

# Indiana 2012 Five Percent Report

John L. Nagle, INDOT  
Lawrence Ozobu, INDOT  
Erdong Chen, Purdue University  
Mario Romero, Purdue University  
Andrew P. Tarko, Purdue University

Indiana Department of Transportation  
Indianapolis, Indiana

Center for Road Safety  
Purdue University  
West Lafayette, Indiana

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# Table of Contents

1.0 Introduction.....	1
2.0 Identification Method.....	2
Road Locations .....	3
Measures of Safety.....	4
Safety Performance Measures.....	4
State Road Segments Intersections and Ramps .....	4
Local Road Segments and Intersections .....	7
3.0 Five Percent List .....	9
State Road Intersections and Segments .....	9
Local Road Intersections and Segments .....	9
Ramps .....	9
Sites Identified .....	10
4.0 Conclusion .....	11
5.0 Contact Person .....	12
Appendix A: Five Percent Report Lists .....	13
INDOT Jurisdiction Road Intersections.....	15
INDOT Jurisdiction Road Segments/Interchange Road Segment .....	17
Local Road Intersections.....	23
Local Road Segments .....	27
INDOT Jurisdiction Ramps .....	37

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## 1.0 Introduction

The federal transportation act, SAFETEA-LU, created the Highway Safety Improvement Program (HSIP) as a new core federal aid funding source with the purpose of reducing traffic fatalities and serious injuries. States submit annual reports that identify highway locations exhibiting the most severe safety needs that represent not less than five percent of crashes in their areas. The intent of this provision is to increase public awareness of the highway safety needs and challenges around the country.

There are approximately 96,300 miles of public roads in Indiana on which total travel per year is nearly 74 billion miles. Roadways under the jurisdiction of INDOT, including State roads, U.S. highways, and Interstates (herein referred to as INDOT Jurisdiction Roads or Ramps) make up about 11,200 miles of that total, or roughly 12 percent.

For the years of 2009 - 2011 Indiana on average experienced approximately 190,500 traffic crashes statewide, which included on average around 3612 fatal and incapacitating injury crashes, 30,800 non-incapacitating and possible injury crashes, and 156,100 property damage only crashes. The fatal crash events for the three year period resulted in a three year average of 733 deaths annually. Incapacitating injury crash events resulted in 3348 incapacitated persons, and non-incapacitating injury crash events resulted in 42,900 injuries and possible injuries. The personal, societal, and economic costs of these crashes are staggering. The three year average cost of these crashes to Indiana was \$2,930,904,400

Factors contributing to traffic crashes and resulting costs are numerous, complex, and interrelated. Among them are driver behavior, including speeding, driving while impaired, aggressive driving, failure to use seatbelts, and operating a car or truck while drowsy or intoxicated. There are factors related to vehicle (e.g., tire tread, presence of on-board safety features like anti-lock brake etc.), enforcement (e.g. intensity of ticketing, patrolling), weather events, and circumstances relating to emergency responders. Also, the engineering status of the various elements of the physical road infrastructure is a factor in crash risk, such as the sharpness of curves, the shoulder width, the sight distance, and the condition of traffic control devices.

Since many factors affect road safety, the countermeasures available to improve operating conditions at select sites are also numerous and diverse, often addressing more than one factor. These measures may include targeted police enforcement, (driver) education, or road engineering enhancement, as well as many other practices.

Before adequate safety countermeasures can be applied, the road network must be screened to identify locations that need safety improvements. This 2012 Five-Percent Report provides a list of Indiana locations with safety needs. This report also presents the screening method and the accompanied implementation effort. Since the 2011 Five-Percent Report, the following advancements have been made and incorporated in this year's report:

- The latest 2011 crashes were assigned to segments and intersections and combined with the previously assigned crashes for 2008 and 2009. Selection and ranking criteria are based on crashes reported for the 2009-2011 period.
- The safety performance functions for INDOT jurisdiction roads were re-estimated using the 2009-2011 crash data.
- Another important improvement was updating the Indiana average crash costs for various types of locations consistent with the screening method. This update has allowed more accurate estimation of the economic costs caused by crashes at screening locations. The unit costs for fatal and incapacitating injury (KA) crashes, non-incapacitating and possible injury (BC) crashes and PDO crashes were calculated for each type of segment and intersection.
- The crash assignment method utilized in the Indiana network was updated for road segments and intersections. For this method, all crashes that occur within a 250 foot radius of the intersection are assigned to the intersection.
- The electronic representation of the Indiana road network was changed based on the INDOT ArcGIS map. Intersections were created on this map. Segments were created from intersection to intersection, then all segments were divided to create urban roadway segments of approximately 0.25 miles long and rural segments approximately 0.5 miles long.
- A more accurate method for crash assignment was developed taking into account both crash location and road characteristics as well as road names.
- Both Crash Cost Index ( $I_{CC}$ ) and Crash Frequency Index ( $I_{CF}$ ) were estimated for each segment and road type to rank state and local roads. The calculation of both  $I_{CC}$  and  $I_{CF}$  indexes are explained below.

## 2.0 Identification Method

Road locations with severe safety needs are identified using ArcGIS and statistical modeling. Most of the steps leading to the identification of the five percent locations were facilitated through the mapping features of ArcGIS. Several ArcGIS features like 'Proximity Analysis' and 'Model Builder' were used. Statistical models and analysis were carried out with *Statistical Analysis System* (SAS) software which is an integrated system of software products provided by SAS Institute Inc.

## ***Road Locations***

A *road location* is a road intersection, a road segment/interchange road segment or a ramp

A *road intersection* is a portion of the roads within the intersection impact zone. The intersection center is defined as a point, and the 250-foot segments adjacent to the intersection point define the intersection impact zone.

A *road segment* is the roadway that stretches between the intersection or interchange impact zones. Long road segments are divided into smaller parts to allow more specific location of specific areas with safety needs (such as curves). Rural segments longer than 0.5 mile are divided into sub-segments whose lengths are as close to 0.5 mile as possible. Urban road segments longer than 0.25 mile are divided into sub-segments whose lengths are as close to 0.25 mile as possible.

An *interchange road segment* is comprised of a portion of the roads within the interchange impact zone. The interchange impact zone consists of freeway and non-freeway (crossing roadway) segments. For freeway segments the interchange zone extends 1500 ft beyond the farthest merging or diverging point. The non-freeway segments extend 250 ft beyond the farthest merging or diverging point

A *ramp* is the part of an interchange that permits traffic from one highway to pass through the junction without directly crossing the other traffic stream. For the Five Percent Report, the ramp layer used for analysis has three major configurations: *diagonal ramps* or simply ramps which is commonly used in diamond interchange, *loop ramps* or simply loops commonly used in cloverleaf type interchanges and *connectors*. There are a few miscellaneous categories as well. For developing safety performance functions connectors and other miscellaneous configurations are grouped together as ‘connectors/others’ type.

Evaluated in the 2012 Five-Percent Report are 195,114 intersections (23,842 state intersections and 171,272 local intersections) and 433,598 road segments (38,386 state segments and 393,816 local segments). An additional 685 road interchange segments (303 freeway segments and 382 non-freeway segments) represent a total of 340 interchange facilities. Interchange facilities include diamond, full and partial clover-leaf, directional, trumpet, jug-handle and other types of facilities. All freeway interchange segments are part of the INDOT jurisdiction road system while the non-freeway roadway segments can be INDOT roads or local road segments. Finally, 2,135 ramps (1,549 diagonal ramps, 391 loops, and 195 connectors/others) were evaluated in this report.

## ***Measures of Safety***

Crashes reported for the last three years (2009-2011) were assigned to intersections, road segments (including the interchange segments) and ramps. Crash severity is classified in five categories:

1. Property damage only crashes (O-type),
2. Possible Injury Crashes (C-type)
3. Non-incapacitating injury crashes (B-type),
4. Incapacitating injury crashes (A-type), and
5. Fatal crashes (K-type).

The average cost of a damaged vehicle is \$3,600 (source: National Highway Traffic Safety Administration 2000, The Economic Impact of Motor Vehicle Crashes). Cost for non-incapacitating (B) or possible (C) injury type crash is considered as \$12,400 and \$21,900, respectively. On the other hand the average cost of one fatality and one incapacitating injury is \$1,290,000 and \$67,800, respectively (source: National Safety Council, 2010, [http://www.nsc.org/news\\_resources/injury\\_and\\_death\\_statistics/Pages/EstimatingtheCostofUnintentionalInjuries.aspx](http://www.nsc.org/news_resources/injury_and_death_statistics/Pages/EstimatingtheCostofUnintentionalInjuries.aspx)). Therefore, the cost of a single crash is calculated as:

$$C = \$3,600 * DV + \$12,400 * CP + \$21,900 * BP + \$67,800 * AP + \$1,290,000 * KP$$

Where:

- C = crash cost (\$)
- KP = fatalities (persons)
- AP = incapacitating injuries (persons)
- BP = non-incapacitating injuries (persons)
- CP = possible injuries (person)
- DV = number of damaged vehicles

The average cost of a crash in a group of locations is the total cost of crashes in the group divided by the number of crashes.

## ***Safety Performance Measures***

### **State Road Segments, Ramps and Intersections**

For screening purposes, the number of KA-type crashes and crash cost and frequency indices were primarily used. These terms are discussed below:

1. All different categories of crashes based on severity can be grouped as follows: number of fatal and incapacitating injury crashes (KA), number of non-incapacitating and possible injury crashes (BC) and PDO crashes. However, for screening the road network, only KA type crashes are considered.

