

**US-81 and US-34 Highway Study**  
**Intersection Crash Analysis Tables**

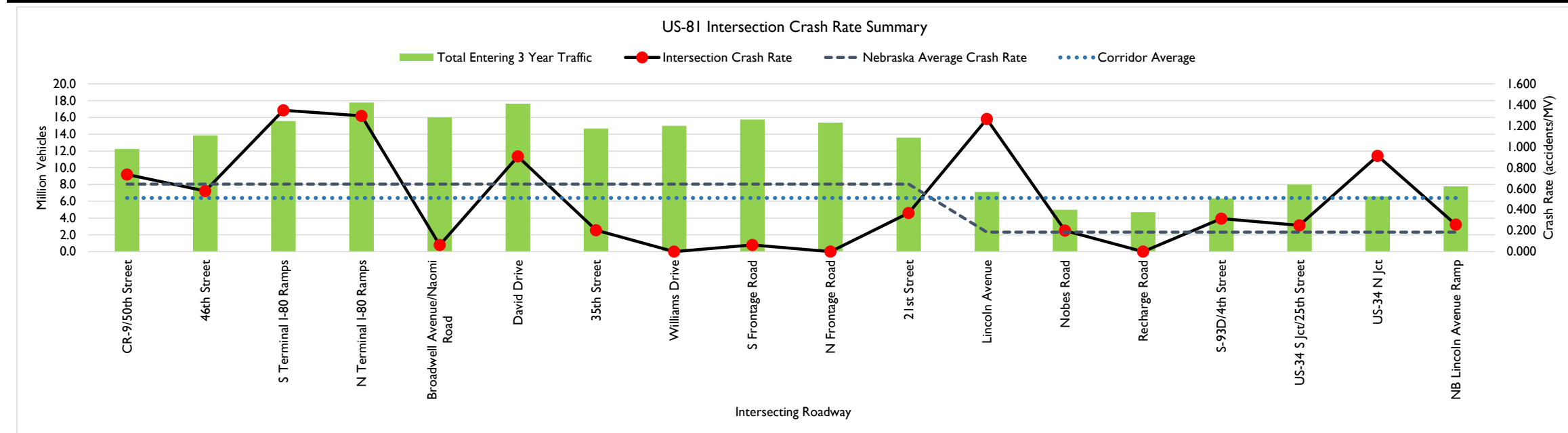
**PRELIMINARY PLAN**  
**NOT FINAL - SUBJECT TO CHANGE**



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**Severity**

Node #	Intersection	Average Daily Total Entering Traffic (Vehicles Per Day)	3- Year Total Entering Traffic (MEV)	Number of Crashes By Type 9-1-2016 thru 8-31-2019				3-year Crash Rate (Crashes/MEV)	3-year Severity Rate (Weighted Crashes/MEV)	Corridor Crash Rate Rank	Corridor Severity Rate Rank	Existing Traffic Control	Existing Access Type	Area Type	Statewide Average	Percent of Statewide Average	
				Fatalities	Injury	PDO	Total										
8101	US-81 and CR-9/50th Street	11,175	12.24	0	3	6	9	0.735	3.457	6	7	TWSC	Full	Urban	0.644	114%	
8102	US-81 and 46th Street	12,650	13.85	0	5	3	8	0.578	4.584	7	4	Signalized	Full	Urban	0.644	90%	
8103	US-81 and S Terminal I-80 Ramps	14,225	15.58	0	7	14	21	1.348	6.337	1	3	Signalized	Full	Urban	0.644	209%	
8104	US-81 and N Terminal I-80 Ramps	16,225	17.77	0	10	13	23	1.295	7.542	2	1	Signalized	Full	Urban	0.644	201%	
8105	US-81 and Broadwell Avenue/Naomi Road	14,625	16.01	0	1	0	1	0.062	0.756	15	12	TWSC	RIRO	Urban	0.644	10%	
8106	US-81 and David Drive	16,100	17.63	0	10	6	16	0.908	7.204	5	2	Signalized	Full	Urban	0.644	141%	
8107	US-81 and 35th Street	13,400	14.67	0	1	2	3	0.204	0.961	12	11	TWSC	3/4	Urban	0.644	32%	
8108	US-81 and Williams Drive	13,700	15.00	0	0	0	0	0.000	0.000	16	16	TWSC	Full	Urban	0.644	0%	
8109	US-81 and S Frontage Road	14,375	15.74	0	0	1	1	0.064	0.064	14	15	TWSC	Full	Urban	0.644	10%	
8110	US-81 and N Frontage Road	14,050	15.38	0	0	0	0	0.000	0.000	16	16	TWSC	Full	Urban	0.644	0%	
8111	US-81 and 21st Street	12,400	13.58	1	1	3	5	0.368	2.003	8	10	TWSC	Full	Urban	0.644	57%	
8112	US-81 and Lincoln Avenue	6,500	7.12	1	1	7	9	1.264	4.384	3	5	Signalized	Full	Rural	0.186	680%	
8113	US-81 and Nobes Road	4,550	4.98	0	1	0	1	0.201	2.429	13	9	TWSC	Full	Rural	0.186	108%	
8114	US-81 and Recharge Road	4,300	4.71	0	0	0	0	0.000	0.000	16	16	TWSC	Full	Rural	0.186	0%	
8115	US-81 and S-93D/4th Street	5,800	6.35	0	0	2	2	0.315	0.315	9	13	TWSC	Full	Rural	0.186	169%	
8116	US-81 and US-34 S Jct/25th Street	7,300	7.99	1	1	0	2	0.250	3.027	11	8	TWSC	Full	Rural	0.186	135%	
8117	US-81 and US-34 N Jct	6,000	6.57	1	1	4	6	0.913	4.292	4	6	TWSC	Full	Rural	0.186	491%	
8118	US-81 and NB Lincoln Avenue Ramp	7,100	7.77	0	0	2	2	0.257	0.257	10	14	TWSC	Full	Rural	0.186	138%	
<b>Totals</b>				<b>4</b>	<b>42</b>	<b>63</b>	<b>109</b>										



