



# Crash Analysis Report

**FAP 309 (U.S. 30)  
IL 136 East of Fulton, Illinois  
to IL 40 in Rock Falls, Illinois**



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# Index

<b>Item</b>	<b>Page(s)</b>
<b>Index</b>	<b>i</b>
<b>Introduction</b>	<b>1</b>
<b>Existing Roadway Description</b>	<b>1</b>
<b>Corridor Crash Summary</b>	<b>2</b>
<b>5% Selected Segments</b>	<b>4</b>
<b>Corridor Crash Severity</b>	<b>5</b>
<b>Intersection Crashes</b>	<b>7</b>
<b>Segment Crashes</b>	<b>77</b>
<b>"K" &amp; "A" Analysis</b>	<b>91</b>
<b>Conclusion &amp; Final Recommendations</b>	<b>93</b>
<b>Project Location Map</b>	<b>Exhibit 1</b>
<b>5% Selected Segments</b>	<b>Exhibit 2</b>
<b>5% Selected Segment Map</b>	<b>Exhibit 3</b>
<b>Crash Data 2002-2006</b>	<b>Exhibit 4</b>
<b>Crash Data Table 2002-2006</b>	<b>Exhibit 5</b>
<b>Segment Analysis</b>	<b>Exhibit 6</b>
<b>Crash Segment Map</b>	<b>Exhibit 7</b>
<b>Crash Type Maps for each year of the study period</b>	<b>Exhibits 8 - 12</b>
<b>Crash Severity Maps for each year of the study period</b>	<b>Exhibits 13 - 17</b>
<b>Intersection Crash Diagrams</b>	<b>Ehhibit 18</b>

## **Introduction**

This report presents the findings of a detailed crash analysis for the US Route 30 improvement project through Whiteside County, Illinois. The Location Map shows the improvement limits for this project from the junction of IL 136 Southeast of Fulton to the intersection of IL 40 (1<sup>st</sup> Ave.) in Rock Falls, Illinois in **Exhibit 1**. The total length of this roadway segment is 23.83 miles. The crash data analyzed in this report includes the most recent information available from the Illinois Department of Transportation (IDOT) for the years 2002 to 2006 (see **Exhibit 4**, Crash Data 2002-2006). The aforementioned crash data was summarized by intersection and segment for aid in identifying crash patterns (see **Exhibit 6**, Segment Analysis). Crashes are also plotted on diagrams by location as follows:

- Crash Segment Maps for all five years (**Exhibit 7**)
- Crashes Type maps for each year of the study period (**Exhibits 8-12**)
- Crashes Severity maps for each year of the study period (**Exhibit 13-17**)
- Intersection Crash Diagrams for all five years (**Exhibit 18**)

## **Existing Roadway Description**

This segment of US Route 30 studied for crash analysis is primarily rural in type with segments of urbanized design.

- From the intersection of IL 136 (east of the City of Fulton, Illinois) US 30 goes through a rural and primarily agricultural area to the City of Morrison
- Through the heart of the rural and urbanized City of Morrison it is primarily a two lane urban section.
- On the east side of Morrison a recent improvement was recently completed widening the roadway to an urban three-lane section.
- From Morrison U.S. 30 again runs back through a mostly agricultural area, past industrial developments, and transitions to a 4-lane rural section briefly before intersecting with Moline Road and the Interstate 88 Connector Road.
- From the Interstate 88 Connector, US 30 turns east transitions back to a two lane section for approximately 2.9 miles before transitioning into a 5 lane urban section for the last 1.7 miles before its intersection with IL 40 in the City of Rock Falls.

Existing lane configurations vary along this segment of US Route 30 as described below:

- IL 136 (station 4.02) to Station 13.91 in Morrison: two lanes with left turn lanes constructed at various side-roads.
- 0.4 mile east of Sawyer Rd. to 0.1 mile east of Bishop Rd (station 13.91 to station 14.91): 3 lanes (with bi-directional turn-lane).
- 0.1 mile east of Bishop to 0.3 mile west of Prophetstown Rd. (station 14.10 to station 26.03): two lanes with left turn lanes constructed at various side-roads.
- 0.3 mile west of Prophetstown Rd. to IL Route 40 (1<sup>st</sup> Avenue) in Rock Falls (station 26.14 to station 27.85): 5 lanes (with bi-directional turn-lane).

(The above lane configurations are also noted in **Exhibit 5**, Crash Data Table 2002-2006)

Entrance and side street access to US Route 30 throughout the study corridor varies significantly in type, size, spacing and traffic usage. Seventy-two side street intersections exist along the 23.83 mile long segment, with traffic signals at six of these intersections and 4-way stop conditions at two of the intersections. In addition, numerous commercial, private and field entrances exist between these side-roads.

### **Corridor Crash Summary**

A total of 568 crashes occurred during the study period from 2002 through 2006. There were 122 crashes in 2002, 103 crashes in 2003, 98 crashes in 2004, 137 in 2005, and 108 in 2006. The majority type of crashes observed along the study corridor was rear end. A total of 166 rear end crashes occurred during the five year study period representing 29.2% of the total crashes. Turning crashes were the second highest type with 112 occurrences representing 19.7% of the total crashes. Other notable types of crashes occurring were animal, angle, and fixed object representing 15.4%, 10.9%, and 10.6% of the total respectively. The remaining crash types involved during the study period were sideswipe same direction(2.8%), other object (2.5%), overturned (1.9%), sideswipe opposite direction (2.1%), other non collision (1.9%), head on (1.1%), parked vehicle (0.5%), pedestrian (0.5%), unknown (0.5%), and pedal cyclist (0.2%). A break-down of crashes by type is provided in **Table 1**.

A total of 67 wet pavement crashes occurred during the study period representing 11.8% of the total crashes. 433 crashes occurred during dry conditions (76.2%). The wet to dry pavement crash ratio was 0.15:1. 32 crashes (5.6%) occurred during snow or ice surface conditions. The remaining 36 crashes (6.3%) reported did not state the surface condition. No wet pavement cluster sites exist within the limits of this project. A break-down of crashes by surface condition is provided in **Table 2**.

359 of the 568 crashes occurred during daylight hours (62.9% of the total). There were a total of 178 nighttime crashes (31.2%). The remaining 34 crashes (6.0%) occurred at dawn or dusk. The night/day crash ratio for the study period is 0.50:1 (excluding the 5 dawn/dusk crashes as nighttime crashes). A break-down of crashes by light condition is provided in **Table 3**.

<b>Crashes By Type</b>							
<b>Crash Type</b>	<b>Year</b>					<b>Total</b>	<b>%</b>
	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>		
Rear End	31	28	33	46	28	166	29.2%
Turning	27	22	14	23	26	112	19.7%
Animal	17	15	16	17	23	88	15.5%
Angle	17	13	10	15	7	62	10.9%
Fixed Object	14	9	8	16	13	60	10.6%
Sideswipe Same Direction	3	4	2	4	3	16	2.8%
Other Object	0	5	3	5	1	14	2.5%
Overtuned	2	1	5	2	1	11	1.9%
Sideswipe Opposite Direction	2	4	2	3	1	12	2.1%
Other Non Collision	5	1	3	1	1	11	1.9%
Head on	2	0	1	1	2	6	1.1%
Parked Car	0	0	0	2	1	3	0.5%
Pedestrian	1	0	0	1	1	3	0.5%
Unknown	1	0	1	1	0	3	0.5%
Pedal cyclist	0	1	0	0	0	1	0.2%
<b>Total</b>	<b>122</b>	<b>103</b>	<b>98</b>	<b>137</b>	<b>108</b>	<b>568</b>	<b>100.0%</b>

Table 1

<b>Crashes By Surface Condition</b>							
<b>Crash Type</b>	<b>Year</b>					<b>Total</b>	<b>%</b>
	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>		
Dry	98	81	75	97	82	433	76.2%
Wet	11	10	11	20	15	67	11.8%
Snow/Ice/Sleet	6	5	6	11	4	32	5.6%
Not Stated	7	7	6	9	7	36	6.3%
<b>Total</b>	<b>122</b>	<b>103</b>	<b>98</b>	<b>137</b>	<b>108</b>	<b>568</b>	<b>100.0%</b>

Table 2

<b>Crashes By Light Condition</b>							
<b>Crash Type</b>	<b>Year</b>					<b>Total</b>	<b>%</b>
	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>		
Day	82	61	62	85	68	358	63.0%
Night	28	34	27	50	37	176	31.0%
Dusk/Dawn	12	8	9	2	3	34	6.0%
<b>Total</b>	<b>122</b>	<b>103</b>	<b>98</b>	<b>137</b>	<b>108</b>	<b>568</b>	<b>100.0%</b>

**Table 3**

**5% Selected Segments**

An investigation of crash data maps provided by IDOT for the period from 2002 to 2006 revealed that there were two 5% Selected Segments within the project limits (see **Exhibit 2**). These were located at the intersection U.S. 30 with IL 136 and Frog Pond Road (at the west limits of the project study area) and at the intersection of U.S. 30 with IL 40 (at the east limits of the project study area). These two intersections had a total of ninety-one accidents over the five-year period with sixty-two injuries and one fatality.

The Intersection of US 30 with IL 136 and Frog Pond Road is a four-legged intersection with no stop conditions on the eastbound and westbound legs of US 30. At this location US 30 has a two lane rural design with one lane in each direction and an additional right turn lane built in both the east bound and west bound directions. There are stop signs and a stop ahead sign on the northbound leg of Frog Pond Rd. and on the southbound leg of IL 136. A total of fourteen crashes occurred during the five year study period at this location resulting in eighteen injuries and one fatality. The predominant crash types at this intersection were angle (36%) and turning (36%). None of the crashes occurred during wet pavement conditions. Three of the crashes (21%) occurred at night and two crashes (14%) occurred at dusk. Factors that may contribute to these crashes include a need for improved visibility or corner radii for northbound or southbound turning vehicles entering mainline U.S. 30 from the intersecting side-road, poor capacity on mainline which likely results in insufficient gaps for vehicles trying to make left turns. Additional signing may need to be installed east and west of the intersection to warn motorists of the upcoming intersection and thus, the potential for stopped or slowed vehicles. Advanced warning flashers could be installed in all directions to further warn travelers of the intersection. The fixed object crash at this location involved a light base on the north side of US 30. The pole should be located to sufficiently provide adequate lighting without obstructing vehicle sight distance or creating unneeded obstructions within the clear-zone. This Intersection was previously identified as a 5% Select Segment and an improvement is currently planned. The planned work involves an extension of the westbound right turn lane.

The U.S. 30 and IL 40/1st Avenue Intersection in the City of Rock Falls is a signalized intersection. At this location U.S. 30 has a typical urban design and is a four-lane highway with two lanes in each direction. It was built with both east and westbound left-turn lanes and east and westbound right-turn lanes. A total of seventy-seven crashes occurred at this location during the five-year study period resulting in a total of forty-four injuries and no fatalities. It was identified by the Illinois Department of Transportation as a High Accident Location and a safety improvement is currently funded. The predominant crash types at this intersection were found to be rear end (44%) and turning (43%) crashes. Twelve crashes (16%) occurred during wet pavement conditions and nineteen crashes (25%) occurred at night. Factors that may contribute to these crashes could include a need to increase turn lane length, a need to improve signal timing and/or signal interconnect timing. Three fixed object crashes were reported at this intersection involving a utility pole, a signal pole and one reported as a bridge underside struck (but there is not a structure at this location). A project is currently programmed at this location

For the purposes of this report the latest available data (2002 thru 2006) was used. However, IDOT has subsequently provided information they received from the Division of Traffic Safety showing a 2007, 5% Selected Segment on US 30. The map provided (**Exhibit 3**) depicts this segment from half way between Blue Goose Rd. and Matzник Rd. to Habben Rd. This is approximately between mile station 19.65 and mile station 20.39. Additionally, in January of 2008 a fatality was reported on US 30 near this location. The crash data that we have within this segment shows a total of 9 crashes resulting in a total of 5 injuries, 3 of which were considered disabling injuries. This segment is a rural two lane section with 55 mph speed limit and is located just west of Emerson Road. Many of the Crashes within the segment are animal, but the injuries were caused by angle, sideswipe, rear end and overturned vehicle crashes all of which occurred within 0.1 mile of Matzник Rd. Factors contributing to these crashes would include the limited passing zone availability and the existence of the side road access point. Because there is little opportunity for passing both east and west of this section due to sight distance limitations from curves and hills as well as the increase in traffic accessing US 30 from Emerson Rd. drivers utilize this section more often for passing slower traffic. A slowed or stopped vehicle turning onto or off of US 30 from Matzник Rd. then causes conflicts to the passing traffic. To reduce these conflicts the no-passing zone should be extended from Emerson Rd. west through the intersection of US 30 with Matzник Rd.

### **Corridor Crash Severity**

Of the 568 crashes analyzed during the current study period, 163 crashes (28.5%) resulted in injuries. A total of 275 injuries were reported as a result of these crashes.

Crash Severity refers to the severity of the injuries resulting from the crash. The severity for each crash is assigned a letter K, A, B, C or O. This designation is consistent with the KABCO severity scale (National Safety Council, 1990) typically used by the investigating police officer on the scene to classify injury severity for occupants with five categories as shown in **Table 4**.

<b>Crash Severity</b>	
<b>Injury Type</b>	<b>Description</b>
A	Crash involving one or more disabling injury. This is the most severe injury classification where there has not been a fatality.
B	Indicates a crash involving one or more people with evident injuries.
C	Indicates crash with possible injuries.
O	Indicates crash with no apparent injuries.
K	Crash in which a fatality occurs.

**Table 4**

Of the 568 crashes analyzed during the current study period from 2002 to 2006, 163 crashes (28.5%) resulted in injuries. A total of 275 injuries were reported as a result of these crashes. 121 crashes with injuries reported were “B” and “C”-severity crashes resulting in a total of 189 injuries. A total of 41 “A”-severity crashes (7.2%) occurred during the current study period resulting in 82 injuries. One “K”-severity crash occurred during this period resulting in 1 fatality and 3 injuries. The other 408 non-injury crashes involved property damage only. A comparison of injuries by severity is provided in **Table 5**. The Injuries shown in Table 5 are a result of the accidents given in Table 6. A comparison of all crashes by maximum injury severity (including non-injury crashes) is also provided in **Table 6**.

<b>Injuries By Severity*</b>							
<b>(Excluding Non-Injury Crashes)</b>							
<b>Injury Severity</b>	<b>Year</b>					<b>Total</b>	<b>%</b>
	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>		
"K" (fatalities)	1	0	0	0	0	1	0.4%
"A" injuries	17	15	24	17	12	85	30.9%
"B"+"C" injuries	42	32	43	36	36	189	68.7%
<b>Total</b>	<b>60</b>	<b>47</b>	<b>67</b>	<b>53</b>	<b>48</b>	<b>275</b>	<b>100.0%</b>

\* Chart reflects all injuries in crash as max. injury listed or type "A" injury for others injured in crash listed with fatality.

**Table 5**

<b>Crashes By Maximum Injury Severity</b>							
<b>(All Crashes Included)</b>							
<b>Crash Type</b>	<b>Year</b>					<b>Total</b>	<b>%</b>
	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>		
"K" (fatalities)	1	0	0	0	0	1	0.2%
"A" injuries	9	8	13	7	4	41	7.2%
"B"+"C" injuries	29	20	26	26	20	121	21.3%
"O" (no injuries)	83	75	59	104	84	405	71.3%
<b>Total</b>	<b>122</b>	<b>103</b>	<b>98</b>	<b>137</b>	<b>108</b>	<b>568</b>	<b>100.0%</b>

**Table 6**

## **Intersection Crashes**

This project includes seventy intersections. Six of these intersections are signalized, and two have a 4-way stop condition, the rest are 3 or 4-legged intersections with a free-flow condition on US 30 and a stop condition on the legs of the intersecting side-road. Of the 568 crashes reported within the project limits during the study period, 433 (76.2%) occurred at or near an intersection. To better account for all of the intersection-related crashes, those within 0.03 mile of the intersecting mile station were included in the individual intersection analyses unless overlapping occurred. A diagram of crashes at each intersection is provided in **Exhibit 18** and crash summaries at each of the intersections are provided herein.

### ***US 30 and IL 136/Frog Pond Rd. Intersection (Mile Stations 3.99 to 4.05)***

This 4 legged intersection was identified by the Department of Transportation as a 5% selected segment. It has no stop conditions on the eastbound and westbound legs of US 30. There are stop signs and a stop ahead sign on the northbound leg of Frog Pond Rd. and the southbound leg of IL 136.

#### Existing geometry:

US 30, west leg – 1 through lane in each direction; 1 eastbound right-turn lane  
US 30, east leg – 1 through lane in each direction; 1 westbound right-turn lane  
IL 136, north leg – 1 through lane in each direction; 1 southbound right-turn lane  
Frog Pond Rd., south leg – 1 through lane in each direction  
3 ft. bituminous paved shoulders along US 30

#### Crash type break-down:

5 – Turning  
5 – Angle  
1 – Rear End  
1 – Fixed Object  
1 – Other Non-collision  
1 – Animal  
14 – Total

The crash summary, contributing factors and recommended countermeasures for this intersection were outlined in the 5% Selected Segment section of this report.

***US 30 and Acker Road Intersection (Mile Stations 5.31 to 5.37)***

This is a 3 legged Intersection with no stop conditions on east or westbound U.S. 30 and a stop sign on Acker Road. From this intersection Acker Road runs north.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction.

Acker Rd., north leg – 1 through lane in each direction

Crash type break-down:

1 – Turning

1 – Sideswipe (Opposite direction)

2 – Animal

4 – Total

Crash summary: The predominant crash type at this intersection was animal related (50%). A turning and a sideswipe crash together represent the remaining 50% of the total crashes. None of the crashes (0%) occurred during wet pavement conditions and only the animal crashes occurred at night.

Contributing factors: The animal accidents are not related to the intersection itself but can be contributed to the proximity of the intersection to natural areas. The turning crash could be attributed to a limited sight distance and curved pavement near the intersection. The sideswipe is one of several in the vicinity this accident is on an inclined horizontal curve with limited sight distance due to the cut section, the crest of the hill to the east and a railroad structure to the west.

Recommended countermeasures: Provide additional signing and no-passing zone striping to reduce frequency. A divided highway with limited access would further reduce the frequency head on accidents and would greatly improve the efficiency of the traffic flow thus reducing the rear end, angle and turning conflicts.

***US 30 and Millard Road (Mile Stations 6.67 to 6.73)***

This is a 4 legged Intersection with no stop conditions on east or westbound US 30 and stop signs on each leg of Millard Road.

Existing geometry:

US 30, southeast and northwest leg – 1 through lane in each direction.

Millard Rd., north and south leg – 1 through lane in each direction

Crash type break-down:

2 – Turning

1 – Fixed Object

1 – Animal

4 – Total

Crash summary: The predominant crash type at this intersection was turning (50%). A Fixed Object and an animal crash together represent the remaining 50% of the total. One of the four crashes (25%) occurred during wet pavement conditions and one (25%) occurred at night.

Contributing factors: The animal accident is not related to the intersection itself but can be contributed to the proximity of the intersection to natural areas. The fixed object was identified as a tree or shrub on the south side of the roadway that was struck after the driver fell asleep and ran off the roadway. One of the turning accidents involved a school bus that was struck as it turned onto US 30.

Recommended countermeasures: The intersecting angle needs to be corrected to provide better visibility at the intersection.

***US 30 and Fulfs Road/Franks Road (Mile Stations 7.31 to 7.37)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the Fulfs Road leg.

Existing geometry:

US 30, southeast and northwest leg – 1 through lane in each direction.

Fulfs Rd., east leg – 1 through lane in each direction.

Crash type break-down:  $\frac{1 - \text{Head On}}{1 - \text{Total}}$

Crash summary: This head on crash involved two trucks and occurred with a dry pavement condition at dawn. It resulted in two injuries categorized as Type A.

Contributing factors: limited sight distance and passing zone area.

Recommended countermeasures: Additional lanes and separation of directional traffic.

***US 30 and Hillside Road Intersection (Mile Stations 8.48 to 8.54)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the south leg of Hillside Rd.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction.

Hillside Rd., south leg – 1 through lane in each direction

Crash type break-down:

4 – Fixed Object

2 – Turning

1 – Rear End

1 – Overturned

1 – Other Object

1 – Other Noncollision

10 – Total

Crash summary: The predominant crash type at this intersection was Fixed or Other Objects (50%). Turning, rear end, and overturned crashes represent 40 % of the remaining crashes. Only one of the crashes (10%) occurred during wet pavement conditions, two (20%) during snow or ice conditions and 4 (40%) at night.

Contributing factors: For Fixed object or Other Object crashes the traffic reports included guardrail and embankment as the objects struck. The volume of traffic on hillside road is more than many of the other side roads so more vehicles are entering and exiting the roadway at this location resulting in a higher rate of turning and rear end crashes than other rural roads in this area.

Recommended countermeasures: Add turn lanes on US 30 at this location. The intersecting angle needs to be corrected to provide better visibility at the intersection.

***US 30 and US 30 Frontage Road (West Leg) Intersection (Mile Stations 8.70 to 8.76)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the north leg of the Frontage Rd.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction.

Frontage Rd., north leg – 1 through lane in each direction

Crash type break-down:                      0 – Total

Crash summary: No Crashes were reported within this intersection area.

Contributing factors: None

Recommended countermeasures: No identifiable issues from reported crashes, but if US 30 is reconstructed the geometry and necessity of this roadway should be re-evaluated.

***US 30 and US 30 Frontage Road (East leg) Intersection (Mile Stations 9.18 to 9.24***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the north leg of the Frontage Rd.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction.

Frontage Rd., north leg – 1 through lane in each direction

Crash type break-down: 0 – Total

Crash summary: No Crashes were reported within this intersection area.

Contributing factors: None

Recommended countermeasures: No identifiable issues from reported crashes, but if US30 is reconstructed the geometry and necessity of this roadway should be re-evaluated.

***Creamery Road Intersection (Mile Stations 9.54 to 9.60)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the north leg of Creamery Rd.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction.

Creamery Rd., north leg – 1 through lane in each direction

Crash type break-down:

2 – Rear End
1 – Angle
1 – <u>Other Object</u>
4 – Total

Crash summary: The predominant crash type at this intersection was rear end (50%). An angle and another object crash together represent the remaining 50% of the total crashes. One of the crashes (25%) occurred with snow or icy pavement conditions and one occurred at night.

Contributing factors: Similar to Hillside Rd. this side-road has higher volume of traffic than most rural roads in the area, so there are a higher number of vehicles entering and exiting US 30 at this location resulting in a higher rate of turning and rear end crashes than other rural roads in this area

Recommended countermeasures: Add turn lanes on US 30 at this location.

***US 30 and IL 78 (Carroll Rd.) Intersection (Mile Stations 11.15 to 11.21)***

This is a Three-legged Intersection with no stop conditions on east or westbound US 30 and a stop sign with a stop ahead on the southbound leg of IL 78.

Existing geometry:

- US 30, west leg – 1 through lane in each direction
- US 30, east leg – 1 through lane in each direction; 1 westbound right-turn lane
- IL 78, north leg – 1 through lane in each direction

Crash type break-down:

4 – Fixed Object
2 – Rear End
1 – Angle
<u>1 – Overturned</u>
8 – Total

Crash summary: The predominant crash type at this intersection was fixed object (50%). Rear end, angle and overturned crashes together represent the remaining 50% of the total crashes. None of the crashes (0%) occurred during wet pavement conditions and 4 of the crashes (50%) occurred at night.

Contributing factors: Fixed object crashes included those with poles, guardrail and embankment. Signing may need to be installed or improved to warn southbound drivers on IL 78 of stop condition and tee-intersection. The frequency of nighttime crashes suggests the need to improve lighting at intersection.

Recommended countermeasures: Suggest the addition of advanced warning flashers on IL 78 approaching intersection to better identify the stop. Drainage improvements and additional Right-of-way would be needed to grade and reshape the intersection in a manner to remove guardrail and steep embankments within the clear-zone. Lighting upgrades needed. The intersecting should be improved to provide better visibility at the intersection.

***US 30 and Harmony St. & Liberty St. Intersections (Mile Stations 11.48 to 11.56)***

Harmony and Liberty Streets intersect US 30 within one hundred feet of each other. Harmony Street runs north from US 30 and Liberty Street runs south. There are no stop conditions on eastbound or westbound US 30 at these side-road locations but side-road traffic on both of the side-road legs have stop conditions.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction.

Liberty St., north leg (sta. 11.51) – 1 through lane in each direction

Harmony St., south leg (sta. 11.53) – 1 through lane in each direction

Crash type break-down:

1 – Turning

2 – Rear End

3 – Total

Crash summary: Two of the crashes reported within this intersection in this timeframe were Rear End crashes and the other was a Turning crash. All three crashes occurred on dry pavement during the daylight hours.

Contributing factors: Factors that could contribute to the cause of these crashes include the change in speed conditions within the segment coupled with curving pavement, increased frequency of access points, decreased sight distances, and increased traffic volume greatly decreases the capacity of roadway causing more stop and go traffic.

Recommended countermeasures: The intersection should be improved to align side-roads and improve angles to provide improve visibility at the intersection for vehicles accessing US 30. Lane additions, turn lanes, sight distance improvements, or other capacity improvements are also needed.

***US 30 and Union St. & Garden Plain Road Intersection (Mile Station 11.60 to 11.67)***

Union St. and Garden Plain Rd. intersect US 30 within one hundred feet of each other. Union Street runs north from US 30 and Garden Plain Rd. runs east and west of US 30. There are no stop conditions on eastbound or westbound US 30 but the side-road legs have stop conditions.

Existing geometry:

US 30, southeast and northwest leg – 1 through lane in each direction.

Union St., north leg (sta. 11.63) – 1 through lane in each direction (poor interesting angle)

Garden Plain Rd., west and east legs (sta. 11.64) – 1 through lane in each direction. (poor interesting angle)

Crash type break-down:                    2 – Rear End  
    2 – Total

Crash summary: Both of the crashes reported within this intersection in this timeframe were Rear End crashes. One was on wet pavement but both occurred during the daylight hours.

Contributing factors: Factors that could contribute to the cause of these crashes include the change in speed conditions within the segment coupled with curving pavement, increased frequency of access points, decreased sight distances, and increased traffic volume greatly decreases the capacity of roadway causing more stop and go traffic.

Recommended countermeasures: Either the side-road access should be eliminated or the intersecting angle of the side-roads should be improved to provide better visibility. Lane additions, turn lanes, sight distance improvements, or other capacity improvements are needed.

***US 30 and City Street Intersection (Mile Stations 11.81 to 11.87)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the City Street leg.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction.

City St., north leg – 1 through lane in each direction

Crash type break-down:                   4 – Rear End  
  1 – Animal  
  5 – Total

Crash summary: The Predominant crash types reported within this intersection were Rear End crashes 4 (80%). Two of the crashes occurred during wet pavement conditions and only the animal crash occurred at night.

Contributing factors: The animal accident is not related to the intersection itself but can be contributed to the proximity of the intersection to natural areas. Factors that could contribute to the cause of the Rear End crashes include the frequency of access points, limited sight distances, and high traffic volumes that greatly decrease the capacity of roadway causing stop and go traffic.

Recommended countermeasures: Lane additions, turn lanes, sight distance improvements, or other capacity improvements are needed.

***US 30 and Hillandale Drive Intersection (Mile Stations 11.90 to 11.96)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the Hillandale Drive leg.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction.

Hillandale Dr., north leg – 1 through lane in each direction

Crash type break-down:                      1 – Other Object  
    1 – Animal  
    2 – Total

Crash summary: Both of the crashes occurred during dry pavement conditions during the daylight hours.

Contributing factors: Neither of the accidents is believed to have been attributed to the intersection itself. The object involved in the Fixed Object Crash was not identified.

Recommended countermeasures: No identifiable issues from these crashes.

***US 30 & Lincoln West Court West Intersection (Mile Stations 12.09 to 12.15)***

This is a three legged intersection with no stop conditions on east or westbound US 30 and a stop sign on the Lincoln West Ct leg.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction.

Lincoln West Court West, north leg (sta. 12.12), – 1 through lane in each direction

Crash type break-down:                    3 – Rear End  
    1 – Turning  
    4 – Total

Crash summary: The Predominant crash types reported within this intersection area were Rear End crashes 3 (75%). One of the crashes occurred during wet pavement conditions and all occurred during daylight hours.

Contributing factors: Factors that could contribute to the Rear End and turning crashes include the frequency of access points, limited sight distances, and high traffic volumes that greatly decrease the capacity of roadway causing stop and go traffic.

Recommended countermeasures: Lane additions, turn lanes, sight distance improvements, or other capacity improvements are needed. The location of power poles within the area should be checked to assure placement outside of the clear-zone.

***US 30 and Lincoln West Court East & Heaton St. Intersections (Mile Stations 12.16 to 12.23)***

This is comprised of two, three legged intersections with no stop conditions on east or westbound US 30 and a stop sign on each of the side-road legs. The east leg of Lincoln Court West intersects US 30 at a point within fifty feet of where Heaton St. intersects.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction.

Lincoln West Court East, north leg (sta. 12.19), – 1 through lane in each direction

Heaton St., south leg (sta. 12.20) – 1 through lane in each direction

Crash type break-down:

1 – Rear End

1 – Turning

1 – Fixed Object

1 – Angle

4 – Total

Crash summary: There was only one crash with each Rear End, Turning, Fixed Object and Angle. One of the crashes occurred during wet pavement conditions and one occurred at night.

Contributing factors: Factors that could contribute to the Rear End and turning crashes include the frequency of access points, limited sight distances, and high traffic volumes that greatly decrease the capacity of roadway causing stop and go traffic. The angle accident was caused by a vehicle trying to pass in this very constricted area. The Fixed Object Crash involved an eastbound vehicle that hit a power pole near the shoulder.

Recommended countermeasures: Lane additions, turn lanes, sight distance improvements, or other capacity improvements are needed. The location of power poles within the area should be checked to assure placement outside of the clear-zone.

***US 30 and Olive Street Intersection (Mile Stations 12.24 to 12.29)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the Olive Street leg.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction.

Olive St., north leg – 1 through lane in each direction

Crash type break-down: 0 – Total

Crash summary: No Crashes were reported within this intersection area.

Contributing factors: None

Recommended countermeasures: No identifiable issues.

***US 30 and Hall Street Intersection (Mile Stations 12.31 to 12.37)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the Hall Street leg.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction.

Hall St., south leg – 1 through lane in each direction

Crash type break-down:                    1 – Turning  
    1 – Total

Crash summary: The Turning accident occurred during the daylight hours with dry pavement conditions.

Contributing factors: Factors that could contribute to the turning crashes include the frequency of access points, limited sight distance, and high traffic volumes that greatly decrease the capacity of roadway causing stop and go traffic.

Recommended countermeasures: Lane additions, and sight distance improvements, are needed to increase safety and improve capacity.

***US 30 and Grape Street Intersection (Mile Stations 12.38 to 12.44)***

This is a 4 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on both of the Grape Street legs.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction.

Grape St., north and south leg – 1 through lane in each direction

Crash type break-down: 0 – Total

Crash summary: No Crashes were reported within this intersection area.

Contributing factors: None

Recommended countermeasures: No identifiable issues.

***US 30 and Orange Street Intersection (Mile Stations 12.45 to 12.51)***

This is a 4 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on both of the Orange Street legs.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction.

Orange St., north and south leg – 1 through lane in each direction

Crash type break-down:                    2 – Turning  
    1 – Rear End  
    3 – Total

Crash summary: The predominant crash type reported within this intersection area was turning crashes 2 (67%). One crash occurred during wet pavement conditions and all three occurred during the day.

Contributing factors: Factors that could contribute to the Rear End and turning crashes include the frequency of access points, limited sight distances, and high traffic volumes that greatly decrease the capacity of the roadway causing stop and go traffic.

Recommended countermeasures: Lane additions, turn lanes, sight distance improvements, or other capacity improvements are needed.

***US 30 and Base Street Intersection (Mile Stations 12.52 to 12.58)***

This is a 4 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on both of the Base Street legs.

Existing geometry:

US 30, southeast and northwest leg – 1 through lane in each direction.

Base St., north and south leg – 1 through lane in each direction

Crash type break-down:

2 – Turning
4 – Angle
<u>1 – Rear End</u>
7 – Total

Crash summary: The predominant crash type at this intersection was angle (57%). Two Turning crashes and a Rear End crash together represent the remaining 43% of the total. One of the seven crashes none occurred during wet pavement conditions, one (14%) occurred during icy pavement conditions and one (14%) occurred at night.

Contributing factors: Factors that could contribute to the Rear End, angle and turning crashes include the frequency of access points, limited sight distances, and high traffic volumes that greatly decrease the capacity of the roadway causing frequent stop and go traffic.

Recommended countermeasures: Lane additions, turn lanes, sight distance improvements, or other capacity improvements are needed.

***US 30 and Genesee St. Intersection (Mile Stations 12.59 to 12.65)***

This is a signalized and fully lighted intersection.

Existing geometry:

- US 30, west leg – 1 through lane in each direction
- US 30, east leg – 1 through lane in each direction
- Genesee Street, north leg – 1 through lane in each direction
- Genesee Street, south leg – 1 through lane in each direction

Crash type break-down:	7 – Rear End
	2 – Angle
	2 – Turning
	<u>1 – Parked Vehicle</u>
	12 – Total

Crash summary: The predominant crash type at this intersection was rear end (58%). One of the crashes (8%) occurred during wet pavement conditions and 1 of the crashes (8%) occurred at night.

Contributing factors: Possible causes for the rear end crashes may be poor traffic flow due to insufficient capacity on US 30 resulting in sudden stop-and-go driving. Other factors include sight distance problems and distractions from the close proximity of side-street parking, the close proximity of building structures and close proximity of other side-roads.

Recommended countermeasures: Improve geometrics via ensuring proper parking distances and striping setbacks are in place, improve signal timing and signal updates to improve sight distance and intersection operations.

***US 30 and IL 78 (Cherry St.) Intersection (Mile Stations 12.66 to 12.72)***

This is a signalized and lighted intersection.

Existing geometry:

US Route 30, west leg – 1 through lane in each direction; east bound left-turn lane

US Route 30, east leg – 1 through lane in each direction; west bound left-turn lane

IL Route 78/ Cherry St., south leg – 1 through lane in each direction

Cherry St., north leg – 1 through lane in each direction

Crash type break-down:

7	– Rear End
1	– Fixed Object
1	– Animal
3	– Turning
<u>3</u>	– Angle
15	– Total

Crash summary: The predominant crash types at this intersection were rear end (47%) turning (20%) and angle (20%). One of the crashes (7%) occurred during wet pavement conditions and one (7%) occurred at night.

Contributing factors: Possible causes for the rear end crashes may be poor traffic flow due to insufficient capacity on US 30 resulting in sudden stop-and-go driving. Other factors include substandard taper lengths and the close proximity of building structures and close proximity of adjacent side-roads. The Fixed object crash identified a post or pole as the object struck by a northbound Semi on IL 78.

Recommended countermeasures: Improvements to turn lane taper lengths would improve capacity but may be difficult with building structure proximities but signal timing and signal updates can be made to improve intersection operations. Power poles, light post standards and signs should be checked to assure proper set back.

***US 30 and Madison St. Intersection (Mile Stations 12.73 to 12.79)***

This is a signalized and lighted intersection.

Existing geometry:

US Route 30, west leg – 1 through lane in each direction; east bound left-turn lane  
US Route 30, east leg – 1 through lane in each direction; west bound left-turn lane  
Madison Street, south leg – 1 through lane in each direction  
Madison Street, north leg – 1 through lane in each direction

Crash type break-down:

5	–	Rear End
3	–	Turning
1	–	Angle
<u>1</u>	–	<u>Fixed Object</u>
10	–	Total

Crash summary: The predominant crash types at this intersection were rear end (50%) and turning (30%). One of the crashes (10%) occurred during snow or icy pavement conditions and 1 (10%) occurred at night.

Contributing factors: The rear end and turning crashes may be due to poor traffic flow due to insufficient capacity on US 30 resulting in sudden stop-and-go driving as well as substandard turn lane taper lengths and the close proximity of adjacent side-roads.

Recommended countermeasures: Improve turn lane taper lengths to improve capacity, and signal timing and signal updates to better intersection operations.



***US 30 and Oakland Street Intersection (Mile Stations 12.89 to 12.95)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the leg of Oakland Street.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction.

Oakland St., south leg – 1 through lane in each direction

Crash type break-down:                   1 – Rear End  
  1 - Unknown  
  2 – Total

Crash summary: There was one Rear End crash and one listed as Unknown with very little information provided. The Rear End crash occurred with dry pavement conditions and during daylight hours.

Contributing factors: Factors that could have contributed to the Rear End crashes include the frequency of access points, and high traffic volumes in this area that greatly decrease the capacity of the roadway causing frequent stop and go traffic.

Recommended countermeasures: Lane additions, turn lanes, sight distance improvements, or other capacity improvements are needed.

***US 30 and Jackson St. Intersection (Mile Stations 13.08 to 13.14)***

This is a signalized and lighted intersection.

Existing geometry:

US 30, west leg – 1 through lane in each direction; east bound left-turn lane  
US 30, east leg – 1 through lane in each direction; west bound left-turn lane  
Jackson St., south leg – 1 through lane in each direction  
Jackson St., north leg – 1 through lane in each direction

Crash type break-down:

5 – Turning  
4 – Rear End  
1 – Sideswipe (Opposite direction)  
1 – Sideswipe (Same direction)  
2 – Angle  
13 – Total

Crash summary: The predominant crash types at this intersection were turning (38%) and rear end (31%). No crashes occurred during wet or snow pavement conditions and 1 (8%) occurred at night but the intersection was lighted.

Contributing factors: The rear end and turning crashes may be due to poor traffic flow due to insufficient capacity on US 30 resulting in sudden stop-and-go driving. Other factors include substandard turn lane taper lengths and the close proximity of other side-roads.

Recommended countermeasures: Lane additions and improve turn lane geometrics to improve capacity, and signal timing and signal updates to better intersection operations.

***US 30 and Scenic Street Intersection (Mile Stations 13.44 to 13.48)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign with a stop sign on the Scenic Street leg.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction  
and a Bi-directional Left turn lane

Scenic St., north leg – 1 through lane in each direction

Crash type break-down:                    1 – Rear End  
    1 – Total

Crash summary: This Rear End crash occurred with dry pavement conditions during daylight hours.

Contributing factors: The rear end crash may be due to poor traffic flow due to insufficient capacity on US 30 resulting in sudden stop-and-go driving. Side-roads in this area are staggered lending to a more inefficient design.

Recommended countermeasures: Lane additions or other capacity improvements are needed.

Note: This intersection was recently improved to widen and resurface the main-line pavement to accommodate a two-way left-turn lane add curb and gutter, a new retaining wall and radius improvements.

***US 30 and Sawyer Road Intersection (Mile Stations 13.49 to 13.52)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign with a stop sign on the Sawyer Street leg.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction  
and a Bi-directional Left turn lane

Sawyer Rd., south leg – 1 through lane in each direction (road slightly skewed)

Crash type break-down:                   1 – Rear End  
  1 – Unknown  
  1 – Animal  
  3 – Total

Crash summary: The Rear End crash occurred with wet pavement conditions at night.

Contributing factors: The rear end crash may be due to poor traffic flow due to insufficient capacity on US 30 resulting in sudden stop-and-go driving. Side-roads in this area are staggered lending to a more inefficient design. The animal accident was not related to the operation of the intersection itself but can be attributed to the proximity of the intersection to natural areas.

Recommended countermeasures: Lane additions or other capacity improvements are needed.

Note: This intersection was recently improved to widen and resurface the main-line pavement to accommodate a two-way left-turn lane and an eastbound right turn lane, added curb and gutter, and radius improvements.

***US 30 and Sycamore Street Intersection (Mile Stations 13.53 to 13.57)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign with a stop sign on the Sycamore Street leg.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction  
and a Bi-directional Left turn lane

Sycamore St., north leg – 1 through lane in each direction

Crash type break-down:                    1 – Rear End  
    1 – Pedestrian  
    2 – Total

Crash summary: There was one of each Rear End and Pedestrian crashes. Both of the crashes occurred with dry pavement conditions, one during daylight hours and the other at night with a lighted roadway.

Contributing factors: The rear end crash may be due to poor traffic flow due to insufficient capacity on US 30 resulting in sudden stop-and-go driving. Side-roads in this area are staggered lending to a more inefficient design. The pedestrian crash occurred with a westbound vehicle striking a pedestrian on this roadway with no sidewalks or crosswalks at the intersection.

Recommended countermeasures: Lane additions or other capacity improvements and sidewalks and crosswalks are needed.

Note: This intersection was recently improved to widen and resurface the main-line pavement to accommodate a two-way left-turn lane, add curb and gutter, and radius improvements.

***US 30 and Bishop Road/Grove Road Intersection (Mile Sta. 13.98 to 14.04)***

This is a 4 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the Bishop Rd. leg.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction,  
a eastbound left turn lane and a westbound right turn lane.  
Bishop Rd., north leg – 1 through lane in each direction

Crash type break-down:                    3 – Rear End  
    1 – Animal  
    4 – Total

Crash summary: The predominant crash type at this intersection was Rear End (75%). All of the crashes occurred with dry pavement conditions and only the animal related crash occurred at night.

Contributing factors: The rear end crash may be due to poor traffic flow due to insufficient capacity on US 30 resulting in sudden stop-and-go driving. The animal accident was not related to the operation of the intersection itself but can be attributed to the proximity of the intersection to natural areas.

Recommended countermeasures: The turn lane additions recently completed should reduce the frequency of the Rear End crashes.

***US 30 and Feldman Road (Oak Rd.) Intersection (Mile Sta. 14.51 to 14.57)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the Feldman Rd. leg.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction,  
Feldman Rd., south leg – 1 through lane in each direction

Crash type break-down:

1 – Fixed Object  
1 – Sideswipe Opposite Direction  
2 – Total

Crash summary: Both of the crashes occurred at night, one with dry pavement and one with icy conditions.

Contributing factors: The fixed object involved a westbound vehicle leaving the roadway and striking a fence on the north side of the roadway during icy conditions. The sideswipe crash was caused by a westbound vehicle passing another vehicle and striking a westbound semi-tractor trailer truck. Limited passing zone areas and sight distance issues may be an issue in this area.

Recommended countermeasures: Provide additional signing and no-passing zone striping to reduce frequency. A divided highway with limited access would further reduce the likelihood of Sideswipe Opposite Direction or Head On accidents.

***US 30 and Lyndon Road Intersection (Mile Sta. 15.02 to 15.08)***

This is a 4 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on both legs of Lyndon Rd.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction,  
Lyndon Rd., north and south leg – 1 through lane in each direction

Crash type break-down:                   1 – Other Non-Collision  
  1 – Angle  
  2 – Animal  
  4 – Total

Crash summary: The predominant crash type at this intersection was Animal (50%). None of the crashes occurred on wet pavement, one occurred on snow or icy pavement conditions and one crash occurred at night. The Angle crash involved a vehicle southbound on Lyndon Rd. pulling out and being struck by an eastbound vehicle on US30

Contributing factors: Sight distance may be an issue. The animal accident was not related to the operation of the intersection itself but can be attributed to the proximity of the intersection to natural areas. The Other Non-collision reported can be attributed to snow or ice on the pavement at the time.

Recommended countermeasures: Assure adequate sight distance for side-road vehicles.

***US 30 and Yager Road Intersection (Mile Stations 16.16 to 16.22)***

This is a 4 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on both legs of Yager Rd.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction,  
Yager Rd., south leg – 1 through lane in each direction

Crash type break-down:	1 – Fixed Object
Crash type break-down:	2 – Animal
	<u>1 – Sideswipe Same Direction</u>
	4 – Total

Crash summary: The predominant crash type at this intersection was Animal (50%). None of the crashes occurred on wet pavement, one occurred on snow or icy pavement conditions and three occurred at night.

Contributing factors: The fixed object involved an eastbound vehicle hitting something on the roadway but the object was not identified. The sideswipe crash involved two westbound vehicles colliding when one was attempting a left turn on the snow covered roadway. The animal accident was not related to the operation of the intersection itself but can be attributed to the proximity of the intersection to natural areas.

Recommended countermeasures: None from the information given.

***US 30 and Prairie Hill Recycling Center Road (Mile Sta. 16.72 to 16.78)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the Prairie Hill Recycling Center Rd. leg.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction,  
and a westbound right turn lane

Prairie Hill Recycling Center Rd., north leg – 1 through lane in each direction

Crash type break-down: 0– Total

Crash summary: No Crashes were reported within this intersection area.

Contributing factors: None

Recommended countermeasures: No identifiable issues.

***US 30 and Round Grove Road Intersection (Mile Sta. 17.63 to 17.69)***

This is a 4 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on both legs of Round Grove Rd.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction,  
Round Grove Rd., north and south leg – 1 through lane in each direction

Crash type break-down:  $\frac{1 - \text{Overturned}}{1 - \text{Total}}$

Crash summary: This crash occurred during daylight hours with dry pavement conditions.

Contributing factors: The cause is unclear from the data given. The vehicle was traveling west went across the opposing lane of traffic and hit an embankment on the south side of the roadway before overturning.

Recommended countermeasures: None from the information given.

***US 30 and Yorktown Road Intersection (Mile Stations 18.13 to 18.19)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the Yorktown Rd. leg.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction,  
Yorktown Rd., north leg – 1 through lane in each direction

Crash type break-down:                   1 – Animal  
  1 – Sideswipe Opposite Direction  
  2 – Total

Crash summary: Only the Animal crashes occurred at night, but both were with dry pavement conditions.

Contributing factors: The sideswipe crash was caused by an eastbound vehicle swerving to avoid another vehicle or object and striking a westbound vehicle. The animal accident was not related to the operation of the intersection itself but can be attributed to the proximity of the intersection to natural areas.

Recommended countermeasures: A divided highway with limited access would further reduce the likelihood of Sideswipe Opposite Direction or Head On accidents.

***US 30 and White Oaks Road Intersection (Mile Stations 18.77 to 18.83)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the White Oaks Rd. leg.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction,  
White Oaks Rd., north leg – 1 through lane in each direction

Crash type break-down:                   1 – Other Object  
  1 – Rear End  
  1 – Animal  
  3 – Total

Crash summary: All of the crashes occurred during the daylight hours with dry pavement conditions.

Contributing factors: The fixed object involved an eastbound vehicle leaving the roadway and striking a culvert on the south side of the roadway. The Rear End crash was caused by a vehicle striking another left turning vehicle. The animal accident was not related to the operation of the intersection itself but can be attributed to the proximity of the intersection to natural areas.

Recommended countermeasures: Check the culvert to assure proper design or extend culvert and regrade side-slopes and ditches to provide unobstructed fore-slopes beyond the clear-zone limits. Provide a left turn lane to reduce frequency of Rear End crashes.

***US 30 and Blue Goose Road Intersection (Mile Stations 19.11 to 19.17)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the Blue Goose Rd. leg.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction,  
Blue Goose Rd., north leg – 1 through lane in each direction

Crash type break-down:                   1 – Fixed Object  
  3 – Animal  
  4 – Total

Crash summary: The predominant crash type at this intersection was Animal related. All of the Animal crashes occurred at night and the Fixed Object crash was during daylight hours. All of the crashes occurred with dry pavement conditions.

Contributing factors: The fixed object involved an eastbound vehicle losing control, crossing the opposing lane of traffic and leaving the roadway, striking a tree or shrub on the north side. The animal accidents were not related to the operation of the intersection itself but can be attributed to the proximity of the intersection to natural areas.

Recommended countermeasures: Check the vegetation to assure trees are cleared within the clear-zone limits. A divided highway with limited access would further reduce the likelihood of Sideswipe Opposite Direction or Head On accidents.

***US 30 and Matznik Rd. Intersection (Mile Stations 20.12 to 20.18)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the Matznik Rd. leg.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction,  
Matznik Rd., south leg – 1 through lane in each direction

Crash type break-down:                    1 – Other Non-Collision  
    1 – Sideswipe Same Direction  
    2 – Animal  
    4 – Total

Crash summary: The predominant crash type at this intersection was Animal related. All of the Animal crashes occurred at night, the Other Non-Collision crash at dawn and the Sideswipe during daylight hours. All of the crashes occurred with dry pavement conditions.

Contributing factors: The Other Non-collision Crash involved a vehicle northbound on Matznik Road failing to stop, crossing US 30 and hitting the embankment on the north side of the main-line pavement. The sideswipe crash was caused by a westbound vehicle passing another westbound vehicle making a left turn. The limited availability of passing zones contributes to this problem.

Recommended countermeasures: Provide additional signing and no-passing zone striping to reduce frequency of passing accidents. A divided highway with limited access and left and right turn lanes would further reduce the likelihood of Sideswipe or Head On accidents.

***US 30 and Habben Rd. Intersection (Mile Stations 20.36 to 20.42)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the Habben Rd. leg.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction,  
Habben Rd., north leg – 1 through lane in each direction

Crash type break-down: 0 – Total

Crash summary: No Crashes were reported within this intersection area.

Contributing factors: None

Recommended countermeasures: No identifiable issues.

***US 30 and Emerson Rd. (FAS 190) Intersection (Mile Stations 20.75 to 20.81)***

This is a Three-legged Intersection with no stop conditions on east or westbound US 30 and a stop sign and a stop ahead sign and directional turn arrows on the southbound leg of Emerson Road (County Highway 41).

Existing geometry:

US 30, west leg – 1 through lane in each direction; east bound left-turn lane  
US 30, east leg – 1 through lane in each direction; west bound right-turn lane  
Emerson Rd., north leg – 1 through lane in each direction intersecting US 30 at a poor angle

Crash type break-down:

8 – Rear End  
5 – Fixed Object or Other Object  
4 – Turning  
1 – Non-collision  
1 – Animal  
19 – Total

Crash summary: The predominant crash types at this intersection were rear end (42%), fixed or other object (26%), and turning (21%). Three crashes (16%) occurred during wet pavement conditions and 3 (16%) occurred at night.

Contributing factors: Possible causes for the rear end and turning crashes may include poor intersecting angle of roadways causing poor sight distance, also slowed traffic for turning vehicles, possibly insufficient turn lane storage capacity and insufficient traffic gaps for those pulling onto US 30 from Emerson Rd.

Recommended countermeasures: The fixed and other object crashes may show a need for additional or improved signing or advanced warning flashers to warn southbound drivers on IL Route 78 of stop condition and t-intersection. Realign to a 90 degree intersection to greatly improve driver sight distances.

***US 30 and Agnew Road Intersection (Mile Stations 21.37 to 21.43)***

This is a 4 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on both legs of Agnew Rd.

Existing geometry:

US 30, southeast and northwest leg – 1 through lane in each direction,  
Matznik Rd., north and south leg – 1 through lane in each direction

Crash type break-down:                   1 – Turning  
  1 – Overturned Vehicle  
  2 – Angle  
  4 – Total

Crash summary: The predominant crash type at this intersection was Angle (50%). One crash occurred on a foggy night, and the others were in daylight with dry pavement conditions.

Contributing factors: This intersection is located in the middle of a horizontal curve at the base of a hill with guardrail throughout the area. Sight distance is limited at this location by poor intersecting roadway angles, vertical sight distance and partial visual obstruction from guardrail.

Recommended countermeasures: An improved intersecting side-road angle is needed. Removal of guardrail would be beneficial but would require a significant amount of earth work. A divided highway with limited access points and left and right turn lanes would further reduce the accident rate.

***US 30 and Harvey Road (Overpass) Intersection (Mile Stations 21.62 to 21.68)***

At this location US 30 overpasses Harvey Rd. with no direct connection of the two roads therefore accidents at this location are not considered intersection crashes. Harvey Rd. is accessed via the Agnew Overpass Rd. south of this location.

Existing geometry:

US 30, southeast and northwest leg – 1 through lane in each direction,  
Harvey Rd., east and west leg – 1 through lane in each direction

Crash type break-down:                   1 – Fixed Object  
  1 – Total

Crash summary: This crash occurred in daylight with snow or icy pavement conditions.

Contributing factors: This overpass is located on a tangent section at the summit of the vertical curve. Steep side-slopes, vegetation, the railroad and Harvey Rd. all necessitate the use of guardrail.

Recommended countermeasures: Removal of guardrail would be beneficial but would require a significant amount of earth work.

***US 30 and Agnew Overpass Road Intersection (Mile Stations 21.77 to 21.83)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the Agnew Overpass Rd. leg.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction,  
Agnew Overpass Rd., west leg – 1 through lane in each direction

Crash type break-down:

	1 – Other Object
	1 – Fixed Object
	1 – Overturned Vehicle
	<u>1 – Angle</u>
	4 – Total

Crash summary: All of the crashes occurred during daylight hours with dry pavement conditions. Three of these crashes resulted in type “A” injuries, with a total of 7 injuries reported.

Contributing factors: Sight distance is limited at this location by poor intersecting roadway angles, vertical sight distance and partial visual obstruction from guardrail.

Recommended countermeasures: An improved intersecting side-road angle is needed. Removal of guardrail would be beneficial but would require a significant amount of earth work. A divided highway with limited access points and left and right turn lanes would further reduce the accident rate.

***US 30 and Mathew Road Intersection (Mile Stations 22.28 to 22.34)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the Mathew Rd. leg.

Existing geometry:

US 30, southeast and northwest leg – 1 through lane in each direction,  
Mathew Rd., west leg – 1 through lane in each direction

Crash type break-down:                   1 – Other Non-Collision  
  1 – Overturned  
  1 – Turning  
  1 – Animal  
  4 – Total

Crash summary: Two of the crashes occurred at night and all occurred with dry pavement conditions.

Contributing factors: The Other Non-collision Crash involved a semi-tractor trailer truck losing part of its load which in turn was hit by a following vehicle. The Overturned Vehicle Crash occurred when a southbound vehicle crossed the opposing lane of traffic and overturned on the east side of the roadway. The turning crash occurred from a vehicle passing a piece of farm equipment as it was making a left turn. The animal accident was not related to the operation of the intersection itself but can be attributed to the proximity of the intersection to natural areas.

Recommended countermeasures: Provide additional signing and no-passing zone striping to reduce frequency. A divided highway with limited access and left and right turn lanes would further reduce the likelihood of Sideswipe, Turning or Head On accidents.

***US 30, Interstate 88 Connector and Moline Rd. Intersection (Mile Stations 23.00 to 23.06)***

This is a 4-way stop condition intersection with stop ahead signs and warning flashers mounted at the stop sign location in all 4 directions of travel.

Existing geometry:

US 30, north leg – 2 through lanes in each direction; 1 south bound buried left-turn lane

Moline Road, west leg – 1 through lane in each direction

US 30, east leg – 2 through lanes in each direction; 1 west bound buried left-turn lane

Interstate 88 connector, south leg – 2 through lanes in each direction; 1 north bound buried left-turn lane

Crash type break-down:                    5 – Fixed Object  
   2 – Rear end  
   2 – Animal  
   1 – Turning  
   1 – Angle  
   11 – Total

Crash summary: The predominant crash types at this intersection were fixed object (45%), rear end (18%) and animal (18%). One crash (9%) occurred during wet pavement conditions, 2 (18%) during snow or icy pavement conditions, and 3 (27%) occurred at night.

Contributing factors: With the variety of crash types and the low frequency of each at the intersection no discernable patterns were identified except for the fixed object crashes.

Recommended countermeasures: The fixed object crashes suggesting a need to eliminate hazards from the clear zone but traffic signing and lighting and concrete curb and gutter channelization was the only apparent fixed objects found at the intersection.

***US 30 and Como Rd. and Galt Rd. Intersection (Mile Stations 24.08. to 24.14)***

This is a 4-way stop condition intersection with stop ahead signs and no warning flashers.

Existing geometry:

US Route 30, west leg – 1 through lane in each direction; east bound right-turn lane

US Route 30, east leg – 1 through lane in each direction; west bound right-turn lane

Como Road, south leg – 1 through lane in each direction

Galt Road, north leg – 1 through lane in each direction

Crash type break-down:

5 – Angle

4 – Animal

3 – Turning

1 – Fixed Object

1 – Rear End

14 – Total

Crash summary: The predominant crash types at this intersection were angle (36%), animal (29%) and turning (21%). Three crashes (21%) occurred during wet pavement conditions and 5 (36%) occurred at night (but 4 of these were animal related).

Contributing factors: The angle, turning and rear end collisions at this 4-way stop intersection are likely attributed to intersecting driver conflicts from failure to yield and slowing traffic for stopping vehicles.

Recommended countermeasures: Place advanced warning flashers in all four directions to warn drivers of four way stop, similar to the intersection to the west. Further improvement to capacity and conflicts could be achieved via an update of the roadway to an expressway, removing the stop condition on US 30, subsequently requiring cross road traffic to stop and yield to US 30 traffic.

***US 30 and Kickapoo Lane Intersection (Mile Stations 24.32 to 24.38)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the Kickapoo Rd. leg.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction,  
Kickapoo Rd., south leg – 1 through lane in each direction

Crash type break-down:                    2 – Fixed Object  
    2 – Total

Crash summary: Both of these crashes involved westbound vehicles. One occurred during the daylight hours with dry pavement conditions and the other at night with slush or snow.

Contributing factors: Both Crashes were due to the vehicle crossing the pavement and going off the roadway to the left. One object was not given and the other was listed as a culvert.

Recommended countermeasures: Check the culvert and other obstacles to assure proper design and/or extend culvert and regrade side-slopes and ditches to provide unobstructed fore-slopes beyond the clear-zone limits.

***US 30 and Lawrence Drive Intersection (Mile Stations 24.58 to 24.64)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the Lawrence Dr. leg.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction,  
Lawrence Dr., south leg – 1 through lane in each direction

Crash type break-down:

2 – Rear End
1 – Head On
1 – Unknown
1 – Other Non-collision
<u>1 – Animal</u>
6 – Total

Crash summary: Four of the six crashes occurred at night and one occurred during wet pavement conditions.

Contributing factors: The Head On crash occurred during with snow or icy conditions. Both Rear End crashes involved westbound vehicles colliding due to slowed, stopped or turning vehicles. The Other Non-collision was caused by debris dropped on roadway from a truck. The animal accident was not related to the operation of the intersection itself but can be attributed to the proximity of the intersection to natural areas.

Recommended countermeasures: Provide a left turn lane to reduce frequency of Rear End crashes. A divided highway with limited access and left and right turn lanes would further reduce the likelihood of Sideswipe, Turning or Head On accidents.

***US 30 and Reagan Road Intersection (Mile Stations 25.01 to 25.07)***

This is a 4 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on both of the legs of Reagan Rd.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction,  
Bishop Rd., north leg – 1 through lane in each direction

Crash type break-down:                   1 – Rear End  
  1 – Angle  
  2 – Total

Crash summary: Both of the crashes occurred with dry pavement conditions and one crash occurred at night. Both resulted in injuries.

Contributing factors: The rear end crash involved eastbound vehicles and stopped or slowed traffic. The Angle crash involved a vehicle southbound on Reagan Rd. pulling out into traffic and being struck.

Recommended countermeasures: Provide a left turn lane to reduce frequency of Rear End crashes. A divided highway with limited access and left and right turn lanes would further reduce the likelihood of Sideswipe, Angle, Turning or Head On accidents.

***US 30 and Riverdale Road Intersection (Mile Stations 25.50 to 25.56)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the Riverdale Rd. leg.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction,  
Riverdale Rd., south leg – 1 through lane in each direction

Crash type break-down:                   1 – Head On  
  1 – Turning  
  1 – Animal  
  3 – Total

Crash summary: Only one of the crashes occurred at night and all occurred with dry pavement conditions.

Contributing factors: No clear reason was given for either the Head On or Turning crash. The animal accident was not related to the operation of the intersection itself but can be attributed to the proximity of the intersection to natural areas.

Recommended countermeasures: Provide a left turn lane to reduce frequency of Turning crashes. A divided highway with limited access and left and right turn lanes would further reduce the likelihood of Sideswipe, Angle, Turning or Head On accidents.





***US 30 and Lenore Street Intersection (Mile Stations 26.00 to 26.06)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the Lenore St. leg.

Existing geometry:

US 30, east and west leg – 1 through lane in each direction,  
Lenore St., south leg – 1 through lane in each direction

Crash type break-down:                    2 – Rear End  
    2 – Animal  
    4 – Total

Crash summary: Two of the crashes occurred at night and one at dusk, but all occurred with dry pavement conditions.

Contributing factors: Both of the Rear End crashes involved westbound vehicles striking another vehicle that was slowed or stopped in traffic. The animal accidents were not related to the operation of the intersection itself but can be attributed to the proximity of the intersection to natural areas.

Recommended countermeasures: Provide a left turn lane to reduce frequency of Rear End crashes. A divided highway with limited access and left and right turn lanes at intersections would further reduce the likelihood of this type of crash.

***US 30 and Prophetstown Rd./Prophet Rd. (County Highway 3) Intersection (Mile Stations 26.31 to 26.37)***

This is a 4-legged intersection with no stop conditions on the eastbound and westbound legs of US 30. There is a stop sign on the southbound leg of Prophetstown Road and a stop sign and a stop ahead sign on the northbound leg of Prophet Rd.

Existing geometry:

US Route 30, west leg – 2 through lanes in each direction; east bound left-turn lane

US Route 30, east leg – 2 through lanes in each direction; west bound left-turn lane

Prophet Road, south leg – 1 through lane in each direction the road makes a sharp turn just south of this intersection

Prophetstown Road, north leg – 1 through lane in each direction

Crash type break-down:

6 – Rear End

5 – Angle

3 – Fixed or Other Object

2 – Turning

2 – Sideswipe (same direction)

18 – Total

Crash summary: The predominant crash types at this intersection were rear end (33%) and angle (28%). Three crashes (17%) occurred during wet or snow pavement conditions. One crash (6%) occurred at night (but the intersection is lighted).

Contributing factors: The rear end, angle, and turning crashes at this intersection are likely attributed to intersecting driver conflicts from failure to yield and slowing traffic for turning vehicles.

Recommended countermeasures: Place advanced warning flashers on northbound and southbound side roads, add cross traffic does not stop signs and place 2 way stop signs on stop signs.

***US 30 and 14<sup>th</sup> Avenue Intersection (Mile Stations 26.74 to 26.80)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the 14<sup>th</sup> Ave. leg.

Existing geometry:

US 30, east and west leg – 2 through lane in each direction, and a two way left turn lane.

14<sup>th</sup> Ave., south leg – 1 through lane in each direction

Crash type break-down:

1 – Rear End

1 – Angle

1 – Turning

1 – Overturned Vehicle

2 – Fixed Object

6 – Total

Crash summary: Two of the crashes occurred at night but this intersection is lighted. All occurred with dry pavement conditions.

Contributing factors: The Rear End crash involved a westbound vehicle striking another that was slowed to make a right hand turn. The Angle crash involved a vehicle accessing US 30 from the side road. The details on the Turning and the Overturned crashes are unclear from the information provided. The Fixed Object crashes listed the curb and a utility pole as the objects struck.

Recommended countermeasures: A divided highway with limited access and left and right turn lanes at intersections would reduce the frequency of crashes. Further build-out of this section would be difficult.

***US 30 and 13<sup>th</sup> Avenue Intersection (Mile Stations 26.82 to 26.88)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the 13th St. leg.

Existing geometry:

US 30, east and west leg – 2 through lane in each direction, and a two way left turn lane.

13<sup>th</sup> St., south leg – 1 through lane in each direction

Crash type break-down:

1 – Turning  
1 – Total

Crash summary: This crash occurred during daylight hours with dry pavement conditions.

Contributing factors: This involved vehicles traveling in opposite directions on US 30 colliding when one attempted to turn.

Recommended countermeasures: A divided highway with limited access and left and right turn lanes at intersections would reduce the frequency of crashes. Further build-out of this section would be difficult.

***US Route 30 and 12<sup>th</sup> Avenue Intersection (Mile Stations 26.92 to 26.98)***

This is a signalized intersection.

Existing geometry:

US Route 30, west leg – 2 through lanes in each direction; east bound left-turn lane and eastbound right-turn lane

US Route 30, east leg – 2 through lanes in each direction; west bound left-turn lane and westbound right-turn lane

12<sup>th</sup> Avenue, south leg – 1 through lane in each direction

12<sup>th</sup> Avenue, north leg – 1 through lane in each direction

Crash type break-down:

17 – Rear End

15 – Turning

3 – Sideswipe (Same direction)

6 – Angle

2 – Parked Motor Vehicle

1 – Fixed Object

44 – Total

Crash summary: The predominant crash types at this intersection were rear end (39%) and turning (34%). Nine crashes (20%) occurred during wet pavement conditions. Six crashes (14%) occurred at night.

Contributing factors: At this location U.S. 30 has a typical urban design and is a four-lane highway with two lanes in each direction. Factors that may contribute to these crashes could include signal timing issues and needed updates to signal interconnect timing. Parked Vehicle accidents suggest an issue with vehicles being parked on or near the roadway.

Recommended countermeasures: The signal timing and that related to adjacent signals should be checked ensure maximum system efficiency. Businesses and side roads should be policed to assure parked vehicles and other fixed objects are kept outside of the clear zone and away from the sight triangle of side road vehicles.

***US 30 and Flock Avenue Intersection (Mile Stations 26.99 to 27.02)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the Flock Ave. leg.

Existing geometry:

US 30, east and west leg – 2 through lane in each direction, and a two way left turn lane.

Flock Ave., south leg – 1 through lane in each direction

Crash type break-down:

2 – Rear End

2– Angle

1 – Fixed Object

5 – Total

Crash summary: For the five crashes reported at this intersection one crash occurred at night and one at dusk. All crashes occurred with dry pavement conditions.

Contributing factors: Both of the Rear End crashes involved an eastbound vehicle striking another vehicle slowed or stopped in traffic. The Angle crashes involved left turning vehicles. The Fixed Object was reported as a lighting support that was struck.

Recommended countermeasures: A divided highway with limited access and left and right turn lanes at intersections would reduce the frequency of crashes. Further build-out of this section would be difficult.

***US 30 and 11<sup>th</sup> Avenue Intersection (Mile Stations 27.03 to 27.08)***

This is a 4 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on both legs of 11<sup>th</sup> Avenue.

Existing geometry:

US 30, east and west leg – 2 through lane in each direction, and a two way left turn lane.

11<sup>th</sup> Ave., north and south leg – 1 through lane in each direction

Crash type break-down:

2– Angle

1 – Sideswipe Same Direction

3 – Total

Crash summary: All three crashes occurred at night and one with snow or icy pavement conditions.

Contributing factors: The Sideswipe crash involved eastbound vehicles but no details were given. Both of the Angle crashes involved vehicles entering US 30 from the side-road.

Recommended countermeasures: A divided highway with limited access and left and right turn lanes at intersections would reduce the frequency of crashes. Further build-out of this section would be difficult.

***US 30 and 10<sup>th</sup> Avenue Intersection (Mile Stations 27.11 to 27.17)***

This is a 4 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on both legs of 10<sup>th</sup> Avenue.

Existing geometry:

US 30, east and west leg – 2 through lane in each direction, and a two way left turn lane.

10<sup>th</sup> Ave., north and south leg – 1 through lane in each direction

Crash type break-down: 0 – Total

Crash summary: None reported

Contributing factors:

Recommended countermeasures: No identifiable issues.

***US 30 and 9th Avenue Intersection (Mile Stations 27.19 to 27.25)***

This is a 4 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on both legs of 9<sup>th</sup> Avenue.

Existing geometry:

US 30, east and west leg – 2 through lane in each direction, and a two way left turn lane.

9<sup>th</sup> Ave., north and south leg – 1 through lane in each direction

Crash type break-down:

1 – Rear End

1 – Turning

1 – Sideswipe Opposite Direction

3 – Total

Crash summary: One crash occurred at night and all occurred with dry pavement conditions.

Contributing factors: The Rear End crash involved an eastbound vehicle striking another eastbound vehicle slowed or stopped in traffic. The Sideswipe and Turning crashes both involved vehicles turning onto US 30 from the side-road.

Recommended countermeasures: A divided highway with limited access and left and right turn lanes at intersections would reduce the frequency of crashes. Further build-out of this section would be difficult.

***US 30 and 8<sup>th</sup> Avenue Intersection (Mile Stations 27.28 to 27.34)***

This is comprised of 2 three legged Intersections that are staggered. There are no stop conditions on east or westbound US 30 and a stop sign on both legs of 8<sup>th</sup> Avenue.

Existing geometry:

US 30, east and west leg – 2 through lane in each direction, and a two way left turn lane.

8th Ave., north and south leg – 1 through lane in each direction

Crash type break-down:

1 – Pedestrian

1– Angle

3 – Turning

1 – Fixed Object

6 – Total

Crash summary: For the six crashes reported at this intersection three crashes occurred at night and one with wet pavement conditions. This section is lighted.

Contributing factors: The Pedestrian crash was at night and involved an eastbound vehicle, so the pedestrian was crossing US 30 when struck. The Angle and Turning crashes all involved vehicles entering US 30 from the side-road. The Fixed Object crash involved an eastbound vehicle turning left and hitting the curb (the driver was impaired).

Recommended countermeasures: A divided highway with limited access and left and right turn lanes at intersections would reduce the frequency of crashes. Further build-out of this section would be difficult.

***US 30 and 7th Avenue Intersection (Mile Stations 27.35 to 27.41)***

This is comprised of 2 three legged Intersections that are staggered. There are no stop conditions on east or westbound US 30 and a stop sign on both legs of 7<sup>th</sup> Avenue.

Existing geometry:

US 30, east and west leg – 2 through lane in each direction, and a two way left turn lane.

7th Ave., north and south leg – 1 through lane in each direction

Crash type break-down:

1 – Rear End

1 – Sideswipe Same Direction

2 – Total

Crash summary: Both of these crashes occurred during daylight hours and one with wet pavement conditions.

Contributing factors: The Rear End crash involved a westbound vehicle striking another vehicle slowed or stopped in traffic. The Sideswipe crash involved eastbound vehicles but little information was given.

Recommended countermeasures: A divided highway with limited access and left and right turn lanes at intersections would reduce the frequency of crashes.

***US 30 and 6<sup>th</sup> Avenue Intersection (Mile Stations 27.45 to 27.51)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the 6<sup>th</sup> Avenue leg.

Existing geometry:

US 30, east and west leg – 2 through lane in each direction, and a two way left turn lane.

