



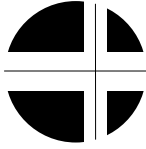
CLARK COUNTY-SPRINGFIELD  
*TRANSPORTATION COORDINATING COMMITTEE*

# **Local Safety Hot Spots for Clark County**

October, 2009

Prepared by

Clark County-Springfield Transportation Study  
3130 E. Main Street  
Springfield, Ohio



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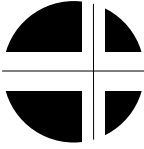
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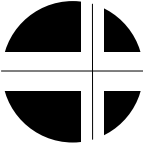
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This report was prepared in cooperation with the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, the Ohio Department of Transportation, the Ohio Public Works Commission, the West Central Ohio Port Authority, transit and rail freight service providers, and the local governments of Clark County.

The preparation and publication of this document was financed cooperatively by the Federal Highway Administration, the Federal Transit Administration, the Ohio Department of Transportation, Clark County, the City of Springfield, the City of New Carlisle, and the West Central Ohio Port Authority.

The contents of this Plan reflect the views of the Clark County-Springfield Transportation Study, which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official view and policies of the Ohio Department of Transportation or the U.S. Department of Transportation. This Plan does not constitute a standard, specification or regulation.



## **Introduction**

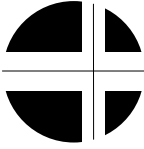
The Clark County-Springfield Transportation Coordinating Committee (TCC) was established in February 1964 to comply with the requirements of the Federal-Aid Highway Act of 1962. The TCC is the Metropolitan Planning Organization (MPO) responsible for transportation planning in the Clark County-Springfield area as designated by the Ohio Department of Transportation acting in behalf of the Governor in accordance with federal law (23 USC 134). The study area encompasses all political subdivisions in Clark County with a total population of 144,742.

The MPO is the forum for cooperative transportation decision-making by the principal elected officials of general purpose local government. The TCC is composed of local elected and appointed officials, transportation professionals, and citizen members. The TCC reviews and approves plans and programs involving expenditures of Federal-aid transportation funds in Clark County.

The TCC is responsible for meeting all the federal requirements of the cooperative, comprehensive and continuing transportation planning process, which became known as the 3-C process. The 3-C process was first required by the 1962 Surface Transportation Assistance Act and 1964 Federal Transit Act. The TCC staff maintains this planning process through work elements that are developed annually for the Planning Work Program (PWP). The PWP describes the work necessary to maintain the transportation planning process and serves as a budgeting mechanism. The transportation planning process implemented through the PWP is described in the Prospectus, dated January, 2007.

As the MPO, the TCC must fulfill the requirements of the planning regulations for the Clark County-Springfield area to maintain eligibility for Federal highway and transit funds through the Ohio Department of Transportation. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) recognizes that transportation improvements impact the economy, environment, and community quality of life. SAFETEA-LU specifically identifies one of the eight metropolitan planning factors as considering transportation projects and strategies that will increase the safety of the transportation system for motorized and non-motorized users.

As stated in the 2030 Clark County Transportation Plan, safety is a key component of all projects and as such should be considered at all times throughout the planning process. Specifically, Objective 1 contains several strategies that promote the safety of the transportation system. With regards to these strategies listed in the 2030 Clark County



Transportation Plan, the TCC's SFY 2010 PWP lists a county-wide high-crash location list as an end product. This document will be updated biennially as new crash data becomes available. This document serves meet the safety goals and objectives in SAFETEA-LU, the 2030 Transportation Plan, and the SFY 2010 PWP.

### **Methodology**

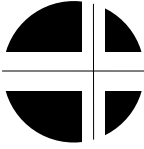
The intersections chosen for study were determined by using the 2006 and 2007 Local Safety Hot Spots Document as a reference point. Additional intersections were identified by using the Ohio Department of Transportation's GIS Crash Analysis Tool (GCAT) for calendar years 2006-2008 and searching for high frequencies. This supplemental list of intersections was composed of locations that had 10 or more crashes (5 or more in rural areas) over the study time period. Intersections that had a fatal crash between 2002-2008 were included in this list, regardless of frequency.

After the initial list of intersections to be studied was prepared, individual analyses were performed. ODOT's Crash Analysis Module (CAM) Tool was used in conjunction with GCAT data files to analyze crash data for each intersection. Crashes within 250 feet of each intersection (500 feet at some rural intersections) were classified based upon severity (fatal, injury, property damage) and type of crash (angle, rear-end, etc.). The CAM Tool Excel spreadsheets for each intersection are on file with the TCC for future reference to examine individual crash reports.

The intersections were scored and ranked using portions of the Ohio Department of Transportation's Ohio Enhanced Crash Location Identification System (OECLIS). Hot Spots were ranked using a Hazard Index, which is the weighted sum of the ranks calculated for Frequency, Equivalent Property Damage Only (EPDO) value, and Relative Severity Index (RSI). For this document, the Hazard Index was calculated by assigning a weight of 3 to the frequency rank, a weight of 1 to the EPDO rank, and a weight of 2.5 to the RSI Rank.

