

**MONITORING PREVENTION OF SINGLE VEHICLE
RUN-OFF-THE-ROAD ACCIDENTS**

by

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| <p>16. Abstract: The principal objective of this study was to monitor existing sections of rural, multi-lane, divided highway in Texas that have received shoulder treatments designed to mitigate single vehicle run-off-the-road (SVROR) accidents. The study evaluated SVROR accidents over an 8-year period, 1987-1994. Statistical analyses of the pre- and post-treatment accident data indicated that SVROR accidents do occur on certain highway control sections at a rate suggestive of a potential problem. Control sections can be evaluated for degree of SVROR problem potential by computing z scores for that particular highway control section and evaluating if the value exceeds 85 percent of the values of all other control sections over a period of several years. Highway control sections exhibiting a value above the 0.85 z score can be identified in the majority of those Texas control sections that received shoulder mitigation during the period 1989-1994; treated sections were not constructed prior to 1988. Two factors were found to influence the z score and evaluation of a control section: very short highway control sections with SVROR accidents tend to inflate the z score and highway control sections with very high ADT and SVROR accidents tend to deflate the z score. Discounting single years of unusually large numbers of SVROR accidents in a control section, comparative analyses of treated highway control sections and adjacent non-treated comparable highway control sections without treatments demonstrated a significant reduction in SVROR accidents as a result of some type of shoulder treatment. Analysis did not definitively identify particular types of shoulder treatments as being more effective than others. However, depressed grooves formed either by milling are recommended as the best treatment in sections constructed in PCC and HMA pavements, particularly in snow-removal regions. Rolled-in grooves, using bars welded to a steel wheel roller, are recommended as the alternative to milled-in grooves. One hundred-mm diameter non-reflectorized traffic buttons placed at 1.5 m intervals parallel to and offset 150 to 300 mm from the driving lane edge line are recommended for "chip-and-seal" type of shoulder paving or in other situations where milled or depressed grooves are not feasible.</p> | | | |
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IMPLEMENTATION STATEMENT

The assessment of evaluating the level of accidents per million vehicle miles (acc/mvm) for each control section for rural interstate and noninterstate locations may be determined by using the appropriate statistical analysis and graphing procedures found in the appendices of this report. In determining the percentile levels of a specific control section, the initial procedure is to convert the raw acc/mvm value to a standardized score. Then, the standardized score should be compared to the z score that corresponds to a percentile rank of 85 ($z = 1.04$). The evaluation of the score should be computed over several years to determine the trend of accidents on that control section, since accidents tend to occur on a more random basis, and the presence of an atypical variable may result in a substantial increase for any given year. An additional computational analysis may be completed to determine the effectiveness of the shoulder treatment after treatment has been implemented for several years by computing the means of the pre-treatment and post-treatment acc/mvm standardized scores, and then calculating a mean comparison using a dependent t -test analysis. If a significant difference is obtained between the pre-treatment and post-treatment means, then the treatment has resulted in significantly reducing the rate of accident on the control sections being assessed.

Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration.

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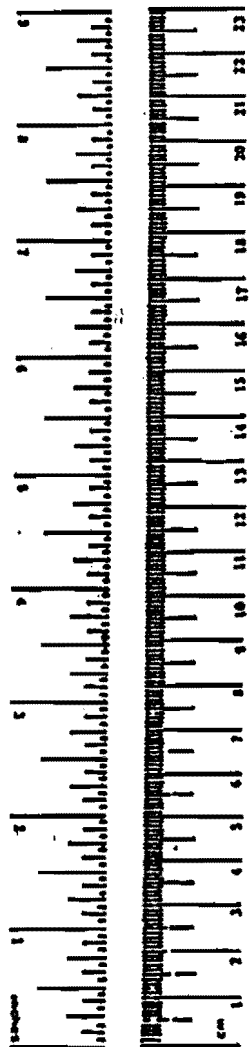
TRADE NAMES AND MANUFACTURERS' NAMES

The United States Government and the State of Texas do not endorse products or manufacturers. Trade or manufacturers' names appear herein solely because they are considered essential to the object of this report.

METRIC CONVERSION FACTORS

Approximate Conversions to Metric Measures

| Symbol | When You Know | Multiply by | To Find | Symbol |
|----------------------------|------------------------|----------------------------|---------------------|-----------------|
| LENGTH | | | | |
| in | inches | 2.5 | centimeters | cm |
| ft | feet | 30 | centimeters | cm |
| yd | yards | 0.9 | meters | m |
| mi | miles | 1.6 | kilometers | km |
| AREA | | | | |
| in ² | square inches | 6.5 | square centimeters | cm ² |
| ft ² | square feet | 0.09 | square meters | m ² |
| yd ² | square yards | 0.8 | square meters | m ² |
| mi ² | square miles | 2.6 | square kilometers | km ² |
| | acres | 0.4 | hectares | ha |
| MASS (weight) | | | | |
| oz | ounces | 28 | grams | g |
| lb | pounds | 0.45 | kilograms | kg |
| | short tons (2000 lb) | 0.9 | tonnes | t |
| VOLUME | | | | |
| tsp | teaspoons | 5 | milliliters | ml |
| Tbsp | tablespoons | 15 | milliliters | ml |
| fl oz | fluid ounces | 30 | milliliters | ml |
| c | cup | 0.24 | liters | l |
| pt | pint | 0.47 | liters | l |
| qt | quart | 0.95 | liters | l |
| gal | gallon | 3.8 | liters | l |
| ft ³ | cubic feet | 0.03 | cubic meters | m ³ |
| yd ³ | cubic yards | 0.76 | cubic meters | m ³ |
| TEMPERATURE (exact) | | | | |
| °F | Fahrenheit temperature | 5/9 (after subtracting 32) | Celsius temperature | °C |



Approximate Conversions from Metric Measures

| Symbol | When You Know | Multiply by | To Find | Symbol |
|----------------------------|-----------------------------------|-------------------|------------------------|-----------------|
| LENGTH | | | | |
| mm | millimeters | 0.04 | inches | in |
| cm | centimeters | 0.4 | inches | in |
| m | meters | 3.3 | feet | ft |
| m | meters | 1.1 | yards | yd |
| km | kilometers | 0.6 | miles | mi |
| AREA | | | | |
| cm ² | square centimeters | 0.16 | square inches | in ² |
| m ² | square meters | 1.2 | square yards | yd ² |
| km ² | square kilometers | 0.4 | square miles | mi ² |
| ha | hectares (10,000 m ²) | 2.5 | acres | ac |
| MASS (weight) | | | | |
| g | grams | 0.035 | ounces | oz |
| kg | kilograms | 2.2 | pounds | lb |
| t | tonnes (1000 kg) | 1.1 | short tons | st |
| VOLUME | | | | |
| ml | milliliters | 0.03 | fluid ounces | fl oz |
| l | liters | 1.1 | pints | pt |
| l | liters | 1.06 | quarts | qt |
| l | liters | 0.76 | gallons | gal |
| m ³ | cubic meters | 35 | cubic feet | ft ³ |
| m ³ | cubic meters | 1.3 | cubic yards | yd ³ |
| TEMPERATURE (exact) | | | | |
| °C | Celsius temperature | 9/5 (then add 32) | Fahrenheit temperature | °F |

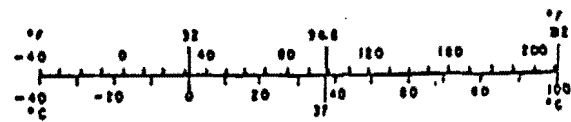


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SUMMARY

The principal objective of this study was to monitor existing sections of rural, multi-lane, divided highways in Texas that have received shoulder treatments designed to mitigate single vehicle run-off-the-road (SVROR) accidents. The study evaluated SVROR accidents over an 8 year period, 1987-1994. Statistical analyses of the pre- and post-treatment accident data indicated that SVROR accidents do occur on certain highway control sections at a rate suggestive of an accident problem area. The "problem" control sections can be identified by computing z scores for that particular highway control section and evaluating if the value exceeds an acceptable level for an extended period consisting of several years. Highway control sections exhibiting a value above the 85th Percentile z score can be identified in the majority of those control sections that received shoulder mitigation during the period 1989-1994; treated sections were not constructed prior to 1989. Two factors were found to influence the z score and identification of a control section as being a "problem:" very short highway control sections with SVROR accidents tend to inflate the z score and highway control sections with very high ADT and SVROR accidents tend to deflate the z score. Discounting single years of unusually large numbers of SVROR accidents in a control section, comparative analyses of treated highway control sections and adjacent non-treated comparable highway control sections demonstrated a significant reduction in SVROR accidents. Analysis did not definitively identify particular types of shoulder treatments as being more effective than others. However, depressed grooves formed by milling was recommended as the best treatment technique in sections constructed in PCC and HMAC pavements, particularly in snow-removal regions. Rolled-in grooves, using bars welded to a steel wheel roller, are recommended as the best alternative to milled-in depressions. One hundred-mm diameter non-reflectorized traffic buttons placed at 1.5 m intervals parallel to and offset 150 to 300 mm from the driving edge line are recommended for "chip-and-seal" type of shoulder paving or in other situations where milled or depressed grooves are not feasible.

1. INTRODUCTION

1.1 THE PROBLEM

Single vehicle run-off-the road (SVROR) accidents have become an increasing problem over the past two decades as the interstate highway system experienced increased traffic. As the nation continues to become more mobile, the National Highway System in general and the interstate highway system in particular experience increased traffic in rural areas. Increased traffic volumes will likely result in an increase in SVROR accidents. For example, Virginia reported an increase in the number of SVROR accidents from 48 percent in 1984 to 57 percent in 1986 (Wood, 1994). This tendency is not unique to the state of Virginia. Areas in Texas also demonstrate substantial problems with fatalities in specific rural interstate highway sections. For example, the Texas Department of Transportation (TxDOT) Odessa District experienced 10 SVROR fatalities during 1989 on a 20-mile (32.2 km) section of I-10 despite the installation of shoulder treatment to alert drowsy or inattentive drivers (Adamo and Wray, 1992). Since shoulder treatments have only recently (since 1988) been installed on rural interstate highways in Texas, information regarding their effectiveness in reducing SVROR accidents is very limited. Currently, individual TxDOT Districts examine local data to determine if the rate of accidents in a particular control section is increasing. However, a formal analysis has not as yet been completed over a period of at least 3 years to determine if a reduction in SVROR accidents has occurred across various treatment locations or if the differences are significant.

A major goal of TxDOT engineers over the past several years has been to devise a shoulder treatment that would minimize the results (i.e., property damage, injuries, and deaths) from SVROR accidents. Two methods have been employed that would meet this goal. The first approach is to minimize the risk of damage, injury or death if the vehicle left the paved roadway. Therefore, objects that might result in damage, injury, or death when struck have been removed where possible, providing a buffer to reduce shock of impact, or safer devices installed (e.g., breakaway poles). The second method has been to develop devices that would arouse the drowsy or inattentive driver. In a survey conducted by Garder and Alexander (1994), 31 percent of 205 respondents indicated that they had dozed off at least once while operating a motorized vehicle during the previous 12 months. This survey also indicated that those individuals between the years of 18 and 24 are at a greater risk of experiencing drowsiness, and males are more prone to doze off than females.

An earlier study of shoulder treatments to mitigate SVROR accidents (Adamo and Wray, 1992) revealed that the period over which the shoulder treatments on Texas highways had been in effect was insufficient to determine which methods or treatments, if any, had been effective. Thus, the study that is being reported herein was specifically limited to monitoring the treated sections over--variously--a 3- to 5-year performance period. The purpose of the present

study is to investigate the effectiveness of shoulder treatments that have been implemented in Texas to alert drivers that they are leaving the travel lane. This report reviews the various types of shoulder mitigation employed, and then examines if the placement of treatments has resulted in a reduction of SVROR accidents.

1.2 STUDY OBJECTIVES

This study is concerned with principally two objectives: (1) to provide a practical method of determining if specific highway sections within a District experience a level or frequency of occurrence of SVROR accidents which exceeds a designated percentile rank, and (2) to evaluate the effectiveness of shoulder treatments that have been in place since at least 1988 with a formal statistical analysis. This study was limited to rural divided highways that have at least 4-lanes.

2. STATE-OF-THE-ART SUMMARY

2.1 SHOULDER TREATMENT DESCRIPTIONS

Various treatments to the paved shoulder have been developed in an effort to improve the likelihood of warning the driver prior to leaving the paved roadway. Reports indicate that in 1992 Texas had implemented 8 various types of shoulder treatments in an attempt to reduce SVROR accidents (Adamo and Wray, 1992). Following is a brief description of the various treatments used on highway shoulders in Texas and some considerations of each individual treatment.

2.1.1 Jiggle Bars. Jiggle bars consist of either 4 in. or 6 in. (101 x 152 mm) square reflectorized ceramic tiles. These tiles are typically spaced in close proximity to simulate a discontinuous bar extending across a major portion of the shoulder (Fig 2.1). The jiggle bar is usually placed perpendicular to the driving lane edge line and is spaced at intervals of 40-ft to 100-ft (12.2 to 300 m) on the shoulder. Concerns about this type of treatment include the fact that sometimes the tiles do not adhere well to the shoulder pavement and are easily loosened, resulting in a detachment from the pavement. A second concern is that the ceramic tiles have a tendency to fracture when struck by heavy vehicles, such as a tractor-trailer. Tiles may also be removed during snow removal operations.

2.1.2 Raised Rumble Strips. A raised rumble strip is made of 12 in. long x 3 in. wide (300 x 75 mm) molded fiberglass which results in a rumbling sound and vibration when traversed. This rumble strip is characteristically arranged in a pattern similar to the jiggle bars (Fig. 2.2). The major concern with this type of

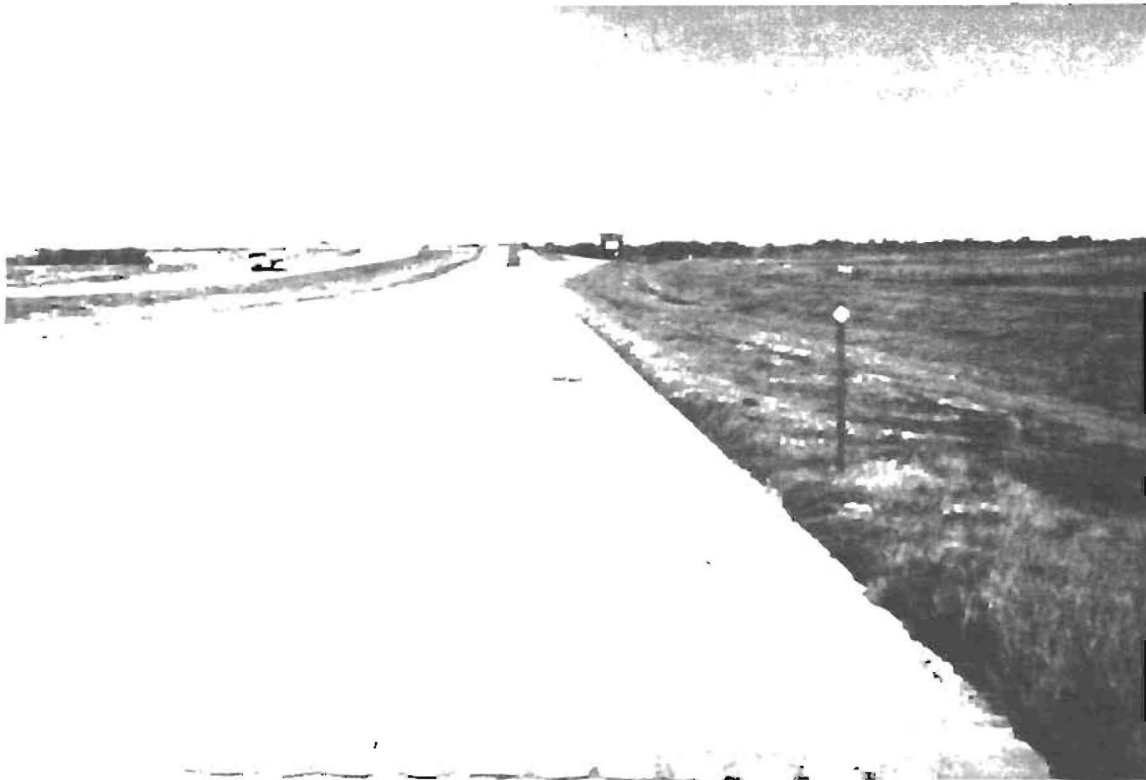


Fig. 2.1 A typical perpendicular jiggle bar installation

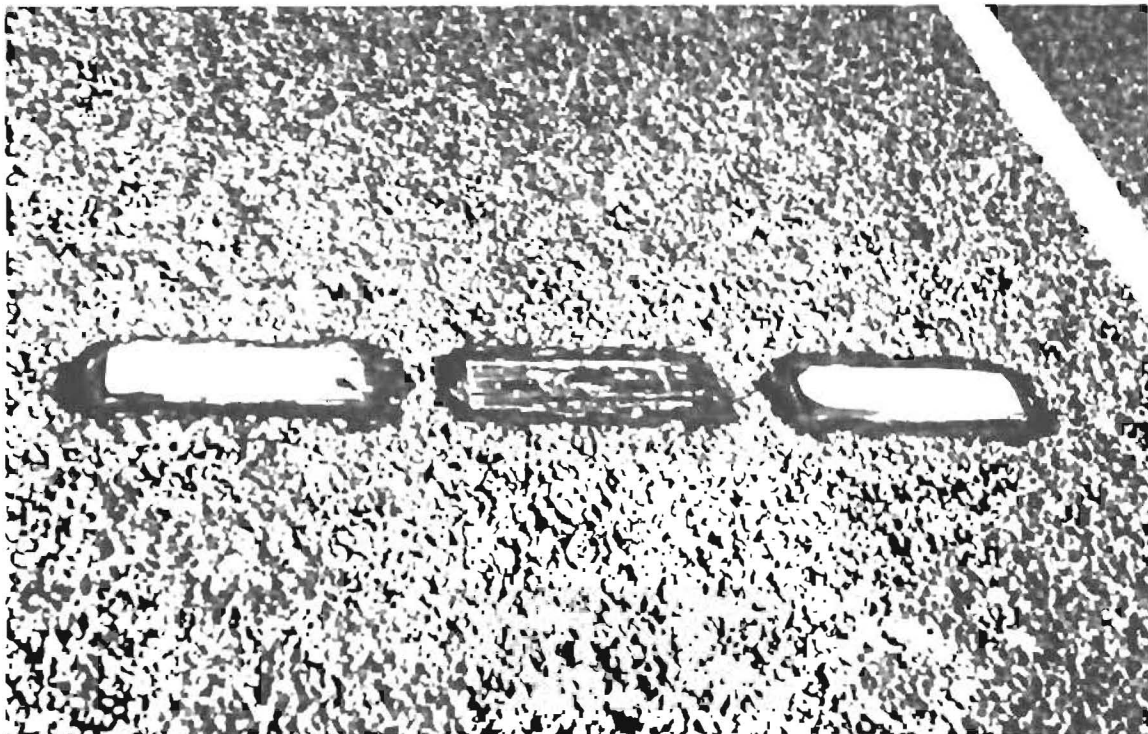


Fig. 2.2 A raised fiberglass bar installation perpendicular to the inside driving lane edge line (One bar is missing; likely the result of a tire impact.)

treatment is that the fiberglass has not successfully remained adhered to the pavement regardless of what type of adhesive is employed.

2.1.3 Traffic Buttons. The traffic button used as a shoulder treatment is typically a circular 4 in. (102 mm) diameter ceramic tile that can be either reflectorized or nonreflectorized. The traffic button can be arranged either in a bar-type fashion in which the buttons are perpendicular to the edgeline extending over a major portion of the shoulder in either single or double line arrangements, or they can be placed parallel to the edgeline in a single row format on, typically, a 5 ft. (1.5 m) spacing (Fig 2.3). The buttons appear to be more durable than the ceramic tile with no damage occurring when experiencing contact with heavy loads. Experience has indicated that placement is maintained for longer periods when bituminous adhesive is used instead of an epoxy. Removal of the buttons may occur during snow removal operations.

2.1.4 Indented or Impressed Strips. The indented (or depressed, impressed, or "rolled in") strips are produced by attaching either a bar or a rod to one of the wheels of a smooth-wheeled steel roller and rolling in the indentations while the shoulder hot mix asphalt concrete (HMAC) is still hot (Fig. 2.4). Typically, the rolled-in grooves are approximately 2 in. (50 mm) in width and 1 in. (25 mm) deep, and are 24 in. (600 mm) long perpendicular to the driving lane. The typical spacing of the indentations is approximately 8 to 9 in. (200 to 225 mm) on center. This procedure results in an impression being created in a freshly paved section of shoulder. The result of this treatment is a buzzing noise as the tires encounter the line of depressions. Measurements taken inside an automobile passing over indented installations recorded an increase in the noise level inside the vehicle of 3 to 7 dB. The speed of the vehicle traversing rolled-in grooves did not significantly impact the increased noise level (at least at commonly observed highway speeds). However, minimal increases in vibration in the steering wheel column was perceived by the driver as a result of passing over the indented strips. Thus, indented or rolled-in strips are unlikely to produce sufficient vibration and may not produce a sufficient increase in noise to alert or arouse truck drivers who are leaving the driving lane. A concern regarding this treatment is the possibility that debris and dirt might fill the depressions, resulting in a loss of effect. However, experience has shown that the air turbulence created by passing vehicles and normal wind suffice in removing unwanted debris. An insufficient number of installations have been constructed to allow evaluation of consistency of the quality of the constructed strips resulting from varying on different pavement designs and/or placement techniques.

2.1.5 Raised Asphaltic Strips. Raised asphaltic strips consists of raised strips of hot or cold mix asphalt placed in a continuous strip across the shoulder; the installation typically consists of multiple closely spaced strips, with the installations on 40 to 100 ft (12.2 to 30.5 m) intervals (Fig. 2.5). The installation of this treatment technique may be placed or compacted by hand, compacted with a small smooth-wheeled steel roller, or constructed using a template. Treatments, which include the use of templates to assure proper width, length,



Fig. 2.3 Traffic buttons installed 5 ft (1.5 m) center parallel to the outside lane edge line



Fig. 2.4 Grooves 36 in. (900 mm) in length pressed into hot HMA



Fig. 2.5 Raised cold mix rumble strips in groups of three with approximately 100 ft (30.5 m) spacing between 3-strip groups.

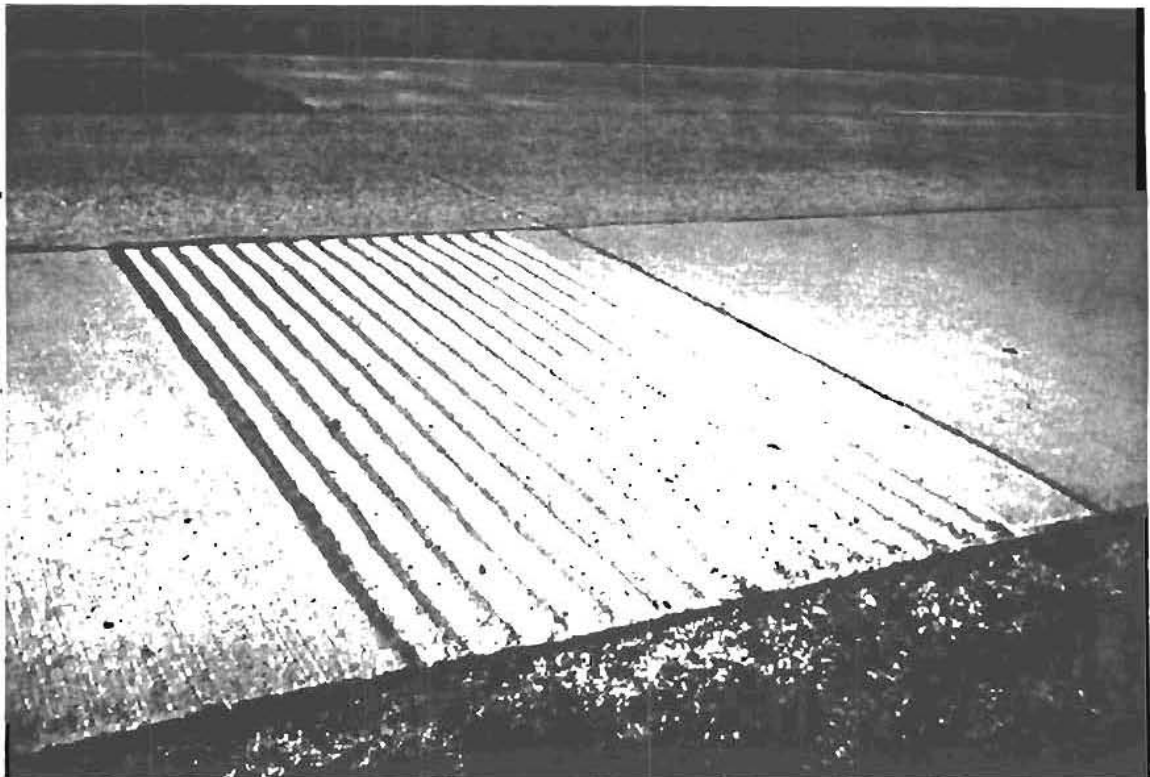


Fig. 2.6 Grooves pressed into plastic concrete on the outside shoulder

and alignment, and compacted using the small smooth-wheeled steel roller, showed a higher probability of maintaining original structure and were more economically feasible. However, when constructed "free hand", the raised asphaltic strips have been shown to be time-consuming in construction, and demonstrated difficulty in achieving longevity. The primary concern with this type of treatment is that the area furthest away from the travel lane has a tendency to break apart leaving only the portion of treatment nearest the edgeline.

2.1.6 Corrugated Concrete Panels. The corrugated concrete panel is constructed by impressing a corrugated template into freshly screeded concrete (Fig. 2.6). Past experience has shown that a 1 in. (25 mm) indentation over a 12 in. (300 mm) width has not provided desirable effects for interstate highway traffic at speeds of 55 mph (89 km/h) with the audible noise being significantly reduced and the tactile cue becoming unnoticeable. However, the same treatment provides significant noise and vibration at 70 mph (113 km/h). Because the effectiveness of corrugated panels appears to be a function of vehicle speeds, corrugated panels are not among the methods recommended for shoulder treatment installations.

2.1.7 Grooved Pavements. The grooved pavement is constructed by producing a 6 to 12 in. (150 x 300 mm) wide indentation in the shoulder perpendicular to the edgeline approximately every 40 ft (12.2 m) using a rotomill (Fig. 2.7). This technique is a post-construction, maintenance method of installation and typically extends over most of the shoulder width. Treatment effects appear to be more desirable when the indentations are spaced at a closer proximity; closer spacing appears to enhance the audible and tactile cues. A concern regarding this treatment was the possible problem with dirt and debris building up in the indentations. However, it appears that the wind and turbulence created by passing vehicles are sufficient in keeping the area cleared. Test sections of milled indentations that have had seal coats applied have continued to exhibit the desired noise and vibrational effects. However, this method is not recommended unless the rotomilled grooves can be installed on much closer spacing than those currently being employed (i.e., grooves should be on approximately 12 in. (300 mm) centers) and be limited to the approximately 3 ft (0.9 m) closest to the driving lane edge line.

2.1.8 Coarse Aggregate Treatment. The objective of a coarse aggregate treatment is to create a rough surface which produces audible sounds different than those created when driving on the travel lanes. This technique consists of large aggregate on the surface of the shoulder pavement. In designing the treatment, the hypothesis is that the more coarse the aggregate, the more effective the audible sound. The treatment can be continuously applied or applied in interrupted strips (Fig. 2.8). The advantage of this method is that the treatment can be applied during new construction or to highways that are not due for resurfacing for several years. A concern for this type of treatment, however, is that it typically does not produce any measurable increase in noise and produces negligible vibration. Consequently, is not as effective as the other treatments.

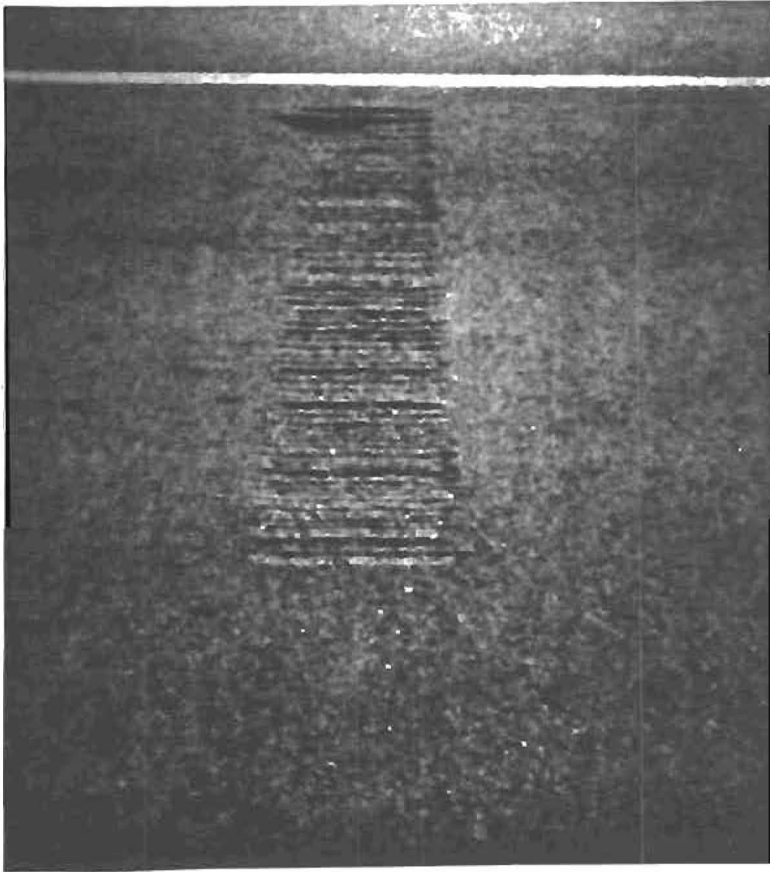


Fig. 2.7 A milled groove in the outside shoulder

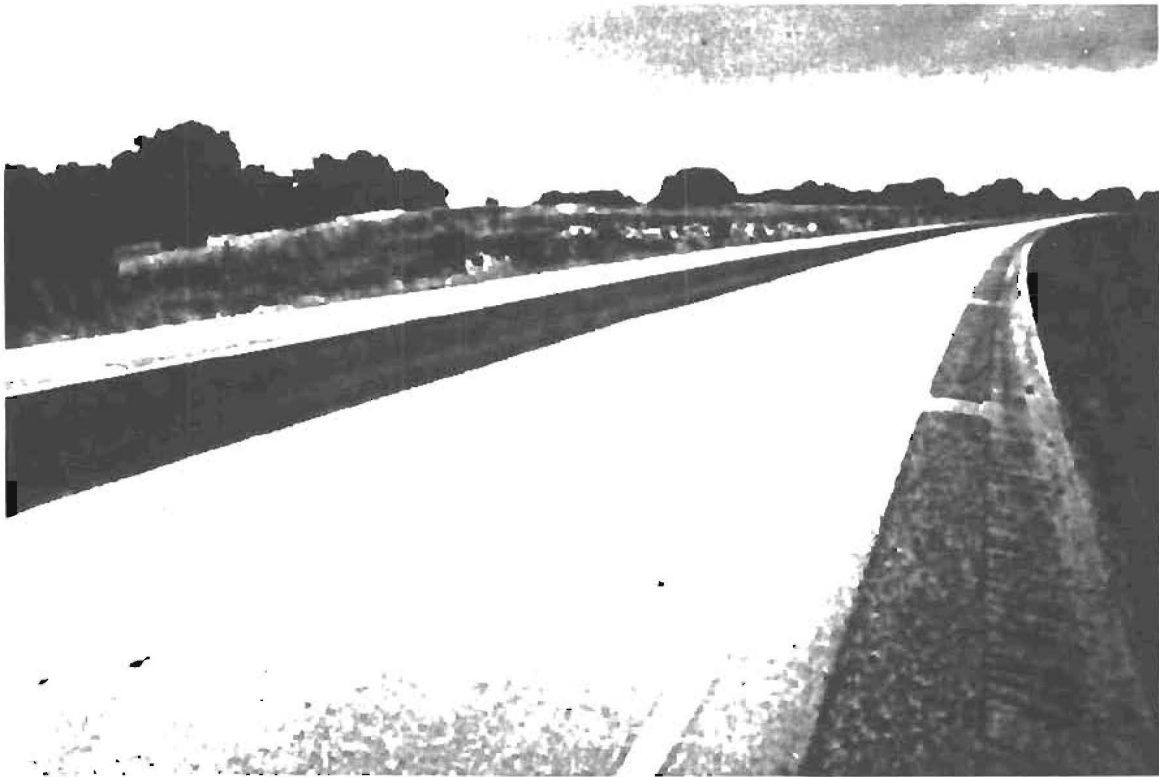


Fig. 2.8 A discontinuous seal coat utilizing large aggregate

Appendix F reports the location and type of each shoulder treatment on Texas highways that had been reported as being installed prior to the initiation of this study.

2.1.9 Continuous Milled-In Indentations. Continuous milled-in indentations are installed as a post-construction operation and can be installed in either HMAC or Portland Cement Concrete (PCC) shoulders. A proprietary technique belonging to Surface Preparation Technologies, Inc. and given the proprietary name of Noiseprint™ is the current industry leader. The Noiseprint™ technique^a is shown in Fig. 2.9 and consists of 7 in. wide x 16 in. long (175 mm x 400 mm) (measured perpendicular to the driving lane) milled grooves that are 0.5 in. (13 mm) deep at the center of the groove. The grooves are milled on 12 in. (300 mm) centers and extend continuously along the shoulder at a specified distance outside the right lane edge line. The Noiseprint™ groove is milled by specially designed equipment, not the conventional rotomill machine used for other highway pavement purposes. Although no Noiseprint™ installations have been constructed in Texas at the time of this report, several states are currently using them as their primary texturing technique. Milled-in indentations, referred to by different names by the states employing the technique, are advantageous over other types of texturing used because they produce greatest level of noise inside the vehicle (up to 90 dB) and significant vibration. Other advantages are that they provide considerable width for bicyclists on the shoulder and they can be installed without the need for pavement construction (e.g., new shoulders or pavement overlays). Cost at the time is relatively high on small installation projects (as much as \$1.00 per lf or \$3.28 per m), but have shown to be competitive on large shoulder grooving projects (less than \$0.25 per lf (\$0.82 per m) on very large projects). It is anticipated that the cost will be more competitive with other types of texturing in the future as production increases.

2.2 A BRIEF REVIEW OF RECENT TECHNICAL LITERATURE

As early as 1955, textured shoulders were used to alert drowsy or inattentive drivers of their imminent departure from the travel lane to prevent SVROR accidents (Public Works, 1955). Since this time, numerous treatments have been developed that also attempt to accomplish the prevention of single-vehicle accidents. The primary consideration in employing a given treatment is its effectiveness in alerting drivers of their departure from the travel lane. In a survey completed by Garder and Alexander (1994), 49 states found that the use

^a "The Noiseprint™ rumble strip design is used by 27 different department of transportation offices and tollway authorities, and is now the only design specified for milled-in shoulder rumble strips in the United States". (Johnson, 1996)

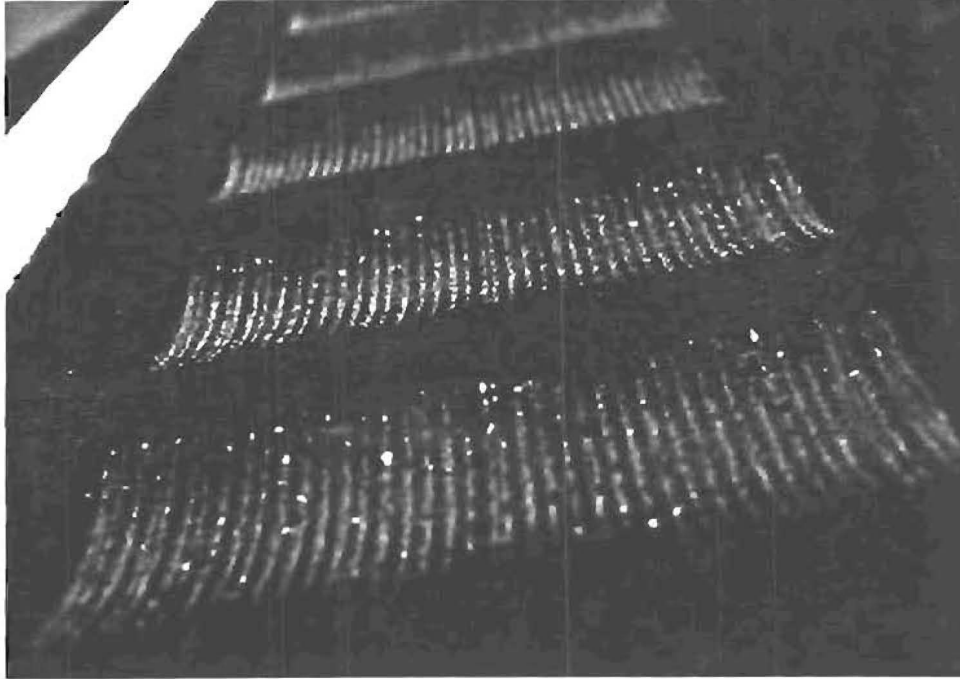


Fig. 2.9 A close-up photograph of the 7 in. wide x 16 in. long x 0.5 in. deep (175 x 400 x 13 mm) Noiseprint™ milled-in-groove on 12 in. (25 mm) centers. (The milled-in strips were cut by and the photograph provided courtesy of surface preparation Technologies, Inc., of Mechanicsburg, PA)

of continuous shoulder rumble strips (CSRS) can reduce run-off-road accidents by as much as 20 to 50 percent. Cheng and Gonzalez (1994) point out that any device which lengthens the driver's time to react will result in fewer fatalities, since every second counts when attempting to correct a vehicle departing the travel lane. Their research also found that sections of highway having rumble strips not only decreased the number of accidents per million vehicle miles, but also resulted in a reduction in the severity of the accident. Although the reduction in accidents reported in the Cheng and Gonzalez study was impressive, a statistical significance could not be determined due to concerns regarding the assumption of homogeneity of variance. In California, rumble strips were placed on seven sections of highway which exhibited high single-vehicle accident rates (Chaudoin and Nelson, 1985). The Chaudoin and Nelson study indicated that the presence of rumble strips can be effective in reducing SVROR accidents; 6 of the 7 study sections of highway demonstrated a significant reduction in accidents. More impressive is the fact that during the period of analysis, 5 of the 7 control sections of highway actually demonstrated an increase in all types of accidents.

