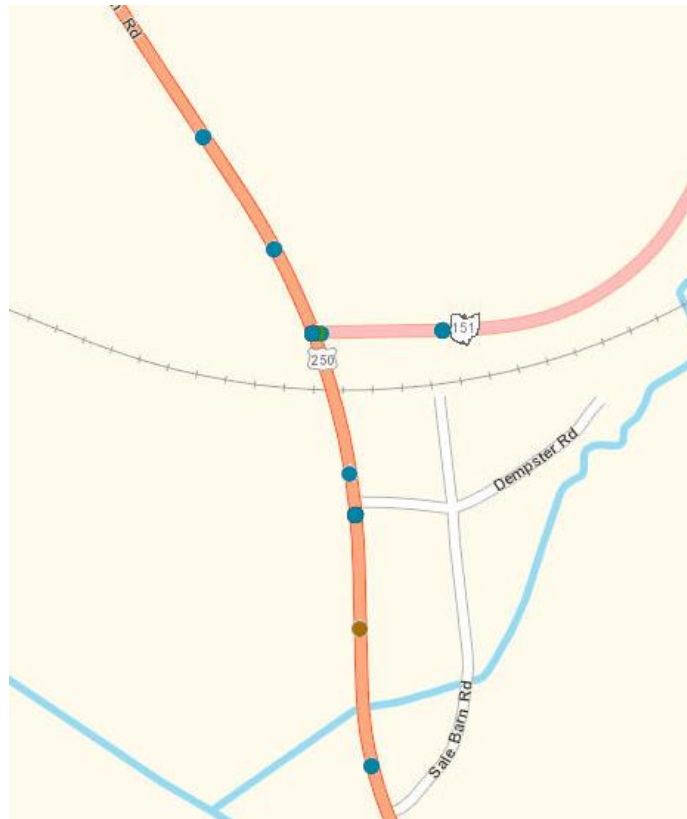


FEBRUARY 25, 2019



US 250/ SR 151 CRASH ANALYSIS

HARRISON COUNTY, OHIO

KEVIN BUETTNER

OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

Table of Contents

Summary of Crashes	1
Date/Time of Crash	2
Severity and Type of Crash	3
Location and Conditions	4
Driver Actions and Contributing Factors.....	5
Direction of Travel.....	6
Posted and Estimated Speed	7
Type of Vehicle.....	7
Date/Time Graphs.....	8
Severity and Type Graphs	10
Location and Condition Graphs	12
Driver Action and Contributing Factor Graphs	14

Summary of Crashes

Between 2014 and 2018, there were 29 crashes within 500 feet of the intersection of US Route 250 and SR 151. There have been 8 injury crashes at this intersection and 21 property-damage only. Of all crashes, 9 (31%) were rear-end crashes.

The leading contributing factor to the crashes was following too closely, followed by unsafe speeds. A majority (69%) of all crashes occurred during daylight hours, and 51.7% occurred during clear conditions. Alcohol was suspected in one of the crashes.

Date/Time of Crash

TRAFFIC CRASH YEAR	Number	%
2014	10	34.5%
2015	6	20.7%
2016	3	10.3%
2017	4	13.8%
2018	6	20.7%
Grand Total	29	100.0%

CRASH MONTH	Number	%
January	2	6.9%
March	1	3.4%
April	4	13.8%
June	5	17.2%
July	2	6.9%
August	6	20.7%
September	1	3.4%
October	6	20.7%
November	1	3.4%
December	1	3.4%
Grand Total	29	100.0%

DAY OF WEEK	Number	%
Sunday	7	24.1%
Wednesday	5	17.2%
Tuesday	5	17.2%
Saturday	4	13.8%
Friday	3	10.3%
Monday	3	10.3%
Thursday	2	6.9%
Grand Total	29	100.0%

HOUR OF DAY	Number	%
01	1	3.4%
04	2	6.9%
07	2	6.9%
08	1	3.4%
09	2	6.9%
10	1	3.4%
12	4	13.8%
13	1	3.4%
14	2	6.9%
15	1	3.4%
16	5	17.2%
17	3	10.3%
18	1	3.4%
20	1	3.4%
22	1	3.4%
23	1	3.4%
Grand Total	29	100.0%

Severity and Type of Crash

CRASH SEVERITY	Number	%
Injury Crash	8	27.6%
Property Damage Crash	21	72.4%
Grand Total	29	100.0%

TYPE OF CRASH	Number	%
Rear End	9	31.0%
Fixed Object	6	20.7%
Animal	3	10.3%
Right Turn	2	6.9%
Left Turn	2	6.9%
Backing	1	3.4%
Angle	1	3.4%
Head On	1	3.4%
Sideswipe - Meeting	1	3.4%
Sideswipe - Passing	1	3.4%
Overturning	1	3.4%
Parked Vehicle	1	3.4%
Grand Total	29	100.0%

Location and Conditions

LOCATION	Number	%
Not At Intersection	18	62.1%
T-Intersection	11	37.9%
Grand Total	29	100.0%

WEATHER CONDITION	Number	%
Clear	15	51.7%
Cloudy	10	34.5%
Snow	2	6.9%
Other/Unknown	1	3.4%
Fog, Smog, Smoke	1	3.4%
Grand Total	29	100.0%

ROAD CONDITION	Number	%
Dry	25	86.2%
Wet	3	10.3%
Snow	1	3.4%
Grand Total	29	100.0%

LIGHT CONDITION	Number	%
Daylight	20	69.0%
Dark - Roadway Not Lighted	9	31.0%
Grand Total	29	100.0%

ROAD CONTOUR	Number	%
Straight Level	16	55.2%
Curve Level	7	24.1%
Straight Grade	4	13.8%
Curve Grade	2	6.9%
Grand Total	29	100.0%

TRAFFIC CONTROL	Number	%
Pavement Markings	22	75.9%
Stop Sign	5	17.2%
No Controls	2	6.9%
Grand Total	29	100.0%

Driver Actions and Contributing Factors

ACTION – Driver 1	Number	%
Straight Ahead	15	51.7%
Slowing Or Stopped In Traffic	3	10.3%
Making Right Turn	3	10.3%
Making Left Turn	2	6.9%
Backing	1	3.4%
Leaving Traffic Lane	1	3.4%
Entering Traffic Lane	1	3.4%
Unknown	1	3.4%
Negotiating A Curve	1	3.4%
Changing Lanes	1	3.4%
Grand Total	29	100.0%

