

POLICY COMMITTEE
KANKAKEE AREA TRANSPORTATION STUDY (K.A.T.S.)
METROPOLITAN PLANNING ORGANIZATION (M.P.O.)
MINUTES
OCTOBER 26, 2011

POLICY COMMITTEE MEMBERS PRESENT:

Mayor Dykstra	Aroma Park
Mr. Paukovitz	Representing Illinois Department of Transportation
Mayor Epstein	Kankakee
Mayor Schore	Bourbonnais
Mayor Adams	Bradley
Mr. Piekarczyk	Representing Kankakee County

OTHERS PRESENT:

Mr. Lammey, Mr. Greenstreet and Ms. Harper, Kankakee County; Ms. Baxter, Ms. Pillion, Mr. Blakley and Mr. Caldwell, IDOT; Dr. Gingerich, Bradley; Mr. McBurney, Bourbonnais; Mr. Piggush, Aroma Park; Mr. Tyson, Kankakee; Ms. Dick, SHOW BUS; Ms. McElroy, Herald; Ms. Franke, Mr. Ranck and Mr. Koning

CALL TO ORDER

Chairman Schore called the meeting to order at 3:30 P.M.

PUBLIC COMMENT

There was no public comment.

MINUTES

Mr. Piekarczyk moved approval of the August 31, 2011 minutes. Mayor Adams seconded the motion. Unanimous vote.

AGENDA

Mr. Piekarczyk moved approval of the Agenda, and Mayor Dykstra seconded. Unanimous vote.

FY 2012 TIP AMENDMENTS

Mr. Paukovitz briefed the Policy Committee on an proposed amendment to the **FY 2012 Transportation Improvement Program** to move a programmed FY 2015 IDOT project to FY 2012. He stated that the project is a milling and resurfacing project on Court Street from Fifth Avenue to Lowe Road. Mr. Piekarczyk stated that the Technical Advisory Committee recommends adoption of the amendment to the Policy Committee, and made the motion to adopt. Mayor Epstein seconded the motion, and it passed unanimously.

Mr. Paukovitz also discussed an IDOT funded effort to retrofit traffic signals with LED lights and for battery backups. He stated that the letter outlining the project and defining the

intersections involved has been sent from the District to the local governments involved.

TRAFFIC SAFETY AUDIT

Mr. Lammey introduced Mr. Fred Ranck, the consultant on this project, and asked him to present his current findings to the Policy Committee. Mr. Ranck referred members to the report (attached to these minutes). Mr. Ranck stated the purpose of the project:

- Investigation of 2007-2010 traffic crash data to identify higher injury crash locations.
- Developing recommendations for low cost improvements for each location.
- Providing safety engineering technical advice to local governmental agencies.

Mr. Ranck stated that two new safety approaches were being utilized in this effort. First, a Focused Approach where the few locations with most of the injury crashes will be used, and second, the new Highway Safety Manual will be used to quantify safety impacts of available treatments.

Mr. Ranck stated that 121 intersections had more than 2 injury crashes in the period of 2007 through 2010, and that 10% of the intersections had 28.9% of the injury crashes, and that 18.9% of the intersections had 44% of the injury crashes.

Mr. Ranck stated that the Highway Safety Manual was used to predict how many injury crashes could be expected in any given year, and that the actual crash experience was compared to those predictions. He stated that 85 intersections had experienced more injury crashes than the models predicted, and that those were the intersections on which the project will concentrate. These 85 intersections (13.3% of the total intersections with at least one injury crash) had 32.1% of the intersection injury crashes.

Mr. Ranck stated that the 85 intersections included an even mix of state and local intersections, and that this approach was different than past safety efforts, which would have concentrated only on the highest total number of crashes.

Mr. Ranck presented a slide show of some of the low cost safety improvements he will be using in his recommendations in the project, and took a number of questions about those improvements and on the study methodology.

ILLIANA STUDY

Mr. Piekarczyk stated that the most recent Illiana Study meeting was held on October 25, 2011 and showed a slide with the 70 different routings proposed by attendees at the September Illiana Study meeting, along with the summarized routings prepared by the consultant for the project. He also showed the corridor proposed by Kankakee County staff.

WEBSITE

Mr. Lammey showed the advertisement for the MPO website that ran on September 14, 2011. He was asked how many hits that the website has received and answered that no counter has been installed on the website. He was urged to correct that situation.

OBLIGATED PROJECTS LISTING

Mr. Lammey stated that the MPO is required by federal law to produce a document which shows all projects which have obligated federal transportation funding during the previous fiscal year. Mr. Lammey stated that the document included in the packet for the current meeting has the most recent issue of that report, and that it had been filed with the FHWA.

IDOT

Mr. Paukovitz gave the report attached to these Minutes.

6000 N. ROAD

Mr. McBurney stated that preliminary design continues, and will be submitted in the fall.

BROOKMONT BOULEVARD

Mr. McBurney stated that an application for TIGER grant funding has been made. Mr. Tyson stated that a Public Meeting on the project will be held from 4 to 6 PM on November 2, 2011 at the Public Safety Building.

BURNS ROAD

Mr. McBurney stated that an engineering agreement has been submitted to IDOT for approval. Mr. Blakley confirmed receipt of the agreement.

NEXT SCHEDULED MEETING

Chairman Schore stated that the next Policy Committee meeting will be at 3:30 P.M. on January 25, 2012.

ADJOURNMENT

Mayor Adams moved adjournment, and Mayor Dykstra seconded. Unanimous approval. Chairman Schore adjourned the meeting at 4:24 P.M.

October, 2011

IDOT PROJECT STATUS - KANKAKEE URBAN AREA

NOTE:

Targeted contract lettings of projects cited below are
Contingent upon approval of the Governor and allocation
Of funds by the General Assembly

1. Proposed I-57 Interchange at 6000 N Road

Phase I Project Report was approved by the FHWA on June 13, 2011. Phase II design engineering proceeds.

2. Armour Road: US Route 45/52 to CNIC RR Bridge

Louvers are to be installed on the traffic signals at Mooney Drive. Upon installation, this is the last item to be approved by the village of Bourbonnais and jurisdictional transfer of Armour Road should occur shortly thereafter.

3. Interstate 57 at the Kankakee River:

Replacement of this structure remains on the multiyear program.

4. Illinois 17: from 4 lane pavement in City of Kankakee to N&S RR in Village of Limestone

Based on meetings with local officials and a June 21, 2011 public hearing, phase I engineering is proceeding with design of a bidirectional turn lane.

5. Interstate 57 at Illinois 17 (Court St.) Interchange in Kankakee

Phase I engineering of the proposed interchange replacement has been initiated. IDOT District 3 staff met with Kankakee city and other local public officials June 7, 2011 at which time four general interchange concepts were reviewed and discussed.

6. Illinois 17 (Court St.), From Eastridge Ave. Westerly to Nelson Ave.

Project has been awarded. However, start of work has been delayed due to issues with the water company that has deteriorated lines in the area. The target completion date 10/15/11 will not be met. However, IDOT is committed to complete this skip patching project so the road surface can temporarily endure the winter & await a larger milling & resurfacing project next spring. All that's needed are 5 good weather construction days.

7. Illinois 17 (Court St.), From Fifth Ave. in Kankakee ^{easterly} ~~westerly~~ to Lowe Road

This FY 15 project has been moved up to FY 12 due to the deteriorated condition of IL 17 (Court St.) Scope of work is to mill and resurface the road.

8. I-57 & Illinois 50 Interchange Reconstruction:

Construction is proceeding on schedule with most work activity occurring on Interstate 57 where concrete and asphalt work is currently underway. Progress of water line relocation along Illinois 50 remains a problem. Four lane movements on IL. 50 will be maintained remain for the majority of times.

9. Illinois 50 and Larry Power Road Intersection:

IDOT District 3 Bureau of Local Roads has submitted an application for Local HSIP (Highway Safety Improvement Program) funding to improve the intersection. Should the funding be obtained IDOT D-3 is committed to prepare plans for milling, resurfacing and restriping of pavement and installation of new traffic signals. A local agency will need to assume responsibility of assuming local share costs, letting a contract and implementing the improvements.

Traffic Safety Audit Project
Kankakee County Regional Planning Department
Progress Report and Preliminary Findings
October 26, 2011

What is the Traffic Safety Audit Project?

This project is funded by the State of Illinois Metro Planning funding via the Illinois Department of Transportation to the Kankakee Area Transportation Study ("KATS") through Kankakee County as the fiscal agent for the period of August 2011 thru December of 2012.

The Kankakee County Traffic Safety Audit Project consists of three (3) components:

- Identifying higher injury crash locations from a review of four (4) years 2007-2010 of countywide traffic crash information compiled by Kankakee County Regional Planning Department,
- developing recommendations utilizing low cost improvements for each of the identified higher crash locations, and
- providing safety engineering technical advice to involved governmental agencies on remedy of these identified higher crash locations.

The technical approach for the Kankakee County Traffic Safety Audit Project utilizes two (2) new advanced traffic safety approaches:

1. the Focused Approach identifies those few locations with the most of the crashes within a jurisdiction so that scarce governmental resources can be directly applied to the few locations which generate the majority of the "blood on the pavement" injury crashes rather than considering all locations within a jurisdiction. Crashes are not evenly distributed across a roadway system; typically 40% or more of the crashes are found to occur at only 15 to 20% of the locations. In the Focused Approach, improvements to these few locations have been found to make a big difference in overall traffic crashes by improving just those locations where the majority of the crashes are occurring.

The Focused Approach was developed under the SAFETEA-LU Highway Safety act of 2005. To-date the Focused Approach has been implemented in 16 states for Intersection Safety and for Roadway Departure Safety in 12 states and 8 more states in Pedestrian Safety. Overall, the results are a 12 to 19% reduction in fatalities and a 50%+ reduction in total traffic crashes. Nationally, the Focused Approach is proving to be the "fastest" way for a highway agency for the available safety dollars to reduce "blood on the pavement" crashes jurisdiction wide (a "difference in the numbers").

2. Application of the new Highway Safety Manual in identifying higher crash locations and in quantifying the safety effects of available treatments. The new Highway Safety Manual sets forth the "Science of Safety"; it is a major development in the field of transportation engineering and allows the transportation professional to predict crash frequency and to quantify the safety impacts of engineering measures.

Progress Report and Preliminary Findings:

Overall, Kankakee County is somewhat safer than the US in total and safer in terms of frequency of traffic injury crashes than the State of Illinois

1. For the 4 year period of 2007-2010, for injury crashes only (K + A + B's), there were 1,672 injury crashes
2. Of the 1,672, 46% were at non-intersection locations and 54% (903 injury crashes at 641 intersections) were at intersections or within 200 feet of an intersection which pretty much matches the national experience
3. Of the 46% non-intersection related crashes, there was not one location with multiple crashes in the four year period to develop recommendations to remedy.
4. Of the 641 intersection locations, 520 were one (single) injury locations and 121 were more than one injury crash locations (called 2+ in the analysis).
5. A Focused Approach analysis was performed for the 121 locations with 2+ crashes to identify those locations with the majority of the injury crashes;
 - a. 10% (64) of the 641 intersections had 28.9% of the total injury crashes
 - b. 18.9% (121) had 44% of the total injury crashes.
6. Intersection Safety Reviews were conducted in the field for each intersection location with hard copies of the crash reports in hand:
 - a. to verify the crash information and
 - b. to determine if in fact the injury crash was intersection related
 - c. to develop recommendations which will directly reduce the intersection injury crashes by application of specific low cost safety measures from the known CRF/CMF technology.
7. As an additional step, the Highway Safety Manual was applied to determine the predicted crash frequency for each intersection location and to identify if actual crash frequency was higher for each intersection location than that predicted by the HSM based upon ADT's, roadway geometry, traffic control, etc. The actual crash frequency for 36 intersection locations were found to be less than the predicted crash frequency and improvements will not be recommended. The HSM methodology was used as a 2nd step to "screen" out those intersections where the actual crash frequency was not greater than predicted resulting in only 85 intersections out of 121 for which low cost safety treatments will be recommended. See the 2nd attached spreadsheet sorted by "excess injury crashes".
8. The Highway Safety Manual provides predictive equations for injury crashes for urban 2-lane and multilane and for rural multilane highways; however, there are no predictive equations for injury crashes for 2-lane rural highways; the relationship provided by the HSM is K+A+B injury crashes are 22.3% of total crashes. Working with the Safety Engineering office of the Illinois Department of Transportation using only Kankakee County data for the years 2007-2010 found that injury crashes were

16.8% of total crashes which is a significant difference. As a result of this collaboration with the IDOT Office of Safety Engineering, the Kankakee County value of 16.8% will be applied to the predicted total traffic crash frequency for rural 2-lane intersections in this project.

c. 18.9% (121) had 44% of the total injury crashes.

9. The Highway Safety Manual was applied to the 121 intersection locations with 44% of the injury crashes; 85 of the 121 intersection locations were found to have experienced more injury crashes (excess injury crashes) than predicted using the Highway Safety Manual. These 85 intersection locations with 2+ injury crashes are 13.3% of the 641 intersections but they have 32.1% of the Kankakee County intersection injury crashes.
10. These 85 intersection locations that result in 1/3 of the Kankakee County intersection injury crashes consist of intersection locations which are not predominated by state roads (with their higher ADT volumes) but is in fact an even-handed mixture of lower volume city streets and county/township roads and state routes based upon crash frequency analysis. This result matches the experience in other jurisdictions with applying the Focused Approach and the Highway Safety Manual and is a very different result than that of the past that identified only a few high crash locations primarily on state roads.

Next Steps:

1. Complete field reviews of remaining 18 intersection locations by Nov 5, 2011
2. Compile intersection locations by jurisdiction during November 2011
3. Communicate findings and recommendations to each individual unit of local government and to the Illinois Department of Transportation
4. Provide technical advice to individual units of local government in implementing recommendations
5. A further activity envisioned by this area of work will be the offer of the establishment of Safety Committees with each unit of local government that are member agencies of the Metropolitan Planning Organization (MPO), including Aroma Park, Bourbonnais, Bradley, Kankakee, and Kankakee County. Efforts will also be made with Manteno, which is expected to become a member of the MPO as a result of the 2010 Census.

Preliminary Findings Intersection Location	# of Injury crashes 2007-2010	ADT N-S	ADT E-W	Rural or Urban/ Suburban	Predicted # of Annual Injury Crashes	Excess Injuries 2007-2010
Harrison Ave @ Station St	6	3950	2800	U-ML	0.16	5.36
Armour Rd @ Cardinal Dr	8	5300	10200	U-ML	0.67	5.32
Rte 115 @ 12000W Rd	5	2400	2250	R-2Ln	0.180	4.28
Schuyler Ave @ Station St	6	6300	4150	U-2Ln	0.46	4.16
US45-52 @ 6000N Rd	7	8400	2100	R-2Ln	0.77	3.92
STHY 50 @ 6000N Rd	7	9400	1300	R-ML	0.81	3.76
5000E Rd @ 9000N Rd	5	1500	3000	R-2Ln	0.34	3.64
Hickory St @ Rosewood Ave	4	1050	1450	U-2Ln	0.09	3.63
STHY 50 @ Armour Rd	11	30700	23200	U-ML	1.97	3.12
STHY 50 @ North St	9	26800	16100	U-ML	1.48	3.08
Rte 17 @ 16000E Rd	4	800	3000	R-2Ln	0.232	3.07
4000S Rd @ 9500E Rd	3	450	500	R-2Ln	0.06	2.78
US45-52 @ 12000N Rd (North County Line)	4	6000	650	R-2Ln	0.309	2.76
Durham St @ LaSalle Ave	3	900	900	U-2Ln	0.06	2.76
Court St (Rte 17) @ Entrance Ave	6	4350	15200	U-ML	0.82	2.72
Rte 17 @ Limestone School Rd (5000W)	3	2300	7100	R-2Ln	0.071	2.72
Rte 113 @ 7000W Rd	4	5200	3150	R-2Ln	0.33	2.68
4000E Rd @ 7000N Rd	3	2000	300	R-2Ln	0.10	2.60
Schuyler Ave @ Hickory St	4	6300	1450	U-ML	0.38	2.48
Rte 17 @ N 5000W Rd	3	350	7100	R-2Ln	0.171	2.31
Rte 102 @ Career Center Rd (1000W Briarcliff)	5	5600	13800	U-ML	0.69	2.24
Rte 115 @ 7000W Rd	3	1000	1800	R-2Ln	0.195	2.22
Rte 17 @ N 4000E Rd (Skyline Rd)	4	2200	10900	R-4lnDiv	0.45	2.20
5000W Rd @ 9000N Rd	3	900	2200	R-2Ln	0.21	2.17
3000N Rd @ 8000E Rd	3	750	2800	R-2Ln	0.21	2.15
North St @ Euclid Ave	4	3500	16100	U-ML	0.5	2.00
Wall St @ Water St	3	6200	4450	U-2Ln	0.26	1.96
Harrison Av @ Oak St	3	4150	1500	U-ML	0.26	1.96

Station St @ Curtis Ave	3	6100	4800	U-MI	0.29	1.84
Locust St (Mormon) @ 4th Ave	2	750	750	U-2ln	0.04	1.84
Bourbonnais St @ Lincoln Ave	2	750	900	U	0.05	1.80
Eagle @ Osborn	2	750	900	U-2ln	0.05	1.80
Rte 102 @ William Latham Dr	6	13200	17500	U-ML	1.05	1.80
Duane Blvd @ Lincoln Ave	2	700	1000	U-2ln	0.06	1.76
Blaine Ave @ Munroe St	2	900	900	U	0.06	1.76
STHY 50 @ Franklin St	5	22100	1500	U	0.81	1.76
4000N Rd @ 9000W Rd	2	650	600	R-2ln	0.08	1.69
Hickory St @ Greenwood Ave	2	1050	1450	U-2ln	0.09	1.64
1000E Rd @ 6000N Rd	2	1450	1300	R-2ln	0.09	1.64
Hickory St @ Dearborn Ave	2	1500	1450	U-2ln	0.10	1.60
North St @ Juniper Ln + N Washington Ave	3	700	13500	U-ML	0.36	1.56
North St @ N. Washington	3	700	13500	U-ML	0.36	1.56
Rte 17 @ Raymond Dr (4140W)	2	150	7100	R-2ln	0.113	1.55
1000S Rd @ 12000E Rd	2	375	2000	R-2ln	0.11	1.54
Schuyler Ave @ River St (east + west)	4	12500	12900	U-ML	0.62	1.52
Vincennes Trail @ 4000N Rd	2	2450	1500	R-2Ln	0.150	1.40
Rte 1 @ E 5000S Rd	2	4900	275	R-2Ln	0.151	1.40
Jeffrey St @ Curtis Ave	2	4500	3250	U	0.16	1.36
Rte 17 @ N 9000W Rd	2	700	4500	R-2ln	0.168	1.33
Station St @ Washington Ave	3	8300	6700	U-MI	0.42	1.32
Court St @ Nelson	4	9700	20000	U-ML	0.69	1.24
Harrison Ave @ Chestnut St	2	3650	1600	U-ML	0.19	1.24
Kankakee Rd @ Rice Rd	2	1100	1650	R-2Ln	0.197	1.21
Court St (Rte 17) @ 4th Ave	4	2650	15200	U-ML	0.72	1.12
Schuyler Ave @ Oak St	3	8600	1500	U-2ln	0.48	1.08
STHY 50 @ 5000N (St George Rd)	3	11800	8300	U-ML	0.49	1.04
Curtis Ave @ Hawkins St	2	4500	1000	U-2ln	0.25	1.00
River St @ Greenwood Ave	2	300	6400	U-2ln	0.25	1.00
STHY 50 @ Amberstone Rd (7410N)	2	8900	100	R-ML	0.27	0.92
Court St @ Indiana Ave	3	15900	4700	U-ML	0.52	0.92
Court St @ Curtis Ave	4	5500	15400	U-ml	0.78	0.88
Rte 1/17 @ 5000N Rd	2	4550	1950	R-2ln	0.28	0.88

Rte 17 @ 7000E Rd (Riverwood Rd)	2	500	10200	R-4lnDiv	0.30	0.80
Convent St @ Armour Rd	7	22800	19700	U-ML	1.56	0.76
Schuyler Ave @ Brookmont Blvd	3	7200	11600	U-ml	0.58	0.68
Schuyler Ave (US45-52) @ Riverstone Pkwy	2	11000	500	R-ml	0.330	0.68
STHY 50 @ Lowes	4	25800	5000	U-ML	0.84	0.64
River St @ Poplar Ave	2	700	6800	U-2ln	0.34	0.64
River St @ Rosewood Ave	2	900	6400	U-2ln	0.34	0.64
River St @ Chicago Ave	2	1000	6400	U-2ln	0.35	0.60
STHY 50 @ 10000N Rd	4	8300	1850	R-ML	0.85	0.60
River St @ Wildwood Ave	2	900	6800	U-2ln	0.36	0.56
Schuyler Ave @ River Rd	2	11200	5600	R-ML	0.36	0.56
Court St @ Greenwood Ave	3	1050	15900	U-ML	0.61	0.56
4000E Rd @ 5000N Rd	2	2000	2500	R-2ln	0.36	0.55
Schuyler Ave @ Broadway St(complex geometry T)	2	7200	8500	U-ml	0.37	0.52
5th Ave @ Gregg St	2	900	7200	U-2ln	0.38	0.48
Rte 17 @ Eagle Island Rd + Sandbar	4	1150	10900	R-4lnDiv	0.88	0.48
Rte 17 @ 2750W Rd (Pipeline Rd)	2	1350	8600	R-2ln	0.385	0.46
North St @ Grand	2	1000	13100	U-ml	0.39	0.44
Rte 102 @ 3000W Rd	2	1050	6300	R-2ln	0.430	0.28
Court St @ Washington Ave	4	8300	17600	U-ML	0.94	0.24
Broadway St @ Washington Ave	2	900	8500	U-ML	0.44	0.24
Court St @ Small Ave	2	900	15400	U-ML	0.46	0.16
Court St @ Harrison Ave	2	4150	15500	U-ML	0.49	0.04
STHY 50 @ 9000N Rd (East 3rd St)	4	11800	8600	U-ML	1.00	0.00
Armour Rd @ Christine Dr	2	5000	10200	U-ML	0.52	-0.08
Kennedy Dr @ Broadway St	7	27600	8200	U-ML	1.77	-0.08
STHY 50 @ 12000N Rd	3	8300	1550	R-ML	0.79	-0.16
STHY 50 @ K-Mart Entrance	3	25800	5000	U-ML	0.80	-0.20
3000N Rd @ 4000E Rd	2	2650	3850	R-2ln	0.56	-0.24
Convent St @ Larry Power Rd	2	14900	6600	U-ML	0.56	-0.24
9000N Rd @ Cypress	4	3250	14700	U-ML	1.06	-0.24
Rte 17 @ 3000E Rd	2	3050	12600	R-4lnDiv	0.56	-0.24
Court St (Rte 17) @ Fairmont Ave	3	3650	17000	U	0.82	-0.28

STHY 50 @ Durham St	2	22100	1500	U	0.58	-0.32
Brookmont Blvd @ Entrance Ave	2	6700	11600	U-ML	0.59	-0.36
Court St @ Kennedy Dr	3	21400	14400	U-ML	0.84	-0.36
Court St @ St Joseph Ave	2	1500	17000	U	0.60	-0.40
Armour Rd @ Lavasseur Ave	2	900	19700	U	0.61	-0.44
Court St @ Hobbie Ave	4	6700	20000	U	1.11	-0.44
Schuyler Ave @ N River Rd	2	12500	12900	U	0.62	-0.48
Main St @ University Ave	3	29300	1700	U	0.87	-0.48
Court St @ West Ave	2	1500	17600	U-ML	0.62	-0.48
STHY 50 @ Broadway St	3	22100	4700	U	0.99	-0.96
William Latham Dr @ Brown Blvd	2	5000	17500	U	0.74	-0.96
STHY 50 @ Larry Power Rd (4000N)	4	21700	8200	U-ML	1.25	-1.00
Armour Rd @ Locke Dr	2	7500	16400	U	0.75	-1.00
Convent St @ John Casey	4	22800	2500	U-ML	1.27	-1.08
Convent St @ Bethel Dr	2	19000	2300	U	0.78	-1.12
Kennedy Dr @ 5th Ave	4	26800	7200	U	1.29	-1.16
S Main @ Coyne Ave	2	29300	500	U	0.81	-1.24
Schuyler Ave @ Jeffery St	2	13900	2000	U-ML	0.88	-1.52
Kennedy Dr @ Brookmont Blvd	2	27600	9700	U	1.01	-2.04
Kennedy Dr @ Gregg St	2	21400	1500	U	1.19	-2.76
Court St @ Wall St	3	12700	27300	U	1.44	-2.76
Convent St @ William Latham Dr	2	22800	19700	U	1.24	-2.96
S Main @ Main NW	3	29300	15600	U	1.52	-3.08
Armour Rd @ Arthur Burch Dr	2	2600	23200	U-ML	1.50	-4.00
Rte 17 @ Rte 1	2	4300	10200	R-4InDiv	3.280	-11.12
Rte 17 @ Lowe Rd (3000E)	4	3050	12600	R-4InDiv	4.45	-13.80
Total crashes for 2+ injury intersections	383					