ✱ C - FIXED OBJECT
- D - HEAD-ON
- E - OTHER NON COLLISION
- ✕ F - OTHER OBJECTS
- G - OVERTURNED
- ⊕ H - PARKED CAR
- ▲ I - PEDESTRIAN
- ◆ J - REAR-END
- K - SIDESWIPE - OD
- L - SIDESWIPE - SD
- ▲ M - TURNING

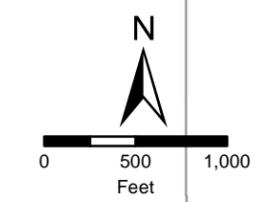
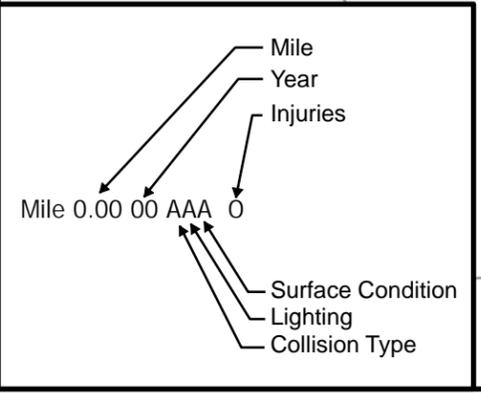
**Lighting**

- D - Day
- DM - Dusk/Dawn
- N - Night

**Surface Condition**

- D - Dry
- O - Other
- SI - Snow/Ice
- UNK - Unknown
- W - Wet

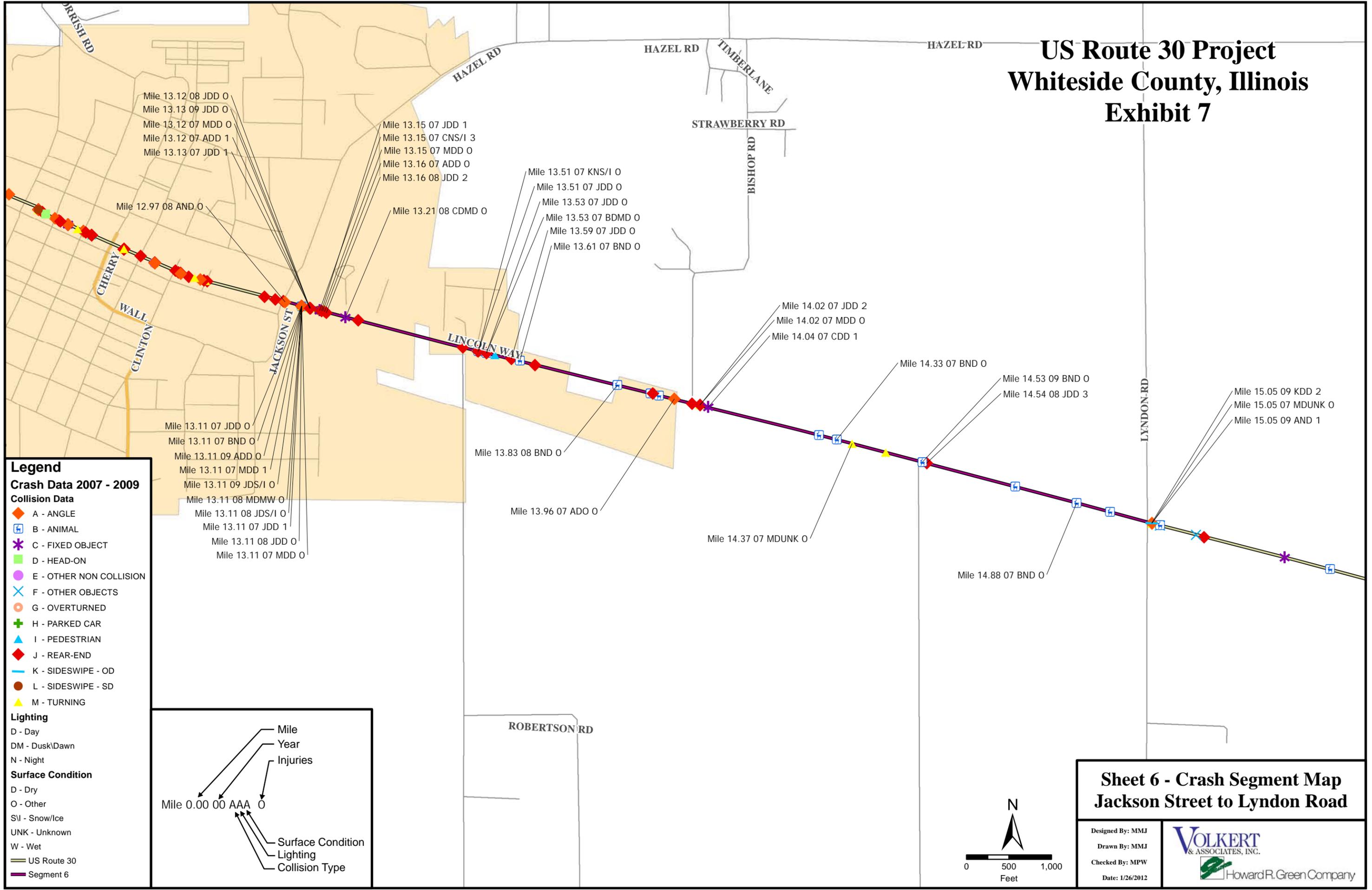
— US Route 30  
— Segment 5



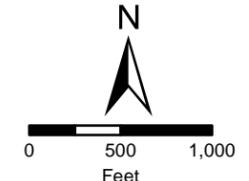
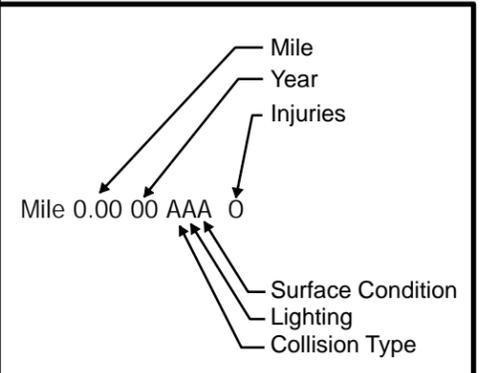
**Sheet 5 - Crash Segment Map  
IL 78 South to Jackson Street**

Designed By: MMJ  
 Drawn By: MMJ  
 Checked By: MPW  
 Date: 1/26/2012

# US Route 30 Project Whiteside County, Illinois Exhibit 7



- Legend**
- Crash Data 2007 - 2009**
- Collision Data**
- ◆ A - ANGLE
  - ☒ B - ANIMAL
  - ✳ C - FIXED OBJECT
  - D - HEAD-ON
  - E - OTHER NON COLLISION
  - ✕ F - OTHER OBJECTS
  - G - OVERTURNED
  - ⊕ H - PARKED CAR
  - ▲ I - PEDESTRIAN
  - ◆ J - REAR-END
  - K - SIDESWIPE - OD
  - L - SIDESWIPE - SD
  - ▲ M - TURNING
- Lighting**
- D - Day
  - DM - Dusk/Dawn
  - N - Night
- Surface Condition**
- D - Dry
  - O - Other
  - SI - Snow/Ice
  - UNK - Unknown
  - W - Wet
- US Route 30  
— Segment 6

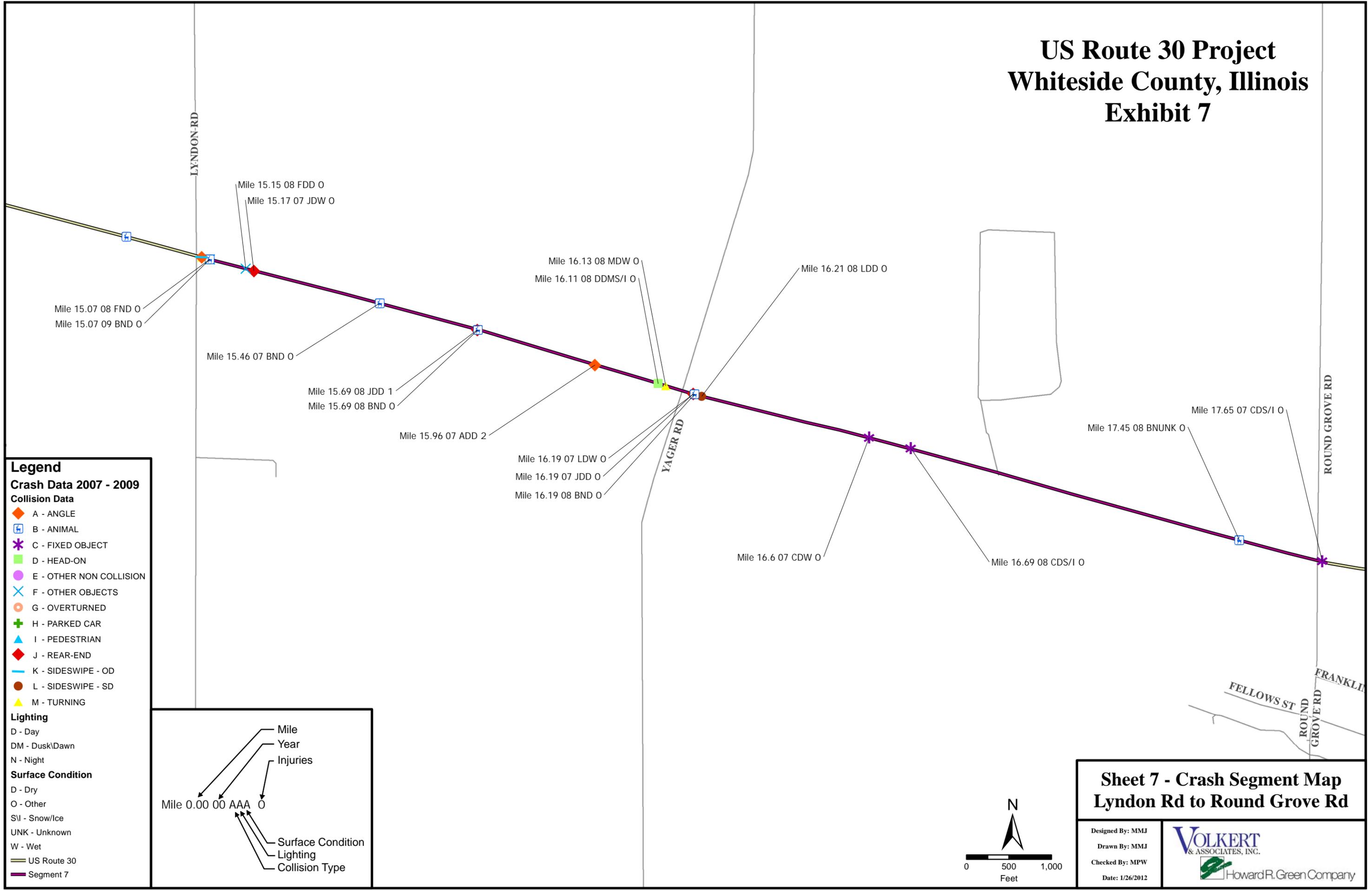


**Sheet 6 - Crash Segment Map  
Jackson Street to Lyndon Road**

Designed By: MMJ  
 Drawn By: MMJ  
 Checked By: MPW  
 Date: 1/26/2012

**VOLKERT & ASSOCIATES, INC.**  
 Howard R. Green Company

# US Route 30 Project Whiteside County, Illinois Exhibit 7



**Legend**

**Crash Data 2007 - 2009**

**Collision Data**

- ◆ A - ANGLE
- ☒ B - ANIMAL
- ✱ C - FIXED OBJECT
- D - HEAD-ON
- E - OTHER NON COLLISION
- ✕ F - OTHER OBJECTS
- G - OVERTURNED
- ⊕ H - PARKED CAR
- ▲ I - PEDESTRIAN
- ◆ J - REAR-END
- K - SIDESWIPE - OD
- L - SIDESWIPE - SD
- ▲ M - TURNING

**Lighting**

- D - Day
- DM - Dusk/Dawn
- N - Night

**Surface Condition**

- D - Dry
- O - Other
- SI - Snow/Ice
- UNK - Unknown
- W - Wet

— US Route 30  
— Segment 7

Mile 0.00 00 AAA O

— Mile

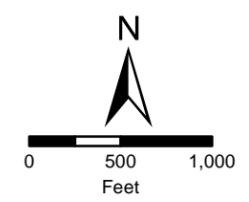
— Year

— Injuries

— Surface Condition

— Lighting

— Collision Type

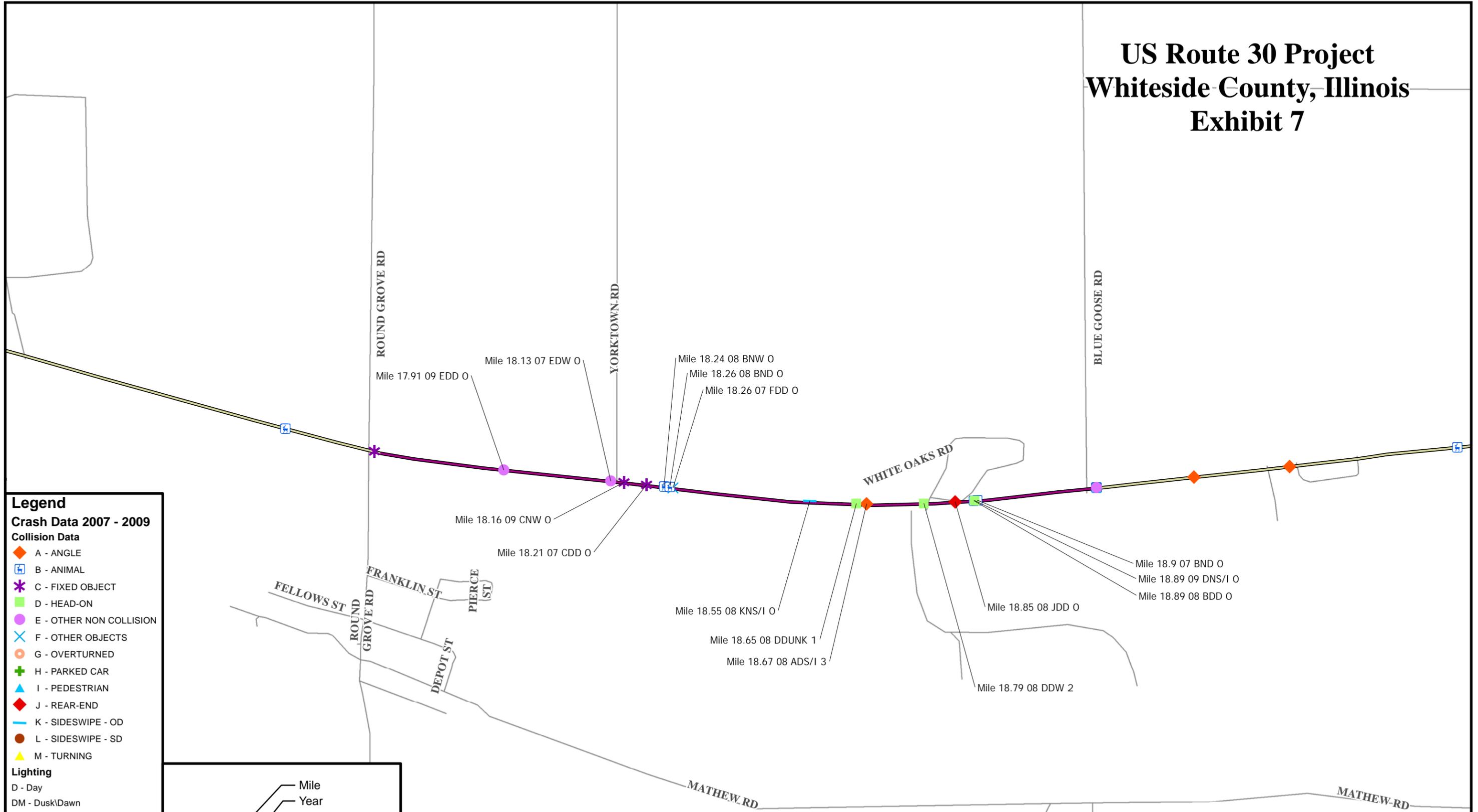


**Sheet 7 - Crash Segment Map  
Lyndon Rd to Round Grove Rd**

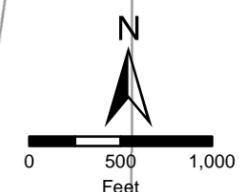
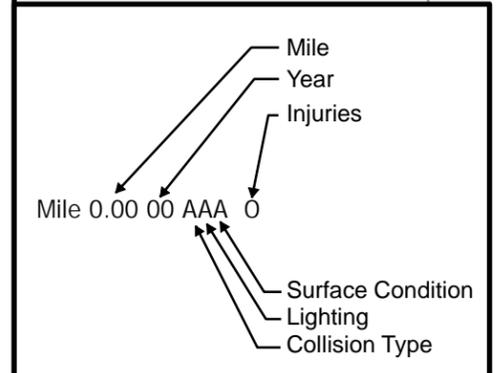
Designed By: MMJ  
 Drawn By: MMJ  
 Checked By: MPW  
 Date: 1/26/2012

**VOLKERT & ASSOCIATES, INC.**  
 Howard R. Green Company

# US Route 30 Project Whiteside County, Illinois Exhibit 7



- Legend**
- Crash Data 2007 - 2009**
- Collision Data**
- ◆ A - ANGLE
  - ⊞ B - ANIMAL
  - ✱ C - FIXED OBJECT
  - D - HEAD-ON
  - E - OTHER NON COLLISION
  - ✕ F - OTHER OBJECTS
  - G - OVERTURNED
  - ⊕ H - PARKED CAR
  - ▲ I - PEDESTRIAN
  - ◆ J - REAR-END
  - K - SIDESWIPE - OD
  - L - SIDESWIPE - SD
  - ▲ M - TURNING
- Lighting**
- D - Day
  - DM - Dusk/Dawn
  - N - Night
- Surface Condition**
- D - Dry
  - O - Other
  - SI - Snow/Ice
  - UNK - Unknown
  - W - Wet
- US Route 30
- Segment 8



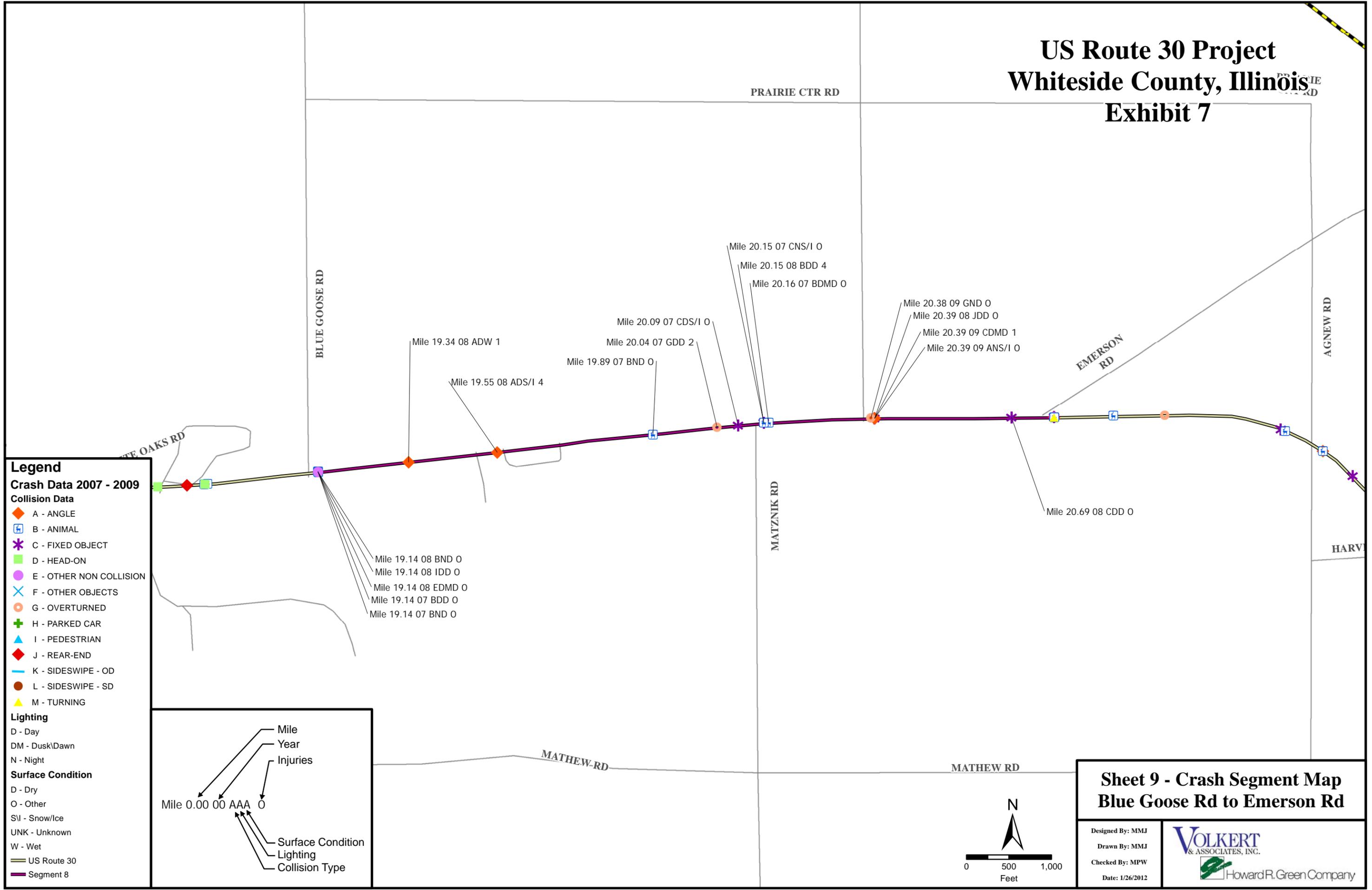
**Sheet 8 - Crash Segment Map  
Round Grove Rd to Blue Goose Rd**