6th Ave., south leg – 1 through lane in each direction

Crash type break-down:

1 – Rear End

1– Angle

2 – Turning

2 – Fixed Object

6 – Total

Crash summary: three of these crashes (50%) occurred at night and one with wet pavement conditions.

Contributing factors: This section is lighted so darkness should not be an issue. The Rear End crash involved an eastbound vehicle striking another vehicle slowed or stopped in traffic. The Angle and Turning crashes all involved left turning vehicles. The Fixed Objects were reported as a lighting standard and a curb that were struck.

Recommended countermeasures: A divided highway with limited access and left and right turn lanes at intersections would reduce the frequency of crashes.

***US 30 and 5th Avenue Intersection (Mile Stations 27.52 to 27.57)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on the 5<sup>th</sup> Avenue leg.

Existing geometry:

US 30, east and west leg – 2 through lane in each direction, and a two way left turn lane.

5th Ave., south leg – 1 through lane in each direction

Crash type break-down:

1 – Rear End

2– Angle

5 – Turning

2 – Fixed Object

10 – Total

Crash summary: Three of these crashes occurred at night and all with dry pavement conditions.

Contributing factors: The Rear End crash involved an eastbound vehicle striking another vehicle but little information was given. The Angle and Turning crashes were in various directions but primarily involved vehicles entering or exiting the mainline roadway. Both of the Fixed Objects were reported as curbs that were struck.

Recommended countermeasures: A divided highway with limited access and left and right turn lanes at intersections would reduce the frequency of crashes.

***US 30 and 4<sup>th</sup> Avenue Intersection (Mile Stations 27.58 to 27.63)***

This is a 3 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign the 4th Avenue leg.

Existing geometry:

US 30, east and west leg – 2 through lane in each direction, and a two way left turn lane.

4th Ave., south leg – 1 through lane in each direction

Crash type break-down:  $\frac{1 - \text{Pedal cyclist}}{1 - \text{Total}}$

Crash summary: This crash occurred during the daylight hours with dry pavement conditions.

Contributing factors: The vehicle involved was traveling in a north easterly direction when striking the bicyclist, but no other information was given. No Bicycle lanes provided. Crosswalks are provided across the mainline pavement at the signalized intersections in this area.

Recommended countermeasures: May warrant bicycle accommodations via widening sidewalks and additional signing.

***US 30 and 3rd Avenue Intersection (Mile Stations 27.65 to 27.71)***

This is a 4 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on both legs of 3<sup>rd</sup> Avenue.

Existing geometry:

US 30, east and west leg – 2 through lane in each direction, and a two way left turn lane.

3<sup>rd</sup> Ave., north and south leg – 1 through lane in each direction

Crash type break-down:                    3 – Turning  
    1 – Fixed Object  
    4 – Total

Crash summary: One crash occurred at night with wet pavement conditions, the rest were during daylight hours with dry pavement.

Contributing factors: All three of the turning crashes involved a vehicle entering US 30 from the side-road before being struck. The Fixed Object crash involved a vehicle striking the curb.

Recommended countermeasures: A divided highway with limited access and left and right turn lanes at intersections would reduce the frequency of crashes.

***US 30 and 2nd Avenue Intersection (Mile Stations 27.74 to 27.80)***

This is a 4 legged Intersection with no stop conditions on east or westbound US 30 and a stop sign on both legs of 2<sup>nd</sup> Avenue.

Existing geometry:

US 30, east and west leg – 2 through lane in each direction, and a two way left turn lane.

2<sup>nd</sup> Ave., north and south leg – 1 through lane in each direction

Crash type break-down:

1 – Rear End

1– Animal

2 – Turning

1 – Fixed Object

5 – Total

Crash summary: Three of these crashes occurred at night of which two had wet pavement conditions. The other two crashes were during daylight hours with dry pavement conditions.

Contributing factors: The Rear End crashes involved an eastbound vehicle striking another vehicle slowed or stopped in traffic. Both Turning crashes all involved an eastbound vehicle striking another vehicle. The Fixed Objects were reported as a pole or post on the south side of the roadway.

Recommended countermeasures: A divided highway with limited access and left and right turn lanes at intersections would reduce the frequency of crashes.

***US 30 and IL 40 (1st Avenue) Intersection (Mile Stations 27.82 to 27.88)***

This is a signalized intersection. It was identified by the Department of Transportation as a High Accident Location and a safety improvement is currently funded.

Existing geometry:

US Route 30, west leg – 2 through lanes in each direction; eastbound left-turn lane and eastbound right-turn lane

US Route 30, east leg – 2 through lanes in each direction; westbound left-turn lane and westbound right-turn lane

IL Route 40, south leg – 2 through lanes in each direction; northbound left-turn lane

12<sup>th</sup> Avenue, north leg – 1 through lane in each direction; southbound left-turn lane

Crash type break-down:

34 – Rear End

33 – Turning

1 – Sideswipe (Same direction)

5 – Angle

3 – Fixed Object

1 – Pedestrian

77 – Total

Crash summary, contributing factors and recommended countermeasures were outlined in the discussion of this intersection given in the 5% Segment section of this report.

### **Segment Crashes**

To better assess crash patterns and the extent of needed improvements between intersections, the roadway was broken in to fourteen individual segments. Crashes within each of these roadway segments were analyzed with the crashes at the intersections within the segments omitted. The crash summaries for each segment (excluding intersections) are provided in **Exhibit 6** and **Exhibit 7** shows the segment crashes by mile station.

#### ***IL 136/Frog Pond Rd. Intersection to Millard Rd. Intersection (Mile Stations 4.06 to 6.66)***

There are two railroad structures separating US 30 from the railroads within this section. At mile station 4.81 the Chicago & Northwestern Railroad is elevated over US 30 on a closed abutment structure creating a narrow underpass. The structure is also marked with a clearance height signs of 14' – 3". At mile station 5.39 the Burlington Northern Railroad is elevated on an open abutment structure.

Acker Road is the only side-road within this segment it intersects US 30 at mile station 5.34.

Crash type break-down:

- 12 – Animal
- 2 – Sideswipe (opposite direction)
- 3 – Head-on
- 2 – Fixed Object
- 2 – Rear End
- 1 – Other Object
- 22 – Total

Crash summary: The predominant crash types within this segment were animal (55%). Additionally there were 2 sideswipe opposite-direction, 3 head-on, 2 fixed object and 2 rear end crashes. Two of the crashes (9%) occurred during wet pavement conditions and three (14%) with snow or icy conditions. Thirteen of the crashes (59%) occurred at night.

Contributing factors: The frequency of animal crashes and the rate at which these incidents occur at night shows a strong presence of wildlife within this area. The presence of horizontal curves within the segment attribute to 23% of the crashes being either a head-on or sideswipe type as well and may limit sight distances attributing to rear-end and crashes.

Recommended countermeasures: Either the addition of no-passing zones or improvements to sight distance should be made. Should an overpass or grade-separated

structure be required to carry US 30 past the Railroad line, a further environmental survey may be useful in determining further need for facilitating wildlife movements.

***Millard Rd. to Hillside Rd. (Mile Stations 6.74 to 8.47)***

The only side road within this segment is Fulfs Road/Franks Road at mile station 7.34

Crash type break-down:	2 – Rear End
	1– Fixed Object
	1 – Sideswipe (opposite direction)
	1 _ Sideswipe (same direction)
	1 – Angle
	<u>1 – Animal</u>
	7 – Total

Crash summary: The predominant crash type within this segment was Rear End (29%). Crashes within this segment also included: one fix object, one Sideswipe in the same direction, one Sideswipe in the opposite direction, one Animal, and one Angle. Only one of the crashes (14%) occurred during wet pavement conditions and two (29%) with snow or icy conditions. Three of the crashes (43%) occurred at night.

Contributing factors: With the variety of crash types and the low frequency of crashes within the segment no discernable patterns were identified. However, the presence of sideswipe accidents may suggest a need for better sight distance. The Fixed Object was identified as a utility pole on the south side of the roadway.

Recommended countermeasures: Sight distance improvements or no-passing lane updates could reduce the sideswipe and head on crashes and a divided highway would further reduce the frequency of them in the segment. The location of utility poles on the south side of the roadway should be checked to assure proper distance from the roadway.

***Hillside Rd. to IL 78 North Intersection (Mile Stations 8.55 to 11.14)***

The only side road within this segment is Creamery Road at mile station 9.57.

Crash type break-down:	2 – Rear End
	5 – Animal
	1 – Fixed Object
	1 – Turning
	1 – Overturned Vehicles
	1 – Angle
	<u>1 – Other Non-collision</u>
	12 – Total

Crash summary: The predominant crash types within this segment were rear end with 2 crashes (17%) and 5 Animal (42%). Additionally the segment had 1 each of turning, overturned vehicle, fixed object, other non-collision and angle crashes. Two of the crashes (17%) occurred during wet pavement conditions and one (8%) with snow or icy conditions. Five of the crashes (42%) occurred at night.

Contributing factors: The frequency of animal crashes and the rate at which these incidents occur at night shows a strong presence of wildlife within this area. Other than the animal crashes a majority of the crashes can be attributed to stopped, slowed or turning vehicle movements on this rural segment.

Recommended countermeasures: Check the sight distance along the segment and particularly near the side roads for additional no-passing zone striping needs. The Fixed object was identified as a mailbox struck on the north side of the roadway. The volume of traffic, the functional classification of the roadway and its designation as a truck route, the clear zone concerns as well as crashes related to slowed or turning traffic in the segment suggests the need to relocate mailboxes to the side roads.

***IL 78 North Intersection to IL 78 South Intersection (Mile Stations 11.22 to 12.65)***

This segment of US 30 is also designated as IL 78 as it connects IL 78 north on the west side of Morrison with the IL 78 south leg in the downtown area of Morrison. Within the segment the roadway transitions from a rural roadway with few access points and a speed limit of 55 mph to an urban type with many access points, limited sight distance, more traffic volume, and a speed limit of 30 mph. Crashes at the side-roads are evaluated separately, but they include:

- Harmony St. & Liberty St. Intersections at mile stations 11.51 and 11.53;
- Union St. & Garden Plain Road Intersections at mile stations 11.63 and 11.64;
- City St. and Hillandale Dr. Intersections at mile stations 11.84 and 11.93;
- Lincoln West Court Intersections at mile stations 12.12 and 12.19;
- Heaton St., Hall St. and Olive St. at mile stations 12.20, 12.24 and 12.26;
- Grape St. and Orange St. at mile stations 12.41 and 12.48;
- Base Street and Genesee St. at mile stations 12.56 and 12.62;

Crash type break-down:

- 4 – Rear End
- 1 – Angle
- 2 – Animal
- 2 – Fixed Object
- 1 – Other Object
- 10 – Total

Crash summary: The predominant crash type within this segment was 4 Rear End (40%). Additionally 2 Animals, 2 Fixed Object, 1 Angle and 1 Other Object Crashes were reported. Three of the crashes (30%) occurred during wet pavement conditions and two (20%) occurred at night.

Contributing factors: The predominant rear end, and angle crashes can be attributed to the reduction in speed within this section to accommodate the roadways progress into the City of Morrison and the increased frequency of intersecting side-roads results in insufficient capacity on mainline US 30 leading to poor traffic flow and frequent stop-and-go driving. The sight distance is limited due to a retaining wall north of the roadway along a portion of the segment as the roadway makes a horizontal turn. The close proximity of buildings within the central business district also limits sight distance at the intersections. The Fixed Object crashes involved collisions with the Rock Creek structure or attached guardrail.

Recommended countermeasures: The removal or redesign of the retaining wall would improve sight distance. The building structure proximities would have to be changed to improve the sight distance in town. Collisions with the bridge structure suggest the need to widen to better accommodate traffic. The capacity is limited due to the speed constraints and the number of lanes, so capacity improvements via additional lanes, reduced access points, or an increase in speed, or a reduction in traffic via a by-pass of Morrison is needed to alleviate many of these concerns.

***IL 78 South Intersection to Jackson St. Intersection (Mile Stations 12.73 to 13.07)***

This abbreviated segment is a two lane section in the heart of Morrison with short turn lane areas at the intersections. Similar to the previous segment it has a high volume of traffic, a high number of access points and low speed limit. There are three intersecting side roads within the segment length. Crashes at the side roads are evaluated separately. The side roads in this segment are:

- Madison Street at mile station 12.76;
- Clinton Street at mile station 12.84;
- Oakland Street at mile station 12.92.

Crash type break-down:                    5 – Rear End  
    1 – Angle  
    6 – Total

Crash summary: The predominant crash type within this urban segment was the 5 Rear End crashes (83%). This segment also included one Angle crash. Two of the crashes (33%) occurred with wet pavement conditions all of the crashes occurred during the day.

Contributing factors: The predominant rear end crashes in this short segment is likely attributed to poor traffic flow. The speed limit in this city segment with very close side roads and entrances creates capacity problems on US 30 resulting in sudden stop-and-go driving.

Recommended countermeasures: The Capacity is limited due to the speed constraints and the number of lanes, so capacity improvements via additional lanes, reduced access points, or an increase in speed, or a reduction in traffic via a by-pass of Morrison is needed to alleviate many of these concerns.

***Jackson Street Intersection to Lyndon Road (Mile Stations 13.15 to 15.01)***

This segment of US 30 transitions from a two lane urban section, to a newly constructed three lane section, and back to a two lane section with a rural cross section. The speed limit increases in this section from 30 mph in town to 55 mph east of Morrison. Crashes at the side roads are evaluated separately. Side roads within this segment length include:

- Scenic Street at mile station 13.47;
- Sawyer Rd. at mile Station 13.51;
- Sycamore Street at mile station 13.54;
- Bishop Road/Grove Road at mile station 14.01;
- Feldman Road (Oak Rd.) at mile station 14.54;

Crash type break-down:

- 8 – Animal
- 6 – Rear End
- 1 – Fixed Object
- 1 – Angle
- 1 – Turning
- 17 – Total

Crash summary: The predominant crash types within this segment were 12 animal (36%) and 12 rear end (36%). Additional crashes reported were 2 fixed object, 2 angle, 1 other non-collision, 1 pedestrian, 1 sideswipe in the opposite direction, 1 turning, and 1 unknown. Two of the crashes (6%) occurred during wet pavement conditions and two (6%) with snow or icy conditions. 15 of the crashes (45%) occurred at night.

Contributing factors: The predominant rear end crashes could likely be attributed to the reduction in speed within this section to accommodate the roadways progress into the City of Morrison and the increased frequency of intersecting side-roads. These factors result in insufficient capacity on mainline US 30 leading to poor traffic flow and frequent stop-and-go driving. The vertical profile of a portion of the roadway had also limited sight distance during the time period. The high number of animal crashes can be attributed to the strong presence of wildlife within this area due to it's proximity to forested land

Recommended countermeasures: A recent project within this segment involved the addition of a bi-directional left-turn lane and geometric improvements, this will likely reduce the frequency of the rear end crashes but without through lane additions other sight distance and weaving concerns will likely create opportunities for more turning and angle crashes in the segment, so capacity improvements via additional lanes, reduced access points, or a reduction in traffic via a by-pass of Morrison is needed to alleviate many of these concerns. The area should be checked for additional no-passing zone striping needs. The fixed object crashes suggest a need to eliminate hazards from the clear zone but these were also likely addressed in the recent improvement.

***Lyndon Rd. to Round Grove Rd. (Mile Stations 15.09 to 17.62)***

This segment has a two lane rural design. The only intersecting side roads within this segment are:

- Yager Rd. at mile station 16.19;
- and the Prairie Hill Recycling Center Rd. at mile station 16.75.

Crash type break-down:

- 5 – Animal
- 2 – Fixed Object
- 2 – Other Object
- 1 – Sideswipe (same direction)
- 1 – Sideswipe (opposite direction)
- 11 – Total

Crash summary: The predominant crash types within this segment were 5 animal (45%) and 4 Fixed or Other Object (36%). Additionally 1 sideswipe in the opposite direction and 1 sideswipe in the same direction crash types were reported. No crashes occurred during wet pavement conditions, only one of the crashes (9%) occurred during snow or icy conditions, and 8 of the crashes (72%) occurred at night.

Contributing factors: The frequency of animal crashes and the rate at which these incidents occur at night shows a strong presence of wildlife within this area. The presence of sideswipe accidents can be attributed to curves and limited sight distance within the segment. The Fixed and other Object crashes only referred to the vehicles running off of the roadway and did not list an object struck.

Recommended countermeasures: Sight distance improvements or no-passing lane updates could reduce the sideswipe crashes and a divided highway would further reduce the frequency of them in the segment. The recurrence of off road crashes further suggests a need to review the sight distance and passing zone concerns.

***Round Grove Rd. to Blue Goose Rd. (Mile Stations 17.70 to 19.10)***

This segment has a two lane rural design. Within this segment there are two intersecting side roads, which are evaluated separately. They include:

- Yorktown Road at mile station 18.16;
- White Oaks Road at mile station 18.80.

Crash type break-down:

- 3 – Animal
- 2 – Sideswipe (opposite direction)
- 1 – Fixed Object
- 1 – Other Object
- 7 – Total

Crash summary: The predominant crash types within this segment were 3 Animal (43%) and 2 Sideswipe in the opposite direction (29%). Additionally 2 Fixed Object and 1 Other Object crashes were reported. Two of the crashes (29%) occurred during wet pavement conditions, 1 (14%) with snow or icy conditions and 3 of the crashes (43%) occurred at night.

Contributing factors: The frequency of animal crashes and the rate at which these incidents occur at night shows a strong presence of wildlife within this area. The presence of sideswipe accidents can be attributed to vertical and horizontal curves and limited sight distance within the segment. The Objects struck were listed as embankment on the south side and a tree on the north side of the roadway.

Recommended countermeasures: Sight distance improvements or no-passing lane updates could reduce the sideswipe crashes and fixed and other object crashes, and a divided highway would further reduce the frequency of them in the segment.

***Blue Goose Rd. to Emerson Rd. Intersection (Mile Stations 19.18 to 20.74)***

This segment has a two lane rural design. Within this segment there are two intersecting side roads, which are typically evaluated separately but the sideswipe crash listed at Matznik Rd. intersection was found to be caused by a passing vehicle so it is also addressed in the recommended countermeasures. The intersecting side roads include:

- Matznik Rd. at mile station 20.15;
- Habben Rd. at mile station 20.39.

Crash type break-down:	8 – Animal
	2 – Rear End
	1 – Angle
	1 – Fixed Object
	1 – Overturned
	<u>1 – Other Non-collision</u>
	14 – Total

Crash summary: The predominant crash type within this segment was 8 Animal (57%). Crashes within this segment also included 2 Rear End, 1 Angle, 1 Fixed Object, 1 Overturned, and 1 other non-collision. One crash (7%) occurred during wet pavement conditions, no crashes occurred during snow or icy conditions and 7 (50%) occurred at night.

Contributing factors: Similar to the previous two segments, the frequency of animal crashes and the rate at which these incidents occur at night shows a strong presence of wildlife within this area. One Rear End crash involved westbound vehicles caused by slowed or stopped traffic just east of Blue Goose Rd. the other involved eastbound vehicles slowed or stopped west of Matznik Rd. The fixed object involved a fence that was struck on the south side of the roadway. The angle accident involved a westbound vehicle striking an eastbound semi no further information given. This segment west of Emerson Rd. is the first area that westbound vehicles get a chance to pass, but with limited sight distance and no-passing zones the side road locations become problematic.

Recommended countermeasures: No-passing zone updates particularly near the side road locations could reduce the incidence of sideswipe and fixed object crashes, and a divided highway with turn lanes and limited access would further reduce the crash rate in the segment.

***Emerson Rd. Intersection to I-88 Connector/Moline Rd. Intersection (Mile Stations 20.82 to 22.99)***

This segment has a two lane rural design from Mathew Rd north. South of Mathew Rd. the two lane roadway transitions to a four lane section with two lanes in each direction before intersecting with Moline Rd. and the I-88 connector at a four way stop. Within this segment there are three intersecting side roads, which are evaluated separately. They include:

- Agnew Road at mile station 21.40;
- Agnew Overpass Road at mile station 21.80;
- Mathew Road at mile station 22.31;

Crash type break-down:

- 5 – Animal
- 5 – Rear End
- 2 – Overturned
- 2 – Sideswipe (same direction)
- 1 – Fixed Object
- 1 – Sideswipe (opposite direction)
- 16 – Total

Crash summary: The predominant crash types within this segment were 5 animal (31%) and 5 rear end (31%) crashes. Additionally, 2 overturned, 2 sideswipe in the same direction, 1 sideswipe in the opposite direction and 1 Fixed Object crashes were reported. One of the crashes (6%) occurred during wet pavement conditions, 3 (19%) with snow or icy conditions, and 7 (44%) occurred at night.

Contributing factors: The frequency of animal crashes and the rate at which these incidents occur at night shows a strong presence of wildlife within this area. The frequency of Rear end crashes can be attributed to guardrail near side road locations partially obscuring sight distance. A clear pattern of crashes are evident at the side road locations within the segment and at the point where the 4 lane section tapers back to two lanes south of Mathew Road.

Recommended countermeasures: Sight distance improvements could reduce the sideswipe crashes and a divided highway would further reduce the frequency of them in the segment. Extend the four lane section to north to Mathew Road to better serve peak hour and trucking traffic entering and leaving at Mathew road. Further reductions in merging traffic could be made by eliminating the taper via making the segment a four lane section throughout. A divided highway would eliminate the need for vehicles to merge thus reducing the incidence of sideswipe.

***I-88 Connector/Moline Rd. Intersection to Como Rd. /Galt Rd. Intersection (Mile Stations 23.07 to 24.07)***

This short segment starts as a four lane open cross section roadway, at its intersection with the I-88 connector, then quickly transitions to a two lane roadway going east toward the City of Rock Falls. This segment has no other intersecting side roads within its limits.

Crash type break-down:                   4 – Animal  
  1 – Fixed Object  
  5 – Total

Crash summary: The predominant crash types within this segment were 4 Animal (80%). One fixed object crash was also reported. One of the crashes (20%) occurred during wet pavement conditions, one (20%) with snow or icy conditions, and all 5 (100%) occurred at night.

Contributing factors: The frequency of animal crashes and the rate at which these incidents occur at night again shows a strong presence of wildlife within this area. The Fixed Object was identified as the Elkhorn Creek structure that was struck during icy conditions.

Recommended countermeasures: The type size and location of the guardrail should be reviewed to assure updates.

***Como Rd. /Galt Rd. Intersection to Prophetstown Rd. Intersection (Mile Stations 24.15 to 26.30)***

This segment primarily has a two lane rural design. The two lane roadway transitions to a four lane roadway just west of Prophetstown Rd. Within this segment there is a number of intersecting side roads, which are evaluated separately. They include:

- Kickapoo Lane at mile station 24.35;
- Lawrence Drive at mile station 24.61;
- Reagan Road at mile station 25.04;
- Riverdale Road at mile station 25.53;
- Hickory Hill Road at mile station 25.79;
- Anixter Street at mile station 25.88;
- Lenore Street at mile station 26.03.

Crash type break-down:

- 2 – Animal
- 3 – Fixed Object
- 2 – Other Non-collision
- 1 – Other Object
- 8 – Total

Crash summary: The predominant crash types within this segment were those involving objects along the roadway. These included 3 Fixed Object (38%), 2 Other Non-collision (25%) and 1 Other Object crash (12%). This segment also had 2 Animal crashes. One of the crashes (12%) occurred during wet pavement conditions, three (38%) with snow or icy conditions, and 5 (62%) occurred at night.

Contributing factors: Again the frequency of animal crashes and the rate at which these incidents occur at night shows a strong presence of wildlife within this area. Fixed Objects included embankment and a tree that were struck. The lack of other information suggests driver error which may suggest many of the other crashes were caused by slowed, turning or stopping vehicles as a consequence of the many access points in the segment.

Recommended countermeasures: There are a high number of fixed object and other object crashes suggesting a need to review the segment to assure hazards are removed from the clear zone. A divided highway with limited access and left and right turn lanes would further reduce the crash rate.

***Prophetstown Rd. Intersection to 12<sup>th</sup> Avenue Intersection (Mile Stations 26.38 to 26.91)***

This is a 5 lane segment with an urban design. It carries 2 lanes in each direction with a bi-directional left turn lane.

Side Roads within this segment Include:

14<sup>th</sup> Avenue at mile station 26.77;

13<sup>th</sup> Avenue at mile station 26.85.

All of the crashes within the length of this segment were within the area of either the 14<sup>th</sup> ST. or the 13<sup>th</sup> St. intersection. A summary of the crashes is made in the intersection analysis section.

***12<sup>th</sup> Avenue Intersection to IL 40 (1<sup>st</sup> Ave.) Intersection (Mile Stations 26.99 to 27.81)***

This segment of US 30 in Rock Falls carries two lanes in each direction and has a two-way left turn lane. The five lane section runs through a portion of town that is primarily residential but has mostly commercial properties along this section of roadway. This section has a speed limit of 45 mph and a high number of side roads and entrances throughout. A quick look at the accidents within the segment shows a high concentration within the section but the close spacing of the side roads causes all of them to be accounted for in the intersection accident data. Side Roads within this segment Include:

- Flock Avenue at mile station 26.99;
- 11<sup>th</sup> Avenue at mile station 27.05;
- 10th Avenue at mile station 27.14;
- 9th Avenue at mile station 27.22;
- 8<sup>th</sup> Avenue at mile station 27.31 and 27.32;
- 7th Avenue at mile station 27.38 and 27.41;
- 6<sup>th</sup> Avenue at mile station 27.48;
- 5th Avenue at mile station 27.54;
- 4<sup>th</sup> Avenue at mile station 27.60;
- 3rd Avenue at mile station 27.68;
- 2nd Avenue at mile station 27.77.

All of the crashes within the length of this segment were within the area of the intersecting side roads. A summary of the crashes is made in the intersection analysis section.

### **“K” & “A” Analysis**

Within the limits of this 23.83 mile study area on US 30 a total of one “K” severity crash (fatality) and forty-one Type ”A” severity crashes reported within this 5 year study period. This analysis identified the location of each crash, the type of each crash, surface and lighting conditions during the crash, whether or not a pattern exists at the subject location, and potential causes for each crash. In addition, recommended solutions to correct any roadway deficiencies that may have contributed to the crashes have been provided in the corresponding intersection and segment analysis. The “K & A” severity crashes are shown on in **Table 7**.

From the K&A Crash data shown, the following crash types and the corresponding number of resulting injuries were identified as follows:

- 11 – Turning (1 fatality & 26 injuries)
- 9 – Rear End (17 injuries)
- 6 – Angle (16 injuries)
- 4 – Head-on (10 injuries)
- 7 – Fixed Object (9 injuries)
- 2 – Overturned (4 injuries)
- 1 – Sideswipe Opp. Dir. (1 injury)
- 1 – Pedestrian (1 injury)
- 1 – Other non-collision (1 injury)
- 42 – Total (1 Fatality & 85 injuries)

## "K"&"A" Crash Data

Mi. Sta.	Crash Type	# of Fatalities	# of Injuries	Injury Severity	Pavement Condition	Light Condition	Year
4.02	Angle	0	05	A-injury	Dry	Day	05
4.02	Angle	0	3	A-injury	Dry	Dawn or Dusk	04
4.02	Turning	1	3	Fatal	Dry	Night	02
5.44	Head On	0	4	A-injury	Snow or Ice	Day	06
5.44	Head On	0	2	A-injury	Snow or Ice	Day	06
5.44	Sideswipe-Op Dir	0	1	A-injury	Dry	Day	03
5.54	Head-on	0	2	A-injury	Wet	Day	02
6.70	Fixed Object	0	2	A-injury	Dry	Night	04
6.70	Turning	0	2	A-injury	Wet	Day	03
7.10	Rear End	0	2	A-injury	Dry	Day	06
7.34	Head On	0	2	A-injury	Dry	Dawn or Dusk	04
9.86	Angle	0	1	A-injury	Wet	Night	04
11.76	Fixed Object	0	1	A-injury	Dry	Day	02
13.08	Rear End	0	2	A-injury	Dry	Day	04
13.12	Turning	0	2	A-injury	Dry	Day	03
17.46	Fixed Object	0	1	A-injury	Dry	Night	02
18.41	Fixed Object	0	1	A-injury	Dry	ns	05
20.05	Angle	0	2	A-injury	Dry	Night	03
20.29	Overtuned	0	1	A-injury	Dry	Day	04
21.40	Angle	0	3	A-injury	Dry	Night	05
21.80	Fixed Object	0	2	A-injury	ns	Dawn or Dusk	04
21.80	Angle	0	2	A-injury	Dry	Day	04
21.80	Overtuned	0	3	A-injury	Dry	Day	05
24.11	Turning	0	1	A-injury	Dry	Day	02
24.35	Fixed Object	0	1	A-injury	ns	Day	05
24.41	Other Non-Coll	0	1	A-injury	Dry	Day	05
26.03	Rear End	0	3	A-injury	ns	Day	05
26.95	Rear End	0	2	A-injury	Dry	Night	03
26.95	Rear End	0	3	A-injury	Dry	Day	04
26.95	Rear End	0	1	A-injury	Dry	Day	03
26.95	Turning	0	2	A-injury	Dry	Day	02
26.99	Rear End	0	2	A-injury	Dry	Dawn or Dusk	04
27.20	Rear End	0	1	A-injury	Dry	Night	04
27.32	Pedestrian	0	1	A-injury	Dry	Night	02
27.55	Turning	0	4	A-injury	Dry	Day	06
27.78	Fixed Object	0	1	A-injury	Dry	Day	03
27.85	Turning	0	2	A-injury	Dry	Day	04
27.85	Turning	0	1	A-injury	Dry	Day	04
27.85	Turning	0	4	A-injury	Dry	Day	03
27.85	Turning	0	1	A-injury	Wet	Day	02
27.85	Turning	0	4	A-injury	Dry	Day	02
27.85	Rear End	0	1	A-injury	Dry	Day	02

**Totals                      1 fatality                      85 type A injuries**

**Table 7**

K & A Crash summary: The predominant crash types that caused K & A injuries within this project study area were turning (accounting for the fatality and 29% of the injuries), rear end (20%), and angle (19%). Crashes also causing type "A" injuries included the 10 caused by head-on, 9 by fixed object, 4 from overturned vehicles, 1 from a sideswipe in the opposite direction, 1 pedestrian, and 1 other non-collision. Four crashes (10%) resulting in (7%) of the type "A" injuries occurred during wet pavement conditions, two crashes resulting in (7%) of the A injuries occurred during snow or icy conditions and nine crashes resulting in the fatality and (19%) of the type "A" injuries occurred at night.

Additional Analysis shows: Thirty of the Crashes (71%) were at an intersection and these crashes resulted in the fatality and 66 (78%) of the type "A" injuries. Nine of the crashes were at the two 5% Select Segment intersections. These Nine crashes accounted for the fatality and 24 (28%) of the 85 type A crash injuries.

Contributing factors: The Head-on and sideswipe crashes have a high potential for severe injuries and a review of the raw crash data table revealed a cluster of these accident types between station 5.32 and 5.54 and between station 7.10 and 7.34. The section from 5.32 to 5.54 is located on an inclined horizontal curve with limited sight distance due to the cut section, the crest of the hill to the east and a railroad structure to the west. The other location is very near an intersecting side road and a gentle curve leading to some possible conflicts due to sight limitations and traffic accessing issues.

The frequency and the severity associated with the rear end turning and angle crashes are primarily due to the fact that the roadway is rural in type and gives the drivers the expectation of open and free flowing traffic. But the frequency of intersections, curves, entrances, mailbox turnouts, poor intersecting side road angles and other access points causes frequent slowed or stopped traffic and creates conflicts.

Recommended countermeasures: Provide additional signing and no-passing zone striping to reduce frequency. A divided highway with limited access would further reduce the frequency head on accidents and would greatly improve the efficiency of the traffic flow thus reducing the rear end, angle and turning conflicts. The fixed object and other object crashes suggest a need to eliminate hazards from the clear zone.

### **Conclusion and Final Recommendations:**

The crash analysis revealed that the vast majority of crashes along the US 30 study corridor were rear end or turning. These two crash types accounted for 48% of the crashes. The next highest frequency was animal crashes accounting for 15%, angle accounting for (11%), and fixed object accounting for (11%) of the crashes.

The overall crash frequency for the segment of US 30 studied in this report is 4.8 crashes per mile per year for the 5 year period or 1.9 crashes per million vehicle miles driven within the limits of the corridor. This frequency exceeds the statewide average frequency of approximately 3.16 crashes per mile which is typical for this type of roadway. However, higher crash rates localized at major intersections in this report tend to skew the averages for the overall corridor. In addition, the statewide average mentioned above

does not take into consideration the many variables present within this diverse corridor and therefore, may not give an accurate indication of the existing safety performance.

There did not appear to be any deficient areas relative to surface conditions. The wet surface condition crashes observed represented 12% of the total crashes. The wet to dry pavement crash ratio was 0.15:1 for the entire corridor.

Although the crash analysis revealed that one location (US 30 and IL 78 Intersection) exhibited a somewhat high occurrence of nighttime crashes, the remainder of the corridor did not appear to have any other areas requiring lighting improvements. This intersection is lighted but with only one light pole and its removed location away from roadway, improved lighting may be warranted.

***Final Recommendations:***

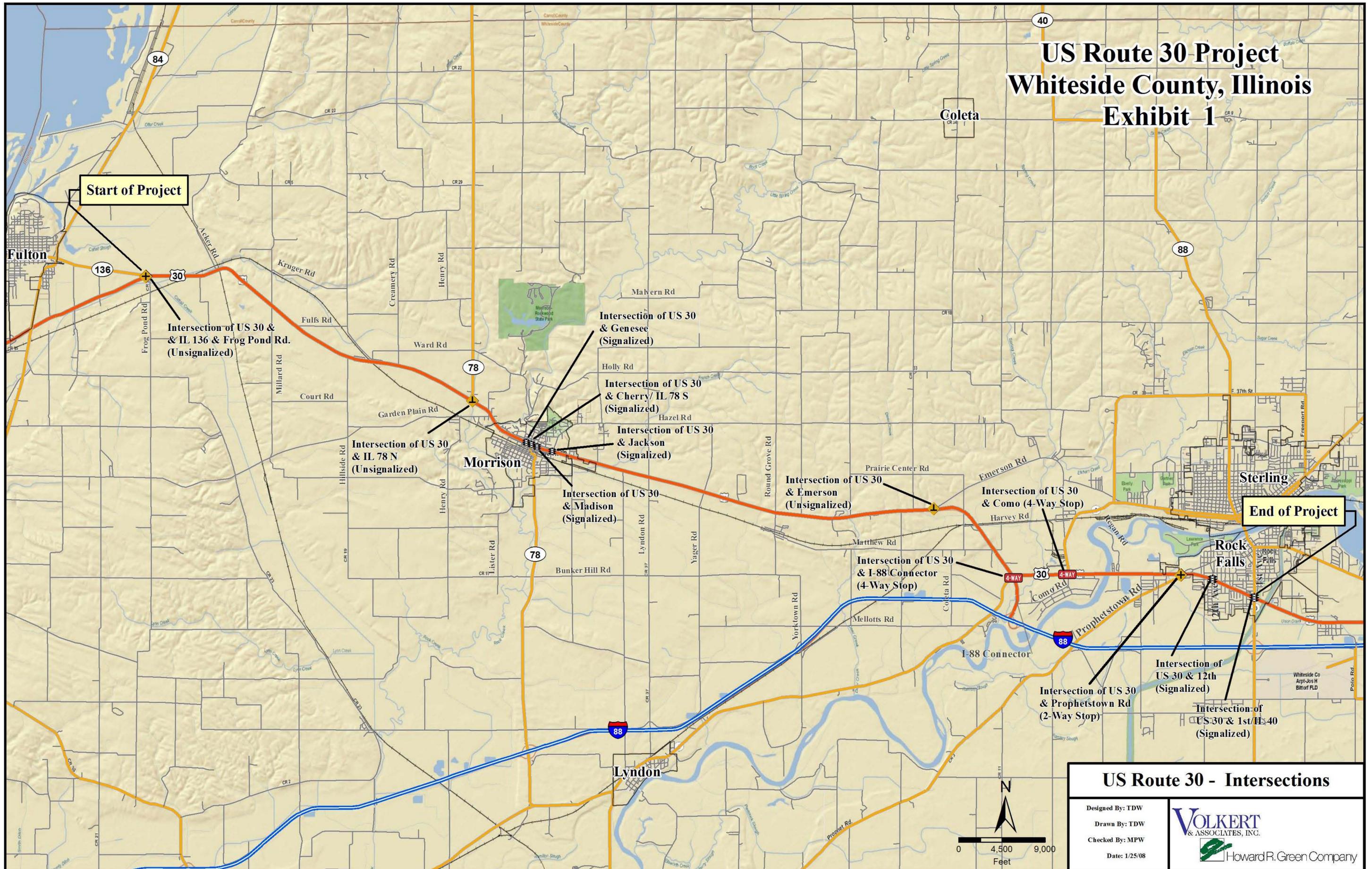
- 1) In consideration of the overall predominant rear end and turning crash types observed for this segment of US 30 being studied, the following proposed improvements should decrease the potential for these crashes:
  - Provide additional signing and no-passing zone striping to reduce frequency.
  - A divided highway with limited access would further reduce the frequency head on accidents and would greatly improve the efficiency of the traffic flow thus reducing the rear end, angle and turning conflicts.
  - Within the City of Morrison improve turn lane taper lengths to improve capacity, and signal timing and signal updates to better intersection operations. Here capacity improvements via right and left turn lane, additional through lanes, reduced access points, or a reduction in traffic via a by-pass of Morrison is needed.
- 2) The frequency of animal crashes and the rate at which these incidents occur at night shows a strong presence of wildlife within this area.
  - If a project moves forward that proposes additional or replacement structures, further environmental study may be useful in determining need for facilitating the wildlife movements in the design of the structures.
- 3) The fixed object and other object crashes suggest a need to eliminate hazards from the clear zone. This roadway has mailboxes, guardrail, and various other hazards located at various locations throughout.
  - Some consideration should be given to relocation of the mailboxes. The mailboxes are factors that could contribute to a potential problem along US 30 because of the high-operating speeds, the number of through and turning lanes, and the amount of congestion due to traffic volumes.
  - The culverts and structures protected by guardrail should be extended beyond the clear zone where possible to eliminate the guardrail need.

- 4) The Head-on and sideswipe crashes have a high potential for severe injuries and a review of the raw crash data table revealed a cluster of these accident types.
  - Provide additional signing and no-passing zone striping to reduce frequency.
  - A divided highway with limited access would further reduce the frequency head on accidents and would greatly improve the efficiency of the traffic flow thus reducing the rear end, angle and turning conflicts.
  
- 5) To improve intersection operations as well as to generally improve segment traffic flow throughout the corridor.
  - Modernize signals (improved phasing, timing, location/position/size/visibility of signal heads, and interconnect)
  - Improve geometrics
  - Improve parking and access control at the major intersections
  - Reconstruct or relocate side roads intersections with sub-standard angles.
  - The construction of a freeway with full standard updates would provide the greatest improvement to the flow of traffic.
  - Addition of right and left turn lanes at all intersections (in lieu of divided highway).
  
- 6) To improve friction/skid performance during wet pavement conditions.
  - Resurface the roadway
  
- 7) To improve visibility and roadway concerns.
  - Improve or update lane striping, edge striping and no-passing zone striping.
  - Improve signing and provide additional advanced warning flashers at one-way or two-way stop intersections.
  - Improve or update intersection lighting. All intersecting state routes should have overhead lighting sufficient to

# **EXHIBIT 1**

## **PROJECT LOCATION MAP**

# US Route 30 Project Whiteside County, Illinois Exhibit 1

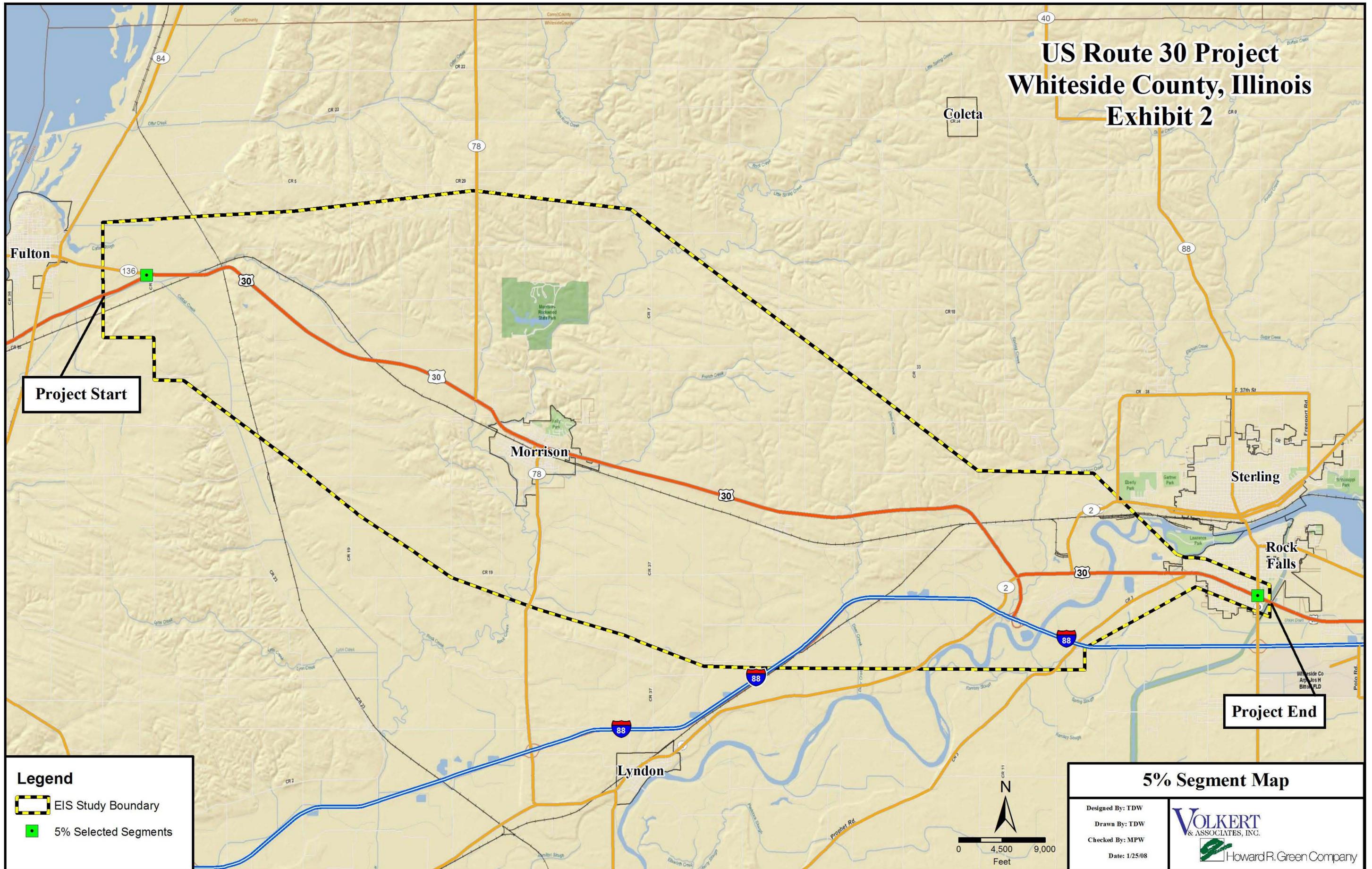


<b>US Route 30 - Intersections</b>	
Designed By: TDW	 
Drawn By: TDW	
Checked By: MPW	
Date: 1/25/08	

# **EXHIBIT 2**

**5% Selected Segments**

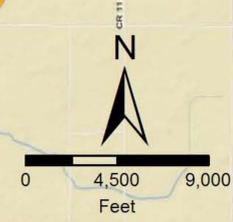
# US Route 30 Project Whiteside County, Illinois Exhibit 2



Project Start

Project End

- Legend**
- EIS Study Boundary
  - 5% Selected Segments



**5% Segment Map**

Designed By: TDW  
Drawn By: TDW  
Checked By: MPW  
Date: 1/25/08

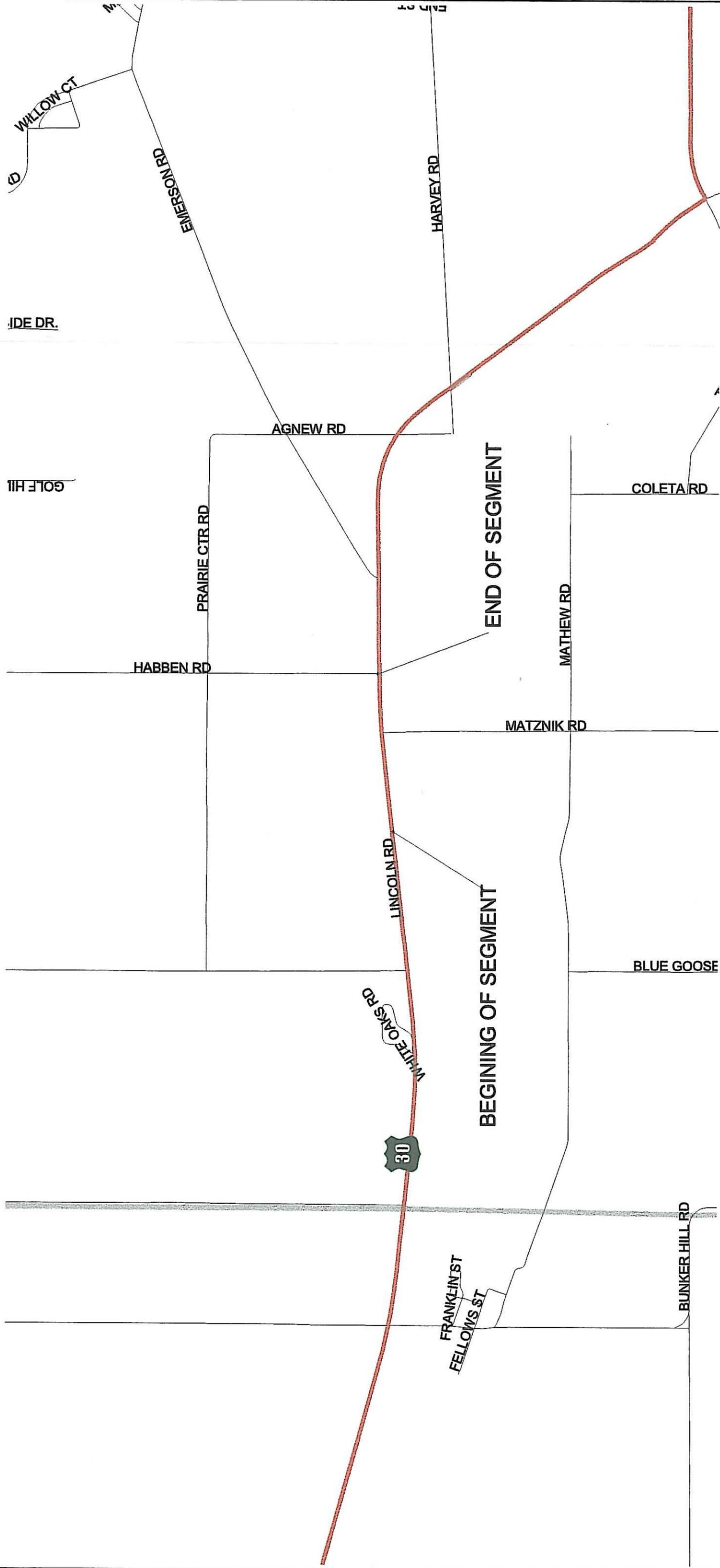
**VOLKERT & ASSOCIATES, INC.**  
 Howard R. Green Company

# **EXHIBIT 3**

## **5% Selected Segment Map**

# US RTE 30

## 5% SELECTED SEGMENT (9447)



**Legend**

- Roadway
- Interstate
- US Route
- State Route
- Road Network



1:25780

# **EXHIBIT 4**

**CRASH DATA**

**2002 - 2006**

## US 30 WHITESIDE

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
Us030	4.07	06-0760717	Animal	Pd	0	0	Dry	Clear	West	West	03/19/06	Mon
Us030	4.12	06-4516693	Animal	Pd	0	0	Dry	Clear	West	West	11/08/06	Thu
Us030	4.26	06-0473923	Fixed Object	Pd	0	0	Ice	Sleet/hail	West	West	02/16/06	Fri
Us030	4.79	06-1230082	Rear End	B-injury	0	2	Dry	Clear	West	West	04/15/06	Sun
Us030	5.15	06-0798964	Animal	Pd	0	0	Dry	Clear	East	East	03/04/06	Sun
Us030	5.32	06-0191897	Sideswipe Opposite	Pd	0	0	Dry	Clear	East	West	01/21/06	Sun
Us030	5.44	06-0778677	Head On	A-injury	0	4	Snow Or	Snow	Southwest	Northeast	03/05/06	Mon
Us030	5.44	06-0778263	Head On	A-injury	0	2	Snow Or	Snow	Southwest	Northeast	03/05/06	Mon
Us030	5.54	06-1525291	Animal	Pd	0	0	Dry	Clear	West	West	04/18/06	Wed
Us030	5.71	06-4374242	Animal	Pd	0	0	Dry	Clear	West	West	11/18/06	Sun
Us030	5.88	06-0196649	Animal	Pd	0	0	Dry	Clear	Southeast	Southeast	01/06/06	Sat
Us030	6.70	06-2614300	Animal	Pd	0	0	Dry	Clear	West	West	07/02/06	Mon
Us030	6.87	06-4549538	Angle	C-injury	0	3	Wet	Rain	West	Northeast	10/27/06	Sat
Us030	7.10	06-2036835	Rear End	A-injury	0	2	Dry	Clear	Northwest	Northwest	05/28/06	Mon
Us030	8.64	06-1214466	Animal	Pd	0	0	Dry	Clear	East	East	04/28/06	Sat
Us030	8.81	06-0798956	Animal	Pd	0	0	Dry	Clear	Northwest	Northwest	03/03/06	Sat
Us030	8.95	06-1523841	Other Non Collision	Pd	0	0	Dry	Clear	East	East	04/30/06	Mon
Us030	10.70	06-2584941	Animal	Pd	0	0	Wet	Clear	East	East	07/09/06	Mon
Us030	11.18	06-2082474	Overturned	C-injury	0	2	Dry	Clear	South	South	05/27/06	Sun
Us030	11.18	06-4343940	Fixed Object	Pd	0	0	Dry	Clear	South	South	10/19/06	Fri
Us030	11.18	06-4374226	Fixed Object	Pd	0	0	Dry	Clear	South	South	11/01/06	Thu
Us030	11.18	06-2083472	Fixed Object	Pd	0	0	Dry	Clear	Southeast	Southeast	05/24/06	Thu

## US 30 WHITESIDE

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
Us030	11.28	06-0472644	Animal	Pd	0	0	Dry	Clear	Darkness	Northeast		02/11/06	Sun
Us030	11.74	06-4442064	Animal	Pd	0	0	Dry	Clear	Dusk	West		11/18/06	Sun
Us030	11.85	06-0148541	Rear End	Pd	0	0	Dry	Clear	Daylight	West	West	01/17/06	Wed
Us030	12.37	06-0596541	Turning	Pd	0	0	Dry	Clear	Daylight	Southwest	South	02/03/06	Sat
Us030	12.48	06-4444706	Rear End	Pd	0	0	Dry	Clear	Daylight	West	West	11/05/06	Mon
Us030	12.60	06-3789036	Rear End	B-injury	0	2	Dry	Clear	Darkness, Lighted Road	West	West	09/29/06	Sat
Us030	12.61	06-0082864	Turning	B-injury	0	2	Dry	Clear	Daylight	East	East	01/25/06	Thu
Us030	12.61	06-3798110	Rear End	Pd	0	0	Wet	Rain	Daylight	East	East	09/03/06	Mon
Us030	12.61	06-1349833	Angle	Pd	0	0	Dry	Clear	Daylight	West	North	04/03/06	Tue
Us030	12.61	06-1667911	Turning	Pd	0	0	Dry	Clear	Daylight	West	West	07/27/06	Fri
Us030	12.69	06-4276520	Turning	Pd	0	0	Dry	Clear	Dusk	North	South	10/04/06	Thu
Us030	12.76	06-0588472	Turning	Pd	0	0	Dry	Clear	Daylight	East	South	02/23/06	Fri
Us030	12.76	06-4444714	Rear End	Pd	0	0	Dry	Clear	Daylight	East	East	11/08/06	Thu
Us030	12.77	06-3798045	Rear End	Pd	0	0	Dry	Clear	Daylight	West	Unknown	09/08/06	Sat
Us030	13.02	06-4817968	Rear End	Pd	0	0	Wet	Clear	Daylight	East	East	12/11/06	Tue
Us030	13.05	06-4326754	Rear End	Pd	0	0	Unknown	Clear	Daylight	East	East	09/22/06	Sat
Us030	13.11	06-0174059	Turning	B-injury	0	1	Unknown	Clear	Daylight	East	West	01/23/06	Tue
Us030	13.11	06-4276405	Angle	Pd	0	0	Dry	Clear	Daylight	East	North	10/31/06	Wed
Us030	13.11	06-1667903	Rear End	Pd	0	0	Dry	Clear	Daylight	East	East	07/21/06	Sat
Us030	13.51	06-2315833	Animal	Pd	0	0	Dry	Clear	Darkness	West		06/10/06	Sun
Us030	13.55	06-3540975	Pedestrian	B-injury	0	1	Dry	Clear	Darkness, Lighted Road	West	West	08/08/06	Wed
Us030	13.64	06-0582061	Rear End	Pd	0	0	Dry	Clear	Daylight	East	East	02/06/06	Tue

## US 30 WHITESIDE

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
Us030	13.91	06-4442981	Rear End	Pd	0	0	Dry	Clear	Daylight	East	East	11/17/06	Sat
Us030	14.02	06-4186737	Rear End	C-injury	0	6	Dry	Clear	Daylight	East	East	10/07/06	Sun
Us030	14.45	06-3438121	Turning	Pd	0	0	Dry	Clear	Daylight	West	Northwest	09/05/06	Wed
Us030	14.74	06-2082367	Animal	Pd	0	0	Dry	Clear	Darkness	West	West	05/19/06	Sat
Us030	16.40	06-3300131	Animal	Pd	0	0	Dry	Clear	Darkness	Northwest	Northwest	08/26/06	Sun
Us030	17.54	06-4057060	Sideswipe Same Direction	Pd	0	0	Dry	Clear	Daylight	West	West	08/21/06	Tue
Us030	19.14	06-4749898	Animal	Pd	0	0	Dry	Clear	Darkness	East	East	11/27/06	Tue
Us030	19.24	06-1722054	Rear End	B-injury	0	1	Wet	Rain	Daylight	West	West	07/21/06	Sat
Us030	19.34	06-4516735	Animal	Pd	0	0	Dry	Clear	Daylight	East	East	11/07/06	Wed
Us030	19.60	06-2083084	Fixed Object	B-injury	0	3	Dry	Clear	Daylight	West	West	05/13/06	Sun
Us030	19.64	06-4861529	Animal	Pd	0	0	Dry	Clear	Darkness	West	West	11/21/06	Wed
Us030	20.78	06-4090608	Turning	Pd	0	0	Dry	Clear	Daylight	West	West	07/27/06	Fri
Us030	20.78	06-4739444	Rear End	Pd	0	0	Wet	Fog/smoke/haze	Daylight	South	South	12/12/06	Wed
Us030	20.78	06-4516768	Other Object	Pd	0	0	Dry	Clear	Daylight	East	East	11/06/06	Tue
Us030	21.40	06-1735072	Angle	Pd	0	0	Other	Clear	Daylight	North	West	03/16/06	Fri
Us030	22.35	06-4374473	Animal	Pd	0	0	Dry	Clear	Darkness	East	East	11/11/06	Sun
Us030	22.75	06-2614326	Animal	Pd	0	0	Dry	Clear	Darkness	East	East	07/08/06	Sun
Us030	23.03	06-1526182	Fixed Object	Pd	0	0	Dry	Clear	Darkness	West	West	04/07/06	Sat
Us030	24.08	06-2198130	Animal	Pd	0	0	Unknown	Clear	Darkness	West	West	06/10/06	Sun
Us030	24.11	06-3716989	Turning	B-injury	0	2	Dry	Clear	Daylight	West	East	09/29/06	Sat
Us030	24.11	06-2614698	Angle	Pd	0	0	Dry	Clear	Daylight	South	East	07/14/06	Sat
Us030	24.11	06-1720884	Angle	Pd	0	0	Dry	Clear	Daylight	East	South	07/18/06	Wed

## US 30 WHITESIDE

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
Us030	25.10	06-4855729	Animal	Pd	0	0	Snow Or	Clear	Darkness	West	West	12/02/06	Sun
Us030	25.53	06-3702146	Animal	Pd	0	0	Dry	Clear	Darkness	West	West	09/15/06	Sat
Us030	25.79	06-1526273	Rear End	B-injury	0	2	Dry	Clear	Darkness	West	West	04/07/06	Sat
Us030	25.90	06-1526356	Sideswipe Same Direction	Pd	0	0	Dry	Clear	Daylight	East	East	04/07/06	Sat
Us030	26.00	06-0076890	Rear End	C-injury	0	1	Dry	Clear	Darkness	West	West	01/06/06	Sat
Us030	26.34	06-0571858	Turning	Pd	0	0	Dry	Clear	Daylight	West	East	02/22/06	Thu
Us030	26.34	06-3324032	Rear End	Pd	0	0	Dry	Clear	Daylight	Northeast	Northeast	08/08/06	Wed
Us030	26.34	06-1524831	Rear End	Pd	0	0	Dry	Clear	Daylight	North	North	04/15/06	Sun
Us030	26.74	06-0026820	Fixed Object	Pd	0	0	Dry	Clear	Daylight	Northeast	Northeast	01/16/06	Tue
Us030	26.94	06-5177131	Turning	Pd	0	0	Wet	Rain	Daylight	North	West	12/21/06	Fri
Us030	26.94	06-5175655	Sideswipe Same Direction	Pd	0	0	Dry	Clear	Darkness	West	West	12/15/06	Sat
Us030	26.95	06-4539679	Rear End	C-injury	0	1	Dry	Clear	Daylight	West	West	11/03/06	Sat
Us030	26.95	06-4554652	Turning	Pd	0	0	Dry	Clear	Darkness, Lighted Road	West	East	11/22/06	Thu
Us030	26.95	06-0386497	Turning	Pd	0	0	Wet	Rain	Daylight	North	Southeast	01/28/06	Sun
Us030	26.95	06-3518443	Turning	Pd	0	0	Wet	Rain	Daylight	Southwest	West	09/23/06	Sun
Us030	26.95	06-1216354	Parked Motor Vehicle	Pd	0	0	Dry	Clear	Daylight	Unknown	Unknown	03/17/06	Sat
Us030	26.95	06-1268249	Angle	Pd	0	0	Unknown	Clear	Daylight	West	South	03/04/06	Sun
Us030	26.95	06-3129514	Rear End	Pd	0	0	Dry	Clear	Daylight	West	West	08/29/06	Wed
Us030	26.98	06-1796488	Fixed Object	Pd	0	0	Dry	Clear	Daylight	West	West	04/17/06	Tue
Us030	27.47	06-0196656	Fixed Object	Pd	0	0	Dry	Clear	Darkness, Lighted Road	West	West	01/06/06	Sat
Us030	27.55	06-3129589	Turning	A-injury	0	4	Dry	Clear	Daylight	North	West	08/11/06	Sat
Us030	27.55	06-3246698	Turning	Pd	0	0	Dry	Clear	Daylight	Southeast	East	08/06/06	Mon

## ILLINOIS DEPARTMENT OF TRANSPORTATION

## GIS Crash Analysis Report - Crash Data Summary

10/3/2007

Page 5

## US 30 WHITESIDE

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
Us030	27.67	06-2468343	Fixed Object	Pd	0	0	Dry	Clear	Daylight	East	East	06/04/06	Mon
Us030	27.68	06-4539638	Turning	Pd	0	0	Wet	Rain	Darkness, Lighted Road	South	West	11/10/06	Sat
Us030	27.68	06-1902698	Turning	Pd	0	0	Dry	Clear	Daylight	Northeast	East	07/11/06	Wed
Us030	27.77	06-0386448	Turning	Pd	0	0	Dry	Clear	Darkness, Lighted Road	East	East	01/23/06	Tue
Us030	27.77	06-5176471	Turning	Pd	0	0	Wet	Rain	Darkness, Lighted Road	East	North	12/20/06	Thu
Us030	27.85	06-0602729	Turning	B-injury	0	2	Dry	Clear	Darkness, Lighted Road	West	Northeast	02/17/06	Sat
Us030	27.85	06-2952742	Rear End	B-injury	0	1	Dry	Clear	Daylight	East	East	07/30/06	Mon
Us030	27.85	06-5189532	Turning	C-injury	0	1	Dry	Clear	Daylight	Northwest	Northwest	12/15/06	Sat
Us030	27.85	06-3244800	Rear End	C-injury	0	1	Dry	Clear	Daylight	Northeast	Northeast	08/12/06	Sun
Us030	27.85	06-5189540	Turning	C-injury	0	1	Wet	Fog/smoke/haze	Darkness, Lighted Road	North	South	12/12/06	Wed
Us030	27.85	06-2541651	Turning	C-injury	0	1	Dry	Clear	Daylight	North	East	06/06/06	Wed
Us030	27.85	06-4253404	Fixed Object	Pd	0	0	Wet	Rain	Darkness, Lighted Road	East	East	10/11/06	Thu
Us030	27.85	06-4252521	Rear End	Pd	0	0	Wet	Rain	Daylight	East	East	10/26/06	Fri
Us030	27.85	06-0386596	Rear End	Pd	0	0	Wet	Clear	Daylight	Northwest	Northwest	01/03/06	Wed
Us030	27.85	06-2523188	Turning	Pd	0	0	Dry	Clear	Daylight	North	South	07/11/06	Wed
Us030	27.85	06-1217147	Fixed Object	Pd	0	0	Unknown	Unknown	Unknown	Unknown	Unknown	03/08/06	Thu
Us030	27.85	06-1195426	Rear End	Pd	0	0	Unknown	Unknown	Unknown	Unknown	Unknown	03/07/06	Wed
Us030	27.85	06-5189912	Turning	Pd	0	0	Dry	Clear	Darkness, Lighted Road	North	West	12/05/06	Wed
Us030	27.85	06-3518765	Rear End	Pd	0	0	Dry	Clear	Daylight	South	South	09/29/06	Sat
Us030	27.85	06-3012108	Fixed Object	Pd	0	0	Dry	Clear	Daylight	Southwest	Southwest	10/23/06	Tue
II136	3.19	06-4163157	Fixed Object	Pd	0	0	Wet	Rain	Daylight	West	West	07/11/06	Wed
II136	3.20	06-0822905	Fixed Object	Pd	0	0	Dry	Clear	Darkness	East	East	03/19/06	Mon

## US 30 WHITESIDE

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
Us030	0.02	06-4053481	Overtaken	Pd	0	0	Dry	Clear	Darkness, Lighted Road	East	East	10/20/06	Sat
Us030	4.02	05-2405503	Angle	A-injury	0	5	Dry	Clear	Daylight	North	East	05/28/05	Sun
Us030	4.02	05-2375417	Turning	Pd	0	0	Dry	Clear	Darkness	North	East	05/30/05	Tue
Us030	4.02	05-1876365	Turning	Pd	0	0	Dry	Clear	Daylight	West	West	04/25/05	Tue
Us030	4.11	05-5071815	Rear End	Pd	0	0	Dry	Clear	Daylight	East	East	12/01/05	Fri
Us030	4.27	05-3738837	Animal	Pd	0	0	Dry	Clear	Darkness	East	East	09/18/05	Mon
Us030	5.00	05-4055355	Animal	Pd	0	0	Dry	Clear	Darkness	Northeast	Northeast	10/18/05	Wed
Us030	5.02	05-3366621	Animal	Pd	0	0	Dry	Clear	Darkness	West	West	08/07/05	Mon
Us030	5.34	05-3738795	Animal	Pd	0	0	Dry	Clear	Darkness	East	East	09/19/05	Tue
Us030	7.59	05-1868875	Animal	Pd	0	0	Dry	Clear	Dawn	Southeast	Southeast	04/29/05	Sat
Us030	8.47	05-4925763	Fixed Object	Pd	0	0	Snow Or	Snow	Daylight	East	East	12/01/05	Fri
Us030	8.49	05-3366597	Fixed Object	Pd	0	0	Dry	Clear	Daylight	East	East	03/28/05	Tue
Us030	8.51	05-0908532	Fixed Object	Pd	0	0	Snow Or	Snow	Daylight	West	West	03/23/05	Thu
Us030	8.51	05-2855939	Rear End	Pd	0	0	Wet	Rain	Daylight	West	West	07/26/05	Wed
Us030	8.51	05-2375391	Fixed Object	Pd	0	0	Dry	Clear	Darkness	East	East	05/28/05	Sun
Us030	8.53	05-4925656	Fixed Object	Pd	0	0	Dry	Clear	Darkness	East	East	12/18/05	Mon
Us030	9.77	05-2857745	Rear End	C-injury	0	1	Dry	Clear	Daylight	East	East	07/19/05	Wed
Us030	10.24	05-4500095	Turning	Pd	0	0	Unknown	Clear	Daylight	Northwest	Southwest	11/12/05	Sun
Us030	10.62	05-0474378	Fixed Object	Pd	0	0	Dry	Clear	Darkness	Southeast	Southeast	01/19/05	Thu
Us030	11.18	05-0908870	Rear End	Pd	0	0	Dry	Clear	Daylight	West	West	02/08/05	Wed
Us030	11.64	05-2375714	Rear End	Pd	0	0	Wet	Clear	Daylight	Northeast	Northeast	06/04/05	Sun
Us030	11.64	05-1868677	Rear End	Pd	0	0	Dry	Clear	Daylight	Northwest	Northwest	05/08/05	Mon

## US 30 WHITESIDE

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
Us030	11.68	05-2409299	Angle	B-injury	0	1	Wet	Rain	Daylight	South	Northwest	07/04/05	Tue
Us030	11.74	05-4925649	Rear End	Pd	0	0	Dry	Clear	Daylight	West	West	12/18/05	Mon
Us030	11.78	05-4058052	Rear End	Pd	0	0	Dry	Clear	Daylight	West	West	10/24/05	Tue
Us030	11.84	05-1519460	Rear End	C-injury	0	1	Wet	Rain	Daylight	West	West	04/26/05	Wed
Us030	11.88	05-2458775	Other Object	Pd	0	0	Dry	Clear	Daylight	West	East	06/13/05	Tue
Us030	12.11	05-1961233	Rear End	C-injury	0	2	Dry	Clear	Daylight	West	West	05/05/05	Fri
Us030	12.12	05-1081800	Rear End	Pd	0	0	Wet	Rain	Daylight	West	West	03/30/05	Thu
Us030	12.14	05-4256003	Rear End	Pd	0	0	Dry	Clear	Daylight	West	West	10/14/05	Sat
Us030	12.15	05-3741666	Turning	B-injury	0	1	Dry	Clear	Daylight	West	East	09/28/05	Thu
Us030	12.52	05-5017933	Angle	B-injury	0	1	Dry	Clear	Daylight	North	West	12/29/05	Fri
Us030	12.53	05-4751524	Rear End	B-injury	0	1	Dry	Clear	Daylight	East	East	11/11/05	Sat
Us030	12.59	05-2819646	Rear End	Pd	0	0	Dry	Clear	Daylight	East	East	07/03/05	Mon
Us030	12.59	05-1985968	Parked Motor Vehicle	Pd	0	0	Dry	Clear	Daylight	Unknown	Unknown	05/23/05	Tue
Us030	12.59	05-5024517	Angle	Pd	0	0	Wet	Snow	Daylight	East	South	12/15/05	Fri
Us030	12.69	05-1081776	Rear End	Pd	0	0	Dry	Clear	Daylight	North	North	03/17/05	Fri
Us030	12.69	05-0592377	Angle	Pd	0	0	Wet	Snow	Daylight	East	North	02/09/05	Thu
Us030	12.73	05-0572403	Rear End	Pd	0	0	Dry	Clear	Darkness	West	East	02/15/05	Wed
Us030	12.81	05-3740510	Rear End	Pd	0	0	Dry	Clear	Daylight	West	West	09/16/05	Sat
Us030	12.82	05-2819703	Rear End	Pd	0	0	Wet	Rain	Daylight	East	East	07/26/05	Wed
Us030	12.83	05-2819653	Rear End	Pd	0	0	Dry	Unknown	Daylight	North	North	07/20/05	Thu
Us030	12.85	05-1081727	Rear End	Pd	0	0	Dry	Clear	Daylight	East	East	03/31/05	Fri
Us030	12.89	05-4055389	Unknown	Pd	0	0	Unknown	Unknown	Unknown	Unknown	Unknown	10/18/05	Wed

## US 30 WHITESIDE

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
Us030	13.06	05-1081784	Rear End	Pd	0	0	Dry	Clear	Daylight	West	West	03/12/05	Sun
Us030	13.06	05-3740494	Rear End	Pd	0	0	Dry	Clear	Daylight	East	East	09/02/05	Sat
Us030	13.14	05-5065296	Sideswipe Same Direction	Pd	0	0	Dry	Clear	Daylight	West	West	12/20/05	Wed
Us030	13.24	05-5017917	Rear End	Pd	0	0	Wet	Clear	Darkness, Lighted Road	East	East	12/30/05	Sat
Us030	13.48	05-2911609	Rear End	Pd	0	0	Dry	Clear	Daylight	West	West	07/30/05	Sun
Us030	13.51	05-0267707	Rear End	Pd	0	0	Wet	Clear	Darkness	East	East	01/07/05	Sat
Us030	13.91	05-4058037	Animal	Pd	0	0	Dry	Clear	Darkness	East	East	10/22/05	Sun
Us030	13.93	05-4058045	Animal	Pd	0	0	Dry	Clear	Darkness	East	East	10/25/05	Wed
Us030	14.00	05-3740569	Rear End	C-injury	0	2	Dry	Clear	Daylight	East	East	09/19/05	Tue
Us030	14.29	05-2854171	Animal	Pd	0	0	Dry	Clear	Darkness	East	East	07/22/05	Sat
Us030	14.54	05-3797221	Sideswipe Opposite	B-injury	0	1	Dry	Clear	Darkness	Northwest	Southeast	10/01/05	Sun
Us030	14.95	05-4055652	Animal	Pd	0	0	Dry	Clear	Darkness	East	East	10/26/05	Thu
Us030	15.05	05-2375797	Angle	B-injury	0	3	Dry	Clear	Daylight	South	East	06/03/05	Sat
Us030	15.36	05-4923743	Fixed Object	Pd	0	0	Snow Or	Snow	Darkness	East	East	12/01/05	Fri
Us030	15.56	05-2932373	Other Object	Pd	0	0	Dry	Clear	Daylight	West	West	08/03/05	Thu
Us030	16.19	05-4925383	Fixed Object	Pd	0	0	Unknown	Snow	Daylight	East	East	12/08/05	Fri
Us030	16.29	05-4924675	Other Object	Pd	0	0	Dry	Clear	Darkness	East	East	12/17/05	Sun
Us030	16.50	05-2933926	Animal	Pd	0	0	Dry	Clear	Darkness	East	East	07/23/05	Sun
Us030	18.16	05-1236974	Sideswipe Opposite	Pd	0	0	Dry	Clear	Daylight	East	West	04/11/05	Tue
Us030	18.41	05-4500061	Fixed Object	A-injury	0	1	Dry	Clear	Unknown	West	West	10/31/05	Tue
Us030	18.79	05-1869006	Rear End	Pd	0	0	Dry	Clear	Daylight	East	East	04/24/05	Mon
Us030	18.80	05-0511765	Animal	Pd	0	0	Dry	Clear	Daylight	West	West	01/16/05	Mon