ACTION – Driver 2	Number	%
Not Specified	10	34.5%
Slowing Or Stopped In Traffic	9	31.0%
Straight Ahead	7	24.1%
Parked	2	6.9%
Negotiating A Curve	1	3.4%
Grand Total	29	100.0%

CONTRIBUTING FACTOR – Driver 1	Number	%
Followed To Closely/ACDA	9	31.0%
None-Motorist	4	13.8%
Unsafe Speed	3	10.3%
Failure To Yield	3	10.3%
Operating Defective Equipment	2	6.9%
Other Improper Action	2	6.9%
Unknown	2	6.9%
Ran Stop Sign	1	3.4%
Left Of Center	1	3.4%
Improper Backing	1	3.4%
Improper Lane Change/Passing/Offroad	1	3.4%
Grand Total	29	100.0%

DRIVER 1 ALCOHOL	Number	%
No	28	96.6%
Yes	1	3.4%
Grand Total	29	100.0%

Direction of Travel

DIRECTION FROM – Driver 1	Number	%
East	11	37.9%
North	9	31.0%
West	5	17.2%
Southeast	2	6.9%
Northwest	1	3.4%
Unknown	1	3.4%
Grand Total	29	100.0%

DIRECTION FROM – Driver 2	Number	%
Not Specified	10	34.5%
East	8	27.6%
North	5	17.2%
West	4	13.8%
Southeast	1	3.4%
South	1	3.4%
Grand Total	29	100.0%

DIRECTION TO – Driver 1	Number	%
West	13	44.8%
South	6	20.7%
East	5	17.2%
Northwest	2	6.9%
North	2	6.9%
Unknown	1	3.4%
Grand Total	29	100.0%

DIRECTION TO – Driver 2	Number	%
Not Specified	10	34.5%
West	8	27.6%
East	5	17.2%
South	4	13.8%
Northwest	1	3.4%
North	1	3.4%
Grand Total	29	100.0%

Posted and Estimated Speed

POSTED SPEED	Number	%
55	27	93.1%
Not Specified	1	3.4%
45	1	3.4%
Grand Total	29	100.0%

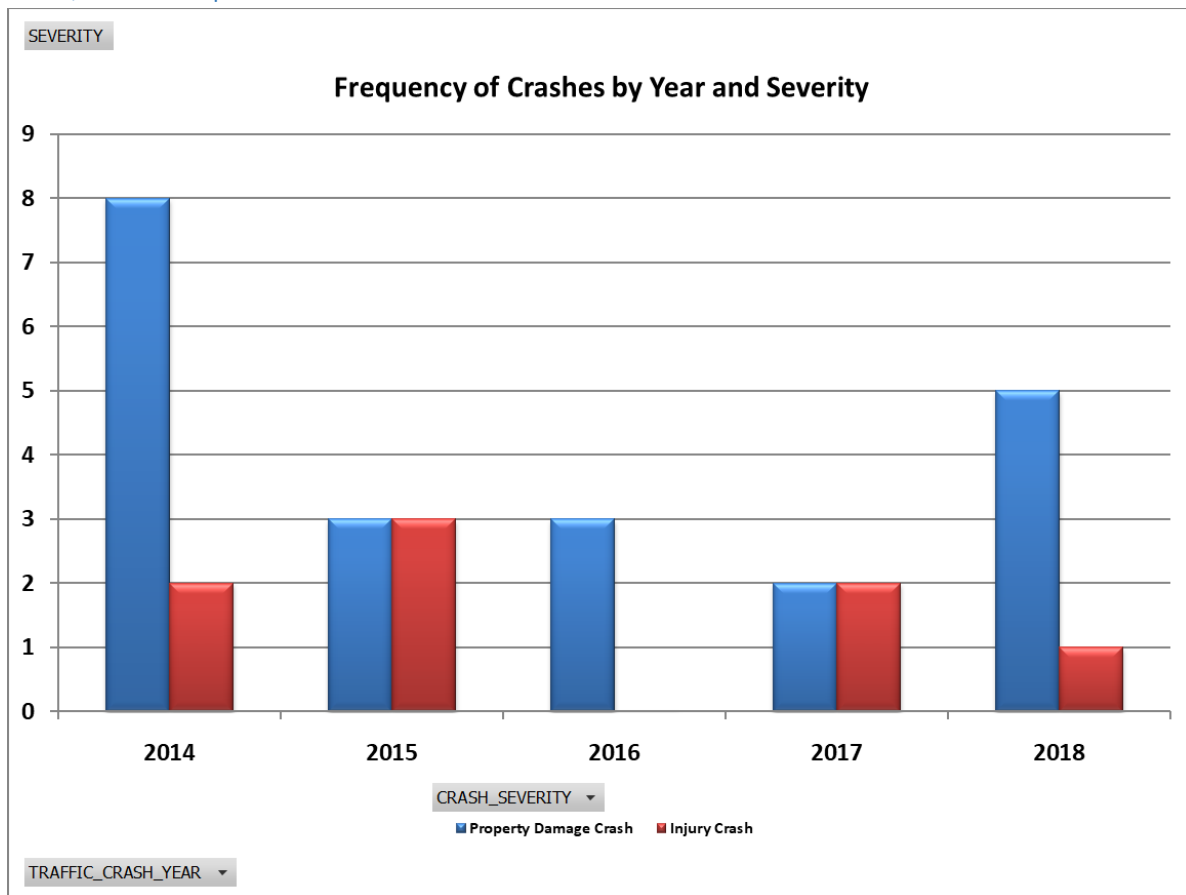
ESTIMATED SPEED	Number	%
55	11	37.9%
0	6	20.7%
40	3	10.3%
25	2	6.9%
50	2	6.9%
5	1	3.4%
1	1	3.4%
4	1	3.4%
30	1	3.4%
10	1	3.4%
Grand Total	29	100.0%