Designed By: MMJ  
 Drawn By: MMJ  
 Checked By: MPW  
 Date: 1/26/2012

**VOLKERT & ASSOCIATES, INC.**  
 Howard R. Green Company

# US Route 30 Project Whiteside County, Illinois

## Exhibit 7

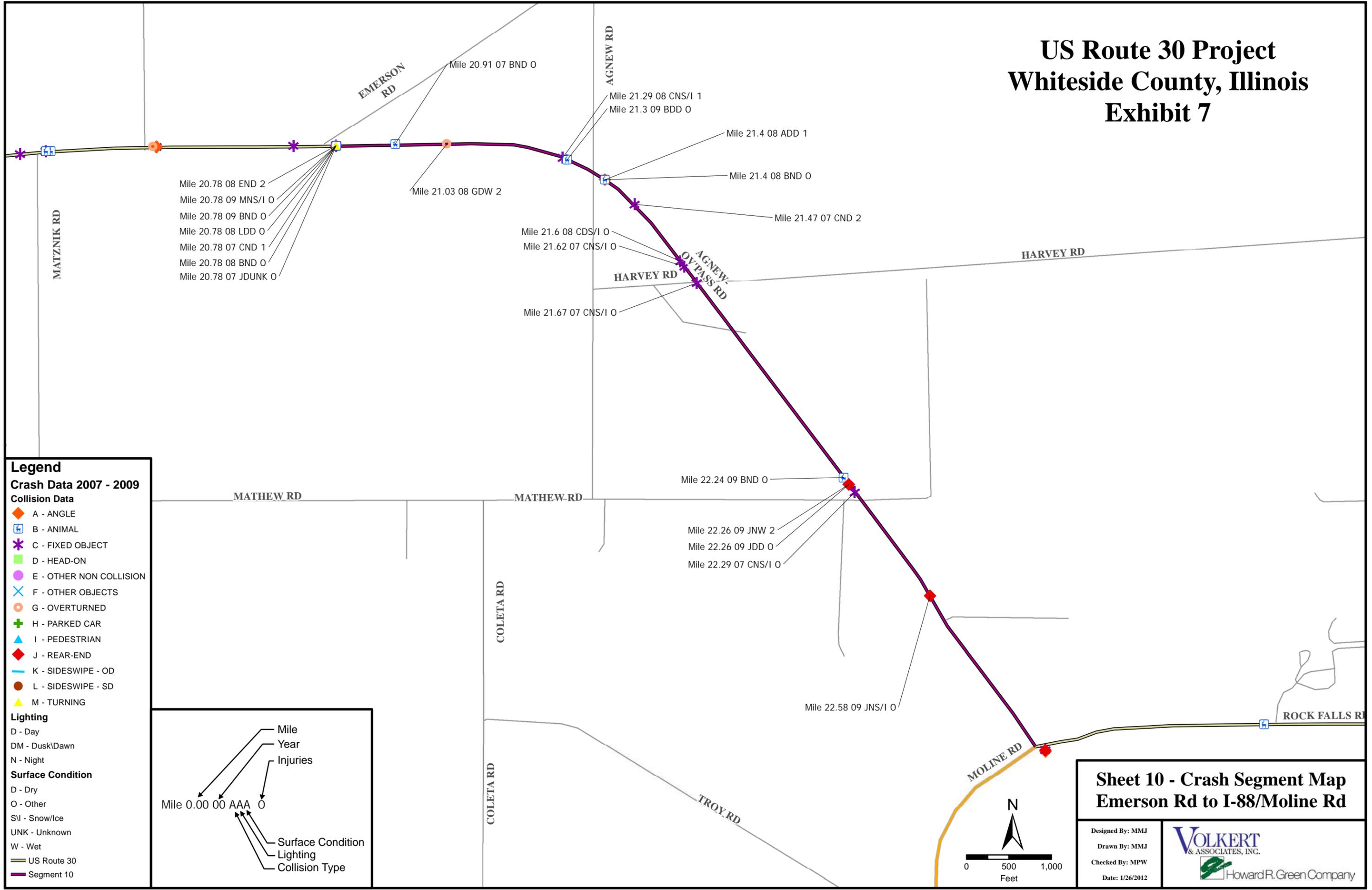


**Sheet 9 - Crash Segment Map  
Blue Goose Rd to Emerson Rd**

Designed By: MMJ  
 Drawn By: MMJ  
 Checked By: MPW  
 Date: 1/26/2012

**VOLKERT & ASSOCIATES, INC.**  
 Howard R. Green Company

# US Route 30 Project Whiteside County, Illinois Exhibit 7



**Legend**

**Crash Data 2007 - 2009**

**Collision Data**

- ◆ A - ANGLE
- ☒ B - ANIMAL
- ✱ C - FIXED OBJECT
- D - HEAD-ON
- E - OTHER NON COLLISION
- ✕ F - OTHER OBJECTS
- G - OVERTURNED
- ⊕ H - PARKED CAR
- ▲ I - PEDESTRIAN
- ◆ J - REAR-END
- K - SIDESWIPE - OD
- L - SIDESWIPE - SD
- ▲ M - TURNING

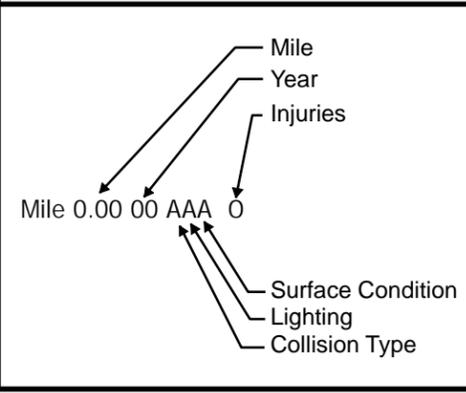
**Lighting**

- D - Day
- DM - Dusk/Dawn
- N - Night

**Surface Condition**

- D - Dry
- O - Other
- SI - Snow/Ice
- UNK - Unknown
- W - Wet

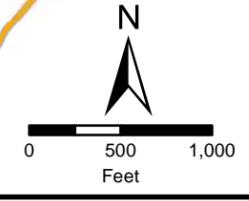
— US Route 30  
— Segment 10



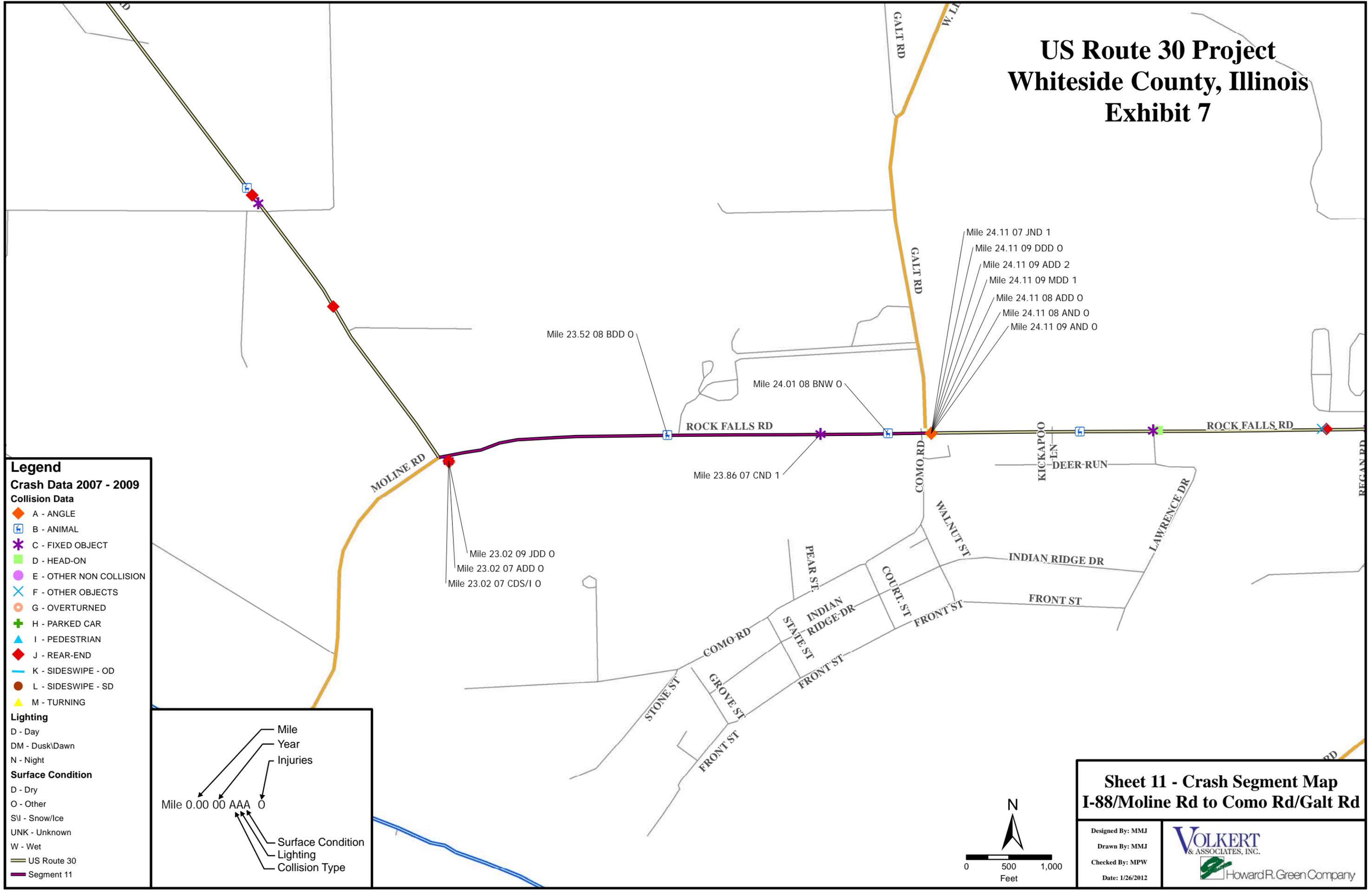
**Sheet 10 - Crash Segment Map  
Emerson Rd to I-88/Moline Rd**

Designed By: MMJ  
 Drawn By: MMJ  
 Checked By: MPW  
 Date: 1/26/2012

**VOLKERT & ASSOCIATES, INC.**  
 Howard R. Green Company



# US Route 30 Project Whiteside County, Illinois Exhibit 7



**Legend**

**Crash Data 2007 - 2009**

**Collision Data**

- ◆ A - ANGLE
- ⊞ B - ANIMAL
- ✱ C - FIXED OBJECT
- D - HEAD-ON
- E - OTHER NON COLLISION
- ⊗ F - OTHER OBJECTS
- G - OVERTURNED
- ⊕ H - PARKED CAR
- ▲ I - PEDESTRIAN
- ◆ J - REAR-END
- K - SIDESWIPE - OD
- L - SIDESWIPE - SD
- ▲ M - TURNING

**Lighting**

- D - Day
- DM - Dusk/Dawn
- N - Night

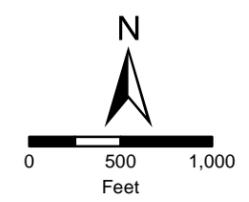
**Surface Condition**

- D - Dry
- O - Other
- SI - Snow/Ice
- UNK - Unknown
- W - Wet

— US Route 30  
— Segment 11

Mile 0.00 00 AAA O  
 Mile 23.02 09 JDD O  
 Mile 23.02 07 ADD O  
 Mile 23.02 07 CDS/I O  
 Mile 23.52 08 BDD O  
 Mile 24.01 08 BNW O  
 Mile 24.11 07 JND 1  
 Mile 24.11 09 DDD O  
 Mile 24.11 09 ADD 2  
 Mile 24.11 09 MDD 1  
 Mile 24.11 08 ADD O  
 Mile 24.11 08 AND O  
 Mile 24.11 09 AND O

Mile  
 Year  
 Injuries  
 Surface Condition  
 Lighting  
 Collision Type

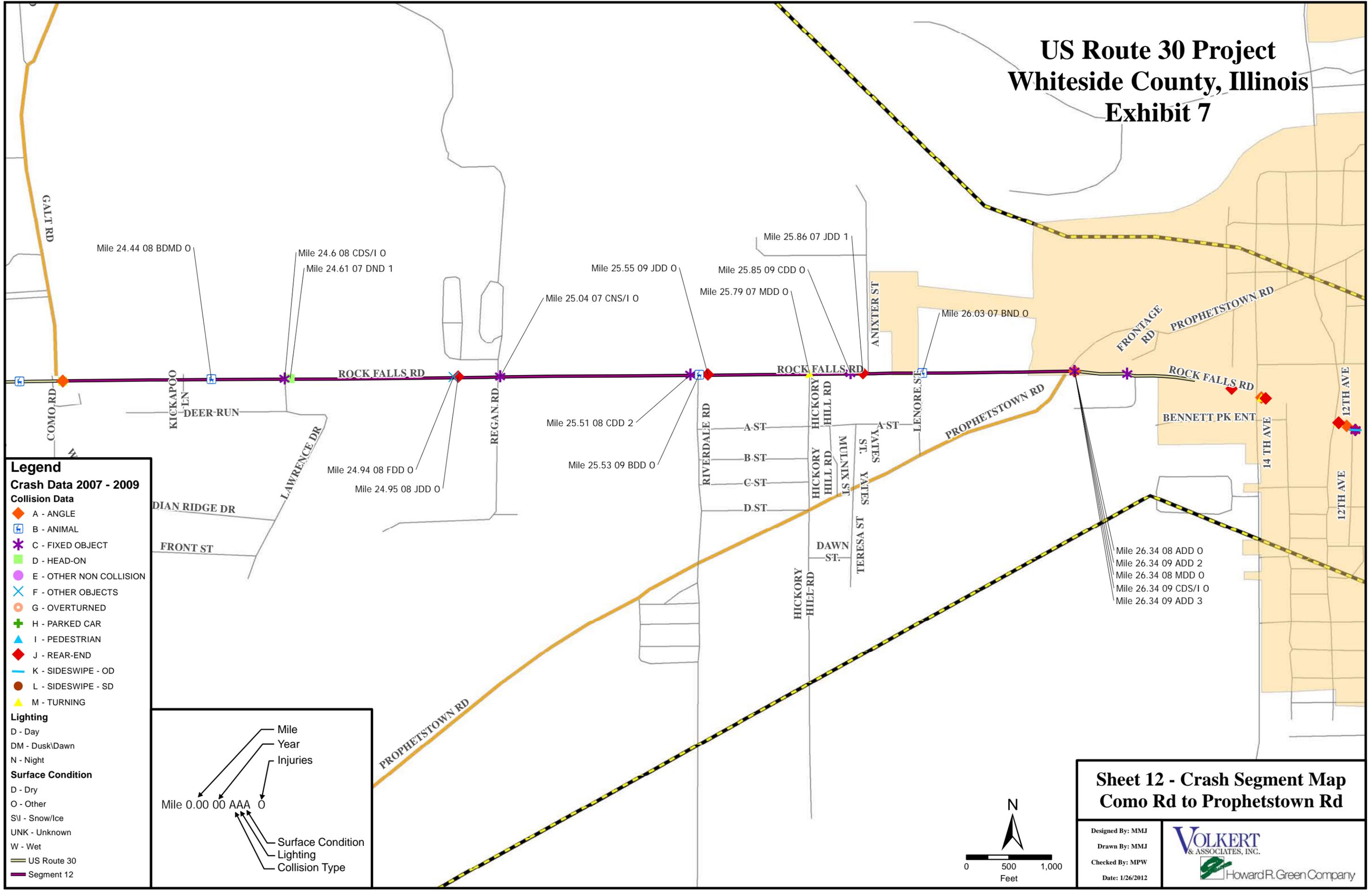


**Sheet 11 - Crash Segment Map  
I-88/Moline Rd to Como Rd/Galt Rd**

Designed By: MMJ  
 Drawn By: MMJ  
 Checked By: MPW  
 Date: 1/26/2012

**VOLKERT**  
 & ASSOCIATES, INC.  
 Howard R. Green Company

# US Route 30 Project Whiteside County, Illinois Exhibit 7



### Legend

#### Crash Data 2007 - 2009

##### Collision Data

- ◆ A - ANGLE
- ⊞ B - ANIMAL
- ✱ C - FIXED OBJECT
- + D - HEAD-ON
- E - OTHER NON COLLISION
- ✕ F - OTHER OBJECTS
- G - OVERTURNED
- + H - PARKED CAR
- ▲ I - PEDESTRIAN
- ◆ J - REAR-END
- K - SIDESWIPE - OD
- L - SIDESWIPE - SD
- ▲ M - TURNING

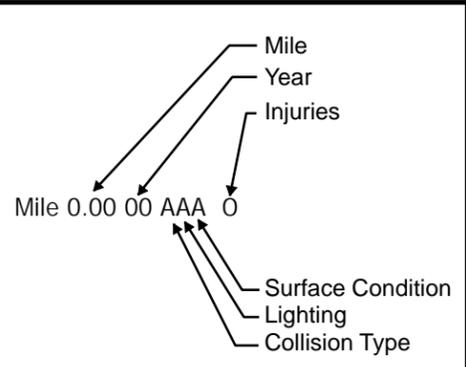
##### Lighting

- D - Day
- DM - Dusk/Dawn
- N - Night

##### Surface Condition

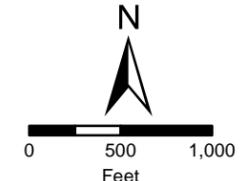
- D - Dry
- O - Other
- SI - Snow/Ice
- UNK - Unknown
- W - Wet

- US Route 30
- Segment 12



### Sheet 12 - Crash Segment Map Como Rd to Prophetstown Rd

Designed By: MMJ  
 Drawn By: MMJ  
 Checked By: MPW  
 Date: 1/26/2012

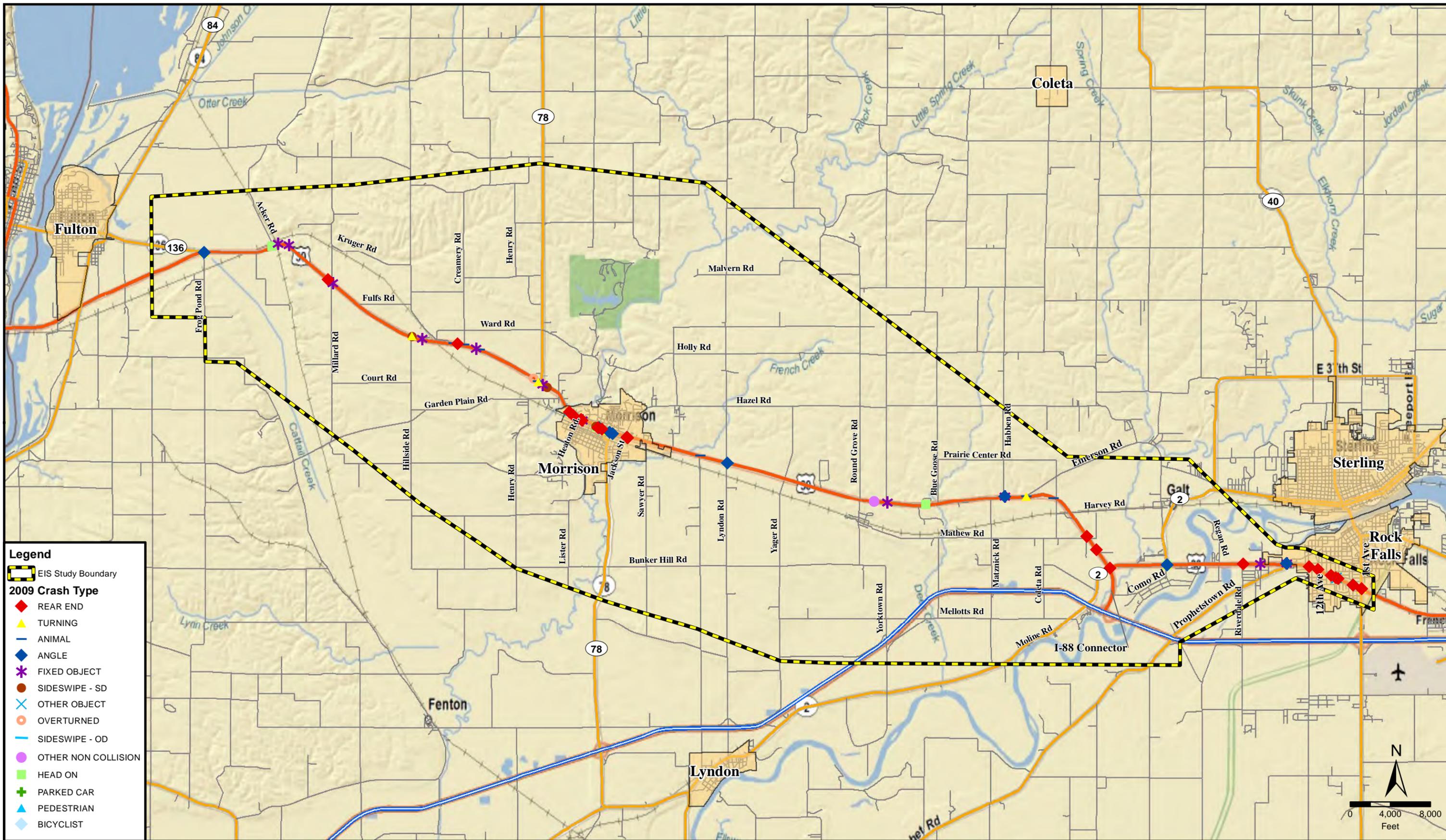


# EXHIBIT 8-10

CRASH TYPE MAPS FOR EACH  
YEAR OF THE STUDY PERIOD







**Exhibit 1-5C**  
**2009 Crash Type**  
**U.S. 30 Environmental Impact Statement**  
**Whiteside County, Illinois**

# EXHIBIT 11-13

CRASH SEVERITY MAPS FOR EACH  
YEAR OF THE STUDY PERIOD







# EXHIBIT 14

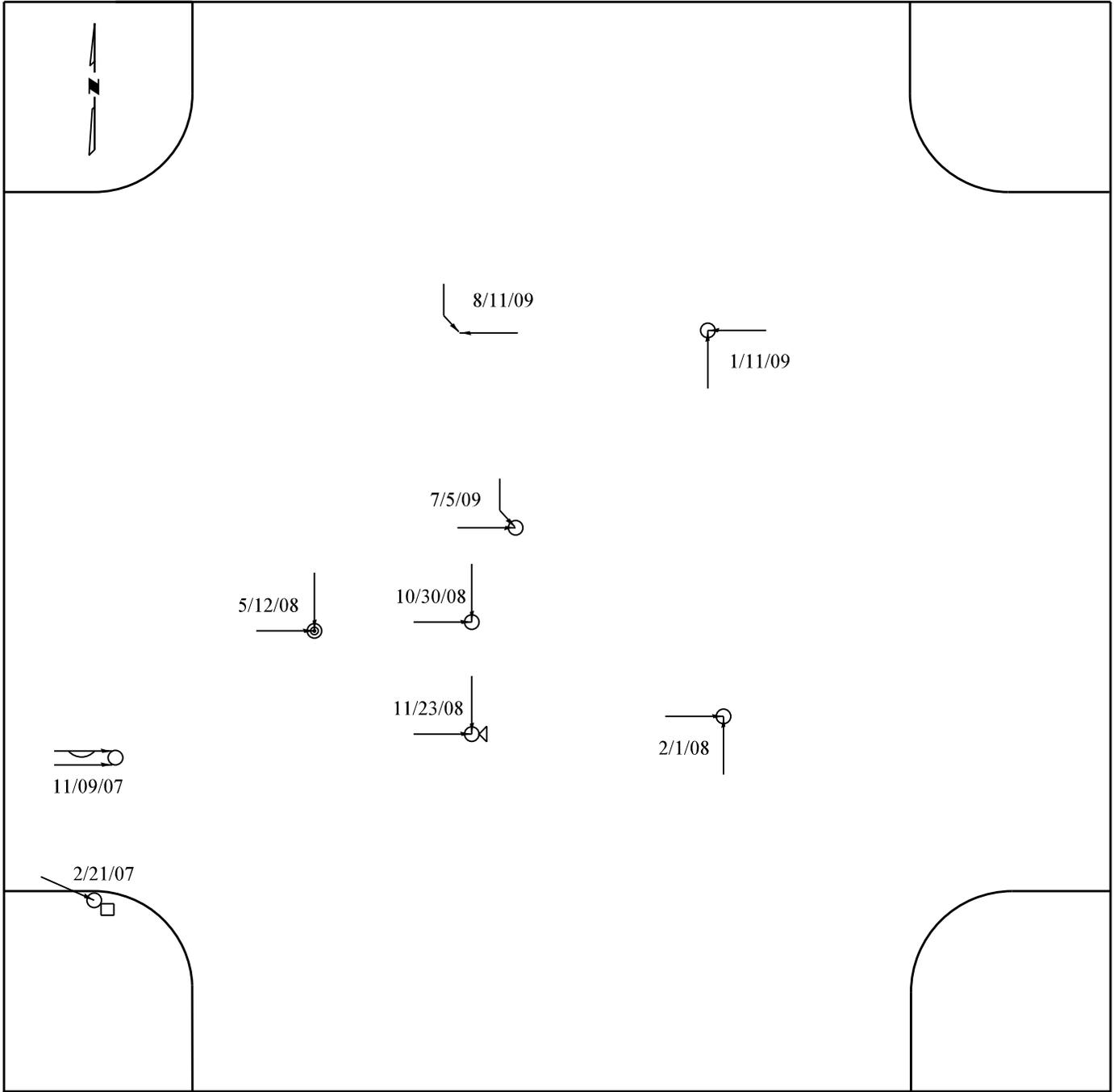
INTERSECTION CRASH DIAGRAMS

# US 30 & IL 136 / FROG POND RD

All Data

9 Accidents

01/01/07 - 12/31/09



11/09/07

2/21/07

5/12/08

10/30/08

11/23/08

7/5/09

8/11/09

1/11/09

2/1/08

- ← Straight
- ←| Stopped
- ←| Backing
- ←| Overtaking
- ←| Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

