

SEPTEMBER 25, 2002

Chairman McElhaney called the meeting to order at 6:37 P.M. on Wednesday, September 25, 2002. All members were present. The Pledge of Allegiance was recited.

CONSENT AGENDA 09-25-02

Johnson made a motion to approve the following Consent Agenda:

- ▶ Approve request from the City of Eudora to close Main Street (County Route 1061) from 7th Street to 10th Street on October 5, 2002 from 7:00 A.M. until 7:00 P.M. to celebrate the Annual Eudora Fest.

Jones seconded and the motion carried unanimously.

PUBLIC WORKS 09-25-02

The Board discussed activities for "Put the Brakes on Fatalities Day," to be held on October 10, 2002. Keith Browning, Director of Public Works/County Engineer, was present for the discussion. This will be the second annual "Put the Brakes on Fatalities Day" across the nation. It has been established to focus national attention on reducing traffic fatalities in the United States. The day is being coordinated by a coalition of more than forty national safety organizations, government organizations, and private companies. Last year the Commission proclaimed October 10, 2001 to be "Put the Brakes on Fatalities Day" (PBF) in Douglas County. The Traffic Safety Advisory Committee (TSAC) requests that the Commission sign a similar proclamation this year. In addition, the TSAC would like to place an ad in the newspaper to notify the public of PBF Day. Last year, the Commission funded the cost of two ads placed in the *Journal-World* at a cost of \$482 per ad. This year, the projected cost would be \$511 per ad. Browning noted that he thought that one ad would be sufficient. Browning also suggested that a Commissioner do a Public Service Announcement and/or write an op-ed piece for the newspaper. Johnson stated he thought those were good ideas which should be handled by the Chairman. Jones made a motion that the promotional activities around "Put the Brakes on Fatalities Day" be approved in an amount not to exceed \$600 for advertisements. Motion was seconded by Johnson and carried unanimously.

BYPASS 09-25-02

Mike Rees, Chief Counsel of the Kansas Department of Transportation (KDOT) presented an agreement between KDOT, Baker University, and Douglas County, Kansas. This agreement is made in connection with KDOT Project for the construction of Highway K-10 east from the completed work at Highway K-10 and Highway 59 to a connection with Highway K-10 east of the City of Lawrence. A full transcript of the discussion of this item is on file in the office of the County Administrator. A motion was made by Johnson to approve the Interlocal Agree-

Douglas County

Department of Public Works

Keith A. Browning, P.E.
Director of Public Works/County Engineer

MEMORANDUM

To : Board of County Commissioners

From : Keith A. Browning, P.E., Director of Public Works/County Engineer *KAB*

Date : October 11, 2002

Re : 3-Year Summary of Accident Data on County Roadways

Attached is a summary of accident data for the previous three years on Douglas County roadways. The data was compiled by Andrew Morrow of this department for the Traffic Safety Advisory Committee. Andrew is also a member of the TSAC.

Two summaries are included; one that includes accidents with animals and one that does not include those accidents.

The summaries were prepared to identify trends or obvious problems that should be addressed to improve safety on Douglas County roadways.

Action Required: Receive and discuss 3-Year Summary of Douglas County Accident Data with the Traffic Safety Advisory Committee.

Douglas County Accident Data

1999 - 2001

3-Year Summary

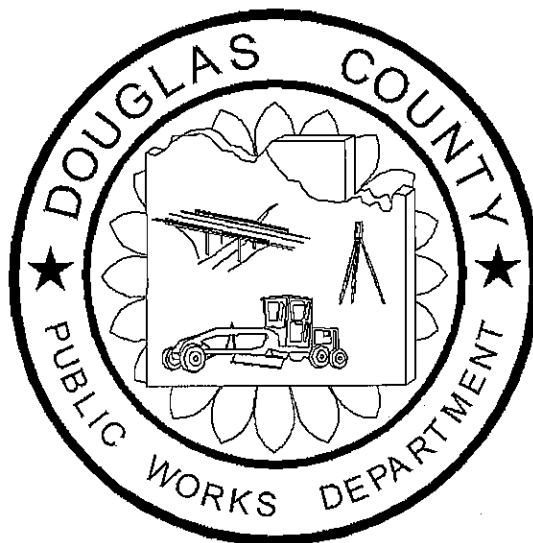


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All information in this report is based on traffic accidents reported to the Douglas County Sheriff Department. Traffic accidents occurring on private property, state and U.S. highways were excluded.

All statistics were gathered and calculated by the Douglas County Public Works Department.

Douglas County Public Works
1242 Massachusetts Street
Lawrence, Kansas 66044
(785) 832-5293

Glossary of Terms

Contributing Circumstances The factors a recording sheriff deputy determines contributed to the cause of an accident.

County Route Any road numbered and marked as a Douglas County Route for which Douglas County Public Works is responsible for maintaining.

Fatal Accident A traffic accident which causes the death of one or more persons.

Injury Accident A traffic accident which causes injury to one or more persons, but does not cause death to any person.

Other Road Any public road that is not a Township Road, County Route, State or U.S. Highway.

PDO Accident A traffic accident which causes Property Damage Only (does not cause injury or death to any person).

Pedacycle A non-motorized vehicle propelled by human-powered pedals (e.g. bicycle, tricycle, etc.)

Township Road Any public road for which a Township Board of Trustees is responsible for maintaining, typically local gravel roads.

Unit A pedestrian or any type of vehicle (e.g. car, bus, train, bicycle, etc.) involved in a traffic accident.

VO Vision Obstruction

General Summary

Number of Accidents:

- 1115 total accidents.
 - 367 in year 1999
 - 370 in year 2000
 - 378 in year 2001
- 1373 total units involved in accidents.

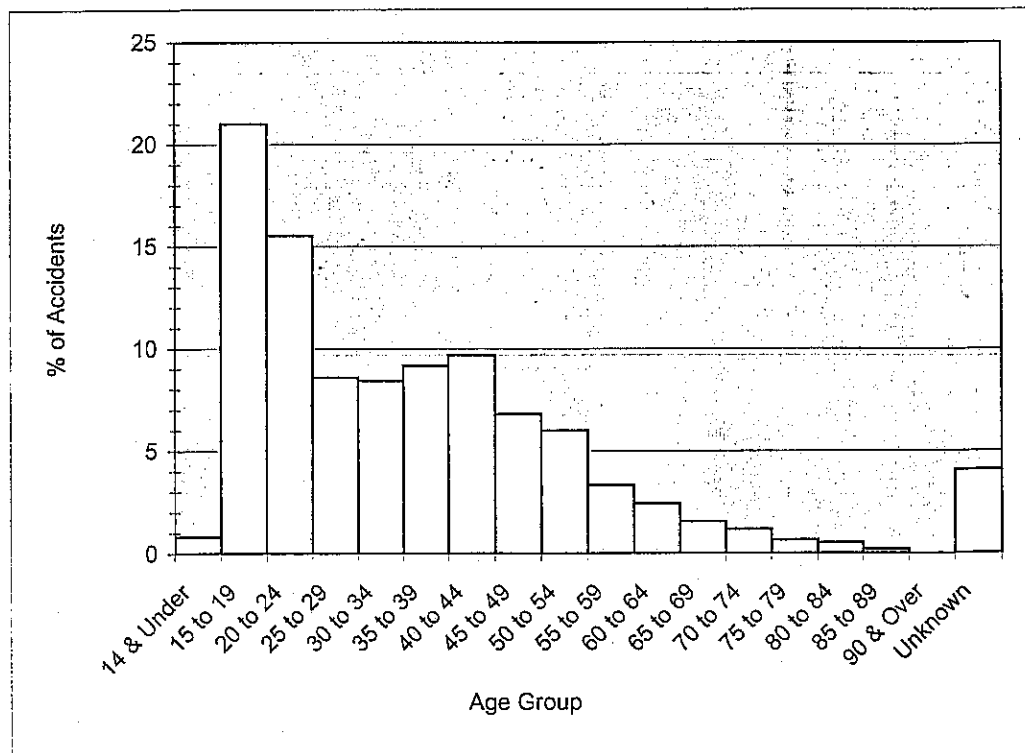
Location of Accidents:

- 64% occurred on county routes
- 32.5% occurred on township roads
- 3.5% occurred on other roads

Types of Accidents:

- 0.3% involved collision with a pedestrian
- 17.2% involved collision with other vehicle(s)
- 0.2% involved collision with a train
- 0.2% involved collision with a pedacycle
- 35.3% involved collision with an animal
- 32.7% involved collision with a fixed object
- 2.6% were non-collision

Age of Drivers Involved in Accidents:



Time of Accidents

Accidents by Month

Month	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
January	24	6.5%	40	10.8%	40	10.6%	104	9.3%
February	21	5.7%	20	5.4%	35	9.3%	76	6.8%
March	33	9.0%	19	5.1%	27	7.1%	79	7.1%
April	26	7.1%	36	9.7%	15	4.0%	77	6.9%
May	35	9.5%	26	7.0%	34	9.0%	95	8.5%
June	23	6.3%	27	7.3%	34	9.0%	84	7.5%
July	33	9.0%	28	7.6%	30	7.9%	91	8.2%
August	21	5.7%	41	11.1%	31	8.2%	93	8.3%
September	29	7.9%	35	9.5%	19	5.0%	83	7.4%
October	34	9.3%	31	8.4%	43	11.4%	108	9.7%
November	57	15.5%	31	8.4%	47	12.4%	135	12.1%
December	31	8.4%	36	9.7%	23	6.1%	90	8.1%
Total	367	100.0%	370	100.0%	378	100.0%	1115	100.0%

Accidents by Day of Week

Day of Week	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Sunday	46	12.5%	46	12.4%	57	15.1%	149	13.4%
Monday	51	13.9%	41	11.1%	53	14.0%	145	13.0%
Tuesday	60	16.3%	51	13.8%	47	12.4%	158	14.2%
Wednesday	56	15.3%	53	14.3%	56	14.8%	165	14.8%
Thursday	51	13.9%	52	14.1%	48	12.7%	151	13.5%
Friday	52	14.2%	64	17.3%	65	17.2%	181	16.2%
Saturday	51	13.9%	63	17.0%	52	13.8%	166	14.9%
Total	367	100.0%	370	100.0%	378	100.0%	1115	100.0%

Accidents by Time of Day

Time of Day	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Midnight to 2:59 a.m.	42	11.4%	31	8.4%	44	11.6%	117	10.5%
3:00 a.m. to 5:59 a.m.	21	5.7%	25	6.8%	20	5.3%	66	5.9%
6:00 a.m. to 8:59 a.m.	67	18.3%	59	15.9%	61	16.1%	187	16.8%
9:00 a.m. to 11:59 a.m.	32	8.7%	25	6.8%	40	10.6%	97	8.7%
Noon to 2:59 p.m.	30	8.2%	40	10.8%	34	9.0%	104	9.3%
3:00 p.m. to 5:59 p.m.	55	15.0%	59	15.9%	55	14.6%	169	15.2%
6:00 p.m. to 8:59 p.m.	62	16.9%	57	15.4%	76	20.1%	195	17.5%
9:00 p.m. to 11:59 p.m.	53	14.4%	66	17.8%	43	11.4%	162	14.5%
Unknown	5	1.4%	8	2.2%	5	1.3%	18	1.6%
Total	367	100.0%	370	100.0%	378	100.0%	1115	100.0%