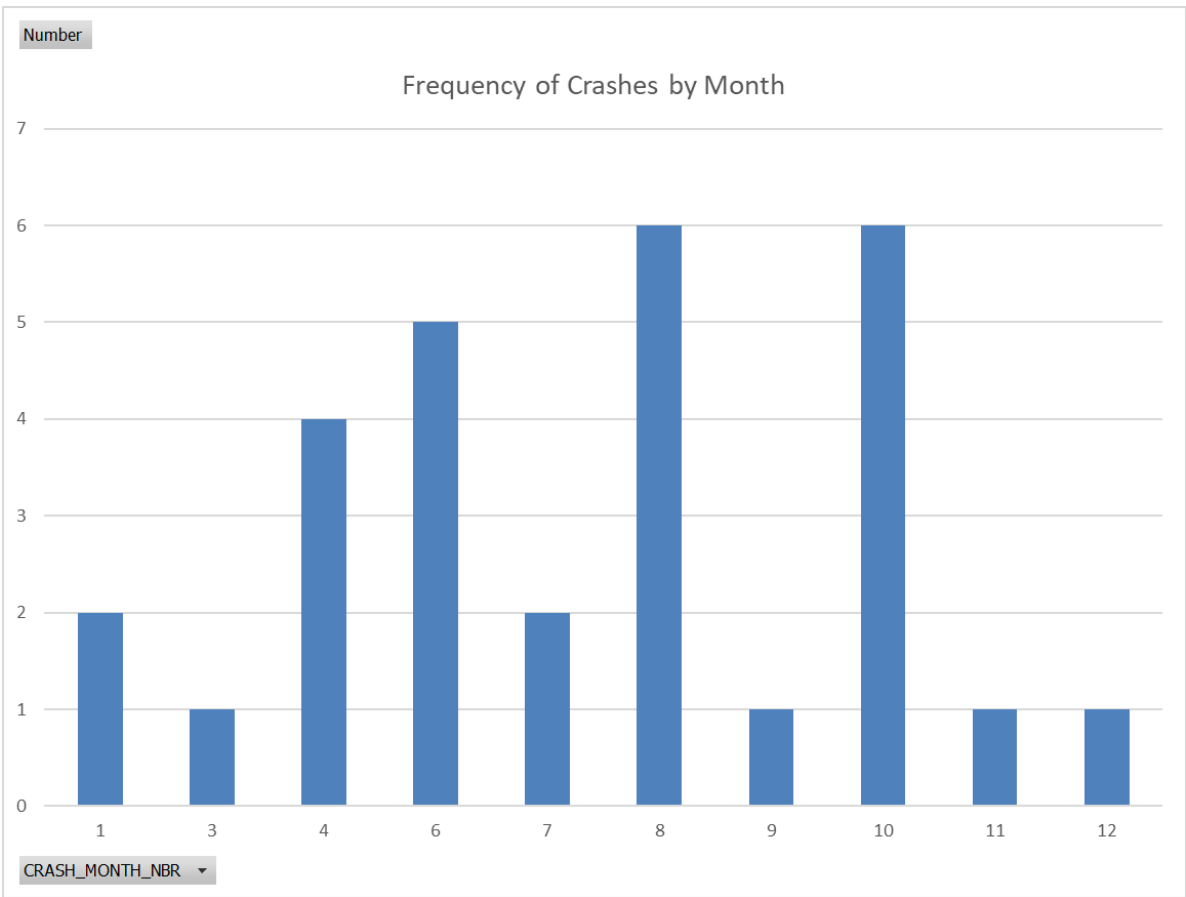
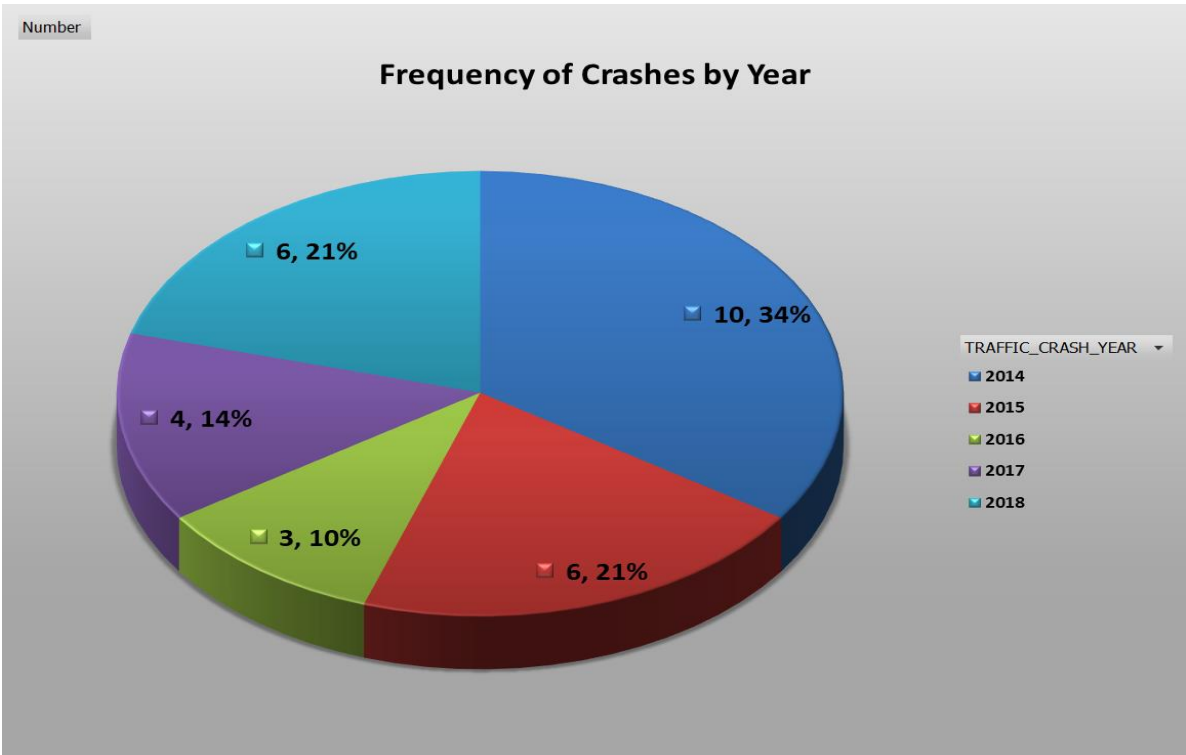
Type of Vehicle