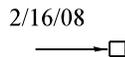
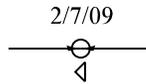
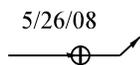
- × Pedestrian
- ⊗ Bicycle
- Injury
- ⊙ Fatality
- ⊘ DUI

Fixed objects:

- General
- Pole
- Signal
- Curb
- Tree
- Animal
- ◁ 3rd or 4th vehicle

US 30 & ACKER RD  
3 Accidents

All Data  
01/01/07 - 12/31/09



- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ↔ Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

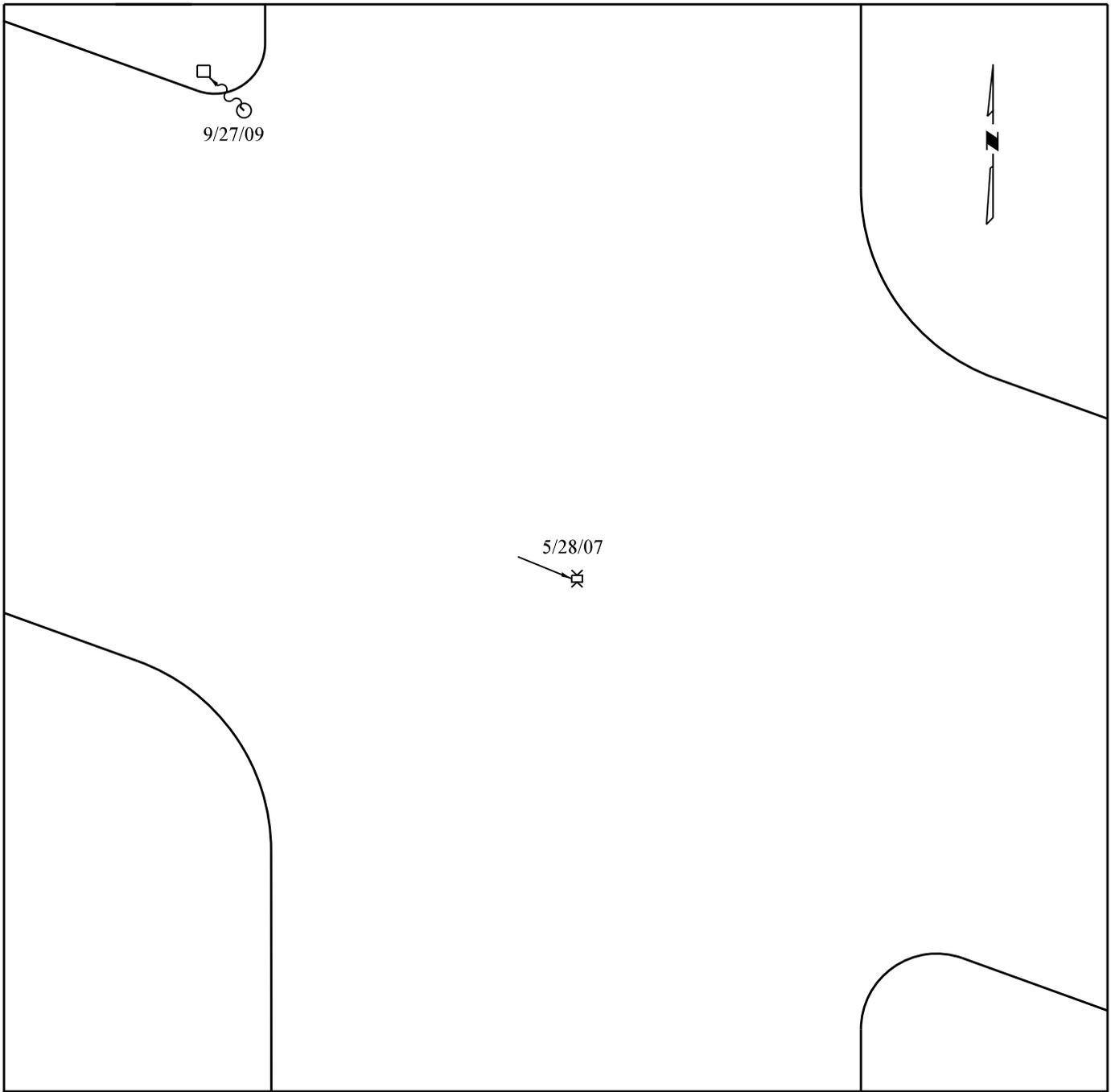
- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊣ DUI

- Fixed objects:
- General    □ Curb
  - Pole        ⊗ Tree
  - ⊞ Signal      ⊗ Animal
  - ◁ 3rd or 4th vehicle

# US 30 & MILLARD RD

## 2 Accidents

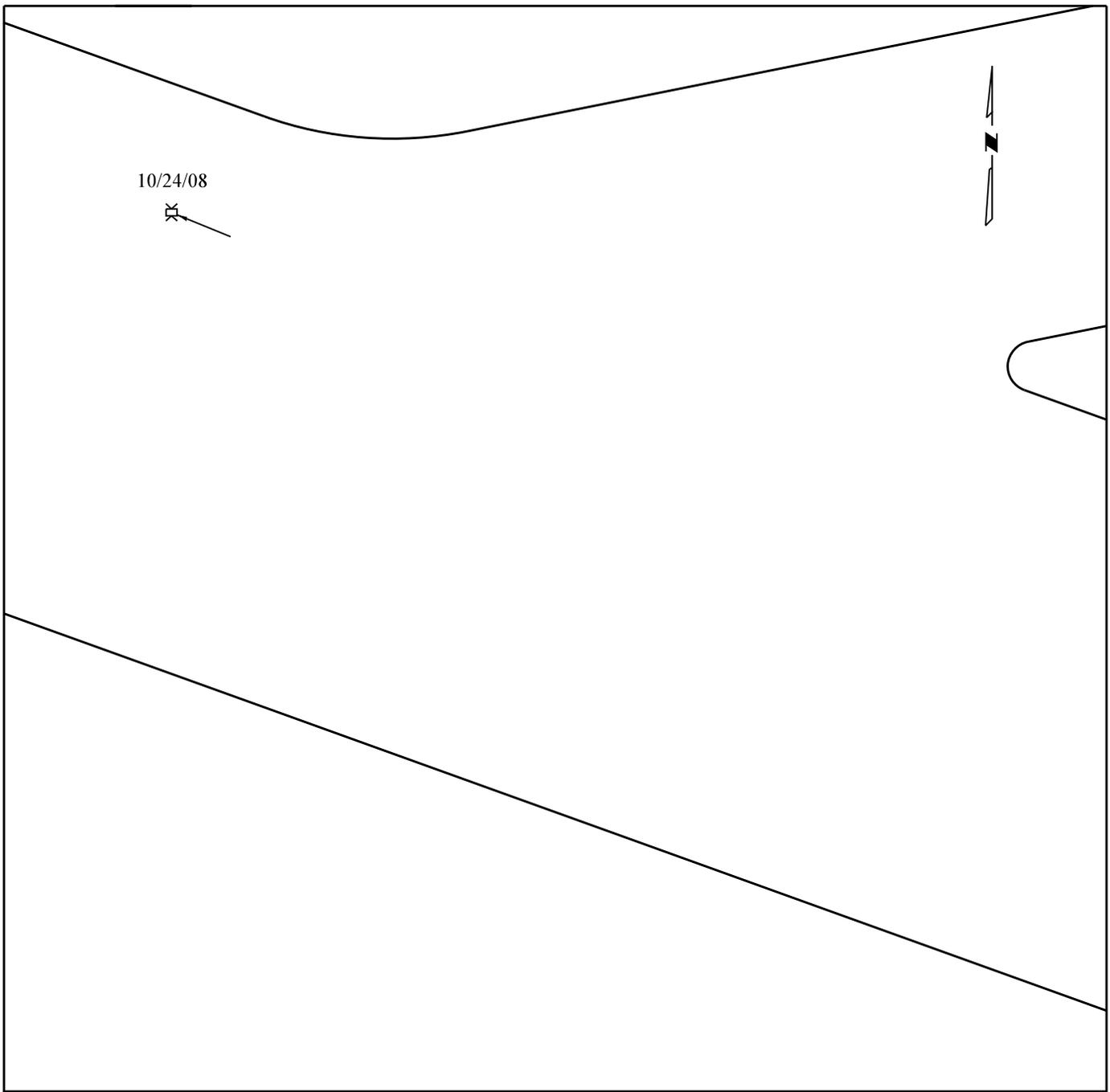
All Data  
01/01/07 - 12/31/09



← Straight	Parked	× Pedestrian	Fixed objects:
←  Stopped	Erratic	⌘ Bicycle	<input type="checkbox"/> General
←  Backing	Out of control	○ Injury	<input checked="" type="checkbox"/> Pole
←  Overtaking	Right turn	◎ Fatality	<input checked="" type="checkbox"/> Signal
←  Sideswipe	Left turn	⊠ DUI	<input checked="" type="checkbox"/> Tree
	U-turn		<input checked="" type="checkbox"/> Animal
			◁ 3rd or 4th vehicle

US 30 & FULFS RD  
1 Accidents

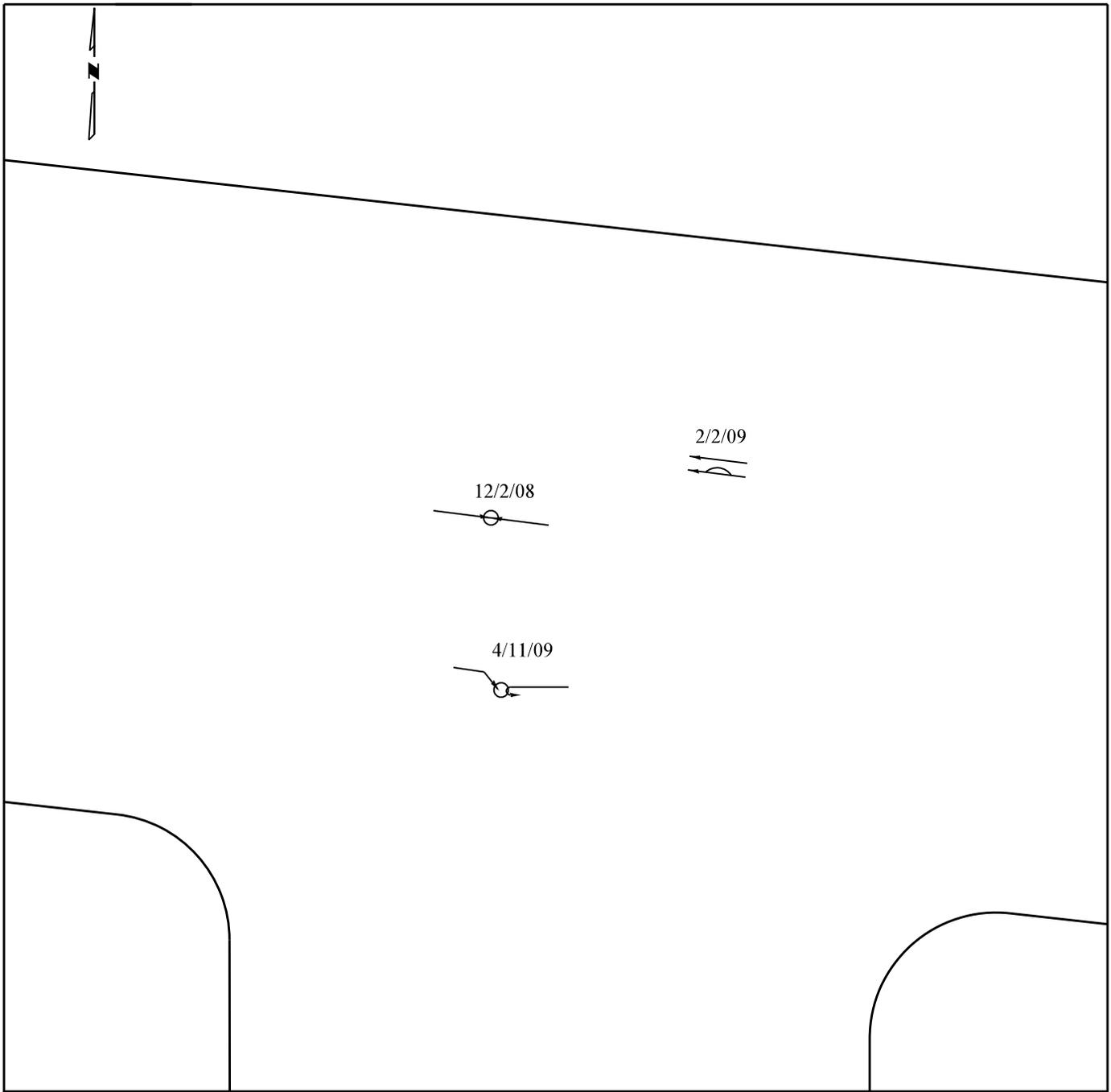
All Data  
01/01/07 - 12/31/09



← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	General	Curb
←  Backing	Out of control	○ Injury	Pole	Tree
←  Overtaking	Right turn	◎ Fatality	Signal	Animal
←  Sideswipe	Left turn	⊣ DUI	◁ 3rd or 4th vehicle	
	U-turn			

US 30 & HILLSIDE RD  
3 Accidents

All Data  
01/01/07 - 12/31/09



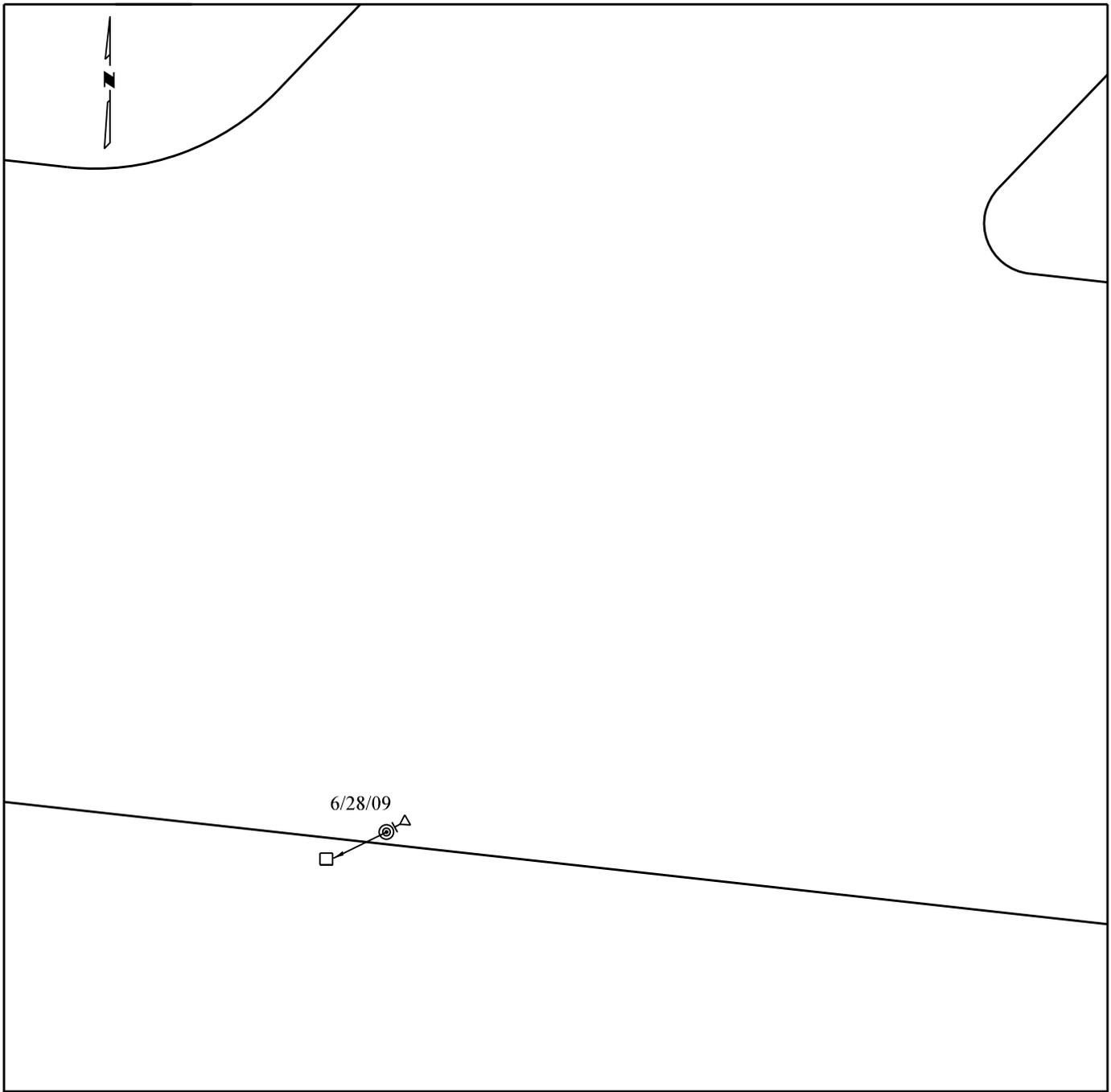
← Straight	▭ Parked	× Pedestrian	Fixed objects:	
←  Stopped	~ Erratic	⊗ Bicycle	□ General	▣ Curb
← ← Backing	~ Out of control	○ Injury	▣ Pole	⊗ Tree
← ← Overtaking	↘ Right turn	◎ Fatality	▣ Signal	⊗ Animal
← ← Sideswipe	↙ Left turn	⊗ DUI	◁ 3rd or 4th vehicle	
	↪ U-turn			

# US 30 & US 30 FRONTAGE RD (WEST LEG)

## 1 Accidents

All Data

01/01/07 - 12/31/09



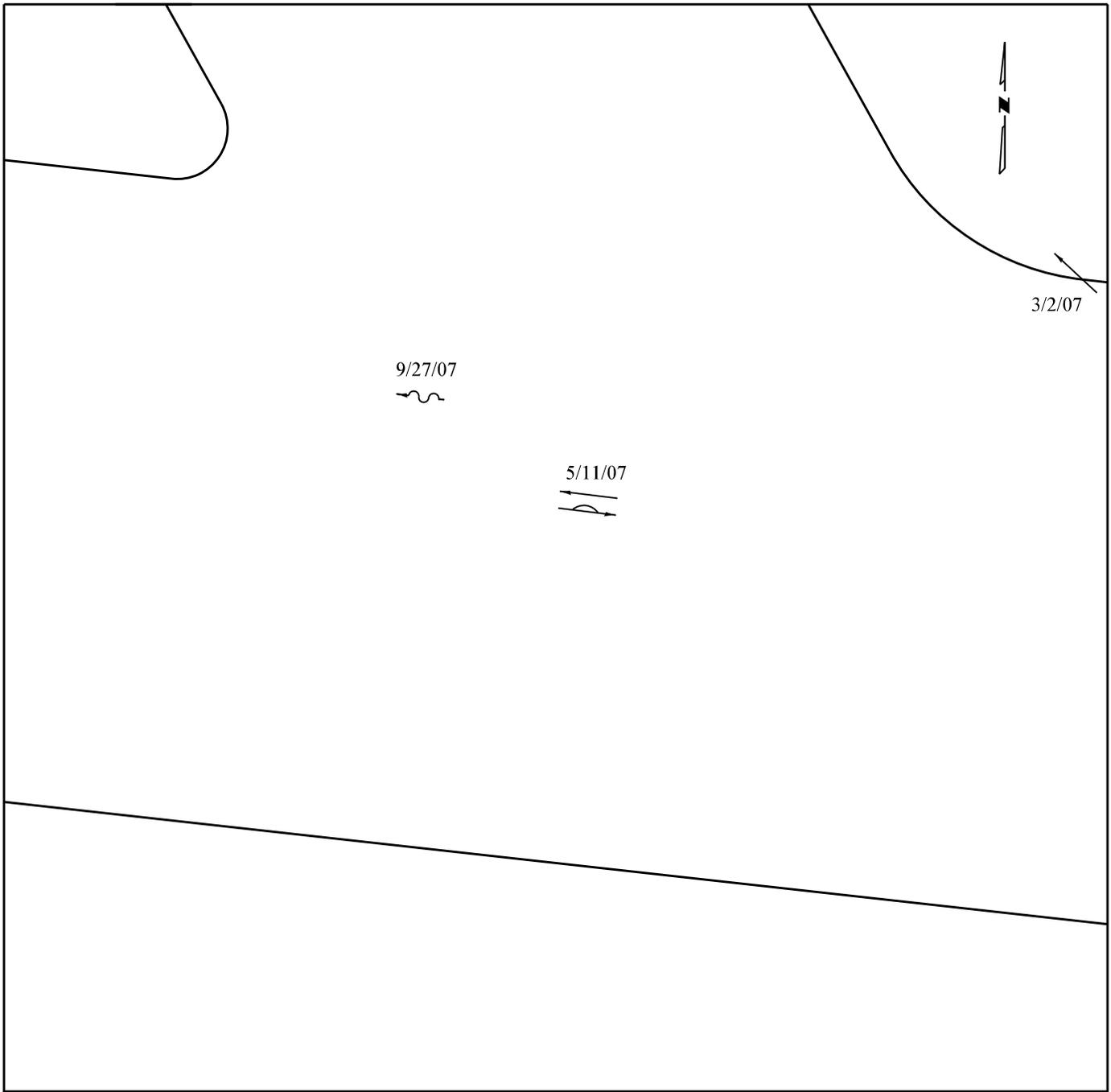
← Straight	Parked	× Pedestrian	Fixed objects:
←  Stopped	Erratic	⊗ Bicycle	General
←  Backing	Out of control	○ Injury	Curb
←  Overtaking	Right turn	◎ Fatality	Pole
←  Sideswipe	Left turn	⊠ DUI	Tree
	U-turn		Signal
			Animal
			◁ 3rd or 4th vehicle

