SD44/PLATTE-WINNER BRIDGE CORRIDOR STUDY AND ENVIRONMENTAL ASSESSMENT

Agreement No. 410583, Work Order PD-19-16

Project Nos. HP5596(19); P0044()290, PCN 05X0

PROJECT MEMORANDUM

SD44 CRASH HISTORY REVIEW

To: Study Advisory Team (SDDOT, FHWA, SDGFP)

From: Tim Thoreen, Jon Wiegand, and Matt Brua

Date: July 5, 2017

Document Summary

This memorandum provides an overview of the reported crash history on SD44 within the SD44 Platte-Winner Bridge Corridor Study Area, which is between and including the SD44 intersections with SD47 and SD50. The crash data is from the 2012 to 2016 reporting period.

Thirty-three crashes were reported over the 5-year timeframe, one of which occurred at an intersection and the other 32 occurred along SD44 highway segments. Crash rates and critical crash rates were calculated at each of these locations.

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Introduction

The study team reviewed the crash history along the SD44 corridor as part of the SD44/Platte-Winner Bridge Corridor Study and Environmental Assessment project. The study limits extend between, and including, the SD44/SD47 intersection on the west end and the SD44/50 intersection on the east end of the corridor. The analyzed crash data includes all reported crashes over a 5-year period between January 1, 2012 and December 31, 2016. The crash data set was reviewed and organized by the study team for the purposes of analyzing historical crashes and the identification of trends or needs along the corridor.

Crash Data

The SDDOT provided a geodatabase with 5-years of reported crashes. The data included information associated with each crash, such as injury severity, manner of collision, pavement conditions, date, and most harmful event, among others.

Each reported crash was categorized into intersection (major intersections only, excludes driveways) and highway segment crashes within the corridor. Intersection crashes were categorized as those occurring within a 250-foot radius of the center of a major intersection or categorized as an intersection crash in the crash report. Other crashes that occurred just outside of the 250-foot radius were individually evaluated to determine if the cause of crash was related to an occurrence or condition at an intersection. From this tabulation, crashes were further vetted based on harmful event, manner of collision, and junction classification to determine which crashes were categorized as intersection crashes.

The remaining crashes were categorized as highway segment crashes. The SD44 corridor was sub-divided into four segments based on surrounding terrain and geometrics of the roadway. The subdivided segments are graphically depicted on both **Figure 1 and Figure 2**.

- Segment 1: SD47 intersection to SD44 Frontage Roads/Driveways (west of mile reference 279), representing the area with level to rolling terrain and straighter alignment to the west of the rolling hills along the river valley.
- Segment 2: SD44 Frontage Roads/Driveways to middle of Missouri River Bridge, representing area of rolling terrain, steep grades climbing out of the river valley, and several horizontal curves weaving through valleys between the hills.
- Segment 3: Middle of Missouri River Bridge to mile reference 293, representing area of rolling terrain, steep grades climbing out of the river valley.
- Segment 4: Mile reference 293 to SD 50 intersection, representing represents the area with level to rolling terrain and straighter alignment to the east of the rolling hills along the river valley.

Crash rates, the number of crashes per unit of exposure, were calculated for both the intersections and highway segments. Intersection crash rate is calculated as crashes per million entering vehicles (MEV) and highway segment crash rate is calculated as crashes per million vehicle miles (MVM) traveled. For highway segments, a critical crash rate was also calculated based on the South Dakota statewide averages for similar facilities to account for vehicle exposure and the random nature of crashes. These critical crash rates were compared to the SD44 segment crash rates.

Average daily traffic (ADT) volumes were obtained from the SDDOT Traffic Flow Map (2016) for use in the calculation of SD44 intersection and highway segment crash rates and highway segment critical crash rates.

Findings

Thirty-three crashes were reported along the SD44 corridor between 2012 and 2016 and are graphically depicted in **Figure 1** (categorized by injury severity) and **Figure 2** (categorized by manner of collision). Eight of the 33 crashes resulted in an injury with one of those being a fatality. Sixteen crashes were noted as a wild animal hit in the crash report severity, though several of the no injury crashes were also related to vehicle-animal crashes.

TABLE 1: SD44 STUDY AREA TOTAL CRASHES - SEVERITY

Severity	Crashes
Fatal Injury	1
Incapacitating Injury	1
Non-Incapacitating Injury	4
Possible Injury	2
No Injury	9
Wild Animal Hit	16
Total Crashes	**33**

Crashes along SD44 study area corridor were categorized into intersection and segment crashes. One of the 33 reported crashes were identified as an intersection crash, and the remaining 32 were categorized as highway segment crashes. **Tables 4 and 5** provide a summary of the intersection crash, and **Tables 6 and 7** provide a summary of corridor segment (non-intersection) crashes. A compilation of the crash data with identifying numbers to cross-reference specific crashes to a map is provided in the **Appendix**.

SD44 Study Area Intersections

The lone intersection-related crash occurred at the SD44 and SD1806 intersection, resulting in a possible injury (see **Table 4**). The crash report indicated that a tractor/semi-trailer failed to yield for stop sign/yield after stop and resulted in an overturn/rollover single-vehicle crash. Additional crash summary information is provided in **Table 5**.

SD44 Study Area Highway Segments

Thirty-two highway segment crashes occurred along SD44 within the study area, seven of which resulted in an injury. There was one fatality along the corridor, occurring along a horizontal curve and crest hill west of County Highway 33. The vehicle was traveling eastbound at the time of the crash, left the roadway, and overturned.

Crashes were sorted by the four previously identified highway segments based on terrain. The segment crash rate and critical crash rates were calculated for each segment as shown in Table 6. In all four instances, the segment crash rate was less than the critical crash rate.

A sub-segment of the 12.5 mile long Segment 2 was developed to take a closer look at the stretch of SD44 between Mile Route Marker (MRM) 282 (near West Road) and SD1806. Fourteen of the 17 crashes reported in Segment 2, shown in **Figure 3**, occurred within a 5-mile stretch between MRM 282 (near West Road) and MRM

287 (approximately 1 mile west of SD1806). This represents a sub-segment crash rate of 3.0 crashes/MVM that is slightly greater than the critical crash rate of 2.9 crashes/MVM.

FIGURE 3: SD44 CRASHES BETWEEN MRM 282 AND MRM 287 (14 CRASHES)

Table 7 provides further breakdown of crash information along the four SD44 corridor segments. Vehicle-animal crashes represent nearly two-thirds of the total segment crashes. Eight of the nine crashes between MRM 293 and SD50 (Segment 4) were animal related.