## US 30 WHITESIDE

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
Us030	18.80	05-2375573	Other Object	Pd	0	0	Dry	Clear	Daylight	Northeast		06/19/05	Mon
Us030	19.20	05-0908581	Animal	Pd	0	0	Dry	Clear	Darkness	West		03/21/05	Tue
Us030	19.65	05-4055942	Animal	Pd	0	0	Dry	Clear	Darkness	West		10/02/05	Mon
Us030	20.15	05-2933892	Sideswipe Same Direction	C-injury	0	1	Dry	Clear	Daylight	Southwest	West	07/22/05	Sat
Us030	20.78	05-1868644	Turning	C-injury	0	1	Dry	Clear	Daylight	Southwest	Southwest	05/14/05	Sun
Us030	20.78	05-3366183	Rear End	Pd	0	0	Dry	Clear	Daylight	West	West	08/07/05	Mon
Us030	20.78	05-2936192	Rear End	Pd	0	0	Dry	Clear	Daylight	Southwest	Southwest	06/25/05	Sun
Us030	20.93	05-0487529	Sideswipe Opposite	Pd	0	0	Dry	Clear	Daylight	North	South	01/19/05	Thu
Us030	21.40	05-4500137	Angle	A-injury	0	3	Dry	Fog/smoke/haze	Darkness	South	West	10/31/05	Tue
Us030	21.40	05-3353975	Turning	Pd	0	0	Dry	Clear	Daylight	Northwest	East	08/25/05	Fri
Us030	21.80	05-2375656	Overtuned	A-injury	0	3	Dry	Clear	Daylight	West		06/14/05	Wed
Us030	21.89	05-4055496	Animal	Pd	0	0	Dry	Clear	Darkness	West		10/13/05	Fri
Us030	22.31	05-0908979	Overtuned	Pd	0	0	Unknown	Clear	Darkness	South		02/21/05	Tue
Us030	22.31	05-4259346	Animal	Pd	0	0	Dry	Clear	Darkness	East		10/19/05	Thu
Us030	22.31	05-1868842	Turning	Pd	0	0	Dry	Clear	Daylight	West	West	04/27/05	Thu
Us030	22.39	05-2935814	Rear End	Pd	0	0	Dry	Clear	Daylight	South	South	07/06/05	Thu
Us030	22.41	05-4185210	Rear End	Pd	0	0	Dry	Clear	Darkness	West	West	10/16/05	Mon
Us030	22.56	05-3421228	Rear End	C-injury	0	1	Unknown	Clear	Daylight	Southeast	Northwest	08/12/05	Sat
Us030	23.03	05-0853126	Angle	B-injury	0	1	Wet	Clear	Daylight	East	West	03/01/05	Wed
Us030	23.03	05-1237147	Turning	B-injury	0	3	Dry	Clear	Daylight	South	East	04/08/05	Sat
Us030	23.03	05-4777297	Fixed Object	Pd	0	0	Snow Or	Snow	Dawn	South		12/01/05	Fri
Us030	23.03	05-0489723	Fixed Object	Pd	0	0	Snow Or	Snow	Darkness	East		01/06/05	Fri

## US 30 WHITESIDE

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
Us030	23.32	05-4487681	Animal	Pd	0	0	Dry	Clear	Darkness	West	11/20/05	Mon
Us030	23.45	05-4995980	Fixed Object	Pd	0	0	Snow Or	Snow	Darkness	West	12/08/05	Fri
Us030	24.11	05-0911494	Animal	Pd	0	0	Wet	Snow	Darkness	North	02/19/05	Sun
Us030	24.11	05-3366233	Turning	Pd	0	0	Unknown	Clear	Daylight	Unknown	08/03/05	Thu
Us030	24.35	05-3571006	Fixed Object	A-injury	0	1	Other	Clear	Daylight	West	09/03/05	Sun
Us030	24.37	05-4925276	Fixed Object	Pd	0	0	Snow Or	Rain	Darkness	West	12/08/05	Fri
Us030	24.41	05-3738902	Other Non Collision	A-injury	0	1	Dry	Clear	Daylight	West	09/11/05	Mon
Us030	24.57	05-4925458	Fixed Object	Pd	0	0	Snow Or	Snow	Darkness	East	12/03/05	Sun
Us030	24.61	05-4732292	Head On	B-injury	0	2	Snow Or	Snow	Darkness	West	12/10/05	Sun
Us030	24.61	05-2969714	Rear End	Pd	0	0	Dry	Clear	Daylight	West	07/08/05	Sat
Us030	26.03	05-2305620	Rear End	A-injury	0	3	Unknown	Clear	Daylight	West	09/03/05	Sun
Us030	26.25	05-2299310	Other Object	Pd	0	0	Dry	Clear	Daylight	East	06/24/05	Sat
Us030	26.34	05-3366530	Rear End	Pd	0	0	Dry	Clear	Daylight	Northeast	08/30/05	Wed
Us030	26.34	05-4602784	Angle	Pd	0	0	Dry	Clear	Daylight	Southwest	11/24/05	Fri
Us030	26.77	05-4119698	Angle	Pd	0	0	Dry	Clear	Daylight	South	10/27/05	Fri
Us030	26.77	05-2456878	Turning	Pd	0	0	Dry	Clear	Darkness, Lighted Road	North	06/15/05	Thu
Us030	26.92	05-5210280	Parked Motor Vehicle	Pd	0	0	Dry	Clear	Daylight	Northeast	11/30/05	Thu
Us030	26.95	05-3682902	Angle	B-injury	0	1	Dry	Clear	Daylight	East	09/19/05	Tue
Us030	26.95	05-1440980	Turning	B-injury	0	2	Wet	Clear	Daylight	South	04/12/05	Wed
Us030	26.95	05-4174719	Turning	Pd	0	0	Dry	Clear	Darkness, Lighted Road	Northwest	10/16/05	Mon
Us030	26.95	05-1115426	Rear End	Pd	0	0	Dry	Clear	Daylight	South	03/18/05	Sat
Us030	26.95	05-0312834	Turning	Pd	0	0	Wet	Clear	Daylight	North	01/21/05	Sat

## US 30 WHITESIDE

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
Us030	26.95	05-5285464	Sideswipe Same Direction	Pd	0	0	Wet	Clear	Daylight	East	East	12/23/05	Sat
Us030	26.95	05-5135917	Turning	Pd	0	0	Dry	Clear	Daylight	Northwest	South	12/12/05	Tue
Us030	26.95	05-4174784	Rear End	Pd	0	0	Dry	Clear	Daylight	East	East	10/19/05	Thu
Us030	26.95	05-4498696	Rear End	Pd	0	0	Dry	Clear	Darkness, Lighted Road	South	South	11/17/05	Fri
Us030	26.99	05-2456910	Angle	Pd	0	0	Dry	Clear	Daylight	West	East	06/05/05	Mon
Us030	27.04	05-5136014	Sideswipe Same Direction	Pd	0	0	Snow Or	Clear	Darkness, Lighted Road	East	East	12/09/05	Sat
Us030	27.20	05-5133722	Turning	Pd	0	0	Dry	Clear	Daylight	South	East	12/20/05	Wed
Us030	27.31	05-4498720	Angle	Pd	0	0	Wet	Rain	Darkness, Lighted Road	North	West	11/15/05	Wed
Us030	27.46	05-3761581	Rear End	B-injury	0	1	Dry	Clear	Daylight	East	East	09/18/05	Mon
Us030	27.46	05-3769907	Turning	C-injury	0	2	Dry	Clear	Darkness, Lighted Road	West	North	09/30/05	Sat
Us030	27.46	05-1836104	Turning	Pd	0	0	Wet	Rain	Daylight	North	East	05/19/05	Fri
Us030	27.47	05-2456936	Fixed Object	Pd	0	0	Unknown	Clear	Darkness, Lighted Road	West	West	06/09/05	Fri
Us030	27.52	05-1390524	Turning	B-injury	0	1	Dry	Clear	Daylight	South	East	04/30/05	Sun
Us030	27.52	05-1835734	Turning	C-injury	0	1	Dry	Clear	Daylight	Northeast	West	05/07/05	Sun
Us030	27.55	05-1203602	Angle	Pd	0	0	Dry	Clear	Darkness, Lighted Road	South	West	04/01/05	Sat
Us030	27.75	05-4498969	Rear End	C-injury	0	1	Wet	Rain	Darkness, Lighted Road	East	East	11/05/05	Sun
Us030	27.85	05-2528742	Angle	B-injury	0	2	Dry	Clear	Daylight	West	Northwest	06/14/05	Wed
Us030	27.85	05-1236545	Turning	B-injury	0	1	Wet	Rain	Darkness, Lighted Road	Northwest	South	03/24/05	Fri
Us030	27.85	05-5136105	Pedestrian	B-injury	0	1	Snow Or	Clear	Darkness, Lighted Road	Northeast	South	12/09/05	Sat
Us030	27.85	05-4120209	Rear End	Pd	0	0	Dry	Clear	Darkness, Lighted Road	East	East	10/07/05	Sat
Us030	27.85	05-1115384	Rear End	Pd	0	0	Dry	Clear	Darkness, Lighted Road	East	East	03/16/05	Thu
Us030	27.85	05-1390573	Rear End	Pd	0	0	Dry	Clear	Daylight	Southeast	Southeast	04/19/05	Wed

## US 30 WHITESIDE

Route	File	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
Us030	27.85	05-1390557	Rear End	Pd	0	0	Dry	Clear	Darkness, Lighted Road	South	South	04/15/05	Sat
Us030	27.85	05-1791291	Turning	Pd	0	0	Wet	Clear	Daylight	Northeast	West	01/23/05	Mon
Us030	27.85	05-4498779	Turning	Pd	0	0	Dry	Clear	Darkness, Lighted Road	West	South	11/18/05	Sat
Us030	27.85	05-3243937	Rear End	Pd	0	0	Dry	Clear	Daylight	East	East	08/05/05	Sat
Us030	27.85	05-3761334	Turning	Pd	0	0	Dry	Clear	Darkness, Lighted Road	East	West	09/21/05	Thu
Us030	27.85	05-3761037	Rear End	Pd	0	0	Dry	Clear	Daylight	East	East	09/27/05	Wed
Us030	4.02	04-3092824	Angle	A-injury	0	3	Dry	Clear	Dusk	South	East	07/19/04	Tue
Us030	4.02	04-4246767	Fixed Object	Pd	0	0	Unknown	Clear	Darkness	East	East	10/22/04	Sat
Us030	4.02	04-0670150	Animal	Pd	0	0	Dry	Clear	Darkness	South	South	02/04/04	Thu
Us030	5.60	04-1412222	Animal	Pd	0	0	Dry	Clear	Dawn	West	West	04/20/04	Wed
Us030	6.70	04-0569030	Fixed Object	A-injury	0	2	Dry	Clear	Darkness	East	East	02/21/04	Sun
Us030	7.34	04-0222515	Head On	A-injury	0	2	Dry	Clear	Dawn	East	West	01/03/04	Sun
Us030	8.51	04-5389129	Other Object	Pd	0	0	Dry	Clear	Darkness	East	East	12/03/04	Sat
Us030	8.51	04-0670127	Overtaken	Pd	0	0	Ice	Clear	Darkness	South	South	02/09/04	Tue
Us030	9.57	04-3742360	Rear End	B-injury	0	12	Dry	Clear	Daylight	South	Unknown	06/10/04	Fri
Us030	9.57	04-2096420	Rear End	Pd	0	0	Dry	Clear	Daylight	West	West	06/13/04	Mon
Us030	9.86	04-1108358	Angle	A-injury	0	1	Wet	Clear	Darkness	South	Southeast	03/28/04	Mon
Us030	11.51	04-0453706	Rear End	B-injury	0	1	Dry	Clear	Daylight	East	East	02/27/04	Sat
Us030	11.53	04-1655168	Rear End	Pd	0	0	Dry	Clear	Daylight	West	West	05/11/04	Wed
Us030	11.68	04-4246239	Rear End	C-injury	0	1	Wet	Rain	Daylight	Southeast	Southeast	10/01/04	Sat
Us030	11.80	04-1989922	Rear End	Pd	0	0	Wet	Rain	Daylight	West	West	05/11/04	Wed
Us030	11.81	04-0773418	Rear End	C-injury	0	2	Wet	Clear	Daylight	West	West	02/19/04	Fri

## US 30 WHITESIDE

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
Us030	11.82	04-2926410	Rear End	B-injury	0	1	Dry	Clear	West	West	07/16/04	Sat
Us030	11.96	04-2714246	Other Object	B-injury	0	2	Dry	Clear	West	West	06/29/04	Wed
Us030	11.96	04-4246189	Animal	Pd	0	0	Dry	Clear	South		10/07/04	Fri
Us030	12.16	04-2927707	Turning	Pd	0	0	Wet	Rain	West	West	07/09/04	Sat
Us030	12.17	04-1346115	Rear End	B-injury	0	1	Dry	Clear	East	East	04/03/04	Sun
Us030	12.52	04-0003766	Angle	B-injury	0	3	Ice	Sleet/hail	North	West	01/16/04	Sat
Us030	12.52	04-4651677	Angle	Pd	0	0	Dry	Clear	West	North	11/12/04	Sat
Us030	12.69	04-5291283	Angle	Pd	0	0	Unknown	Clear	Unknown	Unknown	12/28/04	Wed
Us030	12.69	04-2728790	Animal	Pd	0	0	Dry	Clear	South		06/02/04	Thu
Us030	12.69	04-1346172	Rear End	Pd	0	0	Dry	Clear	East	Unknown	04/18/04	Mon
Us030	12.83	04-1840711	Rear End	C-injury	0	1	Dry	Clear	East	East	05/04/04	Wed
Us030	13.08	04-2970459	Rear End	A-injury	0	2	Dry	Clear	West	West	07/16/04	Sat
Us030	13.08	04-1346180	Rear End	C-injury	0	1	Dry	Clear	West	West	04/25/04	Mon
Us030	13.41	04-4651776	Rear End	Pd	0	0	Dry	Clear	East	East	11/09/04	Wed
Us030	13.51	04-1412032	Unknown	Pd	0	0	Unknown	Unknown	Unknown	Unknown	04/11/04	Mon
Us030	13.99	04-2728691	Animal	Pd	0	0	Dry	Clear	East	East	06/06/04	Mon
Us030	15.05	04-5389517	Animal	Pd	0	0	Dry	Clear	East	East	11/22/04	Tue
Us030	15.05	04-2728675	Animal	Pd	0	0	Dry	Clear	North	North	06/06/04	Mon
Us030	16.19	04-2728808	Animal	Pd	0	0	Dry	Clear	West	West	06/24/04	Fri
Us030	17.15	04-2728295	Animal	Pd	0	0	Dry	Clear	East	East	07/01/04	Fri
Us030	17.66	04-3706308	Overturned	B-injury	0	1	Dry	Clear	West	West	09/20/04	Tue
Us030	17.77	04-0222424	Sideswipe Opposite	Pd	0	0	Snow Or	Snow	West	East	01/27/04	Wed

## US 30 WHITESIDE

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
Us030	19.14	04-5388576	Animal	Pd	0	0	Dry	Clear	Darkness	West		12/02/04	Fri
Us030	19.14	04-3178342	Fixed Object	Pd	0	0	Dry	Clear	Daylight	East		07/18/04	Mon
Us030	19.24	04-1412206	Animal	Pd	0	0	Dry	Clear	Darkness	West		04/20/04	Wed
Us030	20.13	04-4247013	Animal	Pd	0	0	Dry	Clear	Darkness	East		11/10/04	Thu
Us030	20.29	04-0111734	Overtuned	A-injury	0	1	Dry	Clear	Daylight	Unknown		01/10/04	Sun
Us030	20.78	04-4144137	Turning	B-injury	0	1	Dry	Clear	Daylight	Southwest	Southwest	10/20/04	Thu
Us030	20.78	04-3178383	Fixed Object	B-injury	0	1	Dry	Clear	Daylight	East		07/15/04	Fri
Us030	20.78	04-4248482	Turning	C-injury	0	1	Dry	Clear	Daylight	Southwest	Southwest	09/28/04	Wed
Us030	20.78	04-4714939	Other Non Collision	Pd	0	0	Dry	Unknown	Daylight	Southwest		11/10/04	Thu
Us030	20.78	04-4989473	Rear End	Pd	0	0	Dry	Clear	Dusk	Southwest	Southwest	12/02/04	Fri
Us030	20.78	04-3706555	Rear End	Pd	0	0	Dry	Clear	Daylight	Southwest	Southwest	09/09/04	Fri
Us030	20.78	04-3706258	Rear End	Pd	0	0	Dry	Clear	Daylight	South	South	09/21/04	Wed
Us030	20.78	04-2728840	Fixed Object	Pd	0	0	Wet	Clear	Darkness	South		05/30/04	Mon
Us030	21.29	04-1374851	Overtuned	Pd	0	0	Wet	Rain	Darkness	Southeast		04/30/04	Sat
Us030	21.62	04-0213548	Fixed Object	Pd	0	0	Snow Or	Snow	Daylight	East		01/04/04	Mon
Us030	21.80	04-3177856	Angle	A-injury	0	2	Dry	Clear	Daylight	South	West	08/15/04	Mon
Us030	21.80	04-2729038	Fixed Object	A-injury	0	2	Unknown	Clear	Dawn	West		05/22/04	Sun
Us030	22.05	04-0831109	Overtuned	Pd	0	0	Snow Or	Snow	Dawn	East		02/09/04	Tue
Us030	22.31	04-3178292	Other Non Collision	Pd	0	0	Dry	Clear	Daylight	East	East	07/18/04	Mon
Us030	22.43	04-0532897	Sideswipe Same Direction	Pd	0	0	Snow Or	Snow	Daylight	West	West	02/09/04	Tue
Us030	22.93	04-2728709	Sideswipe Same Direction	Pd	0	0	Dry	Clear	Daylight	North	North	06/03/04	Fri
Us030	23.03	04-3178052	Rear End	B-injury	0	1	Dry	Clear	Daylight	East	East	07/31/04	Sun

## US 30 WHITESIDE

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
Us030	23.03	04-4246627	Animal	Pd	0	0	Dry	Clear	Darkness	West	10/18/04	Tue
Us030	23.03	04-4247146	Other Object	Pd	0	0	Unknown	Clear	Daylight	South	11/03/04	Thu
Us030	23.03	04-5388618	Animal	Pd	0	0	Dry	Clear	Daylight	Northwest	11/28/04	Mon
Us030	24.11	04-0309882	Rear End	Pd	0	0	Dry	Clear	Darkness, Lighted Road	West	01/13/04	Wed
Us030	24.11	04-3178425	Animal	Pd	0	0	Dry	Clear	Darkness	West	07/09/04	Sat
Us030	24.62	04-1412156	Other Non Collision	C-injury	0	2	Dry	Clear	Daylight	West	04/03/04	Sun
Us030	25.04	04-3178367	Angle	B-injury	0	1	Dry	Clear	Daylight	Southeast	07/17/04	Sun
Us030	26.34	04-4246999	Turning	C-injury	0	1	Dry	Clear	Daylight	West	10/29/04	Sat
Us030	26.34	04-5157922	Rear End	Pd	0	0	Dry	Clear	Daylight	Southwest	12/13/04	Tue
Us030	26.77	04-3792316	Fixed Object	Pd	0	0	Dry	Clear	Darkness, Lighted Road	Southeast	09/25/04	Sun
Us030	26.94	04-2880666	Rear End	Pd	0	0	Dry	Clear	Darkness, Lighted Road	East	07/15/04	Fri
Us030	26.95	04-3332865	Rear End	A-injury	0	3	Dry	Clear	Daylight	East	08/06/04	Sat
Us030	26.95	04-2886200	Turning	C-injury	0	1	Dry	Clear	Daylight	East	07/24/04	Sun
Us030	26.95	04-4263325	Angle	Pd	0	0	Wet	Rain	Daylight	West	10/01/04	Sat
Us030	26.95	04-0794968	Turning	Pd	0	0	Dry	Clear	Daylight	North	02/14/04	Sun
Us030	26.95	04-1302654	Rear End	Pd	0	0	Dry	Clear	Daylight	East	04/27/04	Wed
Us030	26.95	04-2880302	Rear End	Pd	0	0	Wet	Clear	Daylight	Northwest	07/22/04	Fri
Us030	26.99	04-3332774	Rear End	A-injury	0	2	Dry	Clear	Dusk	East	08/07/04	Sun
Us030	27.03	04-3769009	Angle	C-injury	0	1	Dry	Clear	Darkness	South	09/30/04	Fri
Us030	27.20	04-2451740	Rear End	A-injury	0	1	Dry	Clear	Darkness, Lighted Road	East	06/03/04	Fri
Us030	27.20	04-5157955	Sideswipe Opposite	Pd	0	0	Dry	Clear	Daylight	North	12/23/04	Fri
Us030	27.35	04-4263341	Rear End	C-injury	0	1	Dry	Clear	Daylight	West	10/15/04	Sat

## US 30 WHITESIDE

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week	
Us030	27.52	04-1982679	Turning	Pd	0	0	Dry	Clear	Daylight	Southeast	East	05/16/04	Mon
Us030	27.67	04-4318178	Turning	C-injury	0	1	Dry	Clear	Daylight	South	West	10/21/04	Fri
Us030	27.75	04-1092321	Animal	Pd	0	0	Dry	Clear	Daylight	West		03/22/04	Tue
Us030	27.85	04-1302266	Turning	A-injury	0	2	Dry	Clear	Daylight	South	East	04/11/04	Mon
Us030	27.85	04-2886119	Turning	A-injury	0	1	Dry	Clear	Daylight	South	West	07/24/04	Sun
Us030	27.85	04-0600447	Rear End	B-injury	0	1	Wet	Rain	Daylight	South	South	02/20/04	Sat
Us030	27.85	04-3332758	Turning	C-injury	0	1	Dry	Clear	Darkness, Lighted Road	Southeast	North	08/09/04	Tue
Us030	27.85	04-1982638	Turning	C-injury	0	2	Dry	Clear	Daylight	West	South	05/21/04	Sat
Us030	27.85	04-0737116	Angle	C-injury	0	1	Wet	Snow	Darkness	North	West	02/06/04	Sat
Us030	27.85	04-3332733	Turning	Pd	0	0	Other	Clear	Daylight	West	East	08/13/04	Sat
Us030	27.85	04-3768985	Rear End	Pd	0	0	Dry	Clear	Daylight	North	North	09/29/04	Thu
Us030	27.85	04-3332626	Rear End	Pd	0	0	Dry	Clear	Daylight	Northwest	Northwest	08/21/04	Sun
Us030	27.85	04-2451781	Rear End	Pd	0	0	Dry	Clear	Daylight	East	East	06/01/04	Wed
Us030	27.85	04-1840646	Turning	Pd	0	0	Dry	Clear	Daylight	South	North	05/19/04	Thu
Us030	27.85	04-2880484	Rear End	Pd	0	0	Dry	Clear	Daylight	North	North	07/07/04	Thu
Us030	27.85	04-2451690	Rear End	Pd	0	0	Dry	Clear	Daylight	South	South	06/17/04	Fri
Us 030	4.02	03-3991449	Rear End	Pd	0	0	Dry	Clear	Day	Se	Se	09/28/03	Sun
Us 030	4.02	03-4491217	Turning	Pd	0	0	Dry	Clear	Dusk	West	West	10/29/03	Wed
Us 030	4.52	03-0173256	Animal	Pd	0	0	Dry	Clear	Night	East	East	01/09/03	Thu
Us 030	4.84	03-0172548	Other Object	Pd	0	0	Dry	Clear	Night	East	East	01/02/03	Thu
Us 030	5.33	03-4458307	Animal	Pd	0	0	Dry	Clear	Night	East	East	10/03/03	Fri
Us 030	5.34	03-2469645	Turning	B-injury	0	1	Dry	Clear	Day	West	West	06/14/03	Sat

## US 30 WHITESIDE

Route	Mile	Case Number	Collision Type	Dir	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
Us 030	5.44	03-4482943	Sideswipe-opp	Dir	A-injury	0	1	Dry	Clear	Day	East	West	10/07/03	Tue
Us 030	5.54	03-4655969	Sideswipe-opp	Dir	B-injury	0	1	Dry	Clear	Night	West	East	11/16/03	Sun
Us 030	5.59	03-5405141	Fixed Object		Pd	0	0		Snow	Night	West		12/05/03	Fri
Us 030	6.20	03-1222383	Animal		Pd	0	0	Wet	Clear	Night	East		03/22/03	Sat
Us 030	6.70	03-5447556	Turning		A-injury	0	2	Wet	Rain	Day	South	Nw	12/04/03	Thu
Us 030	7.24	03-4457796	Sideswipe-opp	Dir	Pd	0	0	Dry	Clear	Night	Nw	Se	10/08/03	Wed
Us 030	8.51	03-4455972	Turning		Pd	0	0	Dry	Clear	Day	West	West	10/24/03	Fri
Us 030	9.01	03-3743105	Animal		Pd	0	0	Dry	Clear	Night	East		09/21/03	Sun
Us 030	9.47	03-5546449	Vehicle Overturned		B-injury	0	2	Snow	Snow	Day	West	West	12/13/03	Sat
Us 030	9.56	03-2740060	Other Object		Pd	0	0	Dry	Clear	Night	East		07/26/03	Sat
Us 030	10.68	03-3743956	Rear End		Pd	0	0	Dry	Clear	Night	West	West	09/10/03	Wed
Us 030	11.08	03-4656090	Animal		Pd	0	0	Dry	Clear	Night	South		11/16/03	Sun
Us 030	11.18	03-2773731	Angle		Pd	0	0	Dry	Clear	Day	West	South	07/14/03	Mon
Us 030	11.18	03-2774044	Rear End		Pd	0	0	Dry	Clear	Day	East	East	07/01/03	Tue
Us 030	11.18	03-3364753	Fixed Object		Pd	0	0		Clear	Day	West	West	07/09/03	Wed
Us 030	12.56	03-0153506	Turning		B-injury	0	3	Dry	Clear	Day	East	East	01/07/03	Tue
Us 030	12.56	03-3113739	Turning		Pd	0	0	Dry	Clear	Day	South	East	07/15/03	Tue
Us 030	12.62	03-1578701	Rear End		Pd	0	0	Dry	Clear	Day	East	East	04/14/03	Mon
Us 030	12.62	03-4883413	Rear End		Pd	0	0	Dry	Clear	Day	East	East	11/19/03	Wed
Us 030	12.69	03-3543158	Rear End		Pd	0	0	Dry	Clear	Day	East	East	08/01/03	Fri
Us 030	12.69	03-3979436	Fixed Object		Pd	0	0	Dry	Clear	Day	North		09/16/03	Tue
Us 030	12.69	03-4021956	Turning		Pd	0	0	Dry	Clear	Day	Ne	Ne	09/05/03	Fri

## US 30 WHITESIDE

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week	
Us 030	12.69	03-4475277	Rear End	Pd	0	0	Dry	Clear	Day	West	West	10/20/03	Mon
Us 030	12.69	03-4884130	Rear End	Pd	0	0	Dry	Clear	Day	East	East	11/29/03	Sat
Us 030	12.76	03-0154108	Angle	Pd	0	0	Snow	Snow	Day	East	North	01/28/03	Tue
Us 030	12.76	03-1218977	Turning	Pd	0	0	Dry	Clear	Day	West	North	03/26/03	Wed
Us 030	12.76	03-1929581	Turning	Pd	0	0	Dry	Clear	Day	West	East	05/19/03	Mon
Us 030	12.76	03-4021907	Rear End	B-injury	0	1	Dry	Clear	Day	West	West	09/02/03	Tue
Us 030	13.11	03-4470294	Turning	Pd	0	0	Dry	Clear	Day	West	South	10/22/03	Wed
Us 030	13.12	03-0154165	Turning	A-injury	0	2	Dry	Clear	Day	West	East	01/30/03	Thu
Us 030	13.12	03-3114562	Angle	Pd	0	0	Dry	Clear	Day	West	East	07/29/03	Tue
Us 030	13.41	03-0482848	Rear End	Pd	0	0	Dry	Clear	Day	West	West	02/11/03	Tue
Us 030	13.76	03-4333963	Angle	Pd	0	0	Dry	Clear	Night	West	West	10/12/03	Sun
Us 030	13.81	03-4490490	Animal	Pd	0	0	Dry	Clear	Night	West	West	10/29/03	Wed
Us 030	13.99	03-4469783	Rear End	Pd	0	0	Dry	Clear	Day	East	East	10/24/03	Fri
Us 030	14.21	03-2470130	Animal	Pd	0	0	Clear	Clear	Day	East	East	06/01/03	Sun
Us 030	14.54	03-5546456	Fixed Object	Pd	0	0	Snow	Snow	Night	West	West	12/13/03	Sat
Us 030	14.80	03-0988745	Fixed Object	B-injury	0	1	Dry	Clear	Day	West	West	03/11/03	Tue
Us 030	16.19	03-0171458	Sideswipe-same Dir	Pd	0	0	Snow	Snow	Night	West	West	01/04/03	Sat
Us 030	18.26	03-5544261	Animal	Pd	0	0	Dry	Clear	Night	West	West	12/27/03	Sat
Us 030	18.40	03-1768591	Other Object	C-injury	0	1	Wet	Rain	Night	West	West	05/04/03	Sun
Us 030	19.04	03-0205462	Sideswipe-opp Dir	Pd	0	0	Dry	Clear	Night	East	West	01/23/03	Thu
Us 030	19.13	03-4655506	Animal	Pd	0	0	Dry	Clear	Night	East	East	11/13/03	Thu
Us 030	19.64	03-4655159	Animal	Pd	0	0	Clear	Clear	Night	West	West	11/16/03	Sun

## US 30 WHITESIDE

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
Us 030	19.75	03-2165805	Animal	Pd	0	0	Dry	Clear	Dawn	East		05/10/03	Sat
Us 030	20.05	03-2561045	Angle	A-injury	0	2	Dry	Clear	Night	West	East	06/02/03	Mon
Us 030	20.43	03-5045236	Other Noncollision	Pd	0	0	Dry	Clear	Day	East		12/15/03	Mon
Us 030	20.78	03-0150247	Rear End	C-injury	0	1	Dry	Clear	Night	South	South	01/24/03	Fri
Us 030	20.78	03-4655605	Fixed Object	C-injury	0	1	Wet	Rain	Lighted	Sw		11/11/03	Tue
Us 030	21.03	03-5546498	Rear End	Pd	0	0	Dry	Clear	Night	West	West	12/15/03	Mon
Us 030	21.46	03-4456137	Animal	Pd	0	0	Dry	Clear	Night	East		10/24/03	Fri
Us 030	21.79	03-3744673	Other Object	Pd	0	0		Other	Day	East	West	09/05/03	Fri
Us 030	23.03	03-1670540	Rear End	C-injury	0	1	Dry	Clear	Day	East	East	04/16/03	Wed
Us 030	24.01	03-3743311	Animal	Pd	0	0	Dry	Clear	Night	West		09/12/03	Fri
Us 030	24.11	03-1768880	Angle	B-injury	0	2	Wet	Rain	Day	South	West	05/07/03	Wed
Us 030	24.11	03-3374976	Angle	Pd	0	0	Dry	Clear	Lighted	West	West	08/07/03	Thu
Us 030	25.33	03-0644165	Animal	Pd	0	0	Wet	Snow	Night	East		02/03/03	Mon
Us 030	26.05	03-4456244	Animal	Pd	0	0	Dry	Clear	Lighted	West		10/24/03	Fri
Us 030	26.34	03-0463939	Fixed Object	Pd	0	0	Snow	Other	Lighted	West		02/15/03	Sat
Us 030	26.34	03-2164899	Other Object	Pd	0	0	Dry	Clear	Day	East	West	05/28/03	Wed
Us 030	26.34	03-3051368	Angle	Pd	0	0	Dry	Clear	Day	Ne	West	07/02/03	Wed
Us 030	26.34	03-3415258	Angle	B-injury	0	1	Dry	Clear	Day	Sw	East	06/27/03	Fri
Us 030	26.35	03-3990698	Sideswipe-same Dir	Pd	0	0	Dry	Clear	Day	West	West	09/24/03	Wed
Us 030	26.95	03-0068399	Rear End	C-injury	0	1	Dry	Clear	Day	East	East	01/24/03	Fri
Us 030	26.95	03-1354459	Rear End	Pd	0	0	Dry	Clear	Day	North	North	04/02/03	Wed
Us 030	26.95	03-3062803	Turning	Pd	0	0	Dry	Clear	Lighted	West	East	07/21/03	Mon

## US 30 WHITESIDE

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
Us 030	26.95	03-4406066	Rear End	A-injury	0	1	Dry	Clear	Day	East	East	10/06/03	Mon
Us 030	26.95	03-4827840	Rear End	A-injury	0	2	Dry	Clear	Lighted	West	West	11/24/03	Mon
Us 030	26.98	03-2376402	Rear End	Pd	0	0	Dry	Clear	Day	East	East	06/25/03	Wed
Us 030	26.99	03-3404807	Fixed Object	Pd	0	0	Dry	Clear	Night	Se	Se	08/19/03	Tue
Us 030	27.00	03-1366081	Rear End	Pd	0	0	Dry	Clear	Day	East	East	04/23/03	Wed
Us 030	27.05	03-1219785	Angle	Pd	0	0	Dry	Clear	Lighted	North	West	03/07/03	Fri
Us 030	27.31	03-1971138	Turning	Pd	0	0	Dry	Clear	Day	Se	East	05/08/03	Thu
Us 030	27.31	03-5255215	Turning	C-injury	0	1	Dry	Clear	Day	North	West	12/27/03	Sat
Us 030	27.37	03-5301902	Sideswipe-same Dir	Pd	0	0	Wet	Clear	Day	East	East	12/19/03	Fri
Us 030	27.60	03-3404864	Pedalcyclist	C-injury	0	2	Dry	Clear	Day	Ne	Ne	08/24/03	Sun
Us 030	27.78	03-2384240	Fixed Object	A-injury	0	1	Dry	Clear	Day	East	East	06/21/03	Sat
Us 030	27.85	03-0000665	Rear End	Pd	0	0	Wet	Clear	Day	East	East	01/29/03	Wed
Us 030	27.85	03-0067433	Rear End	Pd	0	0	Dry	Clear	Day	South	Sw	01/10/03	Fri
Us 030	27.85	03-0168660	Turning	A-injury	0	4	Dry	Clear	Day	North	South	01/30/03	Thu
Us 030	27.85	03-0212187	Turning	C-injury	0	3	Dry	Clear	Day	West	Ne	01/22/03	Wed
Us 030	27.85	03-1016405	Turning	Pd	0	0	Wet	Clear	Day	Se	Se	03/07/03	Fri
Us 030	27.85	03-1220023	Angle	B-injury	0	1	Wet	Clear	Lighted	Ne	West	03/15/03	Sat
Us 030	27.85	03-1220031	Sideswipe-same Dir	Pd	0	0	Dry	Clear	Night	North	North	03/07/03	Fri
Us 030	27.85	03-1353923	Rear End	Pd	0	0	Dry	Clear	Day	East	East	04/22/03	Tue
Us 030	27.85	03-1979305	Rear End	Pd	0	0	Dry	Clear	Day	South	South	05/15/03	Thu
Us 030	27.85	03-1979438	Rear End	Pd	0	0	Dry	Clear	Dusk	West	West	05/13/03	Tue
Us 030	27.85	03-2376469	Rear End	Pd	0	0	Dry	Clear	Day	South	South	06/19/03	Thu

## US 30 WHITESIDE

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
Us 030	27.85	03-3051020	Turning	Pd	0	0	Dry	Clear	Day	West	East	07/24/03	Thu
Us 030	27.85	03-3161167	Turning	B-injury	0	3	Dry	Clear	Day	Ne	West	08/06/03	Wed
Us 030	27.85	03-3861915	Turning	Pd	0	0	Dry	Clear	Lighted	Nw	South	09/02/03	Tue
Us 030	27.85	03-3873761	Rear End	Pd	0	0	Dry	Clear	Day	South	South	09/02/03	Tue
Us 030	27.85	03-4580597	Turning	Pd	0	0	Dry	Clear	Day	South	South	11/25/03	Tue
Us 030	27.85	03-4827196	Angle	B-injury	0	2	Dry	Clear	Day	Ne	West	11/06/03	Thu
Us 030	27.85	03-4827279	Angle	B-injury	0	3	Dry	Clear	Lighted	South	North	11/21/03	Fri
Us 030	27.85	03-5256296	Rear End	Pd	0	0	Wet	Clear	Day	Sw	Sw	12/15/03	Mon
Us 030	27.85	03-5293059	Turning	Pd	0	0	Dry	Clear	Lighted	East	West	12/01/03	Mon
Us 030	4.02	02-0830279	Angle	C-injury	0	1	Dry	Clear	Day	South	East	02/09/02	Sat
Us 030	4.02	02-4064503	Angle	B-injury	0	6	Dry	Clear	Lighted	South	Nc	09/28/02	Sat
Us 030	4.02	02-4080442	Turning	Pd	0	0	Dry	Clear	Day	West	West	09/30/02	Mon
Us 030	4.02	02-4162216	Angle	Pd	0	0	Dry	Clear	Day	South	South	09/13/02	Fri
Us 030	4.02	02-4627408	Turning	Fatal	1	3	Dry	Clear	Lighted	South	East	11/01/02	Fri
Us 030	4.03	02-3161615	Other Noncollision	Pd	0	0	Dry	Clear	Day	West	East	07/03/02	Wed
Us 030	5.54	02-1472816	Head-on	A-injury	0	2	Wet	Rain	Day	East	West	04/08/02	Mon
Us 030	6.70	02-2001374	Turning	Pd	0	0	Dry	Clear	Day	Nw	Nw	05/24/02	Fri
Us 030	7.09	02-1472782	Rear End	Pd	0	0	Dry	Clear	Day	East	East	04/04/02	Thu
Us 030	7.10	02-0238911	Sideswipe-same Dir	Pd	0	0	Snow	Snow	Night	Ne	Ne	01/30/02	Wed
Us 030	8.50	02-0640447	Other Noncollision	B-injury	0	1	Dry	Clear	Day	Se	Se	01/23/02	Wed
Us 030	8.51	02-3118680	Turning	Pd	0	0	Dry	Clear	Day	East	West	07/12/02	Fri
Us 030	9.57	02-5559063	Angle	B-injury	0	3	Snow	Snow	Day	East	South	12/02/02	Mon

## US 30 WHITESIDE

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
Us 030	11.47	02-2165807	Turning	B-injury	0	1	Dry	Clear	Day			04/18/02	Thu
Us 030	11.76	02-2001051	Fixed Object	A-injury	0	1	Dry	Clear	Day	East		05/30/02	Thu
Us 030	11.76	02-4080335	Fixed Object	Pd	0	0	Dry	Clear	Night	Se		09/20/02	Fri
Us 030	11.84	02-4777815	Animal	Pd	0	0	Dry	Clear	Night	North		11/13/02	Wed
Us 030	12.18	02-3240799	Fixed Object	Pd	0	0	Dry	Clear	Day	East		08/25/02	Sun
Us 030	12.20	02-2486047	Angle	Pd	0	0	Dry	Clear	Day	West	East	06/22/02	Sat
Us 030	12.48	02-0874871	Turning	B-injury	0	1	Wet	Rain	Day	West	West	03/24/02	Sun
Us 030	12.48	02-3028913	Turning	Pd	0	0	Dry	Clear	Day	West	West	07/17/02	Wed
Us 030	12.56	02-0114302	Angle	Pd	0	0	Dry	Clear	Day	East	South	01/05/02	Sat
Us 030	12.62	02-3996010	Rear End	Pd	0	0	Dry	Clear	Day	East	East	09/01/02	Sun
Us 030	12.62	02-4083826	Rear End	B-injury	0	1	Dry	Clear	Day	West	West	09/16/02	Mon
Us 030	12.69	02-2167605	Angle	B-injury	0	1	Dry	Clear	Day			02/05/02	Tue
Us 030	12.69	02-4083396	Turning	Pd	0	0	Dry	Clear	Dawn	Ne	Ne	09/11/02	Wed
Us 030	12.69	02-4456659	Rear End	C-injury	0	1	Dry	Clear	Lighted	East	East	10/30/02	Wed
Us 030	12.72	02-3029069	Rear End	Pd	0	0	Dry	Clear	Day	East	East	07/24/02	Wed
Us 030	12.76	02-3028889	Rear End	C-injury	0	1	Dry	Clear	Day	West	West	07/16/02	Tue
Us 030	12.76	02-5436171	Fixed Object	Pd	0	0			Day			10/17/02	Thu
Us 030	12.88	02-3241011	Rear End	Pd	0	0	Dry	Clear	Day	East	East	08/26/02	Mon
Us 030	12.94	02-4083636	Rear End	C-injury	0	2	Dry	Clear	Day	East	East	09/10/02	Tue
Us 030	13.07	02-1460050	Angle	Pd	0	0	Wet	Snow	Day	North	East	04/01/02	Mon
Us 030	13.11	02-0874715	Turning	Pd	0	0	Dry	Clear	Day	West	West	03/08/02	Fri
Us 030	13.11	02-2766620	Turning	Pd	0	0	Dry	Clear	Day	North	West	07/19/02	Fri

## US 30 WHITESIDE

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
Us 030	13.11	02-3240468	Rear End	B-injury	0	1	Dry	Clear	Day	East	East	08/17/02	Sat
Us 030	13.11	02-4083933	Sideswipe-opp Dir	Pd	0	0	Dry	Clear	Lighted	East	West	09/23/02	Mon
Us 030	13.29	02-2486195	Rear End	Pd	0	0	Dry	Clear	Day	East	East	06/08/02	Sat
Us 030	13.54	02-4777450	Rear End	Pd	0	0	Dry	Unknown	Unknown			11/05/02	Tue
Us 030	14.65	02-3348253	Animal	Pd	0	0	Dry	Clear	Dawn	Nw		08/20/02	Tue
Us 030	15.04	02-5044645	Other Noncollision	Pd	0	0	Snow	Snow	Unknown	East		11/24/02	Sun
Us 030	15.25	02-5079708	Sideswipe-opp Dir	Pd	0	0	Dry	Clear	Night	Nw	Se	11/17/02	Sun
Us 030	16.19	02-1768114	Animal	Pd	0	0	Dry	Clear	Night	West		05/20/02	Mon
Us 030	17.05	02-4599912	Animal	Pd	0	0	Dry	Clear	Night	West		11/21/02	Thu
Us 030	17.36	02-4600116	Animal	Pd	0	0	Dry	Clear	Night	East		11/09/02	Sat
Us 030	17.46	02-4600314	Fixed Object	A-injury	0	1	Dry	Clear	Night	East		11/02/02	Sat
Us 030	17.71	02-1354311	Animal	Pd	0	0	Wet	Rain	Day	East		04/21/02	Sun
Us 030	18.17	02-2280622	Animal	Pd	0	0	Dry	Clear	Night	East		06/13/02	Thu
Us 030	18.94	02-1770243	Animal	Pd	0	0	Dry	Clear	Day	East		05/03/02	Fri
Us 030	19.34	02-3161847	Animal	Pd	0	0	Dry	Clear	Night	West		07/09/02	Tue
Us 030	20.05	02-4835019	Rear End	C-injury	0	1	Dry	Clear	Day	East	East	11/17/02	Sun
Us 030	20.15	02-3348097	Other Noncollision	Pd	0	0	Dry	Clear	Dawn	North		08/18/02	Sun
Us 030	20.17	02-5077629	Animal	Pd	0	0	Dry	Clear	Night	West		11/27/02	Wed
Us 030	20.78	02-2002687	Fixed Object	C-injury	0	1	Dry	Clear	Night	South		05/10/02	Fri
Us 030	20.78	02-2683759	Rear End	Pd	0	0	Dry	Clear	Day	Sw	Sw	06/18/02	Tue
Us 030	20.79	02-5079054	Animal	Pd	0	0	Dry	Clear	Dusk	West		11/19/02	Tue
Us 030	21.43	02-2704225	Vehicle Overturned	B-injury	0	1	Dry	Clear	Day	West		06/24/02	Mon

## US 30 WHITESIDE

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week	
Us 030	21.44	02-3118979	Rear End	B-injury	0	1	Dry	Clear	Day	North	North	07/12/02	Fri
Us 030	22.53	02-1769468	Animal	Pd	0	0	Dry	Clear	Day	East	East	05/04/02	Sat
Us 030	23.03	02-3829823	Fixed Object	Pd	0	0	Dry	Clear	Day	East	East	09/19/02	Thu
Us 030	23.86	02-0048633	Animal	Pd	0	0	Dry	Clear	Night	East	East	01/15/02	Tue
Us 030	24.01	02-4485740	Animal	Pd	0	0	Wet	Rain	Night	Ne	Ne	10/23/02	Wed
Us 030	24.11	02-0640272	Angle	B-injury	0	1	Dry	Clear	Day	East	South	02/24/02	Sun
Us 030	24.11	02-3403587	Turning	A-injury	0	1	Dry	Clear	Day	West	Se	08/29/02	Thu
Us 030	24.11	02-4085094	Fixed Object	Pd	0	0	Dry	Clear	Day	South	South	09/20/02	Fri
Us 030	24.12	02-1770268	Animal	Pd	0	0	Wet	Rain	Night	North	North	05/01/02	Wed
Us 030	24.61	02-4562811	Rear End	B-injury	0	2	Dry	Clear	Night	West	West	10/28/02	Mon
Us 030	24.61	02-5079294	Animal	Pd	0	0	Wet	Clear	Night	West	West	11/19/02	Tue
Us 030	24.61	02-5392887		Pd	0	0			Night			12/24/02	Tue
Us 030	25.04	02-4080053	Rear End	B-injury	0	1		Clear	Night	East	East	09/25/02	Wed
Us 030	25.28	02-0960696	Fixed Object	B-injury	0	2	Dry	Clear	Night	West	West	03/08/02	Fri
Us 030	25.28	02-4080236	Other Noncollision	Pd	0	0	Dry	Clear	Night	East	East	09/26/02	Thu
Us 030	25.53	02-4079949	Turning	Pd	0	0	Dry	Clear	Day	Se	North	09/16/02	Mon
Us 030	25.53	02-5559667	Head-on	Pd	0	0	Dry	Clear	Day	Sw	North	12/07/02	Sat
Us 030	25.69	02-5555459	Fixed Object	Pd	0	0	Snow	Snow	Day	West	West	12/02/02	Mon
Us 030	26.02	02-5079617	Animal	Pd	0	0	Dry	Clear	Dusk	East	East	11/17/02	Sun
Us 030	26.32	02-1354782	Fixed Object	Pd	0	0	Dry	Clear	Dawn	West	West	04/23/02	Tue
Us 030	26.34	02-0830261	Rear End	Pd	0	0	Dry	Clear	Day	Sw	Sw	02/09/02	Sat
Us 030	26.34	02-0937041	Angle	Pd	0	0	Wet	Clear	Day	North	West	03/08/02	Fri

## ILLINOIS DEPARTMENT OF TRANSPORTATION

## GIS Crash Analysis Report - Crash Data Summary

10/3/2007

Page 25

## US 30 WHITESIDE

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
Us 030	26.34	02-2045066	Angle	C-injury	0	1	Dry	Clear	Day	North	East	05/20/02	Mon
Us 030	26.34	02-5256108	Rear End	B-injury	0	1	Snow	Snow	Lighted	South	South	12/21/02	Sat
Us 030	26.36	02-3011653	Sideswipe-same Dir	Pd	0	0	Dry	Clear	Day	West	West	07/23/02	Tue
Us 030	26.77	02-1346291	Rear End	Pd	0	0	Dry	Clear	Day	North	North	04/26/02	Fri
Us 030	26.77	02-4934085	Vehicle Overturned	Pd	0	0	Other	Clear	Lighted	North	North	11/07/02	Thu
Us 030	26.85	02-0065454	Turning	Pd	0	0	Dry	Clear	Day	West	East	01/17/02	Thu
Us 030	26.92	02-2956924	Angle	B-injury	0	1	Dry	Clear	Day	Nw	West	07/29/02	Mon
Us 030	26.94	02-2044044	Angle	B-injury	0	1	Dry	Clear	Day	West	West	05/01/02	Wed
Us 030	26.95	02-0085627	Rear End	Pd	0	0	Dry	Clear	Day	East	East	01/07/02	Mon
Us 030	26.95	02-0923561	Rear End	Pd	0	0	Snow	Clear	Day	West	West	03/05/02	Tue
Us 030	26.95	02-1351549	Turning	A-injury	0	2	Dry	Clear	Day	South	East	04/26/02	Fri
Us 030	26.95	02-2044390	Turning	Pd	0	0	Dry	Clear	Day	North	East	05/09/02	Thu
Us 030	26.95	02-2653463	Rear End	Pd	0	0	Dry	Clear	Day	West	West	06/06/02	Thu
Us 030	26.95	02-4022949	Turning	Pd	0	0	Dry	Clear	Day	West	North	09/15/02	Sun
Us 030	26.95	02-4934127	Sideswipe-same Dir	Pd	0	0	Wet	Clear	Unknown	South	South	11/11/02	Mon
Us 030	26.95	02-5443466	Angle	Pd	0	0	Dry	Clear	Day	East	North	12/07/02	Sat
Us 030	26.98	02-0481172	Turning	Pd	0	0	Wet	Rain	Dawn	West	West	02/19/02	Tue
Us 030	26.99	02-3626450	Angle	C-injury	0	1		Clear	Day	North	West	08/27/02	Tue
Us 030	27.32	02-0481826	Turning	C-injury	0	2	Dry	Clear	Day	North	East	02/28/02	Thu
Us 030	27.32	02-2175012	Fixed Object	Pd	0	0	Dry	Clear	Lighted	East	East	05/14/02	Tue
Us 030	27.32	02-2958623	Pedestrian	A-injury	0	1	Dry	Clear	Lighted	East	East	07/05/02	Fri
Us 030	27.47	02-2617112	Angle	Pd	0	0	Dry	Clear	Day	Sw	West	06/16/02	Sun

## US 30 WHITESIDE

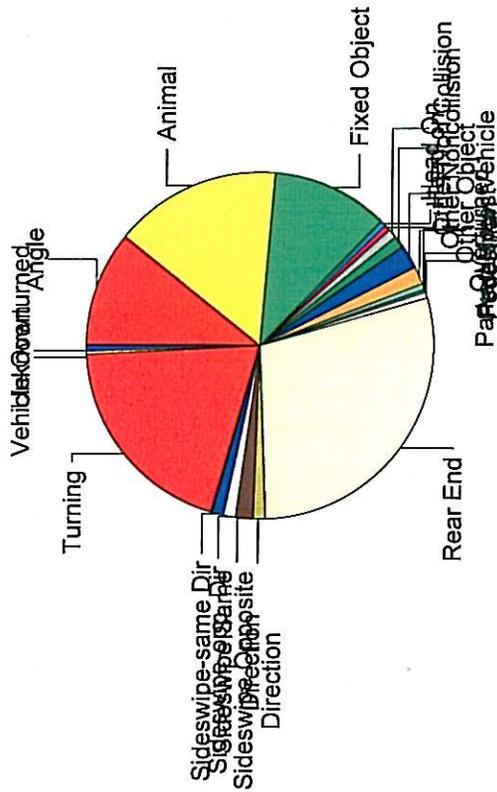
Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
Us 030	27.53	02-0480471	Rear End	C-injury	0	2	Dry	Clear	Night	East	East	02/05/02	Tue
Us 030	27.54	02-0495057	Angle	Pd	0	0	Dry	Clear	Day	North	West	02/12/02	Tue
Us 030	27.54	02-4022816	Fixed Object	Pd	0	0	Dry	Clear	Day	South	East	09/20/02	Fri
Us 030	27.54	02-5256587	Fixed Object	Pd	0	0	Dry	Clear	Lighted	East		12/26/02	Thu
Us 030	27.85	02-0085452	Rear End	Pd	0	0	Dry	Clear	Day	Sw	Sw	01/02/02	Wed
Us 030	27.85	02-0481065	Turning	Pd	0	0	Dry	Clear	Dawn	North	West	02/13/02	Wed
Us 030	27.85	02-0495982	Turning	A-injury	0	1	Wet	Rain	Day	Ne	West	02/20/02	Wed
Us 030	27.85	02-1351507	Turning	Pd	0	0	Dry	Clear	Day	North	South	04/24/02	Wed
Us 030	27.85	02-2044283	Rear End	Pd	0	0	Dry	Clear	Day	South	South	05/02/02	Thu
Us 030	27.85	02-2044341	Turning	Pd	0	0	Dry	Clear	Day	North	West	05/04/02	Sat
Us 030	27.85	02-2044986	Rear End	Pd	0	0	Dry	Clear	Day	South	South	05/14/02	Tue
Us 030	27.85	02-2958946	Turning	Pd	0	0	Dry	Clear	Day	Nw	South	07/24/02	Wed
Us 030	27.85	02-2959043	Turning	Pd	0	0	Dry	Clear	Day	Ne	West	07/14/02	Sun
Us 030	27.85	02-3625742	Rear End	Pd	0	0	Dry	Clear	Day	South	South	08/11/02	Sun
Us 030	27.85	02-3626070	Rear End	Pd	0	0	Dry	Clear	Day	South	South	08/20/02	Tue
Us 030	27.85	02-3626310	Rear End	Pd	0	0	Dry	Clear	Day	South	South	08/24/02	Sat
Us 030	27.85	02-3916430	Turning	A-injury	0	4	Dry	Clear	Day	Nw	South	09/08/02	Sun
Us 030	27.85	02-3916471	Turning	C-injury	0	1	Dry	Clear	Day	Ne	West	09/07/02	Sat
Us 030	27.85	02-4824781	Rear End	A-injury	0	1	Dry	Clear	Day	East	East	11/01/02	Fri
Us 030	27.85	02-4962102	Rear End	Pd	0	0	Dry	Clear	Day	South	South	11/30/02	Sat
Us 030	27.85	02-5443433	Turning	B-injury	0	2	Dry	Clear	Day	East	East	12/21/02	Sat

US 30 WHITESIDE

<b>Total Fatalities:</b>	<b>1</b>	<b>Total Injuries:</b>	<b>274</b>	<b>Total Crashes:</b>	<b>571</b>
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US 30 WHITESIDE

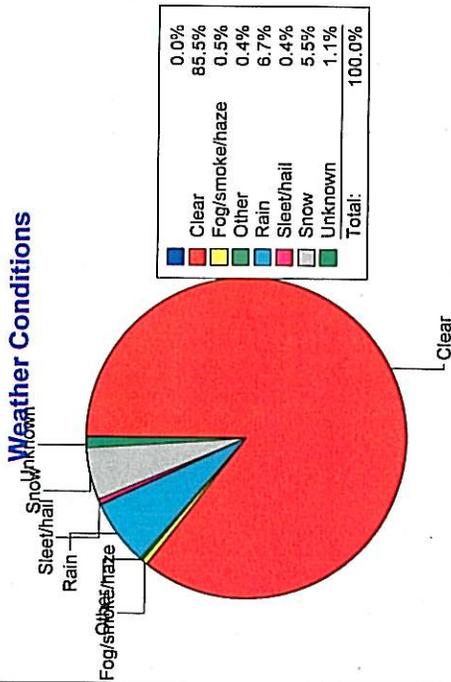
Collision Type



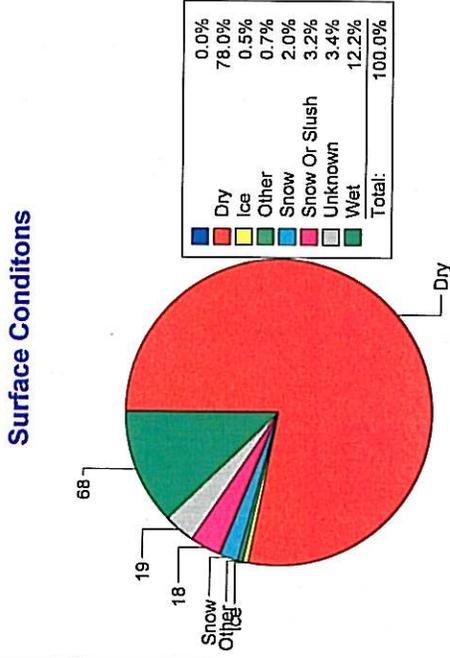
Angle	0.0%
Animal	10.9%
Animal	15.4%
Fixed Object	10.9%
Head On	0.7%
Head-on	0.4%
Other Non Collision	0.9%
Other Noncollision	1.1%
Other Object	2.5%
Overturned	1.6%
Parked Motor Vehicle	0.5%
Pedal cyclist	0.2%
Pedestrian	0.5%
Rear End	29.1%
Sideswipe Opposite Direction	1.1%
Sideswipe Same Direction	1.6%
Sideswipe-opp Dir	1.1%
Sideswipe-same Dir	1.2%
Turning	19.6%
Unknown	0.4%
Vehicle Overturned	0.5%
Total:	100.0%

US 30 WHITESIDE

Weather Conditions

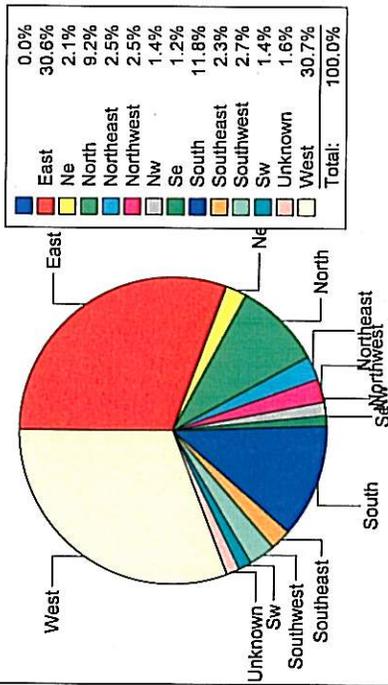


Surface Conditions

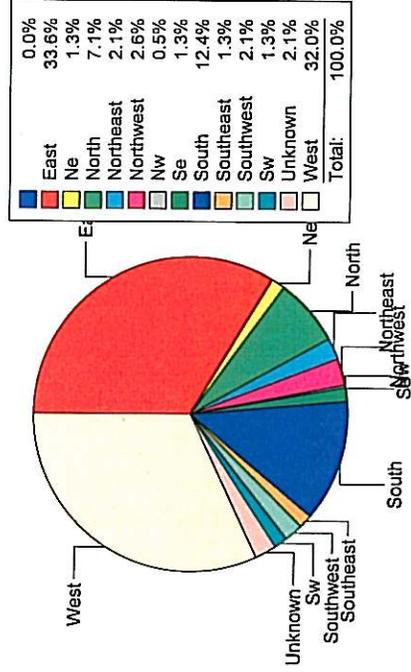


US 30 WHITESIDE

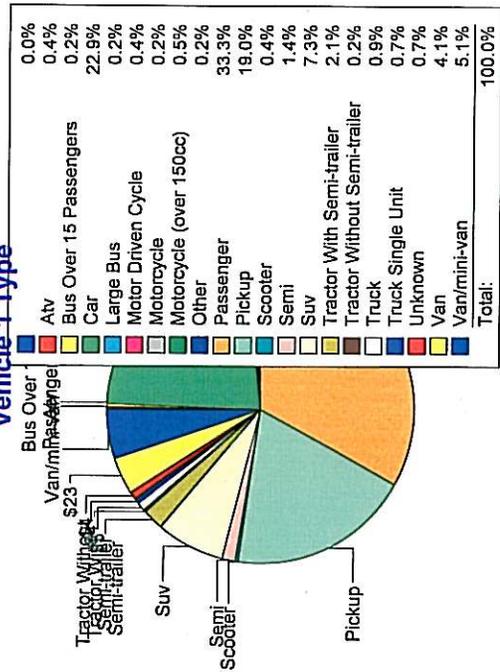
Direction of Travel - Vehicle 1



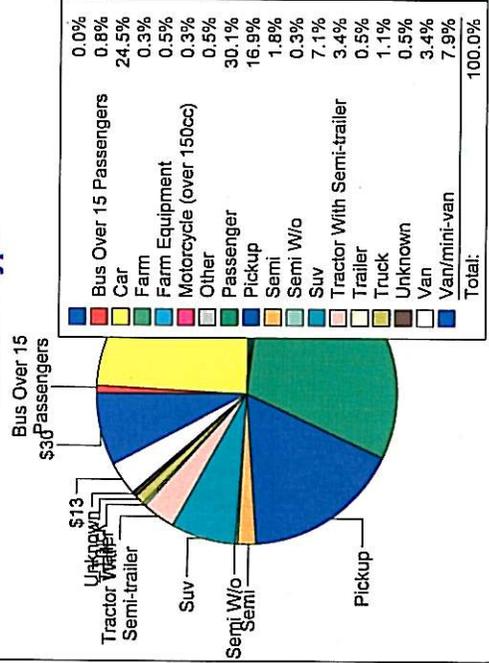
Direction of Travel - Vehicle 2



Vehicle 1 Type

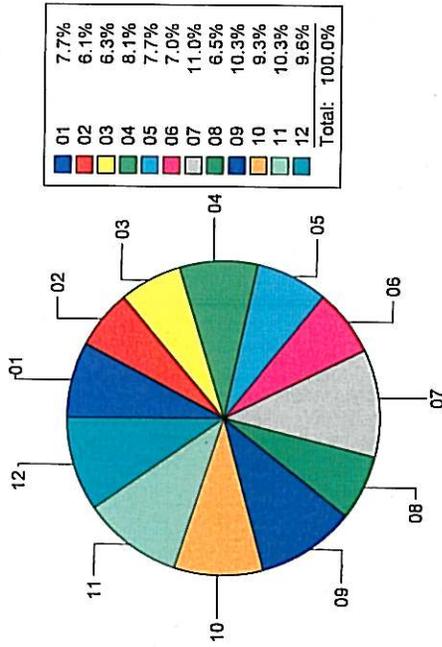


Vehicle 2 Type

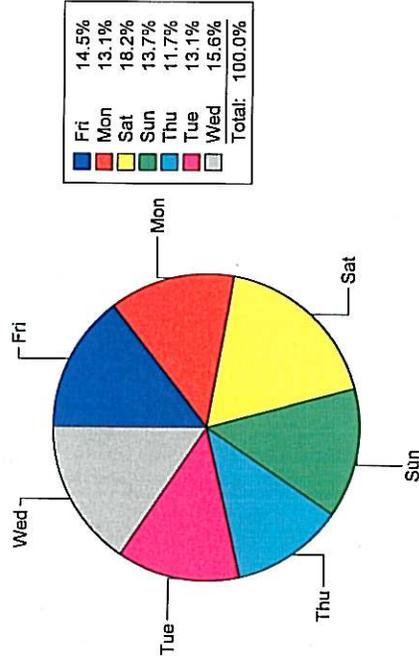


US 30 WHITESIDE

Month of Year

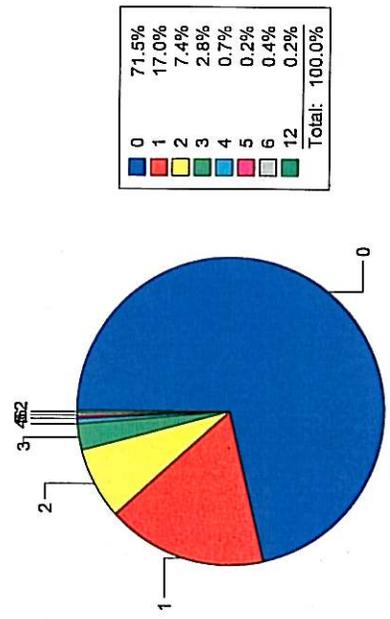


Day of Week

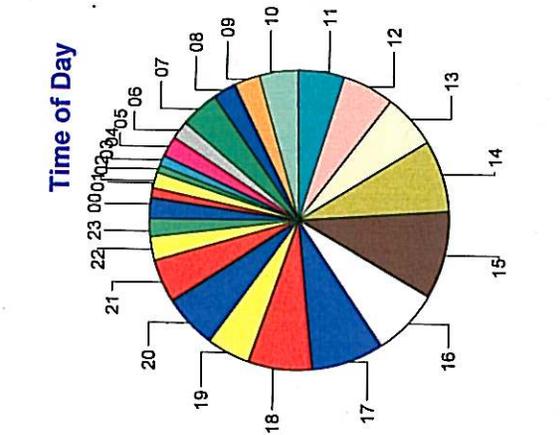
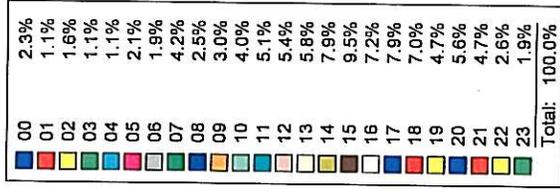


US 30 WHITESIDE

Injuries Per Crash



US 30 WHITESIDE



# **EXHIBIT 5**

## **CRASH DATA TABLE**

**2002 - 2006**

**CRASH DATA TABLE 2002 - 2006**

Location		Crash Type	Crash Severity			Surface Condition	Lighting Condition	Year		
Segment	Existing # of lanes		Fatalities	"A" Injuries	"B" + "C" Injuries					
IL 136/Frog Pond Rd. to Millard Rd.	2	IL 136/Frog Pond Rd. Intersection	4.02	Turning	0	0	0	Dry	Night	05
			4.02	Turning	0	0	0	Dry	Day	02
			4.02	Turning	0	0	0	Dry	Day	05
			4.02	Turning	0	0	0	Dry	Dawn or Dusk	03
			4.02	Turning	1	3	0	Dry	Night	02
			4.02	Angle	0	5	0	Dry	Day	05
			4.02	Angle	0	0	0	Dry	Day	02
			4.02	Angle	0	3	0	Dry	Dawn or Dusk	04
			4.02	Angle	0	0	1	Dry	Day	02
			4.02	Angle	0	0	6	Dry	Night	02
			4.02	Rear End	0	0	0	Dry	Day	03
			4.02	Animal	0	0	0	Dry	Night	04
			4.02	Fixed Object	0	0	0	ns	Night	04
			4.03	Other Noncollision	0	0	0	Dry	Day	02
			4.07	Animal	0	0	0	Dry	Day	06
		4.11	Rear End	0	0	0	Dry	Day	05	
		4.12	Animal	0	0	0	Dry	Night	06	
		4.26	Fixed Object	0	0	0	Snow or Ice	Day	06	
		4.27	Animal	0	0	0	Dry	Night	05	
		4.52	Animal	0	0	0	Dry	Night	03	
		4.79	Rear End	0	0	2	Dry	Day	06	
		4.84	Other Object	0	0	0	Dry	Night	03	
		5.00	Animal	0	0	0	Dry	Night	05	
		5.02	Animal	0	0	0	Dry	Night	05	
		5.15	Animal	0	0	0	Dry	Night	06	
		5.32	Sideswipe Opposite Direction	0	0	0	Dry	Day	06	
		5.33	Animal	0	0	0	Dry	Night	03	
		5.34	Animal	0	0	0	Dry	Night	05	
		5.34	Turning	0	0	1	Dry	Day	03	
		5.44	Head On	0	4	0	Snow or Ice	Day	06	
		5.44	Head On	0	2	0	Snow or Ice	Day	06	
		5.44	Sideswipe-opp Dir	0	1	0	Dry	Day	03	
		5.54	Animal	0	0	0	Dry	Night	06	
		5.54	Sideswipe-opp Dir	0	0	1	Dry	Night	03	
		5.54	Head-on	0	2	0	Wet	Day	02	
		5.59	Fixed Object	0	0	0	ns	Night	03	
		5.60	Animal	0	0	0	Dry	Dawn or Dusk	04	
		5.71	Animal	0	0	0	Dry	Night	06	
		5.88	Animal	0	0	0	Dry	Night	06	
		6.20	Animal	0	0	0	Wet	Night	03	
		6.70	Fixed Object	0	2	0	Dry	Night	04	
		6.70	Animal	0	0	0	Dry	Day	06	
		6.70	Turning	0	2	0	Wet	Day	03	
		6.70	Turning	0	0	0	Dry	Day	02	
		6.87	Angle	0	0	3	Wet	Night	06	
		7.09	Rear End	0	0	0	ns	Day	02	
		7.10	Rear End	0	2	0	Dry	Day	06	
		7.10	Sideswipe-same Dir	0	0	0	Snow or Ice	Night	02	
7.24	Sideswipe-opp Dir	0	0	0	Dry	Night	03			
7.34	Head On	0	2	0	Dry	Dawn or Dusk	04			
7.59	Animal	0	0	0	Dry	Dawn or Dusk	05			
8.47	Fixed Object	0	0	0	Snow or Ice	Day	05			
8.49	Fixed Object	0	0	0	Dry	Day	05			
8.50	Other Noncollision	0	0	1	Dry	Day	02			
8.51	Rear End	0	0	0	Wet	Day	05			
8.51	Overtuned	0	0	0	Snow or Ice	Night	04			
8.51	Turning	0	0	0	Dry	Day	03			
8.51	Turning	0	0	0	Dry	Day	02			
8.51	Fixed Object	0	0	0	Dry	Night	05			
8.51	Fixed Object	0	0	0	Snow or Ice	Day	05			
8.51	Other Object	0	0	0	Dry	Night	04			
8.53	Fixed Object	0	0	0	Dry	Night	05			
8.64	Animal	0	0	0	Dry	Night	06			
8.81	Animal	0	0	0	Dry	Day	06			
8.95	Other Non Collision	0	0	0	Dry	Day	06			
9.01	Animal	0	0	0	Dry	Night	03			
9.47	Vehicle Overtuned	0	0	2	Snow or Ice	Day	03			
9.56	Other Object	0	0	0	Dry	Night	03			
9.57	Rear End	0	0	12	Dry	Day	04			
9.57	Rear End	0	0	0	Dry	Day	04			
9.57	Angle	0	0	3	Snow or Ice	Day	02			
9.77	Rear End	0	0	1	Dry	Day	05			
9.86	Angle	0	1	0	Wet	Night	04			
10.24	Turning	0	0	0	ns	Day	05			
10.62	Fixed Object	0	0	0	Dry	Night	05			
10.68	Rear End	0	0	0	Dry	Night	03			
10.70	Animal	0	0	0	Wet	Dawn or Dusk	06			
11.08	Animal	0	0	0	Dry	Night	03			
11.18	Overtuned	0	0	2	Dry	Night	06			
11.18	Fixed Object	0	0	0	Dry	Night	06			
11.18	Fixed Object	0	0	0	Dry	Night	06			
11.18	Fixed Object	0	0	0	Dry	Night	06			
Millard Rd. to Hillside Rd.	2	Millard Rd.	6.70	Turning	0	2	0	Wet	Day	03
			6.70	Turning	0	0	0	Dry	Day	02
			6.70	Turning	0	2	0	Wet	Day	03
		6.87	Angle	0	0	3	Wet	Night	06	
		7.09	Rear End	0	0	0	ns	Day	02	
		7.10	Rear End	0	2	0	Dry	Day	06	
		7.10	Sideswipe-same Dir	0	0	0	Snow or Ice	Night	02	
		7.24	Sideswipe-opp Dir	0	0	0	Dry	Night	03	
		7.34	Head On	0	2	0	Dry	Dawn or Dusk	04	
		7.59	Animal	0	0	0	Dry	Dawn or Dusk	05	
		8.47	Fixed Object	0	0	0	Snow or Ice	Day	05	
		8.49	Fixed Object	0	0	0	Dry	Day	05	
		8.50	Other Noncollision	0	0	1	Dry	Day	02	
		8.51	Rear End	0	0	0	Wet	Day	05	
		8.51	Overtuned	0	0	0	Snow or Ice	Night	04	
Hillside Rd. to IL 78 North /Carroll Rd.	2	Hillside Rd. Intersection	8.51	Turning	0	0	0	Dry	Day	03
			8.51	Turning	0	0	0	Dry	Day	02
			8.51	Fixed Object	0	0	0	Dry	Night	05
			8.51	Fixed Object	0	0	0	Snow or Ice	Day	05
			8.51	Other Object	0	0	0	Dry	Night	04
			8.53	Fixed Object	0	0	0	Dry	Night	05
		8.64	Animal	0	0	0	Dry	Night	06	
		8.81	Animal	0	0	0	Dry	Day	06	
		8.95	Other Non Collision	0	0	0	Dry	Day	06	
		9.01	Animal	0	0	0	Dry	Night	03	
		9.47	Vehicle Overtuned	0	0	2	Snow or Ice	Day	03	
		9.56	Other Object	0	0	0	Dry	Night	03	
		9.57	Rear End	0	0	12	Dry	Day	04	
		9.57	Rear End	0	0	0	Dry	Day	04	
		9.57	Angle	0	0	3	Snow or Ice	Day	02	
9.77	Rear End	0	0	1	Dry	Day	05			
9.86	Angle	0	1	0	Wet	Night	04			
10.24	Turning	0	0	0	ns	Day	05			
10.62	Fixed Object	0	0	0	Dry	Night	05			
10.68	Rear End	0	0	0	Dry	Night	03			
10.70	Animal	0	0	0	Wet	Dawn or Dusk	06			
11.08	Animal	0	0	0	Dry	Night	03			
11.18	Overtuned	0	0	2	Dry	Night	06			
11.18	Fixed Object	0	0	0	Dry	Night	06			
11.18	Fixed Object	0	0	0	Dry	Night	06			
11.18	Fixed Object	0	0	0	Dry	Night	06			