# US 30 & US 30 FRONTAGE RD (EAST LEG)

All Data

3 Accidents

01/01/07 - 12/31/09



← Straight	▭ Parked	× Pedestrian	Fixed objects:	
←  Stopped	~ Erratic	⊗ Bicycle	□ General	▣ Curb
← ← Backing	~ Out of control	○ Injury	▣ Pole	⊗ Tree
← ← Overtaking	↘ Right turn	◎ Fatality	▣ Signal	⊗ Animal
← ← Sideswipe	↙ Left turn	⊗ DUI	◁ 3rd or 4th vehicle	
	↪ U-turn			

US 30 & CREAMERY RD  
2 Accidents

All Data  
01/01/07 - 12/31/09



5/7/09



9/12/08



- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ←↪ Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊣ DUI

- Fixed objects:
- General     Curb
  - Pole         Tree
  - Signal        Animal
  - ◁ 3rd or 4th vehicle

# US 30 & IL 78 NORTH

## 5 Accidents

All Data  
01/01/07 - 12/31/09



11/2/07

4/4/09

1/11/07

1/16/09



6/22/07



- Straight
- Stopped
- Backing
- Overtaking
- Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- Pedestrian
- Bicycle
- Injury
- Fatality
- DUI

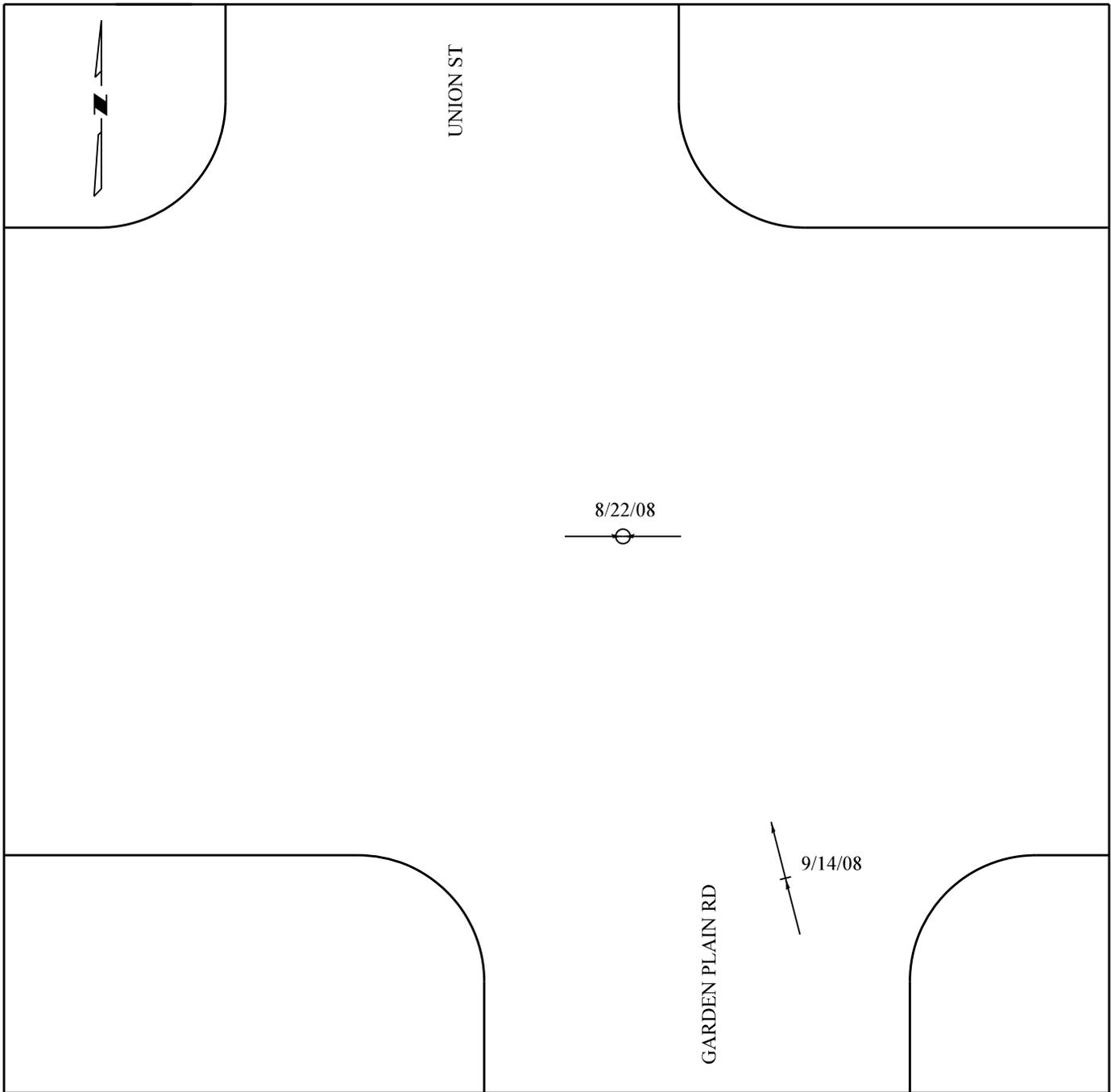
Fixed objects:

- General
- Pole
- Signal
- Curb
- Tree
- Animal
- 3rd or 4th vehicle

US 30 & UNION ST & GARDEN PLAIN RD  
2 Accidents

All Data

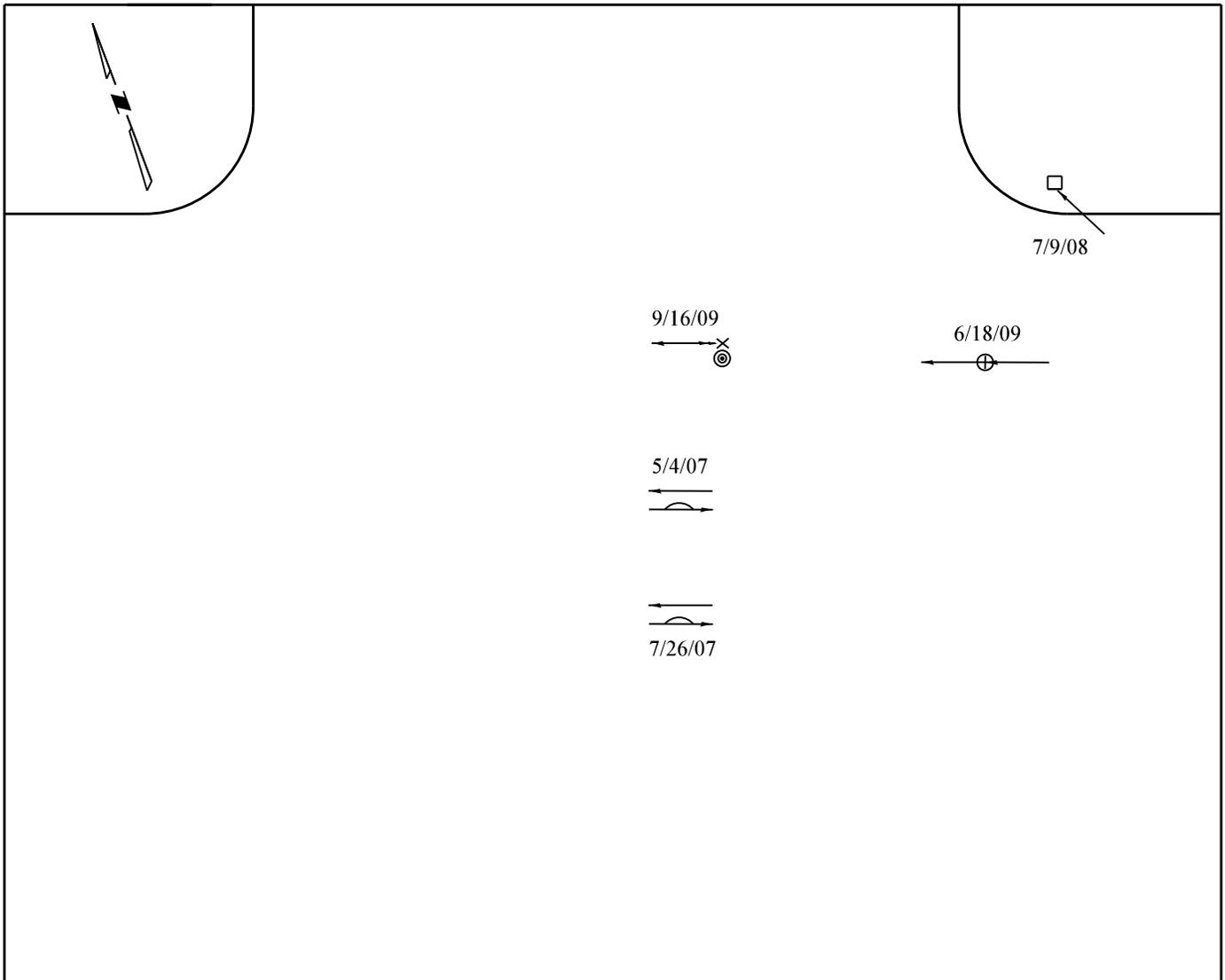
01/01/07 - 12/31/09



← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	<input type="checkbox"/> General	<input type="checkbox"/> Curb
←  Backing	Out of control	○ Injury	<input checked="" type="checkbox"/> Pole	<input checked="" type="checkbox"/> Tree
←  Overtaking	Right turn	◎ Fatality	<input checked="" type="checkbox"/> Signal	<input checked="" type="checkbox"/> Animal
←  Sideswipe	Left turn	⊣ DUI	◁ 3rd or 4th vehicle	
	U-turn			

US 30 & HILLANDALE DR  
5 Accidents

All Data  
01/01/07 - 12/31/09



← Straight	Parked	× Pedestrian	Fixed objects:
←  Stopped	Erratic	⊗ Bicycle	<input type="checkbox"/> General <input type="checkbox"/> Curb
←→ Backing	Out of control	○ Injury	<input checked="" type="checkbox"/> Pole <input type="checkbox"/> Tree
←→ Overtaking	Right turn	◎ Fatality	<input checked="" type="checkbox"/> Signal <input checked="" type="checkbox"/> Animal
Sideswipe	Left turn	⊠ DUI	◁ 3rd or 4th vehicle
	U-turn		

US 30 & LINCOLN WEST COURT WEST  
 1 Accidents

All Data

01/01/07 - 12/31/09



6/25/08



- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ←↔ Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊣ DUI

Fixed objects:

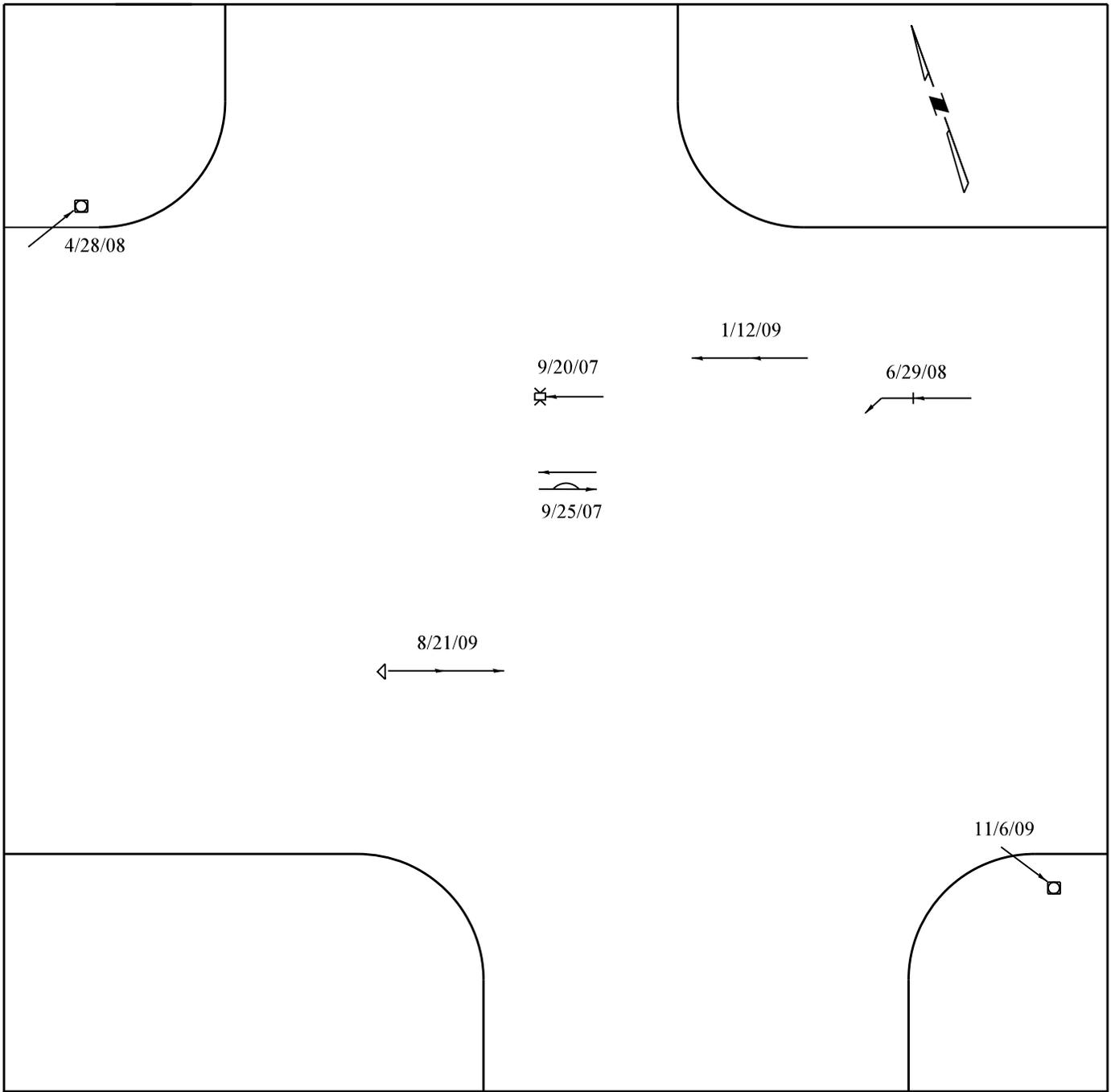
- General
- ▣ Curb
- Pole
- ⊙ Tree
- ⊞ Signal
- ⊠ Animal
- ◁ 3rd or 4th vehicle

# US 30 & LINCOLN WEST COURT EAST & HEATON

7 Accidents

All Data

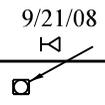
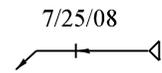
01/01/07 - 12/31/09



- |                  |                |              |  |
|------------------|----------------|--------------|--|
| ← Straight       | Parked         | × Pedestrian | Fixed objects:                             |
| ←  Stopped       | Erratic        | ⊗ Bicycle    | <input type="checkbox"/> General           |
| ← ← Backing      | Out of control | ○ Injury     | <input checked="" type="checkbox"/> Pole   |
| ← ← ← Overtaking | Right turn     | ◎ Fatality   | <input checked="" type="checkbox"/> Signal |
| ← ← ← Sideswipe  | Left turn      | ⊖ DUI        | <input checked="" type="checkbox"/> Curb   |
|                  | U-turn         |              | <input checked="" type="checkbox"/> Tree   |
|                  |                |              | <input checked="" type="checkbox"/> Animal |
|                  |                |              | ◁ 3rd or 4th vehicle                       |

US 30 & HALL ST  
2 Accidents

All Data  
01/01/07 - 12/31/09



- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ←↔ Sideswipe

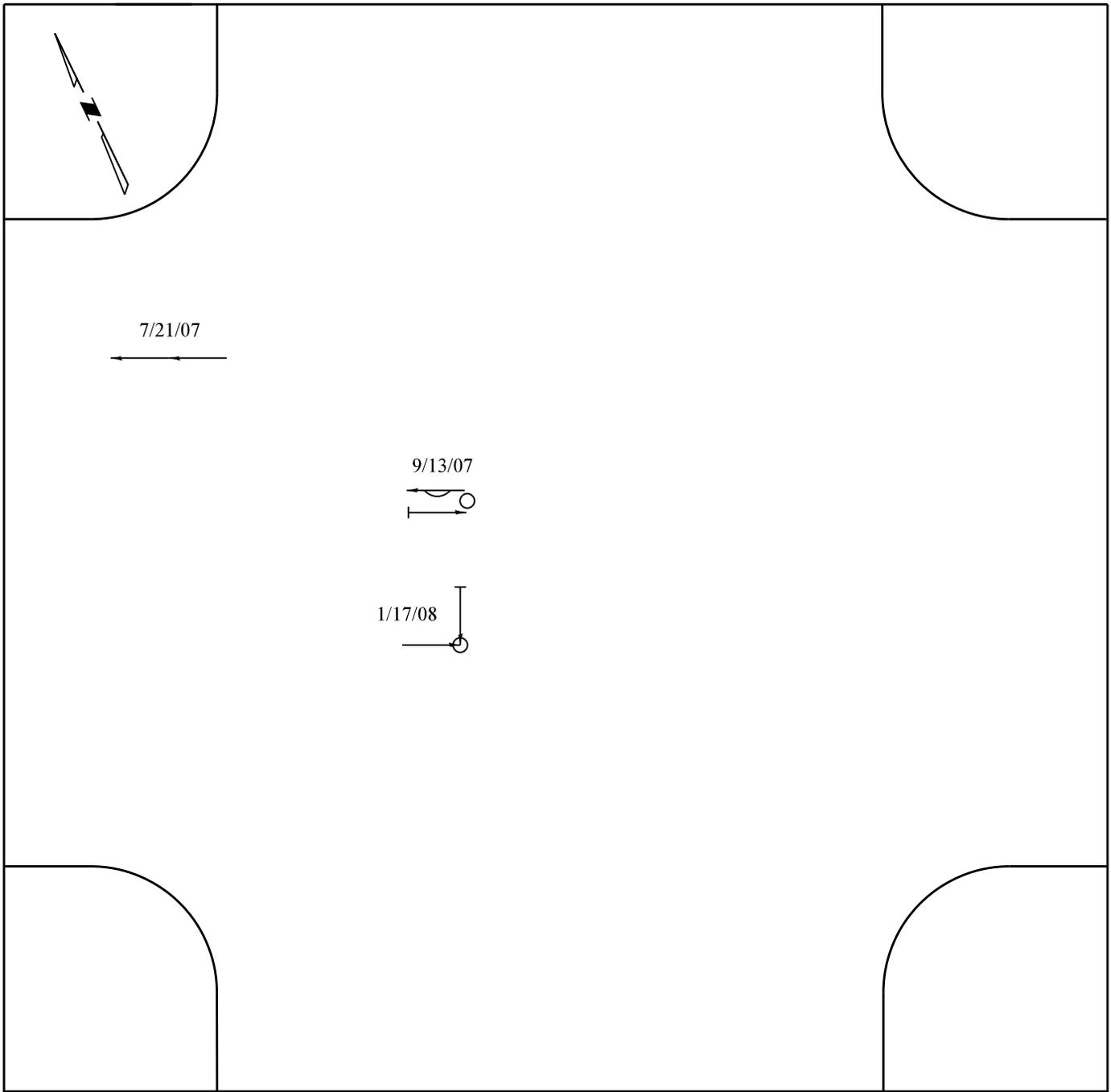
- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

- Fixed objects:
- General
  - Pole
  - Signal
  - Curb
  - Tree
  - Animal
  - ◁ 3rd or 4th vehicle

US 30 & GRAPE ST  
3 Accidents

All Data  
01/01/07 - 12/31/09

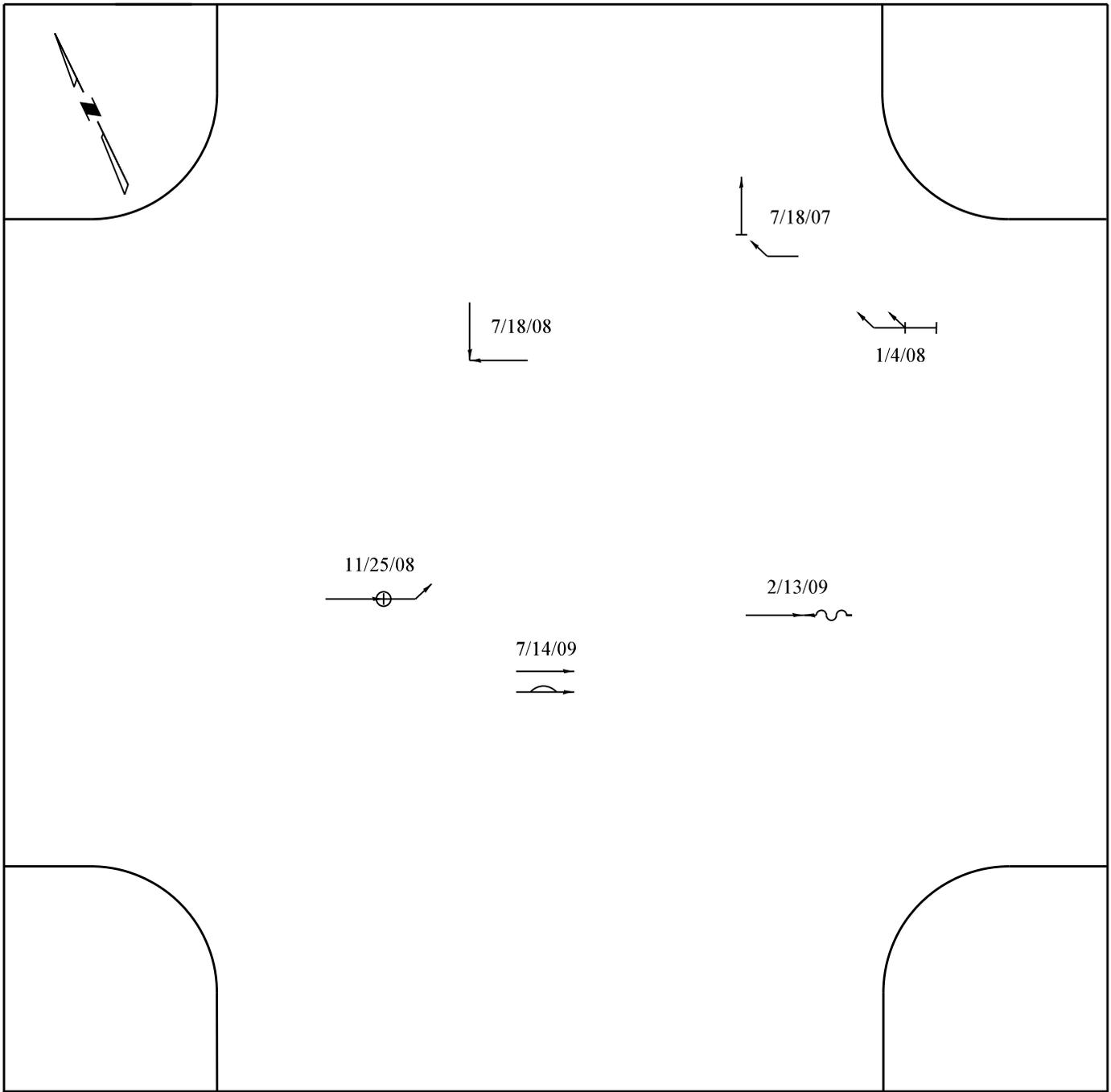


← Straight	Parked	× Pedestrian	Fixed objects:
←  Stopped	Erratic	⊗ Bicycle	<input type="checkbox"/> General <input type="checkbox"/> Curb
←  Backing	Out of control	○ Injury	<input checked="" type="checkbox"/> Pole <input type="checkbox"/> Tree
←  Overtaking	Right turn	◎ Fatality	<input checked="" type="checkbox"/> Signal <input checked="" type="checkbox"/> Animal
←  Sideswipe	Left turn	⊠ DUI	◁ 3rd or 4th vehicle
	U-turn		