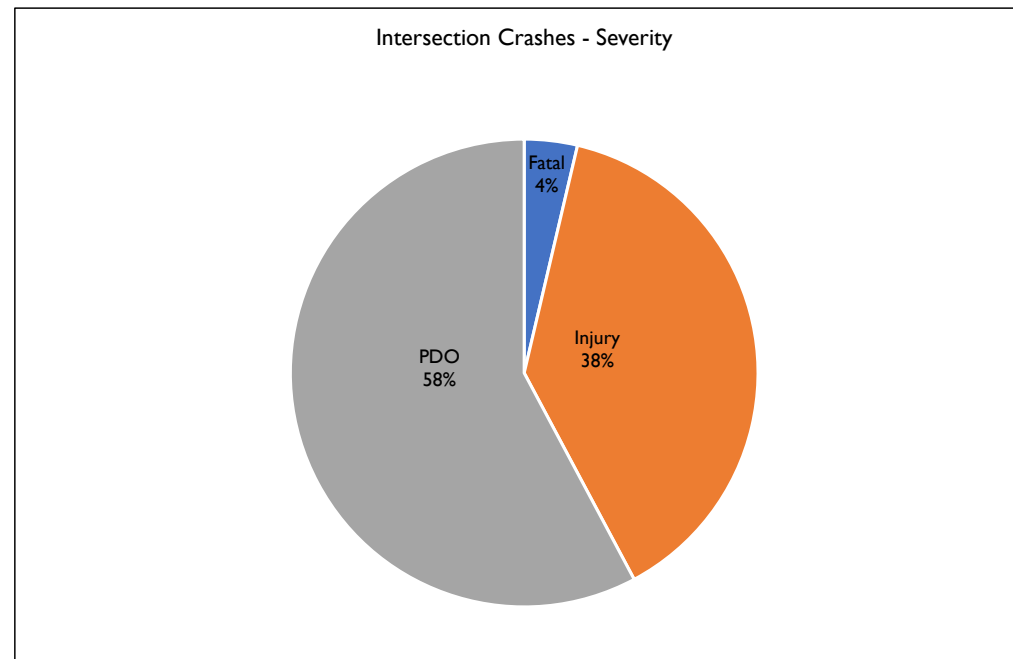
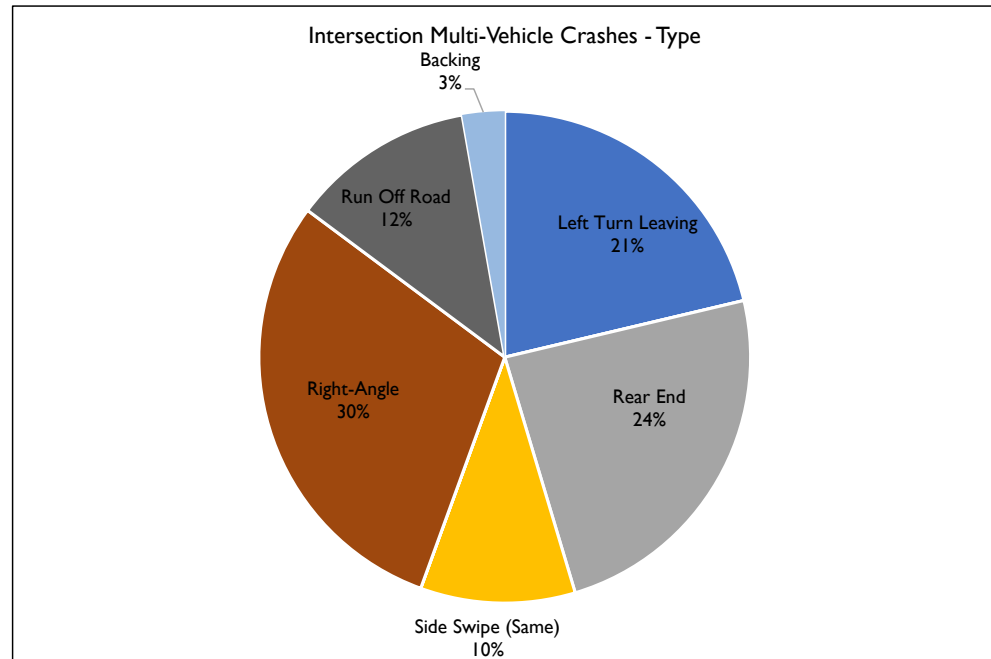
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**Crash Type**