Nine overturn/rollover crash events were reported throughout the SD44 corridor study area. One of those occurred at the SD1806 intersection and another one occurred in the segment west of the SD44 Frontage/Drive intersections (west of MRM 279). The remaining seven overturn/rollover event crashes occurred in Segment 2, most notably between the aforementioned 5-mile stretch between MRM 282 and MRM 287 intersection as shown in **Figure 4**.

FIGURE 4: SD44 OVERTURN/ROLLOVER CRASHES BETWEEN MRM 282 AND SD1806 (7 CRASHES)

The characteristics of these overturn/rollover crashes varied widely, such as whether it occurred in daylight or during nighttime, contributing factors, weather/roadway conditions, type of vehicle, etc. One commonality for six of the seven, though, was that they occurred along a horizontal curve. Therefore, while discernable trends or

causal factors at each curve location were difficult to ascertain from the data due to the low crash frequency, crashes through Segment 2 do exhibit a propensity to occur along horizontal curves, and this can help guide improvements through the study area.

Seasonal

The SD44 corridor within the study area is subject to seasonal travel demand due to the proximity and connectivity it provides to recreational areas along the Missouri River and the surrounding rural landscape. Higher corridor volumes are present during the summer months, particularly around weekends from May through September, due to recreational travel demand. This demand exhibits sharp peaks surrounding the Memorial Day, 4th of July, and Labor Day holidays. An overview of the crashes by month is provided in **Table 2**.

TABLE 2: SD44 STUDY AREA TOTAL CRASHES - MONTH

Month	Crashes
January	2
February	3
March	1
April	3
May	0
June	5
July	2
August	5
September	4
October	3
November	5
December	0
Total Crashes	**33**

The crash totals per month are relatively similar across the entire year. Zero crashes were reported over the 5-year timeframe in the months of May and December. The months with the most crashes, 5 total for each month, were June, August, and November.

In the months of June and August, of the 10 reported crashes, four included an overturn/rollover event and a fifth was a similar run-off-the-road crash where the vehicle ended in a ditch. These four overturn/rollover crashes included the fatal crash, the incapacitating injury crash, and two non-incapacitating injury crashes. All five November crashes were vehicle-animal crashes.

The corridor is also subject to seasonal road conditions, such as snow and ice, which affect travel and safety through the study area. **Table 3** provides a look at the pavement conditions at the time of crash as noted in the crash report.

Overall, 25 of the 33 crashes (76 percent) occurred when there was a dry pavement condition. Five crashes were reported during wet pavement and one crash each for ice, slush, and unknown pavement conditions.

It is difficult to discern a contributing cause to a crash unless it is recorded in the crash report. However, it should be noted that seven crashes occurred during ice, slush, or wet pavement conditions, and four of the seven were classified as overturn/rollover events. Speed and/or road/weather conditions were noted as a contributing factor in three of these crashes and likely a contributing factor in the fourth.

TABLE 3: SD44 STUDY AREA TOTAL CRASHES – PAVEMENT CONDITION

Pavement Condition	Crashes
Dry	25
Ice	1
Slush	1
Unknown	1
Wet	5
Total Crashes	**33**

Conclusions

Based on a review of crashes occurring along the SD44 study area corridor, it was found that 32 of the 33 reported crashes occurred along highway segments away from roadway intersections. A majority of crashes were vehicle-animal crashes (21 of 33 reported crashes), which occurred throughout the corridor in each of the four analyzed corridor segments. Of the remaining 12 crashes, 9 were associated with overturn/rollover type events, 2 others leaving the roadway and one rear-end. Overall, there was one fatal crash, one incapacitating crash and one non-incapacitating crash. There did not appear to be any strong trends with crashes occurring during certain months of the year. Seven crashes were identified to have occurred during ice, slush, or wet pavement conditions and four of those included an overturn/rollover event.

Closer examination of crashes of a 5-mile stretch between MRM 282 and SD1806 did exhibit a propensity of crashes to occur along horizontal curves, many of which involved an overturn/rollover event. Seven overturn/rollover crashes occurred within this segment with only two crashes occurring on the same curve. These seven crashes also included the fatal, incapacitating, and non-incapacitating injury crashes within the study area.

While discernable needs along these curves were not present in the crash data, the occurrence of crashes, and severity, along these horizontal curves illustrates a need to continue to work on improving horizontal curves through the area. There are a few instances through this 5-mile stretch were the horizontal curve geometry does not meet the current design guidelines for a 65 or 70 mph design speed and could likely benefit from an improvement when opportunities arise along the corridor. Improvements could include roadway improvements such as straightening alignment and widening shoulders or roadside improvements such as flattening slopes and providing a forgiving roadside to try to reduce the higher-severity overturn/rollover crashes when a vehicle does leave the roadway.