# US 30 & ORANGE ST

## 6 Accidents

All Data  
01/01/07 - 12/31/09

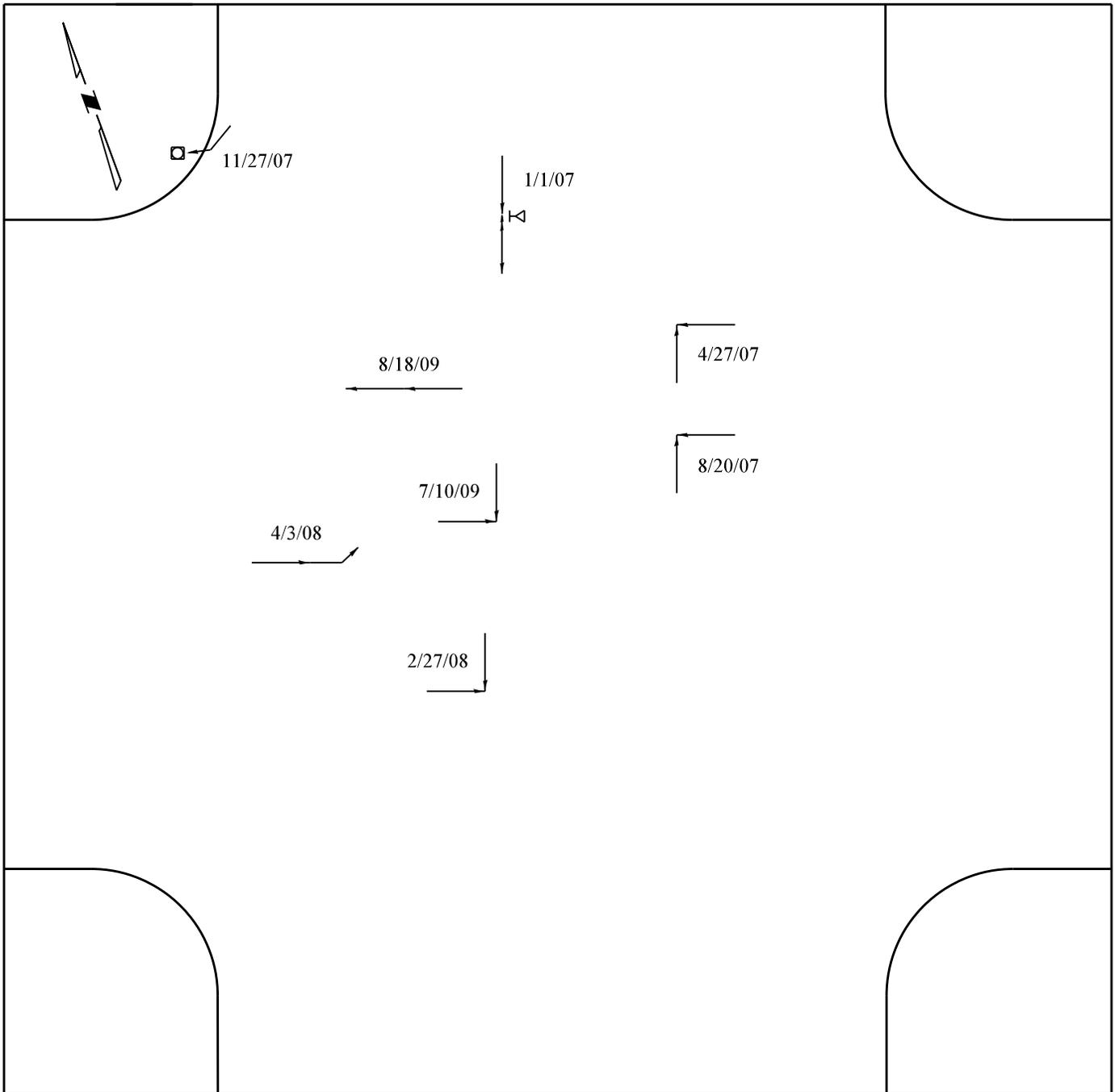


← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	□ General	▣ Curb
←  Backing	Out of control	○ Injury	⊠ Pole	⊙ Tree
←  Overtaking	Right turn	⊙ Fatality	⊞ Signal	⊘ Animal
←  Sideswipe	Left turn	⊘ DUI	◁ 3rd or 4th vehicle	
	U-turn			

# US 30 & BASE ST

## 8 Accidents

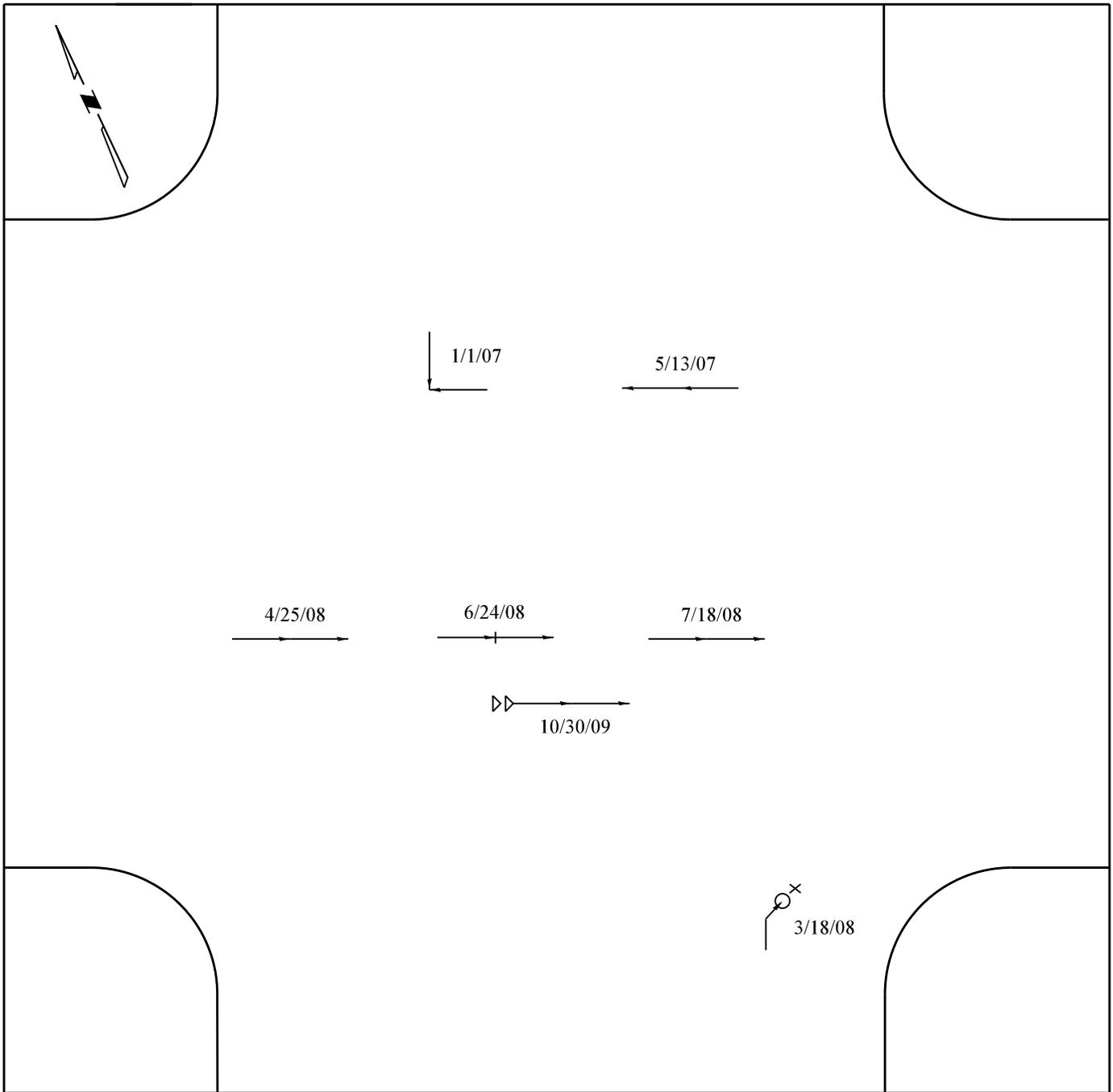
All Data  
01/01/07 - 12/31/09



← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	□ General	▣ Curb
←  Backing	Out of control	○ Injury	◻ Pole	⊗ Tree
←  Overtaking	Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←  Sideswipe	Left turn	⊞ DUI	◁ 3rd or 4th vehicle	
	U-turn			

US 30 & GENESSEE ST  
7 Accidents

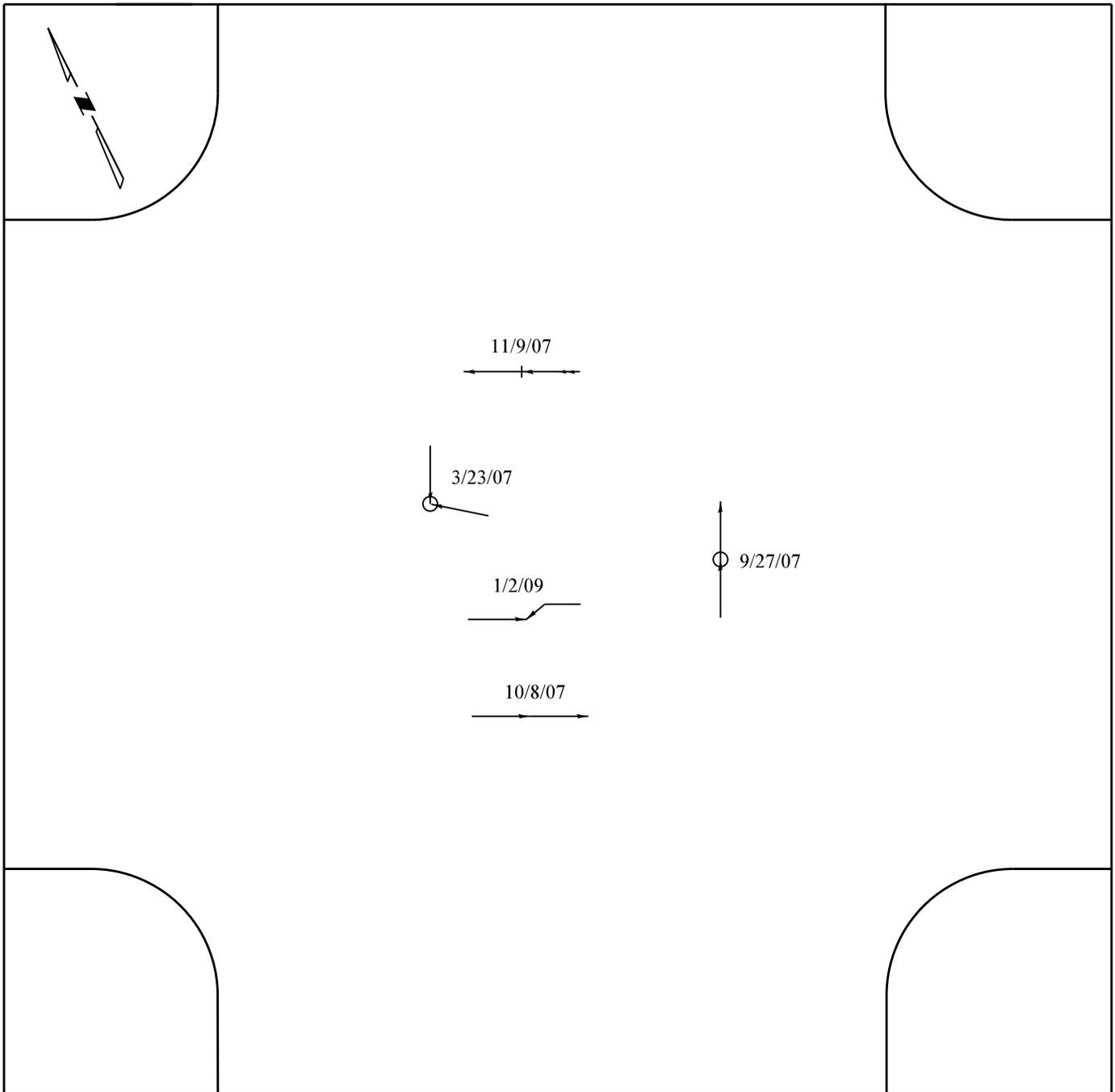
All Data  
01/01/07 - 12/31/09



← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	□ General	▣ Curb
← ← Backing	Out of control	○ Injury	⊠ Pole	⊙ Tree
← ← ← Overtaking	Right turn	⊙ Fatality	⊠ Signal	⊗ Animal
← ← ← Sideswipe	Left turn	⊗ DUI	◁ 3rd or 4th vehicle	
	U-turn			

US 30 & IL 78 SOUTH / CHERRY ST  
5 Accidents

All Data  
01/01/07 - 12/31/09

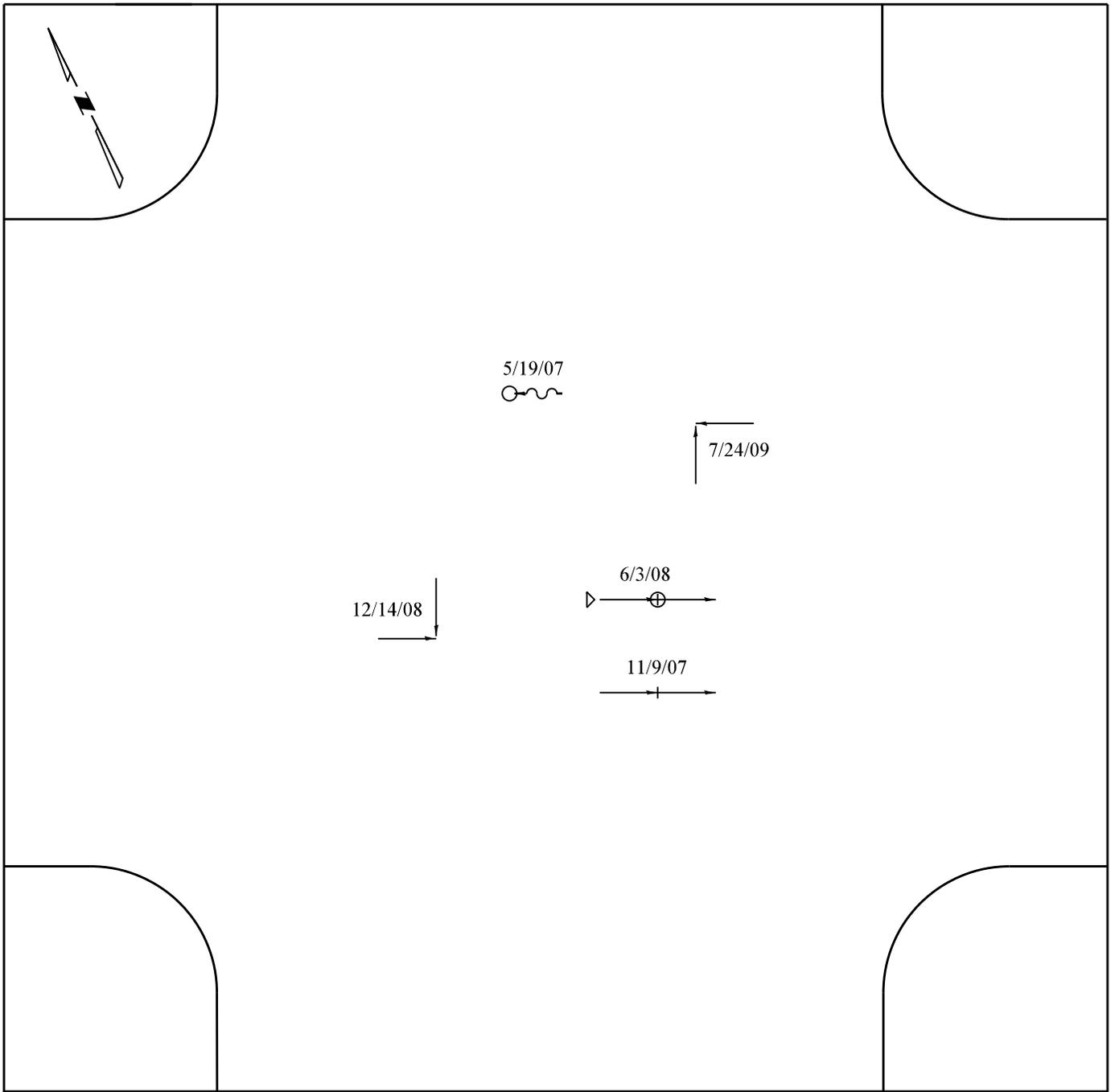


← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	□ General	▣ Curb
← ← Backing	Out of control	○ Injury	◻ Pole	⊙ Tree
← ← Overtaking	Right turn	◎ Fatality	⊞ Signal	⊞ Animal
← ← Sideswipe	Left turn	⊞ DUI	◁ 3rd or 4th vehicle	
	U-turn			

# US 30 & MADISON ST

## 5 Accidents

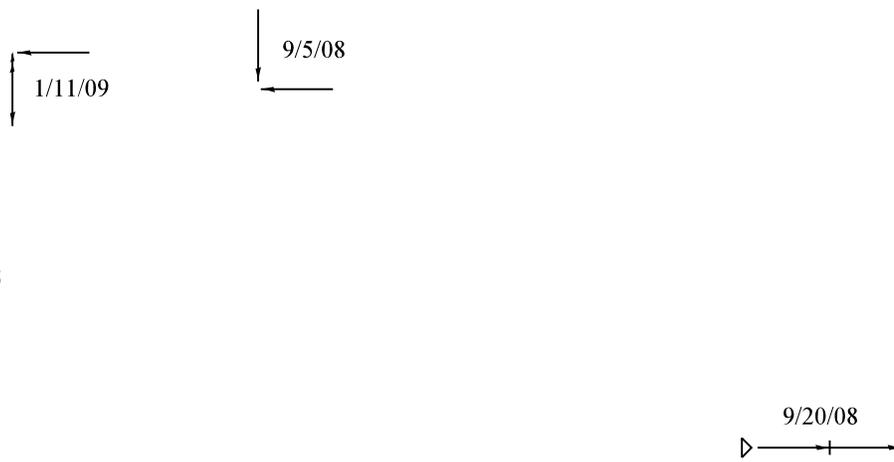
All Data  
01/01/07 - 12/31/09



← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	<input type="checkbox"/> General	<input type="checkbox"/> Curb
← ← Backing	Out of control	○ Injury	<input checked="" type="checkbox"/> Pole	<input checked="" type="checkbox"/> Tree
← ←  Overtaking	Right turn	⊙ Fatality	<input checked="" type="checkbox"/> Signal	<input checked="" type="checkbox"/> Animal
← ←  Sideswipe	Left turn	⊘ DUI	◁ 3rd or 4th vehicle	
	U-turn			

US 30 & CLINTON ST  
4 Accidents

All Data  
01/01/07 - 12/31/09



- ← Straight
- ←| Stopped
- ←| Backing
- ←| Overtaking
- ←| Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

- Fixed objects:
- General
  - ⊠ Pole
  - ⊠ Signal
  - ▣ Curb
  - ⊗ Tree
  - ⊠ Animal
  - ◁ 3rd or 4th vehicle

US 30 & BARTLETT ST  
1 Accident

All Data  
01/01/07 - 12/31/09



5/21/07



- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ←↪ Sideswipe

- Parked
- ←~ Erratic
- ←~ Out of control
- ↘ Right turn
- ↙ Left turn
- ↪ U-turn

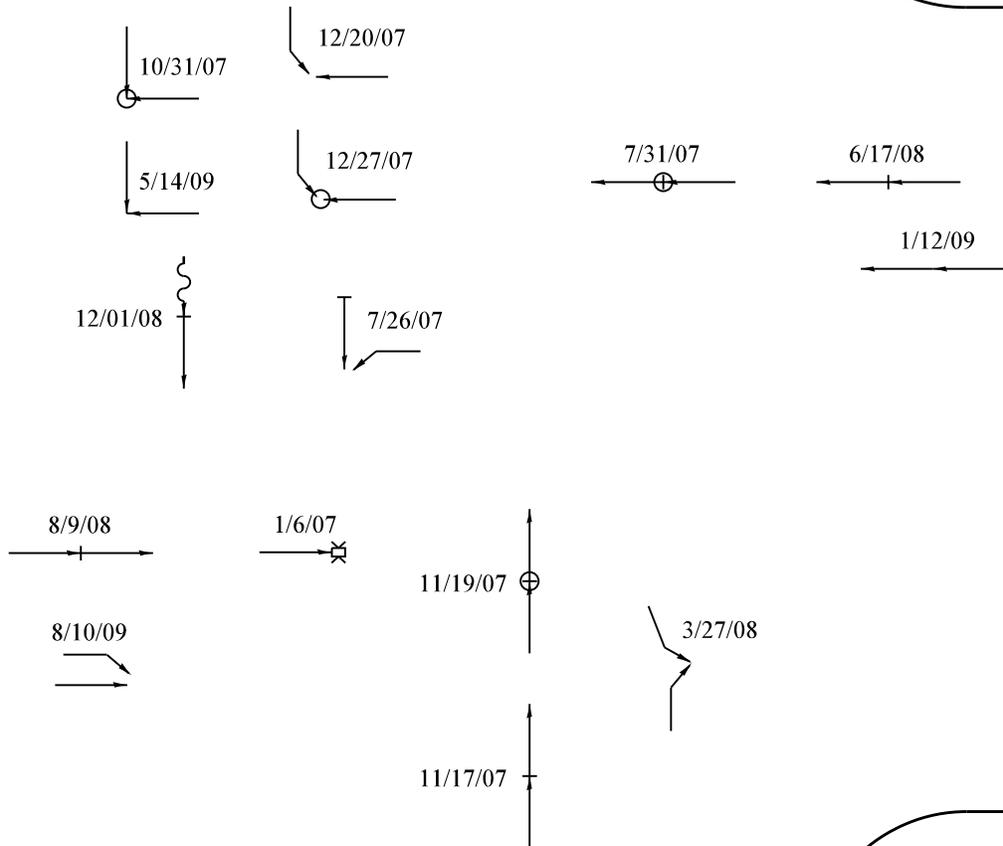
- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