Location of Accidents

Accidents by Road System

Road System	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
County Routes	235	64.0%	237	64.1%	242	64.0%	714	64.0%
Township Roads	121	33.0%	121	32.7%	120	31.7%	362	32.5%
Other Roads	11	3.0%	12	3.2%	16	4.2%	39	3.5%
Total	367	100.0%	370	100.0%	378	100.0%	1115	100.0%

Accidents on County Routes

County Route	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1	2	0.9%	2	0.8%	1	0.4%	5	0.7%
1E	1	0.4%	2	0.8%	0	0.0%	3	0.4%
1S	0	0.0%	0	0.0%	0	0.0%	0	0.0%
1W	0	0.0%	1	0.4%	0	0.0%	1	0.1%
2	0	0.0%	1	0.4%	1	0.4%	2	0.3%
3	0	0.0%	0	0.0%	0	0.0%	0	0.0%
4	0	0.0%	0	0.0%	1	0.4%	1	0.1%
4W	0	0.0%	1	0.4%	0	0.0%	1	0.1%
5	0	0.0%	0	0.0%	0	0.0%	0	0.0%
6	4	1.7%	1	0.4%	4	1.7%	9	1.3%
7	1	0.4%	2	0.8%	2	0.8%	5	0.7%
9	0	0.0%	1	0.4%	0	0.0%	1	0.1%
10	0	0.0%	0	0.0%	0	0.0%	0	0.0%
11	0	0.0%	0	0.0%	0	0.0%	0	0.0%
12	0	0.0%	1	0.4%	3	1.2%	4	0.6%
14	0	0.0%	0	0.0%	0	0.0%	0	0.0%
438	15	6.4%	22	9.3%	22	9.1%	59	8.3%
442	26	11.1%	39	16.5%	32	13.2%	97	13.6%
458	42	17.9%	42	17.7%	40	16.5%	124	17.4%
460	15	6.4%	11	4.6%	11	4.5%	37	5.2%
474	0	0.0%	0	0.0%	1	0.4%	1	0.1%
1023	14	6.0%	14	5.9%	20	8.3%	48	6.7%
1029	33	14.0%	19	8.0%	21	8.7%	73	10.2%
1039	3	1.3%	3	1.3%	3	1.2%	9	1.3%
1045	4	1.7%	1	0.4%	4	1.7%	9	1.3%
1055	43	18.3%	41	17.3%	40	16.5%	124	17.4%
1057	5	2.1%	12	5.1%	4	1.7%	21	2.9%
1061	27	11.5%	21	8.9%	32	13.2%	80	11.2%
Total	235	100.0%	237	100.0%	242	100.0%	714	100.0%

Location of Accidents

Accidents on Township Roads

Township Roads	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Clinton	1	0.8%	0	0.0%	3	2.5%	4	1.1%
Eudora	23	19.0%	23	19.0%	17	14.2%	63	17.4%
Grant	7	5.8%	11	9.1%	13	10.8%	31	8.6%
Kanwaka	5	4.1%	4	3.3%	9	7.5%	18	5.0%
LeCompton	3	2.5%	12	9.9%	7	5.8%	22	6.1%
Marion	7	5.8%	4	3.3%	1	0.8%	12	3.3%
Palmyra	30	24.8%	26	21.5%	18	15.0%	74	20.4%
Wakarusa	42	34.7%	37	30.6%	43	35.8%	122	33.7%
Willow Springs	3	2.5%	4	3.3%	9	7.5%	16	4.4%
Total	121	100.0%	121	100.0%	120	100.0%	362	100.0%

Accidents on Other Roads

Other Roads	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
31st Street	6	54.5%	3	25.0%	1	6.3%	10	25.6%
City of LeCompton	0	0.0%	0	0.0%	2	12.5%	2	5.1%
Clinton Parkway	2	18.2%	2	16.7%	5	31.3%	9	23.1%
Clinton State Park	2	18.2%	6	50.0%	6	37.5%	14	35.9%
E 900 Road	1	9.1%	1	8.3%	1	6.3%	3	7.7%
West Pointe Subd.	0	0.0%	0	0.0%	1	6.3%	1	2.6%
Total	11	100.0%	12	100.0%	16	100.0%	39	100.0%

Accidents by Location Along Roadway

Location Along Roadway	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
ON Roadway								
Non-intersection	271	73.8%	218	58.9%	209	55.3%	698	62.6%
Intersection	56	15.3%	45	12.2%	49	13.0%	150	13.5%
Intersection-related	4	1.1%	8	2.2%	9	2.4%	21	1.9%
Lot or driveway access	5	1.4%	9	2.4%	17	4.5%	31	2.8%
Interchange area	1	0.3%	1	0.3%	1	0.3%	3	0.3%
On crossover	0	0.0%	0	0.0%	0	0.0%	0	0.0%
OFF Roadway								
Roadside (include shldr.)	30	8.2%	89	24.1%	91	24.1%	210	18.8%
Median	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Parking lot, rest area	0	0.0%	0	0.0%	1	0.3%	1	0.1%
Other	0	0.0%	0	0.0%	1	0.3%	1	0.1%
Total	367	100.0%	370	100.0%	378	100.0%	1115	100.0%

Classification of Accidents

Accidents by Number of Units Involved

Number of Units	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1	286	77.9%	285	77.0%	299	79.1%	870	78.0%
2	76	20.7%	81	21.9%	76	20.1%	233	20.9%
3	5	1.4%	4	1.1%	2	0.5%	11	1.0%
4	0	0.0%	0	0.0%	1	0.3%	1	0.1%
5	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	367	100.0%	370	100.0%	378	100.0%	1115	100.0%

Designation of Units

Designation of Units	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Vehicle	444	98.0%	455	99.1%	453	98.3%	1352	98.5%
Vehicle (no driver)	5	1.1%	2	0.4%	4	0.9%	11	0.8%
Pedestrian	4	0.9%	2	0.4%	4	0.9%	10	0.7%
Total	453	100.0%	459	100.0%	461	100.0%	1373	100.0%

Accidents by Vehicle Maneuver Before Accident

Vehicle Maneuver Before Accident	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Straight/forward road	299	66.6%	287	62.8%	319	69.8%	905	66.4%
Left turn	26	5.8%	27	5.9%	27	5.9%	80	5.9%
Right turn	13	2.9%	18	3.9%	14	3.1%	45	3.3%
U turn	3	0.7%	2	0.4%	3	0.7%	8	0.6%
Overtaking (passing)	12	2.7%	12	2.6%	7	1.5%	31	2.3%
Changing lanes	0	0.0%	1	0.2%	1	0.2%	2	0.1%
Avoiding maneuver	25	5.6%	33	7.2%	33	7.2%	91	6.7%
Merging	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Parking	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Backing	9	2.0%	10	2.2%	7	1.5%	26	1.9%
Stopped awaiting turn	11	2.4%	11	2.4%	10	2.2%	32	2.3%
Stopped in traffic	4	0.9%	6	1.3%	3	0.7%	13	1.0%
Illegally parked	1	0.2%	3	0.7%	2	0.4%	6	0.4%
Disabled in roadway	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Slowing or stopping	5	1.1%	13	2.8%	18	3.9%	36	2.6%
Other	32	7.1%	19	4.2%	6	1.3%	57	4.2%
Unknown	9	2.0%	15	3.3%	7	1.5%	31	2.3%
Total	449	100.0%	457	100.0%	457	100.0%	1363	100.0%

Classification of Accidents

Accidents by Classification

Classification	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Other non-collision	13	3.5%	9	2.4%	7	1.9%	29	2.6%
Overtumed	33	9.0%	34	9.2%	35	9.3%	102	9.1%
Collision w/ pedestrian	1	0.3%	0	0.0%	2	0.5%	3	0.3%
Collision w/ other vehicle	67	18.3%	66	17.8%	59	15.6%	192	17.2%
Collision w/ parked veh.	1	0.3%	1	0.3%	0	0.0%	2	0.2%
Collision w/ railway train	0	0.0%	2	0.5%	0	0.0%	2	0.2%
Collision w/ pedacycle	1	0.3%	1	0.3%	0	0.0%	2	0.2%
Collision w/ animal	133	36.2%	114	30.8%	147	38.9%	394	35.3%
Collision w/ fixed object	108	29.4%	138	37.3%	119	31.5%	365	32.7%
Collision w/ other object	10	2.7%	5	1.4%	6	1.6%	21	1.9%
Unknown	0	0.0%	0	0.0%	3	0.8%	3	0.3%
Total	367	100.0%	370	100.0%	378	100.0%	1115	100.0%

Collision with Other Vehicle

Type of Collision	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Head on	5	7.5%	6	9.1%	1	1.7%	12	6.3%
Rear end	18	26.9%	21	31.8%	18	30.5%	57	29.7%
Angle	24	35.8%	20	30.3%	24	40.7%	68	35.4%
Sideswipe-opposing	10	14.9%	5	7.6%	6	10.2%	21	10.9%
Sideswipe-overtaking	6	9.0%	7	10.6%	3	5.1%	16	8.3%
Backed into	0	0.0%	4	6.1%	6	10.2%	10	5.2%
Other	4	6.0%	3	4.5%	1	1.7%	8	4.2%
Total	67	100.0%	66	100.0%	59	100.0%	192	100.0%

Collision with Animal

Type of Animal	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Deer	124	93.2%	103	90.4%	127	86.4%	354	89.8%
Cattle	5	3.8%	4	3.5%	2	1.4%	11	2.8%
Dog or Cat	1	0.8%	4	3.5%	10	6.8%	15	3.8%
Other	3	2.3%	3	2.6%	8	5.4%	14	3.6%
Total	133	100.0%	114	100.0%	147	100.0%	394	100.0%

Classification of Accidents

Collision with Fixed Object

Type of Fixed Object	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Bridge structure	3	2.8%	3	2.2%	2	1.7%	8	2.2%
Bridge rail	1	0.9%	6	4.3%	0	0.0%	7	1.9%
Crash cushion (barrels)	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Divider, median barrier	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Overhead sign support	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Utility pole, devices	2	1.9%	10	7.2%	2	1.7%	14	3.8%
Other post or pole	3	2.8%	2	1.4%	3	2.5%	8	2.2%
Building	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Guardrail	3	2.8%	4	2.9%	2	1.7%	9	2.5%
Sign post	6	5.6%	11	8.0%	7	5.9%	24	6.6%
Culvert	11	10.2%	8	5.8%	8	6.7%	27	7.4%
Curb	0	0.0%	0	0.0%	2	1.7%	2	0.5%
Fence	8	7.4%	4	2.9%	8	6.7%	20	5.5%
Hydrant	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Barricade	0	0.0%	1	0.7%	0	0.0%	1	0.3%
Mailbox	6	5.6%	7	5.1%	4	3.4%	17	4.7%
Ditch	45	41.7%	53	38.4%	59	49.6%	157	43.0%
Embankment	10	9.3%	7	5.1%	10	8.4%	27	7.4%
Wall	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Tree	8	7.4%	16	11.6%	9	7.6%	33	9.0%
RR crossing fixtures	0	0.0%	1	0.7%	0	0.0%	1	0.3%
Other	2	1.9%	5	3.6%	3	2.5%	10	2.7%
Total	108	100.0%	138	100.0%	119	100.0%	365	100.0%