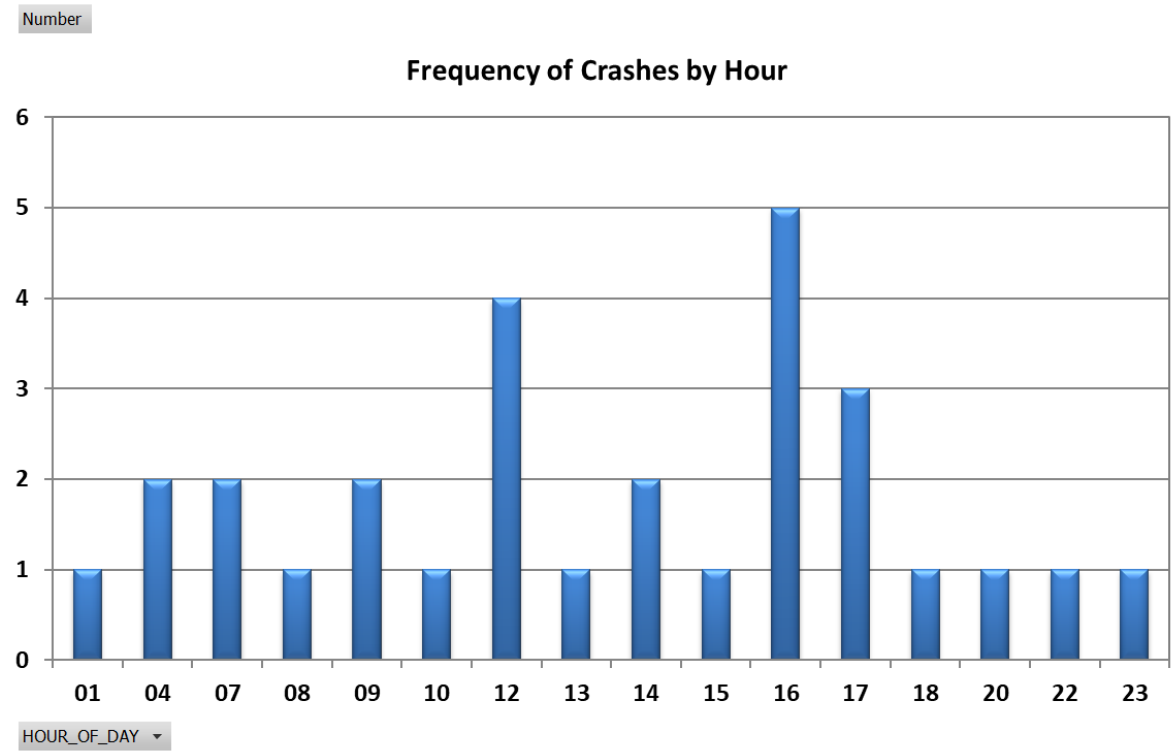
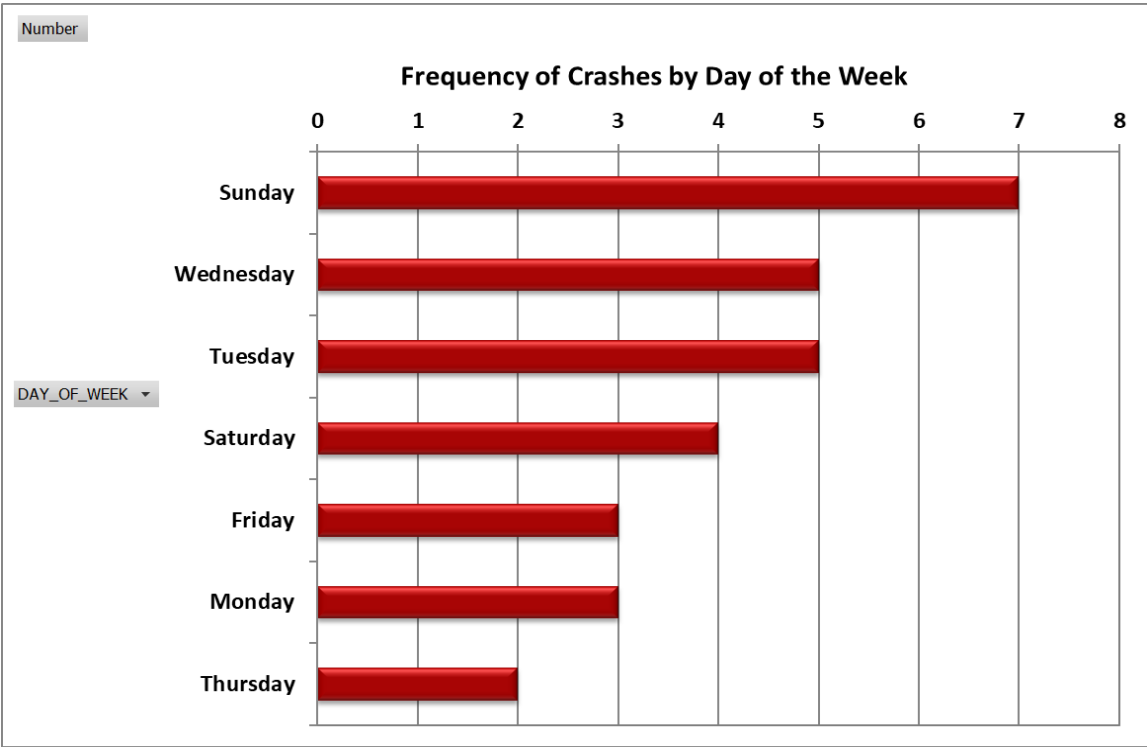
VEHICLE TYPE – Driver 1	Number	%
Pickup	11	37.9%
Sport Utility Vehicle	4	13.8%
Mid Size	4	13.8%
Compact	2	6.9%
Unknown Or Hit/Skip	2	6.9%
Tractor/Semi-Trailer	2	6.9%
Motorcycle	1	3.4%
Single Unit Truck/Trailer	1	3.4%
Single Unit Truck; 3+ Axles	1	3.4%
Single Unit Truck Or Van 2 Axle, 6 Tires	1	3.4%
Grand Total	29	100.0%