- Fixed objects:
- General
  - Pole
  - Signal
  - Curb
  - Tree
  - Animal
  - ◁ 3rd or 4th vehicle

# US 30 & JACKSON ST

## 15 Accidents

All Data  
01/01/07 - 12/31/09



← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	~ Erratic	⊗ Bicycle	□ General	▣ Curb
←  Backing	~ Out of control	○ Injury	⊠ Pole	⊙ Tree
←  Overtaking	↘ Right turn	⊙ Fatality	⊞ Signal	⊗ Animal
←  Sideswipe	↙ Left turn	⊘ DUI	⊟ 3rd or 4th vehicle	
	↪ U-turn			

US 30 & SAWYER RD  
2 Accidents

All Data  
01/01/07 - 12/31/09



3/2/07

10/5/07

- Straight
- Stopped
- Backing
- Overtaking
- Sideswipe

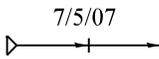
- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

- Fixed objects:
- General
  - Pole
  - Signal
  - Curb
  - Tree
  - Animal
  - ◁ 3rd or 4th vehicle

US 30 & SYCAMORE ST  
2 Accidents

All Data  
01/01/07 - 12/31/09



- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ↔ Sideswipe

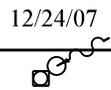
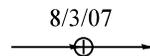
- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

- Fixed objects:
- General
  - Pole
  - Signal
  - Curb
  - Tree
  - Animal
  - ◁ 3rd or 4th vehicle

US 30 & BISHOP/GROVE RD  
3 Accidents

All Data  
01/01/07 - 12/31/09



- ← Straight
- ←| Stopped
- ←| Backing
- ←| Overtaking
- ←| Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ⊙ Fatality
- ⊖ DUI

- Fixed objects:
- General
  - Pole
  - Signal
  - Curb
  - Tree
  - Animal
  - ◁ 3rd or 4th vehicle

US 30 & FELDMAN RD  
2 Accidents

All Data  
01/01/07 - 12/31/09



12/7/09  


10/8/08  


-  Straight
-  Stopped
-  Backing
-  Overtaking
-  Sideswipe

-  Parked
-  Erratic
-  Out of control
-  Right turn
-  Left turn
-  U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

- Fixed objects:
- General
  - Pole
  - Signal
  - Curb
  - Tree
  - Animal
  - ◁ 3rd or 4th vehicle

US 30 & YAGER RD  
4 Accidents

All Data  
01/01/07 - 12/31/09



8/21/08  


11/11/08  


12/13/07  


3/5/07  


-  Straight
-  Stopped
-  Backing
-  Overtaking
-  Sideswipe

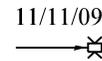
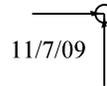
-  Parked
-  Erratic
-  Out of control
-  Right turn
-  Left turn
-  U-turn

-  Pedestrian
-  Bicycle
-  Injury
-  Fatality
-  DUI

- Fixed objects:
-  General
  -  Curb
  -  Pole
  -  Tree
  -  Signal
  -  Animal
  -  3rd or 4th vehicle

US 30 & LYNDON RD  
5 Accidents

All Data  
01/01/07 - 12/31/09



- ← Straight
- ←| Stopped
- ←| Backing
- ←| Overtaking
- ←| Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

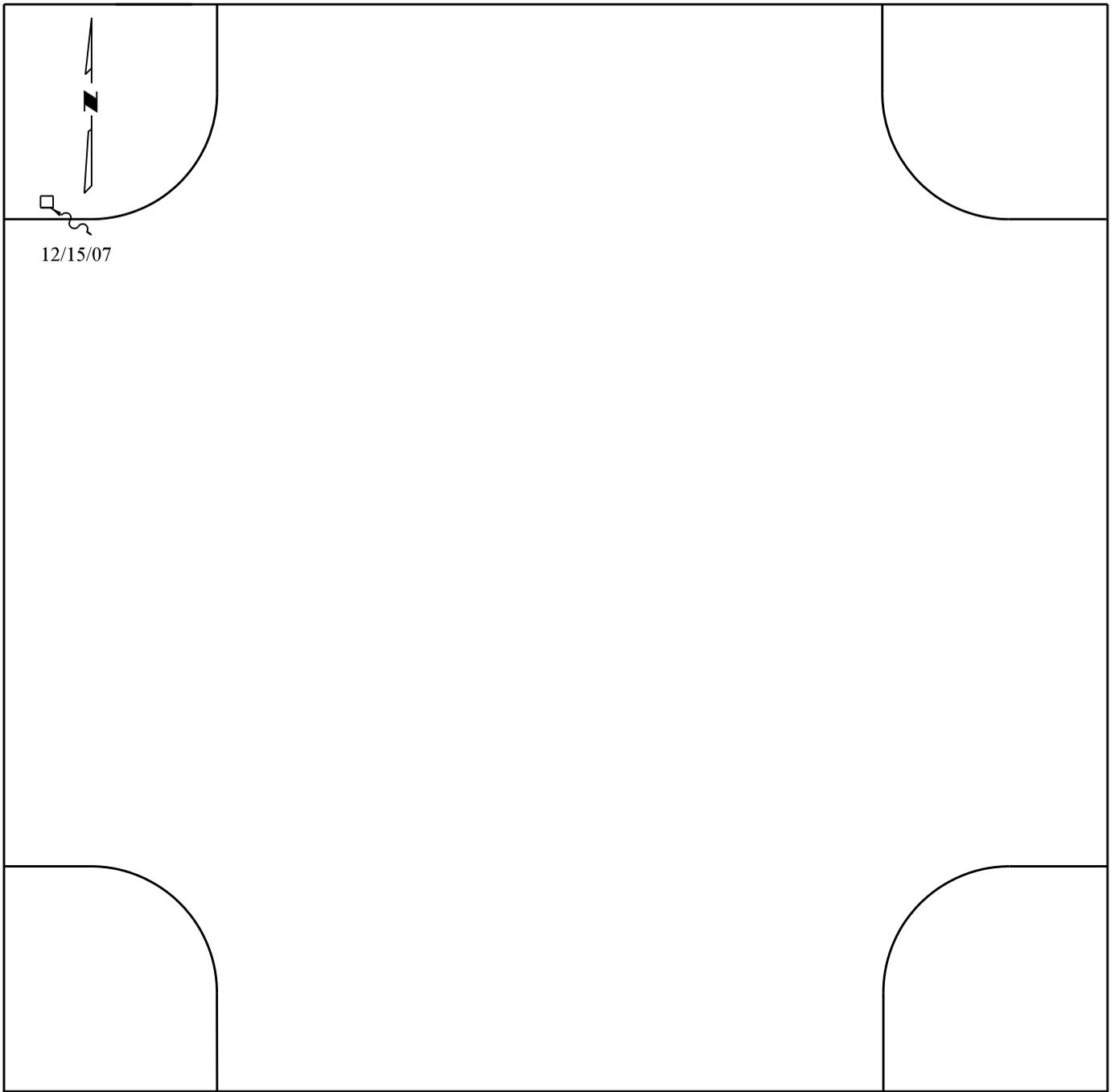
- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

- Fixed objects:
- General
  - ▣ Pole
  - ⊞ Signal
  - ▣ Curb
  - ⊞ Tree
  - ⊠ Animal
  - ◁ 3rd or 4th vehicle

# US 30 & ROUND GROVE RD

## 1 Accidents

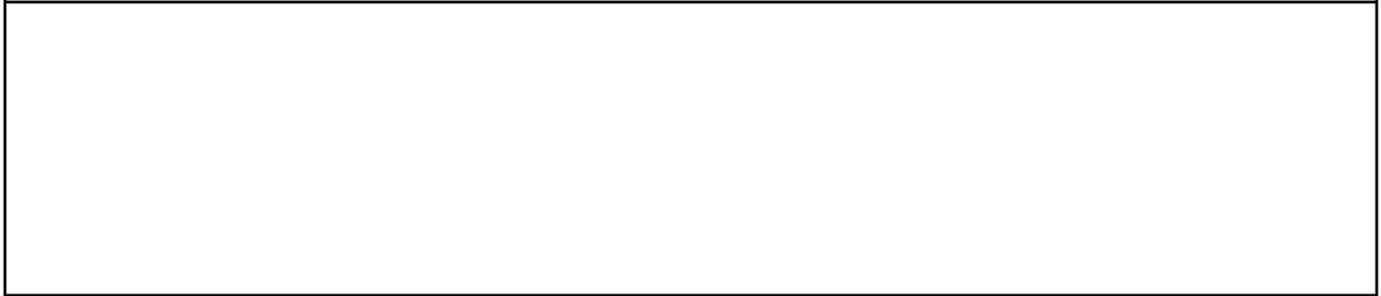
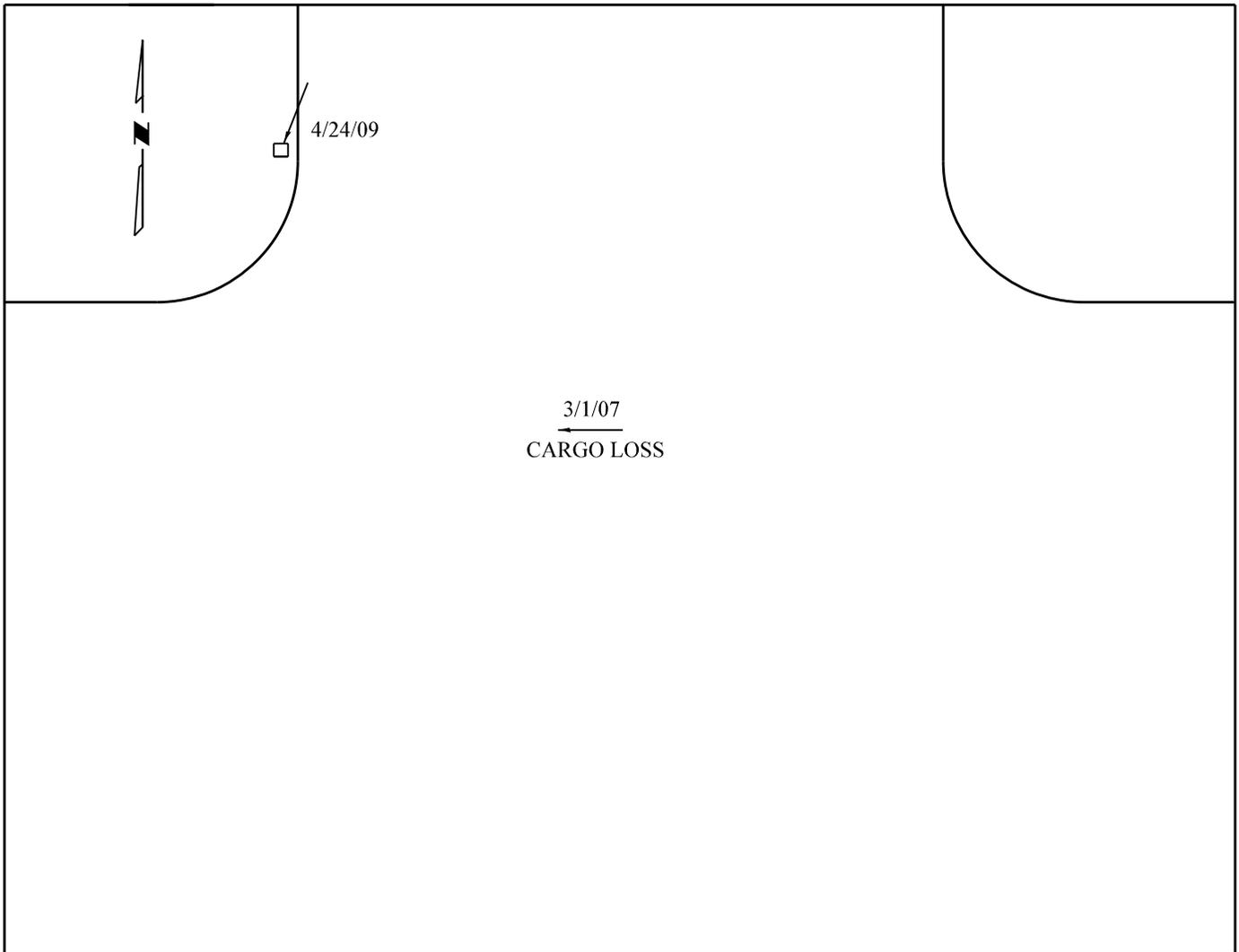
All Data  
01/01/07 - 12/31/09



← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	<input type="checkbox"/> General	<input type="checkbox"/> Curb
← ← Backing	Out of control	○ Injury	<input checked="" type="checkbox"/> Pole	<input type="checkbox"/> Tree
← ← ← Overtaking	Right turn	◎ Fatality	<input checked="" type="checkbox"/> Signal	<input checked="" type="checkbox"/> Animal
← ← ← Sideswipe	Left turn	⊣ DUI	◁ 3rd or 4th vehicle	
	U-turn			

US 30 & YORKTOWN RD  
2 Accidents

All Data  
01/01/07 - 12/31/09



← Straight	Parked	× Pedestrian	Fixed objects:
←  Stopped	Erratic	⊗ Bicycle	<input type="checkbox"/> General <input type="checkbox"/> Curb
← ← Backing	Out of control	○ Injury	<input checked="" type="checkbox"/> Pole <input type="checkbox"/> Tree
← ← ← Overtaking	Right turn	◎ Fatality	<input checked="" type="checkbox"/> Signal <input checked="" type="checkbox"/> Animal
← ← ←  Sideswipe	Left turn	⊘ DUI	◁ 3rd or 4th vehicle
	U-turn		

US 30 & WHITE OAKS RD  
1 Accidents

All Data  
01/01/07 - 12/31/09



2/7/08

- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ↔ Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊣ DUI

- Fixed objects:
- General     Curb
  - Pole         Tree
  - Signal        Animal
  - ◁ 3rd or 4th vehicle

US 30 & MATZNIK RD  
3 Accidents

All Data  
01/01/07 - 12/31/09



7/14/07  
✕ ←

12/22/08  
✕ ⊙ ←

12/6/07



- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ↔ Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ⊙ Fatality
- ⊖ DUI

- Fixed objects:
- General
  - Pole
  - Signal
  - Curb
  - Tree
  - Animal
  - ↙ 3rd or 4th vehicle

US 30 & BLUE GOOSE RD  
5 Accidents

All Data  
01/01/07 - 12/31/09



5/21/08  
← ×

11/21/08  
← ⊙

11/7/07  
→ ×

11/10/07  
→ ×

10/21/08  
↘

- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ↔ Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- × Bicycle
- Injury
- ⊙ Fatality
- ⊠ DUI

- Fixed objects:
- General    □ Curb
  - ▣ Pole       ⊗ Tree
  - ⊞ Signal     ⊠ Animal
  - ◁ 3rd or 4th vehicle

US 30 & HABBEN RD  
4 Accidents

All Data  
01/01/07 - 12/31/09



12/07/09

7/25/08

9/26/09

12/19/09

- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ←↔ Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊣ DUI

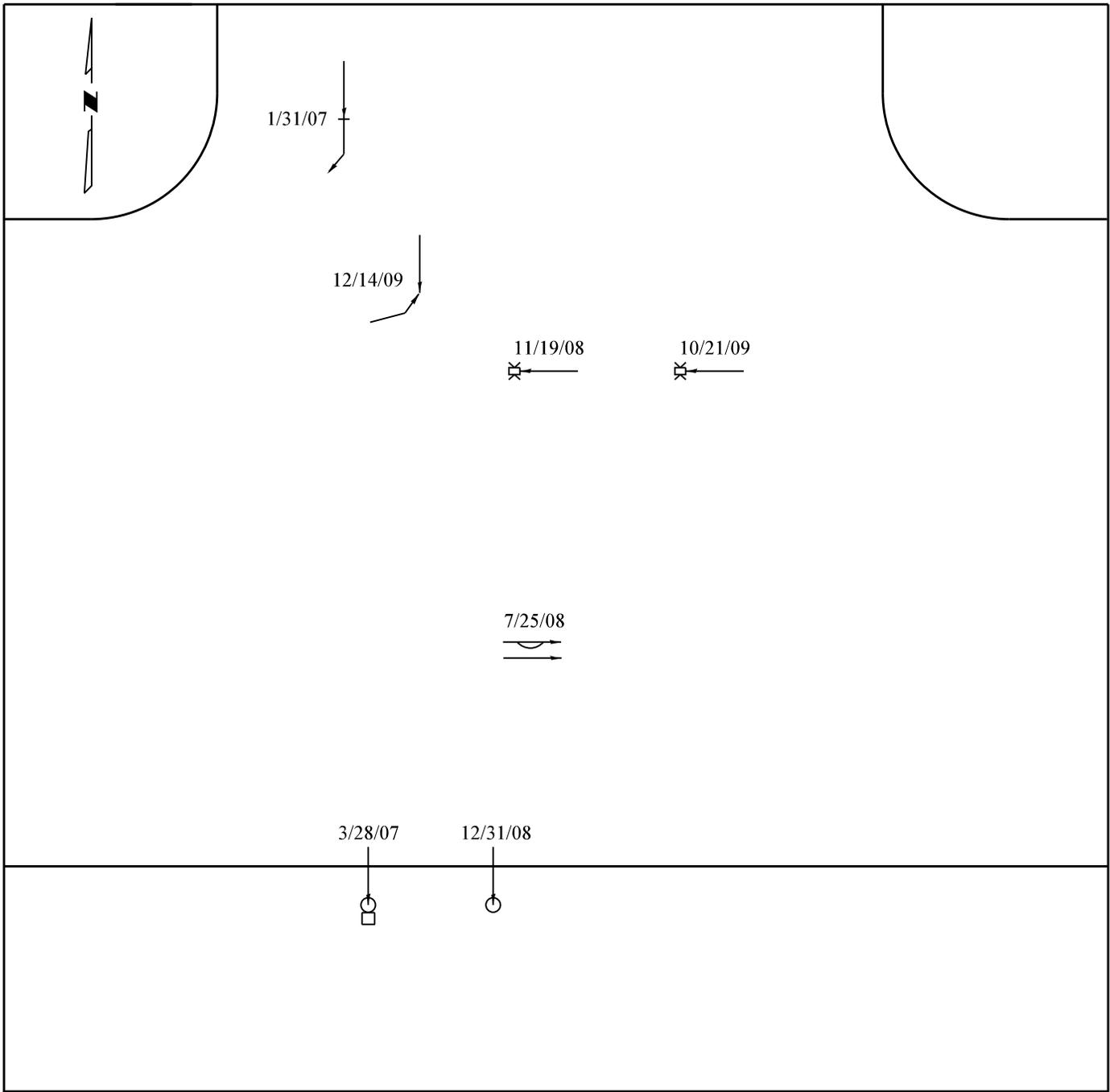
Fixed objects:

- General
- Pole
- Signal
- Curb
- Tree
- Animal
- ◁ 3rd or 4th vehicle

# US 30 & EMERSON RD

## 7 Accidents

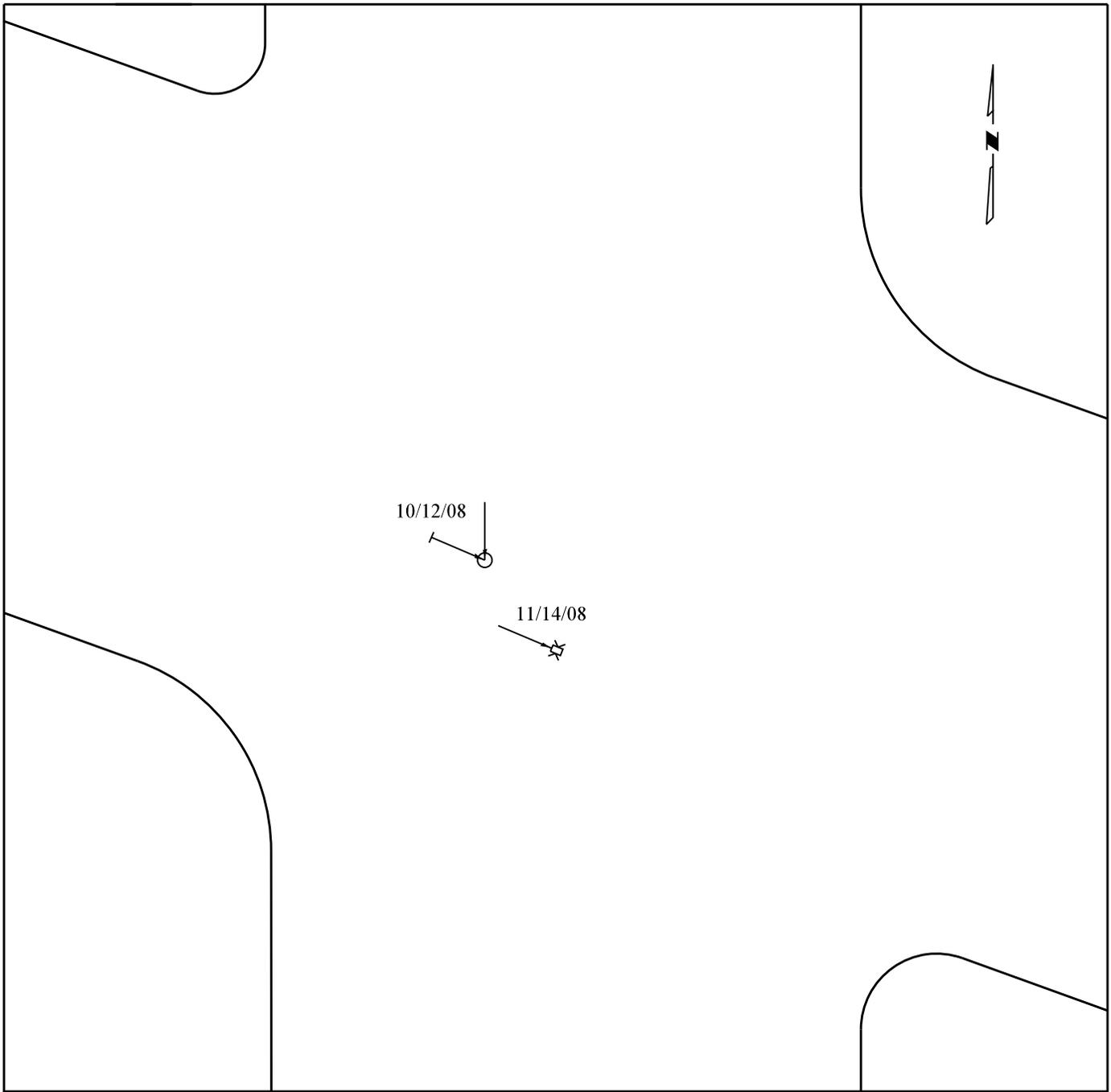
All Data  
01/01/07 - 12/31/09



← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	□ General	▣ Curb
← ← Backing	Out of control	○ Injury	◻ Pole	⊙ Tree
← ← Overtaking	Right turn	◎ Fatality	⊞ Signal	⊠ Animal
← ← Sideswipe	Left turn	⊠ DUI	◁ 3rd or 4th vehicle	
	U-turn			