Accidents by Severity

Severity	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatal	3	0.8%	3	0.8%	2	0.5%	8	0.7%
Injury	78	21.3%	77	20.8%	62	16.4%	217	19.5%
PDO	286	77.9%	290	78.4%	314	83.1%	890	79.8%
Total	367	100.0%	370	100.0%	378	100.0%	1115	100.0%

Drivers Involved in Accidents

Drivers Involved in Accidents by Age

Driver's Age	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Under 21								
13 & Under	2	0.5%	0	0.0%	0	0.0%	2	0.1%
14	1	0.2%	5	1.1%	3	0.7%	9	0.7%
15	9	2.0%	11	2.4%	11	2.4%	31	2.3%
16	23	5.2%	28	6.2%	21	4.6%	72	5.3%
17	16	3.6%	26	5.7%	24	5.3%	66	4.9%
18	16	3.6%	18	4.0%	19	4.2%	53	3.9%
19	22	5.0%	19	4.2%	21	4.6%	62	4.6%
20	8	1.8%	21	4.6%	20	4.4%	49	3.6%
All Ages								
14 & Under	3	0.7%	5	1.1%	3	0.7%	11	0.8%
15 to 19	86	19.4%	102	22.4%	96	21.2%	284	21.0%
20 to 24	52	11.7%	78	17.1%	80	17.7%	210	15.5%
25 to 29	39	8.8%	37	8.1%	40	8.8%	116	8.6%
30 to 34	40	9.0%	34	7.5%	40	8.8%	114	8.4%
35 to 39	52	11.7%	38	8.4%	34	7.5%	124	9.2%
40 to 44	43	9.7%	40	8.8%	48	10.6%	131	9.7%
45 to 49	30	6.8%	30	6.6%	32	7.1%	92	6.8%
50 to 54	25	5.6%	32	7.0%	24	5.3%	81	6.0%
55 to 59	13	2.9%	18	4.0%	14	3.1%	45	3.3%
60 to 64	10	2.3%	11	2.4%	12	2.6%	33	2.4%
65 to 69	12	2.7%	1	0.2%	8	1.8%	21	1.6%
70 to 74	8	1.8%	6	1.3%	2	0.4%	16	1.2%
75 to 79	5	1.1%	3	0.7%	1	0.2%	9	0.7%
80 to 84	2	0.5%	1	0.2%	4	0.9%	7	0.5%
85 to 89	2	0.5%	0	0.0%	1	0.2%	3	0.2%
90 & Over	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Unknown	22	5.0%	19	4.2%	14	3.1%	55	4.1%
Total	444	100.0%	455	100.0%	453	100.0%	1352	100.0%

Drivers Involved in Accidents by Gender

Gender	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Male	290	65.3%	282	62.0%	305	67.3%	877	64.9%
Female	139	31.3%	157	34.5%	135	29.8%	431	31.9%
Unknown	15	3.4%	16	3.5%	13	2.9%	44	3.3%
Total	444	100.0%	455	100.0%	453	100.0%	1352	100.0%

Drivers Involved in Accidents

*Driver-Related Contributing Circumstances

Driver-Related Contributing Circumstances	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
None	264	50.6%	237	43.6%	256	47.3%	757	47.1%
Under influence of drugs	1	0.2%	4	0.7%	1	0.2%	6	0.4%
Under influence of alcohol	32	6.1%	40	7.4%	35	6.5%	107	6.7%
Failed to yield right-of-way	21	4.0%	14	2.6%	13	2.4%	48	3.0%
Disregarded traffic control devices	6	1.1%	10	1.8%	15	2.8%	31	1.9%
Exceeded posted speed limit	5	1.0%	11	2.0%	9	1.7%	25	1.6%
Too fast for conditions	66	12.6%	73	13.4%	77	14.2%	216	13.4%
Made improper turn	4	0.8%	6	1.1%	6	1.1%	16	1.0%
Wrong side or wrong way	6	1.1%	2	0.4%	5	0.9%	13	0.8%
Followed too closely	6	1.1%	7	1.3%	5	0.9%	18	1.1%
Improper lane change	0	0.0%	0	0.0%	2	0.4%	2	0.1%
Improper backing	4	0.8%	4	0.7%	3	0.6%	11	0.7%
Improper passing	1	0.2%	4	0.7%	1	0.2%	6	0.4%
Improper or no signal	1	0.2%	2	0.4%	2	0.4%	5	0.3%
Improper parking	0	0.0%	3	0.6%	1	0.2%	4	0.2%
Fell asleep	10	1.9%	12	2.2%	5	0.9%	27	1.7%
Failed to give full time and attention	82	15.7%	84	15.4%	80	14.8%	246	15.3%
Did not comply with license restrictions	4	0.8%	4	0.7%	7	1.3%	15	0.9%
Distraction in or on vehicle	4	0.8%	4	0.7%	5	0.9%	13	0.8%
Avoidance or evasive action	5	1.0%	22	4.0%	8	1.5%	35	2.2%
Impeding traffic or too slow for traffic	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Ill or medical condition	0	0.0%	1	0.2%	5	0.9%	6	0.4%
Total	522	100.0%	544	100.0%	541	100.0%	1607	100.0%

* Multiple contributing circumstances may have been attributed to individual drivers.

Roadway and Environment Conditions

Weather Conditions

Weather Conditions	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
No adverse conditions	320	87.2%	315	85.1%	321	84.9%	956	85.7%
Rain	19	5.2%	16	4.3%	21	5.6%	56	5.0%
Sleet	2	0.5%	4	1.1%	2	0.5%	8	0.7%
Snow	4	1.1%	13	3.5%	10	2.6%	27	2.4%
Fog	6	1.6%	6	1.6%	9	2.4%	21	1.9%
Smoke	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Strong winds	5	1.4%	5	1.4%	3	0.8%	13	1.2%
Blowing dust, sand, etc.	1	0.3%	1	0.3%	1	0.3%	3	0.3%
Freezing rain	0	0.0%	1	0.3%	5	1.3%	6	0.5%
Rain & fog	3	0.8%	0	0.0%	0	0.0%	3	0.3%
Rain & wind	2	0.5%	0	0.0%	2	0.5%	4	0.4%
Sleet & fog	0	0.0%	1	0.3%	1	0.3%	2	0.2%
Snow & winds	1	0.3%	2	0.5%	1	0.3%	4	0.4%
Unknown	4	1.1%	6	1.6%	2	0.5%	12	1.1%
Total	367	100.0%	370	100.0%	378	100.0%	1115	100.0%

Light Conditions

Light Conditions	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Daylight	158	43.1%	157	42.4%	169	44.7%	484	43.4%
Dawn	21	5.7%	18	4.9%	20	5.3%	59	5.3%
Dusk	14	3.8%	15	4.1%	12	3.2%	41	3.7%
Dark, street lights on	14	3.8%	19	5.1%	22	5.8%	55	4.9%
Dark, no street lights	159	43.3%	159	43.0%	154	40.7%	472	42.3%
Unknown	1	0.3%	2	0.5%	1	0.3%	4	0.4%
Total	367	100.0%	370	100.0%	378	100.0%	1115	100.0%

Roadway Geometry

Roadway Geometry	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Straight & level	209	56.9%	188	50.8%	181	47.9%	578	51.8%
Straight on grade	81	22.1%	95	25.7%	109	28.8%	285	25.6%
Straight at hillcrest	21	5.7%	18	4.9%	25	6.6%	64	5.7%
Curved & level	31	8.4%	33	8.9%	35	9.3%	99	8.9%
Curved on grade	23	6.3%	30	8.1%	21	5.6%	74	6.6%
Curved at hillcrest	1	0.3%	2	0.5%	4	1.1%	7	0.6%
Unknown	1	0.3%	4	1.1%	3	0.8%	8	0.7%
Total	367	100.0%	370	100.0%	378	100.0%	1115	100.0%

Roadway and Environment Conditions

Type of Road Surface

Type of Road Surface	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Concrete	10	2.7%	9	2.4%	9	2.4%	28	2.5%
Blacktop	242	65.9%	244	65.9%	256	67.7%	742	66.5%
Gravel	109	29.7%	114	30.8%	105	27.8%	328	29.4%
Dirt	3	0.8%	0	0.0%	4	1.1%	7	0.6%
Brick	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Unknown	3	0.8%	3	0.8%	4	1.1%	10	0.9%
Total	367	100.0%	370	100.0%	378	100.0%	1115	100.0%

Condition of Road Surface

Condition of Road Surface	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Dry	314	85.6%	305	82.4%	308	81.5%	927	83.1%
Wet	33	9.0%	29	7.8%	28	7.4%	90	8.1%
Snow or slush	3	0.8%	9	2.4%	14	3.7%	26	2.3%
Ice or snowpacked	9	2.5%	21	5.7%	21	5.6%	51	4.6%
Mud, dirt or sand	6	1.6%	2	0.5%	4	1.1%	12	1.1%
Debris (oil, etc.)	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Unknown	2	0.5%	4	1.1%	3	0.8%	9	0.8%
Total	367	100.0%	370	100.0%	378	100.0%	1115	100.0%

Special Features on Roadway

Special Features on Roadway	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
None	336	91.6%	337	91.1%	335	88.6%	1008	90.4%
Bridge	14	3.8%	15	4.1%	14	3.7%	43	3.9%
Bridge overhead	1	0.3%	0	0.0%	2	0.5%	3	0.3%
Railroad bridge	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Railroad crossing	3	0.8%	6	1.6%	0	0.0%	9	0.8%
Interchange	0	0.0%	1	0.3%	1	0.3%	2	0.2%
Ramp	0	0.0%	0	0.0%	1	0.3%	1	0.1%
Unknown	13	3.5%	11	3.0%	25	6.6%	49	4.4%
Total	367	100.0%	370	100.0%	378	100.0%	1115	100.0%

Construction/Maintenance Zones

Const./Maint. Zones	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
None apply	365	99.5%	363	98.1%	370	97.9%	1098	98.5%
Construction zone	0	0.0%	1	0.3%	0	0.0%	1	0.1%
Maintenance zone	1	0.3%	1	0.3%	0	0.0%	2	0.2%
Utility zone	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Unknown	1	0.3%	5	1.4%	8	2.1%	14	1.3%
Total	367	100.0%	370	100.0%	378	100.0%	1115	100.0%

Roadway and Environment Conditions

Environment-Related Contributing Circumstances

Environment-Related Contributing Circumstances	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
None	245	66.8%	258	69.7%	235	62.2%	738	66.2%
Fog, smoke, or smog	2	0.5%	2	0.5%	5	1.3%	9	0.8%
Sleet, hail, or freezing rain	1	0.3%	2	0.5%	1	0.3%	4	0.4%
Blowing sand, soil, or dirt	1	0.3%	0	0.0%	0	0.0%	1	0.1%
Strong winds	1	0.3%	3	0.8%	1	0.3%	5	0.4%
Rain or snow	7	1.9%	4	1.1%	5	1.3%	16	1.4%
Animal	106	28.9%	98	26.5%	128	33.9%	332	29.8%
VO - objects made by humans	2	0.5%	1	0.3%	0	0.0%	3	0.3%
VO - vegetation	0	0.0%	0	0.0%	2	0.5%	2	0.2%
VO - glare from sun or headlights	2	0.5%	2	0.5%	1	0.3%	5	0.4%
Total	367	100.0%	370	100.0%	378	100.0%	1115	100.0%