2.3 MAJOR CONSIDERATIONS IN CHOOSING SHOULDER TREATMENTS

A primary consideration, when determining which treatment to apply to a given section of highway shoulder, should be whether the particular mitigation method is the most effective for the type of highway. Unfortunately, this information does not appear to be readily available, since the majority of research is directed toward whether a particular treatment has resulted in a decrease in accidents rather than a comparison of various treatment effects. Chen (1994) completed a comparison between milled pattern treatments (the Noiseprint™ technique) and rolled pattern treatments (similar to that described in Sec. 2.1.4 and shown in Fig. 2.4) to determine the effectiveness of warning drivers of their departure from the travel lane. The results showed that the milled pattern was more effective, producing greater vibrations and louder noise. A survey conducted in Chen's research also indicated that the milled-in pattern is preferred over the rolled-pattern by those engineers responding to the survey.

Three other considerations should be made prior to implementation of shoulder rumble strips. These three considerations include cost, cyclist accommodations, and noise increase.

Obviously, when considering the placement of shoulder treatments on a given highway, cost issues must be addressed. The cost of such a project can vary from region to region depending on availability of construction equipment and timing of the project. For instance, original cost estimates for shoulder milling in the early 1990's in New York with each groove spaced approximately 1 ft (300 mm) apart was \$1.89 per foot (\$6.20 per m) of milled shoulder (Schackner, 1992). However, cost estimates for 1994 have decreased substantially with the same milling pattern costing only in the range of \$0.30-

\$0.35 per foot (\$0.98-\$1.15 per m) of milled shoulder (Johnson, 1994). Obviously, project scope impacts the cost. A small shoulder milling project in the TxDOT Atlanta District in 1995 cost "about \$1.00 per foot" (\$3.28 per m) according to the contractor (Barber, 1995). TxDOT Area Engineers who responded to an installation and maintenance cost survey reported that jiggle bar installations cost \$30.00 to \$42.00 per outside shoulder installation (8 to 10 tiles) and \$18.00 per inside shoulder installation (3 to 5 tiles). Jiggle bar cost estimates were based on 40 ft. (12.2 m) installation spacing. Traffic button installations were reported to cost between \$1.05 and \$1.15 per button (\$0.21 to \$0.23 per button if installed parallel to the edgeline on 5-ft or 1.5 m centers). TxDOT engineers were unable to estimate maintenance costs, but noted that jiggle bars and buttons both had a longevity of 5 to 7 years, but that individual jiggle bar tiles had to be replaced significantly more frequently than individual buttons. It was also noted that both buttons and tiles had to be replaced whenever the shoulders received overlays or seal coats. During the course of this study, it was noted that milled shoulder rumble strips in Sutton county that had received a seal coat treatment continued to provide vibration and noise signals to drivers encountering them. Thus, although life-cycle costs cannot be accurately fixed for any of the shoulder treatments, it appears that installation costs account for the preponderance of the total treatment cost. An important aspect to consider is the cost in savings by the process of reducing accident rates and bodily injury. Garder and Alexander (1994) estimate the annual values of lives, injuries, and property damage saved or avoided per incident as a result of shoulder treatment to be \$1,700,700, \$14,000, and \$3,000, respectively.

A growing concern of engineers is the application of the shoulder treatment in a manner which does not interfere with the use of the shoulder by cyclists, particularly bicyclists. An informal survey was conducted in Utah in which cyclists were questioned about their preference regarding the placement of rumble strips on the shoulder (Cheng, Gonzalez, and Christensen, 1994). Of the 126 individuals who responded to this survey, 46 percent indicated that they preferred the rumble strips to be placed against the edgeline, 35 percent preferred the treatment to be placed as far to the right of the shoulder as possible, and 17 percent responded they did not want the shoulder to contain any alteration in structure. When placing shoulder treatment in areas that are being used by cyclists, Cheng, Gonzalez, and Christensen recommended that the treatment be placed next to the edgeline in order to provide a buffer between the cyclists and motorized vehicles.

The final consideration is the problem that has arisen due to the increase in noise when the shoulder treatment has been placed in areas close to residential homes. In a survey conducted by Garder and Alexander (1994), respondents from state agencies indicated that complaints had been registered by residents concerning their annoyance with the increased noise levels. This apparent tendency appears to be especially true with large semi-trailers. Measurements made by Sutton and Wray (1996) showed that rumble strips in the travel lane needed to be at least 200 ft (60 m) from an adjacent residence or

business so that the noise produced by vehicles traversing the rumble strips could be attenuated to a level equivalent to that produced by passing vehicles without rumble strips present.

3. THE MONITORING STUDY

3.1 BACKGROUND

The present study is an extension of an earlier study completed in 1991 (Adamo and Wray, 1992). Adamo and Wray showed that none of the shoulder treatment sections identified in their study had been in place long enough to provide a definitive decision about their ability to successfully mitigate SVROR accidents. In the present study, selected highway control sections that had received some type of shoulder treatment were selected for evaluation. Although the earliest shoulder treatment was installed in mid-1988, the majority of shoulder treated sections have been operational only since 1991. Therefore, the 8-year evaluation period employed in the current study allowed for an analysis to be completed using mean values calculated from the period prior to the shoulder treatment installation and the mean values from the post-treatment period. Thus, the accident data provided an 8 year period for the analysis with the initial data occurring in 1987 and the final data occurring in 1994. The fact that the analysis period extends from 1987 to 1994 eliminates any confounding factors resulting from the increase in speed limits on rural interstate highway systems to 65 mph that occurred in 1987, and the effect of the mandatory seat belt law which became effective in 1985.

3.2 DATA ACQUISITION

The data that were used for this analysis were extracted from the TxDOT accident record files for the years between 1987-1994. The criteria for data extraction was for only single vehicle accidents on rural interstate and noninterstate highways that consisted of at least a four-lane divided facility. "Rural" was defined as any roadway that met the criteria for data extraction with a population of 5,000 or less. Data were sorted into two primary classifications: (1) interstate and (2) noninterstate highways. The annual accident data are presented in graphical form by year in Appendix B. The annual data are presented in this report (Appendix E) according to these two primary classifications. The two classifications are further presented for each year with the accidents being separated by county, highway route designation, and highway control section. Odd-numbered tables in Appendix E report interstate highway data and even-numbered tables report noninterstate data.

The accessed records consisted of information concerning: (1) control section of highway in which accident occurred; (2) natural light conditions; (3) weather and road conditions; (4) time of accident (e.g. hour, month, and day); (5) roadway description (e.g. degree of curve, grade, lighted/unlighted);

and (6) external factors involving the accident. However, accident information items (2) through (6) are not reported herein (see Adamo and Wray, 1992). The accidents were placed on a common denominator basis of million vehicle miles for each highway control section (see Appendix E). This procedure is necessary to properly compare highway control sections of different lengths and those highway control sections which have high average daily traffic (ADT) to sections with low ADTs.

4. ANALYSIS AND RESULTS

4.1 DATA TREND ANALYSIS

The simplest analysis of the data (Appendix E, Tables E1-E16) is to evaluate accident trends before any shoulder treatment was installed and accident trends after treatment installation. As an example, Control Sections 140-5 and 140-6 are consecutive control sections on IH-20 in Pecos County, Texas (Control Section 140-6 is the easternmost control section on IH-20 in Pecos County). Both sections received shoulder treatments in the summer of 1990. Section 140-6 was treated with jiggle bars (Sec. 2.1.1) placed perpendicular to the driving lanes and on 40 ft (12.2 m) centers (both inside and outside shoulders). Section 140-5 was treated with 4 in. (100 mm) diameter pavement buttons (Sec. 2.1.3) spaced at 5 ft (1.5 m) intervals parallel to and approximately 6 in. (150 mm) outside the lane edge marking (both inside and outside shoulders). Fig. 4.1 shows the number of SVROR accidents recorded in the 7.911 mi. (13 km) long control section over the 8-year period of monitoring. A least squares analysis was made of the accident data during the pre-treatment period of 1987-1989 with a projection of the 1990 accident trend shown by the dashed line in the figure. A second least squares analysis was made of the post-installation accident data over the period 1991-1994. The 1990 year was not included in either trend analysis because the shoulder treatment was installed mid-way through the year and the results likely do not properly reflect either pre- or post-installation results.

Even a cursory look at Fig. 4.1 shows a dramatic reduction in the number of accidents following 1990 and a continued fewer number of accidents in the following years compared to the pre-treatment period, indicating something significant had occurred. The initial assessment of this figure is to attributed the reduced number of SVROR accidents to the installation of the jiggle bars.

Figure 4.2 presents recorded accident data over the same 8-year period for the 10.370 mi. (16.688 km) long Control Section 140-5, the section immediately west of Control Section 140-6. As in Fig. 4.1, Fig. 4.2 shows least squares regression accident trends over the 1987-1989 period with a projection for 1990, and the accident trend for 1991-1994. Like Control Section 140-6, the accident data and trends exhibit a marked decrease in the number of SVROR accidents after 1990 compared to the pre-installation accident data. Again, the

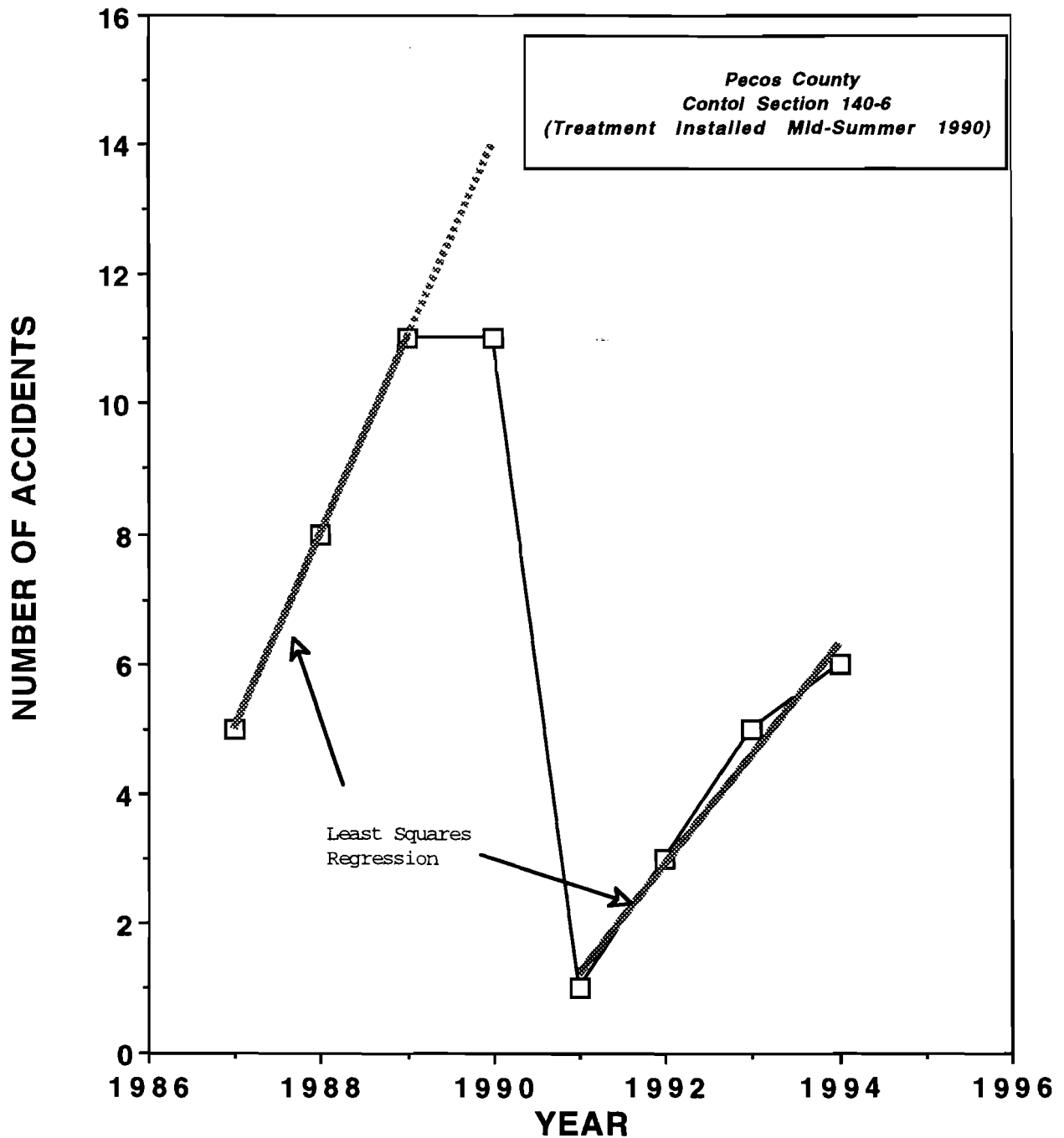


Fig. 4.1 Annual accident totals for single vehicle run-off-the-road accidents occurring on control section 140-6 of Interstate Highway 10 in Pecos County, Texas. Shoulder treatment consisting of 4-in. (100 mm) diameter traffic buttons placed on 5-ft (1.52 m) centers approximately 6 in. (150 mm) off and parallel to the edge line was installed during the summer 1990. Least squares regression curves show accident trends before and after installation of the shoulder treatment.

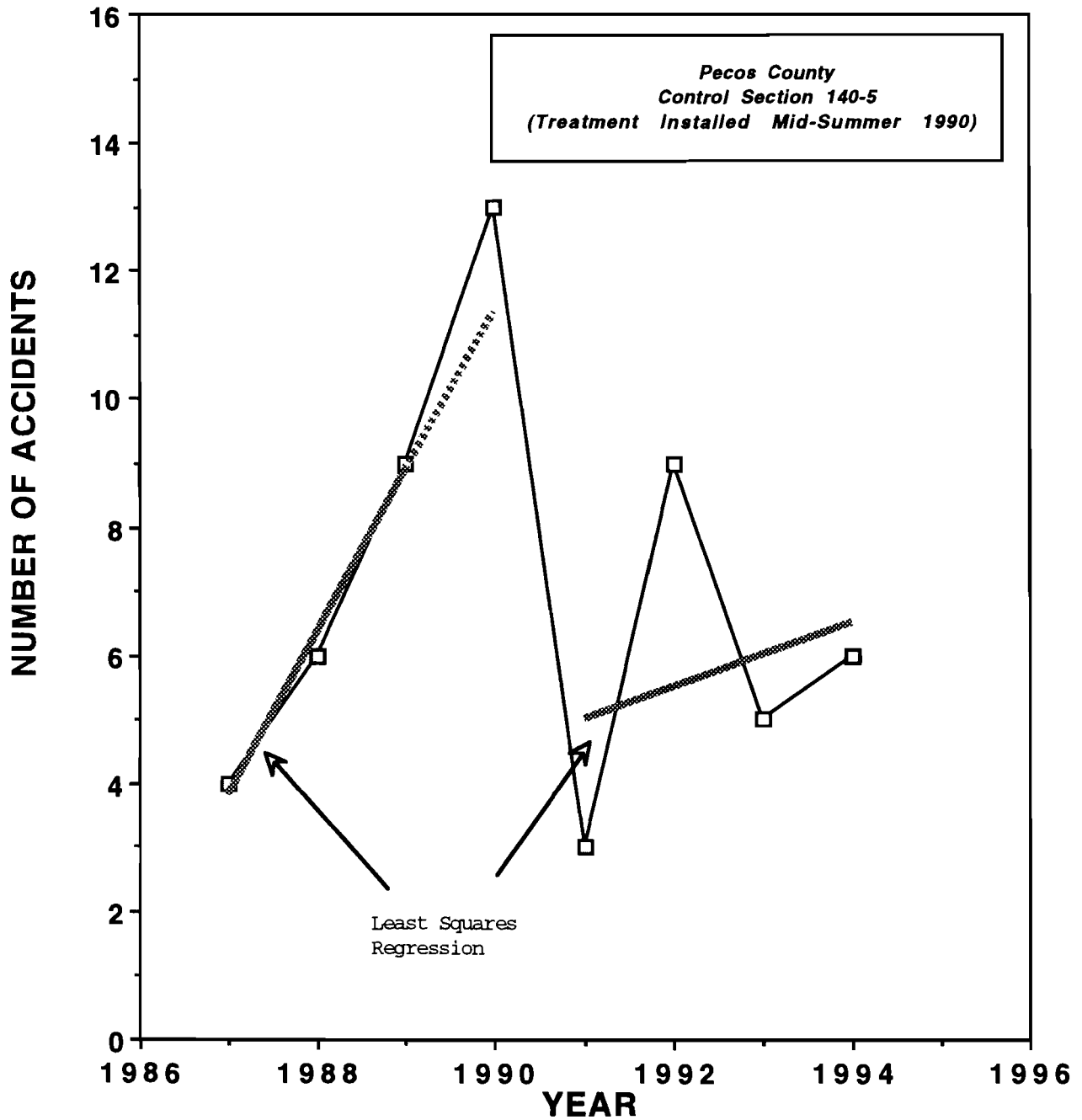


Fig. 4.2 Annual accident totals for single vehicle run-off-the-road accidents occurring on control section 140-5 of Interstate Highway 10 in Pecos County, Texas. Shoulder treatment consisting of 4-in. (100 mm) diameter traffic buttons placed on 5-ft (1.52 m) centers approximately 6 in. (150 mm) off and parallel to the edge line was installed during the summer 1990. Least squares regression curves show accident trends before and after installation of the shoulder treatment.

initial assessment is to attribute the reduction in accidents to the installation of the parallel traffic button shoulder treatment.

In evaluating Figs. 4.1 and 4.2, it can be noted that after the initial dramatic reduction in total numbers of accidents, the trend is to record increasing numbers of SVROR accidents, as indicated by the regression lines. This observation is, in some respects, discouraging even though the slope of the trend line for the post-installation period is considerably flatter than the slope of the pre-treatment trend line. However, the number of accidents that are recorded might only be the result of increased traffic volume. Thus, traffic volume was next evaluated.

Fig. 4.3 shows that both control sections experienced increases in measured ADT of more than 45 percent over the 8-year measurement period. Thus, it is possible that the increase in the number of accidents following shoulder treatment installation as seen in Figs. 4.1 and 4.2 might be the result of only an increase in the volume of traffic. Thus, converting the accident data to a ratio of number of accidents per vehicle mile basis would likely show the impact of installing shoulder treatments while allowing for the increased numbers of vehicles traveling the control sections. Using the more conventionally reported denominator of million vehicle miles (mvm), Figs. 4.4 and 4.5 compare the pre- and post-installation accidents per mvm ratios and also compare the pre- and post-installation ratio trends (least squares regression). Actually, the shapes of Figs. 4.4 and 4.5 compare quite well to the shapes of the data trends shown in Figs. 4.1 and 4.2. Thus, although IH-10 experienced nearly half-again more traffic over the measurement period, it is seen that the increase was not sufficient to account for the increasing number of SVROR accidents subsequent to treating the shoulders.

Pecos County Section 140-4, which is the 10.932 mile (17.593 km) control section immediately west of Control Section 140-5, did not receive any shoulder treatment and was considered to be a test "control" section. Fig. 4.6 shows the number of accidents recorded in this section over the 8-year monitoring period. With exception of the large number of accidents occurring in 1991, the accident trend looks very similar to those for the treated 140-5 and 140-6 control sections. Fig. 4.7 shows that Control Section 140-4 experienced the same approximately 50 percent increase in traffic volume as did sections 140-5 and 140-6. However, when the accident statistics are evaluated in terms of numbers of accidents per million vehicle miles, it is noted (Fig. 4.8) that the slope of the trend line during the 1991-1994 period is negative and the accident ratios are half or less than they were prior to the shoulder treatments installed in Control Sections 140-5 and 140-6. Observation of this trend is obviously discouraging because it suggests that no shoulder treatment is likely better than installation of a shoulder treatment.

The above analysis using Pecos County Control Sections 140-4 through 140-6 show the difficulty in attempting to evaluate randomly occurring data without employing more sophisticated analytical techniques. Thus, it was concluded that statistical analyses of the data was warranted.

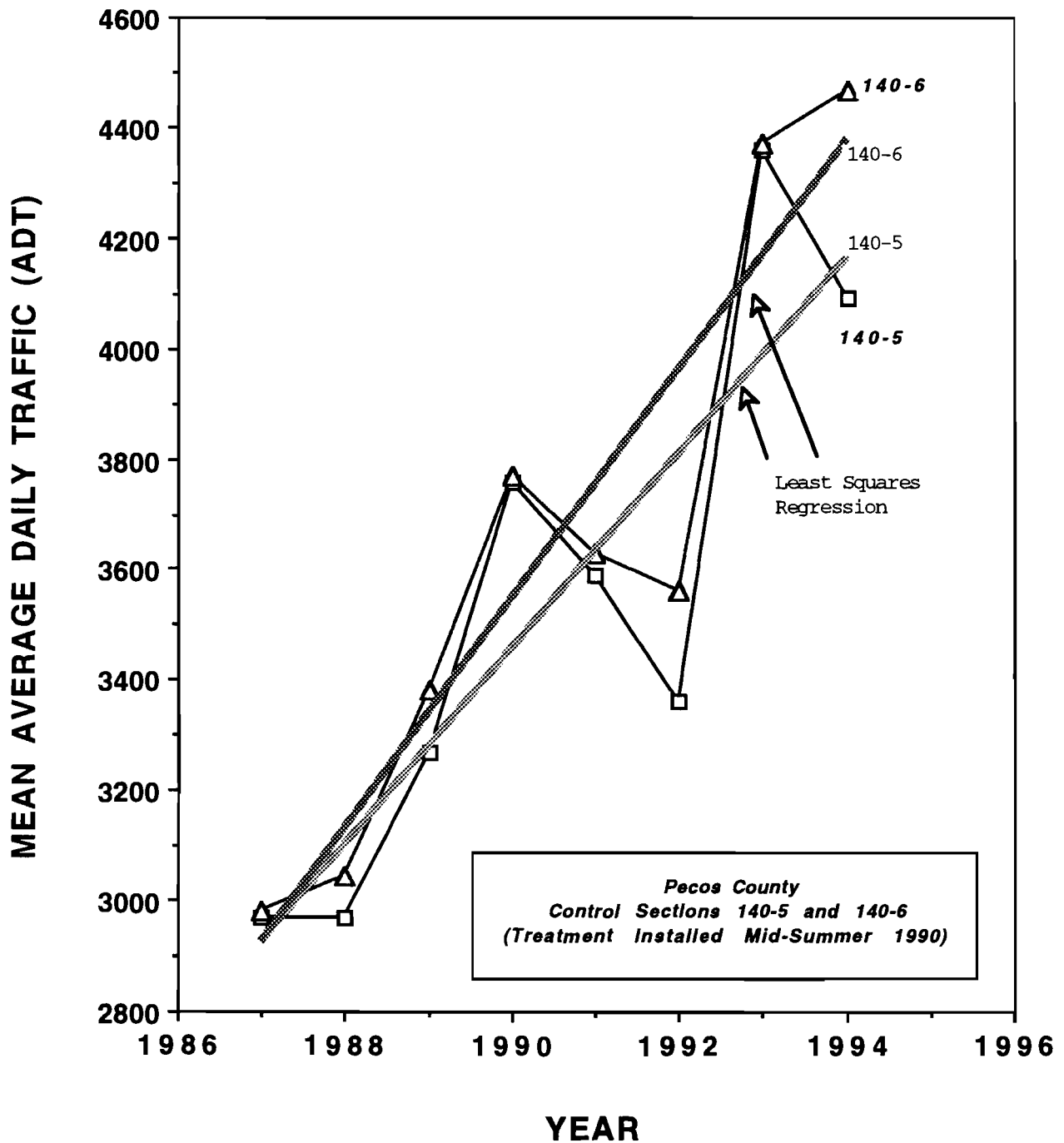


Fig. 4.3 Mean average daily traffic (ADT) counts recorded on control sections 140-5 and 140-6 of Interstate Highway 10 in Pecos County, Texas indicate an increasing volume of traffic over the 8-year study period. Least square regression curves show the ADT trends for each control section over the 8-year period.

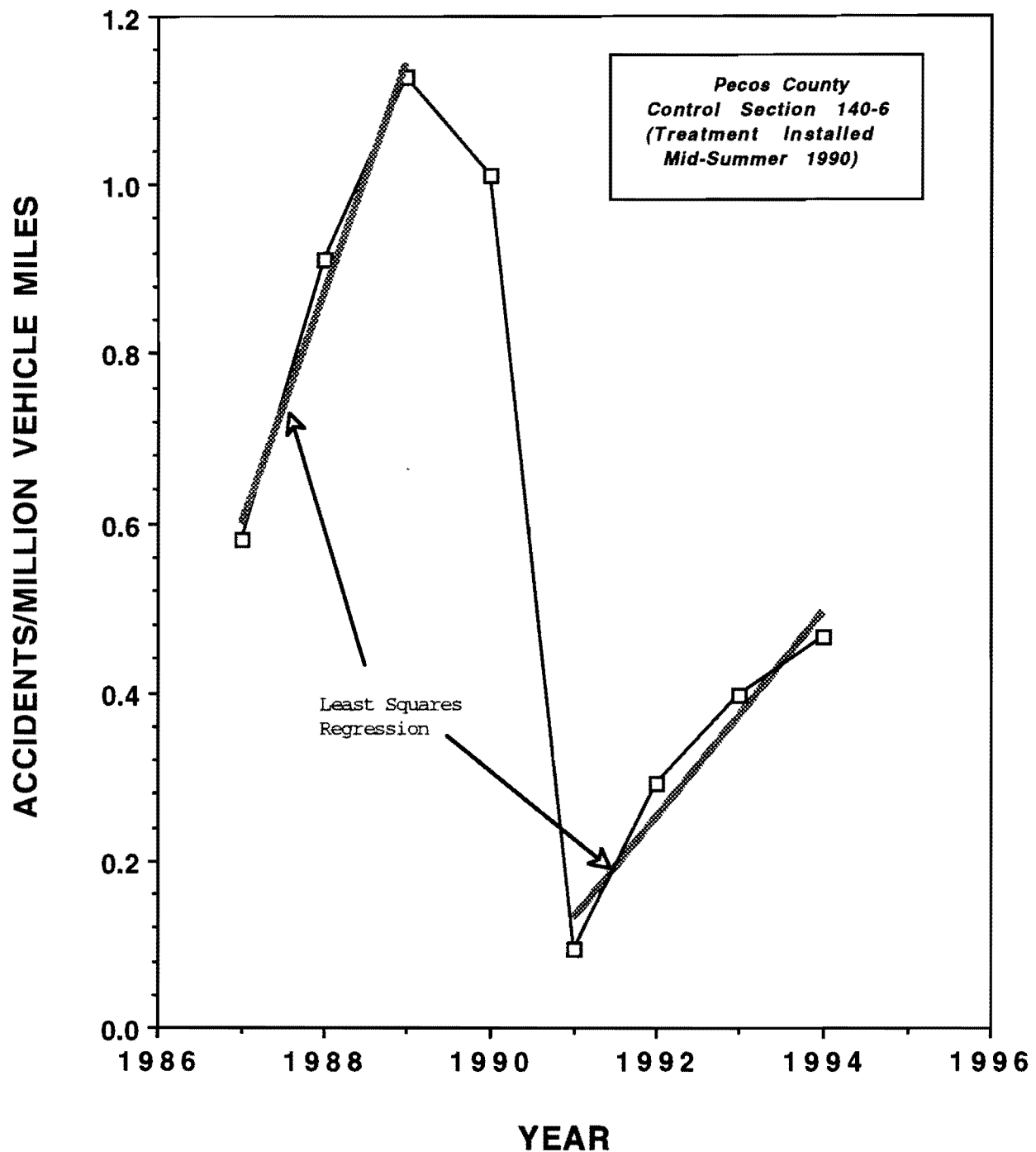


Fig. 4.4 Annual accident totals for single vehicle run-off-the-road accidents occurring on control section 140-6 of Interstate Highway 10 in Pecos County, Texas reported on a million vehicle miles basis. Shoulder treatment consisting of 4-in. (100 mm) diameter traffic buttons placed on 5-ft (1.52 m) centers approximately 6 in. (150mm) off and parallel to the edge line was installed during the summer 1990. Least squares regression curves show accident trends before and after installation of the shoulder treatment.

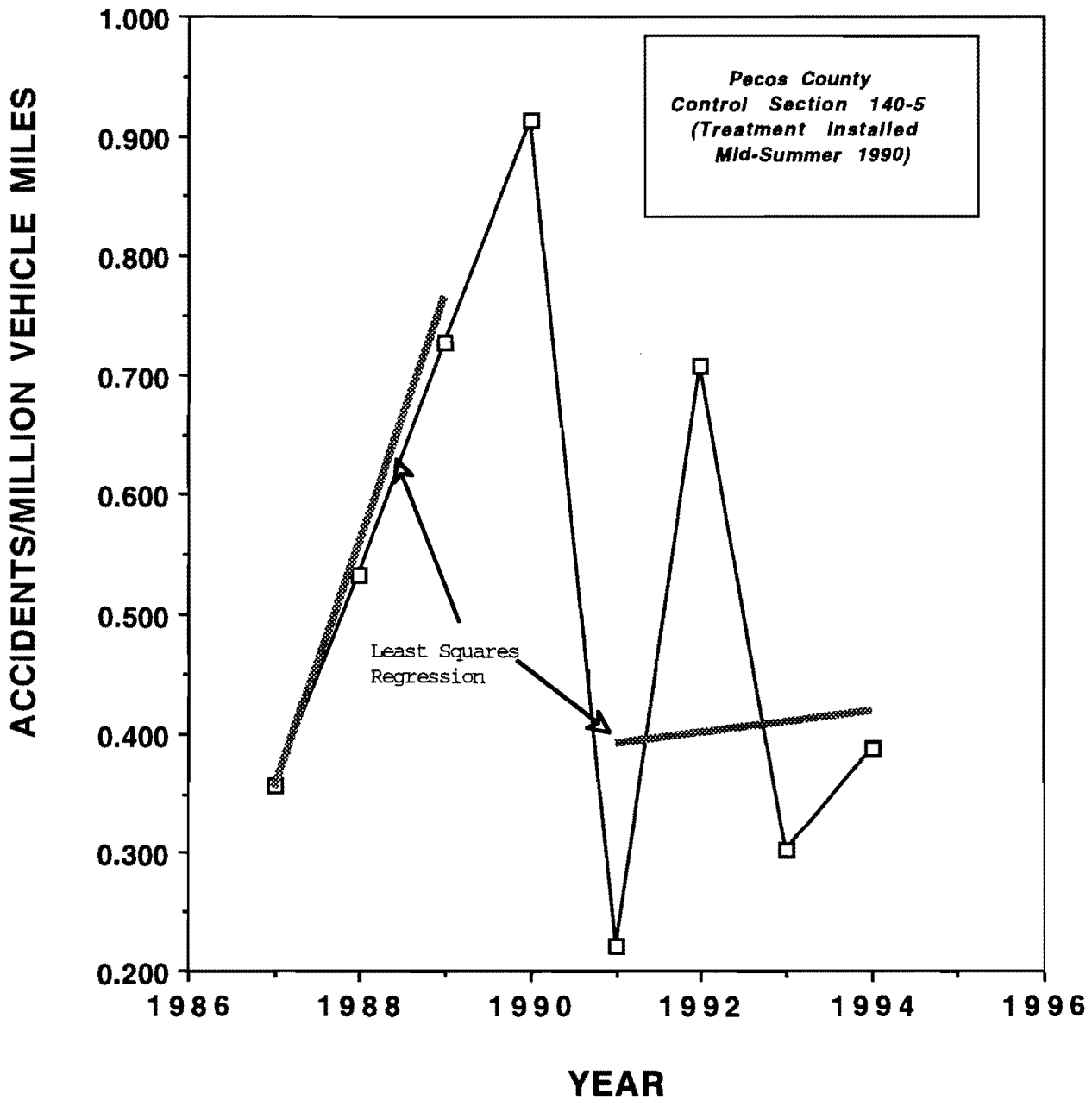


Fig. 4.5 Annual accident totals for single vehicle run-off-the-road accidents occurring on control section 140-5 of Interstate Highway 10 in Pecos County, Texas reported on a million vehicle miles basis. Shoulder treatment consisting of 4-in. (100 mm) diameter traffic buttons placed on 5-ft (1.52 m) centers approximately 6 in. (150mm) off and parallel to the edge line was installed during the summer 1990. Least squares regression curves show accident trends before and after installation of the shoulder treatment.

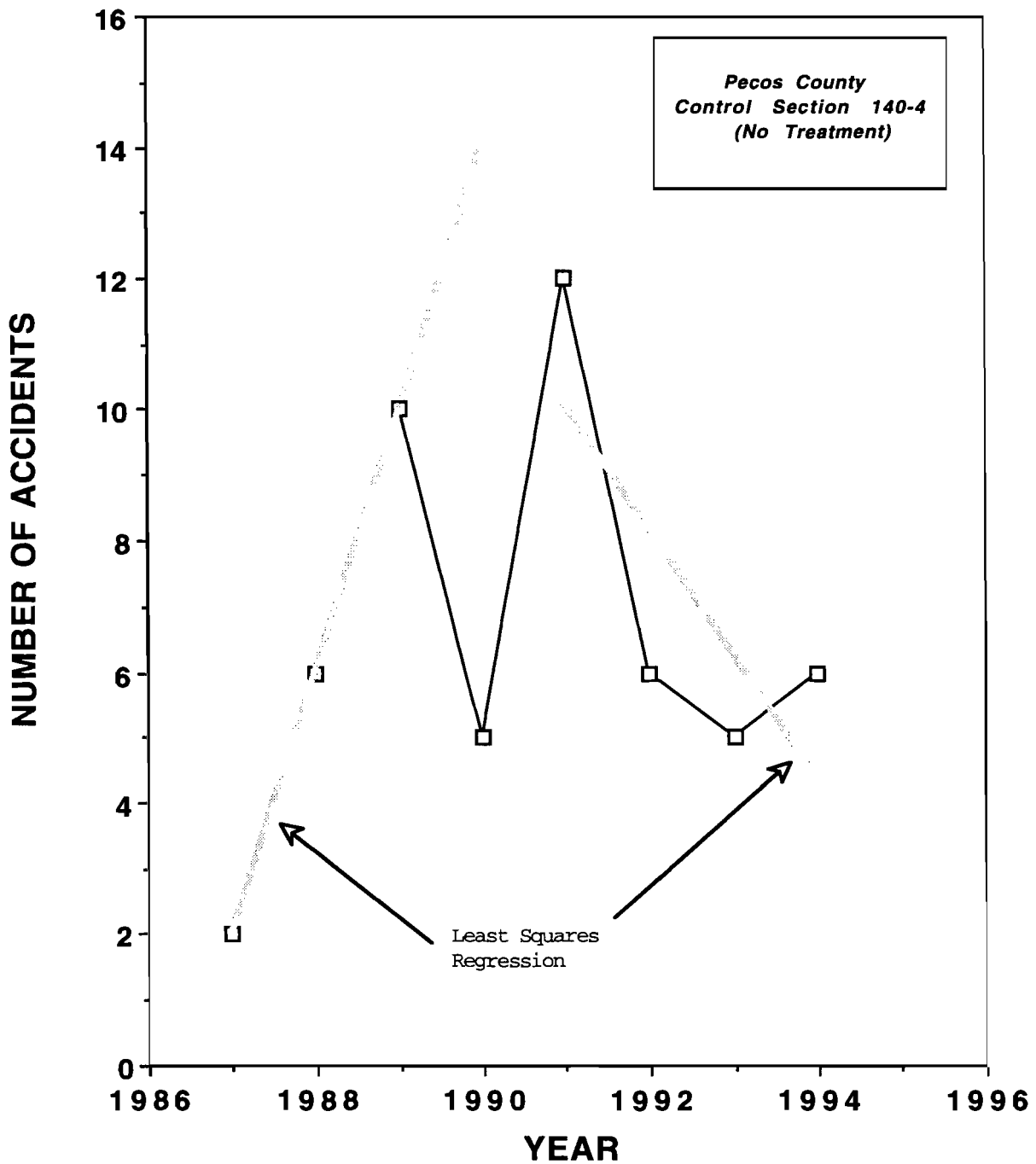


Fig. 4.6 Annual accident totals for single vehicle run-off-the-road accidents occurring on control section 140-4 of Interstate Highway 10 in Pecos County, Texas. Shoulder treatments were installed during the summer of 1990 on the next two consecutive control sections east of section 140-4, but no treatment was installed on section 140-4. [4-in. (100mm) diameter traffic buttons placed on 5-ft (1.52 m) centers approximately 6 in. (150 mm) off and parallel to the edge line was installed on section 140-5 and jiggle bars perpendicular to the edge line were installed on section 140-6.] Least squares regression curves show accident trends before and after installation of the shoulder treatment on the two adjacent control sections.

