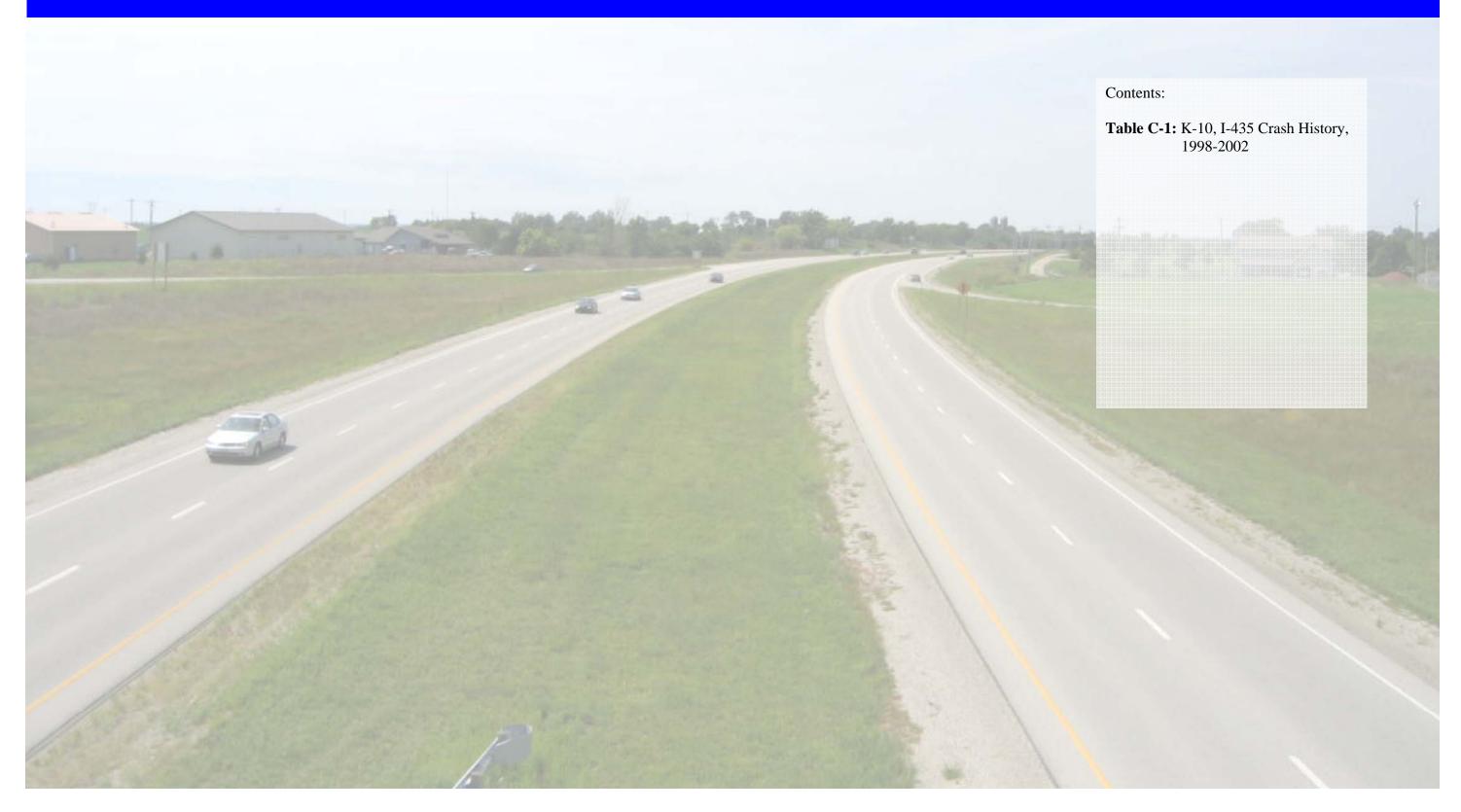
## Appendix C: Historical Crash Data



**Table C-1: K-10, I-435 Crash History, 1998-2002\*\*** (support data for Table 3-3)

4/8/2004

Segment	Length	Avg. ADT	Crashes	hes	Crash Rate (per million vehicle-miles)						Stratified by Severity  Property			Stratified by Type							Stratified by Time of Day				Stratified by Road Surface Condition					
	(mi)					Fatal	Statewide	Critical	Ratio to	Į.		Damage		Fixed	Other No	ղ-		Rear	Sideswipe -	- All Others						Snow	r Ice or	Dirt, or	Debris	
			Total I	Fatal	All	Only	Average*	(99% conf)	Critical	Fatality	Injury	ry Only	Animal	Object	collision	Overturne	d Angle		overtaking		12a - 7a	7a - 9a	9a - 4p	4p - 6p	6p - 12a	Dry W	et Slus	n Snowpacke	d Sand	(oil, etc)
Arterial Section																														
1. E 1600 Rd to E 1750 Rd***	1.634	29,432	92	0	1.048	0.000	2.225	2.641	0.397	0%	28%	72%	20%	18%	3%	3%	23%	21%	10%	2%	21%	11%	29%	15%	24%	72% 22	% 3%	3%	0%	0%
Freeway Section - Rural																														
2. E 1750 Rd to E 1900th Rd	1.490	26,976	80	2	1.091	0.027	0.730	0.994	1.097	3%	28%	70%	24%	21%	6%	4%	14%	15%	5%	11%	11%	11%	33%	13%	33%	86% 99	6 0%	5%	0%	0%
3. E 1900th Rd to JoCo line	5.345	25,773	266	2	1.058	0.008	0.730	0.871	1.215	1%	26%	74%	29%	30%	6%	11%	7%	8%	5%	5%	25%	12%	24%	11%	27%	76% 14	% 3%	7%	0%	0%
4. JoCo line to Lenexa City-lim	8.571	27,773	369	6	0.849	0.014	0.730	0.837	1.015	2%	21%	78%	34%	24%	4%	7%	7%	11%	4%	9%	23%	9%	25%	14%	28%	67% 99	6 5%	19%	0%	0%
Subtotal	15.406	27,002	715	10	0.942	0.013	0.730	0.811	1.162	1%	23%	75%	31%	26%	5%	8%	8%	10%	4%	8%	23%	11%	25%	13%	29%	73% 11	% 3%	13%	0%	0%
