



ACCIDENT AND SEVERITY RATES FOR AN INTERSECTION

Intersection:	CSAH 9 @ CSAH 58		
Study Start Date:	01/01/2020		
Study End Date:	09/30/2025		
Length of study in years:	5.75	Days = 2097.736	Weighted
Intersection ADT:	10554	Total Accidents =	8
Number of Fatal Accidents:	0	Total Fatal Accidents =	0
Number of "A" P.I. Accidents:	0	Total "A" Injury Accidents =	0
Number of "B" P.I. Accidents:	2	Total "B" Injury Accidents =	2
Number of "C" P.I. Accidents:	2	Total "C" Injury Accidents =	2
Number of Property Damage Accidents:	4	Total Property Damage Accidents =	4
		Sum of weighted accidents =	14
Accident Rate (AR) =	0.36		
Severity Rate (SR) =	0.63		

Intersection Safety Screening

Intersection: CSAH 9 @ CSAH 58

Statewide Averages based on 2018-2022 crashes

Crashes by Crash Severity	
Fatal (K)	0
Serious Injury (A)	0
Minor Injury (B)	2
Possible Injury (C)	2
Property Damage (PDO)	4
Total Crashes	8

Intersection Characteristics	
Entering Volume	10,554
Environment	Rural
Lighting	Lit
Traffic Control	All-way Stop

Annual crash cost = \$164,000

Statewide comparison = All-way STOP

Total Crash Rate	
Observed	0.415
Statewide Average	0.281
Critical Rate	0.620
Critical Index	0.67

Fatal & Serious Injury Crash Rate	
Observed	0.000
Statewide Average	0.233
Critical Rate	4.240
Critical Index	0.00

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference (i.e. observed crash rate ÷ critical crash rate).

The observed total crash rate for this period is 0.42 per MEV; this is 33% below the critical rate. Based on similar statewide intersections, an additional 4 crashes over the five years would indicate this intersection operates outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.