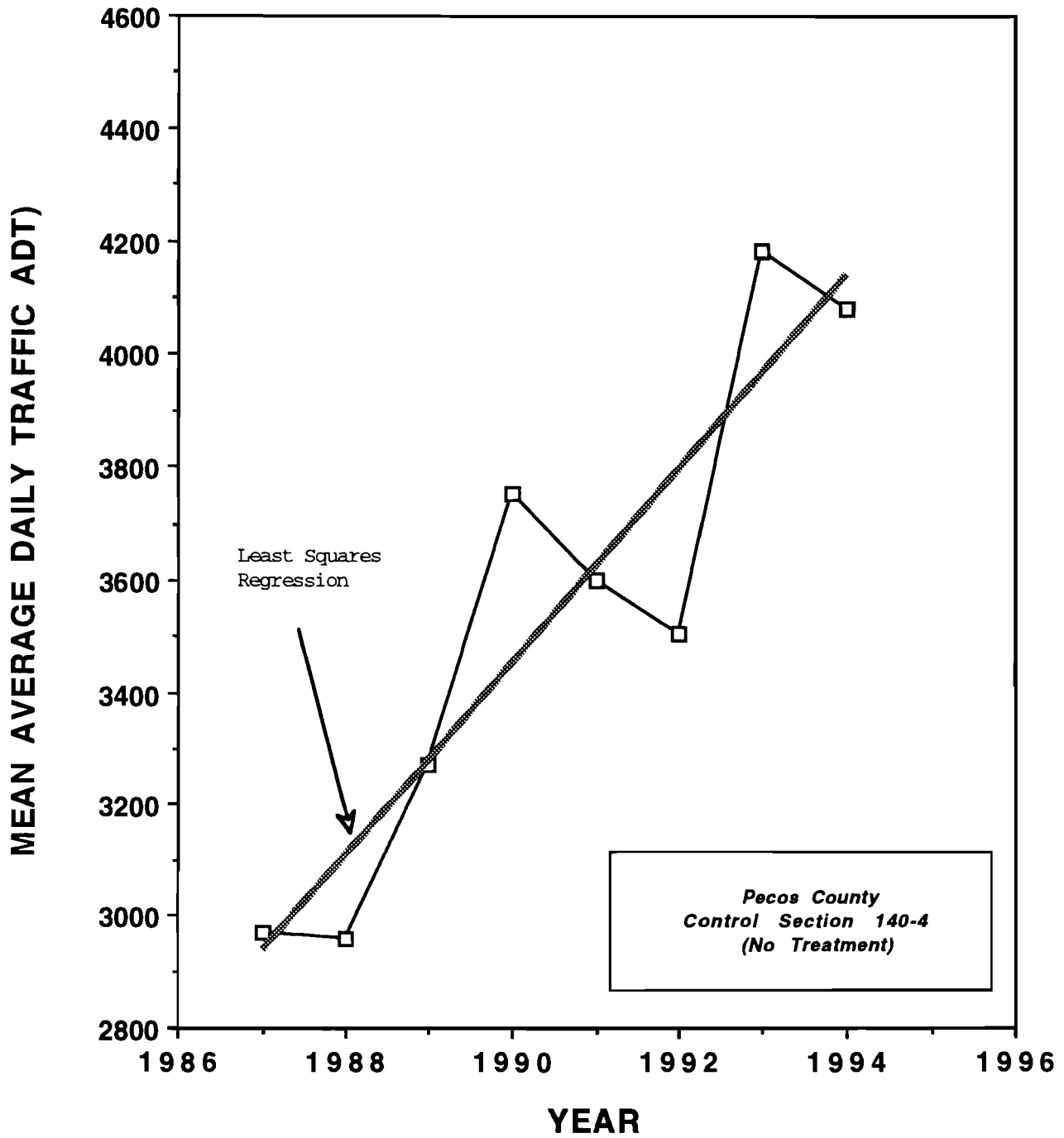


Fig 4.7 Mean average daily traffic (ADT) counts recorded on control sections 140-4 of Interstate Highway 10 in Pecos County, Texas indicate an increasing volume of traffic over the 8-year study period. Least square regression curves show the ADT trends for each control section over the 8-year period.

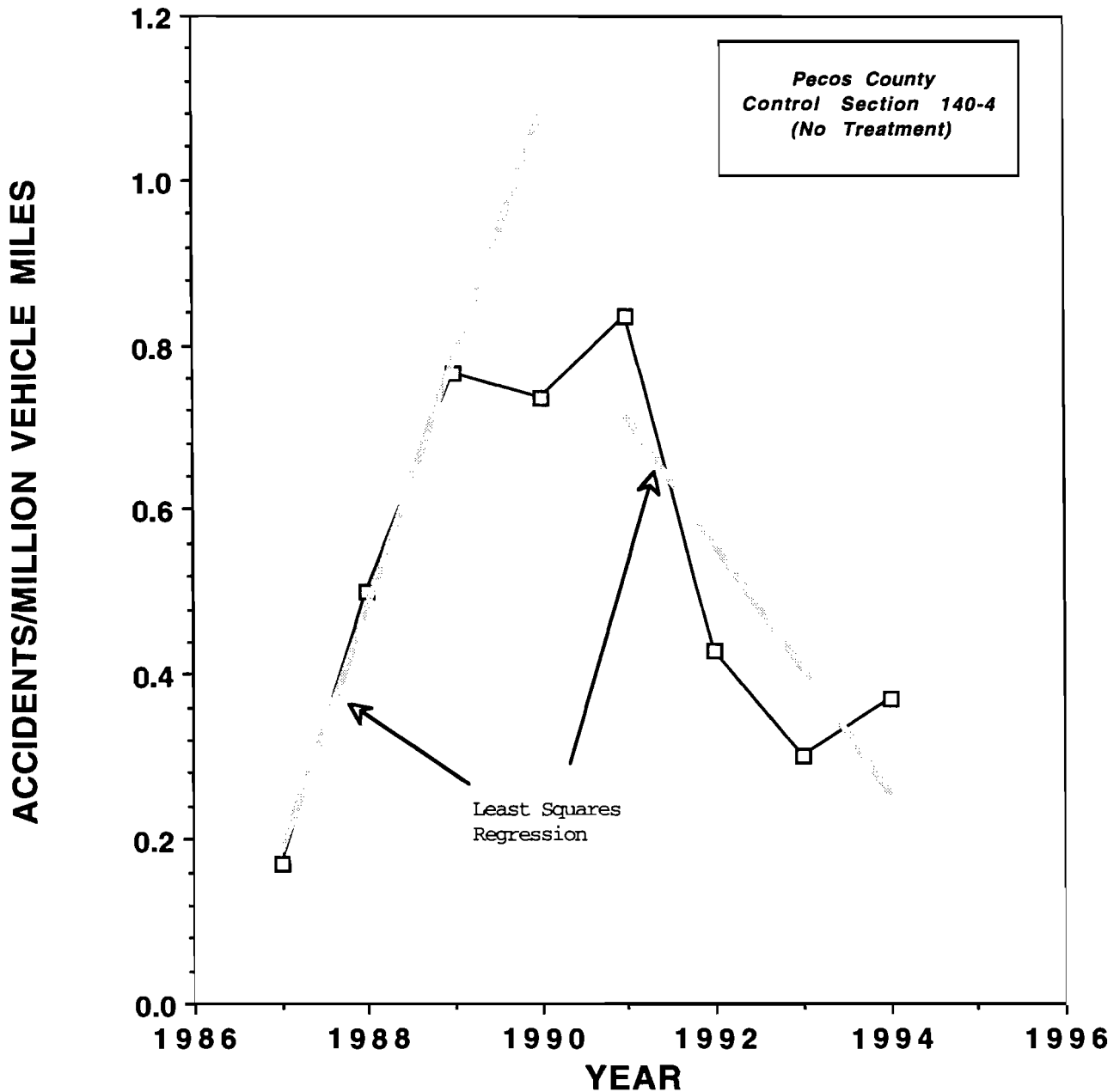


Fig. 4.8 Annual accident totals for single vehicle run-off-the-road accidents occurring on control section 140-4 of Interstate Highway 10 in Pecos County, Texas reported on a million-vehicle-miles basis. Shoulder treatments were installed during the summer of 1990 on the next two consecutive control sections east of section 140-4, but no treatment was installed on section 140-4. [4-in. (100mm) diameter traffic buttons placed on 5-ft (1.52 m) centers approximately 6 in. (150mm) off and parallel to the edge line was installed on section 140-5 and jiggle bars perpendicular to the edge line were installed on section 140-6.] Least squares regression curves show accident trends before and after installation of the shoulder treatment.

4.2 STATISTICAL ANALYSIS OF DATA

In examining the results of SVROR accidents for this study, concentration in three areas was considered necessary. First, the statewide mean and standard deviation for each year for the interstate and non-interstate highways was calculated (Appendix D), and the standardized scores (z scores) for each control section needed to be interpreted (see Tables E.1-E.16 in Appendix E). (The data available to the study did not distinguish between single vehicle accidents that were confined to the paved shoulder and those that extended beyond the shoulder.) Second, the graphs reporting the standardized scores for the specific control sections of interstate highway which received shoulder treatment during the period of this study were examined and interpreted (see Figures C.2.1-C.2.5, Appendix C.2). And finally, a statistical comparison between the pre-treatment and post-treatment period was evaluated to determine if the treatments proved to be effective in reducing SVROR accidents.

Since the study involved control sections with widely varying section lengths and widely varying traffic volumes, an objective of employing statistical techniques was to ensure that all sections were evaluated on an equal basis. A principal concern was to ensure that control sections with higher accident rates did not appear to experience a greater reduction of SVROR accidents when, in fact a greater reduction had occurred for controls sections that initially had lower accident rates. To ensure that this confusion did not occur, the comparison of accident reductions was made individually for each highway section, instead of a comparison of all treated highway sections. When transforming the SVROR accidents, the procedure included a two-step process as a means to avoid problems with high ADT sections being incomparable to low ADT sections. The initial step involved converting the raw accident data to ratios of common denominators of number of accidents per million vehicle miles. This ratio procedure provided a common means of comparing low- and high-ADT sections as well as sections of varying length. The second step of the procedure was to transform the accidents per million vehicle miles (acc/mvm) ratios into standardized values (Appendix C.1). The second process allows comparisons to be made between different distributions, since the raw data has been converted to standard deviation units with the distributions having a mean of zero and standard deviations of one. Thus, comparisons between individual sections will not be affected by low- and high-ADT values, control section length, or statistical mean fluctuation since ADTs and control lengths have been made comparable and the statistical mean for the studied period remains constant.

Because of possible confounds between the different control sections, the comparison for the standardized scores was conducted on the yearly percentile ranks for each of the highway sections independent of each other (Appendix C.1). This provided a comparison in which any confounds would remain constant over the period of study for treated/non-treated conditions. For the purpose of this study, it was assumed that the only change in the highway sections was that of implementation of shoulder treatments. Therefore, since the sections were examined independently, and the only change in conditions was

installation of some sort of shoulder treatment, then it appears acceptable to conclude that some sort of installed shoulder treatment was the cause for any reductions in SVROR accidents.

An examination of the standardized scores for each control section of both interstate and noninterstate highways indicates that SVROR accidents do occur on certain sections on a consistently higher rate than what would typically be expected by the laws of probability. On the other hand, the data also indicates that the majority of accidents on the highway system occur on a random basis. These findings can be seen from the fact that very few scores fall below a z score of -1.50 . A result of $z = -1.50$ indicates that very few scores are found in the extreme lower portion of the distribution, i.e., control sections with large negative z -values experienced significantly fewer SVROR accidents than occurred statewide. This pattern will result when the majority of the scores congregate at the statistical mean, and occur on a random basis. However, the data do demonstrate various scores in the upper extreme (large positive z -values of the distribution. When this pattern is consistent for a given control section over an extended period, it indicates that this section demonstrates a higher accident rate than normally would be expected. When the standardized score exceeds a value of 1.04, which indicates an accident rate above the 85th percentile, the control section should be considered as representing a potential problem. An inspection of the tables in Appendix E suggests that some highway control sections exceed this value of 1.04 over an extended period.

Graphs were constructed using standardized scores from control sections of interstate highways which received shoulder treatment during the period of 1987 through 1994 (Appendix C.2). The graphs were constructed according to the year in which treatment was completed, which can be determined by the vertical bar that extends upward from the construction-completion year on the horizontal axis of the graph (i.e., pre-treatment represented to the left of the vertical bar and post-treatment to the right of the vertical bar). For each of the graphs, the treated section and at least one study control (untreated) section are included. A study control section was determined to be an untreated section of highway either immediately preceding or immediately following the treated section. The addition of the control condition in the graphs allows for comparison of the treated sections with a similar nontreated section to determine the likelihood of the effects being the result of the treatment rather than other contributing factors that might occur throughout a given year.

Examination of the graphs in Appendix C.2 indicates that shoulder treatment has had an effect on SVROR accidents. For example, according to the standardized score comparison depicted in Figure 4.9, substantial decreases are found for Control Section 141-4 in Sutton County. These changes occur by the standardized score indicating a value in the 98th percentile for the year in which the treatment was completed with a constant decrease in accidents until a value below the 40th percentile is obtained. However, a significant increase is observed during the year 1993, which recorded a high number of SVROR accidents, with an immediate decrease the following year to a level below the 40th percentile. Control Section 141-3 in Sutton County also shows a decrease

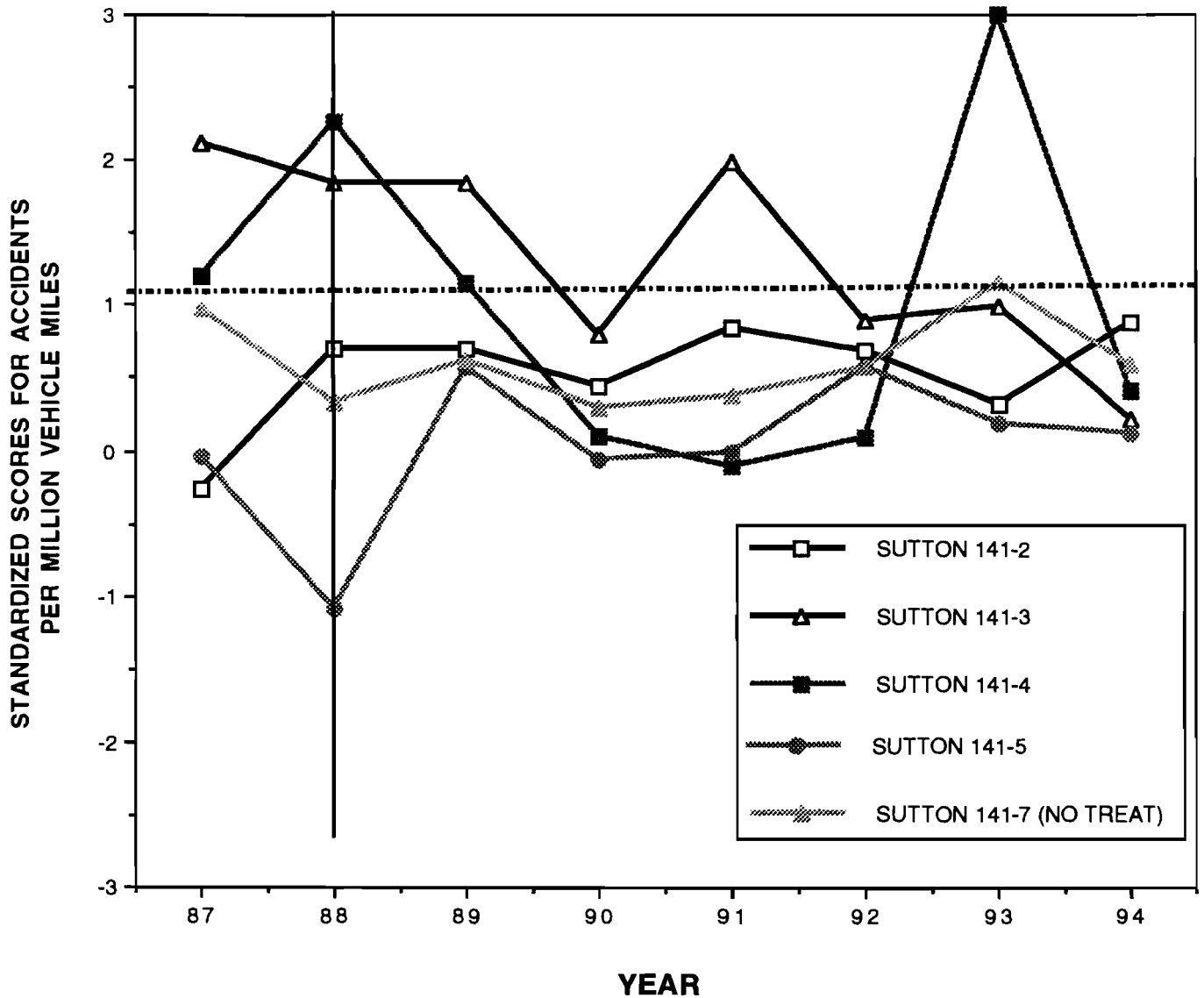


Fig. 4.9 Typical problem indicator plot using standardized score per million vehicle miles for treated control sections (in Sutton County) from 1987 to 1994. Points above dashed horizontal line represent standardized scores above 85th percentile.

in accidents; however, the decreases are more gradual than is seen in the remaining control sections in which the accident rates prior to treatment are above the 50th percentile.

Figure 4.10 represents treated control sections of highway in Pecos County during 1990. Figure 4.10 indicates a substantial decrease in SVROR accidents occurring in all of the treated sections the year following application of the treatment to a level below the 50th percentile. Although the nontreated section (140-4) displayed a substantial increase (to the 93rd percentile) for the year following treatment of the neighboring sections, the section's standard scores returned to the 50th percentile, or below, after the unusual year. Pecos County Control Sections 140-5 and 140-10 showed an increase for the years of 1992 and 1993, respectively. These increases were seen for only one year for each section, with a substantial decrease occurring the following year to a level near the mean. Similar patterns are observed for the remaining control sections, with those areas achieving standardized scores in the upper tail of the distribution showing substantial decreases following installation of shoulder treatment. On the other hand, sections of highway that demonstrate standardized scores at or below the mean prior to the treatment do not demonstrate significant decreases in accidents. However, the number of accidents observed in these control sections are fewer than those with positive z values and will likely receive treatment consideration after those control sections with high positive standardized scores (i.e., those sections with $z \leq 1.04$).

In order to analyze the effectiveness of the shoulder mitigation, a dependent t -test was completed between the acc/mvm values prior to installing shoulder treatment and the acc/mvm values following shoulder treatment. In order to complete the analysis, the individual acc/mvm value for each year was computed to obtain the mean for the pre- and post-treatment conditions. In completing the analysis in this format, the pre-treatment condition serves as the control condition. This procedure assumes that if any difference exists as a result of the treatment, a significant difference will occur in the comparison of the means between the pre-treatment and post-treatment conditions. Since identical sections of highway are used in the control condition and the treatment condition, the dependent t -test must be computed due to the dependency of the first condition on the second condition. A total of 13 highway control sections from 4 different counties were used for this analysis. The pre-treatment mean of the acc/mvm values for the control sections receiving treatment was 0.690 with a standard deviation of 0.300. The obtained mean of the acc/mvm values for the post-treatment control sections was 0.456 with a standard deviation of 0.199. The obtained t -value for the dependent analysis was 3.147, which achieves significance at the 0.01 level. This result can be interpreted to mean that shoulder treatments result in a significant decrease in acc/mvm ratios with the possibility that these results were due to error being only 1 in 100.

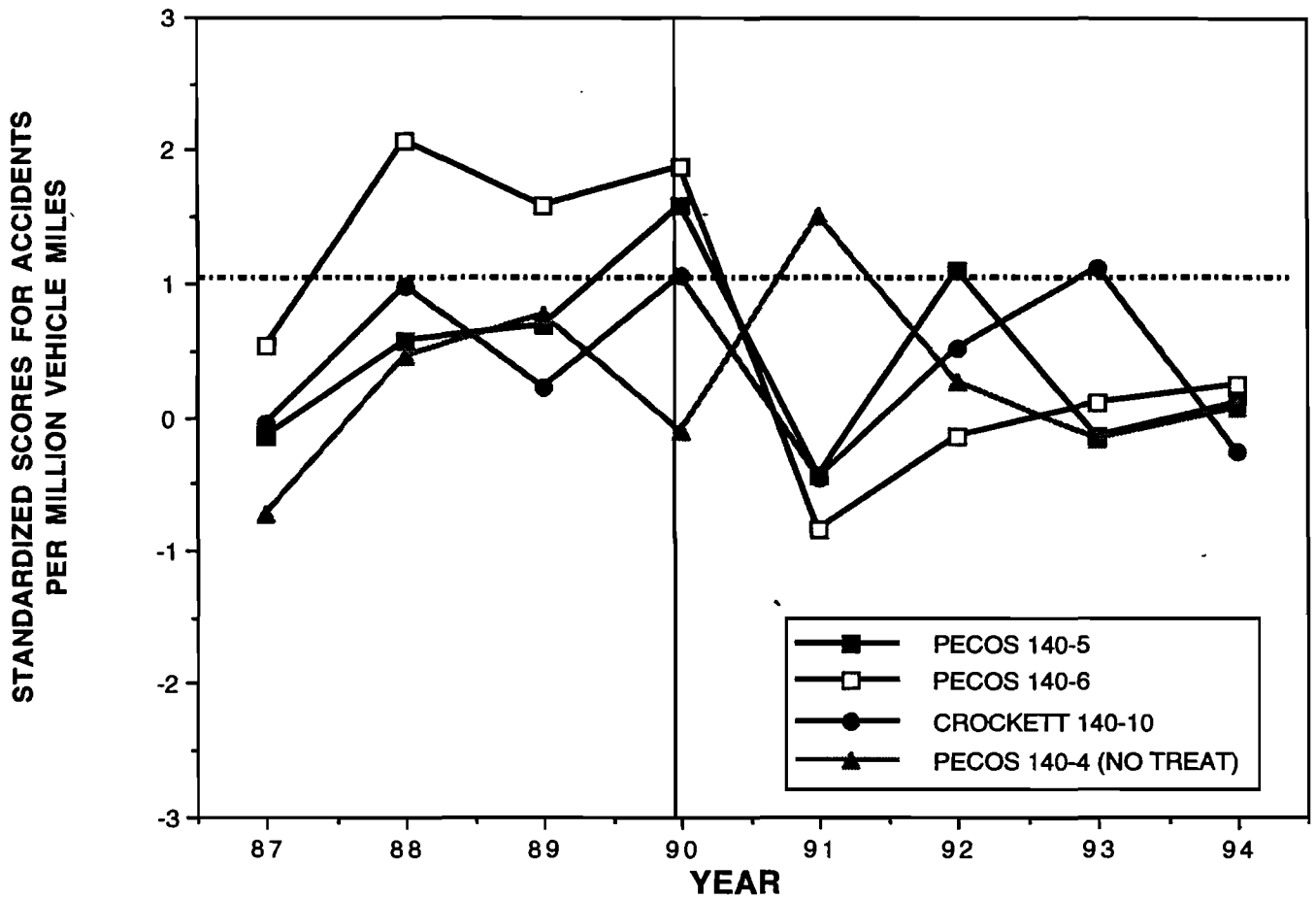


Fig. 4.10 Problem indicator plot using standardized score per million vehicle miles for treated control sections (in Pecos and Crockett Counties) from 1987 to 1994. Points above dashed horizontal line represent standardized scores above 85th percentile.

5. CONCLUSIONS AND RECOMMENDATIONS

The distribution of the standardized scores indicate that accidents occur on Texas highways in a predominantly random fashion. Adamo and Wray (1992) concluded that factors other than highway location was responsible for the rate of accidents due to their random nature. On the other hand, the data from the present study also indicate that accidents do occur on certain control sections at a rate suggestive of a potential problem. Control sections can be evaluated for degree of SVROR problem potential by computing z scores for a particular control section, and evaluating if the value exceeds 85 percent of the values of all other control sections for an extended period. It is important that a control section be evaluated over several consecutive years due to the randomness of accidents. For example, a specific control section that historically has demonstrated low ADT may experience bad weather conditions over even a short period (e.g., a 24-hr ice storm) resulting in an elevated acc/mvm standardized score well outside the chosen acceptable range (e.g., $z > 1.04$) for that given section. If the problem is the result of some random variable, then the rate of accidents across this control section should display a decrease in accident rate levels in the following years.

Control sections exhibiting a level above the 0.85 z -score can be identified in the majority of those control sections that received shoulder mitigation during the period of 1987 through 1994. In identifying potential "problem" control sections, two conditions need to be considered that appear to effect the rate of accidents as a standardized score. The first area of concern appears to be locations where the highway control section length (in miles or kilometers) is extremely small. In cases in which the section length is less than one mile (0.62 km), an elevated z -score appears to be prevalent. For example, a highway control section that measures 0.48 mi (0.77 km) in length with 4 SVROR accidents during a given year may yield a z -score as high as 6.0. On the other hand, highway control sections that have high ADTs may have a tendency to deflate the acc/mvm. This can be seen in areas where the yearly accident rate is as high as 130 SVROR accidents, but the z -score calculation indicates a score characteristic of the mean. If evaluation of such control sections are completed by TxDOT Area Engineers, these concerns should be remembered with the interpretations representing these tendencies.

The primary purpose of this study was to determine if shoulder treatments are an effective measure in decreasing the incidence of SVROR accidents. Various states have found that the application of shoulder treatment is an effective method in reducing traffic accidents on highway sections that have been identified as problem areas. Utah found that areas with shoulder treatment demonstrated lower accident rates in terms of acc/mvm than control sections that did not have any treatment (Chen, Gonzalez, and Christensen, 1994). Pennsylvania also demonstrated the effectiveness of shoulder treatments by installing a treatment termed the Sonic Nap Alert Pattern (SNAP) on a section of the Pennsylvania Turnpike, which had been designated as having a serious Drift-Off-Road (DOR) problem. The results of the treatment

indicated a substantial decrease in the level of DOR accidents compared to the year proceeding the installation of treatment (Wood, 1994). California found similar results in the rate of accidents after the installation of shoulder treatments (Chaudoin and Nelson, 1985). The results of the study reported herein regarding control sections of highways also demonstrate a significant reduction in SVROR highway accidents. The evidence appears to be conclusive that the installation of shoulder treatment as a means to reduce accidents results in a decrease in accidents over an extended period. The reduction appears to maintain levels close to the mean for all control sections. However, as a result of the random nature of accidents, a particular year may show a substantial increase, but these elevated accident rates exhibit a subsequent reduction to levels considered to be more acceptable the following year.

Although this study was unable to demonstrate that one particular treatment was more effective than another type, various studies cited earlier in this report appear conclusive that shoulder mitigation *of some type* is effective in reducing SVROR accidents. Coupling the results from this study with the findings of other investigators, it can be concluded that, in general, depressed shoulder treatments are more effective than raised treatments for PCC and HMAC pavements. Depressed treatments also appear to be less expensive to install and maintain than raised treatments. However, for those situations that do not lend themselves to depressed installations, traffic buttons installed on 5-ft (1.5 m) centers parallel and close to the outside driving lane edge line have demonstrated themselves to be effective in reducing SVROR accidents.

It is recommended that shoulder treatments be installed within 3 ft (or 1 m) of the outside driving lane edge line to accommodate cyclists on the paved shoulder. Using treatments wider than about 3 ft (or 1 m) forces cyclists to use the extreme outside edge of the shoulder where roadside debris accumulates and creates tire hazards for cyclists.

Table 5.1 lists those shoulder treatment methods or techniques that have been evaluated in this and related studies. Of the 9 methods or techniques included in Table 5.1, the following recommendations are made:

Recommended Methods. (See Table 5.2)

- Despite its slightly higher cost, the milled-in technique of *Noiseprint*[™] [(Surface Preparation Technology, Inc.; grooves 7 in. wide x 16 in. long x 0.5 in. deep x 12 in. on center) (178 x 406 x 13 x 305 mm)], is recommended as the shoulder surface treatment technique for either HMAC or PCC shoulder pavements.
- If shoulders are constructed in a manner or a material that does not lend itself to *Noiseprint*[™] applications, e.g., bituminous surface treatment shoulders, nonreflectorized traffic buttons are recommended as the shoulder treatment technique. Buttons may also be applied to HMAC and PCC pavements in other instances where *Noiseprint*[™] is not appropriate.

- If shoulders are constructed in a manner or a material that does not lend itself to the milled in grooves applications, e.g., bituminous surface treatment shoulders, nonreflectorized traffic buttons are recommended as the shoulder treatment technique. Buttons may also be applied to HMAC and PCC pavements in other instances where the milled-in treatment is not appropriate.
- Rolled-In grooves 2 in. wide x 1 in. deep x 24 in. (50 mm x 25 mm x 600 mm) long are recommended for HMAC shoulders but only when the milled-in technique cannot be employed.

Methods Not Recommended. The following methods or techniques *are not recommended* for use as a shoulder treatment:

- Jiggle bars
- Corrugated concrete panels
- Grooved (Rotomilled) pavements
- Raised asphaltic strips
- Fiberglass raised strips
- Large aggregate seal coats

This study has shown that shoulder treatments have had a positive effect in reducing the number of SVROR accidents. The study was unable to distinguish between the various shoulder treatment methods or techniques as to which one performed better with respect to accident mitigation; however, an important finding of the study is that the analysis showed that *any* mitigation technique resulted in a subsequent general reduction in SVROR accidents. This report presents a method whereby a particular highway section can be compared to statewide accident rates and be evaluated with respect to the section's preponderance for experiencing SVROR accidents. The report recommends that any evaluated section that has a "standardized" accident rate (based on million vehicle miles) that exceeds 85 percent of the standardized accident rates in the state over an extended period should be given priority for consideration of shoulder treatment installation. Importantly, the study does not suggest that *only* those sections exceeding the 85th percentile should receive shoulder treatment. Since all accidents have an economic value associated with them, the cost of installing milled-in grooves on both shoulders of a 9 mile (14.42 km) long section of an interstate highway, for example, (9 mi x 5,280 ft/mi x 4 shoulders x \$0.25/lf = \$47,520) is recovered by preventing just three injury SVROR accidents [from Gardner and Alexander, 1994; Sec. 2.2, above: (\$14,000 + \$3,000)/accident x 3 accidents = \$51,000]. Consequently, the conclusions and recommendations presented in this report should not be interpreted to mean that shoulder treatments should not be applied to other highway sections with lesser incidents of SVROR accidents.

TABLE 5.1 RECOMMENDATIONS REGARDING SHOULDER TREATMENTS

| METHOD OR TECHNIQUE | PRINCIPAL BENEFIT(S) OR DEFICIENCIES | APPROXIMATE INSTALLATION COSTS | CONSTRUCTION/MAINTENANCE ISSUES | OTHER CONSIDERATIONS |
|--|---|---|--|---|
| Milled-In Grooves | Produces noise and strong vibrations inside vehicle when impacted by both automobile and large truck tires; long life (until overlaid); have been known to help delineate edge of driving lane on snow-covered (not packed) highways; negligible maintenance; applicable to both HMA and PCC pavements. | ±\$0.25/ft (±\$0.82/m) on large installation projects; \$1.00/ft (\$3.28/m) or more on small projects (based on 7 in. wide x 16 in. long x 0.5 in. deep grooves on 12 in. (175 x 400 x 13 x 300 mm) centers). | Capability of installing several thousand ft of grooves per day; no problem with debris filling grooves; presents no problems to snow removal operations; can be installed in either HMA or PCC shoulder pavements; aggregate seal coat only slightly reduces vibration and noise. | Apparently only one contractor with required specialty installation equipment, but contractor works nationwide; limit grooves to 3 ft (or 1 m) closest to driving lane edge line to allow room for cyclists outside treatment. |
| Traffic Buttons | Produces elevated noise levels inside vehicle and produces some vibration in steering wheel when impacted by tires; reasonably long life (5 to 7 years); low maintenance (replacement). | \$0.21 to \$0.23 per ft (\$0.69 to \$0.75 per m) [based on 5 ft (1.52m) centers]. | Experienced contractor can install a mile or more per day; easily removed during snow removal operations; must be replaced when shoulder is overlaid or sealed; works equally well on HMA or PCC pavements. | Use non-reflectorized buttons only treatment method applicable to non-HMA or non-PCC shoulders; may not produce sufficiently elevated noise or vibration inside some truck cabs; allows all but first 1 ft (or 0.3 m) adjacent to driving lane edge line for cyclists. |
| Jiggle Bars | Produces elevated noise levels inside vehicles and produces noticeable jolt when impacted by vehicle tires. | \$30.00 to \$42.00 per outside shoulder installation (8-10 tiles) and \$18.00 per inside shoulder installation (3 to 5 tiles) (based on 40 ft (12.2 m) spacing per installation). | Approximately 1 mile (1.60 km) per day installation rate; impairs snow removal operations; tiles can be dislodged when impacted by vehicles; higher maintenance rate than traffic button installations; must be replaced when shoulder is overlaid or sealed. | Drivers complain about impacting jiggle bars when having to operate on shoulder (e.g., changing drivers, emergency stops); cyclists complain if installation extends full or nearly full width of shoulder but effectiveness of installation is reduced when width of installation is reduced (can compensate for reduced width by decreasing spacing) between reduced-length installations. This treatment is not recommended. |
| Indented Strips (Also referred to as "Rolled-In," "Depressed," or "Impressed" Strips or Grooves) | Produces high-pitched elevated noise levels inside vehicles but minimal vibration when traversed by vehicle tires; not impacted by snow removal operations; strips are installed only during either new construction or overlay operations. | Unknown. (All installations in Texas have included the cost in the overall contract cost). | Installation rate is equal to rate of paving; effectiveness is lost when shoulder is overlaid or when shoulder receives a seal coat. | Grooves are typically approximately 2 in. (50 mm) wide and 1 in. (25 mm) deep by 24 in. (600 mm) long and are not as effective as milled grooves for larger wheel diameter vehicles such as large trucks; strips or grooves are made by half-round bars or pipes welded to a steel-wheel roller; difficult to maintain straight line; must take special precautions to transport roller across highway exit or entrance locations; can be installed only during new construction or overlay; limit grooves to 3 ft (or 1 m) closest to driving lane edge line to allow room for cyclists outside treatment. |
| | | APPROXIMATE | | |

Table 5.1 Cont.

| METHOD OR TECHNIQUE | PRINCIPAL BENEFIT(S) OR DEFICIENCIES | INSTALLATION COSTS | CONSTRUCTION/MAINTENANCE ISSUES | OTHER CONSIDERATIONS |
|----------------------------|---|--|---|--|
| Corrugated Concrete Panels | Produces both elevated vibration and noise level inside the vehicle when impacted; not impacted by snow removal operations. | Unknown. (All installations in Texas have included the cost in the overall contract cost.). | Installation rate is equal to rate of paving; effectiveness is lost when shoulder is overlaid; requires no maintenance; has life equal to life of PCC pavement; can easily limit length of corrugation. | Effectiveness of corrugations with respect to producing both vibration and noise is speed dependent. Limit corrugations to 3 ft (or 1 m) closest to driving lane edge line to allow room for cyclists outside treatment. This method is not recommended. |
| Grooved Pavements | Produces both vibration and noise inside the vehicle when impacted; not impacted by snow removal operations. | Unknown. All but one installation in Texas has been constructed using in-house maintenance personnel. The single contractor-installed project was estimated to cost \$1.00/ft by the contractor. | Applicable only to HMA paved shoulders; slow process; length of groove cannot be controlled (i.e., groove is typically full shoulder width); depth of groove is difficult to control; effectiveness is only slightly reduced when shoulder received seal coat; effectiveness is lost when shoulders are overlaid. | Method is accomplished using conical rotomill equipment; length of groove presents obstacle to cyclists using shoulder. This method is not recommended. |
| Raised Asphaltic Strips | Similar benefits as jiggle bars | Unknown. (All installations in Texas have been installed either by maintenance personnel or included in overall contract cost.) | Requires considerable maintenance attention as strips are easily removed by braking trucks; effectiveness is greatly reduced when strip height is flattened by traversing vehicles; easily removed during snow removal operations; must be replaced after overlaying and seal coat applications. | Limit grooves to 3 ft (or 1 m) closest to driving lane edge line to allow room for cyclists outside treatment. This technique is not recommended for permanent installations. |
| Fiberglass Raised Strips | Similar benefits as jiggle bars | Unknown | Unknown | Test installations resulted in the strips losing adherence to pavement and becoming traffic safety hazards. This treatment is not recommended. |
| Large Aggregate Seal Coat | Produces nominal increase in noise level inside vehicle when impacted | Same cost as conventional seal coat | Same maintenance requirements as conventionally sealed shoulders | Method typically does not elevate noise level inside vehicle a sufficient amount to alert or arouse a drowsy or inattentive driver. This method is not recommended. |

TABLE 5.2 RECOMMENDED SHOULDER TREATMENT TECHNIQUES

| METHOD OR TECHNIQUE | RECOMMENDED APPLICATION | APPLICABLE PAVEMENTS | COMMENTS |
|----------------------------|--|--|--|
| Milled Grooves | 7 in. wide x 16 in. long x 0.5 in. deep grooves on 12 in. centers (175 x 400 x 13 x 300 mm); grooves perpendicular to direction of vehicle travel; grooves installed within the 3 ft (or 1 m) nearest the outside driving lane edge line. | Portland cement concrete or hot mix asphalt concrete | Line of grooves should be interrupted and not extend across entrance exit ramps. This method should be selected as the specified method unless it is found to not be appropriate for the particular application or when another approved method is more appropriate. |
| Traffic Buttons | 4 in. (100 mm) diameter white (outside shoulder) or yellow (inside shoulder) ceramic traffic buttons installed with an appropriate adhesive on 5 ft (1.52 m) centers parallel to the edge line. | Portland cement concrete, hot mix asphalt concrete, or surface treatments. | Depressed techniques are recommended ahead of this technique unless it is shown that the other techniques are not applicable or appropriate for the specific situation. |
| Rolled-In Grooves | 2 in. wide x 24 in. long x 1 in. deep on 8 to 9 in. centers (50 x 600 x 25 mm on 200 to 225 mm centers; approximate dimensions); grooves to be perpendicular to direction of vehicle travel; grooves installed within the 3 ft (or 1 m) nearest the outside driving lane edge line | Portland cement concrete or hot mix asphalt concrete | Line of grooves should be interrupted and not extend across entrance and exit ramps. |

APPENDIX A

REFERENCES

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APPENDIX B:

