

Highest Fatal & Major Injury Single Vehicle Run-off-Road Crash Density Corridors
Rural Primary and Paved Secondary Roads
2001 to 2009

JURISDICTION	LENGTH (miles)	DISTRICT	COUNTY	ROUTE	ROAD NAME	FROM	TO	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)	Potential Remedies /Improvement (1)	Estimated Costs	Impediments	Status/ Program Fiscal Year	Project #	Description
PRIMARY	3.9	5	HENRY	US 218		-0.1 MI SOUTH OF 185TH ST	-0.25 MI NORTH OF 150TH ST	6	0.172	b	(2)	(3)			
PRIMARY	5.5	5	MARION	IOWA 5		-0.4 MI WEST OF 60TH AVE	MCKIMBER ST INTERCHANGE	7	0.143	a			2007	STP-005-2(35)--2C-68	Two Lane Paved Shoulders
PRIMARY	5.2	6	LINN	US 151	DUBUQUE RD	-0.2 MI EAST OR CORPORATE BOUNDARY OF MARION	SOUTH CORPORATE BOUNDARY OF SPRINGVILLE	6	0.129	a	\$1,133,880	None	2010		4' paved shoulders were constructed in 2010
SECONDARY	7.1	4	MILLS	L-35	221ST ST	INTERSECTION OF 225TH ST	MILLS/POTTAWATTAMIE COUNTY BORDER	8	0.125	b	(2)	(3)			
SECONDARY	4.8	1	MARSHALL	E-35	MAIN ST RD	EAST CORPORATE BOUNDARY OF MARSHALLTOWN	INTERSECTION OF ZELLER AVE	5	0.117	f	\$496,120	None	2011 (4)	L-TSF-C064(111)--74-64	Upgrade and add chevron signs, add deer crossing signs and solar powered flashing red
PRIMARY	9.4	1	BOONE	US 30	220TH ST	WEST CORPORATE BOUNDARY OF BOONE	INTERSECTION OF X AVE	9	0.107	a			2006	HES-30-4(72)--2H-08	Expressway Paved Shoulder
PRIMARY	7.4	5	DES MOINES	US 61		LEE/DES MOINES COUNTY BORDER	INTERSECTION OF WEST AVE	7	0.106	a	\$1,620,080	None	2010		
PRIMARY	6.1	5	MUSCATINE	US 61		-0.1 MI SOUTH OF MITTMAN RD	-0.1 MI EAST OF ISETT AVE	5	0.090	b	(2)	(3)			
PRIMARY	6.5	5	JEFFERSON	US 34		INTERSECTION OF ASH ST	INTERSECTION OF HEMLOCK AVE	5	0.086	b	(2)	(3)			
PRIMARY	6.9	6	JOHNSON	US 6		SOUTH CORPORATE BOUNDARY OF IOWA CITY OR 420TH ST	JOHNSON/MUSCATINE COUNTY BORDER	5	0.081	a	\$1,057,900	None	2010		4' shoulders and CL rumble strips were added in 2010.
PRIMARY	7.2	5	MUSCATINE	US 61		INTERSECTION OF TUCKER AVE	-0.1 MI EAST OF 153RD ST	5	0.077	a	\$1,587,080	None	2011	TSF-61-4(108)--92-70	Add inside/outside shoulders and rumble strips
PRIMARY	7.2	5	LEE	US 61		-0.15 MI WEST OF 335TH ST	LEE/DES MOINES COUNTY BORDER	5	0.077	a	\$1,594,120	None			
SECONDARY	9.0	4	POTTAWATTAMIE	L-34	ROAD L34	INTERSECTION OF RAILROAD HWY	INTERSECTION OF SUMAC RD	6	0.074	b	(2)	(3)			
PRIMARY	7.7	2	BUTLER	IOWA 57		EAST CORPORATE BOUNDARY OF PARKERSBURG OR IOWA 14	BUTLER/GRUNDY COUNTY BORDER OR WESTBROOK ST	5	0.072	a	\$849,420	None	2010		
PRIMARY	7.7	1	JASPER	IOWA 163	IOWA 163 W	WEST CORPORATE BOUNDARY OF PRAIRIE CITY	QUICKSILVER AVE INTERCHANGE	5	0.072	e			2008	HSIPX-163-2(54)--3L-50	
PRIMARY	12.5	5	WASHINGTON	US 218		INTERSECTION OF 240TH ST	SOUTH CORPORATE BOUNDARY OF RIVERSIDE	8	0.071	a			2007	HES-218-3(74)--2H-92	Expressway Paved Shoulder
PRIMARY	11.4	2	WINNESHIEK	IOWA 139		POLE LINE RD	IOWAMINNESOTA STATE BORDER	7	0.068	a	\$1,257,080	None	2011		
PRIMARY	9.8	1	WEBSTER	US 20	235TH ST	QUAIL AVE INTERCHANGE	WEBSTER/HAMILTON COUNTY BORDER OR CO RD R19/CHASE AVE	6	0.068	a	\$2,160,180	None	2009	NHSX-020-3(167)--3H-94	
PRIMARY	10.5	6	CLINTON	US 61		INTERSECTION OF 212TH ST	IOWA 136 INTERCHANGE	6	0.064	a			2007	NHSX-061-6(68)--3H-23	4' were added on this section last year.
SECONDARY	8.8	5	WASHINGTON	W-55	WAYLAND RD	WASHINGTON/HENRY COUNTY BORDER	SOUTH CORPORATE BOUNDARY OF WASHINGTON	5	0.063	a	\$500,000	None	2011 (4)	FM-TSF-C092(77)--5B-92	Pave shoulders and add rumble strips
PRIMARY	8.9	6	JOHNSON	US 6		JOHNSON/IOWA COUNTY BORDER	DEER VIEW AVE	5	0.063	a	\$974,600	None	2011		Project next year would include shoulders, rumble strips in addition to guardrails, safety dikes and clear zone obstructions.
SECONDARY	9.2	4	MADISON	G050	SAINT CHARLES RD	INTERSECTION OF MAPLE LN	INTERSECTION OF VALLEYVIEW AVE	5	0.061	b	(2)	(3)			
PRIMARY	9.5	5	MARION	IOWA 163		MARION/JASPER COUNTY BORDER	WEST CORPORATE BOUNDARY OF PELLA	5	0.058	a	\$1,550,890	None	2008 (5 miles)		
PRIMARY	14.1	5	MARION	IOWA 5		ATTICA RD INTERCHANGE	MARION/MONROE COUNTY BORDER	7	0.055	a			2007	STP-005-2(35)--2C-68	Two Lane Paved Shoulders
SECONDARY	10.3	4	HARRISON	F20L	EASTON TRL	EAST CORPORATE BOUNDARY OF PISGAH	-0.6 MI EAST OF ONEIDA AVE	5	0.054	f	(2)	None	2011 (4)		
PRIMARY	15.0	6	CLINTON	US 30		S 6TH AVE INTERCHANGE	-0.3 MI EAST OF MILL CREEK PKWY	7	0.052	b	(2)	(3)	2013		This project would consist of adding paved shoulders and the upgrading of other safety features.
PRIMARY	12.0	5	JEFFERSON	US 34		EAST CORPORATE BOUNDARY OF FAIRFIELD	JEFFERSON/HENRY COUNTY BORDER	5	0.046	b	(2)	(3)			
PRIMARY	20.4	4	POTTAWATTAMIE	US 6		-0.1 MI WEST OF HUNT AVE	SOUTH CORPORATE BOUNDARY OF OAKLAND	8	0.044	a	\$2,240,480	None	2010	STP-6-1(118)--2C-78	Project is completed but not finalized.
PRIMARY	15.3	6	JACKSON	US 61		NORTH CORPORATE BOUNDARY OF MAQUOKETA	JACKSON/DUBUQUE COUNTY BORDER	6	0.043	b	(2)	(3)			
SECONDARY	13.4	3	PLYMOUTH	C-60		INTERSECTION OF K-42	INTERSECTION OF POLK AVE	5	0.041	d	\$500,000	None	2011 (4)	FM-TSF-C075(125)--5B-75	Widen shoulders, flatten foreslopes and improve vertical curves
PRIMARY	20.5	2	ALLAMAKEE	IOWA 76		NORTH INTERSECTION OF IOWA 9	ALLAMAKEE/CLAYTON COUNTY BORDER	6	0.032	a			2009		Previous only to NCL Waukon?
PRIMARY	19.7	6	JACKSON	US 52	GREAT RIVER ROAD	SW CORPORATE BOUDNARY OF BELLEVUE	WEST CORPORATE BOUNDARY OF SABULA	5	0.028	b	(2)	(3)			
SECONDARY	21.9	6	JACKSON	D061	BELLEVUE-CASCADE RD	INTERSECTION OF BERNARD RD	INTERSECTION OF ANSEL BRIGGS HWY	5	0.025	b	(2)	(3)			