2. The crash cost index ( $I_{CC}$ ) is a secondary but important measure of statistical significance. A value of the crash cost index higher than a threshold value of (1.5 or 2) indicates that the total crash cost at a location is significantly higher than the cost expected for the exposure and the type of location. Use of this indicator increases the chance that the identified locations are those with actual safety needs and not those experiencing a random flux of severe crashes.
3. The crash frequency index ( $I_{CF}$ ) also serves as a measure of statistical significance. A value of the crash frequency index higher than a threshold value of (1.5 or 2) indicates that the total crash frequency at a location is significantly higher than the frequency expected for the exposure and the type of location. Use of this indicator increases the chance that the identified locations are those with actual safety needs and not those experiencing a random flux of crashes.

The first criterion makes the selection process consistent with the current safety management goal of reducing the frequency of severe crashes while the indices criterion makes the screening process statistically sound.

The crash cost index ( $I_{CC}$ ) is the difference between the actual crash cost and the expected crash cost divided by the standard deviation of the difference estimates. The crash frequency index ( $I_{CF}$ ) is an indicator of an excessive number of crashes at a particular location, irrespective of the injury severity. This can help to pinpoint a particular roadway or driver related problem that is contributing for such excessive crash frequency.

$I_{CC}$  and  $I_{CF}$  are calculated as follows:

$$I_{CC} = \frac{L - \bar{L}}{\sqrt{\sigma_L^2 + \sigma_{\bar{L}}^2}}$$

$$L = C_{PD} \cdot PD + C_{KA} \cdot KA + C_{BC} \cdot BC$$

$$\bar{L} = C_{PD} \cdot a_{PD} + C_{KA} \cdot a_{KA} + C_{BC} \cdot a_{BC}$$

$$\sigma_L^2 = C_{PD}^2 \cdot PD + C_{KA}^2 \cdot KA + C_{BC}^2 \cdot BC$$

$$\sigma_{\bar{L}}^2 = C_{PD}^2 \cdot a_{PD}^2 \cdot D_{PD} + C_{KA}^2 \cdot a_{KA}^2 \cdot D_{KA} + C_{BC}^2 \cdot a_{BC}^2 \cdot D_{BC}$$

$$I_{CF} = \frac{TC - \bar{TC}}{\sqrt{\sigma_{TC}^2 + \sigma_{\bar{TC}}^2}}$$

$$TC = PD + KA + BC$$

$$\bar{TC} = a_{PD} + a_{KA} + a_{BC}$$

$$\sigma_{TC}^2 = PD + KA + BC = TC$$

$$\sigma_{\bar{TC}}^2 = a_{PD}^2 \cdot D_{PD} + a_{KA}^2 \cdot D_{KA} + a_{BC}^2 \cdot D_{BC}$$

The notation used in the above equations is explained below. The quantities apply to individual road segments, ramps and intersections and to the analyzed three-year period:

$I_{CC}$  = crash cost index,

$L$  = total cost of crashes,

$\bar{L}$  = expected total cost of crashes,

$\sigma_L^2$  = variance of the cost of crashes,

$\sigma_{\bar{L}}^2$  = variance of the expected cost of crashes estimate,

$I_{CF}$  = crash frequency index,

$TC$  = number of crashes,

$\bar{TC}$  = expected number of crashes,

$\sigma_{TC}^2$  = variance of number of crashes,

$\sigma_{\bar{TC}}^2$  = variance of expected number of crashes estimate,

$PD$  = number of property-damage-only crashes,

$KA$  = number of fatal and incapacitating crashes,

$BC$  = number of non-incapacitating and possible crashes,

$C_{PD}$  = average PD crash cost,

$C_{KA}$  = average KA crash cost,

$C_{BC}$  = average BC crash cost,

$a_{PD}$  = expected number of PDO crashes,

$a_{KA}$  = expected number of KA crashes,

$a_{BC}$  = expected number of BC crashes,

$D_{PD}$  = over-dispersion parameter for  $a_{PD}$  estimate,

$D_{KA}$  = over-dispersion parameter for  $a_{KA}$  estimate.

$D_{BC}$  = over-dispersion parameter for  $a_{BC}$  estimate.

## Local Road Segments and Intersections

Local features were grouped by the characteristics that might affect road safety, and then the expected crash costs and frequencies for local roads as well as the variances were estimated for each group. The actual crash cost on a road is compared to the expected crash cost to verify if this road has safety needs.

The index of crash cost ( $I_{CC}$ ) and the index of crash frequency ( $I_{CF}$ ) are computed for local intersections using the following set of formulae:

$$I_{CC} = \frac{L - \bar{L}}{\sqrt{\sigma_L^2 + \sigma_{\bar{L}}^2}},$$
$$L = C_{PD} \cdot PD + C_{KA} \cdot KA + C_{BC} \cdot BC,$$
$$\sigma_L^2 = C_{PD}^2 \cdot PD + C_{KA}^2 \cdot KA + C_{BC}^2 \cdot BC,$$
$$I_{CF} = \frac{TC - \bar{TC}}{\sqrt{\sigma_{TC}^2 + \sigma_{\bar{TC}}^2}},$$
$$TC = PD + KA + BC,$$
$$\sigma_{TC}^2 = PD + KA + BC = TC,$$

The notation used in the above equations is explained below. The quantities apply to individual local intersections and to the analyzed three-year period:

$I_{CC}$  = crash cost index,  
 $L$  = total cost of crashes,  
 $\bar{L}$  = expected total cost of crashes,  
 $\sigma_L^2$  = variance of the cost of crashes,  
 $\sigma_{\bar{L}}^2$  = variance of the expected cost of crashes estimate,

$I_{CF}$  = crash frequency index,  
 $TC$  = number of crashes,  
 $\bar{TC}$  = expected number of crashes,  
 $\sigma_{TC}^2$  = variance of number of crashes,  
 $\sigma_{\bar{TC}}^2$  = variance of expected number of crashes estimate,

$PD$  = number of property-damage-only crashes,  
 $KA$  = number of fatal and incapacitating crashes,  
 $BC$  = number of non-incapacitating and possible crashes,  
 $C_{PD}$  = average PD crash cost,  
 $C_{KA}$  = average KA crash cost,  
 $C_{BC}$  = average BC crash cost.

The index of crash cost ( $I_{CC}$ ) and the index of crash frequency ( $I_{CF}$ ) are computed for local segments using the following set of formulae:

$$I_{CC} = \frac{DL - \overline{DL}}{\sqrt{\sigma_{DL}^2 + \sigma_{\overline{DL}}^2}},$$

$$DL = \frac{1}{S} (C_{PD} \cdot PD + C_{KA} \cdot KA + C_{BC} \cdot BC),$$

$$\sigma_D^2 = \frac{1}{S^2} (C_{PD}^2 \cdot PD + C_{KA}^2 \cdot KA + C_{BC}^2 \cdot BC),$$

$$I_{CF} = \frac{CD - \overline{CD}}{\sqrt{\sigma_{CD}^2 + \sigma_{\overline{CD}}^2}},$$

$$CD = \frac{1}{S} (PD + KA + BC),$$

$$\sigma_{CD}^2 = \frac{1}{S^2} (PD + KA + BC).$$

The notation used in the above equations is explained below. The quantities apply to individual local road segments and intersections and to the analyzed three-year period:

$I_{CC}$  = crash cost index,

$DL$  = crash cost density on a road segment,

$\overline{DL}$  = expected crash cost density on a road segment,

$\sigma_{DL}^2$  = variance of crash cost density for a road segment,

$\sigma_{\overline{DL}}^2$  = variance of expected crash cost density estimate for a road segment,

$I_{CF}$  = crash frequency index,

$CD$  = crash frequency density for a road segment,

$\overline{CD}$  = average crash frequency for a road segment,

$\sigma_{CD}^2$  = variance of crash density for a road segment,

$\sigma_{\overline{CD}}^2$  = variance of expected crash density estimate for a road segment,

$S$  = segment length (mi),

$PD$  = number of property-damage-only crashes,

$KA$  = number of fatal and incapacitating crashes,

$BC$  = number of non-incapacitating and possible crashes,

$C_{PD}$  = average PD crash cost,

$C_{KA}$  = average KA crash cost,

$C_{BC}$  = average BC crash cost.

### **3.0 Five Percent List**

The 2012 Five Percent Report identifies road locations with the most severe safety needs through selecting intersections and road segments that are experiencing fatal and severe crashes. The state/local road segments and intersections were then ranked using the crash cost index and the crash frequency index. The five percent selection was determined as follows:

#### ***INDOT Jurisdiction Roads***

INDOT jurisdiction road facility types include intersections, segments/interchange roadway segments, and ramps were first selected if they experienced at least two fatal or incapacitating injury crashes (KA). The lists were combined and sorted in descending order first by crash cost index ( $I_{CC}$ ) and then by the crash frequency ( $I_{CF}$ ) index. The number of fatal and serious crashes was accumulated until it equaled five percent of the fatal and serious crashes that occurred on the particular INDOT jurisdiction road facility for the analysis period from 2009 to 2011.

#### ***Local Roads***

Local road intersections and segments were selected if they experienced at least two fatal or serious injury crashes. The lists were combined and sorted in descending order first by crash cost index ( $I_{CC}$ ) and then by the crash frequency ( $I_{CF}$ ) index. The number of fatal and serious crashes was accumulated until it equaled five percent of the fatal and serious crashes that occurred on local road intersections and segments for the three-year period from 2009 to 2011.

#### ***INDOT Jurisdiction Ramps***

INDOT jurisdiction ramps were selected if they experienced at least two fatal or serious injury crashes. The lists were combined and sorted in descending order first by crash cost index ( $I_{CC}$ ) and then by the crash frequency ( $I_{CF}$ ) index. The number of fatal and serious crashes was accumulated to at least get the sufficient counts (i.e. five percent of total KA crashes that occurred on ramps) during the analysis period from 2009 to 2011. No local jurisdiction ramps appeared on this year's Five Percent location list.

