

Rural primary roads with the highest fatal and major injury crash density involving an impaired driver *
(Highest 5 percent based on data from 2001-2005)

COUNTY	ROUTE	DESCRIPTION	LENGTH (MILES)	FATAL AND MAJOR INJURY CRASHES INVOLVING AN IMPAIRED DRIVER*	ANNUAL IMPAIRED DRIVER INVOLVED FATAL AND MAJOR INJURY CRASH DENSITY (CRASHES/MI/YR)	Potential Remedies (1)	Estimated Costs (2)	Impediments Other than Costs (3)
MUSCATINE	U.S. 61	LOUISA COUNTY TO SCOTT COUNTY, EXCLUDING CITY OF MUSCATINE	18.21	7	0.077			
WINNESHIEK	IOWA 24	CHICKASAW COUNTY TO CITY OF CALMAR	13.51	5	0.074			
DUBUQUE	U.S. 20	DELAWARE COUNTY TO CITY OF DUBUQUE, EXCLUDING CITY OF DYERSVILLE	19.02	6	0.063			
DES MOINES	U.S. 61	LEE COUNTY TO LOUISA COUNTY, EXCLUDING CITY OF BURLINGTON	22.59	6	0.053			
IOWA	INTERSTATE 80	POWESHIEK COUNTY TO JOHNSON COUNTY	23.74	6	0.051			
UNION	U.S. 34	ADAMS COUNTY TO CLARKE COUNTY, EXCLUDING CITY OF CRESTON	23.87	6	0.050			
CLAYTON	U.S. 18	FAYETTE COUNTY TO CLAYTON COUNTY	24.15	6	0.050			
HAMILTON	IOWA 17	BOONE COUNTY TO WRIGHT COUNTY, EXCLUDING CITY OF WEBSTER CITY	23.12	5	0.043			
JOHNSON	IOWA 1	WASHINGTON COUNTY TO LINN COUNTY, EXCLUDING CITY OF IOWA CITY	24.79	5	0.040			
MAHASKA	U.S. 63	WAPELLO COUNTY TO POWESHIEK COUNTY, EXCLUDING CITY OF OSKALOOSA	25.03	5	0.040			
DUBUQUE	U.S. 52	JACKSON COUNTY TO CLAYTON COUNTY, EXCLUDING CITY OF DUBUQUE	28.64	5	0.035			

Total 246.67

* blood alcohol content greater than zero, alcohol test refused, drug test positive, drug test refused or driver condition classified as under the influence of alcohol/drugs/medication

SITE SELECTION CRITERIA:

FIVE PERCENT OF THE 5,000 MILES WITH THE HIGHEST AVERAGE ANNUAL FATAL AND MAJOR INJURY CRASH DENSITY INVOLVING AN IMPAIRED DRIVER DURING 2001 - 2005
(STATEWIDE AVERAGE = 0.011 FATAL AND MAJOR INJURY CRASHES/MILE/YEAR)

Footnotes:

(1) Potential remedies include:

Increased public awareness and education and impaired-driver enforcement in these corridors.

(2) The estimated cost is unknown and variable. Identification of these corridors provides an opportunity for state and local agencies to increase public awareness/education and monitoring of driver behavior within these corridors using existing staff and funding resources. Seeking funding for additional enforcement and public awareness/education will be considered.

(3) Competing demands for current enforcement and public awareness/education staff time.