Road-Related Contributing Circumstances

Road-Related Contributing Circumstances	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
None	352	95.9%	350	94.6%	357	94.4%	1059	95.0%
Wet	4	1.1%	1	0.3%	3	0.8%	8	0.7%
Icy or slushy	4	1.1%	14	3.8%	15	4.0%	33	3.0%
Debris or obstruction	3	0.8%	4	1.1%	1	0.3%	8	0.7%
Ruts, holes, bumps	2	0.5%	0	0.0%	0	0.0%	2	0.2%
Road under construction or maintenance	0	0.0%	0	0.0%	1	0.3%	1	0.1%
Traffic control device inoperative	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Shoulders low, soft, high	2	0.5%	1	0.3%	1	0.3%	4	0.4%
Total	367	100.0%	370	100.0%	378	100.0%	1115	100.0%

Vehicles Involved in Accidents

Accidents by Type of Vehicle

Type of Vehicle	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Automobile	240	53.5%	280	61.3%	282	61.7%	802	58.8%
Motorcycle	6	1.3%	1	0.2%	5	1.1%	12	0.9%
Motorscooter or moped	0	0.0%	0	0.0%	1	0.2%	1	0.1%
Van	30	6.7%	28	6.1%	29	6.3%	87	6.4%
Pickup truck	130	29.0%	106	23.2%	115	25.2%	351	25.8%
Single truck 4-tires	9	2.0%	7	1.5%	1	0.2%	17	1.2%
Camper or RV	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Farm equipment	2	0.4%	2	0.4%	1	0.2%	5	0.4%
All terrain vehicle (ATV)	0	0.0%	0	0.0%	2	0.4%	2	0.1%
Single truck over 4-tires	10	2.2%	8	1.8%	7	1.5%	25	1.8%
Truck and trailer(s)	3	0.7%	1	0.2%	0	0.0%	4	0.3%
Tractor-trailer(s)	2	0.4%	1	0.2%	2	0.4%	5	0.4%
Cross country bus	0	0.0%	0	0.0%	0	0.0%	0	0.0%
School bus	0	0.0%	1	0.2%	0	0.0%	1	0.1%
Transit bus	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Train	0	0.0%	2	0.4%	0	0.0%	2	0.1%
Other	6	1.3%	7	1.5%	3	0.7%	16	1.2%
Unknown	11	2.4%	13	2.8%	9	2.0%	33	2.4%
Total	449	100.0%	457	100.0%	457	100.0%	1363	100.0%

Vehicle-Related Contributing Circumstances

Vehicle-Related Contributing Circumstances	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
None	437	97.3%	450	98.5%	451	98.7%	1338	98.2%
Brakes	2	0.4%	2	0.4%	1	0.2%	5	0.4%
Tires	2	0.4%	0	0.0%	3	0.7%	5	0.4%
Exhaust	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Headlights	3	0.7%	0	0.0%	0	0.0%	3	0.2%
Window or windshield	0	0.0%	1	0.2%	0	0.0%	1	0.1%
Wheels	1	0.2%	0	0.0%	0	0.0%	1	0.1%
Trailer coupling	1	0.2%	0	0.0%	0	0.0%	1	0.1%
Cargo	0	0.0%	2	0.4%	0	0.0%	2	0.1%
Unattended (in motion)	2	0.4%	0	0.0%	1	0.2%	3	0.2%
Unattended (not in motion)	1	0.2%	0	0.0%	1	0.2%	2	0.1%
Other lights	0	0.0%	2	0.4%	0	0.0%	2	0.1%
Total	449	100.0%	457	100.0%	457	100.0%	1363	100.0%

Vehicles Involved in Accidents

Accidents by Vehicle Damage

Vehicle Damage	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
None/none known	25	5.6%	35	7.7%	30	6.6%	90	6.6%
Damage (minor)	122	27.2%	117	25.6%	112	24.5%	351	25.8%
Functional	123	27.4%	128	28.0%	120	26.3%	371	27.2%
Disabling	121	26.9%	141	30.9%	147	32.2%	409	30.0%
Destroyed	53	11.8%	36	7.9%	47	10.3%	136	10.0%
Other	5	1.1%	0	0.0%	1	0.2%	6	0.4%
Total	449	100.0%	457	100.0%	457	100.0%	1363	100.0%

Douglas County Accident Data

1999 - 2001

3-Year Summary

(excluding accidents w/ animals)

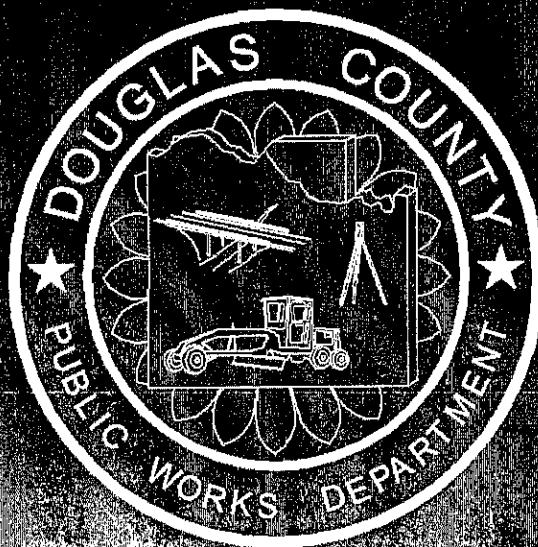


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All information in this report is based on traffic accidents reported to the Douglas County Sheriff Department. Traffic accidents occurring on private property, state and U.S. highways were excluded.

All statistics were gathered and calculated by the Douglas County Public Works Department.

Douglas County Public Works
1242 Massachusetts Street
Lawrence, Kansas 66044
(785) 832-5293

Notice: This report does not include traffic accidents that involved collisions with animals.

Glossary of Terms

Contributing Circumstances The factors a recording sheriff deputy determines contributed to the cause of an accident.

County Route Any road numbered and marked as a Douglas County Route for which Douglas County Public Works is responsible for maintaining.

Fatal Accident A traffic accident which causes the death of one or more persons.

Injury Accident A traffic accident which causes injury to one or more persons, but does not cause death to any person.

Other Road Any public road that is not a Township Road, County Route, State or U.S. Highway.

PDO Accident A traffic accident which causes Property Damage Only (does not cause injury or death to any person).

Pedacycle A non-motorized vehicle propelled by human-powered pedals (e.g. bicycle, tricycle, etc.)

Township Road Any public road for which a Township Board of Trustees is responsible for maintaining, typically local gravel roads.

Unit A pedestrian or any type of vehicle (e.g. car, bus, train, bicycle, etc.) involved in a traffic accident.

VO Vision Obstruction

General Summary

Number of Accidents:

- 721 total accidents.
 - 234 in year 1999
 - 256 in year 2000
 - 231 in year 2001
- 977 total units involved in accidents.

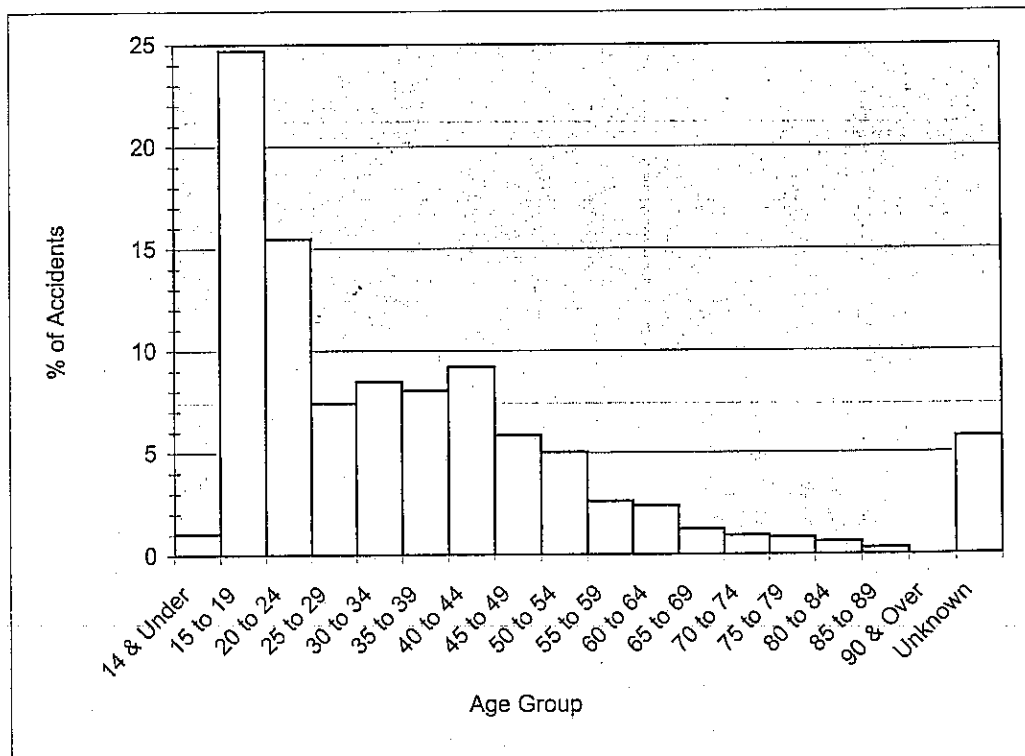
Location of Accidents:

- 55.5% occurred on county routes
- 41.5% occurred on township roads
- 3.1% occurred on other roads

Types of Accidents:

- 0.4% involved collision with a pedestrian
- 26.6% involved collision with other vehicle(s)
- 0.3% involved collision with a train
- 0.3% involved collision with a pedacycle
- 50.6% involved collision with a fixed object
- 4% were non-collision

Age of Drivers Involved in Accidents:



Time of Accidents

Accidents by Month

Month	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
January	12	5.1%	24	9.4%	28	12.1%	64	8.9%
February	13	5.6%	16	6.3%	26	11.3%	55	7.6%
March	24	10.3%	11	4.3%	16	6.9%	51	7.1%
April	15	6.4%	27	10.5%	10	4.3%	52	7.2%
May	30	12.8%	17	6.6%	21	9.1%	68	9.4%
June	19	8.1%	22	8.6%	25	10.8%	66	9.2%
July	20	8.5%	27	10.5%	18	7.8%	65	9.0%
August	18	7.7%	33	12.9%	23	10.0%	74	10.3%
September	19	8.1%	22	8.6%	10	4.3%	51	7.1%
October	20	8.5%	18	7.0%	18	7.8%	56	7.8%
November	24	10.3%	12	4.7%	19	8.2%	55	7.6%
December	20	8.5%	27	10.5%	17	7.4%	64	8.9%
Total	234	100.0%	256	100.0%	231	100.0%	721	100.0%

Accidents by Day of Week

Day of Week	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Sunday	33	14.1%	36	14.1%	38	16.5%	107	14.8%
Monday	34	14.5%	23	9.0%	31	13.4%	88	12.2%
Tuesday	31	13.2%	36	14.1%	25	10.8%	92	12.8%
Wednesday	36	15.4%	34	13.3%	34	14.7%	104	14.4%
Thursday	30	12.8%	32	12.5%	29	12.6%	91	12.6%
Friday	34	14.5%	44	17.2%	37	16.0%	115	16.0%
Saturday	36	15.4%	51	19.9%	37	16.0%	124	17.2%
Total	234	100.0%	256	100.0%	231	100.0%	721	100.0%