Frequency is defined as the number of crashes that occurred at the intersection between 2006 and 2008.

EPDO is calculated by assigning a weight to each severity level. EPDO weighted values were provided by ODOT in the 2008 Highway Safety Program methodology. Using the EPDO method, fatal crashes are assigned a weight of 96.71, injury crashes



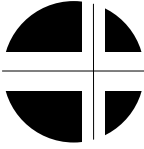
are assigned a weight of 5.37, and Property Damage Only (PDO) or unknown types are assigned a weight of 1.0.

RSI is calculated by assigning a factor to each type of crash. The factor represents the relative cost to society for each crash type. RSI factors were provided by ODOT in the 2008 Highway Safety Program methodology. The factors are defined in the following table.

<b>Accident Type</b>	<b>Rural Factor</b>	<b>Urban Factor</b>
(0) Not Stated	\$24,069	\$28,922
(1) Head On	\$137,741	\$51,696
(2) Rear End	\$27,695	\$24,950
(3) Backing	\$26,446	\$24,297
(4) Sideswipe Meeting	\$62,563	\$37,430
(5) Sideswipe Passing	\$31,074	\$24,272
(6) Angle	\$42,617	\$28,553
(7) Parked Motor Vehicle	\$23,967	\$21,195
(8) Pedestrian	\$126,965	\$74,466
(9) Animal	\$16,568	\$18,143
(10) Train	\$100,059	\$200,714
(11) Pedal-Cycle	\$70,159	\$41,649
(12) Other Non-Moving Vehicle	\$31,861	\$0
(13) Fixed Object	\$28,481	\$25,434
(14) Other Object	\$23,288	\$18,485
(16) Overturning	\$64,562	\$42,096
(17) Other Non-Collision	\$20,706	\$21,600
(18) Left Turn	\$46,148	\$31,608

A frequency threshold was established for a couple of reasons. First and foremost, a smaller list of intersections is simpler and allows for a more focused approach to correcting county-wide safety issues. The other issue with a larger list is the way that the hazard index is calculated. Because the hazard index uses rankings instead of data, too many locations can skew the data and not provide a clear picture of the level of importance.

For this document, a frequency threshold of 20 was applied to the urban intersections, and a frequency threshold of 8 was applied to rural intersections.



### **Notes about the Data**

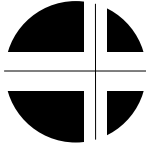
The data examined for this study is non-freeway conditions only. Crashes occurring on Interstate 70, Interstate 675, and freeway portions of US68 and SR4 are compiled and examined by the Ohio Department of Transportation. Crashes located to areas such as US68 and SR41 are attributed to the ramp intersections only.

To increase clarity, intersections were identified by “Street” and “Reference”, where “Street” is defined as the North/South roadway and “Reference” is defined as the West/East roadway at the point where they intersect.

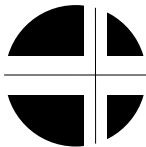
Urban and Rural classification was determined using the 2000 Census Urban Areas data. Intersections that bordered on the Urban Area boundaries or have characteristics contrary to their location were examined individually and classified by staff opinion.

The 2006 and 2007 Hot Spot documents listed several complex intersections which consisted of areas with more than one intersection or several conflict points. This was due to using text based searches for crashes. With the use of the GCAT, crash location can be assigned more accurately to individual intersections. For this document, there are still several locations where more than one intersection or conflict point is grouped into one area for statistical purposes. This is due to close spacing or traffic function. The complex intersections on the list are as follows:

- Bechtle and Columbia/North (one intersection with three named streets).
- Isabella and Columbia/North (close proximity/overlap of crashes).
- Bechtle and SR41/First. Crashes assigned to this intersection are within 250 feet of the intersection of Bechtle and SR41 and the intersection of Bechtle and First (close proximity/overlap of crashes).
- Spring and Limestone/Selma. Crashes assigned to this intersection are within 250 feet of the intersection of Spring and Limestone/Selma and the intersection of Limestone and Pleasant (close proximity/overlap of crashes).
- Greenmount and Main. Crashes assigned to this intersection are within 250 feet of several conflict points including the “split” of E. Main from US40 (close proximity/overlap of crashes).
- Limestone and Chestnut/Spring. Crashes assigned to this intersection are within 250 feet of the intersection of Spring and Chestnut, the intersection of College and Limestone, the intersection of Limestone and Mt. Vernon, the intersection of Mt. Vernon and Spring, and the “split” of Spring and Limestone (close proximity).