**SUMMARY OF SINGLE VEHICLE RUN-OFF-THE-ROAD
ACCIDENT DATA, 1987-1994**

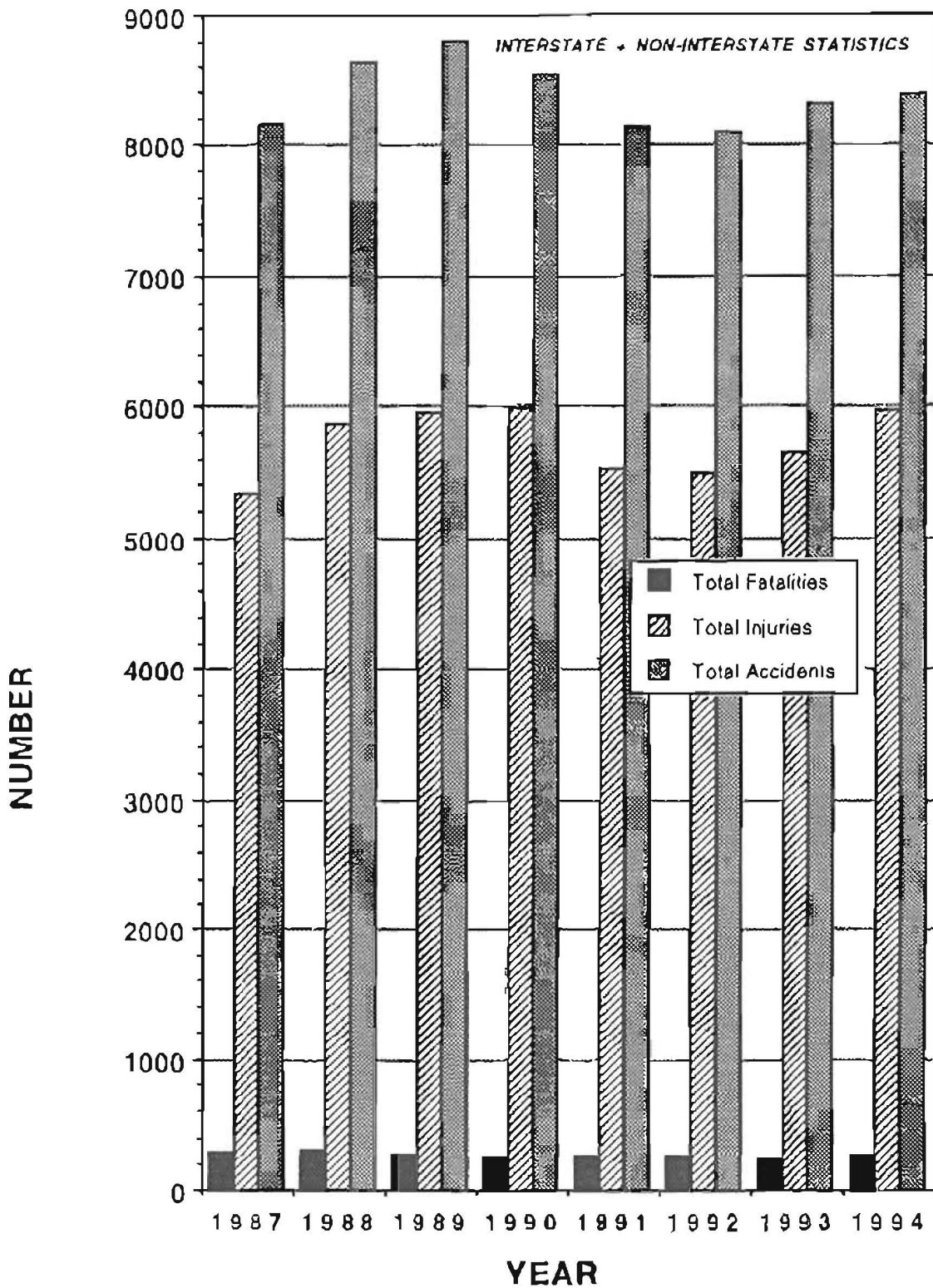


Fig. B.1 Sum of all rural accidents, injuries, and fatalities from single-vehicle-run-off-the-road accidents in Texas from 1987 to 1994

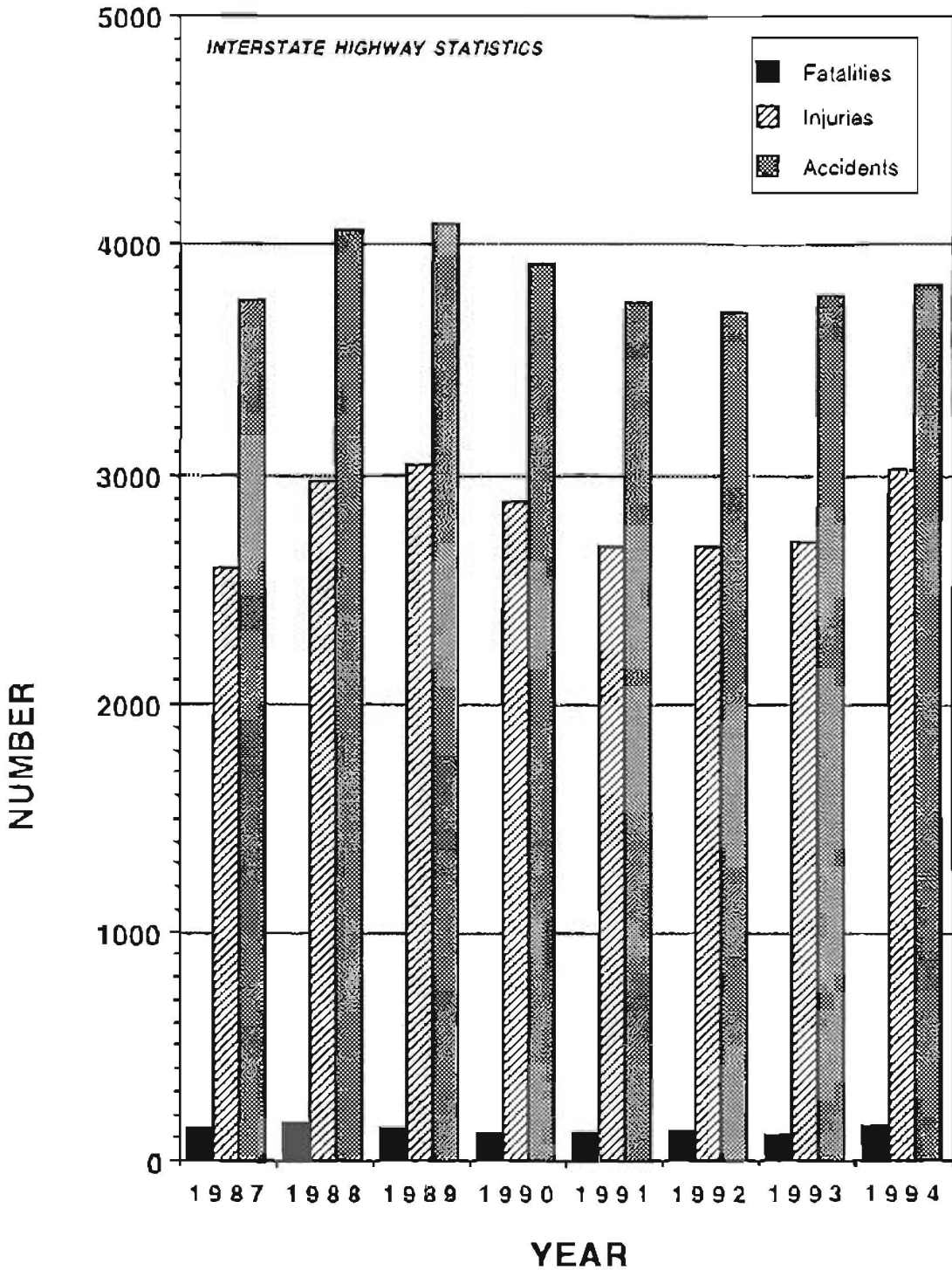


Fig. B.2 Sum of rural interstate accidents, injuries, and fatalities from single-vehicle-run-off-the-road accidents in Texas from 1987 to 1994

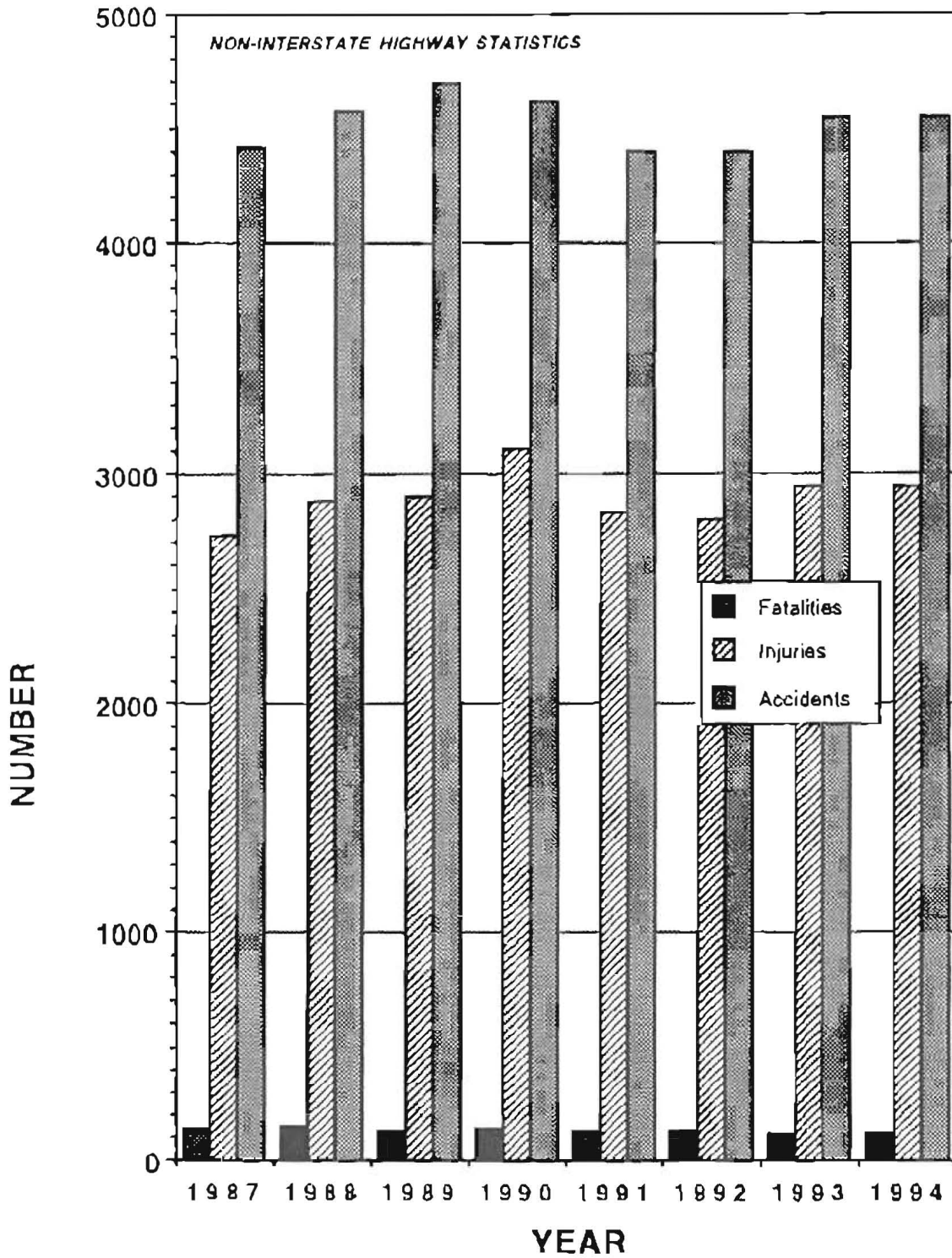


Fig. B.3 Sum of rural noninterstate accidents, injuries, and fatalities from single-vehicle-run-off-the-road accidents in Texas from 1987 to 1994

APPENDIX C

PROBLEM INDICATOR METHOD AND PRESENTATION OF RESULTS

APPENDIX C.1

CALCULATION PROCEDURE EXPLANATION

The calculated standardized values for the 8-year period between 1987-1994 for four-lane divided highways in rural Texas can be found in Tables E.1 - E.16 of Appendix E. The procedure for computing the standardized score for each control section of highway is a two-step process. The first step in the procedure is to determine the accidents per million vehicle miles ratio (acc/mvm). The acc/mvm ratio is calculated by dividing the total number of accidents for a given control section in a specific year by the product of the average daily traffic (ADT) \times the length of the control section (in miles) \times the number of days in a year \div 1,000,000. The acc/mvm value is, therefore, algebraically defined as follows:

$$\text{acc/mvm} = \frac{(\text{number of accidents}) (1,000,000)}{(\text{ADT}) (\text{section length}) (365)} \quad (1)$$

For example, if the acc/mvm for control section 140-5 of IH-10 in Pecos county for the year 1990 were to be calculated, 13 accidents are found to have occurred in this particular year (Table E.7). An ADT of 3,750 was recorded for the length of this control section of 10.370 miles. The acc/mvm that corresponds to the raw score of 13 accidents is:

$$\text{acc/mvm} = \frac{(13)}{(3760) (10.370) (365) / 1,000,000} \quad (2)$$

$$\text{acc/mvm} = \frac{13,000,000}{14,231,788} \quad (3)$$

$$\text{acc/mvm} = 0.913$$

Therefore, the ratio of the number of accidents per million vehicle miles for this control section of IH-10 in Pecos county for 1990 is 0.913 (see Table E.7 in Appendix E). The purpose of computing accidents by million vehicle miles is to compensate for control sections of highway that experience different traffic volumes and are of different length. As the number of vehicles traveling a given section of highway increases, the probability of an accident occurring within the control section also increases. Therefore, the process of computing accidents in this manner compensates for the differences between control section lengths and their ADT.

The second step in computing the standardized score is to convert the acc/mvm ratio for each control section to a z score. The z score is computed by subtracting the annual statewide mean of SVROR acc/mvm ratios from the SVROR acc/mvm ratio for the given control section for that year, and then dividing this difference by the standard deviation (Appendix D) for the same year. Thus, the z score is algebraically defined as follows:

$$z = \frac{\left(\text{Individual Control Section} \right) - \left(\text{State - Wide Mean of acc/mvm} \right)}{\left(\text{acc/mvm Ratio} \right) - \left(\text{Ratios for the Specified Year} \right)} \quad (4)$$

For example, to compute the z score corresponding to the acc/mvm ratio for Control Section 140-5 of IH-10 in Pecos county for the year 1990, the acc/mvm value for this control section equals 0.9134 (value obtained in example above and also found in Table E.7 in Appendix E), the mean for 1990 for interstate highways is 0.3716 with a standard deviation of 0.3404 (see Table D.1 of Appendix D). The z score that corresponds to these statistics is:

$$z = \frac{0.9134 - 0.3716}{0.3404} \quad (5)$$

$$z = \frac{0.5418}{0.3404} \quad (6)$$

$$z = +1.592$$

Therefore, the standardized value that corresponds to the number of accidents per million vehicle miles for control section 140-5 of IH-10 in Pecos County for 1990 is +1.592 (see Table E.7 of Appendix E).

The purpose of transforming the acc/mvm ratio into a standardized score is that the scores are now arranged on an equal interval scale with a mean of zero, and a standard deviation of 1. In completing this scaling process, the standardized score uses the standard deviation as the unit of measurement, which results in the relative position of a particular acc/mvm value being described from the entire distribution of scores in relationship to the mean and the standard deviation. Thus, the obtained z score indicates how many standard deviation units the acc/mvm score falls above or below the mean. A negative z value indicates that the acc/mvm ratio is below the mean for that given year, and a positive z value indicates that the acc/mvm ratio is above the mean for the specified year. Since the standardized scores are on an equal-interval scale, the values will follow a normal bell-shape distribution, providing percentiles for differing values of the acc/mvm ratio. For example, a z score of 1.04 has a percentile rank of 85, and can be interpreted as 85 percent of the scores falling below this value, while only 15 percent are above it. Examining the value of 1.592, calculated for Control Section 140-5 of IH-10 in Pecos county, a percentile rank of 94 is observed with only 6 percent of the acc/mvm values occurring above this value z distribution tables can be located in the appendixes of any introductory statistics book).

The primary purpose in transforming each acc/mvm ratio into a standardized score for the present research study was to allow a comparison of acc/mvm for

each control section of highway across the 1987-1994 period on a standard level. In completing this process, the data may be examined visually by graphing the values obtained for each control section across the studies period (See Appendix C.2). More importantly, the shoulder treatment values may be examined for a pre-treatment comparison to a post-treatment level. This comparison allows the examiner to determine if shoulder treatment for a specific control section results in a decrease in acc/mvm.

APPENDIX C.2

PLOTS OF PROBLEM INDICATORS USING STANDARDIZED Z SCORES FOR SELECTED IH-10 HIGHWAY CONTROL SECTIONS

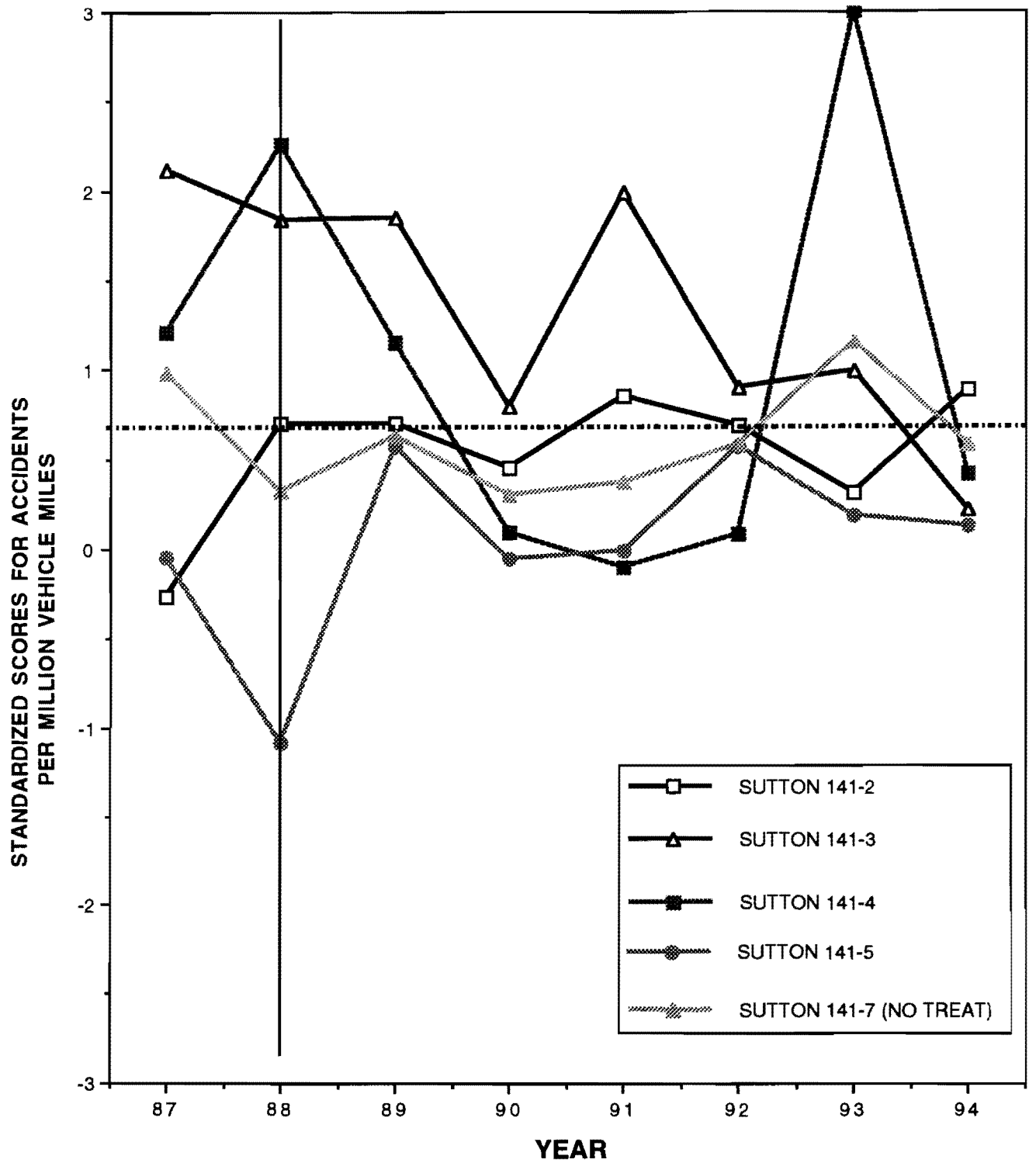


Fig. C.2.1 Problem indicator plot using standardized score per million vehicle miles for treated control sections (in Sutton County from 1987 to 1994)

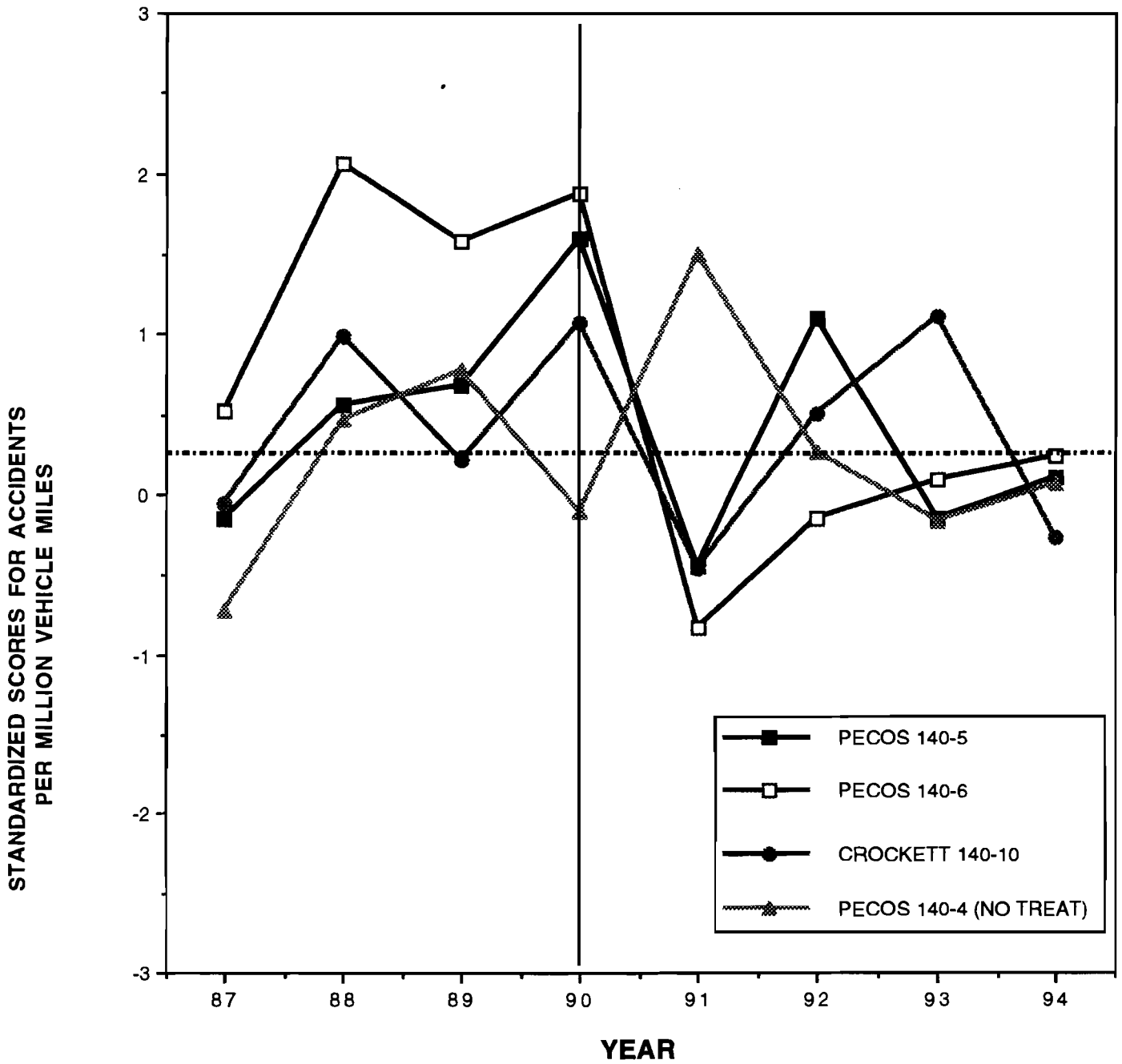


Fig. C.2.2 Problem indicator plot using standardized score per million vehicle miles for treated control sections (in Pecos and Crockett Counties) from 1987 to 1994

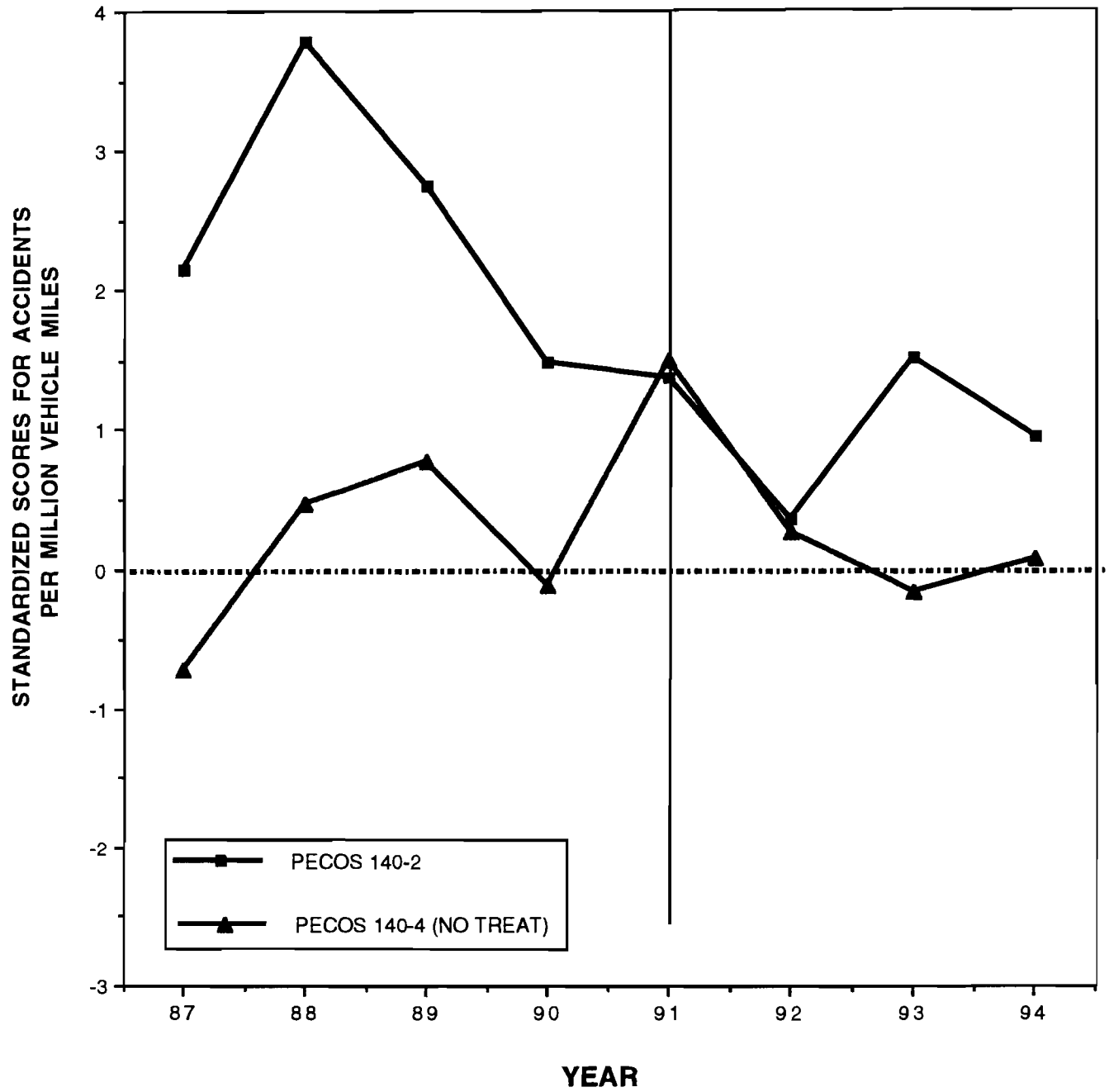


Fig C.2.3 Problem indicator plot using standardized score per million vehicle miles for treated control sections (in Pecos County) from 1987 to 1994

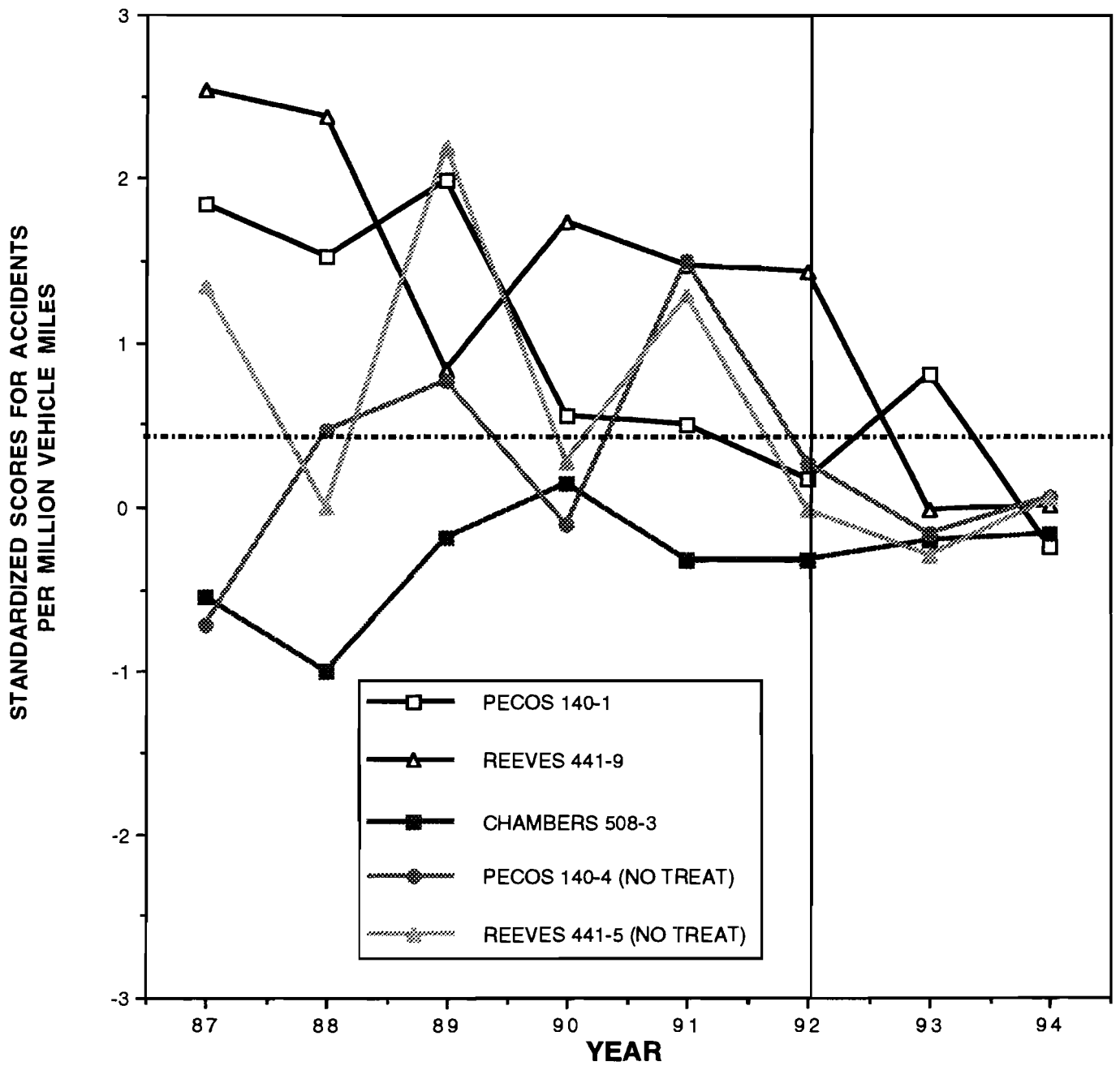


Fig. C.2.4 Problem indicator plot using standardized score per million vehicle miles for treated control sections (in Pecos, Reeves, and Chambers Counties) from 1987 to 1994

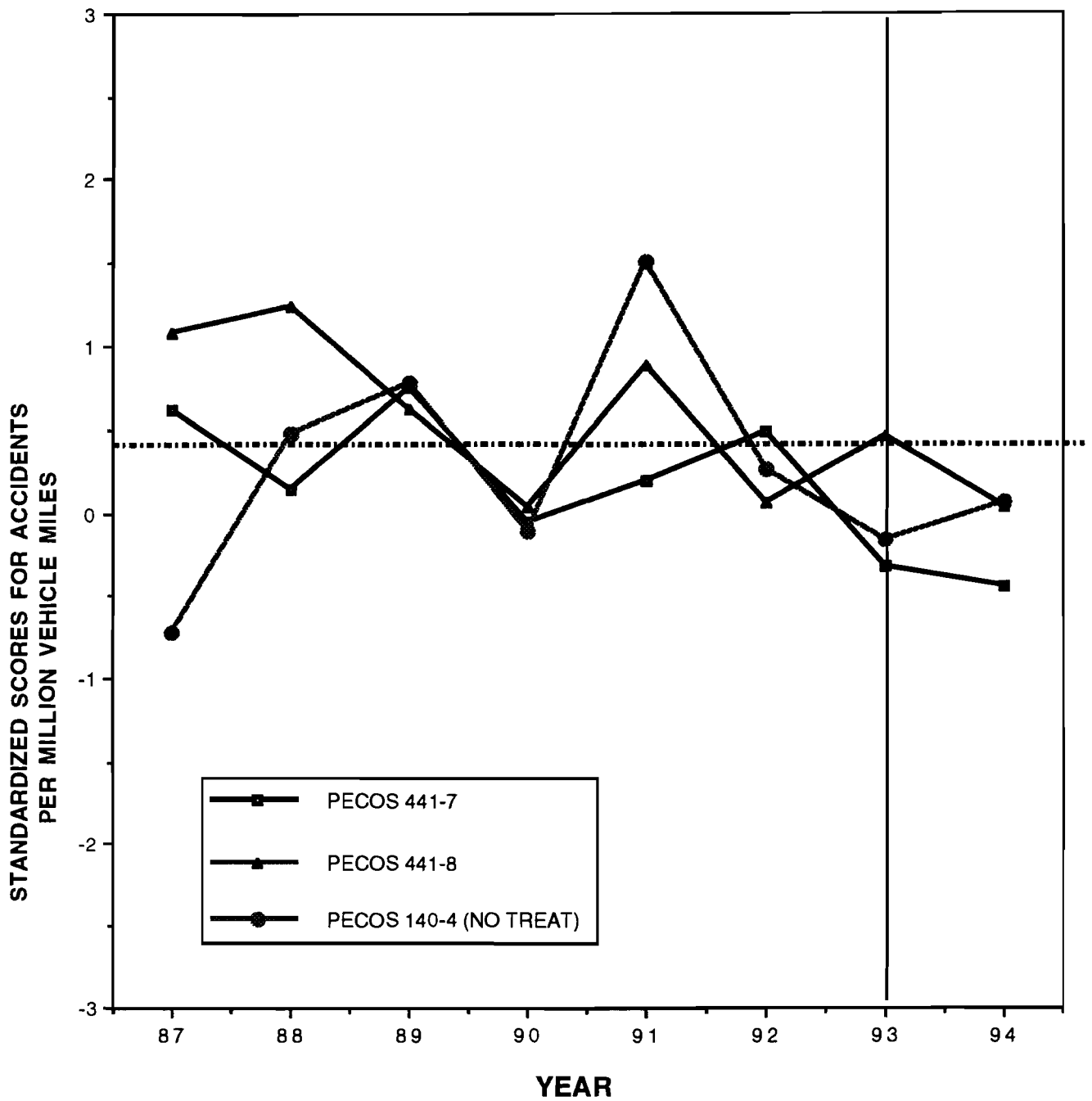


Fig. C.2.5 Problem indicator plot using standardized score per million vehicle miles for treated control sections (in Pecos County) from 1987 to 1994

APPENDIX C.3

**PROBLEM INDICATOR PLOTS USING STANDARDIZED
SCORES OF ACCIDENTS PER MILLION VEHICLE MILES
FOR ARBITRARILY SELECTED CONTROL SECTIONS
FROM VARIOUS TXDOT DISTRICTS**

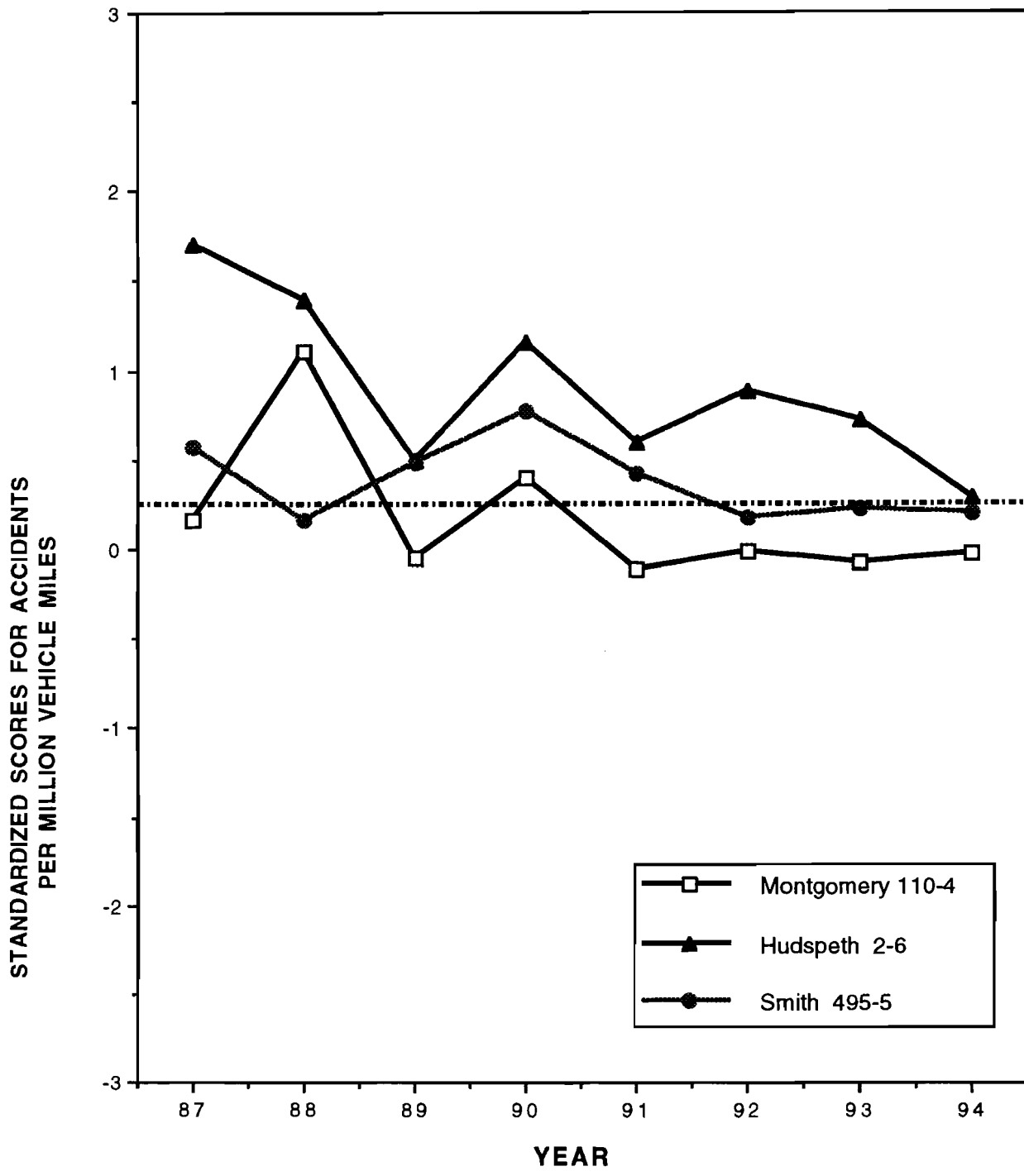


Fig. C.3.1 Problem indicator plot using standardized score per million vehicle miles for arbitrarily selected control sections of interstate highways in Montgomery, Hudspeth, and Smith Counties from 1987 to 1984