\* ns denotes not stated  
 \*\* Blue shaded areas denote crashes at intersections

**CRASH DATA TABLE 2002 - 2006**

Location		Crash Type	Crash Severity			Surface Condition	Lighting Condition	Year	
Segment	Existing # of lanes		Fatalities	"A" Injuries	"B" + "C" Injuries				
IL 78 North / Carroll Rd. to IL 78 South	2	IL 78 North/Carroll Rd. Intersection	11.18 Fixed Object	0	0	0	ns	Day	03
		11.18 Angle	0	0	0	Dry	Day	03	
		11.18 Rear End	0	0	0	Dry	Day	05	
		11.18 Rear End	0	0	0	Dry	Day	03	
		11.28 Animal	0	0	0	Dry	Night	06	
		Harmony St. & Liberty St.	11.47 Turning	0	0	1	ns	Day	02
		11.51 Rear End	0	0	1	Dry	Day	04	
		11.53 Rear End	0	0	0	Dry	Day	04	
		Union St. & Garden Plain Rd.	11.64 Rear End	0	0	0	Wet	Day	05
		11.64 Rear End	0	0	0	Dry	Day	05	
		11.68 Angle	0	0	1	Wet	Day	05	
		11.68 Rear End	0	0	1	Wet	Day	04	
		11.74 Animal	0	0	0	Dry	Dawn or Dusk	06	
		11.74 Rear End	0	0	0	Dry	Day	05	
		11.76 Fixed Object	0	0	0	Dry	Night	02	
		11.76 Fixed Object	0	1	0	Dry	Day	02	
		11.78 Rear End	0	0	0	Dry	Day	05	
		11.80 Rear End	0	0	0	Wet	Day	04	
		City St.	11.81 Rear End	0	0	2	Wet	Day	04
		11.82 Rear End	0	0	1	Dry	Day	04	
		11.84 Rear End	0	0	1	Wet	Day	05	
		11.84 Animal	0	0	0	Dry	Night	02	
		11.85 Rear End	0	0	0	Dry	Day	06	
		11.88 Other Object	0	0	0	Dry	Day	05	
		Hillandale Dr.	11.96 Other Object	0	0	2	Dry	Day	04
		11.96 Animal	0	0	0	Dry	Day	04	
		Lincoln W Ct. West	12.11 Rear End	0	0	2	Dry	Day	05
		12.12 Rear End	0	0	0	Wet	Day	05	
		12.14 Rear End	0	0	0	Dry	Day	05	
		12.15 Turning	0	0	1	Dry	Day	05	
		Lincoln W. Ct. East & Heaton St.	12.16 Turning	0	0	0	Wet	Night	04
		12.17 Rear End	0	0	1	Dry	Day	04	
		12.18 Fixed Object	0	0	0	Dry	Day	02	
		12.20 Angle	0	0	0	Dry	Day	02	
		Hall St.	12.37 Turning	0	0	0	Dry	Day	06
		Orange St.	12.48 Rear End	0	0	0	Dry	Day	06
		12.48 Turning	0	0	1	Wet	Day	02	
		12.48 Turning	0	0	0	Dry	Day	02	
		Base St.	12.52 Angle	0	0	3	Snow or Ice	Night	04
		12.52 Angle	0	0	1	Dry	Day	05	
		12.52 Angle	0	0	0	Dry	Dawn or Dusk	04	
		12.53 Rear End	0	0	1	Dry	Day	05	
		12.56 Turning	0	0	3	Dry	Day	03	
		12.56 Turning	0	0	0	Dry	Day	03	
		12.56 Angle	0	0	0	Dry	Day	02	
		Genesee St.	12.59 Parked Motor Vehicle	0	0	0	Dry	Day	05
		12.59 Angle	0	0	0	Wet	Day	05	
		12.59 Rear End	0	0	0	Dry	Day	05	
		12.60 Rear End	0	0	2	Dry	Night	06	
		12.61 Turning	0	0	2	Dry	Day	06	
		12.61 Angle	0	0	0	Dry	Day	06	
		12.61 Turning	0	0	0	Dry	Day	06	
		12.61 Rear End	0	0	0	Wet	Day	06	
		12.62 Rear End	0	0	0	Dry	Day	03	
		12.62 Rear End	0	0	0	Dry	Day	03	
		12.62 Rear End	0	0	0	Dry	Day	02	
		12.62 Rear End	0	0	1	Dry	Day	02	
		IL 78 South	12.69 Angle	0	0	1	Dry	Day	02
		12.69 Angle	0	0	0	Wet	Day	05	
		12.69 Angle	0	0	0	ns	Day	04	
12.69 Fixed Object	0	0	0	Dry	Day	03			
12.69 Turning	0	0	0	Dry	Day	03			

\* ns denotes not stated  
 \*\* Blue shaded areas denote crashes at intersections

**CRASH DATA TABLE 2002 - 2006**

CRASH DATA TABLE 2002 - 2006										
Location				Crash Type	Crash Severity			Surface Condition	Lighting Condition	Year
Segment	Existing # of lanes	Intersection	Mile Station		Fatalities	"A" Injuries	"B" + "C" Injuries			
IL78 South to Jackson St.	2	IL 78 South	12.69	Turning	0	0	0	Dry	Dawn or Dusk	02
			12.69	Turning	0	0	0	Dry	Dawn or Dusk	06
			12.69	Animal	0	0	0	Dry	Night	04
			12.69	Rear End	0	0	0	Dry	Day	05
			12.69	Rear End	0	0	0	Dry	Day	04
			12.69	Rear End	0	0	0	Dry	Day	03
			12.69	Rear End	0	0	0	Dry	Day	03
			12.69	Rear End	0	0	0	Dry	Day	03
			12.69	Rear End	0	0	0	Dry	Day	03
			12.69	Rear End	0	0	1	Dry	Night	02
			12.72	Rear End	0	0	0	Dry	Day	02
			Madison St.	12.73	Rear End	0	0	0	Dry	Night
		12.76		Turning	0	0	0	Dry	Day	06
		12.76		Fixed Object	0	0	0	ns	Day	02
		12.76		Angle	0	0	0	Snow or Ice	Day	03
		12.76		Turning	0	0	0	Dry	Day	03
		12.76		Turning	0	0	0	Dry	Day	03
		12.76		Rear End	0	0	1	Dry	Day	03
		12.76		Rear End	0	0	1	Dry	Day	02
		12.76		Rear End	0	0	0	Dry	Day	06
		12.76		Rear End	0	0	0	Dry	Day	06
		12.77		Rear End	0	0	0	Dry	Day	06
		Clinton St.		12.81	Rear End	0	0	0	Dry	Day
			12.82	Rear End	0	0	0	Wet	Day	05
			12.83	Rear End	0	0	0	Dry	Day	05
			12.83	Rear End	0	0	1	Dry	Day	04
			12.85	Rear End	0	0	0	Dry	Day	05
		Oakland St.	12.88	Rear End	0	0	0	Dry	Day	02
			12.89	Unknown	0	0	0	ns	ns	05
			12.94	Rear End	0	0	2	Dry	Day	02
			Jackson St. Intersection	13.02	Rear End	0	0	0	Wet	Day
		13.05		Rear End	0	0	0	ns	Day	06
		13.06		Rear End	0	0	0	Dry	Day	05
		13.06		Rear End	0	0	0	Dry	Day	05
		13.07		Angle	0	0	0	Wet	Day	02
		13.08		Rear End	0	0	1	Dry	Day	04
		13.08		Rear End	0	2	0	Dry	Day	04
		Jackson St. to Lyndon Rd.	13.11	Rear End	0	0	1	Dry	Day	02
			13.11	Rear End	0	0	0	Dry	Day	06
			13.11	Angle	0	0	0	Dry	Day	06
			13.11	Sideswipe-opp Dir	0	0	0	Dry	Night	02
			13.11	Turning	0	0	0	Dry	Day	03
			13.11	Turning	0	0	0	Dry	Day	02
			13.11	Turning	0	0	0	Dry	Day	02
			13.11	Turning	0	0	1	ns	Day	06
13.12	Turning		0	2	0	Dry	Day	03		
13.12	Angle		0	0	0	Dry	Day	03		
13.14	Sideswipe Same Direction		0	0	0	Dry	Day	05		
Scenic St.	13.24		Rear End	0	0	0	Wet	Night	05	
	13.29		Rear End	0	0	0	Dry	Day	02	
	13.41	Rear End	0	0	0	Dry	Day	04		
	13.41	Rear End	0	0	0	Dry	Day	03		
	13.48	Rear End	0	0	0	Dry	Day	05		
	Sawyer Rd.	13.51	Animal	0	0	0	Dry	Night	06	
		13.51	Rear End	0	0	0	Wet	Night	05	
13.51		Unknown	0	0	0	ns	ns	04		
Sycamore St.	13.54	Rear End	0	0	0	Dry	ns	02		
	13.55	Pedestrian	0	0	1	Dry	Night	06		
Bishop Rd.	13.64	Rear End	0	0	0	Dry	Day	06		
	13.76	Angle	0	0	0	Dry	Night	03		
	13.81	Animal	0	0	0	Dry	Night	03		
	13.91	Rear End	0	0	0	Dry	Day	06		
	13.91	Animal	0	0	0	Dry	Night	05		
	13.93	Animal	0	0	0	Dry	Night	05		
	13.99	Animal	0	0	0	Dry	Night	04		
	13.99	Rear End	0	0	0	Dry	Day	03		
	14.00	Rear End	0	0	2	Dry	Day	05		
	14.02	Rear End	0	0	6	Dry	Day	06		
	Feldman Rd.	14.21	Animal	0	0	0	ns	Day	03	
		14.29	Animal	0	0	0	Dry	Night	05	
14.45		Turning	0	0	0	Dry	Day	06		
14.54		Fixed Object	0	0	0	Snow or Ice	Night	03		
14.54		Sideswipe Opposite Direction	0	0	1	Dry	Night	05		
Lyndon Rd.	14.65	Animal	0	0	0	Dry	Dawn or Dusk	02		
	14.74	Animal	0	0	0	Dry	Night	06		
	14.80	Fixed Object	0	0	1	Dry	Day	03		
	14.95	Animal	0	0	0	Dry	Night	05		
Lyndon Rd.	15.04	Other Noncollision	0	0	0	Snow or Ice	ns	02		
	15.05	Angle	0	0	3	Dry	Day	05		

\* ns denotes not stated  
 \*\* Blue shaded areas denote crashes at intersections

**CRASH DATA TABLE 2002 - 2006**

Location		Crash Type	Crash Severity			Surface Condition	Lighting Condition	Year	
Segment	Existing # of lanes		Fatalities	"A" Injuries	"B" + "C" Injuries				
Lyndon Rd. to Round Grove Rd.	2	Lyndon Rd.	15.05 Animal	0	0	0	Dry	Night	04
			15.05 Animal	0	0	0	Dry	Dawn or Dusk	04
			15.25 Sideswipe-opp Dir	0	0	0	Dry	Night	02
			15.36 Fixed Object	0	0	0	Snow or Ice	Night	05
			15.56 Other Object	0	0	0	Dry	Day	05
		Yager Rd.	16.19 Fixed Object	0	0	0	ns	Day	05
			16.19 Sideswipe-same Dir	0	0	0	Snow or Ice	Night	03
			16.19 Animal	0	0	0	Dry	Night	04
			16.19 Animal	0	0	0	Dry	Night	02
			16.29 Other Object	0	0	0	Dry	Night	05
			16.40 Animal	0	0	0	Dry	Night	06
			16.50 Animal	0	0	0	Dry	Night	05
			17.05 Animal	0	0	0	Dry	Night	02
			17.15 Animal	0	0	0	Dry	Day	04
			17.36 Animal	0	0	0	Dry	Night	02
			17.46 Fixed Object	0	1	0	Dry	Night	02
			17.54 Sideswipe Same Direction	0	0	0	Dry	Day	06
		Round Grove Rd. to Blue Goose Rd.	2	Round Grove Rd.	17.66 Overtuned	0	0	1	Dry
	17.71 Animal			0	0	0	Wet	Day	02
	17.77 Sideswipe Opposite Direction			0	0	0	Snow or Ice	Day	04
Yorktown Rd.	18.16 Sideswipe Opposite Direction			0	0	0	Dry	Day	05
	18.17 Animal			0	0	0	Dry	Night	02
	18.26 Animal			0	0	0	Dry	Night	03
	18.40 Other Object			0	0	1	Wet	Night	03
	18.41 Fixed Object			0	1	0	Dry	ns	05
White Oaks Rd.	18.79 Rear End			0	0	0	Dry	Day	05
	18.80 Animal			0	0	0	Dry	Day	05
	18.80 Other Object			0	0	0	Dry	Day	05
	18.94 Animal			0	0	0	Dry	Day	02
	19.04 Sideswipe-opp Dir			0	0	0	Dry	Night	03
Blue Goose Rd.	19.13 Animal			0	0	0	Dry	Night	03
	19.14 Animal			0	0	0	Dry	Night	06
	19.14 Animal	0	0	0	Dry	Night	04		
	19.14 Fixed Object	0	0	0	Dry	Day	04		
Segment from Blue Goose Rd. to Emerson Rd.	2		19.20 Animal	0	0	0	Dry	Night	05
			19.24 Rear End	0	0	1	Wet	Day	06
			19.24 Animal	0	0	0	Dry	Night	04
			19.34 Animal	0	0	0	Dry	Day	06
			19.34 Animal	0	0	0	Dry	Night	02
			19.60 Fixed Object	0	0	3	Dry	Day	06
			19.64 Animal	0	0	0	Dry	Night	06
			19.64 Animal	0	0	0	ns	Night	03
			19.65 Animal	0	0	0	Dry	Night	05
			19.75 Animal	0	0	0	Dry	Dawn or Dusk	03
			20.05 Angle	0	2	0	Dry	Night	03
			20.05 Rear End	0	0	1	Dry	Day	02
		Matzniek Rd.	20.13 Animal	0	0	0	Dry	Night	04
			20.15 Sideswipe Same Direction	0	0	1	Dry	Day	05
			20.15 Other Noncollision	0	0	0	Dry	Dawn or Dusk	02
			20.17 Animal	0	0	0	Dry	Night	02
			20.29 Overtuned	0	1	0	Dry	Day	04
			20.43 Other Noncollision	0	0	0	Dry	Day	03
		Emerson Rd.	20.78 Fixed Object	0	0	0	Wet	Night	04
			20.78 Fixed Object	0	0	1	Dry	Day	04
			20.78 Fixed Object	0	0	1	Wet	Night	03
			20.78 Fixed Object	0	0	1	Dry	Night	02
			20.78 Other Object	0	0	0	Dry	Day	06
			20.78 Other Non Collision	0	0	0	Dry	Day	04
	20.78 Turning	0	0	1	Dry	Day	04		
	20.78 Turning	0	0	0	Dry	Day	06		
	20.78 Turning	0	0	1	Dry	Day	04		

\* ns denotes not stated  
 \*\* Blue shaded areas denote crashes at intersections

**CRASH DATA TABLE 2002 - 2006**

Location		Crash Type	Crash Severity			Surface Condition	Lighting Condition	Year		
Segment	Existing # of lanes		Fatalities	"A" Injuries	"B" + "C" Injuries					
IL 136/Frog Pond Rd. to Millard Rd.	2	IL 136/Frog Pond Rd. Intersection	4.02	Turning	0	0	0	Dry	Night	05
			4.02	Turning	0	0	0	Dry	Day	02
			4.02	Turning	0	0	0	Dry	Day	05
			4.02	Turning	0	0	0	Dry	Dawn or Dusk	03
			4.02	Turning	1	3	0	Dry	Night	02
			4.02	Angle	0	5	0	Dry	Day	05
			4.02	Angle	0	0	0	Dry	Day	02
			4.02	Angle	0	3	0	Dry	Dawn or Dusk	04
			4.02	Angle	0	0	1	Dry	Day	02
			4.02	Angle	0	0	6	Dry	Night	02
			4.02	Rear End	0	0	0	Dry	Day	03
			4.02	Animal	0	0	0	Dry	Night	04
			4.02	Fixed Object	0	0	0	ns	Night	04
			4.03	Other Noncollision	0	0	0	Dry	Day	02
			4.07	Animal	0	0	0	Dry	Day	06
			4.11	Rear End	0	0	0	Dry	Day	05
			4.12	Animal	0	0	0	Dry	Night	06
			4.26	Fixed Object	0	0	0	Snow or Ice	Day	06
		4.27	Animal	0	0	0	Dry	Night	05	
		4.52	Animal	0	0	0	Dry	Night	03	
		4.79	Rear End	0	0	2	Dry	Day	06	
		4.84	Other Object	0	0	0	Dry	Night	03	
		5.00	Animal	0	0	0	Dry	Night	05	
		5.02	Animal	0	0	0	Dry	Night	05	
		5.15	Animal	0	0	0	Dry	Night	06	
		5.32	Sideswipe Opposite Direction	0	0	0	Dry	Day	06	
		5.33	Animal	0	0	0	Dry	Night	03	
		5.34	Animal	0	0	0	Dry	Night	05	
		5.34	Turning	0	0	1	Dry	Day	03	
		5.44	Head On	0	4	0	Snow or Ice	Day	06	
		5.44	Head On	0	2	0	Snow or Ice	Day	06	
		5.44	Sideswipe-opp Dir	0	1	0	Dry	Day	03	
		5.54	Animal	0	0	0	Dry	Night	06	
		5.54	Sideswipe-opp Dir	0	0	1	Dry	Night	03	
		5.54	Head-on	0	2	0	Wet	Day	02	
		5.59	Fixed Object	0	0	0	ns	Night	03	
		5.60	Animal	0	0	0	Dry	Dawn or Dusk	04	
		5.71	Animal	0	0	0	Dry	Night	06	
		5.88	Animal	0	0	0	Dry	Night	06	
		6.20	Animal	0	0	0	Wet	Night	03	
		6.70	Fixed Object	0	2	0	Dry	Night	04	
		6.70	Animal	0	0	0	Dry	Day	06	
		6.70	Turning	0	2	0	Wet	Day	03	
		6.70	Turning	0	0	0	Dry	Day	02	
		6.87	Angle	0	0	3	Wet	Night	06	
		7.09	Rear End	0	0	0	ns	Day	02	
		7.10	Rear End	0	2	0	Dry	Day	06	
		7.10	Sideswipe-same Dir	0	0	0	Snow or Ice	Night	02	
7.24	Sideswipe-opp Dir	0	0	0	Dry	Night	03			
7.34	Head On	0	2	0	Dry	Dawn or Dusk	04			
7.59	Animal	0	0	0	Dry	Dawn or Dusk	05			
8.47	Fixed Object	0	0	0	Snow or Ice	Day	05			
8.49	Fixed Object	0	0	0	Dry	Day	05			
8.50	Other Noncollision	0	0	1	Dry	Day	02			
8.51	Rear End	0	0	0	Wet	Day	05			
8.51	Overturned	0	0	0	Snow or Ice	Night	04			
8.51	Turning	0	0	0	Dry	Day	03			
8.51	Turning	0	0	0	Dry	Day	02			
8.51	Fixed Object	0	0	0	Dry	Night	05			
8.51	Fixed Object	0	0	0	Snow or Ice	Day	05			
8.51	Other Object	0	0	0	Dry	Night	04			
8.53	Fixed Object	0	0	0	Dry	Night	05			
8.64	Animal	0	0	0	Dry	Night	06			
8.81	Animal	0	0	0	Dry	Day	06			
8.95	Other Non Collision	0	0	0	Dry	Day	06			
9.01	Animal	0	0	0	Dry	Night	03			
9.47	Vehicle Overturned	0	0	2	Snow or Ice	Day	03			
9.56	Other Object	0	0	0	Dry	Night	03			
9.57	Rear End	0	0	12	Dry	Day	04			
9.57	Rear End	0	0	0	Dry	Day	04			
9.57	Angle	0	0	3	Snow or Ice	Day	02			
9.77	Rear End	0	0	1	Dry	Day	05			
9.86	Angle	0	1	0	Wet	Night	04			
10.24	Turning	0	0	0	ns	Day	05			
10.62	Fixed Object	0	0	0	Dry	Night	05			
10.68	Rear End	0	0	0	Dry	Night	03			
10.70	Animal	0	0	0	Wet	Dawn or Dusk	06			
11.08	Animal	0	0	0	Dry	Night	03			
11.18	Overturned	0	0	2	Dry	Night	06			
11.18	Fixed Object	0	0	0	Dry	Night	06			
11.18	Fixed Object	0	0	0	Dry	Night	06			
11.18	Fixed Object	0	0	0	Dry	Night	06			
Millard Rd. to Hillside Rd.	2	Millard Rd.	6.70	Turning	0	2	0	Wet	Day	03
			6.70	Turning	0	0	0	Dry	Day	02
			6.70	Turning	0	2	0	Wet	Day	03
		6.87	Angle	0	0	3	Wet	Night	06	
		7.09	Rear End	0	0	0	ns	Day	02	
		7.10	Rear End	0	2	0	Dry	Day	06	
		7.10	Sideswipe-same Dir	0	0	0	Snow or Ice	Night	02	
		7.24	Sideswipe-opp Dir	0	0	0	Dry	Night	03	
		7.34	Head On	0	2	0	Dry	Dawn or Dusk	04	
		7.59	Animal	0	0	0	Dry	Dawn or Dusk	05	
		8.47	Fixed Object	0	0	0	Snow or Ice	Day	05	
		8.49	Fixed Object	0	0	0	Dry	Day	05	
		8.50	Other Noncollision	0	0	1	Dry	Day	02	
		8.51	Rear End	0	0	0	Wet	Day	05	
		8.51	Overturned	0	0	0	Snow or Ice	Night	04	
		8.51	Turning	0	0	0	Dry	Day	03	
		8.51	Turning	0	0	0	Dry	Day	02	
		8.51	Fixed Object	0	0	0	Dry	Night	05	
		8.51	Fixed Object	0	0	0	Snow or Ice	Day	05	
		8.51	Other Object	0	0	0	Dry	Night	04	
		8.53	Fixed Object	0	0	0	Dry	Night	05	
		8.64	Animal	0	0	0	Dry	Night	06	
		8.81	Animal	0	0	0	Dry	Day	06	
		8.95	Other Non Collision	0	0	0	Dry	Day	06	
9.01	Animal	0	0	0	Dry	Night	03			
9.47	Vehicle Overturned	0	0	2	Snow or Ice	Day	03			
9.56	Other Object	0	0	0	Dry	Night	03			
9.57	Rear End	0	0	12	Dry	Day	04			
9.57	Rear End	0	0	0	Dry	Day	04			
9.57	Angle	0	0	3	Snow or Ice	Day	02			
9.77	Rear End	0	0	1	Dry	Day	05			
9.86	Angle	0	1	0	Wet	Night	04			
10.24	Turning	0	0	0	ns	Day	05			
10.62	Fixed Object	0	0	0	Dry	Night	05			
10.68	Rear End	0	0	0	Dry	Night	03			
10.70	Animal	0	0	0	Wet	Dawn or Dusk	06			
11.08	Animal	0	0	0	Dry	Night	03			
11.18	Overturned	0	0	2	Dry	Night	06			
11.18	Fixed Object	0	0	0	Dry	Night	06			
11.18	Fixed Object	0	0	0	Dry	Night	06			
11.18	Fixed Object	0	0	0	Dry	Night	06			
Hillside Rd. to IL 78 North /Carroll Rd.	2	Hillside Rd. Intersection	8.51	Turning	0	0	0	Dry	Day	03
			8.51	Turning	0	0	0	Dry	Day	02
			8.51	Fixed Object	0	0	0	Dry	Night	05
			8.51	Fixed Object	0	0	0	Snow or Ice	Day	05
			8.51	Other Object	0	0	0	Dry	Night	04
			8.53	Fixed Object	0	0	0	Dry	Night	05
			8.64	Animal	0	0	0	Dry	Night	06
			8.81	Animal	0	0	0	Dry	Day	06
			8.95	Other Non Collision	0	0	0	Dry	Day	06
		9.01	Animal	0	0	0	Dry	Night	03	
		9.47	Vehicle Overturned	0	0	2	Snow or Ice	Day	03	
		9.56	Other Object	0	0	0	Dry	Night	03	
		9.57	Rear End	0	0	12	Dry	Day	04	
		9.57	Rear End	0	0	0	Dry	Day	04	
		9.57	Angle	0	0	3	Snow or Ice	Day	02	
		9.77	Rear End	0	0	1	Dry	Day	05	
		9.86	Angle	0	1	0	Wet	Night	04	
		10.24	Turning	0	0	0	ns	Day	05	
10.62	Fixed Object	0	0	0	Dry	Night	05			
10.68	Rear End	0	0	0	Dry	Night	03			
10.70	Animal	0	0	0	Wet	Dawn or Dusk	06			
11.08	Animal	0	0	0	Dry	Night	03			
11.18	Overturned	0	0	2	Dry	Night	06			
11.18	Fixed Object	0	0	0	Dry	Night	06			
11.18	Fixed Object	0	0	0	Dry	Night	06			
11.18	Fixed Object	0	0	0	Dry	Night	06			

\* ns denotes not stated  
 \*\* Blue shaded areas denote crashes at intersections

**CRASH DATA TABLE 2002 - 2006**

Location		Crash Type	Crash Severity			Surface Condition	Lighting Condition	Year			
Segment	Existing # of lanes		Fatalities	"A" Injuries	"B" + "C" Injuries						
Segment from Como Rd. to Prophetstown Rd.	2	Como Rd./Galt Rd.	24.11	Angle	0	0	0	Dry	Day	06	
			24.11	Angle	0	0	0	Dry	Day	06	
			24.11	Angle	0	0	1	Dry	Day	02	
			24.11	Fixed Object	0	0	0	Dry	Day	02	
		Kickapoo Ln.	24.12	Animal	0	0	0	Wet	Night	02	
			24.35	Fixed Object	0	1	0	ns	Day	05	
			24.37	Fixed Object	0	0	0	Snow or Ice	Night	05	
			24.41	Other Non Collision	0	1	0	Dry	Day	05	
		Lawrence Dr.	24.57	Fixed Object	0	0	0	Snow or Ice	Night	05	
			24.61	Head On	0	0	2	Snow or Ice	Night	05	
			24.61	Rear End	0	0	0	Dry	Day	05	
			24.61	Rear End	0	0	2	Dry	Night	02	
			24.61	Animal	0	0	0	Wet	Night	02	
			24.61	Unknown	0	0	0	ns	Night	02	
			24.62	Other Non Collision	0	0	2	Dry	Day	04	
			25.04	Angle	0	0	1	Dry	Day	04	
		Regan Rd.	25.04	Rear End	0	0	1	ns	Night	02	
			25.10	Animal	0	0	0	Snow or Ice	Night	06	
			25.28	Fixed Object	0	0	2	Dry	Night	02	
			25.28	Other Noncollision	0	0	0	Dry	Night	02	
	Riverdale Rd.	25.33	Animal	0	0	0	Wet	Night	03		
		25.53	Animal	0	0	0	Dry	Night	06		
		25.53	Turning	0	0	0	Dry	Day	02		
		25.53	Head-on	0	0	0	Dry	Day	02		
	Hickory Hills Rd. Anixter St.	25.69	Fixed Object	0	0	0	Snow or Ice	Day	02		
		25.79	Rear End	0	0	2	Dry	Night	06		
		25.90	Sideswipe Same Direction	0	0	0	Dry	Day	06		
		26.00	Rear End	0	0	1	Dry	Night	06		
	Molkin Rd.	26.02	Animal	0	0	0	Dry	Dawn or Dusk	02		
		26.03	Rear End	0	3	0	ns	Day	05		
		26.05	Animal	0	0	0	Dry	Night	03		
		26.25	Other Object	0	0	0	Dry	Day	05		
	4	5	Prophetstown Rd. Intersection	26.32	Fixed Object	0	0	0	Dry	Dawn or Dusk	02
				26.34	Fixed Object	0	0	0	Snow or Ice	Night	03
				26.34	Other Object	0	0	0	Dry	Day	03
				26.34	Turning	0	0	0	Dry	Day	06
				26.34	Turning	0	0	1	Dry	Day	04
				26.34	Rear End	0	0	1	Snow or Ice	Night	02
				26.34	Rear End	0	0	0	Dry	Day	05
				26.34	Rear End	0	0	0	Dry	Day	04
26.34				Rear End	0	0	0	Dry	Day	06	
26.34				Rear End	0	0	0	Dry	Day	06	
26.34				Rear End	0	0	0	Dry	Day	06	
26.34				Rear End	0	0	0	Dry	Day	02	
26.34				Angle	0	0	1	Dry	Day	03	
26.34				Angle	0	0	0	Wet	Day	02	
26.34				Angle	0	0	1	Dry	Day	02	
26.34				Angle	0	0	0	Dry	Day	03	
26.34				Angle	0	0	0	Dry	Day	05	
26.35				Sideswipe-same Dir	0	0	0	Dry	Day	03	
26.36				Sideswipe-same Dir	0	0	0	Dry	Day	02	
5				5	14th Ave.	26.74	Fixed Object	0	0	0	Dry
	26.77	Fixed Object	0			0	0	Dry	Night	04	
	26.77	Angle	0			0	0	Dry	Day	05	
	26.77	Turning	0			0	0	Dry	Night	05	
	26.77	Rear End	0			0	0	Dry	Day	02	
	26.77	Vehicle Overturned	0			0	0	ns	Night	02	
	13th Ave.	26.85	Turning			0	0	0	Dry	Day	02
		26.92	Parked Motor Vehicle			0	0	0	Dry	Day	05
		26.92	Angle		0	0	1	Dry	Day	02	
		26.94	Angle		0	0	1	Dry	Day	02	
	12th Ave.	26.94	Turning		0	0	0	Wet	Day	06	
		26.94	Sideswipe Same Direction		0	0	0	Dry	Night	06	
		26.94	Rear End		0	0	0	Dry	Night	04	
		26.95	Rear End		0	2	0	Dry	Night	03	
		26.95	Rear End		0	0	1	Dry	Day	06	
		26.95	Rear End		0	0	0	Dry	Day	06	
		26.95	Rear End		0	0	0	Dry	Day	05	
		26.95	Rear End		0	0	0	Dry	Night	05	
		26.95	Rear End		0	3	0	Dry	Day	04	
		26.95	Rear End		0	0	0	Dry	Day	04	
26.95		Rear End	0	0	0	Wet	Day	04			
26.95		Rear End	0	0	1	Dry	Day	03			
26.95		Rear End	0	0	0	Dry	Day	03			
26.95		Rear End	0	1	0	Dry	Day	03			
26.95		Rear End	0	0	0	Dry	Day	02			
26.95		Rear End	0	0	0	Snow or Ice	Day	02			
26.95		Rear End	0	0	0	Dry	Day	02			
26.95		Rear End	0	0	0	Dry	Day	05			
26.95	Turning	0	0	0	Dry	Day	04				
26.95	Turning	0	0	0	Wet	Day	06				
26.95	Turning	0	0	0	Wet	Day	06				
26.95	Turning	0	0	0	Dry	Night	06				
26.95	Turning	0	0	2	Wet	Day	05				
26.95	Turning	0	0	0	Dry	Night	05				
26.95	Turning	0	0	0	Wet	Day	05				
26.95	Turning	0	0	0	Dry	Day	05				
26.95	Turning	0	0	1	Dry	Day	04				

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**CRASH DATA TABLE 2002 - 2006**

Location		Crash Type	Crash Severity			Surface Condition	Lighting Condition	Year
Segment	Existing # of lanes		Fatalities	"A" Injuries	"B" + "C" Injuries			
12th Ave. to IL 40	5	26.95 Turning	0	0	0	Dry	Night	03
		26.95 Turning	0	0	0	Dry	Day	02
		26.95 Turning	0	0	0	Dry	Day	02
		26.95 Turning	0	2	0	Dry	Day	02
		26.95 Angle	0	0	0	ns	Day	06
		26.95 Angle	0	0	1	Dry	Day	05
		26.95 Angle	0	0	0	Wet	Day	04
		26.95 Angle	0	0	0	Dry	Day	02
		26.95 Sideswipe-same Dir	0	0	0	Wet	ns	02
		26.95 Sideswipe Same Dir	0	0	0	Wet	Day	05
		26.95 Parked Motor Vehicle	0	0	0	Dry	Day	06
		26.98 Fixed Object	0	0	0	Dry	Day	06
		26.98 Rear End	0	0	0	Dry	Day	03
		26.98 Turning	0	0	0	Wet	Dawn or Dusk	02
		26.99 Angle	0	0	0	Dry	Day	05
		26.99 Angle	0	0	1	ns	Day	02
		26.99 Fixed Object	0	0	0	Dry	Night	03
		26.99 Rear End	0	2	0	Dry	Dawn or Dusk	04
		27.00 Rear End	0	0	0	Dry	Day	03
		27.03 Angle	0	0	1	Dry	Night	04
		27.04 Sideswipe Same Direction	0	0	0	Snow or Ice	Night	05
		27.05 Angle	0	0	0	Dry	Night	03
		27.20 Turning	0	0	0	Dry	Day	05
		27.20 Rear End	0	1	0	Dry	Night	04
		27.20 Sideswipe Opposite Direction	0	0	0	Dry	Day	04
		27.31 Angle	0	0	0	Wet	Night	05
		27.31 Turning	0	0	1	Dry	Night	03
		27.31 Turning	0	0	0	Dry	Day	03
		27.32 Turning	0	0	2	Dry	Day	02
		27.32 Fixed Object	0	0	0	Dry	Night	02
		27.32 Pedestrian	0	1	0	Dry	Night	02
		27.35 Rear End	0	0	1	Dry	Day	04
		27.37 Sideswipe-same Dir	0	0	0	Wet	Day	03
		27.46 Rear End	0	0	1	Dry	Day	05
		27.46 Turning	0	0	2	Dry	Night	05
		27.46 Turning	0	0	0	Wet	Day	05
		27.47 Angle	0	0	0	Dry	Day	02
		27.47 Fixed Object	0	0	0	Dry	Night	06
		27.47 Fixed Object	0	0	0	ns	Night	05
		27.52 Turning	0	0	1	Dry	Day	05
		27.52 Turning	0	0	1	Dry	Day	05
		27.52 Turning	0	0	0	Dry	Day	04
		27.53 Rear End	0	0	2	Dry	Night	02
		27.54 Fixed Object	0	0	0	Dry	Night	02
		27.54 Fixed Object	0	0	0	Dry	Day	02
		27.54 Angle	0	0	0	Dry	Day	02
		27.55 Angle	0	0	0	Dry	Night	05
		27.55 Turning	0	4	0	Dry	Day	06
		27.55 Turning	0	0	0	Dry	Day	06
		27.60 Pedalcyclist	0	0	2	Dry	Day	03
		27.67 Fixed Object	0	0	0	Dry	Day	06
		27.67 Turning	0	0	1	Dry	Day	04
		27.68 Turning	0	0	0	Wet	Night	06
		27.68 Turning	0	0	0	Dry	Day	06
		27.75 Rear End	0	0	1	Wet	Night	05
		27.75 Animal	0	0	0	Dry	Day	04
		27.77 Turning	0	0	0	Dry	Night	06
		27.77 Turning	0	0	0	Wet	Night	06
		27.78 Fixed Object	0	1	0	Dry	Day	03
		27.85 Rear End	0	0	0	Dry	Day	03
		27.85 Rear End	0	0	1	Dry	Day	06
		27.85 Rear End	0	0	0	Wet	Day	06
		27.85 Rear End	0	0	0	Wet	Day	06
		27.85 Rear End	0	0	0	Dry	Night	05
		27.85 Rear End	0	0	0	Dry	Night	05
		27.85 Rear End	0	0	0	Dry	Day	05
		27.85 Rear End	0	0	0	Dry	Night	05
		27.85 Rear End	0	0	1	Wet	Day	04
		27.85 Rear End	0	0	0	Dry	Day	04
		27.85 Rear End	0	0	0	Dry	Day	04
		27.85 Rear End	0	0	0	Dry	Day	04
		27.85 Rear End	0	0	0	Dry	Day	04
		27.85 Rear End	0	0	0	Wet	Day	03
		27.85 Rear End	0	0	0	Dry	Day	03
		27.85 Rear End	0	0	0	Dry	Day	03
		27.85 Rear End	0	0	0	Dry	Day	03
		27.85 Rear End	0	0	0	Dry	Dawn or Dusk	03
		27.85 Rear End	0	0	0	Dry	Day	03
		27.85 Rear End	0	0	0	Dry	Day	03
		27.85 Rear End	0	0	0	Dry	Day	02
		27.85 Rear End	0	0	0	Dry	Day	02
		27.85 Rear End	0	0	1	Dry	Day	06
		27.85 Rear End	0	0	0	Dry	Day	02
		27.85 Rear End	0	0	0	Dry	Day	02
		27.85 Rear End	0	0	0	Dry	Day	02

\* ns denotes not stated  
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**CRASH DATA TABLE 2002 - 2006**

Location		Crash Type	Crash Severity			Surface Condition	Lighting Condition	Year		
Segment	Existing # of lanes		Fatalities	"A" Injuries	"B" + "C" Injuries					
12th Ave. to IL 40	5	IL 40/1st Ave.	27.85	Rear End	0	0	0	Dry	Day	02
			27.85	Rear End	0	1	0	Dry	Day	02
			27.85	Rear End	0	0	0	Dry	Day	02
			27.85	Rear End	0	0	0	ns	ns	06
			27.85	Rear End	0	0	0	Dry	Day	06
			27.85	Rear End	0	0	0	Dry	Day	05
			27.85	Rear End	0	0	0	Dry	Day	04
			27.85	Turning	0	0	0	Dry	Night	05
			27.85	Turning	0	0	0	Dry	Night	05
			27.85	Turning	0	2	0	Dry	Day	04
			27.85	Turning	0	1	0	Dry	Day	04
			27.85	Turning	0	0	1	Dry	Night	04
			27.85	Turning	0	0	2	Dry	Day	04
			27.85	Turning	0	0	2	Dry	Night	06
			27.85	Turning	0	0	1	Dry	Day	06
			27.85	Turning	0	0	0	Dry	Day	04
			27.85	Turning	0	4	0	Dry	Day	03
			27.85	Turning	0	0	3	Dry	Day	03
			27.85	Turning	0	0	0	Wet	Day	03
			27.85	Turning	0	0	0	Dry	Day	03
			27.85	Turning	0	0	3	Dry	Day	03
			27.85	Turning	0	0	0	Dry	Night	03
			27.85	Turning	0	0	0	ns	Day	03
			27.85	Turning	0	0	0	Dry	Night	03
			27.85	Turning	0	0	0	Dry	Day	02
			27.85	Turning	0	0	0	Dry	Day	02
			27.85	Turning	0	0	0	Dry	Day	02
			27.85	Turning	0	0	0	Dry	Dawn or Dusk	02
			27.85	Turning	0	1	0	Wet	Day	02
			27.85	Turning	0	0	0	Dry	Day	02
			27.85	Turning	0	4	0	Dry	Day	02
			27.85	Turning	0	0	1	Dry	Day	02
			27.85	Turning	0	0	2	Dry	Day	02
			27.85	Turning	0	0	0	Dry	Day	06
			27.85	Turning	0	0	0	Dry	Night	06
			27.85	Turning	0	0	1	Wet	Night	06
			27.85	Turning	0	0	1	Dry	Day	06
			27.85	Turning	0	0	1	Wet	Night	05
			27.85	Turning	0	0	0	ns	Day	04
			27.85	Turning	0	0	0	Wet	Day	05
			27.85	Angle	0	0	2	Dry	Day	03
			27.85	Angle	0	0	3	Dry	Night	03
			27.85	Angle	0	0	2	Dry	Day	05
			27.85	Angle	0	0	1	Wet	Night	04
			27.85	Angle	0	0	1	ns	Night	03
			27.85	Sideswipe-same Dir	0	0	0	Dry	Night	03
			27.85	Pedestrian	0	0	1	Snow or Ice	Night	05
			27.85	Fixed Object	0	0	0	Dry	Day	06
			27.85	Fixed Object	0	0	0	Wet	Night	06
			27.85	Fixed Object	0	0	0	ns	ns	06

\* ns denotes not stated  
 \*\* Blue shaded areas denote crashes at intersections

# **EXHIBIT 6**

## **SEGMENT ANALYSIS**

## SEGMENT ANALYSIS

Types of Accidents	Angle	Animal	Fixed Object	Head on	Other (Non-collision)	Other Object	Overturned	Parked Vehicle	Pedal cyclist	Pedestrian	Rear End	Sideswipe (Opp. Direction)	Sideswipe (Same Direction)	Turning	Unknown	Totals	Wet Pavement Crashes	Ice/Snow Crashes	Night Crashes	Injures	Fatalities
IL 136/Frog Pond Rd. Intersection	5	1	1		1						1			5		14			5	18	1
IL 136/Frog Pond Rd. to Acker Rd.		7	1			1					2					11		1	7	2	
Acker Rd. Intersection		2										1		1		4			2	1	
Acker Rd. to Millard Rd.		5	1	3								2				11	2	2	6	10	
Millard Rd. Intersection		1	1											2		4	1		1	4	
Millard Rd. to Fulfs Rd.	1										2	1	1			5	1	1	3	5	
Fulfs Rd. Intersection				1												1				2	
Fulfs Rd. to Hillside Rd.		1	1													2		1			
Hillside Rd. Intersection			4		1	1	1				1			2		10	1	2	4	1	
Hillside Rd. to Creamery Rd.		3			1		1									5		1	2	2	
Creamery Rd. Intersection	1					1					2					4		1	1	15	
Creamery Rd. to IL 78 North/Carroll Rd.	1	2	1								2			1		7	2		4	2	
IL 78 North/Carroll Rd. Intersection	1		4				1				2					8		2	4	2	
IL 78 North/Carroll Rd. to Harmony St. & Liberty St.		1														1			1		
Harmony St. & Liberty St. Intersection											2			1		3				2	
Union St. & Garden Plain Rd. Intersection											2					2	1				
Union St. & Garden Plain Rd. to City St.	1	1	2								4					8	3		1	3	
City St. Intersection		1									4					5	2		1	4	
City St. to Hillandale Dr.						1										1					
Hillandale Dr. Intersection		1				1										2				2	
Lincoln W Ct. West Intersection											3			1		4	1				3
Lincoln W Ct. East & Heaton St. Intersection	1		1								1			1		4	1		1	1	
Hall St. Intersection														1		1					
Orange St. Intersection											1			2		3	1			1	
Base St. Intersection	4										1			2		7		1	1	8	
Genesee St. Intersection	2						1				7			2		12	2		1	5	
IL 78 South/Cherry St. Intersection	3	1	1								7			3		15	1		2	2	
Madison St. Intersection	1		1								5			3		10		1	1	2	
Clinton St. Intersection											5					5	1			1	
Clinton St. to Oakland St.											1					1					
Oakland St. Intersection											1				1	2				2	
Oakland St. to Jackson St.	1										4					5	2				
Jackson St. Intersection	2										4	1	1	5		13			1	7	
Jackson St. to Scenic St.											4					4	1		1		
Scenic St. Intersection											1					1					
Sawyer Rd. Intersection		1									1				1	3	1		2		
Sycamore St. Intersection									1	1						2			1	1	
Sycamore St. to Bishop Rd.	1	3									2					6			4		
Bishop Rd. Intersection		1									3					4			1	8	
Bishop Rd. to Feldman Rd.		2												1		3			1		
Feldman Rd. Intersection			1									1				2		1	2	1	
Feldman Rd. to Lyndon Rd.		3	1													4			2	1	
Lyndon Rd. Intersection	1	2			1											4		1	1	3	
Lyndon Rd. to Yager Rd.			1			1						1				3		1	2		

## SEGMENT ANALYSIS

Types of Accidents	Angle	Animal	Fixed Object	Head on	Other (Non-collision)	Other Object	Overturned	Parked Vehicle	Pedal cyclist	Pedestrian	Rear End	Sideswipe (Opp. Direction)	Sideswipe (Same Direction)	Turning	Unknown	Totals	Wet Pavement Crashes	Ice/Snow Crashes	Night Crashes	Injures	Fatalities
Yager Rd. Intersection		2	1									1				4		1	3		
Yager Rd. to Round Grove Rd.		5	1			1							1			8			6	1	
Round Grove Rd. Intersection							1									1				1	
Round Grove Rd. to Yorktown Rd.		1										1				2	1	1			
Yorktown Rd. Intersection		1										1				2			1		
Yorktown Rd. to White Oaks Rd.		1	1			1										3	1		2	2	
White Oaks Rd. Intersection		1				1					1					3					
White Oaks Rd. to Blue Goose Rd.		1										1				2			1		
Blue Goose Rd. Intersection		3	1													4			3		
Blue Goose Rd. to Matznik Rd.	1	8	1								2					12	1		7	7	
Matznik Rd. Intersection		2			1								1			4			2	1	
Matznik Rd. to Emerson Rd.					1		1									2				1	
Emerson Rd. Intersection		1	4		1	1					8				4	19	3		4	7	
Emerson Rd. to Agnew Rd.							1				1	1				3	1		2		
Agnew Rd. Intersection	2						1							1		4			1	4	
Agnew Rd. to Harvey Rd.		1									1					2			1	1	
Harvey Rd. (overpass) Intersection			1													1		1			
Agnew Overpass Rd. Intersection	1		1			1	1									4				4	
Agnew Overpass Rd. to Mathew Rd.		1					1									2		1	1	3	
Mathew Rd. Intersection		1			1		1							1		4			2		
Mathew Rd. to I-88 Connector/Moline Rd.		3									3		2			8		1	3	1	
I-88 Connector/Moline Rd. Intersection	1	2	4			1					2			1		11	1	2	3	6	
I-88 Connector/Moline Rd. to Como Rd./Galt Rd.		4	1													5	1	1	5		
Como Rd./Galt Rd. Intersection	5	4	1								1			3		14	3		6	6	
Kickapoo Ln. Intersection			2													2		1	1	1	
Kickapoo Ln. to Lawrence Dr.			1		1											2		1	1	1	
Lawrence Dr. Intersection		1		1	1						2				1	6	1	1	4	6	
Regan Rd. Intersection	1										1					2			1	2	
Regan Rd. to Riverdale Rd.		2	1		1											4	1	1	4	2	
Riverdale Rd. Intersection		1		1										1		3			1		
Riverdale Rd. to Hickory Hills Rd.			1													1		1			
Hickory Hills Rd. Intersection											1					1			1	2	
Anixer St. Intersection													1			1					
Molkine Rd. Intersection		2									2					4			2	4	
Molkine Rd. to Prophetstown Rd.						1										1					
Prophetstown Rd. Intersection	5		2			1					6		2	2		18	1	2	2	4	
14th Ave. Intersection	1		2				1				1			1		6			3		
13th Ave. Intersection														1		1					
12th Ave. Intersection	6		1					2			17		3	15		44	10	1	7	16	
Flock Ave. Intersection	2		1								2					5			1	3	
11th Ave. Intersection	2												1			3		1	3	1	
9th Ave. Intersection											1	1		1		3			1	1	
8th Ave. Intersection	1		1							1				3		6	1		4	4	
7th Ave. Intersection											1		1			2	1			1	

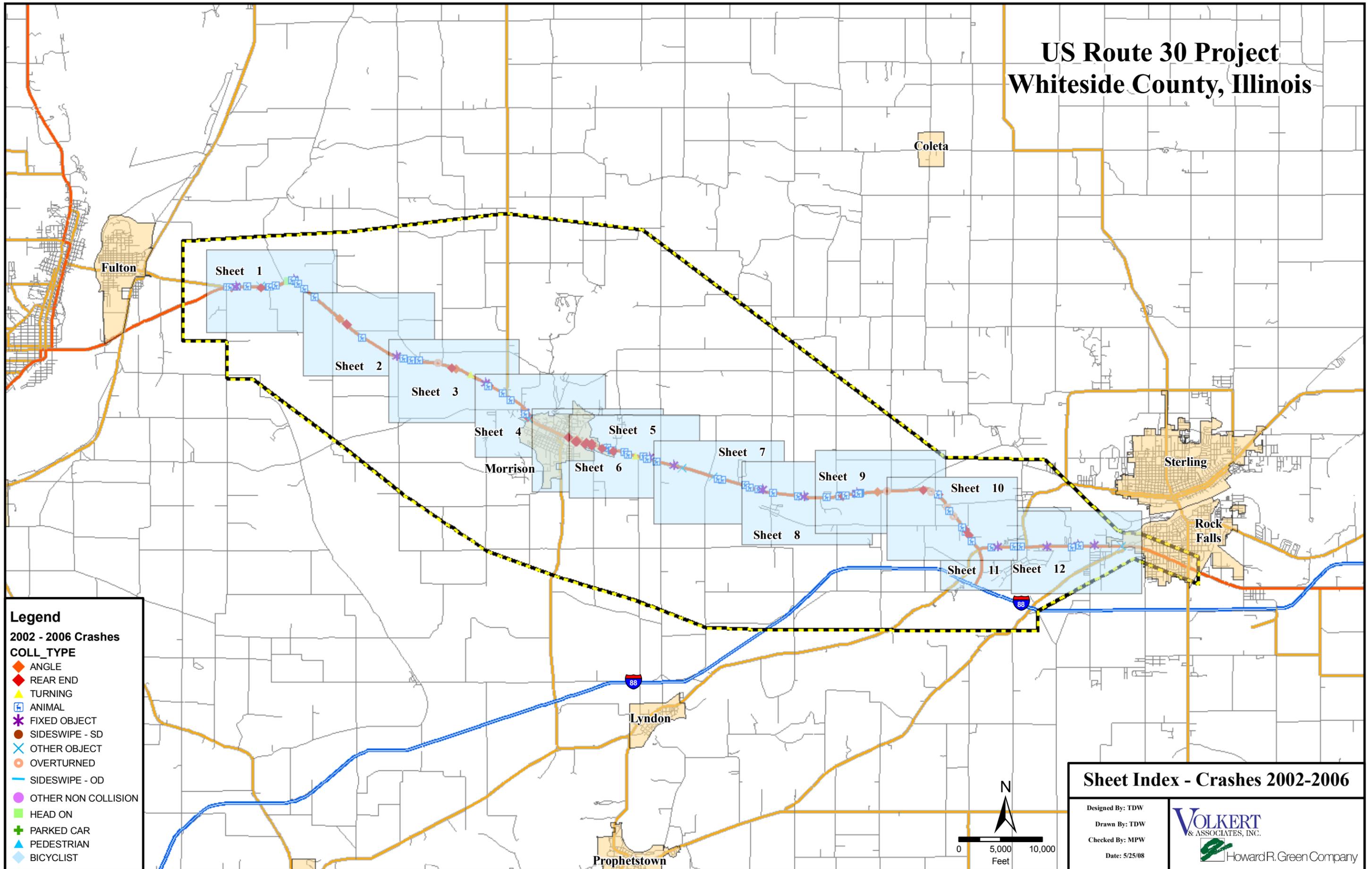
SEGMENT ANALYSIS																					
Types of Accidents	Angle	Animal	Fixed Object	Head on	Other (Non-collision)	Other Object	Overturned	Parked Vehicle	Pedal cyclist	Pedestrian	Rear End	Sideswipe (Opp. Direction)	Sideswipe (Same Direction)	Turning	Unknown	Totals	Wet Pavement Crashes	Ice/Snow Crashes	Night Crashes	Injuries	Fatalities
6th Ave. Intersection	1		2								1			2		6	1		3	3	
5th Ave. Intersection	2		2								1			5		10			3	8	
4th Ave. Intersection								1								1				2	
3rd Ave. Intersection			1											3		4	1		1	1	
2nd Ave. Intersection		1	1								1			2		5	2		3	2	
IL 40/1st Ave. Intersection	5		3							1	34		1	33		77	12	1	18	44	
<b>Grand Totals</b>	<b>62</b>	<b>88</b>	<b>60</b>	<b>6</b>	<b>11</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>166</b>	<b>12</b>	<b>16</b>	<b>112</b>	<b>3</b>	<b>568</b>	<b>67</b>	<b>34</b>	<b>183</b>	<b>274</b>	<b>1</b>

**Exhibit 6**

# **EXHIBIT 7**

## **CRASH SEGMENT MAP**

# US Route 30 Project Whiteside County, Illinois

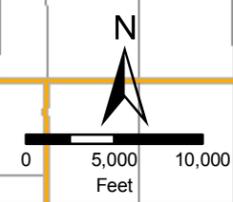


**Legend**  
**2002 - 2006 Crashes**  
**COLL\_TYPE**

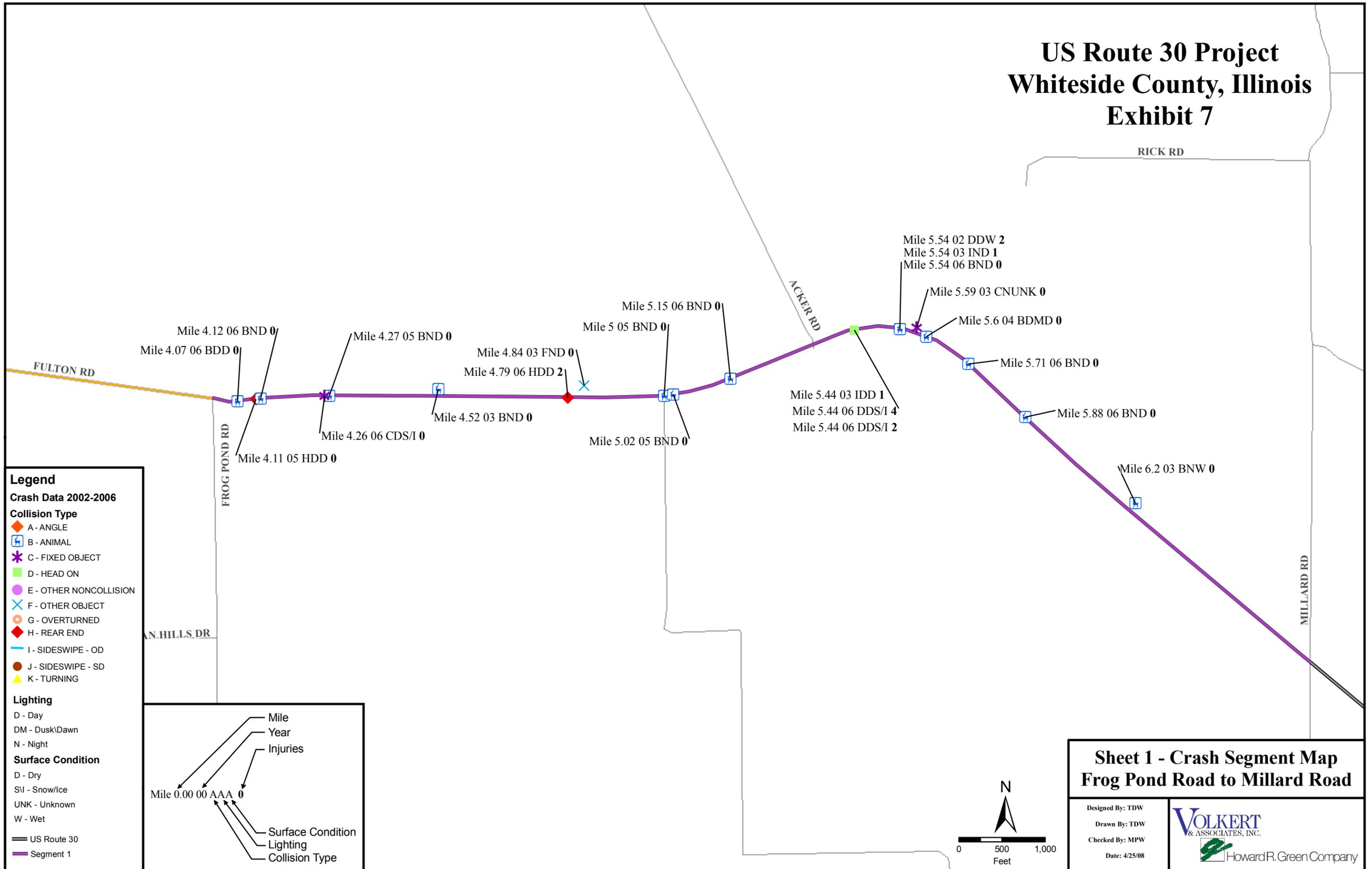
- ◆ ANGLE
- ◆ REAR END
- ▲ TURNING
- ⊞ ANIMAL
- ✳ FIXED OBJECT
- SIDESWIPE - SD
- ✕ OTHER OBJECT
- OVERTURNED
- SIDESWIPE - OD
- OTHER NON COLLISION
- HEAD ON
- ⊕ PARKED CAR
- ▲ PEDESTRIAN
- ◆ BICYCLIST

**Sheet Index - Crashes 2002-2006**

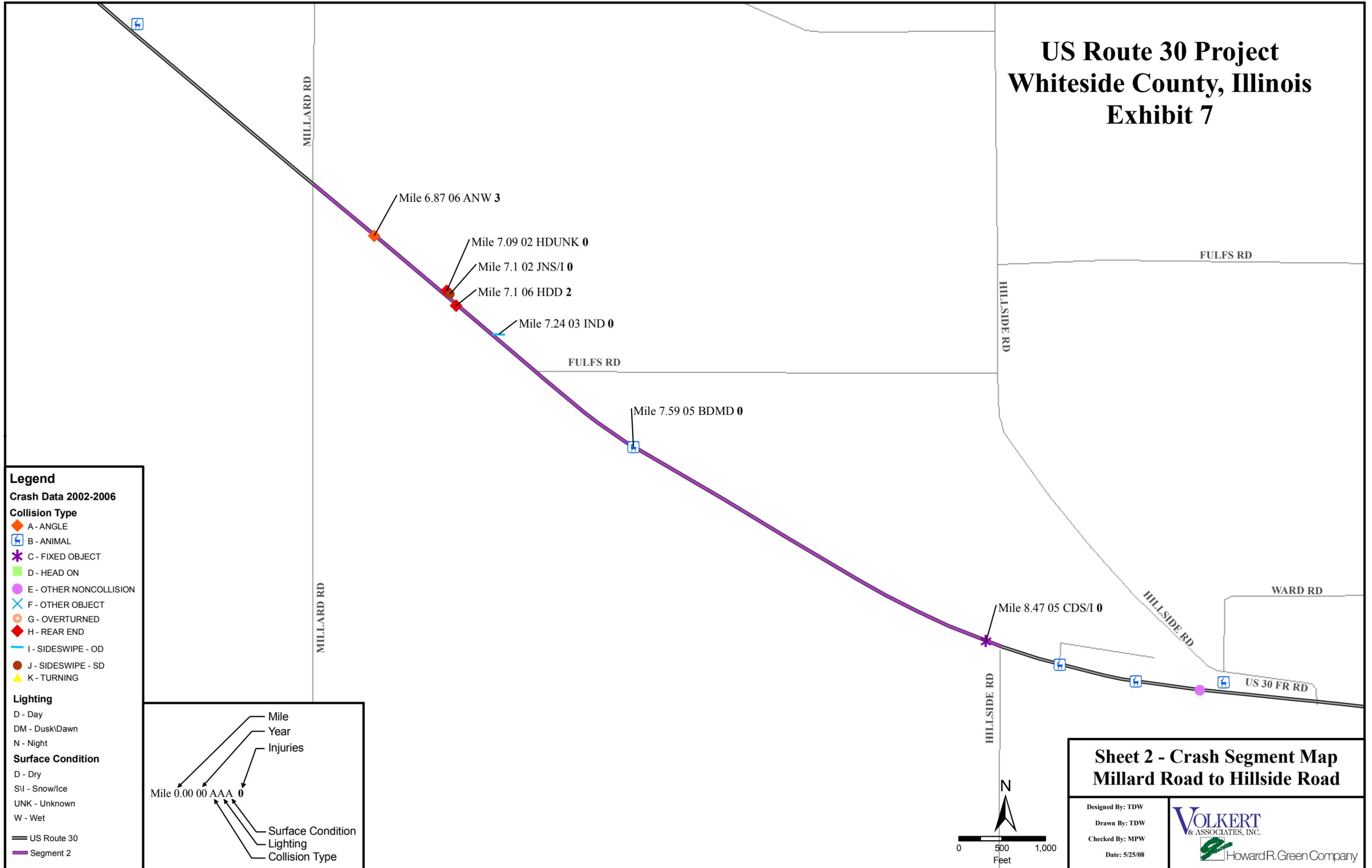
Designed By: TDW	 VOLKERT & ASSOCIATES, INC. Howard R. Green Company
Drawn By: TDW	
Checked By: MPW	
Date: 5/25/08	



# US Route 30 Project Whiteside County, Illinois Exhibit 7



# US Route 30 Project Whiteside County, Illinois Exhibit 7



**Legend**

**Crash Data 2002-2006**

**Collision Type**

- ◆ A - ANGLE
- 🐾 B - ANIMAL
- ✳ C - FIXED OBJECT
- D - HEAD ON
- E - OTHER NONCOLLISION
- ✕ F - OTHER OBJECT
- G - OVERTURNED
- ◆ H - REAR END
- I - SIDESWIPE - OD
- J - SIDESWIPE - SD
- ▲ K - TURNING

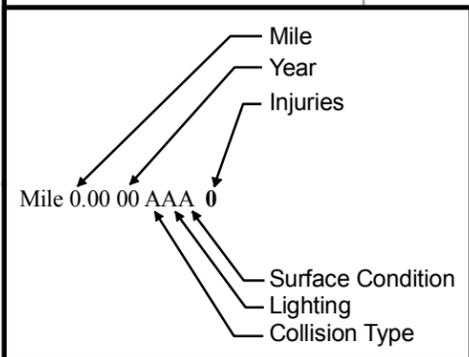
**Lighting**

- D - Day
- DM - Dusk/Dawn
- N - Night

**Surface Condition**

- D - Dry
- SI - Snow/Ice
- UNK - Unknown
- W - Wet

— US Route 30  
— Segment 2

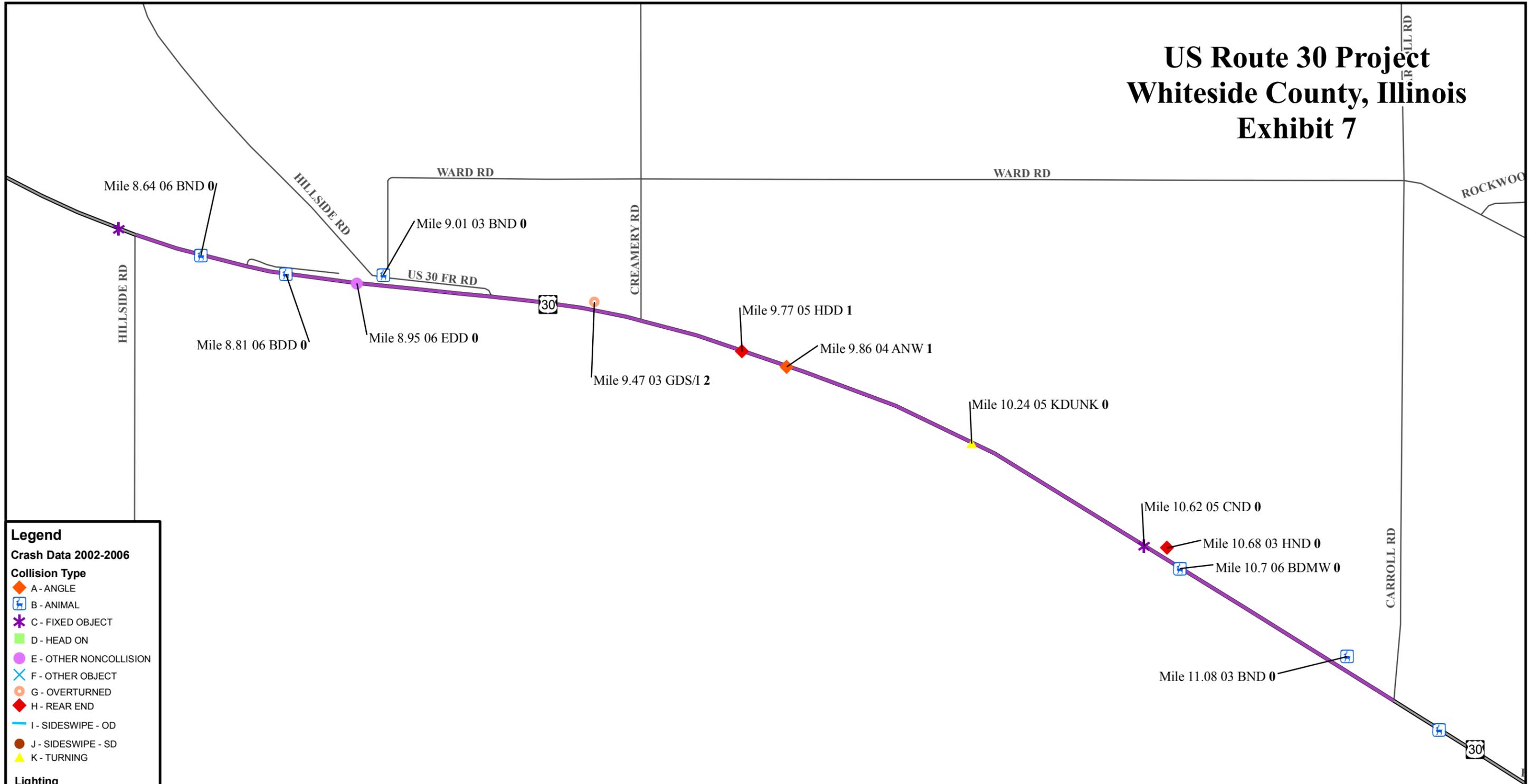


**Sheet 2 - Crash Segment Map  
Millard Road to Hillside Road**

Designed By: TDW  
 Drawn By: TDW  
 Checked By: MPW  
 Date: 5/25/08

**VOLKERT & ASSOCIATES, INC.**  
 Howard R. Green Company

# US Route 30 Project Whiteside County, Illinois Exhibit 7



**Legend**

**Crash Data 2002-2006**

**Collision Type**

- ◆ A - ANGLE
- ☒ B - ANIMAL
- ✱ C - FIXED OBJECT
- D - HEAD ON
- E - OTHER NONCOLLISION
- ✕ F - OTHER OBJECT
- G - OVERTURNED
- ◆ H - REAR END
- I - SIDESWIPE - OD
- J - SIDESWIPE - SD
- ▲ K - TURNING