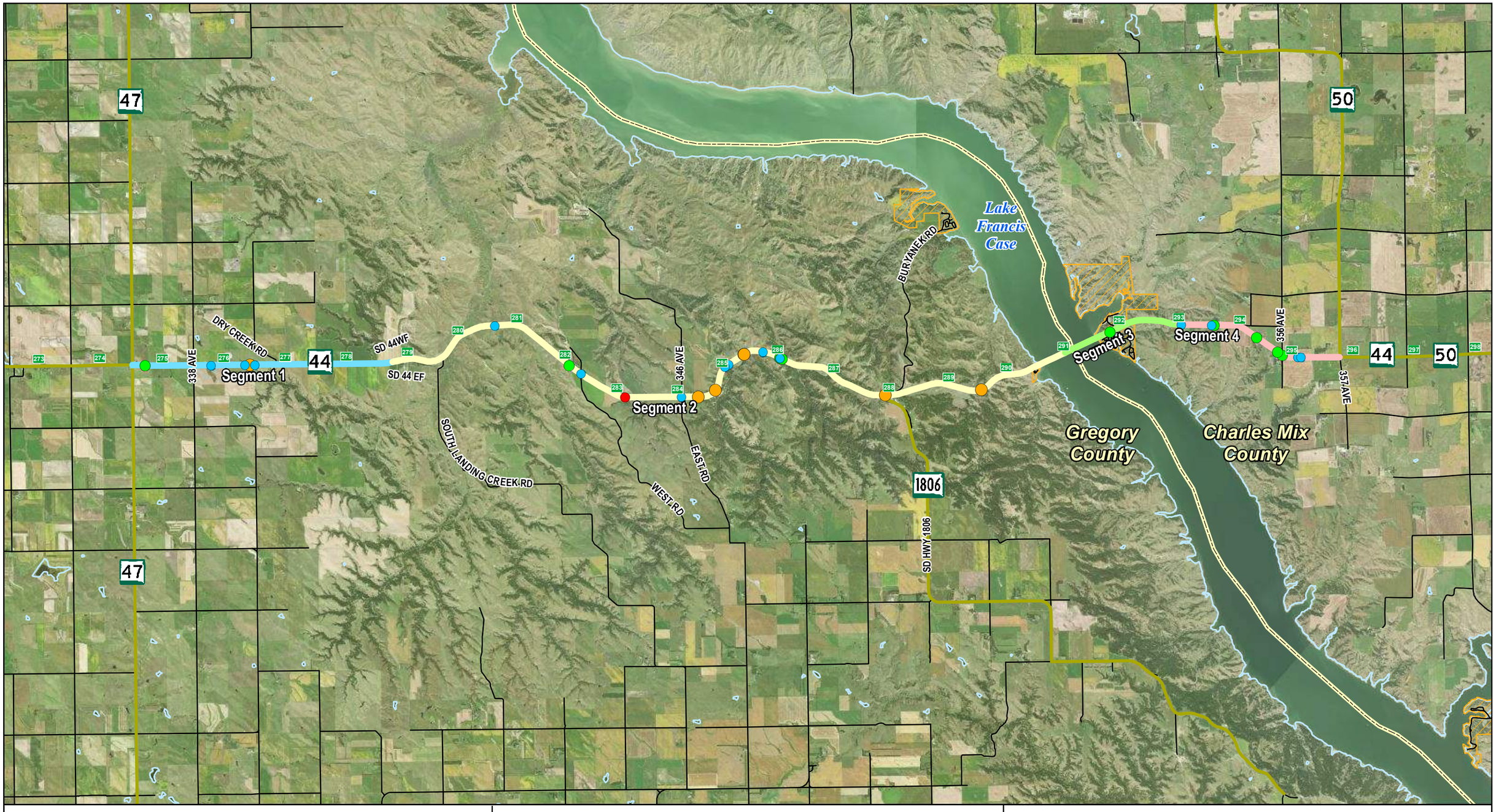

FIGURE 1: CRASH SEVERITY

South Dakota DOT
Project HP5596(19); P0044()290, PCN 05X0
SD 44/Platte-Winner Bridge Corridor Study and Environmental Assessment

Gregory and Charles Mix Counties

- Fatal Injury (1)
- Injury (8)
- Property Damage (9)
- Animal Collision (15)
- Mileage Reference Marker
- Segment 1
- Segment 2
- Segment 3
- Segment 4

Total Study Area Crashes = 33
Crash Years: 2012 - 2016
Source: SDDOT

HRGreen

0 4,000 8,000 Feet

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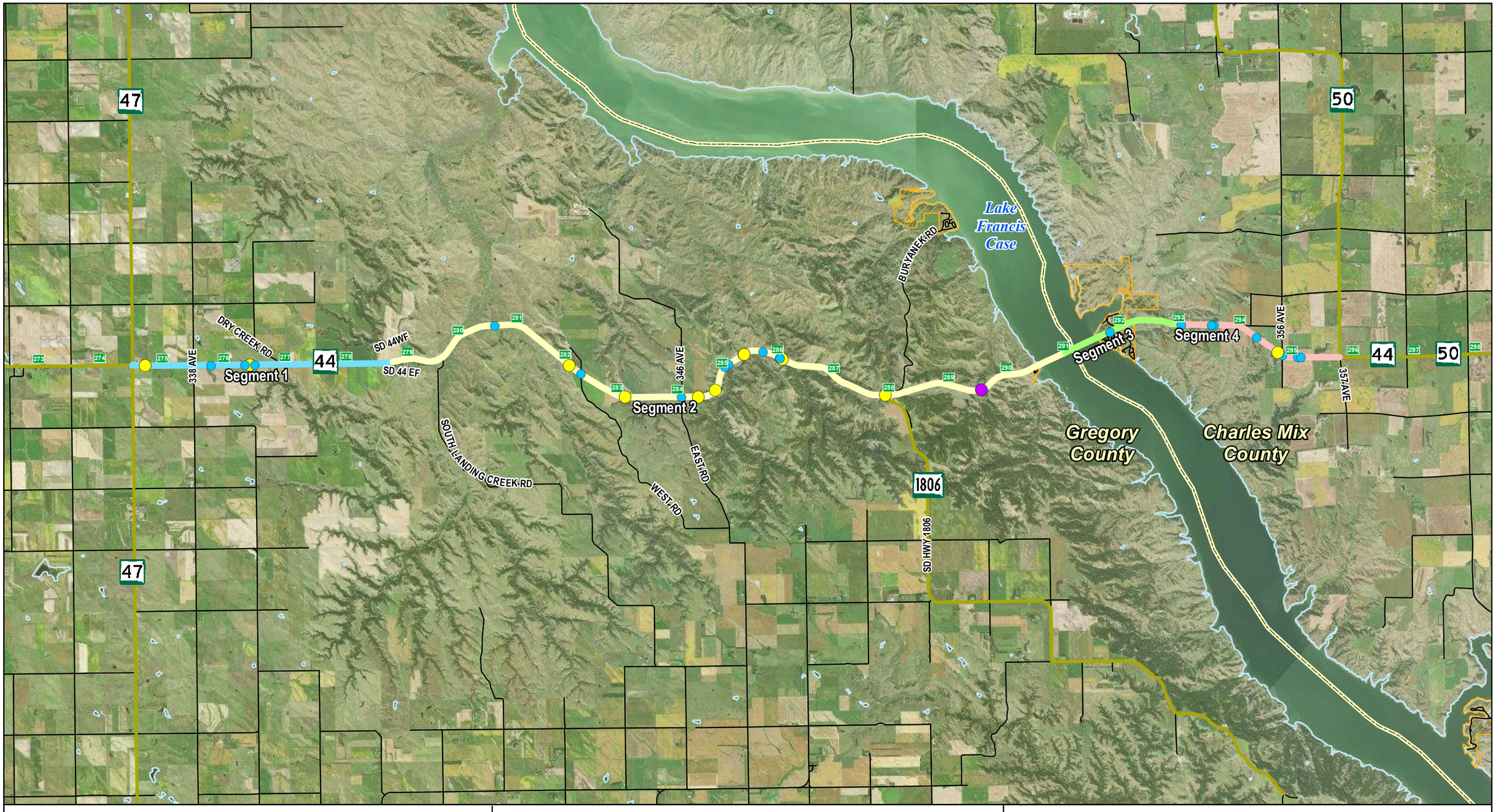

FIGURE 2: MANNER OF COLLISION

South Dakota DOT
Project HP5596(19); P0044()290, PCN 05X0
SD 44/Platte-Winner Bridge Corridor Study and Environmental Assessment

Gregory and Charles Mix Counties

- Single-vechicle crash (11)
- Rear-end (1)
- Wild animal hit - damage only (21)