Node #	Intersection	Average Daily Total Entering Traffic (Vehicles Per Day)	3- Year Total Entering Traffic (MEV)	Left Turn Leaving	Right Turn Leaving	Rear End	Side Swipe (Same)	Side Swipe (Opposite)	Right Turn Entering	Left Turn Entering	Right-Angle	Run Off Road	Animal	Backing	Not Available	Total
8101	US-81 and CR-9/50th Street	11,175	12.24	1	0	2	0	0	0	0	5	1	0	0	0	9
8102	US-81 and 46th Street	12,650	13.85	3	0	2	1	0	0	0	2	0	0	0	0	8
8103	US-81 and S Terminal I-80 Ramps	14,225	15.58	6	0	6	2	0	0	0	3	3	0	1	0	21
8104	US-81 and N Terminal I-80 Ramps	16,225	17.77	5	0	10	6	0	0	0	1	1	0	0	0	23
8105	US-81 and Broadwell Avenue/Naomi Road	14,625	16.01	0	0	1	0	0	0	0	0	0	0	0	0	1
8106	US-81 and David Drive	16,100	17.63	4	0	3	1	0	0	0	6	1	0	1	0	16
8107	US-81 and 35th Street	13,400	14.67	1	0	0	0	0	0	0	0	1	0	1	0	3
8108	US-81 and Williams Drive	13,700	15.00	0	0	0	0	0	0	0	0	0	0	0	0	0
8109	US-81 and S Frontage Road	14,375	15.74	0	0	0	0	0	0	0	1	0	0	0	0	1
8110	US-81 and N Frontage Road	14,050	15.38	0	0	0	0	0	0	0	0	0	0	0	0	0
8111	US-81 and 21st Street	12,400	13.58	0	0	0	0	0	0	0	3	2	0	0	0	5
8112	US-81 and Lincoln Avenue	6,500	7.12	1	0	2	1	0	0	0	3	2	0	0	0	9
8113	US-81 and Nobes Road	4,550	4.98	0	0	0	0	0	0	0	1	0	0	0	0	1
8114	US-81 and Recharge Road	4,300	4.71	0	0	0	0	0	0	0	0	0	0	0	0	0
8115	US-81 and S-93D/4th Street	5,800	6.35	0	0	0	0	0	0	0	2	0	0	0	0	2
8116	US-81 and US-34 S Jct/25th Street	7,300	7.99	0	0	0	0	0	0	0	2	0	0	0	0	2
8117	US-81 and US-34 N Jct	6,000	6.57	2	0	0	0	0	0	0	3	1	0	0	0	6
8118	US-81 and NB Lincoln Avenue Ramp	7,100	7.77	0	0	0	0	0	0	0	0	1	0	0	1	2
<b>Totals</b>				<b>23</b>	<b>0</b>	<b>26</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>109</b>



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