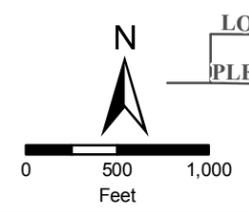
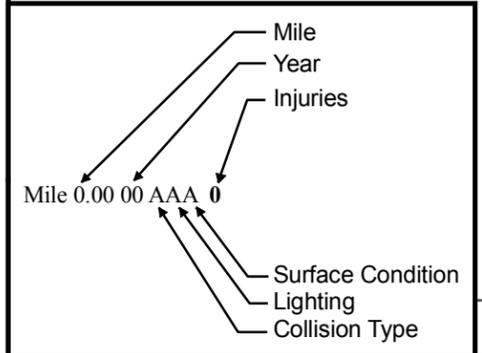
**Lighting**

- D - Day
- DM - Dusk/Dawn
- N - Night

**Surface Condition**

- D - Dry
- SI - Snow/Ice
- UNK - Unknown
- W - Wet

— US Route 30  
— Segment 3

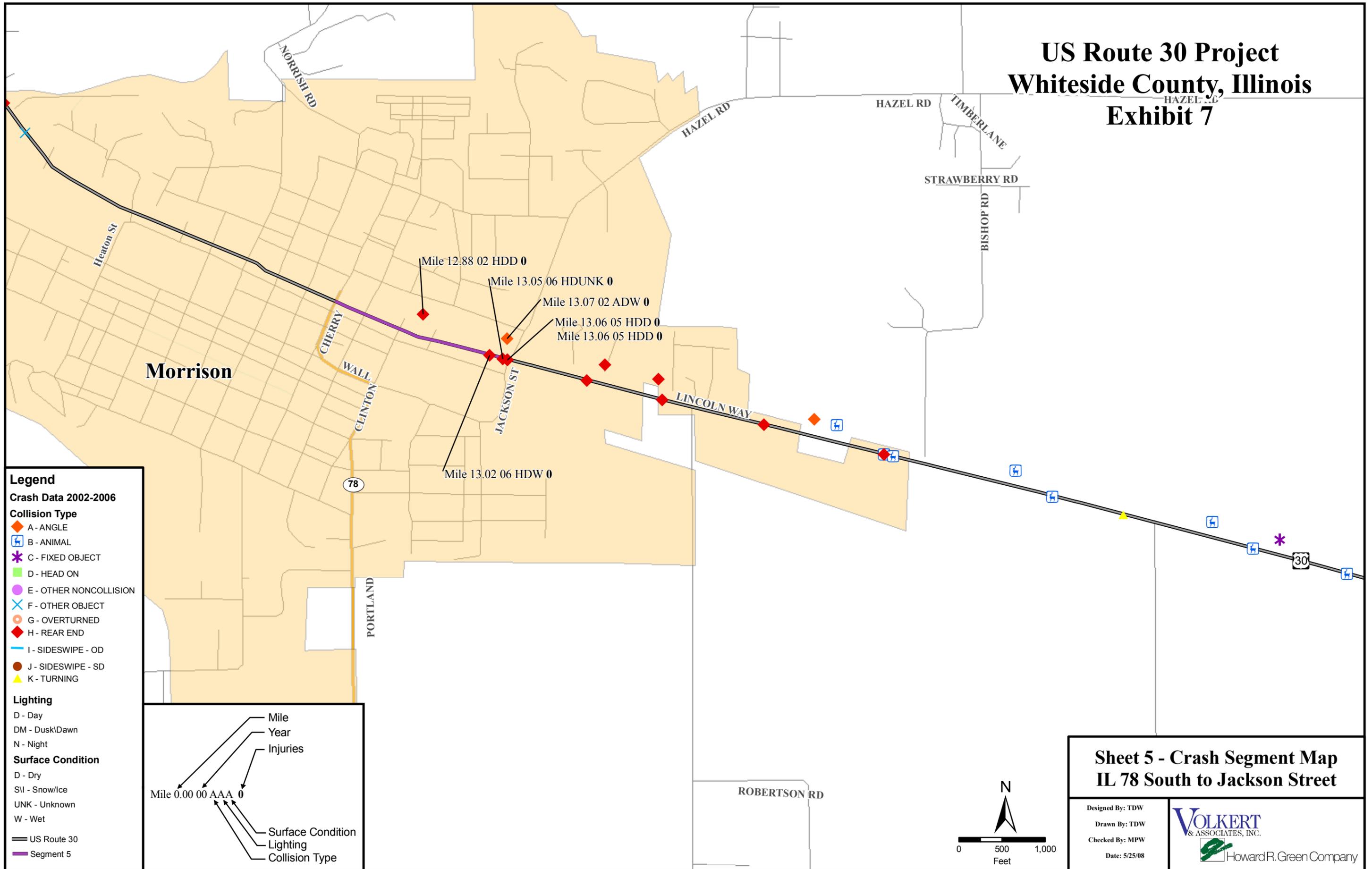


**Sheet 3 - Crash Segment Map  
Hillside Rd to IL 78 N/Carroll Rd**

Designed By: TDW	 VOLKERT & ASSOCIATES, INC. Howard R. Green Company
Drawn By: TDW	
Checked By: MPW	
Date: 5/25/08	



# US Route 30 Project Whiteside County, Illinois Exhibit 7



**Legend**

**Crash Data 2002-2006**

**Collision Type**

- ◆ A - ANGLE
- 🚗 B - ANIMAL
- ✳ C - FIXED OBJECT
- D - HEAD ON
- E - OTHER NONCOLLISION
- ✕ F - OTHER OBJECT
- G - OVERTURNED
- ◆ H - REAR END
- I - SIDESWIPE - OD
- J - SIDESWIPE - SD
- ▲ K - TURNING

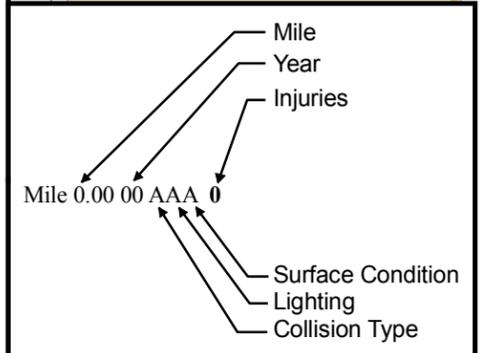
**Lighting**

- D - Day
- DM - Dusk/Dawn
- N - Night

**Surface Condition**

- D - Dry
- SI - Snow/Ice
- UNK - Unknown
- W - Wet

— US Route 30  
— Segment 5

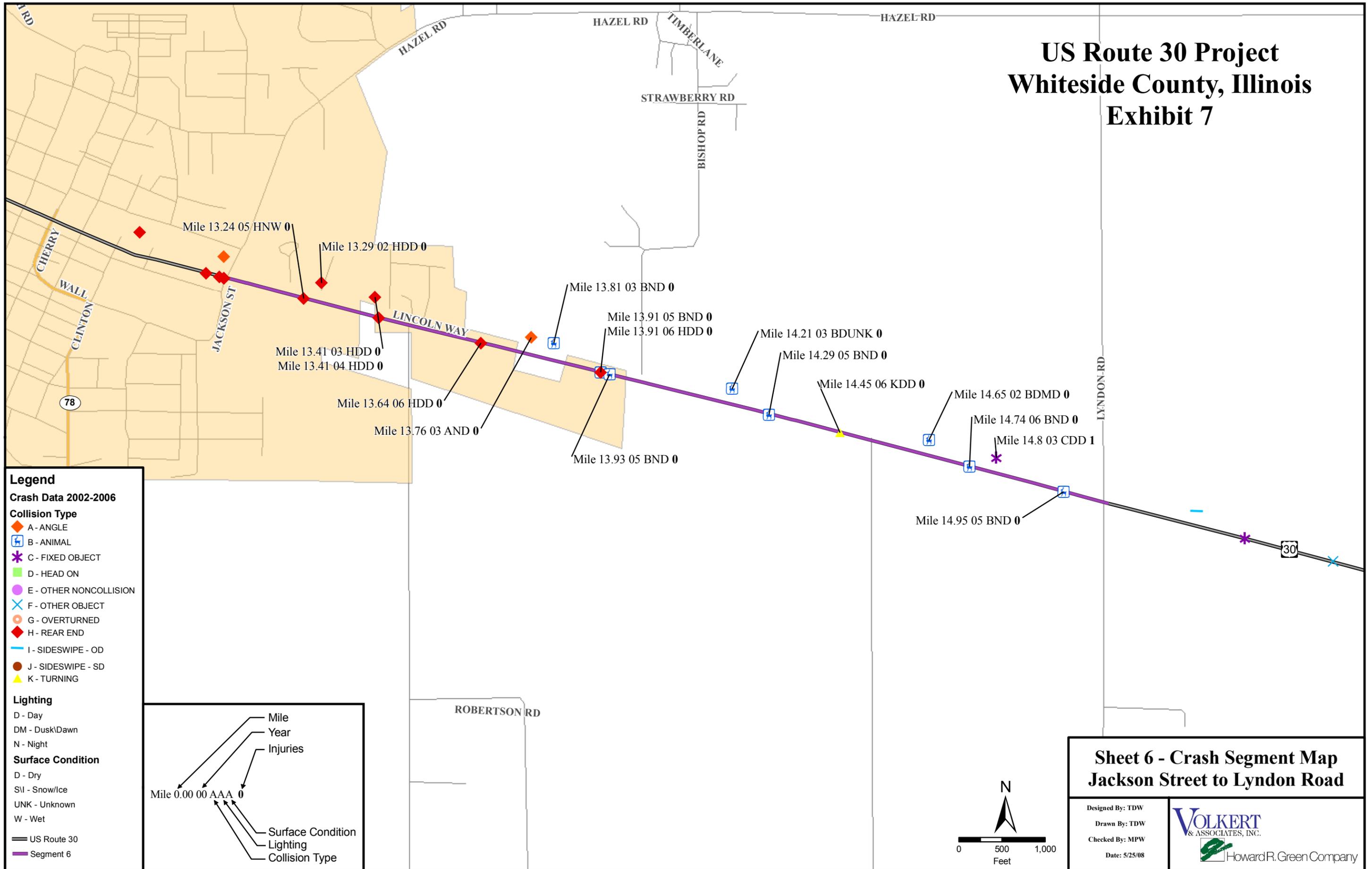


**Sheet 5 - Crash Segment Map  
IL 78 South to Jackson Street**

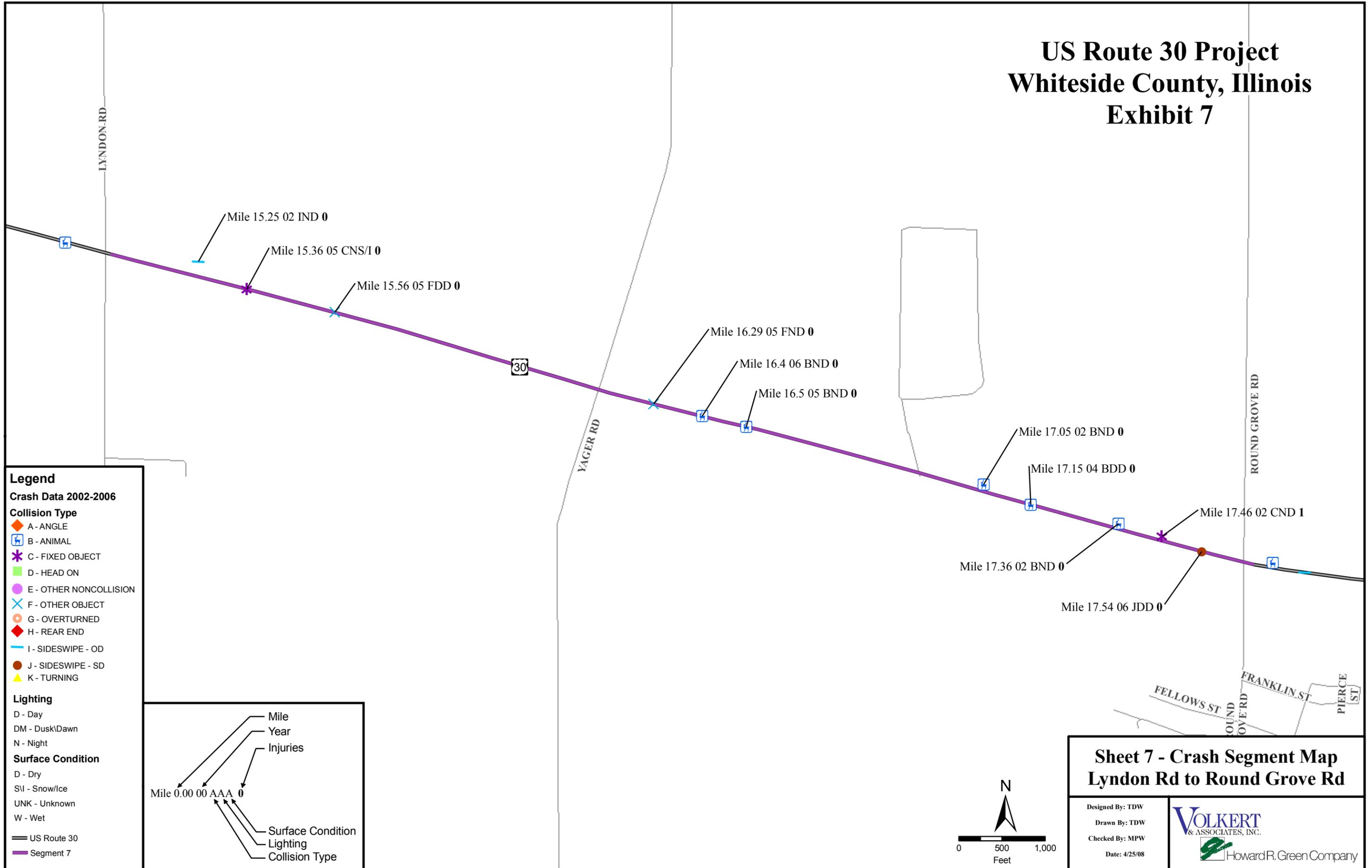
Designed By: TDW  
 Drawn By: TDW  
 Checked By: MPW  
 Date: 5/25/08

**VOLKERT & ASSOCIATES, INC.**  
 Howard R. Green Company

# US Route 30 Project Whiteside County, Illinois Exhibit 7



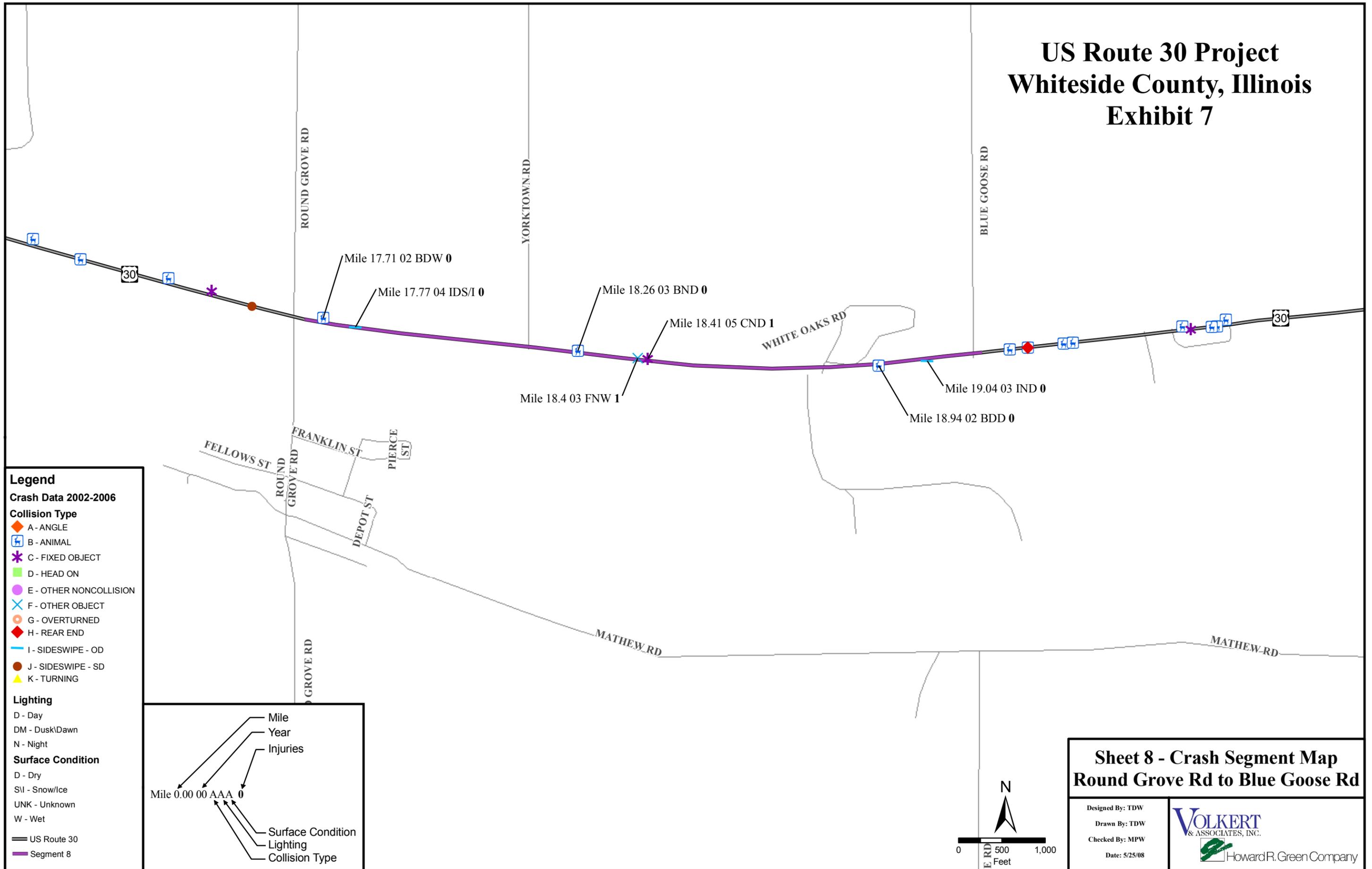
# US Route 30 Project Whiteside County, Illinois Exhibit 7



**Sheet 7 - Crash Segment Map  
Lyndon Rd to Round Grove Rd**

Designed By: TDW	 VOLKERT & ASSOCIATES, INC. Howard R. Green Company
Drawn By: TDW	
Checked By: MPW	
Date: 4/25/08	

# US Route 30 Project Whiteside County, Illinois Exhibit 7



**Legend**

**Crash Data 2002-2006**

**Collision Type**

- ◆ A - ANGLE
- 🚗 B - ANIMAL
- ✳ C - FIXED OBJECT
- D - HEAD ON
- E - OTHER NONCOLLISION
- ✕ F - OTHER OBJECT
- G - OVERTURNED
- ◆ H - REAR END
- I - SIDESWIPE - OD
- J - SIDESWIPE - SD
- ▲ K - TURNING

**Lighting**

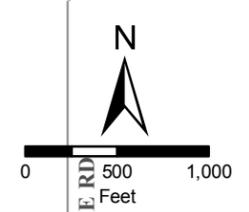
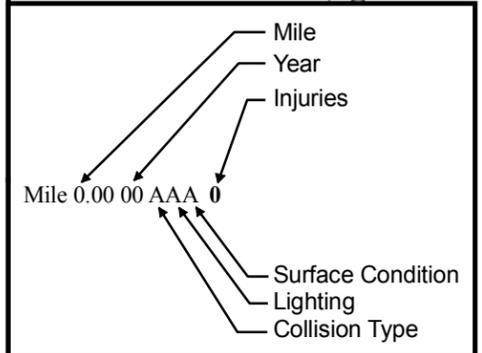
- D - Day
- DM - Dusk/Dawn
- N - Night

**Surface Condition**

- D - Dry
- SI - Snow/Ice
- UNK - Unknown
- W - Wet

— US Route 30

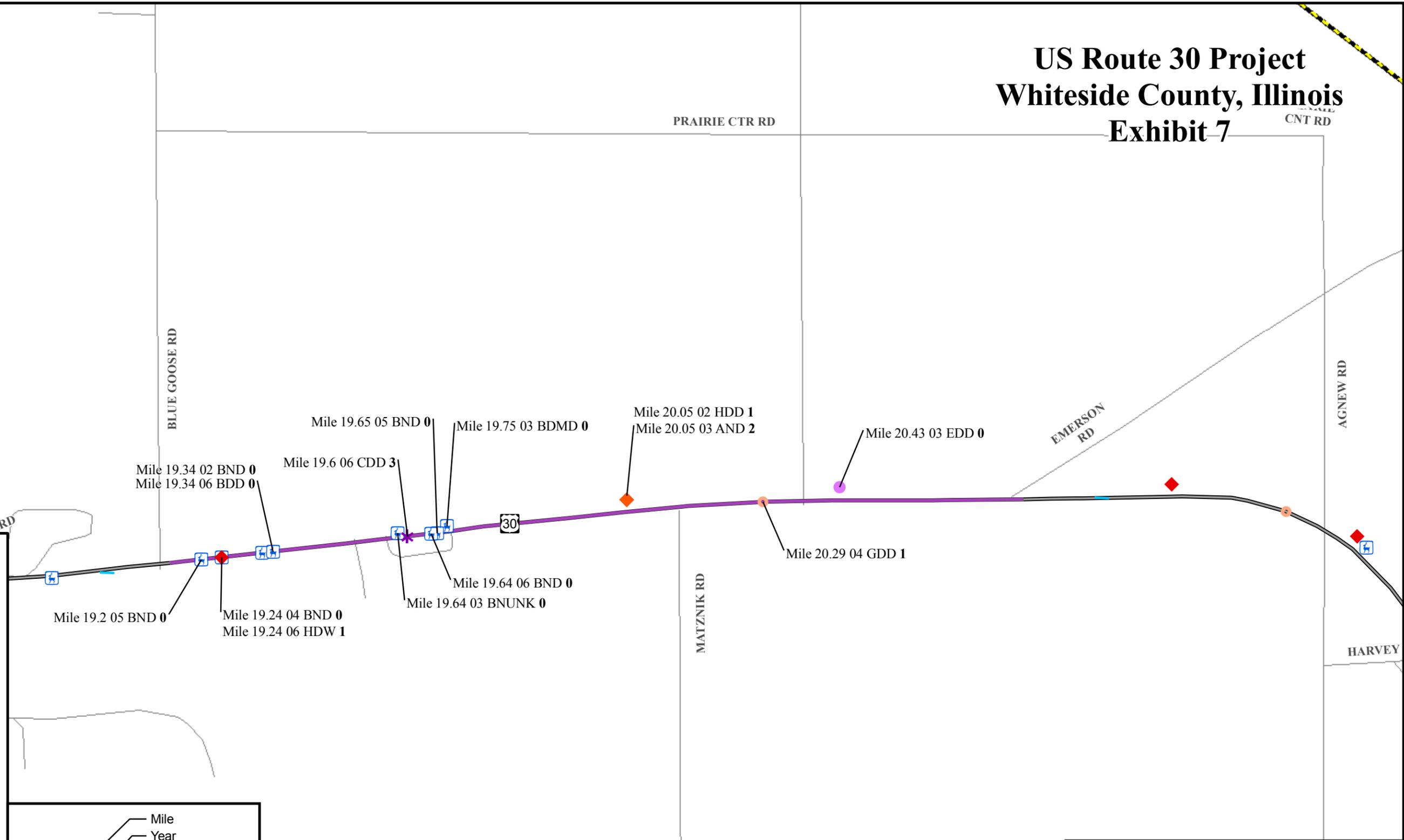
— Segment 8



**Sheet 8 - Crash Segment Map  
Round Grove Rd to Blue Goose Rd**

Designed By: TDW	 
Drawn By: TDW	
Checked By: MPW	
Date: 5/25/08	

# US Route 30 Project Whiteside County, Illinois Exhibit 7



**Legend**

**Crash Data 2002-2006**

**Collision Type**

- ◆ A - ANGLE
- 🚗 B - ANIMAL
- ✳ C - FIXED OBJECT
- D - HEAD ON
- E - OTHER NONCOLLISION
- ✕ F - OTHER OBJECT
- G - OVERTURNED
- ◆ H - REAR END
- I - SIDESWIPE - OD
- J - SIDESWIPE - SD
- ▲ K - TURNING

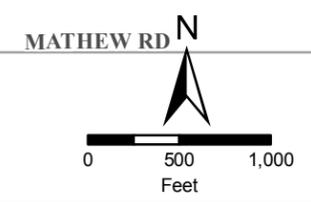
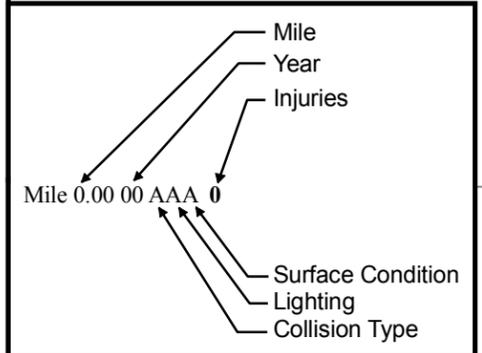
**Lighting**

- D - Day
- DM - Dusk/Dawn
- N - Night

**Surface Condition**

- D - Dry
- SI - Snow/Ice
- UNK - Unknown
- W - Wet

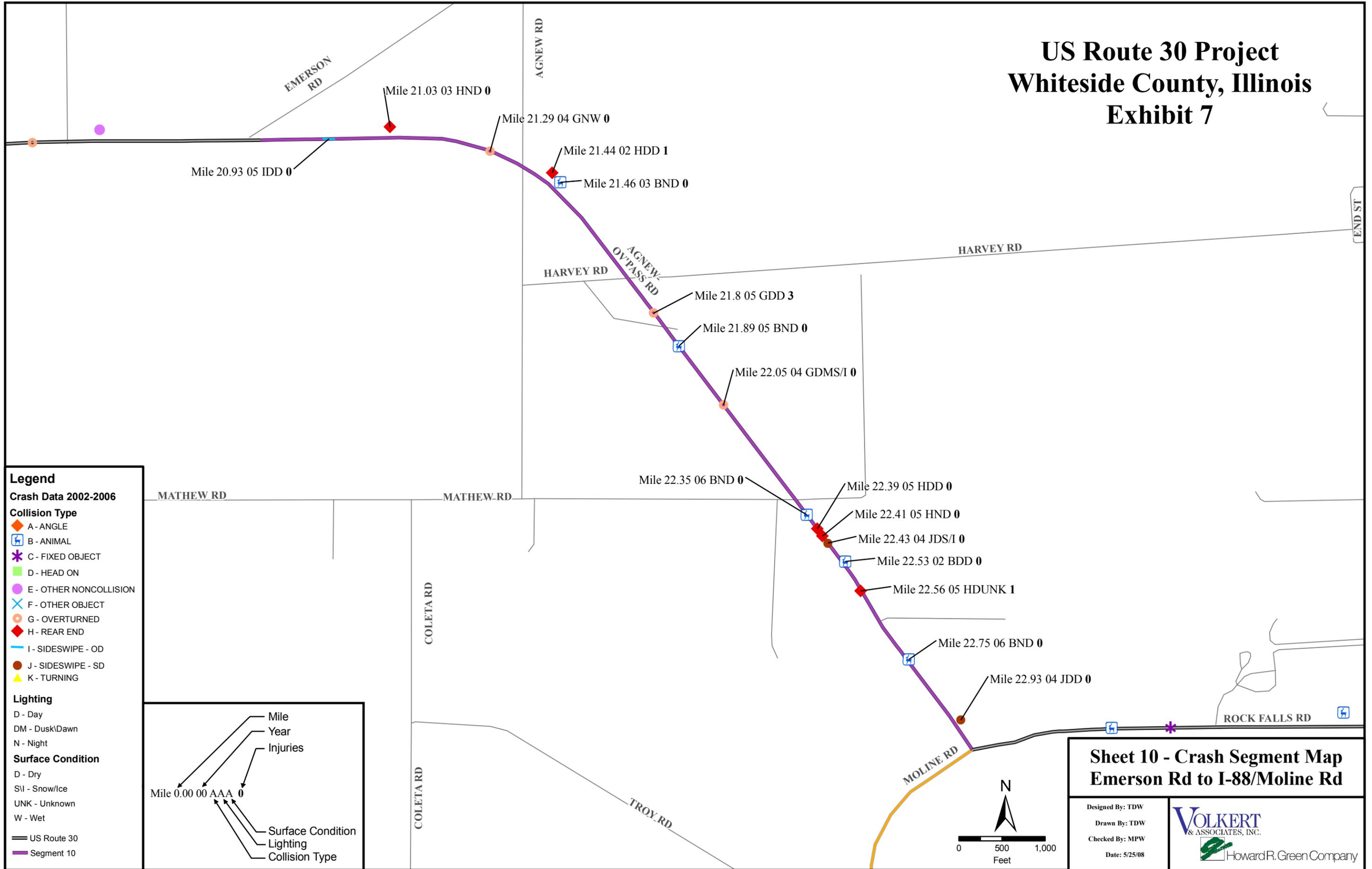
— US Route 30  
— Segment 9



**Sheet 9 - Crash Segment Map  
Blue Goose Rd to Emerson Rd**

Designed By: TDW  
 Drawn By: TDW  
 Checked By: MPW  
 Date: 4/25/08

# US Route 30 Project Whiteside County, Illinois Exhibit 7



Mile 20.93 05 IDD 0  
 Mile 21.03 03 HND 0  
 Mile 21.29 04 GNW 0

Mile 21.44 02 HDD 1  
 Mile 21.46 03 BND 0

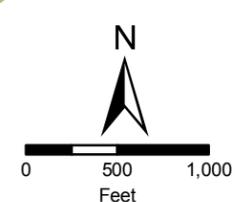
Mile 21.8 05 GDD 3  
 Mile 21.89 05 BND 0

Mile 22.05 04 GDMS/I 0  
 Mile 22.35 06 BND 0

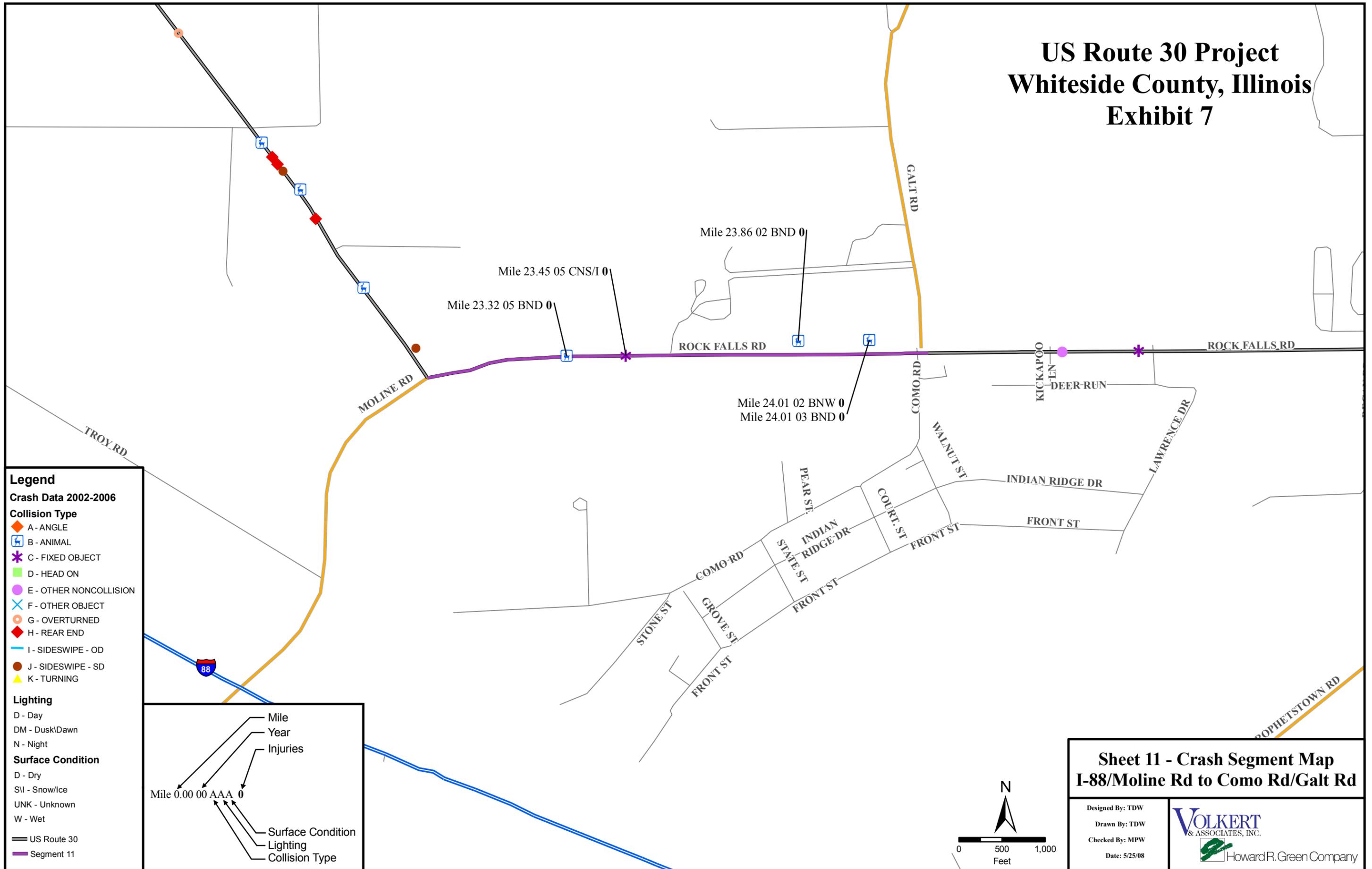
Mile 22.39 05 HDD 0  
 Mile 22.41 05 HND 0  
 Mile 22.43 04 JDS/I 0  
 Mile 22.53 02 BDD 0  
 Mile 22.56 05 HDUNK 1

Mile 22.75 06 BND 0  
 Mile 22.93 04 JDD 0

ROCK FALLS RD



# US Route 30 Project Whiteside County, Illinois Exhibit 7



**Legend**

**Crash Data 2002-2006**

**Collision Type**

- ◆ A - ANGLE
- 🚗 B - ANIMAL
- ✳ C - FIXED OBJECT
- D - HEAD ON
- E - OTHER NONCOLLISION
- ✕ F - OTHER OBJECT
- G - OVERTURNED
- ◆ H - REAR END
- I - SIDESWIPE - OD
- J - SIDESWIPE - SD
- ▲ K - TURNING

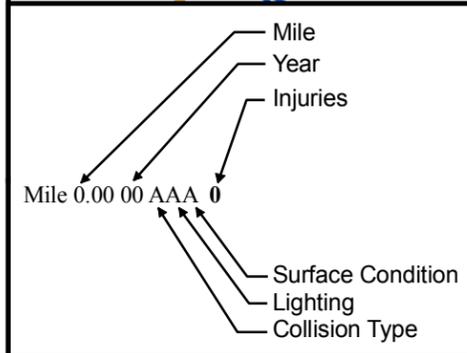
**Lighting**

- D - Day
- DM - Dusk/Dawn
- N - Night

**Surface Condition**

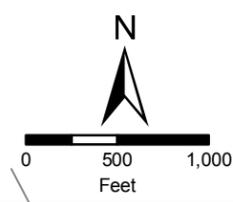
- D - Dry
- SI - Snow/Ice
- UNK - Unknown
- W - Wet

— US Route 30  
— Segment 11

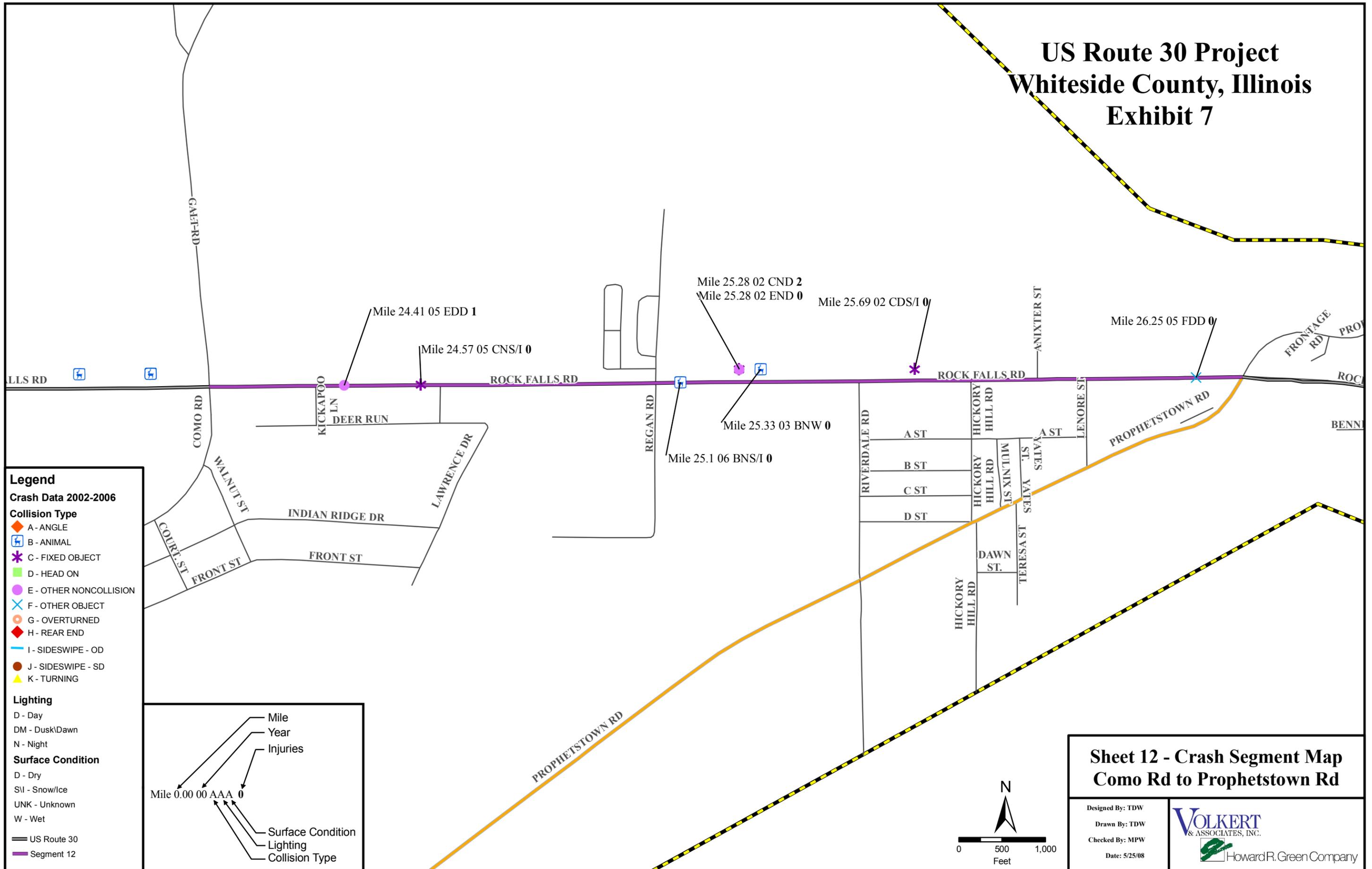


## Sheet 11 - Crash Segment Map I-88/Moline Rd to Como Rd/Galt Rd

Designed By: TDW  
 Drawn By: TDW  
 Checked By: MPW  
 Date: 5/25/08



# US Route 30 Project Whiteside County, Illinois Exhibit 7



**Sheet 12 - Crash Segment Map  
Como Rd to Prophetstown Rd**

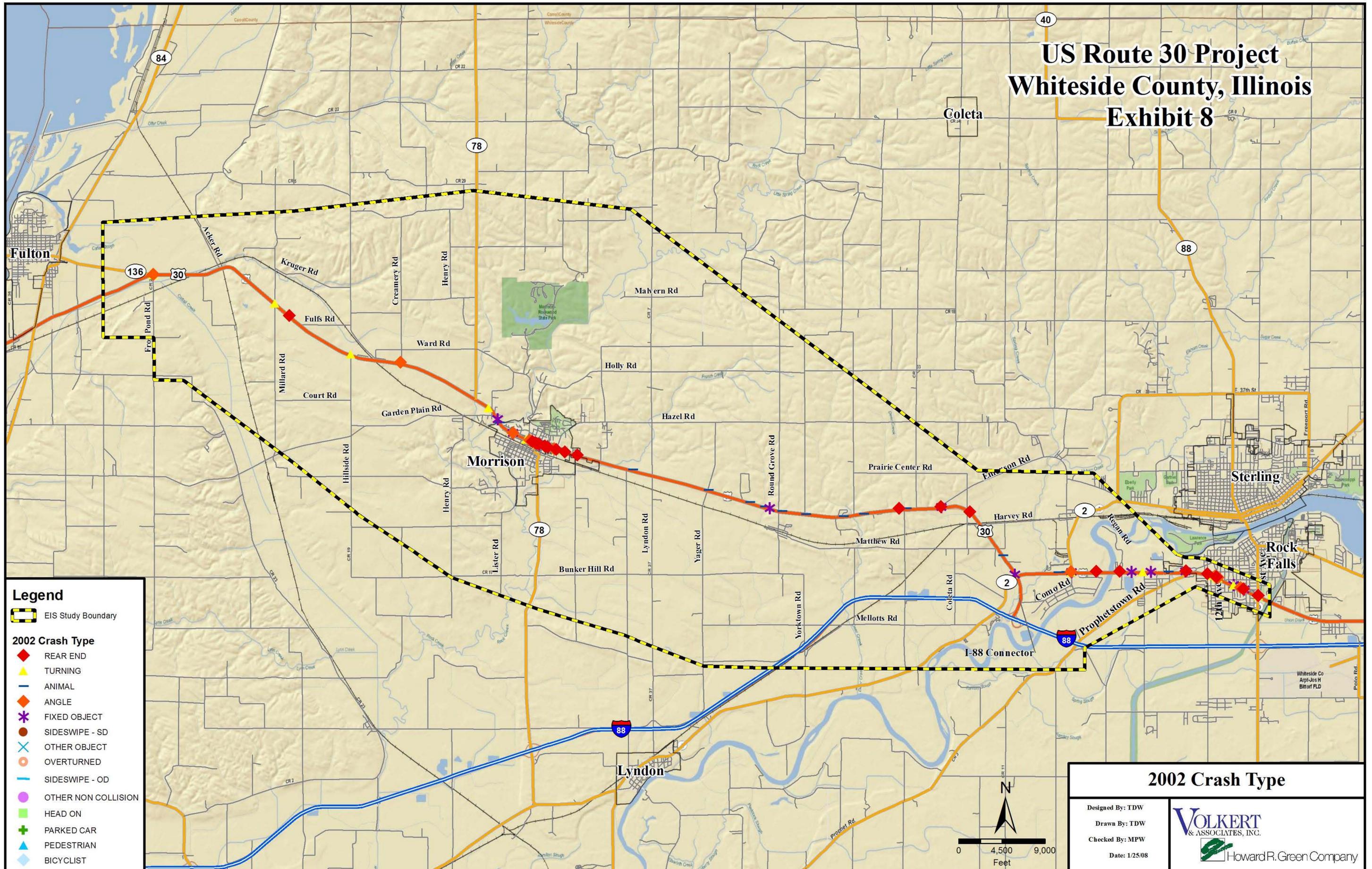
Designed By: TDW  
 Drawn By: TDW  
 Checked By: MPW  
 Date: 5/25/08

**VOLKERT & ASSOCIATES, INC.**  
 Howard R. Green Company

# **EXHIBITS 8 - 12**

**CRASH TYPE MAPS FOR EACH  
YEAR OF THE STUDY PERIOD**

# US Route 30 Project Whiteside County, Illinois Exhibit 8



**Legend**

- EIS Study Boundary

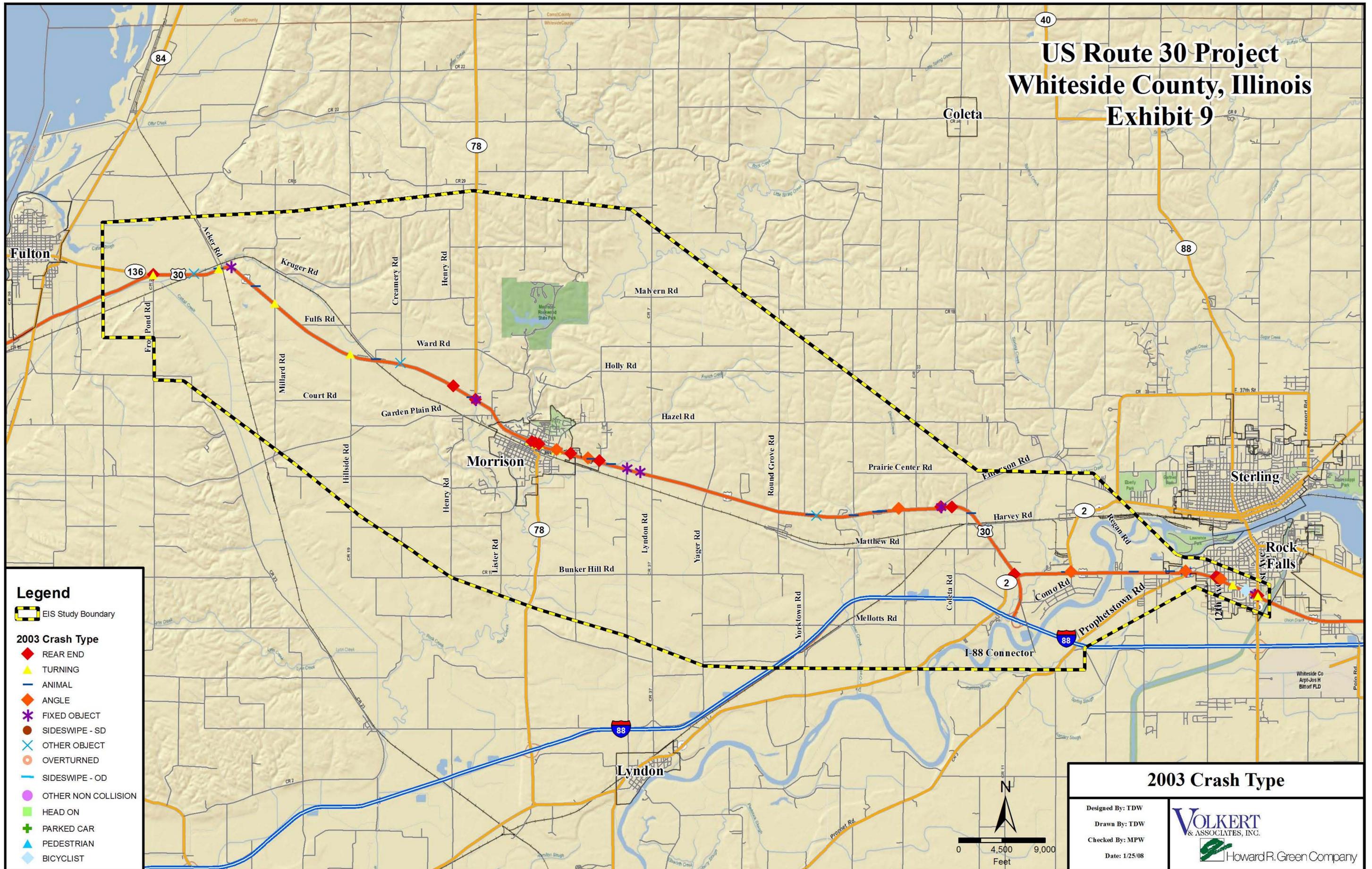
**2002 Crash Type**

- REAR END
- TURNING
- ANIMAL
- ANGLE
- FIXED OBJECT
- SIDESWIPE - SD
- OTHER OBJECT
- OVERTURNED
- SIDESWIPE - OD
- OTHER NON COLLISION
- HEAD ON
- PARKED CAR
- PEDESTRIAN
- BICYCLIST

**2002 Crash Type**

Designed By: TDW	 
Drawn By: TDW	
Checked By: MPW	
Date: 1/25/08	

# US Route 30 Project Whiteside County, Illinois Exhibit 9

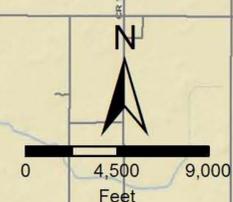


### Legend

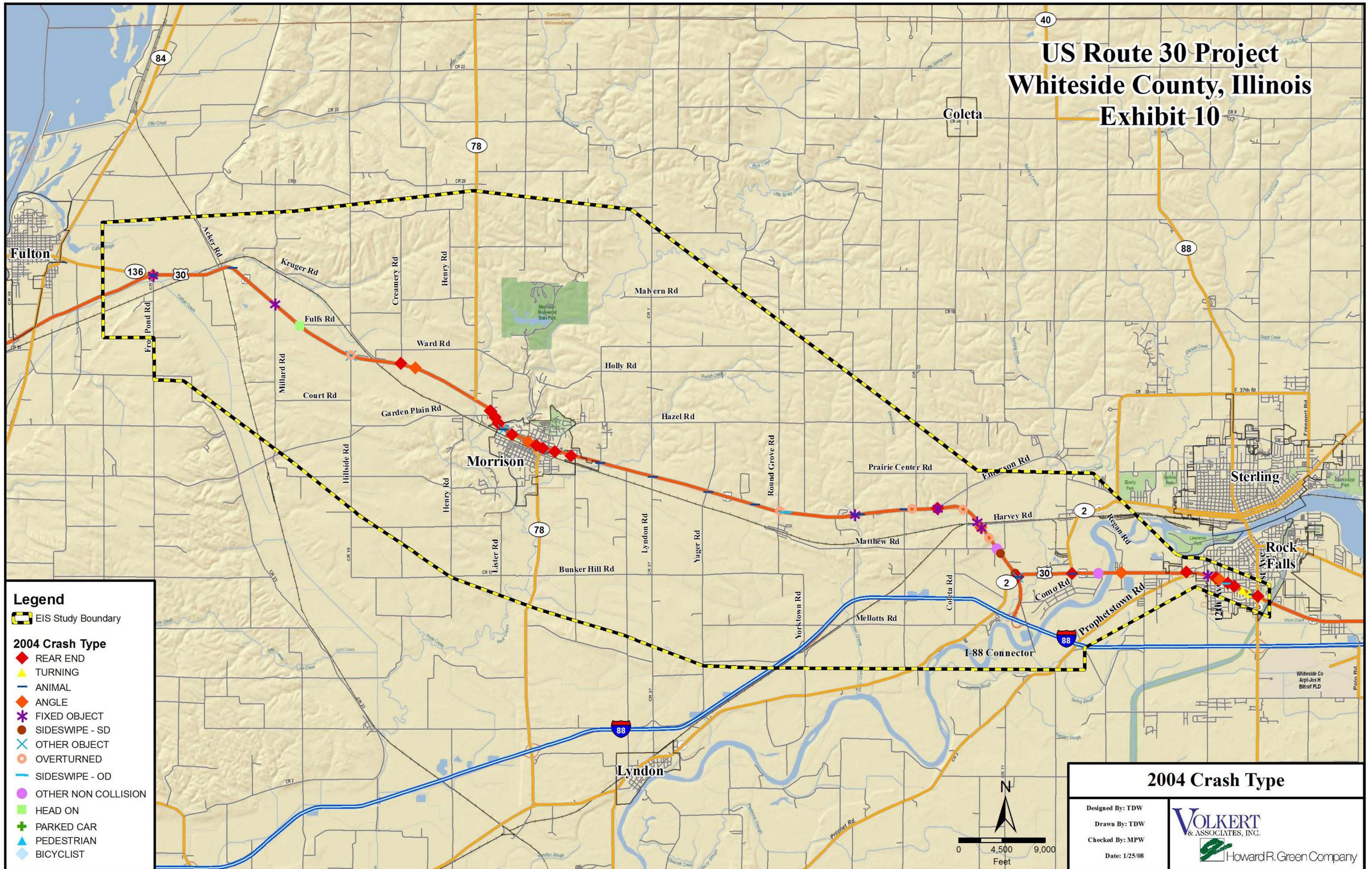
-  EIS Study Boundary
- 2003 Crash Type**
-  REAR END
-  TURNING
-  ANIMAL
-  ANGLE
-  FIXED OBJECT
-  SIDESWIPE - SD
-  OTHER OBJECT
-  OVERTURNED
-  SIDESWIPE - OD
-  OTHER NON COLLISION
-  HEAD ON
-  PARKED CAR
-  PEDESTRIAN
-  BICYCLIST

### 2003 Crash Type

Designed By: TDW  
 Drawn By: TDW  
 Checked By: MPW  
 Date: 1/25/08



# US Route 30 Project Whiteside County, Illinois Exhibit 10



**Legend**

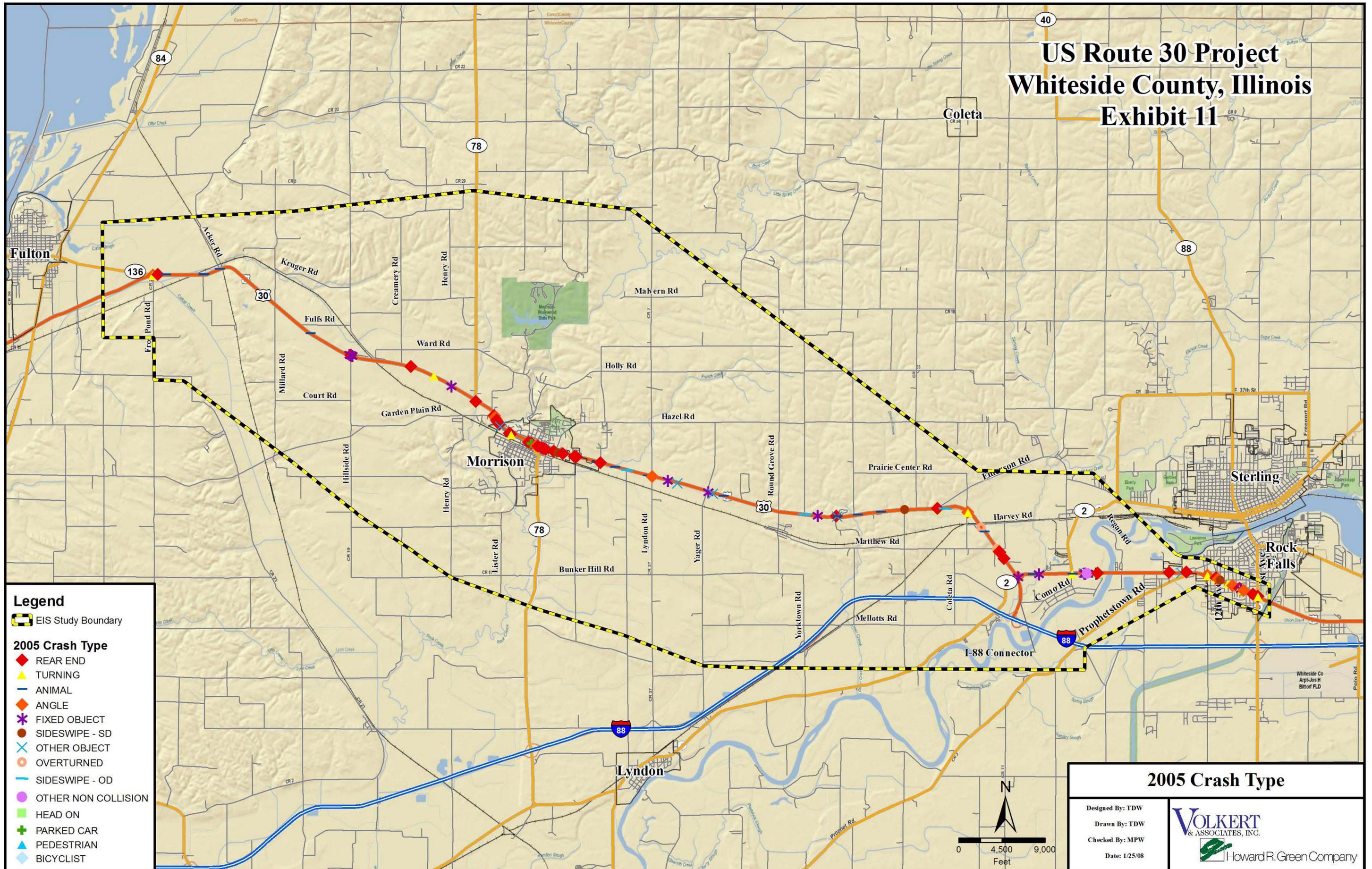
- EIS Study Boundary
- 2004 Crash Type**
- REAR END
- TURNING
- ANIMAL
- ANGLE
- FIXED OBJECT
- SIDESWIPE - SD
- OTHER OBJECT
- OVERTURNED
- SIDESWIPE - OD
- OTHER NON COLLISION
- HEAD ON
- PARKED CAR
- PEDESTRIAN
- BICYCLIST

**2004 Crash Type**

Designed By: TDW  
 Drawn By: TDW  
 Checked By: MPW  
 Date: 1/25/08

**VOLKERT & ASSOCIATES, INC.**  
  
 Howard R. Green Company

# US Route 30 Project Whiteside County, Illinois Exhibit 11



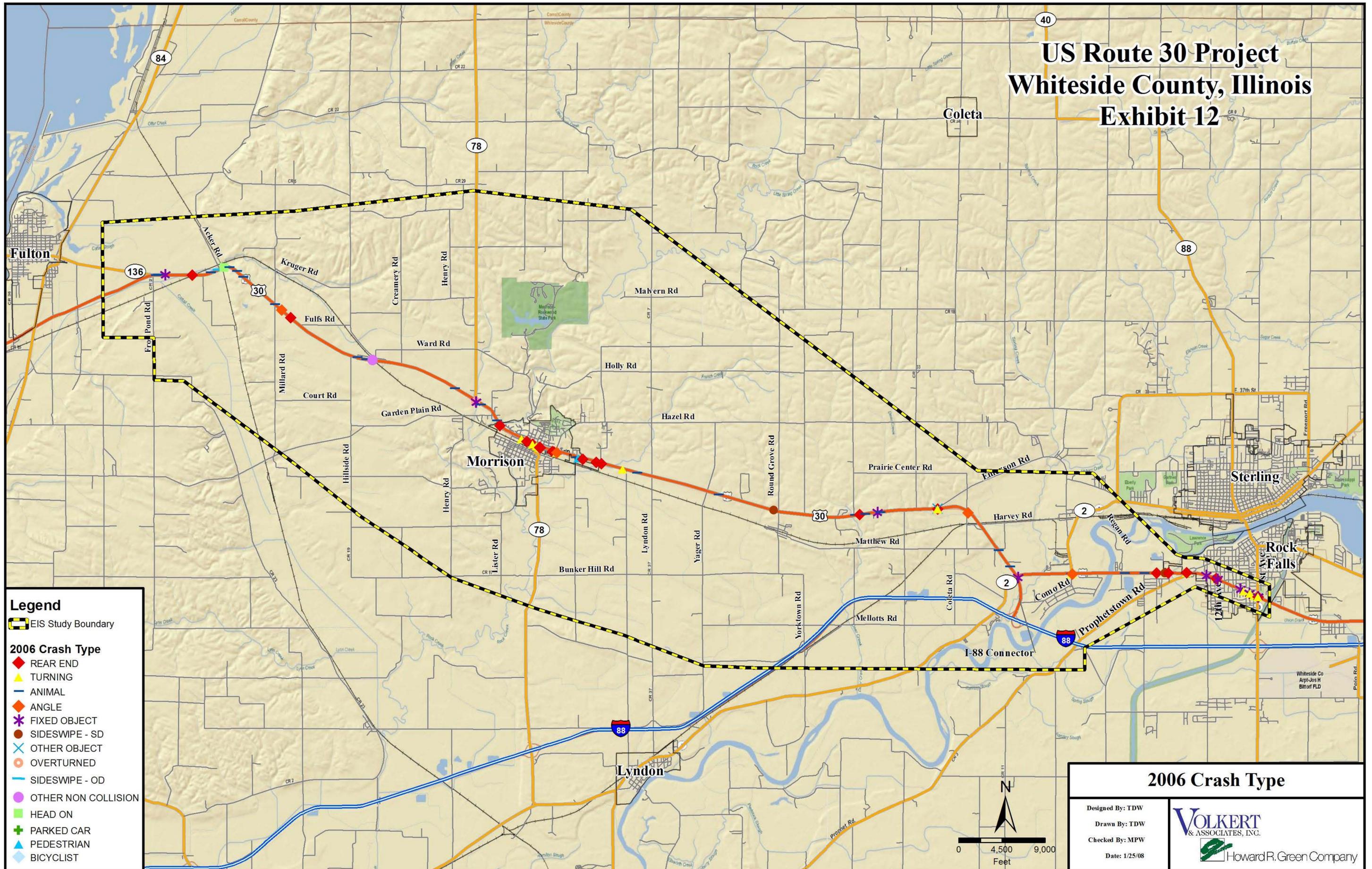
**Legend**

- EIS Study Boundary
- 2005 Crash Type**
- REAR END
- TURNING
- ANIMAL
- ANGLE
- FIXED OBJECT
- SIDESWIPE - SD
- OTHER OBJECT
- OVERTURNED
- SIDESWIPE - OD
- OTHER NON COLLISION
- HEAD ON
- PARKED CAR
- PEDESTRIAN
- BICYCLIST

**2005 Crash Type**

Designed By: TDW	 
Drawn By: TDW	
Checked By: MPW	
Date: 1/25/08	

# US Route 30 Project Whiteside County, Illinois Exhibit 12



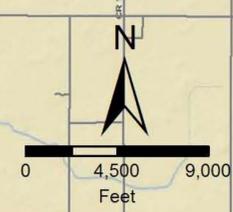
**Legend**

- EIS Study Boundary
- 2006 Crash Type**
- REAR END
- TURNING
- ANIMAL
- ANGLE
- FIXED OBJECT
- SIDESWIPE - SD
- OTHER OBJECT
- OVERTURNED
- SIDESWIPE - OD
- OTHER NON COLLISION
- HEAD ON
- PARKED CAR
- PEDESTRIAN
- BICYCLIST

**2006 Crash Type**

Designed By: TDW  
 Drawn By: TDW  
 Checked By: MPW  
 Date: 1/25/08

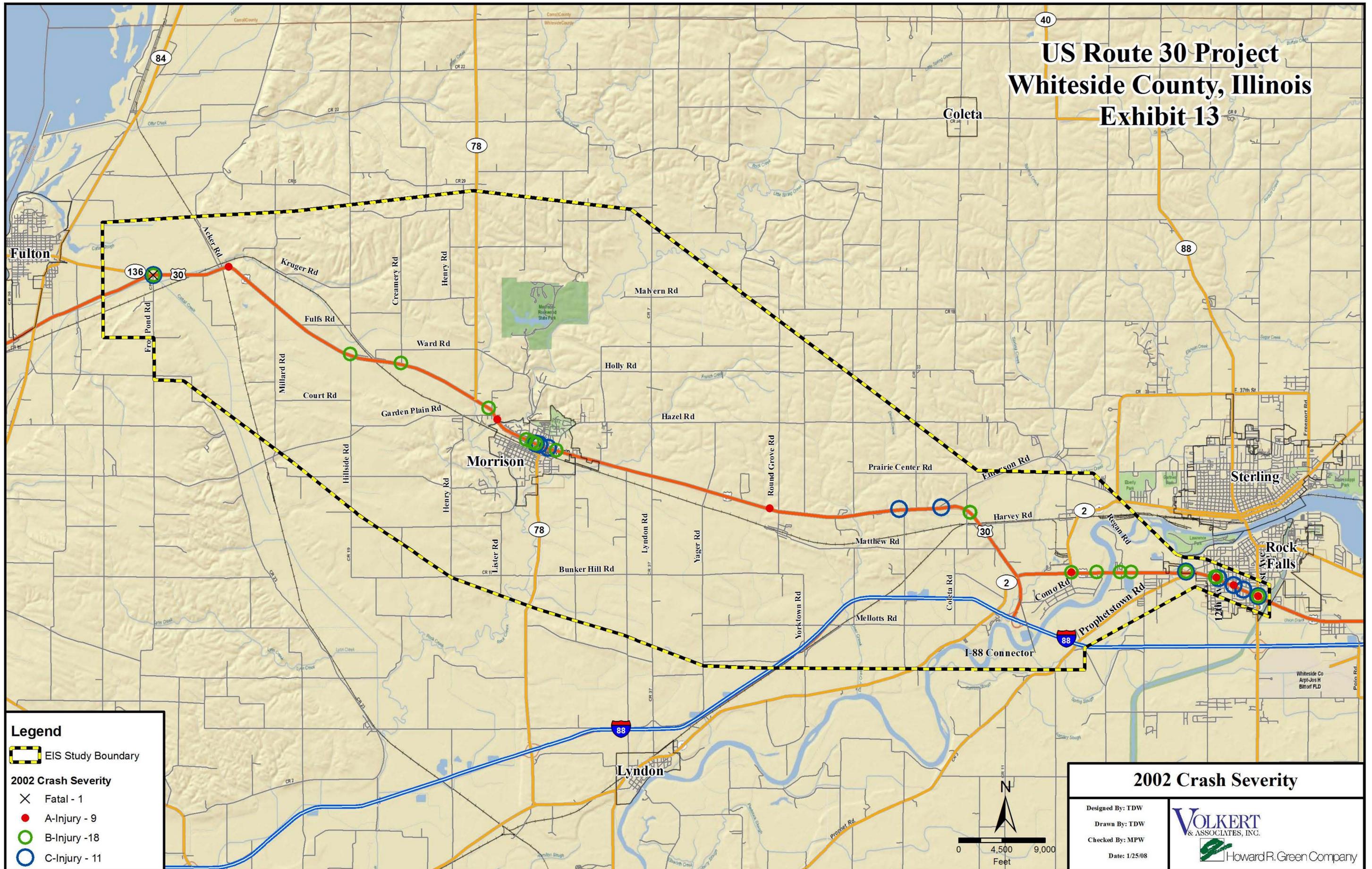
**VOLKERT & ASSOCIATES, INC.**  
  
 Howard R. Green Company



# **EXHIBITS 13 - 17**

**CRASH SEVERITY MAPS FOR EACH  
YEAR OF THE STUDY PERIOD**

# US Route 30 Project Whiteside County, Illinois Exhibit 13



**Legend**

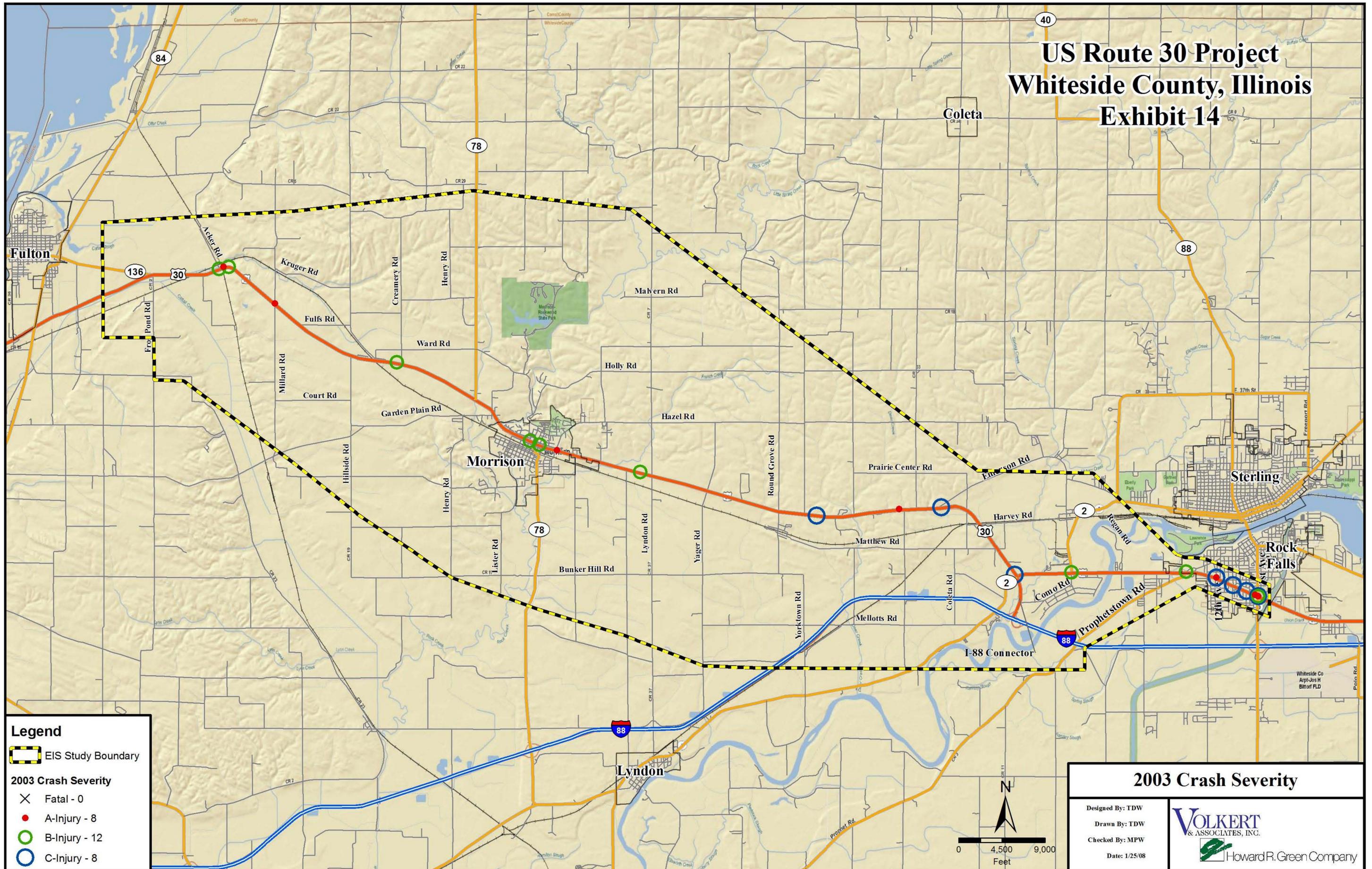
- EIS Study Boundary
- 2002 Crash Severity**
- Fatal - 1
- A-Injury - 9
- B-Injury - 18
- C-Injury - 11

**2002 Crash Severity**

Designed By: TDW  
 Drawn By: TDW  
 Checked By: MPW  
 Date: 1/25/08

**VOLKERT & ASSOCIATES, INC.**  
  
 Howard R. Green Company

# US Route 30 Project Whiteside County, Illinois Exhibit 14



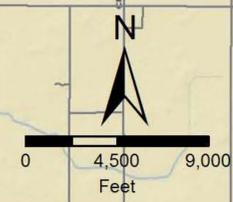
**Legend**

- EIS Study Boundary
- 2003 Crash Severity**
- Fatal - 0
- A-Injury - 8
- B-Injury - 12
- C-Injury - 8