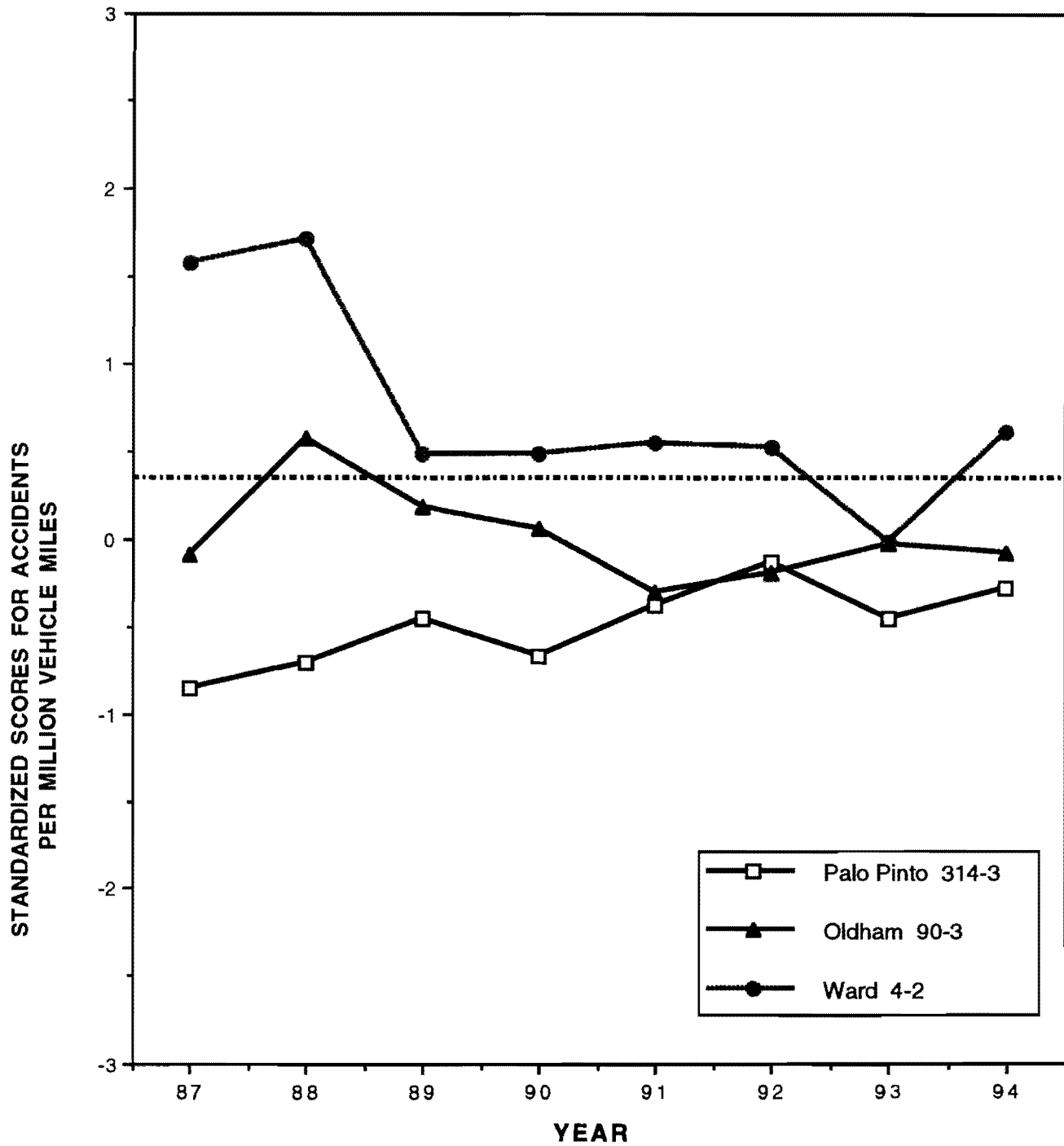


Fig C.3.2 Problem indicator plot using standardized score per million vehicle miles for arbitrarily selected control sections on interstate highways in Palo Pinto, Oldham, and Ward Counties from 1987 to 1994

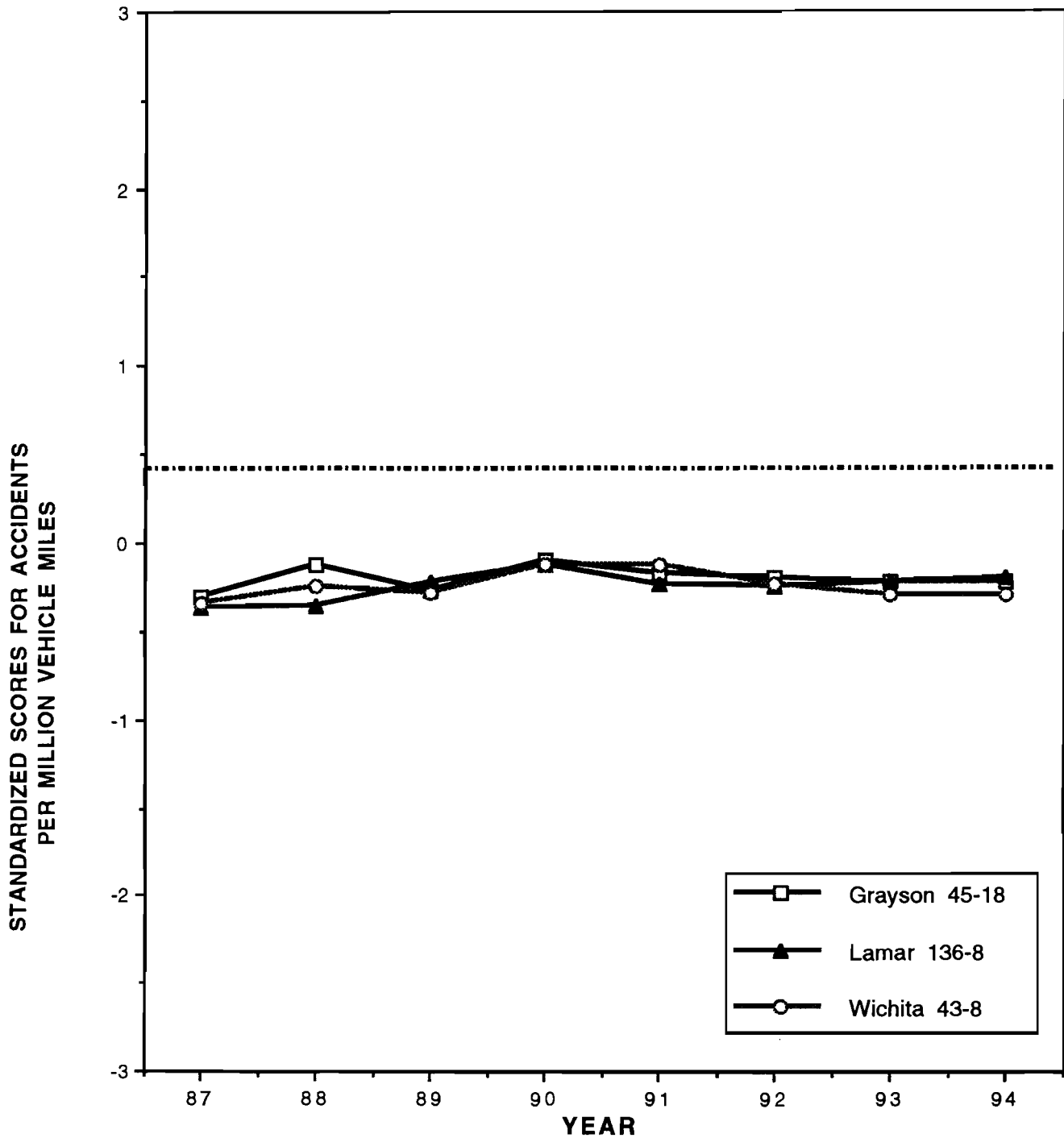


Fig. C.3.3 Problem indicator plot using standardized score per million vehicle miles for arbitrarily selected control sections on non-interstate highways in Grayson, Lamar, and Wichita Counties from 1987 to 1994

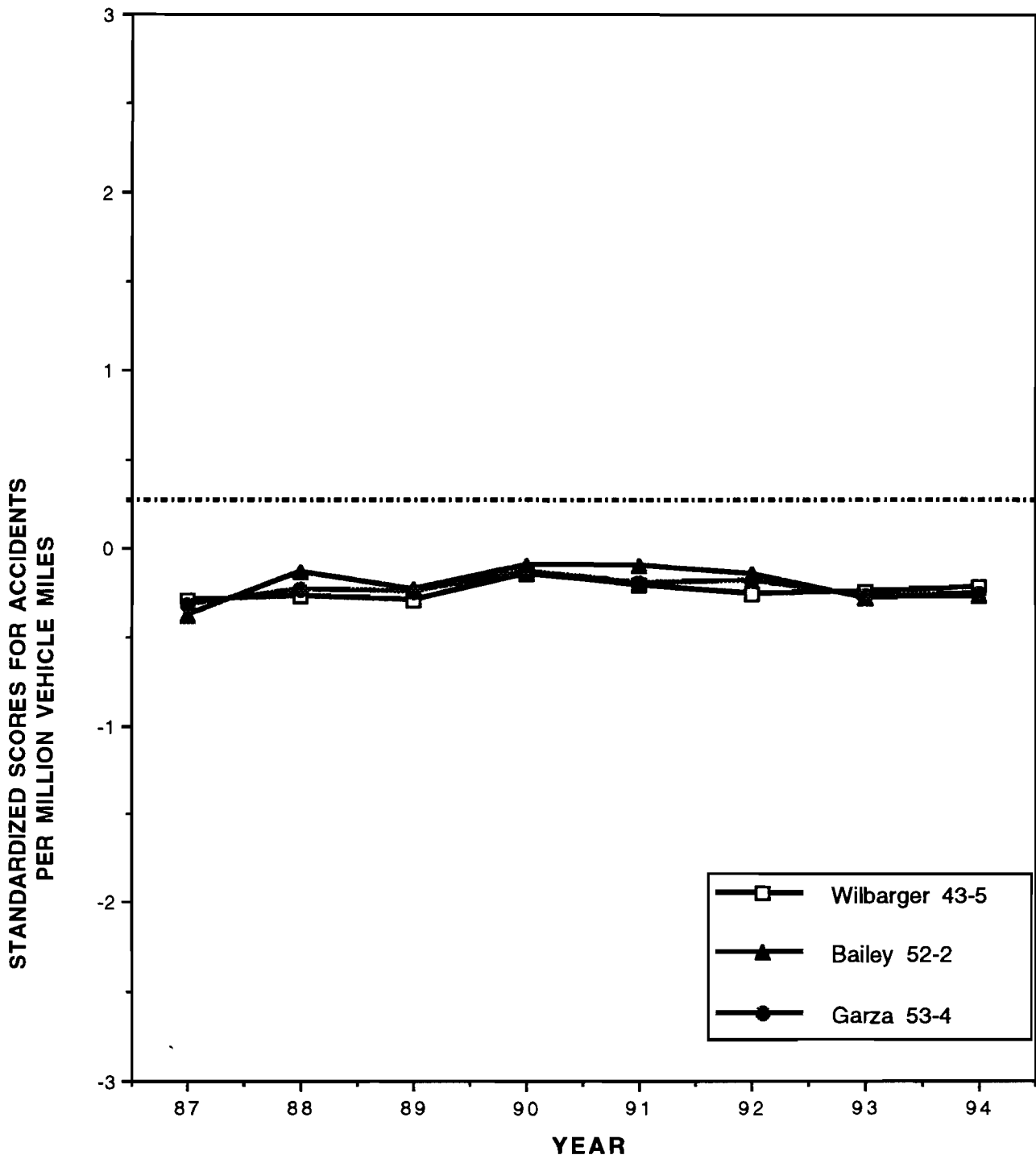


Fig. C.3.4 Problem indicator plot using standardized score per million vehicle miles for arbitrarily selected control sections on non-interstate highways in Wilbarger, Bailey, and Garza Counties from 1987 to 1994

APPENDIX D

MEANS AND STANDARD DEVIATIONS FOR SVROR ACCIDENTS

Table D.1 Means and standard deviations for Single Vehicle Run-Off-the-Road Accidents Based on Accidents per Million Vehicle Miles on Texas rural* Interstate Highway Control Sections Between 1987 and 1994

| | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 |
|--------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Mean | 0.4065 | 0.3917 | 0.4198 | 0.3716 | 0.3596 | 0.3405 | 0.3592 | 0.3339 |
| Standard Deviation | 0.3296 | 0.2514 | 0.4469 | 0.3404 | 0.3161 | 0.3357 | 0.3681 | 0.5312 |

Table D.2 Means and standard deviations for Single Vehicle Run-Off-the-Road Accidents Based on Accidents per Million Vehicle Miles on Texas rural* Non-interstate Highway Control Sections Between 1987 and 1994

| | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 |
|--------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Mean | 0.7371 | 0.6930 | 0.6666 | 0.8313 | 0.6463 | 0.6862 | 0.6259 | 0.6017 |
| Standard Deviation | 1.5655 | 1.7066 | 1.4634 | 4.8437 | 2.3537 | 2.1627 | 1.775 | 1.7360 |

*Rural was defined in this study as a population of 10,000 or less.

APPENDIX E

**CONTROL SECTION DESCRIPTIONS, ACCIDENT
DATA AND STATISTICS, AND PROBLEM
INDICATOR RESULTS FOR INTERSTATE AND
NONINTERSTATE CONTROL SECTIONS IN
TEXAS FOR THE PERIOD 1987-1994**

LEGEND FOR APPENDIX E TABLES

| <u>COLUMN HEADING</u> | <u>SYMBOL</u> | <u>DEFINITION</u> |
|-----------------------|---------------|---------------------------------------|
| Highway Type: | 1 | U.S. Highway |
| | 2 | State Highway |
| | 3 | State Loop or Spur |
| | 4 | Park Road |
| | 5 | Farm or Ranch to Market |
| | 6 | U.S. Alternate |
| | 7 | State Alternate or Temporary Route |
| | 8 | Interstate Highway |

Odd numbered tables represent data on interstates

Even numbered tables represent data on non-interstates

Table E.1. Single-Vehicle Interstate Accident Data with Totals and Standardized Scores by County and Control Section (1987)

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Atascosa | 7 | 17 | 4 | 8 | 35 | 0 | 0 | 2 | 2.538 | 10564.000 | 0.204 | -0.613 |
| | 7 | 73 | 5 | 8 | 37 | 0 | 25 | 23 | 11.482 | 9032.000 | 0.608 | 0.610 |
| | 7 | 73 | 6 | 8 | 37 | 0 | 5 | 9 | 7.623 | 9171.429 | 0.353 | -0.163 |
| | 7 | 73 | 10 | 8 | 37 | 1 | 7 | 19 | 15.832 | 8222.105 | 0.400 | -0.020 |
| Austin | 8 | 271 | 2 | 8 | 10 | 0 | 6 | 12 | 8.901 | 19995.000 | 0.185 | -0.673 |
| | 8 | 271 | 3 | 8 | 10 | 3 | 16 | 21 | 7.176 | 22952.143 | 0.349 | -0.173 |
| Bell | 14 | 15 | 4 | 8 | 35 | 0 | 6 | 12 | 9.486 | 27623.846 | 0.125 | -0.853 |
| | 14 | 15 | 6 | 8 | 35 | 0 | 2 | 9 | 2.982 | 25740.000 | 0.321 | -0.259 |
| | 14 | 15 | 7 | 8 | 35 | 1 | 9 | 13 | 9.848 | 22760.000 | 0.159 | -0.751 |
| Bexar | 15 | 16 | 7 | 8 | 35 | 0 | 5 | 19 | . | . | . | . |
| | 15 | 17 | 2 | 8 | 35 | 0 | 0 | 2 | 0.329 | 17000.000 | 0.980 | 1.739 |
| | 15 | 17 | 3 | 8 | 35 | 1 | 1 | 4 | 8.483 | 14339.167 | 0.090 | -0.960 |
| | 15 | 17 | 10 | 8 | 35 | 0 | 0 | 1 | . | . | . | . |
| | 15 | 25 | 2 | 8 | 10 | 0 | 15 | 7 | 2.461 | 18860.000 | 0.413 | 0.020 |
| | 15 | 72 | 7 | 8 | 10 | 2 | 3 | 10 | 6.554 | 21650.000 | 0.193 | -0.647 |
| | 15 | 72 | 12 | 8 | 10 | 0 | 7 | 11 | . | . | . | . |
| | 15 | 73 | 8 | 8 | 37 | 0 | 0 | 1 | . | . | . | . |
| | 15 | 73 | 9 | 8 | 37 | 1 | 8 | 8 | 8.106 | 9825.000 | 0.275 | -0.398 |
| | 15 | 521 | 4 | 8 | 410 | 0 | 10 | 27 | . | . | . | . |
| 15 | 521 | 5 | 8 | 410 | 1 | 1 | 5 | . | . | . | . | |
| Bowie | 19 | 610 | 5 | 8 | 30 | 0 | 2 | 7 | 17.127 | 12650.909 | 0.089 | -0.965 |
| | 19 | 610 | 6 | 8 | 30 | 0 | 13 | 21 | 13.607 | 19014.286 | 0.222 | -0.559 |
| | 19 | 610 | 7 | 8 | 30 | 1 | 16 | 18 | 11.859 | 28910.000 | 0.144 | -0.797 |
| Caldwell | 28 | 535 | 3 | 8 | 10 | 0 | 2 | 2 | 4.931 | 10900.000 | 0.102 | -0.924 |
| Callahan | 30 | 6 | 7 | 8 | 20 | 0 | 15 | 24 | 12.988 | 13273.333 | 0.381 | -0.076 |
| | 30 | 7 | 1 | 8 | 20 | 5 | 13 | 12 | 8.789 | 11432.308 | 0.327 | -0.240 |
| | 30 | 7 | 2 | 8 | 20 | 0 | 2 | 13 | 8.915 | 11296.667 | 0.354 | -0.160 |
| Carson | 33 | 275 | 2 | 8 | 40 | 0 | 11 | 15 | 10.241 | 8345.000 | 0.481 | 0.226 |
| | 33 | 275 | 3 | 8 | 40 | 0 | 5 | 11 | 10.695 | 7988.333 | 0.353 | -0.163 |
| | 33 | 275 | 4 | 8 | 40 | 0 | 6 | 8 | 10.357 | 7789.000 | 0.272 | -0.409 |
| Chambers | 36 | 508 | 2 | 8 | 10 | 1 | 16 | 35 | 15.860 | 27510.000 | 0.220 | -0.566 |
| | 36 | 508 | 3 | 8 | 10 | 3 | 14 | 24 | 17.491 | 16598.000 | 0.226 | -0.546 |

Table E.1. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Chambers | 36 | 739 | 1 | 8 | 10 | 0 | 2 | 3 | 3.113 | 22810.000 | 0.116 | -0.882 |
| Colorado | 45 | 271 | 1 | 8 | 10 | 1 | 26 | 35 | 14.447 | 19910.000 | 0.333 | -0.222 |
| | 45 | 535 | 8 | 8 | 10 | 0 | 10 | 24 | 17.614 | 15167.500 | 0.246 | -0.486 |
| Comal | 46 | 16 | 4 | 8 | 35 | 0 | 3 | 8 | 9.598 | 29544.118 | 0.077 | -0.999 |
| | 46 | 16 | 5 | 8 | 35 | 0 | 1 | 1 | 10.779 | 33352.353 | 0.008 | -1.210 |
| Cooke | 49 | 194 | 2 | 8 | 35 | 1 | 7 | 10 | 6.355 | 12236.364 | 0.352 | -0.164 |
| | 49 | 195 | 1 | 8 | 35 | 0 | 20 | 14 | 15.211 | 16487.778 | 0.153 | -0.769 |
| Crane | 52 | 4 | 5 | 8 | 20 | 0 | 0 | 2 | 1.533 | 8030.000 | 0.445 | 0.117 |
| Crockett | 53 | 140 | 10 | 8 | 10 | 0 | 7 | 6 | 13.057 | 3220.000 | 0.391 | -0.047 |
| | 53 | 140 | 11 | 8 | 10 | 0 | 4 | 8 | 9.071 | 3350.000 | 0.721 | 0.955 |
| | 53 | 140 | 13 | 8 | 10 | 0 | 17 | 16 | 15.858 | 3000.000 | 0.921 | 1.563 |
| | 53 | 141 | 1 | 8 | 10 | 0 | 7 | 11 | 14.826 | 3865.714 | 0.526 | 0.362 |
| Culberson | 55 | 2 | 11 | 8 | 10 | 0 | 5 | 6 | 4.765 | 7090.000 | 0.487 | 0.243 |
| | 55 | 3 | 1 | 8 | 10 | 1 | 19 | 13 | 13.298 | 7114.444 | 0.376 | -0.091 |
| | 55 | 3 | 2 | 8 | 10 | 0 | 13 | 9 | 13.069 | 7100.000 | 0.266 | -0.427 |
| | 55 | 3 | 3 | 8 | 10 | 0 | 12 | 22 | 12.562 | 6975.556 | 0.688 | 0.854 |
| Dallas | 57 | 92 | 2 | 8 | 45 | 0 | 19 | 23 | . | . | . | . |
| | 57 | 92 | 14 | 8 | 45 | 0 | 1 | 2 | . | . | . | . |
| | 57 | 95 | 13 | 8 | 20 | 0 | 1 | 1 | . | . | . | . |
| | 57 | 442 | 2 | 8 | 353 | 1 | 4 | 11 | . | . | . | . |
| | 57 | 2374 | 3 | 8 | 20 | 0 | 0 | 2 | . | . | . | . |
| | 57 | 2374 | 7 | 8 | 635 | 0 | 3 | 4 | 0.999 | 57000.000 | 0.192 | -0.649 |
| Deaf Smith | 59 | 90 | 1 | 8 | 40 | 0 | 3 | 2 | 2.102 | 8390.000 | 0.311 | -0.291 |
| Denton | 61 | 81 | 13 | 8 | 354 | 1 | 0 | 9 | 8.087 | 13870.000 | 0.220 | -0.566 |
| | 61 | 195 | 2 | 8 | 35 | 0 | 22 | 39 | 6.893 | 21517.500 | 0.720 | 0.953 |
| | 61 | 196 | 1 | 8 | 353 | 3 | 34 | 43 | . | . | . | . |
| | 61 | 196 | 2 | 8 | 353 | 0 | 0 | 1 | . | . | . | . |
| Donely | 65 | 275 | 6 | 8 | 40 | 0 | 3 | 2 | 1.670 | 7550.000 | 0.435 | 0.085 |
| | 65 | 275 | 8 | 8 | 40 | 0 | 1 | 2 | 2.171 | 7800.000 | 0.324 | -0.251 |
| | 65 | 275 | 10 | 8 | 40 | 0 | 4 | 4 | 2.166 | 7800.000 | 0.649 | 0.735 |
| Eastland | 68 | 7 | 3 | 8 | 20 | 1 | 14 | 36 | 20.008 | 11450.000 | 0.431 | 0.073 |
| | 68 | 7 | 4 | 8 | 20 | 0 | 10 | 18 | 16.410 | 6052.174 | 0.497 | 0.273 |

Table E.1. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Eastland | 68 | 7 | 6 | 8 | 20 | 0 | 11 | 24 | 12.625 | 11772.353 | 0.442 | 0.109 |
| | 68 | 314 | 5 | 8 | 20 | 0 | 2 | 2 | 1.792 | 12630.000 | 0.242 | -0.499 |
| Ector | 69 | 4 | 6 | 8 | 20 | 1 | 6 | 12 | 8.252 | 8472.500 | 0.470 | 0.194 |
| | 69 | 4 | 7 | 8 | 20 | 1 | 15 | 30 | 6.138 | 9074.286 | 1.476 | 3.244 |
| | 69 | 5 | 13 | 8 | 20 | 0 | 0 | 2 | 1.023 | 12733.333 | 0.421 | 0.043 |
| Ellis | 71 | 48 | 4 | 8 | 353 | 0 | 4 | 11 | 11.372 | 21647.368 | 0.122 | -0.862 |
| | 71 | 48 | 8 | 8 | 353 | 0 | 31 | 32 | 18.540 | 15497.619 | 0.305 | -0.307 |
| | 71 | 92 | 3 | 8 | 45 | 0 | 4 | 10 | 5.529 | 25944.000 | 0.191 | -0.654 |
| | 71 | 92 | 4 | 8 | 45 | 0 | 9 | 13 | 10.083 | 24174.000 | 0.146 | -0.790 |
| | 71 | 92 | 5 | 8 | 45 | 0 | 7 | 6 | 7.810 | 24975.714 | 0.084 | -0.978 |
| | 71 | 442 | 3 | 8 | 353 | 0 | 6 | 11 | 3.791 | 21571.429 | 0.369 | -0.115 |
| El Paso | 72 | 2121 | 1 | 8 | 10 | 0 | 12 | 15 | 6.312 | 20245.455 | 0.322 | -0.257 |
| | 72 | 2121 | 4 | 8 | 10 | 2 | 30 | 37 | 14.594 | 12062.857 | 0.576 | 0.514 |
| | 72 | 2121 | 5 | 8 | 10 | 1 | 15 | 17 | 12.054 | 8625.000 | 0.448 | 0.126 |
| Erath | 73 | 314 | 4 | 8 | 20 | 0 | 6 | 6 | 5.877 | 13030.000 | 0.215 | -0.582 |
| Falls | 74 | 15 | 3 | 8 | 35 | 0 | 1 | 5 | 1.900 | 26800.000 | 0.269 | -0.417 |
| Fayette | 76 | 535 | 6 | 8 | 10 | 0 | 3 | 4 | 11.303 | 12385.455 | 0.078 | -0.996 |
| | 76 | 535 | 7 | 8 | 10 | 0 | 16 | 22 | 11.492 | 13507.407 | 0.388 | -0.055 |
| Fort Bend | 80 | 271 | 5 | 8 | 10 | 0 | 5 | 8 | 1.336 | 29900.000 | 0.549 | 0.432 |
| Franklin | 81 | 610 | 2 | 8 | 30 | 0 | 2 | 9 | 10.695 | 13200.000 | 0.175 | -0.703 |
| Freestone | 82 | 675 | 1 | 8 | 45 | 0 | 11 | 12 | 14.893 | 15215.455 | 0.145 | -0.793 |
| | 82 | 675 | 2 | 8 | 45 | 4 | 39 | 27 | 17.184 | 15215.000 | 0.283 | -0.375 |
| Frio | 83 | 17 | 6 | 8 | 35 | 2 | 3 | 10 | 16.984 | 7283.077 | 0.221 | -0.561 |
| | 83 | 17 | 7 | 8 | 35 | 1 | 3 | 8 | 18.787 | 5433.571 | 0.215 | -0.582 |
| Galveston | 85 | 500 | 1 | 8 | 45 | 3 | 29 | 45 | | | | |
| | 85 | 500 | 4 | 8 | 45 | 0 | 17 | 26 | | | | |
| Gillespie | 87 | 142 | 13 | 8 | 10 | 0 | 7 | 4 | 5.944 | 5100.000 | 0.362 | -0.136 |
| Gonzales | 90 | 535 | 4 | 8 | 10 | 0 | 1 | 10 | 10.546 | 11684.615 | 0.222 | -0.559 |
| | 90 | 535 | 5 | 8 | 10 | 0 | 11 | 12 | 11.590 | 12600.000 | 0.225 | -0.550 |
| Gray | 91 | 275 | 5 | 8 | 40 | 0 | 4 | 7 | 4.741 | 7616.667 | 0.531 | 0.378 |
| | 91 | 275 | 7 | 8 | 40 | 0 | 3 | 4 | 3.897 | 7480.000 | 0.376 | -0.093 |
| | 91 | 275 | 9 | 8 | 40 | 0 | 0 | 4 | 0.749 | 7490.000 | 1.953 | 4.694 |

Table E.1. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Gray | 91 | 275 | 11 | 8 | 40 | 3 | 14 | 33 | 16.990 | 7705.000 | 0.691 | 0.862 |
| Gregg | 93 | 495 | 7 | 8 | 20 | 1 | 15 | 27 | 15.655 | 19537.500 | 0.242 | -0.499 |
| Guadalupe | 95 | 16 | 6 | 8 | 35 | 0 | 1 | 3 | 3.327 | 43276.000 | 0.057 | -1.060 |
| | 95 | 25 | 3 | 8 | 10 | 0 | 2 | 6 | 11.058 | 13978.571 | 0.106 | -0.911 |
| | 95 | 535 | 1 | 8 | 10 | 0 | 0 | 1 | 10.843 | 14028.400 | 0.018 | -1.179 |
| | 95 | 535 | 2 | 8 | 10 | 0 | 2 | 11 | 15.427 | 12546.667 | 0.156 | -0.761 |
| Hale | 96 | 67 | 4 | 8 | 27 | 1 | 7 | 4 | 9.960 | 6532.308 | 0.168 | -0.722 |
| | 96 | 67 | 5 | 8 | 27 | 0 | 20 | 22 | 11.449 | 6789.333 | 0.775 | 1.120 |
| | 96 | 67 | 6 | 8 | 27 | 0 | 18 | 27 | 16.308 | 6436.429 | 0.705 | 0.905 |
| Harris | 102 | 110 | 5 | 8 | 45 | 1 | 63 | 69 | 2.478 | 74628.571 | 1.022 | 1.868 |
| | 102 | 110 | 6 | 8 | 45 | 1 | 4 | 4 | . | . | . | . |
| | 102 | 271 | 6 | 8 | 10 | 1 | 15 | 20 | . | . | . | . |
| | 102 | 271 | 7 | 8 | 10 | 1 | 23 | 32 | . | . | . | . |
| | 102 | 500 | 3 | 8 | 45 | 1 | 27 | 53 | . | . | . | . |
| | 102 | 508 | 1 | 8 | 10 | 5 | 49 | 60 | 4.330 | 33870.000 | 1.121 | 2.168 |
| Harrison | 103 | 495 | 8 | 8 | 20 | 0 | 23 | 33 | 16.891 | 17416.667 | 0.307 | -0.301 |
| | 103 | 495 | 9 | 8 | 20 | 0 | 6 | 7 | 6.856 | 16245.455 | 0.172 | -0.711 |
| | 103 | 495 | 10 | 8 | 20 | 1 | 19 | 27 | 15.454 | 15866.364 | 0.302 | -0.318 |
| Hays | 106 | 16 | 2 | 8 | 35 | 1 | 17 | 29 | 15.347 | 38578.261 | 0.134 | -0.826 |
| | 106 | 16 | 3 | 8 | 35 | 0 | 1 | 1 | 9.001 | 27662.500 | 0.011 | -1.200 |
| Hill | 110 | 14 | 7 | 8 | 35 | 0 | 8 | 27 | 12.597 | 19049.032 | 0.308 | -0.298 |
| | 110 | 14 | 23 | 8 | 354 | 0 | 13 | 18 | 14.327 | 11044.000 | 0.312 | -0.288 |
| | 110 | 14 | 24 | 8 | 35 | 0 | 4 | 5 | 6.226 | 24451.500 | 0.090 | -0.960 |
| | 110 | 48 | 9 | 8 | 353 | 1 | 3 | 11 | 7.910 | 15054.545 | 0.253 | -0.465 |
| Hopkins | 113 | 9 | 9 | 8 | 30 | 1 | 6 | 19 | 14.887 | 15012.778 | 0.233 | -0.527 |
| | 113 | 10 | 2 | 8 | 30 | 1 | 12 | 10 | 10.719 | 14172.500 | 0.180 | -0.686 |
| | 113 | 610 | 1 | 8 | 30 | 0 | 8 | 10 | 7.922 | 13491.818 | 0.256 | -0.456 |
| Howard | 115 | 5 | 5 | 8 | 20 | 1 | 12 | 23 | 14.630 | 8992.778 | 0.479 | 0.220 |
| | 115 | 5 | 6 | 8 | 20 | 0 | 14 | 27 | 18.941 | 9664.091 | 0.404 | -0.007 |
| Hudspeth | 116 | 2 | 5 | 8 | 10 | 2 | 11 | 12 | 9.154 | 8500.000 | 0.423 | 0.049 |
| | 116 | 2 | 6 | 8 | 10 | 0 | 30 | 33 | 11.132 | 8380.000 | 0.969 | 1.707 |
| | 116 | 2 | 7 | 8 | 10 | 4 | 15 | 24 | 8.168 | 8380.000 | 0.961 | 1.682 |

Table E.1. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Hudspeth | 116 | 2 | 8 | 8 | 10 | 2 | 7 | 14 | 9.704 | 7523.333 | 0.525 | 0.361 |
| | 116 | 2 | 9 | 8 | 10 | 1 | 6 | 14 | 9.045 | 7640.000 | 0.555 | 0.451 |
| | 116 | 2 | 10 | 8 | 10 | 0 | 9 | 10 | 9.443 | 7611.429 | 0.381 | -0.077 |
| | 116 | 2121 | 6 | 8 | 10 | 2 | 16 | 15 | 16.915 | 8425.000 | 0.288 | -0.358 |
| Hunt | 117 | 9 | 13 | 8 | 30 | 2 | 21 | 32 | 29.800 | 21267.143 | 0.138 | -0.814 |
| Jeff Davis | 123 | 3 | 4 | 8 | 10 | 0 | 4 | 8 | 7.005 | 6890.000 | 0.454 | 0.145 |
| Jefferson | 124 | 739 | 2 | 8 | 10 | 1 | 11 | 13 | 14.712 | 23121.579 | 0.105 | -0.916 |
| Johnson | 127 | 14 | 3 | 8 | 354 | 2 | 25 | 48 | 12.011 | 18181.053 | 0.602 | 0.594 |
| | 127 | 14 | 4 | 8 | 354 | 2 | 18 | 24 | 8.237 | 11927.778 | 0.669 | 0.797 |
| | 127 | 14 | 22 | 8 | 354 | 0 | 4 | 10 | 2.894 | 11388.889 | 0.831 | 1.289 |
| Kaufman | 130 | 495 | 1 | 8 | 20 | 0 | 37 | 14 | 18.415 | 24395.349 | 0.085 | -0.974 |
| Kendall | 131 | 72 | 5 | 8 | 10 | 4 | 19 | 21 | 14.129 | 10705.294 | 0.380 | -0.079 |
| | 131 | 72 | 6 | 8 | 10 | 1 | 15 | 26 | 6.892 | 13715.625 | 0.754 | 1.053 |
| Kerr | 133 | 142 | 2 | 8 | 10 | 0 | 10 | 9 | 9.209 | 4460.000 | 0.600 | 0.588 |
| | 133 | 142 | 12 | 8 | 10 | 0 | 5 | 7 | 6.076 | 4576.667 | 0.690 | 0.859 |
| | 133 | 142 | 14 | 8 | 10 | 1 | 12 | 26 | 22.312 | 7253.846 | 0.440 | 0.102 |
| Kimble | 134 | 141 | 8 | 8 | 10 | 0 | 7 | 7 | 9.877 | 4110.000 | 0.472 | 0.200 |
| | 134 | 141 | 9 | 8 | 10 | 0 | 6 | 7 | 13.056 | 4270.000 | 0.344 | -0.189 |
| | 134 | 142 | 1 | 8 | 10 | 2 | 31 | 42 | 21.022 | 5113.200 | 1.071 | 2.015 |
| LaSalle | 142 | 17 | 8 | 8 | 35 | 1 | 10 | 7 | . | . | . | . |
| | 142 | 18 | 1 | 8 | 35 | 0 | 4 | 2 | . | . | . | . |
| | 142 | 18 | 2 | 8 | 35 | 0 | 10 | 8 | . | . | . | . |
| Leon | 145 | 675 | 3 | 8 | 45 | 2 | 19 | 21 | 16.790 | 16203.333 | 0.211 | -0.592 |
| | 145 | 675 | 4 | 8 | 45 | 1 | 14 | 19 | 11.783 | 16850.000 | 0.262 | -0.438 |
| Live Oak | 149 | 73 | 7 | 8 | 37 | 0 | 6 | 8 | 11.105 | 9530.000 | 0.207 | -0.605 |
| | 149 | 74 | 1 | 8 | 37 | 0 | 8 | 10 | 15.402 | 6314.444 | 0.282 | -0.379 |
| | 149 | 74 | 2 | 8 | 37 | 0 | 8 | 15 | 17.806 | 6824.545 | 0.338 | -0.207 |
| Lubbock | 152 | 67 | 7 | 8 | 27 | 0 | 6 | 8 | 12.344 | 8081.250 | 0.220 | -0.567 |
| Madison | 154 | 675 | 5 | 8 | 45 | 0 | 22 | 30 | 18.630 | 15964.000 | 0.276 | -0.395 |
| Martin | 156 | 5 | 4 | 8 | 20 | 1 | 15 | 22 | 13.467 | 8909.000 | 0.502 | 0.291 |
| McLennan | 161 | 14 | 8 | 8 | 35 | 1 | 11 | 13 | 10.423 | 27203.077 | 0.126 | -0.852 |
| | 161 | 14 | 9 | 8 | 35 | 1 | 2 | 6 | 0.223 | 29280.000 | 2.518 | 6.406 |