- Fountain and Broadmoor/Kensington (one intersection with three named streets).
- SR41 and Fairgrounds. Crashes assigned to this intersection are within 250 feet of the entrances to the Clark County Fairgrounds (several driveways in close proximity).
- Miami/Plum and Pleasant (offset intersection).
- Belmont and Lagonda/Lowell (close proximity/overlap of crashes).
- St. Paris/McCreight and First (one intersection with three named streets).
- Ballantine and SR41/Lawrenceville (close proximity/overlap of crashes).
- SR41 and Ridge/Titus Road (one intersection with three named streets).
- Bowman/Mahar and Old Columbus (one intersection with three named streets).
- Milton-Carlisle/Enon and US40 (one intersection with three named streets).
- SR4 and Home/Croft (one intersection with three named streets).



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Street (N/S)	Reference (W/E)	Frequency	Frequency Rank	EPDO	EPDO Rank	RSI	RSI Rank	Hazard Index	Hazard Index Rank
Belmont	Lagonda/Mitchell	55	7	129.29	11	\$ 29,959	5	44.5	1
Belmont	Main	66	5	175.25	3	\$ 27,595	11	45.5	2
Limestone	John	50	10	98.07	14	\$ 28,869	6	59	3
Limestone	McCraith	68	3	137.92	8	\$ 27,350	17	59.5	4
Burnett	Main	70	2	139.92	7	\$ 26,996	21	65.5	5
Burnett	High	37	14	193.89	2	\$ 27,975	9	66.5	6
Spring	High	68	3	172.88	4	\$ 26,960	22	68	7
Bechtle	SR41/First	122	1	270.58	1	\$ 26,353	32	84	8
Hillcrest	SR41	36	15	88.44	16	\$ 27,604	10	86	9
Limestone	Leffel	52	8	104.44	13	\$ 27,130	20	87	10
Bechtle	Columbia/North	56	6	134.66	10	\$ 26,714	25	90.5	11
Spring	Limestone/Selma	40	12	83.7	19	\$ 27,448	15	92.5	12
Spring	North	51	9	116.55	12	\$ 26,713	26	104	13
Fisher	Columbia	25	25	64.33	23	\$ 34,027	3	105.5	14
Florence	Main	28	21	62.96	26	\$ 28,302	8	109	15
Fountain	Columbia	24	29	63.33	25	\$ 34,071	2	117	16
Isabella	Columbia/North	32	19	84.44	16	\$ 27,270	19	120.5	17
Spring	Main	38	13	72.96	21	\$ 26,651	27	127.5	18
Limestone	Home	33	18	63.59	24	\$ 26,771	24	138	19
Plum	Columbia	22	34	61.33	27	\$ 32,396	4	139	20
Burnett	Lexington	20	39	146.3	6	\$ 28,737	7	140.5	21
Limestone	Columbia	42	11	94.44	15	\$ 25,708	37	140.5	21
Plum	North	25	25	55.59	33	\$ 27,507	13	140.5	21
Fountain	North	34	17	82.07	20	\$ 26,528	29	143.5	24
Belmont	James	22	34	43.85	40	\$ 34,488	1	144.5	25
Derr	Villa	20	39	137.56	9	\$ 27,531	12	156	26
US68	SR41 west ramps	22	34	170.15	5	\$ 26,928	23	164.5	27
Upper Valley	US40/SR4	36	15	88.44	16	\$ 25,141	42	166	28

Street (N/S)	Reference (W/E)	Frequency	Frequency Rank	EPDO	EPDO Rank	RSI	RSI Rank	Hazard Index	Hazard Index Rank
Fountain	McCreight	31	20	57.22	32	\$ 26,447	31	169.5	29
Fountain	Main	26	23	65.33	22	\$ 26,132	33	173.5	30
St. Paris/McCreight	First	25	25	59.96	29	\$ 26,453	30	179	31
Yellow Springs	Pleasant	23	31	40.48	42	\$ 27,302	18	180	32
Derr	Home	21	37	47.22	38	\$ 27,487	14	184	33
Yellow Springs	Columbia	20	39	59.33	30	\$ 27,420	16	187	34
US68	SR41 east ramps	28	21	58.59	31	\$ 25,442	41	196.5	35
Plum	McCreight	23	31	49.22	37	\$ 26,539	28	200	36
Greenmount	Main	25	25	55.59	33	\$ 25,606	38	203	37
Cypress	Selma	26	23	60.96	28	\$ 24,534	43	204.5	38
Western	Columbia	24	29	50.22	36	\$ 25,765	36	213	39
SR235 (Main)	Lake	23	31	36.11	43	\$ 25,897	35	223.5	40
Florence	High	21	37	42.85	41	\$ 26,081	34	237	41
Belmont	Lagonda/Lowell	20	39	50.59	35	\$ 25,575	39	249.5	42
East	Harrison	20	39	46.22	39	\$ 25,526	40	256	43