- Mile Markers
- Segment 1
- Segment 2
- Segment 3
- Segment 4

Total Study Area Crashes = 33
Crash Years: 2012 - 2016
Source: SDDOT

HRGreen

0 4,000 8,000 Feet

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TABLE 4: SD44 CORRIDOR INTERSECTION CRASHES - SEVERITY

Intersection Information		Crash Severity						Crash Rate (MEV)
Intersection Crashes	Entering ADT	Fatal	Injury - Incapacitating	Injury - Non-Incapacitating	Injury - Possible	Property**	Total	
SD44 and SD1806	734	0	0	0	1	0	1	**0.75**

Table notes:

Crash rates presented in crashes per Million Entering Vehicles (MEV)

**Includes both 'no injury' and 'wild animal' severity codes from crash report

TABLE 5: SD44 CORRIDOR INTERSECTION CRASHES – SUMMARY

Intersection Crashes	Manner of Collision			Pavement Condition					Most Harmful Event	Total Crashes
	No Collision Between Vehicles	Rear-end	Wild Animal Hit	Dry	Ice	Slush	Unknown	Wet		
SD44 and SD1806	1	0	0	1	0	0	0	0	Overturn/ rollover	**1**

Citation: Failure to yield for stop sign/yield after stop

TABLE 6: SD44 CORRIDOR SEGMENT CRASHES - SEVERITY

SD44 Segment Information					Crash Severity						Crash Rate (MVM)	Critical Crash Rate (MVM)
Roadway Segment (No.)	From	To	Length (miles)	Segment ADT	Fatal	Injury - Incapacitating	Injury - Non-Incapacitating	Injury - Possible	Property**	Total		
SD44* (1)	SD47	SD44 Frontage/Drive (west of MRM 279)	4.2	436	0	0	1	0	4	5	**1.29**	**3.0**
SD44* (2)	SD44 Frontage/Drive (west of MRM 279)	Mid Span of Missouri River Bridge	12.5	426	1	1	3	1	11	17	**1.27**	**2.4**
SD44* (3)	Mid Span of Missouri River Bridge	MRM 293	1.9	661	0	0	0	0	1	1	**0.36**	**3.2**
SD44* (4)	MRM 293	SD50	2.7	698	0	0	0	0	9	9	**2.25**	**3.0**
				SD44 SEGMENT TOTALS	**1**	**1**	**4**	**1**	**25**	**32**	**1.33**	**2.2**
					3%	*3%*	*13%*	*3%*	*78%*			

Table notes:

Crash rates presented in crashes per Million Vehicle Miles (MVM) traveled

Totals do not include crashes at major intersections (see intersection crash tables)

95 percent level of confidence (K=1.645) in critical crash rate calculation

*Rural Minor Arterial

**Includes both 'no injury' and 'wild animal' severity codes from crash report

SDDOT WEIGHTED ACCIDENT RATE BY ROADWAY FUNCTIONAL CLASS

Functional Class	Weighted Crash Rate
Rural Minor Arterial	1.76
Statewide Rate	1.62

Source: SDDOT Weighted Accident Rate by Functional Class

TABLE 7: SD44 CORRIDOR SEGMENT CRASHES – SUMMARY

SD44 Segment Information			Manner of Collision			Pavement Condition					Most Harmful Event			Total Crashes
Roadway Segment (No.)	From	To	No Collision Between Vehicles	Rear-end	Wild Animal Hit	Dry	Ice	Slush	Unknown	Wet	Overturn/ rollover	Animal - Wild	Other	
SD44* (1)	SD47	SD44 Frontage/Drive (west of MRM 279)	2	0	3	4	0	1	0	0	1	3	1~	**5**
SD44* (2)	SD44 Frontage/Drive (west of MRM 279)	Mid Span of Missouri River Bridge	7	1	9	11	1	0	1	4	7	9	1^	**17**
SD44* (3)	Mid Span of Missouri River Bridge	MRM 293	0	0	1	1	0	0	0	0	0	1	0	**1**
SD44* (4)	MRM 293	SD50	1	0	8	8	0	0	0	1	0	8	1[#]	**9**
SD44 SEGMENT TOTALS			**10**	**1**	**21**	**24**	**1**	**1**	**1**	**5**	**8**	**21**	**3**	**32**

Table notes:

Totals do not include crashes at major intersections (see intersection crash tables)

Most Harmful Events 'Other':

~ Highway traffic sign post/sign

^ Motor vehicle in transport (rear-end)

[#] Ditch

Appendix

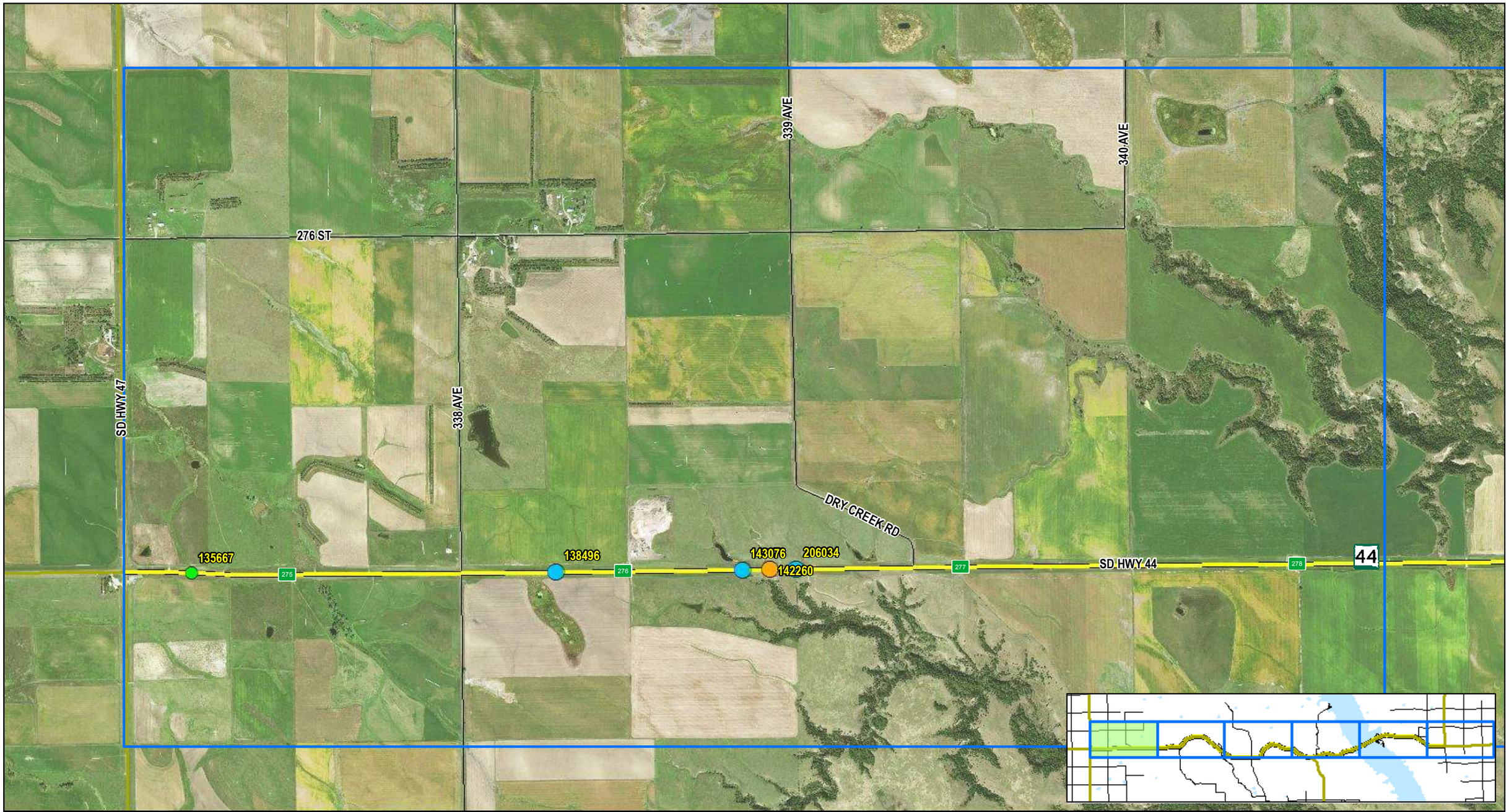
Intersection Crashes

	AccidentDa	Citation	Evnts	RoadCondDe	FirstHarmf	MHEvnts	Speed	Drug	AlcoholUse	InjurySeve	MannerOfCo	RoadSurfac	LightCondi	Junction	Weather	OverCrct	Distract	VehicleCon	TravelDire	DriverCont	OBJECTID
1806	4/22/2014	FAIL TO STOP FOR STOP SIGN / YIELD AFTER STOP	Overturn/rollover, Ran off road right	Dry	Overturn/rollover	Overturn/rollover	N	N	N	Possible	No collision between 2 MV in transport	Asphalt (blacktop)	Daylight	T-intersecti	Clear	N	N	Tractor/semi-trailer	Westbound	Disregarded traffic signs or signals; None	171407

Segment Crashes

	AccidentDa	Citation	Evnts	RoadCondDe	FirstHarmf	MHEvnts	Speed	Drug	AlcoholUse	InjurySeve	MannerOfCo	RoadSurfac	LightCondi	Junction	Weather	OverCrct	Distract	VehicleCon	TravelDire	DriverCont	OBJECTID
2	1/12/12		Overturn/rollover, Ran off road right	Ice	Overturn/rollover	Overturn/rollover	N	N	N	Possible	No collision between 2 MV in transport	Asphalt (blacktop)	Daylight	Non-junction	Clear	N	N	Light truck (2 axles, 4 tires)	Westbound	None	134575
1	2/23/12		Highway traffic sign post/sign, Ran off	Slush	Highway traffic sign post/sign	Highway traffic sign post/sign	Y	N	N	No injury	No collision between 2 MV in transport	Asphalt (blacktop)	Daylight	Non-junction	Sleet, hail (freezing rain	N	N	Passenger car	Eastbound	Driving too fast for conditions; Swerving	135667
1	6/11/12		Animal - wild	Dry	Animal - wild	Animal - wild	N	N	N	Wild animal hit	Wild animal hit - damage only	Wild animal hit - damage only	Dawn	Non-junction	Clear	N	N	Mini-van/passenger van with seats for 8 or less,	Eastbound	Wild animal hit - damage only	138496
2	6/5/12		Overturn/rollover, Ran off road left, Ran	Dry	Overturn/rollover	Overturn/rollover	N	N	N	Fatal injury	No collision between 2 MV in transport	Asphalt (blacktop)	Daylight	Non-junction	Clear	Y	N	Light truck (2 axles, 4 tires)	Eastbound	Over-correcting/over-steering; Running off	138901
1	8/24/12	Underage Poss. / Consump of alcohol, < 18 CHINS	Overturn/rollover, Ran off road left	Dry	Overturn/rollover	Overturn/rollover	N	N	Y	Non-incapacitating	No collision between 2 MV in transport	Asphalt (blacktop)	Dark - roadway not lighted	Non-junction	Clear	N	Y	Light truck (2 axles, 4 tires)	Eastbound	Distracted (list distraction in	142260
4	8/12/12		Animal - wild	Dry	Animal - wild	Animal - wild	N	N	N	No injury	Wild animal hit - damage only	Wild animal hit - damage only	Dark - roadway not lighted	Non-junction	Clear, Clear	N	N	Passenger car	Westbound	Wild animal hit - damage only	142505
1	9/14/12		Animal - wild	Dry	Animal - wild	Animal - wild	N	N	N	Wild animal hit	Wild animal hit - damage only	Wild animal hit - damage only	Dark - roadway not lighted	Non-junction	Clear	N	N	SUV (sport utility/suburban)	Westbound	Wild animal hit - damage only	143076
2	11/10/12		Animal - wild	Unknown	Animal - wild	Animal - wild	N	N	N	No injury	Wild animal hit - damage only	Wild animal hit - damage only	Dark - roadway not lighted	Non-junction		N	N	SUV (sport utility/suburban)	Westbound	Wild animal hit - damage only	146665
4	1/5/13		Animal - wild	Dry	Animal - wild	Animal - wild	N	N	N	No injury	Wild animal hit - damage only	Wild animal hit - damage only	Dark - roadway not lighted	Non-junction	Clear	N	N	Light truck (2 axles, 4 tires)	Westbound	Wild animal hit - damage only	149845
2	3/20/13		Animal - wild	Dry	Animal - wild	Animal - wild	N	N	N	Wild animal hit	Wild animal hit - damage only	Wild animal hit - damage only	Dark - roadway not lighted	Non-junction	Clear	N	N	Passenger car	Eastbound	Wild animal hit - damage only	152517
2	6/27/13		Animal - wild	Dry	Animal - wild	Animal - wild	N	N	N	Wild animal hit	Wild animal hit - damage only	Wild animal hit - damage only	Dark - roadway not lighted	Non-junction	Clear	N	N	Light truck (2 axles, 4 tires)	Westbound	Wild animal hit - damage only	156434
2	8/15/13		Overturn/rollover, Ran off road left	Wet	Overturn/rollover	Overturn/rollover	N	N	N	Non-incapacitating	No collision between 2 MV in transport	Asphalt (blacktop)	Dark - roadway not lighted	Non-junction	Fog, smog, smoke	N	N	Passenger car	Eastbound	None; Swerving or avoiding due to wind,	159090
2	10/5/13	LANE DRIVING REQUIRED / ILLEGAL LANE CHANGE	Overturn/rollover, Ran off road right	Wet	Overturn/rollover	Overturn/rollover	N	N	N	No injury	No collision between 2 MV in transport	Asphalt (blacktop)	Dark - roadway not lighted	Non-junction	Rain	N	N	Tractor/semi-trailer	Westbound	None; Running off road	160767
4	6/5/14	CARELESS DRIVING.	Cross median/centerline,	Dry	Ditch	Ditch	N	N	N	No injury	No collision between 2 MV in transport	Asphalt (blacktop)	Dark - roadway not lighted	Non-junction	Clear	Y	N	Passenger car	Eastbound	Failure to keep in proper lane; Over-	172282
4	7/9/14		Animal - wild	Dry	Animal - wild	Animal - wild	N	N	N	No injury	Wild animal hit - damage only	Wild animal hit - damage only	Dark - lighted roadway	Non-junction	Clear	N	N	Passenger car	Eastbound	Wild animal hit - damage only	174754
2	8/19/14		Overturn/rollover, Ran off road right	Dry	Overturn/rollover	Overturn/rollover	N	N	N	Incapacitating	No collision between 2 MV in transport	Asphalt (blacktop)	Daylight	Non-junction	Clear	N	N	Motorcycle	Westbound	None; Running off road	175816
2	9/6/14		Overturn/rollover, Ran off road left	Dry	Overturn/rollover	Overturn/rollover	N	N	N	No injury	No collision between 2 MV in transport	Asphalt (blacktop)	Daylight	Non-junction	Clear	N	N	Tractor/semi-trailer	Eastbound	None; Running off road	176521
4	8/28/14		Animal - wild	Dry	Animal - wild	Animal - wild	N	N	N	Wild animal hit	Wild animal hit - damage only	Wild animal hit - damage only	Daylight	Non-junction	Clear	N	N	Light truck (2 axles, 4 tires)	Westbound	Wild animal hit - damage only	177684
2	4/24/15	LOGBOOK & SAFETY-RELATED EQUIPMENT	Cargo/equipment loss or shift, Delineator	Wet	Overturn/rollover	Overturn/rollover	Y	N	N	Non-incapacitating	No collision between 2 MV in transport	Asphalt (blacktop)	Dark - roadway not lighted	Non-junction	Rain	N	N	Tractor/semi-trailer	Westbound	Exceeded posted speed limit; Failure to	187945
4	6/11/15		Animal - wild	Wet	Animal - wild	Animal - wild	N	N	N	Wild animal hit	Wild animal hit - damage only	Wild animal hit - damage only	Dark - roadway not lighted	Non-junction	Clear	N	N	Light truck (2 axles, 4 tires)	Westbound	Wild animal hit - damage only	190298
4	7/21/15		Animal - wild	Dry	Animal - wild	Animal - wild	N	N	N	Wild animal hit	Wild animal hit - damage only	Wild animal hit - damage only	Dark - roadway not lighted	Non-junction	Clear	N	N	SUV (sport utility/suburban)	Eastbound	Wild animal hit - damage only	193003
4	9/9/15		Animal - wild	Dry	Animal - wild	Animal - wild	N	N	N	Wild animal hit	Wild animal hit - damage only	Wild animal hit - damage only	Dark - roadway not lighted	Non-junction	Clear	N	N	SUV (sport utility/suburban)	Westbound	Wild animal hit - damage only	193822
2	10/24/15		Animal - wild	Dry	Animal - wild	Animal - wild	N	N	N	Wild animal hit	Wild animal hit - damage only	Wild animal hit - damage only	Daylight	Non-junction	Clear	N	N	SUV (sport utility/suburban)	Westbound	Wild animal hit - damage only	196143
2	11/12/15		Animal - wild	Dry	Animal - wild	Animal - wild	N	N	N	Wild animal hit	Wild animal hit - damage only	Wild animal hit - damage only	Dawn	Non-junction	Clear	N	N	Passenger car	Westbound	Wild animal hit - damage only	197124
2	11/11/15		Animal - wild	Wet	Animal - wild	Animal - wild	N	N	N	Wild animal hit	Wild animal hit - damage only	Wild animal hit - damage only	Dawn	Non-junction	Cloudy, Rain	N	N	Passenger car	Westbound	Wild animal hit - damage only	197186
2	10/15/15		Motor vehicle in transport	Dry	Motor vehicle in transport	Motor vehicle in transport	N	N	N	Non-incapacitating	Rear-end (front to rear)	Asphalt (blacktop)	Dark - roadway not lighted	Non-junction	Clear	N	N	Passenger car; SUV (sport utility/suburban)	Westbound	Failed to yield to vehicle; None; Other	197990
4	11/14/15		Animal - wild	Dry	Animal - wild	Animal - wild	N	N	N	Wild animal hit	Wild animal hit - damage only	Wild animal hit - damage only	Dark - roadway not lighted	Non-junction	Clear	N	N	SUV (sport utility/suburban)	Westbound	Wild animal hit - damage only	198291
2	11/19/15		Animal - wild	Dry	Animal - wild	Animal - wild	N	N	N	Wild animal hit	Wild animal hit - damage only	Wild animal hit - damage only	Dusk	Non-junction	Clear	N	N	Passenger car	Westbound	Wild animal hit - damage only	200840
2	2/16/16		Animal - wild	Dry	Animal - wild	Animal - wild	N	N	N	Wild animal hit	Wild animal hit - damage only	Wild animal hit - damage only	Dark - roadway not lighted	Non-junction	Clear	N	N	SUV (sport utility/suburban)	Westbound	Wild animal hit - damage only	202747
2	2/24/16		Animal - wild	Dry	Animal - wild	Animal - wild	N	N	N	Wild animal hit	Wild animal hit - damage only	Wild animal hit - damage only	Dark - roadway not lighted	Non-junction	Clear	N	N	Mini-van/passenger van with seats for 8 or less,	Westbound	Wild animal hit - damage only	203343
1	4/19/16		Animal - wild	Dry	Animal - wild	Animal - wild	N	N	N	Wild animal hit	Wild animal hit - damage only	Wild animal hit - damage only	Daylight	Non-junction	Clear	N	N	SUV (sport utility/suburban)	Eastbound	Wild animal hit - damage only	206034
3	9/13/2013		Animal - wild	Dry	Animal - wild	Animal - wild	N	N	N	No injury	Wild animal hit - damage only	Wild animal hit - damage only	Daylight	Non-junction	Cloudy	N	N	Passenger car	Northbound	Wild animal hit - damage only	160040

1	SD 47 to SD44 Frontage/Drive (MM279)
2	SD44 Frontage/Drive to Center of Bridge
3	Center of Bridge to MM 293
4	MM 293 to SD 50



PAGE 1 of 6
CRASH SEVERITY

South Dakota DOT
Project HP5596(19) 3616 P; P0044()290 3014 N, PCN 05X0
SD 44/Platte-Winner Bridge Corridor Study and Environmental Assessment

Gregory and Charles Mix Counties

- Mileage Reference Marker
- Map Pages
- Fatal Injury (1)
- Injury (8)
- Property Damage (9)
- Animal Collision (15)

Total Study Area Crashes = 33
Crash Years: 2012 - 2016
Source: SDDOT

HRGreen

0 700 1,400 Feet

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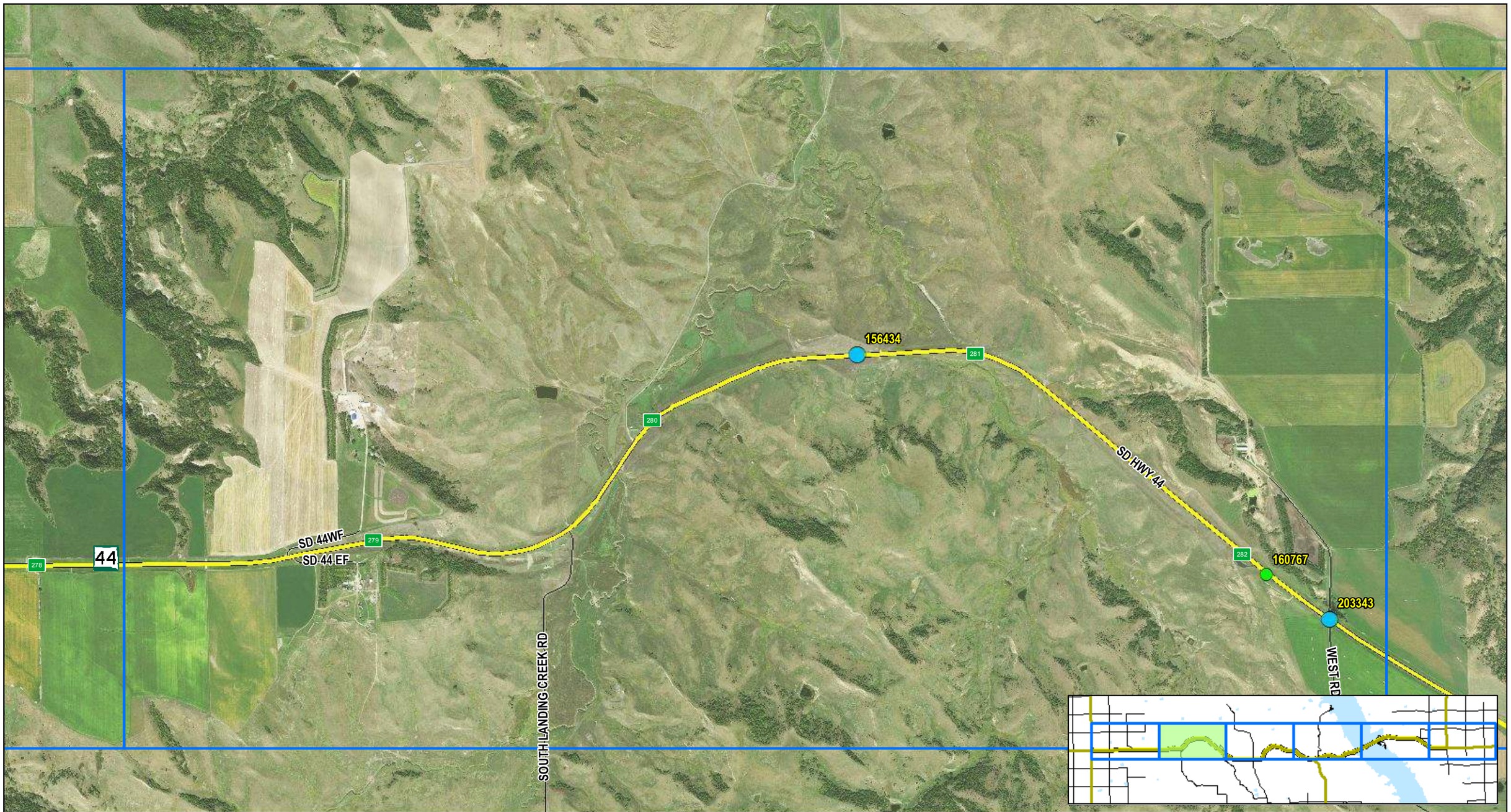