Table E.1. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| McLennan | 161 | 15 | 1 | 8 | 35 | 0 | 18 | 29 | 5.445 | 26931.818 | 0.542 | 0.411 |
| | 161 | 15 | 2 | 8 | 35 | 0 | 2 | 7 | 4.260 | 25205.556 | 0.179 | -0.691 |
| Medina | 163 | 17 | 5 | 8 | 35 | 1 | 3 | 8 | 12.620 | 9288.667 | 0.187 | -0.666 |
| Midland | 165 | 5 | 14 | 8 | 20 | 0 | 13 | 14 | 9.333 | 12925.000 | 0.318 | -0.268 |
| | 165 | 5 | 15 | 8 | 20 | 3 | 15 | 14 | 10.779 | 10028.750 | 0.355 | -0.157 |
| Mitchell | 168 | 5 | 7 | 8 | 20 | 0 | 8 | 8 | 9.328 | 8813.333 | 0.267 | -0.424 |
| | 168 | 5 | 8 | 8 | 20 | 0 | 9 | 15 | 11.848 | 8785.000 | 0.395 | -0.035 |
| | 168 | 6 | 1 | 8 | 20 | 1 | 21 | 21 | 10.878 | 9160.000 | 0.577 | 0.519 |
| Montgomery | 170 | 110 | 4 | 8 | 45 | 1 | 67 | 97 | 12.714 | 45413.043 | 0.460 | 0.163 |
| | 170 | 675 | 8 | 8 | 45 | 2 | 26 | 46 | 16.594 | 35816.667 | 0.212 | -0.590 |
| Morris | 172 | 610 | 4 | 8 | 30 | 0 | 3 | 5 | 7.277 | 13833.333 | 0.136 | -0.820 |
| Navarro | 175 | 92 | 6 | 8 | 45 | 2 | 11 | 21 | 13.226 | 20294.545 | 0.214 | -0.583 |
| | 175 | 93 | 1 | 8 | 45 | 0 | 7 | 14 | 10.970 | 18012.632 | 0.194 | -0.644 |
| | 175 | 166 | 1 | 8 | 45 | 0 | 12 | 16 | 6.591 | 16230.000 | 0.410 | 0.010 |
| Nolan | 177 | 6 | 2 | 8 | 20 | 0 | 11 | 18 | 15.820 | 11479.375 | 0.272 | -0.409 |
| | 177 | 6 | 3 | 8 | 20 | 0 | 8 | 21 | 16.160 | 13663.500 | 0.261 | -0.443 |
| Oldham | 180 | 90 | 2 | 8 | 40 | 0 | 25 | 29 | 14.570 | 8500.000 | 0.642 | 0.713 |
| | 180 | 90 | 3 | 8 | 40 | 0 | 18 | 23 | 19.726 | 8477.059 | 0.377 | -0.090 |
| | 180 | 90 | 4 | 8 | 40 | 1 | 10 | 17 | 15.040 | 8765.385 | 0.353 | -0.161 |
| Orange | 181 | 28 | 9 | 8 | 10 | 0 | 11 | 29 | 5.651 | 43766.667 | 0.321 | -0.259 |
| | 181 | 28 | 11 | 8 | 10 | 1 | 10 | 8 | 13.068 | 22586.400 | 0.074 | -1.008 |
| Palo Pinto | 182 | 314 | 2 | 8 | 20 | 0 | 3 | 7 | 9.498 | 13975.000 | 0.144 | -0.795 |
| | 182 | 314 | 3 | 8 | 20 | 0 | 8 | 7 | 11.262 | 13437.500 | 0.127 | -0.849 |
| Parker | 184 | 8 | 3 | 8 | 20 | 2 | 8 | 17 | 16.376 | 23139.063 | 0.123 | -0.860 |
| | 184 | 314 | 1 | 8 | 20 | 0 | 8 | 17 | 11.887 | 15566.875 | 0.252 | -0.470 |
| | 184 | 314 | 7 | 8 | 20 | 0 | 3 | 8 | 12.346 | 20749.032 | 0.086 | -0.974 |
| | 184 | 1068 | 5 | 8 | 30 | 0 | 0 | 2 | 1.138 | 29650.000 | 0.162 | -0.741 |
| Pecos | 186 | 140 | 1 | 8 | 10 | 0 | 6 | 19 | 15.142 | 3389.375 | 1.014 | 1.844 |
| | 186 | 140 | 2 | 8 | 10 | 0 | 13 | 15 | 12.237 | 3018.571 | 1.113 | 2.142 |
| | 186 | 140 | 3 | 8 | 10 | 0 | 7 | 15 | 12.224 | 2986.364 | 1.126 | 2.183 |
| | 186 | 140 | 4 | 8 | 10 | 0 | 2 | 2 | 10.932 | 2971.250 | 0.169 | -0.721 |
| | 186 | 140 | 5 | 8 | 10 | 0 | 3 | 4 | 10.370 | 2970.000 | 0.356 | -0.154 |

Table E.1. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|--------------|-----|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Pecos | 186 | 140 | 6 | 8 | 10 | 0 | 11 | 5 | 7.911 | 2981.250 | 0.581 | 0.529 |
| | 186 | 441 | 7 | 8 | 10 | 1 | 10 | 14 | 24.552 | 2570.952 | 0.608 | 0.610 |
| | 186 | 441 | 8 | 8 | 10 | 1 | 8 | 6 | 7.117 | 3030.000 | 0.762 | 1.080 |
| Potter | 188 | 90 | 5 | 8 | 40 | 0 | 9 | 17 | 10.967 | 10008.571 | 0.424 | 0.054 |
| | 188 | 275 | 1 | 8 | 40 | 0 | 0 | 1 | 3.945 | 11100.000 | 0.063 | -1.043 |
| Randall | 191 | 67 | 17 | 8 | 27 | 0 | 8 | 11 | 20.627 | 5828.125 | 0.251 | -0.473 |
| | 191 | 168 | 9 | 8 | 27 | 0 | 4 | 16 | 8.974 | 20490.667 | 0.238 | -0.510 |
| Reeves | 195 | 3 | 5 | 8 | 20 | 1 | 2 | 5 | 8.928 | 4490.000 | 0.342 | -0.196 |
| | 195 | 3 | 6 | 8 | 20 | 1 | 34 | 28 | 23.093 | 4622.727 | 0.719 | 0.947 |
| | 195 | 3 | 7 | 8 | 20 | 1 | 7 | 8 | 16.199 | 4975.882 | 0.272 | -0.408 |
| | 195 | 441 | 5 | 8 | 10 | 1 | 6 | 10 | 13.953 | 2310.000 | 0.850 | 1.346 |
| | 195 | 441 | 6 | 8 | 10 | 0 | 2 | 2 | 6.431 | 2500.000 | 0.341 | -0.199 |
| | 195 | 441 | 9 | 8 | 10 | 2 | 21 | 26 | 20.918 | 2746.111 | 1.240 | 2.529 |
| Rockwall | 199 | 9 | 12 | 8 | 30 | 0 | 6 | 8 | 8.039 | 24580.000 | 0.111 | -0.897 |
| San Patricio | 205 | 74 | 3 | 8 | 37 | 1 | 2 | 6 | 5.493 | 7850.000 | 0.381 | -0.077 |
| | 205 | 74 | 4 | 8 | 37 | 0 | 5 | 3 | 3.560 | 10333.333 | 0.223 | -0.555 |
| | 205 | 74 | 5 | 8 | 37 | 1 | 9 | 14 | 13.918 | 12238.182 | 0.225 | -0.550 |
| Smith | 212 | 495 | 4 | 8 | 20 | 0 | 8 | 31 | 13.160 | 20034.375 | 0.322 | -0.256 |
| | 212 | 495 | 5 | 8 | 20 | 0 | 40 | 51 | 14.697 | 15966.667 | 0.595 | 0.573 |
| | 212 | 495 | 6 | 8 | 20 | 1 | 23 | 26 | 8.342 | 17611.111 | 0.485 | 0.238 |
| Sutton | 218 | 141 | 2 | 8 | 10 | 0 | 5 | 5 | 10.200 | 4200.000 | 0.320 | -0.263 |
| | 218 | 141 | 3 | 8 | 10 | 0 | 11 | 14 | 9.691 | 3580.000 | 1.106 | 2.121 |
| | 218 | 141 | 4 | 8 | 10 | 0 | 2 | 9 | 7.673 | 4000.000 | 0.803 | 1.204 |
| | 218 | 141 | 5 | 8 | 10 | 2 | 8 | 6 | 10.492 | 4000.000 | 0.392 | -0.045 |
| | 218 | 141 | 6 | 8 | 10 | 0 | 6 | 7 | 9.224 | 4000.000 | 0.520 | 0.344 |
| | 218 | 141 | 7 | 8 | 10 | 0 | 11 | 7 | 6.569 | 4000.000 | 0.730 | 0.981 |
| Swisher | 219 | 67 | 2 | 8 | 27 | 0 | 1 | 6 | 15.616 | 6271.429 | 0.168 | -0.724 |
| | 219 | 67 | 3 | 8 | 27 | 0 | 7 | 5 | 15.800 | 6000.000 | 0.145 | -0.795 |
| Tarrant | 220 | 8 | 14 | 8 | 820 | 0 | 3 | 9 | . | . | . | . |
| | 220 | 8 | 15 | 8 | 820 | 0 | 1 | 1 | . | . | . | . |
| | 220 | 8 | 16 | 8 | 20 | 0 | 2 | 7 | . | . | . | . |
| | 220 | 81 | 12 | 8 | 354 | 0 | 1 | 5 | . | . | . | . |

Table E.1. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Taylor | 221 | 6 | 4 | 8 | 20 | 0 | 31 | 29 | 13.482 | 13378.000 | 0.441 | 0.103 |
| | 221 | 6 | 5 | 8 | 20 | 0 | 3 | 9 | 2.269 | 15810.000 | 0.687 | 0.852 |
| Titus | 225 | 610 | 3 | 8 | 30 | 0 | 16 | 12 | 20.530 | 13604.444 | 0.118 | -0.876 |
| Travis | 227 | 15 | 10 | 8 | 35 | 1 | 10 | 11 | 0.302 | 60200.000 | 1.658 | 3.796 |
| | 227 | 16 | 1 | 8 | 35 | 1 | 2 | 2 | . | . | . | . |
| Van Zandt | 234 | 495 | 2 | 8 | 20 | 2 | 19 | 31 | 13.958 | 23870.333 | 0.255 | -0.460 |
| | 234 | 495 | 3 | 8 | 20 | 2 | 22 | 26 | 16.256 | 20431.250 | 0.214 | -0.583 |
| Walker | 236 | 675 | 6 | 8 | 45 | 3 | 14 | 22 | 16.887 | 16407.143 | 0.218 | -0.573 |
| | 236 | 675 | 7 | 8 | 45 | 1 | 23 | 27 | 15.989 | 22337.895 | 0.207 | -0.605 |
| Waller | 237 | 271 | 4 | 8 | 10 | 5 | 20 | 41 | 11.095 | 25666.667 | 0.394 | -0.036 |
| Ward | 238 | 4 | 2 | 8 | 20 | 0 | 19 | 27 | 16.388 | 4885.455 | 0.924 | 1.570 |
| | 238 | 4 | 4 | 8 | 20 | 1 | 34 | 29 | 24.180 | 5813.846 | 0.565 | 0.482 |
| Webb | 240 | 18 | 3 | 8 | 35 | 1 | 7 | 7 | . | . | . | . |
| | 240 | 18 | 4 | 8 | 35 | 0 | 1 | 5 | . | . | . | . |
| | 240 | 18 | 5 | 8 | 35 | 0 | 3 | 8 | . | . | . | . |
| | 240 | 18 | 6 | 8 | 35 | 0 | 0 | 7 | . | . | . | . |
| Wheeler | 242 | 275 | 12 | 8 | 40 | 0 | 17 | 37 | 16.444 | 7888.889 | 0.781 | 1.138 |
| | 242 | 275 | 13 | 8 | 40 | 0 | 16 | 18 | 14.115 | 7750.000 | 0.451 | 0.135 |
| Wichita | 243 | 156 | 7 | 8 | 44 | 0 | 2 | 5 | 7.770 | 9477.368 | 0.186 | -0.669 |
| Williamson | 246 | 15 | 8 | 8 | 35 | 0 | 11 | 22 | 17.214 | 27251.333 | 0.128 | -0.843 |

Table E.2. Single-Vehicle Non-Interstate Accident Data with Totals and Standardized Scores by County and Control Section (1987)

| County | | Control No. | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|---|----------------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | | | | | | | Fatalities | Injuries | Accidents | | | | |
| Anderson | 1 | 108 | 7 | 2 | 19 | 0 | 2 | 1 | 3.550 | 5500.000 | 0.140 | -0.381 | |
| | 1 | 198 | 3 | 1 | 175 | 0 | 1 | 2 | 0.889 | 4866.667 | 1.266 | 0.338 | |
| | 1 | 520 | 8 | 2 | 155 | 0 | 1 | 3 | 11.367 | 4733.333 | 0.153 | -0.373 | |
| Andrews | 2 | 228 | 4 | 1 | 385 | 0 | 4 | 3 | 13.756 | 4117.647 | 0.145 | -0.378 | |
| | 2 | 228 | 5 | 1 | 385 | 0 | 6 | 7 | 17.741 | 8621.429 | 0.125 | -0.391 | |
| Angelina | 3 | 176 | 2 | 1 | 59 | 0 | 3 | 10 | 9.346 | 16643.478 | 0.176 | -0.358 | |
| | 3 | 176 | 3 | 1 | 59 | 1 | 4 | 9 | 14.616 | 20437.500 | 0.083 | -0.418 | |
| | 3 | 199 | 4 | 1 | 69 | 0 | 6 | 10 | 13.057 | 7909.091 | 0.265 | -0.301 | |
| | 3 | 200 | 1 | 1 | 69 | 1 | 1 | 6 | 10.718 | 10904.545 | 0.141 | -0.381 | |
| | 3 | 319 | 4 | 2 | 94 | 0 | 1 | 5 | 7.196 | 10786.957 | 0.176 | -0.358 | |
| | 3 | 336 | 3 | 2 | 103 | 0 | 1 | 2 | 3.493 | 5962.500 | 0.263 | -0.303 | |
| | 3 | 336 | 5 | 2 | 103 | 0 | 0 | 1 | 2.776 | 9800.000 | 0.101 | -0.406 | |
| | 3 | 390 | 3 | 2 | 147 | 0 | 0 | 1 | 2.233 | 1750.000 | 0.701 | -0.023 | |
| Aransas | 4 | 180 | 4 | 2 | 35 | 0 | 0 | 2 | 3.411 | 11862.500 | 0.135 | -0.384 | |
| | 4 | 180 | 5 | 2 | 35 | 0 | 4 | 10 | 2.032 | 9650.000 | 1.397 | 0.422 | |
| | 4 | 180 | 7 | 3 | 70 | 0 | 1 | 3 | 0.730 | 7366.667 | 1.528 | 0.505 | |
| | 4 | 507 | 4 | 5 | 881 | 0 | 0 | 1 | 0.346 | 6950.000 | 1.139 | 0.257 | |
| Archer | 5 | 156 | 5 | 1 | 82 | 0 | 4 | 2 | 1.430 | 4100.000 | 0.935 | 0.126 | |
| | 5 | 249 | 2 | 1 | 281 | 0 | 1 | 1 | 1.977 | 5600.000 | 0.247 | -0.313 | |
| | 5 | 249 | 4 | 1 | 281 | 0 | 0 | 1 | 1.196 | 2466.667 | 0.929 | 0.122 | |
| Armstrong | 6 | 42 | 3 | 1 | 287 | 2 | 6 | 9 | 15.373 | 6318.750 | 0.254 | -0.309 | |
| | 6 | 42 | 4 | 1 | 287 | 0 | 9 | 11 | 11.308 | 6537.500 | 0.408 | -0.210 | |
| | 6 | 42 | 5 | 1 | 287 | 0 | 5 | 3 | 6.003 | 6000.000 | 0.228 | -0.325 | |
| Atascosa | 7 | 73 | 3 | 1 | 281 | 0 | 4 | 5 | 12.939 | 4044.444 | 0.262 | -0.304 | |
| | 7 | 73 | 4 | 1 | 281 | 0 | 1 | 2 | 4.966 | 2200.000 | 0.502 | -0.150 | |
| | 7 | 328 | 4 | 2 | 97 | 0 | 4 | 3 | 4.561 | 8644.444 | 0.208 | -0.338 | |
| | 7 | 328 | 5 | 2 | 97 | 1 | 0 | 1 | 0.945 | 4900.000 | 0.592 | -0.093 | |
| | 7 | 613 | 2 | 2 | 16 | 2 | 10 | 12 | 9.040 | 4987.500 | 0.729 | -0.005 | |
| Austin | 8 | 187 | 3 | 2 | 36 | 0 | 2 | 7 | 3.167 | 8013.333 | 0.756 | 0.012 | |
| | 8 | 187 | 4 | 2 | 36 | 0 | 1 | 1 | 0.972 | 5250.000 | 0.537 | -0.128 | |
| Bailey | 9 | 52 | 2 | 1 | 70 | 0 | 1 | 4 | 11.484 | 6400.000 | 0.149 | -0.376 | |
| | 9 | 52 | 3 | 1 | 84 | 0 | 0 | 5 | 8.291 | 4000.000 | 0.413 | -0.207 | |

Table E.2. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|---------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Bailey | 9 | 145 | 1 | 1 | 70 | 0 | 0 | 1 | 0.492 | 5566.667 | 1.000 | 0.168 |
| Bastrop | 11 | 114 | 4 | 1 | 290 | 0 | 6 | 9 | 7.136 | 10922.222 | 0.316 | -0.269 |
| | 11 | 114 | 5 | 1 | 290 | 1 | 8 | 10 | 8.892 | 6345.455 | 0.486 | -0.161 |
| | 11 | 114 | 6 | 1 | 290 | 0 | 2 | 8 | 8.548 | 6118.182 | 0.419 | -0.203 |
| | 11 | 265 | 3 | 2 | 71 | 1 | 6 | 8 | 8.149 | 14412.500 | 0.187 | -0.352 |
| | 11 | 265 | 4 | 2 | 21 | 0 | 3 | 6 | 5.892 | 19716.667 | 0.142 | -0.380 |
| | 11 | 265 | 5 | 2 | 71 | 0 | 11 | 20 | 12.627 | 10625.000 | 0.408 | -0.210 |
| | 11 | 265 | 6 | 2 | 71 | 0 | 3 | 4 | 3.632 | 6866.667 | 0.439 | -0.190 |
| | 11 | 265 | 10 | 3 | 150 | 0 | 1 | 1 | 0.828 | 7400.000 | 0.447 | -0.185 |
| | 11 | 265 | 13 | 3 | 230 | 0 | 0 | 3 | 3.485 | 5175.000 | 0.456 | -0.180 |
| | 11 | 321 | 3 | 2 | 95 | 0 | 2 | 2 | 4.480 | 4233.333 | 0.289 | -0.286 |
| | 11 | 472 | 1 | 2 | 21 | 1 | 9 | 17 | 12.110 | 4046.154 | 0.951 | 0.136 |
| Baylor | 12 | 157 | 1 | 1 | 183 | 0 | 1 | 2 | 1.170 | 4377.778 | 1.070 | 0.213 |
| Bee | 13 | 100 | 8 | 1 | 181 | 0 | 4 | 7 | 10.858 | 5610.000 | 0.315 | -0.270 |
| | 13 | 101 | 1 | 1 | 181 | 0 | 3 | 6 | 7.284 | 6480.000 | 0.348 | -0.248 |
| | 13 | 447 | 3 | 2 | 202 | 0 | 2 | 3 | 5.206 | 5633.333 | 0.280 | -0.292 |
| Bell | 14 | 185 | 1 | 1 | 190 | 0 | 2 | 2 | 0.649 | 6980.000 | 1.210 | 0.302 |
| | 14 | 231 | 3 | 1 | 190 | 1 | 6 | 18 | . | . | . | . |
| | 14 | 231 | 4 | 1 | 190 | 0 | 4 | 7 | 6.841 | 18311.111 | 0.153 | -0.373 |
| | 14 | 231 | 7 | 3 | 172 | 0 | 6 | 5 | . | . | . | . |
| | 14 | 231 | 10 | 3 | 518 | 1 | 4 | 11 | . | . | . | . |
| | 14 | 231 | 16 | 5 | 436 | 0 | 0 | 2 | . | . | . | . |
| Bexar | 15 | 16 | 8 | 3 | 368 | 0 | 1 | 1 | . | . | . | . |
| | 15 | 25 | 9 | 5 | 78 | 0 | 2 | 3 | . | . | . | . |
| | 15 | 72 | 8 | 3 | 345 | 1 | 4 | 6 | . | . | . | . |
| | 15 | 73 | 2 | 1 | 281 | 0 | 4 | 4 | 7.432 | 5037.500 | 0.293 | -0.284 |
| | 15 | 73 | 12 | 1 | 181 | 0 | 2 | 2 | 0.367 | 12000.000 | 1.244 | 0.324 |
| | 15 | 100 | 2 | 1 | 181 | 0 | 3 | 3 | 5.930 | 8916.667 | 0.155 | -0.372 |
| | 15 | 143 | 1 | 1 | 87 | 2 | 1 | 2 | 4.534 | 11333.333 | 0.107 | -0.403 |
| | 15 | 143 | 2 | 1 | 87 | 0 | 4 | 3 | 5.330 | 6737.500 | 0.229 | -0.325 |
| | 15 | 253 | 4 | 1 | 281 | 0 | 1 | 4 | . | . | . | . |
| | 15 | 291 | 9 | 2 | 16 | 0 | 5 | 5 | 9.207 | 4462.500 | 0.333 | -0.258 |

Table E.2. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Bexar | 15 | 291 | 10 | 2 | 16 | 0 | 0 | 1 | 2.301 | 8400.000 | 0.142 | -0.380 |
| | 15 | 521 | 2 | 3 | 13 | 0 | 0 | 1 | . | . | . | . |
| | 15 | 521 | 3 | 3 | 13 | 0 | 4 | 4 | . | . | . | . |
| | 15 | 613 | 1 | 2 | 16 | 0 | 10 | 9 | 9.400 | 8585.714 | 0.306 | -0.276 |
| | 15 | 658 | 1 | 5 | 1535 | 0 | 6 | 7 | . | . | . | . |
| | 15 | 2452 | 2 | 3 | 1604 | 0 | 7 | 4 | . | . | . | . |
| Blanco | 16 | 113 | 3 | 1 | 290 | 0 | 2 | 3 | 6.861 | 3650.000 | 0.328 | -0.261 |
| | 16 | 113 | 5 | 1 | 281 | 1 | 6 | 5 | 5.502 | 5712.500 | 0.436 | -0.192 |
| | 16 | 113 | 6 | 1 | 290 | 0 | 3 | 5 | 6.618 | 2700.000 | 0.767 | 0.019 |
| | 16 | 252 | 3 | 1 | 281 | 1 | 8 | 9 | 14.973 | 3770.000 | 0.437 | -0.192 |
| | 16 | 253 | 1 | 1 | 281 | 0 | 0 | 2 | 2.065 | 4866.667 | 0.545 | -0.123 |
| | 16 | 700 | 2 | 2 | 71 | 0 | 1 | 2 | 0.888 | 3900.000 | 1.582 | 0.540 |
| Bowie | 19 | 10 | 13 | 1 | 67 | 0 | 3 | 1 | 4.877 | 12658.824 | 0.044 | -0.442 |
| | 19 | 60 | 2 | 2 | 8 | 0 | 3 | 2 | 1.043 | 7480.000 | 0.702 | -0.022 |
| | 19 | 217 | 1 | 1 | 59 | 0 | 4 | 4 | 3.948 | 8600.000 | 0.323 | -0.265 |
| | 19 | 217 | 2 | 1 | 59 | 0 | 1 | 2 | 4.490 | 14950.000 | 0.082 | -0.419 |
| | 19 | 218 | 1 | 1 | 59 | 0 | 7 | 9 | 10.958 | 14211.111 | 0.158 | -0.370 |
| | 19 | 218 | 2 | 1 | 59 | 1 | 0 | 2 | 4.042 | 16928.571 | 0.080 | -0.420 |
| | 19 | 1231 | 1 | 5 | 989 | 0 | 4 | 4 | 4.732 | 6930.000 | 0.334 | -0.257 |
| Brazoria | 20 | 111 | 4 | 5 | 521 | 0 | 6 | 7 | 3.030 | 4533.333 | 1.396 | 0.421 |
| | 20 | 111 | 7 | 2 | 227 | 0 | 4 | 5 | 5.462 | 18291.667 | 0.137 | -0.383 |
| | 20 | 111 | 8 | 2 | 288 | 0 | 2 | 10 | 11.070 | 21403.125 | 0.116 | -0.397 |
| | 20 | 111 | 9 | 2 | 227 | 0 | 4 | 4 | 8.096 | 11100.000 | 0.122 | -0.393 |
| | 20 | 178 | 2 | 2 | 35 | 0 | 1 | 5 | 5.801 | 15762.500 | 0.150 | -0.375 |
| | 20 | 178 | 3 | 2 | 35 | 0 | 0 | 2 | 2.472 | 15920.000 | 0.139 | -0.382 |
| | 20 | 179 | 2 | 2 | 35 | 0 | 2 | 5 | 0.896 | 8920.000 | 1.714 | 0.624 |
| | 20 | 188 | 3 | 2 | 36 | 0 | 1 | 1 | 0.793 | 7533.333 | 0.459 | -0.178 |
| | 20 | 188 | 4 | 2 | 36 | 1 | 0 | 1 | 3.044 | 10244.444 | 0.088 | -0.415 |
| | 20 | 192 | 3 | 2 | 6 | 0 | 1 | 1 | 3.242 | 12425.000 | 0.068 | -0.427 |
| | 20 | 598 | 2 | 2 | 288 | 1 | 14 | 11 | 17.088 | 14515.789 | 0.121 | -0.393 |
| | 20 | 598 | 3 | 2 | 288 | 0 | 3 | 6 | 13.807 | 6850.000 | 0.174 | -0.360 |
| | 20 | 976 | 2 | 5 | 518 | 0 | 2 | 4 | . | . | . | . |

Table E.2. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Brazoria | 20 | 3416 | 1 | 5 | 518 | 0 | 1 | 3 | 0.051 | 11200.000 | 14.389 | 8.721 |
| Brazos | 21 | 49 | 9 | 1 | 190 | 0 | 1 | 1 | 2.667 | 9142.857 | 0.112 | -0.399 |
| | 21 | 50 | 2 | 2 | 6 | 3 | 4 | 16 | 12.247 | 10100.000 | 0.354 | -0.244 |
| | 21 | 116 | 4 | 2 | 21 | 1 | 12 | 13 | 5.289 | 7200.000 | 0.935 | 0.127 |
| | 21 | 117 | 1 | 1 | 190 | 1 | 3 | 3 | 0.591 | 6700.000 | 2.076 | 0.855 |
| Brewster | 22 | 20 | 11 | 1 | 67 | 0 | 0 | 1 | 1.489 | 6342.857 | 0.290 | -0.286 |
| Brown | 25 | 54 | 6 | 1 | 67 | 0 | 4 | 9 | 13.664 | 7429.167 | 0.243 | -0.316 |
| | 25 | 54 | 7 | 1 | 84 | 0 | 6 | 6 | 13.036 | 7906.250 | 0.159 | -0.369 |
| | 25 | 79 | 1 | 1 | 67 | 0 | 2 | 4 | 13.075 | 5917.647 | 0.142 | -0.380 |
| | 25 | 127 | 4 | 1 | 183 | 0 | 0 | 1 | 0.730 | 3700.000 | 1.014 | 0.177 |
| | 25 | 128 | 1 | 1 | 377 | 0 | 4 | 3 | 5.733 | 9840.000 | 0.146 | -0.378 |
| Burleson | 26 | 116 | 3 | 2 | 21 | 0 | 0 | 1 | 11.112 | 6183.333 | 0.040 | -0.445 |
| | 26 | 186 | 3 | 2 | 36 | 0 | 0 | 1 | 1.483 | 7650.000 | 0.241 | -0.317 |
| Burnet | 27 | 150 | 5 | 2 | 29 | 0 | 11 | 16 | 10.351 | 7409.091 | 0.572 | -0.106 |
| | 27 | 151 | 1 | 2 | 29 | 0 | 3 | 8 | 10.392 | 7730.000 | 0.273 | -0.297 |
| | 27 | 151 | 2 | 2 | 29 | 0 | 1 | 3 | 4.175 | 5537.500 | 0.356 | -0.244 |
| | 27 | 251 | 7 | 1 | 281 | 0 | 1 | 3 | 11.841 | 2750.000 | 0.252 | -0.310 |
| | 27 | 251 | 8 | 1 | 281 | 0 | 2 | 5 | 7.876 | 4742.857 | 0.367 | -0.237 |
| | 27 | 252 | 1 | 1 | 281 | 0 | 0 | 9 | 13.394 | 8716.000 | 0.211 | -0.336 |
| | 27 | 252 | 2 | 1 | 281 | 0 | 4 | 6 | 7.239 | 6975.000 | 0.326 | -0.263 |
| | 27 | 273 | 2 | 1 | 183 | 0 | 2 | 5 | 10.815 | 2406.667 | 0.526 | -0.135 |
| | 27 | 273 | 3 | 1 | 183 | 0 | 5 | 7 | 9.768 | 2562.500 | 0.766 | 0.019 |
| | 27 | 700 | 1 | 2 | 71 | 0 | 8 | 8 | 11.005 | 4160.000 | 0.479 | -0.165 |
| | 27 | 1378 | 4 | 5 | 1431 | 2 | 9 | 13 | 11.735 | 7966.667 | 0.381 | -0.227 |
| Caldwell | 28 | 29 | 3 | 1 | 90 | 0 | 0 | 1 | 1.884 | 6333.333 | 0.230 | -0.324 |
| | 28 | 152 | 2 | 1 | 183 | 2 | 2 | 9 | 11.900 | 8318.182 | 0.249 | -0.312 |
| | 28 | 152 | 3 | 1 | 183 | 0 | 2 | 4 | 13.469 | 6754.545 | 0.120 | -0.394 |
| | 28 | 286 | 2 | 2 | 80 | 0 | 2 | 4 | 11.355 | 4162.500 | 0.232 | -0.323 |
| Calhoun | 29 | 179 | 10 | 2 | 35 | 0 | 4 | 4 | 8.128 | 7856.250 | 0.172 | -0.361 |
| | 29 | 432 | 1 | 2 | 185 | 0 | 2 | 2 | 2.419 | 1875.000 | 1.208 | 0.301 |
| Cameron | 31 | 39 | 7 | 1 | 77 | 0 | 6 | 3 | 2.406 | 13342.857 | 0.256 | -0.307 |
| | 31 | 39 | 8 | 1 | 77 | 0 | 16 | 20 | 8.814 | 19825.000 | 0.314 | -0.271 |

Table E.2. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Cameron | 31 | 39 | 19 | 1 | 83 | 0 | 5 | 11 | 6.920 | 24400.000 | 0.178 | -0.357 |
| | 31 | 220 | 5 | 2 | 48 | 0 | 6 | 5 | 1.135 | 7350.000 | 1.642 | 0.578 |
| | 31 | 327 | 8 | 1 | 77 | 0 | 3 | 6 | 4.325 | 8300.000 | 0.458 | -0.178 |
| | 31 | 331 | 2 | 2 | 100 | 0 | 2 | 5 | 5.968 | 14009.091 | 0.164 | -0.366 |
| | 31 | 331 | 4 | 4 | 100 | 1 | 19 | 21 | 6.431 | 14833.333 | 0.603 | -0.086 |
| Camp | 32 | 248 | 2 | 1 | 271 | 0 | 14 | 13 | 6.371 | 6986.957 | 0.800 | 0.040 |
| | 32 | 248 | 3 | 1 | 271 | 0 | 1 | 3 | 5.701 | 4800.000 | 0.300 | -0.279 |
| Carson | 33 | 42 | 2 | 1 | 287 | 0 | 0 | 1 | 0.510 | 6100.000 | 0.881 | 0.092 |
| | 33 | 169 | 3 | 1 | 60 | 0 | 2 | 4 | 9.811 | 5628.571 | 0.198 | -0.344 |
| | 33 | 169 | 4 | 1 | 60 | 0 | 2 | 5 | 9.824 | 4687.500 | 0.297 | -0.281 |
| | 33 | 169 | 5 | 1 | 60 | 0 | 6 | 8 | 14.302 | 4176.923 | 0.367 | -0.236 |
| Cass | 34 | 62 | 4 | 1 | 59 | 0 | 2 | 3 | 8.630 | 6491.667 | 0.147 | -0.377 |
| | 34 | 218 | 3 | 1 | 59 | 1 | 11 | 13 | 11.551 | 13721.053 | 0.225 | -0.327 |
| | 34 | 218 | 4 | 1 | 59 | 0 | 1 | 9 | 15.534 | 9404.348 | 0.169 | -0.363 |
| | 34 | 520 | 3 | 2 | 155 | 0 | 0 | 1 | 0.204 | 1950.000 | 6.887 | 3.928 |
| Chambers | 36 | 368 | 1 | 2 | 124 | 0 | 0 | 1 | 2.379 | 9462.500 | 0.122 | -0.393 |
| | 36 | 508 | 3 | 2 | 73 | 0 | 0 | 1 | 17.491 | 16598.000 | 0.009 | -0.465 |
| Cherokee | 37 | 191 | 2 | 1 | 69 | 0 | 5 | 6 | 11.632 | 7800.000 | 0.181 | -0.355 |
| | 37 | 199 | 1 | 1 | 69 | 1 | 6 | 14 | 13.857 | 10906.897 | 0.254 | -0.309 |
| | 37 | 199 | 2 | 1 | 69 | 0 | 8 | 12 | 12.514 | 6935.000 | 0.379 | -0.229 |
| | 37 | 378 | 7 | 5 | 347 | 0 | 1 | 2 | 2.455 | 5275.000 | 0.423 | -0.201 |
| Childress | 38 | 42 | 12 | 1 | 287 | 4 | 12 | 14 | 13.048 | 6358.824 | 0.462 | -0.176 |
| | 38 | 43 | 1 | 1 | 287 | 0 | 5 | 7 | 13.672 | 7265.000 | 0.193 | -0.347 |
| Clay | 39 | 44 | 2 | 1 | 82 | 0 | 14 | 13 | 12.434 | 13225.000 | 0.217 | -0.332 |
| | 39 | 44 | 3 | 1 | 82 | 0 | 0 | 2 | 2.510 | 4516.667 | 0.483 | -0.162 |
| | 39 | 224 | 1 | 1 | 287 | 0 | 8 | 16 | 10.234 | 9557.143 | 0.448 | -0.185 |
| | 39 | 224 | 2 | 1 | 287 | 0 | 9 | 11 | 10.237 | 9790.909 | 0.301 | -0.279 |
| Cochran | 40 | 130 | 2 | 2 | 114 | 0 | 4 | 5 | 1.320 | 3060.000 | 3.391 | 1.696 |
| | 40 | 461 | 4 | 2 | 214 | 0 | 1 | 1 | 0.621 | 3500.000 | 1.261 | 0.334 |
| Coke | 41 | 69 | 5 | 1 | 87 | 0 | 4 | 2 | 4.576 | 3400.000 | 0.352 | -0.246 |
| | 41 | 406 | 2 | 2 | 158 | 0 | 0 | 2 | 0.738 | 1425.000 | 5.210 | 2.857 |
| Coleman | 42 | 54 | 2 | 1 | 84 | 0 | 0 | 3 | 9.883 | 1900.000 | 0.438 | -0.191 |

Table E.2. Continued

| County | | Control | Control | Highway | Highway | Number | | | Control | Mean | Acc | Normalized |
|-----------|-----|---------|---------|---------|---------|------------|----------|-----------|---------|-----------|-------|---------------|
| Name | No. | Number | Section | Type | Number | Fatalities | Injuries | Accidents | Length | ADT | MVM | Accident Data |
| Coleman | 42 | 54 | 3 | 1 | 84 | 0 | 2 | 2 | 11.115 | 1983.333 | 0.249 | -0.312 |
| | 42 | 54 | 4 | 1 | 84 | 0 | 3 | 6 | 17.547 | 3606.667 | 0.260 | -0.305 |
| | 42 | 78 | 5 | 1 | 67 | 0 | 0 | 1 | 0.540 | 1200.000 | 4.228 | 2.230 |
| Collin | 43 | 47 | 6 | 1 | 75 | 0 | 4 | 6 | 1.927 | 37000.000 | 0.231 | -0.324 |
| | 43 | 47 | 14 | 1 | 75 | 0 | 7 | 12 | 15.800 | 23276.923 | 0.089 | -0.414 |
| | 43 | 135 | 2 | 1 | 380 | 0 | 2 | 1 | 0.460 | 7200.000 | 0.827 | 0.058 |
| | 43 | 135 | 5 | 1 | 380 | 0 | 0 | 1 | 0.102 | 6200.000 | 4.332 | 2.296 |
| | 43 | 364 | 4 | 2 | 121 | 0 | 0 | 1 | 1.100 | 10400.000 | 0.239 | -0.318 |
| | 43 | 549 | 3 | 3 | 399 | 0 | 0 | 2 | 1.537 | 7000.000 | 0.509 | -0.145 |
| Colorado | 45 | 26 | 6 | 1 | 90 | 1 | 2 | 3 | 0.987 | 5850.000 | 1.423 | 0.438 |
| | 45 | 27 | 3 | 6 | 90 | 0 | 0 | 3 | 0.812 | 8633.333 | 1.172 | 0.278 |
| | 45 | 211 | 10 | 5 | 155 | 0 | 0 | 1 | 0.532 | 3600.000 | 1.431 | 0.443 |
| | 45 | 266 | 2 | 2 | 71 | 0 | 4 | 6 | 12.230 | 5305.882 | 0.253 | -0.309 |
| | 45 | 446 | 3 | 6 | 90 | 0 | 0 | 1 | 1.425 | 7557.143 | 0.254 | -0.308 |
| Comal | 46 | 253 | 3 | 1 | 281 | 1 | 6 | 8 | 10.196 | 6600.000 | 0.326 | -0.263 |
| Comanche | 47 | 79 | 2 | 1 | 67 | 0 | 2 | 5 | 10.897 | 5926.667 | 0.212 | -0.335 |
| | 47 | 79 | 3 | 1 | 67 | 0 | 0 | 1 | 0.741 | 4900.000 | 0.755 | 0.011 |
| | 47 | 182 | 2 | 2 | 36 | 0 | 1 | 1 | 0.526 | 3300.000 | 1.578 | 0.537 |
| Concho | 48 | 70 | 3 | 1 | 87 | 0 | 1 | 5 | 12.205 | 1980.000 | 0.567 | -0.109 |
| Cooke | 49 | 44 | 7 | 1 | 82 | 0 | 0 | 4 | 9.216 | 4450.000 | 0.267 | -0.300 |
| | 49 | 44 | 8 | 1 | 82 | 0 | 4 | 4 | 10.609 | 8992.000 | 0.115 | -0.397 |
| | 49 | 45 | 1 | 1 | 82 | 0 | 3 | 10 | 11.916 | 13033.333 | 0.176 | -0.358 |
| Coryell | 50 | 231 | 2 | 1 | 190 | 0 | 8 | 14 | 0.508 | 10100.000 | 7.476 | 4.304 |
| | 50 | 251 | 3 | 1 | 281 | 0 | 0 | 1 | 0.488 | 2050.000 | 2.739 | 1.279 |
| Crane | 52 | 229 | 2 | 1 | 385 | 0 | 2 | 8 | 17.843 | 4009.091 | 0.306 | -0.275 |
| | 52 | 229 | 3 | 1 | 385 | 0 | 0 | 1 | 1.252 | 5166.667 | 0.424 | -0.200 |
| Crosby | 54 | 131 | 3 | 1 | 82 | 0 | 5 | 6 | 14.854 | 4340.909 | 0.255 | -0.308 |
| | 54 | 131 | 4 | 1 | 82 | 0 | 2 | 3 | 6.298 | 3660.000 | 0.357 | -0.243 |
| | 54 | 131 | 5 | 1 | 82 | 0 | 2 | 2 | 7.898 | 1977.273 | 0.351 | -0.247 |
| | 54 | 806 | 2 | 5 | 651 | 0 | 0 | 1 | 0.511 | 1300.000 | 4.124 | 2.164 |
| Culberson | 55 | 233 | 2 | 1 | 62 | 0 | 1 | 3 | 3.519 | 1375.000 | 1.699 | 0.614 |
| Dallas | 57 | 92 | 2 | 2 | 310 | 0 | 0 | 2 | . | . | . | . |