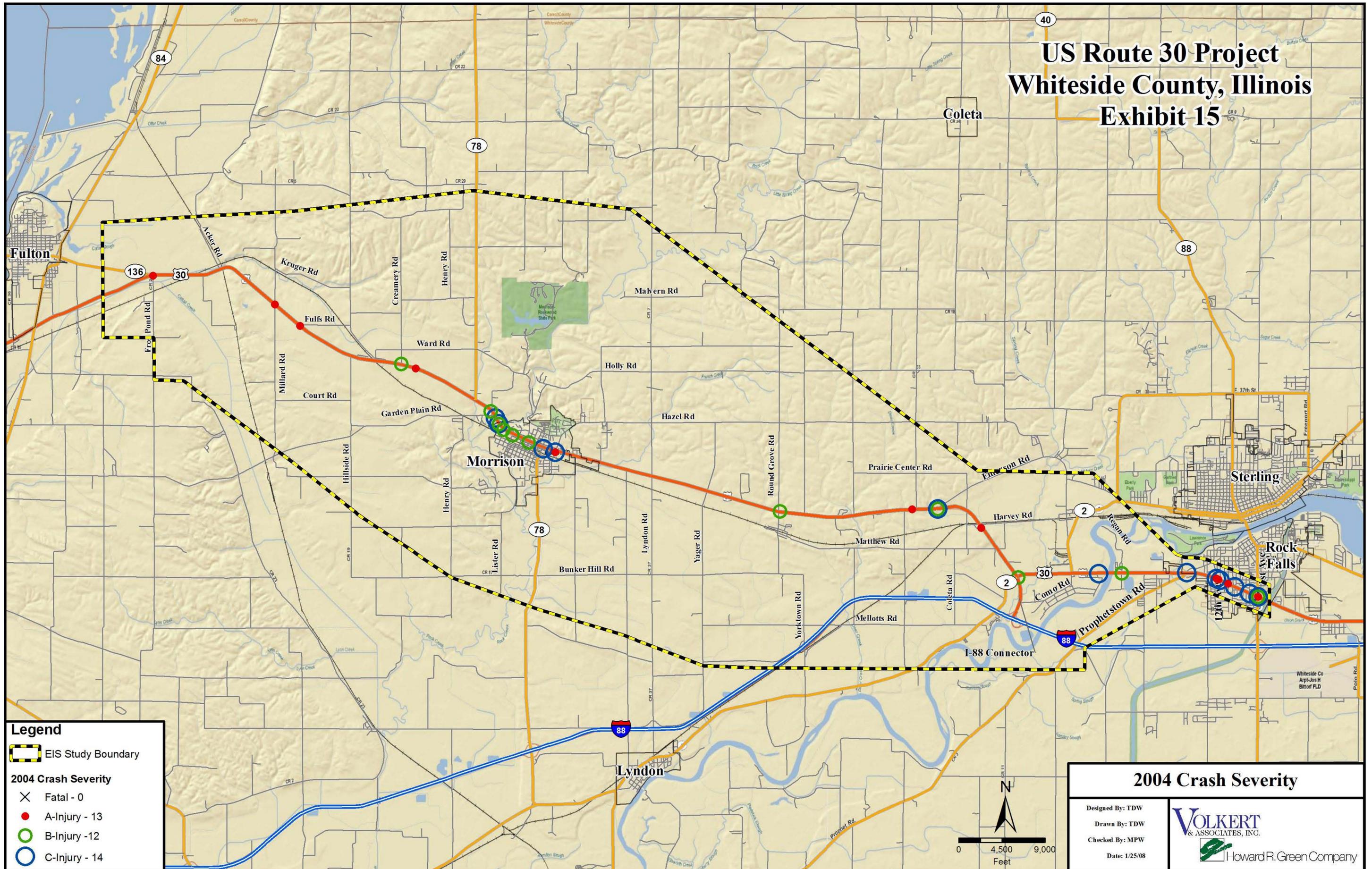
**2003 Crash Severity**

Designed By: TDW  
 Drawn By: TDW  
 Checked By: MPW  
 Date: 1/25/08

**VOLKERT & ASSOCIATES, INC.**  
  
 Howard R. Green Company



# US Route 30 Project Whiteside County, Illinois Exhibit 15



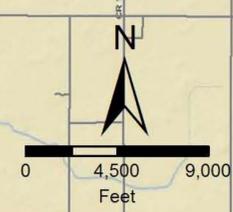
**Legend**

- EIS Study Boundary
- 2004 Crash Severity**
- Fatal - 0
- A-Injury - 13
- B-Injury - 12
- C-Injury - 14

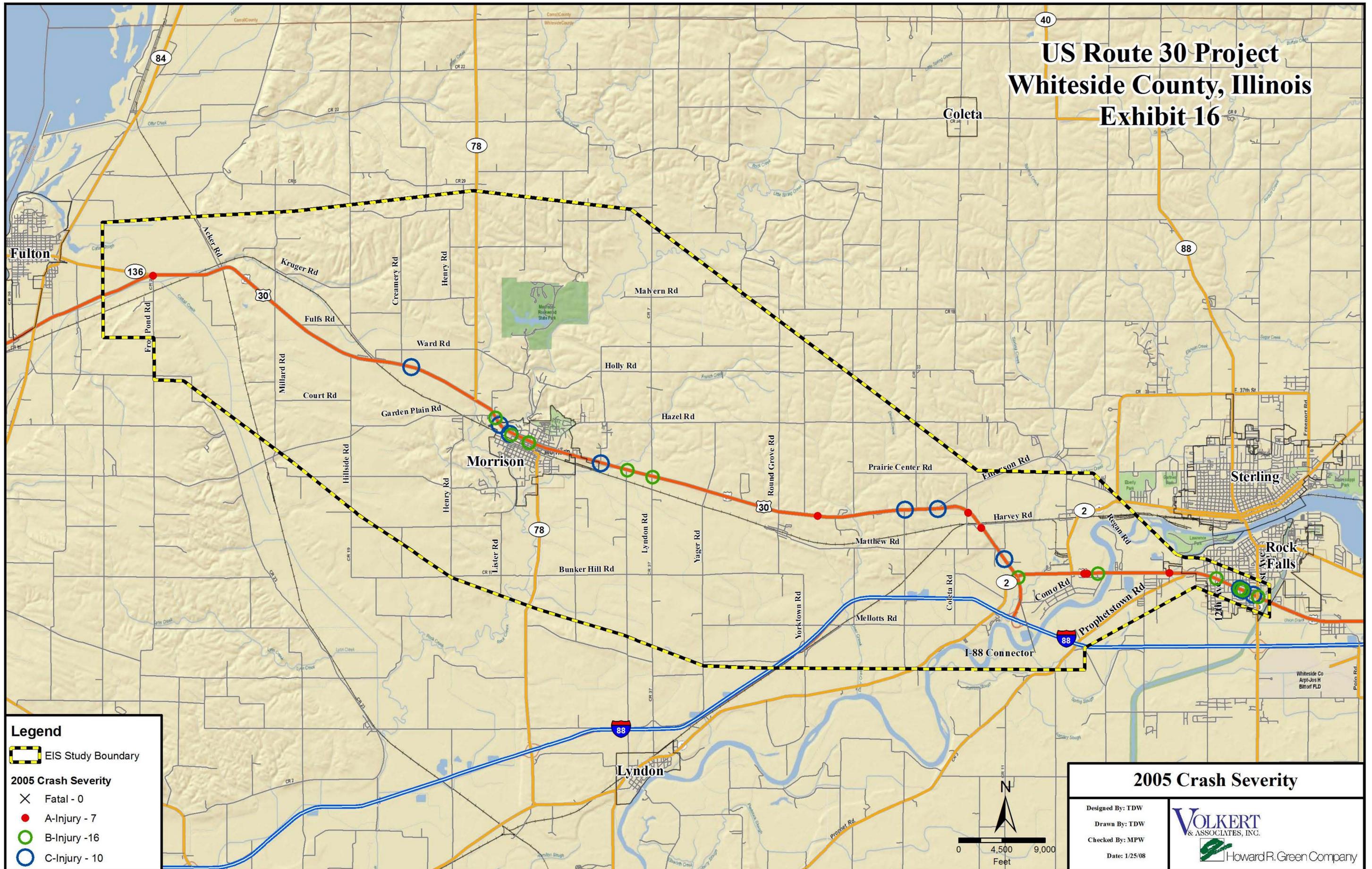
**2004 Crash Severity**

Designed By: TDW  
 Drawn By: TDW  
 Checked By: MPW  
 Date: 1/25/08

**VOLKERT & ASSOCIATES, INC.**  
  
 Howard R. Green Company



# US Route 30 Project Whiteside County, Illinois Exhibit 16



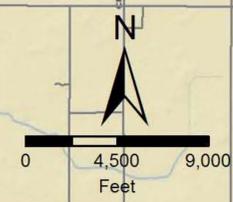
**Legend**

- EIS Study Boundary
- 2005 Crash Severity**
- Fatal - 0
- A-Injury - 7
- B-Injury - 16
- C-Injury - 10

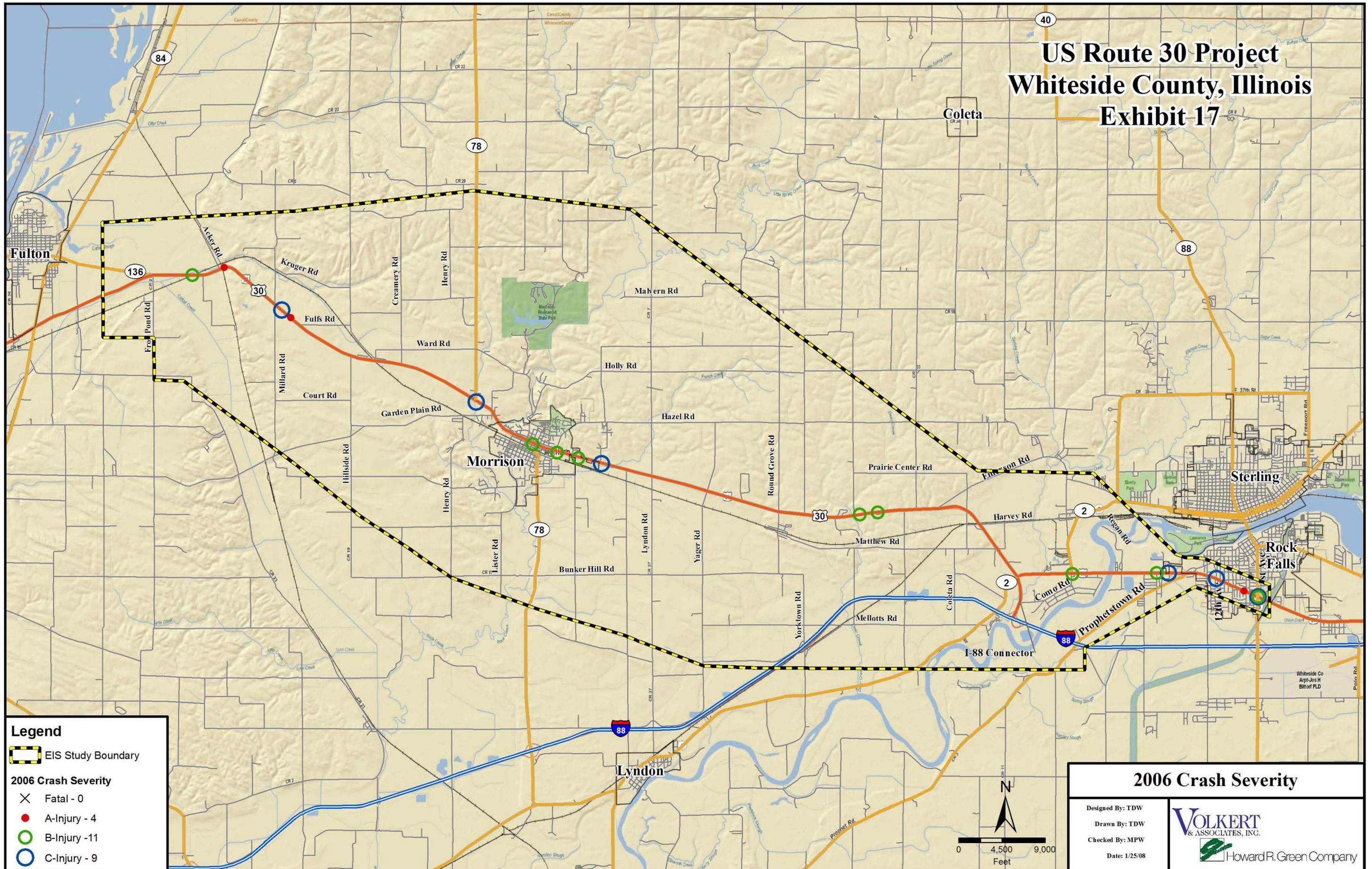
**2005 Crash Severity**

Designed By: TDW  
 Drawn By: TDW  
 Checked By: MPW  
 Date: 1/25/08

**VOLKERT & ASSOCIATES, INC.**  
  
 Howard R. Green Company



# US Route 30 Project Whiteside County, Illinois Exhibit 17



**Legend**

- EIS Study Boundary
- 2006 Crash Severity**
- Fatal - 0
- A-Injury - 4
- B-Injury - 11
- C-Injury - 9

**2006 Crash Severity**

Designed By: TDW  
 Drawn By: TDW  
 Checked By: MPW  
 Date: 1/25/08

**VOLKERT & ASSOCIATES, INC.**  
  
 Howard R. Green Company

# **EXHIBIT 18**

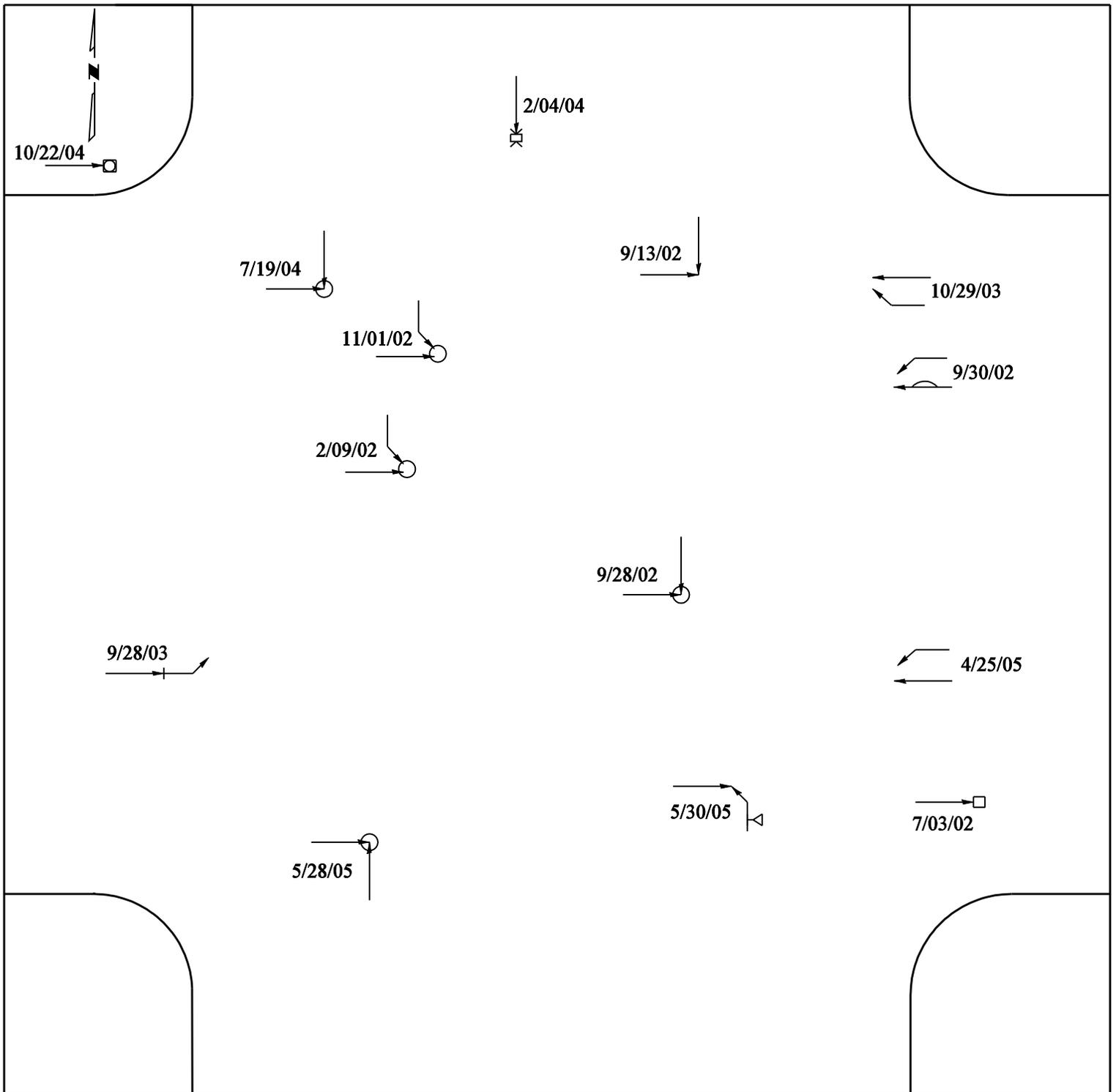
## **INTERSECTION CRASH DIAGRAMS**

# US 30 & IL 136 / FROG POND RD

All Data

14 Accidents

01/01/02 - 12/31/06



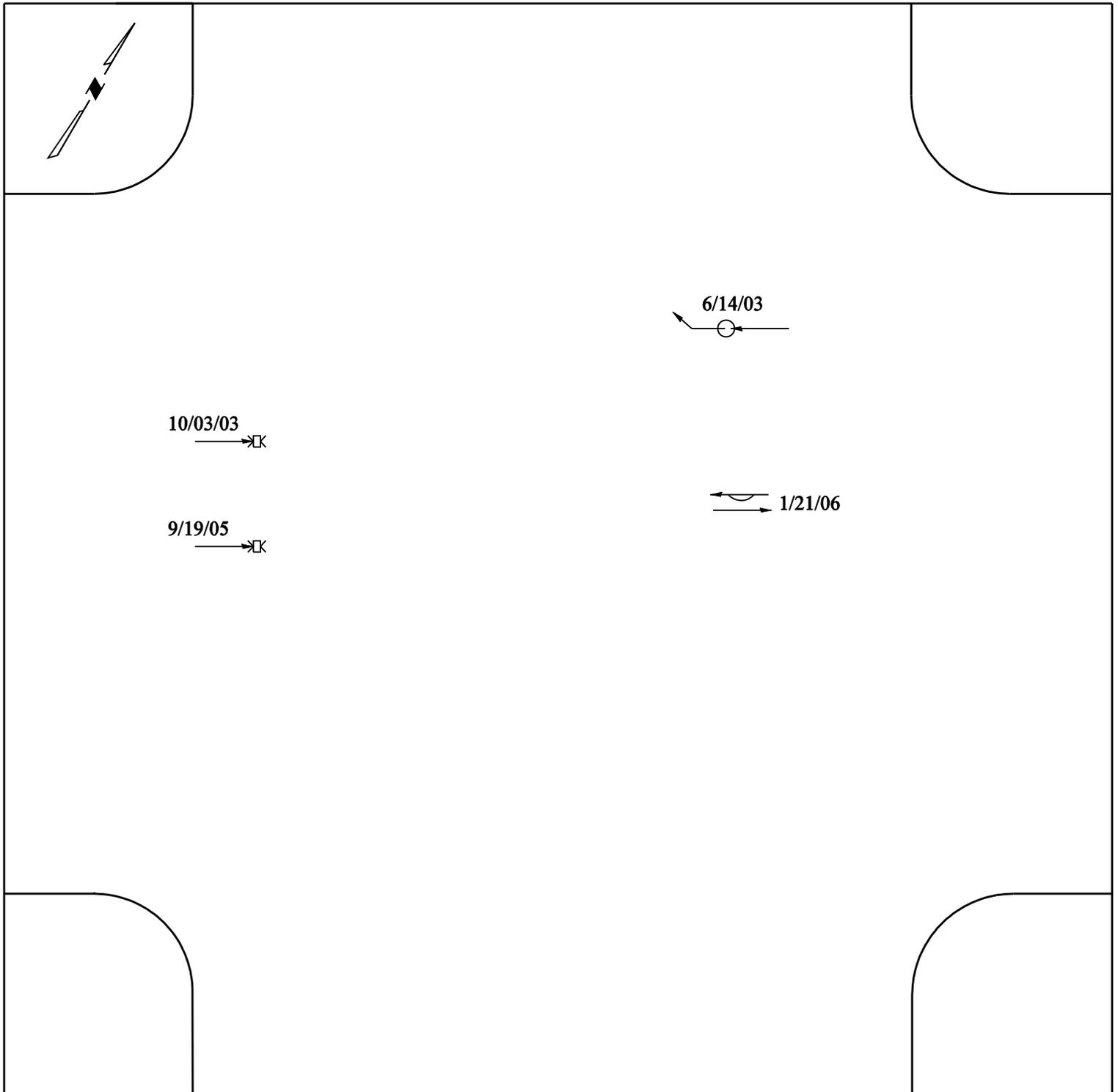
← Straight	▬ Parked	× Pedestrian	Fixed objects:	
←  Stopped	~ Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	~ Out of control	○ Injury	◻ Pole	⊙ Tree
←→ Overtaking	↘ Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←↔ Sideswipe	↙ Left turn	⊠ DUI	◁ 3rd vehicle	
	↺ U-turn			

# US 30 & ACKER RD

All Data

4 Accidents

01/01/02 - 12/31/06



- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ←↔ Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

**Fixed objects:**

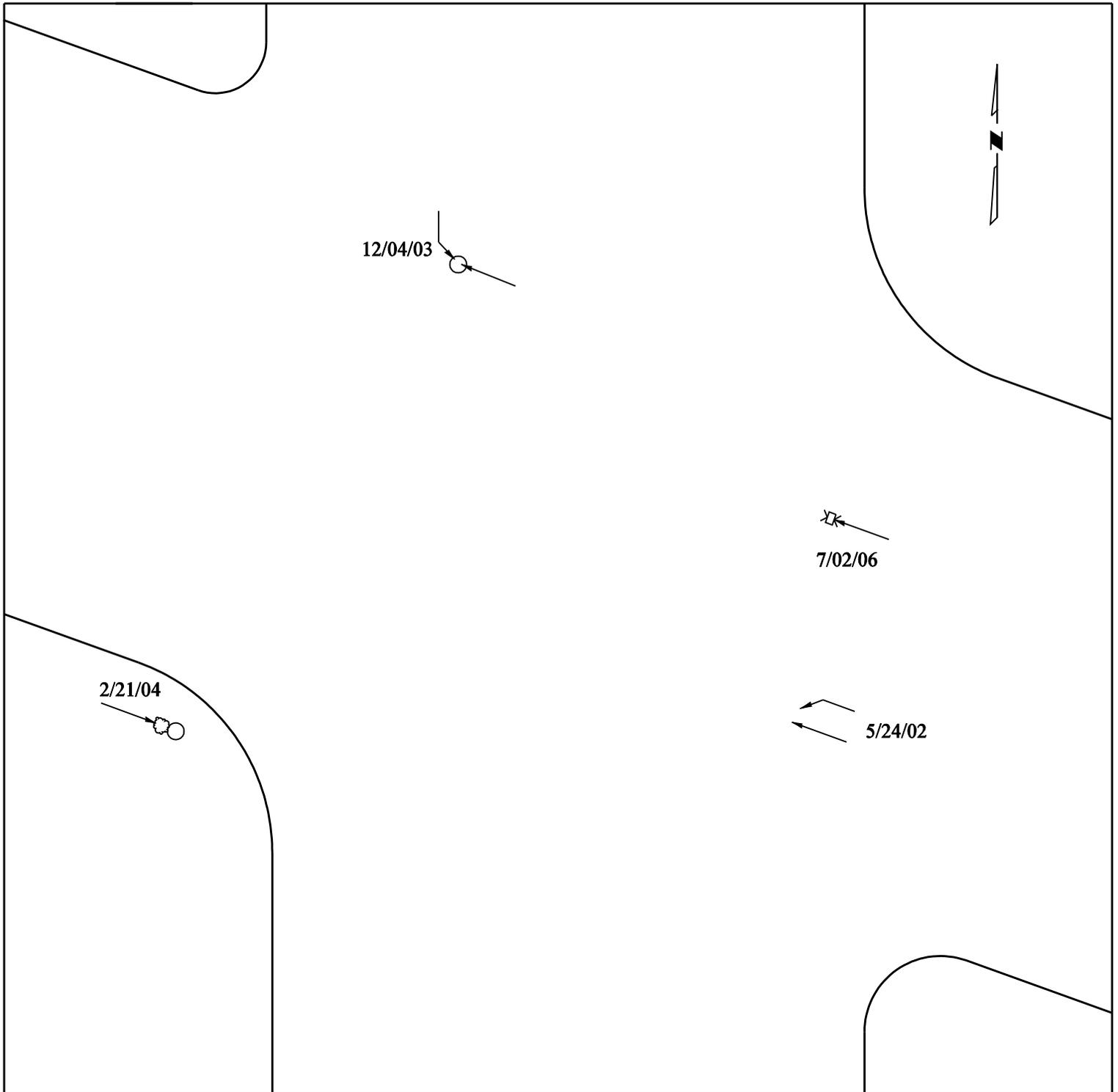
- General
- ⊠ Pole
- ⊠ Signal
- ◻ Curb
- ⊗ Tree
- ⊠ Animal
- ◁ 3rd vehicle

# US 30 & MILLARD RD

All Data

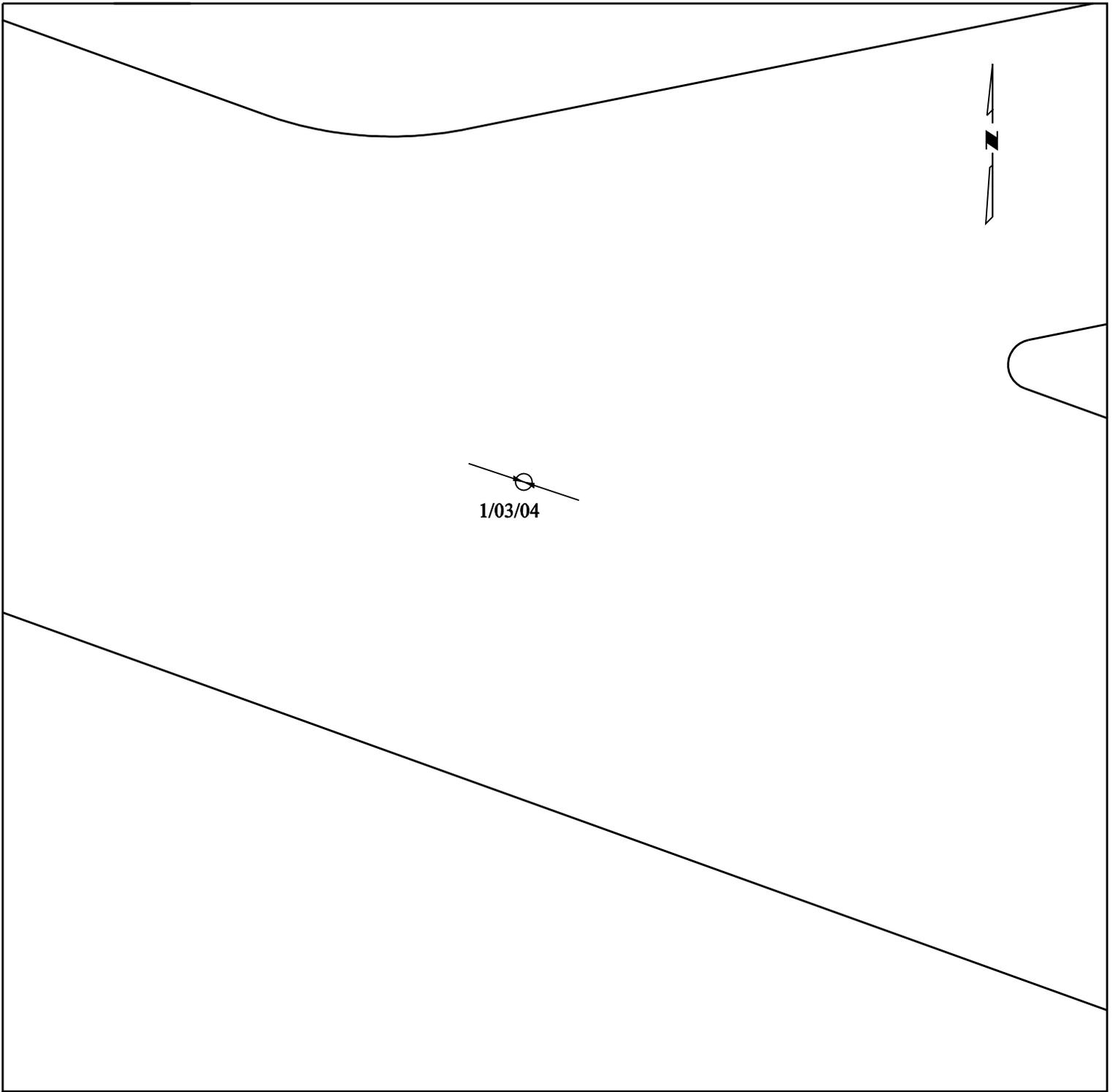
4 Accidents

01/01/02 - 12/31/06



Legend

← Straight	Parked	× Pedestrian	<b>Fixed objects:</b>	
←  Stopped	Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	Out of control	○ Injury	⊠ Pole	⊙ Tree
←→ Overtaking	Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←↪ Sideswipe	Left turn	⊠ DUI	↵ 3rd vehicle	
	U-turn			



1/03/04

- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ←↪ Sideswipe

- ▭ Parked
- ~ Erratic
- ~ Out of control
- ↘ Right turn
- ↙ Left turn
- ↪ U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊣ DUI

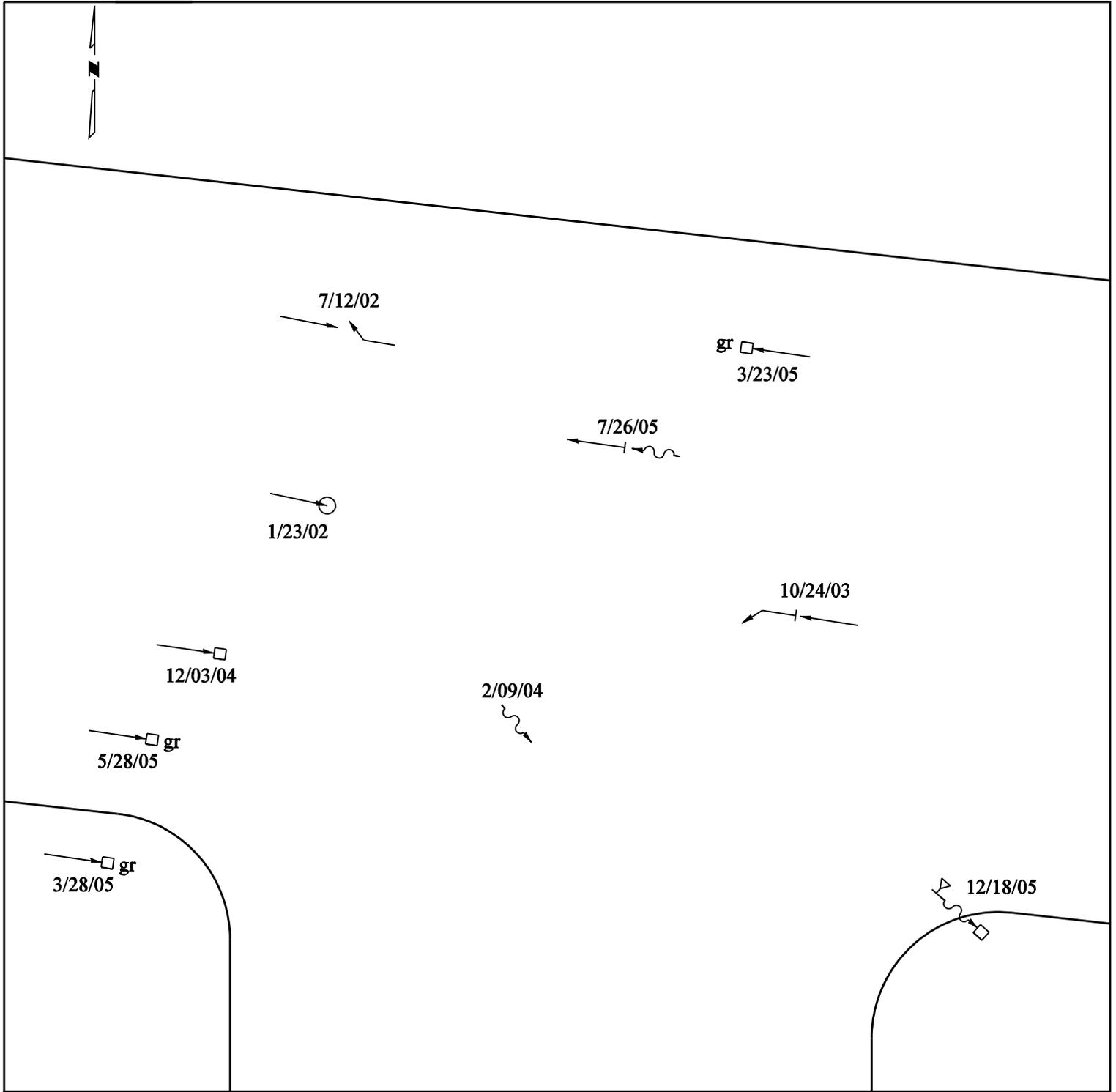
Fixed objects:

- General
- ◻ Pole
- ⊞ Signal
- ◻ Curb
- Tree
- ⊗ Animal
- ◁ 3rd vehicle

# US 30 & HILLSIDE RD

## 10 Accidents

All Data  
01/01/02 - 12/31/06



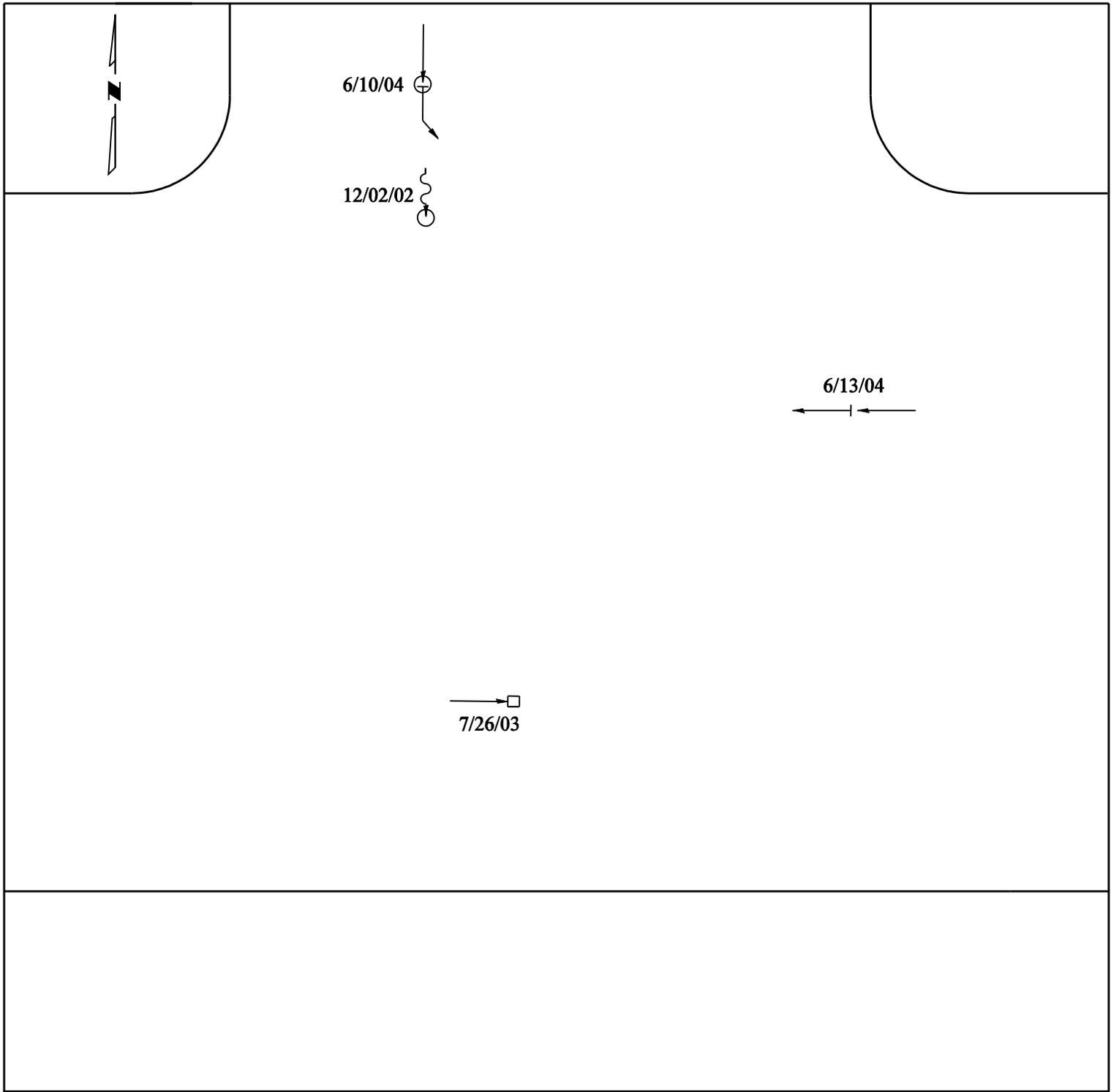
← Straight	▬ Parked	× Pedestrian	Fixed objects:	
←  Stopped	~ Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	~ Out of control	○ Injury	◻ Pole	⊙ Tree
←→ Overtaking	↘ Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←↪ Sideswipe	↙ Left turn	⊠ DUI	◁ 3rd vehicle	
	↺ U-turn			

# US 30 & CREAMERY RD

All Data

4 Accidents

01/01/02 - 12/31/06

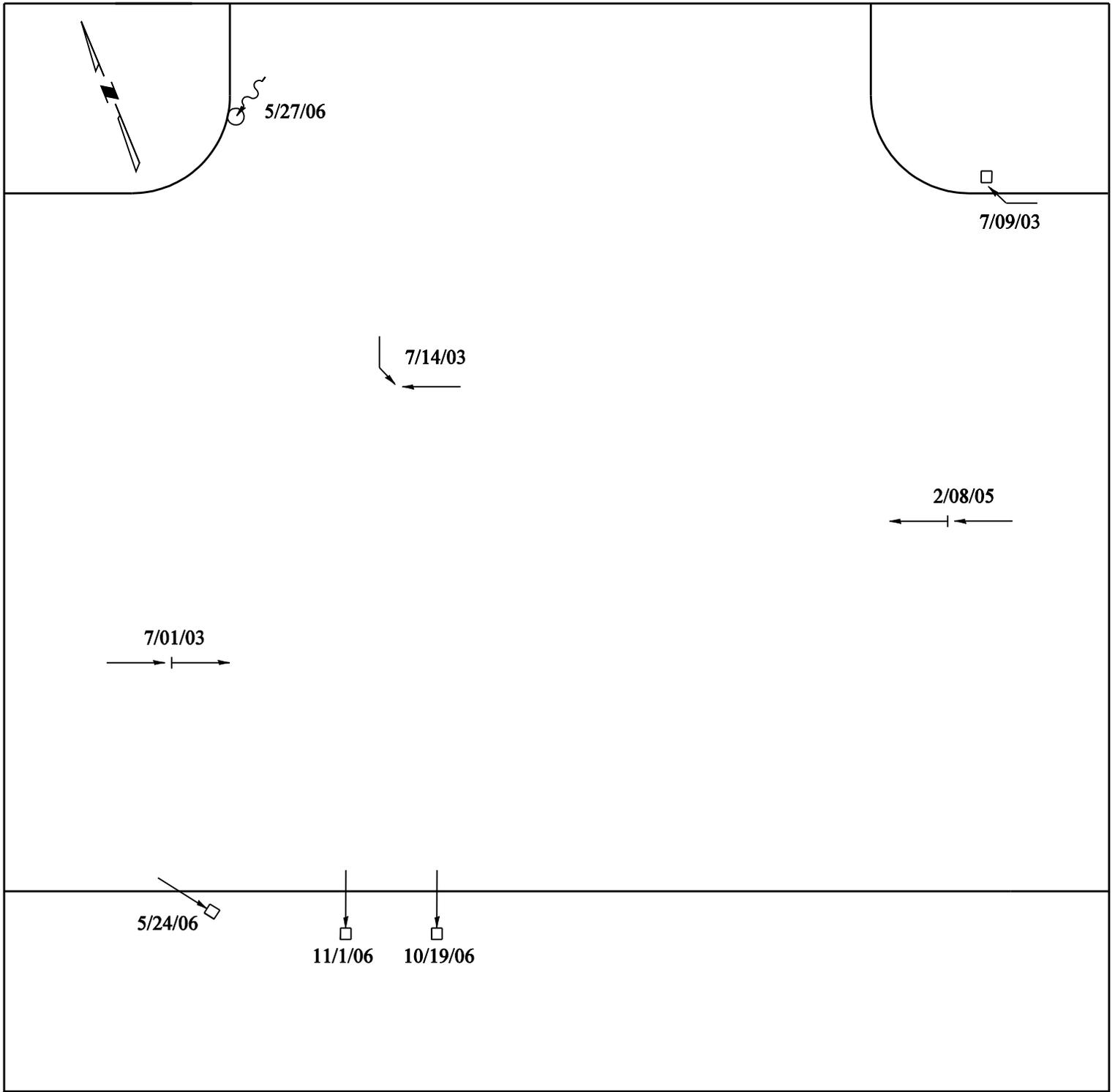


← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	Out of control	○ Injury	◻ Pole	⊙ Tree
←→ Overtaking	Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←↪ Sideswipe	Left turn	⊠ DUI	◁ 3rd vehicle	
	U-turn			

# US 30 & IL 78 NORTH

## 8 Accidents

All Data  
01/01/02 - 12/31/06



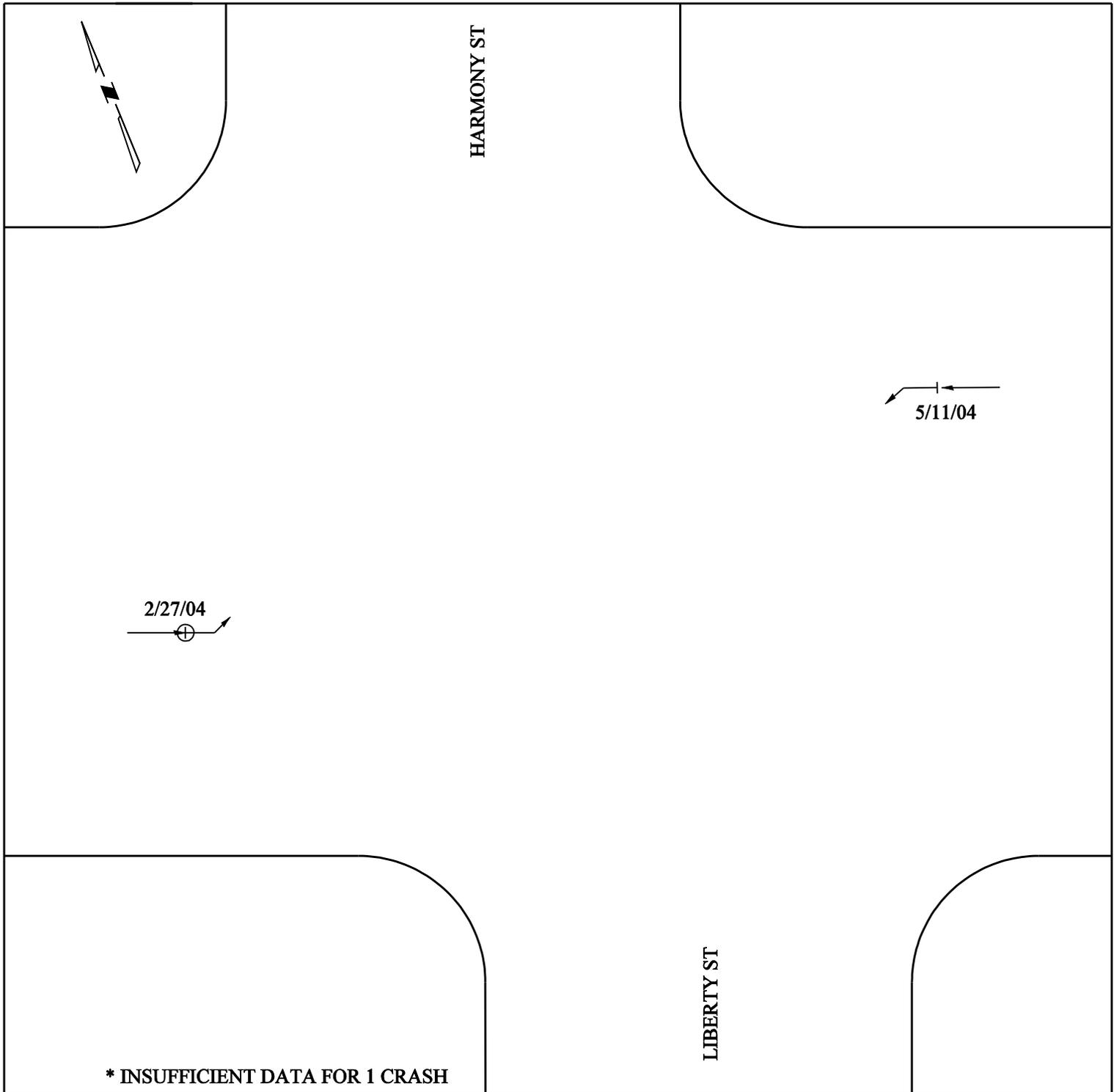
← Straight	Parked	× Pedestrian	<b>Fixed objects:</b>	
←  Stopped	~ Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	~ Out of control	○ Injury	◻ Pole	⊙ Tree
←→ Overtaking	↘ Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←↔ Sideswipe	↙ Left turn	⊠ DUI	◁ 3rd vehicle	
	↺ U-turn			

# US 30 & HARMONY ST & LIBERTY ST

All Data

3 Accidents

01/01/02 - 12/31/06



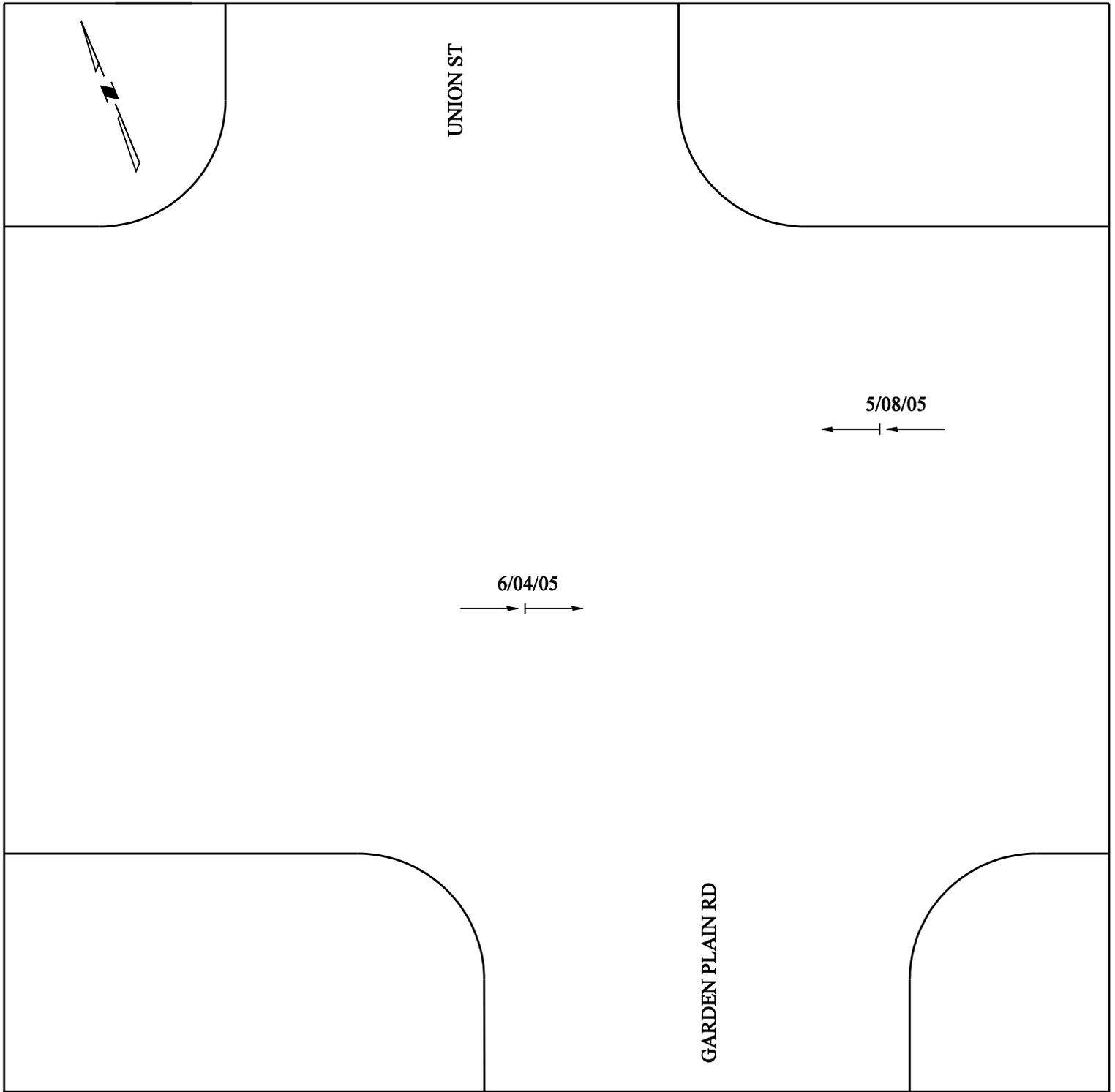
← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	Out of control	○ Injury	◻ Pole	⊙ Tree
←→ Overtaking	Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←↪ Sideswipe	Left turn	⊠ DUI	◁ 3rd vehicle	
	U-turn			

# US 30 & UNION ST & GARDEN PLAIN RD

All Data

2 Accidents

01/01/02 - 12/31/06



← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	Out of control	○ Injury	◻ Pole	⊙ Tree
←→ Overtaking	Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←↪ Sideswipe	Left turn	⊠ DUI	◁ 3rd vehicle	
	U-turn			

# US 30 & CITY ST

## 5 Accidents

All Data  
01/01/02 - 12/31/06



← ⊕ — 2/19/04  
 ← ⊕ — 7/16/04  
 ← ⊕ — 4/26/05  
 ← — 1/17/06

↑ ⊠  
11/13/02

← Straight	▭ Parked	× Pedestrian	Fixed objects:	
←  Stopped	~ Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	~ Out of control	○ Injury	◻ Pole	⊙ Tree
←→ Overtaking	↘ Right turn	◎ Fatality	⊞ Signal	⊠ Animal
←↪ Sideswipe	↙ Left turn	⊠ DUI	◁ 3rd vehicle	
	↺ U-turn			

# US 30 & HILLANDALE DR

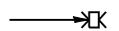
All Data

2 Accidents

01/01/02 - 12/31/06



10/07/04



6/29/04

- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ←↪ Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

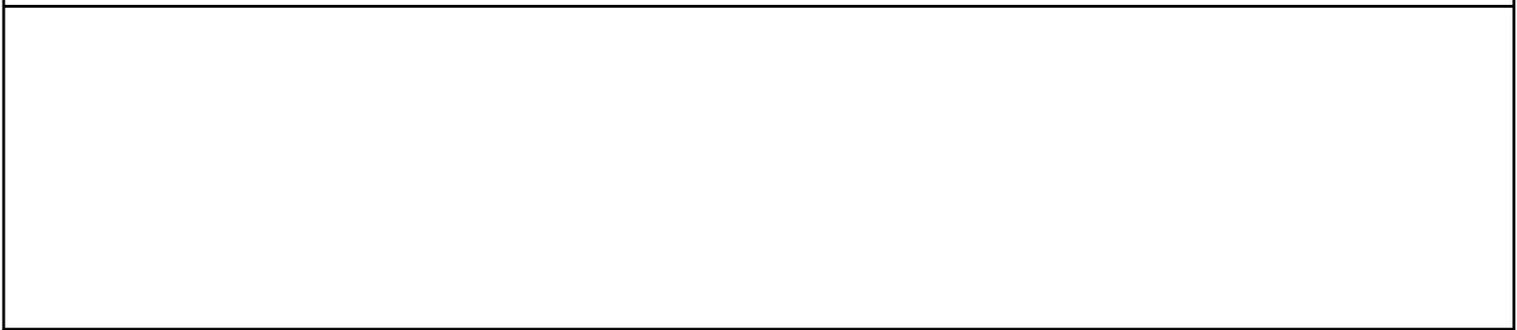
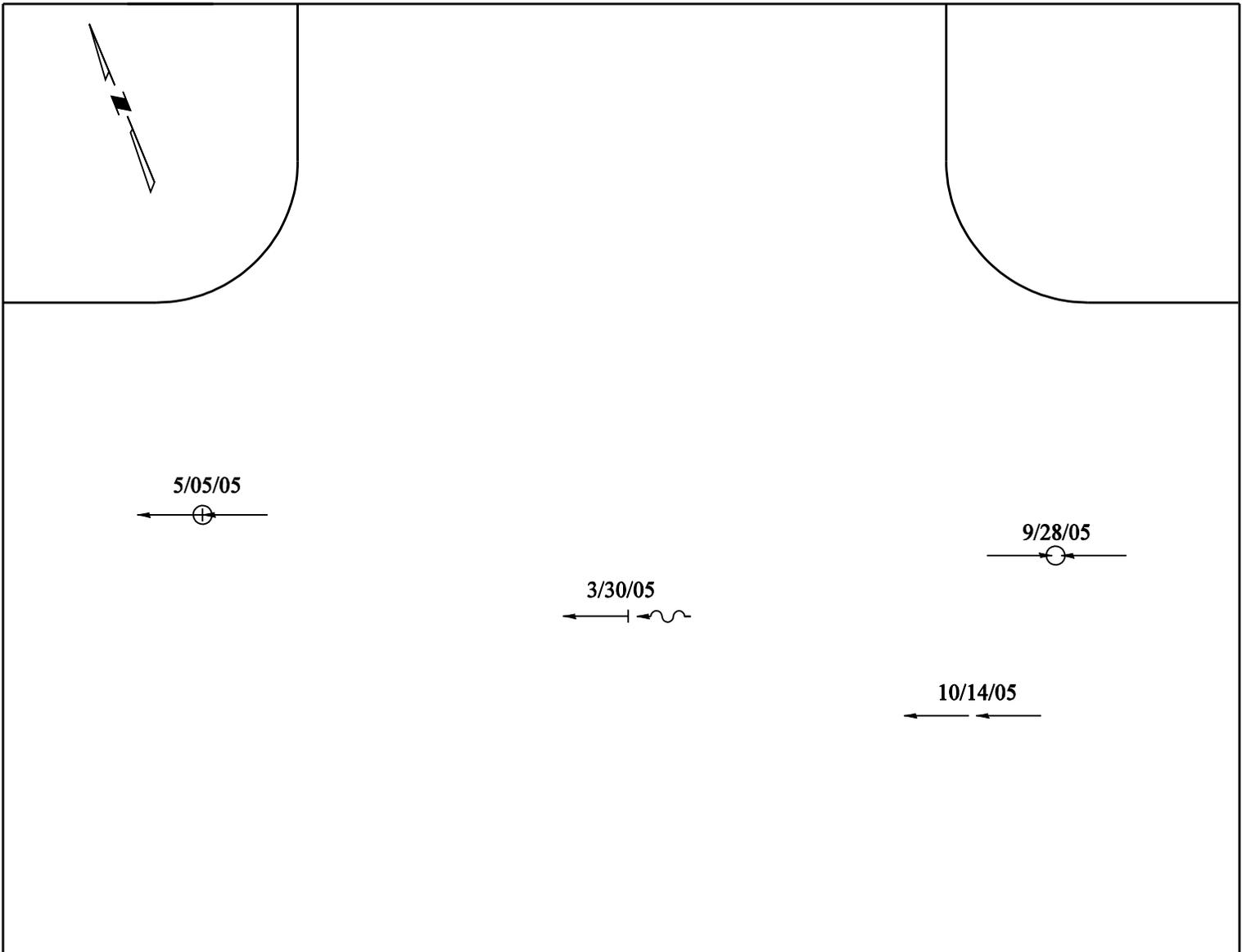
- Fixed objects:
- General
  - ⊠ Pole
  - ⊠ Signal
  - ◻ Curb
  - ⊗ Tree
  - ⊠ Animal
  - ◁ 3rd vehicle

# US 30 & LINCOLN WEST COURT WEST

All Data

4 Accidents

01/01/02 - 12/31/06



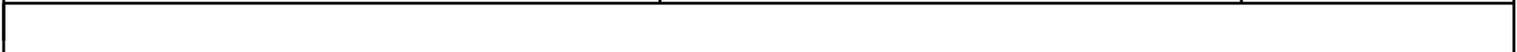
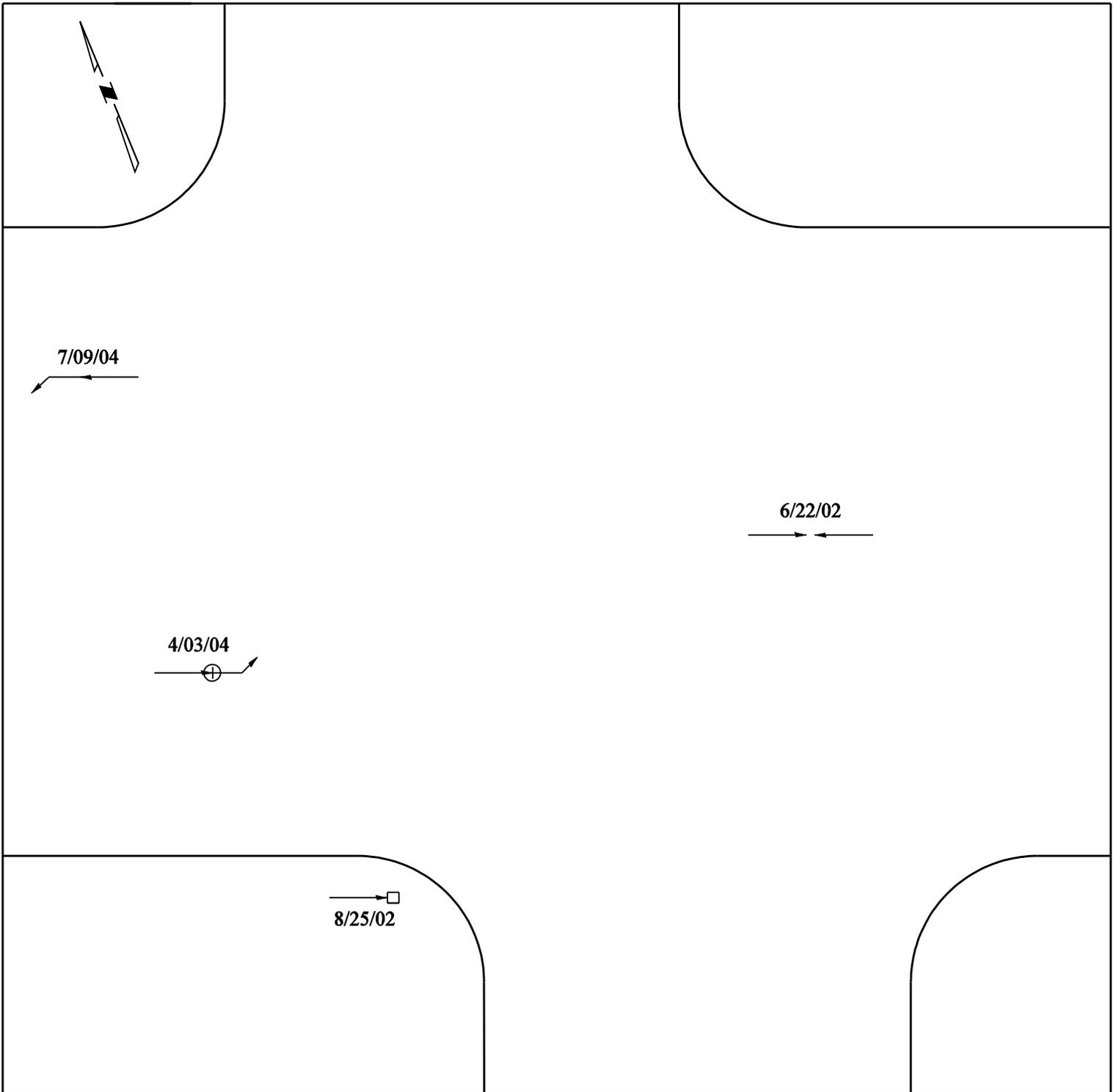
← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	~ Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	~ Out of control	○ Injury	⊠ Pole	⊙ Tree
←→ Overtaking	↘ Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←↪ Sideswipe	↙ Left turn	⊠ DUI	◁ 3rd vehicle	
	↺ U-turn			

# US 30 & LINCOLN WEST COURT EAST & HEATON

4 Accidents

All Data

01/01/02 - 12/31/06



← Straight	Parked	× Pedestrian	<b>Fixed objects:</b>	
←  Stopped	←~ Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	←~ Out of control	○ Injury	◻ Pole	⊙ Tree
←↗ Overtaking	↘ Right turn	⊙ Fatality	⊞ Signal	⊗ Animal
←↖ Sideswipe	↙ Left turn	⊗ DUI	◁ 3rd vehicle	
	↺ U-turn			

**US 30 & HALL ST**  
**1 Accident**

**All Data**  
**01/01/02 - 12/31/06**



6/03/06



- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ←↪ Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

- Fixed objects:**
- General
  - Pole
  - Signal
  - Curb
  - Tree
  - Animal
  - ◁ 3rd vehicle

# US 30 & ORANGE ST

All Data

3 Accidents

01/01/02 - 12/31/06



←← 11/05/06

↘○ 3/24/02

↘← 7/17/02

← Straight

←| Stopped

←→ Backing

←→ Overtaking

←↪ Sideswipe

▭ Parked

~ Erratic

~ Out of control

↘ Right turn

↙ Left turn

↻ U-turn

× Pedestrian

⊗ Bicycle

○ Injury

◎ Fatality

⊠ DUI

Fixed objects:

□ General

□ Pole

⊞ Signal

◁ 3rd vehicle

▣ Curb

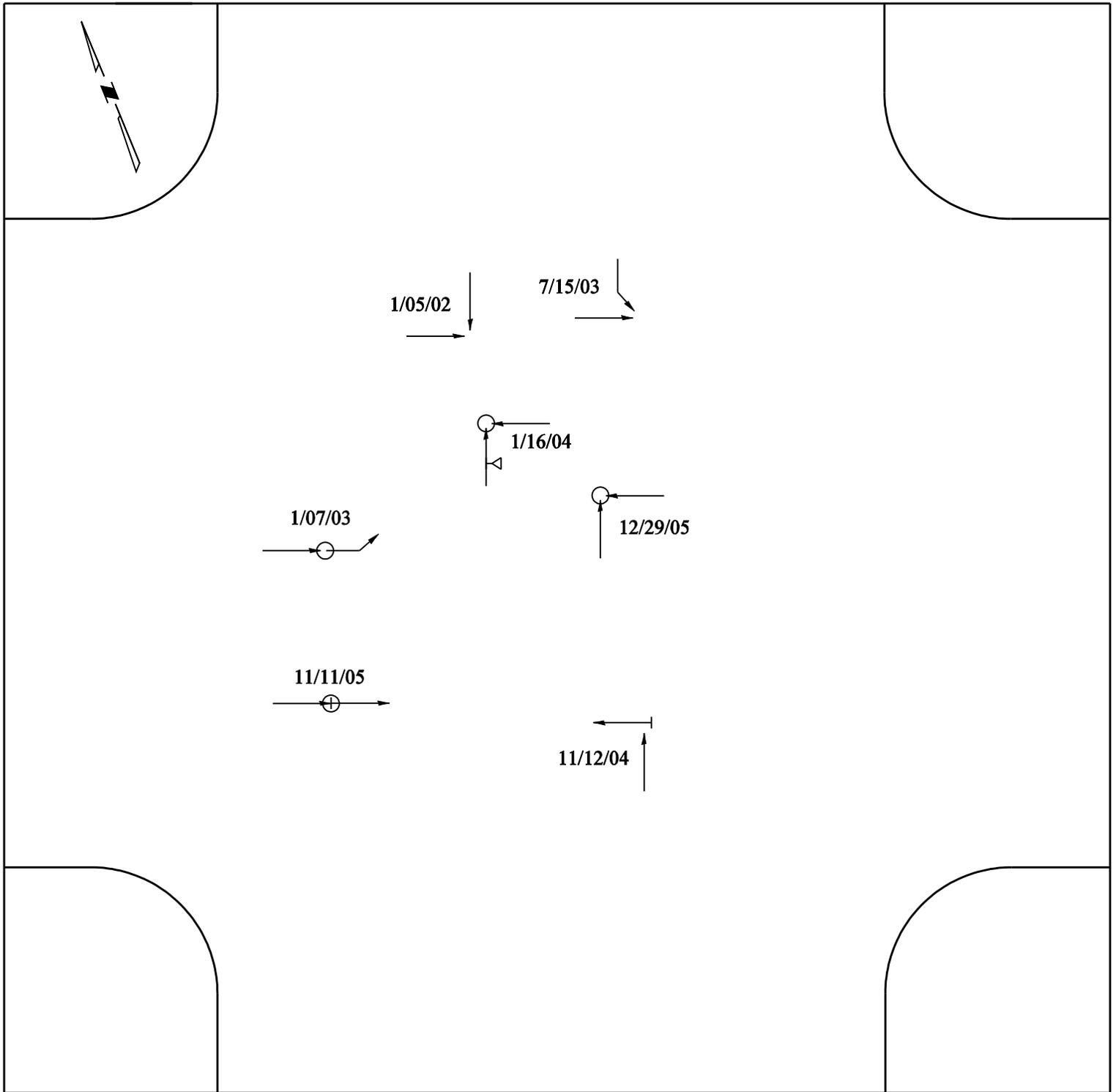
⊙ Tree

⊠ Animal

# US 30 & BASE ST

## 7 Accidents

All Data  
01/01/02 - 12/31/06

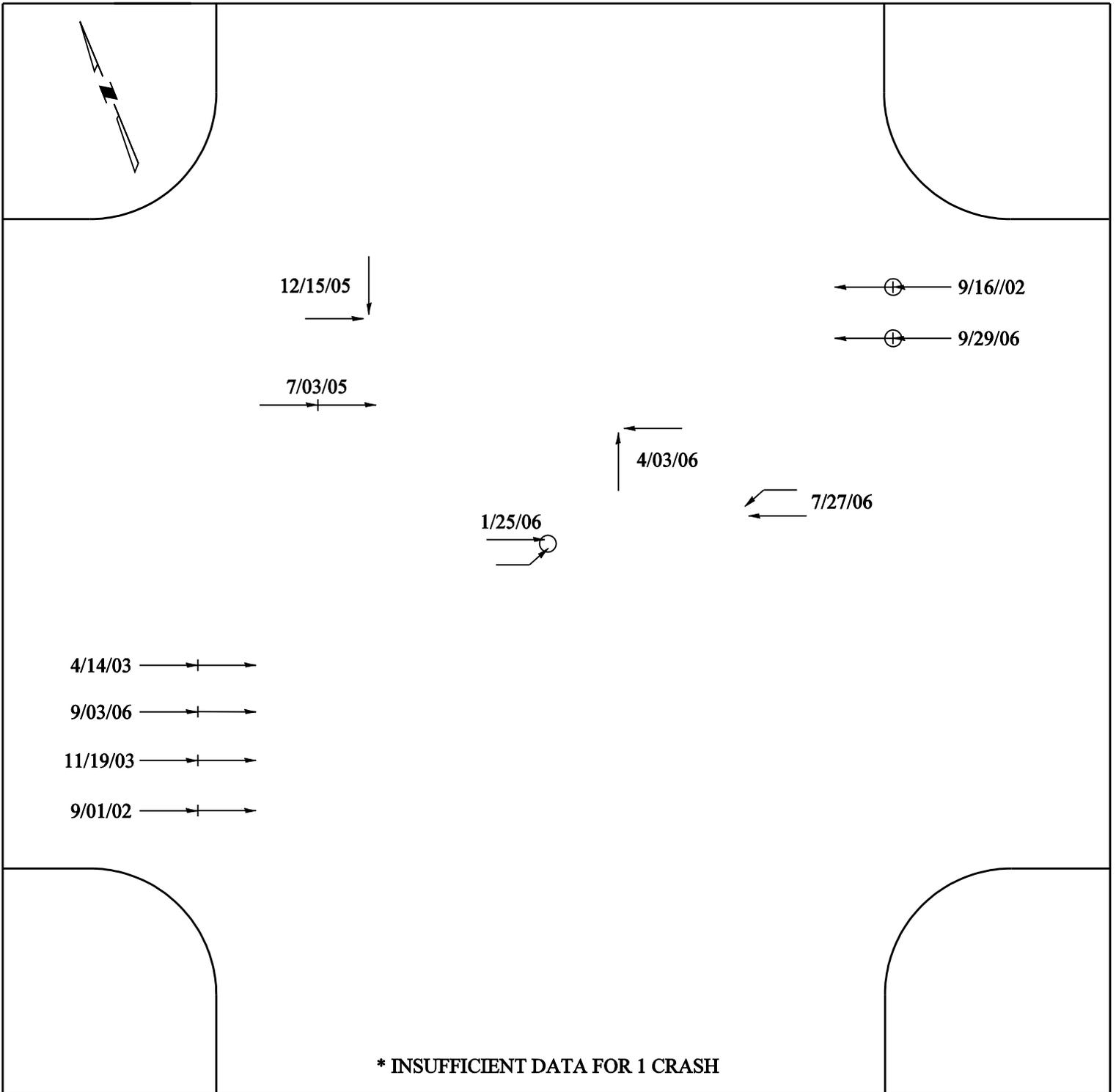


← Straight	Parked	× Pedestrian	<b>Fixed objects:</b>	
←  Stopped	Erratic	⊗ Bicycle	<input type="checkbox"/> General	<input type="checkbox"/> Curb
←→ Backing	Out of control	○ Injury	<input type="checkbox"/> Pole	<input type="checkbox"/> Tree
←→ Overtaking	Right turn	◎ Fatality	<input type="checkbox"/> Signal	<input type="checkbox"/> Animal
←↪ Sideswipe	Left turn	⊠ DUI	◁ 3rd vehicle	
	U-turn			