Street (N/S)	Reference (W/E)	2006-2008 Totals					
		Total Within 250'	Fatal	Injury	PDO/Private Property/Unknown	EPDO	EPDO Rank
Bechtle	Columbia/North	56		18	38	134.66	10
Bechtle	SR41/First	122		34	88	270.58	1
Belmont	James	22		5	17	43.85	40
Belmont	Lagonda/Lowell	20		7	13	50.59	35
Belmont	Lagonda/Mitchell	55		17	38	129.29	11
Belmont	Main	66		25	41	175.25	3
Burnett	High	37	1	14	22	193.89	2
Burnett	Lexington	20	1	7	12	146.3	6
Burnett	Main	70		16	54	139.92	7
Cypress	Selma	26		8	18	60.96	28
Derr	Home	21		6	15	47.22	38
Derr	Villa	20	1	5	14	137.56	9
East	Harrison	20		6	14	46.22	39
Fisher	Columbia	25		9	16	64.33	23
Florence	High	21		5	16	42.85	41
Florence	Main	28		8	20	62.96	26
Fountain	Columbia	24		9	15	63.33	25
Fountain	Main	26		9	17	65.33	22
Fountain	McCreight	31		6	25	57.22	32
Fountain	North	34		11	23	82.07	20
Greenmount	Main	25		7	18	55.59	33
Hillcrest	SR41	36		12	24	88.44	16
Isabella	Columbia/North	32		12	20	84.44	16
Limestone	Columbia	42		12	30	94.44	15
Limestone	Home	33		7	26	63.59	24
Limestone	John	50		11	39	98.07	14
Limestone	Leffel	52		12	40	104.44	13

Street (N/S)	Reference (W/E)	2006-2008 Totals					
		Total Within 250'	Fatal	Injury	PDO/Private Property/Unknown	EPDO	EPDO Rank
Limestone	McCreight	68		16	52	137.92	8
Plum	Columbia	22		9	13	61.33	27
Plum	McCreight	23		6	17	49.22	37
Plum	North	25		7	18	55.59	33
Spring	High	68		24	44	172.88	4
Spring	Limestone/Selma	40		10	30	83.7	19
Spring	Main	38		8	30	72.96	21
Spring	North	51		15	36	116.55	12
SR235 (Main)	Lake	23		3	20	36.11	43
St. Paris/McCreight	First	25		8	17	59.96	29
Upper Valley	US40/SR4	36		12	24	88.44	16
US68	SR41 east ramps	28		7	21	58.59	31
US68	SR41 west ramps	22	1	12	9	170.15	5
Western	Columbia	24		6	18	50.22	36
Yellow Springs	Columbia	20		9	11	59.33	30
Yellow Springs	Pleasant	23		4	19	40.48	42

		2006-2008 Totals																				
Street (N/S)	Reference (W/E)	Total Within 250'	(0) Not Stated	(1) Head On	(2) Rear End	(3) Backing	(4) Sideswipe Meeting	(5) Sideswipe Passing	(6) Angle	(7) Parked Motor Vehicle	(8) Pedestrian	(9) Animal	(10) Train	(11) Pedal-Cycle	(12) Other Non-moving Vehicle	(13) Fixed Object	(14) Other Object	(16) Overturning	(17) Other Non-Collision	(18) Left Turn	RSI	RSI Rank
Bechtle	Columbia/North	56			28			4	11						4					9	\$ 26,714	25
Bechtle	SR41/First	122			70	4		9	14					1	6				1	17	\$ 26,353	32
Belmont	James	22			14	1			5				1	1							\$ 34,488	1
Belmont	Lagonda/Lowell	20			12		1		3	3					1						\$ 25,575	39
Belmont	Lagonda/Mitchell	55		1	18	1	2	5	13		2			2		4				7	\$ 29,959	5
Belmont	Main	66	1		30	2	1	3	11		1					5			1	11	\$ 27,595	11
Burnett	High	37			17			3	11		1			1	3					1	\$ 27,975	9
Burnett	Lexington	20			2			4	8	2	1				2	2				1	\$ 28,737	7
Burnett	Main	70			29	1		4	21	1					3					11	\$ 26,996	21
Cypress	Selma	26		1	8			1	2	12						2					\$ 24,534	43
Derr	Home	21			10			2	3					1	1					4	\$ 27,487	14
Derr	Villa	20			5	1		1	11											2	\$ 27,531	12
East	Harrison	20			6				3	4						5				2	\$ 25,526	40
Fisher	Columbia	25			5	1		5	9		4					1					\$ 34,027	3
Florence	High	21			9		1	1	5	2					3						\$ 26,081	34
Florence	Main	28			10			1	6	2	1					2			1	5	\$ 28,302	8
Fountain	Columbia	24			3	1		6	8	1	4					1					\$ 34,071	2
Fountain	Main	26			1	2		5	14	4											\$ 26,132	33
Fountain	McCreight	31			13	1		4	8							2				3	\$ 26,447	31
Fountain	North	34			11		1	4	14	2						2					\$ 26,528	29
Greenmount	Main	25			9	2		3	4	1						5				1	\$ 25,606	38
Hillcrest	SR41	36	1		8			1	17	1					3					5	\$ 27,604	10
Isabella	Columbia/North	32			3		1	8	12	2				1	3					2	\$ 27,270	19
Limestone	Columbia	42			5			14	14	7				1	1						\$ 25,708	37
Limestone	Home	33			17			3	8											5	\$ 26,771	24
Limestone	John	50		1	11		2	8	20		1					3				4	\$ 28,869	6
Limestone	Leffel	52			19			7	18											8	\$ 27,130	20
Limestone	McCreight	68			25	1		9	23		1					2			1	6	\$ 27,350	17
Plum	Columbia	22			3	1		5	6		2			2		1				2	\$ 32,396	4
Plum	McCreight	23		1	14				4	3										1	\$ 26,539	28
Plum	North	25			2			8	9	1	1					2	1			1	\$ 27,507	13
Spring	High	68		1	35	1	3	5	19							3				1	\$ 26,960	22
Spring	Limestone/Selma	40	1	1	9	1	1	2	9	2						8			1	5	\$ 27,448	15
Spring	Main	38	1		12	1		7	10	1						1				5	\$ 26,651	27
Spring	North	51		1	24		1	7	13							4				1	\$ 26,713	26
SR235 (Main)	Lake	23			11	1		4	5							1				1	\$ 25,897	35
St. Paris/McCreight	First	25		1	16			2	1							4				1	\$ 26,453	30
Upper Valley	US40/SR4	36			22			4	2	3		1				1				3	\$ 25,141	42
US68	SR41 east ramps	28			18				1	3						3				3	\$ 25,442	41
US68	SR41 west ramps	22			12	1		1	2					1		2				3	\$ 26,928	23
Western	Columbia	24			8			4	8	2						2					\$ 25,765	36
Yellow Springs	Columbia	20			1	1		2	14							2					\$ 27,420	16
Yellow Springs	Pleasant	23			5	1	1	4	6	1						1				4	\$ 27,302	18