Total miles = 344.7

ROADWAYS INCLUDED

1. Rural, primary two-lane
2. Rural, primary multi-lane divided (non-freeway)
3. Paved NEXTary

QUALIFYING CONDITIONS

1. At least twice statewide average fatal and major injury SVRROR crash density.
2. At least five fatal or major injury SVRROR crashes during analysis period.

STATEWIDE AVERAGE = 0.012 FATAL AND MAJOR INJURY SVRROR CRASHES/MILE/YEAR

Footnotes:

(1) Potential Remedies/Improvements

- a. Paving a part of the shoulder and installing shoulder rumble strips
 - b. Study needed. Alternatives include:
 1. Paving a part of the shoulder and installing shoulder rumble strips
 2. Installing rumble strips along the edge of the pavement
 3. Widen the shoulder
 - c. Upgrading roadway adding two-foot paved shoulders and intermittent shoulder rumble strips
 - d. Improved curve
 - e. Converted 2-lane to 4-lane roadway
 - f. Traffic Control Devices (TCD) and/or signing
- (2) Cost estimate is unknown until after study is completed.
(3) Possible impediments are unknown until after a study is completed. There could be environmental or right-of-way impediments if shoulder widening is required.
(4) State Traffic Safety Funds (TSF) applied for.

Appears in previous report as under consideration or in plan

Appears in previous report as completed