US 30 & AGNEW RD  
2 Accidents

All Data  
01/01/07 - 12/31/09

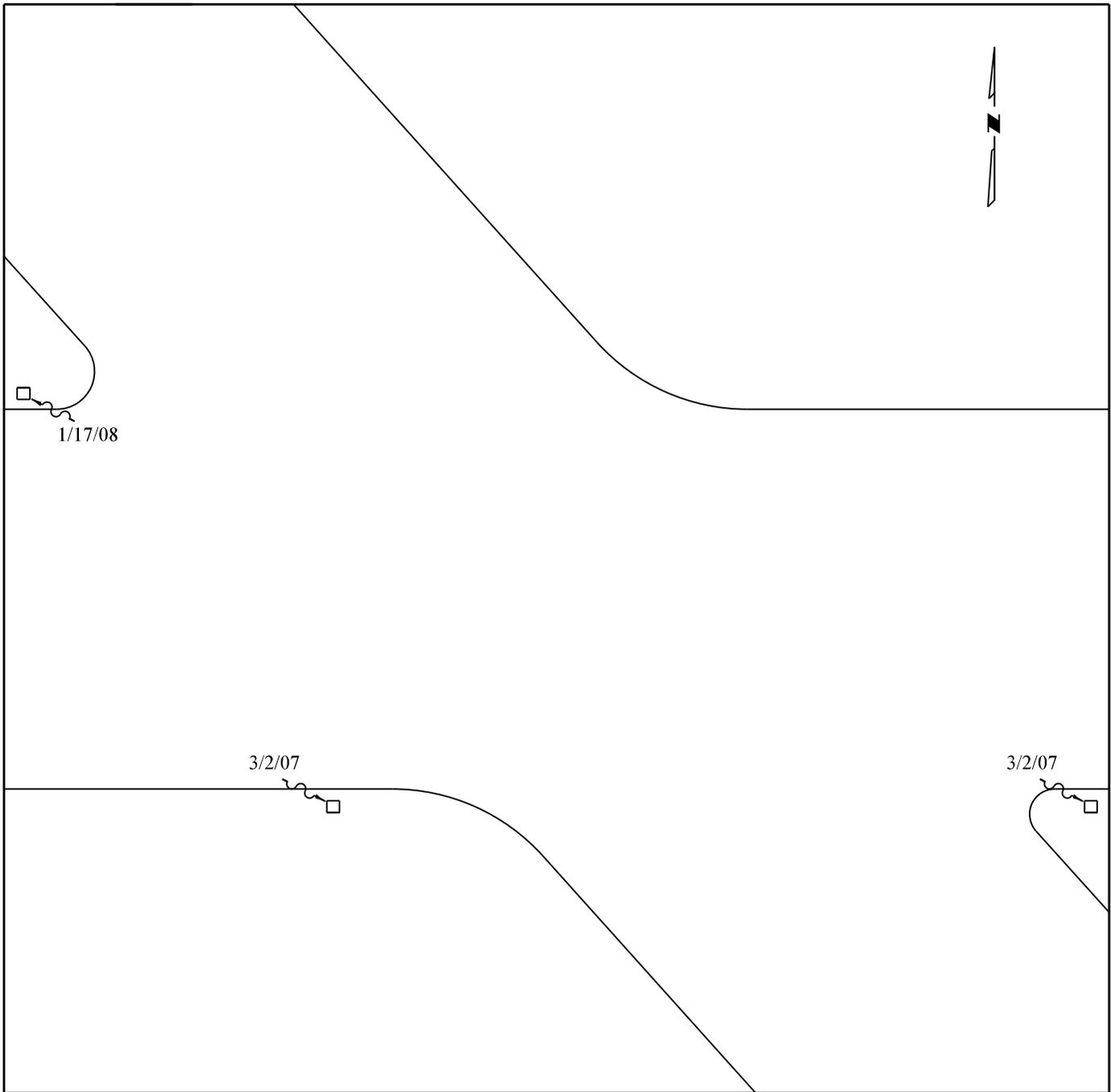


← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	<input type="checkbox"/> General	<input type="checkbox"/> Curb
← ← Backing	Out of control	○ Injury	<input checked="" type="checkbox"/> Pole	<input checked="" type="checkbox"/> Tree
← ←  Overtaking	Right turn	◎ Fatality	<input checked="" type="checkbox"/> Signal	<input checked="" type="checkbox"/> Animal
← ←  Sideswipe	Left turn	⊘ DUI	◁ 3rd or 4th vehicle	
	U-turn			

# US 30 & HARVEY RD

## 3 Accidents

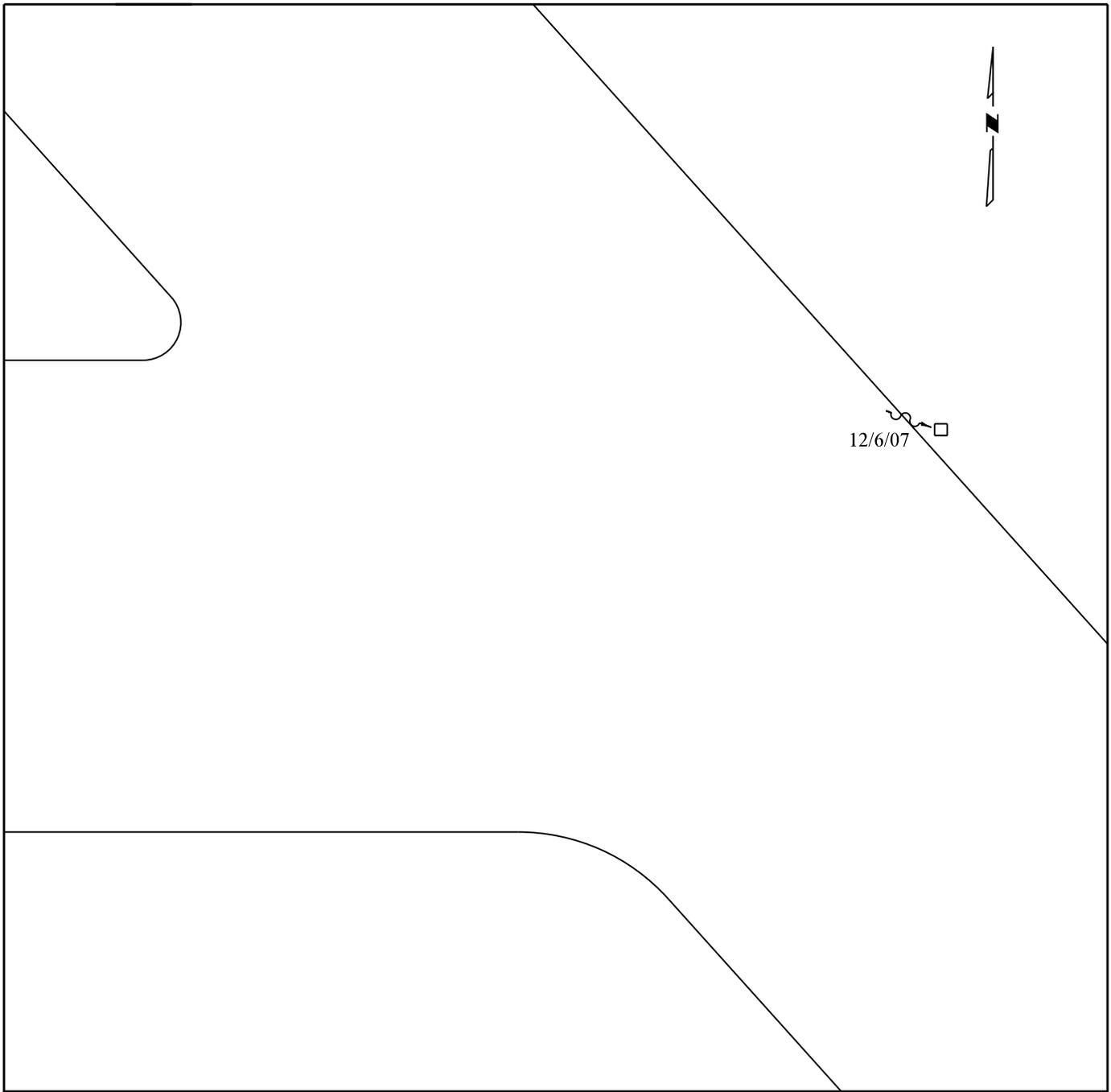
All Data  
01/01/07 - 12/31/09



← Straight	Parked	× Pedestrian	Fixed objects:
←  Stopped	Erratic	⊗ Bicycle	General
←  Backing	Out of control	○ Injury	Pole
←  Overtaking	Right turn	⊙ Fatality	Signal
←  Sideswipe	Left turn	⊖ DUI	Curb
	U-turn		Tree
			Animal
			◁ 3rd or 4th vehicle

US 30 & MATHEW RD  
1 Accidents

All Data  
01/01/07 - 12/31/09



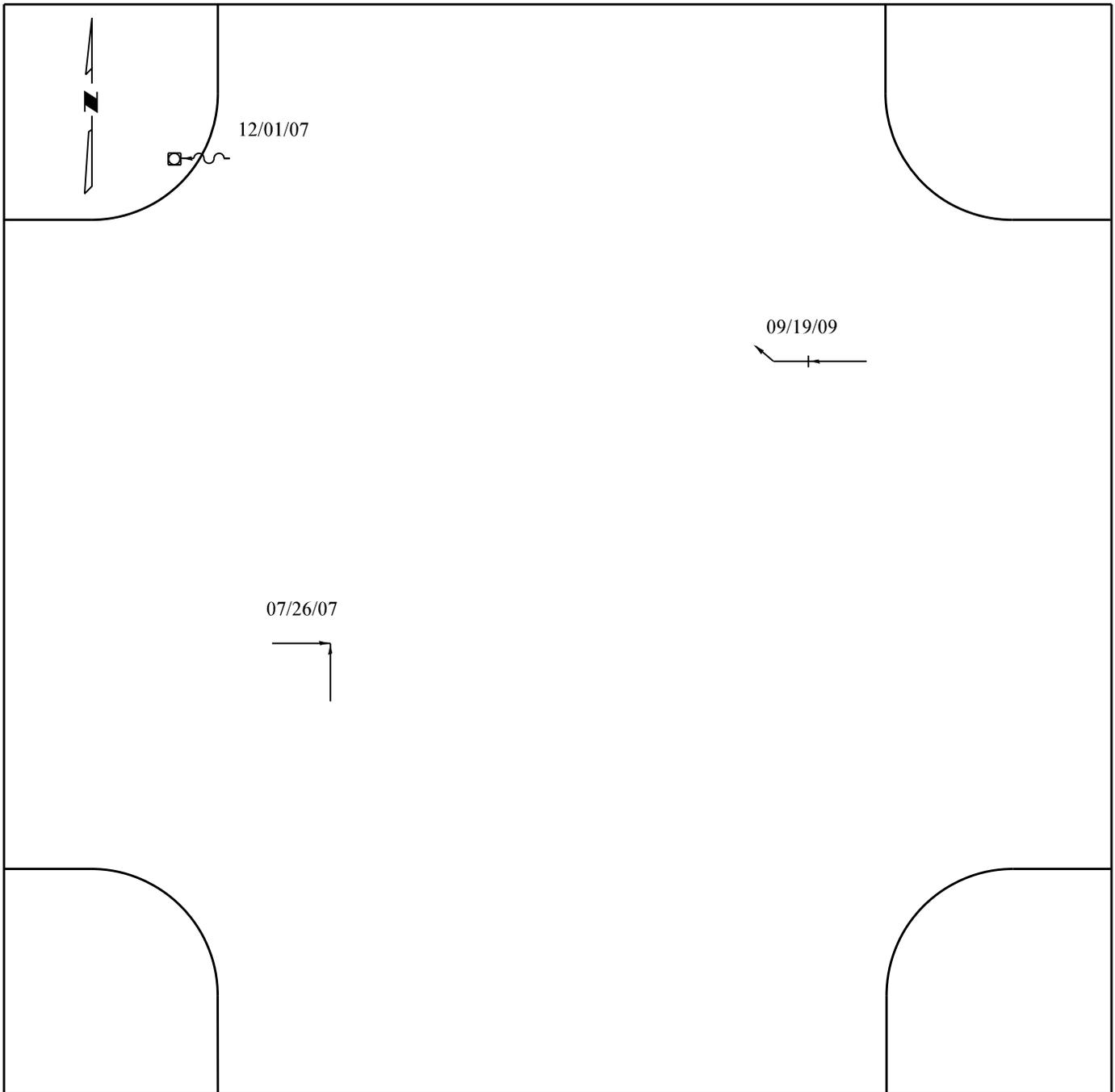
← Straight	Parked	× Pedestrian	Fixed objects:
←  Stopped	Erratic	⊗ Bicycle	General
←  Backing	Out of control	○ Injury	Pole
←  Overtaking	Right turn	⊙ Fatality	Signal
←  Sideswipe	Left turn	⊠ DUI	Curb
	U-turn		Tree
			Animal
			3rd or 4th vehicle

# US 30 & I-88 CONNECTOR & MOLINE RD

## 3 Accidents

All Data

01/01/07 - 12/31/09

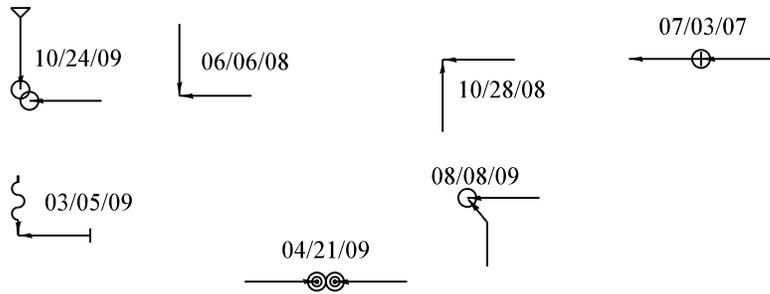


← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	<input type="checkbox"/> General	<input type="checkbox"/> Curb
← ← Backing	Out of control	○ Injury	<input checked="" type="checkbox"/> Pole	<input type="checkbox"/> Tree
← ← ← Overtaking	Right turn	◎ Fatality	<input checked="" type="checkbox"/> Signal	<input checked="" type="checkbox"/> Animal
← ← ← Sideswipe	Left turn	⊠ DUI	◁ 3rd or 4th vehicle	
	U-turn			

# US 30 & COMO / GALT RD

## 7 Accidents

All Data  
01/01/07 - 12/31/09



← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	□ General	▣ Curb
← ← Backing	Out of control	○ Injury	⊠ Pole	⊙ Tree
← ←  Overtaking	Right turn	⊙ Fatality	⊞ Signal	⊗ Animal
← ←  Sideswipe	Left turn	⊘ DUI	◁ 3rd or 4th vehicle	
	U-turn			

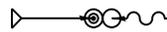
US 30 & LAWRENCE DRIVE  
2 Accidents

All Data  
01/01/07 - 12/31/09



01/17/08

07/10/07



- ← Straight
- ←| Stopped
- ←| Backing
- ←| Overtaking
- ←| Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- Fatality
- ⊖ DUI

- Fixed objects:
- General
  - Pole
  - Signal
  - Curb
  - Tree
  - Animal
  - ◁ 3rd or 4th vehicle

# US 30 & REAGAN RD

All Data

Accidents

01/01/07 - 12/31/09



08/05/08



12/06/07



- ← Straight
- ←| Stopped
- ←| Backing
- ←| Overtaking
- ←| Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊖ DUI

Fixed objects:

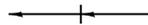
- General
- Pole
- Signal
- Curb
- Tree
- Animal
- ◁ 3rd or 4th vehicle

US 30 & RIVERDALE RD  
3 Accidents

All Data  
01/01/07 - 12/31/09



7/14/09



12/07/09



5/08/08



- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ↔ Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

Fixed objects:

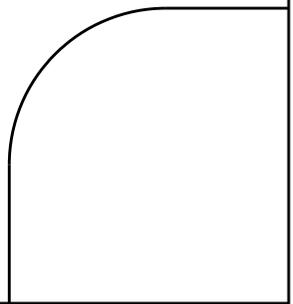
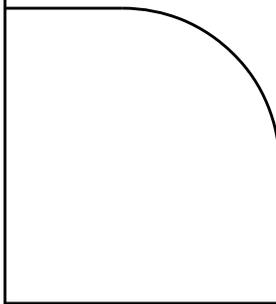
- General
- Pole
- Signal
- Curb
- Tree
- Animal
- ↙ 3rd or 4th vehicle

US 30 & HICKORY HILL RD  
 1 Accidents

All Data  
 01/01/07 - 12/31/09



4/28/07



- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ←↔ Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

- Fixed objects:
- General
  - Pole
  - Signal
  - Curb
  - Tree
  - Animal
  - ◁ 3rd or 4th vehicle

US 30 & LENORE ST  
1 Accidents

All Data  
01/01/07 - 12/31/09



1/13/07



- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ↔ Sideswipe

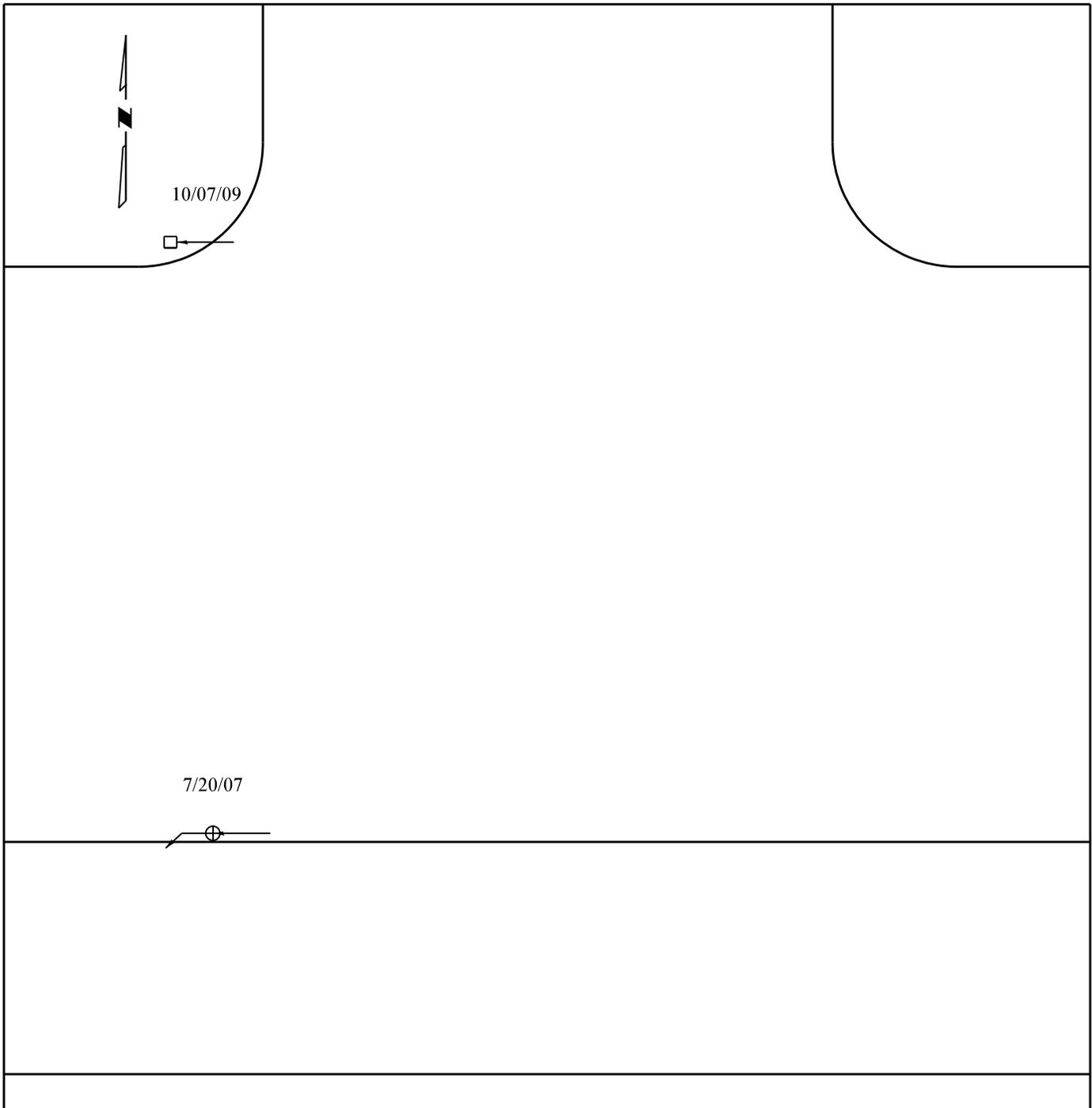
- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

- Fixed objects:
- General
  - ▣ Curb
  - ◻ Pole
  - ⊖ Tree
  - ⊞ Signal
  - ⊠ Animal
  - ◁ 3rd or 4th vehicle

US 30 & ANIXTER ST  
2 Accidents

All Data  
01/01/07 - 12/31/09



- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ←↔ Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