VEHICLE TYPE – Driver 2	Number	%
Not Specified	10	34.5%
Pickup	4	13.8%
Sport Utility Vehicle	4	13.8%
Mid Size	3	10.3%
Compact	2	6.9%
Single Unit Truck/Trailer	2	6.9%
Motorcycle	1	3.4%
Tractor/Semi-Trailer	1	3.4%
Minivan	1	3.4%
Full Size	1	3.4%
Grand Total	29	100.0%

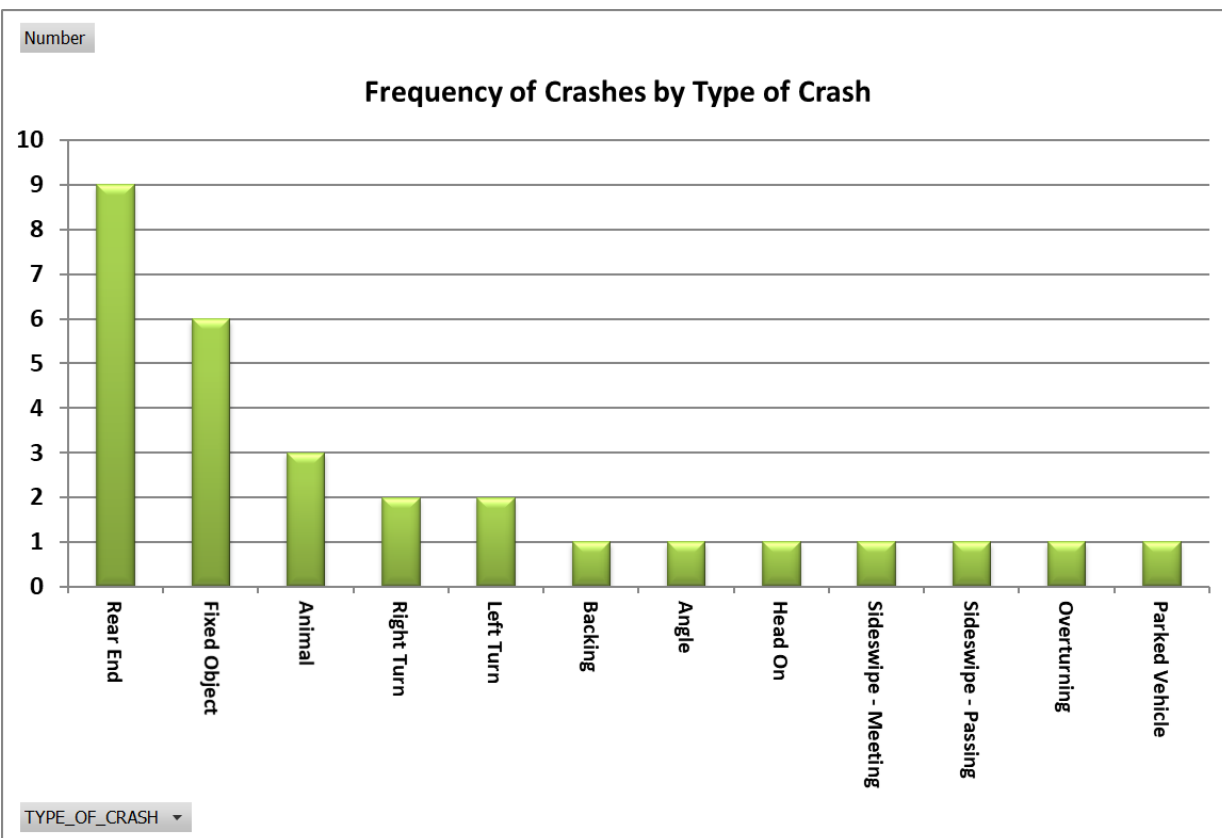
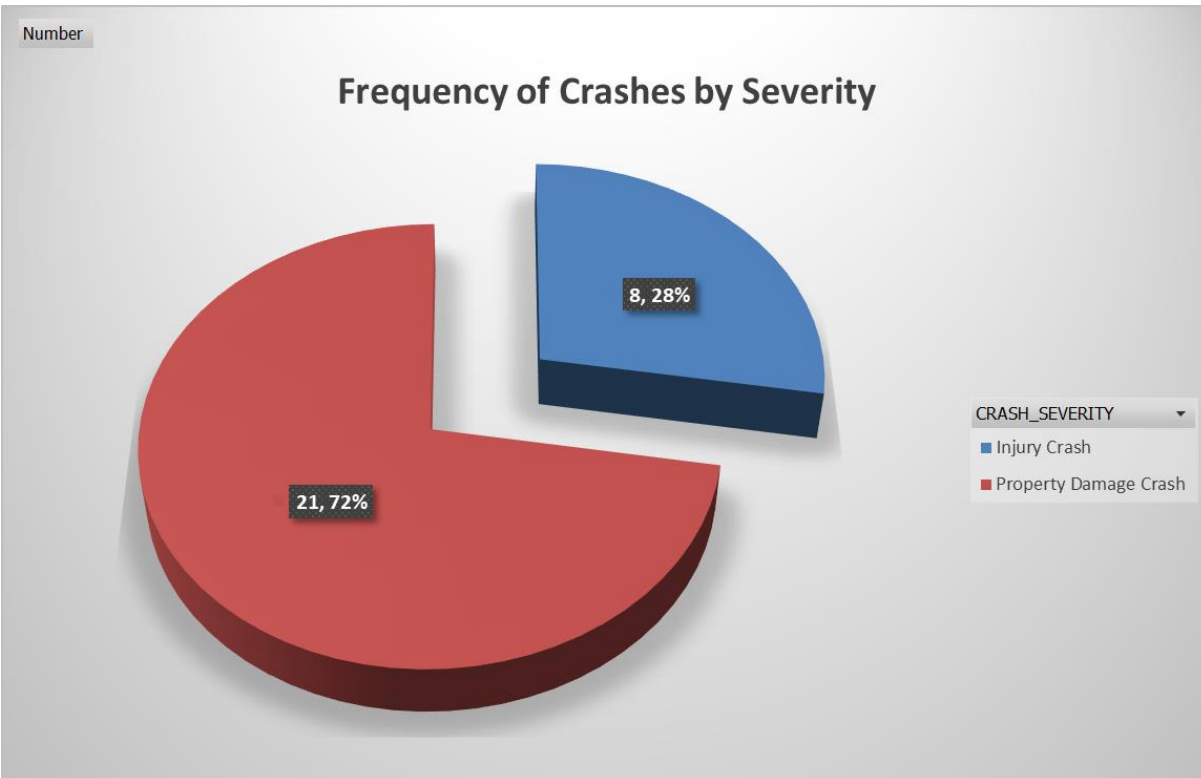
Date/Time Graphs