Freway Section - Urban																														
5. Lenexa City-lim to Woodland	5.218	33,757	234	2	0.728	0.006	1.271	1.435	0.507	1%	26%	73%	30%	18%	4%	6%	8%	16%	4%	13%	26%	14%	23%	11%	26%	75% 12	% 5%	8%	0%	0%
6. Woodland to I-435	2.63	42,009	291	2	1.443	0.010	1.271	1.478	0.976	1%	21%	78%	19%	24%	2%	6%	8%	30%	7%	4%	12%	27%	24%	15%	21%	76% 99	6 4%	8%	0%	1%
Subtotal	7.848	36,523	525	4	1.004	0.008	1.271	1.399	0.717	1%	23%	76%	24%	21%	3%	6%	8%	24%	6%	8%	19%	21%	24%	13%	23%	76% 10	% 5%	8%	0%	1%
7. US-69 to Quivira Rd	0.998	112,782	289	0	1.407	0.000	1.403	1.618	0.869	0%	20%	80%	2%	14%	2%	2%	8%	55%	10%	7%	10%	28%	29%	21%	12%	80% 10	% 4%	6%	0%	1%
8. Quivira to K-10	2.528	97,001	948	1	2.118	0.002	1.403	1.548	1.368	0%	23%	77%	1%	9%	2%	2%	12%	57%	8%	8%	7%	27%	33%	20%	12%	77% 11	% 4%	7%	0%	1%
Subtotal	3.526	101,467	1237	1	1.895	0.002	1.403	1.523	1.244	0%	22%	78%	1%	10%	2%	2%	11%	57%	9%	8%	8%	27%	32%	20%	12%	78% 11	% 4%	7%	0%	1%

<sup>\*</sup> Statewide averages are for similar facility types.

Types Used:

Segment 1: 4-Lane Divided, Partial Access Control, Urban (see discussion below\*\*\*)

Segments 2-4: 4-Lane Divided, Full Access Control, Rural

Segments 5-6: 4-Lane Divided, Full Access Control, Urban

Segments 7-8: 6-Lane Divided, Full Access Control, Urban

The remainder is classified with full access control. To avoid analyzing a short segment, these

two segments were combined and a composite crash rate was used.

<sup>\*\*</sup>This information is protected by 23 USC 409 and KDOT does not waive that privilege.

<sup>\*\*\*</sup>A portion of segment 1 is classified by KDOT as urban expwy with partial access control.