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RIDGEVIEW RD

346 AVE

WEST RD

EAST RD

SD HWY 44

283

284

285

286

287

160767

203343

138901

196143

134575

159090

200840

152517

175816 187945

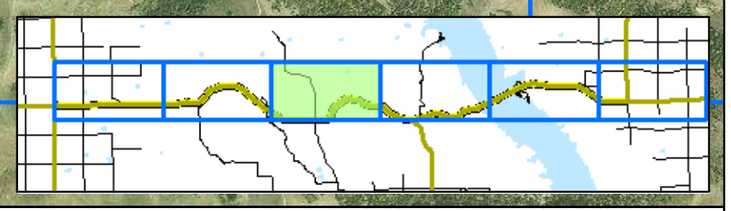
197186

202747

197124

146665

176521



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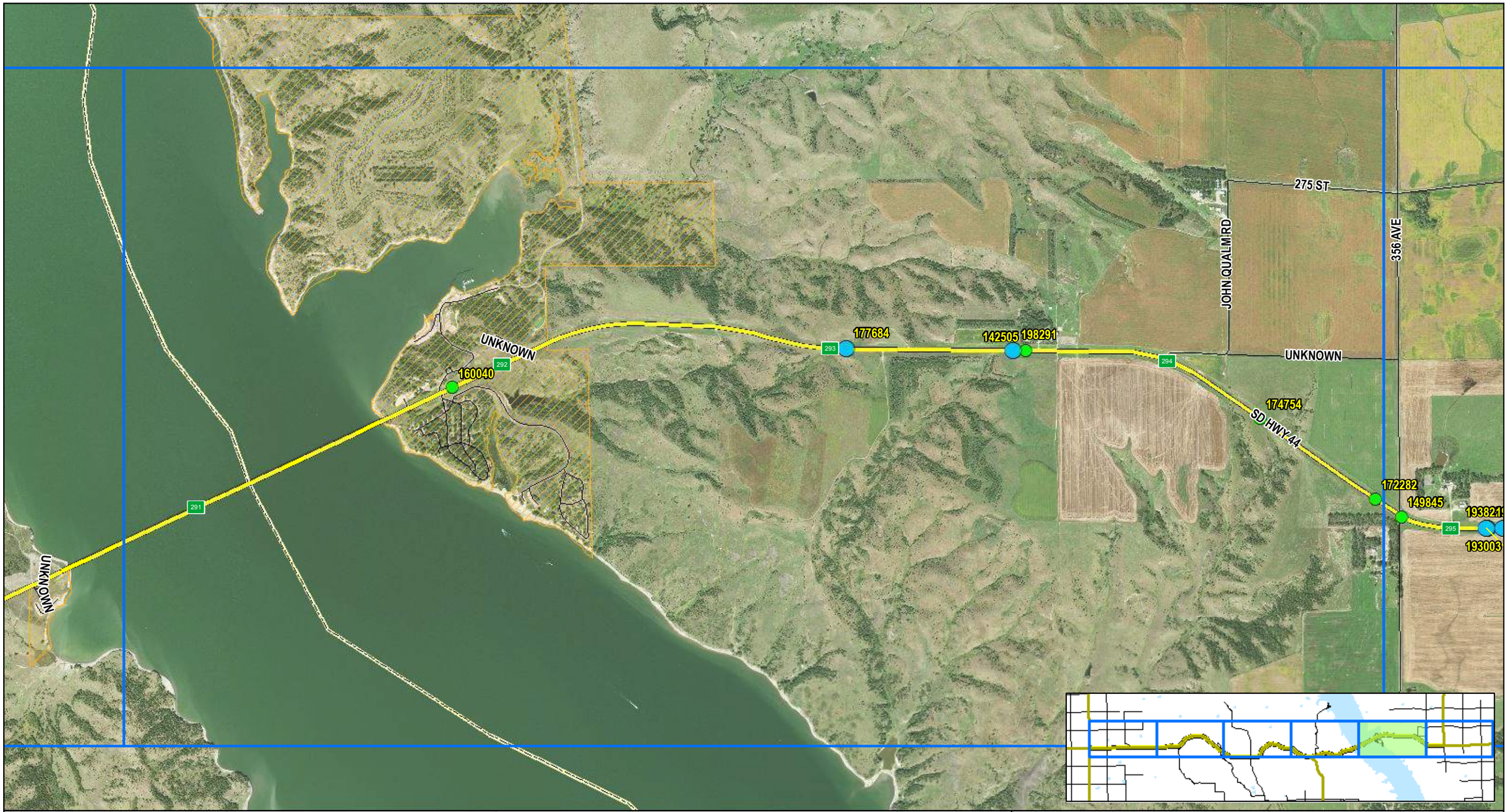

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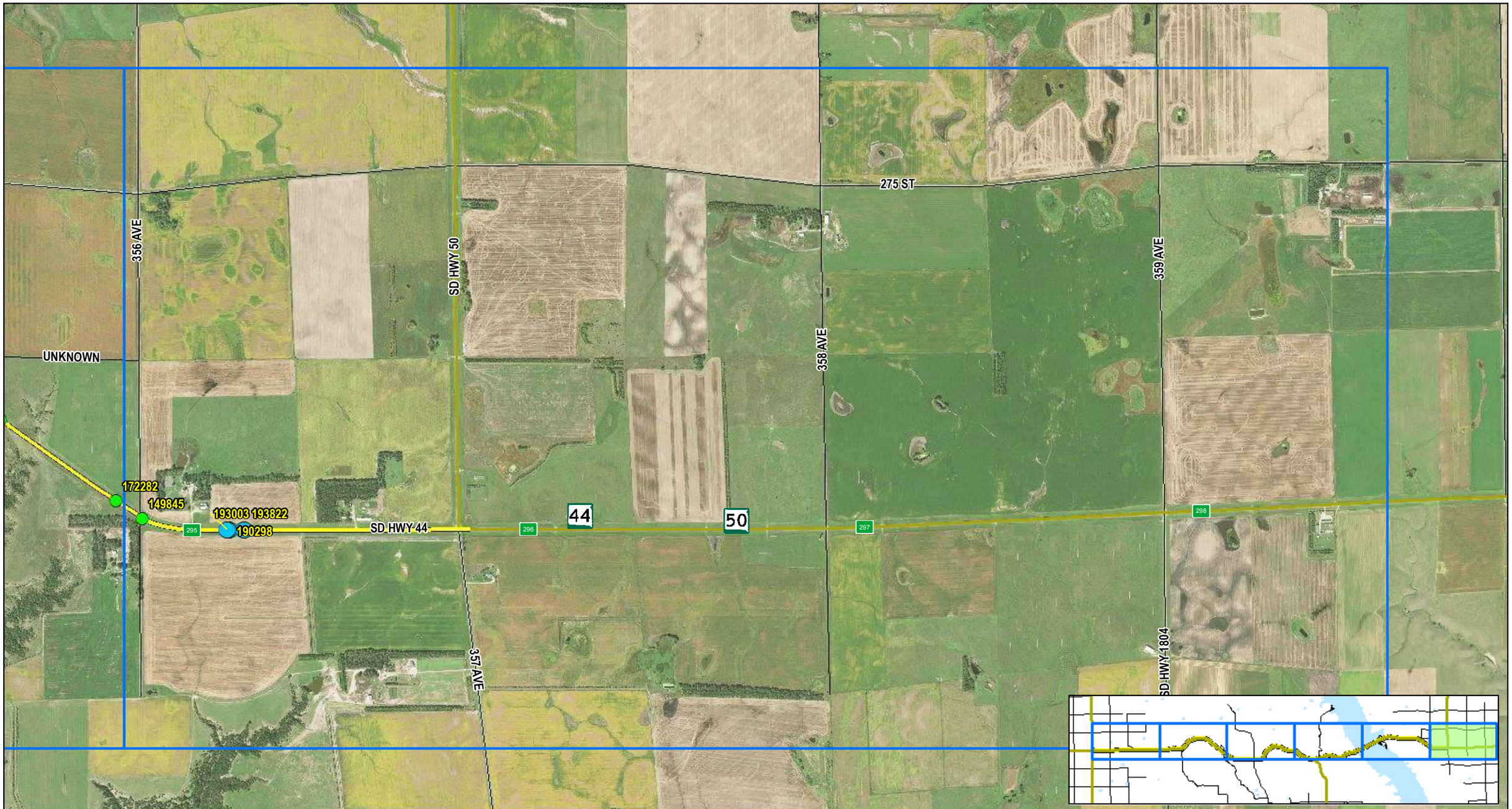

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