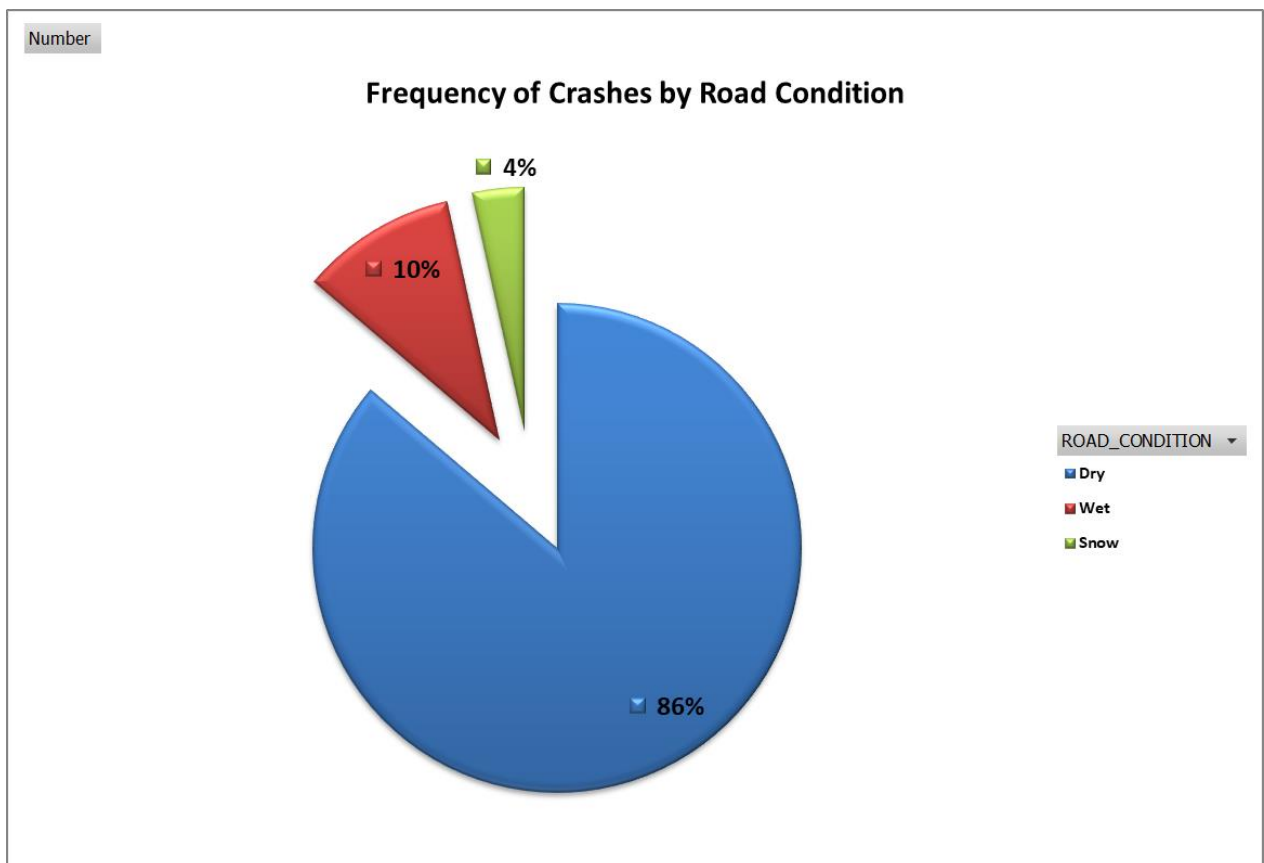
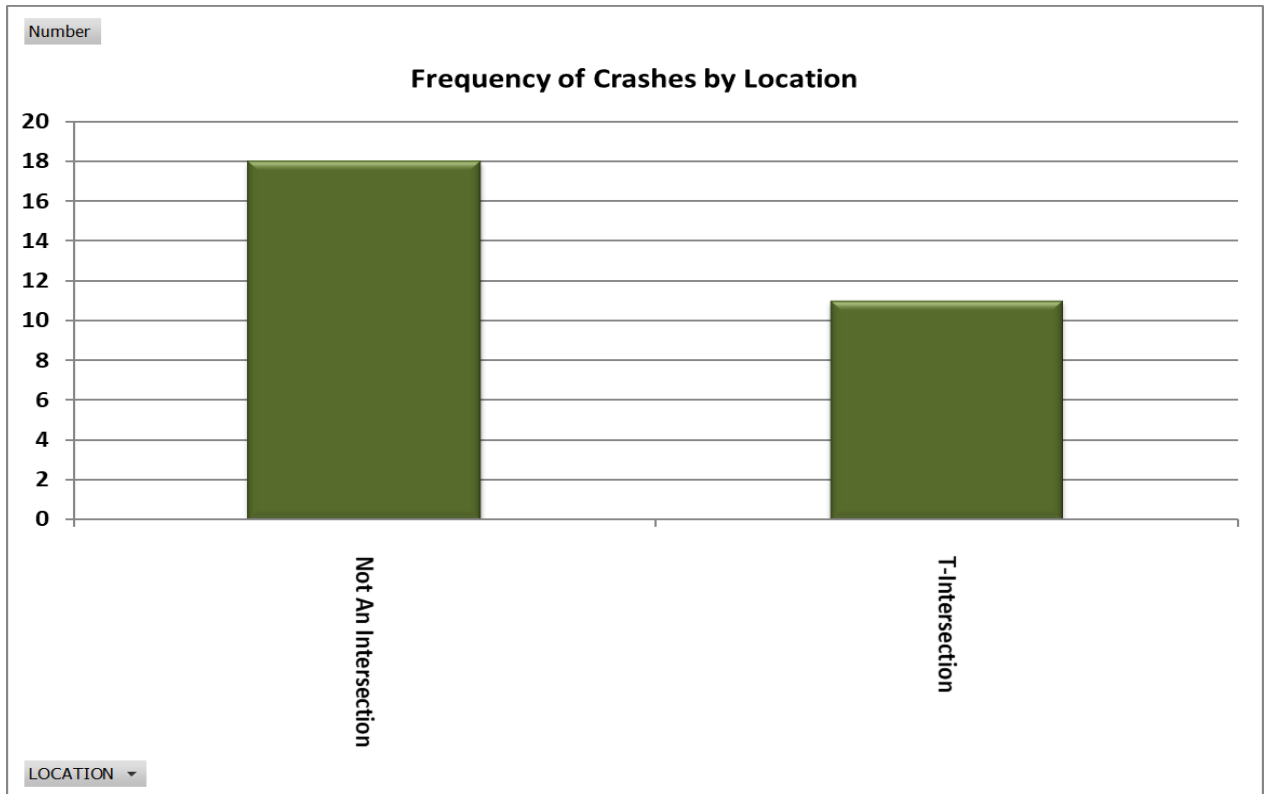




Severity and Type Graphs

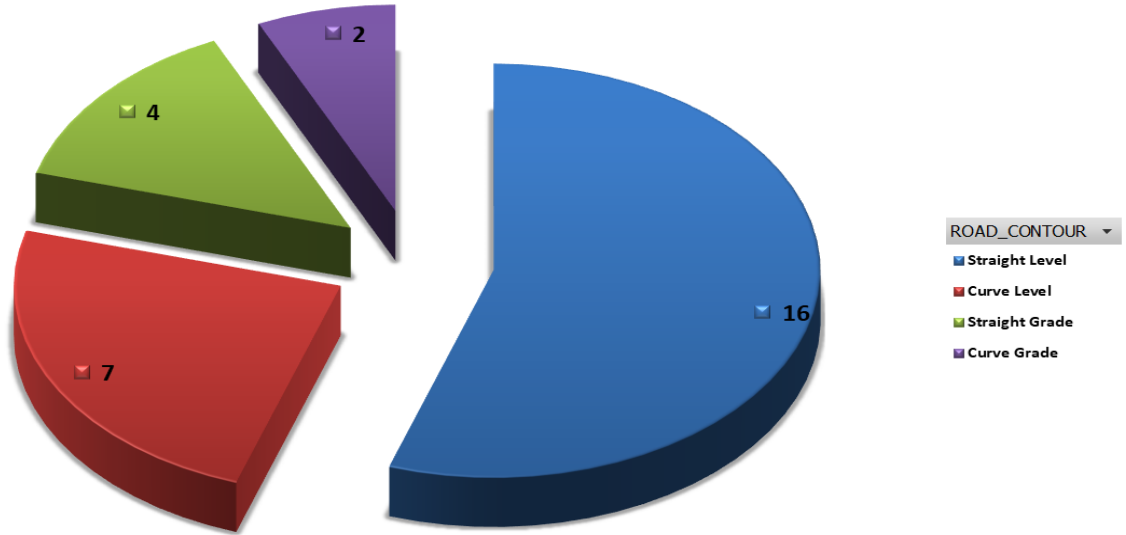


Location and Condition Graphs



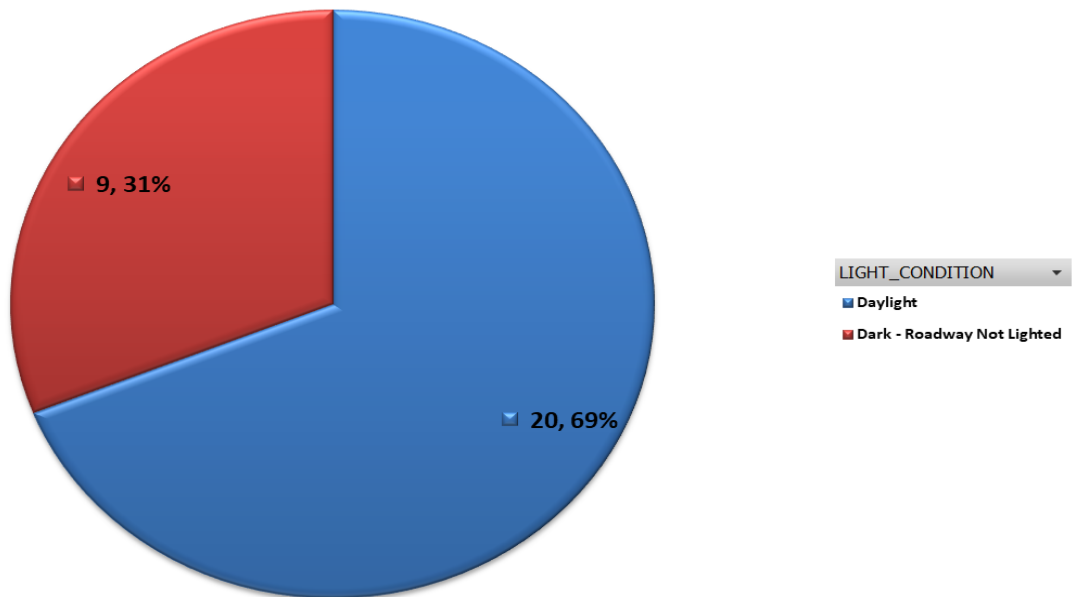
Number

Frequency of Crashes by Road Contour

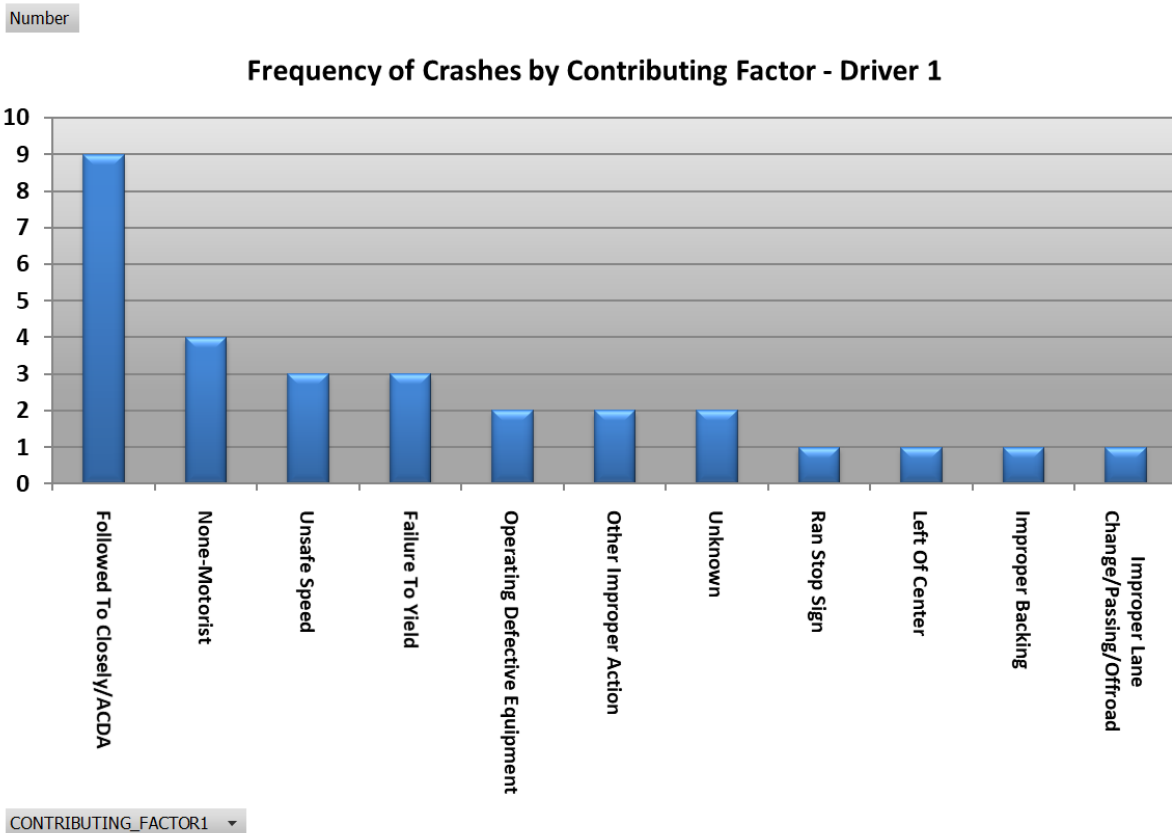
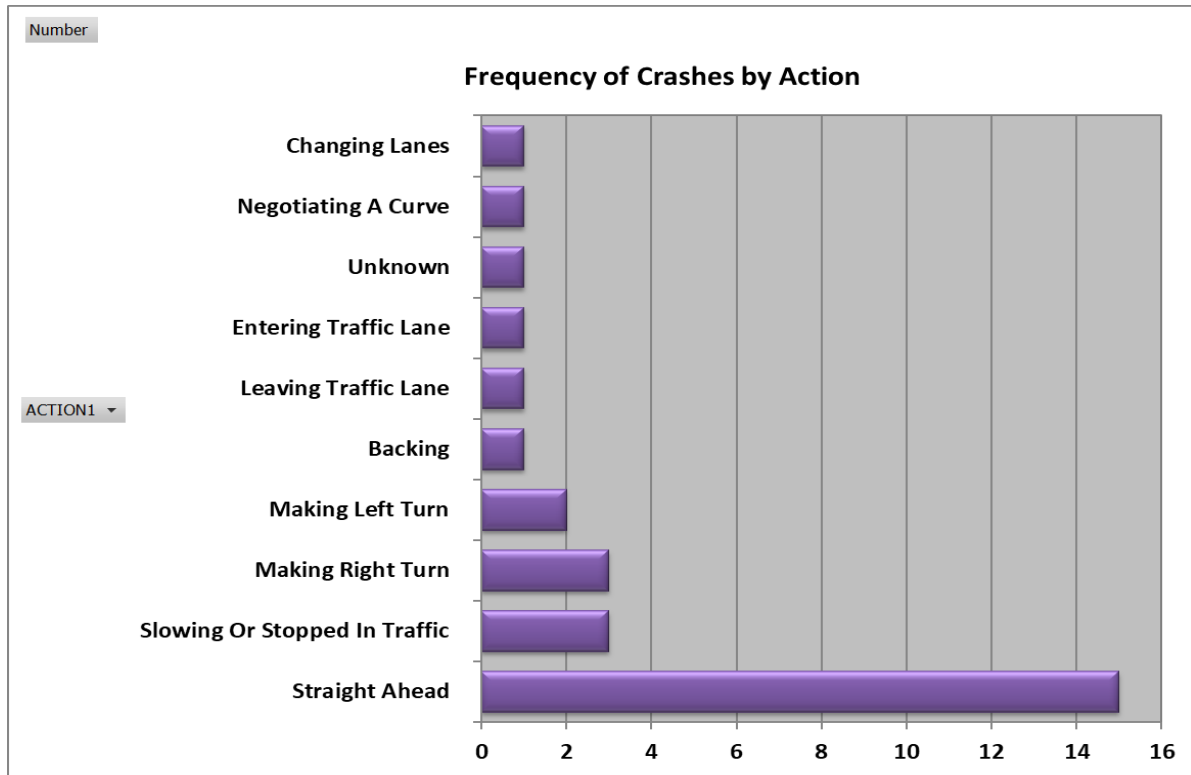


Number

Frequency of Crashes by Light Condition

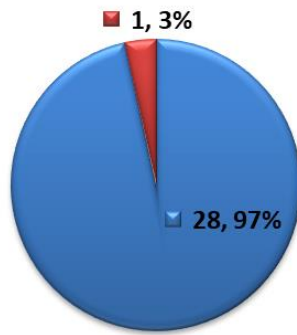


Driver Action and Contributing Factor Graphs



Number

Driver 1 Alcohol



DRIVER_ALCOHOL1 ▾

■ No

■ Yes