Street (N/S)	Reference (W/E)	Frequency	Frequency Rank	EPDO	EPDO Rank	RSI	RSI Rank	Hazard Index	Hazard Index Rank
SR235	US40	24	2	180.89	2	\$ 42,158	7	25.5	1
SR235	Gerlaugh	17	4	221.53	1	\$ 42,298	6	28	2
SR72	Villa	16	5	42.22	12	\$ 44,477	3	34.5	3
Spangler	Lower Valley	16	5	37.85	13	\$ 36,513	14	63	4
Union	Spangler	13	8	43.59	10	\$ 38,246	13	66.5	5
Ballantine	SR41/Lawrenceville	12	11	42.59	11	\$ 39,246	12	74	6
Bird	US40	15	7	45.59	9	\$ 34,647	19	77.5	7
SR41	Ridge/Titus Road	10	15	18.74	34	\$ 46,966	2	84	8
Lake	Gerlaugh	13	8	21.74	30	\$ 36,483	15	91.5	9
Tuttle	US40	13	8	30.48	20	\$ 34,590	20	94	10
Urbana	Moorefield	22	3	143.93	3	\$ 31,775	34	97	11
Upper Valley	SR41	35	1	61.22	8	\$ 30,107	38	106	12
Tecumseh	Rebert	9	20	26.48	26	\$ 41,692	8	106	12
Bowman/Mahar	Old Columbus	8	27	34.22	16	\$ 42,621	4	107	14
SR235	Hocker	9	20	17.74	36	\$ 42,389	5	108.5	15
Union	Lower Valley	8	27	116.82	4	\$ 39,524	11	112.5	16
Gerlaugh	Lower Valley	8	27	21.11	31	\$ 47,145	1	114.5	17
SR369	US40	9	20	35.22	15	\$ 35,211	17	117.5	18
Middle Urbana	Moorefield	9	20	30.85	18	\$ 35,574	16	118	19
SR235	Musselman	12	11	20.74	33	\$ 33,801	23	123.5	20
Milton Carlisle/Enon	US40	8	27	29.85	21	\$ 41,478	9	124.5	21
SR571	US40	8	27	29.85	21	\$ 40,652	10	127	22
US68	Fairfield	11	13	32.85	17	\$ 32,354	29	128.5	23
SR235	SR41	11	13	111.08	7	\$ 31,176	35	133.5	24
SR4	Home/Croft	9	20	22.11	29	\$ 34,956	18	134	25
Bechtle	Eagle City	8	27	116.82	4	\$ 34,463	22	140	26
Middle Urbana	SR334	10	15	36.22	14	\$ 32,035	33	141.5	27
Bird	SR41	10	15	27.48	24	\$ 32,125	31	146.5	28
Upper Valley	St. Paris	10	15	18.74	34	\$ 32,640	27	146.5	28
Upper Valley	Redwood	8	27	112.45	6	\$ 33,416	24	147	30
New Carlisle	US40	10	15	27.48	24	\$ 32,088	32	149	31
US68	Jackson	8	27	29.85	21	\$ 34,558	21	154.5	32
Upper Valley	Shrine	9	20	13.37	39	\$ 33,149	25	161.5	33