# US 30 & GENESEE ST

## 12 Accidents

All Data  
01/01/02 - 12/31/06



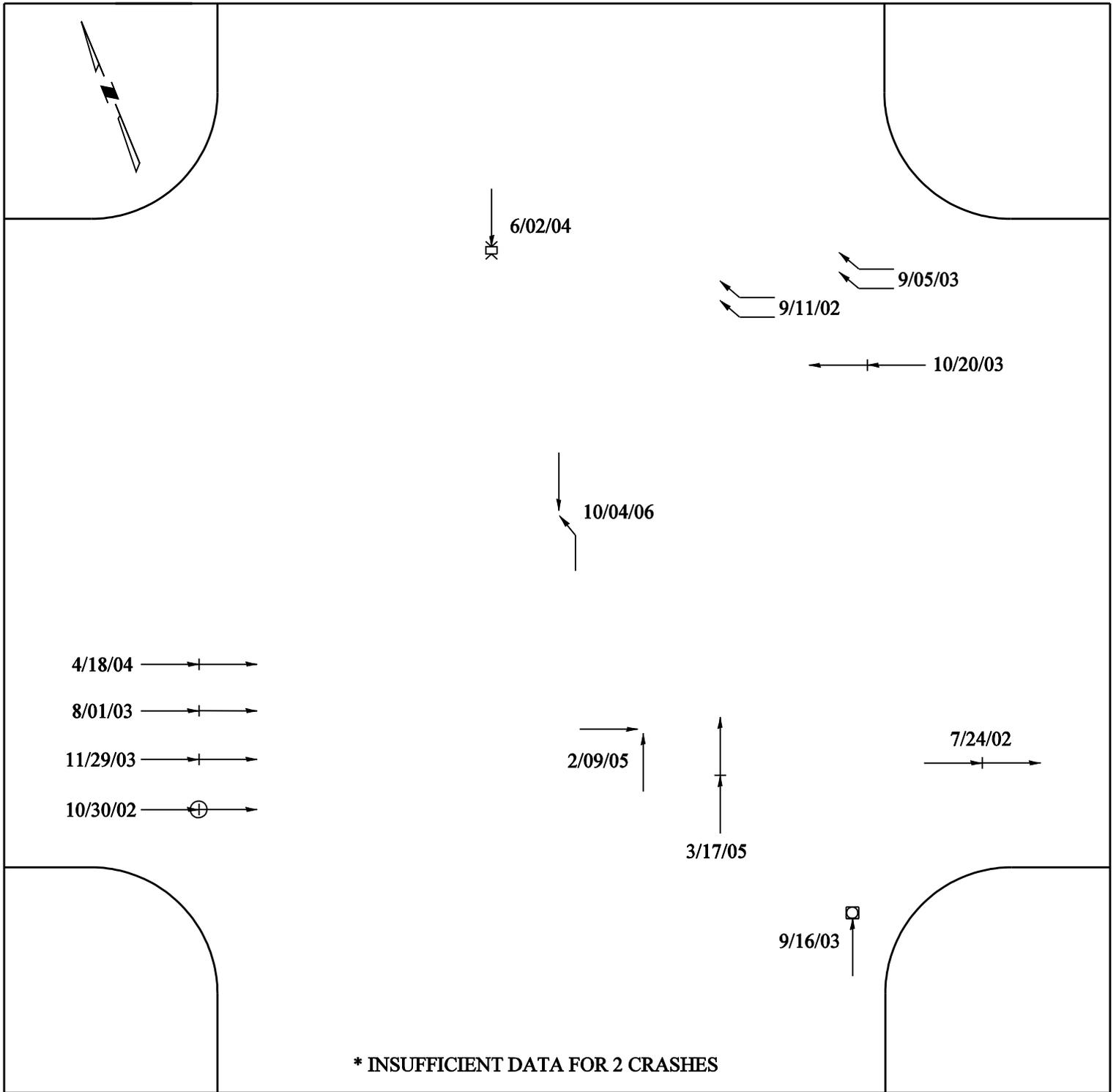
\* INSUFFICIENT DATA FOR 1 CRASH

← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	~ Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	~ Out of control	○ Injury	⊠ Pole	⊙ Tree
←↔ Overtaking	↘ Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←↔ Sideswipe	↙ Left turn	⊠ DUI	◁ 3rd vehicle	
	↺ U-turn			

# US 30 & IL 78 SOUTH / CHERRY ST

## 15 Accidents

All Data  
01/01/02 - 12/31/06



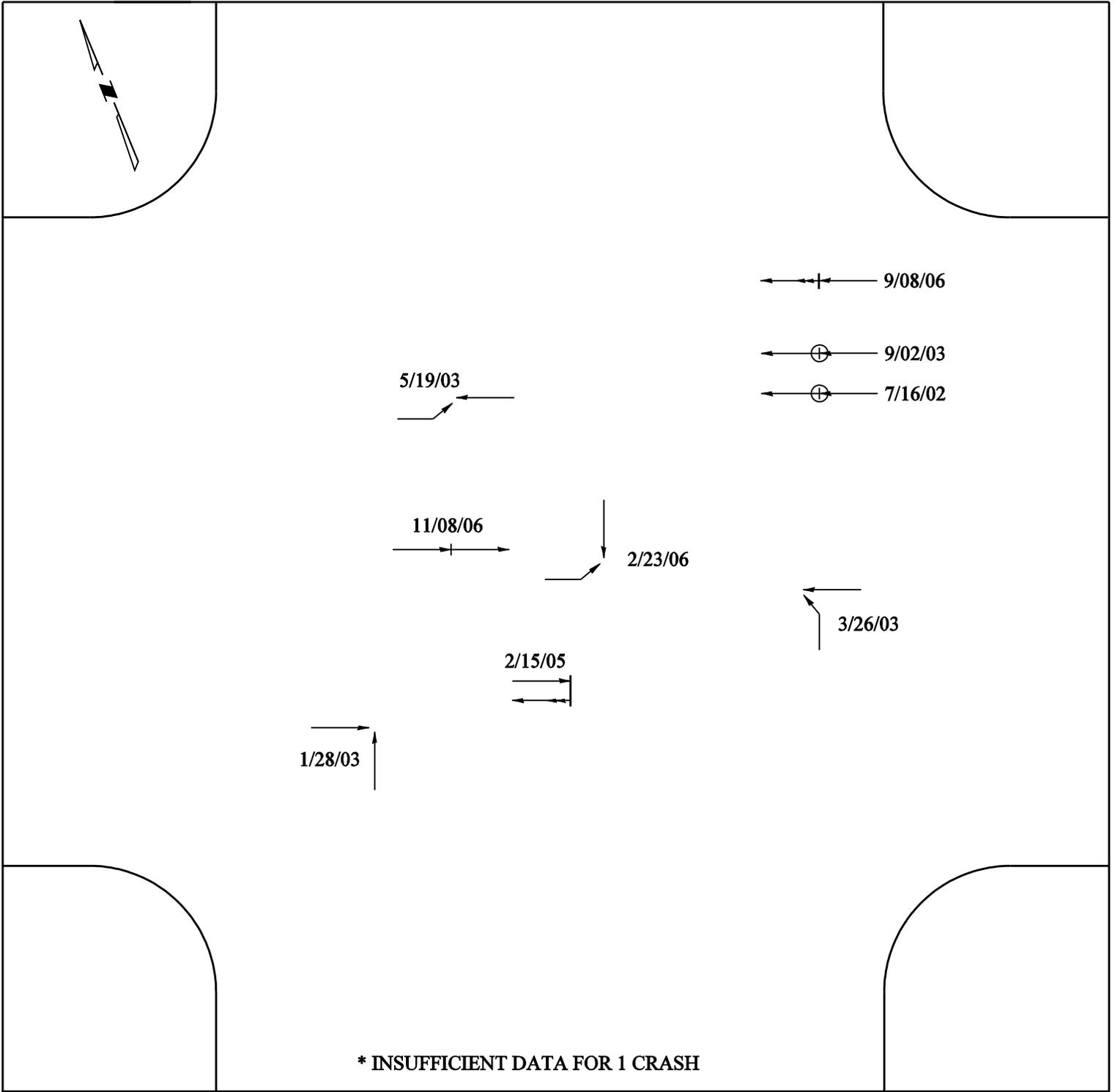
\* INSUFFICIENT DATA FOR 2 CRASHES

← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	Out of control	○ Injury	◻ Pole	⊙ Tree
←→ Overtaking	Right turn	⊙ Fatality	⊞ Signal	⊗ Animal
←↪ Sideswipe	Left turn	⊗ DUI	◁ 3rd vehicle	
	U-turn			

# US 30 & MADISON ST

## 10 Accidents

All Data  
01/01/02 - 12/31/06

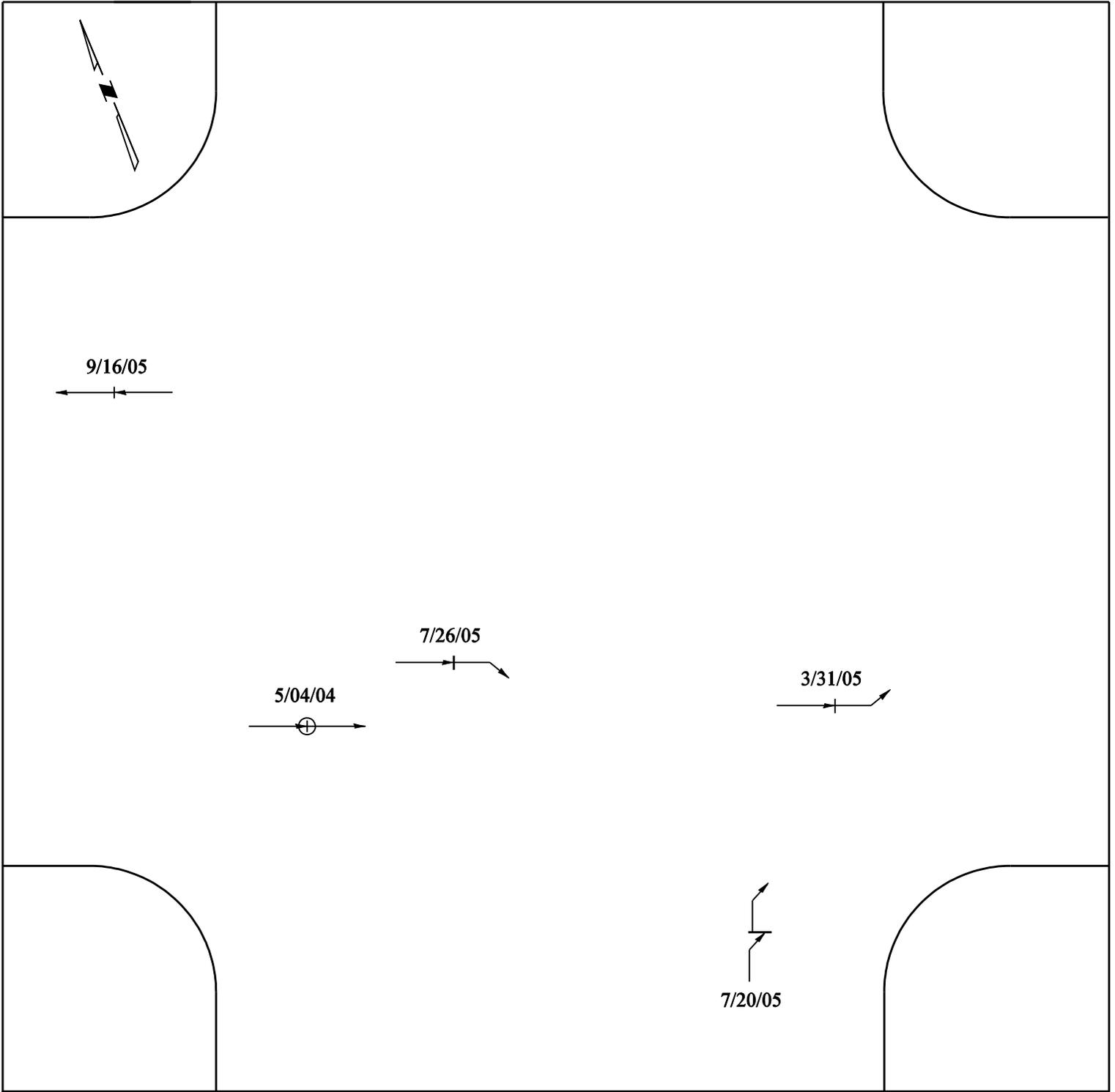


← Straight	▬ Parked	× Pedestrian	Fixed objects:	
←  Stopped	~ Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	~ Out of control	○ Injury	⊠ Pole	⊙ Tree
←↔ Overtaking	↘ Right turn	⊙ Fatality	⊞ Signal	⊗ Animal
←↔ Sideswipe	↙ Left turn	⊠ DUI	◁ 3rd vehicle	
	↺ U-turn			

# US 30 & CLINTON ST

## 5 Accidents

All Data  
01/01/02 - 12/31/06

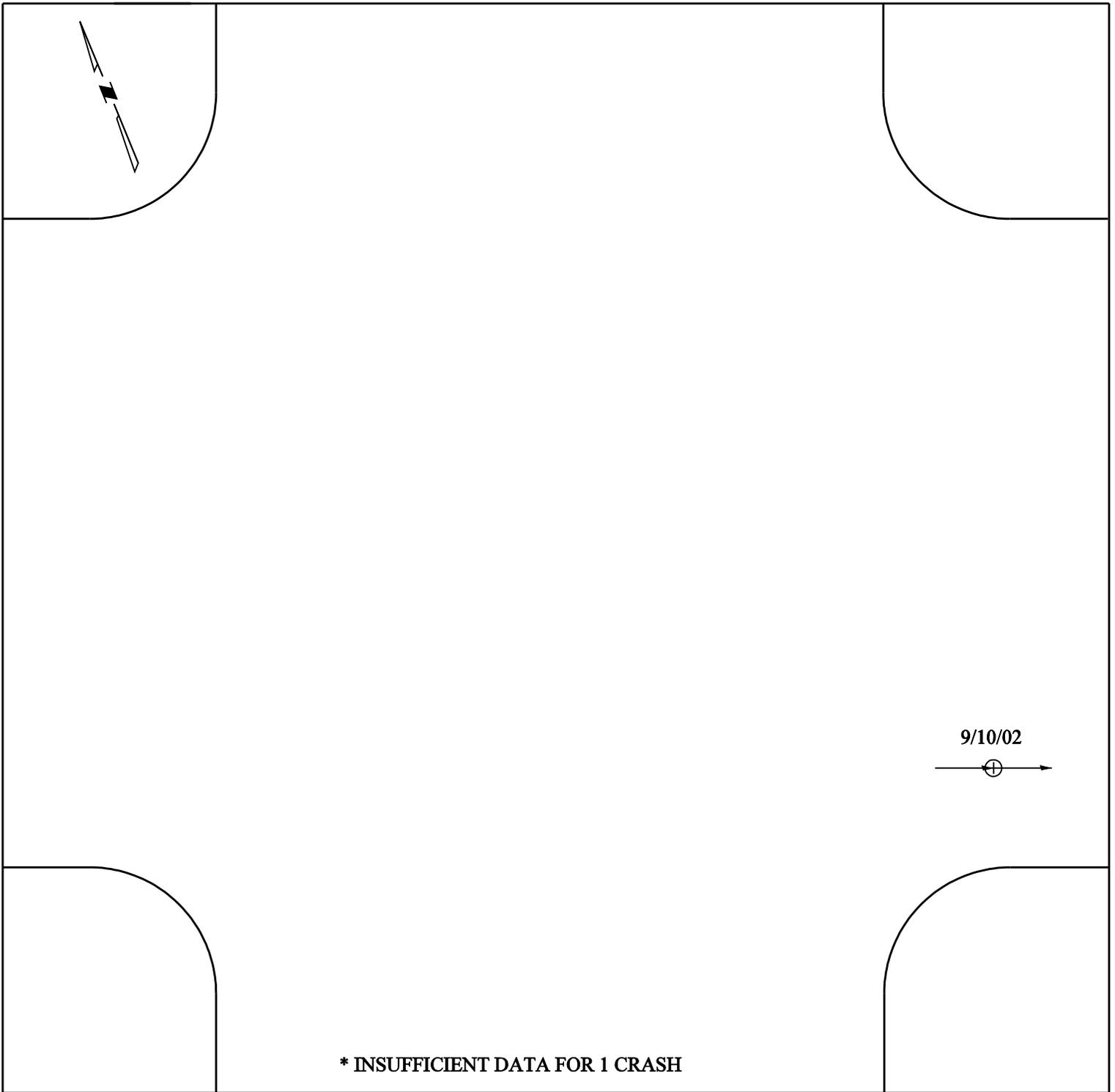


← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	Out of control	○ Injury	⊠ Pole	⊙ Tree
←→ Overtaking	Right turn	⊙ Fatality	⊞ Signal	⊗ Animal
←↪ Sideswipe	Left turn	⊠ DUI	◁ 3rd vehicle	
	U-turn			

# US 30 & OAKLAND ST

## 2 Accidents

All Data  
01/01/02 - 12/31/06



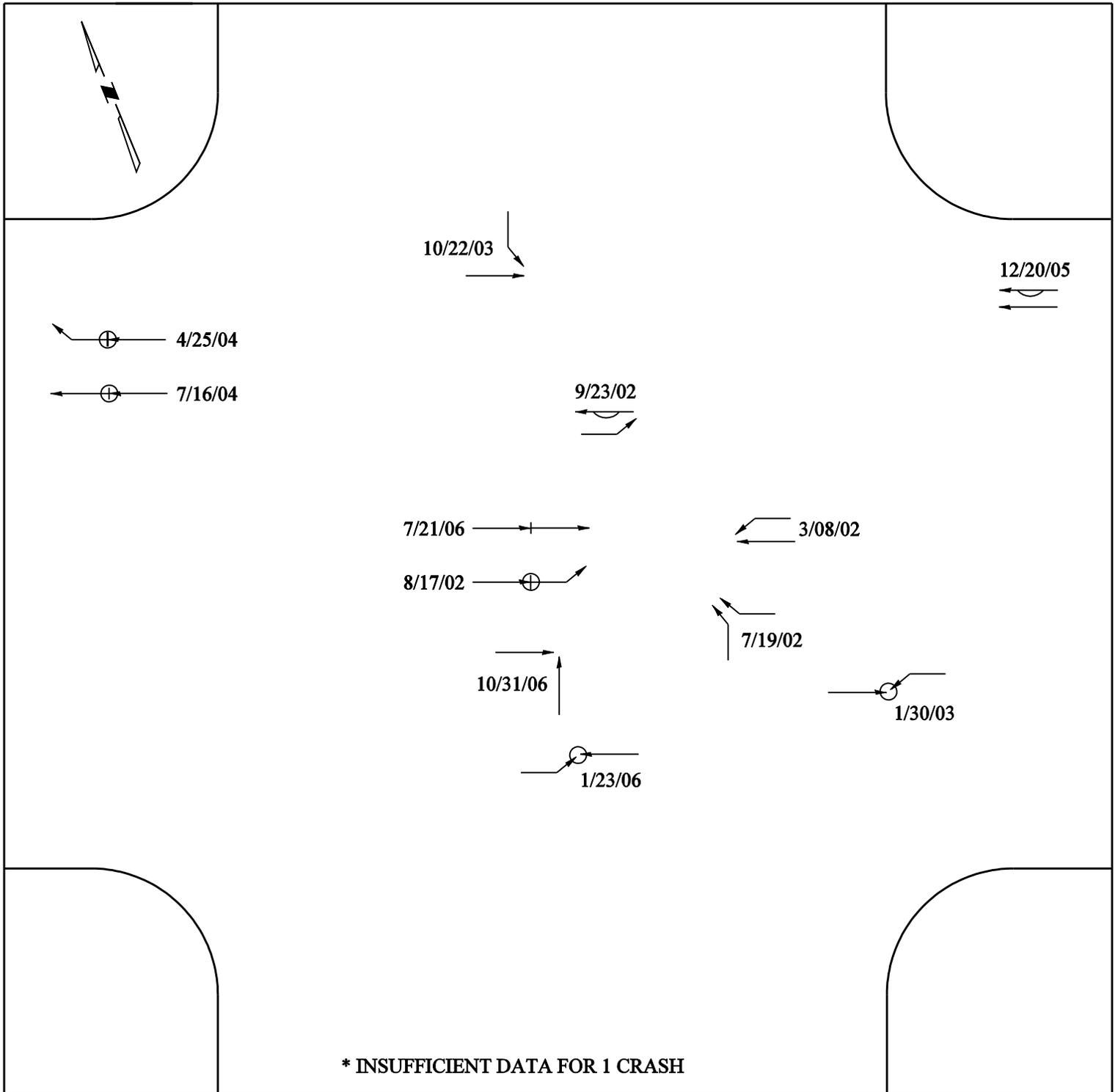
\* INSUFFICIENT DATA FOR 1 CRASH

- |               |                |              |                       |          |
|---------------|----------------|--------------|-----------------------|----------|
| ← Straight    | Parked         | × Pedestrian | <b>Fixed objects:</b> |          |
| ←  Stopped    | Erratic        | ⊗ Bicycle    | □ General             | ▣ Curb   |
| ←→ Backing    | Out of control | ○ Injury     | ◻ Pole                | ⊙ Tree   |
| ←→ Overtaking | Right turn     | ⊙ Fatality   | ⊞ Signal              | ⊗ Animal |
| ←↪ Sideswipe  | Left turn      | ⊏ DUI        | ◁ 3rd vehicle         |          |
|               | U-turn         |              |                       |          |

# US 30 & JACKSON ST

## 13 Accidents

All Data  
01/01/02 - 12/31/06



← Straight	▬ Parked	× Pedestrian	Fixed objects:	
←  Stopped	~ Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	~ Out of control	○ Injury	◻ Pole	⊙ Tree
←→ Overtaking	↘ Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←↔ Sideswipe	↙ Left turn	⊠ DUI	◁ 3rd vehicle	
	↺ U-turn			

**US 30 & SCENIC ST**  
**1 Accident**

**All Data**  
**01/01/02 - 12/31/06**



7/30/05



- |               |                   |              |                       |          |
|---------------|-------------------|--------------|-----------------------|----------|
| ← Straight    | Parked            | × Pedestrian | <b>Fixed objects:</b> |          |
| ←  Stopped    | ←~ Erratic        | ⊗ Bicycle    | □ General             | ▣ Curb   |
| ←→ Backing    | ←~ Out of control | ○ Injury     | ◻ Pole                | ⊗ Tree   |
| ←→ Overtaking | ↘ Right turn      | ◎ Fatality   | ⊞ Signal              | ⊗ Animal |
| ←↪ Sideswipe  | ↙ Left turn       | ⊏ DUI        | ◁ 3rd vehicle         |          |
|               | ↺ U-turn          |              |                       |          |

# US 30 & SAWYER RD

All Data

3 Accidents

01/01/02 - 12/31/06



6/10/06  


1/07/05  


\* INSUFFICIENT DATA FOR 1 CRASH

-  Straight
-  Stopped
-  Backing
-  Overtaking
-  Sideswipe

-  Parked
-  Erratic
-  Out of control
-  Right turn
-  Left turn
-  U-turn

-  Pedestrian
-  Bicycle
-  Injury
-  Fatality
-  DUI

- Fixed objects:
-  General
  -  Pole
  -  Signal
  -  Curb
  -  Tree
  -  Animal
  -  3rd vehicle

# US 30 & SYCAMORE ST

## 2 Accidents

All Data

01/01/02 - 12/31/06



8/08/06



\* INSUFFICIENT DATA FOR 1 CRASH

- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ←↪ Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

### Fixed objects:

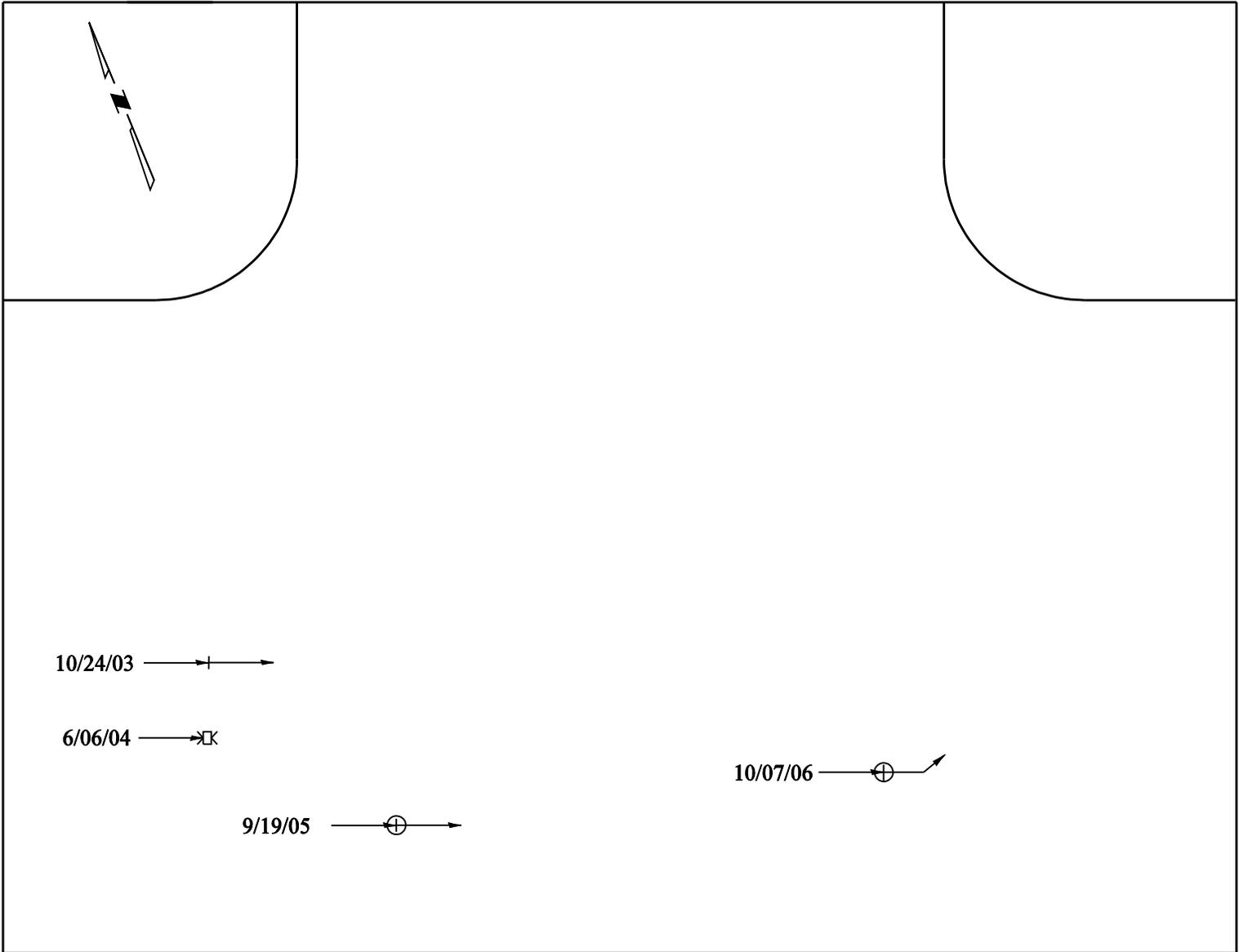
- General
- Pole
- Signal
- Curb
- Tree
- Animal
- ◁ 3rd vehicle

# US 30 & BISHOP/GROVE RD

All Data

4 Accidents

01/01/02 - 12/31/06



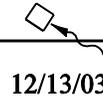
← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	Out of control	○ Injury	◻ Pole	⊙ Tree
←↔ Overtaking	Right turn	⊕ Fatality	⊞ Signal	⊗ Animal
←↶ Sideswipe	Left turn	⊘ DUI	◁ 3rd vehicle	
	U-turn			

# US 30 & FELDMAN RD

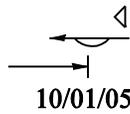
All Data

2 Accidents

01/01/02 - 12/31/06



12/13/03



10/01/05

- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ←↔ Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

**Fixed objects:**

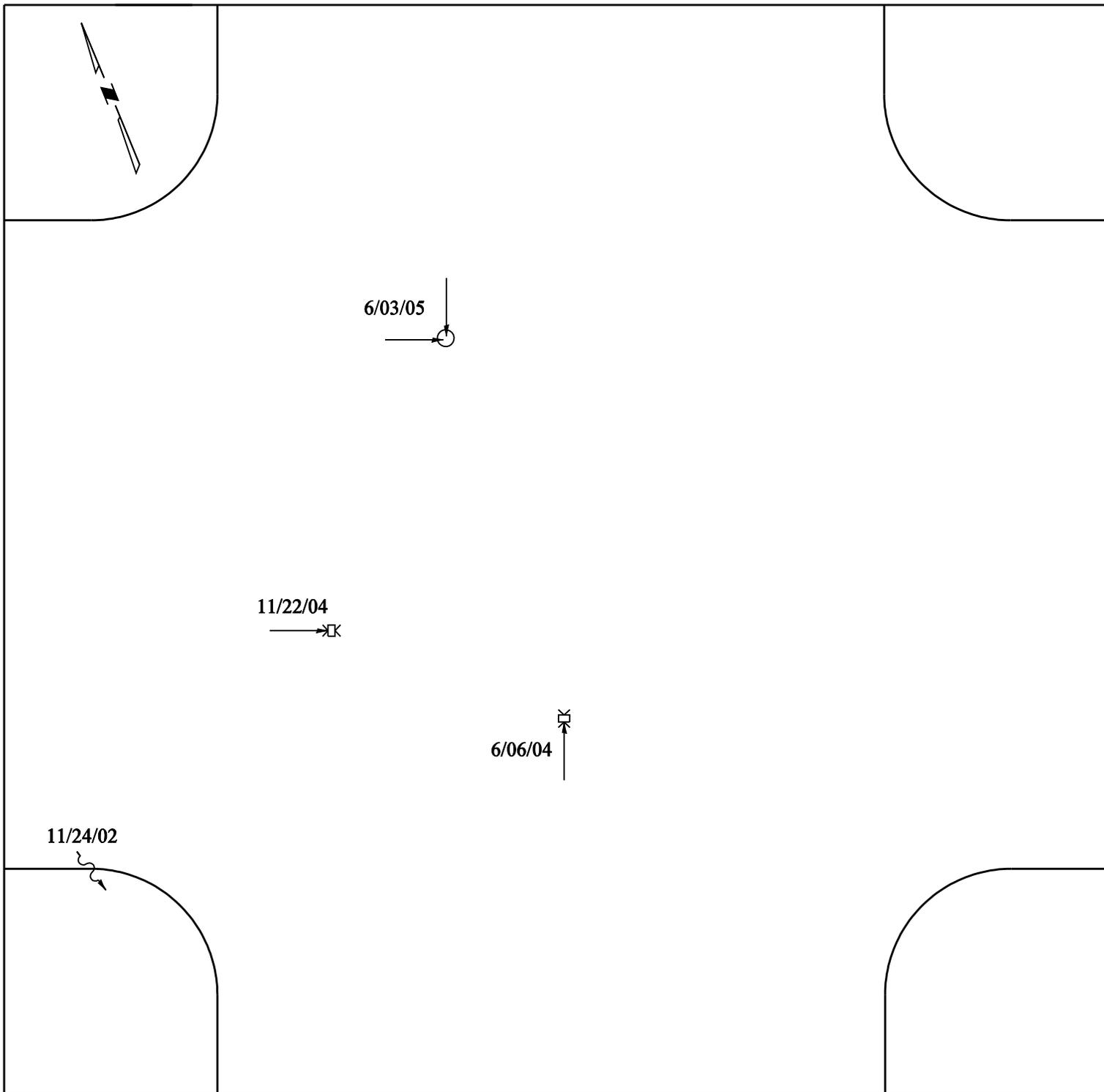
- General
- Pole
- Signal
- Curb
- Tree
- Animal
- ◁ 3rd vehicle

# US 30 & LYNDON RD

All Data

4 Accidents

01/01/02 - 12/31/06



← Straight	Parked	× Pedestrian	<b>Fixed objects:</b>	
←  Stopped	~ Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	~ Out of control	○ Injury	◻ Pole	⊙ Tree
←→ Overtaking	↘ Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←↔ Sideswipe	↙ Left turn	⊠ DUI	◁ 3rd vehicle	
	↺ U-turn			

# US 30 & YAGER RD

All Data

4 Accidents

01/01/02 - 12/31/06



⌘← 6/24/04

⌘← 5/20/02

 1/04/03

12/08/05



- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ←↪ Sideswipe

-  Parked
- ←~ Erratic
- ←~ Out of control
- ↘ Right turn
- ↙ Left turn
- ↻ U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

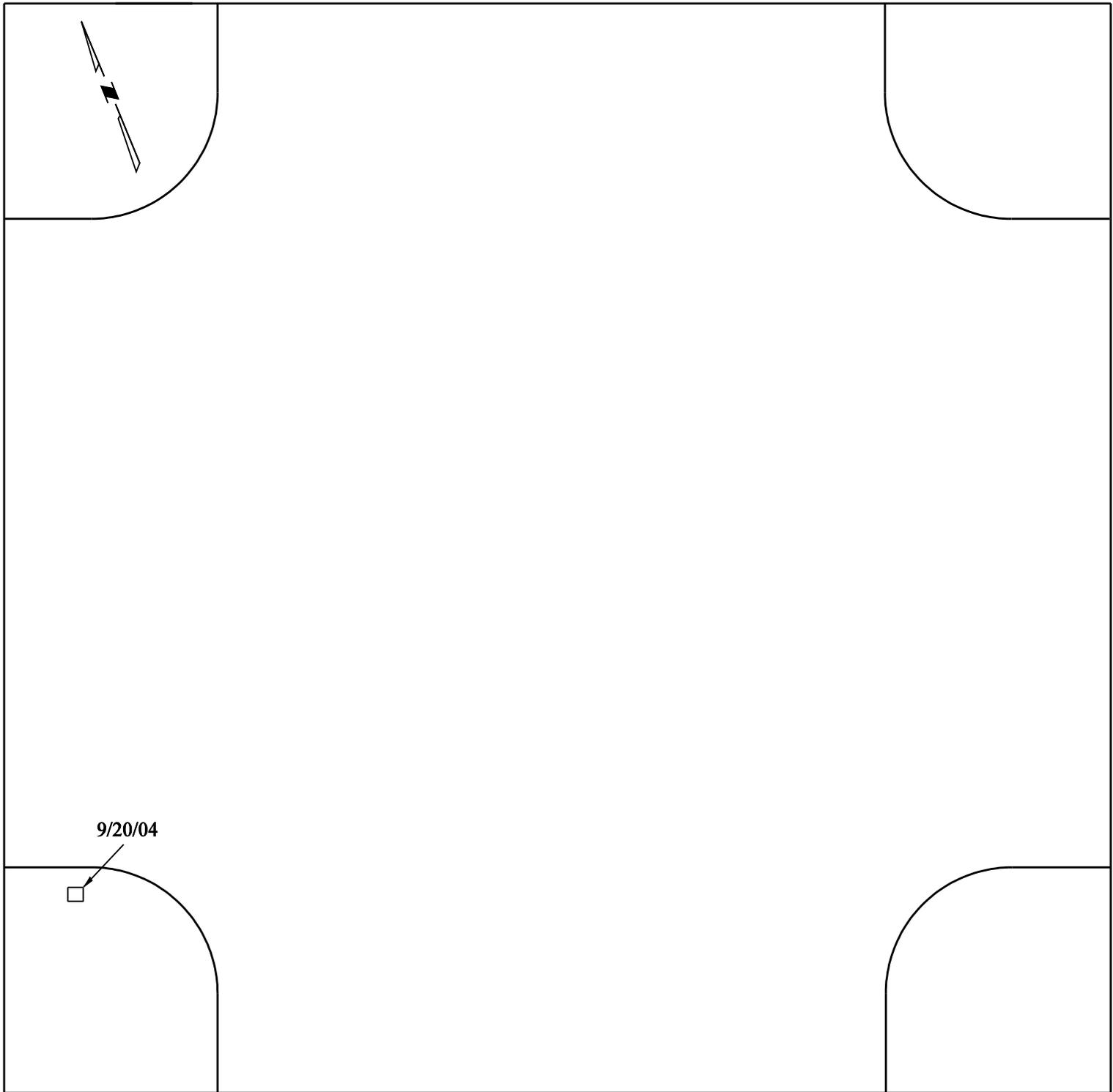
**Fixed objects:**

- General
- ⊠ Curb
- ⊠ Pole
- ⊠ Tree
- ⊠ Signal
- ⌘ Animal
- ↙ 3rd vehicle

# US 30 & ROUND GROVE RD

## 1 Accident

All Data  
01/01/02 - 12/31/06



- |               |                  |              |                       |          |
|---------------|------------------|--------------|-----------------------|----------|
| ← Straight    | Parked           | × Pedestrian | <b>Fixed objects:</b> |          |
| ←  Stopped    | ~ Erratic        | ⊗ Bicycle    | □ General             | ▣ Curb   |
| ←→ Backing    | ~ Out of control | ○ Injury     | ◻ Pole                | ⊙ Tree   |
| ←→ Overtaking | ↘ Right turn     | ◎ Fatality   | ⊞ Signal              | ⊗ Animal |
| ←↪ Sideswipe  | ↙ Left turn      | ⊠ DUI        | ◁ 3rd vehicle         |          |
|               | ↺ U-turn         |              |                       |          |

# US 30 & YORKTOWN RD

All Data

2 Accidents

01/01/02 - 12/31/06



4/11/05



6/13/02 → ⊠

- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ←↪ Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

**Fixed objects:**

- General
- ▣ Curb
- ◻ Pole
- ⊙ Tree
- ⊞ Signal
- ⊠ Animal
- ↙ 3rd vehicle

# US 30 & WHITE OAKS RD

All Data

3 Accidents

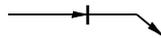
01/01/02 - 12/31/06



□ 6/19/05

⊠ ← 1/16/05

4/24/05



← Straight

←| Stopped

←→ Backing

←→ Overtaking

←↪ Sideswipe

▭ Parked

~ Erratic

~ Out of control

↘ Right turn

↙ Left turn

↻ U-turn

× Pedestrian

⊗ Bicycle

○ Injury

◎ Fatality

⊠ DUI

Fixed objects:

□ General

⊠ Pole

⊠ Signal

◁ 3rd vehicle

▣ Curb

⊗ Tree

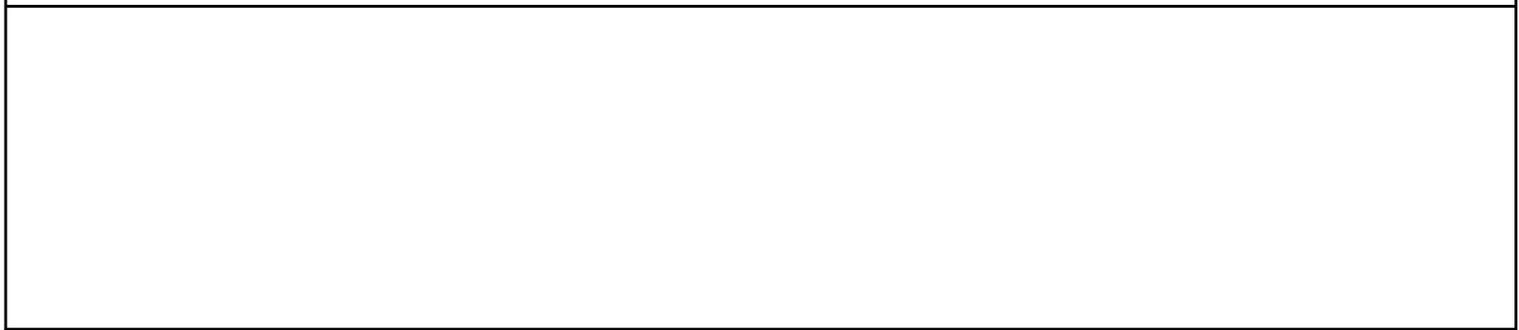
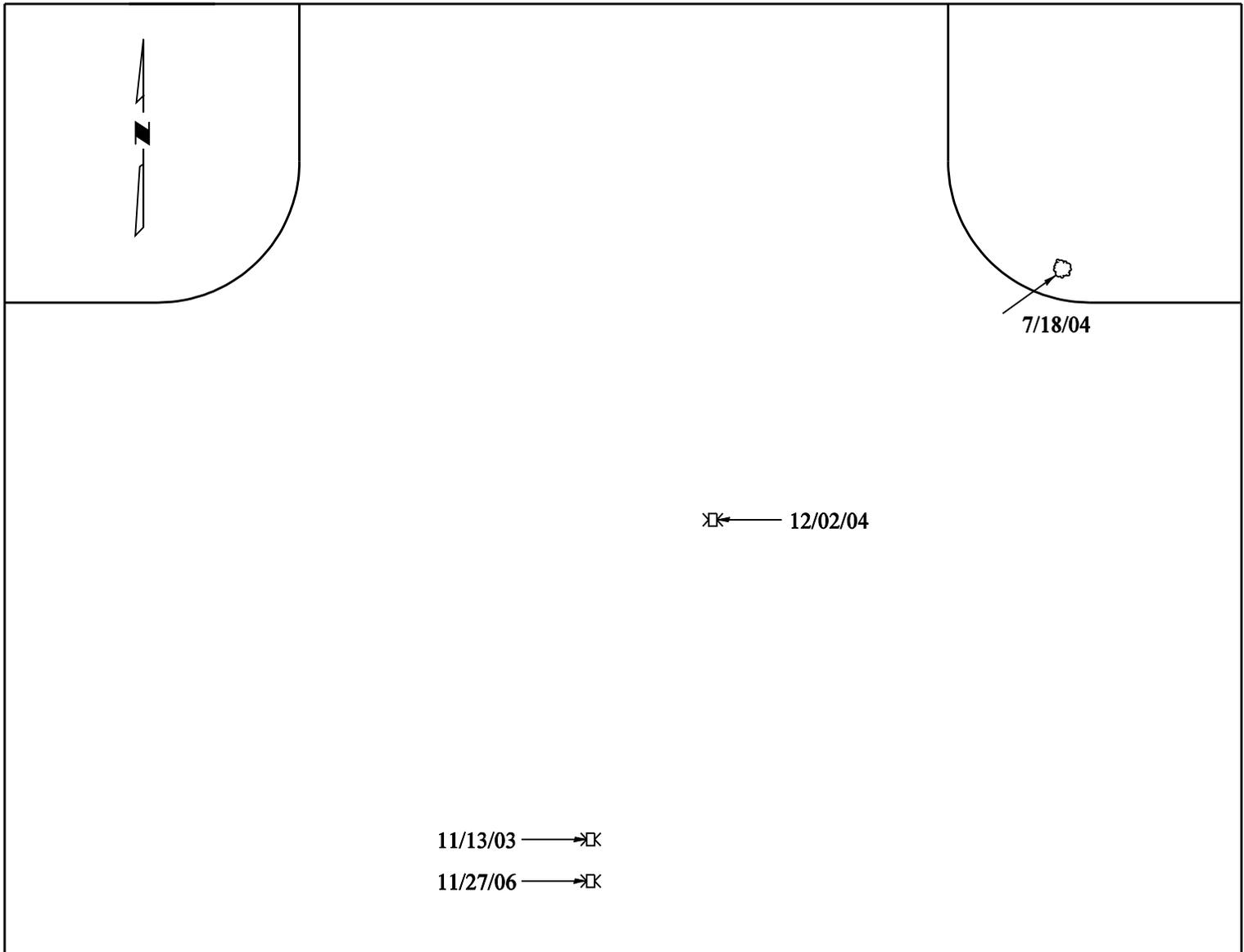
⊠ Animal

# US 30 & BLUE GOOSE RD

All Data

4 Accidents

01/01/02 - 12/31/06



← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	~ Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	~ Out of control	○ Injury	◻ Pole	⊙ Tree
←→ Overtaking	↘ Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←↪ Sideswipe	↙ Left turn	⊠ DUI	◁ 3rd vehicle	
	↺ U-turn			

# US 30 & MATZNIK RD

All Data

4 Accidents

01/01/02 - 12/31/06

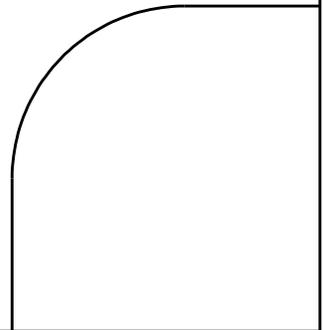
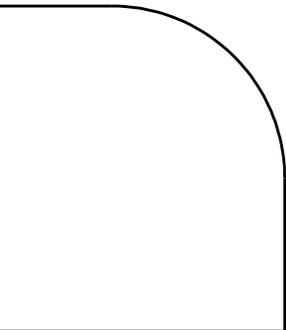


8/18/02

11/27/02

7/22/05

11/10/04

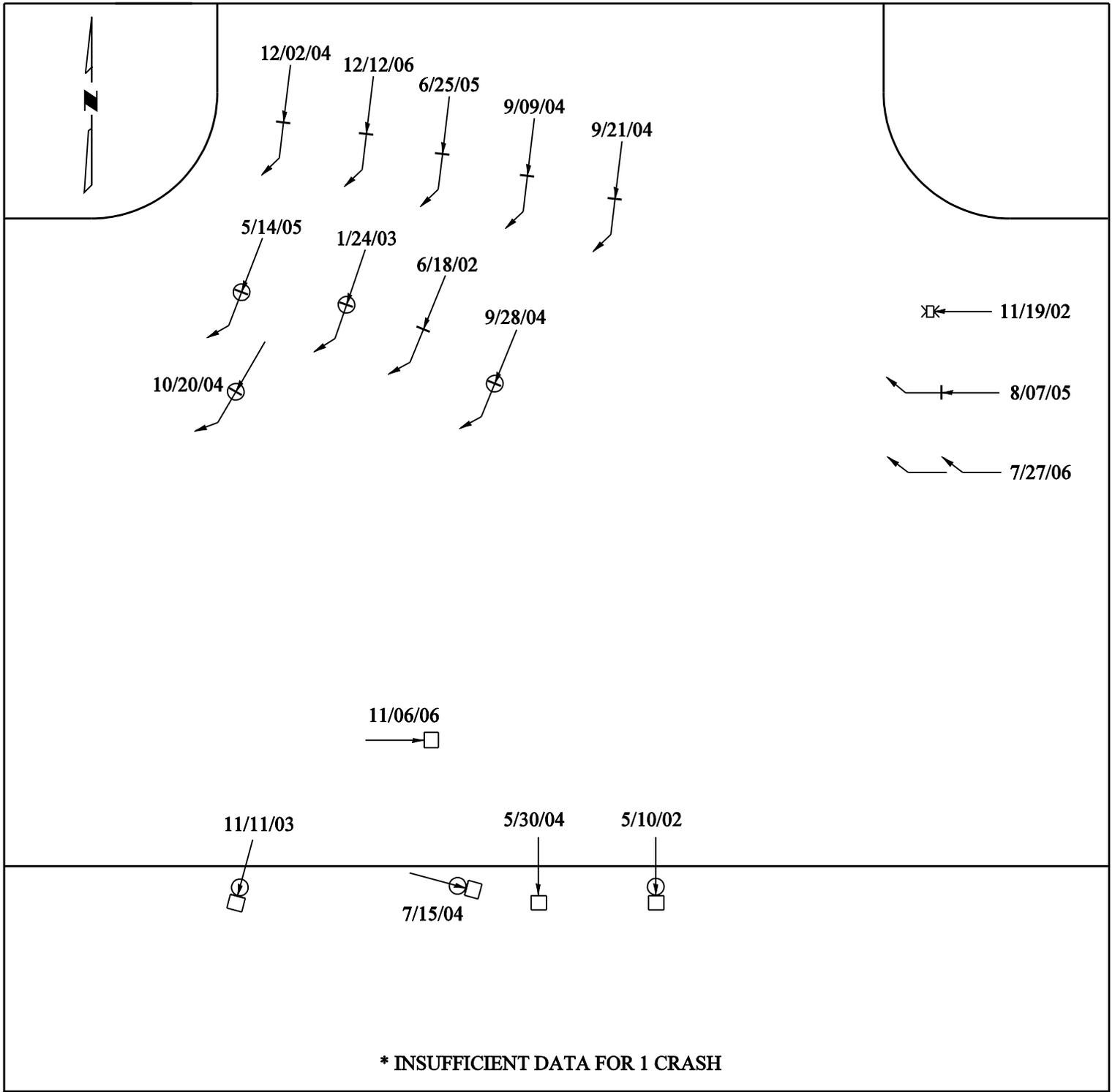


← Straight	Parked	× Pedestrian	<b>Fixed objects:</b>	
←  Stopped	←~ Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	←~ Out of control	○ Injury	⊠ Pole	⊙ Tree
←→ Overtaking	↘ Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←↪ Sideswipe	↙ Left turn	⊠ DUI	◁ 3rd vehicle	
	↺ U-turn			

# US 30 & EMERSON RD

## 19 Accidents

All Data  
01/01/02 - 12/31/06



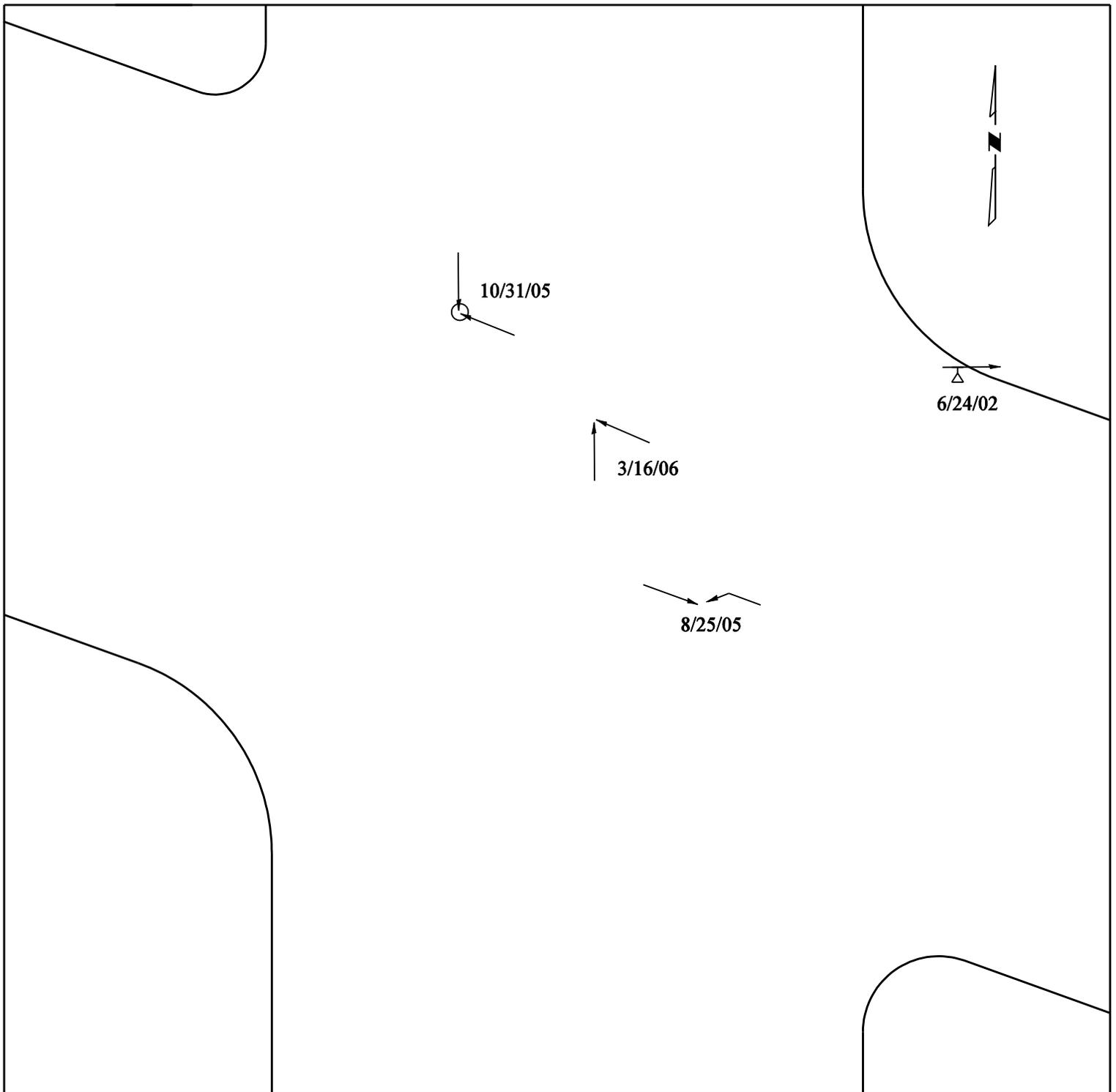
← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	Out of control	○ Injury	⊠ Pole	⊙ Tree
←→ Overtaking	Right turn	⊙ Fatality	⊞ Signal	⊗ Animal
←↪ Sideswipe	Left turn	⊠ DUI	◁ 3rd vehicle	
	U-turn			

# US 30 & AGNEW RD

All Data

4 Accidents

01/01/02 - 12/31/06

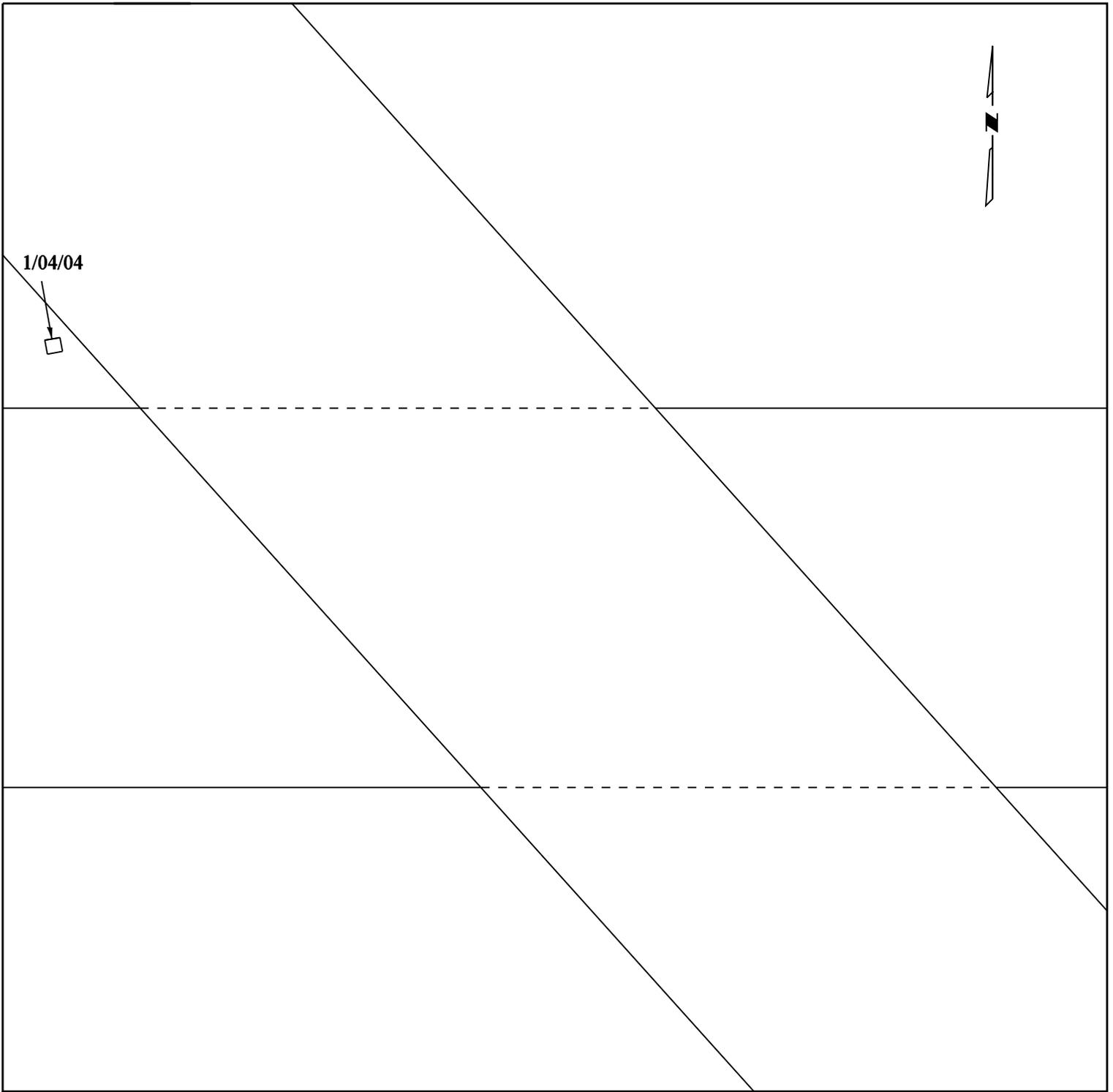


← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	Out of control	○ Injury	◻ Pole	⊙ Tree
←→ Overtaking	Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←↪ Sideswipe	Left turn	⊠ DUI	◁ 3rd vehicle	
	U-turn			

# US 30 & HARVEY RD

## 1 Accident

All Data  
01/01/02 - 12/31/06



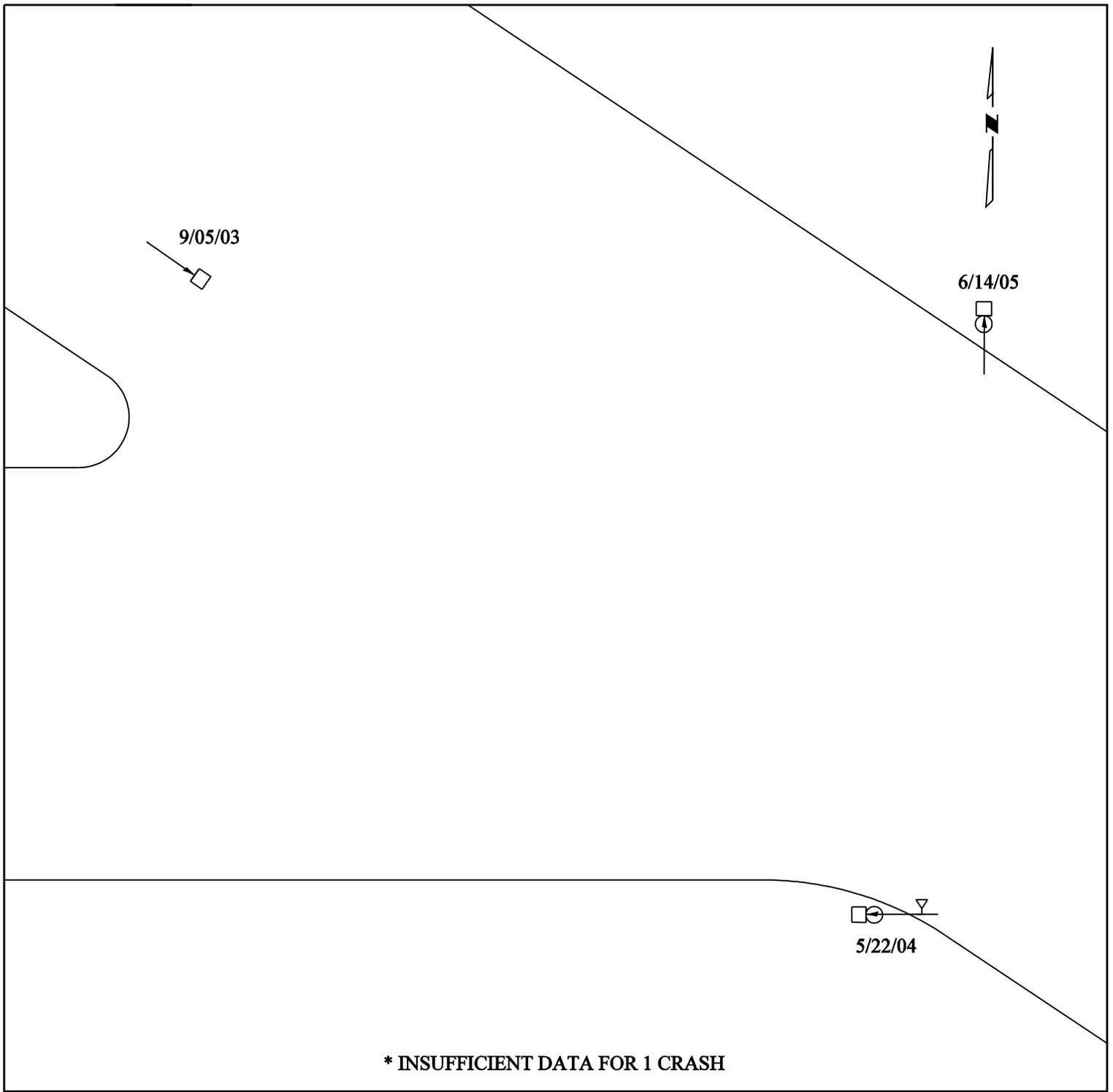
- |               |                   |              |                                  |                                 |
|---------------|-------------------|--------------|----------------------------------|---------------------------------|
| ← Straight    | Parked            | × Pedestrian | <b>Fixed objects:</b>            |                                 |
| ←  Stopped    | ←~ Erratic        | ⊗ Bicycle    | <input type="checkbox"/> General | <input type="checkbox"/> Curb   |
| ←→ Backing    | ←~ Out of control | ○ Injury     | <input type="checkbox"/> Pole    | <input type="checkbox"/> Tree   |
| ←→ Overtaking | ↘ Right turn      | ◎ Fatality   | <input type="checkbox"/> Signal  | <input type="checkbox"/> Animal |
| ←↔ Sideswipe  | ↙ Left turn       | ⊠ DUI        | ◁ 3rd vehicle                    |                                 |
|               | ↺ U-turn          |              |                                  |                                 |

# US 30 & AGNEW OVERPASS RD

All Data

4 Accidents

01/01/02 - 12/31/06



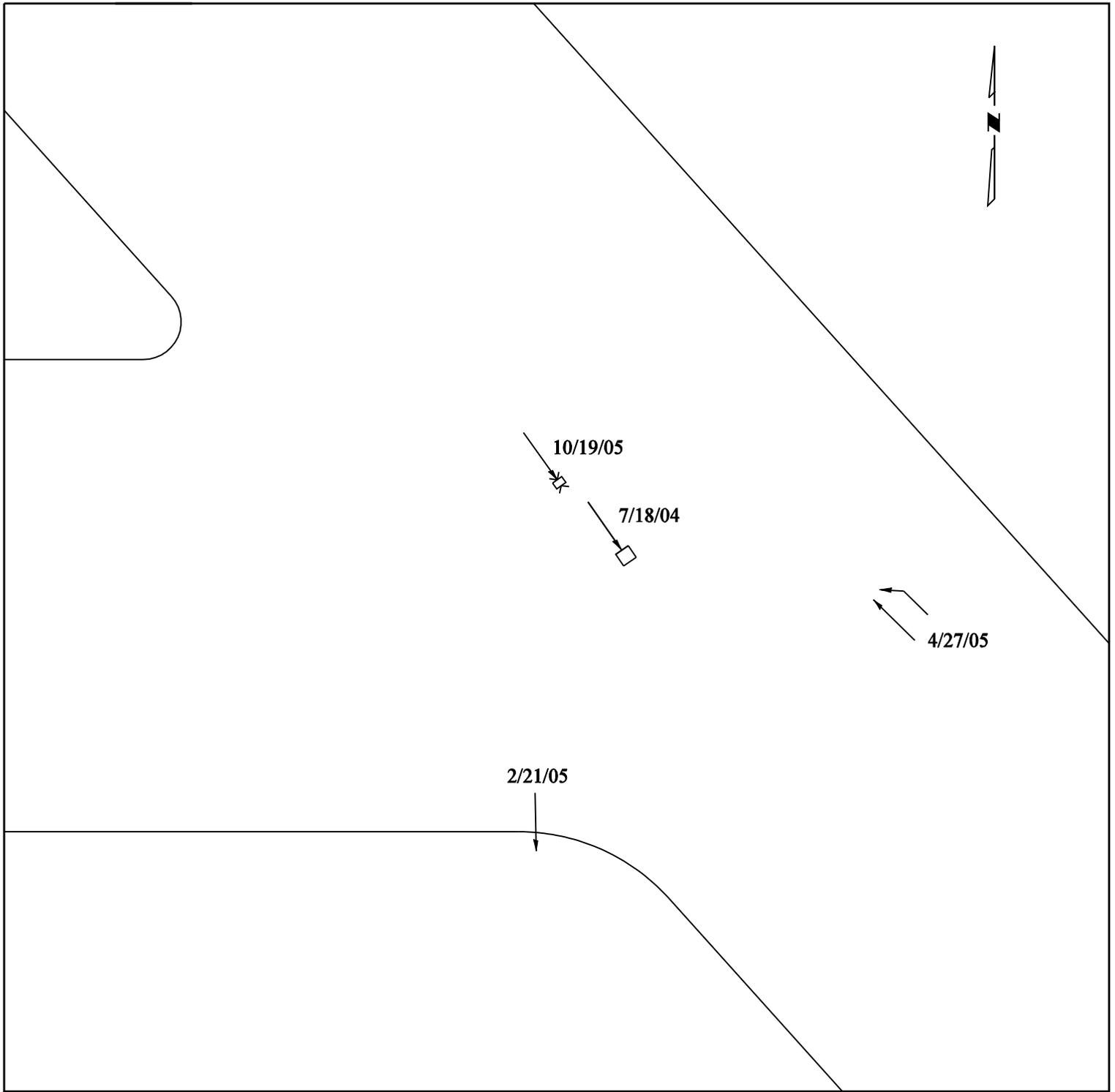
← Straight	▭ Parked	× Pedestrian	Fixed objects:	
←  Stopped	~ Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	~ Out of control	○ Injury	⊠ Pole	⊙ Tree
←→ Overtaking	↘ Right turn	⊙ Fatality	⊠ Signal	⊗ Animal
←↪ Sideswipe	↙ Left turn	⊠ DUI	◁ 3rd vehicle	
	↺ U-turn			

# US 30 & MATHEW RD

## 4 Accidents

All Data

01/01/02 - 12/31/06

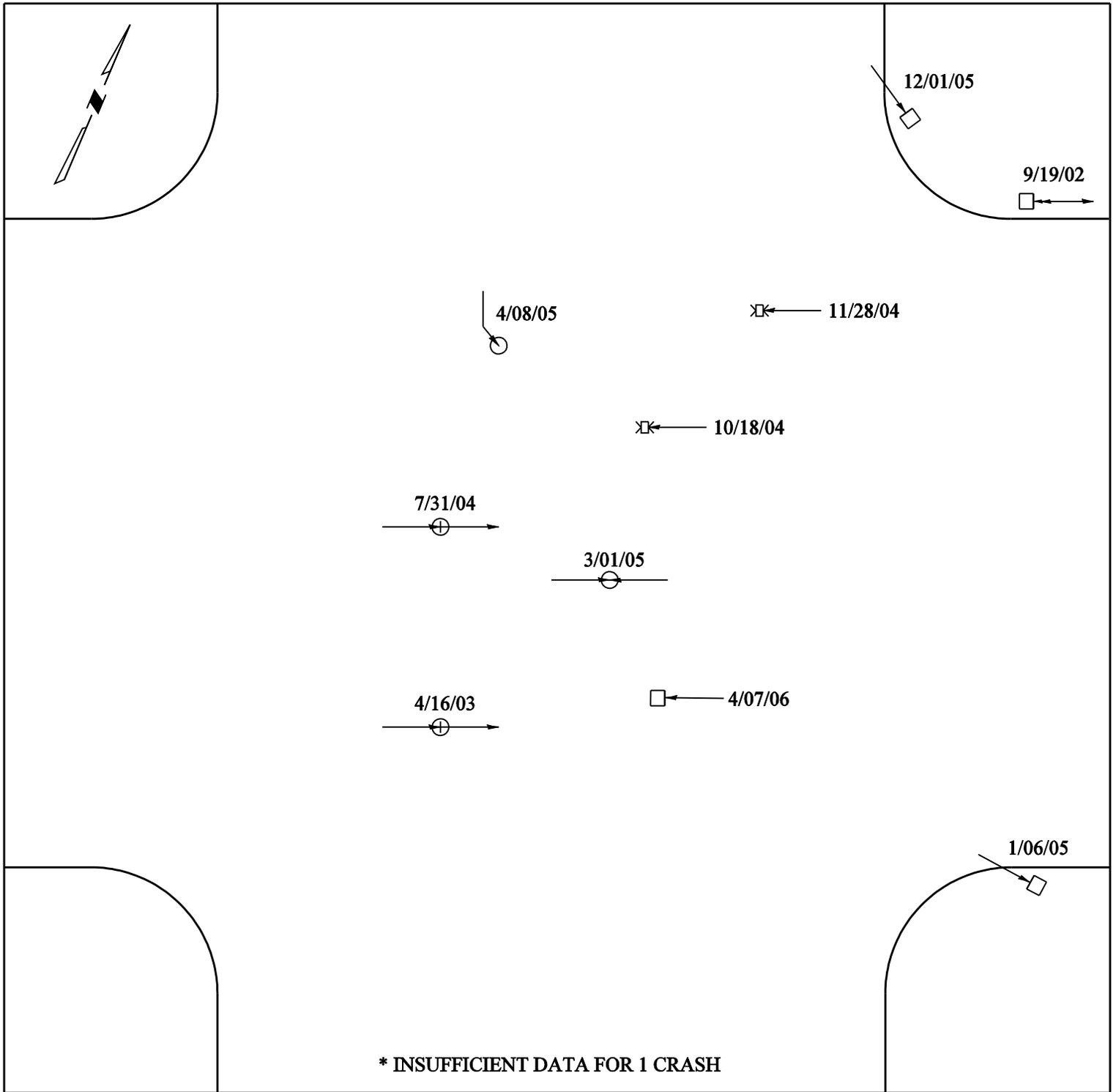


← Straight	▭ Parked	× Pedestrian	Fixed objects:	
←  Stopped	~ Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	~ Out of control	○ Injury	◻ Pole	⊙ Tree
←→ Overtaking	↘ Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←↪ Sideswipe	↙ Left turn	⊠ DUI	↔ 3rd vehicle	
	↺ U-turn			