## Sites Identified

Table 1 shows total crash counts for three-year period (2009-2011) by all three major types of roadway locations considered (i.e. segment, intersection and ramps).

**Table 1 Distribution of Total Crashes (2009-2011)**

<b>Year</b>	<b>Total Crashes</b>
2009	189,865
2010	193,092
2011	188,232
<i>Total</i>	<i>571,181</i>

Table 2 shows the linked crash counts considered for 2012 Five Percent Report by major types of road locations. About 74 percent of total crashes have been linked to the network used for the 2012 Five Percent Report based on the available geo-coding information.

**Table 2 Distribution of Assigned Crashes (2009-2011)**

<b>Year</b>	<b>Linked crashes</b>			
	<b>Total (% of link)</b>	<b>Road Segment/Interchange Segment</b>	<b>Intersection</b>	<b>Ramp</b>
2009	140,925 74.2%	100,589	33,621	6,715
2010	138,035 71.5%	98,574	32,878	6,583
2011	142,883 75.9%	101,582	33,645	7,656
<b>Total</b>	<b>421,843 73.9%</b>	<b>300,745</b>	<b>100,144</b>	<b>20,954</b>

There were total 8,202 fatal and incapacitating crashes (KA) linked to the network for the analysis year period. The 2012 Five Percent Report list consists of 153 locations of which there are 15 state intersections, 35 state segments, 21 local intersections and 75 local segments. There were also 7 ramps listed. These 153 locations represent 5.1% of the linked KA type crashes. Table 3 shows the detailed information of linked crash counts on the roadway network by INDOT State Jurisdiction/Local segments, intersections and ramps along with the breakdown of this information for listed locations in the 2012 Five Percent Report.

**Table 3 Severe Crash Counts (KA) by Network and Five Percent Locations**

Location Type	Total Assigned Crashes (KA)	Number of locations in 5% report	Crashes (KA) on 5% listed locations	Percent of Total
INDOT Jurisdiction Road Intersections	791	15	47	5.9%
INDOT Jurisdiction Road Segments	2,752	35	140	5.1%
Local Intersections	1,163	21	58	5.0%
Local Segments	3,141	75	158	5.0%
INDOT Jurisdiction Ramps	355	7	18	5.1%
<i>Total</i>	<i>8,202</i>	<i>153</i>	<i>421</i>	<i>5.1%</i>

Appendix A shows the 2012 Five Percent Report list of road locations.

#### **4.0 Conclusion**

The 2012 Five Percent Report uses a methodology similar to the one described in the previous year's report. Important improvements were applied in this year's report such as: the use of a new crash assignment procedure, and the new electronic representation of the network.

In using the new crash assignment method, approximately 74% of reported crashes were assigned to the network.

The safety performance functions for state roads were estimated using new 2011 crash data for three levels of crash severities (KA, BC and O). Also the classification for crash frequency and cost were revised using the 2011 crash data for local road segments and intersections. Another important improvement is updating the Indiana average crash costs for various types of locations consistent with the screening method. This update has allowed more accurate estimation of economic costs caused by crashes at screening locations.

Multiple factors contribute to crash events, and for that reason, different countermeasures to reduce crash risk may be appropriate at different locations. For example, in some cases police enforcement is the most effective measure, while in other road engineering methods, such as road geometry or traffic control improvements, are most advisable. At other locations yet another combination of these treatments works best.

The methodology used in selecting Indiana's five percent locations is based on research conducted at Purdue University. The research report is available upon request.

## **5.0 Contact Person**

John L. Nagle  
Safety Management Engineer  
Indiana Department of Transportation  
100 North Senate, IGCN-955  
Indianapolis, Indiana 46204

E-mail: [jnagle@indot.in.gov](mailto:jnagle@indot.in.gov)  
Phone: 317-232-5464  
Fax: 317-232-5478

## Appendix A: Five Percent Report Lists

### List of Abbreviations used in the table

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No. of Person. Killed	KP
No. of Incapacitating Injuries (people)	AP
No. of Non-incapacitating Injuries (people)	BP
No. of Possible Injuries (people)	CP
No. of Damaged Vehicles	DV
No. of Fatal and Incapacitating Injury Crashes in 3 years	KA
No. of Non-Incapacitating and Possible Injury Crashes in 3 years	BC
No. of Property-Damage-Only Crashes in 3 years	O
No. of Total Crashes in 3 years	TC
Index of Crash Cost	ICC
Index of Crash Frequency	ICF

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**Table A.1: 2012 Five Percent List for INDOT Jurisdiction Road Intersections**

<b>Table A.1: 2012 Five Percent List for INDOT Jurisdiction Road Intersections 1/2</b>															
ID	GIS Coordinates	Location	City	County	Fatal Injuries (KP)	Incapac. Inj. (AP)	Non-incapacitating Injuries (BP)	Possible Injuries (CP)	No. of Damaged Vehicles (DV)	Fatal & Incap. Inj. Crash (KA)	Non-Incap & Pos In. Crash (BC)	PDO Crash (O)	Total Crash (TC)	Index of Crash Frequency (ICF)	Index of Crash Cost (ICC)
180375	41.11833, -85.13535	Intersection of SR 930 (Coliseum Blvd E) at Coldwater Rd (~0.72 mi E of US 27) MP 142.57	Fort Wayne	Allen	0	5	31	7	346	4	22	95	121	4.31	3.43
105751	40.03262, -86.13503	Intersection of US 31 (N Meridian St) at E 169th St (~8.05 mi N of I-465 (N leg)) MP 131.43	N of Westfield	Hamilton	1	2	5	14	47	2	9	19	30	3.12	2.15
98446	40.11496, -86.17534	Intersection of SR 38 (S White Ave) at 6 Points Rd/ W 226th St (~2.89 mi NW of US 31 (Westfield Blvd)) MP 47.45	N of Noblesville	Hamilton	2	6	8	0	19	4	6	4	14	3.5	2.24
82035	39.76365, -86.33682	Intersection of US 36 (Rockville Rd) at Ronald Reagan Pkwy (~3.70 mi W of I-465 (W leg)) MP 64.85	Avon	Hendricks	0	5	15	5	168	4	13	44	61	6.01	2.65
15976	41.48152, -87.43195	Intersection of US 30 (W Lincoln Hwy) at Cline Ave (3.58 mi W of SR 55) MP 4.70	Schererville	Lake	0	5	20	14	134	4	20	39	63	1.45	2.41
52156	41.68030, -86.89391	Intersection of US 421 (Franklin St) at US 20 (~1.53 mi N of I-94) MP 281.87	Michigan City	LaPorte	1	1	10	1	215	2	9	51	62	2.27	2.04
154169	40.07172, -85.65271	Intersection of SR 9 (Scatterfield Rd) at E 43rd St (~1.27 mi N of I-69) MP 69.53	Anderson	Madison	0	4	4	6	44	3	6	9	18	1.87	2.03

**Table A.1: 2012 Five Percent List for INDOT Jurisdiction Road Intersections 2/2**

ID	GIS Coordinates	Location	City	County	Fatal Injuries (KP)	Incapac. Inj. (AP)	Non-incapacitating Injuries (BP)	Possible Injuries (CP)	No. of Damaged Vehicles (DV)	Fatal & Incap. Inj. Crash (KA)	Non-Incap & Pos In. Crash (BC)	PDO Crash (O)	Total Crash (TC)	Index of Crash Frequency (ICF)	Index of Crash Cost (ICC)
154153	40.06629, -85.65276	Intersection of SR 9 (Scatterfield Rd) at Charles St (~0.93 mi S of I-69) MP 69.20	Anderson	Madison	0	3	22	4	127	3	13	36	52	6.91	3.02
82524	39.76365, -86.32678	Intersection of US 36 (Rockville Rd) at N Raceway Rd (~3.22 mi W of I-465 (W leg)) MP 65.37	Indianapolis	Marion	0	4	12	1	197	4	13	52	69	1.57	2.1
39352	41.55032, -87.14346	Intersection of US 6 (37th Ave) at CR N 400 W (~1.00 mi W of SR 149) MP 22.27	Portage	Porter	0	3	24	5	59	2	15	19	36	2.49	2.38
37943	41.55055, -87.16323	Intersection of US 6 (37th Ave) at Airport Rd/ CR N 500 W (~2.03 mi W of SR 149) MP 21.28	Portage	Porter	0	4	19	2	70	4	14	19	37	2.24	2.61
2992	37.97778, -87.58118	Intersection of SR 62 (W Lloyd Expy) at N Fulton Ave (~2.02 mi W of US 41) MP 25.46	Evansville	Vanderburgh	0	2	11	8	145	2	12	48	62	2.21	2.09
1975	37.97641, -87.63698	Intersection of SR 62 (W Lloyd Expy) at S Red Bank Rd (~5.07 mi W of US 41) MP 22.37	W of Evansville	Vanderburgh	0	4	17	7	233	2	13	76	91	2.84	2.31
4756	38.07950, -87.55475	Intersection of US 41 at E Hillsdale Rd (~2.08 mi NW of SR 57) MP 11.00	N of Evansville	Vanderburgh	0	3	26	0	47	2	12	14	28	3.92	2.39
1667	38.03853, -87.67082	Intersection of SR 66 (Diamond Ave) at N St Joseph Rd (~2.20 NW of SR 65 (Big Cynthiana Rd)) MP 16.46	NW of Evansville	Vanderburgh	3	5	11	1	47	5	4	14	23	4.35	2.43