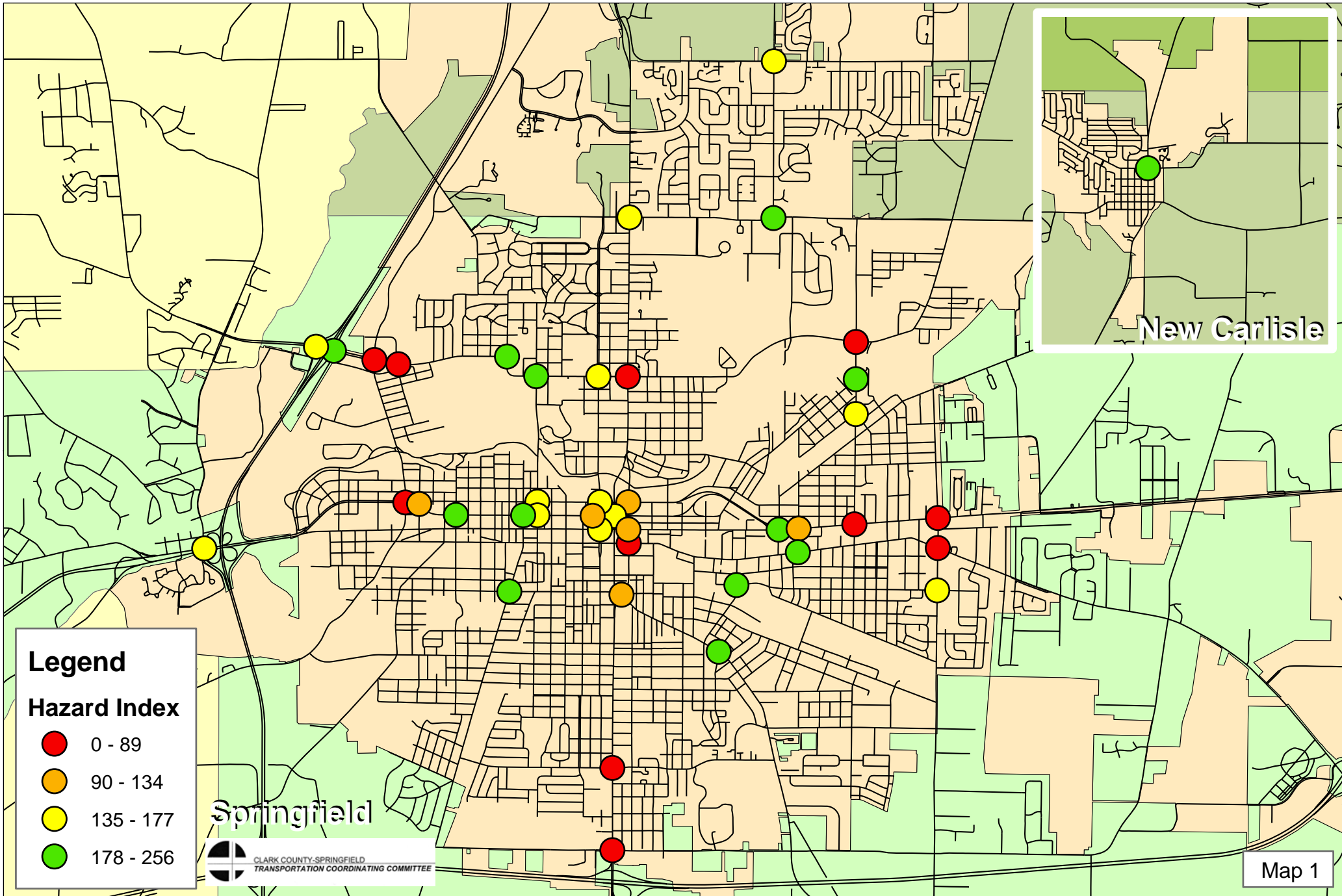
Street (N/S)	Reference (W/E)	Frequency	Frequency Rank	EPDO	EPDO Rank	RSI	RSI Rank	Hazard Index	Hazard Index Rank
New Carlisle	Lost	9	20	30.85	18	\$ 28,255	39	175.5	34
SR4	SR334	8	27	21.11	31	\$ 32,947	26	177	35
Titus Road	US40	8	27	25.48	27	\$ 32,617	28	178	36
SR4	Middle Urbana	8	27	16.74	37	\$ 32,152	30	193	37
Eastwood	US40	8	27	25.48	27	\$ 31,174	36	198	38
SR41	Fairgrounds	8	27	16.74	37	\$ 30,879	37	210.5	39