Accidents by Time of Day

Time of Day	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Midnight to 2:59 a.m.	31	13.2%	23	9.0%	29	12.6%	83	11.5%
3:00 a.m. to 5:59 a.m.	14	6.0%	18	7.0%	11	4.8%	43	6.0%
6:00 a.m. to 8:59 a.m.	37	15.8%	32	12.5%	26	11.3%	95	13.2%
9:00 a.m. to 11:59 a.m.	28	12.0%	21	8.2%	33	14.3%	82	11.4%
Noon to 2:59 p.m.	26	11.1%	38	14.8%	32	13.9%	96	13.3%
3:00 p.m. to 5:59 p.m.	38	16.2%	45	17.6%	41	17.7%	124	17.2%
6:00 p.m. to 8:59 p.m.	26	11.1%	29	11.3%	30	13.0%	85	11.8%
9:00 p.m. to 11:59 p.m.	30	12.8%	42	16.4%	24	10.4%	96	13.3%
Unknown	4	1.7%	8	3.1%	5	2.2%	17	2.4%
Total	234	100.0%	256	100.0%	231	100.0%	721	100.0%

Location of Accidents

Accidents by Road System

Road System	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
County Routes	127	54.3%	144	56.3%	129	55.8%	400	55.5%
Township Roads	102	43.6%	103	40.2%	94	40.7%	299	41.5%
Other Roads	5	2.1%	9	3.5%	8	3.5%	22	3.1%
Total	234	100.0%	256	100.0%	231	100.0%	721	100.0%

Accidents on County Routes

County Route	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1	1	0.8%	2	1.4%	0	0.0%	3	0.8%
1E	1	0.8%	2	1.4%	0	0.0%	3	0.8%
1S	0	0.0%	0	0.0%	0	0.0%	0	0.0%
1W	0	0.0%	1	0.7%	0	0.0%	1	0.3%
2	0	0.0%	1	0.7%	0	0.0%	1	0.3%
3	0	0.0%	0	0.0%	0	0.0%	0	0.0%
4	0	0.0%	0	0.0%	1	0.8%	1	0.3%
4W	0	0.0%	1	0.7%	0	0.0%	1	0.3%
5	0	0.0%	0	0.0%	0	0.0%	0	0.0%
6	2	1.6%	0	0.0%	3	2.3%	5	1.3%
7	1	0.8%	2	1.4%	2	1.6%	5	1.3%
9	0	0.0%	1	0.7%	0	0.0%	1	0.3%
10	0	0.0%	0	0.0%	0	0.0%	0	0.0%
11	0	0.0%	0	0.0%	0	0.0%	0	0.0%
12	0	0.0%	1	0.7%	1	0.8%	2	0.5%
14	0	0.0%	0	0.0%	0	0.0%	0	0.0%
438	8	6.3%	7	4.9%	8	6.2%	23	5.8%
442	15	11.8%	29	20.1%	19	14.7%	63	15.8%
458	29	22.8%	27	18.8%	22	17.1%	78	19.5%
460	4	3.1%	5	3.5%	4	3.1%	13	3.3%
474	0	0.0%	0	0.0%	0	0.0%	0	0.0%
1023	6	4.7%	9	6.3%	6	4.7%	21	5.3%
1029	16	12.6%	11	7.6%	14	10.9%	41	10.3%
1039	2	1.6%	3	2.1%	2	1.6%	7	1.8%
1045	2	1.6%	0	0.0%	3	2.3%	5	1.3%
1055	23	18.1%	25	17.4%	24	18.6%	72	18.0%
1057	1	0.8%	4	2.8%	0	0.0%	5	1.3%
1061	16	12.6%	13	9.0%	20	15.5%	49	12.3%
Total	127	100.0%	144	100.0%	129	100.0%	400	100.0%

Location of Accidents

Accidents on Township Roads

Township Roads	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Clinton	1	1.0%	0	0.0%	3	3.2%	4	1.3%
Eudora	20	19.6%	21	20.4%	13	13.8%	54	18.1%
Grant	7	6.9%	10	9.7%	9	9.6%	26	8.7%
Kanwaka	5	4.9%	4	3.9%	7	7.4%	16	5.4%
Lecompton	3	2.9%	7	6.8%	6	6.4%	16	5.4%
Marion	7	6.9%	2	1.9%	1	1.1%	10	3.3%
Palmyra	24	23.5%	22	21.4%	15	16.0%	61	20.4%
Wakarusa	35	34.3%	33	32.0%	33	35.1%	101	33.8%
Willow Springs	0	0.0%	4	3.9%	7	7.4%	11	3.7%
Total	102	100.0%	103	100.0%	94	100.0%	299	100.0%

Accidents on Other Roads

Other Roads	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
31st Street	3	60.0%	2	22.2%	1	12.5%	6	27.3%
City of Lecompton	0	0.0%	0	0.0%	2	25.0%	2	9.1%
Clinton Parkway	0	0.0%	1	11.1%	2	25.0%	3	13.6%
Clinton State Park	1	20.0%	5	55.6%	1	12.5%	7	31.8%
E 900 Road	1	20.0%	1	11.1%	1	12.5%	3	13.6%
West Pointe Subd.	0	0.0%	0	0.0%	1	12.5%	1	4.5%
Total	5	100.0%	9	100.0%	8	100.0%	22	100.0%

Accidents by Location Along Roadway

Location Along Roadway	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
ON Roadway								
Non-intersection	148	63.2%	109	42.6%	78	33.8%	335	46.5%
Intersection	47	20.1%	41	16.0%	46	19.9%	134	18.6%
Intersection-related	3	1.3%	8	3.1%	9	3.9%	20	2.8%
Lot or driveway access	5	2.1%	9	3.5%	16	6.9%	30	4.2%
Interchange area	1	0.4%	1	0.4%	1	0.4%	3	0.4%
On crossover	0	0.0%	0	0.0%	0	0.0%	0	0.0%
OFF Roadway								
Roadside (include shldr.)	30	12.8%	88	34.4%	79	34.2%	197	27.3%
Median	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Parking lot, rest area	0	0.0%	0	0.0%	1	0.4%	1	0.1%
Other	0	0.0%	0	0.0%	1	0.4%	1	0.1%
Total	234	100.0%	256	100.0%	231	100.0%	721	100.0%

Classification of Accidents

Accidents by Number of Units Involved

Number of Units	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1	153	65.4%	171	66.8%	154	66.7%	478	66.3%
2	76	32.5%	81	31.6%	74	32.0%	231	32.0%
3	5	2.1%	4	1.6%	2	0.9%	11	1.5%
4	0	0.0%	0	0.0%	1	0.4%	1	0.1%
5	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	234	100.0%	256	100.0%	231	100.0%	721	100.0%

Designation of Units

Designation of Units	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Vehicle	311	97.2%	341	98.8%	304	97.4%	956	97.9%
Vehicle (no driver)	5	1.6%	2	0.6%	4	1.3%	11	1.1%
Pedestrian	4	1.3%	2	0.6%	4	1.3%	10	1.0%
Total	320	100.0%	345	100.0%	312	100.0%	977	100.0%

Accidents by Vehicle Maneuver Before Accident

Vehicle Maneuver Before Accident	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Straight/following road	177	56.0%	183	53.4%	187	60.7%	547	56.6%
Left turn	26	8.2%	27	7.9%	27	8.8%	80	8.3%
Right turn	12	3.8%	18	5.2%	14	4.5%	44	4.6%
U. turn	3	0.9%	2	0.6%	3	1.0%	8	0.8%
Overtaking (passing)	12	3.8%	12	3.5%	7	2.3%	31	3.2%
Changing lanes	0	0.0%	1	0.3%	1	0.3%	2	0.2%
Avoiding maneuver	19	6.0%	27	7.9%	17	5.5%	63	6.5%
Merging	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Parking	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Backing	9	2.8%	10	2.9%	7	2.3%	26	2.7%
Stopped awaiting turn	11	3.5%	11	3.2%	10	3.2%	32	3.3%
Stopped in traffic	4	1.3%	6	1.7%	3	1.0%	13	1.3%
Illegally parked	1	0.3%	3	0.9%	2	0.6%	6	0.6%
Disabled in roadway	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Slowing or stopping	5	1.6%	12	3.5%	17	5.5%	34	3.5%
Other	30	9.5%	19	5.5%	6	1.9%	55	5.7%
Unknown	7	2.2%	12	3.5%	7	2.3%	26	2.7%
Total	316	100.0%	343	100.0%	308	100.0%	967	100.0%

Classification of Accidents

Accidents by Classification

Classification	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Other non-collision	13	5.6%	9	3.5%	7	3.0%	29	4.0%
Overtuned	33	14.1%	34	13.3%	35	15.2%	102	14.1%
Collision w/ pedestrian	1	0.4%	0	0.0%	2	0.9%	3	0.4%
Collision w/ other vehicle	67	28.6%	66	25.8%	59	25.5%	192	26.6%
Collision w/ parked veh.	1	0.4%	1	0.4%	0	0.0%	2	0.3%
Collision w/ railway train	0	0.0%	2	0.8%	0	0.0%	2	0.3%
Collision w/ pedacycle	1	0.4%	1	0.4%	0	0.0%	2	0.3%
Collision w/ animal								
Collision w/ fixed object	108	46.2%	138	53.9%	119	51.5%	365	50.6%
Collision w/ other object	10	4.3%	5	2.0%	6	2.6%	21	2.9%
Unknown	0	0.0%	0	0.0%	3	1.3%	3	0.4%
Total	234	100.0%	256	100.0%	231	100.0%	721	100.0%

Collision with Other Vehicle

Type of Collision	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Head on	5	7.5%	6	9.1%	1	1.7%	12	6.3%
Rear end	18	26.9%	21	31.8%	18	30.5%	57	29.7%
Angle	24	35.8%	20	30.3%	24	40.7%	68	35.4%
Sideswipe-opposing	10	14.9%	5	7.6%	6	10.2%	21	10.9%
Sideswipe-overtaking	6	9.0%	7	10.6%	3	5.1%	16	8.3%
Backed into	0	0.0%	4	6.1%	6	10.2%	10	5.2%
Other	4	6.0%	3	4.5%	1	1.7%	8	4.2%
Total	67	100.0%	66	100.0%	59	100.0%	192	100.0%

Collision with Animal

Type of Animal	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Deer								
Cattle								
Dog or Cat								
Other								
Total								

Classification of Accidents

Collision with Fixed Object

Type of Fixed Object	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Bridge structure	3	2.8%	3	2.2%	2	1.7%	8	2.2%
Bridge rail	1	0.9%	6	4.3%	0	0.0%	7	1.9%
Crash cushion (barrels)	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Divider, median barrier	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Overhead sign support	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Utility pole, devices	2	1.9%	10	7.2%	2	1.7%	14	3.8%
Other post or pole	3	2.8%	2	1.4%	3	2.5%	8	2.2%
Building	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Guardrail	3	2.8%	4	2.9%	2	1.7%	9	2.5%
Sign post	6	5.6%	11	8.0%	7	5.9%	24	6.6%
Culvert	11	10.2%	8	5.8%	8	6.7%	27	7.4%
Curb	0	0.0%	0	0.0%	2	1.7%	2	0.5%
Fence	8	7.4%	4	2.9%	8	6.7%	20	5.5%
Hydrant	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Barricade	0	0.0%	1	0.7%	0	0.0%	1	0.3%
Mailbox	6	5.6%	7	5.1%	4	3.4%	17	4.7%
Ditch	45	41.7%	53	38.4%	59	49.6%	157	43.0%
Embankment	10	9.3%	7	5.1%	10	8.4%	27	7.4%
Wall	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Tree	8	7.4%	16	11.6%	9	7.6%	33	9.0%
RR crossing fixtures	0	0.0%	1	0.7%	0	0.0%	1	0.3%
Other	2	1.9%	5	3.6%	3	2.5%	10	2.7%
Total	108	100.0%	138	100.0%	119	100.0%	365	100.0%

Accidents by Severity

Severity	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatal	3	1.3%	3	1.2%	2	0.9%	8	1.1%
Injury	73	31.2%	72	28.1%	53	22.9%	198	27.5%
PDO	158	67.5%	181	70.7%	176	76.2%	515	71.4%
Total	234	100.0%	256	100.0%	231	100.0%	721	100.0%

Drivers Involved in Accidents

Drivers Involved in Accidents by Age

Driver's Age	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Under 21								
13 & Under	2	0.6%	0	0.0%	0	0.0%	2	0.2%
14	1	0.3%	5	1.5%	2	0.7%	8	0.8%
15	7	2.3%	11	3.2%	9	3.0%	27	2.8%
16	20	6.4%	25	7.3%	16	5.3%	61	6.4%
17	14	4.5%	24	7.0%	21	6.9%	59	6.2%
18	10	3.2%	12	3.5%	15	4.9%	37	3.9%
19	19	6.1%	17	5.0%	16	5.3%	52	5.4%
20	6	1.9%	13	3.8%	16	5.3%	35	3.7%
All Ages								
14 & Under	3	1.0%	5	1.5%	2	0.7%	10	1.0%
15 to 19	70	22.5%	89	26.1%	77	25.3%	236	24.7%
20 to 24	34	10.9%	57	16.7%	57	18.8%	148	15.5%
25 to 29	27	8.7%	22	6.5%	22	7.2%	71	7.4%
30 to 34	26	8.4%	27	7.9%	28	9.2%	81	8.5%
35 to 39	29	9.3%	32	9.4%	16	5.3%	77	8.1%
40 to 44	32	10.3%	27	7.9%	29	9.5%	88	9.2%
45 to 49	16	5.1%	21	6.2%	19	6.3%	56	5.9%
50 to 54	15	4.8%	19	5.6%	14	4.6%	48	5.0%
55 to 59	8	2.6%	10	2.9%	7	2.3%	25	2.6%
60 to 64	8	2.6%	7	2.1%	8	2.6%	23	2.4%
65 to 69	8	2.6%	1	0.3%	3	1.0%	12	1.3%
70 to 74	5	1.6%	2	0.6%	2	0.7%	9	0.9%
75 to 79	5	1.6%	2	0.6%	1	0.3%	8	0.8%
80 to 84	1	0.3%	1	0.3%	4	1.3%	6	0.6%
85 to 89	2	0.6%	0	0.0%	1	0.3%	3	0.3%
90 & Over	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Unknown	22	7.1%	19	5.6%	14	4.6%	55	5.8%
Total	311	100.0%	341	100.0%	304	100.0%	956	100.0%

Drivers Involved in Accidents by Gender

Gender	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Male	207	66.6%	221	64.8%	205	67.4%	633	66.2%
Female	89	28.6%	104	30.5%	86	28.3%	279	29.2%
Unknown	15	4.8%	16	4.7%	13	4.3%	44	4.6%
Total	311	100.0%	341	100.0%	304	100.0%	956	100.0%

Drivers Involved in Accidents

*Driver-Related Contributing Circumstances

Driver-Related Contributing Circumstances	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
None	138	35.7%	237	44.8%	256	49.3%	631	44.0%
Under influence of drugs	1	0.3%	4	0.8%	0	0.0%	5	0.3%
Under influence of alcohol	32	8.3%	40	7.6%	32	6.2%	104	7.2%
Failed to yield right-of-way	21	5.4%	14	2.6%	13	2.5%	48	3.3%
Disregarded traffic control devices	6	1.6%	10	1.9%	14	2.7%	30	2.1%
Exceeded posted speed limit	5	1.3%	11	2.1%	7	1.3%	23	1.6%
Too fast for conditions	60	15.5%	69	13.0%	72	13.9%	201	14.0%
Made improper turn	4	1.0%	6	1.1%	6	1.2%	16	1.1%
Wrong side or wrong way	6	1.6%	2	0.4%	5	1.0%	13	0.9%
Followed too closely	6	1.6%	7	1.3%	5	1.0%	18	1.3%
Improper lane change	0	0.0%	0	0.0%	2	0.4%	2	0.1%
Improper backing	4	1.0%	4	0.8%	3	0.6%	11	0.8%
Improper passing	1	0.3%	4	0.8%	1	0.2%	6	0.4%
Improper or no signal	1	0.3%	2	0.4%	2	0.4%	5	0.3%
Improper parking	0	0.0%	3	0.6%	1	0.2%	4	0.3%
Fell asleep	10	2.6%	12	2.3%	5	1.0%	27	1.9%
Failed to give full time and attention	81	20.9%	76	14.4%	73	14.1%	230	16.0%
Did not comply with license restrictions	4	1.0%	4	0.8%	7	1.3%	15	1.0%
Distraction in or on vehicle	4	1.0%	4	0.8%	4	0.8%	12	0.8%
Avoidance or evasive action	3	0.8%	19	3.6%	6	1.2%	28	2.0%
Impeding traffic or too slow for traffic	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Ill. or medical condition	0	0.0%	1	0.2%	5	1.0%	6	0.4%
Total	387	100.0%	529	100.0%	519	100.0%	1435	100.0%

* Multiple contributing circumstances may have been attributed to individual drivers.

Roadway and Environment Conditions

Weather Conditions

Weather Conditions	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
No adverse conditions	199	85.0%	215	84.0%	190	82.3%	604	83.8%
Rain	13	5.6%	10	3.9%	12	5.2%	35	4.9%
Sleet	2	0.9%	3	1.2%	1	0.4%	6	0.8%
Snow	4	1.7%	11	4.3%	10	4.3%	25	3.5%
Fog	3	1.3%	5	2.0%	5	2.2%	13	1.8%
Smoke	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Strong winds	3	1.3%	2	0.8%	1	0.4%	6	0.8%
Blowing dust, sand, etc.	1	0.4%	1	0.4%	1	0.4%	3	0.4%
Freezing rain	0	0.0%	1	0.4%	5	2.2%	6	0.8%
Rain & fog	2	0.9%	0	0.0%	0	0.0%	2	0.3%
Rain & wind	2	0.9%	0	0.0%	2	0.9%	4	0.6%
Sleet & fog	0	0.0%	0	0.0%	1	0.4%	1	0.1%
Snow & winds	1	0.4%	2	0.8%	1	0.4%	4	0.6%
Unknown	4	1.7%	6	2.3%	2	0.9%	12	1.7%
Total	234	100.0%	256	100.0%	231	100.0%	721	100.0%

Light Conditions

Light Conditions	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Daylight	133	56.8%	137	53.5%	140	60.6%	410	56.9%
Dawn	5	2.1%	6	2.3%	1	0.4%	12	1.7%
Dusk	5	2.1%	9	3.5%	5	2.2%	19	2.6%
Dark: street lights on	8	3.4%	13	5.1%	12	5.2%	33	4.6%
Dark: no street lights	82	35.0%	89	34.8%	72	31.2%	243	33.7%
Unknown	1	0.4%	2	0.8%	1	0.4%	4	0.6%
Total	234	100.0%	256	100.0%	231	100.0%	721	100.0%

Roadway Geometry

Roadway Geometry	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Straight & level	129	55.1%	115	44.9%	101	43.7%	345	47.9%
Straight on grade	48	20.5%	63	24.6%	60	26.0%	171	23.7%
Straight at hillcrest	11	4.7%	14	5.5%	17	7.4%	42	5.8%
Curved & level	28	12.0%	30	11.7%	28	12.1%	86	11.9%
Curved on grade	16	6.8%	28	10.9%	18	7.8%	62	8.6%
Curved at hillcrest	1	0.4%	2	0.8%	4	1.7%	7	1.0%
Unknown	1	0.4%	4	1.6%	3	1.3%	8	1.1%
Total	234	100.0%	256	100.0%	231	100.0%	721	100.0%

Roadway and Environment Conditions

Type of Road Surface

Type of Road Surface	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Concrete	7	3.0%	9	3.5%	6	2.6%	22	3.1%
Blacktop	128	54.7%	145	56.6%	136	58.9%	409	56.7%
Gravel	93	39.7%	101	39.5%	82	35.5%	276	38.3%
Dirt	3	1.3%	0	0.0%	4	1.7%	7	1.0%
Brick	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Unknown	3	1.3%	1	0.4%	3	1.3%	7	1.0%
Total	234	100.0%	256	100.0%	231	100.0%	721	100.0%

Condition of Road Surface

Condition of Road Surface	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Dry	194	82.9%	203	79.3%	175	75.8%	572	79.3%
Wet	21	9.0%	19	7.4%	16	6.9%	56	7.8%
Snow or slush	3	1.3%	8	3.1%	13	5.6%	24	3.3%
Ice or snowpacked	8	3.4%	20	7.8%	21	9.1%	49	6.8%
Mud, dirt or sand	6	2.6%	2	0.8%	3	1.3%	11	1.5%
Debris (oil, etc.)	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Unknown	2	0.9%	4	1.6%	3	1.3%	9	1.2%
Total	234	100.0%	256	100.0%	231	100.0%	721	100.0%

Special Features on Roadway

Special Features on Roadway	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
None	212	90.6%	225	87.9%	207	89.6%	644	89.3%
Bridge	12	5.1%	15	5.9%	7	3.0%	34	4.7%
Bridge overhead	1	0.4%	0	0.0%	2	0.9%	3	0.4%
Railroad bridge	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Railroad crossing	3	1.3%	6	2.3%	0	0.0%	9	1.2%
Interchange	0	0.0%	1	0.4%	1	0.4%	2	0.3%
Ramp	0	0.0%	0	0.0%	1	0.4%	1	0.1%
Unknown	6	2.6%	9	3.5%	13	5.6%	28	3.9%
Total	234	100.0%	256	100.0%	231	100.0%	721	100.0%

Construction/Maintenance Zones

Const/Maint. Zones	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
None apply	232	99.1%	250	97.7%	227	98.3%	709	98.3%
Construction zone	0	0.0%	1	0.4%	0	0.0%	1	0.1%
Maintenance zone	1	0.4%	0	0.0%	0	0.0%	1	0.1%
Utility zone	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Unknown	1	0.4%	5	2.0%	4	1.7%	10	1.4%
Total	234	100.0%	256	100.0%	231	100.0%	721	100.0%

Roadway and Environment Conditions

Environment-Related Contributing Circumstances

Environment-Related Contributing Circumstances	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
None	219	93.6%	242	94.5%	215	93.1%	676	93.8%
Fog, smoke, or smog	2	0.9%	2	0.8%	5	2.2%	9	1.2%
Sleet, hail, or freezing rain	1	0.4%	2	0.8%	1	0.4%	4	0.6%
Blowing sand, soil, or dirt	1	0.4%	0	0.0%	0	0.0%	1	0.1%
Strong winds	1	0.4%	3	1.2%	1	0.4%	5	0.7%
Rain or snow	7	3.0%	4	1.6%	5	2.2%	16	2.2%
Animal	0	0.0%	0	0.0%	2	0.9%	2	0.3%
VO - objects made by humans	1	0.4%	1	0.4%	0	0.0%	2	0.3%
VO - vegetation	0	0.0%	0	0.0%	1	0.4%	1	0.1%
VO - glare from sun or headlights	2	0.9%	2	0.8%	1	0.4%	5	0.7%
Total	234	100.0%	256	100.0%	231	100.0%	721	100.0%

Road-Related Contributing Circumstances

Road-Related Contributing Circumstances	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
None	220	94.0%	236	92.2%	213	92.2%	669	92.8%
Wet	3	1.3%	1	0.4%	1	0.4%	5	0.7%
Icy or slushy	4	1.7%	14	5.5%	14	6.1%	32	4.4%
Debris or obstruction	3	1.3%	4	1.6%	1	0.4%	8	1.1%
Ruts, holes, bumps	2	0.9%	0	0.0%	0	0.0%	2	0.3%
Road under construction or maintenance	0	0.0%	0	0.0%	1	0.4%	1	0.1%
Traffic control device inoperative	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Shoulders low, soft, high	2	0.9%	1	0.4%	1	0.4%	4	0.6%
Total	234	100.0%	256	100.0%	231	100.0%	721	100.0%

Vehicles Involved in Accidents

Accidents by Type of Vehicle

Type of Vehicle	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Automobile	165	52.2%	201	58.6%	181	58.8%	547	56.6%
Motorcycle	6	1.9%	1	0.3%	4	1.3%	11	1.1%
Motorscooter or moped	0	0.0%	0	0.0%	1	0.3%	1	0.1%
Van	23	7.3%	20	5.8%	19	6.2%	62	6.4%
Pickup truck	85	26.9%	84	24.5%	78	25.3%	247	25.5%
Single truck 4-tires	6	1.9%	6	1.7%	1	0.3%	13	1.3%
Camper or RV	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Farm equipment	2	0.6%	2	0.6%	1	0.3%	5	0.5%
All terrain vehicle (ATV)	0	0.0%	0	0.0%	2	0.6%	2	0.2%
Single truck over 4-tires	9	2.8%	8	2.3%	7	2.3%	24	2.5%
Truck and trailer(s)	3	0.9%	1	0.3%	0	0.0%	4	0.4%
Tractor-trailer(s)	2	0.6%	1	0.3%	2	0.6%	5	0.5%
Cross country bus	0	0.0%	0	0.0%	0	0.0%	0	0.0%
School bus	0	0.0%	1	0.3%	0	0.0%	1	0.1%
Transit bus	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Train	0	0.0%	2	0.6%	0	0.0%	2	0.2%
Other	6	1.9%	7	2.0%	3	1.0%	16	1.7%
Unknown	9	2.8%	9	2.6%	9	2.9%	27	2.8%
Total	316	100.0%	343	100.0%	308	100.0%	967	100.0%

Vehicle-Related Contributing Circumstances

Vehicle-Related Contributing Circumstances	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
None	304	96.2%	336	98.0%	302	98.1%	942	97.4%
Brakes	2	0.6%	2	0.6%	1	0.3%	5	0.5%
Tires	2	0.6%	0	0.0%	3	1.0%	5	0.5%
Exhaust	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Headlights	3	0.9%	0	0.0%	0	0.0%	3	0.3%
Window or windshield	0	0.0%	1	0.3%	0	0.0%	1	0.1%
Wheels	1	0.3%	0	0.0%	0	0.0%	1	0.1%
Trailer coupling	1	0.3%	0	0.0%	0	0.0%	1	0.1%
Cargo	0	0.0%	2	0.6%	0	0.0%	2	0.2%
Unattended (in motion)	2	0.6%	0	0.0%	1	0.3%	3	0.3%
Unattended (not in motion)	1	0.3%	0	0.0%	1	0.3%	2	0.2%
Other lights	0	0.0%	2	0.6%	0	0.0%	2	0.2%
Total	316	100.0%	343	100.0%	308	100.0%	967	100.0%

Vehicles Involved in Accidents

Accidents by Vehicle Damage

Vehicle Damage	1999		2000		2001		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
None/none known	22	7.0%	32	9.3%	28	9.1%	82	8.5%
Damage (minor)	74	23.4%	83	24.2%	66	21.4%	223	23.1%
Functional	64	20.3%	76	22.2%	64	20.8%	204	21.1%
Disabling	99	31.3%	117	34.1%	104	33.8%	320	33.1%
Destroyed	52	16.5%	35	10.2%	45	14.6%	132	13.7%
Other	5	1.6%	0	0.0%	1	0.3%	6	0.6%
Total	316	100.0%	343	100.0%	308	100.0%	967	100.0%

Douglas County

Department of Public Works

Keith A. Browning, P.E.
Director of Public Works/County Engineer

MEMORANDUM

To : Board of County Commissioners

From : Keith A. Browning, P.E., Director of Public Works/County Engineer *KAB*

Date : October 11, 2002

Re : Approval of Updated Entrance Standards & Permit Resolution

The attached resolution combines the original entrance standards resolution (HR 88-11-8) and the recently approved shared entrance standards resolution (HR 02-7-3) into one resolution. It does not revise the construction standards or permit requirements for either single or shared entrances.

Section 9-202-4 has been added to authorize the County Engineer to modify the entrance construction standards on a case-by-case basis if in his judgment strict adherence to the standards will involve increased risk to property or public safety.

Action Required: Consider approval of a home rule resolution providing construction standards and permit requirements for entrances on county routes, and repealing Resolution Nos. HR 88-11-8 & HR 02-7-3.

RESOLUTION NO. HR-02-_____

A HOME RULE RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF DOUGLAS COUNTY, KANSAS AMENDING SECTION 9-202 OF THE CODE OF DOUGLAS COUNTY, KANSAS; PROVIDING CONSTRUCTION STANDARDS FOR ENTRANCES ON COUNTY ROUTES; REQUIRING A PERMIT AND INSPECTION FROM THE COUNTY ENGINEER THEREFORE; AND REPEALING RESOLUTION NOS. HR 88-11-8 & HR 02-7-3.

WHEREAS, K.S.A. 19-101 *et seq.* authorizes the Board of County Commissioners of each County to transact all county business and perform all powers of local legislation and administration as it deems appropriate.

WHEREAS, K.S.A. 68-543 requires the County Engineer to approve plans for, give permission for, and supervise the construction of culverts or private entrances on county routes.

WHEREAS, pursuant to the foregoing authority, the Board of County Commissioners has duly adopted Resolution No. HR-88-11-8, which is codified a Section 9-202 of the Code of Douglas County, Kansas (the "Code") and has amended such Resolution by Resolution No. HR-02-7-3.

WHEREAS, the Board of County Commissioners desires to make certain amendments to said Resolutions and codified.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF DOUGLAS COUNTY, KANSAS, that the following resolution is enacted:

1. Authority. This resolution is enacted under the authority vested in the Board of County Commissioners by K.S.A. 19-101 *et seq.* and K.S.A. 65-543.

2. Section 9-202. Section 9-202 of the Code is hereby amended and restated to read as follows:

9-202. CONSTRUCTION STANDARDS FOR PRIVATE ENTRANCES ONTO COUNTY ROUTES.

9-202-1 ENTRANCE PERMITS. Any person wishing to install and construct a culvert or entrance into private property from a county maintained road shall do all of the following:

a. Obtain approval of the location plan and culvert size from the county Engineer.

b. Pay a permit and inspection fee of \$25.

c. Comply with the directions and requirements of the County Engineer including, but not limited to, the standards for driveway culvert installation, the initial standards of which are attached hereto as Exhibit A. Said standards are hereby adopted by reference and incorporated

herein and may be amended by the Board of County Commissioners from time to time, with copies of the then current standards being available in the office of the County Engineer.

- d. Obtain inspection and approval of the installed culvert by the county engineer.

9-202-2

SHARED ENTRANCES.

- a. A shared entrance is an entrance intended to serve more than one property. It is typically located on or near a common property line shared by adjacent property owners or developers. A shared entrance is desirable because it eliminates an additional point-of-conflict along the roadway, thereby reducing the possibility of traffic accidents.
- b. When conditions allow, the County Engineer may require the installation of a shared entrance onto County routes in order to reduce the number of entrances and maintain desirable entrance spacing. A typical example for the requirement of shared entrances is when a series of relatively small, adjacent tracts are developed or development is expected in the near future. A shared entrance may also be required by the County Engineer to maximize sight distance depending on roadway and site conditions.
- c. A shared entrance onto a County route shall be contained on public road right-of-way, and upon proper installation and acceptance shall be maintained by the County in a manner similar to maintenance of other private entrances on County routes.
- d. Construction of a shared entrance onto a County route shall conform to the directions and requirements of the County Engineer including, but not limited to, the standards for shared entrance installation, the initial standards of which are attached hereto as Exhibit B. Said standards are hereby adopted by reference and incorporated herein and may be amended by the Board of County Commissioners from time to time, with copies of the then current standards being available in the office of the County Engineer.
- e. A properly constructed and approved shared entrance onto county rights-of-way (including township maintained roads) shall not be deemed a private road or street, and shall not be prohibited by the Joint Subdivision Regulations of the City of Lawrence and Douglas County, as in effect on the effective date of this Resolution; provided, however that the portion of the entrance that is shared must be within the county right-of-way. Any shared portion of the entrance and driveway that extends beyond the boundaries of the county right-of-way shall be deemed a private road or street and prohibited by such Subdivision Regulations. Shared entrances onto township maintained

roads must be constructed and approved in accordance with regulations or policies of the applicable township.

9-202-3 COUNTY ENGINEER DISCRETION. The County Engineer is hereby delegated and granted the authority to modify the standards referenced in Sections 9-202-1.c and 9-202-2.d, as from time to time amended, on a case-by-case basis in situations in which the County Engineer determines, in the exercise of the County Engineer's engineering judgment, that strict application of the standards will involve increased risk to property or public safety.

9-202-4 VIOLATIONS.

- a. Any person who shall install or construct a culvert or entrance into private property from a county maintained road without obtaining a permit as required by this Section shall be guilty of violating this Section and the Resolutions enacting this Section.
- b. Any person who shall obtain a permit as required by this Resolution to install or construct a culvert or entrance into private property from a county maintained road, but (i) shall install or construct the culvert in such a manner so as to not comply with the plans and specifications approved by the County Engineer and (ii) shall fail to remedy the deficiencies within thirty (30) days of notice by the County Engineer, shall be guilty of violating this Resolution. If the deficiencies are not remedied within said thirty (30) day period, Douglas County may remedy such deficiencies and assess the costs thereof (including personnel time and materials) against the property for which the culvert or entrance is installed. If the property owner shall fail to pay such charge within sixty (60) days of invoice, the County Administrator such have the authority to certify unpaid charges to the Douglas County Clerk to be placed on the tax roll for collection, pursuant to applicable laws for the collection of the same.
- c. Any person who shall violate the provisions of this Resolution shall be civilly liable to Douglas County in the amount of \$100, which civil liability shall be in addition to criminal liability set forth in K.S.A. 68-543. Each day that the violation exists shall be deemed a separate violation.