**Table A2: 2012 Five Percent List For INDOT Road Segments**

<b>Table A2: 2012 Five Percent List For INDOT Jurisdiction Road Segments 1/5</b>																
ID	GIS Coordinates		Locations	City	County	Fatal Injuries (KP)	Incapac. Inj. (AP)	Non-incapacitating Injuries (BP)	Possible Injuries (CP)	No. of Damaged Vehicles (DV)	Fatal & Incap. Inj. Crash (KA)	Non-Incap & Pos In. Crash (BC)	PDO Crash (O)	Total Crash (TC)	Index of Crash Frequency (ICF)	Index of Crash Cost (ICC)
	Start	End														
37	40.988754, -85.067437	40.989676, -85.064915	I-469/US 24 from 1.07 mi to 1.22 mi E of US27/US33 (MP 12.64 to MP 12.79)	Fort Wayne	Allen	0	4	7	0	32	2	3	16	21	1.71	4.47
427130	40.91660, -85.167085	40.923870, -85.167000	SR 1 (Bluffton Rd) from S County Line Rd W (~2.60 mi S of I-469 (S leg)) to N 0.50 mi (MP 137.20 to 137.70)	S of Yoder	Allen	1	6	2	0	11	4	1	4	9	0.94	1.92
228	38.319287, -85.75273	38.31989, -85.751837	US 31 from I-65 to NE 0.06 mi (Charelstown/New Albany Pike) (MP 3.71 to MP 3.86)	Sellersburg	Clark	0	2	36	0	325	2	28	103	133	4.47	5.28
234	38.275479, -85.749161	38.269431, -85.745925	I-65 from Market St to 0.45 mi N of Market St (MP 0.32 to MP 0.77)	Jeffersonville	Clark	0	6	67	12	632	4	53	175	232	3.55	3.31
26197	41.265521, -85.086623	41.272761, -85.086771	I-69 from 7.38 mi to 6.88 mi (CR 72) N of I-469 (N leg) ( MP 122.00 to 122.50)	Auburn	DeKalb	0	5	4	0	57	4	1	22	27	1.92	1.93
31537	41.745778, -85.974528	41.748437, -85.975169	SR 19 from 1.02 mi N of I-80/I-90 (TollRoad) (Roseland Rd) to N 1.21 mi (N Shore Dr) (MP 122.35 to MP 122.53)	Elkhart	Elkhart	2	3	2	0	19	5	1	10	16	2.08	2.28
241	38.312030, -85.847208	38.309185, -85.844006	I-265/SR 62 Interchange (001 on I-265) on State St from 0.07 mi SE of the I-265 NB off/on ramps to 0.07 mi NW of the I-265 SB off/on ramps (MP 0.84)	New Albany	Floyd	0	2	27	2	297	2	26	94	122	4.7	4.15

**Table A2: 2012 Five Percent List For INDOT Jurisdiction Road Segments 2/5**

ID	GIS Coordinates Start End		Locations	City	County	Fatal Injuries (KP)	Incapac. Inj. (AP)	Non-incapacitating Injuries (BP)	Possible Injuries (CP)	No. of Damaged Vehicles (DV)	Fatal & Incap. Inj. Crash (KA)	Non-Incap & Pos In. Crash (BC)	PDO Crash (O)	Total Crash (TC)	Index of Crash Frequency (lcr)	Index of Crash Cost (lcc)
258	38.289045, -85.914325	38.287394, -85.912127	SR 64 from 0.17 mi NW of I-64 WB off/on ramps to I-64 (MP 107.49)	Georgetown	Floyd	0	2	6	2	85	2	5	28	35	1.91	3.84
248	38.301517, -85.860094	38.301397, -85.853376	I-64 from 4.70 mi to 1.00 mi W I-64/ I-265 jct (MP 121.11 to MP 121.61)	New Albany	Floyd	0	2	37	8	176	2	27	62	91	3.62	3.06
249	38.301396, -85.853375	38.297055, -85.842979	I-64/SR 62 from I-265 to E 0.64 mi ( MP 121.61 to MP 122.25)	New Albany	Floyd	0	5	65	12	376	5	50	130	185	1.68	2.1
14945	39.938551, -86.0211	39.94191 , -86.018652	I-69/SR 37 from 1.92 mi to 1.66 mi S of I-69/SR 37 jct (MP 3.48 to 3.74)	Fishers	Hamilton	0	2	13	0	138	2	9	50	61	3.45	2.06
122	39.824386, -85.769973	39.822777, -85.769929	SR 9 from 0.12 mi to 0.23 mi N of I-70 (MP 48.90 to MP 49.01)	Greenfield	Hancock	0	4	15	3	82	4	6	25	35	0.73	3.37
339	39.670061, -86.370733	39.666302, -86.370463	SR 267 from 0.60 mi S of I-70 EB off/on ramps to 0.60 mi N of I-70 WB off/on ramps (MP 4.74 to MP 5.24)	Plainfield	Hendricks	6	7	17	0	229	5	13	77	95	3.62	5.83
12823	39.757464, -86.457242	39.759181, -86.433407	US 36 (Rockville Rd) from 3.74 mi E of SR 39 (S CR 400 E) to E 1.28 mi (S CR 525 E) (MP 58.35 to MP 59.69)	Brownsburg	Hendricks	0	2	1	1	313	2	2	126	130	9.56	2.46

**Table A2: 2012 Five Percent List For INDOT Jurisdiction Road Segments 3/5**

ID	GIS Coordinates Start                      End		Locations	City	County	Fatal Injuries (KP)	Incapac. Inj. (AP)	Non-incapacitating Injuries (BP)	Possible Injuries (CP)	No. of Damaged Vehicles (DV)	Fatal & Incap. Inj. Crash (KA)	Non-Incap & Pos In. Crash (BC)	PDO Crash (O)	Total Crash (TC)	Index of Crash Frequency (ICF)	Index of Crash Cost (ICC)
37835	39.631925, -86.124099	39.635505, -86.126642	US 31 from 4.93 mi N to 4.67 mi S of I-465 (County Line Rd) (MP 102.24 to 102.50)	Greenwood	Johnson	0	2	20	4	168	2	21	44	67	3.56	2.87
719	38.657365, -87.51583	38.659915, -87.512038	US 41 from 0.89 mi to 1.16 mi NE of SR 441 (MP 53.11 to MP 53.38)	Vincennes	Knox	0	4	35	2	109	4	15	35	54	0.84	2.72
563	41.572017, -87.284757	41.572357, -87.282897	I-80/I-94/US 6 from 0.07 mi W to 0.03 mi E of Central Ave (MP 12.60 to MP 12.70)	Lake Station	Lake	2	1	33	3	543	3	23	183	209	6.97	7.27
572	41.569561, -87.36676	41.567565, -87.346531	I-80/I-94 from 0.55 mi W to 0.50 mi E of SR 55 (Grant St) (MP 8.41 to MP 8.46)	Lake Station	Lake	0	10	157	6	2017	9	118	614	741	5.26	3.51
583	41.574063, -87.472537	41.57389, -87.449193	I-80/I-94/US 6 (Borman Expy) from 0.40 mi E of US 41/SR 152 (Indianapolis, Blvd) to E 1.61 mi E / 0.57 mi W to 0.62 mi E of the Kennedy Ave Interchange (MP 2.39 to MP 4.00)	Hammond	Lake	0	11	116	7	881	11	87	328	426	2.23	2.22
30653	41.680296, -86.893913	41.680266, -86.890454	US 20 from US 421 (Franklin St) to E 0.18 mi (MP 40.02 to MP 40.20)	Michigan City	LaPorte	1	3	10	3	116	3	6	47	56	5.41	2.5
30597	41.672626, -86.893916	41.676052, -86.893889	US 421 (Franklin St) from 0.32 mi to 0.53 mi (Village Rd) S of US 20 (MP 231.36 to 231.56)	Michigan City	LaPorte	1	3	3	0	68	3	2	26	31	2.53	1.95

**Table A2: 2012 Five Percent List For INDOT Jurisdiction Road Segments 4/5**

ID	GIS Coordinates Start                      End		Locations	City	County	Fatal Injuries (KP)	Incapac. Inj. (AP)	Non-incapacitating Injuries (BP)	Possible Injuries (CP)	No. of Damaged Vehicles (DV)	Fatal & Incap. Inj. Crash (KA)	Non-Incap & Pos In. Crash (BC)	PDO Crash (O)	Total Crash (TC)	Index of Crash Frequency (ICF)	Index of Crash Cost (ICC)
323	39.753376, -86.154917	39.753325, -86.152925	I-70 from Madison Ave to 0.10 mi E of Madison Ave / 7.37 mi E to 7.47 mi E of I-465 (MP 80.41 to MP 80.1)	Indianapolis	Marion	1	3	22	0	90	2	9	34	45	2.52	4.46
302	39.730823, -86.242876	39.731912, -86.24137	I-70 from 0.05 mi SW to 0.5 mi NE of Sam Jones Expy / 1.72 to 1.82 mi E of I-465 (MP 74.66 to MP 74.76)	Indianapolis	Marion	1	1	27	1	288	2	22	111	135	4.14	4.44
324	39.75351, -86.161406	39.753377, -86.154949	I-70 from 0.12 mi E to 0.22 mi W of Meridian St / 6.90 mi E to 7.37 mi E of I-465 (MP 79.96 to MP 80.41)	Indianapolis	Marion	1	7	51	0	211	6	26	69	101	1.66	3.53
263	39.924447, -86.123035	39.923223, -86.118877	I-465 (N Leg) from 1.92 mi E to 2.22 mi E of US 31/Meridian St (MP 32.64 to MP 32.87)	Indianapolis	Marion	1	2	22	0	233	3	10	82	95	2.53	2.9
12496	39.704012, -86.093308	39.704281, -86.10328	I-465 (S Leg)/I-74/US 31/US 36/US 40/US 52/SR 37/SR 67 from 0.27 mi (over S Sherman Dr) to 0.81 mi E of I-65 (MP 52.38 to MP 52.92)	Indianapolis	Marion	0	3	29	3	313	3	21	99	123	2.84	2.42
319	39.742549, -86.137429	39.729186, -86.135535	I-65 from 0.88 mi S of I-65/I-70 S Split to 1.83 mi S / 0.34 mi N to 0.61 mi S of Raymond St Interchange) (MP 108.70 to MP 109.65)	Indianapolis	Marion	2	11	47	0	741	11	38	278	327	2.21	2.34
186	39.646174, -86.0741	39.636586, -86.074084	I-65 from 4.55 mi to 5.22 mi (County Line Rd) S of I-465 (S Leg) (MP 100.78 to MP 101.44)	Indianapolis	Marion	1	9	60	0	442	7	44	133	184	1.55	2.3

**Table A2: 2012 Five Percent List For INDOT Jurisdiction Road Segments 5/5**

ID	GIS Coordinates		Locations	City	County	Fatal Injuries (KP)	Incapac. Inj. (AP)	Non-incapacitating Injuries (BP)	Possible Injuries (CP)	No. of Damaged Vehicles (DV)	Fatal & Incap. Inj. Crash (KA)	Non-Incap & Pos In. Crash (BC)	PDO Crash (O)	Total Crash (TC)	Index of Crash Frequency (ICF)	Index of Crash Cost (ICC)
	Start	End														
13272	39.789278, -86.128815	39.791180, -86.125917	I-70 from 0.81 mi to 1.01 mi over Valley Ave E of I-65/I-70 N Split (MP 83.19 to MP 83.39)	Indianapolis	Marion	2	1	24	0	120	3	13	48	64	2.52	2.2
310	39.693944, -86.2477	39.692265, -86.231621	I-465 (S Leg)/I-74/US 36/US 40/US 52/SR 67 from 0.93 mi E to 1.81 mi E of SR 67 /0.27 mi W to 0.60 mi E of Mann Rd (MP 7.06 to MP 7.93)	Indianapolis	Marion	0	8	78	2	538	8	53	212	273	1.87	2.1
320	39.751555, -86.144145	39.745954, -86.13863	I-65 from 0.65 mi to 0.10 mi (over E Morris St) S of I-65/I-70 (W/E) jct (MP 109.18 to 110.73)	Indianapolis	Marion	0	4	29	0	453	4	22	156	182	2.28	2
305290	41.238033, -86.261177	41.244382, -86.261267	US 31 from SR 10/Indiana Ave N 0.43 mi to Marshall St/16th Road (MP 217.58 to MP 218.01)	E of Argos	Marshall	0	5	11	2	29	3	5	8	16	2.50	1.90
549	41.607083, -87.108886	41.60708, -87.106577	Interchange 022 on I-94 from 0.4 mi W and 0.8 mi over E of US 20 (Melton Rd) (MP 22.30 to 22.42)	Chesterton	Porter	0	3	6	4	115	2	8	40	50	1.14	2.02
658	37.977015, -87.543817	37.973642, -87.54378	US 41 from 0.25 mi S (Walnut St) of SR 62/SR66/Lloyd Expy/Division St to SR 62/SR66/Lloyd Expy/Division St (MP 3.55 to MP 3.80)	Evansville	Vanderburgh	0	3	32	22	531	3	36	166	205	2.99	3.07
659	37.977065, -87.54816	37.977397, -87.543809	SR 62/E Lloyd Expy from 0.24 mi W of US 41 to US 41 (MP 27.21 to MP 27.44)	Evansville	Vanderburgh	0	3	21	21	537	3	33	186	222	2.79	2.64

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**Table A3: Five Percent List for Local Intersections**

<b>Table A3: Five Percent List for Local Intersections 1/3</b>															
ID	GIS Coordinates	Location	CITY	COUNTY	Fatal Injuries (~KP)	Incapac. Inj. (~AP)	Non-incapacitating Injuries (~BP)	Possible Injuries (~CP)	No. of Damaged Vehicles (~DV)	Fatal & Incap. Inj. Crash (~KA)	Incap. & Possb. Inj. Crash (~BC)	PDO Crash (~O)	Total Crash (~TC)	Index of Crash Frequency (~ICF)	Index of Crash Cost (~ICC)
179051	41.07481, -85.14781	Intersection of W Jefferson Blvd at Broadway (~0.57 mi W of US 27 (S Clinton St))	Fort Wayne	Allen	0	3	14	3	75	3	9	22	34	3.23	2.44
135629	41.65977, -85.87956	Intersection of CR 117 at CR 18 (~0.51 mi S of US 20 (St Joseph Valley Pkwy))	NE of Dunlap	Elkhart	0	5	9	0	27	5	1	9	15	3.79	2.41
7015	41.61933, -87.52119	Intersection of Sibley St at Hohman Ave (~0.72 mi NW of US 41 (Calumet Ave))	Calumet City	Lake	0	3	4	7	62	3	7	19	29	3.99	2.46
28353	41.4347, -87.3163	Intersection of E 101st Ave at Mississippi St (~0.26 mi E of I-65)	NE of Crown Point	Lake	0	4	13	1	20	3	7	9	19	2.85	2.27
123812	39.80402, -86.00955	Intersection of E 25th St at N Post Rd (~0.20 mi N of I-70)	Indianapolis	Marion	0	4	36	0	166	4	25	49	78	6.46	3.85
108466	39.83489, -86.12178	Intersection of at N Keystone Ave at E Fall Creek Pkwy N Dr/Binford Blvd (~ 2.67 mi N of I-70)	Indianapolis	Marion	0	4	28	1	130	3	21	35	59	5.2	3.37
109374	39.63561, -86.11697	Intersection of County Line Rd at N Madison Ave(~0.51 mi E of US 31)	Indianapolis	Marion	0	3	23	3	167	3	15	54	72	6.08	3.33

**Table A3: Five Percent List for Local Intersections 2/3**

ID	GIS Coordinates	Location	CITY	COUNTY	Fatal Injuries (~KP)	Incapac. Inj. (~AP)	Non-incapacitating Injuries (~BP)	Possible Injuries (~CP)	No. of Damaged Vehicles (~DV)	Fatal & Incap. Inj. Crash (~KA)	Non-Incap & Pos In. Crash (BC)	PDO Crash (~O)	Total Crash (~TC)	Index of Crash Frequency (~ICF)	Index of Crash Cost (~ICC)
100891	39.80834, -86.15904	Intersection of W 29th St at N Illinois St (~0.37 mi E of I-65)	Indianapolis	Marion	0	2	33	0	95	2	18	26	46	5.55	3.26
106281	39.67956, -86.13201	Intersection of E Edgewood Ave at Madison Ave (~1.62 mi W of I-65)	Indianapolis	Marion	0	3	18	2	107	3	13	27	43	5.3	2.99
119843	39.82579, -86.0458	Intersection of E 38th St at N Shadeland Ave (~0.72 mi W of I-465 (W leg))	Indianapolis	Marion	1	1	27	4	146	2	17	29	48	4.38	2.96
115084	39.66583, -86.08248	Intersection of E Southport Rd at S Emerson Ave (~0.39 mi E of I-65)	Indianapolis	Marion	0	2	14	0	149	2	10	43	55	4.91	2.74
90337	39.85328, -86.24001	Intersection of W 56th St /Eagle Creek Trail at Georgetown Rd (~1.33 mi E of I-65)	Indianapolis	Marion	1	1	12	2	114	2	12	35	49	4.46	2.72
109459	39.76839, -86.11648	Intersection of E Washington St at N/S Rural St (~1.42 mi E of I-70)	Indianapolis	Marion	0	4	19	0	81	3	11	16	30	2.87	2.47
91954	39.74995, -86.22525	Intersection of S Holt Rd at W Morris St (~0.16 mi S of I-70)	Indianapolis	Marion	0	3	14	0	88	2	9	25	36	3.4	2.32

**Table A3: Five Percent List for Local Intersections 3/3**

ID	GIS Coordinates	Location	CITY	COUNTY	Fatal Injuries (~KP)	Incapac. Inj. (~AP)	Non-incapacitating Injuries (~BP)	Possible Injuries (~CP)	No. of Damaged Vehicles (~DV)	Fatal & Incap. Inj. Crash (~KA)	Non-Incap & Pos In. Crash (BC)	PDO Crash (~O)	Total Crash (~TC)	Index of Crash Frequency (~ICF)	Index of Crash Cost (~ICC)
110085	39.84016, -86.11307	Intersection of Binford Blvd at E 46th St (~2.74 mi N Keystone Ave then 0.59 mi NE of I-70)	Indianapolis	Marion	0	4	18	1	56	2	11	14	27	2.59	2.25
118349	39.89068, -86.05841	Intersection of Binford Blvd at E 75th St (~0.37 mi SW of I-465 (N leg))	Indianapolis	Marion	0	4	6	1	57	3	6	19	28	2.68	2.21
112257	39.86237, -86.10005	Intersection of Allisonville Rd at Kessler Blvd E Dr (~3.43 mi SW of I-465 (N leg))	Indianapolis	Marion	0	3	14	0	49	3	7	10	20	1.89	2.12
36625	41.54946, -87.18253	Intersection of Willowcreek Rd at Veterans Ave (~0.07 mi S of US 6)	S of Portage	Porter	0	2	14	1	91	2	9	23	34	5.78	2.61
36596	41.57581, -87.18299	Intersection of Willowcreek Rd at Central Ave (~0.30 mi S of I-80/I-90(TollRoad))	Portage	Porter	1	2	5	2	86	2	5	25	32	4.29	2.26
4622	37.97636, -87.5567	Intersection of S Garvin at John St (~0.03 mi S of US 62)	Evansville	Vanderburgh	0	3	23	17	169	2	27	44	73	7.48	4.25
6080	37.96271, -87.52963	Intersection of Washington Ave at S Weinbach Ave(~0.72 mi E of US 41)	Evansville	Vanderburgh	0	4	7	7	122	4	11	31	46	5.55	3.05

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**Table A4 Five Percent List For Local Segments**

<b>Table A4 Five Percent List For Local Segments 1/10</b>																
ID	GIS Coordinates		Location	City	County	Fatal Injuries (KP)	Incapac. Inj. (AP)	Non-incapacitating Injuries (BP)	Possible Injuries (CP)	No. of Damaged Vehicles (DV)	Fatal & Incap. Inj. Crash (KA)	Non-Incap & Pos In. Crash (BC)	PDO Crash (O)	Total Crash (TC)	Index of Crash Frequency (ICF)	Index of Crash Cost (ICC)
	Start	End														
294779	41.134909, -85.06435	41.134994, -85.062273	St Joe Center Rd from Maplecrest Rd (~ 2.61 mi W of I-469 E Side) to W 0.11 mi (Brandonwood Ln)	Fort Wayne	Allen	0	2	14	2	62	2	6	17	25	2.46	1.90
286319	41.067802, -85.152412	41.067821, -85.150653	Taylor St from Broadway (~ 0.82 mi E of US 27 SB/Clinton St) to E 0.09 mi (Lindley Ave)	Fort Wayne	Allen	0	2	2	1	59	2	2	21	25	4.16	1.77
284095	41.056016, -85.135528	41.056027, -85.135124	Dalman Ave from US 27 SB/Clinton St (~ N of I-469) to W 0.02 mi (Piqua Ave)	Fort Wayne	Allen	0	2	1	0	2	2	0	0	2	1.33	1.41
280556	41.031805, -85.113952	41.031933, -85.112798	E Pauldin Rd from Lillie St (~0.95 mi E of US 27/Lafayette St) to E 0.06 mi (S Anthony Blvd)	Fort Wayne	Allen	0	2	1	0	17	2	0	4	6	0.91	1.40
297606	41.159681, -85.170063	41.159712, -85.165421	Broadmoor Dr from SR 3/Lima RD (~ 2.15 mi N of I-69/US 30) to W 0.24 mi (Rummel Ave)	N Fort Wayne	Allen	1	1	1	0	5	2	0	1	3	0.51	1.37
296783	41.146705, -85.174867	41.150318, -85.174958	Hanauer Rd from W Cook Rd (~ 0.55 mi W of SR 3/Lima Rd) to N 0.25 mi	N Fort Wayne	Allen	0	2	0	0	1	2	0	1	3	0.49	1.36
254046	40.641534, -86.335644	40.649081, -86.335412	S CR 200 E from 1.53 mi to 1.00 mi (E CR 800 S) of SR 218 (E CR 700 S)	Deacon	Cass	1	1	3	0	0	2	0	0	2	0.11	1.20
29460	38.310344, -85.768572	38.312694, -85.770575	Blackiston Mill Rd from E Lewis/Clark Pkwy (~ 1.03 mi SE of I-65/US 31) to NW 0.19 mi (Altawood Dr)	Clarksville	Clark	0	2	18	2	110	2	10	33	45	2.64	2.07

**Table A4 Five Percent List For Local Segments 2/10**

ID	GIS Coordinates Start                      End		Location	City	County	Fatal Injuries (KP)	Incapac. Inj. (AP)	Non-incapacitating Injuries (BP)	Possible Injuries (CP)	No. of Damaged Vehicles (DV)	Fatal & Incap. Inj. Crash (KA)	Non-Incap & Pos In. Crash (BC)	PDO Crash (O)	Total Crash (TC)	Index of Crash Frequency (ICF)	Index of Crash Cost (ICC)
29751	38.312694, -85.770575	38.315442, -85.773013	Blackiston Mill Rd from Altawood Dr S (~ 2.31 mi SW of SR 311/ Charlestown Rd) to N 0.23 mi (Altra Dr)	Clarksville	Clark	0	2	4	1	51	2	4	15	21	0.92	1.36
218379	40.261883, -86.552145	40.267239, -86.543369	W CR 200 S/Camp Walter S Fowler Rd from S CR 200 W (~ 0.81 mi S of SR 28/Walnut Ave) to SW 0.60 mi	Indianapolis	Clinton	0	3	4	0	3	3	1	1	5	1.13	1.57
226184	40.358599, -86.532691	40.358609, -86.5245	W CR 500 N from SR 75/N CR 100 W (~ 2.56 mi E of US 421) to W 0.42 mi	N of Frankfort	Clinton	0	2	1	0	2	2	0	0	2	0.18	1.25
224352	40.321777, -86.647694	40.328171, -86.651349	W Mulberry Jefferson Rd from 1.92 mi to 1.40 mi (N CR 750 W) mi SE of SR 38 (E Jackson St/ W CR 400 N)	S of Mulberry	Clinton	0	2	1	0	2	2	0	2	4	0.42	1.21
88677	39.240234, -84.826649	39.248645, -84.821245	Jamison Rd from 1.93 mi (Jamison Rd / N State St) S of I-74 to N 0.65 mi	N of Bright	Dearborn	0	3	2	0	7	2	2	3	7	0.67	1.20
309019	41.28607, -85.183251	41.286209, -85.169065	CR 66 from SR 3 (~ 0.71 mi S of SR 205) to E 0.75 mi (CR 5)	S of Garrett	Dekalb	2	0	0	2	0	2	0	0	2	0.33	1.10
208816	40.171044, -85.367365	40.172357, -85.367411	S Macedonia Ave from E 19th St (~ 1.68 mi N of SR 3/SR 67) to N 0.09 mi (E 19th St)	Muncie	Delaware	0	2	2	1	25	2	2	8	12	1.36	1.54
213356	40.193243, -85.329767	40.196921, -85.329847	N Country Club Rd from SR 32 (~ 0.35 mi W of US 35/SR 3/SR 67) to 0.25 mi (E CR 25 N)	W of Muncie	Delaware	0	2	5	2	27	2	4	12	18	0.66	1.25

**Table A4 Five Percent List For Local Segments 3/10**

ID	GIS Coordinates		Location	City	County	Fatal Injuries (KP)	Incapac. Inj. (AP)	Non-incapacitating Injuries (BP)	Possible Injuries (CP)	No. of Damaged Vehicles (DV)	Fatal & Incap. Inj. Crash (KA)	Non-Incap & Pos In. Crash (BC)	PDO Crash (O)	Total Crash (TC)	Index of Crash Frequency (ICF)	Index of Crash Cost (ICC)
	Start	End														
362236	41.645676, -85.778761	41.645653, -85.772392	CR 20 from Woodsbrook Ln (~ 2.19 mi E of SR 15) to E 0.33 mi (CR 31)	NE of Goshen	Elkhart	0	2	4	0	13	2	1	5	8	2.29	1.42
335257	41.522995, -85.722525	41.522994, -85.71302	CR 42 from CR 37 (~ 1.03 mi W of SR 13) to W 0.50 mi	E of Millersburg	Elkhart	1	1	2	0	3	2	1	1	4	0.47	1.26
435732	41.601592, -85.964363	41.608819, -85.964642	CR 9 from CR 28 (~ 2.23 mi S of US 20) to S 0.50 mi	S of Elkhart	Elkhart	2	1	0	0	11	2	0	3	5	1.29	1.26
29327	38.309071, -86.005872	38.309122, -85.994477	Malinee Ott Rd from Greenville Georgetown Rd (1.37 mi NW of SR 64) to W 0.62 mi	NW of Georgetown	Floyd	1	1	1	0	6	2	1	2	5	1.09	1.23
400559	38.994585, -87.100053	38.994572, -87.090784	CR 200 S / N Rd from CR 800W / W Road (~ 0.51 mi N of SR 67) to W 0.50 mi	NW of Lyons	Greene	1	1	3	0	3	2	0	3	5	0.63	1.24
140674	39.756876, -85.67633	39.756736, -85.671625	E CR 200 S from S CR 675 (~ 4.70 mi E of SR 9) to E 0.25 mi (S CR 700 E)	SE of Greenfield	Hancock	1	1	1	0	3	2	0	1	3	1.26	1.37
180792	39.945832, -85.62487	39.94586, -85.615192	E CR 1100 N/E CR 1100 S from S CR 300 E/N CR 1000 E (~ 0.51 mi E of SR 109) to W 0.51 mi (S CR 250 E)	S of Markleville	Hancock	0	2	0	0	7	2	0	4	6	1.48	1.26
229839	40.40307, -86.229443	40.403135, -86.222307	Tipton/Howard County Line Rd/W CR 700 N/S CR 500 S from 5.41 mi to 5.03 mi (N CR 1100 W) W of US 31	SW of Kokomo	Howard	0	3	1	0	3	2	0	1	3	0.99	1.31

**Table A4 Five Percent List For Local Segments 4/10**

ID	GIS Coordinates		Location	City	County	Fatal Injuries (KP)	Incapac. Inj. (AP)	Non-incapacitating Injuries (BP)	Possible Injuries (CP)	No. of Damaged Vehicles (DV)	Fatal & Incap. Inj. Crash (KA)	Non-Incap & Pos In. Crash (BC)	PDO Crash (O)	Total Crash (TC)	Index of Crash Frequency (ICF)	Index of Crash Cost (ICC)
	Start	End														
268582	40.828967, -85.508448	40.836599, -85.508654	N/S CR 300 W from N Division Rd (1.39 mi E of SR 9 (S Marion Rd) to N 0.52 mi	S of Huntington	Huntington	0	2	0	0	1	2	0	1	3	0.27	1.21
418783	40.380132, -85.130451	40.380066, -85.12187	W CR 400 S from S CR 800 W (~1.05 mi E SR 1) to E 0.45 mi	NE of Redkey	Jay	1	1	2	0	0	2	1	0	3	0.35	1.28
56578	38.781918, -85.442926	38.782235, -85.43649	W Deputy Pike Rd from N CR 300 W (~ 0.90 mi W of SR 7) to E 0.35 mi	Clarksville	Jefferson	1	2	0	0	4	3	0	2	5	0.92	1.65
439614	41.522996, -87.471368	41.52299, -87.466543	E 53rd Ave/W Main St from US 41/Indianapolis Blvd to E 0.25 mi (Railroad Crossing)	N of Schererville	Lake	0	3	13	3	198	3	10	60	73	3.43	2.43
345275	41.576866, -87.241237	41.57686, -87.240032	Parkside Ave from Randolph (~ 0.06 mi E of US 6/SR 51/Ripley St) to E 0.06 mi	Lake Stfromion	Lake	0	2	4	1	33	2	2	10	14	3.56	1.73
334051	41.519115, -87.316623	41.522045, -87.316633	Mississippi St from 53rd Ave (~0.05 mi E of I-65) to S 0.20 mi	N of Merrillville	Lake	0	2	1	0	11	2	1	5	8	1.68	1.53
340461	41.551813, -87.269716	41.552726, -87.269726	Wisconsin St from Harrison Ave (~ 1.15 mi E of I-65 on Ridge Rd/W 37th Ave) to N 0.06 mi (Cleveland Ave)	New Chicago	Lake	0	2	0	0	4	2	0	1	3	1.38	1.42
190942	40.009605, -85.862226	40.0169, -85.862267	S CR 1000W/Atlantic Ave from E 156th St (~ 0.42 mi S of SR 38) to S 0.50 (W CR 650 S)	S of Lapel	Madison	0	2	2	0	0	2	0	0	2	0.51	1.24

**Table A4 Five Percent List For Local Segments 5/10**

ID	GIS Coordinates		Location	City	County	Fatal Injuries (KP)	Incapac. Inj. (AP)	Non-incapacitating Injuries (BP)	Possible Injuries (CP)	No. of Damaged Vehicles (DV)	Fatal & Incap. Inj. Crash (KA)	Non-Incap & Pos In. Crash (BC)	PDO Crash (O)	Total Crash (TC)	Index of Crash Frequency (ICF)	Index of Crash Cost (ICC)
	Start	End														
171918	39.897103, -86.215663	39.897211, -86.211915	W 79th St from 2.87 mi east of I-465 (W Leg) (Michigan Rd to 3.07 mi E (Charlecot Dr)	Indianapolis	Marion	0	3	14	1	138	3	7	48	58	5.67	2.46
129495	39.693167, -86.148718	39.693385, -86.143996	E Thompson Rd from US 31 (~0.40 mi S of I-465(S leg) to E 0.25 mi (Camden St)	Indianapolis	Marion	0	3	8	0	115	3	6	32	41	1.85	1.91
156994	39.822091, -86.256177	39.823748, -86.256166	Moller Rd from W 38 St. (~1.02 mi E of I-465 W Leg) to S 0.12 mi (Ruskin Pl W)	Indianapolis	Marion	0	3	4	2	64	2	5	20	27	4.08	1.90
158259	39.826215, -85.995209	39.826283, -85.991068	E 38 St from Mithoeffer Rd (~ 1.96 mi E of I-465 E leg) to E 0.22 mi (Strathmore Dr)	Indianapolis	Marion	1	3	7	0	55	3	5	20	28	1.39	1.81
146131	39.781426, -86.093703	39.781452, -86.092782	E 10 St from Linwood Ave (~ 2.50 mi E of I-65) to E 0.05 mi (Shannon Ave)	Indianapolis	Marion	1	1	6	1	25	2	5	5	12	2.22	1.78
125743	39.664436, -86.147781	39.66444, -86.147189	E Southport Rd from US 31/S East St (~ 0.60 mi E of SR 135) to W 0.03 (S East St)	Indianapolis	Marion	0	5	2	0	25	3	0	5	8	2.02	1.78
127770	39.677767, -86.131391	39.67956, -86.132006	Madison Ave from Stevens St (~ 1.47 mi S of I-465 S Leg) to N 0.13 mi (Edgewood Ave)	Clarksville	Marion	0	2	6	2	49	2	5	13	20	1.69	1.71
146372	39.781751, -86.045349	39.781807, -86.040628	E 10th St from N Shadeland Ave (~ 0.73 mi E of I-465 W Leg) to E 0.25 mi (N Shortridge Rd)	Indianapolis	Marion	0	2	8	1	77	2	6	30	38	1.72	1.61

**Table A4 Five Percent List For Local Segments 6/10**

ID	GIS Coordinates		Location	City	County	Fatal Injuries (KP)	Incapac. Inj. (AP)	Non-incapacitating Injuries (BP)	Possible Injuries (CP)	No. of Damaged Vehicles (DV)	Fatal & Incap. Inj. Crash (KA)	Non-Incap & Pos In. Crash (BC)	PDO Crash (O)	Total Crash (TC)	Index of Crash Frequency (ICF)	Index of Crash Cost (ICC)
	Start	End														
149556	39.792335, -86.111836	39.792317, -86.110643	Brookside Pkwy from N Dearborn St (~ 0.42 mi S of I-70) to E 0.06 mi (N Lasale St)	Indianapolis	Marion	1	1	0	0	11	2	0	6	8	2.58	1.52
171971	39.892453, -86.193421	39.897418, -86.193466	Harcourt Rd from W 79Th St (~ 4.05 mi W of I-465 W Leg) to S 0.34 mi (Minturn Ln)	Indianapolis	Marion	0	2	2	0	24	2	1	8	11	1.51	1.51
175529	39.919547, -86.183971	39.922039, -86.18405	Ditch Rd from W 91st St (~ 0.34 mi S of I-465 N Leg) to N 0.17 mi (Emily Dr)	Indianapolis	Marion	0	2	4	0	19	2	2	8	12	1.3	1.48
155228	39.814086, -86.143784	39.815245, -86.142748	E Fall Creek Pkwy N Dr from E 32nd St (~ 1.86 mi NE of I-65) to NE 0.09 mi N (E 33rd St)	Indianapolis	Marion	0	6	7	0	10	2	2	4	8	0.76	1.45
161751	39.840404, -86.055066	39.840399, -86.052186	E 46th St form N Kitley Ave to 0.15 mi E (Brookhaven Dr)	Indianapolis	Marion	0	2	6	1	24	2	4	5	11	0.66	1.45
153828	39.809648, -86.219718	39.809731, -86.216091	W 30th St from Lincoln St (~ 2.61 mi W of I-65) to W 0.19 mi (Guion Rd)	Indianapolis	Marion	0	2	3	0	45	2	4	10	16	0.81	1.40
143152	39.767539, -86.017962	39.770467, -86.017944	S Fenton Ave from Ivanhoe St (~ 0.41 mi S of US 40/Washington St) to N 0.20 mi (Bonna Ave)	Indianapolis	Marion	1	1	0	0	1	2	0	1	3	0.63	1.38
157384	39.823927, -86.25617	39.825182, -86.256198	Moller Rd from W 38th St (~ 1.04 mi E of I-465 W Leg) to N 0.09 mi (Gateway Dr)	Indianapolis	Marion	0	2	1	0	13	2	0	5	7	0.75	1.36

**Table A4 Five Percent List For Local Segments 7/10**

ID	GIS Coordinates		Location	City	County	Fatal Injuries (KP)	Incapac. Inj. (AP)	Non-incapacitating Injuries (BP)	Possible Injuries (CP)	No. of Damaged Vehicles (DV)	Fatal & Incap. Inj. Crash (KA)	Non-Incap & Pos In. Crash (BC)	PDO Crash (O)	Total Crash (TC)	Index of Crash Frequency (ICF)	Index of Crash Cost (ICC)
	Start	End														
154034	39.810111, -86.161444	39.808349, -86.161374	Capitol Ave from W 29th St (~ 0.26 mi E of I-65) to N 0.12 mi (30th St)	Indianapolis	Marion	0	2	2	0	1	2	2	0	4	0.13	1.33
146322	39.781626, -86.064208	39.781703, -86.060346	E 10th St from 1.72 mi (N Arlington Ave) to 1.52 mi ( N Sheridan Ave) W of I-465 (E leg)	Indianapolis	Marion	0	2	4	0	27	2	1	7	10	0.35	1.15
169767	39.882454, -86.219286	39.883112, -86.215968	W 71st St from Hollingsworth Dr (~2.63 mi E of I-465 (W leg)) to E 0.18 mi (Highland Dr)	Indianapolis	Marion	1	1	0	1	15	2	0	5	7	0.19	1.11
124224	39.65029, -86.122000	39.6549, -86.12354	Madison Ave from E Stop 11 Rd (~3.77 mi SE of I-465 (S leg)) to NW 0.33 mi (Brewer Dr)	Indianapolis	Marion	0	2	7	1	18	2	2	3	7	0.65	1.10
131353	39.70789, -86.148820	39.70827, -86.14257	E Hanna Ave from 2.08 mi (S East St) to 1.74 mi (Madison Ave) W of I-65	Indianapolis	Marion	1	1	3	0	23	2	2	2	6	0.79	1.10
151150	39.79676, -86.000540	39.79689, -85.99409	E 21st St from 1.82 mi (Shenandoah Dr) to 2.16 mi (Lake Terrance Dr) E of I-465 (E leg)	Indianapolis	Marion	1	1	8	0	9	2	2	6	10	0.37	1.10
169950	39.88053, -86.014000	39.8825, -86.00888	Fall Creek Rd from 2.32 mi (Lantren Rd) to 2.62 mi (Mcilvain Dr) NE of I-465 (E leg)	Indianapolis	Marion	1	1	7	0	3	2	2	4	8	0.09	1.00

**Table A4 Five Percent List For Local Segments 8/10**

ID	GIS Coordinates Start End		Location	City	County	Fatal Injuries (KP)	Incapac. Inj. (AP)	Non-incapacitating Injuries (BP)	Possible Injuries (CP)	No. of Damaged Vehicles (DV)	Fatal & Incap. Inj. Crash (KA)	Non-Incap & Pos In. Crash (BC)	PDO Crash (O)	Total Crash (TC)	Index of Crash Frequency (ICF)	Index of Crash Cost (ICC)
129175	39.68679, -86.269340	39.69138, -86.26938	S High School Rd from 0.52 mi (Powell Dr) to 0.20 mi (W Thompson Rd) S of SR 67 (Kentucky Ave)	Indianapolis	Marion	0	2	3	1	3	2	2	3	7	0.03	0.93
314543	41.368062, -86.386475	41.363742, -86.376835	Plymouth Laporte Trail from Redwood Rd (~ 0.24 mi N of US 30) to SE 0.58 mi (Queen Rd)	W of Plymouth	Marshall	1	2	4	2	10	2	3	4	9	1.05	1.30
264160	40.769397, -86.026787	40.770405, -86.015699	E Wabash Rd from N Country Club Rd (~ 1.86 mi E of SR 19) to E 0.58 mi (E Paw Paw Pike)	E of Peru	Miami	2	2	1	0	19	2	0	12	14	1.66	1.24
83258	39.208018, -86.528727	39.20811, -86.525925	Old SR 37 from N Dunn St (~ 1.46 mi N SR 46 on N SR 37 Business then E 0.34 mi on Old SR 37) to E 0.17 mi	Bloomington	Monroe	0	2	15	3	43	2	10	13	25	1.56	1.85
76929	39.147214, -86.582622	39.149959, -86.582632	S Curry Pike from 0.36 mi (W Roll Ave) to 0.56 mi (W Beasley Dr) N of SR 45	Bloomington	Monroe	1	1	3	0	14	2	2	5	9	0.33	1.22
337025	41.517822, -85.316516	41.526177, -85.317629	N Angling Rd from E CR 1150 N/ E CR 800 S (~ 2.40 mi W of SR 3) to S 0.58 mi	E of Wolcottville	Noble	0	2	1	2	15	2	1	5	8	0.78	1.44
434283	41.467311, -85.354879	41.467246, -85.346777	E CR 800 N from N CR 400 E (~ 1.25 mi E of SR 9) to W 0.42 mi	W of Kendallville	Noble	0	2	4	0	2	2	2	1	5	1.44	1.38

**Table A4 Five Percent List For Local Segments 9/10**

ID	GIS Coordinates		Location	City	County	Fatal Injuries (KP)	Incapac. Inj. (AP)	Non-incapacitating Injuries (BP)	Possible Injuries (CP)	No. of Damaged Vehicles (DV)	Fatal & Incap. Inj. Crash (KA)	Non-Incap & Pos In. Crash (BC)	PDO Crash (O)	Total Crash (TC)	Index of Crash Frequency (ICF)	Index of Crash Cost (ICC)
	Start	End														
394956	38.535919, -86.612061	38.541464, -86.612872	Old Indiana 145 from W CR 100 S (~ 0.13 mi W of SR 145) to S 0.40 mi	French Lick	Orange	0	2	2	0	1	2	0	1	3	0.95	1.30
322499	41.440568, -87.111336	41.445484, -87.11416	Tower Rd/N CR 250 W from Edinburgh St (~ 1.66 mi S of US 30) to N 0.42 mi	SW of Valparaiso	Porter	0	2	1	0	9	2	1	3	6	0.62	1.38
344839	41.575068, -87.206119	41.574997, -87.203906	Central Ave from Engle St (~ 1.76 mi W of US 6/SR 51/SR 130) to E 0.11 mi (Brandt St)	W of Portage	Porter	0	2	2	0	3	2	1	0	3	0.04	1.28
395886	38.606544, -85.726545	38.609956, -85.719472	E Werewolf Ln from 3.10 mi to 2.63 mi SW of SR 3 ( on E Werewolf Ln & E Kinderhook Rd)	E of Underwood	Scott	0	2	0	0	0	2	0	0	2	0.56	1.26
54502	38.74371, -85.72056	38.751021, -85.72067	N Whitsitt Rd from 0.07 mi to 0.57 mi (E Burn Rd) N of SR 256 (~ 4.56 mi E of US 31)	E of Austin	Scott	0	2	0	0	3	2	0	1	3	0.79	1.25
314707	41.360557, -86.582337	41.37125, -86.582269	N CR 600 E from E CR 400 N (~ 1.95 mi S of US 30/Lincoln Hwy) to N 0.75 mi	S of Hamlet	Starke	0	2	0	2	3	2	0	1	3	0.2	1.33
66943	38.996213, -87.392467	39.003378, -87.392076	Old US 41 from E CR 550 S (~ 1.69 mi S of US41/SR 150) to S 0.50 mi (E CR 600 S)	S of Paxton	Sullivan	2	2	1	0	4	2	1	3	6	0.79	1.28

**Table A4 Five Percent List For Local Segments 10/10**

ID	GIS Coordinates		Location	City	County	Fatal Injuries (KP)	Incapac. Inj. (AP)	Non-incapacitating Injuries (BP)	Possible Injuries (CP)	No. of Damaged Vehicles (DV)	Fatal & Incap. Inj. Crash (KA)	Non-Incap & Pos In. Crash (BC)	PDO Crash (O)	Total Crash (TC)	Index of Crash Frequency (ICF)	Index of Crash Cost (ICC)
	Start	End														
226820	40.367193, -86.860677	40.367211, -86.857052	Veterans Memorial Pkwy S from Cougill Ln (~ 1.91 mi E of US 52) to E 0.19 mi (Concord Rd)	Lafayette	Tippecanoe	0	3	6	0	25	3	3	7	13	0.61	1.63
235678	40.446253, -86.880204	40.448809, -86.877832	N 9th St from US 52 (~ 0.60 mi NW of SR 25) to SE 0.22 mi (Duncan Rd)	Lafayette	Tippecanoe	1	1	6	0	10	2	4	5	11	0.38	1.26
12350	38.013689, -87.539141	38.013595, -87.53442	Lynch Rd from US 41 (~1.02 mi N of SR 66/Diamond Ave) to E 0.26 mi (Garrison Ave)	Evansville	Vanderburgh	0	2	3	10	47	2	8	15	25	1.01	1.49
437663	39.49199, -87.360110	39.49538, -87.36014	N Fruitridge Ave from Maple Ave to N 0.24 mi	Terre Haute	Vigo	0	2	3	0	3	2	2	2	6	0.09	1.10
222875	40.294689, -87.268256	40.300567, -87.259902	S River Rd from SR 28/SR 55/US 41 to SW 0.60 mi	NW of Attica	Warren	0	2	0	1	6	2	1	4	7	0.77	1.22
270577	40.876393, -86.754345	40.883691, -86.751724	N Kiner Dr from E CR 850 N/ NW Shater Dr (~ 0.39 mi W of SR 39 / Main St) to 0.55 mi S of SR 16	Buffalo	White	0	2	2	2	0	2	0	0	2	0.47	1.21

**Table A4 Five Percent List For Ramps**

<b>Table A4 Five Percent List For INDOT Jurisdiction Ramps 1/1</b>																
ID	GIS Coordinates		Location	City	County	Fatal Injuries (KP)	Incapac. Inj. (AP)	Non-incapacitating Injuries (BP)	Possible Injuries (CP)	No. of Damaged Vehicles (DV)	Fatal & Incap. Inj. Crash (KA)	Non-Incap & Pos In. Crash (BC)	PDO Crash (O)	Total Crash (TC)	Index of Crash Frequency (ICF)	Index of Crash Cost (ICC)
	Start	End														
385	38.280510, -85.75000	38.281030, -85.750600	Ramp from E 10th St onto I-65 /US 31 Directional Ramp B Interchange 001 on US 31 (MP 1.86)	Jeffersonville / Clarksville	Clark	1	1	12	0	178	2	8	65	75	6.19	2.46
509	41.567399, -87.342656	41.565846, -87.336645	Ramp from EB I-80/I-94 onto NB SR 53 (Broadway) Ramp A Interchange 010 on I-80/I-94 (MP 11.36)	Gary	Lake	0	4	26	2	247	3	20	75	98	5.33	2.97
435	41.577252, -87.481096	41.574351, -87.487537	Ramp from SB SR 152 (Indianapolis Blvd) onto WB I-80/I-94 Ramp D Interchange 002 on I-80/I-94 (MP 2.39)	Hammond	Lake	0	2	15	3	196	2	12	79	93	6.03	2.65
950	40.052296, -85.65981	40.052145, -85.652973	Ramp from EB I-69/SR 67 onto NB/SB SR 109 Directional Ramp A Interchange 026 on I-69 (MP 26.00)	Anderson	Madison	1	1	20	9	228	2	21	90	113	5.41	3.02
1384	39.908258, -86.077036	39.90691, -86.073131	Ramp from NB Allisonville Rd onto I-465 (N leg) Directional Ramp B Interchange 035 on I-465 (MP 35.32)	Indianapolis	Marion	0	2	31	0	169	2	21	56	79	3.17	2.54
1628	41.600116, -87.173799	41.60182, -87.168641	Ramp from NB SR 249 (Armstrong St) onto EB I-94 Ramp B Interchange 019 on I-94 (MP 0.22)	Portage	Porter	3	3	18	0	120	5	10	41	56	4.38	2.73
457	37.977050, -87.542757	37.979660, -87.543059	Ramp From WB SR 66 (Lloyd Exprwy) onto US 41/SR 66/SR 62 NB Ramp B Interchange 004 on US 41 (MP 4.00)	Evansville	Vanderburgh	0	2	8	7	149	2	11	53		5.25	2.41