Street (N/S)	Reference (W/E)	2006-2008 Totals					
		Total Within 250'	Fatal	Injury	PDO/Private Property/Unknown	EPDO	EPDO Rank
Ballantine	SR41/Lawrenceville	12		7	5	42.59	11
Bechtle	Eagle City	8	1	3	4	116.82	4
Bird	SR41	10		4	6	27.48	24
Bird	US40	15		7	8	45.59	9
Bowman/Mahar	Old Columbus	8		6	2	34.22	16
Eastwood	US40	8		4	4	25.48	27
Gerlaugh	Lower Valley	8		3	5	21.11	31
Lake	Gerlaugh	13		2	11	21.74	30
Middle Urbana	Moorefield	9		5	4	30.85	18
Middle Urbana	SR334	10		6	4	36.22	14
Milton Carlisle/Enon	US40	8		5	3	29.85	21
New Carlisle	Lost	9		5	4	30.85	18
New Carlisle	US40	10		4	6	27.48	24
Spangler	Lower Valley	16		5	11	37.85	13
SR235	Gerlaugh	17	2	3	12	221.53	1
SR235	Hocker	9		2	7	17.74	36
SR235	Musselman	12		2	10	20.74	33
SR235	SR41	11	1	1	9	111.08	7
SR235	US40	24	1	14	9	180.89	2
SR369	US40	9		6	3	35.22	15
SR4	Home/Croft	9		3	6	22.11	29
SR4	Middle Urbana	8		2	6	16.74	37
SR4	SR334	8		3	5	21.11	31
SR41	Fairgrounds	8		2	6	16.74	37
SR41	Ridge/Titus Road	10		2	8	18.74	34
SR571	US40	8		5	3	29.85	21
SR72	Villa	16		6	10	42.22	12

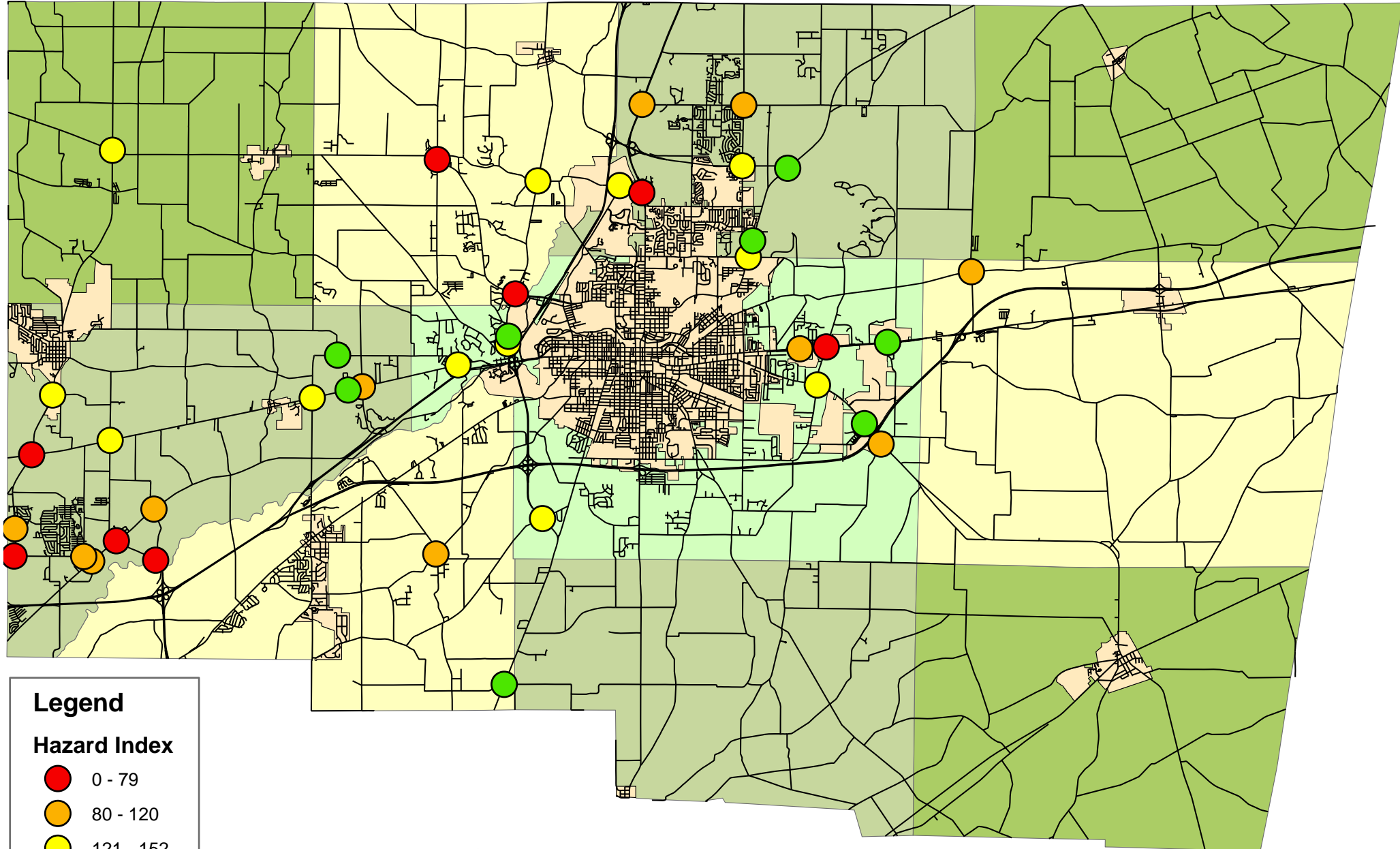
Street (N/S)	Reference (W/E)	2006-2008 Totals					
		Total Within 250'	Fatal	Injury	PDO/Private Property/Unknown	EPDO	EPDO Rank
Tecumseh	Rebert	9		4	5	26.48	26
Titus Road	US40	8		4	4	25.48	27
Tuttle	US40	13		4	9	30.48	20
Union	Lower Valley	8	1	3	4	116.82	4
Union	Spangler	13		7	6	43.59	10
Upper Valley	Redwood	8	1	2	5	112.45	6
Upper Valley	Shrine	9		1	8	13.37	39
Upper Valley	SR41	35		6	29	61.22	8
Upper Valley	St. Paris	10		2	8	18.74	34
Urbana	Moorefield	22	1	6	15	143.93	3
US68	Fairfield	11		5	6	32.85	17
US68	Jackson	8		5	3	29.85	21