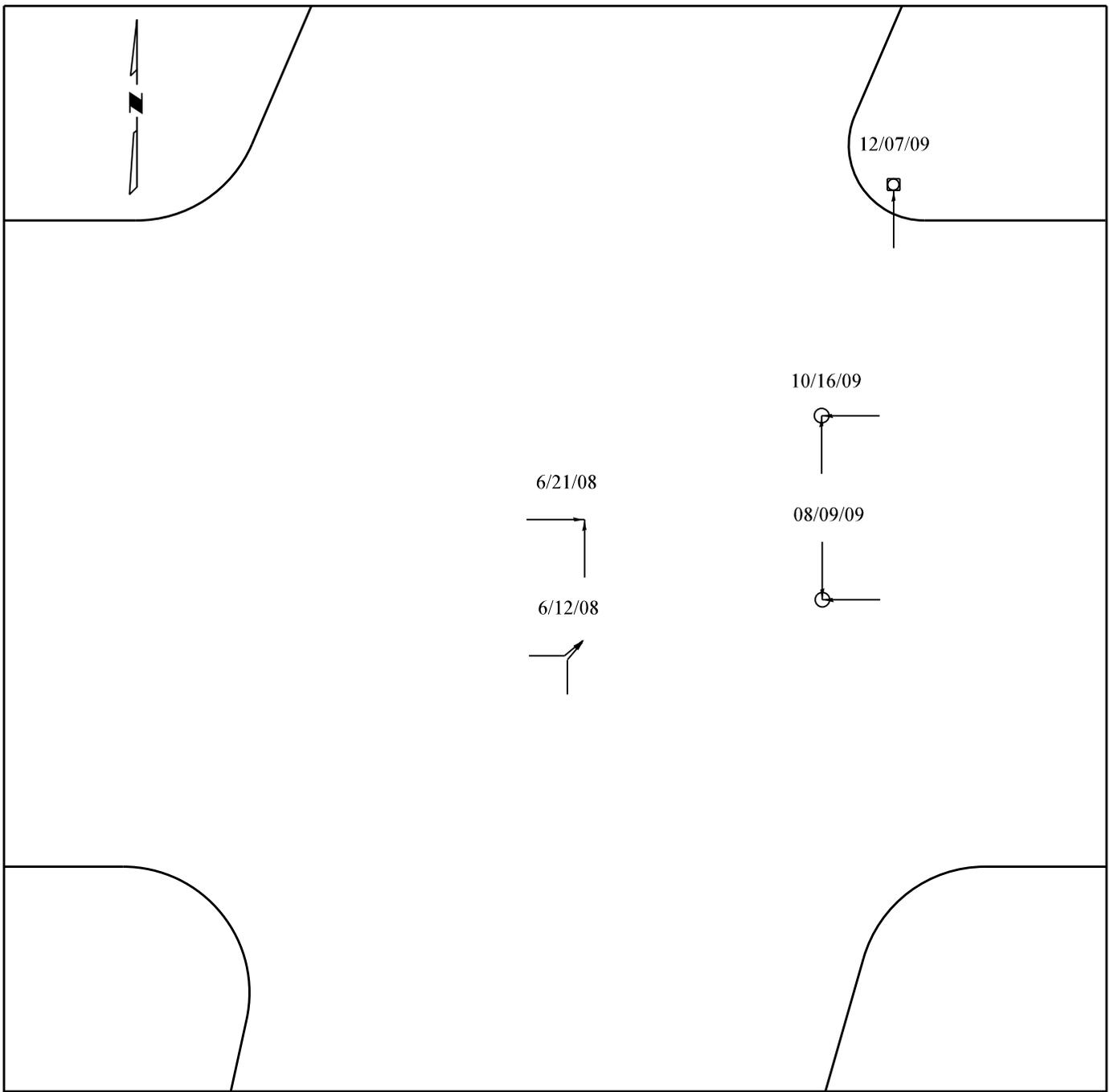
- × Pedestrian
- ⊗ Bicycle
- Injury
- ⊙ Fatality
- ⊣ DUI

- Fixed objects:
- General
  - Pole
  - Signal
  - Curb
  - Tree
  - Animal
  - ↙ 3rd or 4th vehicle

US 30 & PROPHETSTOWN RD/PROPHET RD  
5 Accidents

All Data

01/01/07 - 12/31/09



← Straight	Parked	× Pedestrian	Fixed objects:
←  Stopped	Erratic	⊗ Bicycle	<input type="checkbox"/> General
←  Backing	Out of control	○ Injury	<input checked="" type="checkbox"/> Pole
←  Overtaking	Right turn	◎ Fatality	<input checked="" type="checkbox"/> Signal
←  Sideswipe	Left turn	⊠ DUI	<input checked="" type="checkbox"/> Tree
	U-turn		<input checked="" type="checkbox"/> Animal
			◁ 3rd or 4th vehicle

US 30 & 14th AVE  
3 Accidents

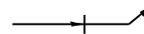
All Data  
01/01/07 - 12/31/09



11/15/08



8/20/08



12/01/08



- ← Straight
- ←| Stopped
- ←| Backing
- ←| Overtaking
- ←| Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

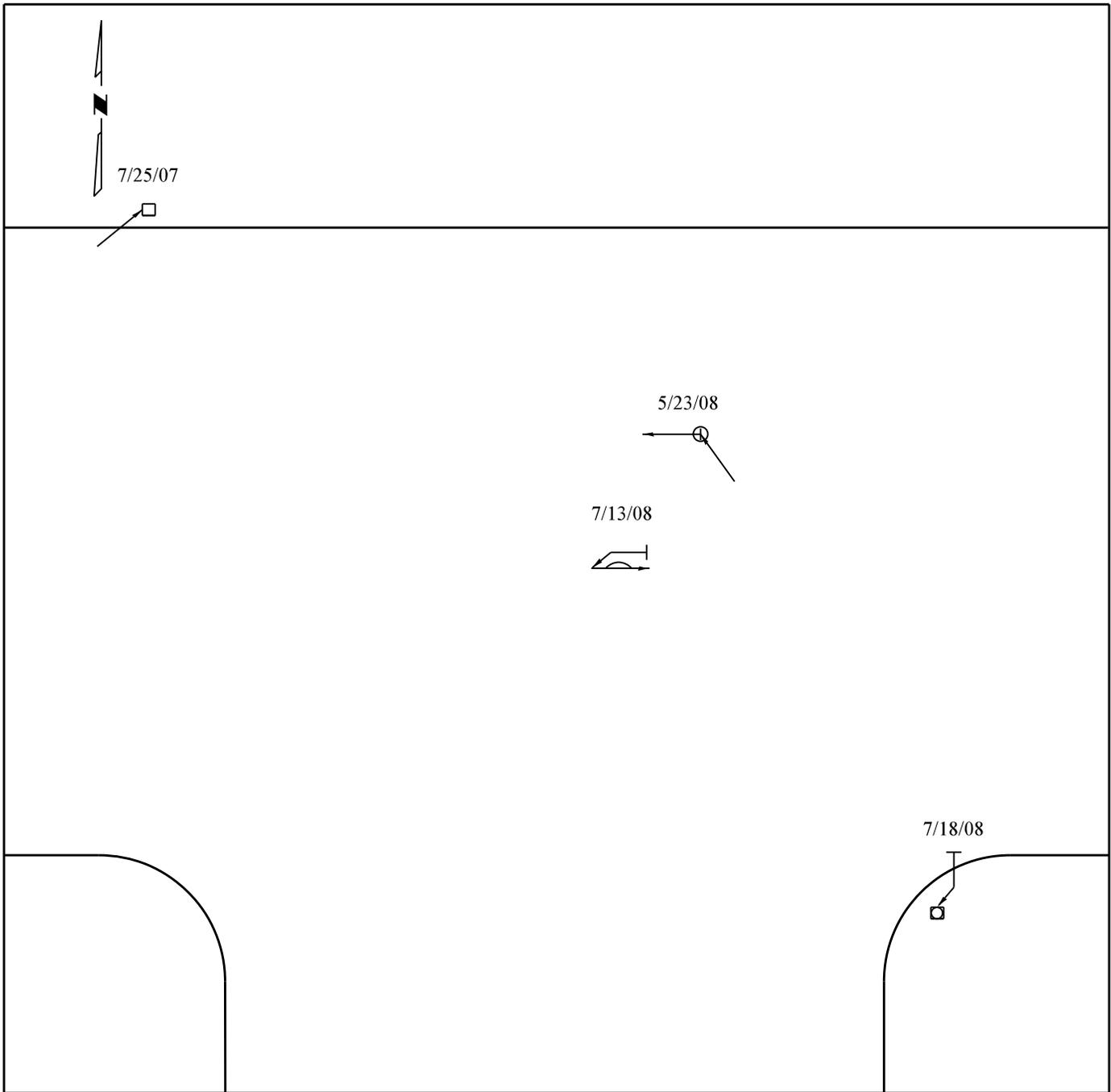
- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

Fixed objects:

- General
- Pole
- Signal
- Curb
- Tree
- Animal
- ◁ 3rd or 4th vehicle

US 30 & FLOCK AVE  
4 Accidents

All Data  
01/01/07 - 12/31/09

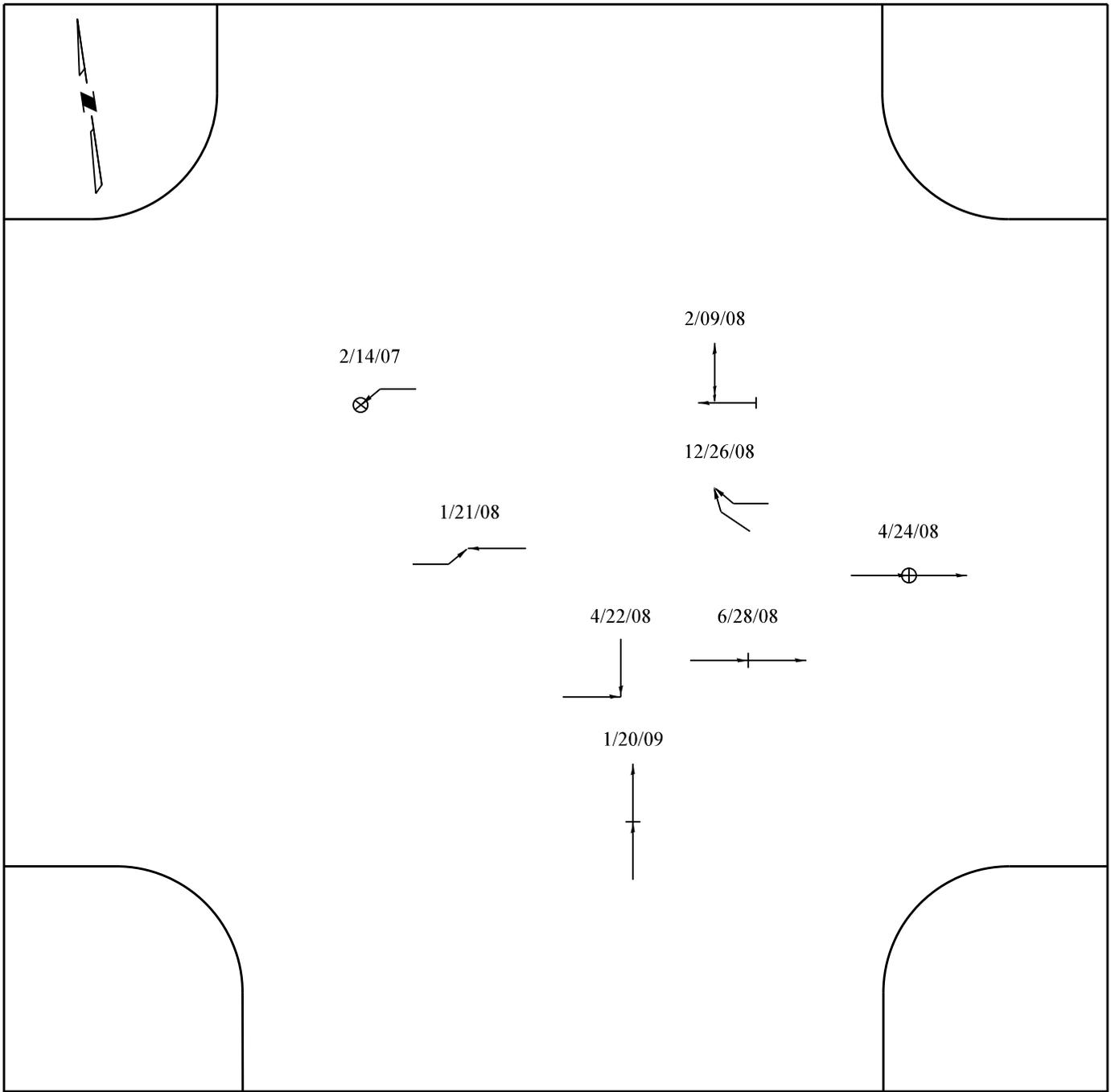


← Straight	Parked	× Pedestrian	Fixed objects:
←  Stopped	Erratic	⊗ Bicycle	General
←  Backing	Out of control	○ Injury	Pole
←  Overtaking	Right turn	◎ Fatality	Signal
←  Sideswipe	Left turn	⊠ DUI	Curb
	U-turn		Tree
			Animal
			◁ 3rd or 4th vehicle

# US 30 & 12th AVE

## 8 Accidents

All Data  
01/01/07 - 12/31/09



← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	<input type="checkbox"/> General	<input type="checkbox"/> Curb
← ← Backing	Out of control	○ Injury	<input checked="" type="checkbox"/> Pole	<input checked="" type="checkbox"/> Tree
← ←  Overtaking	Right turn	⊙ Fatality	<input checked="" type="checkbox"/> Signal	<input checked="" type="checkbox"/> Animal
← ←  Sideswipe	Left turn	⊠ DUI	◁ 3rd or 4th vehicle	
	U-turn			

US 30 & 10th AVE  
1 Accidents

All Data  
01/01/07 - 12/31/09



11/22/07



- ← Straight
- ←| Stopped
- ←| Backing
- ←| Overtaking
- ←| Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

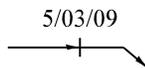
- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊣ DUI

Fixed objects:

- General
- Pole
- Signal
- Curb
- Tree
- Animal
- ◁ 3rd or 4th vehicle

US 30 & 9th AVE  
1 Accidents

All Data  
01/01/07 - 12/31/09



- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ↔ Sideswipe

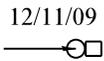
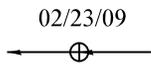
- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

- Fixed objects:
- General     Curb
  - Pole         Tree
  - Signal        Animal
  - ◁ 3rd or 4th vehicle

US 30 & 7th AVE  
2 Accidents

All Data  
01/01/07 - 12/31/09



- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ↔ Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊣ DUI

- Fixed objects:
- General    □ Curb
  - Pole        ⊗ Tree
  - ⊞ Signal      ⊗ Animal
  - ◁ 3rd or 4th vehicle

US 30 & 8th AVE  
3 Accidents

All Data  
01/01/07 - 12/31/09



4/22/07



07/16/09



05/26/09



- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ←~ Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

Fixed objects:

- General
- Pole
- Signal
- Curb
- Tree
- Animal
- ◁ 3rd or 4th vehicle

US 30 & 6th AVE  
1 Accidents

All Data  
01/01/07 - 12/31/09



07/15/08

- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ↔ Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊣ DUI

- Fixed objects:
- General
  - Pole
  - Signal
  - Curb
  - Tree
  - Animal
  - ◁ 3rd or 4th vehicle

US 30 & 5th AVE  
1 Accidents

All Data  
01/01/07 - 12/31/09



03/20/08



- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ↔ Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊣ DUI

- Fixed objects:
- General     Curb
  - Pole         Tree
  - Signal        Animal
  - ◁ 3rd or 4th vehicle

US 30 & 4th AVE  
2 Accidents

All Data  
01/01/07 - 12/31/09



01/27/08  
← ○ →

06/14/08  
— ○ □

- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ←↔ Sideswipe

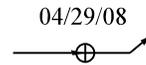
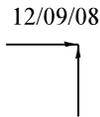
- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊣ DUI

- Fixed objects:
- General
  - ⊠ Pole
  - ⊞ Signal
  - ▣ Curb
  - ⊙ Tree
  - ⊗ Animal
  - ◁ 3rd or 4th vehicle

US 30 & 2nd AVE  
2 Accidents

All Data  
01/01/07 - 12/31/09



- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ↔ Sideswipe

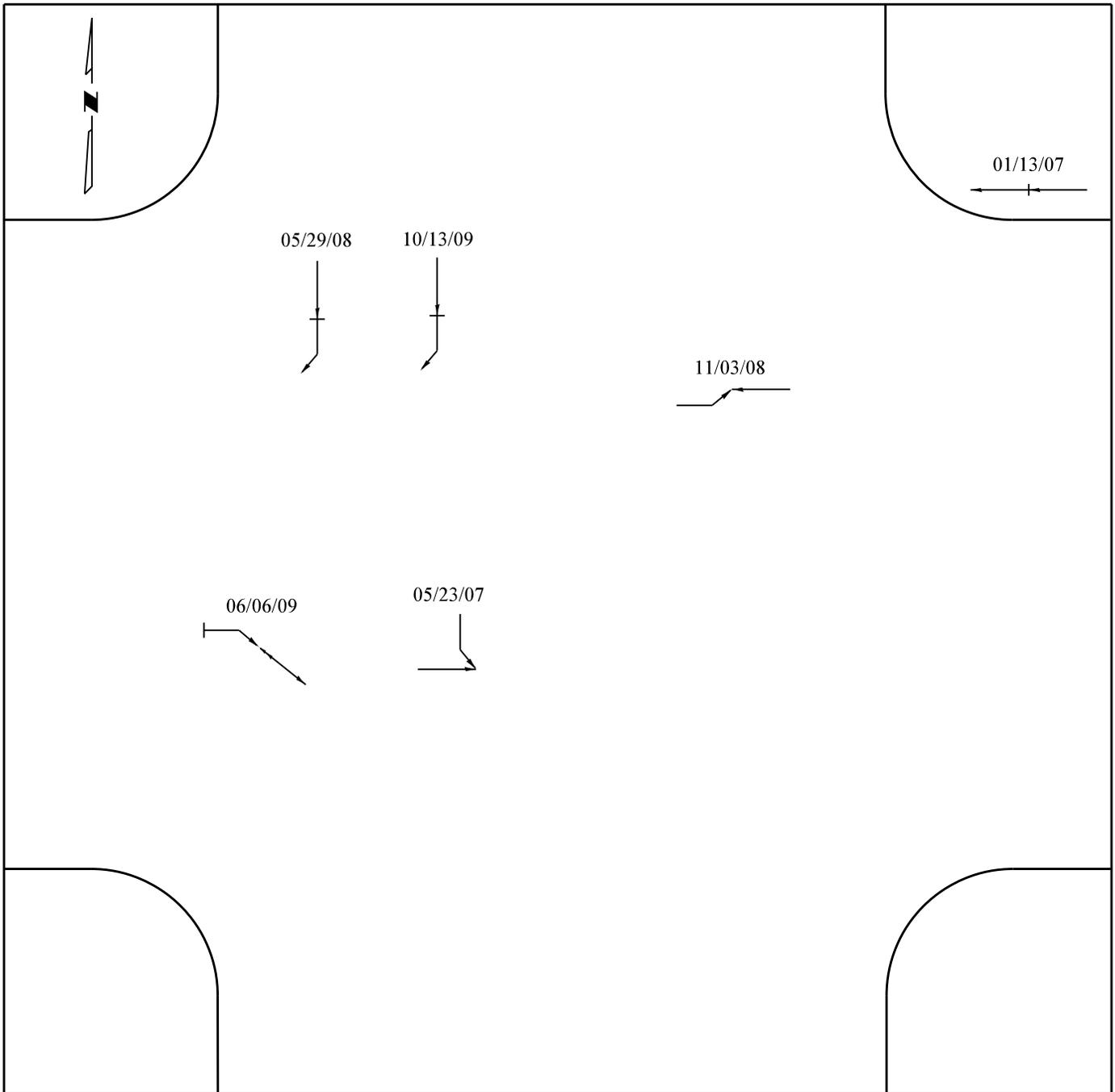
- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ⊙ Fatality
- ⊣ DUI

- Fixed objects:
- General
  - Pole
  - Signal
  - Curb
  - Tree
  - Animal
  - ↖ 3rd or 4th vehicle

US 30 & 3rd AVE  
6 Accidents

All Data  
01/01/07 - 12/31/09



- ← Straight
- ←| Stopped
- ←| Backing
- ←| Overtaking
- ←| Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

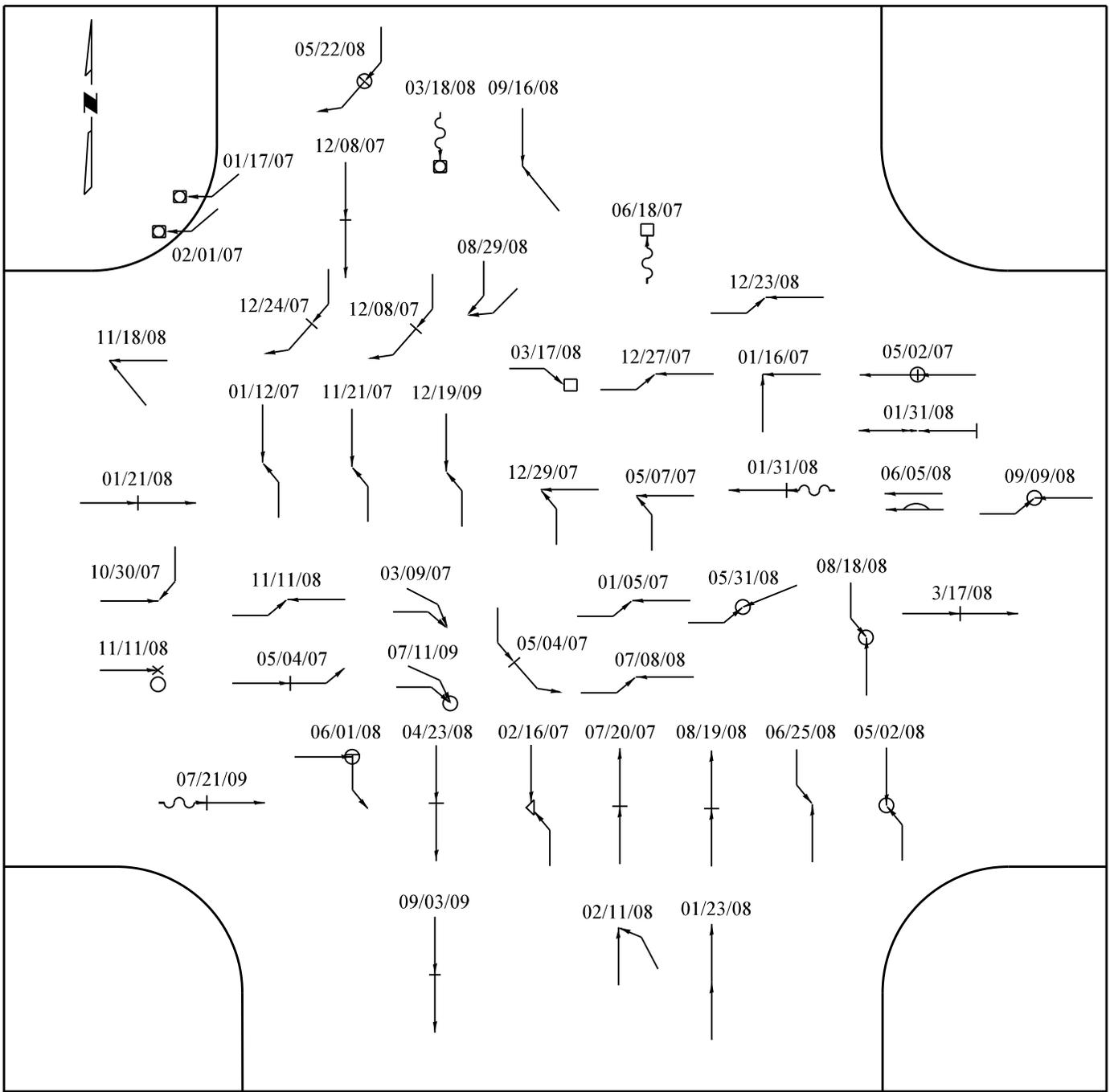
- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

- Fixed objects:
- General
  - ▣ Pole
  - ▣ Signal
  - ▣ Curb
  - ⊗ Tree
  - ⊗ Animal
  - ◁ 3rd or 4th vehicle

# US 30 & IL 40 (1st AVE)

## 49 Accidents

All Data  
01/01/07 - 12/31/09



← Straight	▬ Parked	× Pedestrian	Fixed objects:
← Stopped	⋈ Erratic	⊗ Bicycle	□ General
← Backing	⋈ Out of control	○ Injury	▣ Pole
← Overtaking	↘ Right turn	⊙ Fatality	⊞ Signal
↔ Sideswipe	↙ Left turn	⊖ DUI	⊗ Animal
	↪ U-turn		⊘ 3rd or 4th vehicle