# US 30 & I-88 CONNECTOR & MOLINE RD

## 11 Accidents

All Data  
01/01/02 - 12/31/06



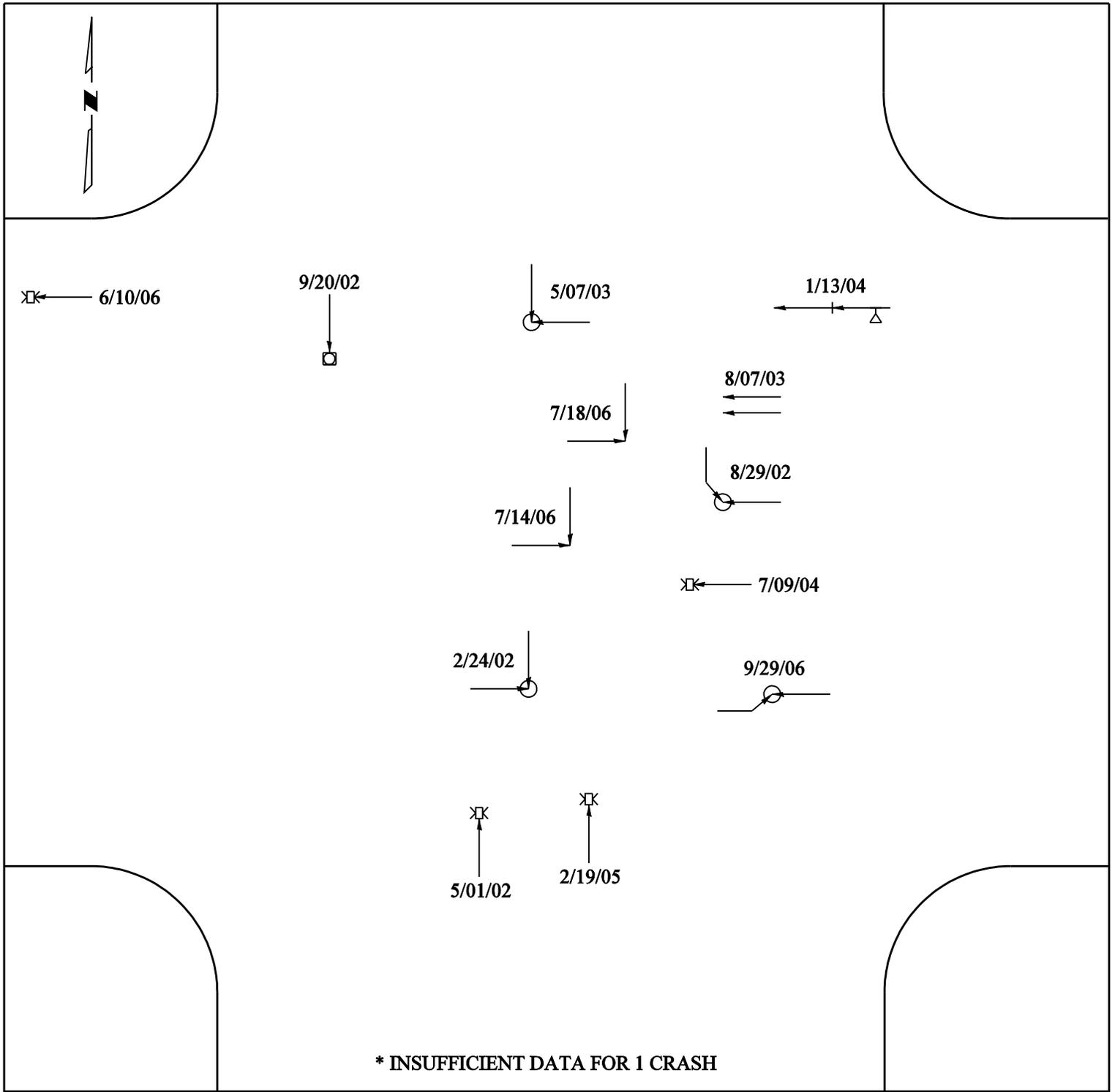
← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	Out of control	○ Injury	◻ Pole	⊙ Tree
←→ Overtaking	Right turn	⊙ Fatality	⊞ Signal	⊗ Animal
←↪ Sideswipe	Left turn	⊗ DUI	◁ 3rd vehicle	
	U-turn			

# US 30 & COMO / GALT RD

All Data

14 Accidents

01/01/02 - 12/31/06



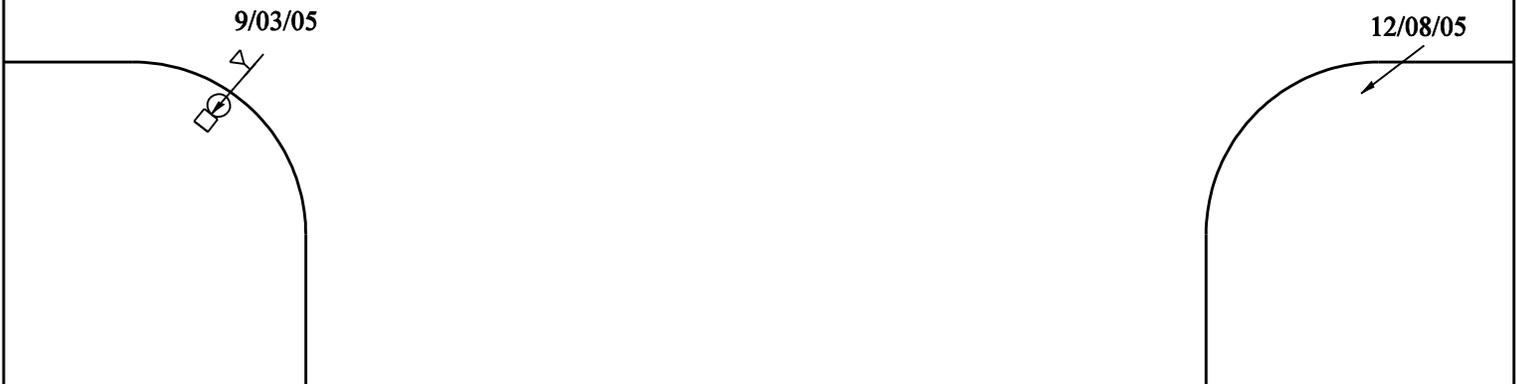
← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	Out of control	○ Injury	◻ Pole	⊙ Tree
←→ Overtaking	Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←↪ Sideswipe	Left turn	⊠ DUI	◁ 3rd vehicle	
	U-turn			

# US 30 & KICKAPOO LN

All Data

2 Accidents

01/01/02 - 12/31/06



← Straight	▭ Parked	× Pedestrian	Fixed objects:	
←  Stopped	~ Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	~ Out of control	○ Injury	◻ Pole	⊙ Tree
←→ Overtaking	↘ Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←↪ Sideswipe	↙ Left turn	⊠ DUI	◁ 3rd vehicle	
	↻ U-turn			

# US 30 & LAWRENCE DRIVE

All Data

6 Accidents

01/01/02 - 12/31/06



12/03/05

11/19/02

4/03/04

12/10/05

7/08/05

10/28/02

\* INSUFFICIENT DATA FOR 1 CRASH

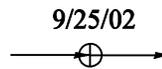
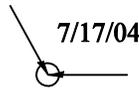
← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	~ Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	~ Out of control	○ Injury	⊠ Pole	⊙ Tree
←↔ Overtaking	↘ Right turn	⊙ Fatality	⊞ Signal	⊗ Animal
←↔ Sideswipe	↙ Left turn	⊗ DUI	◁ 3rd vehicle	
	↺ U-turn			

# US 30 & REAGAN RD

All Data

2 Accidents

01/01/02 - 12/31/06



- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ←↪ Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

**Fixed objects:**

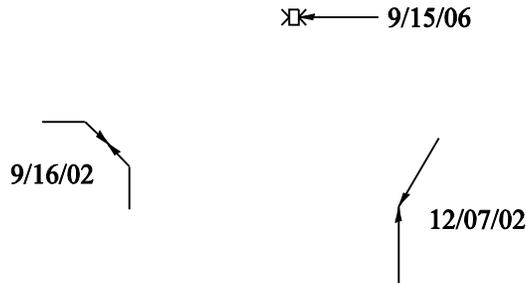
- General
- ⊠ Curb
- ◻ Pole
- ⊗ Tree
- ⊠ Signal
- ⊠ Animal
- ◁ 3rd vehicle

# US 30 & RIVERDALE RD

All Data

3 Accidents

01/01/02 - 12/31/06



- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ←↪ Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

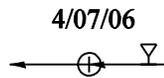
- Fixed objects:**
- General
  - ⊠ Pole
  - ⊞ Signal
  - ◻ Curb
  - ⊙ Tree
  - ⊠ Animal
  - ◁ 3rd vehicle

# US 30 & HICKORY HILL RD

All Data

1 Accident

01/01/02 - 12/31/06



- ← Straight
- ←| Stopped
- ←→ Backing
- ←↔ Overtaking
- ←↪ Sideswipe

- Parked
- ←~ Erratic
- ←∩ Out of control
- ↘ Right turn
- ↙ Left turn
- ↪ U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

**Fixed objects:**

- General
- ⊠ Pole
- ⊞ Signal
- ◻ Curb
- ⊙ Tree
- ⊠ Animal
- ◁ 3rd vehicle

# US 30 & ANIXTER ST

## 1 Accident

All Data  
01/01/02 - 12/31/06



4/07/06 

-  Straight
-  Stopped
-  Backing
-  Overtaking
-  Sideswipe

-  Parked
-  Erratic
-  Out of control
-  Right turn
-  Left turn
-  U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊏ DUI

**Fixed objects:**

- General
- Curb
- Pole
- Tree
- Signal
- Animal
- 3rd vehicle

# US 30 & LENORE ST

## 4 Accidents

All Data  
01/01/02 - 12/31/06



1/06/06  
← ⊕

10/24/03  
⊗ ←

9/03/05  
↙ ⊕

11/17/02  
→ ⊗

- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ←↪ Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ⊙ Fatality
- ⊠ DUI

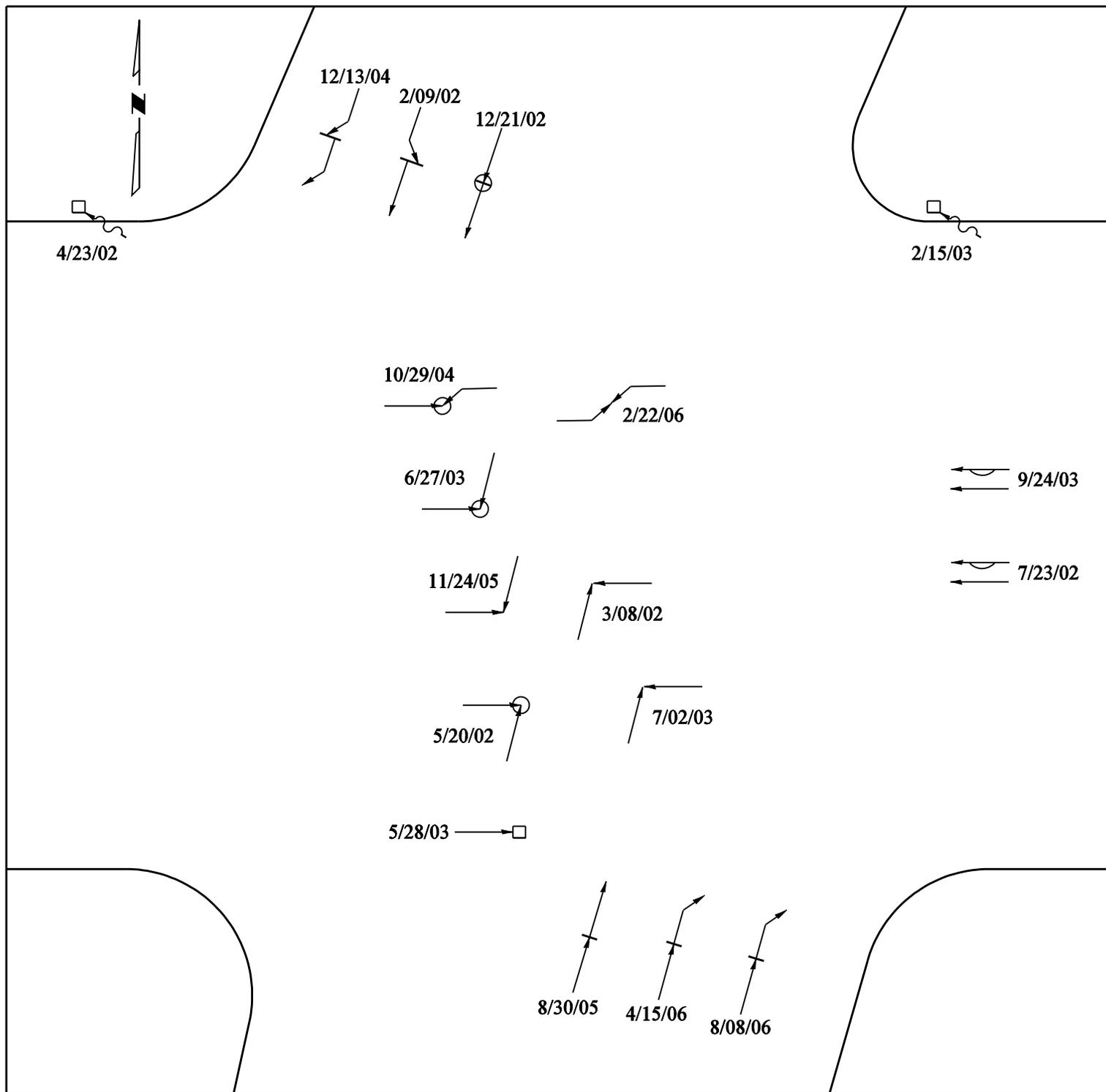
- Fixed objects:**
- General
  - ⊠ Pole
  - ⊞ Signal
  - ◻ Curb
  - ⊙ Tree
  - ⊠ Animal
  - ◁ 3rd vehicle

# US 30 & PROPHETSTOWN RD/PROPHET RD

All Data

18 Accidents

01/01/02 - 12/31/06

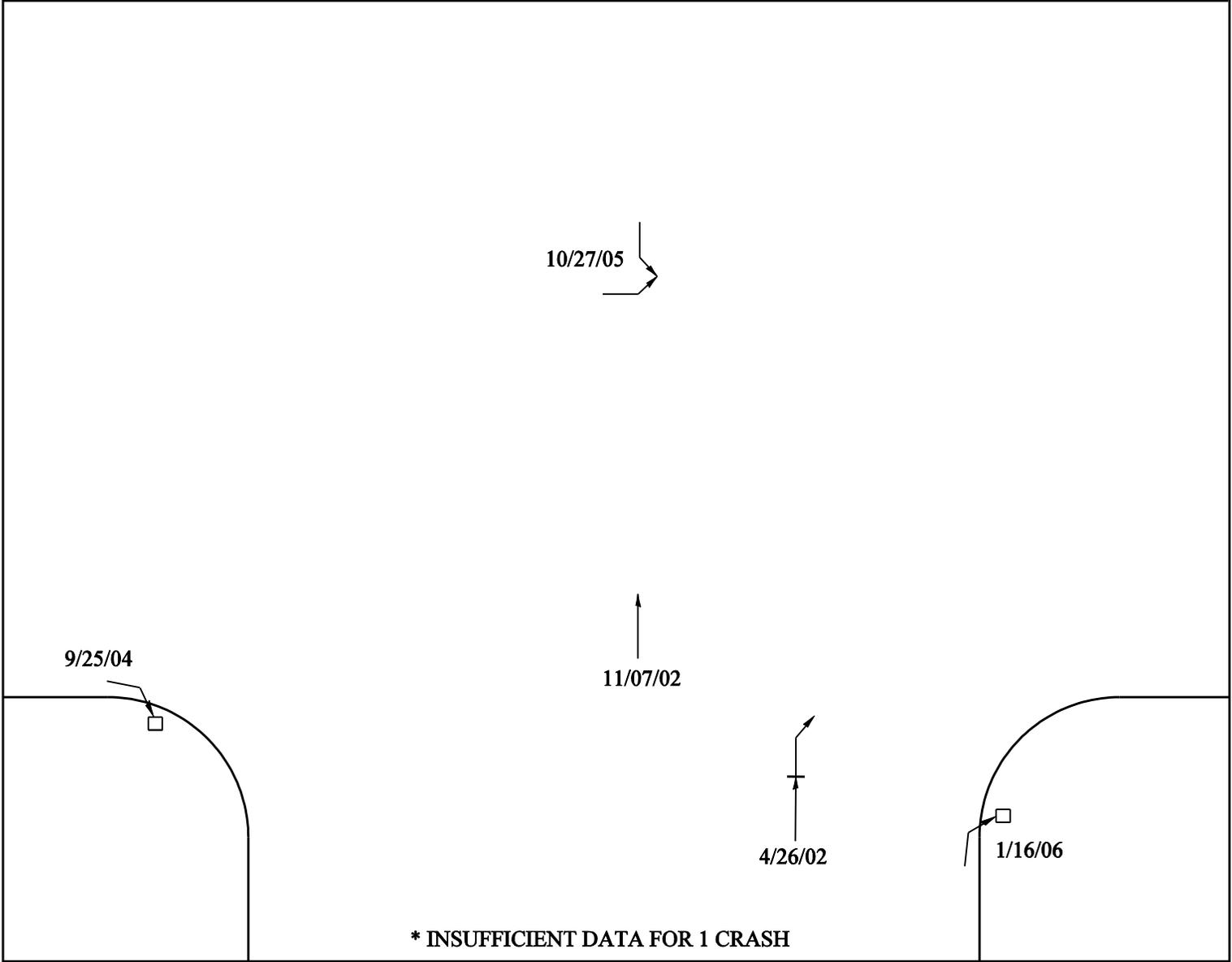


- |               |                  |              |                       |
|---------------|------------------|--------------|-----------------------|
| ← Straight    | Parked           | × Pedestrian | <b>Fixed objects:</b> |
| ←  Stopped    | ~ Erratic        | ⊗ Bicycle    | □ General             |
| ←→ Backing    | ~ Out of control | ○ Injury     | ◻ Curb                |
| ←→ Overtaking | ↘ Right turn     | ⊙ Fatality   | ⊠ Tree                |
| ←↔ Sideswipe  | ↙ Left turn      | ⊚ DUI        | ⊞ Signal              |
|               | ↺ U-turn         |              | ◁ 3rd vehicle         |

# US 30 & 14th AVE

## 6 Accidents

All Data  
01/01/02 - 12/31/06



← Straight	Parked	× Pedestrian	<b>Fixed objects:</b>	
←  Stopped	Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	Out of control	○ Injury	◻ Pole	⊙ Tree
←→ Overtaking	Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←↪ Sideswipe	Left turn	⊠ DUI	◁ 3rd vehicle	
	U-turn			

US 30 & 13th AVE  
1 Accident

All Data  
01/01/02 - 12/31/06



1/17/02



- ← Straight
- ←| Stopped
- ←→ Backing
- ←↔ Overtaking
- ←↶ Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

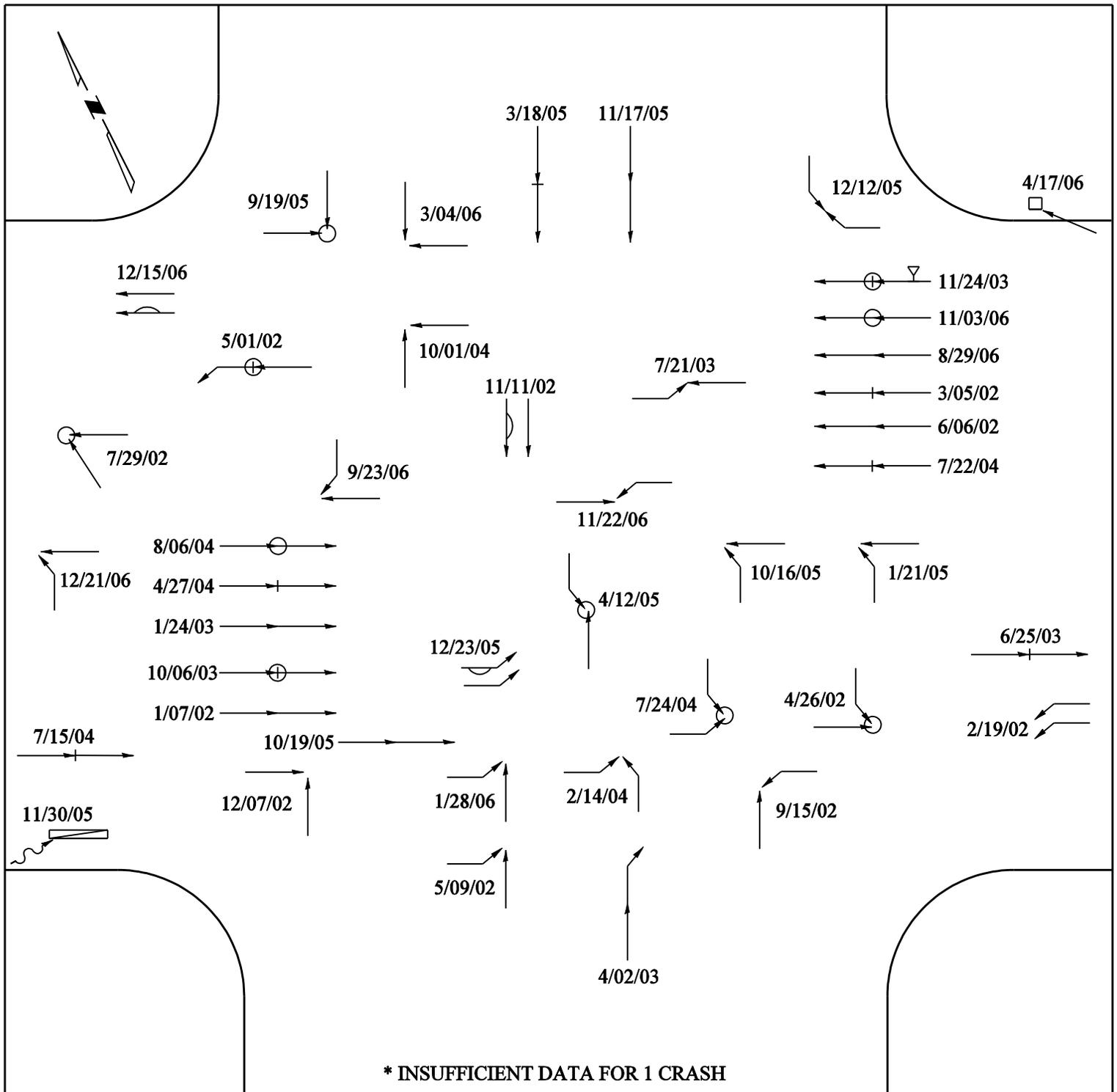
- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊣ DUI

- Fixed objects:
- General
  - Pole
  - Signal
  - Curb
  - Tree
  - Animal
  - ◁ 3rd vehicle

# US 30 & 12th AVE

## 44 Accidents

All Data  
01/01/02 - 12/31/06

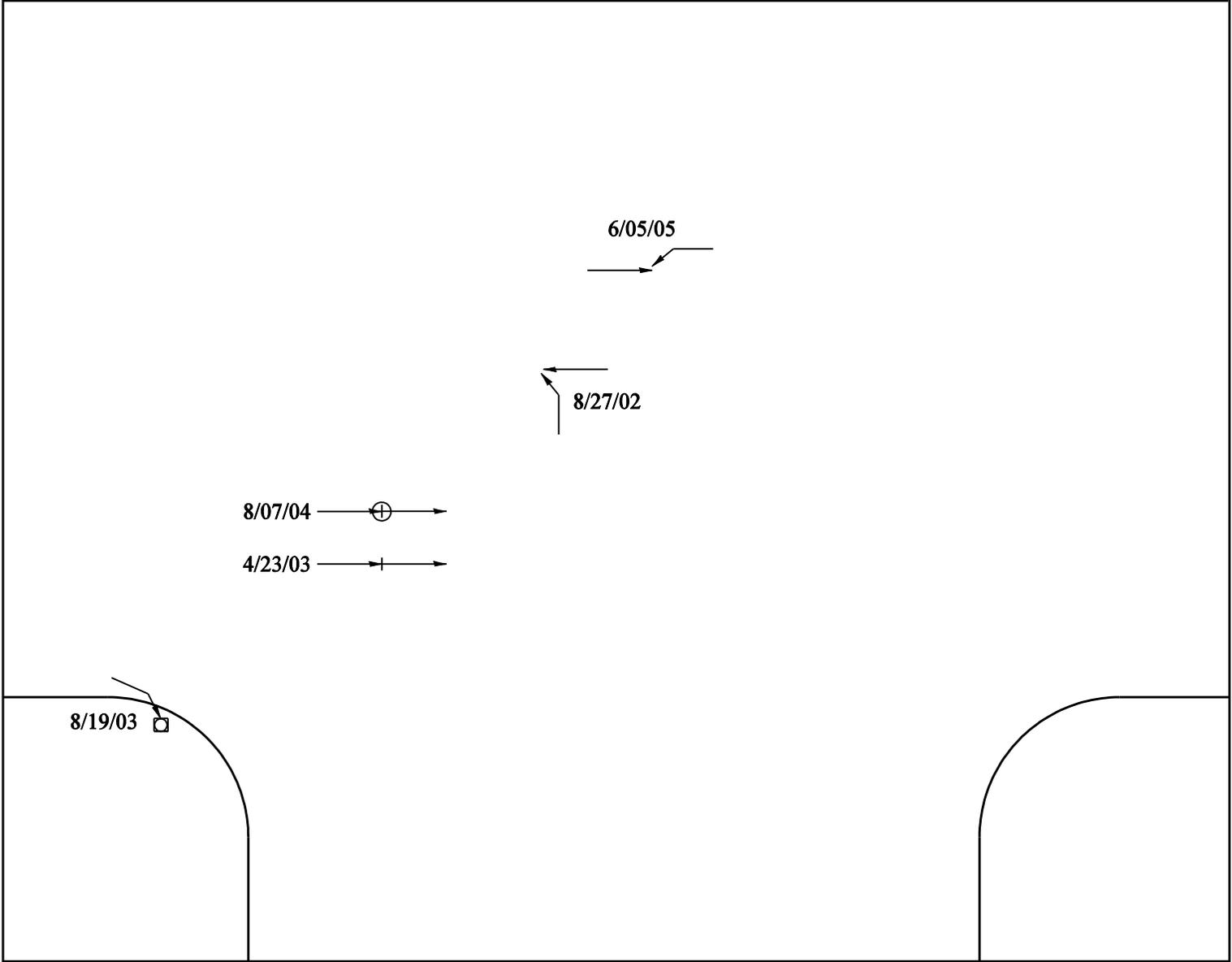


← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	Out of control	○ Injury	⊠ Pole	⊙ Tree
←→ Overtaking	Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←↔ Sideswipe	Left turn	⊠ DUI	◁ 3rd vehicle	
	U-turn			

# US 30 & FLOCK AVE

## 5 Accidents

All Data  
01/01/02 - 12/31/06

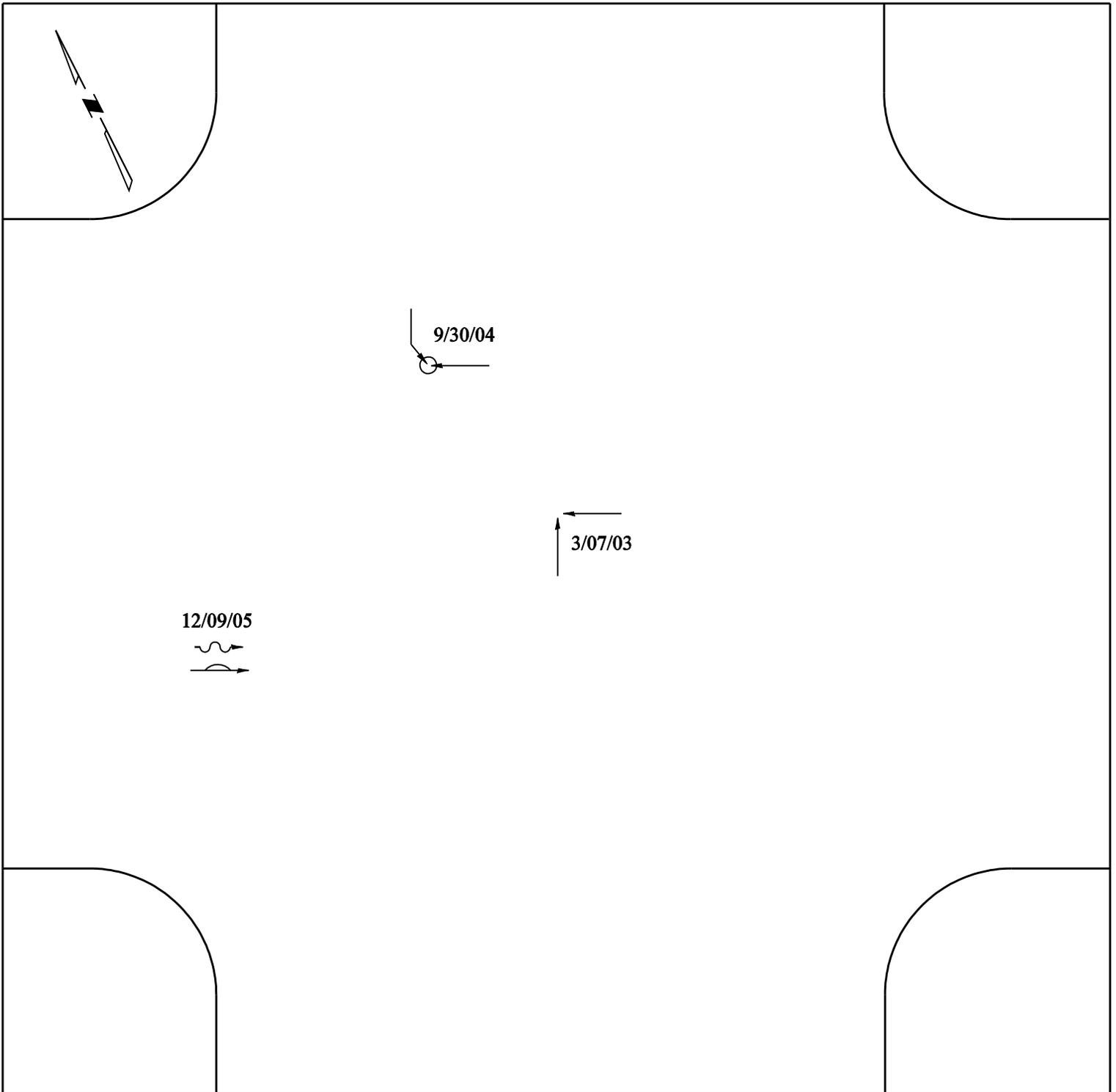


← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	Out of control	○ Injury	◻ Pole	⊙ Tree
←→ Overtaking	Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←↪ Sideswipe	Left turn	⊠ DUI	◁ 3rd vehicle	
	U-turn			

# US 30 & 11th AVE

## 3 Accidents

All Data  
01/01/02 - 12/31/06



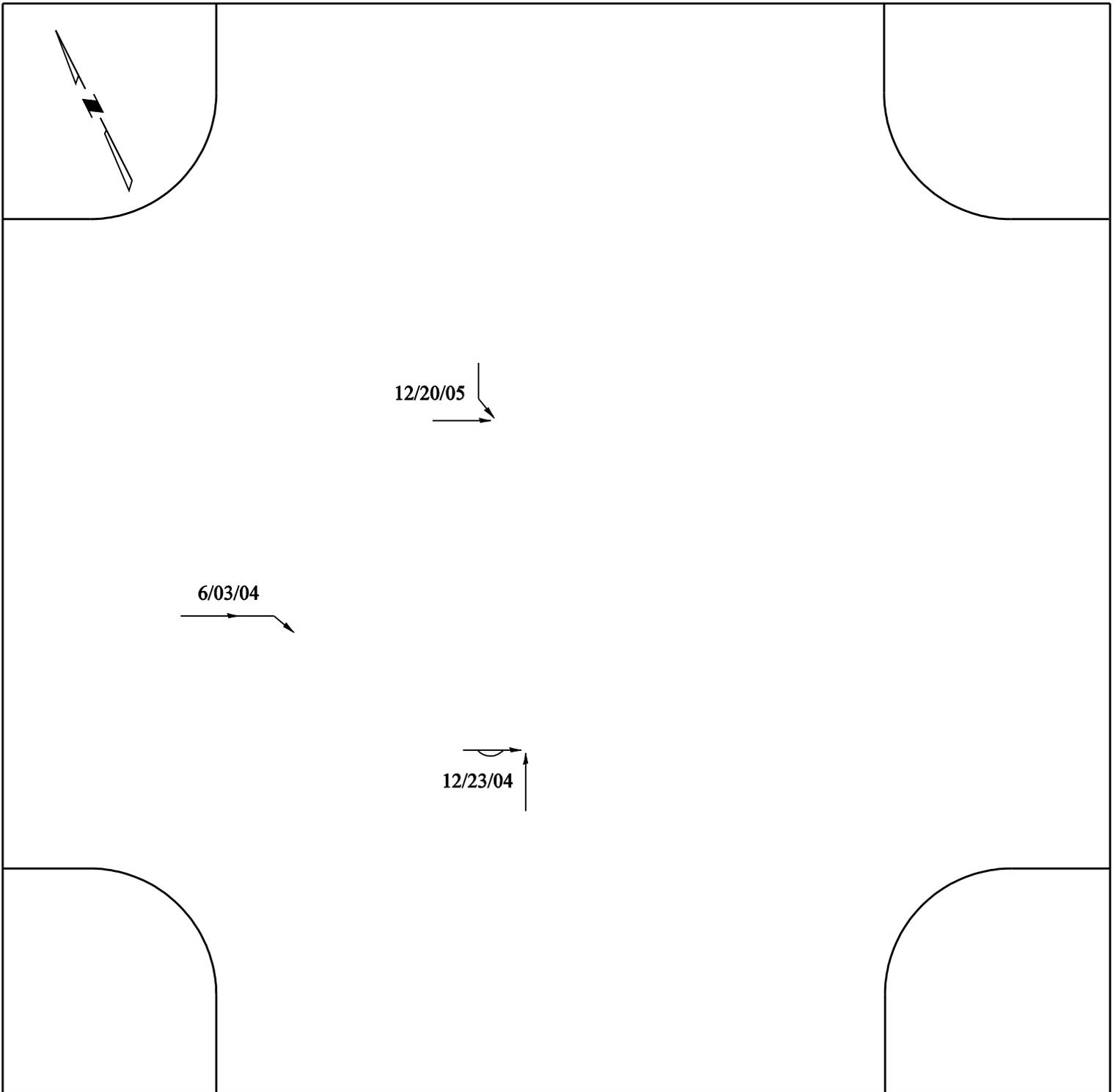
← Straight	Parked	× Pedestrian	<b>Fixed objects:</b>	
←  Stopped	~ Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	~ Out of control	○ Injury	◻ Pole	⊙ Tree
←→ Overtaking	↘ Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←↪ Sideswipe	↙ Left turn	⊠ DUI	◁ 3rd vehicle	
	↺ U-turn			

# US 30 & 9th AVE

## 3 Accidents

# All Data

## 01/01/02 - 12/31/06



- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ←↩ Sideswipe

-  Parked
-  Erratic
-  Out of control
-  Right turn
-  Left turn
-  U-turn

- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊏ DUI

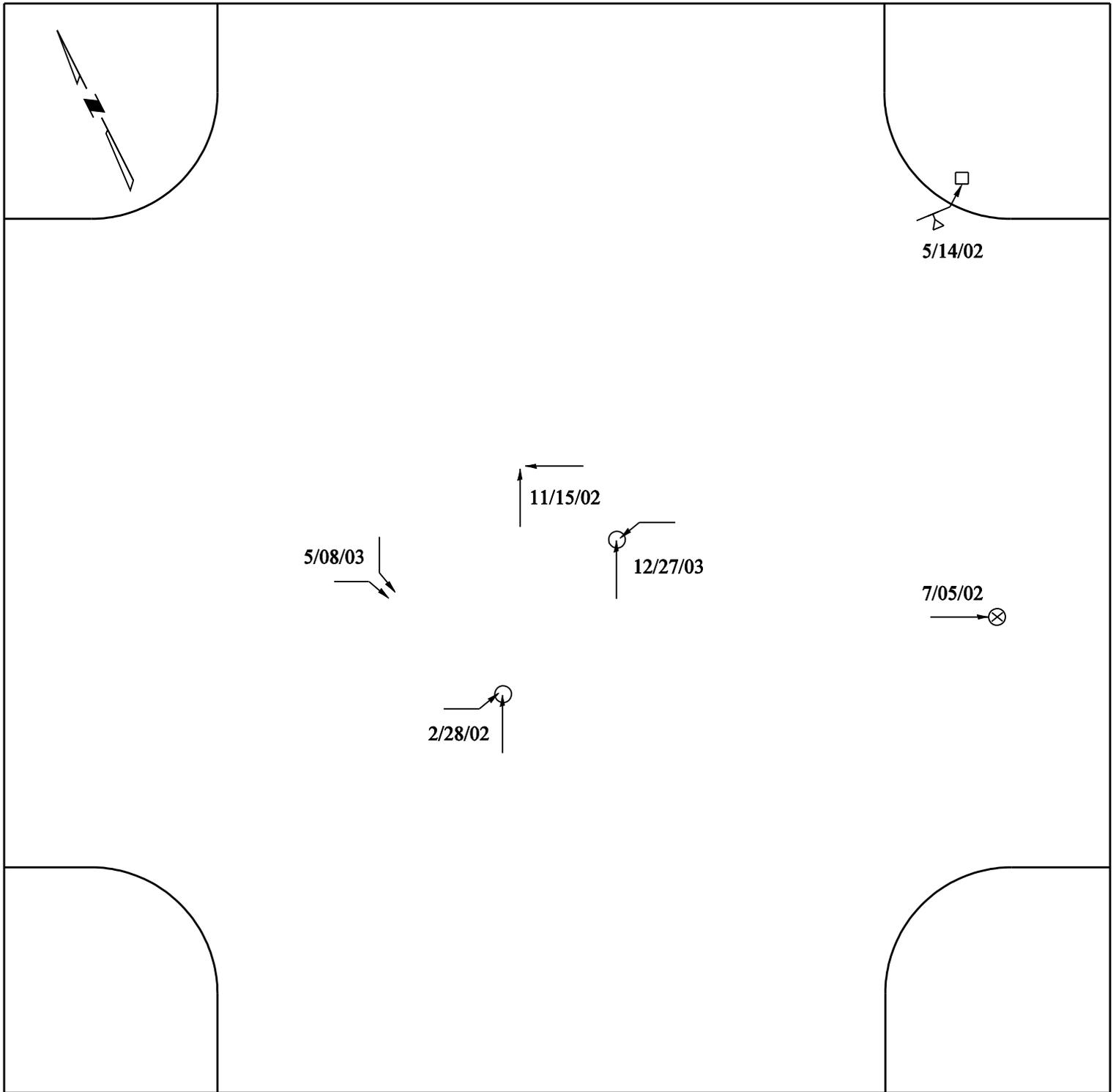
### Fixed objects:

- General
- ▣ Curb
- ◻ Pole
- ⊙ Tree
- ⊞ Signal
- ⊗ Animal
- ◁ 3rd vehicle

# US 30 & 8th AVE

## 6 Accidents

All Data  
01/01/02 - 12/31/06

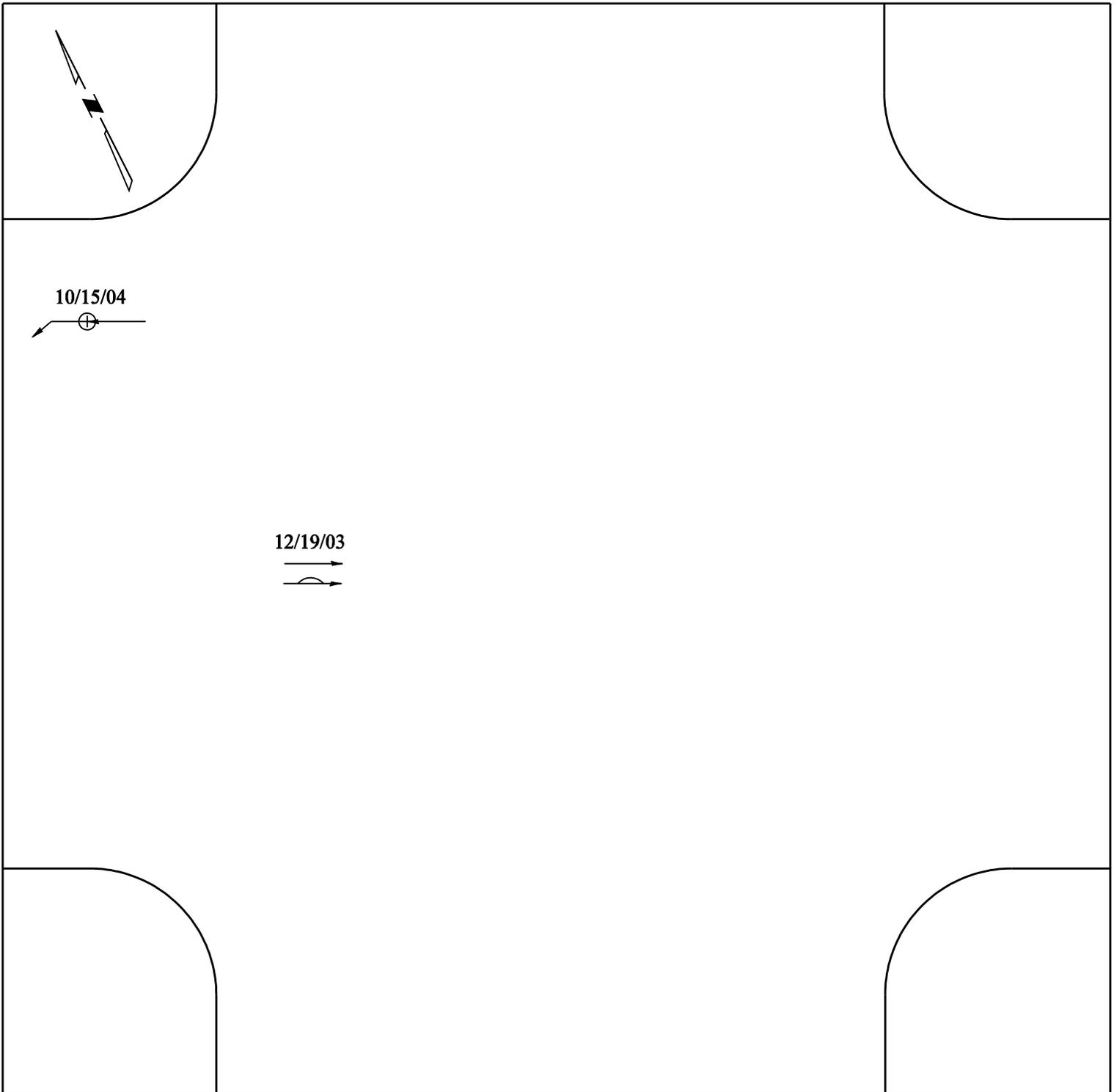


← Straight	Parked	× Pedestrian	<b>Fixed objects:</b>	
←  Stopped	Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	Out of control	○ Injury	⊠ Pole	⊙ Tree
←→ Overtaking	Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←↪ Sideswipe	Left turn	⊠ DUI	◁ 3rd vehicle	
	U-turn			

# US 30 & 7th AVE

## 2 Accidents

All Data  
01/01/02 - 12/31/06

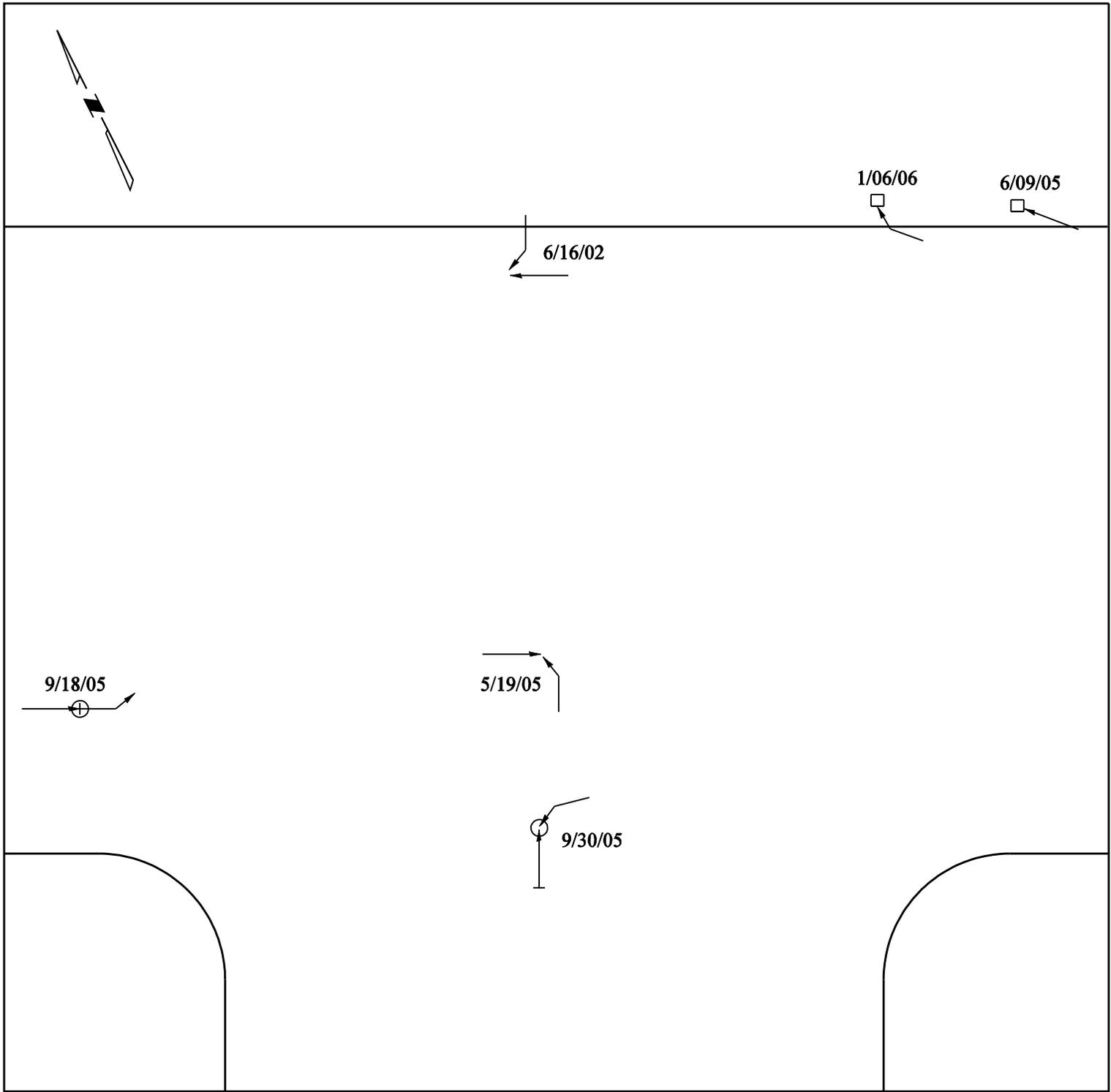


- |               |                |              |                                  |                                 |
|---------------|----------------|--------------|----------------------------------|---------------------------------|
| ← Straight    | Parked         | × Pedestrian | <b>Fixed objects:</b>            |                                 |
| ←  Stopped    | Erratic        | ⊗ Bicycle    | <input type="checkbox"/> General | <input type="checkbox"/> Curb   |
| ←→ Backing    | Out of control | ○ Injury     | <input type="checkbox"/> Pole    | <input type="checkbox"/> Tree   |
| ←↗ Overtaking | Right turn     | ◎ Fatality   | <input type="checkbox"/> Signal  | <input type="checkbox"/> Animal |
| ←↖ Sideswipe  | Left turn      | ⊠ DUI        | ◁ 3rd vehicle                    |                                 |
|               | U-turn         |              |                                  |                                 |

# US 30 & 6th AVE

## 6 Accidents

All Data  
01/01/02 - 12/31/06

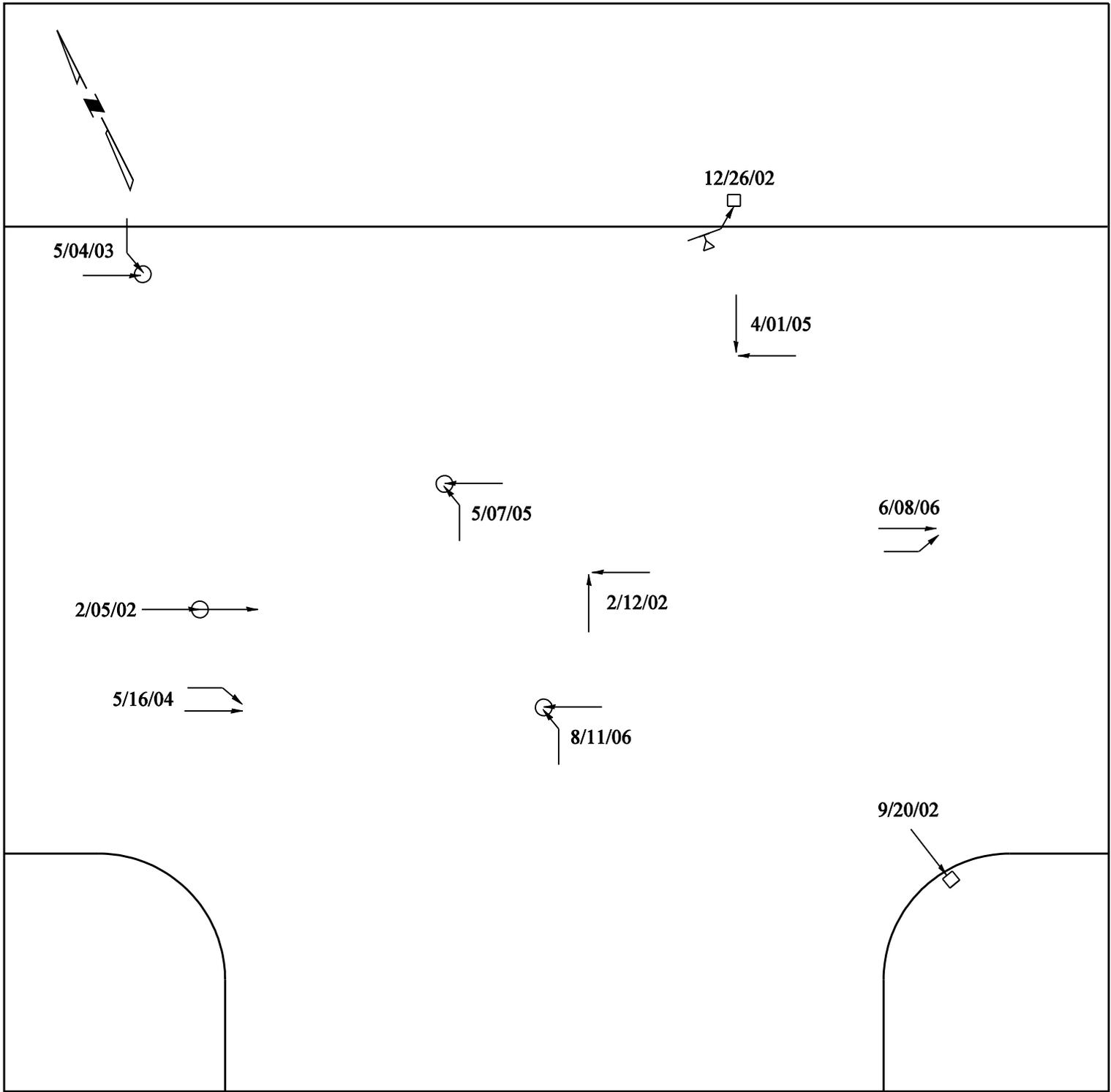


← Straight	Parked	× Pedestrian	Fixed objects:	
←  Stopped	Erratic	⊗ Bicycle	<input type="checkbox"/> General	<input type="checkbox"/> Curb
←→ Backing	Out of control	○ Injury	<input type="checkbox"/> Pole	<input type="checkbox"/> Tree
←→ Overtaking	Right turn	◎ Fatality	<input type="checkbox"/> Signal	<input type="checkbox"/> Animal
←↪ Sideswipe	Left turn	⊠ DUI	<input type="checkbox"/> 3rd vehicle	
	U-turn			

# US 30 & 5th AVE

## 10 Accidents

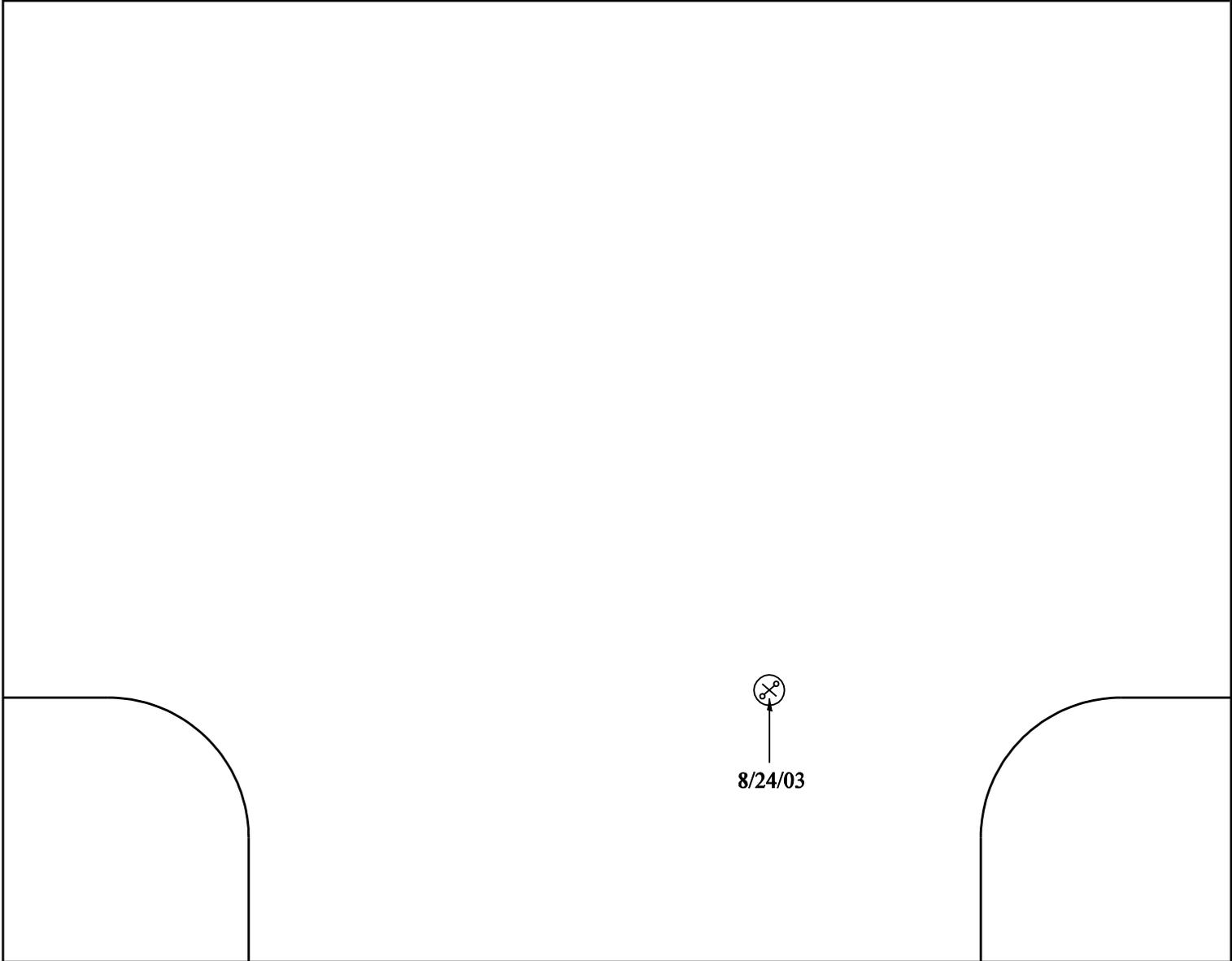
All Data  
01/01/02 - 12/31/06



← Straight	▬ Parked	× Pedestrian	Fixed objects:	
⊥ Stopped	~ Erratic	⊗ Bicycle	□ General	▣ Curb
↔ Backing	~ Out of control	○ Injury	◻ Pole	⊙ Tree
↔ Overtaking	↘ Right turn	◎ Fatality	⊞ Signal	⊗ Animal
↔ Sideswipe	↙ Left turn	⊠ DUI	◁ 3rd vehicle	
	↺ U-turn			

**US 30 & 4th AVE**  
**1 Accident**

**All Data**  
**01/01/02 - 12/31/06**



8/24/03

- ← Straight
- ←| Stopped
- ←→ Backing
- ←→ Overtaking
- ←↪ Sideswipe

- Parked
- ←~ Erratic
- ←~ Out of control
- ↘ Right turn
- ↙ Left turn
- ↪ U-turn

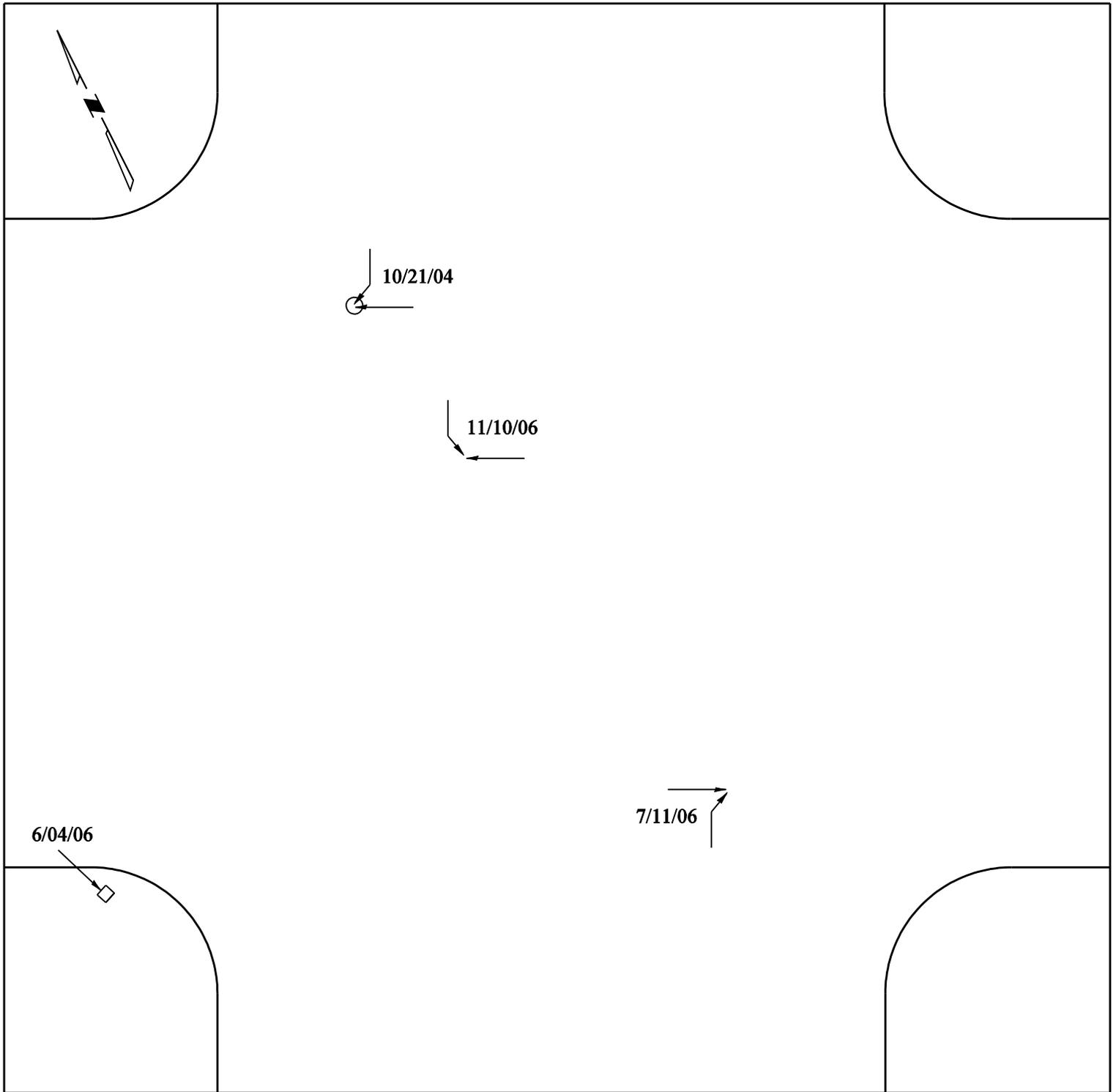
- × Pedestrian
- ⊗ Bicycle
- Injury
- ◎ Fatality
- ⊠ DUI

- Fixed objects:**
- General
  - ⊠ Pole
  - ⊞ Signal
  - ◻ Curb
  - ⊙ Tree
  - ⊗ Animal
  - ◁ 3rd vehicle

# US 30 & 3rd AVE

## 4 Accidents

All Data  
01/01/02 - 12/31/06

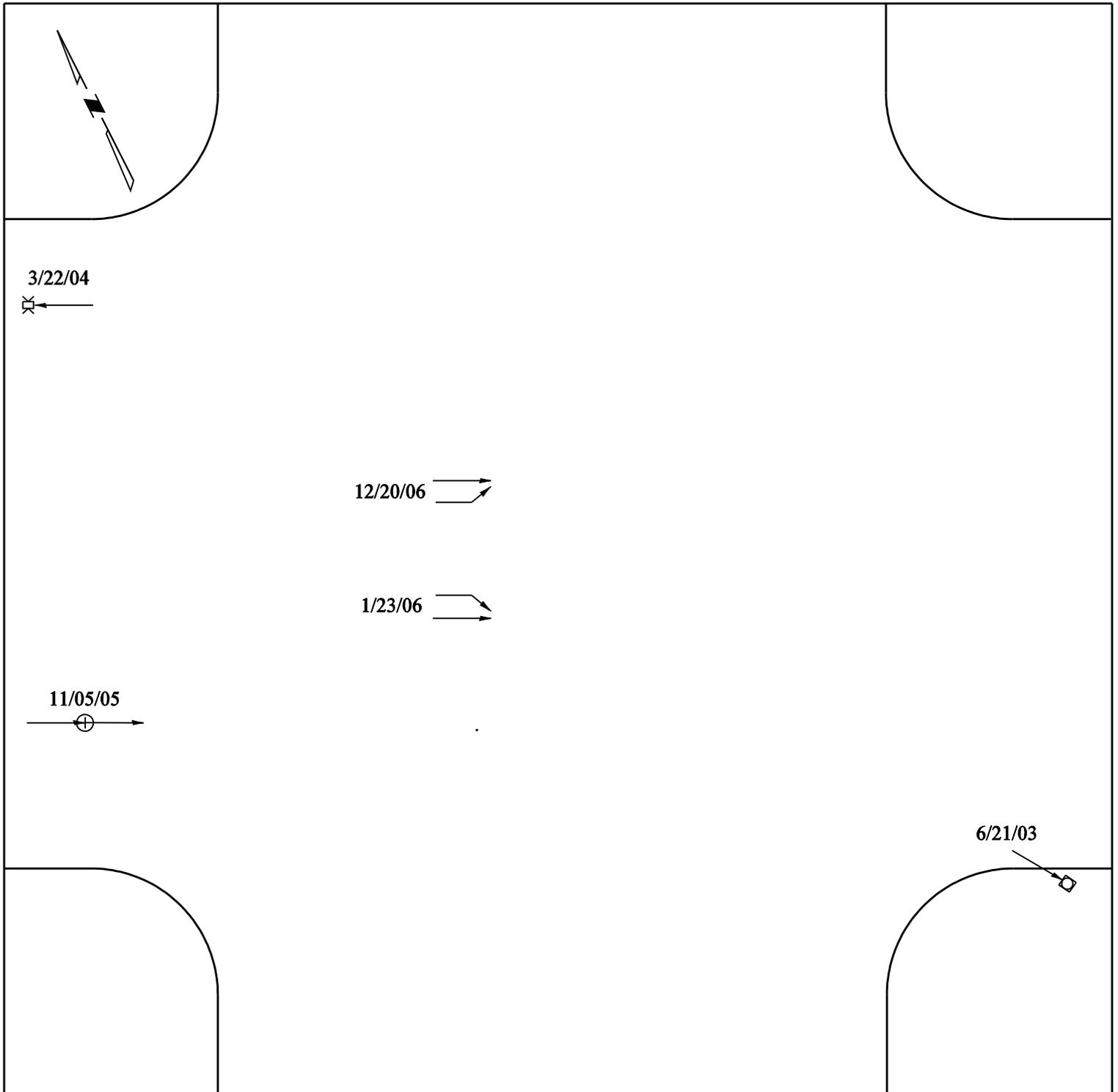


← Straight	Parked	× Pedestrian	<b>Fixed objects:</b>	
←  Stopped	~ Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	~ Out of control	○ Injury	◻ Pole	⊙ Tree
←→ Overtaking	↘ Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←↔ Sideswipe	↙ Left turn	⊠ DUI	◁ 3rd vehicle	
	↺ U-turn			

# US 30 & 2nd AVE

## 5 Accidents

All Data  
01/01/02 - 12/31/06



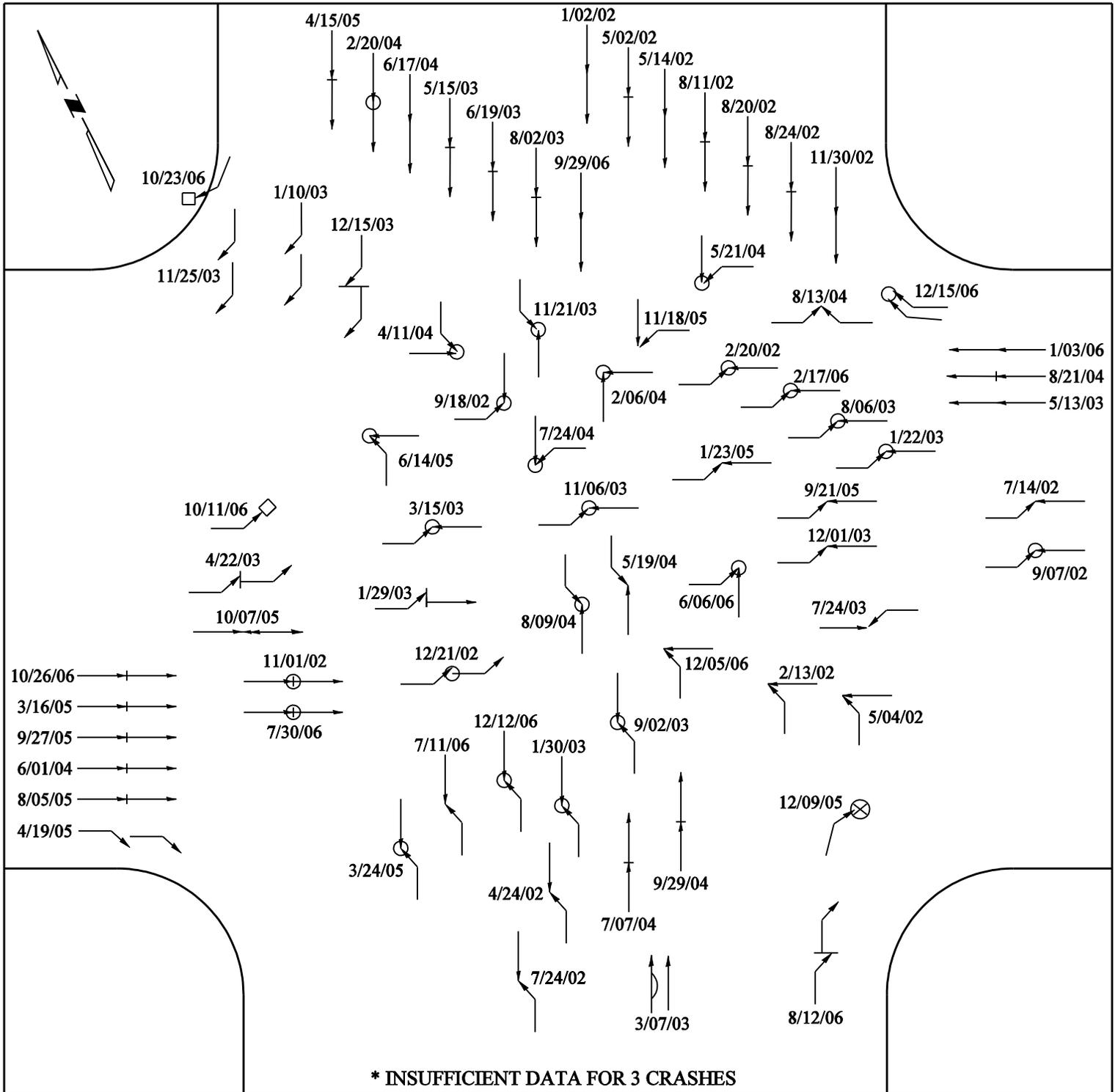
← Straight	Parked	× Pedestrian	<b>Fixed objects:</b>	
←  Stopped	Erratic	⊗ Bicycle	□ General	▣ Curb
←→ Backing	Out of control	○ Injury	◻ Pole	⊙ Tree
←→ Overtaking	Right turn	◎ Fatality	⊞ Signal	⊗ Animal
←↪ Sideswipe	Left turn	⊠ DUI	◁ 3rd vehicle	
	U-turn			

# US 30 & IL 40 (1st AVE)

All Data

## 77 Accidents

01/01/02 - 12/31/06



\* INSUFFICIENT DATA FOR 3 CRASHES

← Straight	Parked	× Pedestrian	Fixed objects:	
← Stopped	Erratic	⊗ Bicycle	□ General	▣ Curb
← Backing	Out of control	○ Injury	◻ Pole	⊙ Tree
← Overtaking	Right turn	◎ Fatality	⊞ Signal	⊗ Animal
← Sideswipe	Left turn	⊠ DUI	◁ 3rd vehicle	
	U-turn			