

**SYSTEMATIC EVALUATION OF RUN OFF ROAD CRASH
LOCATIONS IN WISCONSIN**

FINAL REPORT



DECEMBER 2004

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16. Abstract In 2000 the Wisconsin Department of Transportation put forth a Strategic Highway Safety Plan, aligned with AASHTO-recommended safety actions aiming to reduce nation-wide fatalities by 5-7 thousand per year. The present effort was conceived within a state-wide action plan to keep vehicles on the roadway and minimize the consequences of leaving the roadway; it also aimed to improve state-wide data and decision support systems. A method to systematically identify crashes on undivided State Trunk Highways (STH) was developed; crash rates, crash densities (crashes/mile) and other safety statistics were developed; a floating highway segment algorithm (PRÉCIS) that can identify crash rates at any given point along any undivided STH was also developed. Statistics were produced for two- three- and four-lane urban and rural STH, with an emphasis on two-lane two-way rural undivided highways. 335,666 non-deer crashes were reported in the state of Wisconsin between 1998 and 2000. 143,117 of those crashes occurred on STH, 60,345 of which occurred on 9,474 miles of undivided STH. Most of this mileage is rural (8900 miles), with the majority being two-lane highways (8820 miles). Crash rates, crash densities and other statistics were developed for the undivided parts of each STH, and each number of lanes/population density (urban or rural) cohort. State-wide statistics were developed as well. Crash rates and crash densities were developed for all, non-intersection, and Run-off-Road crashes. Similar crash statistics for Run-off-Road crashes were calculated for injury & fatal, wet & snow, darkness, horizontal or vertical curve and fixed object crashes. For Run-off-Road crashes on two-lane rural STH, statistics were developed for overturn, fixed object, ditch, tree, guardrail, utility pole embankment and sign post crashes. Results of the floating highway segment algorithm PRÉCIS were plotted on a GIS-based map; color-coded continuous lines parallel to a given STH alignment indicated the crash rate at any given point along the STH; colored line charts accompanying the GIS map indicated crash rates at any mile point. The ability to produce special tables listing highway features and crash information (Interleaf tables) sorted by mile point was also provided. Two strategies for the identification of highway segments in need of safety improvements were provided.					
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EXECUTIVE SUMMARY

The project focused on developing a methodology to identify Run-off-Road (ROR), non-intersection crashes that occurred on the two-lane undivided portions of State Trunk Highways (STH) in the State of Wisconsin. The objectives of this project were to calculate crash statistics and identify locations requiring safety improvements using a state-wide systematic methodology.

The project addressed two of the seven action plans listed in the 2000 Wisconsin Department of Transportation (WisDOT) Strategic Highway Safety Plan, namely:

- Improve data and decision support systems; and
- Keep vehicles on the roadway/minimize the consequences of leaving the roadway.

Project objectives were met by developing state-wide and highway-specific statistics (crash rates, crash densities and other statistics) for a variety of Run-off-Road crash characteristics, and proposing strategies to evaluate the safety performance of all STH based on these statistics.

Two strategies for the systematic identification, stratification and analysis of crash locations were proposed. The first strategy required two sequential steps:

1. Multiple rankings of all State Trunk Highways based on selected crash characteristics are used to select a limited number of STH for examination.
2. Particular segments of the selected highways that require further examination for potential treatment are determined with the help of the “floating highway segment” algorithm **PRÈCIS**. (Details in **Appendix I**.)

The second strategy required processing all undivided STH through the **PRÈCIS** algorithm and selecting segments with high crash rates for treatment.

In meeting project objectives major emphasis was placed on producing a user-friendly methodology, using existing databases in an automated manner. The proposed strategies were based on a simple tabular format, using a locational reference in wide use within WisDOT. GIS-based maps presenting **PRÈCIS** results provided simple locational references, and crash rates at any point along a STH were presented by color-coded continuous lines parallel to the centerline with additional line charts providing more detailed crash rates at any mile point. The three databases used in the project (crash, Metamanager, and State Trunk Highway Log) preexisted and were consistently updated each year. The developed methodology to produce tabular state-wide statistics is automated to a great extent, requiring minimal labor for annual table updates. With some additional work on automating the state-wide application of **PRÈCIS** tables and the GIS maps displaying the information they contain, a set of maps could be created annually with minimal labor expenditure.

A wide array of crash statistics were produced for Run-off-Road crashes on the 9,471 miles of undivided STH in the state of Wisconsin. A quick reference to appropriate tables is provided in **Table 4**.

Between 1998 and 2000 a total of 60,345 crashes occurred on the 9,471 miles of undivided STH. Most (34,604) took place on rural highways (8,901 miles), where most crashes (21,947) occurred at non-intersection locations. Among those, 11,803 were Run-off-Road crashes including 207 fatal and 4,972 injury crashes

Relationships between two-lane rural highway Run-off-Road crash characteristics and severity on were examined in detail in **Appendix H**. A high percentage of fatal crashes (62.2%) occurred during nighttime—only 44% of all ROR crashes occurred during nighttime. Most fatal crashes (74.8%) occurred on dry pavements with a relatively small percentage (9.4%) occurring on pavements covered with snow, slush or ice. Statistics for all ROR crashes were 53.8% and 33.3% respectively. A large percentage of fatal crashes involved overturning vehicles (40.5%)-the overall percentage was 26.4% for ROR crashes. A disproportionate number of crashes involving motorcyclists were fatal (6.5% of all fatal crashes) given that motorcyclists were involved in 1.9% of all crashes.

The state-wide crash rate for undivided STH was 144 crashes/ 100MVM; the rate was 99 crashes/100MVM for rural highways and 368 crashes/100MVM for urban highways. Two-lane rural highways had a rate of 96 crashes/100MVM; the non-intersection rate was 62 crashes/100MVM and the ROR rate was 34 crashes/100MVM.

The state-wide crash density for undivided STH was 2 crashes/mile/year (crashes/mi/yr); urban density was 15 crashes/mi/yr; rural was 1.3 crashes/mi/yr. Two-lane rural was 1.2 crashes/mi/yr. On the same highways, the non-intersection crash density was 0.8 crashes/mi/yr and ROR density was 0.4 crashes/mi/yr.

It is recommended to include additional years of crash experience in ROR crash statistics calculations. A systematic review of results produced in the course of the present effort would be desirable; highway segments selected for safety upgrades should be documented and available through a WisDOT safety clearinghouse. It is recommended to generate a set of maps, one for each STH, to display crash rates generated through the **PRÉCIS** algorithm, and make them available through the safety clearinghouse.

APPENDIX A

CRASH RATES AND CRASH DENSITIES
FOR
2- 3- and 4-LANE
URBAN AND RURAL
UNDIVIDED
STATE TRUNK HIGHWAYS

Popul. Density	No of Lanes	STH Route	Miles	No of Crashes (3 Yrs)	Annual Travel 100MVM	Crash		Non-int Crashes (3 Yrs)	Non-int		ROR Crash (3 Yrs)	ROR	
						per mile/year	Crash per 100MVM		Crash per mile/year	Crash per 100MVM		per mile/year	Crash per 100MVM
Rural	2	002	96.05	321	1.98	1.11	54.06	245	.85	41.26	129	.45	21.72
		008	243.10	805	3.81	1.10	70.45	511	.70	44.72	278	.38	24.33
		010	240.98	1200	4.81	1.66	83.21	640	.89	44.38	332	.46	23.02
		011	113.97	543	2.35	1.59	76.98	359	1.05	50.90	185	.54	26.23
		012	238.43	1426	4.03	1.99	117.95	872	1.22	72.13	463	.65	38.30
		013	299.53	997	4.31	1.11	77.03	682	.76	52.69	349	.39	26.97
		014	158.02	1177	4.17	2.48	94.15	749	1.58	59.91	347	.73	27.76
		015	1.60	31	.07	6.46	138.34	20	4.17	89.25	5	1.04	22.31
		016	95.56	432	1.73	1.51	83.26	267	.93	51.46	144	.50	27.75
		017	73.70	175	.98	.79	59.49	139	.63	47.25	97	.44	32.98
		018	89.60	521	1.73	1.94	100.66	300	1.12	57.96	142	.53	27.44
		019	46.73	351	.89	2.50	130.99	195	1.39	72.77	94	.67	35.08
		020	29.60	217	.49	2.44	147.76	114	1.28	77.63	66	.74	44.94
		021	111.56	507	2.58	1.51	65.45	321	.96	41.44	161	.48	20.78
		022	149.63	578	2.10	1.29	91.81	343	.76	54.48	191	.43	30.34
		023	164.65	822	2.96	1.66	92.71	508	1.03	57.30	240	.49	27.07
		025	79.18	194	.88	.82	73.70	135	.57	51.29	90	.38	34.19
		026	70.94	478	2.05	2.25	77.89	289	1.36	47.09	139	.65	22.65
		027	242.23	525	2.17	.72	80.53	374	.51	57.37	234	.32	35.89
		028	49.88	241	.63	1.61	128.42	136	.91	72.47	70	.47	37.30
		029	73.45	251	.76	1.14	110.67	153	.69	67.46	77	.35	33.95
		031	4.35	134	.28	10.27	161.06	60	4.60	72.12	16	1.23	19.23
		032	171.75	683	2.36	1.33	96.33	410	.80	57.83	202	.39	28.49
		033	162.71	829	2.67	1.70	103.66	531	1.09	66.40	258	.53	32.26
		034	22.93	53	.30	.77	59.68	37	.54	41.66	24	.35	27.02
		035	308.00	1057	4.17	1.14	84.49	720	.78	57.55	350	.38	27.98
		036	6.57	25	.10	1.27	84.35	18	.91	60.73	10	.51	33.74
		037	40.17	97	.41	.80	78.84	83	.69	67.46	55	.46	44.70
		038	5.03	74	.12	4.90	214.25	35	2.32	101.33	21	1.39	60.80
		039	40.84	99	.14	.81	239.68	72	.59	174.32	56	.46	135.58
		040	79.42	163	.32	.68	169.29	118	.50	122.55	79	.33	82.05
		041	15.19	118	.61	2.59	64.50	78	1.71	42.64	34	.75	18.59
		042	110.43	537	1.57	1.62	114.10	313	.94	66.51	139	.42	29.54
		044	55.65	132	.60	.79	73.59	90	.54	50.18	55	.33	30.66
		045	196.43	1077	3.78	1.83	94.85	635	1.08	55.92	296	.50	26.07
		046	27.93	65	.38	.78	57.23	44	.53	38.74	22	.26	19.37

Popul.	No of Density Lanes	STH Route	Miles	No of Crashes (3 Yrs)	Annual Travel 100MVM	Crash		Non-int Crashes (3 Yrs)	Non-int		ROR Crash (3 Yrs)	ROR	
						per mile/ year	Crash per 100MVM		Crash per mile/ year	Crash per 100MVM		per mile/ year	Crash per 100MVM
Rural	2	047	116.65	418	1.81	1.19	77.08	287	.82	52.92	154	.44	28.40
		048	88.15	171	.76	.65	74.92	110	.42	48.20	70	.26	30.67
		049	93.53	258	.89	.92	96.42	184	.66	68.76	107	.38	39.99
		050	5.64	100	.21	5.91	160.32	52	3.07	83.37	21	1.24	33.67
		051	109.67	535	2.29	1.63	77.88	374	1.14	54.44	211	.64	30.72
		052	57.60	104	.24	.60	143.67	80	.46	110.52	58	.34	80.13
		053	65.51	213	.98	1.08	72.18	162	.82	54.89	99	.50	33.55
		054	172.71	554	2.13	1.07	86.76	344	.66	53.87	193	.37	30.23
		055	134.99	273	.79	.67	115.69	165	.41	69.92	107	.26	45.34
		056	50.56	129	.22	.85	191.20	104	.69	154.15	84	.55	124.50
		057	71.65	331	1.70	1.54	65.03	225	1.05	44.21	116	.54	22.79
		058	52.84	161	.35	1.02	152.09	116	.73	109.58	58	.37	54.79
		059	85.54	408	1.26	1.59	108.18	236	.92	62.58	129	.50	34.20
		060	130.58	558	1.48	1.42	125.63	391	1.00	88.03	213	.54	47.96
		061	65.19	291	.95	1.49	102.09	164	.84	57.54	73	.37	25.61
		063	171.64	611	2.71	1.19	75.23	361	.70	44.45	192	.37	23.64
		064	234.17	477	1.69	.68	94.29	316	.45	62.47	193	.27	38.15
		065	43.50	137	.60	1.05	75.96	91	.70	50.46	67	.51	37.15
		066	14.66	81	.20	1.84	131.77	53	1.21	86.22	36	.82	58.56
		067	125.86	589	1.51	1.56	129.77	371	.98	81.74	214	.57	47.15
		068	8.49	42	.08	1.65	169.53	31	1.22	125.13	23	.90	92.84
		069	36.47	181	.76	1.65	79.23	131	1.20	57.34	78	.71	34.14
		070	213.06	345	1.86	.54	61.76	245	.38	43.86	142	.22	25.42
		071	42.62	120	.31	.94	127.62	98	.77	104.23	64	.50	68.07
		072	27.70	44	.12	.53	119.93	35	.42	95.40	28	.34	76.32
		073	214.85	548	1.95	.85	93.87	326	.51	55.84	187	.29	32.03
		075	12.10	83	.14	2.29	194.71	44	1.21	103.22	32	.88	75.07
		076	24.92	91	.16	1.22	189.34	61	.82	126.92	43	.58	89.47
		077	116.72	114	.48	.33	79.63	88	.25	61.47	70	.20	48.89
		078	85.19	245	.54	.96	149.94	174	.68	106.49	127	.50	77.72
		079	17.63	32	.10	.61	108.99	21	.40	71.52	14	.26	47.68
		080	142.60	380	1.33	.89	94.92	270	.63	67.45	178	.42	44.46
		081	85.38	179	.70	.70	85.69	137	.53	65.58	97	.38	46.44
		082	84.05	181	.69	.72	87.72	130	.52	63.00	84	.33	40.71
		083	50.01	705	1.21	4.70	194.11	378	2.52	104.08	168	1.12	46.26
		085	23.46	61	.23	.87	88.22	50	.71	72.31	33	.47	47.73

Popul. Density	No of Lanes	STH Route	Miles	No of Crashes (3 Yrs)	Annual Travel 100MVM	Crash		Non-int Crashes (3 Yrs)	Non-int		ROR Crash (3 Yrs)	ROR	
						per mile/ year	Crash per 100MVM		Crash per mile/ year	Non-int Crash per 100MVM		Crash per mile/ year	ROR Crash per 100MVM
Rural	2	086	31.63	56	.12	.59	150.36	23	.24	61.75	11	.12	29.53
		087	22.26	59	.18	.88	109.34	37	.55	68.57	18	.27	33.36
		088	29.75	39	.06	.44	211.44	35	.39	189.75	28	.31	151.80
		089	44.33	176	.54	1.32	109.19	108	.81	67.01	58	.44	35.98
		091	16.50	70	.26	1.41	91.24	53	1.07	69.08	42	.85	54.74
		092	27.12	69	.13	.85	176.97	49	.60	125.68	38	.47	97.46
		093	51.89	166	.75	1.07	73.85	114	.73	50.72	56	.36	24.91
		095	71.49	156	.38	.73	138.11	119	.55	105.35	71	.33	62.86
		096	27.04	172	.33	2.12	172.16	76	.94	76.07	30	.37	30.03
		097	33.87	102	.42	1.00	80.10	65	.64	51.05	28	.28	21.99
		098	16.20	38	.17	.78	74.34	16	.33	31.30	6	.12	11.74
		101	21.12	10	.06	.16	53.78	8	.13	43.02	8	.13	43.02
		102	18.25	26	.06	.47	148.92	17	.31	97.37	13	.24	74.46
		104	14.34	40	.11	.93	121.83	35	.81	106.60	28	.65	85.28
		105	2.75	5	.02	.61	80.48	4	.48	64.38	2	.24	32.19
		106	27.39	110	.21	1.34	178.18	70	.85	113.39	52	.63	84.23
		107	44.19	96	.22	.72	145.04	69	.52	104.25	46	.35	69.50
		108	17.89	41	.05	.76	252.82	35	.65	215.82	25	.47	154.16
		110	41.26	249	.69	2.01	120.07	141	1.14	67.99	79	.64	38.09
		111	10.61	8	.05	.25	52.56	8	.25	52.56	8	.25	52.56
		112	10.17	8	.05	.26	49.63	3	.10	18.61	3	.10	18.61
		113	26.28	157	.31	1.99	170.01	105	1.33	113.70	68	.86	73.64
		114	8.88	38	.18	1.43	71.54	19	.71	35.77	13	.49	24.47
		115	5.94	20	.02	1.12	322.02	11	.62	177.11	10	.56	161.01
		116	13.78	68	.16	1.64	141.48	47	1.14	97.79	16	.39	33.29
		117	5.13	25	.08	1.62	107.66	16	1.04	68.90	6	.39	25.84
		118	6.86	5	.02	.24	86.22	5	.24	86.22	5	.24	86.22
		120	15.44	76	.28	1.64	91.78	63	1.36	76.08	35	.76	42.27
		121	34.75	59	.17	.57	116.97	46	.44	91.19	29	.28	57.49
		122	14.69	5	.01	.11	146.57	4	.09	117.25	4	.09	117.25
		123	1.10	9	.01	2.73	276.74	6	1.82	184.49	3	.91	92.25
		124	10.63	45	.12	1.41	122.31	13	.41	35.34	8	.25	21.74
		126	4.81	7	.02	.49	108.87	5	.35	77.77	4	.28	62.21
		127	12.75	17	.04	.44	134.54	12	.31	94.97	9	.24	71.23
		128	27.04	59	.15	.73	129.62	40	.49	87.88	30	.37	65.91
		129	2.69	10	.03	1.24	101.92	1	.12	10.19	0	.00	.00

Popul. Density	No of Lanes	STH Route	Miles	No of Crashes (3 Yrs)	Annual Travel 100MVM	Crash		Non-int Crashes (3 Yrs)	Non-int		ROR Crash (3 Yrs)	ROR	
						per mile/ year	Crash per 100MVM		Crash per mile/ year	Crash per 100MVM		per mile/ year	ROR Crash per 100MVM
Rural	2	130	30.73	42	.09	.46	163.97	35	.38	136.64	28	.30	109.31
		131	70.19	127	.34	.60	126.13	99	.47	98.32	70	.33	69.52
		133	72.01	156	.35	.72	149.56	126	.58	120.80	94	.44	90.12
		134	2.85	12	.01	1.40	428.20	10	1.17	356.83	10	1.17	356.83
		136	12.53	45	.11	1.20	135.91	38	1.01	114.77	28	.74	84.57
		137	3.74	.	.	.	.	.	.	.	.	.	.
		138	11.66	48	.21	1.37	75.20	35	1.00	54.83	21	.60	32.90
		139	22.01	13	.08	.20	54.50	11	.17	46.12	9	.14	37.73
		140	11.25	66	.14	1.96	162.24	47	1.39	115.54	33	.98	81.12
		141	61.92	357	1.61	1.92	73.91	253	1.36	52.38	107	.58	22.15
		142	16.31	55	.18	1.12	99.75	38	.78	68.92	26	.53	47.16
		144	19.45	120	.25	2.06	162.88	80	1.37	108.59	48	.82	65.15
		145	.41	3	.01	2.44	179.15	3	2.44	179.15	3	2.44	179.15
		146	13.22	11	.04	.28	92.35	8	.20	67.16	7	.18	58.77
		147	12.65	53	.13	1.40	140.86	35	.92	93.02	21	.55	55.81
		149	24.15	75	.12	1.04	213.19	50	.69	142.13	32	.44	90.96
		150	6.65	25	.12	1.25	68.36	20	1.00	54.69	9	.45	24.61
		151	91.26	593	2.05	2.17	96.31	426	1.56	69.19	221	.81	35.89
		152	7.22	6	.02	.28	90.34	4	.18	60.23	3	.14	45.17
		153	60.24	194	.57	1.07	114.06	106	.59	62.32	60	.33	35.28
		154	19.00	37	.08	.65	156.77	24	.42	101.69	20	.35	84.74
		155	6.94	17	.06	.82	89.75	8	.38	42.23	7	.34	36.96
		156	26.23	36	.15	.46	80.17	26	.33	57.90	21	.27	46.77
		159	1.29	1	.01	.26	35.40	1	.26	35.40	1	.26	35.40
		160	3.22	8	.03	.83	78.94	4	.41	39.47	1	.10	9.87
		161	21.58	50	.11	.77	151.80	36	.56	109.30	26	.40	78.94
		162	40.88	95	.14	.77	231.69	80	.65	195.11	65	.53	158.53
		164	25.65	265	.82	3.44	107.45	114	1.48	46.22	46	.60	18.65
		165	.78	.	.03	.	.	.	.	.	.	.	.
		167	9.41	65	.14	2.30	159.24	43	1.52	105.35	27	.96	66.15
		168	5.93	6	.02	.34	126.23	5	.28	105.19	3	.17	63.12
		169	17.36	2	.03	.04	24.97	2	.04	24.97	2	.04	24.97
		170	23.90	55	.14	.77	131.98	45	.63	107.98	34	.47	81.58
		171	33.25	57	.08	.57	235.11	53	.53	218.61	42	.42	173.24
		172	1.40	10	.05	2.38	69.80	7	1.67	48.86	0	.00	.00
		173	33.55	39	.23	.39	56.85	36	.36	52.48	29	.29	42.27

Popul. Density	No of Lanes	STH Route	Miles	No of Crashes (3 Yrs)	Annual Travel 100MVM	Crash		Non-int Crashes (3 Yrs)	Non-int		ROR Crash (3 Yrs)	ROR	
						per mile/ year	Crash per 100MVM		Crash per mile/ year	Crash per 100MVM		per mile/ year	Crash per 100MVM
Rural	2	175	46.56	289	.49	2.07	197.65	188	1.35	128.58	123	.88	84.12
		178	20.09	81	.19	1.34	144.31	55	.91	97.99	43	.71	76.61
		179	8.80	10	.02	.38	172.67	8	.30	138.14	7	.27	120.87
		180	29.94	66	.24	.73	93.40	58	.65	82.08	37	.41	52.36
		182	29.65	20	.10	.22	66.98	14	.16	46.89	10	.11	33.49
		186	15.01	22	.11	.49	65.09	13	.29	38.46	9	.20	26.63
		187	13.87	22	.02	.53	342.83	21	.50	327.25	16	.38	249.33
		188	10.55	23	.04	.73	175.41	19	.60	144.90	14	.44	106.77
		191	13.04	23	.04	.59	199.18	22	.56	190.52	17	.43	147.22
		193	1.42	1	.01	.23	42.88	0	.00	.00	0	.00	.00
		194	11.32	12	.03	.35	140.30	10	.29	116.92	10	.29	116.92
		213	19.33	97	.17	1.67	189.64	71	1.22	138.81	55	.95	107.53
		243	.30	1	.01	1.11	60.40	1	1.11	60.40	1	1.11	60.40
		253	7.61	2	.03	.09	24.98	2	.09	24.98	2	.09	24.98
		310	6.69	72	.13	3.59	190.56	32	1.59	84.70	13	.65	34.41
		351	2.31	53	.08	7.65	232.17	24	3.46	105.13	15	2.16	65.71
	Overall		8819.81	32519	113.38	1.23	95.61	20925	.79	61.52	11629	.44	34.19

Popul. Density	No of Lanes	STH Route	Miles	No of Crashes (3 Yrs)	Annual Travel 100MVM	Crash		Non-int Crashes (3 Yrs)	Non-int		ROR Crash (3 Yrs)	ROR	
						per mile/ year	Crash per 100MVM		Crash per mile/ year	Crash per 100MVM		per mile/ year	Crash per 100MVM
Rural	3	010	.35	8	.01	7.62	363.60	6	5.71	272.70	2	1.90	90.90
		012	2.00	8	.05	1.33	55.01	5	.83	34.38	4	.67	27.51
		013	2.46	23	.06	3.12	120.89	12	1.63	63.07	6	.81	31.54
		014	.26	15	.01	19.23	469.87	7	8.97	219.27	2	2.56	62.65
		023	1.00	11	.02	3.67	151.73	6	2.00	82.76	3	1.00	41.38
		033	5.58	41	.15	2.45	94.16	26	1.55	59.71	12	.72	27.56
		035	1.03	21	.04	6.80	159.28	16	5.18	121.36	10	3.24	75.85
		045	.22	2	.00	3.03	220.22	2	3.03	220.22	1	1.52	110.11
		051	.32	2	.01	2.08	53.17	2	2.08	53.17	0	.00	.00
		054	.12	2	.00	5.56	221.07	0	.00	.00	0	.00	.00
		057	.14	3	.00	7.14	238.07	2	4.76	158.71	1	2.38	79.36
		061	.62	11	.03	5.91	135.59	8	4.30	98.61	2	1.08	24.65
		078	.17	.	.00	.	.	.	.	.	.	.	.
		080	.41	7	.01	5.69	269.99	3	2.44	115.71	1	.81	38.57
		110	.33	.	.00	.	.	.	.	.	.	.	.
		113	.13	.	.00	.	.	.	.	.	.	.	.
		141	.62	8	.02	4.30	126.10	4	2.15	63.05	1	.54	15.76
	Overall		15.76	162	.43	3.43	126.42	99	2.09	77.26	45	.95	35.12

Popul.	No of Density Lanes	STH Route	Miles	No of Crashes (3 Yrs)	Annual Travel 100MVM	Crash		Non-int Crashes (3 Yrs)	Non-int		ROR Crash (3 Yrs)	ROR	
						per mile/ year	Crash per 100MVM		Crash per mile/ year	Crash per 100MVM		per mile/ year	Crash per 100MVM
Rural	4	008	3.68	196	.16	17.75	396.87	59	5.34	119.47	3	.27	6.07
		010	1.78	29	.06	5.43	154.21	15	2.81	79.76	8	1.50	42.54
		012	3.15	238	.23	25.19	348.96	174	18.41	255.12	10	1.06	14.66
		013	6.83	262	.30	12.79	296.00	135	6.59	152.52	13	.63	14.69
		014	1.62	50	.08	10.29	211.56	22	4.53	93.09	3	.62	12.69
		017	1.97	13	.03	2.20	150.57	8	1.35	92.66	2	.34	23.16
		019	.28	16	.01	19.05	844.42	3	3.57	158.33	0	.00	.00
		020	.42	15	.01	11.90	401.79	5	3.97	133.93	0	.00	.00
		021	1.09	41	.04	12.54	331.89	11	3.36	89.04	0	.00	.00
		023	.37	16	.00	14.41	1347.8	1	.90	84.24	0	.00	.00
		027	.19	17	.01	29.82	620.20	9	15.79	328.34	0	.00	.00
		033	.11	7	.01	21.21	306.34	1	3.03	43.76	0	.00	.00
		041	2.92	84	.14	9.59	200.21	32	3.65	76.27	9	1.03	21.45
		045	9.23	283	.38	10.22	247.03	142	5.13	123.95	16	.58	13.97
		046	1.82	48	.05	8.79	292.73	18	3.30	109.77	2	.37	12.20
		047	.61	1	.01	.55	22.74	0	.00	.00	0	.00	.00
		048	.31	.	.00	.	.	.	.	.	.	.	.
		051	15.83	285	.64	6.00	149.02	158	3.33	82.62	42	.88	21.96
		054	.27	11	.01	13.58	462.28	6	7.41	252.15	1	1.23	42.03
		063	1.88	94	.05	16.67	640.79	32	5.67	218.14	2	.35	13.63
		064	2.92	6	.02	.68	100.65	5	.57	83.88	2	.23	33.55
		070	2.10	49	.04	7.78	459.15	22	3.49	206.15	2	.32	18.74
		082	.32	24	.01	25.00	573.34	15	15.63	358.34	0	.00	.00
		086	.36	7	.02	6.48	128.40	3	2.78	55.03	1	.93	18.34
		089	.09	.	.00	.	.	.	.	.	.	.	.
		093	.50	19	.01	12.67	1099.9	3	2.00	173.68	1	.67	57.89
		095	.32	2	.00	2.08	267.34	2	2.08	267.34	0	.00	.00
		107	.43	.	.01	.	.	.	.	.	.	.	.
		110	.93	1	.01	.36	47.37	1	.36	47.37	1	.36	47.37
		113	.12	2	.00	5.56	860.41	2	5.56	860.41	1	2.78	430.21
		141	1.46	53	.04	12.10	424.75	23	5.25	184.32	2	.46	16.03
		151	1.37	21	.04	5.11	160.14	6	1.46	45.76	1	.24	7.63
		Overall	65.28	1890	2.43	9.65	259.40	913	4.66	125.31	122	.62	16.74
Overall			8900.85	34571	116.23	1.29	99.14	21937	.82	62.91	11796	.44	33.83

Popul.	No of Density Lanes	STH Route	Miles	No of Crashes (3 Yrs)	Annual Travel 100MVM	Crash		Non-int Crashes (3 Yrs)	Non-int		ROR Crash (3 Yrs)	ROR	
						per mile/ year	Crash per 100MVM		Crash per mile/ year	Crash per 100MVM		per mile/ year	Crash per 100MVM
Urban	2	002	.49	1	.01	.68	33.10	1	.68	33.10	0	.00	.00
		010	1.64	12	.03	2.44	118.91	9	1.83	89.18	4	.81	39.64
		011	11.89	363	.31	10.18	386.96	140	3.92	149.24	32	.90	34.11
		012	7.62	271	.26	11.85	343.73	109	4.77	138.25	18	.79	22.83
		013	4.31	85	.11	6.57	255.11	26	2.01	78.03	7	.54	21.01
		014	5.35	142	.25	8.85	190.42	48	2.99	64.37	8	.50	10.73
		016	11.00	433	.37	13.12	390.24	145	4.39	130.68	24	.73	21.63
		017	3.84	120	.14	10.42	296.27	49	4.25	120.98	11	.95	27.16
		018	6.95	368	.26	17.65	478.96	117	5.61	152.28	13	.62	16.92
		019	6.75	428	.31	21.14	459.88	170	8.40	182.66	10	.49	10.74
		020	.61	107	.04	58.47	1017.8	43	23.50	409.01	6	3.28	57.07
		021	2.97	101	.10	11.34	335.98	39	4.38	129.74	5	.56	16.63
		022	6.13	99	.15	5.38	226.48	26	1.41	59.48	5	.27	11.44
		023	4.36	261	.17	19.95	502.21	102	7.80	196.27	21	1.61	40.41
		025	2.10	116	.08	18.41	500.74	46	7.30	198.57	6	.95	25.90
		026	6.41	226	.27	11.75	283.86	87	4.52	109.27	9	.47	11.30
		027	2.84	143	.10	16.78	462.43	59	6.92	190.79	12	1.41	38.81
		028	4.18	34	.12	2.71	94.57	10	.80	27.82	5	.40	13.91
		029	8.57	223	.36	8.67	207.57	80	3.11	74.47	28	1.09	26.06
		031	4.00	95	.18	7.92	171.98	37	3.08	66.98	13	1.08	23.53
		032	38.37	1680	1.61	14.59	348.18	724	6.29	150.05	142	1.23	29.43
		033	11.32	425	.39	12.51	363.89	160	4.71	136.99	35	1.03	29.97
		034	.06	.	.00	.	.	.	.	.	.	.	.
		035	10.31	454	.45	14.68	336.27	195	6.30	144.43	26	.84	19.26
		036	2.65	215	.11	27.04	665.08	93	11.70	287.69	7	.88	21.65
		038	5.84	222	.20	12.67	375.59	88	5.02	148.88	28	1.60	47.37
		042	2.16	50	.07	7.72	237.56	20	3.09	95.03	4	.62	19.01
		044	2.40	89	.07	12.36	403.57	46	6.39	208.59	3	.42	13.60
		045	13.06	309	.32	7.89	325.03	108	2.76	113.60	41	1.05	43.13
		047	3.31	112	.11	11.28	326.31	29	2.92	84.49	7	.70	20.39
		048	1.06	54	.01	16.98	1221.1	19	5.97	429.64	4	1.26	90.45
		049	6.50	282	.20	14.46	459.89	135	6.92	220.16	10	.51	16.31
		050	4.47	552	.23	41.16	807.09	227	16.93	331.90	19	1.42	27.78
		051	10.16	442	.44	14.50	335.29	187	6.14	141.85	36	1.18	27.31
		052	4.12	69	.06	5.58	357.54	25	2.02	129.54	3	.24	15.55
		054	9.58	130	.28	4.52	157.41	63	2.19	76.28	16	.56	19.37

Popul.	No of Density Lanes	STH Route	Miles	No of Crashes (3 Yrs)	Annual Travel 100MVM	Crash		Non-int Crashes (3 Yrs)	Non-int		ROR Crash (3 Yrs)	ROR	
						per mile/ year	Crash per 100MVM		Crash per mile/ year	Crash per 100MVM		per mile/ year	Crash per 100MVM
Urban	2	055	1.45	52	.05	11.95	373.87	14	3.22	100.66	2	.46	14.38
		057	7.02	219	.33	10.40	220.66	74	3.51	74.56	12	.57	12.09
		059	9.26	575	.44	20.70	435.80	216	7.78	163.71	44	1.58	33.35
		060	3.67	133	.17	12.08	260.74	32	2.91	62.73	3	.27	5.88
		064	8.58	189	.28	7.34	223.34	81	3.15	95.72	10	.39	11.82
		065	5.62	35	.17	2.08	68.68	22	1.30	43.17	9	.53	17.66
		066	2.26	35	.06	5.16	186.75	19	2.80	101.38	5	.74	26.68
		067	5.35	135	.13	8.41	334.05	66	4.11	163.31	11	.69	27.22
		068	1.02	9	.01	2.94	279.84	3	.98	93.28	1	.33	31.09
		069	.04	.	.00	.	.	.	.	.	.	.	.
		071	.11	.	.00	.	.	.	.	.	.	.	.
		073	.93	5	.02	1.79	86.98	5	1.79	86.98	2	.72	34.79
		074	5.40	184	.22	11.36	279.95	58	3.58	88.25	11	.68	16.74
		077	4.34	37	.07	2.84	182.75	19	1.46	93.84	7	.54	34.57
		080	5.88	79	.06	4.48	412.16	28	1.59	146.08	13	.74	67.82
		081	4.35	249	.14	19.08	578.98	83	6.36	192.99	17	1.30	39.53
		083	8.15	202	.25	8.26	267.26	96	3.93	127.02	28	1.15	37.05
		089	1.28	23	.03	5.99	274.39	14	3.65	167.02	3	.78	35.79
		091	1.21	17	.03	4.68	215.21	6	1.65	75.96	4	1.10	50.64
		093	.52	45	.04	28.85	421.50	8	5.13	74.93	4	2.56	37.47
		096	5.31	233	.24	14.63	329.86	82	5.15	116.09	14	.88	19.82
		100	7.36	146	.35	6.61	141.00	64	2.90	61.81	17	.77	16.42
		105	1.76	2	.01	.38	51.35	1	.19	25.67	1	.19	25.67
		106	1.83	19	.04	3.46	180.04	14	2.55	132.66	1	.18	9.48
		107	2.70	25	.02	3.09	349.13	15	1.85	209.48	4	.49	55.86
		110	2.14	35	.08	5.45	138.23	25	3.89	98.73	9	1.40	35.54
		112	2.41	6	.02	.83	120.36	5	.69	100.30	1	.14	20.06
		113	2.38	56	.05	7.84	407.09	27	3.78	196.28	5	.70	36.35
		114	2.30	71	.09	10.29	266.10	23	3.33	86.20	1	.14	3.75
		120	3.50	135	.11	12.86	394.39	69	6.57	201.58	18	1.71	52.59
		123	1.71	50	.05	9.75	345.29	24	4.68	165.74	4	.78	27.62
		124	1.89	30	.04	5.29	267.42	18	3.17	160.45	11	1.94	98.05
		127	1.41	3	.01	.71	99.70	3	.71	99.70	2	.47	66.46
		131	.95	8	.03	2.81	86.90	6	2.11	65.17	1	.35	10.86
		136	.51	5	.01	3.27	229.57	4	2.61	183.66	0	.00	.00
		137	2.51	.	.	.	.	.	.	.	.	.	.

Popul. Density	No of Lanes	STH Route	Miles	No of Crashes (3 Yrs)	Annual Travel 100MVM	Crash		Non-int Crashes (3 Yrs)	Non-int		ROR Crash (3 Yrs)	ROR	
						per mile/year	Crash per 100MVM		Crash per mile/year	Crash per 100MVM		per mile/year	Crash per 100MVM
Urban	2	138	.32	3	.00	3.13	235.53	0	.00	.00	0	.00	.00
		141	2.27	31	.07	4.55	145.33	6	.88	28.13	2	.29	9.38
		142	.91	7	.01	2.56	194.70	2	.73	55.63	0	.00	.00
		144	.82	55	.03	22.36	575.50	28	11.38	292.98	2	.81	20.93
		145	8.60	84	.17	3.26	168.52	22	.85	44.14	10	.39	20.06
		147	2.06	56	.07	9.06	282.32	23	3.72	115.95	2	.32	10.08
		151	7.01	267	.30	12.70	294.67	125	5.94	137.95	24	1.14	26.49
		157	1.29	114	.04	29.46	914.40	20	5.17	160.42	3	.78	24.06
		158	2.31	65	.11	9.38	194.65	21	3.03	62.89	7	1.01	20.96
		164	1.70	15	.08	2.94	65.46	5	.98	21.82	0	.00	.00
		165	3.45	39	.04	3.77	322.61	22	2.13	181.99	10	.97	82.72
		167	3.72	33	.18	2.96	61.42	13	1.16	24.20	4	.36	7.44
		172	.94	8	.03	2.84	85.69	4	1.42	42.85	4	1.42	42.85
		173	1.89	49	.04	8.64	398.58	26	4.59	211.49	1	.18	8.13
		175	6.18	326	.27	17.58	397.12	181	9.76	220.49	27	1.46	32.89
		178	2.13	45	.06	7.04	248.92	15	2.35	82.97	3	.47	16.59
		180	.48	2	.01	1.39	74.47	2	1.39	74.47	1	.69	37.23
		181	8.47	277	.34	10.90	274.47	122	4.80	120.89	33	1.30	32.70
		190	.42	22	.01	17.46	532.22	9	7.14	217.73	0	.00	.00
		213	1.94	42	.03	7.22	420.10	22	3.78	220.05	8	1.37	80.02
310	1.32	32	.03	8.08	352.07	17	4.29	187.04	2	.51	22.00		
Overall			402.72	13332	13.74	11.03	323.46	5371	4.45	130.31	1036	.86	25.14

Popul.	No of Density Lanes	STH Route	Miles	No of Crashes (3 Yrs)	Annual Travel 100MVM	Crash		Non-int Crashes (3 Yrs)	Non-int		ROR Crash (3 Yrs)	ROR	
						per mile/ year	Crash per 100MVM		Crash per mile/ year	Crash per 100MVM		per mile/ year	Crash per 100MVM
Urban	3	012	1.59	125	.12	26.21	350.01	41	8.60	114.80	7	1.47	19.60
		013	.40	4	.02	3.33	85.27	4	3.33	85.27	2	1.67	42.64
		020	1.60	232	.11	48.33	693.84	97	20.21	290.10	13	2.71	38.88
		021	.36	16	.01	14.81	398.90	2	1.85	49.86	0	.00	.00
		022	.76	5	.03	2.19	64.47	3	1.32	38.68	1	.44	12.89
		026	.06	5	.00	27.78	352.33	3	16.67	211.40	0	.00	.00
		029	.08	48	.00	200.0	4663.4	8	33.33	777.23	2	8.33	194.31
		032	.37	51	.02	45.95	964.25	9	8.11	170.16	3	2.70	56.72
		035	.36	33	.02	30.56	513.99	8	7.41	124.60	1	.93	15.58
		038	.83	66	.03	26.51	684.72	23	9.24	238.62	8	3.21	83.00
		041	.87	46	.09	17.62	178.00	17	6.51	65.78	2	.77	7.74
		044	.68	82	.03	40.20	811.67	18	8.82	178.17	5	2.45	49.49
		054	.96	7	.03	2.43	77.66	3	1.04	33.28	2	.69	22.19
		057	.25	26	.01	34.67	598.09	11	14.67	253.04	1	1.33	23.00
		059	.53	124	.03	77.99	1403.8	57	35.85	645.31	3	1.89	33.96
		073	1.17	13	.02	3.70	182.27	10	2.85	140.21	6	1.71	84.13
		074	.43	16	.02	12.40	336.43	4	3.10	84.11	1	.78	21.03
		114	.27	27	.02	33.33	492.39	7	8.64	127.66	1	1.23	18.24
		144	.20	7	.01	11.67	387.44	1	1.67	55.35	0	.00	.00
181	.51	11	.01	7.19	287.43	7	4.58	182.91	1	.65	26.13		
190	.25	31	.02	41.33	684.24	7	9.33	154.51	1	1.33	22.07		
	Overall		12.53	975	.65	25.94	499.79	340	9.04	174.29	60	1.60	30.76

Popul.	No of Density Lanes	STH Route	Miles	No of Crashes (3 Yrs)	Annual Travel 100MVM	Crash		Non-int Crashes (3 Yrs)	Non-int		ROR Crash (3 Yrs)	ROR	
						per mile/ year	Crash per 100MVM		Crash per mile/ year	Crash per 100MVM		per mile/ year	Crash per 100MVM
Urban	4	002	4.98	268	.27	17.94	331.83	97	6.49	120.10	10	.67	12.38
		010	1.85	67	.10	12.07	233.26	17	3.06	59.19	2	.36	6.96
		011	4.96	516	.37	34.68	465.76	234	15.73	211.22	21	1.41	18.96
		012	4.43	393	.30	29.57	442.66	194	14.60	218.51	18	1.35	20.27
		013	3.64	245	.19	22.44	437.07	91	8.33	162.34	14	1.28	24.98
		014	2.41	98	.18	13.55	177.86	19	2.63	34.48	1	.14	1.81
		016	3.11	358	.20	38.37	593.12	127	13.61	210.41	15	1.61	24.85
		017	1.75	24	.07	4.57	110.10	10	1.90	45.87	1	.19	4.59
		018	4.70	319	.32	22.62	332.31	105	7.45	109.38	5	.35	5.21
		019	.18	5	.01	9.26	292.59	2	3.70	117.04	1	1.85	58.52
		020	.74	122	.04	54.95	923.84	41	18.47	310.47	3	1.35	22.72
		021	1.94	227	.14	39.00	527.03	75	12.89	174.13	9	1.55	20.90
		022	3.89	256	.16	21.94	547.61	84	7.20	179.68	9	.77	19.25
		023	2.43	274	.14	37.59	672.49	134	18.38	328.88	17	2.33	41.72
		025	.25	29	.01	38.67	752.39	12	16.00	311.33	0	.00	.00
		026	2.19	199	.15	30.29	434.33	96	14.61	209.52	19	2.89	41.47
		028	2.42	193	.15	26.58	421.59	81	11.16	176.93	7	.96	15.29
		029	2.56	321	.16	41.80	672.49	76	9.90	159.22	11	1.43	23.04
		032	14.47	756	.71	17.42	356.93	359	8.27	169.49	81	1.87	38.24
		033	5.70	415	.30	24.27	461.20	117	6.84	130.02	15	.88	16.67
		035	5.26	515	.32	32.64	542.43	148	9.38	155.88	10	.63	10.53
		038	.19	25	.01	43.86	835.05	8	14.04	267.22	2	3.51	66.80
		041	2.93	284	.21	32.31	443.18	81	9.22	126.40	5	.57	7.80
		042	2.03	264	.09	43.35	962.84	89	14.61	324.59	6	.99	21.88
		044	1.64	126	.08	25.61	513.47	32	6.50	130.40	2	.41	8.15
		045	8.48	586	.41	23.03	476.89	216	8.49	175.78	27	1.06	21.97
		047	4.55	393	.28	28.79	472.43	164	12.01	197.15	8	.59	9.62
		048	.85	25	.02	9.80	345.91	6	2.35	83.02	1	.39	13.84
		049	.32	14	.01	14.58	316.85	6	6.25	135.79	1	1.04	22.63
		050	.89	97	.05	36.33	653.94	51	19.10	343.82	4	1.50	26.97
		051	18.17	1438	1.15	26.38	417.58	625	11.47	181.49	114	2.09	33.10
		054	2.59	227	.17	29.21	447.26	73	9.40	143.83	11	1.42	21.67
		055	2.18	161	.12	24.62	461.67	47	7.19	134.77	3	.46	8.60
		057	5.04	235	.37	15.54	210.58	100	6.61	89.61	16	1.06	14.34
		059	2.40	165	.16	22.92	350.56	62	8.61	131.73	7	.97	14.87
		060	.90	131	.06	48.52	681.21	38	14.07	197.60	6	2.22	31.20

Popul. Density	No of Lanes	STH Route	Miles	No of Crashes (3 Yrs)	Annual Travel 100MVM	Crash		Non-int Crashes (3 Yrs)	Non-int		ROR Crash (3 Yrs)	ROR		
						per mile/year	Crash per 100MVM		Crash per mile/year	Crash per 100MVM		per mile/year	Crash per 100MVM	
Urban	4	064	2.50	167	.13	22.27	419.62	66	8.80	165.84	11	1.47	27.64	
		065	.15	22	.01	48.89	640.87	3	6.67	87.39	0	.00	.00	
		066	1.12	61	.04	18.15	574.76	11	3.27	103.65	3	.89	28.27	
		074	1.46	37	.07	8.45	187.41	18	4.11	91.17	2	.46	10.13	
		096	4.23	148	.17	11.66	283.92	74	5.83	141.96	15	1.18	28.78	
		105	.21	.	.00
		113	.19	17	.01	29.82	433.48	8	14.04	203.99	0	.00	.00	
		114	2.48	278	.13	37.37	698.18	81	10.89	203.43	13	1.75	32.65	
		120	.55	23	.03	13.94	277.75	11	6.67	132.84	1	.61	12.08	
		125	.90	183	.09	67.78	713.10	79	29.26	307.84	4	1.48	15.59	
		141	2.86	218	.19	25.41	381.10	95	11.07	166.08	21	2.45	36.71	
		145	2.30	216	.16	31.30	460.24	64	9.28	136.37	7	1.01	14.92	
		151	1.09	12	.06	3.67	70.09	6	1.83	35.05	0	.00	.00	
		167	1.01	41	.05	13.53	281.06	13	4.29	89.12	1	.33	6.86	
		175	2.14	36	.08	5.61	145.51	12	1.87	48.50	1	.16	4.04	
		181	1.08	115	.07	35.49	534.51	37	11.42	171.97	3	.93	13.94	
		213	1.42	65	.04	15.26	594.70	17	3.99	155.54	5	1.17	45.75	
		794	1.98	22	.12	3.70	61.89	8	1.35	22.51	0	.00	.00	
	Overall		154.69	11432	8.92	24.63	427.26	4320	9.31	161.45	569	1.23	21.27	
Overall			569.94	25739	23.31	15.05	368.10	10031	5.87	143.46	1665	.97	23.81	

Popul. Density	No of Lanes	STH Route	Miles	No of Crashes (3 Yrs)	Annual Travel 100MVM	Crash per mile/ year	Crash per 100MVM	Non-int Crashes (3 Yrs)	Non-int Crash per mile/ year	Non-int Crash per 100MVM	ROR Crash (3 Yrs)	ROR Crash per mile/ year	ROR Crash per 100MVM
All Undivided			9470.79	60310	139.54	2.12	144.07	31968	1.13	76.36	13461	.47	32.16

APPENDIX B

RUN-OFF-ROAD CRASH RATES FOR
SERIOUS OUTCOME
SLIPPERY PAVEMENT
DARK CONDITIONS
HORIZONTAL OR VERTICAL CURVE, AND
FIXED OBJECT
CRASHES ON
2- 3- and 4-LANE
URBAN AND RURAL
UNDIVIDED
STATE TRUNK HIGHWAYS

Popul	STH		Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed
Dens.	No Lan	Route	Travel	Crashes	Crash	Crash	Crash	Crash	Crash	Crashes	Crash	curve	Crash	obj	obj
		Miles	100MVM	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per
Rural 2	002	96.05	1.98	129	21.72	46	7.75	65	10.95	67	11.28	16	2.69	72	12.13
	008	243.10	3.81	278	24.33	124	10.85	124	10.85	148	12.95	16	1.40	147	12.86
	010	240.98	4.81	332	23.02	141	9.78	152	10.54	159	11.02	50	3.47	211	14.63
	011	113.97	2.35	185	26.23	87	12.33	77	10.92	87	12.33	25	3.54	135	19.14
	012	238.43	4.03	463	38.30	207	17.12	179	14.81	210	17.37	89	7.36	296	24.48
	013	299.53	4.31	349	26.97	149	11.51	144	11.13	160	12.36	21	1.62	196	15.14
	014	158.02	4.17	347	27.76	142	11.36	158	12.64	175	14.00	27	2.16	225	18.00
	015	1.60	.07	5	22.31	2	8.93	3	13.39	2	8.93	0	.00	4	17.85
	016	95.56	1.73	144	27.75	60	11.56	61	11.76	70	13.49	15	2.89	90	17.34
	017	73.70	.98	97	32.98	44	14.96	48	16.32	39	13.26	10	3.40	60	20.40
	018	89.60	1.73	142	27.44	62	11.98	67	12.95	73	14.10	5	.97	99	19.13
	019	46.73	.89	94	35.08	41	15.30	39	14.55	40	14.93	18	6.72	58	21.65
	020	29.60	.49	66	44.94	25	17.02	33	22.47	32	21.79	17	11.58	48	32.69
	021	111.56	2.58	161	20.78	77	9.94	70	9.04	79	10.20	7	.90	87	11.23
	022	149.63	2.10	191	30.34	91	14.45	73	11.60	98	15.57	18	2.86	129	20.49
	023	164.65	2.96	240	27.07	96	10.83	105	11.84	98	11.05	28	3.16	142	16.02
	025	79.18	.88	90	34.19	39	14.82	41	15.58	46	17.48	13	4.94	50	19.00
	026	70.94	2.05	139	22.65	59	9.61	72	11.73	70	11.41	14	2.28	94	15.32
	027	242.23	2.17	234	35.89	127	19.48	83	12.73	106	16.26	29	4.45	125	19.17
	028	49.88	.63	70	37.30	24	12.79	36	19.18	39	20.78	10	5.33	48	25.58
	029	73.45	.76	77	33.95	26	11.46	28	12.35	39	17.20	8	3.53	46	20.28
	031	4.35	.28	16	19.23	5	6.01	5	6.01	9	10.82	3	3.61	11	13.22
	032	171.75	2.36	202	28.49	90	12.69	91	12.84	116	16.36	19	2.68	117	16.50
	033	162.71	2.67	258	32.26	117	14.63	108	13.50	137	17.13	36	4.50	146	18.26
	034	22.93	.30	24	27.02	11	12.39	10	11.26	14	15.76	1	1.13	11	12.39
	035	308.00	4.17	350	27.98	161	12.87	140	11.19	209	16.71	47	3.76	218	17.43
	036	6.57	.10	10	33.74	2	6.75	2	6.75	4	13.50	4	13.50	8	26.99
	037	40.17	.41	55	44.70	27	21.95	26	21.13	21	17.07	3	2.44	35	28.45
	038	5.03	.12	21	60.80	8	23.16	7	20.27	13	37.64	6	17.37	17	49.22
	039	40.84	.14	56	135.58	32	77.47	20	48.42	33	79.89	18	43.58	34	82.32
	040	79.42	.32	79	82.05	32	33.24	30	31.16	40	41.54	14	14.54	39	40.51
	041	15.19	.61	34	18.59	16	8.75	11	6.01	13	7.11	2	1.09	20	10.93
	042	110.43	1.57	139	29.54	56	11.90	73	15.51	62	13.17	13	2.76	94	19.97
	044	55.65	.60	55	30.66	22	12.27	21	11.71	27	15.05	4	2.23	34	18.96
	045	196.43	3.78	296	26.07	124	10.92	122	10.74	153	13.47	21	1.85	200	17.61
	046	27.93	.38	22	19.37	9	7.92	10	8.80	14	12.33	2	1.76	17	14.97
	047	116.65	1.81	154	28.40	68	12.54	69	12.72	85	15.67	14	2.58	84	15.49
	048	88.15	.76	70	30.67	36	15.77	30	13.14	32	14.02	9	3.94	37	16.21
	049	93.53	.89	107	39.99	47	17.56	42	15.70	57	21.30	13	4.86	75	28.03

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed	
Dens.	No Lan	Travel	Crashes	Crash	Crash	Crash	Crash	Crash	Crashes	Crash	curve	Curve	obj	obj	
	Route	100MVM	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	
	Miles			100MVM		100MVM		100MVM		100MVM		100MVM		100MVM	
Rural 2	050	5.64	.21	21	33.67	9	14.43	7	11.22	14	22.44	2	3.21	12	19.24
	051	109.67	2.29	211	30.72	89	12.96	93	13.54	93	13.54	18	2.62	106	15.43
	052	57.60	.24	58	80.13	27	37.30	29	40.06	26	35.92	4	5.53	30	41.44
	053	65.51	.98	99	33.55	33	11.18	40	13.55	53	17.96	18	6.10	72	24.40
	054	172.71	2.13	193	30.23	94	14.72	80	12.53	97	15.19	20	3.13	126	19.73
	055	134.99	.79	107	45.34	55	23.31	40	16.95	51	21.61	19	8.05	66	27.97
	056	50.56	.22	84	124.50	41	60.77	37	54.84	41	60.77	29	42.98	57	84.48
	057	71.65	1.70	116	22.79	49	9.63	48	9.43	59	11.59	14	2.75	64	12.57
	058	52.84	.35	58	54.79	30	28.34	24	22.67	32	30.23	10	9.45	32	30.23
	059	85.54	1.26	129	34.20	64	16.97	58	15.38	63	16.70	16	4.24	92	24.39
	060	130.58	1.48	213	47.96	93	20.94	100	22.51	92	20.71	27	6.08	128	28.82
	061	65.19	.95	73	25.61	25	8.77	26	9.12	33	11.58	9	3.16	56	19.65
	063	171.64	2.71	192	23.64	93	11.45	79	9.73	95	11.70	8	.98	97	11.94
	064	234.17	1.69	193	38.15	82	16.21	84	16.60	94	18.58	16	3.16	109	21.55
	065	43.50	.60	67	37.15	26	14.42	34	18.85	35	19.41	10	5.54	41	22.73
	066	14.66	.20	36	58.56	15	24.40	14	22.77	19	30.91	9	14.64	23	37.42
	067	125.86	1.51	214	47.15	86	18.95	105	23.13	115	25.34	32	7.05	154	33.93
	068	8.49	.08	23	92.84	8	32.29	19	76.69	10	40.36	1	4.04	13	52.47
	069	36.47	.76	78	34.14	37	16.20	38	16.63	38	16.63	4	1.75	49	21.45
	070	213.06	1.86	142	25.42	71	12.71	61	10.92	82	14.68	14	2.51	78	13.96
	071	42.62	.31	64	68.07	33	35.10	24	25.52	40	42.54	20	21.27	39	41.48
	072	27.70	.12	28	76.32	11	29.98	15	40.89	16	43.61	12	32.71	20	54.52
	073	214.85	1.95	187	32.03	81	13.87	74	12.68	92	15.76	17	2.91	104	17.81
	075	12.10	.14	32	75.07	13	30.50	10	23.46	16	37.53	0	.00	23	53.96
	076	24.92	.16	43	89.47	19	39.53	14	29.13	30	62.42	5	10.40	27	56.18
	077	116.72	.48	70	48.89	34	23.75	21	14.67	33	23.05	13	9.08	41	28.64
	078	85.19	.54	127	77.72	65	39.78	50	30.60	54	33.05	49	29.99	74	45.29
	079	17.63	.10	14	47.68	7	23.84	5	17.03	5	17.03	1	3.41	10	34.06
	080	142.60	1.33	178	44.46	85	21.23	67	16.74	94	23.48	27	6.74	108	26.98
	081	85.38	.70	97	46.44	44	21.06	37	17.71	44	21.06	30	14.36	66	31.59
	082	84.05	.69	84	40.71	45	21.81	39	18.90	55	26.65	18	8.72	53	25.68
	083	50.01	1.21	168	46.26	70	19.27	84	23.13	85	23.40	28	7.71	126	34.69
	085	23.46	.23	33	47.73	16	23.14	20	28.92	15	21.69	10	14.46	25	36.16
	086	31.63	.12	11	29.53	4	10.74	2	5.37	8	21.48	0	.00	7	18.79
	087	22.26	.18	18	33.36	8	14.83	9	16.68	8	14.83	1	1.85	6	11.12
	088	29.75	.06	28	151.80	15	81.32	7	37.95	11	59.64	11	59.64	11	59.64
	089	44.33	.54	58	35.98	26	16.13	26	16.13	31	19.23	9	5.58	33	20.47
	091	16.50	.26	42	54.74	25	32.58	24	31.28	20	26.07	1	1.30	34	44.32
	092	27.12	.13	38	97.46	15	38.47	18	46.17	16	41.04	7	17.95	21	53.86

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed
Dens.	No Lan	Travel	Crashes	Crash	Crash	Crash	Crash	Crash	Crash	Crashes	Crash	curve	Curve	obj	obj
	Route	100MVM	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per
	Miles			100MVM		100MVM		100MVM		100MVM		100MVM		100MVM	100MVM
Rural 2	093	51.89	.75	56	24.91	24	10.68	26	11.57	35	15.57	3	1.33	34	15.13
	095	71.49	.38	71	62.86	27	23.90	22	19.48	38	33.64	21	18.59	50	44.27
	096	27.04	.33	30	30.03	14	14.01	17	17.02	14	14.01	1	1.00	22	22.02
	097	33.87	.42	28	21.99	12	9.42	20	15.71	16	12.56	0	.00	18	14.14
	098	16.20	.17	6	11.74	4	7.82	4	7.82	2	3.91	1	1.96	2	3.91
	101	21.12	.06	8	43.02	5	26.89	4	21.51	4	21.51	1	5.38	2	10.76
	102	18.25	.06	13	74.46	7	40.09	7	40.09	8	45.82	4	22.91	7	40.09
	104	14.34	.11	28	85.28	16	48.73	6	18.27	16	48.73	3	9.14	15	45.69
	105	2.75	.02	2	32.19	1	16.10	2	32.19	1	16.10	0	.00	1	16.10
	106	27.39	.21	52	84.23	22	35.64	25	40.50	35	56.69	10	16.20	35	56.69
	107	44.19	.22	46	69.50	21	31.73	19	28.71	26	39.28	6	9.07	25	37.77
	108	17.89	.05	25	154.16	8	49.33	10	61.66	12	74.00	11	67.83	20	123.33
	110	41.26	.69	79	38.09	30	14.47	42	20.25	42	20.25	5	2.41	58	27.97
	111	10.61	.05	8	52.56	5	32.85	5	32.85	1	6.57	0	.00	4	26.28
	112	10.17	.05	3	18.61	0	.00	2	12.41	2	12.41	1	6.20	1	6.20
	113	26.28	.31	68	73.64	22	23.82	32	34.65	32	34.65	7	7.58	34	36.82
	114	8.88	.18	13	24.47	5	9.41	7	13.18	5	9.41	0	.00	11	20.71
	115	5.94	.02	10	161.01	6	96.61	3	48.30	6	96.61	1	16.10	6	96.61
	116	13.78	.16	16	33.29	5	10.40	7	14.56	6	12.48	0	.00	10	20.81
	117	5.13	.08	6	25.84	4	17.23	1	4.31	2	8.61	0	.00	2	8.61
	118	6.86	.02	5	86.22	2	34.49	2	34.49	2	34.49	0	.00	3	51.73
	120	15.44	.28	35	42.27	17	20.53	16	19.32	20	24.15	2	2.42	21	25.36
	121	34.75	.17	29	57.49	14	27.75	10	19.82	17	33.70	0	.00	17	33.70
	122	14.69	.01	4	117.25	1	29.31	3	87.94	3	87.94	1	29.31	1	29.31
	123	1.10	.01	3	92.25	2	61.50	0	.00	2	61.50	0	.00	2	61.50
	124	10.63	.12	8	21.74	3	8.15	0	.00	2	5.44	1	2.72	4	10.87
	126	4.81	.02	4	62.21	1	15.55	3	46.66	2	31.11	1	15.55	3	46.66
	127	12.75	.04	9	71.23	5	39.57	1	7.91	5	39.57	1	7.91	7	55.40
	128	27.04	.15	30	65.91	14	30.76	14	30.76	16	35.15	7	15.38	22	48.33
	129	2.69	.03	.	.	.	.	.	.	.	.	.	.	.	.
	130	30.73	.09	28	109.31	14	54.66	8	31.23	13	50.75	10	39.04	19	74.18
	131	70.19	.34	70	69.52	34	33.77	24	23.83	40	39.72	22	21.85	38	37.74
	133	72.01	.35	94	90.12	32	30.68	46	44.10	44	42.18	18	17.26	58	55.61
	134	2.85	.01	10	356.83	8	285.47	3	107.05	6	214.10	3	107.05	6	214.10
	136	12.53	.11	28	84.57	9	27.18	9	27.18	13	39.26	7	21.14	14	42.28
	137	3.74	.	.	.	.	.	.	.	.	.	.	.	.	.
	138	11.66	.21	21	32.90	7	10.97	6	9.40	11	17.23	2	3.13	15	23.50
	139	22.01	.08	9	37.73	5	20.96	4	16.77	5	20.96	3	12.58	3	12.58
	140	11.25	.14	33	81.12	14	34.42	24	59.00	16	39.33	10	24.58	16	39.33

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed	
Dens.	No Lan	Travel	Crashes	Crash	Crash	Crash	Crash	Crash	Crashes	Crash	curve	Curve	obj	obj	
	Route	100MVM	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	
	Miles	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	
Rural 2	141	61.92	1.61	107	22.15	40	8.28	37	7.66	55	11.39	15	3.11	66	13.66
	142	16.31	.18	26	47.16	12	21.76	9	16.32	13	23.58	1	1.81	16	29.02
	144	19.45	.25	48	65.15	21	28.50	17	23.08	24	32.58	13	17.65	33	44.79
	145	.41	.01	3	179.15	2	119.43	0	.00	2	119.43	2	119.43	3	179.15
	146	13.22	.04	7	58.77	3	25.19	3	25.19	4	33.58	3	25.19	3	25.19
	147	12.65	.13	21	55.81	12	31.89	9	23.92	9	23.92	1	2.66	12	31.89
	149	24.15	.12	32	90.96	8	22.74	16	45.48	12	34.11	12	34.11	24	68.22
	150	6.65	.12	9	24.61	1	2.73	8	21.87	7	19.14	0	.00	5	13.67
	151	91.26	2.05	221	35.89	103	16.73	110	17.87	97	15.75	29	4.71	127	20.63
	152	7.22	.02	3	45.17	1	15.06	1	15.06	2	30.11	1	15.06	2	30.11
	153	60.24	.57	60	35.28	18	10.58	28	16.46	27	15.87	2	1.18	48	28.22
	154	19.00	.08	20	84.74	8	33.90	5	21.18	10	42.37	8	33.90	14	59.32
	155	6.94	.06	7	36.96	2	10.56	3	15.84	4	21.12	1	5.28	3	15.84
	156	26.23	.15	21	46.77	10	22.27	7	15.59	11	24.50	0	.00	13	28.95
	159	1.29	.01	1	35.40	0	.00	1	35.40	0	.00	0	.00	1	35.40
	160	3.22	.03	1	9.87	0	.00	0	.00	1	9.87	0	.00	0	.00
	161	21.58	.11	26	78.94	9	27.32	11	33.40	13	39.47	1	3.04	18	54.65
	162	40.88	.14	65	158.53	32	78.04	27	65.85	42	102.43	21	51.22	33	80.48
	164	25.65	.82	46	18.65	16	6.49	21	8.51	24	9.73	1	.41	28	11.35
	165	.78	.03	.	.	.	.	.	.	.	.	.	.	.	.
	167	9.41	.14	27	66.15	6	14.70	10	24.50	16	39.20	15	36.75	22	53.90
	168	5.93	.02	3	63.12	1	21.04	0	.00	1	21.04	0	.00	3	63.12
	169	17.36	.03	2	24.97	0	.00	1	12.49	1	12.49	0	.00	2	24.97
	170	23.90	.14	34	81.58	17	40.79	11	26.40	20	47.99	4	9.60	20	47.99
	171	33.25	.08	42	173.24	19	78.37	17	70.12	18	74.24	18	74.24	31	127.87
	172	1.40	.05	.	.	.	.	.	.	.	.	.	.	.	.
	173	33.55	.23	29	42.27	13	18.95	13	18.95	16	23.32	2	2.92	19	27.70
	175	46.56	.49	123	84.12	48	32.83	50	34.20	64	43.77	9	6.16	91	62.24
	178	20.09	.19	43	76.61	22	39.20	20	35.63	24	42.76	8	14.25	30	53.45
	179	8.80	.02	7	120.87	5	86.34	3	51.80	5	86.34	3	51.80	4	69.07
	180	29.94	.24	37	52.36	14	19.81	13	18.40	22	31.13	5	7.08	27	38.21
	182	29.65	.10	10	33.49	6	20.09	5	16.75	6	20.09	0	.00	7	23.44
	186	15.01	.11	9	26.63	4	11.84	3	8.88	6	17.75	0	.00	6	17.75
	187	13.87	.02	16	249.33	10	155.83	2	31.17	12	187.00	1	15.58	12	187.00
	188	10.55	.04	14	106.77	7	53.39	4	30.51	7	53.39	3	22.88	8	61.01
	191	13.04	.04	17	147.22	6	51.96	8	69.28	8	69.28	5	43.30	10	86.60
	193	1.42	.01	.	.	.	.	.	.	.	.	.	.	.	.
	194	11.32	.03	10	116.92	8	93.54	1	11.69	6	70.15	1	11.69	3	35.08
	213	19.33	.17	55	107.53	27	52.79	30	58.65	26	50.83	19	37.15	34	66.47

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed	
Dens.	No Lan	Travel	Crashes	Crash	Crash	Crash	Crash	Crash	Crashes	Crash	curve	Curve	obj	obj	
	Route	100MVM	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	
	Miles	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	
Rural 2	243	.30	.01	1	60.40	1	60.40	0	.00	0	.00	0	.00	1	60.40
	253	7.61	.03	2	24.98	1	12.49	1	12.49	0	.00	0	.00	1	12.49
	310	6.69	.13	13	34.41	6	15.88	7	18.53	6	15.88	0	.00	5	13.23
	351	2.31	.08	15	65.71	3	13.14	14	61.33	7	30.66	0	.00	12	52.57
Overall		8819.81	113.38	11629	34.19	5117	15.04	4997	14.69	5839	17.17	1571	4.62	7195	21.15

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed	
Dens.	No Lan	Travel	Crashes	Crash	Crash	Crash	Crash	Crash	Crashes	Crash	Curve	Curve	obj	obj	
	Route	100MVM	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	
	Miles	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	
Rural 3	010	.35	.01	2	90.90	1	45.45	1	45.45	1	45.45	1	45.45	2	90.90
	012	2.00	.05	4	27.51	2	13.75	3	20.63	2	13.75	0	.00	1	6.88
	013	2.46	.06	6	31.54	1	5.26	5	26.28	4	21.02	0	.00	3	15.77
	014	.26	.01	2	62.65	0	.00	1	31.32	2	62.65	1	31.32	2	62.65
	023	1.00	.02	3	41.38	1	13.79	2	27.59	2	27.59	0	.00	3	41.38
	033	5.58	.15	12	27.56	5	11.48	8	18.37	8	18.37	1	2.30	8	18.37
	035	1.03	.04	10	75.85	1	7.58	7	53.09	6	45.51	0	.00	6	45.51
	045	.22	.00	1	110.11	1	110.11	0	.00	1	110.11	0	.00	0	.00
	051	.32	.01	.	.	.	.	.	.	.	.	.	.	.	.
	054	.12	.00	.	.	.	.	.	.	.	.	.	.	.	.
	057	.14	.00	1	79.36	0	.00	0	.00	1	79.36	0	.00	1	79.36
	061	.62	.03	2	24.65	0	.00	1	12.33	1	12.33	0	.00	1	12.33
	078	.17	.00	.	.	.	.	.	.	.	.	.	.	.	.
	080	.41	.01	1	38.57	0	.00	0	.00	1	38.57	0	.00	1	38.57
	110	.33	.00	.	.	.	.	.	.	.	.	.	.	.	.
	113	.13	.00	.	.	.	.	.	.	.	.	.	.	.	.
	141	.62	.02	1	15.76	0	.00	0	.00	0	.00	0	.00	0	.00
Overall		15.76	.43	45	35.12	12	9.36	28	21.85	29	22.63	3	2.34	28	21.85

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed
Dens.	No Lan	Travel	Crashes	Crash	Crash	Crash	Crash	Crash	Crash	Crashes	Crash	curve	Curve	obj	obj
	Route	100MVM	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	(3_Yrs)	per	(3_Yrs)	per
	Miles			100MVM		100MVM		100MVM		100MVM		100MVM		100MVM	100MVM
Rural 4	008	3.68	.16	3	6.07	2	4.05	2	4.05	2	4.05	0	.00	1	2.02
	010	1.78	.06	8	42.54	5	26.59	6	31.90	4	21.27	6	31.90	5	26.59
	012	3.15	.23	10	14.66	7	10.26	2	2.93	3	4.40	1	1.47	6	8.80
	013	6.83	.30	13	14.69	2	2.26	9	10.17	6	6.78	0	.00	9	10.17
	014	1.62	.08	3	12.69	0	.00	1	4.23	1	4.23	0	.00	3	12.69
	017	1.97	.03	2	23.16	1	11.58	1	11.58	1	11.58	0	.00	2	23.16
	019	.28	.01	.	.	.	.	.	.	.	.	.	.	.	.
	020	.42	.01	.	.	.	.	.	.	.	.	.	.	.	.
	021	1.09	.04	.	.	.	.	.	.	.	.	.	.	.	.
	023	.37	.00	.	.	.	.	.	.	.	.	.	.	.	.
	027	.19	.01	.	.	.	.	.	.	.	.	.	.	.	.
	033	.11	.01	.	.	.	.	.	.	.	.	.	.	.	.
	041	2.92	.14	9	21.45	5	11.92	5	11.92	3	7.15	0	.00	7	16.68
	045	9.23	.38	16	13.97	5	4.36	5	4.36	8	6.98	1	.87	11	9.60
	046	1.82	.05	2	12.20	1	6.10	1	6.10	0	.00	0	.00	2	12.20
	047	.61	.01	.	.	.	.	.	.	.	.	.	.	.	.
	048	.31	.00	.	.	.	.	.	.	.	.	.	.	.	.
	051	15.83	.64	42	21.96	16	8.37	19	9.93	19	9.93	3	1.57	29	15.16
	054	.27	.01	1	42.03	1	42.03	0	.00	0	.00	0	.00	0	.00
	063	1.88	.05	2	13.63	1	6.82	2	13.63	1	6.82	0	.00	2	13.63
	064	2.92	.02	2	33.55	1	16.78	1	16.78	1	16.78	1	16.78	2	33.55
	070	2.10	.04	2	18.74	0	.00	2	18.74	1	9.37	0	.00	2	18.74
	082	.32	.01	.	.	.	.	.	.	.	.	.	.	.	.
	086	.36	.02	1	18.34	0	.00	0	.00	0	.00	0	.00	0	.00
	089	.09	.00	.	.	.	.	.	.	.	.	.	.	.	.
	093	.50	.01	1	57.89	1	57.89	0	.00	1	57.89	0	.00	1	57.89
	095	.32	.00	.	.	.	.	.	.	.	.	.	.	.	.
	107	.43	.01	.	.	.	.	.	.	.	.	.	.	.	.
	110	.93	.01	1	47.37	0	.00	1	47.37	1	47.37	0	.00	1	47.37
	113	.12	.00	1	430.21	0	.00	0	.00	0	.00	0	.00	0	.00
	141	1.46	.04	2	16.03	0	.00	0	.00	2	16.03	0	.00	2	16.03
	151	1.37	.04	1	7.63	0	.00	1	7.63	0	.00	0	.00	1	7.63
Overall		65.28	2.43	122	16.74	48	6.59	58	7.96	54	7.41	12	1.65	86	11.80
Overall		8900.85	116.23	11796	33.83	5177	14.85	5083	14.58	5922	16.98	1586	4.55	7309	20.96

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed
Dens.	No Lan	Travel	Crashes	Crash	Crash	Crash	Crash	Crash	Crash	Crashes	Crash	curve	Curve	obj	obj
	Route	100MVM	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per
	Miles			100MVM		100MVM		100MVM		100MVM		100MVM		100MVM	100MVM
Urban 2	002	.49	.01	.	.	.	.	.	.	.	.	.	.	.	.
	010	1.64	.03	4	39.64	1	9.91	2	19.82	2	19.82	0	.00	4	39.64
	011	11.89	.31	32	34.11	11	11.73	9	9.59	10	10.66	3	3.20	26	27.72
	012	7.62	.26	18	22.83	7	8.88	9	11.42	5	6.34	1	1.27	13	16.49
	013	4.31	.11	7	21.01	3	9.00	2	6.00	3	9.00	0	.00	3	9.00
	014	5.35	.25	8	10.73	2	2.68	4	5.36	2	2.68	0	.00	7	9.39
	016	11.00	.37	24	21.63	8	7.21	8	7.21	15	13.52	0	.00	16	14.42
	017	3.84	.14	11	27.16	4	9.88	4	9.88	6	14.81	2	4.94	7	17.28
	018	6.95	.26	13	16.92	3	3.90	6	7.81	7	9.11	2	2.60	11	14.32
	019	6.75	.31	10	10.74	3	3.22	4	4.30	5	5.37	1	1.07	9	9.67
	020	.61	.04	6	57.07	2	19.02	3	28.54	3	28.54	2	19.02	6	57.07
	021	2.97	.10	5	16.63	3	9.98	1	3.33	2	6.65	0	.00	2	6.65
	022	6.13	.15	5	11.44	1	2.29	1	2.29	2	4.58	0	.00	3	6.86
	023	4.36	.17	21	40.41	8	15.39	11	21.17	11	21.17	0	.00	19	36.56
	025	2.10	.08	6	25.90	3	12.95	3	12.95	2	8.63	1	4.32	4	17.27
	026	6.41	.27	9	11.30	2	2.51	4	5.02	6	7.54	0	.00	6	7.54
	027	2.84	.10	12	38.81	4	12.94	8	25.87	8	25.87	0	.00	10	32.34
	028	4.18	.12	5	13.91	1	2.78	2	5.56	3	8.34	1	2.78	3	8.34
	029	8.57	.36	28	26.06	10	9.31	19	17.69	10	9.31	3	2.79	18	16.75
	031	4.00	.18	13	23.53	9	16.29	2	3.62	5	9.05	0	.00	10	18.10
	032	38.37	1.61	142	29.43	61	12.64	51	10.57	71	14.71	4	.83	116	24.04
	033	11.32	.39	35	29.97	14	11.99	13	11.13	20	17.12	3	2.57	25	21.41
	034	.06	.00	.	.	.	.	.	.	.	.	.	.	.	.
	035	10.31	.45	26	19.26	7	5.18	8	5.93	17	12.59	1	.74	19	14.07
	036	2.65	.11	7	21.65	2	6.19	3	9.28	4	12.37	0	.00	7	21.65
	038	5.84	.20	28	47.37	15	25.38	10	16.92	12	20.30	2	3.38	21	35.53
	042	2.16	.07	4	19.01	2	9.50	3	14.25	0	.00	0	.00	4	19.01
	044	2.40	.07	3	13.60	0	.00	1	4.53	0	.00	0	.00	3	13.60
	045	13.06	.32	41	43.13	18	18.93	15	15.78	20	21.04	1	1.05	33	34.71
	047	3.31	.11	7	20.39	2	5.83	2	5.83	4	11.65	0	.00	6	17.48
	048	1.06	.01	4	90.45	0	.00	1	22.61	4	90.45	0	.00	4	90.45
	049	6.50	.20	10	16.31	3	4.89	5	8.15	6	9.78	0	.00	10	16.31
	050	4.47	.23	19	27.78	7	10.23	4	5.85	12	17.55	3	4.39	15	21.93
	051	10.16	.44	36	27.31	11	8.34	19	14.41	14	10.62	5	3.79	30	22.76
	052	4.12	.06	3	15.55	1	5.18	3	15.55	1	5.18	0	.00	3	15.55
	054	9.58	.28	16	19.37	6	7.27	11	13.32	13	15.74	0	.00	13	15.74
	055	1.45	.05	2	14.38	0	.00	1	7.19	1	7.19	0	.00	1	7.19
	057	7.02	.33	12	12.09	3	3.02	5	5.04	3	3.02	0	.00	11	11.08
	059	9.26	.44	44	33.35	12	9.09	17	12.88	29	21.98	0	.00	33	25.01

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed	
Dens.	No Lan	Travel	Crashes	Crash	Crash	Crash	Crash	Crash	Crashes	Crash	curve	Curve	obj	obj	
	Route	100MVM	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	
	Miles	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	
Urban 2	060	3.67	.17	3	5.88	1	1.96	2	3.92	0	.00	1	1.96	1	1.96
	064	8.58	.28	10	11.82	2	2.36	3	3.55	5	5.91	0	.00	8	9.45
	065	5.62	.17	9	17.66	5	9.81	1	1.96	4	7.85	0	.00	7	13.74
	066	2.26	.06	5	26.68	2	10.67	4	21.34	3	16.01	0	.00	3	16.01
	067	5.35	.13	11	27.22	3	7.42	2	4.95	4	9.90	0	.00	5	12.37
	068	1.02	.01	1	31.09	0	.00	1	31.09	1	31.09	0	.00	1	31.09
	069	.04	.00	.	.	.	.	.	.	.	.	.	.	.	.
	071	.11	.00	.	.	.	.	.	.	.	.	.	.	.	.
	073	.93	.02	2	34.79	2	34.79	0	.00	1	17.40	0	.00	2	34.79
	074	5.40	.22	11	16.74	1	1.52	7	10.65	6	9.13	1	1.52	8	12.17
	077	4.34	.07	7	34.57	0	.00	1	4.94	6	29.63	1	4.94	4	19.76
	080	5.88	.06	13	67.82	5	26.09	1	5.22	6	31.30	1	5.22	9	46.96
	081	4.35	.14	17	39.53	6	13.95	2	4.65	10	23.25	1	2.33	11	25.58
	083	8.15	.25	28	37.05	15	19.85	9	11.91	12	15.88	2	2.65	17	22.49
	089	1.28	.03	3	35.79	0	.00	0	.00	0	.00	0	.00	3	35.79
	091	1.21	.03	4	50.64	0	.00	1	12.66	1	12.66	0	.00	3	37.98
	093	.52	.04	4	37.47	0	.00	4	37.47	4	37.47	2	18.73	3	28.10
	096	5.31	.24	14	19.82	8	11.33	3	4.25	5	7.08	0	.00	12	16.99
	100	7.36	.35	17	16.42	9	8.69	5	4.83	14	13.52	1	.97	12	11.59
	105	1.76	.01	1	25.67	1	25.67	0	.00	1	25.67	1	25.67	0	.00
	106	1.83	.04	1	9.48	0	.00	0	.00	0	.00	0	.00	1	9.48
	107	2.70	.02	4	55.86	1	13.97	1	13.97	2	27.93	0	.00	3	41.90
	110	2.14	.08	9	35.54	2	7.90	4	15.80	5	19.75	0	.00	7	27.65
	112	2.41	.02	1	20.06	1	20.06	0	.00	1	20.06	0	.00	1	20.06
	113	2.38	.05	5	36.35	1	7.27	3	21.81	2	14.54	3	21.81	5	36.35
	114	2.30	.09	1	3.75	0	.00	1	3.75	1	3.75	0	.00	0	.00
	120	3.50	.11	18	52.59	10	29.21	8	23.37	5	14.61	1	2.92	15	43.82
	123	1.71	.05	4	27.62	1	6.91	1	6.91	3	20.72	0	.00	4	27.62
	124	1.89	.04	11	98.05	4	35.66	4	35.66	5	44.57	5	44.57	11	98.05
	127	1.41	.01	2	66.46	1	33.23	2	66.46	1	33.23	1	33.23	2	66.46
	131	.95	.03	1	10.86	0	.00	1	10.86	1	10.86	0	.00	1	10.86
	136	.51	.01	.	.	.	.	.	.	.	.	.	.	.	.
	137	2.51	.	.	.	.	.	.	.	.	.	.	.	.	.
	138	.32	.00	.	.	.	.	.	.	.	.	.	.	.	.
	141	2.27	.07	2	9.38	0	.00	1	4.69	1	4.69	0	.00	2	9.38
	142	.91	.01	.	.	.	.	.	.	.	.	.	.	.	.
	144	.82	.03	2	20.93	1	10.46	0	.00	0	.00	0	.00	2	20.93
	145	8.60	.17	10	20.06	7	14.04	4	8.02	5	10.03	2	4.01	10	20.06
	147	2.06	.07	2	10.08	2	10.08	1	5.04	1	5.04	0	.00	2	10.08

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed	
Dens.	No Lan	Travel	Crashes	Crash	Crash	Crash	Crash	Crash	Crashes	Crash	curve	Crash	obj	obj	
	Route	100MVM	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	
	Miles	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	
Urban 2	151	7.01	.30	24	26.49	7	7.73	11	12.14	11	12.14	1	1.10	18	19.87
	157	1.29	.04	3	24.06	0	.00	0	.00	0	.00	0	.00	3	24.06
	158	2.31	.11	7	20.96	1	2.99	3	8.98	5	14.97	1	2.99	4	11.98
	164	1.70	.08	.	.	.	.	.	.	.	.	.	.	.	.
	165	3.45	.04	10	82.72	6	49.63	4	33.09	5	41.36	0	.00	8	66.18
	167	3.72	.18	4	7.44	1	1.86	2	3.72	0	.00	0	.00	2	3.72
	172	.94	.03	4	42.85	2	21.42	1	10.71	2	21.42	0	.00	3	32.13
	173	1.89	.04	1	8.13	1	8.13	0	.00	0	.00	0	.00	1	8.13
	175	6.18	.27	27	32.89	6	7.31	10	12.18	13	15.84	6	7.31	24	29.24
	178	2.13	.06	3	16.59	0	.00	2	11.06	1	5.53	1	5.53	3	16.59
	180	.48	.01	1	37.23	1	37.23	0	.00	1	37.23	0	.00	1	37.23
	181	8.47	.34	33	32.70	8	7.93	19	18.83	16	15.85	6	5.95	28	27.74
	190	.42	.01	.	.	.	.	.	.	.	.	.	.	.	.
	213	1.94	.03	8	80.02	5	50.01	1	10.00	1	10.00	0	.00	4	40.01
	310	1.32	.03	2	22.00	1	11.00	1	11.00	1	11.00	1	11.00	0	.00
Overall		402.72	13.74	1036	25.14	379	9.20	405	9.83	510	12.37	74	1.80	805	19.53

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed	
Dens.	No Lan	Travel	Crashes	Crash	Crash	Crash	Crash	Crash	Crashes	Crash	Crash	Crash	obj	obj	
	Route	100MVM	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	
	Miles	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	(3_Yrs)	100MVM	
Urban 3	012	1.59	.12	7	19.60	0	.00	4	11.20	3	8.40	0	.00	7	19.60
	013	.40	.02	2	42.64	0	.00	1	21.32	0	.00	0	.00	1	21.32
	020	1.60	.11	13	38.88	5	14.95	6	17.94	8	23.93	0	.00	11	32.90
	021	.36	.01	.	.	.	.	.	.	.	.	.	.	.	.
	022	.76	.03	1	12.89	0	.00	0	.00	1	12.89	0	.00	1	12.89
	026	.06	.00	.	.	.	.	.	.	.	.	.	.	.	.
	029	.08	.00	2	194.31	0	.00	1	97.15	0	.00	1	97.15	2	194.31
	032	.37	.02	3	56.72	1	18.91	1	18.91	2	37.81	0	.00	2	37.81
	035	.36	.02	1	15.58	1	15.58	0	.00	1	15.58	0	.00	1	15.58
	038	.83	.03	8	83.00	2	20.75	3	31.12	4	41.50	0	.00	6	62.25
	041	.87	.09	2	7.74	0	.00	1	3.87	1	3.87	0	.00	2	7.74
	044	.68	.03	5	49.49	3	29.70	1	9.90	2	19.80	0	.00	4	39.59
	054	.96	.03	2	22.19	1	11.09	1	11.09	2	22.19	0	.00	2	22.19
	057	.25	.01	1	23.00	0	.00	1	23.00	0	.00	0	.00	1	23.00
	059	.53	.03	3	33.96	0	.00	2	22.64	2	22.64	0	.00	3	33.96
	073	1.17	.02	6	84.13	1	14.02	2	28.04	4	56.08	1	14.02	6	84.13
	074	.43	.02	1	21.03	0	.00	0	.00	0	.00	0	.00	1	21.03
	114	.27	.02	1	18.24	0	.00	0	.00	0	.00	0	.00	1	18.24
	144	.20	.01	.	.	.	.	.	.	.	.	.	.	.	.
	181	.51	.01	1	26.13	0	.00	1	26.13	0	.00	0	.00	0	.00
	190	.25	.02	1	22.07	0	.00	0	.00	0	.00	0	.00	1	22.07
Overall		12.53	.65	60	30.76	14	7.18	25	12.82	30	15.38	2	1.03	52	26.66

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed
Dens.	No Lan	Travel	Crashes	Crash	Crash	Crash	Crash	Crash	Crash	Crashes	Crash	curve	Curve	obj	obj
	Route	100MVM	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per
	Miles			100MVM		100MVM		100MVM			100MVM		100MVM		100MVM
Urban 4	002	4.98	.27	10	12.38	2	2.48	5	6.19	7	8.67	0	.00	9	11.14
	010	1.85	.10	2	6.96	0	.00	1	3.48	2	6.96	0	.00	0	.00
	011	4.96	.37	21	18.96	10	9.03	5	4.51	6	5.42	0	.00	12	10.83
	012	4.43	.30	18	20.27	3	3.38	11	12.39	7	7.88	0	.00	15	16.90
	013	3.64	.19	14	24.98	4	7.14	3	5.35	6	10.70	2	3.57	12	21.41
	014	2.41	.18	1	1.81	0	.00	1	1.81	0	.00	1	1.81	1	1.81
	016	3.11	.20	15	24.85	2	3.31	5	8.28	7	11.60	1	1.66	12	19.88
	017	1.75	.07	1	4.59	1	4.59	1	4.59	1	4.59	0	.00	1	4.59
	018	4.70	.32	5	5.21	4	4.17	1	1.04	1	1.04	0	.00	3	3.13
	019	.18	.01	1	58.52	0	.00	0	.00	0	.00	0	.00	1	58.52
	020	.74	.04	3	22.72	0	.00	1	7.57	3	22.72	0	.00	3	22.72
	021	1.94	.14	9	20.90	4	9.29	5	11.61	3	6.97	0	.00	9	20.90
	022	3.89	.16	9	19.25	5	10.70	4	8.56	5	10.70	0	.00	4	8.56
	023	2.43	.14	17	41.72	4	9.82	9	22.09	5	12.27	0	.00	15	36.82
	025	.25	.01	.	.	.	.	.	.	.	.	.	.	.	.
	026	2.19	.15	19	41.47	9	19.64	12	26.19	8	17.46	2	4.37	16	34.92
	028	2.42	.15	7	15.29	1	2.18	4	8.74	4	8.74	0	.00	6	13.11
	029	2.56	.16	11	23.04	3	6.28	3	6.28	5	10.47	0	.00	9	18.85
	032	14.47	.71	81	38.24	38	17.94	30	14.16	52	24.55	3	1.42	64	30.22
	033	5.70	.30	15	16.67	6	6.67	7	7.78	11	12.22	0	.00	12	13.34
	035	5.26	.32	10	10.53	1	1.05	5	5.27	5	5.27	0	.00	7	7.37
	038	.19	.01	2	66.80	0	.00	1	33.40	1	33.40	0	.00	2	66.80
	041	2.93	.21	5	7.80	4	6.24	1	1.56	3	4.68	0	.00	4	6.24
	042	2.03	.09	6	21.88	0	.00	1	3.65	5	18.24	0	.00	5	18.24
	044	1.64	.08	2	8.15	1	4.08	0	.00	1	4.08	0	.00	2	8.15
	045	8.48	.41	27	21.97	12	9.77	4	3.26	13	10.58	0	.00	23	18.72
	047	4.55	.28	8	9.62	4	4.81	3	3.61	5	6.01	0	.00	8	9.62
	048	.85	.02	1	13.84	0	.00	1	13.84	0	.00	1	13.84	1	13.84
	049	.32	.01	1	22.63	0	.00	0	.00	0	.00	0	.00	0	.00
	050	.89	.05	4	26.97	0	.00	2	13.48	3	20.22	0	.00	4	26.97
	051	18.17	1.15	114	33.10	45	13.07	51	14.81	56	16.26	16	4.65	85	24.68
	054	2.59	.17	11	21.67	6	11.82	2	3.94	8	15.76	2	3.94	9	17.73
	055	2.18	.12	3	8.60	0	.00	0	.00	0	.00	1	2.87	2	5.73
	057	5.04	.37	16	14.34	1	.90	6	5.38	7	6.27	3	2.69	12	10.75
	059	2.40	.16	7	14.87	2	4.25	2	4.25	4	8.50	0	.00	7	14.87
	060	.90	.06	6	31.20	1	5.20	2	10.40	2	10.40	0	.00	4	20.80
	064	2.50	.13	11	27.64	3	7.54	5	12.56	1	2.51	0	.00	8	20.10
	065	.15	.01	.	.	.	.	.	.	.	.	.	.	.	.
	066	1.12	.04	3	28.27	0	.00	2	18.84	3	28.27	0	.00	3	28.27

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed
Dens.	No Lan	Travel	Crashes	Crash	Crash	Crash	Crash	Crash	Crash	Crashes	Crash	curve	Curve	obj	obj
	Route	100MVM	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	(3_Yrs)	(3_Yrs)	(3_Yrs)	per	(3_Yrs)	per	(3_Yrs)	per
	Miles			100MVM		100MVM		100MVM		100MVM		100MVM		100MVM	
Urban 4	074	1.46	.07	2	10.13	0	.00	1	5.07	1	5.07	0	.00	2	10.13
	096	4.23	.17	15	28.78	6	11.51	8	15.35	7	13.43	0	.00	13	24.94
	105	.21	.00	.	.	.	.	.	.	.	.	.	.	.	.
	113	.19	.01	.	.	.	.	.	.	.	.	.	.	.	.
	114	2.48	.13	13	32.65	7	17.58	5	12.56	8	20.09	0	.00	12	30.14
	120	.55	.03	1	12.08	0	.00	0	.00	1	12.08	0	.00	1	12.08
	125	.90	.09	4	15.59	1	3.90	2	7.79	3	11.69	0	.00	4	15.59
	141	2.86	.19	21	36.71	9	15.73	10	17.48	20	34.96	2	3.50	15	26.22
	145	2.30	.16	7	14.92	4	8.52	0	.00	2	4.26	0	.00	3	6.39
	151	1.09	.06	.	.	.	.	.	.	.	.	.	.	.	.
	167	1.01	.05	1	6.86	1	6.86	0	.00	0	.00	0	.00	0	.00
	175	2.14	.08	1	4.04	1	4.04	0	.00	0	.00	0	.00	1	4.04
	181	1.08	.07	3	13.94	0	.00	2	9.30	0	.00	0	.00	2	9.30
	213	1.42	.04	5	45.75	1	9.15	2	18.30	4	36.60	1	9.15	5	45.75
	794	1.98	.12	.	.	.	.	.	.	.	.	.	.	.	.
Overall		154.69	8.92	569	21.27	206	7.70	226	8.45	296	11.06	35	1.31	448	16.74
Overall		569.94	23.31	1665	23.81	599	8.57	656	9.38	836	11.96	111	1.59	1305	18.66

Popul Dens.	No Lan	STH Route	Miles	Annual Travel 100MVM	ROR Crashes (3_Yrs)	ROR Crash per 100MVM	Inj+K Crash (3_Yrs)	Inj+K Crash per 100MVM	Wet+Snow Crash (3_Yrs)	Wet+Snow Crash per 100MVM	Dark Crashes (3_Yrs)	Dark Crash per 100MVM	Hz/Vt curve Crash (3_Yrs)	Hz/Vt Curve Crash per 100MVM	Fixed obj Crash (3_Yrs)	Fixed obj Crash per 100MVM
All Undivided			9470.79	139.54	13461	32.16	5776	13.80	5739	13.71	6758	16.14	1697	4.05	8614	20.58

APPENDIX C

RUN-OFF-ROAD CRASH DENSITIES FOR
SERIOUS OUTCOME
SLIPPERY PAVEMENT
DARK CONDITIONS
HORIZONTAL OR VERTICAL CURVE, AND
FIXED OBJECT
CRASHES ON
2- 3- and 4-LANE
URBAN AND RURAL
UNDIVIDED
STATE TRUNK HIGHWAYS

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed	
Dens.	No Lan	Travel	Crashes	Crash	Crash	Crash/	Crash	Crash	Crashes	Crash	curve	Crash	obj	obj	
	Route	100MVM	(3_Yrs)	per mile	(3_Yrs)	mile/	(3_Yrs)	per mile	(3_Yrs)	per year	(3_Yrs)	per year	(3_Yrs)	Crash/	
	Miles			per year		year		per year		per year		per year	(3_Yrs)	mile/	
														year	
Rural 2	002	96.05	1.98	129	.45	46	.16	65	.23	67	.23	16	.06	72	.25
	008	243.10	3.81	278	.38	124	.17	124	.17	148	.20	16	.02	147	.20
	010	240.98	4.81	332	.46	141	.20	152	.21	159	.22	50	.07	211	.29
	011	113.97	2.35	185	.54	87	.25	77	.23	87	.25	25	.07	135	.39
	012	238.43	4.03	463	.65	207	.29	179	.25	210	.29	89	.12	296	.41
	013	299.53	4.31	349	.39	149	.17	144	.16	160	.18	21	.02	196	.22
	014	158.02	4.17	347	.73	142	.30	158	.33	175	.37	27	.06	225	.47
	015	1.60	.07	5	1.04	2	.42	3	.63	2	.42	0	.00	4	.83
	016	95.56	1.73	144	.50	60	.21	61	.21	70	.24	15	.05	90	.31
	017	73.70	.98	97	.44	44	.20	48	.22	39	.18	10	.05	60	.27
	018	89.60	1.73	142	.53	62	.23	67	.25	73	.27	5	.02	99	.37
	019	46.73	.89	94	.67	41	.29	39	.28	40	.29	18	.13	58	.41
	020	29.60	.49	66	.74	25	.28	33	.37	32	.36	17	.19	48	.54
	021	111.56	2.58	161	.48	77	.23	70	.21	79	.24	7	.02	87	.26
	022	149.63	2.10	191	.43	91	.20	73	.16	98	.22	18	.04	129	.29
	023	164.65	2.96	240	.49	96	.19	105	.21	98	.20	28	.06	142	.29
	025	79.18	.88	90	.38	39	.16	41	.17	46	.19	13	.05	50	.21
	026	70.94	2.05	139	.65	59	.28	72	.34	70	.33	14	.07	94	.44
	027	242.23	2.17	234	.32	127	.17	83	.11	106	.15	29	.04	125	.17
	028	49.88	.63	70	.47	24	.16	36	.24	39	.26	10	.07	48	.32
	029	73.45	.76	77	.35	26	.12	28	.13	39	.18	8	.04	46	.21
	031	4.35	.28	16	1.23	5	.38	5	.38	9	.69	3	.23	11	.84
	032	171.75	2.36	202	.39	90	.17	91	.18	116	.23	19	.04	117	.23
	033	162.71	2.67	258	.53	117	.24	108	.22	137	.28	36	.07	146	.30
	034	22.93	.30	24	.35	11	.16	10	.15	14	.20	1	.01	11	.16
	035	308.00	4.17	350	.38	161	.17	140	.15	209	.23	47	.05	218	.24
	036	6.57	.10	10	.51	2	.10	2	.10	4	.20	4	.20	8	.41
	037	40.17	.41	55	.46	27	.22	26	.22	21	.17	3	.02	35	.29
	038	5.03	.12	21	1.39	8	.53	7	.46	13	.86	6	.40	17	1.13
	039	40.84	.14	56	.46	32	.26	20	.16	33	.27	18	.15	34	.28
	040	79.42	.32	79	.33	32	.13	30	.13	40	.17	14	.06	39	.16
	041	15.19	.61	34	.75	16	.35	11	.24	13	.29	2	.04	20	.44
	042	110.43	1.57	139	.42	56	.17	73	.22	62	.19	13	.04	94	.28
	044	55.65	.60	55	.33	22	.13	21	.13	27	.16	4	.02	34	.20
	045	196.43	3.78	296	.50	124	.21	122	.21	153	.26	21	.04	200	.34
	046	27.93	.38	22	.26	9	.11	10	.12	14	.17	2	.02	17	.20
	047	116.65	1.81	154	.44	68	.19	69	.20	85	.24	14	.04	84	.24
	048	88.15	.76	70	.26	36	.14	30	.11	32	.12	9	.03	37	.14
	049	93.53	.89	107	.38	47	.17	42	.15	57	.20	13	.05	75	.27

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed	
Dens.	No Lan	Travel	Crashes	Crash	Crash	Crash/	Crash	Crash	Crashes	Crash	Crash	Crash	Crash	Crash/	
	Route	100MVM	(3_Yrs)	per mile	(3_Yrs)	mile/	(3_Yrs)	per mile	(3_Yrs)	per year	(3_Yrs)	per year	(3_Yrs)	per year	
	Miles			per year		year		per year		per year		per year		year	
Rural 2	050	5.64	.21	21	1.24	9	.53	7	.41	14	.83	2	.12	12	.71
	051	109.67	2.29	211	.64	89	.27	93	.28	93	.28	18	.05	106	.32
	052	57.60	.24	58	.34	27	.16	29	.17	26	.15	4	.02	30	.17
	053	65.51	.98	99	.50	33	.17	40	.20	53	.27	18	.09	72	.37
	054	172.71	2.13	193	.37	94	.18	80	.15	97	.19	20	.04	126	.24
	055	134.99	.79	107	.26	55	.14	40	.10	51	.13	19	.05	66	.16
	056	50.56	.22	84	.55	41	.27	37	.24	41	.27	29	.19	57	.38
	057	71.65	1.70	116	.54	49	.23	48	.22	59	.27	14	.07	64	.30
	058	52.84	.35	58	.37	30	.19	24	.15	32	.20	10	.06	32	.20
	059	85.54	1.26	129	.50	64	.25	58	.23	63	.25	16	.06	92	.36
	060	130.58	1.48	213	.54	93	.24	100	.26	92	.23	27	.07	128	.33
	061	65.19	.95	73	.37	25	.13	26	.13	33	.17	9	.05	56	.29
	063	171.64	2.71	192	.37	93	.18	79	.15	95	.18	8	.02	97	.19
	064	234.17	1.69	193	.27	82	.12	84	.12	94	.13	16	.02	109	.16
	065	43.50	.60	67	.51	26	.20	34	.26	35	.27	10	.08	41	.31
	066	14.66	.20	36	.82	15	.34	14	.32	19	.43	9	.20	23	.52
	067	125.86	1.51	214	.57	86	.23	105	.28	115	.30	32	.08	154	.41
	068	8.49	.08	23	.90	8	.31	19	.75	10	.39	1	.04	13	.51
	069	36.47	.76	78	.71	37	.34	38	.35	38	.35	4	.04	49	.45
	070	213.06	1.86	142	.22	71	.11	61	.10	82	.13	14	.02	78	.12
	071	42.62	.31	64	.50	33	.26	24	.19	40	.31	20	.16	39	.31
	072	27.70	.12	28	.34	11	.13	15	.18	16	.19	12	.14	20	.24
	073	214.85	1.95	187	.29	81	.13	74	.11	92	.14	17	.03	104	.16
	075	12.10	.14	32	.88	13	.36	10	.28	16	.44	0	.00	23	.63
	076	24.92	.16	43	.58	19	.25	14	.19	30	.40	5	.07	27	.36
	077	116.72	.48	70	.20	34	.10	21	.06	33	.09	13	.04	41	.12
	078	85.19	.54	127	.50	65	.25	50	.20	54	.21	49	.19	74	.29
	079	17.63	.10	14	.26	7	.13	5	.09	5	.09	1	.02	10	.19
	080	142.60	1.33	178	.42	85	.20	67	.16	94	.22	27	.06	108	.25
	081	85.38	.70	97	.38	44	.17	37	.14	44	.17	30	.12	66	.26
	082	84.05	.69	84	.33	45	.18	39	.15	55	.22	18	.07	53	.21
	083	50.01	1.21	168	1.12	70	.47	84	.56	85	.57	28	.19	126	.84
	085	23.46	.23	33	.47	16	.23	20	.28	15	.21	10	.14	25	.36
	086	31.63	.12	11	.12	4	.04	2	.02	8	.08	0	.00	7	.07
	087	22.26	.18	18	.27	8	.12	9	.13	8	.12	1	.01	6	.09
	088	29.75	.06	28	.31	15	.17	7	.08	11	.12	11	.12	11	.12
	089	44.33	.54	58	.44	26	.20	26	.20	31	.23	9	.07	33	.25
	091	16.50	.26	42	.85	25	.51	24	.48	20	.40	1	.02	34	.69
	092	27.12	.13	38	.47	15	.18	18	.22	16	.20	7	.09	21	.26

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed	
Dens.	No Lan	Travel	Crashes	Crash	Crash	Crash/	Crash	Crash	Crashes	Crash	Crash	Crash	Crash	Crash/	
	Route	100MVM	(3_Yrs)	per mile	(3_Yrs)	mile/	(3_Yrs)	per mile	(3_Yrs)	per year	(3_Yrs)	per year	(3_Yrs)	per year	
	Miles			per year		year		per year		per year		per year		year	
Rural 2	093	51.89	.75	56	.36	24	.15	26	.17	35	.22	3	.02	34	.22
	095	71.49	.38	71	.33	27	.13	22	.10	38	.18	21	.10	50	.23
	096	27.04	.33	30	.37	14	.17	17	.21	14	.17	1	.01	22	.27
	097	33.87	.42	28	.28	12	.12	20	.20	16	.16	0	.00	18	.18
	098	16.20	.17	6	.12	4	.08	4	.08	2	.04	1	.02	2	.04
	101	21.12	.06	8	.13	5	.08	4	.06	4	.06	1	.02	2	.03
	102	18.25	.06	13	.24	7	.13	7	.13	8	.15	4	.07	7	.13
	104	14.34	.11	28	.65	16	.37	6	.14	16	.37	3	.07	15	.35
	105	2.75	.02	2	.24	1	.12	2	.24	1	.12	0	.00	1	.12
	106	27.39	.21	52	.63	22	.27	25	.30	35	.43	10	.12	35	.43
	107	44.19	.22	46	.35	21	.16	19	.14	26	.20	6	.05	25	.19
	108	17.89	.05	25	.47	8	.15	10	.19	12	.22	11	.20	20	.37
	110	41.26	.69	79	.64	30	.24	42	.34	42	.34	5	.04	58	.47
	111	10.61	.05	8	.25	5	.16	5	.16	1	.03	0	.00	4	.13
	112	10.17	.05	3	.10	0	.00	2	.07	2	.07	1	.03	1	.03
	113	26.28	.31	68	.86	22	.28	32	.41	32	.41	7	.09	34	.43
	114	8.88	.18	13	.49	5	.19	7	.26	5	.19	0	.00	11	.41
	115	5.94	.02	10	.56	6	.34	3	.17	6	.34	1	.06	6	.34
	116	13.78	.16	16	.39	5	.12	7	.17	6	.15	0	.00	10	.24
	117	5.13	.08	6	.39	4	.26	1	.06	2	.13	0	.00	2	.13
	118	6.86	.02	5	.24	2	.10	2	.10	2	.10	0	.00	3	.15
	120	15.44	.28	35	.76	17	.37	16	.35	20	.43	2	.04	21	.45
	121	34.75	.17	29	.28	14	.13	10	.10	17	.16	0	.00	17	.16
	122	14.69	.01	4	.09	1	.02	3	.07	3	.07	1	.02	1	.02
	123	1.10	.01	3	.91	2	.61	0	.00	2	.61	0	.00	2	.61
	124	10.63	.12	8	.25	3	.09	0	.00	2	.06	1	.03	4	.13
	126	4.81	.02	4	.28	1	.07	3	.21	2	.14	1	.07	3	.21
	127	12.75	.04	9	.24	5	.13	1	.03	5	.13	1	.03	7	.18
	128	27.04	.15	30	.37	14	.17	14	.17	16	.20	7	.09	22	.27
	129	2.69	.03	.	.	.	.	.	.	.	.	.	.	.	.
	130	30.73	.09	28	.30	14	.15	8	.09	13	.14	10	.11	19	.21
	131	70.19	.34	70	.33	34	.16	24	.11	40	.19	22	.10	38	.18
	133	72.01	.35	94	.44	32	.15	46	.21	44	.20	18	.08	58	.27
	134	2.85	.01	10	1.17	8	.94	3	.35	6	.70	3	.35	6	.70
	136	12.53	.11	28	.74	9	.24	9	.24	13	.35	7	.19	14	.37
	137	3.74	.	.	.	.	.	.	.	.	.	.	.	.	.
	138	11.66	.21	21	.60	7	.20	6	.17	11	.31	2	.06	15	.43
	139	22.01	.08	9	.14	5	.08	4	.06	5	.08	3	.05	3	.05
	140	11.25	.14	33	.98	14	.41	24	.71	16	.47	10	.30	16	.47

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed	
Dens.	No Lan	Travel	Crashes	Crash	Crash	Crash/	Crash	Crash	Crashes	Crash	Crash	Crash	obj	obj	
	Route	100MVM	(3_Yrs)	per mile	(3_Yrs)	mile/	(3_Yrs)	per mile	(3_Yrs)	per year	(3_Yrs)	per year	(3_Yrs)	Crash/	
	Miles			per year		year		per year		per year		per year	(3_Yrs)	mile/	
														year	
Rural 2	141	61.92	1.61	107	.58	40	.22	37	.20	55	.30	15	.08	66	.36
	142	16.31	.18	26	.53	12	.25	9	.18	13	.27	1	.02	16	.33
	144	19.45	.25	48	.82	21	.36	17	.29	24	.41	13	.22	33	.57
	145	.41	.01	3	2.44	2	1.63	0	.00	2	1.63	2	1.63	3	2.44
	146	13.22	.04	7	.18	3	.08	3	.08	4	.10	3	.08	3	.08
	147	12.65	.13	21	.55	12	.32	9	.24	9	.24	1	.03	12	.32
	149	24.15	.12	32	.44	8	.11	16	.22	12	.17	12	.17	24	.33
	150	6.65	.12	9	.45	1	.05	8	.40	7	.35	0	.00	5	.25
	151	91.26	2.05	221	.81	103	.38	110	.40	97	.35	29	.11	127	.46
	152	7.22	.02	3	.14	1	.05	1	.05	2	.09	1	.05	2	.09
	153	60.24	.57	60	.33	18	.10	28	.15	27	.15	2	.01	48	.27
	154	19.00	.08	20	.35	8	.14	5	.09	10	.18	8	.14	14	.25
	155	6.94	.06	7	.34	2	.10	3	.14	4	.19	1	.05	3	.14
	156	26.23	.15	21	.27	10	.13	7	.09	11	.14	0	.00	13	.17
	159	1.29	.01	1	.26	0	.00	1	.26	0	.00	0	.00	1	.26
	160	3.22	.03	1	.10	0	.00	0	.00	1	.10	0	.00	0	.00
	161	21.58	.11	26	.40	9	.14	11	.17	13	.20	1	.02	18	.28
	162	40.88	.14	65	.53	32	.26	27	.22	42	.34	21	.17	33	.27
	164	25.65	.82	46	.60	16	.21	21	.27	24	.31	1	.01	28	.36
	165	.78	.03	.	.	.	.	.	.	.	.	.	.	.	.
	167	9.41	.14	27	.96	6	.21	10	.35	16	.57	15	.53	22	.78
	168	5.93	.02	3	.17	1	.06	0	.00	1	.06	0	.00	3	.17
	169	17.36	.03	2	.04	0	.00	1	.02	1	.02	0	.00	2	.04
	170	23.90	.14	34	.47	17	.24	11	.15	20	.28	4	.06	20	.28
	171	33.25	.08	42	.42	19	.19	17	.17	18	.18	18	.18	31	.31
	172	1.40	.05	.	.	.	.	.	.	.	.	.	.	.	.
	173	33.55	.23	29	.29	13	.13	13	.13	16	.16	2	.02	19	.19
	175	46.56	.49	123	.88	48	.34	50	.36	64	.46	9	.06	91	.65
	178	20.09	.19	43	.71	22	.37	20	.33	24	.40	8	.13	30	.50
	179	8.80	.02	7	.27	5	.19	3	.11	5	.19	3	.11	4	.15
	180	29.94	.24	37	.41	14	.16	13	.14	22	.24	5	.06	27	.30
	182	29.65	.10	10	.11	6	.07	5	.06	6	.07	0	.00	7	.08
	186	15.01	.11	9	.20	4	.09	3	.07	6	.13	0	.00	6	.13
	187	13.87	.02	16	.38	10	.24	2	.05	12	.29	1	.02	12	.29
	188	10.55	.04	14	.44	7	.22	4	.13	7	.22	3	.09	8	.25
	191	13.04	.04	17	.43	6	.15	8	.20	8	.20	5	.13	10	.26
	193	1.42	.01	.	.	.	.	.	.	.	.	.	.	.	.
	194	11.32	.03	10	.29	8	.24	1	.03	6	.18	1	.03	3	.09
	213	19.33	.17	55	.95	27	.47	30	.52	26	.45	19	.33	34	.59

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed	
Dens.	No Lan	Travel	Crashes	Crash	Crash	Crash/	Crash	Crash	Crashes	Crash	Crash	Crash	obj	obj	
	Route	100MVM	(3_Yrs)	per mile	(3_Yrs)	mile/	per mile	per mile	(3_Yrs)	per year	per year	per year	(3_Yrs)	Crash/	
	Miles			per year		year	(3_Yrs)	per year		per year	per year	per year	(3_Yrs)	mile/	
														year	
Rural 2	243	.30	.01	1	1.11	1	1.11	0	.00	0	.00	0	.00	1	1.11
	253	7.61	.03	2	.09	1	.04	1	.04	0	.00	0	.00	1	.04
	310	6.69	.13	13	.65	6	.30	7	.35	6	.30	0	.00	5	.25
	351	2.31	.08	15	2.16	3	.43	14	2.02	7	1.01	0	.00	12	1.73
Overall		8819.8	113.38	11629	.44	5117	.19	4997	.19	5839	.22	1571	.06	7195	.27

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed	
Dens.	No Lan	Travel	Crashes	Crash	Crash	Crash/	Crash	Crash	Crashes	Crash	Crash	Crash	obj	obj	
	Route	100MVM	(3_Yrs)	per mile	(3_Yrs)	mile/	(3_Yrs)	per mile	(3_Yrs)	per year	(3_Yrs)	per year	(3_Yrs)	per year	
	Miles			per year		year		per year		per year		per year		per year	
Rural 3	010	.35	.01	2	1.90	1	.95	1	.95	1	.95	1	.95	2	1.90
	012	2.00	.05	4	.67	2	.33	3	.50	2	.33	0	.00	1	.17
	013	2.46	.06	6	.81	1	.14	5	.68	4	.54	0	.00	3	.41
	014	.26	.01	2	2.56	0	.00	1	1.28	2	2.56	1	1.28	2	2.56
	023	1.00	.02	3	1.00	1	.33	2	.67	2	.67	0	.00	3	1.00
	033	5.58	.15	12	.72	5	.30	8	.48	8	.48	1	.06	8	.48
	035	1.03	.04	10	3.24	1	.32	7	2.27	6	1.94	0	.00	6	1.94
	045	.22	.00	1	1.52	1	1.52	0	.00	1	1.52	0	.00	0	.00
	051	.32	.01	.	.	.	.	.	.	.	.	.	.	.	.
	054	.12	.00	.	.	.	.	.	.	.	.	.	.	.	.
	057	.14	.00	1	2.38	0	.00	0	.00	1	2.38	0	.00	1	2.38
	061	.62	.03	2	1.08	0	.00	1	.54	1	.54	0	.00	1	.54
	078	.17	.00	.	.	.	.	.	.	.	.	.	.	.	.
	080	.41	.01	1	.81	0	.00	0	.00	1	.81	0	.00	1	.81
	110	.33	.00	.	.	.	.	.	.	.	.	.	.	.	.
	113	.13	.00	.	.	.	.	.	.	.	.	.	.	.	.
	141	.62	.02	1	.54	0	.00	0	.00	0	.00	0	.00	0	.00
	Overall	15.76	.43	45	.95	12	.25	28	.59	29	.61	3	.06	28	.59

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed	
Dens.	No Lan	Travel	Crashes	per mile	Crash	Crash/	Crash	per mile	Crashes	per mile	curve	Crash	obj	obj	
	Route	100MVM	(3_Yrs)	per year	(3_Yrs)	mile/	(3_Yrs)	per year	(3_Yrs)	per year	(3_Yrs)	per year	(3_Yrs)	Crash/	
	Miles					year								mile/	
														year	
Rural 4	008	3.68	.16	3	.27	2	.18	2	.18	2	.18	0	.00	1	.09
	010	1.78	.06	8	1.50	5	.94	6	1.12	4	.75	6	1.12	5	.94
	012	3.15	.23	10	1.06	7	.74	2	.21	3	.32	1	.11	6	.63
	013	6.83	.30	13	.63	2	.10	9	.44	6	.29	0	.00	9	.44
	014	1.62	.08	3	.62	0	.00	1	.21	1	.21	0	.00	3	.62
	017	1.97	.03	2	.34	1	.17	1	.17	1	.17	0	.00	2	.34
	019	.28	.01	.	.	.	.	.	.	.	.	.	.	.	.
	020	.42	.01	.	.	.	.	.	.	.	.	.	.	.	.
	021	1.09	.04	.	.	.	.	.	.	.	.	.	.	.	.
	023	.37	.00	.	.	.	.	.	.	.	.	.	.	.	.
	027	.19	.01	.	.	.	.	.	.	.	.	.	.	.	.
	033	.11	.01	.	.	.	.	.	.	.	.	.	.	.	.
	041	2.92	.14	9	1.03	5	.57	5	.57	3	.34	0	.00	7	.80
	045	9.23	.38	16	.58	5	.18	5	.18	8	.29	1	.04	11	.40
	046	1.82	.05	2	.37	1	.18	1	.18	0	.00	0	.00	2	.37
	047	.61	.01	.	.	.	.	.	.	.	.	.	.	.	.
	048	.31	.00	.	.	.	.	.	.	.	.	.	.	.	.
	051	15.83	.64	42	.88	16	.34	19	.40	19	.40	3	.06	29	.61
	054	.27	.01	1	1.23	1	1.23	0	.00	0	.00	0	.00	0	.00
	063	1.88	.05	2	.35	1	.18	2	.35	1	.18	0	.00	2	.35
	064	2.92	.02	2	.23	1	.11	1	.11	1	.11	1	.11	2	.23
	070	2.10	.04	2	.32	0	.00	2	.32	1	.16	0	.00	2	.32
	082	.32	.01	.	.	.	.	.	.	.	.	.	.	.	.
	086	.36	.02	1	.93	0	.00	0	.00	0	.00	0	.00	0	.00
	089	.09	.00	.	.	.	.	.	.	.	.	.	.	.	.
	093	.50	.01	1	.67	1	.67	0	.00	1	.67	0	.00	1	.67
	095	.32	.00	.	.	.	.	.	.	.	.	.	.	.	.
	107	.43	.01	.	.	.	.	.	.	.	.	.	.	.	.
	110	.93	.01	1	.36	0	.00	1	.36	1	.36	0	.00	1	.36
	113	.12	.00	1	2.78	0	.00	0	.00	0	.00	0	.00	0	.00
	141	1.46	.04	2	.46	0	.00	0	.00	2	.46	0	.00	2	.46
	151	1.37	.04	1	.24	0	.00	1	.24	0	.00	0	.00	1	.24
Overall		65.28	2.43	122	.62	48	.25	58	.30	54	.28	12	.06	86	.44
Overall		8900.8	116.23	11796	.44	5177	.19	5083	.19	5922	.22	1586	.06	7309	.27

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed	
Dens.	No Lan	Travel	Crashes	Crash	Crash	Crash/	Crash	Crash	Crashes	Crash	Crash	Crash	Crash	Crash/	
	Route	100MVM	(3_Yrs)	per mile	(3_Yrs)	mile/	(3_Yrs)	per mile	(3_Yrs)	per year	(3_Yrs)	per year	(3_Yrs)	per year	
	Miles			per year		year		per year		per year		per year		year	
Urban 2	002	.49	.01	.	.	.	.	.	.	.	.	.	.	.
	010	1.64	.03	4	.81	1	.20	2	.41	2	.41	0	.00	4	.81
	011	11.89	.31	32	.90	11	.31	9	.25	10	.28	3	.08	26	.73
	012	7.62	.26	18	.79	7	.31	9	.39	5	.22	1	.04	13	.57
	013	4.31	.11	7	.54	3	.23	2	.15	3	.23	0	.00	3	.23
	014	5.35	.25	8	.50	2	.12	4	.25	2	.12	0	.00	7	.44
	016	11.00	.37	24	.73	8	.24	8	.24	15	.45	0	.00	16	.48
	017	3.84	.14	11	.95	4	.35	4	.35	6	.52	2	.17	7	.61
	018	6.95	.26	13	.62	3	.14	6	.29	7	.34	2	.10	11	.53
	019	6.75	.31	10	.49	3	.15	4	.20	5	.25	1	.05	9	.44
	020	.61	.04	6	3.28	2	1.09	3	1.64	3	1.64	2	1.09	6	3.28
	021	2.97	.10	5	.56	3	.34	1	.11	2	.22	0	.00	2	.22
	022	6.13	.15	5	.27	1	.05	1	.05	2	.11	0	.00	3	.16
	023	4.36	.17	21	1.61	8	.61	11	.84	11	.84	0	.00	19	1.45
	025	2.10	.08	6	.95	3	.48	3	.48	2	.32	1	.16	4	.63
	026	6.41	.27	9	.47	2	.10	4	.21	6	.31	0	.00	6	.31
	027	2.84	.10	12	1.41	4	.47	8	.94	8	.94	0	.00	10	1.17
	028	4.18	.12	5	.40	1	.08	2	.16	3	.24	1	.08	3	.24
	029	8.57	.36	28	1.09	10	.39	19	.74	10	.39	3	.12	18	.70
	031	4.00	.18	13	1.08	9	.75	2	.17	5	.42	0	.00	10	.83
	032	38.37	1.61	142	1.23	61	.53	51	.44	71	.62	4	.03	116	1.01
	033	11.32	.39	35	1.03	14	.41	13	.38	20	.59	3	.09	25	.74
	034	.06	.00	.	.	.	.	.	.	.	.	.	.	.	.
	035	10.31	.45	26	.84	7	.23	8	.26	17	.55	1	.03	19	.61
	036	2.65	.11	7	.88	2	.25	3	.38	4	.50	0	.00	7	.88
	038	5.84	.20	28	1.60	15	.86	10	.57	12	.68	2	.11	21	1.20
	042	2.16	.07	4	.62	2	.31	3	.46	0	.00	0	.00	4	.62
	044	2.40	.07	3	.42	0	.00	1	.14	0	.00	0	.00	3	.42
	045	13.06	.32	41	1.05	18	.46	15	.38	20	.51	1	.03	33	.84
	047	3.31	.11	7	.70	2	.20	2	.20	4	.40	0	.00	6	.60
	048	1.06	.01	4	1.26	0	.00	1	.31	4	1.26	0	.00	4	1.26
	049	6.50	.20	10	.51	3	.15	5	.26	6	.31	0	.00	10	.51
	050	4.47	.23	19	1.42	7	.52	4	.30	12	.89	3	.22	15	1.12
	051	10.16	.44	36	1.18	11	.36	19	.62	14	.46	5	.16	30	.98
	052	4.12	.06	3	.24	1	.08	3	.24	1	.08	0	.00	3	.24
	054	9.58	.28	16	.56	6	.21	11	.38	13	.45	0	.00	13	.45
	055	1.45	.05	2	.46	0	.00	1	.23	1	.23	0	.00	1	.23
	057	7.02	.33	12	.57	3	.14	5	.24	3	.14	0	.00	11	.52
	059	9.26	.44	44	1.58	12	.43	17	.61	29	1.04	0	.00	33	1.19

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed	
Dens.	No Lan	Travel	Crashes	Crash	Crash	Crash/	Crash	Crash	Crashes	Crash	Crash	Crash	Crash	Crash/	
	Route	100MVM	(3_Yrs)	per mile	(3_Yrs)	mile/	(3_Yrs)	per year	(3_Yrs)	per year	(3_Yrs)	per year	(3_Yrs)	per year	
	Miles			per year		year								year	
Urban 2	060	3.67	.17	3	.27	1	.09	2	.18	0	.00	1	.09	1	.09
	064	8.58	.28	10	.39	2	.08	3	.12	5	.19	0	.00	8	.31
	065	5.62	.17	9	.53	5	.30	1	.06	4	.24	0	.00	7	.42
	066	2.26	.06	5	.74	2	.29	4	.59	3	.44	0	.00	3	.44
	067	5.35	.13	11	.69	3	.19	2	.12	4	.25	0	.00	5	.31
	068	1.02	.01	1	.33	0	.00	1	.33	1	.33	0	.00	1	.33
	069	.04	.00	.	.	.	.	.	.	.	.	.	.	.	.
	071	.11	.00	.	.	.	.	.	.	.	.	.	.	.	.
	073	.93	.02	2	.72	2	.72	0	.00	1	.36	0	.00	2	.72
	074	5.40	.22	11	.68	1	.06	7	.43	6	.37	1	.06	8	.49
	077	4.34	.07	7	.54	0	.00	1	.08	6	.46	1	.08	4	.31
	080	5.88	.06	13	.74	5	.28	1	.06	6	.34	1	.06	9	.51
	081	4.35	.14	17	1.30	6	.46	2	.15	10	.77	1	.08	11	.84
	083	8.15	.25	28	1.15	15	.61	9	.37	12	.49	2	.08	17	.70
	089	1.28	.03	3	.78	0	.00	0	.00	0	.00	0	.00	3	.78
	091	1.21	.03	4	1.10	0	.00	1	.28	1	.28	0	.00	3	.83
	093	.52	.04	4	2.56	0	.00	4	2.56	4	2.56	2	1.28	3	1.92
	096	5.31	.24	14	.88	8	.50	3	.19	5	.31	0	.00	12	.75
	100	7.36	.35	17	.77	9	.41	5	.23	14	.63	1	.05	12	.54
	105	1.76	.01	1	.19	1	.19	0	.00	1	.19	1	.19	0	.00
	106	1.83	.04	1	.18	0	.00	0	.00	0	.00	0	.00	1	.18
	107	2.70	.02	4	.49	1	.12	1	.12	2	.25	0	.00	3	.37
	110	2.14	.08	9	1.40	2	.31	4	.62	5	.78	0	.00	7	1.09
	112	2.41	.02	1	.14	1	.14	0	.00	1	.14	0	.00	1	.14
	113	2.38	.05	5	.70	1	.14	3	.42	2	.28	3	.42	5	.70
	114	2.30	.09	1	.14	0	.00	1	.14	1	.14	0	.00	0	.00
	120	3.50	.11	18	1.71	10	.95	8	.76	5	.48	1	.10	15	1.43
	123	1.71	.05	4	.78	1	.19	1	.19	3	.58	0	.00	4	.78
	124	1.89	.04	11	1.94	4	.71	4	.71	5	.88	5	.88	11	1.94
	127	1.41	.01	2	.47	1	.24	2	.47	1	.24	1	.24	2	.47
	131	.95	.03	1	.35	0	.00	1	.35	1	.35	0	.00	1	.35
	136	.51	.01	.	.	.	.	.	.	.	.	.	.	.	.
	137	2.51	.	.	.	.	.	.	.	.	.	.	.	.	.
	138	.32	.00	.	.	.	.	.	.	.	.	.	.	.	.
	141	2.27	.07	2	.29	0	.00	1	.15	1	.15	0	.00	2	.29
	142	.91	.01	.	.	.	.	.	.	.	.	.	.	.	.
	144	.82	.03	2	.81	1	.41	0	.00	0	.00	0	.00	2	.81
	145	8.60	.17	10	.39	7	.27	4	.16	5	.19	2	.08	10	.39
	147	2.06	.07	2	.32	2	.32	1	.16	1	.16	0	.00	2	.32

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed	
Dens.	No Lan	Travel	Crashes	Crash	Crash	Crash/	Crash	Crash	Crashes	Crash	Crash	Crash	obj	obj	
	Route	100MVM	(3_Yrs)	per mile	(3_Yrs)	mile/	per mile	per mile	(3_Yrs)	per mile	(3_Yrs)	per mile	(3_Yrs)	Crash/	
	Miles			per year		year	(3_Yrs)	per year		per year		per year	(3_Yrs)	mile/	
														year	
Urban 2	151	7.01	.30	24	1.14	7	.33	11	.52	11	.52	1	.05	18	.86
	157	1.29	.04	3	.78	0	.00	0	.00	0	.00	0	.00	3	.78
	158	2.31	.11	7	1.01	1	.14	3	.43	5	.72	1	.14	4	.58
	164	1.70	.08	.	.	.	.	.	.	.	.	.	.	.	.
	165	3.45	.04	10	.97	6	.58	4	.39	5	.48	0	.00	8	.77
	167	3.72	.18	4	.36	1	.09	2	.18	0	.00	0	.00	2	.18
	172	.94	.03	4	1.42	2	.71	1	.35	2	.71	0	.00	3	1.06
	173	1.89	.04	1	.18	1	.18	0	.00	0	.00	0	.00	1	.18
	175	6.18	.27	27	1.46	6	.32	10	.54	13	.70	6	.32	24	1.29
	178	2.13	.06	3	.47	0	.00	2	.31	1	.16	1	.16	3	.47
	180	.48	.01	1	.69	1	.69	0	.00	1	.69	0	.00	1	.69
	181	8.47	.34	33	1.30	8	.31	19	.75	16	.63	6	.24	28	1.10
	190	.42	.01	.	.	.	.	.	.	.	.	.	.	.	.
	213	1.94	.03	8	1.37	5	.86	1	.17	1	.17	0	.00	4	.69
	310	1.32	.03	2	.51	1	.25	1	.25	1	.25	1	.25	0	.00
Overall		402.72	13.74	1036	.86	379	.31	405	.34	510	.42	74	.06	805	.67

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed	
Dens.	No Lan	Travel	Crashes	Crash	Crash	Crash/	Crash	Crash	Crashes	Crash	curve	Curve	obj	obj	
	Route	100MVM	(3_Yrs)	per mile	(3_Yrs)	mile/	per mile	per mile	(3_Yrs)	per year	Crash	Crash	(3_Yrs)	Crash/	
	Miles			per year	Crash	year	(3_Yrs)	per year	Crashes	per year	Crash	per year	Crash	Crash/	
					(3_Yrs)				(3_Yrs)		(3_Yrs)		(3_Yrs)	mile/	
														year	
Urban 3	012	1.59	.12	7	1.47	0	.00	4	.84	3	.63	0	.00	7	1.47
	013	.40	.02	2	1.67	0	.00	1	.83	0	.00	0	.00	1	.83
	020	1.60	.11	13	2.71	5	1.04	6	1.25	8	1.67	0	.00	11	2.29
	021	.36	.01	.	.	.	.	.	.	.	.	.	.	.	.
	022	.76	.03	1	.44	0	.00	0	.00	1	.44	0	.00	1	.44
	026	.06	.00	.	.	.	.	.	.	.	.	.	.	.	.
	029	.08	.00	2	8.33	0	.00	1	4.17	0	.00	1	4.17	2	8.33
	032	.37	.02	3	2.70	1	.90	1	.90	2	1.80	0	.00	2	1.80
	035	.36	.02	1	.93	1	.93	0	.00	1	.93	0	.00	1	.93
	038	.83	.03	8	3.21	2	.80	3	1.20	4	1.61	0	.00	6	2.41
	041	.87	.09	2	.77	0	.00	1	.38	1	.38	0	.00	2	.77
	044	.68	.03	5	2.45	3	1.47	1	.49	2	.98	0	.00	4	1.96
	054	.96	.03	2	.69	1	.35	1	.35	2	.69	0	.00	2	.69
	057	.25	.01	1	1.33	0	.00	1	1.33	0	.00	0	.00	1	1.33
	059	.53	.03	3	1.89	0	.00	2	1.26	2	1.26	0	.00	3	1.89
	073	1.17	.02	6	1.71	1	.28	2	.57	4	1.14	1	.28	6	1.71
	074	.43	.02	1	.78	0	.00	0	.00	0	.00	0	.00	1	.78
	114	.27	.02	1	1.23	0	.00	0	.00	0	.00	0	.00	1	1.23
	144	.20	.01	.	.	.	.	.	.	.	.	.	.	.	.
	181	.51	.01	1	.65	0	.00	1	.65	0	.00	0	.00	0	.00
	190	.25	.02	1	1.33	0	.00	0	.00	0	.00	0	.00	1	1.33
Overall		12.53	.65	60	1.60	14	.37	25	.67	30	.80	2	.05	52	1.38

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed	
Dens.	No Lan	Travel	Crashes	Crash	Crash	Crash/	Crash	Crash	Crashes	Crash	curve	Curve	obj	obj	
	Route	100MVM	(3_Yrs)	per mile	(3_Yrs)	mile/	(3_Yrs)	per mile	(3_Yrs)	per year	(3_Yrs)	per year	(3_Yrs)	Crash/	
	Miles		per year	per year	Crash	year	Crash	per year	Crashes	per year	Crash	per year	Crash	Crash/	
					(3_Yrs)		(3_Yrs)	per year	(3_Yrs)	per year	(3_Yrs)	per year	(3_Yrs)	mile/	
														year	
Urban 4	002	4.98	.27	10	.67	2	.13	5	.33	7	.47	0	.00	9	.60
	010	1.85	.10	2	.36	0	.00	1	.18	2	.36	0	.00	0	.00
	011	4.96	.37	21	1.41	10	.67	5	.34	6	.40	0	.00	12	.81
	012	4.43	.30	18	1.35	3	.23	11	.83	7	.53	0	.00	15	1.13
	013	3.64	.19	14	1.28	4	.37	3	.27	6	.55	2	.18	12	1.10
	014	2.41	.18	1	.14	0	.00	1	.14	0	.00	1	.14	1	.14
	016	3.11	.20	15	1.61	2	.21	5	.54	7	.75	1	.11	12	1.29
	017	1.75	.07	1	.19	1	.19	1	.19	1	.19	0	.00	1	.19
	018	4.70	.32	5	.35	4	.28	1	.07	1	.07	0	.00	3	.21
	019	.18	.01	1	1.85	0	.00	0	.00	0	.00	0	.00	1	1.85
	020	.74	.04	3	1.35	0	.00	1	.45	3	1.35	0	.00	3	1.35
	021	1.94	.14	9	1.55	4	.69	5	.86	3	.52	0	.00	9	1.55
	022	3.89	.16	9	.77	5	.43	4	.34	5	.43	0	.00	4	.34
	023	2.43	.14	17	2.33	4	.55	9	1.23	5	.69	0	.00	15	2.06
	025	.25	.01	.	.	.	.	.	.	.	.	.	.	.	.
	026	2.19	.15	19	2.89	9	1.37	12	1.83	8	1.22	2	.30	16	2.44
	028	2.42	.15	7	.96	1	.14	4	.55	4	.55	0	.00	6	.83
	029	2.56	.16	11	1.43	3	.39	3	.39	5	.65	0	.00	9	1.17
	032	14.47	.71	81	1.87	38	.88	30	.69	52	1.20	3	.07	64	1.47
	033	5.70	.30	15	.88	6	.35	7	.41	11	.64	0	.00	12	.70
	035	5.26	.32	10	.63	1	.06	5	.32	5	.32	0	.00	7	.44
	038	.19	.01	2	3.51	0	.00	1	1.75	1	1.75	0	.00	2	3.51
	041	2.93	.21	5	.57	4	.46	1	.11	3	.34	0	.00	4	.46
	042	2.03	.09	6	.99	0	.00	1	.16	5	.82	0	.00	5	.82
	044	1.64	.08	2	.41	1	.20	0	.00	1	.20	0	.00	2	.41
	045	8.48	.41	27	1.06	12	.47	4	.16	13	.51	0	.00	23	.90
	047	4.55	.28	8	.59	4	.29	3	.22	5	.37	0	.00	8	.59
	048	.85	.02	1	.39	0	.00	1	.39	0	.00	1	.39	1	.39
	049	.32	.01	1	1.04	0	.00	0	.00	0	.00	0	.00	0	.00
	050	.89	.05	4	1.50	0	.00	2	.75	3	1.12	0	.00	4	1.50
	051	18.17	1.15	114	2.09	45	.83	51	.94	56	1.03	16	.29	85	1.56
	054	2.59	.17	11	1.42	6	.77	2	.26	8	1.03	2	.26	9	1.16
	055	2.18	.12	3	.46	0	.00	0	.00	0	.00	1	.15	2	.31
	057	5.04	.37	16	1.06	1	.07	6	.40	7	.46	3	.20	12	.79
	059	2.40	.16	7	.97	2	.28	2	.28	4	.56	0	.00	7	.97
	060	.90	.06	6	2.22	1	.37	2	.74	2	.74	0	.00	4	1.48
	064	2.50	.13	11	1.47	3	.40	5	.67	1	.13	0	.00	8	1.07
	065	.15	.01	.	.	.	.	.	.	.	.	.	.	.	.
	066	1.12	.04	3	.89	0	.00	2	.60	3	.89	0	.00	3	.89

Popul	STH	Annual	ROR	ROR	Inj+K	Inj+K	Wet+Snow	Wet+Snow	Dark	Dark	Hz/Vt	Hz/Vt	Fixed	Fixed	
Dens.	No Lan	Travel	Crashes	Crash	Crash	Crash/	Crash	Crash	Crashes	Crash	Crash	Crash	obj	obj	
	Route	100MVM	(3_Yrs)	per mile	(3_Yrs)	mile/	per mile	per mile	(3_Yrs)	per year	(3_Yrs)	per year	(3_Yrs)	Crash/	
	Miles			per year		year	(3_Yrs)	per year		per year		per year	(3_Yrs)	Crash/	
														year	
Urban 4	074	1.46	.07	2	.46	0	.00	1	.23	1	.23	0	.00	2	.46
	096	4.23	.17	15	1.18	6	.47	8	.63	7	.55	0	.00	13	1.02
	105	.21	.00	.	.	.	.	.	.	.	.	.	.	.	.
	113	.19	.01	.	.	.	.	.	.	.	.	.	.	.	.
	114	2.48	.13	13	1.75	7	.94	5	.67	8	1.08	0	.00	12	1.61
	120	.55	.03	1	.61	0	.00	0	.00	1	.61	0	.00	1	.61
	125	.90	.09	4	1.48	1	.37	2	.74	3	1.11	0	.00	4	1.48
	141	2.86	.19	21	2.45	9	1.05	10	1.17	20	2.33	2	.23	15	1.75
	145	2.30	.16	7	1.01	4	.58	0	.00	2	.29	0	.00	3	.43
	151	1.09	.06	.	.	.	.	.	.	.	.	.	.	.	.
	167	1.01	.05	1	.33	1	.33	0	.00	0	.00	0	.00	0	.00
	175	2.14	.08	1	.16	1	.16	0	.00	0	.00	0	.00	1	.16
	181	1.08	.07	3	.93	0	.00	2	.62	0	.00	0	.00	2	.62
	213	1.42	.04	5	1.17	1	.23	2	.47	4	.94	1	.23	5	1.17
	794	1.98	.12	.	.	.	.	.	.	.	.	.	.	.	.
	Overall	154.69	8.92	569	1.23	206	.44	226	.49	296	.64	35	.08	448	.97
	Overall	569.94	23.31	1665	.97	599	.35	656	.38	836	.49	111	.06	1305	.76

Popul Dens.	No Lan	STH Route	Miles	Annual Travel 100MVM	ROR Crashes (3_Yrs)	ROR Crash per mile per year	Inj+K Crash (3_Yrs)	Inj+K Crash/ mile/ year	Wet+Snow Crash (3_Yrs)	Wet+Snow Crash per mile per year	Dark Crashes (3_Yrs)	Dark Crash per mile per year	Hz/Vt Curve Crash per mile per year	Hz/Vt Curve Crash per mile per year	Fixed obj Crash (3_Yrs)	Fixed obj Crash/ mile/ year
All Undivided			9470.8	139.54	13461	.47	5776	.20	5739	.20	6758	.24	1697	.06	8614	.30

APPENDIX D

RUN-OFF-ROAD CRASH RATES FOR
OVERTURN
FIXED OBJECT
DITCH
TREE
GUARDRAIL
UTILITY POLE
EMBANKMENT AND
SIGN POST
CRASHES ON
TWO-LANE
RURAL UNDIVIDED
STATE TRUNK HIGHWAYS

STH Route	Miles	Annual Travel 100MVM	ROR Crash 3_Yr	ROR Crash/mile/year	ROR Crash per 100MVM	O/T 3_Yr	O/T per 100MVM	F/O Crash 3_Yr	F/O Crash per 100MVM	Ditch Crash 3_Yr	Ditch Crash per 100MVM	Tree Crash 3_Yr	Tree Crash per 100MVM	G/R Crash 3_Yr	G/R Crash per 100MVM	Util pole Crash 3_Yr	Util pole Crash per 100MVM	Embnk Crash 3_Yr	Embnk Crash per 100MVM	Sign Crash 3_Yr	Sign Crash per 100MVM
002	96.05	1.98	129	.45	21.72	43	7.24	72	12.13	13	2.19	24	4.04	6	1.01	7	1.18	2	.34	5	.84
008	243.10	3.81	278	.38	24.33	91	7.96	147	12.86	37	3.24	42	3.68	14	1.23	5	.44	6	.53	14	1.23
010	240.98	4.81	332	.46	23.02	88	6.10	211	14.63	41	2.84	23	1.59	37	2.57	25	1.73	18	1.25	20	1.39
011	113.97	2.35	185	.54	26.23	29	4.11	135	19.14	16	2.27	17	2.41	18	2.55	20	2.84	11	1.56	8	1.13
012	238.43	4.03	463	.65	38.30	111	9.18	296	24.48	67	5.54	42	3.47	29	2.40	24	1.99	31	2.56	20	1.65
013	299.53	4.31	349	.39	26.97	96	7.42	196	15.14	35	2.70	43	3.32	19	1.47	12	.93	9	.70	14	1.08
014	158.02	4.17	347	.73	27.76	81	6.48	225	18.00	29	2.32	28	2.24	39	3.12	28	2.24	21	1.68	15	1.20
015	1.60	.07	5	1.04	22.31	0	.00	4	17.85	3	13.39	0	.00	1	4.46	0	.00	0	.00	0	.00
016	95.56	1.73	144	.50	27.75	39	7.52	90	17.34	18	3.47	10	1.93	14	2.70	6	1.16	10	1.93	6	1.16
017	73.70	.98	97	.44	32.98	30	10.20	60	20.40	14	4.76	18	6.12	3	1.02	2	.68	6	2.04	1	.34
018	89.60	1.73	142	.53	27.44	27	5.22	99	19.13	16	3.09	10	1.93	9	1.74	9	1.74	9	1.74	6	1.16
019	46.73	.89	94	.67	35.08	27	10.08	58	21.65	14	5.22	9	3.36	0	.00	9	3.36	4	1.49	6	2.24
020	29.60	.49	66	.74	44.94	10	6.81	48	32.69	4	2.72	13	8.85	7	4.77	5	3.40	2	1.36	7	4.77
021	111.56	2.58	161	.48	20.78	50	6.45	87	11.23	20	2.58	18	2.32	5	.65	4	.52	4	.52	9	1.16
022	149.63	2.10	191	.43	30.34	43	6.83	129	20.49	36	5.72	17	2.70	13	2.06	6	.95	10	1.59	7	1.11
023	164.65	2.96	240	.49	27.07	66	7.44	142	16.02	26	2.93	20	2.26	18	2.03	12	1.35	13	1.47	13	1.47
025	79.18	.88	90	.38	34.19	31	11.78	50	19.00	6	2.28	5	1.90	11	4.18	5	1.90	5	1.90	4	1.52
026	70.94	2.05	139	.65	22.65	28	4.56	94	15.32	20	3.26	11	1.79	12	1.96	15	2.44	6	.98	9	1.47
027	242.23	2.17	234	.32	35.89	81	12.42	125	19.17	24	3.68	23	3.53	22	3.37	7	1.07	17	2.61	7	1.07
028	49.88	.63	70	.47	37.30	13	6.93	48	25.58	10	5.33	4	2.13	10	5.33	3	1.60	3	1.60	2	1.07
029	73.45	.76	77	.35	33.95	20	8.82	46	20.28	10	4.41	4	1.76	8	3.53	2	.88	4	1.76	4	1.76
031	4.35	.28	16	1.23	19.23	1	1.20	11	13.22	3	3.61	4	4.81	0	.00	1	1.20	0	.00	1	1.20
032	171.75	2.36	202	.39	28.49	59	8.32	117	16.50	30	4.23	12	1.69	8	1.13	16	2.26	4	.56	8	1.13
033	162.71	2.67	258	.53	32.26	82	10.25	146	18.26	33	4.13	15	1.88	23	2.88	11	1.38	13	1.63	9	1.13
034	22.93	.30	24	.35	27.02	11	12.39	11	12.39	4	4.50	1	1.13	1	1.13	0	.00	0	.00	0	.00
035	308.00	4.17	350	.38	27.98	84	6.71	218	17.43	40	3.20	31	2.48	47	3.76	11	.88	22	1.76	7	.56
036	6.57	.10	10	.51	33.74	1	3.37	8	26.99	4	13.50	0	.00	0	.00	0	.00	0	.00	0	.00
037	40.17	.41	55	.46	44.70	12	9.75	35	28.45	4	3.25	3	2.44	8	6.50	3	2.44	7	5.69	2	1.63
038	5.03	.12	21	1.39	60.80	3	8.69	17	49.22	3	8.69	0	.00	1	2.90	2	5.79	1	2.90	2	5.79
039	40.84	.14	56	.46	135.58	16	38.74	34	82.32	10	24.21	4	9.68	2	4.84	3	7.26	5	12.11	1	2.42
040	79.42	.32	79	.33	82.05	30	31.16	39	40.51	10	10.39	12	12.46	5	5.19	2	2.08	1	1.04	1	1.04
041	15.19	.61	34	.75	18.59	7	3.83	20	10.93	4	2.19	2	1.09	0	.00	0	.00	3	1.64	2	1.09
042	110.43	1.57	139	.42	29.54	25	5.31	94	19.97	12	2.55	15	3.19	10	2.12	21	4.46	8	1.70	4	.85
044	55.65	.60	55	.33	30.66	13	7.25	34	18.96	10	5.58	2	1.12	0	.00	3	1.67	1	.56	2	1.12
045	196.43	3.78	296	.50	26.07	62	5.46	200	17.61	51	4.49	31	2.73	13	1.14	20	1.76	5	.44	12	1.06
046	27.93	.38	22	.26	19.37	3	2.64	17	14.97	3	2.64	3	2.64	2	1.76	1	.88	0	.00	2	1.76
047	116.65	1.81	154	.44	28.40	42	7.74	84	15.49	19	3.50	12	2.21	6	1.11	11	2.03	6	1.11	5	.92
048	88.15	.76	70	.26	30.67	21	9.20	37	16.21	11	4.82	13	5.70	4	1.75	3	1.31	2	.88	0	.00
049	93.53	.89	107	.38	39.99	19	7.10	75	28.03	21	7.85	17	6.35	4	1.49	8	2.99	5	1.87	1	.37
050	5.64	.21	21	1.24	33.67	6	9.62	12	19.24	0	.00	7	11.22	0	.00	1	1.60	1	1.60	0	.00
051	109.67	2.29	211	.64	30.72	63	9.17	106	15.43	31	4.51	21	3.06	11	1.60	7	1.02	4	.58	7	1.02
052	57.60	.24	58	.34	80.13	23	31.77	30	41.44	12	16.58	3	4.14	0	.00	1	1.38	2	2.76	2	2.76
053	65.51	.98	99	.50	33.55	14	4.74	72	24.40	13	4.41	6	2.03	24	8.13	4	1.36	6	2.03	2	.68
054	172.71	2.13	193	.37	30.23	48	7.52	126	19.73	39	6.11	15	2.35	16	2.51	9	1.41	16	2.51	8	1.25
055	134.99	.79	107	.26	45.34	23	9.75	66	27.97	20	8.48	17	7.20	3	1.27	2	.85	5	2.12	2	.85
056	50.56	.22	84	.55	124.50	26	38.54	57	84.48	7	10.38	8	11.86	8	11.86	7	10.38	11	16.30	4	5.93

STH Route	Miles	Annual Travel 100MVM	ROR Crash 3_Yr	ROR Crash/mile/year	ROR Crash per 100MVM	O/T 3_Yr	O/T per 100MVM	F/O Crash 3_Yr	F/O Crash per 100MVM	Ditch Crash 3_Yr	Ditch Crash per 100MVM	Tree Crash 3_Yr	Tree Crash per 100MVM	G/R Crash 3_Yr	G/R Crash per 100MVM	Util pole Crash 3_Yr	Util pole Crash per 100MVM	Embnk Crash 3_Yr	Embnk Crash per 100MVM	Sign Crash 3_Yr	Sign Crash per 100MVM
057	71.65	1.70	116	.54	22.79	30	5.89	64	12.57	10	1.96	19	3.73	4	.79	7	1.38	1	.20	7	1.38
058	52.84	.35	58	.37	54.79	19	17.95	32	30.23	5	4.72	4	3.78	5	4.72	7	6.61	3	2.83	2	1.89
059	85.54	1.26	129	.50	34.20	26	6.89	92	24.39	24	6.36	8	2.12	2	.53	16	4.24	9	2.39	7	1.86
060	130.58	1.48	213	.54	47.96	60	13.51	128	28.82	31	6.98	11	2.48	15	3.38	4	.90	16	3.60	9	2.03
061	65.19	.95	73	.37	25.61	11	3.86	56	19.65	12	4.21	2	.70	14	4.91	2	.70	11	3.86	3	1.05
063	171.64	2.71	192	.37	23.64	74	9.11	97	11.94	17	2.09	26	3.20	8	.98	3	.37	9	1.11	5	.62
064	234.17	1.69	193	.27	38.15	66	13.05	109	21.55	29	5.73	22	4.35	16	3.16	3	.59	3	.59	4	.79
065	43.50	.60	67	.51	37.15	23	12.75	41	22.73	11	6.10	5	2.77	3	1.66	3	1.66	8	4.44	4	2.22
066	14.66	.20	36	.82	58.56	10	16.27	23	37.42	7	11.39	5	8.13	2	3.25	0	.00	1	1.63	3	4.88
067	125.86	1.51	214	.57	47.15	35	7.71	154	33.93	25	5.51	38	8.37	20	4.41	14	3.08	10	2.20	7	1.54
068	8.49	.08	23	.90	92.84	10	40.36	13	52.47	5	20.18	1	4.04	0	.00	2	8.07	3	12.11	0	.00
069	36.47	.76	78	.71	34.14	21	9.19	49	21.45	20	8.75	3	1.31	9	3.94	5	2.19	5	2.19	2	.88
070	213.06	1.86	142	.22	25.42	46	8.23	78	13.96	14	2.51	33	5.91	4	.72	4	.72	7	1.25	4	.72
071	42.62	.31	64	.50	68.07	23	24.46	39	41.48	6	6.38	4	4.25	8	8.51	1	1.06	9	9.57	0	.00
072	27.70	.12	28	.34	76.32	4	10.90	20	54.52	3	8.18	4	10.90	6	16.35	3	8.18	2	5.45	0	.00
073	214.85	1.95	187	.29	32.03	59	10.11	104	17.81	29	4.97	7	1.20	9	1.54	8	1.37	10	1.71	8	1.37
075	12.10	.14	32	.88	75.07	5	11.73	23	53.96	6	14.08	6	14.08	1	2.35	3	7.04	0	.00	2	4.69
076	24.92	.16	43	.58	89.47	12	24.97	27	56.18	9	18.73	3	6.24	1	2.08	6	12.48	0	.00	1	2.08
077	116.72	.48	70	.20	48.89	19	13.27	41	28.64	7	4.89	18	12.57	1	.70	2	1.40	3	2.10	1	.70
078	85.19	.54	127	.50	77.72	37	22.64	74	45.29	16	9.79	8	4.90	2	1.22	5	3.06	15	9.18	0	.00
079	17.63	.10	14	.26	47.68	3	10.22	10	34.06	5	17.03	0	.00	0	.00	2	6.81	2	6.81	0	.00
080	142.60	1.33	178	.42	44.46	55	13.74	108	26.98	31	7.74	16	4.00	9	2.25	7	1.75	9	2.25	10	2.50
081	85.38	.70	97	.38	46.44	27	12.93	66	31.59	11	5.27	4	1.91	11	5.27	3	1.44	13	6.22	2	.96
082	84.05	.69	84	.33	40.71	27	13.08	53	25.68	12	5.82	8	3.88	5	2.42	2	.97	5	2.42	1	.48
083	50.01	1.21	168	1.12	46.26	23	6.33	126	34.69	21	5.78	28	7.71	16	4.41	21	5.78	4	1.10	5	1.38
085	23.46	.23	33	.47	47.73	6	8.68	25	36.16	7	10.12	3	4.34	5	7.23	1	1.45	2	2.89	1	1.45
086	31.63	.12	11	.12	29.53	4	10.74	7	18.79	3	8.05	2	5.37	0	.00	1	2.68	0	.00	0	.00
087	22.26	.18	18	.27	33.36	10	18.53	6	11.12	2	3.71	1	1.85	1	1.85	0	.00	2	3.71	0	.00
088	29.75	.06	28	.31	151.80	14	75.90	11	59.64	2	10.84	3	16.26	0	.00	0	.00	3	16.26	1	5.42
089	44.33	.54	58	.44	35.98	16	9.93	33	20.47	7	4.34	7	4.34	2	1.24	6	3.72	4	2.48	1	.62
091	16.50	.26	42	.85	54.74	5	6.52	34	44.32	16	20.85	6	7.82	1	1.30	2	2.61	3	3.91	2	2.61
092	27.12	.13	38	.47	97.46	15	38.47	21	53.86	4	10.26	5	12.82	0	.00	2	5.13	2	5.13	4	10.26
093	51.89	.75	56	.36	24.91	16	7.12	34	15.13	7	3.11	5	2.22	5	2.22	3	1.33	7	3.11	0	.00
095	71.49	.38	71	.33	62.86	15	13.28	50	44.27	15	13.28	2	1.77	13	11.51	3	2.66	4	3.54	2	1.77
096	27.04	.33	30	.37	30.03	6	6.01	22	22.02	5	5.00	2	2.00	0	.00	2	2.00	3	3.00	1	1.00
097	33.87	.42	28	.28	21.99	10	7.85	18	14.14	4	3.14	3	2.36	0	.00	0	.00	2	1.57	4	3.14
098	16.20	.17	6	.12	11.74	4	7.82	2	3.91	0	.00	1	1.96	0	.00	0	.00	0	.00	0	.00
101	21.12	.06	8	.13	43.02	3	16.13	2	10.76	0	.00	1	5.38	0	.00	1	5.38	0	.00	0	.00
102	18.25	.06	13	.24	74.46	5	28.64	7	40.09	3	17.18	2	11.46	0	.00	0	.00	0	.00	1	5.73
104	14.34	.11	28	.65	85.28	12	36.55	15	45.69	7	21.32	4	12.18	1	3.05	0	.00	2	6.09	0	.00
105	2.75	.02	2	.24	32.19	1	16.10	1	16.10	0	.00	0	.00	0	.00	1	16.10	0	.00	0	.00
106	27.39	.21	52	.63	84.23	11	17.82	35	56.69	6	9.72	7	11.34	1	1.62	9	14.58	1	1.62	2	3.24
107	44.19	.22	46	.35	69.50	15	22.66	25	37.77	7	10.58	6	9.07	2	3.02	1	1.51	1	1.51	2	3.02
108	17.89	.05	25	.47	154.16	4	24.67	20	123.33	3	18.50	0	.00	9	55.50	1	6.17	2	12.33	1	6.17
110	41.26	.69	79	.64	38.09	14	6.75	58	27.97	19	9.16	7	3.38	2	.96	9	4.34	2	.96	4	1.93
111	10.61	.05	8	.25	52.56	4	26.28	4	26.28	1	6.57	2	13.14	0	.00	0	.00	1	6.57	0	.00

STH Route	Miles	Annual Travel 100MVM	ROR Crash 3_Yr	ROR Crash/mile/year	ROR Crash per 100MVM	O/T 3_Yr	O/T per 100MVM	F/O Crash 3_Yr	F/O Crash per 100MVM	Ditch Crash 3_Yr	Ditch Crash per 100MVM	Tree Crash 3_Yr	Tree Crash per 100MVM	G/R Crash 3_Yr	G/R Crash per 100MVM	Util pole Crash 3_Yr	Util pole Crash per 100MVM	Embnk Crash 3_Yr	Embnk Crash per 100MVM	Sign Crash 3_Yr	Sign Crash per 100MVM
112	10.17	.05	3	.10	18.61	1	6.20	1	6.20	0	.00	0	.00	1	6.20	0	.00	0	.00	0	.00
113	26.28	.31	68	.86	73.64	24	25.99	34	36.82	10	10.83	4	4.33	2	2.17	5	5.41	2	2.17	1	1.08
114	8.88	.18	13	.49	24.47	1	1.88	11	20.71	1	1.88	0	.00	2	3.77	1	1.88	0	.00	3	5.65
115	5.94	.02	10	.56	161.01	4	64.40	6	96.61	3	48.30	0	.00	0	.00	1	16.10	0	.00	0	.00
116	13.78	.16	16	.39	33.29	3	6.24	10	20.81	1	2.08	1	2.08	0	.00	4	8.32	1	2.08	0	.00
117	5.13	.08	6	.39	25.84	3	12.92	2	8.61	0	.00	0	.00	0	.00	0	.00	0	.00	2	8.61
118	6.86	.02	5	.24	86.22	2	34.49	3	51.73	2	34.49	1	17.24	0	.00	0	.00	0	.00	0	.00
120	15.44	.28	35	.76	42.27	6	7.25	21	25.36	6	7.25	5	6.04	1	1.21	2	2.42	0	.00	0	.00
121	34.75	.17	29	.28	57.49	9	17.84	17	33.70	4	7.93	1	1.98	2	3.96	2	3.96	1	1.98	1	1.98
122	14.69	.01	4	.09	117.25	1	29.31	1	29.31	0	.00	1	29.31	0	.00	0	.00	0	.00	0	.00
123	1.10	.01	3	.91	92.25	0	.00	2	61.50	0	.00	0	.00	0	.00	0	.00	1	30.75	0	.00
124	10.63	.12	8	.25	21.74	3	8.15	4	10.87	1	2.72	0	.00	1	2.72	1	2.72	0	.00	0	.00
126	4.81	.02	4	.28	62.21	0	.00	3	46.66	0	.00	0	.00	0	.00	0	.00	0	.00	0	.00
127	12.75	.04	9	.24	71.23	0	.00	7	55.40	1	7.91	3	23.74	0	.00	0	.00	0	.00	0	.00
128	27.04	.15	30	.37	65.91	5	10.98	22	48.33	7	15.38	4	8.79	2	4.39	1	2.20	1	2.20	1	2.20
129	2.69	.03	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
130	30.73	.09	28	.30	109.31	7	27.33	19	74.18	2	7.81	6	23.42	0	.00	1	3.90	1	3.90	0	.00
131	70.19	.34	70	.33	69.52	25	24.83	38	37.74	10	9.93	3	2.98	7	6.95	2	1.99	8	7.94	0	.00
133	72.01	.35	94	.44	90.12	24	23.01	58	55.61	11	10.55	9	8.63	9	8.63	2	1.92	8	7.67	3	2.88
134	2.85	.01	10	1.17	356.83	2	71.37	6	214.10	3	107.05	0	.00	0	.00	1	35.68	0	.00	0	.00
136	12.53	.11	28	.74	84.57	8	24.16	14	42.28	0	.00	5	15.10	3	9.06	2	6.04	2	6.04	0	.00
137	3.74	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
138	11.66	.21	21	.60	32.90	3	4.70	15	23.50	4	6.27	2	3.13	0	.00	3	4.70	1	1.57	3	4.70
139	22.01	.08	9	.14	37.73	4	16.77	3	12.58	0	.00	1	4.19	0	.00	0	.00	1	4.19	0	.00
140	11.25	.14	33	.98	81.12	13	31.96	16	39.33	3	7.37	4	9.83	1	2.46	1	2.46	2	4.92	3	7.37
141	61.92	1.61	107	.58	22.15	33	6.83	66	13.66	20	4.14	6	1.24	6	1.24	6	1.24	2	.41	7	1.45
142	16.31	.18	26	.53	47.16	6	10.88	16	29.02	2	3.63	3	5.44	3	5.44	4	7.25	0	.00	0	.00
144	19.45	.25	48	.82	65.15	9	12.22	33	44.79	4	5.43	6	8.14	2	2.71	7	9.50	5	6.79	6	8.14
145	.41	.01	3	2.44	179.15	0	.00	3	179.15	0	.00	0	.00	2	119.43	1	59.72	0	.00	0	.00
146	13.22	.04	7	.18	58.77	3	25.19	3	25.19	1	8.40	0	.00	0	.00	1	8.40	0	.00	0	.00
147	12.65	.13	21	.55	55.81	5	13.29	12	31.89	2	5.32	2	5.32	1	2.66	2	5.32	1	2.66	1	2.66
149	24.15	.12	32	.44	90.96	6	17.06	24	68.22	4	11.37	3	8.53	0	.00	8	22.74	1	2.84	4	11.37
150	6.65	.12	9	.45	24.61	4	10.94	5	13.67	0	.00	2	5.47	0	.00	1	2.73	0	.00	0	.00
151	91.26	2.05	221	.81	35.89	56	9.10	127	20.63	29	4.71	3	.49	10	1.62	20	3.25	14	2.27	14	2.27
152	7.22	.02	3	.14	45.17	1	15.06	2	30.11	2	30.11	0	.00	0	.00	0	.00	0	.00	0	.00
153	60.24	.57	60	.33	35.28	8	4.70	48	28.22	15	8.82	5	2.94	2	1.18	3	1.76	5	2.94	2	1.18
154	19.00	.08	20	.35	84.74	4	16.95	14	59.32	0	.00	1	4.24	2	8.47	4	16.95	0	.00	2	8.47
155	6.94	.06	7	.34	36.96	3	15.84	3	15.84	1	5.28	1	5.28	0	.00	1	5.28	0	.00	0	.00
156	26.23	.15	21	.27	46.77	5	11.14	13	28.95	5	11.14	2	4.45	2	4.45	1	2.23	0	.00	0	.00
159	1.29	.01	1	.26	35.40	0	.00	1	35.40	0	.00	0	.00	0	.00	0	.00	0	.00	0	.00
160	3.22	.03	1	.10	9.87	0	.00	0	.00	0	.00	0	.00	0	.00	0	.00	0	.00	0	.00
161	21.58	.11	26	.40	78.94	6	18.22	18	54.65	8	24.29	2	6.07	3	9.11	1	3.04	1	3.04	2	6.07
162	40.88	.14	65	.53	158.53	26	63.41	33	80.48	4	9.76	2	4.88	6	14.63	3	7.32	11	26.83	1	2.44
164	25.65	.82	46	.60	18.65	5	2.03	28	11.35	5	2.03	4	1.62	0	.00	2	.81	2	.81	2	.81
165	.78	.03	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
167	9.41	.14	27	.96	66.15	4	9.80	22	53.90	3	7.35	3	7.35	5	12.25	2	4.90	0	.00	4	9.80

STH Route	Miles	Annual Travel 100MVM	ROR Crash 3_Yr	ROR	ROR	O/T per 100MVM	O/T per 100MVM	F/O Crash 3_Yr	F/O	Ditch	Tree	G/R	G/R	Util	Util	Embnk Crash 3_Yr	Embnk Crash 100MVM	Sign Crash 3_Yr	Sign Crash 100MVM		
				Crash/mile/year	Crash per 100MVM				Crash per 100MVM	Crash per 100MVM	Crash per 100MVM	Crash per 100MVM	Crash per 100MVM	Crash per 100MVM	Crash per 100MVM					Crash per 100MVM	
168	5.93	.02	3	.17	63.12	0	.00	3	63.12	0	.00	1	21.04	1	21.04	1	21.04	0	.00	0	.00
169	17.36	.03	2	.04	24.97	0	.00	2	24.97	2	24.97	0	.00	0	.00	0	.00	0	.00	0	.00
170	23.90	.14	34	.47	81.58	14	33.59	20	47.99	9	21.60	0	.00	1	2.40	1	2.40	2	4.80	3	7.20
171	33.25	.08	42	.42	173.24	9	37.12	31	127.87	3	12.37	3	12.37	3	12.37	5	20.62	6	24.75	0	.00
172	1.40	.05	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
173	33.55	.23	29	.29	42.27	9	13.12	19	27.70	8	11.66	4	5.83	0	.00	0	.00	1	1.46	1	1.46
175	46.56	.49	123	.88	84.12	19	12.99	91	62.24	20	13.68	13	8.89	6	4.10	16	10.94	3	2.05	8	5.47
178	20.09	.19	43	.71	76.61	10	17.82	30	53.45	7	12.47	8	14.25	4	7.13	1	1.78	3	5.34	1	1.78
179	8.80	.02	7	.27	120.87	2	34.53	4	69.07	0	.00	0	.00	1	17.27	0	.00	2	34.53	0	.00
180	29.94	.24	37	.41	52.36	6	8.49	27	38.21	7	9.91	6	8.49	1	1.42	1	1.42	0	.00	0	.00
182	29.65	.10	10	.11	33.49	3	10.05	7	23.44	2	6.70	3	10.05	0	.00	0	.00	0	.00	0	.00
186	15.01	.11	9	.20	26.63	3	8.88	6	17.75	1	2.96	0	.00	0	.00	0	.00	1	2.96	1	2.96
187	13.87	.02	16	.38	249.33	3	46.75	12	187.00	4	62.33	0	.00	0	.00	4	62.33	1	15.58	0	.00
188	10.55	.04	14	.44	106.77	5	38.13	8	61.01	0	.00	1	7.63	0	.00	2	15.25	1	7.63	2	15.25
191	13.04	.04	17	.43	147.22	3	25.98	10	86.60	2	17.32	0	.00	0	.00	1	8.66	1	8.66	0	.00
193	1.42	.01	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
194	11.32	.03	10	.29	116.92	4	46.77	3	35.08	0	.00	3	35.08	0	.00	0	.00	0	.00	0	.00
213	19.33	.17	55	.95	107.53	19	37.15	34	66.47	17	33.24	7	13.69	1	1.96	3	5.87	2	3.91	1	1.96
243	.30	.01	1	1.11	60.40	0	.00	1	60.40	0	.00	0	.00	0	.00	0	.00	0	.00	0	.00
253	7.61	.03	2	.09	24.98	1	12.49	1	12.49	0	.00	1	12.49	0	.00	0	.00	0	.00	0	.00
310	6.69	.13	13	.65	34.41	5	13.23	5	13.23	0	.00	1	2.65	0	.00	1	2.65	1	2.65	0	.00
351	2.31	.08	15	2.16	65.71	0	.00	12	52.57	0	.00	0	.00	5	21.90	1	4.38	0	.00	0	.00
Overall	8819.81	113.38	11629	.44	34.19	3060	9.00	7195	21.15	1593	4.68	1133	3.33	802	2.36	661	1.94	613	1.80	453	1.33

APPENDIX E

RUN-OFF-ROAD CRASH DENSITIES FOR
OVERTURN
FIXED OBJECT
DITCH
TREE
GUARDRAIL
UTILITY POLE
EMBANKMENT AND
SIGN POST
CRASHES ON
TWO-LANE
RURAL UNDIVIDED
STATE TRUNK HIGHWAYS

STH Route	Annual Travel Miles	ROR Crash 100MVM 3_Yr	ROR Crash/mile/year	ROR Crash per 100MVM 3_Yr	O/T 3_Yr	O/T per mile/year	F/O Crash 3_Yr	F/O Crash/mile/year	Ditch Crash 3_Yr	Ditch Crash/mile/year	Tree Crash 3_Yr	Tree Crash/mile/year	G/R Crash 3_Yr	G/R Crash/mile/year	Util pole Crash 3_Yr	Util pole Crash/mile/year	Embnk Crash 3_Yr	Embnk Crash/mile/year	Sign Crash 3_Yr	Sign Crash/mile/year	
002	96.05	1.98	129	.45	21.72	43	.15	72	.25	13	.05	24	.08	6	.02	7	.02	2	.01	5	.02
008	243.10	3.81	278	.38	24.33	91	.12	147	.20	37	.05	42	.06	14	.02	5	.01	6	.01	14	.02
010	240.98	4.81	332	.46	23.02	88	.12	211	.29	41	.06	23	.03	37	.05	25	.03	18	.02	20	.03
011	113.97	2.35	185	.54	26.23	29	.08	135	.39	16	.05	17	.05	18	.05	20	.06	11	.03	8	.02
012	238.43	4.03	463	.65	38.30	111	.16	296	.41	67	.09	42	.06	29	.04	24	.03	31	.04	20	.03
013	299.53	4.31	349	.39	26.97	96	.11	196	.22	35	.04	43	.05	19	.02	12	.01	9	.01	14	.02
014	158.02	4.17	347	.73	27.76	81	.17	225	.47	29	.06	28	.06	39	.08	28	.06	21	.04	15	.03
015	1.60	.07	5	1.04	22.31	0	.00	4	.83	3	.63	0	.00	1	.21	0	.00	0	.00	0	.00
016	95.56	1.73	144	.50	27.75	39	.14	90	.31	18	.06	10	.03	14	.05	6	.02	10	.03	6	.02
017	73.70	.98	97	.44	32.98	30	.14	60	.27	14	.06	18	.08	3	.01	2	.01	6	.03	1	.00
018	89.60	1.73	142	.53	27.44	27	.10	99	.37	16	.06	10	.04	9	.03	9	.03	9	.03	6	.02
019	46.73	.89	94	.67	35.08	27	.19	58	.41	14	.10	9	.06	0	.00	9	.06	4	.03	6	.04
020	29.60	.49	66	.74	44.94	10	.11	48	.54	4	.05	13	.15	7	.08	5	.06	2	.02	7	.08
021	111.56	2.58	161	.48	20.78	50	.15	87	.26	20	.06	18	.05	5	.01	4	.01	4	.01	9	.03
022	149.63	2.10	191	.43	30.34	43	.10	129	.29	36	.08	17	.04	13	.03	6	.01	10	.02	7	.02
023	164.65	2.96	240	.49	27.07	66	.13	142	.29	26	.05	20	.04	18	.04	12	.02	13	.03	13	.03
025	79.18	.88	90	.38	34.19	31	.13	50	.21	6	.03	5	.02	11	.05	5	.02	5	.02	4	.02
026	70.94	2.05	139	.65	22.65	28	.13	94	.44	20	.09	11	.05	12	.06	15	.07	6	.03	9	.04
027	242.23	2.17	234	.32	35.89	81	.11	125	.17	24	.03	23	.03	22	.03	7	.01	17	.02	7	.01
028	49.88	.63	70	.47	37.30	13	.09	48	.32	10	.07	4	.03	10	.07	3	.02	3	.02	2	.01
029	73.45	.76	77	.35	33.95	20	.09	46	.21	10	.05	4	.02	8	.04	2	.01	4	.02	4	.02
031	4.35	.28	16	1.23	19.23	1	.08	11	.84	3	.23	4	.31	0	.00	1	.08	0	.00	1	.08
032	171.75	2.36	202	.39	28.49	59	.11	117	.23	30	.06	12	.02	8	.02	16	.03	4	.01	8	.02
033	162.71	2.67	258	.53	32.26	82	.17	146	.30	33	.07	15	.03	23	.05	11	.02	13	.03	9	.02
034	22.93	.30	24	.35	27.02	11	.16	11	.16	4	.06	1	.01	1	.01	0	.00	0	.00	0	.00
035	308.00	4.17	350	.38	27.98	84	.09	218	.24	40	.04	31	.03	47	.05	11	.01	22	.02	7	.01
036	6.57	.10	10	.51	33.74	1	.05	8	.41	4	.20	0	.00	0	.00	0	.00	0	.00	0	.00
037	40.17	.41	55	.46	44.70	12	.10	35	.29	4	.03	3	.02	8	.07	3	.02	7	.06	2	.02
038	5.03	.12	21	1.39	60.80	3	.20	17	1.13	3	.20	0	.00	1	.07	2	.13	1	.07	2	.13
039	40.84	.14	56	.46	135.58	16	.13	34	.28	10	.08	4	.03	2	.02	3	.02	5	.04	1	.01
040	79.42	.32	79	.33	82.05	30	.13	39	.16	10	.04	12	.05	5	.02	2	.01	1	.00	1	.00
041	15.19	.61	34	.75	18.59	7	.15	20	.44	4	.09	2	.04	0	.00	0	.00	3	.07	2	.04
042	110.43	1.57	139	.42	29.54	25	.08	94	.28	12	.04	15	.05	10	.03	21	.06	8	.02	4	.01
044	55.65	.60	55	.33	30.66	13	.08	34	.20	10	.06	2	.01	0	.00	3	.02	1	.01	2	.01
045	196.43	3.78	296	.50	26.07	62	.11	200	.34	51	.09	31	.05	13	.02	20	.03	5	.01	12	.02
046	27.93	.38	22	.26	19.37	3	.04	17	.20	3	.04	3	.04	2	.02	1	.01	0	.00	2	.02
047	116.65	1.81	154	.44	28.40	42	.12	84	.24	19	.05	12	.03	6	.02	11	.03	6	.02	5	.01
048	88.15	.76	70	.26	30.67	21	.08	37	.14	11	.04	13	.05	4	.02	3	.01	2	.01	0	.00
049	93.53	.89	107	.38	39.99	19	.07	75	.27	21	.07	17	.06	4	.01	8	.03	5	.02	1	.00
050	5.64	.21	21	1.24	33.67	6	.35	12	.71	0	.00	7	.41	0	.00	1	.06	1	.06	0	.00
051	109.67	2.29	211	.64	30.72	63	.19	106	.32	31	.09	21	.06	11	.03	7	.02	4	.01	7	.02
052	57.60	.24	58	.34	80.13	23	.13	30	.17	12	.07	3	.02	0	.00	1	.01	2	.01	2	.01
053	65.51	.98	99	.50	33.55	14	.07	72	.37	13	.07	6	.03	24	.12	4	.02	6	.03	2	.01
054	172.71	2.13	193	.37	30.23	48	.09	126	.24	39	.08	15	.03	16	.03	9	.02	16	.03	8	.02
055	134.99	.79	107	.26	45.34	23	.06	66	.16	20	.05	17	.04	3	.01	2	.00	5	.01	2	.00
056	50.56	.22	84	.55	124.50	26	.17	57	.38	7	.05	8	.05	8	.05	7	.05	11	.07	4	.03

STH Route	Annual Miles	Annual Travel 100MVM	ROR Crash 3_Yr	ROR Crash/mile/year	ROR Crash per 100MVM	O/T 3_Yr	O/T per mile/year	F/O Crash 3_Yr	F/O Crash/mile/year	Ditch Crash 3_Yr	Ditch Crash/mile/year	Tree Crash 3_Yr	Tree Crash/mile/year	G/R Crash 3_Yr	G/R Crash/mile/year	Util pole Crash 3_Yr	Util pole Crash/mile/year	Embnk Crash 3_Yr	Embnk Crash/mile/year	Sign Crash 3_Yr	Sign Crash/mile/year
057	71.65	1.70	116	.54	22.79	30	.14	64	.30	10	.05	19	.09	4	.02	7	.03	1	.00	7	.03
058	52.84	.35	58	.37	54.79	19	.12	32	.20	5	.03	4	.03	5	.03	7	.04	3	.02	2	.01
059	85.54	1.26	129	.50	34.20	26	.10	92	.36	24	.09	8	.03	2	.01	16	.06	9	.04	7	.03
060	130.58	1.48	213	.54	47.96	60	.15	128	.33	31	.08	11	.03	15	.04	4	.01	16	.04	9	.02
061	65.19	.95	73	.37	25.61	11	.06	56	.29	12	.06	2	.01	14	.07	2	.01	11	.06	3	.02
063	171.64	2.71	192	.37	23.64	74	.14	97	.19	17	.03	26	.05	8	.02	3	.01	9	.02	5	.01
064	234.17	1.69	193	.27	38.15	66	.09	109	.16	29	.04	22	.03	16	.02	3	.00	3	.00	4	.01
065	43.50	.60	67	.51	37.15	23	.18	41	.31	11	.08	5	.04	3	.02	3	.02	8	.06	4	.03
066	14.66	.20	36	.82	58.56	10	.23	23	.52	7	.16	5	.11	2	.05	0	.00	1	.02	3	.07
067	125.86	1.51	214	.57	47.15	35	.09	154	.41	25	.07	38	.10	20	.05	14	.04	10	.03	7	.02
068	8.49	.08	23	.90	92.84	10	.39	13	.51	5	.20	1	.04	0	.00	2	.08	3	.12	0	.00
069	36.47	.76	78	.71	34.14	21	.19	49	.45	20	.18	3	.03	9	.08	5	.05	5	.05	2	.02
070	213.06	1.86	142	.22	25.42	46	.07	78	.12	14	.02	33	.05	4	.01	4	.01	7	.01	4	.01
071	42.62	.31	64	.50	68.07	23	.18	39	.31	6	.05	4	.03	8	.06	1	.01	9	.07	0	.00
072	27.70	.12	28	.34	76.32	4	.05	20	.24	3	.04	4	.05	6	.07	3	.04	2	.02	0	.00
073	214.85	1.95	187	.29	32.03	59	.09	104	.16	29	.04	7	.01	9	.01	8	.01	10	.02	8	.01
075	12.10	.14	32	.88	75.07	5	.14	23	.63	6	.17	6	.17	1	.03	3	.08	0	.00	2	.06
076	24.92	.16	43	.58	89.47	12	.16	27	.36	9	.12	3	.04	1	.01	6	.08	0	.00	1	.01
077	116.72	.48	70	.20	48.89	19	.05	41	.12	7	.02	18	.05	1	.00	2	.01	3	.01	1	.00
078	85.19	.54	127	.50	77.72	37	.14	74	.29	16	.06	8	.03	2	.01	5	.02	15	.06	0	.00
079	17.63	.10	14	.26	47.68	3	.06	10	.19	5	.09	0	.00	0	.00	2	.04	2	.04	0	.00
080	142.60	1.33	178	.42	44.46	55	.13	108	.25	31	.07	16	.04	9	.02	7	.02	9	.02	10	.02
081	85.38	.70	97	.38	46.44	27	.11	66	.26	11	.04	4	.02	11	.04	3	.01	13	.05	2	.01
082	84.05	.69	84	.33	40.71	27	.11	53	.21	12	.05	8	.03	5	.02	2	.01	5	.02	1	.00
083	50.01	1.21	168	1.12	46.26	23	.15	126	.84	21	.14	28	.19	16	.11	21	.14	4	.03	5	.03
085	23.46	.23	33	.47	47.73	6	.09	25	.36	7	.10	3	.04	5	.07	1	.01	2	.03	1	.01
086	31.63	.12	11	.12	29.53	4	.04	7	.07	3	.03	2	.02	0	.00	1	.01	0	.00	0	.00
087	22.26	.18	18	.27	33.36	10	.15	6	.09	2	.03	1	.01	1	.01	0	.00	2	.03	0	.00
088	29.75	.06	28	.31	151.80	14	.16	11	.12	2	.02	3	.03	0	.00	0	.00	3	.03	1	.01
089	44.33	.54	58	.44	35.98	16	.12	33	.25	7	.05	7	.05	2	.02	6	.05	4	.03	1	.01
091	16.50	.26	42	.85	54.74	5	.10	34	.69	16	.32	6	.12	1	.02	2	.04	3	.06	2	.04
092	27.12	.13	38	.47	97.46	15	.18	21	.26	4	.05	5	.06	0	.00	2	.02	2	.02	4	.05
093	51.89	.75	56	.36	24.91	16	.10	34	.22	7	.04	5	.03	5	.03	3	.02	7	.04	0	.00
095	71.49	.38	71	.33	62.86	15	.07	50	.23	15	.07	2	.01	13	.06	3	.01	4	.02	2	.01
096	27.04	.33	30	.37	30.03	6	.07	22	.27	5	.06	2	.02	0	.00	2	.02	3	.04	1	.01
097	33.87	.42	28	.28	21.99	10	.10	18	.18	4	.04	3	.03	0	.00	0	.00	2	.02	4	.04
098	16.20	.17	6	.12	11.74	4	.08	2	.04	0	.00	1	.02	0	.00	0	.00	0	.00	0	.00
101	21.12	.06	8	.13	43.02	3	.05	2	.03	0	.00	1	.02	0	.00	1	.02	0	.00	0	.00
102	18.25	.06	13	.24	74.46	5	.09	7	.13	3	.05	2	.04	0	.00	0	.00	0	.00	1	.02
104	14.34	.11	28	.65	85.28	12	.28	15	.35	7	.16	4	.09	1	.02	0	.00	2	.05	0	.00
105	2.75	.02	2	.24	32.19	1	.12	1	.12	0	.00	0	.00	0	.00	1	.12	0	.00	0	.00
106	27.39	.21	52	.63	84.23	11	.13	35	.43	6	.07	7	.09	1	.01	9	.11	1	.01	2	.02
107	44.19	.22	46	.35	69.50	15	.11	25	.19	7	.05	6	.05	2	.02	1	.01	1	.01	2	.02
108	17.89	.05	25	.47	154.16	4	.07	20	.37	3	.06	0	.00	9	.17	1	.02	2	.04	1	.02
110	41.26	.69	79	.64	38.09	14	.11	58	.47	19	.15	7	.06	2	.02	9	.07	2	.02	4	.03
111	10.61	.05	8	.25	52.56	4	.13	4	.13	1	.03	2	.06	0	.00	0	.00	1	.03	0	.00

STH Route	Annual Travel Miles	ROR Crash 100MVM 3_Yr	ROR	ROR	O/T 3_Yr	O/T	F/O	F/O	Ditch	Tree	Tree	G/R	G/R	Util	Util	Embkn	Embkn	Sign	Sign		
			Crash/ mile/ 100MVM year	Crash/ per 100MVM		per mile/ year	Crash/ 3_Yr	Crash/ mile/ year	Crash/ 3_Yr	Crash/ mile/ year	Crash/ 3_Yr	Crash/ mile/ year	Crash/ 3_Yr	Crash/ mile/ year	Crash/ 3_Yr	Crash/ mile/ year	Crash/ 3_Yr	Crash/ mile/ year	Crash/ 3_Yr	Crash/ mile/ year	Crash/ 3_Yr	Crash/ mile/ year
112	10.17	.05	3	.10	18.61	1	.03	1	.03	0	.00	0	.00	1	.03	0	.00	0	.00	0	.00
113	26.28	.31	68	.86	73.64	24	.30	34	.43	10	.13	4	.05	2	.03	5	.06	2	.03	1	.01
114	8.88	.18	13	.49	24.47	1	.04	11	.41	1	.04	0	.00	2	.08	1	.04	0	.00	3	.11
115	5.94	.02	10	.56	161.01	4	.22	6	.34	3	.17	0	.00	0	.00	1	.06	0	.00	0	.00
116	13.78	.16	16	.39	33.29	3	.07	10	.24	1	.02	1	.02	0	.00	4	.10	1	.02	0	.00
117	5.13	.08	6	.39	25.84	3	.19	2	.13	0	.00	0	.00	0	.00	0	.00	0	.00	2	.13
118	6.86	.02	5	.24	86.22	2	.10	3	.15	2	.10	1	.05	0	.00	0	.00	0	.00	0	.00
120	15.44	.28	35	.76	42.27	6	.13	21	.45	6	.13	5	.11	1	.02	2	.04	0	.00	0	.00
121	34.75	.17	29	.28	57.49	9	.09	17	.16	4	.04	1	.01	2	.02	2	.02	1	.01	1	.01
122	14.69	.01	4	.09	117.25	1	.02	1	.02	0	.00	1	.02	0	.00	0	.00	0	.00	0	.00
123	1.10	.01	3	.91	92.25	0	.00	2	.61	0	.00	0	.00	0	.00	0	.00	1	.30	0	.00
124	10.63	.12	8	.25	21.74	3	.09	4	.13	1	.03	0	.00	1	.03	1	.03	0	.00	0	.00
126	4.81	.02	4	.28	62.21	0	.00	3	.21	0	.00	0	.00	0	.00	0	.00	0	.00	0	.00
127	12.75	.04	9	.24	71.23	0	.00	7	.18	1	.03	3	.08	0	.00	0	.00	0	.00	0	.00
128	27.04	.15	30	.37	65.91	5	.06	22	.27	7	.09	4	.05	2	.02	1	.01	1	.01	1	.01
129	2.69	.03	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
130	30.73	.09	28	.30	109.31	7	.08	19	.21	2	.02	6	.07	0	.00	1	.01	1	.01	0	.00
131	70.19	.34	70	.33	69.52	25	.12	38	.18	10	.05	3	.01	7	.03	2	.01	8	.04	0	.00
133	72.01	.35	94	.44	90.12	24	.11	58	.27	11	.05	9	.04	9	.04	2	.01	8	.04	3	.01
134	2.85	.01	10	1.17	356.83	2	.23	6	.70	3	.35	0	.00	0	.00	1	.12	0	.00	0	.00
136	12.53	.11	28	.74	84.57	8	.21	14	.37	0	.00	5	.13	3	.08	2	.05	2	.05	0	.00
137	3.74	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
138	11.66	.21	21	.60	32.90	3	.09	15	.43	4	.11	2	.06	0	.00	3	.09	1	.03	3	.09
139	22.01	.08	9	.14	37.73	4	.06	3	.05	0	.00	1	.02	0	.00	0	.00	1	.02	0	.00
140	11.25	.14	33	.98	81.12	13	.39	16	.47	3	.09	4	.12	1	.03	1	.03	2	.06	3	.09
141	61.92	1.61	107	.58	22.15	33	.18	66	.36	20	.11	6	.03	6	.03	6	.03	2	.01	7	.04
142	16.31	.18	26	.53	47.16	6	.12	16	.33	2	.04	3	.06	3	.06	4	.08	0	.00	0	.00
144	19.45	.25	48	.82	65.15	9	.15	33	.57	4	.07	6	.10	2	.03	7	.12	5	.09	6	.10
145	.41	.01	3	2.44	179.15	0	.00	3	2.44	0	.00	0	.00	2	1.63	1	.81	0	.00	0	.00
146	13.22	.04	7	.18	58.77	3	.08	3	.08	1	.03	0	.00	0	.00	1	.03	0	.00	0	.00
147	12.65	.13	21	.55	55.81	5	.13	12	.32	2	.05	2	.05	1	.03	2	.05	1	.03	1	.03
149	24.15	.12	32	.44	90.96	6	.08	24	.33	4	.06	3	.04	0	.00	8	.11	1	.01	4	.06
150	6.65	.12	9	.45	24.61	4	.20	5	.25	0	.00	2	.10	0	.00	1	.05	0	.00	0	.00
151	91.26	2.05	221	.81	35.89	56	.20	127	.46	29	.11	3	.01	10	.04	20	.07	14	.05	14	.05
152	7.22	.02	3	.14	45.17	1	.05	2	.09	2	.09	0	.00	0	.00	0	.00	0	.00	0	.00
153	60.24	.57	60	.33	35.28	8	.04	48	.27	15	.08	5	.03	2	.01	3	.02	5	.03	2	.01
154	19.00	.08	20	.35	84.74	4	.07	14	.25	0	.00	1	.02	2	.04	4	.07	0	.00	2	.04
155	6.94	.06	7	.34	36.96	3	.14	3	.14	1	.05	1	.05	0	.00	1	.05	0	.00	0	.00
156	26.23	.15	21	.27	46.77	5	.06	13	.17	5	.06	2	.03	2	.03	1	.01	0	.00	0	.00
159	1.29	.01	1	.26	35.40	0	.00	1	.26	0	.00	0	.00	0	.00	0	.00	0	.00	0	.00
160	3.22	.03	1	.10	9.87	0	.00	0	.00	0	.00	0	.00	0	.00	0	.00	0	.00	0	.00
161	21.58	.11	26	.40	78.94	6	.09	18	.28	8	.12	2	.03	3	.05	1	.02	1	.02	2	.03
162	40.88	.14	65	.53	158.53	26	.21	33	.27	4	.03	2	.02	6	.05	3	.02	11	.09	1	.01
164	25.65	.82	46	.60	18.65	5	.06	28	.36	5	.06	4	.05	0	.00	2	.03	2	.03	2	.03
165	.78	.03	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
167	9.41	.14	27	.96	66.15	4	.14	22	.78	3	.11	3	.11	5	.18	2	.07	0	.00	4	.14

STH Route	Annual Travel Miles	ROR Crash 100MVM 3_Yr	ROR		O/T 3_Yr	O/T per mile/year	F/O Crash 3_Yr	F/O		Ditch Crash 3_Yr	Ditch Crash/mile/year	Tree Crash 3_Yr	Tree Crash/mile/year	G/R Crash 3_Yr	G/R Crash/mile/year	Util pole Crash 3_Yr	Util pole Crash/mile/year	Embnk Crash 3_Yr	Embnk Crash/mile/year	Sign Crash 3_Yr	Sign Crash/mile/year
			Crash/mile/year	Crash per 100MVM				Crash/mile/year	Crash 3_Yr												
168	5.93	.02	3	.17	63.12	0	.00	3	.17	0	.00	1	.06	1	.06	1	.06	0	.00	0	.00
169	17.36	.03	2	.04	24.97	0	.00	2	.04	2	.04	0	.00	0	.00	0	.00	0	.00	0	.00
170	23.90	.14	34	.47	81.58	14	.20	20	.28	9	.13	0	.00	1	.01	1	.01	2	.03	3	.04
171	33.25	.08	42	.42	173.24	9	.09	31	.31	3	.03	3	.03	3	.03	5	.05	6	.06	0	.00
172	1.40	.05	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
173	33.55	.23	29	.29	42.27	9	.09	19	.19	8	.08	4	.04	0	.00	0	.00	1	.01	1	.01
175	46.56	.49	123	.88	84.12	19	.14	91	.65	20	.14	13	.09	6	.04	16	.11	3	.02	8	.06
178	20.09	.19	43	.71	76.61	10	.17	30	.50	7	.12	8	.13	4	.07	1	.02	3	.05	1	.02
179	8.80	.02	7	.27	120.87	2	.08	4	.15	0	.00	0	.00	1	.04	0	.00	2	.08	0	.00
180	29.94	.24	37	.41	52.36	6	.07	27	.30	7	.08	6	.07	1	.01	1	.01	0	.00	0	.00
182	29.65	.10	10	.11	33.49	3	.03	7	.08	2	.02	3	.03	0	.00	0	.00	0	.00	0	.00
186	15.01	.11	9	.20	26.63	3	.07	6	.13	1	.02	0	.00	0	.00	0	.00	1	.02	1	.02
187	13.87	.02	16	.38	249.33	3	.07	12	.29	4	.10	0	.00	0	.00	4	.10	1	.02	0	.00
188	10.55	.04	14	.44	106.77	5	.16	8	.25	0	.00	1	.03	0	.00	2	.06	1	.03	2	.06
191	13.04	.04	17	.43	147.22	3	.08	10	.26	2	.05	0	.00	0	.00	1	.03	1	.03	0	.00
193	1.42	.01	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
194	11.32	.03	10	.29	116.92	4	.12	3	.09	0	.00	3	.09	0	.00	0	.00	0	.00	0	.00
213	19.33	.17	55	.95	107.53	19	.33	34	.59	17	.29	7	.12	1	.02	3	.05	2	.03	1	.02
243	.30	.01	1	1.11	60.40	0	.00	1	1.11	0	.00	0	.00	0	.00	0	.00	0	.00	0	.00
253	7.61	.03	2	.09	24.98	1	.04	1	.04	0	.00	1	.04	0	.00	0	.00	0	.00	0	.00
310	6.69	.13	13	.65	34.41	5	.25	5	.25	0	.00	1	.05	0	.00	1	.05	1	.05	0	.00
351	2.31	.08	15	2.16	65.71	0	.00	12	1.73	0	.00	0	.00	5	.72	1	.14	0	.00	0	.00
Overall	8819.81	113.38	11629	.44	34.19	3060	.12	7195	.27	1593	.06	1133	.04	802	.03	661	.02	613	.02	453	.02

APPENDIX F

RUN-OFF-ROAD CRASH/STATE TRUNK HIGHWAY LOG INTERLEAF TABLE FOR STH 14

COUNTY	HWY	REFPT	CUM_MP	FEATURE	AADT	Relation to Roadway	HR	DATE	Rd Cond	Lgt Cond	Sev	Most Harmful Event
LACR	014E	001	.00	>> C OF LA CROSSE	.	.	.	.	.	.	.	.
LACR	014E	004D	.82	B-32-0300 BRIDGE	.	.	.	.	.	.	.	.
LACR	014E	005	1.34	USH 14 WB	.	.	.	.	.	.	.	.
LACR	014E	007	1.83	STH 33 EB	.	.	.	.	.	.	.	.
LACR	014E	008	2.05		.	.	.	.	.	.	.	.
LACR	014E	010	2.88	STH 35 NB	.	.	.	.	.	.	.	.
LACR	014E	011A	3.60	EAST AVE	.	.	.	.	.	.	.	.
LACR	014E	011T	4.31	LOSEY BLVD	.	.	.	.	.	.	.	.
LACR	014E	014B	6.10	USH 61 SB	.	.	.	.	.	.	.	.
LACR	014E	014G	6.19	USH 61 SB	.	.	.	.	.	.	.	.
LACR	014E	014K	6.20	USH 61 NB	.	.	.	.	.	.	.	.
LACR	014E	016	6.86		6980	On Roadway	22	10/23/99	DRY	DARK	Inj	GUARDRAIL FACE
LACR	014E	016	7.22	CTH MM	.	.	.	.	.	.	.	.
			7.32		6980	Outside Should. Left	6	01/06/99	SNOW/SLUSH	DAWN	PDO	GUARDRAIL FACE
			7.42		6980	Outside Should. Right	12	01/06/99	SNOW/SLUSH	DAYLIGHT	PDO	GUARDRAIL FACE
			7.47		6980	Shoulder	19	03/26/99	DRY	DARK	PDO	GUARDRAIL FACE
LACR	014E	017M	7.51	JUSTIN RD	.	.	.	.	.	.	.	.
			7.52		6980	Shoulder	16	06/10/98	DRY	DAYLIGHT	PDO	GUARDRAIL END
			8.05		6980	Outside Should. Right	8	01/21/98	ICE	DAYLIGHT	PDO	DITCH
			8.60		6980	On Roadway	14	06/08/99	WET	DAYLIGHT	PDO	GUARDRAIL FACE
LACR	014E	018	8.60	HELKE RD	.	.	.	.	.	.	.	.
			8.60		6980	Outside Should. Left	4	05/10/2000	DRY	DARK	PDO	DITCH
			8.60		6980	Outside Should. Right	13	01/05/99	SNOW/SLUSH	DAYLIGHT	PDO	GUARDRAIL FACE
			9.58		6980	On Roadway	11	10/18/98	DRY	DAYLIGHT	PDO	BRIDGE RAIL
			9.58		6980	On Roadway	3	06/27/99	DRY	DARK	Inj	GUARDRAIL FACE
LACR	014E	022	9.69	BREIDEL COULEE RD	.	.	.	.	.	.	.	.
			9.99		6980	On Roadway	19	07/26/99	DRY	DAYLIGHT	Inj	64
LACR	014E	025	10.32	>> T OF SHELBY	.	.	.	.	.	.	.	.
			10.62		6980	Outside Should. Right	16	06/01/2000	WET	DAYLIGHT	PDO	EMBANKMENT
LACR	014E	026	11.05	CTH M	.	.	.	.	.	.	.	.
			11.05		6120	Outside Should. Right	20	11/20/2000	0	DARK LIGHTED	Inj	GUARDRAIL END
			11.15		6120	Outside Should. Left	2	11/24/2000	ICE	DARK	PDO	OVERTURN
			11.35		6120	Outside Should. Left	16	02/17/2000	SNOW/SLUSH	DAYLIGHT	Inj	DITCH
			11.55		6120	Shoulder	7	12/08/99	ICE	DAWN	Inj	OVERTURN
			11.75		6120	On Roadway	15	04/29/2000	DRY	DAYLIGHT	PDO	OTHER NON-FIXED OBJECT
LACR	014E	027	12.17	CTH MM	.	.	.	.	.	.	.	.
			12.58		6120	Outside Should. Right	12	12/09/99	DRY	DAYLIGHT	PDO	OVERTURN
			12.67		6120	Outside Should. Right	17	04/01/98	DRY	DAYLIGHT	PDO	GUARDRAIL FACE
			12.88		6120	On Roadway	11	02/20/2000	DRY	DAYLIGHT	PDO	OTHER NON-FIXED OBJECT
LACR	014E	029	13.28	BARTSCH RD	.	.	.	.	.	.	.	.
			13.28		6120	Outside Should. Right	4	01/30/99	DRY	DARK	PDO	DITCH
			13.38		6120	Outside Should. Right	14	02/12/2000	SNOW/SLUSH	DAYLIGHT	Inj	EMBANKMENT
VERN	014E	032	14.43	CTH N	.	.	.	.	.	.	.	.
			14.43		6440	Outside Should. Right	14	12/16/2000	SNOW/SLUSH	DAYLIGHT	PDO	TRAFFIC SIGN POST
VERN	014E	034	15.30	HOHLFELD RD	.	.	.	.	.	.	.	.
			15.75		6440	Outside Should. Left	8	12/07/99	ICE	DAYLIGHT	PDO	GUARDRAIL FACE
			16.05		6440	Outside Should. Left	21	11/26/99	ICE	DARK	Inj	GUARDRAIL END
			16.15		6440	Outside Should. Left	18	12/28/2000	SNOW/SLUSH	DARK	Inj	EMBANKMENT
			16.30		6440	Outside Should. Right	0	12/25/98	DRY	DARK	PDO	EMBANKMENT
VERN	014E	035	16.45	DAHLEN LA	.	.	.	.	.	.	.	.

COUNTY	HWY	REFPT	CUM_MP	FEATURE	AADT	Relation to Roadway	HR DATE	Rd Cond	Lgt Cond	Sev	Most Harmful Event
VERN	014E	036	16.82	STH 162 NB	.	.	.	.	.	.	.
			16.83		6440	Outside Should. Left	7 03/05/2000	DRY	DAYLIGHT	Inj	OVERTURN
VERN	014E	038	17.67	STH 162 NB	.	.	.	.	.	.	.
			17.68		6440	Outside Should. Right	13 07/18/98	DRY	DARK	PDO	TRAFFIC SIGN POST
			18.48		6430	Outside Should. Right	23 12/03/99	WET	DARK LIGHTED	PDO	TREE
VERN	014E	040	18.50	CTH P	.	.	.	.	.	.	.
VERN	014E	041T	19.21	CTH B	.	.	.	.	.	.	.
VERN	014E	043K	19.92	CORNELL LA	.	.	.	.	.	.	.
			21.11		5200	Outside Should. Right	3 11/20/98	DRY	DARK	PDO	GUARDRAIL FACE
			21.21		5200	Outside Should. Right	14 11/26/99	WET	DAYLIGHT	Inj	OVERTURN
			21.31		5200	Outside Should. Right	17 03/09/99	ICE	DAYLIGHT	Inj	OVERTURN
			21.41		5200	Shoulder	0 12/23/2000	SNOW/SLUSH	DARK	PDO	TRAFFIC SIGN POST
			21.41		5200	Outside Should. Right	0 03/25/98	WET	DARK	PDO	GUARDRAIL FACE
			21.51		5200	On Roadway	16 03/08/99	SNOW/SLUSH	DAYLIGHT	PDO	GUARDRAIL FACE
VERN	014E	045	21.61	CTH GG	.	.	.	.	.	.	.
			21.87		5200	Outside Should. Right	12 10/10/2000	DRY	DAYLIGHT	PDO	TRAFFIC SIGN POST
VERN	014E	047	22.26	VANG ST	.	.	.	.	.	.	.
			22.46		5080	On Roadway	7 09/12/2000	DRY	DAYLIGHT	Inj	VEHICLE IN OPERATION
VERN	014E	049	23.38	VOLDEN RD	.	.	.	.	.	.	.
			23.69		5080	Outside Should. Right	11 02/15/2000	SNOW/SLUSH	DAYLIGHT	PDO	OVERTURN
			23.89		5080	Outside Should. Left	11 04/10/98	DRY	DAYLIGHT	PDO	EMBANKMENT
			24.34		5724	Outside Should. Left	3 07/17/99	DRY	DARK	Inj	OVERTURN
VERN	014E	051	24.45	>> T OF COON	.	.	.	.	.	.	.
			24.84		5724	Outside Should. Right	11 05/28/2000	WET	DAYLIGHT	PDO	OVERTURN
			25.02		5724	Outside Should. Right	16 12/15/99	SNOW/SLUSH	DUSK	Inj	OVERTURN
			25.56		5724	Outside Should. Right	18 11/06/2000	WET	DARK	PDO	TRAFFIC SIGN POST
VERN	014E	052	25.62	HEGGE RD	.	.	.	.	.	.	.
			26.15		5724	Outside Should. Left	3 10/10/99	DRY	DARK	Inj	UTILITY POLE
VERN	014E	055A	26.71	SAUGSTAD RD	.	.	.	.	.	.	.
VERN	014E	056G	27.55	STH 27 NB	.	.	.	.	.	.	.
			27.78		9520	Outside Should. Right	1 01/31/2000	DRY	DARK LIGHTED	Inj	UTILITY POLE
VERN	014E	057	28.23	MAPLE ST	.	.	.	.	.	.	.
			28.72		9592	Outside Should. Left	1 09/24/2000	DRY	DARK LIGHTED	PDO	MAILBOX
VERN	014E	058	29.07	>> C OF WESTBY	.	.	.	.	.	.	.
			29.08		9592	Shoulder	5 12/03/98	DRY	DARK	PDO	GUARDRAIL FACE
			29.17		9592	Outside Should. Left	1 12/29/98	SNOW/SLUSH	DARK	PDO	GUARDRAIL FACE
			29.32		9592	Shoulder	13 12/04/2000	DRY	DAYLIGHT	PDO	GUARDRAIL END
			29.93		9592	Outside Should. Right	23 12/19/98	DRY	DARK	PDO	DITCH
VERN	014E	060	30.13	SMITH RD	.	.	.	.	.	.	.
			30.68		9592	Shoulder	0 03/05/98	SNOW/SLUSH	DARK	PDO	GUARDRAIL FACE
VERN	014E	061	31.23	THREE CHIMNEY RD	.	.	.	.	.	.	.
			31.33		9592	Outside Should. Left	13 07/01/2000	DRY	DAYLIGHT	Inj	TREE
			31.65		9592	Outside Should. Right	20 04/30/2000	DRY	DARK LIGHTED	Inj	CULVERT
			31.66		9592	Outside Should. Right	16 05/21/99	DRY	DAYLIGHT	Inj	GUARDRAIL END
			32.05		9592	Outside Should. Left	13 07/05/99	DRY	DAYLIGHT	Inj	FIRE/EXPLOSION
VERN	014E	062	32.25	CTH Y	.	.	.	.	.	.	.
			32.35		9592	Outside Should. Right	12 02/22/99	DRY	DAYLIGHT	PDO	GUARDRAIL END
			32.45		9592	Outside Should. Right	6 06/09/99	DRY	DAYLIGHT	PDO	GUARDRAIL FACE
			32.55		9592	On Roadway	18 05/13/2000	DRY	DUSK	PDO	GUARDRAIL FACE
VERN	014E	063	33.08	SPRINGFIELD RD

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			33.15		9592	Outside Should. Left	8 02/02/98	ICE	DAYLIGHT	K	OVERTURN
			33.18		9592	Shoulder	18 11/10/98	SNOW/SLUSH	DARK	PDO	GUARDRAIL FACE
VERN	014E 064		33.75	>> T OF VIROQUA	.	.	.	.	.	.	.
VERN	014E 066		34.98	STH 56 EB	.	.	.	.	.	.	.
VERN	014E 067		35.62	WILLOW ST	.	.	.	.	.	.	.
VERN	014E 069		36.54	CTH J	.	.	.	.	.	.	.
VERN	014E 070		36.75	CTH SS	.	.	.	.	.	.	.
VERN	014E 072		37.77	STH 27 SB	.	.	.	.	.	.	.
			38.37		7900	Outside Should. Right	9 07/02/2000	WET	DAYLIGHT	Inj	CULVERT
VERN	014E 073		38.93	BROOKVILLE RD	.	.	.	.	.	.	.
			39.13		7900	Outside Should. Right	15 08/10/2000	DRY	DAYLIGHT	Inj	EMBANKMENT
			39.13		7900	On Roadway	9 07/20/98	DRY	DAYLIGHT	PDO	OTHER NON-FIXED OBJECT
			39.33		7900	Outside Should. Left	14 11/11/98	DRY	DAYLIGHT	Inj	EMBANKMENT
VERN	014E 074		40.19	OFFERDAHL RD	.	.	.	.	.	.	.
VERN	014E 075		40.48	GREEN ACRES RD	.	.	.	.	.	.	.
			40.98		7900	Outside Should. Left	9 02/14/98	ICE	DARK	Inj	OVERTURN
			41.29		7900	Outside Should. Right	22 12/19/99	SNOW/SLUSH	DARK	Inj	UTILITY POLE
VERN	014E 077		41.48	>> T OF FRANKLIN	.	.	.	.	.	.	.
VERN	014E 079		43.14	RILEY RD	.	.	.	.	.	.	.
			43.34		7900	Outside Should. Left	6 01/11/2000	SNOW/SLUSH	DAWN	PDO	EMBANKMENT
			43.45		7900	Outside Should. Left	4 12/19/98	DRY	DARK	Inj	DITCH
			44.01		7900	Outside Should. Left	16 01/04/98	ICE	DAYLIGHT	PDO	EMBANKMENT
VERN	014E 081		44.21	CTH T	.	.	.	.	.	.	.
			44.22		7900	On Roadway	5 07/12/2000	DRY	DAWN	PDO	GUARDRAIL FACE
VERN	014E 082		44.84	CTH M	.	.	.	.	.	.	.
			45.39		7900	On Roadway	17 10/27/99	DRY	DAYLIGHT	PDO	VEHICLE IN OPERATION
VERN	014E 082M		45.42	RESID DRWY	.	.	.	.	.	.	.
VERN	014E 083		45.44	USH 61 NB	.	.	.	.	.	.	.
VERN	014E 083M		45.45	CONNECTOR FROM USH 61 NB	.	.	.	.	.	.	.
VERN	014E 084		45.80	STH 131 NB	.	.	.	.	.	.	.
VERN	014E 085		46.60	SUGAR GROVE RD	.	.	.	.	.	.	.
			46.90		2361	On Roadway	17 11/14/98	DRY	DARK	Inj	OVERTURN
			47.10		2361	Outside Should. Right	20 10/31/99	DRY	DARK	Inj	OVERTURN
VERN	014E 086		47.54	HOLCOMB RD	.	.	.	.	.	.	.
VERN	014E 087		47.84	ESPE RD	.	.	.	.	.	.	.
			48.14		2361	Shoulder	0 10/22/2000	DRY	DARK	PDO	GUARDRAIL FACE
VERN	014E 088		49.00	MOORE RD	.	.	.	.	.	.	.
			49.61		2361	On Roadway	6 02/08/99	ICE	DAWN	Inj	GUARDRAIL FACE
VERN	014E 089		50.06	SCHOOL RD	.	.	.	.	.	.	.
			50.37		2361	Outside Should. Right	21 01/31/2000	DRY	DARK	PDO	GUARDRAIL FACE
VERN	014E 091		50.57	CTH X	.	.	.	.	.	.	.
			50.59		2361	Outside Should. Left	3 10/02/99	WET	DARK	Inj	OVERTURN
			52.34		2467	On Roadway	6 07/05/99	DRY	DARK	Inj	TREE
RICH	014E 096		52.40	CTH E	.	.	.	.	.	.	.
RICH	014E 097		52.51	CTH U	.	.	.	.	.	.	.
			52.71		2467	Shoulder	7 04/04/99	WET	DARK	Inj	DITCH
			53.63		2467	Outside Should. Left	7 11/15/2000	DRY	DAYLIGHT	Inj	TREE
RICH	014E 098		53.78	CTH EE
			53.78		2467	Outside Should. Right	7 10/29/99	DRY	DARK	Inj	GUARDRAIL FACE

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RICH	014E	101	54.35		2467	On Roadway	13 05/14/98	DRY	DAYLIGHT	PDO	OTHER ANIMAL
			54.65	COOK WOODS RD	.	.	.	.	.	.	.
			54.90		2467	On Roadway	14 06/17/98	DRY	DAYLIGHT	Inj	EMBANKMENT
RICH	014E	103	55.70	CTH G	.	.	.	.	.	.	.
RICH	014E	105	56.24	PRESTON RD	.	.	.	.	.	.	.
RICH	014E	106	57.11	HILLTOP VALLEY RD	.	.	.	.	.	.	.
			57.88		2467	Outside Should. Right	6 11/09/2000	SNOW/SLUSH	DAYLIGHT	PDO	EMBANKMENT
			58.28		2467	Outside Should. Right	15 10/17/2000	DRY	DAYLIGHT	Inj	OVERTURN
RICH	014E	108	58.38	ORCHARD RD	.	.	.	.	.	.	.
RICH	014E	109	59.02	CTH KK	.	.	.	.	.	.	.
			59.32		2467	Outside Should. Right	11 06/14/99	DRY	DAYLIGHT	PDO	EMBANKMENT
			59.92		2467	Outside Should. Right	1 12/15/99	0	DARK	PDO	OVERTURN
RICH	014E	112	61.48	STH 171 EB	.	.	.	.	.	.	.
RICH	014E	113	61.98	CTH Z	.	.	.	.	.	.	.
			62.98		4140	Outside Should. Left	14 08/02/98	UNKNOWN	UNKNOWN	PDO	UNKNOWN
RICH	014E	116	64.48	CTH ZZ	.	.	.	.	.	.	.
RICH	014E	117	65.43	TUCKAWAY VALLEY RD	.	.	.	.	.	.	.
			65.45		5500	Outside Should. Left	8 06/09/98	WET	DAYLIGHT	PDO	FENCE
RICH	014E	122	67.24	COVERED BRIDGE RD	.	.	.	.	.	.	.
RICH	014E	123	68.17	WESTSIDE DR	.	.	.	.	.	.	.
RICH	014E	124H	68.58	W 6TH ST	.	.	.	.	.	.	.
RICH	014E	124P	69.14	W SEMINARY ST	.	.	.	.	.	.	.
RICH	014E	125J	69.54	STH 80S	.	.	.	.	.	.	.
RICH	014E	125M	69.55		.	.	.	.	.	.	.
RICH	014E	127T	70.65	FOUNDRY DR	.	.	.	.	.	.	.
RICH	014E	128G	71.21	STARLITE DR	.	.	.	.	.	.	.
RICH	014E	129D	71.74	CTH O	.	.	.	.	.	.	.
			71.94		13560	Outside Should. Right	1 06/04/2000	WET	DARK	PDO	DITCH
			72.13		6117	Shoulder	11 10/14/98	DRY	DAYLIGHT	Inj	VEHICLE IN OPERATION
RICH	014E	130	72.34	SUNNY LA	.	.	.	.	.	.	.
RICH	014E	131M	73.43	STH 58	.	.	.	.	.	.	.
RICH	014E	132	73.87	>> T OF RICHLAND	.	.	.	.	.	.	.
			73.97		6117	Outside Should. Right	2 02/10/2000	DRY	DARK	Inj	FENCE
			74.12		6117	Outside Should. Right	8 08/17/98	WET	DAYLIGHT	PDO	TRAFFIC SIGN POST
			74.37		6117	On Roadway	1 11/07/99	DRY	DARK	Inj	UTILITY POLE
			74.83		6117	On Roadway	14 10/17/2000	DRY	DAYLIGHT	Inj	OVERTURN
			75.08		6117	Outside Should. Right	11 09/05/98	DRY	DAYLIGHT	Inj	64
RICH	014E	135B	75.33	CTH B	.	.	.	.	.	.	.
			75.33		6117	Shoulder	4 04/16/99	WET	DARK	PDO	FENCE
			76.26		6117	Shoulder	15 02/11/99	WET	DAYLIGHT	PDO	VEHICLE IN OPERATION
			76.36		6117	Outside Should. Right	9 01/14/98	SNOW/SLUSH	DAYLIGHT	PDO	CULVERT
			76.45		6117	On Roadway	20 12/28/98	SNOW/SLUSH	DARK	PDO	TREE
			76.75		6117	Outside Should. Right	16 03/04/99	DRY	DAYLIGHT	Inj	OVERTURN
			75.34		6117	Outside Should. Left	23 07/15/2000	DRY	DARK	PDO	OVERTURN
			75.53		6117	On Roadway	6 04/16/98	SNOW/SLUSH	DAYLIGHT	PDO	DITCH
			75.53		6117	Outside Should. Left	19 07/16/99	WET	DAYLIGHT	PDO	EMBANKMENT
RICH	014E	136M	76.67	OLD SEXTONVILLE RD	.	.	.	.	.	.	.
RICH	014E	137	77.47	ROHN HOLLOW RD	.	.	.	.	.	.	.
			77.62		6117	Outside Should. Right	2 03/30/2000	DRY	DARK	Inj	DITCH
RICH	014E	139	78.20	FAIRVIEW RD

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			78.50		6117	On Roadway	15 11/08/2000	DRY	DAYLIGHT	PDO	OTHER NON-COLLISION
			79.01		6117	Shoulder	0 09/09/2000	DRY	DARK LIGHTED	Inj	DITCH
RICH	014E 140		79.31	STH 60 EB	.	.	.	.	.	.	.
			79.31		6425	On Roadway	19 10/14/2000	DRY	DARK LIGHTED	PDO	TRAFFIC SIGN POST
			79.41		6425	Outside Should. Left	15 01/03/2000	SNOW/SLUSH	DAYLIGHT	PDO	GUARDRAIL FACE
			79.81		6425	Outside Should. Left	9 03/08/98	SNOW/SLUSH	DAYLIGHT	Inj	OVERTURN
			80.00		6425	Outside Should. Right	23 05/20/2000	DRY	DARK	PDO	OVERTURN
RICH	014E 141		80.14	COFFENBERRY RD	.	.	.	.	.	.	.
RICH	014E 143		81.82	MOORE RD	.	.	.	.	.	.	.
			81.82		6425	On Roadway	5 02/09/99	ICE	DARK	Inj	CURB
			82.02		6425	Outside Should. Right	19 11/16/2000	ICE	DARK	PDO	OVERTURN
RICH	014E 145		82.96	OLD MILL RD	.	.	.	.	.	.	.
RICH	014E 146		84.04	STH 130 NB	.	.	.	.	.	.	.
			84.09		6425	On Roadway	15 04/06/98	DRY	DAYLIGHT	Inj	OVERTURN
RICH	014E 147		84.71	>> T OF BUENA VISTA	.	.	.	.	.	.	.
RICH	014E 148		85.04	>> T OF BUENA VISTA	.	.	.	.	.	.	.
			85.24		6155	Outside Should. Left	13 12/24/2000	SNOW/SLUSH	DAYLIGHT	PDO	OVERTURN
RICH	014E 149		86.03	PORTER RD	.	.	.	.	.	.	.
			86.13		6155	Shoulder	20 11/16/2000	ICE	DARK	PDO	OVERTURN
			86.23		6155	Outside Should. Right	6 03/10/2000	ICE	DAWN	PDO	OVERTURN
			86.23		6155	Outside Should. Left	4 11/29/2000	ICE	DARK	PDO	OVERTURN
			86.53		6155	Shoulder	18 03/27/99	DRY	DARK	PDO	OVERTURN
RICH	014E 151		88.04	DYKE RD	.	.	.	.	.	.	.
			88.04		6155	Outside Should. Right	15 06/21/2000	0	DAYLIGHT	Inj	VEHICLE IN OPERATION
			88.74		6155	Shoulder	12 06/15/2000	DRY	DAYLIGHT	PDO	OVERTURN
			88.84		6155	Outside Should. Left	13 01/19/2000	SNOW/SLUSH	DAYLIGHT	Inj	UTILITY POLE
SAUK	014E 152		89.04	BIG HOLLOW RD	.	.	.	.	.	.	.
			89.04		6155	On Roadway	12 06/16/99	DRY	DAYLIGHT	PDO	UNKNOWN
SAUK	014E 153		90.03	PEARL RD	.	.	.	.	.	.	.
			90.54		6155	Shoulder	17 08/12/98	DRY	DAYLIGHT	PDO	DITCH
SAUK	014E 154		91.04	STH 23 EB	.	.	.	.	.	.	.
SAUK	014E 154B		91.25	STH 60 EB	.	.	.	.	.	.	.
			91.61		6155	Shoulder	1 08/29/98	DRY	DARK	PDO	UTILITY POLE
SAUK	014E 154M		91.51	STH 23 WB	.	.	.	.	.	.	.
SAUK	014E 155B		91.63	STH 23 EB	.	.	.	.	.	.	.
			92.13		6155	Outside Should. Left	5 02/06/99	ICE	DARK	Inj	EMBANKMENT
SAUK	014E 156		92.22	RAINBOW RD	.	.	.	.	.	.	.
			92.23		6155	On Roadway	12 08/11/98	DRY	DAYLIGHT	PDO	OTHER NON-FIXED OBJECT
			92.52		6155	On Roadway	15 01/08/99	SNOW/SLUSH	DAYLIGHT	PDO	GUARDRAIL FACE
SAUK	014E 157		92.66	B-56-0117 BRIDGE	.	.	.	.	.	.	.
			93.22		7239	On Roadway	6 04/11/2000	ICE	DAYLIGHT	PDO	BRIDGE RAIL
			93.22		7239	Outside Should. Right	0 01/24/98	SNOW/SLUSH	DARK	Inj	TREE
			93.61		7239	Outside Should. Right	14 07/03/99	DRY	DAYLIGHT	PDO	OVERTURN
SAUK	014E 161		94.31	CTH C	.	.	.	.	.	.	.
IOWA	014E 162		94.73	CTH C	.	.	.	.	.	.	.
			94.74		7239	Outside Should. Right	2 03/08/98	DRY	DARK	Inj	OVERTURN
			95.03		7239	Outside Should. Left	21 03/09/98	ICE	DARK	Inj	OVERTURN
			95.50		7239	Outside Should. Left	17 04/28/98	DRY	DAYLIGHT	PDO	VEHICLE IN OPERATION
IOWA	014E 164		96.00	COON ROCK RD
			96.73		7239	Shoulder	9 10/11/99	DRY	DAYLIGHT	PDO	UNKNOWN

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IOWA	014E	165	96.75	HAYWARD CROSSING RD
			96.85		7239	Outside Should. Right	13	01/08/98	SNOW/SLUSH	DAYLIGHT	PDO	OVERTURN
			97.61		7239	0	18	03/15/98	ICE	DARK	PDO	DITCH
			98.01		7239	Outside Should. Right	7	12/08/99	ICE	DAYLIGHT	PDO	OVERTURN
IOWA	014E	167	98.21	CTH H	.	.	.	.	.	.	.	.
			99.25		7239	Shoulder	17	01/22/98	SNOW/SLUSH	DARK	PDO	MAILBOX
IOWA	014E	169	99.68	WEST ST	.	.	.	.	.	.	.	.
			100.41		7239	Outside Should. Left	6	03/05/99	0	DAWN	PDO	UTILITY POLE
IOWA	014E	170	100.45	>> V OF ARENA	.	.	.	.	.	.	.	.
			100.45		7239	Shoulder	13	06/16/98	WET	DAYLIGHT	PDO	VEHICLE IN OPERATION
			102.21		7239	Outside Should. Right	2	09/09/2000	DRY	DARK	Inj	EMBANKMENT
IOWA	014E	173	102.46	BLYNN RD	.	.	.	.	.	.	.	.
			102.76		7239	Outside Should. Right	10	12/24/2000	ICE	DAYLIGHT	PDO	TREE
			102.92		7239	Outside Should. Left	5	07/23/99	DRY	DARK	PDO	TREE
IOWA	014E	174	103.22	CTH K	.	.	.	.	.	.	.	.
			103.51		7239	Outside Should. Right	12	10/17/98	DRY	DAYLIGHT	PDO	OTHER FIXED OBJECT
			103.82		7239	On Roadway	19	05/17/99	DRY	DAYLIGHT	PDO	VEHICLE IN OPERATION
IOWA	014E	177	104.75	MAHOCKER RD	.	.	.	.	.	.	.	.
			104.95		7239	Outside Should. Right	8	03/19/2000	SNOW/SLUSH	DAYLIGHT	Inj	OVERTURN
			105.05		7239	On Roadway	13	01/27/2000	DRY	DAYLIGHT	PDO	OTHER NON-FIXED OBJECT
IOWA	014E	178	105.35	EMILY RD	.	.	.	.	.	.	.	.
DANE	014E	179	106.07	CTH Y	.	.	.	.	.	.	.	.
DANE	014E	180	106.33	CTH KP	.	.	.	.	.	.	.	.
			106.97		10534	Shoulder	7	01/07/2000	DRY	DAYLIGHT	Inj	PARKED MV
			107.27		10534	Outside Should. Right	17	02/17/2000	SNOW/SLUSH	DUSK	PDO	MAILBOX
DANE	014E	181	107.37	STH 19 EB	.	.	.	.	.	.	.	.
			107.40		10534	On Roadway	2	02/20/99	DRY	DARK	Inj	OVERTURN
			107.47		10534	Outside Should. Right	22	10/02/2000	DRY	DARK	PDO	DITCH
			108.07		10534	Outside Should. Right	6	09/09/2000	DRY	DAWN	Inj	DITCH
			108.27		10534	Shoulder	3	12/09/99	DRY	DARK	Inj	DITCH
			108.30		10534	Outside Should. Right	8	03/19/2000	SNOW/SLUSH	DAYLIGHT	PDO	OVERTURN
DANE	014E	183	108.61	FARM RD	.	.	.	.	.	.	.	.
DANE	014E	184	109.58	STH 78 NB	.	.	.	.	.	.	.	.
DANE	014E	184D	109.82	B-13-0003	BRIDGE	.	.	.	.	.	.	.
DANE	014E	184K	109.91	CTH F	.	.	.	.	.	.	.	.
			110.11		10930	Outside Should. Right	13	05/10/99	DRY	DAYLIGHT	PDO	JACKKNIFE
DANE	014E	185	110.57	KAHL RD	.	.	.	.	.	.	.	.
			110.99		10930	Shoulder	18	03/09/98	ICE	DUSK	PDO	PARKED MV
			111.19		10930	Outside Should. Left	6	02/20/98	DRY	DARK	PDO	TREE
			112.10		10930	Outside Should. Right	6	03/10/2000	ICE	DAYLIGHT	PDO	UTILITY POLE
			112.17		10930	On Roadway	3	05/10/98	DRY	DARK	Inj	OVERTURN
DANE	014E	188	112.41	LEE RD	.	.	.	.	.	.	.	.
			112.75		10930	Shoulder	0	03/15/2000	DRY	DARK	Inj	CULVERT
			113.27		10930	Outside Should. Right	14	11/10/99	WET	DAYLIGHT	PDO	OVERTURN
DANE	014E	190	114.00	CTH KP	.	.	.	.	.	.	.	.
DANE	014E	191	114.52	CTH KP	.	.	.	.	.	.	.	.
			114.56		13950	Shoulder	1	10/23/2000	DRY	DARK LIGHTED	PDO	OTHER FIXED OBJECT
			114.92		13950	On Roadway	13	04/07/2000	WET	DAYLIGHT	PDO	VEHICLE IN OPERATION
			115.02		13950	On Roadway	8	07/26/99	WET	DAYLIGHT	PDO	OTHER FIXED OBJECT
			115.20		13950	Outside Should. Right	14	01/23/99	SNOW/SLUSH	DAYLIGHT	PDO	OTHER FIXED OBJECT

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DANE	014E	192	115.31	CTH P
			115.41		13950	On Roadway	10 12/18/2000	WET	UNKNOWN	PDO	OTHER POST
			115.66		14260	Outside Should. Right	8 01/08/98	ICE	DAYLIGHT	Inj	UTILITY POLE
			116.28		14260	Outside Should. Right	7 12/29/2000	SNOW/SLUSH	DAYLIGHT	PDO	OTHER POST
			116.48		14260	Outside Should. Right	9 02/18/2000	SNOW/SLUSH	DAYLIGHT	PDO	TRAFFIC SIGN POST
			116.48		14260	Outside Should. Right	14 12/16/2000	DRY	DAYLIGHT	PDO	DITCH
			116.88		14260	Shoulder	14 10/29/98	DRY	DAYLIGHT	PDO	VEHICLE IN OPERATION
DANE	014E	194	116.98	STAGE COACH RD	.	.	.	.	.	.	.
			116.98		14260	Shoulder	1 12/03/99	WET	DARK	PDO	OTHER FIXED OBJECT
			117.55		14260	Shoulder	8 12/19/2000	SNOW/SLUSH	DAYLIGHT	Inj	VEHICLE IN OPERATION
			117.97		14260	On Roadway	14 08/25/98	DRY	DAYLIGHT	Inj	OVERTURN
			117.97		14260	Shoulder	21 09/24/99	DRY	DARK	PDO	GUARDRAIL FACE
			118.27		14260	Outside Should. Right	5 02/03/98	ICE	DARK	PDO	GUARDRAIL FACE
DANE	014E	197	119.15	TWIN VALLEY RD	.	.	.	.	.	.	.
DANE	014E	198	119.83	WAYSIDE RD	.	.	.	.	.	.	.
			119.93		14260	Outside Should. Right	14 08/15/2000	DRY	DAYLIGHT	PDO	CULVERT
			119.93		14260	Outside Should. Right	12 06/01/99	DRY	DAYLIGHT	Inj	VEHICLE IN OPERATION
DANE	014E	199	120.34	WAYSIDE RD	.	.	.	.	.	.	.
			120.34		14260	Outside Should. Right	5 04/26/98	WET	DAWN	PDO	DITCH
			120.44		14260	Shoulder	15 12/11/98	DRY	DAYLIGHT	PDO	VEHICLE IN OPERATION
			120.64		14260	Outside Should. Right	0 06/28/98	DRY	DAYLIGHT	PDO	TRAFFIC SIGN POST
			120.83		14260	On Roadway	4 05/05/98	DRY	DARK	PDO	OTHER NON-FIXED OBJECT
			120.84		14260	Outside Should. Right	12 01/06/98	DRY	DAYLIGHT	Inj	UNKNOWN
DANE	014E	200	121.43	PLEASANT VIEW RD	.	.	.	.	.	.	.
DANE	014E	200T	122.30	USH 14 WB	.	.	.	.	.	.	.
DANE	014E	201D	122.55		.	.	.	.	.	.	.
DANE	012E	333K	122.55	USH 14	.	.	.	.	.	.	.
DANE	012E	334D	123.14	B-13-0229	BRIDGE	.	.	.	.	.	.
DANE	012E	335K	124.21	B-13-0226	BRIDGE	.	.	.	.	.	.
DANE	012E	336	125.20	B-13-0221	BRIDGE	.	.	.	.	.	.
DANE	012E	337	125.66	B-13-0223	BRIDGE	.	.	.	.	.	.
DANE	012E	338	126.42	B-13-0219	BRIDGE	.	.	.	.	.	.
DANE	012E	340	128.04	B-13-0213	BRIDGE	.	.	.	.	.	.
DANE	012E	342	129.47	USH 12	.	.	.	.	.	.	.
DANE	012E	343	129.80	>> C OF MADISON	.	.	.	.	.	.	.
DANE	012E	344	130.85	B-13-0263	BRIDGE	.	.	.	.	.	.
DANE	012E	345	131.22	WIS.& SOUTHERN RR	.	.	.	.	.	.	.
DANE	012E	346	131.68	B-13-0083	BRIDGE	.	.	.	.	.	.
DANE	012E	347	132.23		.	.	.	.	.	.	.
DANE	014E	203A	132.23	USH 12 EB	.	.	.	.	.	.	.
DANE	014E	206F	133.41	B-13-0252	BRIDGE	.	.	.	.	.	.
DANE	014E	207V	134.95	B-13-0250	BRIDGE	.	.	.	.	.	.
DANE	014E	208Q	135.97	B-13-0249	BRIDGE	.	.	.	.	.	.
DANE	014E	210M	137.02	B-13-0247	BRIDGE	.	.	.	.	.	.
DANE	014E	211B	138.57	B-13-0245	BRIDGE	.	.	.	.	.	.
			139.67		15620	Shoulder	10 12/19/2000	SNOW/SLUSH	DAYLIGHT	PDO	OVERTURN
			139.76		15620	On Roadway	5 03/04/2000	DRY	DARK	PDO	OTHER NON-FIXED OBJECT
DANE	014E	214B	139.86	B-13-0243	BRIDGE	.	.	.	.	.	.
			140.06		15620	On Roadway	20 12/01/2000	DRY	DARK	Inj	OVERTURN
			140.36		15620	Shoulder	3 03/11/99	DRY	DARK	Inj	OVERTURN

COUNTY	HWY	REFPT	CUM_MP	FEATURE	AADT	Relation to Roadway	HR DATE	Rd Cond	Lgt Cond	Sev	Most Harmful Event
DANE	014E	215B	140.91	STH 138 NB	.	.	.	.	.	.	.
DANE	014E	216F	140.91	B-13-0241	15620	On Ramp	20 10/14/98	DRY	DARK	Inj	TRAFFIC SIGN POST
			141.11	BRIDGE	.	.	.	.	.	.	.
			141.19		8375	On Roadway	11 06/04/99	WET	DAYLIGHT	Inj	VEHICLE IN OPERATION
			141.21		8375	On Roadway	23 09/01/2000	DRY	DARK	PDO	GUARDRAIL FACE
			141.57		8375	Outside Should. Left	6 01/20/99	ICE	DARK	Inj	OTHER NON-FIXED OBJECT
DANE	014E	217B	141.77	HILL RD	.	.	.	.	.	.	.
			141.79		8375	Outside Should. Right	7 12/14/99	ICE	DAYLIGHT	K	FIRE/EXPLOSION
			141.87		8375	On Roadway	9 04/08/2000	SNOW/SLUSH	DAYLIGHT	PDO	OVERTURN
			141.87		8375	Outside Should. Right	2 07/14/2000	DRY	DARK	Inj	DITCH
			142.24		8375	Outside Should. Left	0 04/10/2000	DRY	DARK	Inj	OVERTURN
DANE	014E	218	142.44	OAK HILL RD	.	.	.	.	.	.	.
			142.56		8375	Outside Should. Right	3 10/11/98	DRY	DARK	PDO	TREE
			142.66		8375	On Roadway	2 08/27/98	DRY	DARK	Inj	OVERTURN
			142.76		8375	Outside Should. Right	21 04/16/99	DRY	DARK	Inj	TREE
			142.76		8375	Outside Should. Left	18 04/15/99	WET	DAYLIGHT	PDO	FENCE
DANE	014E	219	142.96	CTH A	.	.	.	.	.	.	.
			143.16		8375	Off Roadway-Unknown	8 03/08/98	SNOW/SLUSH	DAYLIGHT	PDO	FENCE
			143.66		8375	Outside Should. Left	0 04/15/2000	DRY	DARK	Inj	TREE
DANE	014E	221	143.99	ROME CORNERS RD	.	.	.	.	.	.	.
DANE	014E	223	145.35	W RUTLAND RD	.	.	.	.	.	.	.
			145.35		8375	Shoulder	9 09/13/2000	0	DAYLIGHT	Inj	DITCH
			145.36		8375	Outside Should. Left	18 04/07/2000	SNOW/SLUSH	DARK	PDO	TREE
			145.45		8375	Outside Should. Left	14 02/18/2000	SNOW/SLUSH	DAYLIGHT	Inj	OVERTURN
			145.45		8375	Shoulder	18 11/13/2000	ICE	DARK	Inj	EMBANKMENT
			145.55		8375	Outside Should. Right	17 04/07/2000	SNOW/SLUSH	DAYLIGHT	Inj	VEHICLE IN OPERATION
			145.55		8375	Outside Should. Right	16 12/09/2000	SNOW/SLUSH	DUSK	PDO	DITCH
			145.55		8375	Outside Should. Right	11 03/22/99	DRY	DAYLIGHT	PDO	TREE
			145.65		8375	Outside Should. Left	7 08/24/99	DRY	DAYLIGHT	Inj	CULVERT
			145.90		8375	Outside Should. Left	6 02/24/2000	WET	DARK	PDO	UTILITY POLE
			145.90		8375	Outside Should. Left	16 09/22/2000	WET	DAYLIGHT	Inj	OVERTURN
DANE	014E	224	146.10	STH 92 WB	.	.	.	.	.	.	.
			146.10		8375	Outside Should. Right	7 01/20/99	WET	DAWN	PDO	TREE
			146.20		8375	Outside Should. Left	8 03/19/2000	SNOW/SLUSH	DAYLIGHT	PDO	UTILITY POLE
			146.40		8375	Outside Should. Left	8 01/17/99	ICE	DARK	Inj	OVERTURN
			146.60		8375	Outside Should. Left	0 01/28/99	DRY	DARK	PDO	EMBANKMENT
			147.25		7360	On Roadway	2 06/20/98	DRY	DARK	Inj	OTHER ANIMAL
DANE	014E	226	147.45	HOLT RD	.	.	.	.	.	.	.
			147.99		7360	Outside Should. Right	16 04/07/2000	SNOW/SLUSH	DAYLIGHT	PDO	UTILITY POLE
DANE	014E	227	148.01	STEWART RD	.	.	.	.	.	.	.
			148.21		7360	Outside Should. Left	14 11/17/98	DRY	DAYLIGHT	Inj	OTHER FIXED OBJECT
DANE	014E	228	148.81	STH 59 EB	.	.	.	.	.	.	.
			148.83		7360	Outside Should. Left	6 09/13/98	0	DAWN	Inj	TREE
			149.04		7360	Outside Should. Left	18 12/28/98	DRY	DARK	PDO	TRAFFIC SIGN POST
			149.37		7360	On Roadway	17 05/11/98	DRY	DAYLIGHT	Inj	OTHER NON-COLLISION
			149.37		7360	Outside Should. Right	22 12/31/98	DRY	DARK	PDO	DITCH
			149.37		7360	Outside Should. Right	18 04/02/99	DRY	DUSK	Inj	DITCH
			149.37		7360	Outside Should. Right	6 08/28/99	DRY	DAYLIGHT	Inj	OVERTURN
DANE	014E	229	149.47	BUTTS CORNERS RD	.	.	.	.	.	.	.
			149.48		7360	Outside Should. Left	2 05/24/98	WET	DARK	Inj	OVERTURN

COUNTY	HWY	REFPT	CUM_MP	FEATURE	AADT	Relation to Roadway	HR DATE	Rd Cond	Lgt Cond	Sev	Most Harmful Event
DANE	014E	230	149.77		7360	Outside Should. Left	18 10/17/2000	DRY	DUSK	PDO	DITCH
			149.97	BULLARD RD	.	.	.	.	.	.	.
			150.07		7360	On Roadway	10 06/27/98	WET	DARK	PDO	TREE
			150.73		7360	Shoulder	17 04/07/2000	SNOW/SLUSH	DAYLIGHT	PDO	VEHICLE IN OPERATION
DANE	014E	231	150.75	ELMER RD	.	.	.	.	.	.	.
ROCK	014E	232D	151.67	STH 59 EB	.	.	.	.	.	.	.
ROCK	014E	232K	152.07	E MAIN ST	.	.	.	.	.	.	.
			152.07		7500	Shoulder	19 03/03/98	WET	DARK LIGHTED	Inj	TREE
ROCK	014E	233	153.11	CTH M	.	.	.	.	.	.	.
			153.80		7225	Outside Should. Right	7 01/20/99	ICE	DAYLIGHT	Inj	FENCE
ROCK	014E	234	153.90	WEARY RD	.	.	.	.	.	.	.
			154.16		7225	Outside Should. Right	18 12/28/2000	SNOW/SLUSH	DARK LIGHTED	PDO	FENCE
			154.16		7225	Outside Should. Left	18 02/24/99	SNOW/SLUSH	DARK	PDO	TRAFFIC SIGN POST
			154.18		7225	Outside Should. Right	23 02/19/2000	ICE	DARK LIGHTED	PDO	OVERTURN
			154.41		7225	Outside Should. Right	21 12/29/99	DRY	DARK	Inj	OTHER FIXED OBJECT
ROCK	014E	236	155.04	TOLLES RD	.	.	.	.	.	.	.
			155.04		7225	Outside Should. Left	10 06/25/98	UNKNOWN	DAYLIGHT	PDO	OTHER POST
			155.14		7225	Outside Should. Left	0 12/05/99	WET	DARK	Inj	UTILITY POLE
			155.51		7225	Outside Should. Left	22 03/26/2000	DRY	DARK	K	UTILITY POLE
			155.71		7225	Outside Should. Right	22 10/30/98	DRY	DARK	Inj	OVERTURN
ROCK	014E	237	156.01	TUTTLE RD	.	.	.	.	.	.	.
			156.13		7225	Outside Should. Right	17 01/03/2000	SNOW/SLUSH	DARK	PDO	OVERTURN
			156.33		7225	Outside Should. Left	18 01/03/2000	SNOW/SLUSH	DARK	PDO	FENCE
			157.29		7225	Outside Should. Left	23 07/07/99	DRY	DARK	Inj	TREE
ROCK	014E	240	157.95	CASSIDY RD	.	.	.	.	.	.	.
			158.05		7225	Outside Should. Right	18 01/03/2000	SNOW/SLUSH	DARK	Inj	TREE
			158.15		7225	Shoulder	4 01/06/2000	SNOW/SLUSH	DARK	PDO	GUARDRAIL FACE
			158.51		7225	Outside Should. Left	3 07/25/99	DRY	DARK	PDO	CULVERT
ROCK	014E	241	158.85	ROHERTY RD	.	.	.	.	.	.	.
			158.95		7225	Outside Should. Left	18 11/18/99	DRY	DARK	Inj	OVERTURN
			159.81		7225	Outside Should. Left	10 05/31/2000	WET	DAYLIGHT	Inj	OVERTURN
			159.81		7225	Outside Should. Right	7 06/14/2000	DRY	DAYLIGHT	PDO	UTILITY POLE
ROCK	014E	242	160.01	FOX RD	.	.	.	.	.	.	.
			160.11		7225	Outside Should. Right	1 01/23/99	WET	DARK	PDO	UTILITY POLE
			160.31		7225	Outside Should. Left	21 10/03/98	DRY	DARK	Inj	UTILITY POLE
			160.51		7225	Shoulder	17 08/27/98	DRY	DAYLIGHT	PDO	FIRE/EXPLOSION
			160.69		7225	Outside Should. Left	12 03/06/99	SNOW/SLUSH	DAYLIGHT	Inj	OVERTURN
			160.99		7225	Outside Should. Right	19 10/17/2000	DRY	DARK	PDO	MAILBOX
ROCK	014E	243	161.19	>> T OF CENTER	.	.	.	.	.	.	.
			161.56		7225	Outside Should. Left	22 11/12/2000	DRY	DARK	Inj	UTILITY POLE
			161.96		7225	Outside Should. Right	15 05/03/99	DRY	DAYLIGHT	PDO	UTILITY POLE
ROCK	014E	244	162.15	CONNOR RD	.	.	.	.	.	.	.
			162.90		7225	On Roadway	13 09/30/99	DRY	DAYLIGHT	PDO	MAILBOX
			162.99		7225	Shoulder	12 03/08/98	SNOW/SLUSH	DAYLIGHT	PDO	TRAFFIC SIGN POST
ROCK	014E	245	163.17	BURDICK RD	.	.	.	.	.	.	.
			163.27		7225	Outside Should. Left	21 05/23/99	DRY	DARK	Inj	UTILITY POLE
			163.37		7225	On Roadway	13 01/25/99	DRY	DAYLIGHT	PDO	MAILBOX
			163.61		7225	Outside Should. Left	20 03/07/2000	DRY	DARK	Inj	UTILITY POLE
			164.10		7225	Outside Should. Right	16 01/26/99	DRY	DAYLIGHT	Inj	TREE
			164.15		7225	On Roadway	14 09/08/98	DRY	DAYLIGHT	PDO	OTHER FIXED OBJECT

COUNTY	HWY	REFPT	CUM_MP	FEATURE	AADT	Relation to Roadway	HR DATE	Rd Cond	Lgt Cond	Sev	Most Harmful Event
			164.30		7225	Outside Should. Left	15 05/24/2000	DRY	DAYLIGHT	K	CULVERT
			164.30		7225	Outside Should. Right	12 03/08/98	SNOW/SLUSH	DAYLIGHT	PDO	UTILITY POLE
ROCK	014E	246K	164.40	CTH E CONN.	.	.	.	.	.	.	.
			164.40		7225	0	1 09/06/99	DRY	DARK	PDO	TRAFFIC SIGN POST
ROCK	014E	246M	164.44	CTH E	.	.	.	.	.	.	.
			164.70		7225	Shoulder	2 12/16/99	ICE	DARK	Inj	BRIDGE/PIER/ABUTMENT
			164.80		7225	Outside Should. Left	5 01/20/99	ICE	DAWN	PDO	OVERTURN
			164.87		7225	On Roadway	6 03/06/98	ICE	DAWN	PDO	GUARDRAIL FACE
			164.87		7225	On Roadway	6 03/06/98	WET	DAWN	PDO	GUARDRAIL FACE
			164.95		7225	On Roadway	9 11/04/2000	DRY	DAYLIGHT	PDO	VEHICLE IN OPERATION
			164.95		7225	On Roadway	15 12/20/98	ICE	DAYLIGHT	PDO	OVERTURN
ROCK	014E	247	164.97	N RIVER RD	.	.	.	.	.	.	.
			165.07		7225	Outside Should. Right	15 06/01/98	DRY	DAYLIGHT	PDO	TREE
			165.42		7225	Outside Should. Right	2 12/31/99	DRY	DARK LIGHTED	Inj	OTHER NON-COLLISION
ROCK	014E	248	165.67	CTH F	.	.	.	.	.	.	.
			165.87		7225	On Roadway	17 12/08/2000	DRY	DARK	PDO	OTHER NON-COLLISION
ROCK	014E	249D	166.16	USH 51 SB	.	.	.	.	.	.	.
ROCK	014E	249G	166.17	USH 51 NB	.	.	.	.	.	.	.
ROCK	014E	250M	167.24	>> T OF JANESVILLE	.	.	.	.	.	.	.
ROCK	014E	251	168.13	STH 26 SB	.	.	.	.	.	.	.
ROCK	014E	251D	168.14	STH 26 NB	.	.	.	.	.	.	.
ROCK	014E	252	168.80	B-53-0065 BRIDGE	.	.	.	.	.	.	.
ROCK	014E	254	170.51	TOWN HALL RD	.	.	.	.	.	.	.
ROCK	014E	255	170.97	CTH A	.	.	.	.	.	.	.
ROCK	014E	257	172.34	CTH MM	.	.	.	.	.	.	.
			172.34		10810	On Roadway	5 05/21/2000	DRY	DAWN	Inj	GUARDRAIL FACE
			172.63		9700	Outside Should. Left	16 04/27/99	WET	DAYLIGHT	Inj	TREE
ROCK	014E	258M	172.97	>> T OF HARMONY	.	.	.	.	.	.	.
ROCK	014E	258T	173.06	STH 11 E	.	.	.	.	.	.	.
			173.12		9700	Outside Should. Right	23 07/20/99	DRY	DARK	Inj	UNKNOWN
			173.16		9700	Outside Should. Right	15 05/09/2000	WET	DAYLIGHT	Inj	TREE
			173.26		9700	Shoulder	16 06/29/98	WET	DAYLIGHT	PDO	DITCH
			173.56		9700	Outside Should. Right	8 12/30/2000	SNOW/SLUSH	DAYLIGHT	PDO	OVERTURN
			173.56		9700	Outside Should. Left	4 03/04/98	ICE	DARK	Inj	OVERTURN
			173.58		9700	Outside Should. Right	2 02/28/98	DRY	DARK	Inj	OVERTURN
			173.88		9700	Outside Should. Left	4 03/04/98	ICE	DARK	PDO	OVERTURN
ROCK	014E	259M	173.48	CTH O	.	.	.	.	.	.	.
ROCK	014E	260	174.41	VAN ALLEN RD	.	.	.	.	.	.	.
			174.41		9700	On Roadway	13 12/04/98	DRY	DAYLIGHT	PDO	VEHICLE IN OPERATION
			174.62		9700	Outside Should. Left	6 03/04/98	UNKNOWN	UNKNOWN	PDO	UTILITY POLE
			175.12		9700	Outside Should. Left	17 03/05/99	ICE	DAYLIGHT	PDO	OVERTURN
			175.12		9700	Outside Should. Left	6 12/14/99	ICE	DARK	Inj	OVERTURN
ROCK	014E	261	175.42	S HENKE RD	.	.	.	.	.	.	.
			175.72		9700	Outside Should. Right	19 02/11/98	SNOW/SLUSH	DARK	Inj	CULVERT
			175.72		9700	Outside Should. Left	4 12/14/99	ICE	DARK	PDO	MAILBOX
ROCK	014E	262	176.42	>> T OF LA PRAIRIE	.	.	.	.	.	.	.
			176.84		9700	Outside Should. Right	9 04/22/98	DRY	DAYLIGHT	PDO	OVERTURN
			176.91		9700	Outside Should. Left	0 09/28/99	DRY	DARK	Inj	DITCH
			176.93		9700	On Roadway	5 07/03/99	WET	DAWN	PDO	OTHER NON-FIXED OBJECT
			177.11		9700	Outside Should. Right	1 05/12/99	WET	DARK	Inj	EMBANKMENT

COUNTY	HWY	REFPT	CUM_MP	FEATURE	AADT	Relation to Roadway	HR	DATE	Rd Cond	Lgt Cond	Sev	Most Harmful Event
ROCK	014E	263	177.11		9700	On Roadway	5	07/03/99	WET	DAWN	PDO	OTHER NON-FIXED OBJECT
			177.14	EMERALD GROVE RD	.	.	.	.	.	.	.	.
			177.41		9700	Outside Should. Right	21	01/05/2000	SNOW/SLUSH	DARK	PDO	DITCH
			177.61		9700	Shoulder	7	07/08/98	DRY	DAYLIGHT	PDO	OVERTURN
ROCK	014E	264	177.71	STH 140 NB	.	.	.	.	.	.	.	.
			177.96		9700	Outside Should. Right	20	06/06/99	DRY	DAYLIGHT	Inj	CULVERT
			178.37		9700	Outside Should. Left	21	02/13/2000	ICE	DARK	PDO	OVERTURN
ROCK	014E	265	178.46	AVALON RD	.	.	.	.	.	.	.	.
			178.56		9700	Outside Should. Right	8	12/30/2000	0	DAYLIGHT	PDO	EMBANKMENT
			178.76		9700	Shoulder	17	05/13/98	DRY	DAYLIGHT	PDO	MAILBOX
ROCK	014E	266	179.46	KEMP RD	.	.	.	.	.	.	.	.
			179.56		9700	Outside Should. Left	11	11/05/99	DRY	DAYLIGHT	Inj	UTILITY POLE
			180.21		9700	Outside Should. Left	5	02/03/98	WET	DARK	PDO	OTHER FIXED OBJECT
			180.41		9700	Outside Should. Right	18	06/09/2000	DRY	DAYLIGHT	PDO	DITCH
ROCK	014E	267	180.47	CARVERS ROCK RD	.	.	.	.	.	.	.	.
			180.50		9700	Outside Should. Left	9	01/01/98	SNOW/SLUSH	DAYLIGHT	PDO	OVERTURN
			180.77		9700	On Roadway	15	09/30/98	DRY	DAYLIGHT	PDO	OTHER NON-FIXED OBJECT
			180.77		9700	Outside Should. Left	4	12/21/98	ICE	DARK	Inj	OVERTURN
			180.93		9700	Outside Should. Right	0	07/30/99	DRY	DARK	Inj	CULVERT
			181.37		9700	On Roadway	0	02/19/2000	SNOW/SLUSH	DARK	Inj	OVERTURN
ROCK	014E	269	181.47	TRESCHER RD	.	.	.	.	.	.	.	.
			181.67		9700	Outside Should. Right	5	12/21/98	ICE	DARK	PDO	TRAFFIC SIGN POST
			181.77		9700	Outside Should. Left	11	02/04/2000	SNOW/SLUSH	DAYLIGHT	PDO	OVERTURN
			182.37		9700	Outside Should. Left	5	07/10/98	DRY	DAWN	PDO	UTILITY POLE
ROCK	014E	270	182.47	>> T OF BRADFORD	.	.	.	.	.	.	.	.
			182.47		8380	Outside Should. Right	19	02/23/98	WET	DARK	Inj	DITCH
			182.67		8380	Shoulder	16	06/27/98	DRY	DAYLIGHT	Inj	VEHICLE IN OPERATION
			182.77		8380	On Roadway	10	03/19/2000	SNOW/SLUSH	DAYLIGHT	PDO	OVERTURN
			184.09		8380	Outside Should. Right	14	02/15/2000	SNOW/SLUSH	DAYLIGHT	PDO	OTHER POST
ROCK	014E	272	184.19	STH 11 EB	.	.	.	.	.	.	.	.
ROCK	014E	273	185.12	CHRISTIE RD	.	.	.	.	.	.	.	.
			185.59		7160	Shoulder	16	05/03/98	DRY	DAYLIGHT	PDO	GUARDRAIL FACE
ROCK	014E	274	185.61	SCHOOL SECTION RD	.	.	.	.	.	.	.	.
			185.61		7160	Parking Lot/Private	19	05/23/99	DRY	DUSK	Inj	TREE
			186.25		7160	On Roadway	17	04/01/99	DRY	DUSK	PDO	OVERTURN
			186.43		7160	Outside Should. Left	7	04/17/99	DRY	DARK	PDO	UNKNOWN
WALW	014E	275	186.45	CTH C	.	.	.	.	.	.	.	.
			186.55		7160	Shoulder	15	04/04/98	DRY	DAYLIGHT	Inj	OVERTURN
			186.55		7160	Outside Should. Left	15	02/24/99	SNOW/SLUSH	DAYLIGHT	PDO	OTHER POST
			186.70		7160	Outside Should. Right	10	08/02/98	DRY	DAYLIGHT	PDO	OVERTURN
			186.75		7160	On Roadway	1	05/02/2000	DRY	DARK	Inj	EMBANKMENT
			187.85		7160	On Roadway	20	11/09/99	DRY	DARK	PDO	CURB
WALW	014E	278	188.59	CTH X	.	.	.	.	.	.	.	.
			188.71		6850	On Roadway	1	02/09/99	WET	DARK LIGHTED	PDO	CURB
			188.72		6850	Shoulder	6	01/20/2000	SNOW/SLUSH	DARK LIGHTED	PDO	UTILITY POLE
			188.79		6850	Outside Should. Left	15	03/08/99	ICE	DAYLIGHT	Inj	TREE
			188.79		6850	Outside Should. Left	16	03/08/99	0	DAYLIGHT	Inj	OVERTURN
			188.89		6850	Outside Should. Left	5	10/31/99	DRY	DARK	Inj	TREE
			190.26		5340	Outside Should. Right	13	01/22/2000	SNOW/SLUSH	DAYLIGHT	PDO	UTILITY POLE
WALW	014E	281	190.46	>> T OF DARIEN	.	.	.	.	.	.	.	.

COUNTY	HWY	REFPT	CUM_MP	FEATURE	AADT	Relation to Roadway	HR DATE	Rd Cond	Lgt Cond	Sev	Most Harmful Event
WALW	014E	282	190.71	CTH K	.	.	.	.	.	.	.
			191.21		5340	Outside Should. Right	21 12/30/98	DRY	DARK	PDO	OVERTURN
			192.11		5340	Outside Should. Left	2 07/22/2000	DRY	DARK	PDO	MAILBOX
WALW	014E	284	192.61	CTH O	.	.	.	.	.	.	.
WALW	014E	285	192.87	WILLOW BEND RD	.	.	.	.	.	.	.
			192.93		5340	Parking Lot/Private	15 06/26/98	DRY	DAYLIGHT	Inj	UTILITY POLE
			193.03		5340	Outside Should. Right	19 03/05/99	SNOW/SLUSH	DARK	PDO	OVERTURN
			193.13		5340	On Roadway	15 05/31/99	WET	DAYLIGHT	Inj	OVERTURN
			193.43		5340	On Roadway	19 02/28/99	DRY	DARK	PDO	UNKNOWN
			194.42		5340	Outside Should. Right	15 02/24/99	SNOW/SLUSH	DAYLIGHT	PDO	OTHER FIXED OBJECT
WALW	014E	287	194.52	BRICK CHURCH RD	.	.	.	.	.	.	.
			195.02		5340	On Roadway	16 06/05/2000	DRY	DAYLIGHT	Inj	OTHER POST
WALW	014E	289	195.88	USH 14 WB	.	.	.	.	.	.	.
WALW	014E	289K	195.95	USH 14 WB	.	.	.	.	.	.	.
			195.95		6115	On Roadway	18 10/28/98	DRY	DAYLIGHT	Inj	UNKNOWN
			196.15		6115	Outside Should. Left	16 03/08/99	ICE	DAYLIGHT	PDO	MAILBOX
			196.20		6115	Outside Should. Left	11 02/08/99	DRY	DAYLIGHT	PDO	OTHER POST
WALW	014E	290	196.44	KNOLL RD	.	.	.	.	.	.	.
			197.04		6600	Outside Should. Right	8 05/10/99	DRY	DAYLIGHT	PDO	MAILBOX
WALW	014E	291	197.46	STH 67 NB	.	.	.	.	.	.	.
			197.56		6600	Outside Should. Right	11 11/12/99	DRY	DAYLIGHT	K	TREE
			198.06		6600	0	5 01/30/2000	SNOW/SLUSH	DARK	Inj	EMBANKMENT
			198.13		6600	Outside Should. Right	17 10/09/2000	DRY	DAYLIGHT	Inj	CULVERT
WALW	014E	292	198.43	STATE LINE RD	.	.	.	.	.	.	.

APPENDIX G

TWO-LANE
RURAL
UNDIVIDED
STATE TRUNK HIGHWAYS
RANK-ORDERED BY
VARIOUS CRASH RATES
CRASH DENSITIES
&
RATIOS OF SELECT CRASH TYPES

INTRODUCTION

The present Appendix provides one-page samples of Run-off-Road (ROR) crash statistics for undivided two-lane two-way rural Wisconsin State Trunk Highways (STH). STH have been rank-ordered by a specific Crash Rate, Crash Density, or Crash Ratio of interest to the Safety Engineer. An example of table use is provided in the body of the report in the “**Table Use**” part of the “**PRODUCTS and their USES**” section.

As noted at the bottom of each sample page, only segments of three or more miles that had 20 or more Run-off-Road crashes in three years are included in the tables.

All tables provide the following information:

- STH Rank
- Route Number
- Length of undivided highway
- ROR crash total in 3 years (1998-2000)

In addition, the following **ratios of special crash categories to all ROR crashes** are provided:

- Injury + Fatal
- Wet + Snow
- Dark
- Curve (horizontal or vertical)
- Fixed Object

Table G0 below indicates the variable by which STH are ranked in each of **Tables G1-G8**.

Table G0. Appendix G Table Index.

Table	Ranked by
G1	ROR crash rate
G2	ROR crash density
G3	Injury + Fatal crash rate
G4	Wet + Snow crash rate
G5	Dark crash rate
G6	Horizontal or Vertical curve crash rate
G7	Fixed Object crash rate
G8	Sum or ratios Injury+Fatal, Wet + Snow, Dark, Curve, and Fixed Object to all ROR crashes

Table G1._ Undivided segments of STH rank-ordered by ROR crash rate.

Population Density	No of Lanes	RANK	ROUTE	Miles	ROR Crashes (3 Yrs)	Annual Travel 100MVM	ROR Crashes per 100MVM	Inj+Fat To ROR Crash Ratio	Wet+Snow To ROR Crash Ratio	Dark To ROR Crash Ratio	Curve To ROR Crash Ratio	Fixed obj to ROR Crash Ratio
Rural	2.00	1	171	33.25	42	.08	173.24	.45	.40	.43	.43	.74
		2	162	40.88	65	.14	158.53	.49	.42	.65	.32	.51
		3	108	17.89	25	.05	154.16	.32	.40	.48	.44	.80
		4	88	29.75	28	.06	151.80	.54	.25	.39	.39	.39
		5	39	40.84	56	.14	135.58	.57	.36	.59	.32	.61
		6	56	50.56	84	.22	124.50	.49	.44	.49	.35	.68
		7	130	30.73	28	.09	109.31	.50	.29	.46	.36	.68
		8	213	19.33	55	.17	107.53	.49	.55	.47	.35	.62
		9	92	27.12	38	.13	97.46	.39	.47	.42	.18	.55
		10	68	8.49	23	.08	92.84	.35	.83	.43	.04	.57
		11	149	24.15	32	.12	90.96	.25	.50	.38	.38	.75
		12	133	72.01	94	.35	90.12	.34	.49	.47	.19	.62
		13	76	24.92	43	.16	89.47	.44	.33	.70	.12	.63
		14	104	14.34	28	.11	85.28	.57	.21	.57	.11	.54
		15	154	19.00	20	.08	84.74	.40	.25	.50	.40	.70
		16	136	12.53	28	.11	84.57	.32	.32	.46	.25	.50
		17	106	27.39	52	.21	84.23	.42	.48	.67	.19	.67
		18	175	46.56	123	.49	84.12	.39	.41	.52	.07	.74
		19	40	79.42	79	.32	82.05	.41	.38	.51	.18	.49
		20	170	23.90	34	.14	81.58	.50	.32	.59	.12	.59
		21	140	11.25	33	.14	81.12	.42	.73	.48	.30	.48
		22	52	57.60	58	.24	80.13	.47	.50	.45	.07	.52
		23	161	21.58	26	.11	78.94	.35	.42	.50	.04	.69
		24	78	85.19	127	.54	77.72	.51	.39	.43	.39	.58
		25	178	20.09	43	.19	76.61	.51	.47	.56	.19	.70
		26	72	27.70	28	.12	76.32	.39	.54	.57	.43	.71
		27	75	12.10	32	.14	75.07	.41	.31	.50	.00	.72
		28	113	26.28	68	.31	73.64	.32	.47	.47	.10	.50
		29	131	70.19	70	.34	69.52	.49	.34	.57	.31	.54
		30	107	44.19	46	.22	69.50	.46	.41	.57	.13	.54
		31	71	42.62	64	.31	68.07	.52	.38	.63	.31	.61
		32	167	9.41	27	.14	66.15	.22	.37	.59	.56	.81

Only segments of 3 or more miles and 20 or more ROR crashes in 3 years

Table G2. Undivided segments of STH rank-ordered by ROR crashes per mile

Population Density	No of Lanes	RANK	ROUTE	Miles	ROR Crashes (3 Yrs)	Annual Travel 100MVM	ROR Crashes per mile per year	Inj+Fat To ROR Crash Ratio	Wet+Snow To ROR Crash Ratio	Dark To ROR Crash Ratio	Curve To ROR Crash Ratio	Fixed obj to ROR Crash Ratio
Rural	2.00	1	38	5.03	21	.12	1.39	.38	.33	.62	.29	.81
		2	50	5.64	21	.21	1.24	.43	.33	.67	.10	.57
		3	83	50.01	168	1.21	1.12	.42	.50	.51	.17	.75
		4	140	11.25	33	.14	.98	.42	.73	.48	.30	.48
		5	167	9.41	27	.14	.96	.22	.37	.59	.56	.81
		6	213	19.33	55	.17	.95	.49	.55	.47	.35	.62
		7	68	8.49	23	.08	.90	.35	.83	.43	.04	.57
		8	75	12.10	32	.14	.88	.41	.31	.50	.00	.72
		9	175	46.56	123	.49	.88	.39	.41	.52	.07	.74
		10	113	26.28	68	.31	.86	.32	.47	.47	.10	.50
		11	91	16.50	42	.26	.85	.60	.57	.48	.02	.81
		12	66	14.66	36	.20	.82	.42	.39	.53	.25	.64
		13	144	19.45	48	.25	.82	.44	.35	.50	.27	.69
		14	151	91.26	221	2.05	.81	.47	.50	.44	.13	.57
		15	120	15.44	35	.28	.76	.49	.46	.57	.06	.60
		16	41	15.19	34	.61	.75	.47	.32	.38	.06	.59
		17	20	29.60	66	.49	.74	.38	.50	.48	.26	.73
		18	136	12.53	28	.11	.74	.32	.32	.46	.25	.50
		19	14	158.02	347	4.17	.73	.41	.46	.50	.08	.65
		20	69	36.47	78	.76	.71	.47	.49	.49	.05	.63
		21	178	20.09	43	.19	.71	.51	.47	.56	.19	.70
		22	19	46.73	94	.89	.67	.44	.41	.43	.19	.62
		23	12	238.43	463	4.03	.65	.45	.39	.45	.19	.64
		24	26	70.94	139	2.05	.65	.42	.52	.50	.10	.68
		25	104	14.34	28	.11	.65	.57	.21	.57	.11	.54
		26	51	109.67	211	2.29	.64	.42	.44	.44	.09	.50
		27	110	41.26	79	.69	.64	.38	.53	.53	.06	.73
		28	106	27.39	52	.21	.63	.42	.48	.67	.19	.67
		29	138	11.66	21	.21	.60	.33	.29	.52	.10	.71
		30	164	25.65	46	.82	.60	.35	.46	.52	.02	.61

Only segments of 3 or more miles and 20 or more ROR crashes in 3 years

Table G3. Undivided segments of STH rank-ordered by Injury + Fatal ROR crash rate

Population Density	No of Lanes	RANK	ROUTE	Miles	ROR Crashes (3 Yrs)	Annual Travel 100MVM	Inj+Fat Crashes per 100MVM	Inj+Fat To ROR Crash Ratio	Wet+Snow To ROR Crash Ratio	Dark To ROR Crash Ratio	Curve To ROR Crash Ratio	Fixed obj to ROR Crash Ratio
Rural	2.00	1	88	29.75	28	.06	81.32	.54	.25	.39	.39	.39
		2	171	33.25	42	.08	78.37	.45	.40	.43	.43	.74
		3	162	40.88	65	.14	78.04	.49	.42	.65	.32	.51
		4	39	40.84	56	.14	77.47	.57	.36	.59	.32	.61
		5	56	50.56	84	.22	60.77	.49	.44	.49	.35	.68
		6	130	30.73	28	.09	54.66	.50	.29	.46	.36	.68
		7	213	19.33	55	.17	52.79	.49	.55	.47	.35	.62
		8	108	17.89	25	.05	49.33	.32	.40	.48	.44	.80
		9	104	14.34	28	.11	48.73	.57	.21	.57	.11	.54
		10	170	23.90	34	.14	40.79	.50	.32	.59	.12	.59
		11	78	85.19	127	.54	39.78	.51	.39	.43	.39	.58
		12	76	24.92	43	.16	39.53	.44	.33	.70	.12	.63
		13	178	20.09	43	.19	39.20	.51	.47	.56	.19	.70
		14	92	27.12	38	.13	38.47	.39	.47	.42	.18	.55
		15	52	57.60	58	.24	37.30	.47	.50	.45	.07	.52
		16	106	27.39	52	.21	35.64	.42	.48	.67	.19	.67
		17	71	42.62	64	.31	35.10	.52	.38	.63	.31	.61
		18	140	11.25	33	.14	34.42	.42	.73	.48	.30	.48
		19	154	19.00	20	.08	33.90	.40	.25	.50	.40	.70
		20	131	70.19	70	.34	33.77	.49	.34	.57	.31	.54
		21	40	79.42	79	.32	33.24	.41	.38	.51	.18	.49
		22	175	46.56	123	.49	32.83	.39	.41	.52	.07	.74
		23	91	16.50	42	.26	32.58	.60	.57	.48	.02	.81
		24	68	8.49	23	.08	32.29	.35	.83	.43	.04	.57
		25	147	12.65	21	.13	31.89	.57	.43	.43	.05	.57
		26	107	44.19	46	.22	31.73	.46	.41	.57	.13	.54
		27	128	27.04	30	.15	30.76	.47	.47	.53	.23	.73
		28	133	72.01	94	.35	30.68	.34	.49	.47	.19	.62
		29	75	12.10	32	.14	30.50	.41	.31	.50	.00	.72
		30	72	27.70	28	.12	29.98	.39	.54	.57	.43	.71
		31	144	19.45	48	.25	28.50	.44	.35	.50	.27	.69
		32	58	52.84	58	.35	28.34	.52	.41	.55	.17	.55

Only segments of 3 or more miles and 20 or more ROR crashes in 3 years

Table G4. Undivided segments of STH rank-ordered by Wet + Snow ROR crash rate

Population Density	No of Lanes	RANK	ROUTE	Miles	ROR Crashes (3 Yrs)	Annual Travel 100MVM	Wet+Snow Crashes per 100MVM	Inj+Fat To ROR Crash Ratio	Wet+Snow To ROR Crash Ratio	Dark To ROR Crash Ratio	Curve To ROR Crash Ratio	Fixed obj to ROR Crash Ratio
Rural	2.00	1	68	8.49	23	.08	76.69	.35	.83	.43	.04	.57
		2	171	33.25	42	.08	70.12	.45	.40	.43	.43	.74
		3	162	40.88	65	.14	65.85	.49	.42	.65	.32	.51
		4	108	17.89	25	.05	61.66	.32	.40	.48	.44	.80
		5	140	11.25	33	.14	59.00	.42	.73	.48	.30	.48
		6	213	19.33	55	.17	58.65	.49	.55	.47	.35	.62
		7	56	50.56	84	.22	54.84	.49	.44	.49	.35	.68
		8	39	40.84	56	.14	48.42	.57	.36	.59	.32	.61
		9	92	27.12	38	.13	46.17	.39	.47	.42	.18	.55
		10	149	24.15	32	.12	45.48	.25	.50	.38	.38	.75
		11	133	72.01	94	.35	44.10	.34	.49	.47	.19	.62
		12	72	27.70	28	.12	40.89	.39	.54	.57	.43	.71
		13	106	27.39	52	.21	40.50	.42	.48	.67	.19	.67
		14	52	57.60	58	.24	40.06	.47	.50	.45	.07	.52
		15	88	29.75	28	.06	37.95	.54	.25	.39	.39	.39
		16	178	20.09	43	.19	35.63	.51	.47	.56	.19	.70
		17	113	26.28	68	.31	34.65	.32	.47	.47	.10	.50
		18	175	46.56	123	.49	34.20	.39	.41	.52	.07	.74
		19	161	21.58	26	.11	33.40	.35	.42	.50	.04	.69
		20	91	16.50	42	.26	31.28	.60	.57	.48	.02	.81
		21	130	30.73	28	.09	31.23	.50	.29	.46	.36	.68
		22	40	79.42	79	.32	31.16	.41	.38	.51	.18	.49
		23	128	27.04	30	.15	30.76	.47	.47	.53	.23	.73
		24	78	85.19	127	.54	30.60	.51	.39	.43	.39	.58
		25	76	24.92	43	.16	29.13	.44	.33	.70	.12	.63
		26	85	23.46	33	.23	28.92	.48	.61	.45	.30	.76
		27	107	44.19	46	.22	28.71	.46	.41	.57	.13	.54
		28	136	12.53	28	.11	27.18	.32	.32	.46	.25	.50
		29	170	23.90	34	.14	26.40	.50	.32	.59	.12	.59
		30	71	42.62	64	.31	25.52	.52	.38	.63	.31	.61
		31	167	9.41	27	.14	24.50	.22	.37	.59	.56	.81
		32	147	12.65	21	.13	23.92	.57	.43	.43	.05	.57

Only segments of 3 or more miles and 20 or more ROR crashes in 3 years

Table G5. Undivided segments of STH rank-ordered by Dark ROR crash rate

Population Density	No of Lanes	RANK	ROUTE	Miles	ROR Crashes (3 Yrs)	Annual Travel 100MVM	Dark Crashes per 100MVM	Inj+Fat To ROR Crash Ratio	Wet+Snow To ROR Crash Ratio	Dark To ROR Crash Ratio	Curve To ROR Crash Ratio	Fixed obj to ROR Crash Ratio
Rural	2.00	1	162	40.88	65	.14	102.43	.49	.42	.65	.32	.51
		2	39	40.84	56	.14	79.89	.57	.36	.59	.32	.61
		3	171	33.25	42	.08	74.24	.45	.40	.43	.43	.74
		4	108	17.89	25	.05	74.00	.32	.40	.48	.44	.80
		5	76	24.92	43	.16	62.42	.44	.33	.70	.12	.63
		6	56	50.56	84	.22	60.77	.49	.44	.49	.35	.68
		7	88	29.75	28	.06	59.64	.54	.25	.39	.39	.39
		8	106	27.39	52	.21	56.69	.42	.48	.67	.19	.67
		9	213	19.33	55	.17	50.83	.49	.55	.47	.35	.62
		10	130	30.73	28	.09	50.75	.50	.29	.46	.36	.68
		11	104	14.34	28	.11	48.73	.57	.21	.57	.11	.54
		12	170	23.90	34	.14	47.99	.50	.32	.59	.12	.59
		13	175	46.56	123	.49	43.77	.39	.41	.52	.07	.74
		14	72	27.70	28	.12	43.61	.39	.54	.57	.43	.71
		15	178	20.09	43	.19	42.76	.51	.47	.56	.19	.70
		16	71	42.62	64	.31	42.54	.52	.38	.63	.31	.61
		17	154	19.00	20	.08	42.37	.40	.25	.50	.40	.70
		18	133	72.01	94	.35	42.18	.34	.49	.47	.19	.62
		19	40	79.42	79	.32	41.54	.41	.38	.51	.18	.49
		20	92	27.12	38	.13	41.04	.39	.47	.42	.18	.55
		21	68	8.49	23	.08	40.36	.35	.83	.43	.04	.57
		22	131	70.19	70	.34	39.72	.49	.34	.57	.31	.54
		23	161	21.58	26	.11	39.47	.35	.42	.50	.04	.69
		24	140	11.25	33	.14	39.33	.42	.73	.48	.30	.48
		25	107	44.19	46	.22	39.28	.46	.41	.57	.13	.54
		26	136	12.53	28	.11	39.26	.32	.32	.46	.25	.50
		27	167	9.41	27	.14	39.20	.22	.37	.59	.56	.81
		28	38	5.03	21	.12	37.64	.38	.33	.62	.29	.81
		29	75	12.10	32	.14	37.53	.41	.31	.50	.00	.72
		30	52	57.60	58	.24	35.92	.47	.50	.45	.07	.52
		31	128	27.04	30	.15	35.15	.47	.47	.53	.23	.73
		32	113	26.28	68	.31	34.65	.32	.47	.47	.10	.50

Only segments of 3 or more miles and 20 or more ROR crashes in 3 years

Table G6. Undivided segments of STH rank-ordered by Hz or Vt Curve ROR crash rate

Population Density	No of Lanes	RANK	ROUTE	Miles	ROR Crashes (3 Yrs)	Annual Travel 100MVM	Hz or Vt Curve Crashes per 100MVM	Inj+Fat To ROR Crash Ratio	Wet+Snow To ROR Crash Ratio	Dark To ROR Crash Ratio	Curve To ROR Crash Ratio	Fixed obj to ROR Crash Ratio
Rural	2.00	1	171	33.25	42	.08	74.24	.45	.40	.43	.43	.74
		2	108	17.89	25	.05	67.83	.32	.40	.48	.44	.80
		3	88	29.75	28	.06	59.64	.54	.25	.39	.39	.39
		4	162	40.88	65	.14	51.22	.49	.42	.65	.32	.51
		5	39	40.84	56	.14	43.58	.57	.36	.59	.32	.61
		6	56	50.56	84	.22	42.98	.49	.44	.49	.35	.68
		7	130	30.73	28	.09	39.04	.50	.29	.46	.36	.68
		8	213	19.33	55	.17	37.15	.49	.55	.47	.35	.62
		9	167	9.41	27	.14	36.75	.22	.37	.59	.56	.81
		10	149	24.15	32	.12	34.11	.25	.50	.38	.38	.75
		11	154	19.00	20	.08	33.90	.40	.25	.50	.40	.70
		12	72	27.70	28	.12	32.71	.39	.54	.57	.43	.71
		13	78	85.19	127	.54	29.99	.51	.39	.43	.39	.58
		14	140	11.25	33	.14	24.58	.42	.73	.48	.30	.48
		15	131	70.19	70	.34	21.85	.49	.34	.57	.31	.54
		16	71	42.62	64	.31	21.27	.52	.38	.63	.31	.61
		17	136	12.53	28	.11	21.14	.32	.32	.46	.25	.50
		18	95	71.49	71	.38	18.59	.38	.31	.54	.30	.70
		19	92	27.12	38	.13	17.95	.39	.47	.42	.18	.55
		20	144	19.45	48	.25	17.65	.44	.35	.50	.27	.69
		21	38	5.03	21	.12	17.37	.38	.33	.62	.29	.81
		22	133	72.01	94	.35	17.26	.34	.49	.47	.19	.62
		23	106	27.39	52	.21	16.20	.42	.48	.67	.19	.67
		24	128	27.04	30	.15	15.38	.47	.47	.53	.23	.73
		25	66	14.66	36	.20	14.64	.42	.39	.53	.25	.64
		26	40	79.42	79	.32	14.54	.41	.38	.51	.18	.49
		27	85	23.46	33	.23	14.46	.48	.61	.45	.30	.76
		28	81	85.38	97	.70	14.36	.45	.38	.45	.31	.68
		29	178	20.09	43	.19	14.25	.51	.47	.56	.19	.70
		30	20	29.60	66	.49	11.58	.38	.50	.48	.26	.73
		31	76	24.92	43	.16	10.40	.44	.33	.70	.12	.63

Only segments of 3 or more miles and 20 or more ROR crashes in 3 years

Table G7. Undivided segments of STH rank-ordered by Fixed Object ROR crash rate

Population Density	No of Lanes	RANK	ROUTE	Miles	ROR Crashes (3 Yrs)	Annual Travel 100MVM	Fixed obj Crashes per 100MVM	Inj+Fat To ROR Crash Ratio	Wet+Snow To ROR Crash Ratio	Dark To ROR Crash Ratio	Curve To ROR Crash Ratio	Fixed obj to ROR Crash Ratio
Rural	2.00	1	171	33.25	42	.08	127.87	.45	.40	.43	.43	.74
		2	108	17.89	25	.05	123.33	.32	.40	.48	.44	.80
		3	56	50.56	84	.22	84.48	.49	.44	.49	.35	.68
		4	39	40.84	56	.14	82.32	.57	.36	.59	.32	.61
		5	162	40.88	65	.14	80.48	.49	.42	.65	.32	.51
		6	130	30.73	28	.09	74.18	.50	.29	.46	.36	.68
		7	149	24.15	32	.12	68.22	.25	.50	.38	.38	.75
		8	213	19.33	55	.17	66.47	.49	.55	.47	.35	.62
		9	175	46.56	123	.49	62.24	.39	.41	.52	.07	.74
		10	88	29.75	28	.06	59.64	.54	.25	.39	.39	.39
		11	154	19.00	20	.08	59.32	.40	.25	.50	.40	.70
		12	106	27.39	52	.21	56.69	.42	.48	.67	.19	.67
		13	76	24.92	43	.16	56.18	.44	.33	.70	.12	.63
		14	133	72.01	94	.35	55.61	.34	.49	.47	.19	.62
		15	161	21.58	26	.11	54.65	.35	.42	.50	.04	.69
		16	72	27.70	28	.12	54.52	.39	.54	.57	.43	.71
		17	75	12.10	32	.14	53.96	.41	.31	.50	.00	.72
		18	167	9.41	27	.14	53.90	.22	.37	.59	.56	.81
		19	92	27.12	38	.13	53.86	.39	.47	.42	.18	.55
		20	178	20.09	43	.19	53.45	.51	.47	.56	.19	.70
		21	68	8.49	23	.08	52.47	.35	.83	.43	.04	.57
		22	38	5.03	21	.12	49.22	.38	.33	.62	.29	.81
		23	128	27.04	30	.15	48.33	.47	.47	.53	.23	.73
		24	170	23.90	34	.14	47.99	.50	.32	.59	.12	.59
		25	104	14.34	28	.11	45.69	.57	.21	.57	.11	.54
		26	78	85.19	127	.54	45.29	.51	.39	.43	.39	.58
		27	144	19.45	48	.25	44.79	.44	.35	.50	.27	.69
		28	91	16.50	42	.26	44.32	.60	.57	.48	.02	.81
		29	95	71.49	71	.38	44.27	.38	.31	.54	.30	.70
		30	136	12.53	28	.11	42.28	.32	.32	.46	.25	.50
		31	71	42.62	64	.31	41.48	.52	.38	.63	.31	.61

Only segments of 3 or more miles and 20 or more ROR crashes in 3 years

Table G8. Undivided segments of STH rank-ordered by high percentage of special ROR crashes

Population Density	No of Lanes	RANK	ROUTE	Miles	ROR Crashes (3 Yrs)	Annual Travel 100MVM	ROR Crashes per 100MVM	Inj+Fat To ROR Crash Ratio	Wet+Snow To ROR Crash Ratio	Dark To ROR Crash Ratio	Curve To ROR Crash Ratio	Fixed obj to ROR Crash Ratio
Rural	2.00	1	72	27.70	28	.12	76.32	.39	.54	.57	.43	.71
		2	85	23.46	33	.23	47.73	.48	.61	.45	.30	.76
		3	167	9.41	27	.14	66.15	.22	.37	.59	.56	.81
		4	82	84.05	84	.69	40.71	.54	.46	.65	.21	.63
		5	91	16.50	42	.26	54.74	.60	.57	.48	.02	.81
		6	213	19.33	55	.17	107.53	.49	.55	.47	.35	.62
		7	171	33.25	42	.08	173.24	.45	.40	.43	.43	.74
		8	39	40.84	56	.14	135.58	.57	.36	.59	.32	.61
		9	106	27.39	52	.21	84.23	.42	.48	.67	.19	.67
		10	56	50.56	84	.22	124.50	.49	.44	.49	.35	.68
		11	108	17.89	25	.05	154.16	.32	.40	.48	.44	.80
		12	71	42.62	64	.31	68.07	.52	.38	.63	.31	.61
		13	128	27.04	30	.15	65.91	.47	.47	.53	.23	.73
		14	38	5.03	21	.12	60.80	.38	.33	.62	.29	.81
		15	140	11.25	33	.14	81.12	.42	.73	.48	.30	.48
		16	178	20.09	43	.19	76.61	.51	.47	.56	.19	.70
		17	162	40.88	65	.14	158.53	.49	.42	.65	.32	.51
		18	46	27.93	22	.38	19.37	.41	.45	.64	.09	.77
		19	97	33.87	28	.42	21.99	.43	.71	.57	.00	.64
		20	20	29.60	66	.49	44.94	.38	.50	.48	.26	.73
		21	83	50.01	168	1.21	46.26	.42	.50	.51	.17	.75
		22	78	85.19	127	.54	77.72	.51	.39	.43	.39	.58
		23	67	125.86	214	1.51	47.15	.40	.49	.54	.15	.72
		24	130	30.73	28	.09	109.31	.50	.29	.46	.36	.68
		25	81	85.38	97	.70	46.44	.45	.38	.45	.31	.68
		26	59	85.54	129	1.26	34.20	.50	.45	.49	.12	.71
		27	96	27.04	30	.33	30.03	.47	.57	.47	.03	.73
		28	131	70.19	70	.34	69.52	.49	.34	.57	.31	.54
		29	144	19.45	48	.25	65.15	.44	.35	.50	.27	.69
		30	149	24.15	32	.12	90.96	.25	.50	.38	.38	.75
		31	154	19.00	20	.08	84.74	.40	.25	.50	.40	.70
		32	28	49.88	70	.63	37.30	.34	.51	.56	.14	.69

Only segments of 3 or more miles and 20 or more ROR crashes in 3 years

APPENDIX H

RUN-OFF-ROAD CRASH STATISTICS
FOR RURAL
UNDIVIDED
TWO-LANE
TWO-WAY
STATE TRUNK HIGHWAYS

Crash Severity

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	FATAL	206	1.8	1.8	1.8
	INJURY	4911	42.2	42.2	44.0
	PROPERTY DAMAGE	6512	56.0	56.0	100.0
	Total	11629	100.0	100.0	

TOTAL # OF PERSONS KILLED

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0	11596	98.2	98.2	98.2
	1	189	1.6	1.6	99.8
	2	15	.1	.1	100.0
	3	3	.0	.0	100.0
	Total	11803	100.0	100.0	

TOTAL # OF PERSONS INJURED

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0	6756	57.2	57.2	57.2
	1	4054	34.3	34.3	91.6
	2	718	6.1	6.1	97.7
	3	183	1.6	1.6	99.2
	4	67	.6	.6	99.8
	5	18	.2	.2	99.9
	6	3	.0	.0	100.0
	7	1	.0	.0	100.0
	8	1	.0	.0	100.0
	9	1	.0	.0	100.0
	11	1	.0	.0	100.0
	Total	11803	100.0	100.0	

		Crash Severity							
		FATAL		INJURY		PROPERTY DAMAGE		Total	
		Count	Column %	Count	Column %	Count	Column %	Count	Column %
Light Condition at Time of Crash	DAYLIGHT	66	32.0%	2420	49.4%	3194	49.4%	5680	49.1%
	DARK	125	60.7%	2054	41.9%	2586	40.0%	4765	41.2%
	DARK LIGHTED	4	1.9%	131	2.7%	280	4.3%	415	3.6%
	DAWN	4	1.9%	168	3.4%	226	3.5%	398	3.4%
	DUSK	6	2.9%	119	2.4%	136	2.1%	261	2.3%
	UNKNOWN	1	.5%	7	.1%	49	.8%	57	.5%
	Total	206	100.0%	4899	100.0%	6471	100.0%	11576	100.0%

		Crash Severity							
		FATAL		INJURY		PROPERTY DAMAGE		Total	
		Count	Column %	Count	Column %	Count	Column %	Count	Column %
Pavement Condition at Time of Crash	DRY	151	74.8%	3015	64.2%	2805	45.3%	5971	53.9%
	WET	27	13.4%	524	11.2%	750	12.1%	1301	11.7%
	SNOW/SLUSH	7	3.5%	602	12.8%	1665	26.9%	2274	20.5%
	ICE	12	5.9%	518	11.0%	892	14.4%	1422	12.8%
	SAND/MUD/DIRT/OIL	0	.0%	11	.2%	8	.1%	19	.2%
	OTHER	1	.5%	15	.3%	12	.2%	28	.3%
	UNKNOWN	4	2.0%	10	.2%	57	.9%	71	.6%
Total	202	100.0%	4695	100.0%	6189	100.0%	11086	100.0%	

		Crash Severity							
		FATAL		INJURY		PROPERTY DAMAGE		Total	
		Count	Column %	Count	Column %	Count	Column %	Count	Column %
Relation to Roadway	ON ROADWAY	28	13.8%	898	18.5%	1395	21.7%	2321	20.2%
	SHOULDER	20	9.9%	551	11.4%	896	13.9%	1467	12.8%
	OUTSIDE SHOULD. LEFT	67	33.0%	1478	30.5%	1598	24.8%	3143	27.3%
	OUTSIDE SHOULD. RIGHT	84	41.4%	1856	38.2%	2469	38.3%	4409	38.3%
	OFF ROADWAY-UNKNOWN	4	2.0%	68	1.4%	85	1.3%	157	1.4%
	UNKNOWN	0	.0%	2	.0%	0	.0%	2	.0%
Total		203	100.0%	4853	100.0%	6443	100.0%	11499	100.0%

		Crash Severity							
		FATAL		INJURY		PROPERTY DAMAGE		Total	
		Count	Column %	Count	Column %	Count	Column %	Count	Column %
Horizontal Alignment	STRAIGHT	111	54.1%	2937	60.3%	4281	66.4%	7329	63.6%
	CURVE	94	45.9%	1933	39.7%	2171	33.6%	4198	36.4%
	Total	205	100.0%	4870	100.0%	6452	100.0%	11527	100.0%

		Crash Severity							
		FATAL		INJURY		PROPERTY DAMAGE		Total	
		Count	Column %	Count	Column %	Count	Column %	Count	Column %
Vertical Alignment	LEVEL/FLAT	140	71.1%	3459	74.0%	4395	71.2%	7994	72.4%
	HILL	57	28.9%	1218	26.0%	1774	28.8%	3049	27.6%
	Total	197	100.0%	4677	100.0%	6169	100.0%	11043	100.0%

		Crash Severity								
		FATAL		INJURY		PROPERTY DAMAGE		Total		
		Count	Column %	Count	Column %	Count	Column %	Count	Column %	
Most Harmful Event	UNKNOWN	4	2.0%	178	3.7%	265	4.1%	447	3.9%	
	VEHICLE IN OPERATION	12	5.9%	154	3.2%	249	3.8%	415	3.6%	
	PARKED MV	0	.0%	23	.5%	89	1.4%	112	1.0%	
	PEDALCYCLE	1	.5%	2	.0%	0	.0%	3	.0%	
	PEDESTRIAN	1	.5%	16	.3%	0	.0%	17	.1%	
	TRAIN	0	.0%	0	.0%	1	.0%	1	.0%	
	OTHER ANIMAL	0	.0%	7	.1%	22	.3%	29	.3%	
	MV IN OTHER ROADWAY	2	1.0%	12	.2%	24	.4%	38	.3%	
	OTHER NON-FIXED OBJECT	2	1.0%	49	1.0%	241	3.7%	292	2.5%	
	TRAFFIC SIGN POST	0	.0%	65	1.3%	388	6.0%	453	3.9%	
	TRAFFIC SIGNAL	0	.0%	1	.0%	10	.2%	11	.1%	
	UTILITY POLE	9	4.4%	294	6.0%	358	5.5%	661	5.7%	
	LUMINAIRE LIGHT SUPPORT	0	.0%	7	.1%	33	.5%	40	.3%	
	OTHER POST	2	1.0%	32	.7%	142	2.2%	176	1.5%	
	TREE	28	13.7%	508	10.4%	597	9.2%	1133	9.8%	
	MAILBOX	1	.5%	64	1.3%	262	4.0%	327	2.8%	
	GUARDRAIL FACE	5	2.4%	128	2.6%	510	7.8%	643	5.5%	
	GUARDRAIL END	4	2.0%	63	1.3%	92	1.4%	159	1.4%	
	MEDIAN BARRIER	0	.0%	1	.0%	1	.0%	2	.0%	
	BRIDGE PARAPET END	1	.5%	0	.0%	4	.1%	5	.0%	
	BRIDGE/PIER/ABUTMENT	1	.5%	13	.3%	39	.6%	53	.5%	
	IMPACT ATTENUATOR	0	.0%	2	.0%	1	.0%	3	.0%	
	OVERHEAD SIGN POST	0	.0%	1	.0%	2	.0%	3	.0%	
	BRIDGE RAIL	1	.5%	29	.6%	43	.7%	73	.6%	
	CULVERT	11	5.4%	207	4.2%	122	1.9%	340	2.9%	
	DITCH	15	7.3%	676	13.9%	902	13.9%	1593	13.7%	
	CURB	0	.0%	10	.2%	28	.4%	38	.3%	
	EMBANKMENT	16	7.8%	330	6.8%	267	4.1%	613	5.3%	
	FENCE	2	1.0%	41	.8%	185	2.8%	228	2.0%	
	OTHER FIXED OBJECT	1	.5%	97	2.0%	213	3.3%	311	2.7%	
	UNKNOWN	0	.0%	1	.0%	3	.0%	4	.0%	
	OVERTURN	83	40.5%	1770	36.3%	1207	18.5%	3060	26.4%	
	FIRE/EXPLOSION	2	1.0%	5	.1%	66	1.0%	73	.6%	
	IMMERSION	0	.0%	4	.1%	15	.2%	19	.2%	
	JACKKNIFE	0	.0%	13	.3%	32	.5%	45	.4%	
	OTHER NON-COLLISION	1	.5%	69	1.4%	97	1.5%	167	1.4%	
	Total		205	100.0%	4872	100.0%	6510	100.0%	11587	100.0%

		Crash Severity							
		FATAL		INJURY		PROPERTY DAMAGE		Total	
		Count	Column %	Count	Column %	Count	Column %	Count	Column %
Month	JAN	10	4.9%	455	9.3%	1096	16.8%	1561	13.4%
	FEB	12	5.8%	377	7.7%	642	9.9%	1031	8.9%
	MAR	15	7.3%	390	7.9%	631	9.7%	1036	8.9%
	APR	12	5.8%	359	7.3%	371	5.7%	742	6.4%
	MAY	17	8.3%	375	7.6%	344	5.3%	736	6.3%
	JUN	16	7.8%	406	8.3%	366	5.6%	788	6.8%
	JUL	26	12.6%	426	8.7%	385	5.9%	837	7.2%
	AUG	10	4.9%	375	7.6%	347	5.3%	732	6.3%
	SEP	25	12.1%	389	7.9%	354	5.4%	768	6.6%
	OCT	22	10.7%	395	8.0%	397	6.1%	814	7.0%
	NOV	22	10.7%	413	8.4%	588	9.0%	1023	8.8%
	DEC	19	9.2%	550	11.2%	991	15.2%	1560	13.4%
	Total	206	100.0%	4910	100.0%	6512	100.0%	11628	100.0%

		Crash Severity							
		FATAL		INJURY		PROPERTY DAMAGE		Total	
		Count	Column %	Count	Column %	Count	Column %	Count	Column %
Day of Week	SUNDAY	34	16.5%	780	15.9%	1006	15.4%	1820	15.7%
	MONDAY	16	7.8%	624	12.7%	897	13.8%	1537	13.2%
	TUESDAY	22	10.7%	649	13.2%	864	13.3%	1535	13.2%
	WEDNESDAY	33	16.0%	728	14.8%	947	14.5%	1708	14.7%
	THURSDAY	37	18.0%	677	13.8%	945	14.5%	1659	14.3%
	FRIDAY	23	11.2%	698	14.2%	1003	15.4%	1724	14.8%
	SATURDAY	41	19.9%	754	15.4%	850	13.1%	1645	14.1%
		Total	206	100.0%	4910	100.0%	6512	100.0%	11628	100.0%

		Crash Severity							
		FATAL		INJURY		PROPERTY DAMAGE		Total	
		Count	Column %	Count	Column %	Count	Column %	Count	Column %
Hour	0	9	4.4%	238	4.8%	248	3.8%	495	4.3%
	1	15	7.3%	212	4.3%	194	3.0%	421	3.6%
	2	13	6.3%	243	4.9%	258	4.0%	514	4.4%
	3	14	6.8%	189	3.8%	182	2.8%	385	3.3%
	4	7	3.4%	130	2.6%	158	2.4%	295	2.5%
	5	6	2.9%	179	3.6%	244	3.7%	429	3.7%
	6	8	3.9%	233	4.7%	334	5.1%	575	4.9%
	7	8	3.9%	268	5.5%	404	6.2%	680	5.8%
	8	9	4.4%	202	4.1%	392	6.0%	603	5.2%
	9	6	2.9%	200	4.1%	295	4.5%	501	4.3%
	10	2	1.0%	159	3.2%	266	4.1%	427	3.7%
	11	9	4.4%	187	3.8%	256	3.9%	452	3.9%
	12	2	1.0%	186	3.8%	263	4.0%	451	3.9%
	13	8	3.9%	202	4.1%	248	3.8%	458	3.9%
	14	4	1.9%	225	4.6%	297	4.6%	526	4.5%
	15	8	3.9%	247	5.0%	367	5.6%	622	5.3%
	16	10	4.9%	263	5.4%	344	5.3%	617	5.3%
	17	4	1.9%	235	4.8%	335	5.1%	574	4.9%
	18	9	4.4%	218	4.4%	274	4.2%	501	4.3%
	19	3	1.5%	176	3.6%	245	3.8%	424	3.6%
	20	9	4.4%	154	3.1%	222	3.4%	385	3.3%
	21	13	6.3%	167	3.4%	245	3.8%	425	3.7%
	22	11	5.3%	195	4.0%	234	3.6%	440	3.8%
	23	19	9.2%	202	4.1%	207	3.2%	428	3.7%
	Total	206	100.0%	4910	100.0%	6512	100.0%	11628	100.0%

		Crash Severity								
		FATAL		INJURY		PROPERTY DAMAGE		Total		
		Count	Column %	Count	Column %	Count	Column %	Count	Column %	
Driver Action at Time of Collision	UNKNOWN	0	.0%	34	.7%	77	1.2%	111	1.0%	
	GOING STRAIGHT	129	62.6%	3110	63.3%	4322	66.4%	7561	65.0%	
	LEFT TURN	0	.0%	52	1.1%	80	1.2%	132	1.1%	
	RIGHT TURN	0	.0%	21	.4%	71	1.1%	92	.8%	
	SLOW/STOPPING	0	.0%	55	1.1%	137	2.1%	192	1.7%	
	STOP IN TRAFFIC	0	.0%	2	.0%	8	.1%	10	.1%	
	LEGALLY PARKED	0	.0%	12	.2%	37	.6%	49	.4%	
	VIOL. NO PASSING	2	1.0%	15	.3%	4	.1%	21	.2%	
	ILLEGALLY PARKED	0	.0%	0	.0%	3	.0%	3	.0%	
	PARK MANEUVER	0	.0%	4	.1%	11	.2%	15	.1%	
	BACKING	1	.5%	7	.1%	53	.8%	61	.5%	
	CHANGING LANES	1	.5%	15	.3%	16	.2%	32	.3%	
	OVERTAKE LEFT	7	3.4%	113	2.3%	97	1.5%	217	1.9%	
	OVERTAKE RIGHT	1	.5%	20	.4%	25	.4%	46	.4%	
	U TURN	0	.0%	5	.1%	6	.1%	11	.1%	
	MERGING	0	.0%	1	.0%	11	.2%	12	.1%	
	NEGOTIATING CURVE	64	31.1%	1375	28.0%	1448	22.2%	2887	24.8%	
	OTHER	1	.5%	70	1.4%	106	1.6%	177	1.5%	
	Total		206	100.0%	4911	100.0%	6512	100.0%	11629	100.0%

		Crash Severity							
		FATAL		INJURY		PROPERTY DAMAGE		Total	
		Count	Column %	Count	Column %	Count	Column %	Count	Column %
Possible Contributing Circumstances	EXCEEDING SPEED LIMIT	32	16.8%	231	5.5%	147	3.1%	410	4.4%
	TOO FAST/COND	32	16.8%	1145	27.2%	1812	37.6%	2989	32.4%
	FAIL TO YIELD	0	.0%	24	.6%	23	.5%	47	.5%
	INATTENTIVE DRV	41	21.5%	1110	26.3%	976	20.3%	2127	23.1%
	FOLLOW TOO CLOSE	0	.0%	10	.2%	21	.4%	31	.3%
	IMPROPER TURN	0	.0%	9	.2%	16	.3%	25	.3%
	LEFT OF CENTER	10	5.2%	59	1.4%	62	1.3%	131	1.4%
	DSGRD SIGNAL	0	.0%	3	.1%	7	.1%	10	.1%
	DSGRD STOP SGN	2	1.0%	28	.7%	24	.5%	54	.6%
	IMPROPER OVERTAKE	1	.5%	2	.0%	34	.7%	37	.4%
	UNSAFE BACKING	42	22.0%	1116	26.5%	1330	27.6%	2488	27.0%
	FAIL TO CONTROL	28	14.7%	400	9.5%	253	5.3%	681	7.4%
	DRV CONDITION	0	.0%	10	.2%	5	.1%	15	.2%
	OTHER	3	1.6%	70	1.7%	103	2.1%	176	1.9%
	Total	191	100.0%	4217	100.0%	4813	100.0%	9221	100.0%

		Crash Severity							
		FATAL		INJURY		PROPERTY DAMAGE		Total	
		Count	Column %	Count	Column %	Count	Column %	Count	Column %
Manner of Collision	NO COLL W/MV IN TRANSPORT	186	92.5%	4562	96.3%	5939	95.1%	10687	95.5%
	REAR END	2	1.0%	46	1.0%	87	1.4%	135	1.2%
	HEAD ON	4	2.0%	19	.4%	10	.2%	33	.3%
	REAR TO REAR	0	.0%	2	.0%	5	.1%	7	.1%
	ANGLE	7	3.5%	47	1.0%	79	1.3%	133	1.2%
	SIDE SWIPE SAME	0	.0%	35	.7%	79	1.3%	114	1.0%
	SIDE SWIPE OPPOSITE	2	1.0%	26	.5%	36	.6%	64	.6%
	UNKNOWN	0	.0%	2	.0%	11	.2%	13	.1%
Total	201	100.0%	4739	100.0%	6246	100.0%	11186	100.0%	

		Crash Severity							
		FATAL		INJURY		PROPERTY DAMAGE		Total	
		Count	Column %	Count	Column %	Count	Column %	Count	Column %
Posted Speed Limit	25	3	1.5%	80	1.7%	191	3.0%	274	2.4%
	30	0	.0%	41	.9%	87	1.4%	128	1.1%
	35	4	2.0%	111	2.3%	215	3.4%	330	2.9%
	40	1	.5%	50	1.1%	69	1.1%	120	1.1%
	45	12	6.0%	154	3.2%	324	5.2%	490	4.4%
	50	1	.5%	13	.3%	21	.3%	35	.3%
	55	178	89.4%	4300	90.4%	5356	85.3%	9834	87.6%
	65	0	.0%	6	.1%	13	.2%	19	.2%
Total	199	100.0%	4755	100.0%	6276	100.0%	11230	100.0%	

		Crash Severity							
		FATAL		INJURY		PROPERTY DAMAGE		Total	
		Count	Column %	Count	Column %	Count	Column %	Count	Column %
Operator Role	BLANK	1	.5%	38	.8%	45	.7%	84	.7%
	BICYCLIST	0	.0%	0	.0%	1	.0%	1	.0%
	DRIVER	185	93.0%	4528	95.2%	6218	99.1%	10931	97.3%
	MOTORCYCLIST	13	6.5%	186	3.9%	12	.2%	211	1.9%
	MOPED USER	0	.0%	3	.1%	0	.0%	3	.0%
	Total	199	100.0%	4755	100.0%	6276	100.0%	11230	100.0%

		Crash Severity							
		FATAL		INJURY		PROPERTY DAMAGE		Total	
		Count	Column %	Count	Column %	Count	Column %	Count	Column %
Person Drinking Alcohol	NO	97	47.1%	3775	76.9%	5812	89.3%	9684	83.3%
	YES	109	52.9%	1135	23.1%	700	10.7%	1944	16.7%
	Total	206	100.0%	4910	100.0%	6512	100.0%	11628	100.0%

APPENDIX I

PRÉCIS

INTELLIGENT MAP-BASED HIGHWAY-WIDE
SAFETY REVIEW TOOL
DESCRIPTION

Introduction

This Appendix provides a detailed overview of the intelligent GIS map-based product **PRÉCIS**¹ that was conceived as part of the “Systematic Evaluation of Run-off-Road Crash Locations” project.

The focus of this project was Run-off-Road (ROR) crashes on two-lane rural highways. This document focuses on a map of STH 14. The **PRÉCIS** map was created in a 36” x 48” format and is also available in pdf format.

The document presents:

- The general location of STH 14 within the State of Wisconsin (p. I 2)
- The meaning of color-coded information (p. I 3)
 - on the map and
 - in line graphs
- The underlying databases created by **PRÉCIS** (pp. I 4-I 5)
 - Mile point
 - crash frequency and
 - crash rate
- The relationship of map-displayed information with the Crash/State Trunk Highway Log (STH Log) Interleaf product created during the present effort (pp. I 6-I 7).

¹ Etymology: French, from *précis* precise: a concise summary of essential points, statements, or facts
Source: Merriam-Webster Online Dictionary; <http://webster.com/> accessed 1/6/2005

STH 14

STH 14 is a 200-mile route that runs in a North-West to South-East direction in the state of Wisconsin. Most of its length (160 miles) is a rural two-lane two-way highway.

Figure I 1 shows STH 14 in light blue; the red arrow points at the section that is presented in more detail in the rest of this document.

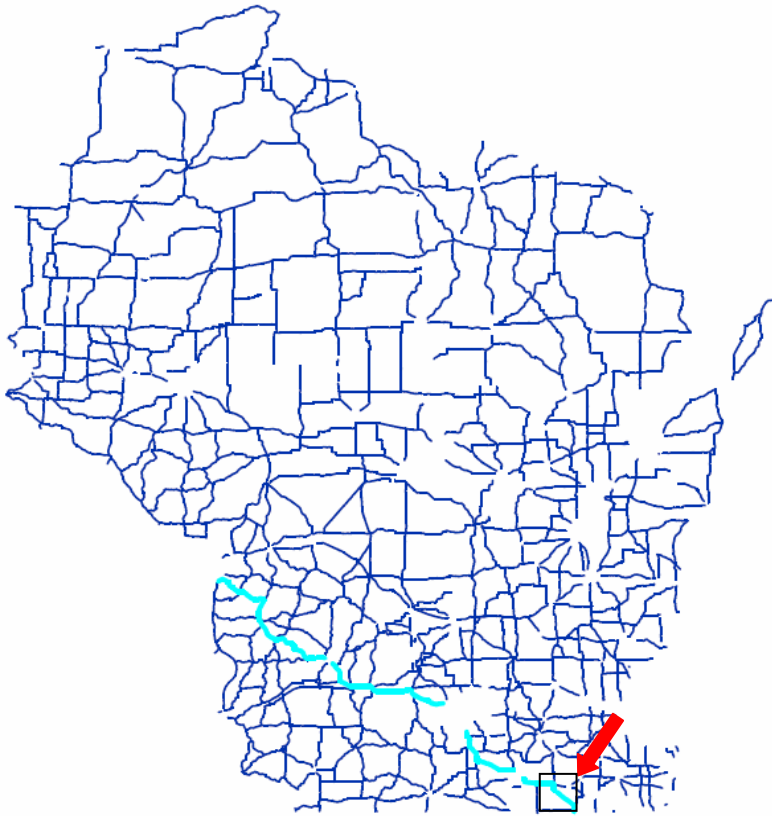


Figure I 1 - STH 14

Data displayed on the STH 14 PRÉCIS map

Figure I 2 displays the entire STH 14 alignment. Two color-coded lines, parallel to the STH 14 alignment are used to display crash rates: a thin line representing overall crash rate and a thick line representing ROR crash rate (see square insert--crash rate ranges explained in the legend).

The map is enhanced with the names of all major and many minor intersecting highways. The line graphs at the bottom of the figure indicate crash rate (y-axis, in crashes/100 MVM) at any given mile point² along STH 14.

Details about the underlying database, created by **PRÉCIS**, are presented in the next two pages.

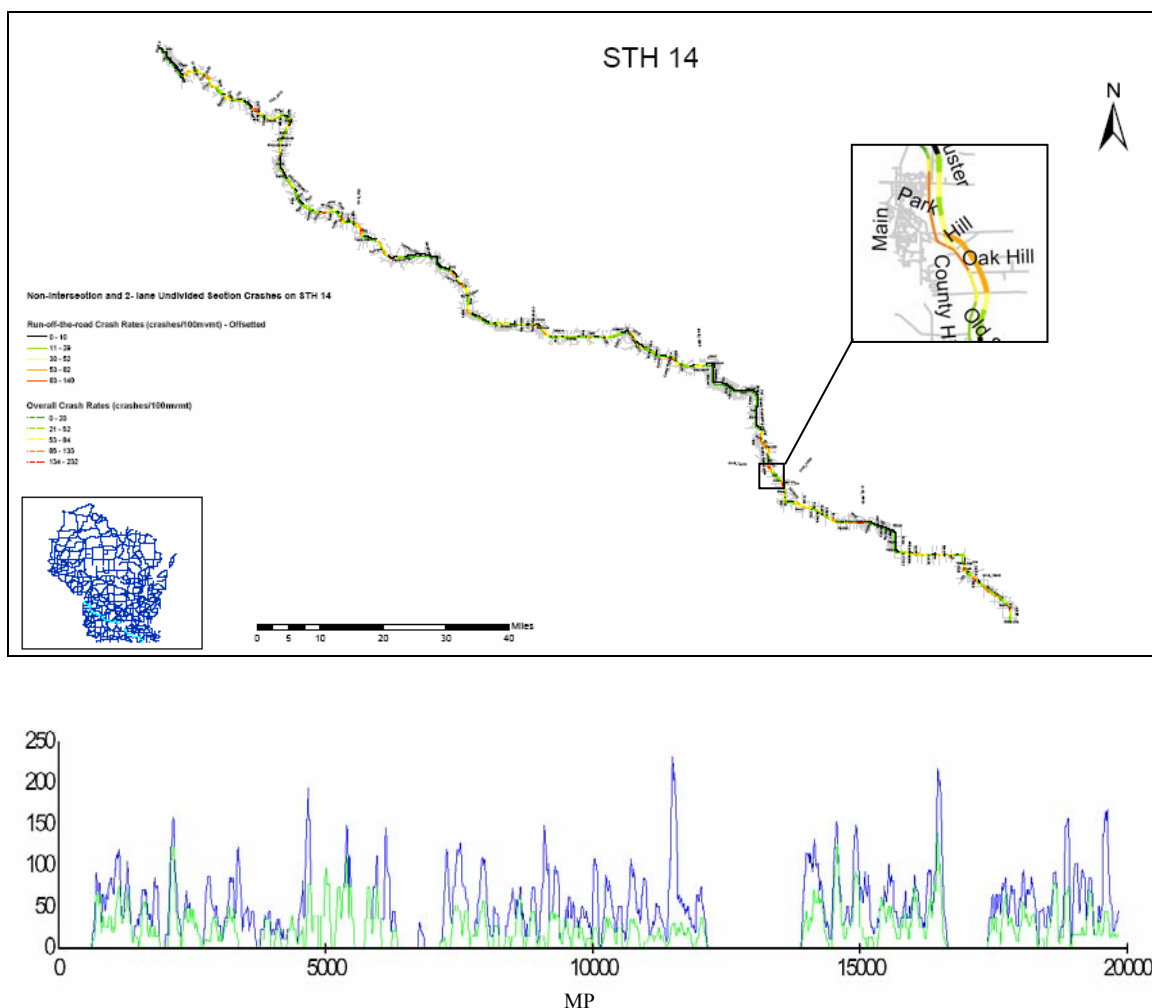


Figure I 2 - STH 14 ROR and Overall Crash Rates

² This is the cumulative mile point used in the WisDOT State Trunk Highway Log publication.

PRÉCIS crash frequency database

Table I 1 presents a sample of the crash frequency database used to produce color-coded statistics for **Figure I 2**. Each record contains the number of crashes along the 1/10th of a mile, which starts at the indicated mile point. The meaning of each table column is explained below the table. For example, four ROR crashes were reported at mile point 188.70 (crashes between MP 188.70 and 188.79); there were 2 non-intersection, non-ROR crashes on dry pavement, and 1 non-intersection crash on wet pavement; this was a ROR crash.

Each record also stored travel data (not shown in Table I 1).

Table I 1- STH 14 Non-Intersection³ Crash Frequency Database Sample

MP	RP	C_ROR_NON	C_DRY_NON	C_DRY_ROR	C_WET_NON	C_WET_ROR
014E_18820	014E275 175	0	0	0	0	0
014E_18830	014E275 185	0	0	0	0	0
014E_18840	014E275 195	0	0	0	0	0
014E_18850	014E275 205	0	1	0	0	0
014E_18860	014E278 001	0	0	0	0	0
014E_18870	014E278 011	4	2	0	1	1
014E_18880	014E278 021	1	1	1	0	0
014E_18890	014E278 031	0	1	0	0	0
014E_18900	014E278 041	0	1	0	0	0
014E_18910	014E278 051	0	0	0	0	0
014E_18920	014E278 061	0	0	0	0	0

MP STL cumulative mile point (014E_18820 is cumulative mile point 188.20 along STH 14 as listed in the STL)

RP Reference point (014E275 175 represents a location 175 ft downstream from Reference Point number 275 along STH 14 when traveled in the eastbound direction)

C_ROR_NON_ Number of ROR crashes (1998-2000)

C_DRY_NON_ Number of non-intersection crashes on dry pavement (1998-2000)

C_DRY_ROR_ Number of ROR crashes on dry pavement (1998-2000)

C_WET_NON_ Number of non-intersection crashes on wet pavement (1998-2000)

C_WET_ROR_ Number of ROR crashes on wet pavement (1998-2000)

³ ROR crashes were a subset of non-intersection crashes.

PRÉCIS crash rate database

Crash rates were calculated using a floating 1-mile segment. The floating segment moved 0.1 mile at a time (step = 0.1 mile), until the entire highway length was processed.⁴

Table I 2, shows ROR crash rates (see R_ROR_NON_ column) calculated at each 1/10th of a mile, for mile points 188.20 through 189.20. Note that the crash rate shown at mile point 188.20 relied on the number of crashes and ADT information at mile points 187.6 through 188.7 (a one-mile section).

Table I 2 –STH 14 Crash Rate Database Sample

MP	RP	R_ROR_NON_
014E_18820	014E275 175	40
014E_18830	014E275 185	67
014E_18840	014E275 195	67
014E_18850	014E275 205	67
014E_18860	014E278 001	67
014E_18870	014E278 011	68
014E_18880	014E278 021	70
014E_18890	014E278 031	71
014E_18900	014E278 041	73
014E_18910	014E278 051	75
014E_18920	014E278 061	46

⁴ Floating segment and step lengths are adjustable to suit the user's needs.

Locating PRÈCIS information on the STH Log

A commonly used WisDOT locational reference is the annually published State Trunk Highway Log, a 4,160-page reference volume containing detailed descriptions of roadside and roadway cross-section features along each STH (see **Table I 3** below).

Because location information on a PRÈCIS map is based on the same cumulative mile point used in the State Trunk Highway Log book, Safety Engineers can quickly relate information between these two sources. Using the cumulative mile point eliminates the need to use the more complex and labor-intensive Reference Point system.

Table I 3. Sample STH Log for STH 14 (mile points 188.09 through 190.46)⁵ abbreviated.

RP	PLUS	CUM	FEATURE
		MILES	
	1.64	188.09	BELLA VISTA DR
	1.79	188.24	MADISON ST
	1.79	188.24	USH 14 WB
	2.01	188.46	B-64-0659 BRIDGE
	2.01	188.46	CMSTPP RR OVER
	2.09	188.54	W FREMONT ST
278	0.00	188.59	CTH X
	0.00	188.59	BELOIT ST
	0.12	188.71	PARK ST
	0.13	188.72	SHARON ST
	0.40	188.99	SWEET RD
	0.58	189.17	>> V OF DARIEN
	0.58	189.17	>> T OF DARIEN
281	0.00	190.46	>> T OF DARIEN

Notes: RP = Reference Point Number; PLUS = Distance from upstream RP; CUM MILES = Cumulative miles; FEATURE = Roadside feature.

A quick reference summary, incorporating STH log and crash data was developed for this project, the “**Crash/State Trunk Highway Log Interleaf**” printout, consisting of crash and STH Log records sorted by cumulative mile point (see **Table I 4** next page).

Information on the map shown in **Figure I 1** can be readily related to the STH Log interleaf printout, using cumulative mile point and/or intersecting street name.

⁵ Data current as of 06-09-2004.

Table I 4- Interleaved Run-off-Road Crash and State Trunk Highway Log Data

COUNTY	HWY	REFPT	CUM_MP	FEATURE	DIV UND	(AADT)	Hwy Functional Class	Relation to Roadway	HR	DATE	Rd Cond	Lgt Cond	Sev	Crash Type	No veh	Spd limit	Microfilm
ROCK	014E	274	185.59	SCHOOL SECTION RD		7160	PRINC ART Rural	Shoulder	16	05/03/98	DRY	DAYLIGHT	PDO	GUARDRAIL FACE	1	55	98161380095
			185.61			7160	PRINC ART Rural	Parking Lot/Private	19	05/23/99	DRY	DUSK	Inj	DITCH	1	55	99211610962
			185.61			7160	PRINC ART Rural	On Roadway	17	04/01/99	DRY	DUSK	PDO	OVERTURN	1	55	99151101143
WALW	014E	275	186.25	CTH C	U	7160	PRINC ART Rural	Outside Should. Left	7	04/17/99	DRY	DARK	PDO	FENCE	1	55	99161200417
			186.43			7160	PRINC ART Rural	Shoulder	15	04/04/98	DRY	DAYLIGHT	Inj	OVERTURN	1	55	98121050459
			186.45			7160	PRINC ART Rural	Outside Should. Left	15	02/24/99	SNOW/SLUSH	DAYLIGHT	PDO	OTHER POST	1	55	99100690690
WALW	014E	278	186.55	CTH X	U	7160	PRINC ART Rural	Outside Should. Right	10	08/02/98	DRY	DAYLIGHT	PDO	OVERTURN	1	55	98272241013
			186.70			7160	PRINC ART Rural	On Roadway	1	05/02/2000	DRY	DARK	Inj	EMBANKMENT	1	55	211370726
			186.75			7160	MINOR ART Rural	On Roadway	20	11/09/99	DRY	DARK	PDO	CURB	1	45	99413201327
WALW	014E	281	187.85	>> T OF DARIEN	U	6850	MINOR ART Rural	On Roadway	1	02/09/99	WET	DARK LIGHTED	PDO	CURB	1	25	99080500620
			188.59			6850	MINOR ART Rural	Shoulder	6	01/20/2000	SNOW/SLUSH	DARK LIGHTED	PDO	UTILITY POLE	1	35	50251538
			188.71			6850	MINOR ART Rural	Outside Should. Left	15	03/08/99	ICE	DAYLIGHT	Inj	TREE	1	55	99120820805
WALW	014E	282	188.72	CTH K	U	6850	MINOR ART Rural	Outside Should. Left	16	03/08/99	0	DAYLIGHT	Inj	OVERTURN	1	55	99120820807
			188.79			6850	MINOR ART Rural	Outside Should. Left	5	10/31/99	DRY	DARK	Inj	TREE	1	45	99423230666
			188.79			5340	MINOR ART Rural	Outside Should. Right	13	01/22/2000	SNOW/SLUSH	DAYLIGHT	PDO	UTILITY POLE	1	55	70420427
WALW	014E	284	190.26	CTH O	U	5340	MINOR ART Rural	Outside Should. Right	21	12/30/98	DRY	DARK	PDO	OVERTURN	1	55	99030140297
			190.46			5340	MINOR ART Rural	Outside Should. Left	2	07/22/2000	DRY	DARK	PDO	MAILBOX	1	55	332220631
			190.71			5340	MINOR ART Rural	Parking Lot/Private	15	06/26/98	DRY	DAYLIGHT	Inj	DITCH	1	55	98231940219
WALW	014E	285	191.21	WILLOW BEND RD	U	5340	MINOR ART Rural	Outside Should. Right	19	03/05/99	SNOW/SLUSH	DARK	PDO	OVERTURN	1	0	99120820817
			192.11			5340	MINOR ART Rural	On Roadway	15	05/31/99	WET	DAYLIGHT	Inj	TRAFFIC SIGN POST	1	55	99221660660
			192.61			5340	MINOR ART Rural	On Roadway	19	02/28/99	DRY	DARK	PDO	OTHER NON-FIXED OBJECT	2	55	99100690678
WALW	014E	287	192.87	BRICK CHURCH RD	U	5340	MINOR ART Rural	Outside Should. Right	15	02/24/99	SNOW/SLUSH	DAYLIGHT	PDO	FENCE	1	55	99100690716
			192.93			5340	MINOR ART Rural	On Roadway	16	06/05/2000	DRY	DAYLIGHT	Inj	OTHER POST	2	45	251710982
			193.03			6115	MINOR ART Rural	On Roadway	18	10/28/98	DRY	DAYLIGHT	Inj	UTILITY POLE	1	30	98373100735
WALW	014E	289	193.13	USH 14 WB	U	6115	MINOR ART Rural	Outside Should. Left	16	03/08/99	ICE	DAYLIGHT	PDO	MAILBOX	1	55	99120820809
			193.43			6115	MINOR ART Rural	Outside Should. Left	11	02/08/99	DRY	DAYLIGHT	PDO	OTHER POST	1	55	99090560396
			193.43			6600	MINOR ART Rural	On Roadway	8	05/10/99	DRY	DAYLIGHT	PDO	MAILBOX	1	55	99191451987
WALW	014E	291	194.42	KNOLL RD	U	6600	MINOR ART Rural	Outside Should. Right	8	05/10/99	DRY	DAYLIGHT	PDO	MAILBOX	1	55	99191451987
			194.52			6600	MINOR ART Rural	Outside Should. Right	11	11/12/99	DRY	DAYLIGHT	K	TREE	1	55	99433280034
			195.02			6600	MINOR ART Rural	0	5	01/30/2000	SNOW/SLUSH	DARK	Inj	EMBANKMENT	3	55	70450696
WALW	014E	292	195.88	STH 67 NB	U	6600	MINOR ART Rural	Outside Should. Right	17	10/09/2000	DRY	DAYLIGHT	Inj	OTHER NON-COLLISION	1	55	443010445
			195.95			6600	MINOR ART Rural	Outside Should. Right	5	10/09/2000	DRY	DAYLIGHT	Inj	OTHER NON-COLLISION	1	55	443010445
			195.95			6600	MINOR ART Rural	Outside Should. Right	5	10/09/2000	DRY	DAYLIGHT	Inj	OTHER NON-COLLISION	1	55	443010445