

Rural primary and paved secondary roads with the highest fatal and major injury crash density for single vehicle run-off-the-road crashes
(Highest 5 percent based on data from 2001-2005)

COUNTY	ROUTE	ROAD NAME	FROM	TO	LENGTH (miles)	FATAL AND MAJOR INJURY SINGLE VEHICLE RUN-OFF-ROAD CRASHES	ANNUAL FATAL AND MAJOR INJURY SINGLE VEHICLE RUN-OFF-ROAD CRASH DENSITY (CRASHES/MI/YR)	(1) POTENTIAL REMEDIES	(2) ESTIMATED COSTS	(3) IMPEDIMENTS OTHER THAN COST	PROGRAM FISCAL YEAR
POWESHIEK	F-29	OLD 6 RD	INTERSECTION OF 400TH AVE	WEST CORPORATE BOUNDARY OF VICTOR	2.29	4	0.350	b		**	
ALLAMAKEE	IOWA 76		IOWA/MINNESOTA STATE LINE	NORTH CORPORATE BOUNDARY OF WAUKON	17.87	4	0.313	c	\$1,800,000	None	2007
CERRO GORDO	B-20	300TH ST	INTERSECTION OF U.S. 65	305TH ST	3.01	4	0.266	b		**	
WAPELLO	U.S. 34		EAST CORPORATE BOUNDARY OF OTTUMWA	WEST CORPORATE BOUNDARY OF AGENCY	3.24	4	0.247	c		**	2007
MARION	IOWA 5		~ 0.4 MI WEST OF 60TH AVE	MCKIMBER ST INTERCHANGE	5.24	5	0.191	a	\$1,050,000	None	begin 2007
STORY	U.S. 30		INTERSTATE 35	INTERSECTION OF 610TH AVE	4.43	4	0.181	a	\$900,000	None	2007
MAHASKA	U.S. 63		SOUTH INTERCHANGE AT OSKALOOSA	N. INTERCHANGE AT EDDYVILLE	6.00	4	0.175	a	\$1,200,000	None	
LINN	IOWA 151	DUBUQUE RD	EAST CORPORATE BOUNDARY OF MARION	SOUTH CORPORATE BOUNDARY OF SPRINGVILLE	4.94	4	0.162	a	\$1,000,000	None	
JASPER	IOWA 163		WEST CORPORATE BOUNDARY OF PRAIRIE CITY	MONROE BYPASS	7.49	6	0.160	a	\$1,500,000	None	
LINN	E-16	SAWYER AND WAGNER RD	WEST CORPORATE BOUNDARY OF CENTRAL CITY	INTERSECTION OF PRAIRIEBURG RD	5.05	4	0.158	b		**	
DUBUQUE	U.S. 20		SUNDOWN RD INTERCHANGE	~ 0.2 MI INSIDE SOUTHWEST CORPORATE BOUNDARY OF DUBUQUE	5.22	4	0.153	a	\$1,050,000	None	
BOONE	R-21	NATURE RD	INTERSECTION OF W 22ND ST (NORTH CORPORATE BOUNDARY OF BOONE)	INTERSECTION OF 130TH ST	6.54	5	0.153	b		None	2009
BOONE	U.S. 30		EAST CORPORATE BOUNDARY OF BOONE	X AVE INTERCHANGE	6.65	5	0.150	a	\$1,350,000	None	2006
JASPER	U.S. 6		EAST CORPORATE BOUNDARY OF NEWTON	INTERSECTION OF IOWA 224	5.53	4	0.145	a	\$550,000	None	
MUSCATINE	U.S. 61		INTERSECTION OF TUCKER RD	~ 0.1 MI EAST OF 153RD RD ST	7.07	5	0.141	a	\$1,400,000	None	
JOHNSON	U.S. 6		INTERSECTION OF SIOUX AVE	JOHNSON/MUSCATINE COUNTY LINE	6.84	4	0.117	a	\$685,000	None	
WASHINGTON	U.S. 218/IOWA 27		IOWA 22 INTERCHANGE	INTERSECTION OF 240TH ST	12.21	7	0.115	a	\$2,450,000	None	2007
MADISON	P-53	PITZER RD	INTERSECTION OF MADISON AVE	INTERSECTION OF 190TH ST	8.87	5	0.113	b		**	
WEBSTER	U.S. 20		QUAIL AVE INTERCHANGE	WEBSTER/HAMILTON COUNTY LINE	9.49	5	0.105	a	\$1,900,000	None	
BUTLER	IOWA 57		EAST CORPORATE BOUNDARY OF PARKERSBURG	BUTLER/GRUNDY COUNTY LINE	7.66	4	0.104	a	\$765,000	None	
SIOUX	B-30	360TH ST	IOWA/SOUTH DAKOTA STATE LINE	INTERSECTION OF ELMWOOD AVE	7.90	4	0.101	b		**	
CLINTON	U.S. 61		IOWA 136 INTERCHANGE	INTERSECTION OF 212TH ST	10.23	5	0.098	a	\$2,050,000	None	2007
BUCHANAN	W-13	FAIRBANK-AMISH BLVD	INTERSECTION OF 100TH ST (BUCHANAN/FAYETTE COUNTY LINE)	INTERSECTION OF RIVER RD BLVD	8.49	4	0.094	b	\$800,000	None	
JOHNSON	W-66	SAND RD	INTERSECTION OF SYCAMORE ST	INTERSECTION OF IOWA 22	8.83	4	0.091	a	\$885,000	None	
HENRY	X-23	RACINE AVE	SOUTH CORPORATE BOUNDARY OF MOUNT UNION	NORTHWEST CORPORATE BOUNDARY OF NEW LONDON	8.89	4	0.090	b		**	
WINNESHIEK	IOWA 139		IOWA/MINNESOTA STATE LINE	INTERSECTION OF IOWA 9 AND POLE LINE RD	11.15	5	0.090	b		**	
MARION	IOWA 5		IOWA 92 INTERCHANGE	MARION/MONROE COUNTY LINE	13.96	6	0.086	a	\$1,400,000	None	
POLK	F-70	SE VANDALIA DR/SE 56 AVE	INTERSECTION OF SE 60 ST	INTERSECTION OF W 140TH ST (POLK/JASPER COUNTY LINE)	11.48	4	0.070	b		**	
ALLAMAKEE	IOWA 76		INTERSECTION OF IOWA 9/BREEZY CORNERS RD	ALLAMAKEE/CLAYTON COUNTY LINE	20.16	4	0.066	a	\$2,000,000	None	
POTTAWATTAMIE	U.S. 6		EAST CORPORATE BOUNDARY OF COUNCIL BLUFFS	SOUTH CORPORATE BOUNDARY OF OAKLAND	19.95	6	0.060	a	\$2,000,000	None	
TOTAL					256.67						

SITE SELECTION CRITERIA:

FIVE PERCENT OF THE 5,000 MILES WITH THE HIGHEST AVERAGE ANNUAL FATAL AND MAJOR INJURY SINGLE VEHICLE RUN-OFF-THE-ROAD CRASH DENSITY DURING 2001-2005
(STATEWIDE AVERAGE = 0.014 CRASHES/MILE/YEAR)

Footnotes:

(1) Potential Remedies

- (a) Paving a part of the shoulder and installing shoulder rumble strips
- (b) Further study of site-specific solutions and benefits/costs
- (c) Upgrading roadway by adding lanes, partial paved shoulders or intermittent shoulder rumble strips

(2) For those without a cost entry, cost estimate is unknown until after study is completed.

(3) Impediments:

** Possible impediments are unknown until after a study is completed. There could be environmental or right-of-way impediments if shoulder widening is required.