3. Repeal. Effective on the Effective Date of this Resolution, Resolution No. HR-88-11-8 and Resolution No. HR-02-7-3 and Section 9-202 of the Code, all as existing prior to passage of this Resolution, are hereby repealed.

4. Effective Date. This Resolution shall take effect and be in force from and after its adoption by the Board of County Commissioners and publication once in the official County newspaper.

ADOPTED this _____ day of _____, 2002.

**BOARD OF COUNTY COMMISSIONERS OF
DOUGLAS COUNTY, KANSAS**

Jere McElhaney, Chairperson

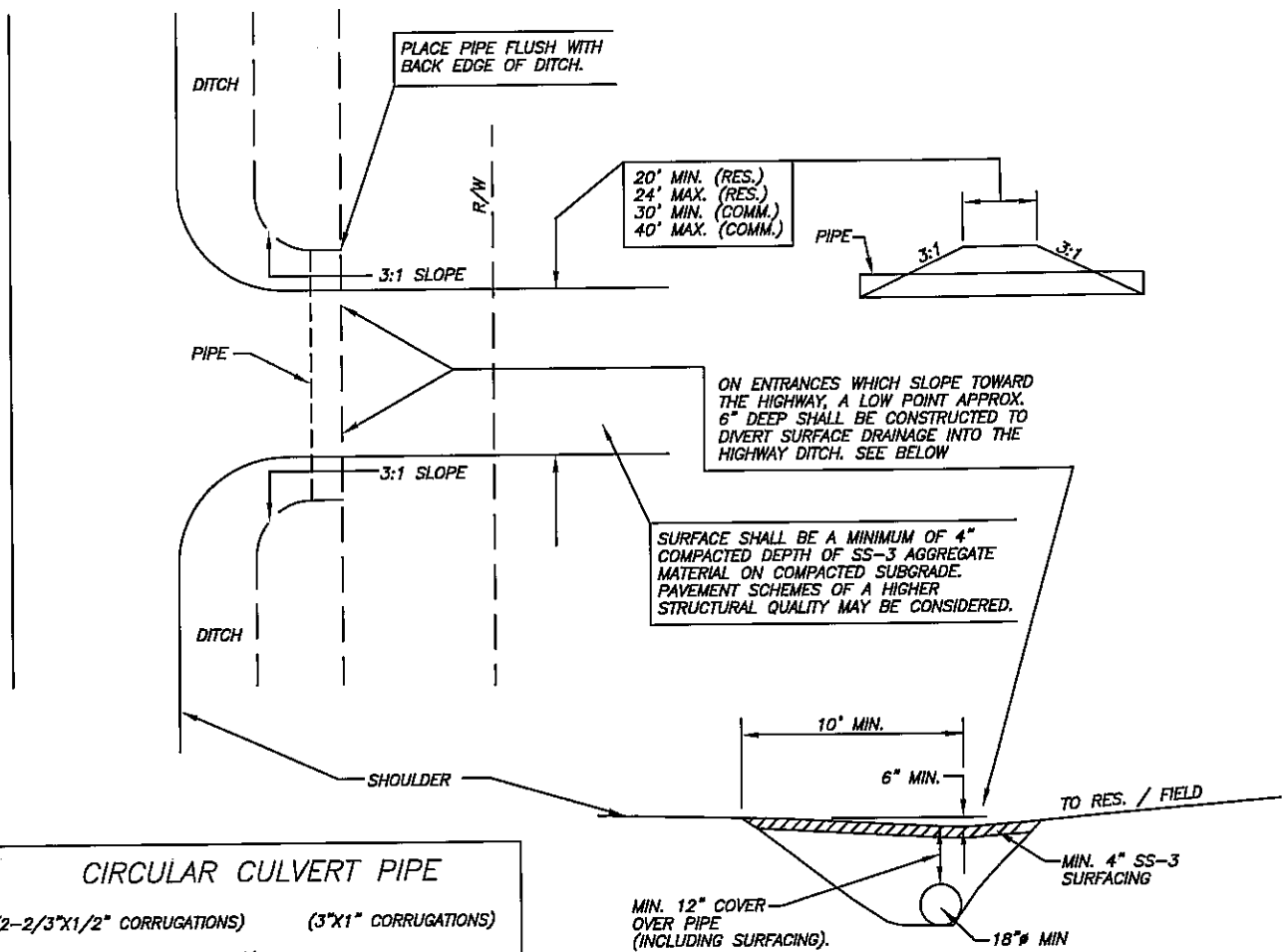
Charles Jones, Member

Bob Johnson, Member

ATTEST:

Patty Jaimes, County Clerk

"EXHIBIT A"



CIRCULAR CULVERT PIPE

(2-2/3"x1/2" CORRUGATIONS)		(3"x1" CORRUGATIONS)	
DIA.	GAUGE	DIA.	GAUGE
12-21"	16	36-54"	14
24-30"	14	60-84"	12
36-54"	12		
60-72"	10		

ARCH CULVERT PIPE MAY BE REQUIRED AND / OR MAY BE ALLOWED AS AN ALTERNATE; WHEN ARCH PIPE IS APPROVED FOR USE, GAUGE WILL BE SPECIFIED ON PERMIT.

TYPE OF "MATERIALS" ALLOWED

- NEW BITUMINOUS COATED CORRUGATED STEEL PIPE
- NEW GALVANIZED CORRUGATED STEEL PIPE
- NEW ALUMINIZED CORRUGATED STEEL PIPE
- NEW TYPE III REINFORCED CONCRETE PIPE
- NO OTHER MATERIALS ARE APPROVED

CONSTRUCTION METHODS

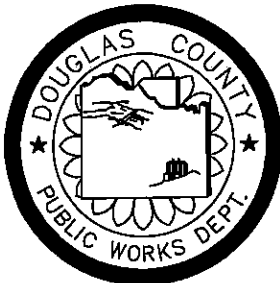
PLACE PIPE AT BACK EDGE OF DITCH ON COMPACTED SUB-GRADE. BACKFILL WITH 6" COMPACTED LAYER, FILLING ON BOTH SIDES UNIFORMLY. PROVIDE MINIMUM 8" COMPACTED SOIL AND MINIMUM 4" COMPACTED SS-3 COVER OVER PIPE. SS-3 MAY BE SUBSTITUTED FOR SOIL.

DETAILS

PIPE SLOPE: MATCH SLOPE OF DITCH

3:1 SHOULDER SLOPE 

ALL PIPES MUST BE NEW AT TIME OF PLACEMENT.



Douglas County Public Works

1242 MASSACHUSETTS
LAWRENCE, KANSAS 66044

PROJECT NO.

N/A

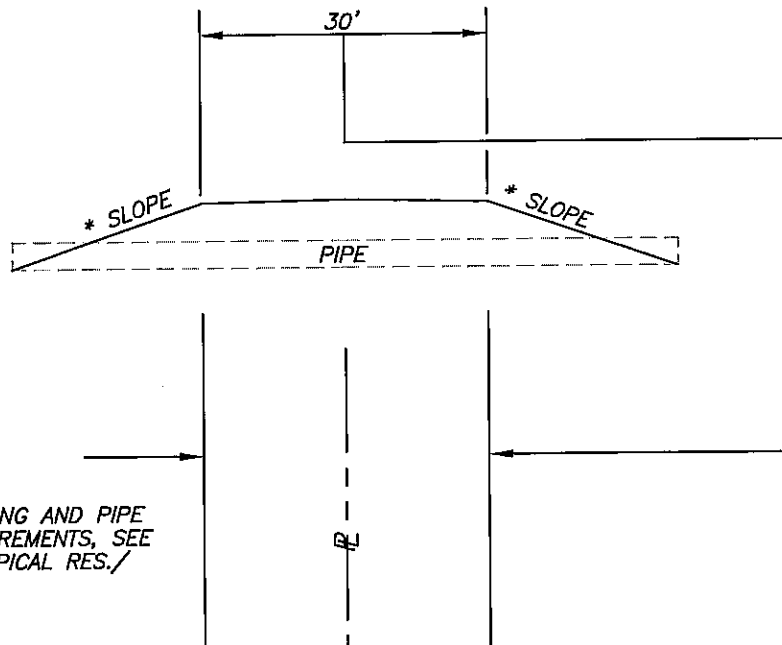
DESIGNED BY

DESIGN CHK.

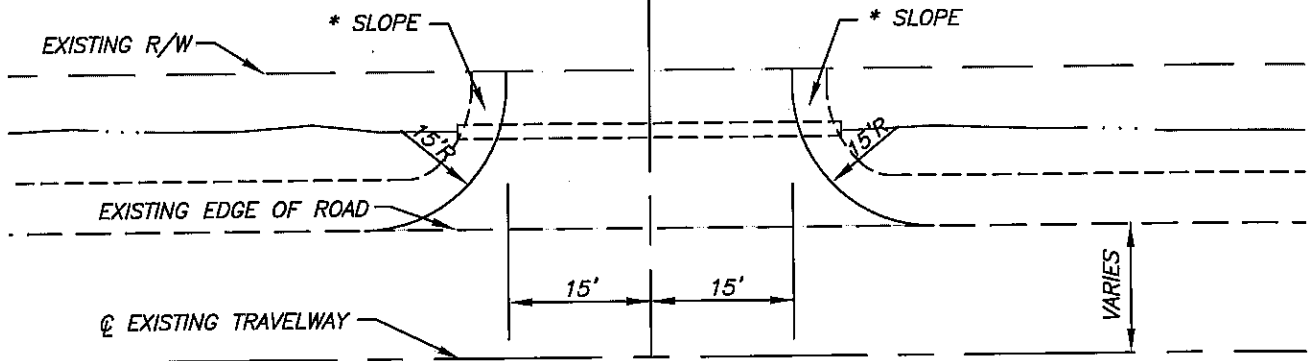
PROJECT NAME

STANDARDS FOR
TYPICAL RES./COMM. ENTRANCE

"EXHIBIT B"

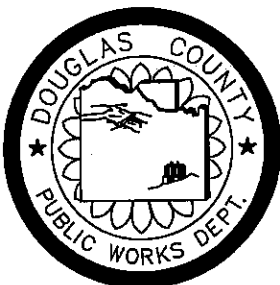


NOTE: FOR SURFACING AND PIPE
INSTALLATION REQUIREMENTS, SEE
STANDARDS FOR TYPICAL RES./
COMM. ENTRANCE.



* 3 HORIZONTAL : 1 VERTICAL, OR FLATTER
FOR MINIMUM SLOPE REQUIRED.

SCALE 1" = 20'
7/02/2002



Douglas County Public Works

1242 MASSACHUSETTS
LAWRENCE, KANSAS 66044

PROJECT NO.
N/A

DESIGNED BY

DRAWN BY

PROJECT NAME

SHARED ENTRANCE