

**Rural primary roads with highest fatal and major injury crash density of unbelted drivers and passengers**  
(Highest 5 percent based on data from 2001-2005)

COUNTY	ROUTE	DESCRIPTION	LENGTH (MILES)	FATALITIES AND MAJOR INJURIES INVOLVING AN UNBELTED DRIVER/PASSENGER	ANNUAL UNBELTED FATALITY AND MAJOR INJURY DENSITY (CRASHES/MI/YR)	Potential Remedies (1)	Estimated Costs (2)	Impediments Other Than Cost (3)
CASS	INTERSTATE 80	POTTAWATTAMIE COUNTY TO ADAIR COUNTY	23.28	15	0.129			
MUSCATINE	U.S. 61	LOUISA COUNTY TO SCOTT COUNTY, EXCLUDING CITY OF MUSCATINE	18.21	10	0.110			
DUBUQUE	U.S. 20	DELAWARE COUNTY TO CITY OF DUBUQUE, EXCLUDING CITY OF DYERSVILLE	19.02	10	0.105			
ADAIR	INTERSTATE 80	CASS COUNTY TO MADISON COUNTY	23.56	12	0.102			
CLARKE	INTERSTATE 35	DECATUR COUNTY TO WARREN COUNTY	18.19	9	0.099			
DALLAS	IOWA 141	GUTHRIE COUNTY TO POLK COUNTY, EXCLUDING CITY OF PERRY	24.44	12	0.098			
WASHINGTON	U.S. 218	HENRY COUNTY TO JOHNSON COUNTY	23.84	11	0.092			
DALLAS	INTERSTATE 80	MADISON COUNTY TO CITY OF WEST DES MOINES	20.29	9	0.089			
APPANOOSE	IOWA 5	MISSOURI STATE LINE TO MONROE COUNTY, EXCLUDING CITY OF CENTERVILLE	23.15	10	0.086			
UNION	U.S. 34	ADAMS COUNTY TO CLARKE COUNTY, EXCLUDING CITY OF CRESTON	23.87	10	0.084			
PLYMOUTH	U.S. 75	SIOUX CITY METROPOLITAN AREA (~325TH ST) TO SIOUX COUNTY, EXCLUDING CITY OF LE MARS	21.74	9	0.083			
TOTAL			239.59					

**SITE SELECTION CRITERIA:**

FIVE PERCENT OF THE 5,000 MILES WITH THE HIGHEST AVERAGE ANNUAL FATAL AND MAJOR INJURY CRASH DENSITY OF UNBELTED DRIVERS/PASSENGERS DURING 2001 - 2005  
(STATEWIDE AVERAGE = 0.023 FATAL AND MAJOR INJURY CRASHES/MILE/YEAR)

**Footnotes:**

(1) Potential remedies include:

- public awareness and education; and
- increase seat belt 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 target corridors for additional seat belt use enforcement and education using existing staff and funding resources. Seeking funding for additional enforcement and education efforts will be considered.

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