		2006-2008 Totals																				
Street (N/S)	Reference (W/E)	Total Within 250'	(0) Not Stated	(1) Head On	(2) Rear End	(3) Backing	(4) Sideswipe Meeting	(5) Sideswipe Passing	(6) Angle	(7) Parked Motor Vehicle	(8) Pedestrian	(9) Animal	(10) Train	(11) Pedal-Cycle	(12) Other Non-moving Vehicle	(13) Fixed Object	(14) Other Object	(16) Overturning	(17) Other Non-Collision	(18) Left Turn	RSI	RSI Rank
Ballantine	SR41/Lawrenceville	12			2				8							1				1	\$ 39,246	12
Bechtle	Eagle City	8			3				1							3		1			\$ 34,463	22
Bird	SR41	10			4			3	1						1				1	\$ 32,125	31	
Bird	US40	15			2			2	3	1		1			1				1	4	\$ 34,647	19
Bowman/Mahar	Old Columbus	8							6									1	1		\$ 42,621	4
Eastwood	US40	8						2	2			1				3					\$ 31,174	36
Gerlaugh	Lower Valley	8		1	3				3						1						\$ 47,145	1
Lake	Gerlaugh	13					1		2					1		9					\$ 36,483	15
Middle Urbana	Moorefield	9			3			1	2						1					2	\$ 35,574	16
Middle Urbana	SR334	10			3				3	1					3						\$ 32,035	33
Milton Carlisle/Enon	US40	8			1		1		5						1						\$ 41,478	9
New Carlisle	Lost	9				1									8						\$ 28,255	39
New Carlisle	US40	10			1				4			1			3				1		\$ 32,088	32
Spangler	Lower Valley	16			4	1	1	2	2	1					1					4	\$ 36,513	14
SR235	Gerlaugh	17			8		3		1	2	1									2	\$ 42,298	6
SR235	Hocker	9			1		1		4						1					2	\$ 42,389	5
SR235	Musselman	12			3			1	2						4					2	\$ 33,801	23
SR235	SR41	11			3				2			2			1				1	2	\$ 31,176	35
SR235	US40	24			9		2	1	8		1									3	\$ 42,158	7
SR369	US40	9			1			1	5			1			1						\$ 35,211	17
SR4	Home/Croft	9			3	1		1	3											1	\$ 34,956	18
SR4	Middle Urbana	8			6		1								1						\$ 32,152	30
SR4	SR334	8			1			1	1						1				2	2	\$ 32,947	26
SR41	Fairgrounds	8			3			2	2			1									\$ 30,879	37
SR41	Ridge/Titus Road	10		1	3	2			2										1		\$ 46,966	2
SR571	US40	8			2				2											4	\$ 40,652	10
SR72	Villa	16		1	2	1		1	1						1				1	8	\$ 44,477	3
Tecumseh	Rebert	9					1		6						2						\$ 41,692	8
Titus Road	US40	8						1	3			1			3						\$ 32,617	28
Tuttle	US40	13			4			1	4			1			1					2	\$ 34,590	20
Union	Lower Valley	8							5						2					1	\$ 39,524	11
Union	Spangler	13			2		1		7	1					2						\$ 38,246	13
Upper Valley	Redwood	8			3							1			2			1		1	\$ 33,416	24
Upper Valley	Shrine	9			5				2						1					1	\$ 33,149	25
Upper Valley	SR41	35			20	1		6	2	1					3					2	\$ 30,107	38
Upper Valley	St. Paris	10			1			1	2			2			2					2	\$ 32,640	27
Urbana	Moorefield	22			6	1		1	6			3			2				1	2	\$ 31,775	34
US68	Fairfield	11			3			2	2			2								2	\$ 32,354	29
US68	Jackson	8			2			3	3												\$ 34,558	21

# 2006-2008 Urban Hot Spots



# 2006-2008 Rural Hot Spots



## Legend

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CLARK COUNTY-SPRINGFIELD  
TRANSPORTATION COORDINATING COMMITTEE