Table E.2. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Dallas | 57 | 95 | 2 | 1 | 80 | 0 | 18 | 27 | . | . | . | |
| Dawson | 58 | 68 | 4 | 1 | 87 | 0 | 3 | 5 | 16.830 | 5552.632 | 0.147 | -0.377 |
| | 58 | 68 | 5 | 1 | 87 | 1 | 5 | 10 | 19.838 | 3188.889 | 0.433 | -0.194 |
| Deaf Smith | 59 | 168 | 5 | 1 | 60 | 1 | 1 | 2 | 6.542 | 6345.455 | 0.132 | -0.386 |
| | 59 | 168 | 7 | 1 | 60 | 0 | 1 | 4 | 15.577 | 6663.636 | 0.106 | -0.403 |
| Delta | 60 | 136 | 3 | 2 | 24 | 0 | 0 | 1 | 1.788 | 3200.000 | 0.479 | -0.165 |
| | 60 | 136 | 4 | 2 | 19 | 0 | 0 | 1 | 2.612 | 4722.222 | 0.222 | -0.329 |
| DeWitt | 62 | 269 | 5 | 6 | 77 | 0 | 0 | 2 | 0.868 | 2075.000 | 3.042 | 1.472 |
| Dickens | 63 | 106 | 9 | 3 | 21 | 0 | 0 | 1 | 0.241 | 1650.000 | 6.890 | 3.930 |
| | 63 | 131 | 6 | 1 | 82 | 0 | 3 | 2 | 13.068 | 1745.455 | 0.240 | -0.317 |
| | 63 | 132 | 1 | 1 | 82 | 0 | 4 | 2 | 9.105 | 1540.000 | 0.391 | -0.221 |
| | 63 | 132 | 2 | 1 | 82 | 0 | 4 | 2 | 9.570 | 1407.143 | 0.407 | -0.211 |
| Dimmit | 64 | 37 | 8 | 1 | 83 | 0 | 1 | 1 | . | . | . | |
| Donley | 65 | 42 | 6 | 1 | 287 | 1 | 2 | 11 | 13.301 | 7950.000 | 0.285 | -0.289 |
| | 65 | 42 | 7 | 1 | 287 | 0 | 6 | 15 | 12.591 | 6590.909 | 0.495 | -0.154 |
| | 65 | 42 | 8 | 1 | 287 | 0 | 13 | 9 | 9.880 | 6216.667 | 0.401 | -0.214 |
| Kenedy | 66 | 327 | 2 | 1 | 77 | 2 | 4 | 6 | 11.736 | 5275.000 | 0.266 | -0.301 |
| | 66 | 327 | 3 | 1 | 77 | 0 | 2 | 6 | 12.664 | 5200.000 | 0.250 | -0.311 |
| | 66 | 327 | 4 | 1 | 77 | 0 | 1 | 1 | 9.560 | 5200.000 | 0.055 | -0.436 |
| Duval | 67 | 517 | 4 | 2 | 16 | 0 | 0 | 1 | . | . | . | |
| | 67 | 542 | 3 | 1 | 59 | 0 | 0 | 1 | . | . | . | |
| Eastland | 68 | 7 | 4 | 1 | 80 | 0 | 1 | 4 | 16.410 | 6052.174 | 0.110 | -0.400 |
| | 68 | 127 | 1 | 1 | 183 | 0 | 0 | 1 | 0.991 | 5900.000 | 0.469 | -0.171 |
| Ector | 69 | 5 | 1 | 1 | 80 | 0 | 3 | 6 | . | . | . | |
| | 69 | 228 | 6 | 1 | 385 | 0 | 6 | 10 | 9.202 | 6060.000 | 0.491 | -0.157 |
| | 69 | 229 | 1 | 1 | 385 | 0 | 9 | 10 | 12.440 | 4190.909 | 0.526 | -0.135 |
| | 69 | 463 | 7 | 2 | 302 | 0 | 2 | 2 | 5.409 | 1836.667 | 0.552 | -0.118 |
| | 69 | 572 | 1 | 2 | 302 | 1 | 1 | 4 | 5.527 | 2600.000 | 0.763 | 0.016 |
| | 69 | 1870 | 1 | 5 | 2020 | 0 | 7 | 7 | . | . | . | |
| | 69 | 2005 | 1 | 5 | 1882 | 0 | 1 | 2 | . | . | . | |
| | 69 | 2224 | 1 | 3 | 338 | 1 | 5 | 14 | 0.401 | 4100.000 | 23.330 | 14.431 |
| | 69 | 2296 | 1 | 2 | 191 | 1 | 3 | 8 | . | . | . | |

Table E.2. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Ellis | 71 | 48 | 3 | 1 | 77 | 0 | 0 | 1 | 2.314 | 18533.333 | 0.064 | -0.430 |
| | 71 | 172 | 5 | 1 | 287 | 0 | 2 | 3 | 10.021 | 9361.111 | 0.088 | -0.415 |
| | 71 | 172 | 7 | 1 | 287 | 0 | 1 | 2 | 3.542 | 7912.500 | 0.196 | -0.346 |
| | 71 | 260 | 2 | 1 | 67 | 0 | 2 | 6 | 2.288 | 12400.000 | 0.579 | -0.101 |
| | 71 | 261 | 1 | 1 | 67 | 0 | 4 | 13 | 5.311 | 15566.667 | 0.431 | -0.196 |
| | 71 | 834 | 1 | 5 | 308 | 0 | 2 | 1 | 4.519 | 470.000 | 1.290 | 0.353 |
| El Paso | 72 | 1 | 1 | 2 | 20 | 1 | 12 | 14 | 2.827 | 9128.571 | 1.486 | 0.479 |
| | 72 | 2 | 2 | 2 | 20 | 0 | 14 | 20 | 6.318 | 2960.000 | 2.930 | 1.401 |
| | 72 | 374 | 2 | 1 | 62 | 0 | 2 | 4 | 3.225 | 5700.000 | 0.596 | -0.090 |
| | 72 | 2552 | 1 | 3 | 375 | 0 | 6 | 9 | 7.308 | 4400.000 | 0.767 | 0.019 |
| | 72 | 3451 | 1 | 5 | 1281 | 0 | 4 | 5 | 2.901 | 5920.000 | 0.798 | 0.039 |
| Erath | 73 | 258 | 1 | 2 | 6 | 0 | 0 | 1 | 0.490 | 5300.000 | 1.055 | 0.203 |
| Falls | 74 | 49 | 3 | 2 | 6 | 0 | 0 | 1 | 3.433 | 4744.444 | 0.168 | -0.363 |
| Fayette | 76 | 26 | 3 | 1 | 90 | 0 | 0 | 1 | 0.900 | 3600.000 | 0.846 | 0.069 |
| | 76 | 265 | 7 | 2 | 71 | 0 | 6 | 7 | 7.062 | 6572.727 | 0.413 | -0.207 |
| | 76 | 266 | 1 | 2 | 71 | 0 | 7 | 14 | 14.037 | 4290.476 | 0.637 | -0.064 |
| Fisher | 77 | 296 | 3 | 1 | 180 | 0 | 3 | 1 | 0.447 | 1850.000 | 3.313 | 1.645 |
| Floyd | 78 | 145 | 6 | 1 | 70 | 0 | 2 | 6 | 17.929 | 2420.000 | 0.379 | -0.229 |
| | 78 | 145 | 7 | 1 | 62 | 0 | 1 | 4 | 4.372 | 2691.667 | 0.931 | 0.124 |
| | 78 | 453 | 1 | 1 | 62 | 0 | 1 | 3 | 3.657 | 1860.000 | 1.208 | 0.301 |
| Fort Bend | 80 | 27 | 8 | 6 | 90 | 0 | 10 | 20 | 4.943 | 19940.000 | 0.556 | -0.116 |
| | 80 | 27 | 12 | 1 | 59 | 2 | 8 | 16 | 10.606 | 23005.882 | 0.180 | -0.356 |
| | 80 | 89 | 9 | 1 | 59 | 0 | 16 | 12 | 11.608 | 15692.000 | 0.180 | -0.356 |
| | 80 | 192 | 1 | 2 | 6 | 0 | 5 | 4 | . | . | . | . |
| | 80 | 1257 | 1 | 5 | 1092 | 0 | 4 | 7 | . | . | . | . |
| | 80 | 1685 | 6 | 2 | 6 | 0 | 3 | 3 | . | . | . | . |
| Freestone | 82 | 57 | 4 | 1 | 84 | 0 | 0 | 2 | 1.139 | 9166.667 | 0.525 | -0.136 |
| | 82 | 57 | 7 | 1 | 84 | 0 | 2 | 1 | 1.122 | 4600.000 | 0.531 | -0.132 |
| | 82 | 166 | 2 | 2 | 75 | 0 | 1 | 1 | 0.546 | 2983.333 | 1.682 | 0.604 |
| Gaines | 84 | 228 | 2 | 1 | 62 | 0 | 1 | 5 | 19.150 | 4455.556 | 0.161 | -0.368 |
| | 84 | 228 | 3 | 1 | 385 | 0 | 4 | 8 | 13.733 | 6307.143 | 0.253 | -0.309 |
| | 84 | 294 | 1 | 1 | 62 | 0 | 5 | 7 | 24.532 | 4380.000 | 0.178 | -0.357 |

Table E.2. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Galveston | 85 | 192 | 4 | 2 | 6 | 0 | 5 | 9 | . | . | . | . |
| | 85 | 389 | 6 | 2 | 146 | 2 | 7 | 13 | . | . | . | . |
| | 85 | 389 | 7 | 2 | 146 | 0 | 2 | 5 | . | . | . | . |
| Garza | 86 | 53 | 4 | 1 | 84 | 0 | 7 | 10 | 16.159 | 6823.077 | 0.248 | -0.312 |
| | 86 | 53 | 5 | 1 | 84 | 1 | 22 | 23 | 15.354 | 5950.000 | 0.690 | -0.030 |
| | 86 | 53 | 6 | 1 | 84 | 0 | 6 | 8 | 8.410 | 5500.000 | 0.474 | -0.168 |
| | 86 | 298 | 1 | 1 | 380 | 0 | 0 | 1 | 0.203 | 4650.000 | 2.902 | 1.383 |
| | 86 | 806 | 4 | 5 | 651 | 0 | 1 | 1 | 0.461 | 790.000 | 7.523 | 4.334 |
| Gillespie | 87 | 72 | 1 | 1 | 87 | 0 | 4 | 6 | 10.340 | 4131.579 | 0.385 | -0.225 |
| | 87 | 112 | 2 | 1 | 290 | 0 | 2 | 4 | 12.855 | 1570.000 | 0.543 | -0.124 |
| | 87 | 112 | 3 | 1 | 290 | 0 | 2 | 4 | 12.673 | 2292.857 | 0.377 | -0.230 |
| | 87 | 113 | 1 | 1 | 290 | 0 | 0 | 1 | 2.549 | 9700.000 | 0.111 | -0.400 |
| | 87 | 113 | 2 | 1 | 290 | 0 | 8 | 9 | 16.140 | 4581.818 | 0.333 | -0.258 |
| Goliad | 89 | 88 | 2 | 1 | 59 | 0 | 1 | 2 | 1.220 | 6187.500 | 0.726 | -0.007 |
| Gray | 91 | 169 | 6 | 1 | 60 | 0 | 3 | 8 | 7.336 | 5577.778 | 0.536 | -0.129 |
| | 91 | 169 | 10 | 5 | 282 | 0 | 0 | 1 | 0.862 | 5300.000 | 0.600 | -0.088 |
| | 91 | 275 | 23 | 3 | 555 | 0 | 0 | 1 | 3.796 | 675.000 | 1.069 | 0.212 |
| Grayson | 92 | 45 | 18 | 1 | 82 | 1 | 7 | 9 | 13.720 | 7140.000 | 0.252 | -0.310 |
| | 92 | 47 | 1 | 1 | 69 | 1 | 10 | 22 | 4.137 | 16011.111 | 0.910 | 0.110 |
| | 92 | 47 | 3 | 1 | 75 | 0 | 0 | 1 | . | . | . | . |
| | 92 | 47 | 13 | 1 | 75 | 1 | 3 | 12 | 4.944 | 15760.000 | 0.422 | -0.201 |
| | 92 | 47 | 18 | 1 | 75 | 0 | 1 | 1 | . | . | . | . |
| | 92 | 47 | 19 | 3 | 503 | 0 | 1 | 1 | . | . | . | . |
| | 92 | 728 | 1 | 5 | 120 | 0 | 4 | 12 | 1.508 | 6842.857 | 3.186 | 1.564 |
| Gregg | 93 | 96 | 4 | 1 | 80 | 0 | 4 | 4 | 4.538 | 9975.000 | 0.242 | -0.316 |
| | 93 | 138 | 1 | 2 | 31 | 0 | 6 | 20 | 9.905 | 15436.364 | 0.358 | -0.242 |
| | 93 | 377 | 1 | 2 | 135 | 0 | 0 | 1 | 4.325 | 6620.000 | 0.096 | -0.410 |
| | 93 | 377 | 8 | 5 | 1249 | 0 | 1 | 1 | 1.216 | 4300.000 | 0.524 | -0.136 |
| | 93 | 392 | 3 | 1 | 259 | 0 | 0 | 1 | 4.281 | 6188.889 | 0.103 | -0.405 |
| | 93 | 393 | 1 | 2 | 149 | 0 | 3 | 5 | 6.498 | 12660.000 | 0.167 | -0.364 |
| | 93 | 424 | 2 | 2 | 31 | 1 | 2 | 3 | 4.891 | 8090.000 | 0.208 | -0.338 |
| | 93 | 594 | 1 | 2 | 322 | 0 | 0 | 1 | 3.366 | 7125.000 | 0.114 | -0.398 |

Table E.2. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Gregg | 93 | 1763 | 2 | 5 | 1845 | 0 | 0 | 1 | . | . | . | . |
| | 93 | 1763 | 3 | 5 | 1845 | 0 | 1 | 4 | . | . | . | . |
| | 93 | 3465 | 2 | 5 | 3272 | 0 | 1 | 1 | . | . | . | . |
| Grimes | 94 | 50 | 3 | 2 | 6 | 1 | 15 | 18 | 14.563 | 7371.429 | 0.459 | -0.177 |
| Guadalupe | 95 | 25 | 10 | 5 | 78 | 1 | 0 | 5 | 3.108 | 6063.636 | 0.727 | -0.007 |
| | 95 | 366 | 2 | 2 | 123 | 0 | 4 | 13 | 14.717 | 7559.091 | 0.320 | -0.266 |
| | 95 | 366 | 3 | 2 | 123 | 0 | 0 | 2 | 1.585 | 5216.667 | 0.663 | -0.048 |
| Hale | 96 | 67 | 9 | 3 | 445 | 0 | 1 | 2 | 8.844 | 4139.130 | 0.150 | -0.375 |
| | 96 | 145 | 5 | 1 | 70 | 0 | 1 | 3 | 8.297 | 5578.571 | 0.178 | -0.357 |
| Hall | 97 | 42 | 9 | 1 | 287 | 0 | 4 | 10 | 18.371 | 5764.000 | 0.259 | -0.306 |
| | 97 | 381 | 2 | 2 | 256 | 1 | 0 | 1 | 0.460 | 1100.000 | 5.414 | 2.988 |
| Hamilton | 98 | 258 | 3 | 2 | 6 | 0 | 0 | 1 | 0.662 | 2350.000 | 1.761 | 0.654 |
| Hardeman | 100 | 43 | 2 | 1 | 287 | 0 | 1 | 15 | 15.778 | 7235.294 | 0.360 | -0.241 |
| | 100 | 43 | 4 | 1 | 287 | 0 | 6 | 16 | 15.773 | 8003.571 | 0.347 | -0.249 |
| Hardin | 10 | 65 | 5 | 1 | 96 | 0 | 3 | 8 | 6.827 | 15794.118 | 0.203 | -0.341 |
| | 101 | 65 | 6 | 1 | 69 | 1 | 5 | 8 | . | . | . | . |
| | 101 | 200 | 9 | 1 | 69 | 0 | 6 | 9 | 5.382 | 8480.000 | 0.540 | -0.126 |
| | 101 | 200 | 10 | 1 | 69 | 0 | 0 | 2 | 1.397 | 13380.000 | 0.293 | -0.284 |
| | 101 | 339 | 4 | 2 | 105 | 0 | 0 | 1 | 0.654 | 5000.000 | 0.838 | 0.064 |
| Harris | 102 | 28 | 1 | 1 | 90 | 1 | 15 | 14 | . | . | . | . |
| | 102 | 50 | 6 | 1 | 290 | 1 | 14 | 20 | 16.164 | 18412.500 | 0.184 | -0.353 |
| | 102 | 50 | 8 | 1 | 290 | 3 | 27 | 31 | . | . | . | . |
| | 102 | 50 | 9 | 1 | 290 | 0 | 4 | 8 | . | . | . | . |
| | 102 | 51 | 2 | 2 | 3 | 0 | 3 | 6 | . | . | . | . |
| | 102 | 111 | 1 | 5 | 521 | 1 | 1 | 1 | . | . | . | . |
| | 102 | 177 | 7 | 1 | 59 | 0 | 20 | 37 | . | . | . | . |
| | 102 | 376 | 2 | 2 | 134 | 0 | 4 | 3 | . | . | . | . |
| | 102 | 389 | 5 | 2 | 146 | 1 | 2 | 6 | . | . | . | . |
| | 102 | 389 | 12 | 2 | 146 | 0 | 0 | 2 | . | . | . | . |
| | 102 | 508 | 7 | 3 | 330 | 0 | 4 | 4 | . | . | . | . |
| | 102 | 598 | 1 | 2 | 288 | 0 | 0 | 1 | . | . | . | . |
| | 102 | 720 | 3 | 5 | 149 | 1 | 20 | 30 | 7.929 | 19884.615 | 0.521 | -0.138 |

Table E.2. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Harris | 102 | 981 | 1 | 2 | 9999 | 0 | 16 | 31 | . | . | . | . |
| | 102 | 1062 | 4 | 5 | 2100 | 0 | 3 | 2 | . | . | . | . |
| | 102 | 1258 | 4 | 5 | 1093 | 0 | 1 | 1 | . | . | . | . |
| | 102 | 1685 | 1 | 5 | 1960 | 0 | 37 | 38 | . | . | . | . |
| | 102 | 1685 | 2 | 5 | 1960 | 0 | 21 | 22 | . | . | . | . |
| | 102 | 1685 | 3 | 5 | 1960 | 0 | 9 | 16 | 8.477 | 21422.222 | 0.241 | -0.317 |
| | 102 | 1685 | 5 | 2 | 6 | 0 | 24 | 26 | . | . | . | . |
| | 102 | 1743 | 1 | 5 | 1876 | 0 | 3 | 3 | . | . | . | . |
| | 102 | 1844 | 1 | 5 | 1959 | 1 | 0 | 1 | . | . | . | . |
| | 102 | 2941 | 2 | 5 | 2920 | 0 | 4 | 4 | 1.727 | 14857.143 | 0.427 | -0.198 |
| 102 | 3256 | 2 | 3 | 8 | 0 | 5 | 6 | . | . | . | . | |
| Harrison | 103 | 62 | 7 | 1 | 59 | 0 | 5 | 5 | 10.902 | 11193.333 | 0.112 | -0.399 |
| | 103 | 63 | 1 | 1 | 59 | 0 | 2 | 5 | 11.231 | 12992.000 | 0.094 | -0.411 |
| | 103 | 63 | 9 | 1 | 59 | 0 | 1 | 2 | 4.193 | 5500.000 | 0.238 | -0.319 |
| | 103 | 96 | 7 | 1 | 80 | 1 | 9 | 8 | 7.629 | 8507.143 | 0.338 | -0.255 |
| | 103 | 96 | 8 | 1 | 80 | 0 | 1 | 3 | 3.425 | 4411.111 | 0.544 | -0.123 |
| | 103 | 207 | 5 | 2 | 43 | 0 | 1 | 2 | 10.274 | 5828.571 | 0.092 | -0.412 |
| | 103 | 1575 | 4 | 2 | 154 | 0 | 2 | 1 | 0.966 | 3450.000 | 0.822 | 0.054 |
| | 103 | 2642 | 2 | 3 | 281 | 0 | 2 | 2 | 5.617 | 5772.727 | 0.169 | -0.363 |
| Haskell | 105 | 157 | 3 | 1 | 277 | 0 | 1 | 6 | 16.689 | 1936.111 | 0.509 | -0.146 |
| | 105 | 157 | 4 | 1 | 277 | 0 | 2 | 6 | 13.747 | 3120.000 | 0.383 | -0.226 |
| Hays | 106 | 113 | 7 | 1 | 290 | 1 | 6 | 10 | 16.972 | 7887.500 | 0.205 | -0.340 |
| | 106 | 366 | 1 | 2 | 123 | 0 | 1 | 2 | 4.968 | 15283.333 | 0.072 | -0.425 |
| Hemphill | 107 | 30 | 6 | 1 | 83 | 0 | 8 | 5 | 7.234 | 4231.250 | 0.448 | -0.185 |
| | 107 | 169 | 9 | 1 | 60 | 0 | 0 | 2 | 0.822 | 1250.000 | 5.333 | 2.936 |
| | 107 | 2330 | 1 | 5 | 2388 | 0 | 1 | 1 | 0.276 | 2800.000 | 3.545 | 1.794 |
| Henderson | 108 | 163 | 3 | 2 | 31 | 0 | 5 | 7 | 5.315 | 6866.667 | 0.525 | -0.135 |
| | 108 | 163 | 4 | 2 | 31 | 1 | 3 | 10 | 10.142 | 11890.323 | 0.227 | -0.326 |
| | 108 | 164 | 1 | 2 | 31 | 0 | 3 | 4 | 9.437 | 9667.857 | 0.120 | -0.394 |
| | 108 | 164 | 2 | 2 | 31 | 0 | 2 | 3 | 7.657 | 7969.231 | 0.135 | -0.385 |
| | 108 | 164 | 3 | 2 | 31 | 1 | 5 | 16 | 9.405 | 8616.667 | 0.541 | -0.125 |
| | 108 | 646 | 5 | 2 | 198 | 0 | 3 | 3 | 0.812 | 4750.000 | 2.131 | 0.890 |

Table E.2. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Hidalgo | 109 | 39 | 2 | 1 | 83 | 0 | 3 | 9 | 9.024 | 10437.500 | 0.262 | -0.304 |
| | 109 | 39 | 17 | 1 | 83 | 0 | 4 | 6 | . | . | . | . |
| | 109 | 39 | 18 | 1 | 83 | 1 | 10 | 14 | 6.833 | 24800.000 | 0.226 | -0.326 |
| | 109 | 255 | 6 | 1 | 281 | 0 | 2 | 6 | 15.490 | 5335.714 | 0.199 | -0.344 |
| | 109 | 255 | 7 | 1 | 281 | 1 | 13 | 18 | 17.524 | 7823.529 | 0.360 | -0.241 |
| | 109 | 255 | 9 | 10 | 281 | 0 | 3 | 5 | 1.951 | 10800.000 | 0.650 | -0.056 |
| | 109 | 342 | 1 | 2 | 107 | 0 | 4 | 10 | 10.025 | 9747.059 | 0.280 | -0.292 |
| | 109 | 342 | 2 | 2 | 107 | 0 | 1 | 1 | 3.730 | 6610.000 | 0.111 | -0.400 |
| | 109 | 528 | 1 | 2 | 107 | 0 | 3 | 7 | 10.210 | 5211.111 | 0.360 | -0.241 |
| | 109 | 621 | 1 | 2 | 336 | 0 | 1 | 1 | . | . | . | . |
| 109 | 1804 | 1 | 3 | 115 | 0 | 0 | 1 | . | . | . | . | |
| Hockley | 111 | 52 | 6 | 1 | 84 | 0 | 2 | 3 | 7.823 | 5388.889 | 0.195 | -0.346 |
| | 111 | 130 | 4 | 2 | 114 | 0 | 1 | 5 | 16.600 | 6557.895 | 0.126 | -0.390 |
| | 111 | 380 | 2 | 1 | 62 | 0 | 5 | 7 | 8.092 | 6050.000 | 0.392 | -0.221 |
| Hood | 112 | 80 | 4 | 1 | 377 | 0 | 12 | 19 | 12.646 | 17466.667 | 0.236 | -0.320 |
| Houston | 114 | 109 | 3 | 1 | 287 | 0 | 0 | 5 | 9.714 | 3641.667 | 0.387 | -0.223 |
| | 114 | 109 | 4 | 1 | 287 | 0 | 0 | 3 | 6.323 | 5080.000 | 0.256 | -0.307 |
| Howard | 115 | 68 | 7 | 1 | 87 | 0 | 2 | 2 | 4.929 | 2800.000 | 0.397 | -0.217 |
| | 115 | 68 | 8 | 1 | 87 | 0 | 6 | 5 | 17.337 | 6517.647 | 0.121 | -0.393 |
| | 115 | 69 | 1 | 1 | 87 | 0 | 1 | 1 | 5.724 | 7691.667 | 0.062 | -0.431 |
| Hunt | 117 | 136 | 1 | 2 | 224 | 0 | 1 | 1 | 4.278 | 4926.923 | 0.130 | -0.388 |
| Hutchinson | 118 | 356 | 1 | 2 | 136 | 0 | 4 | 7 | 14.135 | 5360.526 | 0.253 | -0.309 |
| | 118 | 356 | 5 | 3 | 119 | 0 | 1 | 1 | 1.181 | 6540.000 | 0.355 | -0.244 |
| | 118 | 379 | 1 | 2 | 136 | 0 | 0 | 1 | 5.892 | 7505.263 | 0.062 | -0.431 |
| | 118 | 455 | 1 | 2 | 152 | 0 | 2 | 4 | 7.723 | 3778.571 | 0.376 | -0.231 |
| Jack | 120 | 134 | 4 | 1 | 380 | 0 | 2 | 2 | 0.797 | 6033.333 | 1.140 | 0.257 |
| | 120 | 249 | 6 | 1 | 281 | 0 | 2 | 5 | 7.680 | 4533.333 | 0.393 | -0.219 |
| | 120 | 249 | 7 | 1 | 281 | 0 | 2 | 6 | 7.259 | 6422.222 | 0.353 | -0.246 |
| Jackson | 121 | 89 | 3 | 1 | 59 | 0 | 5 | 11 | 9.272 | 12871.429 | 0.253 | -0.310 |
| | 121 | 89 | 4 | 1 | 59 | 0 | 8 | 12 | 9.440 | 11105.000 | 0.314 | -0.270 |
| | 121 | 89 | 5 | 1 | 59 | 0 | 7 | 5 | 4.741 | 11222.222 | 0.257 | -0.306 |
| Jasper | 122 | 64 | 8 | 1 | 96 | 2 | 5 | 4 | 10.030 | 7340.000 | 0.149 | -0.376 |

Table E.2. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Jasper | 122 | 65 | 4 | 1 | 96 | 0 | 1 | 2 | 0.815 | 9533.333 | 0.705 | -0.020 |
| | 122 | 244 | 3 | 1 | 190 | 0 | 2 | 2 | 0.585 | 8266.667 | 1.133 | 0.253 |
| Jefferson | 124 | 28 | 6 | 1 | 90 | 0 | 4 | 4 | 12.367 | 6178.261 | 0.143 | -0.379 |
| | 124 | 65 | 8 | 1 | 69 | 0 | 6 | 8 | . | . | . | . |
| | 124 | 200 | 14 | 1 | 69 | 0 | 4 | 10 | . | . | . | . |
| | 124 | 306 | 3 | 2 | 87 | 0 | 0 | 3 | . | . | . | . |
| | 124 | 307 | 1 | 2 | 87 | 0 | 1 | 2 | . | . | . | . |
| | 124 | 667 | 1 | 2 | 347 | 0 | 4 | 8 | . | . | . | . |
| | 124 | 667 | 2 | 5 | 366 | 0 | 3 | 5 | . | . | . | . |
| 124 | 932 | 1 | 5 | 365 | 0 | 0 | 1 | . | . | . | . | |
| Jim Hogg | 125 | 86 | 7 | 2 | 359 | 0 | 0 | 1 | 0.356 | 2950.000 | 2.609 | 1.196 |
| Jim Wells | 126 | 86 | 11 | 2 | 359 | 0 | 2 | 2 | 8.909 | 9690.000 | 0.063 | -0.430 |
| | 126 | 87 | 1 | 2 | 44 | 0 | 9 | 10 | 5.214 | 12633.333 | 0.416 | -0.205 |
| | 126 | 87 | 2 | 2 | 359 | 0 | 0 | 1 | 0.795 | 3120.000 | 1.105 | 0.235 |
| | 126 | 255 | 1 | 1 | 281 | 0 | 6 | 9 | 18.199 | 8553.333 | 0.158 | -0.370 |
| | 126 | 255 | 2 | 1 | 281 | 0 | 1 | 2 | 14.405 | 7838.462 | 0.049 | -0.440 |
| | 126 | 373 | 4 | 2 | 44 | 0 | 2 | 5 | 5.192 | 6400.000 | 0.412 | -0.207 |
| Johnson | 127 | 19 | 1 | 2 | 174 | 0 | 3 | 8 | 15.524 | 20910.000 | 0.068 | -0.428 |
| | 127 | 80 | 5 | 1 | 377 | 0 | 1 | 2 | 0.727 | 13900.000 | 0.542 | -0.124 |
| | 127 | 260 | 1 | 1 | 67 | 0 | 0 | 4 | 2.110 | 9860.000 | 0.527 | -0.134 |
| Jones | 128 | 33 | 3 | 1 | 83 | 0 | 0 | 1 | 0.471 | 3400.000 | 1.711 | 0.622 |
| | 128 | 33 | 4 | 1 | 83 | 0 | 2 | 2 | 2.316 | 7030.000 | 0.337 | -0.256 |
| | 128 | 33 | 5 | 1 | 83 | 0 | 9 | 17 | 18.232 | 7940.000 | 0.322 | -0.265 |
| | 128 | 107 | 1 | 2 | 6 | 0 | 0 | 1 | 0.158 | 5400.000 | 3.211 | 1.580 |
| | 128 | 157 | 5 | 1 | 277 | 0 | 4 | 6 | 14.269 | 3722.222 | 0.310 | -0.273 |
| | 128 | 318 | 1 | 2 | 92 | 0 | 0 | 1 | 0.276 | 2500.000 | 3.971 | 2.065 |
| Karnes | 129 | 100 | 5 | 1 | 181 | 0 | 1 | 3 | 4.151 | 3890.000 | 0.509 | -0.146 |
| | 129 | 100 | 6 | 1 | 181 | 0 | 1 | 2 | 2.878 | 7966.667 | 0.239 | -0.318 |
| | 129 | 691 | 1 | 5 | 81 | 0 | 3 | 2 | 0.898 | 1447.143 | 4.216 | 2.223 |
| Kaufman | 130 | 95 | 3 | 1 | 80 | 2 | 31 | 38 | 5.330 | 42181.818 | 0.463 | -0.175 |
| | 130 | 95 | 4 | 1 | 80 | 2 | 4 | 15 | 8.805 | 18506.667 | 0.252 | -0.310 |
| | 130 | 95 | 5 | 1 | 80 | 0 | 7 | 9 | 12.788 | 11188.000 | 0.172 | -0.361 |

Table E.2. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Kaufman | 130 | 173 | 3 | 2 | 34 | 0 | 1 | 1 | 0.787 | 5525.000 | 0.630 | -0.068 |
| | 130 | 197 | 3 | 1 | 175 | 0 | 6 | 8 | 9.857 | 18541.667 | 0.120 | -0.394 |
| | 130 | 197 | 4 | 1 | 175 | 0 | 8 | 12 | 10.448 | 13750.000 | 0.229 | -0.325 |
| | 130 | 197 | 5 | 1 | 175 | 1 | 6 | 8 | 14.904 | 8338.095 | 0.176 | -0.358 |
| | 130 | 197 | 8 | 2 | 243 | 0 | 0 | 1 | 0.902 | 5775.000 | 0.526 | -0.135 |
| | 130 | 495 | 1 | 1 | 80 | 0 | 5 | 3 | 18.415 | 24395.349 | 0.018 | -0.459 |
| Kendall | 131 | 72 | 14 | 1 | 87 | 0 | 1 | 2 | 3.270 | 12077.778 | 0.139 | -0.382 |
| Kerr | 133 | 142 | 4 | 2 | 27 | 0 | 4 | 4 | 5.808 | 14728.571 | 0.128 | -0.389 |
| | 133 | 291 | 3 | 2 | 16 | 0 | 0 | 2 | 0.966 | 15333.333 | 0.370 | -0.235 |
| Kimble | 134 | 141 | 20 | 3 | 481 | 0 | 1 | 1 | 1.615 | 5060.000 | 0.335 | -0.257 |
| King | 135 | 133 | 1 | 1 | 82 | 0 | 0 | 2 | 6.601 | 1053.000 | 0.788 | 0.033 |
| Kleberg | 137 | 102 | 4 | 1 | 77 | 0 | 13 | 14 | 19.644 | 10254.545 | 0.190 | -0.349 |
| | 137 | 327 | 1 | 1 | 77 | 0 | 0 | 3 | 2.016 | 5900.000 | 0.691 | -0.029 |
| Lamar | 139 | 45 | 9 | 1 | 82 | 0 | 5 | 5 | 9.142 | 11304.167 | 0.133 | -0.386 |
| | 139 | 45 | 11 | 1 | 82 | 0 | 1 | 1 | 0.717 | 6800.000 | 0.562 | -0.112 |
| | 139 | 136 | 5 | 2 | 19 | 0 | 2 | 5 | 7.957 | 5687.500 | 0.303 | -0.277 |
| | 139 | 136 | 7 | 1 | 271 | 0 | 2 | 4 | 3.896 | 11872.727 | 0.237 | -0.319 |
| | 139 | 136 | 8 | 1 | 271 | 0 | 0 | 5 | 9.641 | 8325.000 | 0.171 | -0.362 |
| | 139 | 136 | 9 | 1 | 271 | 0 | 0 | 1 | 0.365 | 6000.000 | 1.251 | 0.328 |
| Lamb | 140 | 52 | 4 | 1 | 84 | 1 | 2 | 12 | 14.722 | 3880.000 | 0.576 | -0.103 |
| | 140 | 52 | 5 | 1 | 84 | 0 | 1 | 7 | 19.110 | 4360.000 | 0.230 | -0.324 |
| | 140 | 145 | 10 | 5 | 168 | 0 | 0 | 1 | 0.562 | 3250.000 | 1.500 | 0.487 |
| Lampasas | 141 | 231 | 1 | 1 | 190 | 0 | 1 | 4 | 16.573 | 4736.667 | 0.140 | -0.382 |
| | 141 | 272 | 6 | 1 | 183 | 0 | 0 | 1 | 0.641 | 3000.000 | 1.425 | 0.439 |
| | 141 | 273 | 1 | 1 | 183 | 0 | 3 | 2 | 3.174 | 4680.000 | 0.369 | -0.235 |
| LaSalle | 142 | 17 | 17 | 1 | 81 | 0 | 3 | 2 | . | . | . | . |
| Lavaca | 143 | 269 | 2 | 1 | 77 | 0 | 1 | 4 | 1.267 | 8714.286 | 0.993 | 0.163 |
| | 143 | 446 | 1 | 6 | 90 | 0 | 2 | 3 | 1.199 | 3507.143 | 1.955 | 0.778 |
| Lee | 144 | 114 | 7 | 1 | 290 | 0 | 12 | 11 | 16.206 | 9865.217 | 0.189 | -0.350 |
| | 144 | 116 | 1 | 2 | 21 | 0 | 7 | 9 | 10.886 | 3518.750 | 0.644 | -0.060 |
| | 144 | 211 | 2 | 1 | 77 | 0 | 1 | 2 | 8.247 | 3007.692 | 0.221 | -0.330 |
| | 144 | 211 | 3 | 1 | 77 | 0 | 9 | 9 | 9.659 | 3669.231 | 0.696 | -0.026 |

Table E.2. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Lee | 144 | 211 | 4 | 1 | 77 | 0 | 3 | 5 | 6.534 | 6785.714 | 0.309 | -0.273 |
| | 144 | 211 | 5 | 1 | 77 | 0 | 7 | 2 | 5.617 | 3920.000 | 0.249 | -0.312 |
| | 144 | 211 | 7 | 1 | 77 | 0 | 0 | 1 | 3.339 | 8044.444 | 0.102 | -0.406 |
| Liberty | 146 | 28 | 3 | 1 | 90 | 2 | 2 | 9 | 12.146 | 9711.765 | 0.209 | -0.337 |
| | 146 | 177 | 3 | 1 | 59 | 0 | 5 | 18 | 10.142 | 8776.471 | 0.554 | -0.117 |
| | 146 | 593 | 1 | 2 | 321 | 0 | 0 | 2 | 2.040 | 7880.000 | 0.341 | -0.253 |
| Lipscomb | 148 | 3460 | 3 | 5 | 3260 | 0 | 2 | 1 | 6.056 | 80.000 | 5.655 | 3.141 |
| Live Oak | 149 | 254 | 1 | 1 | 281 | 0 | 12 | 12 | 15.422 | 7346.667 | 0.290 | -0.285 |
| Llano | 150 | 150 | 2 | 2 | 29 | 0 | 0 | 1 | 2.275 | 2910.000 | 0.414 | -0.206 |
| | 150 | 150 | 4 | 2 | 29 | 0 | 0 | 1 | 4.914 | 4060.000 | 0.137 | -0.383 |
| | 150 | 289 | 7 | 2 | 16 | 0 | 0 | 1 | 0.691 | 2583.333 | 1.535 | 0.510 |
| | 150 | 290 | 1 | 2 | 16 | 0 | 0 | 1 | 1.603 | 5198.333 | 0.329 | -0.261 |
| | 150 | 1378 | 5 | 5 | 1431 | 0 | 3 | 7 | 8.477 | 4750.000 | 0.476 | -0.167 |
| | 150 | 3101 | 1 | 5 | 2900 | 0 | 2 | 1 | 0.368 | 5500.000 | 1.354 | 0.394 |
| Lubbock | 152 | 52 | 7 | 1 | 84 | 0 | 6 | 14 | 13.743 | 6700.000 | 0.417 | -0.205 |
| | 152 | 52 | 11 | 3 | 388 | 0 | 1 | 1 | 0.778 | 660.000 | 5.336 | 2.937 |
| | 152 | 53 | 1 | 1 | 84 | 2 | 5 | 10 | 8.854 | 9000.000 | 0.344 | -0.251 |
| | 152 | 68 | 1 | 1 | 87 | 0 | 8 | 12 | 7.160 | 7384.615 | 0.622 | -0.074 |
| | 152 | 130 | 5 | 2 | 114 | 0 | 1 | 3 | 7.028 | 12723.077 | 0.092 | -0.412 |
| | 152 | 131 | 1 | 1 | 62 | 0 | 2 | 5 | 4.518 | 7777.778 | 0.390 | -0.222 |
| | 152 | 131 | 2 | 1 | 62 | 0 | 0 | 1 | 6.860 | 5818.182 | 0.069 | -0.427 |
| | 152 | 380 | 1 | 1 | 62 | 0 | 6 | 21 | 6.285 | 8066.667 | 1.135 | 0.254 |
| Lynn | 153 | 68 | 2 | 1 | 87 | 0 | 7 | 17 | 16.765 | 4830.000 | 0.575 | -0.103 |
| | 153 | 68 | 3 | 1 | 87 | 0 | 5 | 7 | 14.076 | 3909.091 | 0.349 | -0.248 |
| Madison | 154 | 117 | 5 | 1 | 190 | 0 | 0 | 1 | 0.669 | 8450.000 | 0.485 | -0.161 |
| | 154 | 166 | 7 | 2 | 75 | 0 | 0 | 1 | 1.135 | 5900.000 | 0.409 | -0.209 |
| Marion | 155 | 62 | 5 | 1 | 59 | 0 | 1 | 1 | 5.229 | 7490.000 | 0.070 | -0.426 |
| | 155 | 62 | 6 | 1 | 59 | 0 | 3 | 2 | 3.485 | 9033.333 | 0.174 | -0.360 |
| Martin | 156 | 5 | 16 | 1 | 80 | 0 | 1 | 1 | 4.687 | 1885.714 | 0.310 | -0.273 |
| Mason | 157 | 71 | 4 | 1 | 87 | 0 | 7 | 4 | 11.662 | 2400.000 | 0.392 | -0.221 |
| | 157 | 150 | 1 | 2 | 29 | 0 | 0 | 1 | 1.136 | 2000.000 | 1.206 | 0.299 |
| Matagorda | 158 | 179 | 4 | 2 | 35 | 0 | 1 | 3 | 4.093 | 10813.333 | 0.186 | -0.352 |

Table E.2. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Matagorda | 158 | 179 | 6 | 2 | 35 | 1 | 4 | 9 | 6.254 | 6020.000 | 0.655 | -0.052 |
| | 158 | 179 | 7 | 2 | 35 | 0 | 1 | 1 | 1.001 | 6800.000 | 0.402 | -0.214 |
| | 158 | 179 | 8 | 2 | 35 | 0 | 0 | 1 | 1.926 | 4516.667 | 0.315 | -0.270 |
| | 158 | 179 | 14 | 3 | 141 | 0 | 4 | 5 | 2.045 | 4511.111 | 1.485 | 0.478 |
| | 158 | 241 | 2 | 2 | 60 | 0 | 1 | 1 | 2.922 | 11921.429 | 0.079 | -0.421 |
| | 158 | 241 | 3 | 2 | 60 | 0 | 0 | 1 | 1.965 | 9850.000 | 0.142 | -0.380 |
| McLennan | 161 | 14 | 9 | 3 | 491 | 1 | 0 | 2 | 0.223 | 29280.000 | 0.839 | 0.065 |
| | 161 | 49 | 1 | 2 | 6 | 0 | 8 | 10 | 7.359 | 10700.000 | 0.348 | -0.249 |
| | 161 | 55 | 7 | 1 | 84 | 0 | 6 | 2 | 6.691 | 8028.571 | 0.102 | -0.406 |
| | 161 | 55 | 8 | 1 | 84 | 0 | 1 | 1 | 2.665 | 10020.000 | 0.103 | -0.405 |
| | 161 | 162 | 1 | 2 | 31 | 0 | 3 | 3 | 1.750 | 8800.000 | 0.534 | -0.130 |
| | 161 | 258 | 9 | 2 | 6 | 0 | 4 | 6 | 3.455 | 5966.667 | 0.797 | 0.039 |
| | 161 | 258 | 10 | 3 | 396 | 0 | 1 | 3 | . | . | . | . |
| | 161 | 398 | 3 | 2 | 317 | 0 | 1 | 2 | 1.074 | 6128.571 | 0.832 | 0.061 |
| | 161 | 413 | 1 | 2 | 164 | 0 | 1 | 1 | 1.110 | 4740.000 | 0.521 | -0.138 |
| Medina | 163 | 17 | 14 | 1 | 81 | 0 | 4 | 5 | 1.393 | 5885.714 | 1.671 | 0.596 |
| | 163 | 24 | 5 | 1 | 90 | 0 | 5 | 6 | 10.163 | 8216.667 | 0.197 | -0.345 |
| | 163 | 24 | 6 | 1 | 90 | 1 | 8 | 12 | 11.292 | 9727.778 | 0.299 | -0.280 |
| | 163 | 421 | 1 | 2 | 173 | 0 | 1 | 1 | 0.966 | 4650.000 | 0.610 | -0.081 |
| Menard | 164 | 35 | 5 | 1 | 83 | 0 | 1 | 2 | 1.282 | 4350.000 | 0.983 | 0.157 |
| Midland | 165 | 5 | 2 | 1 | 80 | 0 | 12 | 16 | 2.153 | 12800.000 | 1.591 | 0.545 |
| | 165 | 5 | 3 | 1 | 80 | 1 | 0 | 4 | 3.212 | 3925.000 | 0.869 | 0.084 |
| | 165 | 380 | 9 | 2 | 349 | 0 | 0 | 1 | 2.626 | 5466.667 | 0.191 | -0.349 |
| | 165 | 463 | 2 | 2 | 158 | 0 | 1 | 2 | . | . | . | . |
| | 165 | 1188 | 2 | 3 | 250 | 0 | 5 | 4 | 1.005 | 2383.333 | 4.575 | 2.452 |
| | 165 | 1718 | 7 | 5 | 1788 | 0 | 1 | 2 | 3.880 | 3666.667 | 0.385 | -0.225 |
| | 165 | 2296 | 2 | 2 | 191 | 0 | 3 | 8 | 7.999 | 8225.000 | 0.333 | -0.258 |
| Milam | 166 | 204 | 6 | 1 | 79 | 0 | 1 | 1 | 0.765 | 9028.571 | 0.397 | -0.217 |
| Mitchell | 168 | 53 | 11 | 1 | 84 | 0 | 1 | 1 | 0.395 | 5800.000 | 1.196 | 0.293 |
| Montague | 169 | 13 | 5 | 1 | 81 | 1 | 9 | 14 | 10.429 | 8177.778 | 0.450 | -0.184 |
| | 169 | 44 | 4 | 1 | 82 | 0 | 1 | 3 | 1.023 | 6040.000 | 1.330 | 0.379 |
| | 169 | 44 | 6 | 1 | 82 | 0 | 3 | 4 | 15.285 | 3238.095 | 0.221 | -0.329 |

Table E.2. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Montague | 169 | 224 | 3 | 1 | 287 | 0 | 5 | 13 | 10.312 | 9662.500 | 0.357 | -0.242 |
| | 169 | 239 | 2 | 2 | 59 | 0 | 0 | 1 | 3.033 | 5555.556 | 0.163 | -0.367 |
| Montgomery | 170 | 177 | 5 | 1 | 59 | 3 | 18 | 38 | 17.667 | 33857.143 | 0.174 | -0.360 |
| Moore | 171 | 66 | 4 | 1 | 287 | 0 | 10 | 11 | 13.336 | 7556.250 | 0.299 | -0.280 |
| | 171 | 66 | 5 | 1 | 87 | 0 | 16 | 14 | 17.316 | 8527.273 | 0.260 | -0.305 |
| Morris | 172 | 10 | 8 | 1 | 67 | 1 | 5 | 7 | 10.708 | 2980.435 | 0.601 | -0.087 |
| | 172 | 222 | 3 | 2 | 11 | 0 | 1 | 4 | 4.784 | 4915.385 | 0.466 | -0.173 |
| | 172 | 392 | 1 | 1 | 259 | 0 | 1 | 2 | 9.218 | 6703.704 | 0.089 | -0.414 |
| | 172 | 622 | 1 | 2 | 338 | 0 | 0 | 1 | 0.810 | 1150.000 | 2.941 | 1.408 |
| Nacogdoches | 174 | 138 | 6 | 1 | 259 | 0 | 6 | 16 | 11.462 | 8383.333 | 0.456 | -0.179 |
| | 174 | 175 | 6 | 1 | 59 | 0 | 1 | 3 | 2.689 | 7170.000 | 0.426 | -0.199 |
| | 174 | 175 | 7 | 3 | 495 | 0 | 0 | 1 | 1.126 | 7200.000 | 0.338 | -0.255 |
| | 174 | 176 | 1 | 1 | 59 | 0 | 7 | 15 | 10.252 | 17925.000 | 0.224 | -0.328 |
| | 174 | 2560 | 1 | 1 | 59 | 0 | 1 | 3 | 9.081 | 12104.545 | 0.075 | -0.423 |
| Navarro | 175 | 92 | 13 | 3 | 564 | 0 | 5 | 2 | 6.230 | 7294.118 | 0.121 | -0.394 |
| | 175 | 163 | 1 | 2 | 31 | 1 | 4 | 5 | 9.275 | 9723.077 | 0.152 | -0.374 |
| | 175 | 163 | 2 | 2 | 31 | 0 | 0 | 4 | 11.160 | 6525.000 | 0.150 | -0.375 |
| Nolan | 177 | 53 | 12 | 1 | 84 | 2 | 5 | 13 | 11.189 | 5500.000 | 0.579 | -0.101 |
| Nueces | 178 | 102 | 1 | 2 | 44 | 0 | 1 | 5 | 4.142 | 14933.333 | 0.221 | -0.329 |
| | 178 | 102 | 2 | 2 | 44 | 2 | 8 | 10 | 9.991 | 12257.895 | 0.224 | -0.328 |
| | 178 | 102 | 3 | 1 | 77 | 0 | 2 | 17 | 10.884 | 10973.333 | 0.390 | -0.222 |
| | 178 | 102 | 11 | 3 | 428 | 0 | 1 | 4 | 4.867 | 5311.111 | 0.424 | -0.200 |
| | 178 | 373 | 1 | 1 | 77 | 0 | 1 | 3 | 4.243 | 15290.909 | 0.127 | -0.390 |
| | 178 | 373 | 2 | 2 | 44 | 1 | 11 | 7 | 11.353 | 12176.471 | 0.139 | -0.382 |
| | 178 | 373 | 3 | 2 | 44 | 0 | 2 | 5 | 6.934 | 6733.333 | 0.293 | -0.283 |
| Orange | 181 | 243 | 4 | 2 | 62 | 0 | 4 | 5 | 2.505 | 13400.000 | 0.408 | -0.210 |
| | 181 | 306 | 1 | 2 | 87 | 0 | 4 | 5 | 1.982 | 15333.333 | 0.451 | -0.183 |
| | 181 | 710 | 2 | 5 | 105 | 0 | 1 | 2 | 2.913 | 16537.500 | 0.114 | -0.398 |
| Panola | 183 | 63 | 3 | 1 | 59 | 0 | 3 | 4 | 8.157 | 6671.429 | 0.201 | -0.342 |
| | 183 | 63 | 4 | 1 | 59 | 1 | 2 | 4 | 7.214 | 6884.615 | 0.221 | -0.330 |
| | 183 | 63 | 5 | 1 | 59 | 0 | 7 | 11 | 7.323 | 7210.000 | 0.571 | -0.106 |
| | 183 | 63 | 10 | 1 | 59 | 0 | 2 | 3 | 4.309 | 5766.667 | 0.331 | -0.260 |

Table E.2. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Panola | 183 | 247 | 1 | 1 | 79 | 0 | 2 | 3 | 5.061 | 5033.333 | 0.323 | -0.265 |
| | 183 | 247 | 3 | 1 | 79 | 0 | 9 | 6 | 8.896 | 4800.000 | 0.385 | -0.225 |
| Parker | 184 | 8 | 2 | 1 | 180 | 2 | 7 | 13 | 15.090 | 7810.714 | 0.302 | -0.278 |
| | 184 | 8 | 3 | 1 | 80 | 0 | 1 | 2 | 16.376 | 23139.063 | 0.014 | -0.462 |
| | 184 | 80 | 6 | 1 | 377 | 0 | 6 | 4 | 5.337 | 14700.000 | 0.140 | -0.382 |
| Parmer | 185 | 52 | 1 | 1 | 70 | 0 | 2 | 8 | 10.705 | 4128.571 | 0.496 | -0.154 |
| | 185 | 168 | 1 | 1 | 60 | 0 | 0 | 1 | 0.267 | 3666.667 | 2.798 | 1.317 |
| | 185 | 168 | 3 | 1 | 60 | 0 | 0 | 1 | 1.082 | 7360.000 | 0.344 | -0.251 |
| Polk | 187 | 176 | 4 | 1 | 59 | 2 | 10 | 26 | 9.481 | 15200.000 | 0.494 | -0.155 |
| | 187 | 176 | 5 | 1 | 59 | 3 | 18 | 35 | 21.891 | 14043.243 | 0.312 | -0.272 |
| | 187 | 176 | 6 | 3 | 90 | 0 | 5 | 8 | 4.586 | 5823.077 | 0.821 | 0.053 |
| | 187 | 177 | 1 | 1 | 59 | 0 | 12 | 23 | 10.193 | 16046.154 | 0.385 | -0.225 |
| | 187 | 213 | 3 | 1 | 190 | 0 | 2 | 2 | 5.022 | 10155.556 | 0.107 | -0.402 |
| | 187 | 213 | 4 | 1 | 190 | 0 | 2 | 4 | 7.363 | 5700.000 | 0.261 | -0.304 |
| | 187 | 388 | 1 | 2 | 146 | 0 | 2 | 4 | 4.498 | 5584.615 | 0.436 | -0.192 |
| Potter | 188 | 41 | 5 | 1 | 87 | 0 | 24 | 23 | 17.383 | 7100.000 | 0.511 | -0.145 |
| | 188 | 41 | 7 | 1 | 87 | 1 | 11 | 12 | 4.761 | 7220.000 | 0.956 | 0.140 |
| | 188 | 42 | 1 | 1 | 287 | 0 | 3 | 3 | 3.811 | 6100.000 | 0.354 | -0.245 |
| | 188 | 42 | 10 | 3 | 228 | 0 | 0 | 1 | 0.167 | 2600.000 | 6.310 | 3.560 |
| | 188 | 90 | 5 | 3 | 552 | 0 | 1 | 1 | 10.967 | 10008.571 | 0.025 | -0.455 |
| | 188 | 169 | 2 | 1 | 60 | 0 | 2 | 4 | 1.730 | 7050.000 | 0.899 | 0.103 |
| | 188 | 2635 | 1 | 3 | 335 | 0 | 0 | 4 | 5.236 | 4510.000 | 0.464 | -0.174 |
| Randall | 191 | 67 | 1 | 1 | 87 | 0 | 3 | 2 | 17.500 | 6501.538 | 0.048 | -0.440 |
| | 191 | 168 | 8 | 1 | 60 | 0 | 10 | 7 | 15.425 | 6712.500 | 0.185 | -0.352 |
| | 191 | 168 | 9 | 1 | 60 | 0 | 2 | 6 | 8.974 | 20490.667 | 0.089 | -0.414 |
| | 191 | 2635 | 3 | 3 | 335 | 0 | 10 | 3 | 4.346 | 2164.286 | 0.874 | 0.087 |
| Refugio | 196 | 371 | 2 | 1 | 77 | 0 | 0 | 1 | 18.988 | 7757.143 | 0.019 | -0.459 |
| | 196 | 371 | 3 | 1 | 77 | 0 | 4 | 12 | 18.264 | 8696.154 | 0.207 | -0.339 |
| Robertson | 198 | 49 | 6 | 2 | 6 | 0 | 2 | 1 | 1.057 | 6437.500 | 0.403 | -0.214 |
| | 198 | 49 | 8 | 1 | 190 | 0 | 10 | 15 | 12.235 | 9837.500 | 0.341 | -0.253 |
| Runnels | 200 | 34 | 4 | 1 | 83 | 0 | 2 | 2 | 1.566 | 5975.000 | 0.586 | -0.097 |
| | 200 | 34 | 5 | 1 | 83 | 0 | 1 | 7 | 1.789 | 3175.000 | 3.376 | 1.686 |

Table E.2. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|--------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Runnels | 200 | 35 | 1 | 1 | 83 | 0 | 2 | 1 | 0.445 | 1883.333 | 3.269 | 1.617 |
| | 200 | 78 | 1 | 1 | 67 | 0 | 1 | 1 | 0.873 | 1800.000 | 1.743 | 0.643 |
| | 200 | 158 | 1 | 1 | 67 | 0 | 10 | 11 | 19.785 | 4825.000 | 0.316 | -0.269 |
| Rusk | 201 | 138 | 2 | 1 | 259 | 0 | 5 | 10 | 7.083 | 8178.571 | 0.473 | -0.169 |
| | 201 | 138 | 3 | 1 | 259 | 0 | 0 | 3 | 8.615 | 7414.286 | 0.129 | -0.389 |
| | 201 | 138 | 4 | 1 | 259 | 0 | 3 | 6 | 7.622 | 6300.000 | 0.342 | -0.252 |
| | 201 | 138 | 5 | 1 | 259 | 0 | 3 | 7 | 14.285 | 6020.000 | 0.223 | -0.328 |
| | 201 | 378 | 1 | 2 | 135 | 0 | 0 | 1 | 0.674 | 4550.000 | 0.893 | 0.100 |
| | 201 | 393 | 2 | 2 | 149 | 0 | 1 | 2 | 5.818 | 5260.000 | 0.179 | -0.356 |
| | 201 | 545 | 2 | 2 | 42 | 0 | 1 | 1 | 2.576 | 5911.111 | 0.180 | -0.356 |
| Sabine | 202 | 119 | 3 | 2 | 21 | 0 | 1 | 1 | 0.189 | 1400.000 | 10.354 | 6.143 |
| San Jacinto | 204 | 177 | 2 | 1 | 59 | 1 | 21 | 26 | 13.387 | 16125.000 | 0.330 | -0.260 |
| | 204 | 213 | 2 | 1 | 190 | 0 | 1 | 4 | 7.051 | 3350.000 | 0.464 | -0.174 |
| San Patricio | 205 | 101 | 3 | 1 | 181 | 0 | 0 | 1 | 2.933 | 8658.333 | 0.108 | -0.402 |
| | 205 | 101 | 4 | 1 | 181 | 0 | 7 | 10 | 12.676 | 10318.182 | 0.209 | -0.337 |
| | 205 | 180 | 6 | 2 | 35 | 0 | 7 | 8 | 10.395 | 11240.909 | 0.188 | -0.351 |
| | 205 | 180 | 10 | 2 | 361 | 0 | 0 | 1 | 5.096 | 7037.500 | 0.076 | -0.422 |
| | 205 | 371 | 4 | 1 | 77 | 0 | 2 | 4 | 6.193 | 7050.000 | 0.251 | -0.310 |
| | 205 | 372 | 1 | 1 | 77 | 0 | 5 | 19 | 10.520 | 11200.000 | 0.442 | -0.189 |
| Schleicher | 207 | 159 | 4 | 1 | 277 | 0 | 0 | 1 | 1.476 | 3325.000 | 0.558 | -0.114 |
| Scurry | 208 | 53 | 7 | 1 | 84 | 0 | 9 | 7 | 12.794 | 5766.667 | 0.260 | -0.305 |
| | 208 | 53 | 8 | 1 | 84 | 0 | 9 | 6 | 7.346 | 5833.333 | 0.384 | -0.226 |
| | 208 | 53 | 9 | 1 | 84 | 0 | 8 | 10 | 11.223 | 5350.000 | 0.456 | -0.179 |
| | 208 | 53 | 10 | 1 | 84 | 0 | 0 | 4 | 8.907 | 5725.000 | 0.215 | -0.334 |
| | 208 | 53 | 17 | 3 | 401 | 0 | 1 | 2 | 6.094 | 3946.667 | 0.228 | -0.325 |
| Shackelford | 209 | 11 | 6 | 1 | 180 | 0 | 2 | 3 | 1.270 | 5050.000 | 1.282 | 0.348 |
| Shelby | 210 | 59 | 3 | 2 | 7 | 0 | 3 | 4 | 6.747 | 2675.000 | 0.607 | -0.083 |
| | 210 | 59 | 4 | 2 | 7 | 1 | 5 | 4 | 8.775 | 3540.000 | 0.353 | -0.245 |
| | 210 | 63 | 6 | 1 | 96 | 1 | 1 | 5 | 8.885 | 5333.333 | 0.289 | -0.286 |
| | 210 | 64 | 1 | 2 | 87 | 1 | 7 | 11 | 5.594 | 4000.000 | 1.347 | 0.390 |
| | 210 | 175 | 2 | 1 | 84 | 0 | 3 | 5 | 3.021 | 6044.444 | 0.750 | 0.008 |
| | 210 | 175 | 4 | 1 | 59 | 0 | 0 | 4 | 8.776 | 6185.714 | 0.202 | -0.342 |

Table E.2. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Shelby | 210 | 175 | 5 | 1 | 59 | 0 | 3 | 2 | 5.013 | 6530.769 | 0.167 | -0.364 |
| Sherman | 211 | 66 | 3 | 1 | 287 | 0 | 7 | 18 | 19.632 | 3755.556 | 0.669 | -0.044 |
| Smith | 212 | 95 | 8 | 1 | 80 | 0 | 0 | 1 | 1.337 | 4475.000 | 0.458 | -0.178 |
| | 212 | 164 | 4 | 2 | 31 | 0 | 0 | 2 | 4.615 | 12200.000 | 0.097 | -0.409 |
| | 212 | 165 | 1 | 1 | 271 | 0 | 1 | 2 | 2.393 | 7633.333 | 0.300 | -0.279 |
| | 212 | 165 | 2 | 1 | 271 | 1 | 2 | 5 | 6.365 | 4010.000 | 0.537 | -0.128 |
| | 212 | 190 | 4 | 1 | 69 | 0 | 1 | 1 | 1.153 | 8550.000 | 0.278 | -0.293 |
| | 212 | 190 | 5 | 1 | 69 | 0 | 4 | 6 | 6.814 | 15400.000 | 0.157 | -0.371 |
| | 212 | 191 | 1 | 1 | 69 | 0 | 5 | 9 | 7.281 | 8500.000 | 0.398 | -0.216 |
| | 212 | 245 | 5 | 2 | 64 | 0 | 1 | 4 | 1.417 | 7500.000 | 1.031 | 0.188 |
| | 212 | 245 | 6 | 2 | 64 | 0 | 2 | 5 | 4.566 | 10880.000 | 0.276 | -0.295 |
| | 212 | 345 | 1 | 2 | 110 | 0 | 0 | 3 | 4.118 | 13650.000 | 0.146 | -0.377 |
| | 212 | 345 | 2 | 2 | 110 | 0 | 2 | 6 | 1.788 | 6400.000 | 1.437 | 0.447 |
| | 212 | 492 | 4 | 5 | 756 | 0 | 2 | 2 | 0.258 | 6000.000 | 3.540 | 1.790 |
| | 212 | 520 | 6 | 2 | 155 | 1 | 6 | 2 | 5.500 | 9366.667 | 0.106 | -0.403 |
| | 212 | 1790 | 2 | 3 | 323 | 0 | 0 | 1 | . | . | . | . |
| 212 | 2075 | 1 | 3 | 323 | 0 | 1 | 3 | 2.498 | 13150.000 | 0.250 | -0.311 | |
| Starr | 214 | 39 | 1 | 1 | 83 | 0 | 0 | 4 | 1.446 | 12814.286 | 0.591 | -0.093 |
| Stephens | 215 | 11 | 7 | 1 | 180 | 0 | 1 | 1 | 4.544 | 5362.500 | 0.112 | -0.399 |
| | 215 | 11 | 9 | 1 | 180 | 0 | 2 | 2 | 2.991 | 5914.286 | 0.310 | -0.273 |
| | 215 | 257 | 1 | 1 | 183 | 1 | 1 | 2 | 1.745 | 3900.000 | 0.805 | 0.043 |
| Stonewall | 217 | 106 | 5 | 1 | 83 | 0 | 1 | 1 | 1.156 | 3550.000 | 0.668 | -0.044 |
| Swisher | 219 | 67 | 2 | 1 | 87 | 0 | 4 | 17 | 15.616 | 6271.429 | 0.476 | -0.167 |
| | 219 | 67 | 3 | 1 | 87 | 1 | 4 | 5 | 15.800 | 6000.000 | 0.145 | -0.379 |
| Tarrant | 220 | 13 | 10 | 3 | 496 | 0 | 1 | 1 | 2.863 | 6966.667 | 0.137 | -0.383 |
| | 220 | 14 | 15 | 1 | 81 | 0 | 5 | 9 | 9.979 | 15268.750 | 0.162 | -0.367 |
| | 220 | 80 | 7 | 1 | 377 | 1 | 5 | 6 | . | . | . | . |
| | 220 | 94 | 5 | 2 | 183 | 1 | 2 | 5 | . | . | . | . |
| | 220 | 171 | 4 | 2 | 199 | 0 | 1 | 1 | . | . | . | . |
| | 220 | 171 | 5 | 2 | 199 | 0 | 2 | 7 | . | . | . | . |
| | 220 | 353 | 3 | 2 | 114 | 0 | 6 | 11 | 5.760 | 30600.000 | 0.171 | -0.362 |
| | 220 | 2208 | 1 | 3 | 303 | 0 | 2 | 3 | . | . | . | . |

Table E.2. Continued

| County | | Control | Control | Highway | Highway | Number | | | Control | Mean | Acc | Normalized |
|-----------|-----|---------|---------|---------|---------|------------|----------|-----------|---------|-----------|-------|---------------|
| Name | No. | Number | Section | Type | Number | Fatalities | Injuries | Accidents | Length | ADT | MVM | Accident Data |
| Taylor | 221 | 34 | 1 | 1 | 83 | 0 | 5 | 7 | 8.550 | 5416.667 | 0.414 | -0.206 |
| | 221 | 54 | 1 | 1 | 84 | 0 | 2 | 7 | 11.295 | 2400.000 | 0.707 | -0.019 |
| Terry | 223 | 227 | 7 | 1 | 62 | 0 | 5 | 10 | 11.964 | 7463.636 | 0.307 | -0.275 |
| | 223 | 228 | 1 | 1 | 62 | 0 | 14 | 19 | 21.617 | 5341.176 | 0.451 | -0.183 |
| | 223 | 380 | 3 | 1 | 62 | 0 | 1 | 3 | 3.633 | 5700.000 | 0.397 | -0.217 |
| Titus | 225 | 10 | 7 | 1 | 67 | 0 | 3 | 4 | 9.278 | 4875.000 | 0.242 | -0.316 |
| | 225 | 221 | 5 | 1 | 271 | 0 | 1 | 1 | 2.084 | 4800.000 | 0.274 | -0.296 |
| | 225 | 248 | 1 | 1 | 271 | 0 | 2 | 2 | 7.486 | 11866.667 | 0.062 | -0.431 |
| Tom Green | 226 | 69 | 6 | 1 | 87 | 0 | 0 | 1 | 9.751 | 4357.143 | 0.064 | -0.430 |
| | 226 | 69 | 7 | 1 | 87 | 0 | 5 | 14 | 12.278 | 6842.105 | 0.457 | -0.179 |
| | 226 | 70 | 2 | 1 | 87 | 0 | 3 | 6 | 13.048 | 4135.294 | 0.305 | -0.276 |
| | 226 | 77 | 6 | 1 | 67 | 0 | 0 | 1 | . | . | . | . |
| | 226 | 77 | 8 | 3 | 306 | 0 | 1 | 5 | 0.300 | 10200.000 | 4.477 | 2.389 |
| | 226 | 158 | 2 | 1 | 67 | 0 | 6 | 7 | 10.550 | 4043.750 | 0.450 | -0.184 |
| | 226 | 159 | 1 | 1 | 277 | 0 | 1 | 1 | 0.556 | 3700.000 | 1.332 | 0.380 |
| | 226 | 264 | 6 | 1 | 277 | 0 | 0 | 1 | 0.586 | 2050.000 | 2.281 | 0.986 |
| | 226 | 264 | 7 | 3 | 306 | 0 | 1 | 2 | 1.000 | 4850.000 | 1.130 | 0.251 |
| | 226 | 555 | 1 | 1 | 67 | 0 | 1 | 1 | 1.090 | 6000.000 | 0.419 | -0.203 |
| Travis | 227 | 15 | 11 | 3 | 275 | 0 | 0 | 2 | . | . | . | . |
| | 227 | 113 | 8 | 1 | 290 | 0 | 2 | 8 | 0.490 | 10100.000 | 4.429 | 2.358 |
| | 227 | 113 | 13 | 3 | 360 | 0 | 0 | 1 | . | . | . | . |
| | 227 | 114 | 2 | 1 | 290 | 0 | 1 | 4 | 3.708 | 15860.000 | 0.186 | -0.352 |
| | 227 | 114 | 3 | 1 | 290 | 0 | 9 | 9 | 6.539 | 12533.333 | 0.301 | -0.279 |
| | 227 | 152 | 1 | 1 | 183 | 0 | 2 | 6 | 10.301 | 11191.667 | 0.143 | -0.380 |
| | 227 | 265 | 1 | 2 | 71 | 1 | 2 | 14 | 1.405 | 18300.000 | 1.492 | 0.482 |
| | 227 | 265 | 2 | 2 | 71 | 0 | 4 | 8 | 5.584 | 17220.000 | 0.228 | -0.325 |
| | 227 | 700 | 3 | 2 | 71 | 0 | 2 | 1 | 16.649 | 7810.526 | 0.021 | -0.457 |
| | 227 | 757 | 2 | 5 | 685 | 0 | 1 | 6 | 4.174 | 5200.000 | 0.757 | 0.013 |
| | 227 | 1149 | 1 | 5 | 812 | 0 | 2 | 6 | 1.686 | 6900.000 | 1.413 | 0.432 |
| | 227 | 1378 | 1 | 5 | 1431 | 3 | 8 | 19 | 10.367 | 4813.333 | 1.043 | 0.196 |
| | 227 | 1902 | 1 | 5 | 1825 | 0 | 1 | 3 | . | . | . | . |
| | 227 | 2100 | 1 | 5 | 2222 | 0 | 11 | 18 | . | . | . | . |

Table E.2. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Travis | 227 | 2102 | 1 | 5 | 2244 | 0 | 2 | 11 | 6.753 | 11400.000 | 0.391 | -0.221 |
| | 227 | 3277 | 1 | 5 | 3177 | 0 | 0 | 1 | 3.531 | 4100.000 | 0.189 | -0.350 |
| Tyler | 229 | 200 | 5 | 1 | 69 | 0 | 1 | 3 | 0.258 | 4920.000 | 6.475 | 3.665 |
| | 229 | 200 | 6 | 1 | 69 | 0 | 0 | 1 | 0.705 | 6916.667 | 0.562 | -0.112 |
| | 229 | 200 | 7 | 1 | 69 | 0 | 1 | 2 | 0.666 | 10900.000 | 0.755 | 0.011 |
| Upshur | 230 | 96 | 3 | 1 | 80 | 0 | 4 | 3 | 3.396 | 5720.000 | 0.423 | -0.201 |
| | 230 | 248 | 4 | 1 | 271 | 0 | 1 | 3 | 12.104 | 5514.286 | 0.123 | -0.392 |
| | 230 | 248 | 5 | 1 | 271 | 0 | 0 | 1 | 9.021 | 6204.545 | 0.049 | -0.440 |
| | 230 | 392 | 2 | 1 | 259 | 1 | 1 | 3 | 12.053 | 5540.000 | 0.123 | -0.392 |
| | 230 | 520 | 5 | 2 | 155 | 0 | 0 | 1 | 3.931 | 2742.857 | 0.254 | -0.309 |
| Upton | 231 | 76 | 6 | 1 | 67 | 0 | 1 | 1 | 0.464 | 1950.000 | 3.028 | 1.463 |
| | 231 | 229 | 4 | 5 | 305 | 0 | 1 | 3 | 1.403 | 4866.667 | 1.204 | 0.298 |
| Uvalde | 232 | 23 | 5 | 1 | 90 | 0 | 1 | 1 | 2.383 | 2975.000 | 0.386 | -0.224 |
| | 232 | 24 | 1 | 1 | 90 | 0 | 0 | 1 | 6.654 | 11736.842 | 0.035 | -0.448 |
| | 232 | 24 | 2 | 1 | 90 | 0 | 2 | 2 | 9.931 | 4618.182 | 0.119 | -0.394 |
| Val Verde | 233 | 22 | 9 | 1 | 90 | 0 | 3 | 3 | . | . | . | . |
| | 233 | 22 | 10 | 1 | 90 | 0 | 0 | 1 | . | . | . | . |
| | 233 | 23 | 1 | 1 | 90 | 0 | 0 | 1 | . | . | . | . |
| | 233 | 299 | 1 | 1 | 277 | 0 | 1 | 1 | . | . | . | . |
| Van Zandt | 234 | 95 | 6 | 1 | 80 | 0 | 9 | 10 | 14.802 | 7023.077 | 0.264 | -0.302 |
| | 234 | 95 | 7 | 1 | 80 | 0 | 2 | 3 | 13.551 | 4818.519 | 0.126 | -0.390 |
| | 234 | 108 | 1 | 2 | 19 | 0 | 0 | 1 | 1.397 | 6600.000 | 0.297 | -0.281 |
| | 234 | 505 | 1 | 2 | 110 | 0 | 0 | 1 | 0.679 | 3233.333 | 1.248 | 0.326 |
| | 234 | 646 | 1 | 5 | 47 | 0 | 2 | 2 | 0.581 | 5400.000 | 1.746 | 0.645 |
| Victoria | 235 | 88 | 4 | 1 | 59 | 0 | 5 | 8 | 2.236 | 9000.000 | 1.089 | 0.225 |
| | 235 | 88 | 5 | 3 | 175 | 0 | 6 | 8 | 13.148 | 8747.059 | 0.191 | -0.349 |
| | 235 | 89 | 1 | 1 | 59 | 0 | 20 | 14 | 12.659 | 12262.500 | 0.247 | -0.313 |
| | 235 | 371 | 1 | 1 | 77 | 0 | 5 | 2 | 13.578 | 7378.571 | 0.055 | -0.436 |
| | 235 | 432 | 2 | 5 | 404 | 0 | 4 | 9 | 9.066 | 9520.000 | 0.286 | -0.288 |
| Waller | 237 | 50 | 4 | 2 | 6 | 0 | 4 | 6 | 8.133 | 7014.286 | 0.288 | -0.287 |
| | 237 | 50 | 5 | 1 | 290 | 0 | 10 | 11 | 11.085 | 17517.857 | 0.155 | -0.372 |
| | 237 | 114 | 11 | 1 | 290 | 1 | 3 | 8 | 9.380 | 5314.286 | 0.440 | -0.190 |

Table E.2. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Ward | 238 | 4 | 1 | 1 | 80 | 1 | 0 | 2 | 0.692 | 575.000 | 13.771 | 8.326 |
| | 238 | 4 | 3 | 1 | 80 | 0 | 0 | 1 | 6.948 | 3879.167 | 0.102 | -0.406 |
| | 238 | 292 | 4 | 2 | 18 | 0 | 2 | 3 | 8.125 | 4989.474 | 0.203 | -0.341 |
| Washington | 239 | 114 | 9 | 1 | 290 | 0 | 0 | 3 | 18.067 | 7513.333 | 0.061 | -0.432 |
| | 239 | 114 | 10 | 1 | 290 | 2 | 5 | 7 | 13.259 | 7518.182 | 0.192 | -0.348 |
| | 239 | 186 | 6 | 1 | 290 | 1 | 2 | 3 | 5.192 | 10472.222 | 0.151 | -0.374 |
| Wharton | 241 | 89 | 6 | 1 | 59 | 0 | 9 | 12 | 12.785 | 11826.316 | 0.217 | -0.332 |
| | 241 | 89 | 7 | 1 | 59 | 0 | 6 | 24 | 15.463 | 13055.172 | 0.326 | -0.263 |
| | 241 | 89 | 8 | 1 | 59 | 1 | 3 | 6 | 9.885 | 13193.333 | 0.126 | -0.390 |
| | 241 | 89 | 10 | 2 | 60 | 0 | 2 | 1 | 3.037 | 8227.273 | 0.110 | -0.401 |
| