

## **I-80 Reconstruction – Crash Data Summary**

Five-year crash data records (2008-2012) were obtained from the Pennsylvania Department of Transportation for the I-80 main line sections within the project area. Crash reports in the identified sections have been evaluated and presented in graphic form following this summary. The following is a summarization of information taken from the crash data records.

A total of 239 crashes were reported over the 3.45 mile reconstruction segment during the five year period (2008-2012), including 43% Hit Fixed Object and 31% Rear-End collisions. These types of crashes on an interstate are typical where congestion and geometry deficiencies exist.

Crash rates for seven (7) separate segments were calculated for each direction (see tables attached) to compare average crash rates with the current Statewide Accident Average for similar road type, which was obtained from PennDOT Accident Records Systems Homogeneous Report.

The majority of segments display average crash rates that exceed the current statewide average for urban interstates (0.56). The highest average crash rate for crashes grouped by segment within the project area (obtained from PennDOT crash data) occurred in segment 3050/3051 (SR8013 Interchange), with the crash rates reaching 0.84 (westbound) and 1.09 (eastbound).

### **I-80 between Interchange 303 to Interchange 304**

Immediately west of Interchange 303 (PA Route 611) approaching the eastbound exit and westbound entrance ramps, no crash clusters are observed at the acceleration and deceleration areas to the interchange. Some rear-end collisions were reported on the mainline section, suggesting at least some drivers in this area are reacting to speed variation in traffic flow created by accelerating or decelerating traffic. One fatality accident occurred in the eastbound direction just past the ramp exit gore area.

Within the I-80 segment from Interchange 303 (PA Route 611) to Interchange 304 (US209), the number of crashes increases with the majority reported as fixed object collisions (motorists hitting median barrier or guiderail). A number of small accident crash clusters (3 accidents or less) are shown in this area. Some rear-end collisions are evident in this section, suggesting the possibly some driver reaction to the reduced speed limit signage heading eastbound.

### **I-80 between Interchange 304 to Interchange 305**

The area immediately east of Interchange 304 shows the highest number of crashes within the project area on I-80. The majority of eastbound crashes within this segment are fixed object collisions with motorists hitting median barrier or guiderail in the curve section. Some rear end collisions are shown within the eastbound deceleration ramp area to Interchange 305 exit, suggesting the possibility of insufficient deceleration lengths affecting mainline free flow in this area. Crash cluster data from PennDOT also indicates a "Hit Barrier" cluster in this area.

A significant number of westbound crashes are rear-end collisions, suggesting driver reaction to the weave section involving traffic merging from the Interchange 305 entrance ramp and traffic exiting to for the Interchange 304 westbound exit to US209.

### **I-80 between Interchange 305 to Interchange 306**

The area between Interchange 305 (W. Main Street) and Interchange 306 (Dreher Ave) contains no noticeable crash clusters. No operational issues are evident from crash data in this section.

### **I-80 between Interchange 306 to Interchange 307**

Within the I-80 segment between Interchange 306 (Dreher Ave) and Interchange 307 (Park Ave), the majority of crashes reported are fixed object collisions involving motorists hitting median barrier or guiderail.

Some westbound crashes are same direction sideswipe collisions approaching the Interchange 306 westbound exit ramp, suggesting a possible driver reaction to combination of the roadway curve section and exiting vehicles at Interchange 306.

A small cluster of rear-end collision crashes is noted within the Interchange 307 (Park Avenue) eastbound section, suggesting driver reaction to oncoming traffic from the eastbound entrance ramp at this interchange. A sideswipe accident was also reported within this section. A small cluster of rear-end and side-swipe collision crashes is also evident at Interchange 307 (Broad Street) in the westbound section, suggesting driver reaction to decelerating (diverging) or accelerating (merging) vehicles in the westbound direction.

Within this section, one fatality accident occurred in the eastbound direction within the curve approaching Exit 307 (Park Avenue), and one fatality accident occurred in the eastbound direction at the Park Avenue overpass location.

## Monroe County: portion of SR0080 (EB) (E02656-related)

Sorted by County, Route, Number of Crashes  
Date Range: 1/1/2008 to 12/31/2012

Area of Interest: (In County 45 On State Route 0080(P) Between Segment 3030 Offset 0 and Segment 3080 Offset 2625)

USER ID / QUERY ID:  
coswald / 0520130702009



DISTRICT	COUNTY	ROUTE	SEGMENT	MIN OFFSET	MAX OFFSET	LENGTH	CRASHES	TOT_INJ	MAJ_INJ	FATAL	AVG ADT	CRASH RATE	HOMOG. RATE (5YR)	DELTA
05	45	MONROE	0080	3050	21	2600	0.50	22	15	0	22212	1.09	0.56	1.95
05	45	MONROE	0080	3044	940	2606	0.50	19	22	0	22212	0.94	0.56	1.68
05	45	MONROE	0080	3064	411	2624	0.50	17	12	2	28146	0.66	0.56	1.18
05	45	MONROE	0080	3060	795	2570	0.50	15	8	0	28146	0.59	0.56	1.05
05	45	MONROE	0080	3054	22	1990	0.50	14	10	0	22212	0.69	0.56	1.23
05	45	MONROE	0080	3074	88	2376	0.54	12	5	0	28146	0.44	0.56	0.78
05	45	MONROE	0080	3070	122	2095	0.46	12	8	1	28146	0.51	0.56	0.91
05	45	MONROE	0080	3080	100	1681	0.50	10	10	0	28146	0.39	0.56	0.70
05	45	MONROE	0080	3040	1	2356	0.50	9	2	1	22212	0.44	0.56	0.79
05	45	MONROE	0080	3034	528	2424	0.50	8	3	0	22212	0.39	0.56	0.70
05	45	MONROE	0080	3030	21	2671	0.50	6	8	0	22212	0.30	0.56	0.53

## Monroe County: portion of SR0080 (WB) (E02656-related)

Sorted by County, Route, Number of Crashes  
Date Range: 1/1/2008 to 12/31/2012

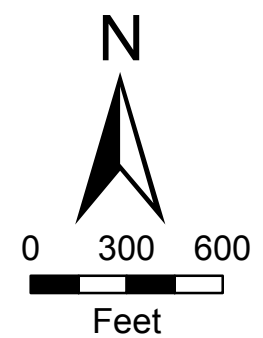
Area of Interest: (In County 45 On State Route 0080(S) Between Segment 3031 Offset 0 and Segment 3081 Offset 2621)

USER ID / QUERY ID:  
coswald / 0520130702010



DISTRICT	COUNTY	ROUTE	SEGMENT	MIN OFFSET	MAX OFFSET	LENGTH	CRASHES	TOT_INJ	MAJ_INJ	FATAL	AVG ADT	CRASH RATE	HOMOG. RATE (5YR)	DELTA
05	45	MONROE	0080	3075	49	2792	0.53	54	38	1	31825	1.75	0.56	3.12
05	45	MONROE	0080	3071	172	2404	0.46	25	14	0	31825	0.94	0.56	1.68
05	45	MONROE	0080	3055	12	2605	0.50	21	14	3	30066	0.77	0.56	1.38
05	45	MONROE	0080	3051	25	2628	0.51	18	9	1	23332	0.84	0.56	1.49
05	45	MONROE	0080	3061	887	2539	0.50	15	9	0	30066	0.55	0.56	0.98
05	45	MONROE	0080	3081	390	1761	0.50	13	8	0	31825	0.45	0.56	0.80
05	45	MONROE	0080	3065	393	2579	0.49	13	4	0	31825	0.46	0.56	0.82
05	45	MONROE	0080	3045	601	2436	0.50	12	12	0	23332	0.56	0.56	1.00
05	45	MONROE	0080	3031	539	2555	0.50	11	7	1	23332	0.52	0.56	0.92
05	45	MONROE	0080	3035	439	2559	0.50	9	3	0	23332	0.43	0.56	0.76
05	45	MONROE	0080	3041	50	2644	0.50	6	5	0	23332	0.28	0.56	0.50





- |   |              |   |                        |   |                               |
|---|--------------|---|------------------------|---|-------------------------------|
| + | Fatality (3) | ◆ | Hit Fixed Object (103) | ■ | Same Direction Sideswipe (16) |
| ▲ | Angle (14)   | ● | Non-Collision (16)     | ◆ | Pedestrian (1)                |
| ■ | Head-On (2)  | ● | Rear-End (74)          | ● | Unknown (13)                  |

## I-80 RECONSTRUCTION Accident Analysis Map 1/1/08 - 12/31/12

Sheet 1 of 2

Note: 239 accidents in the study area with 3 being fatal.

Source: CDART, 2013



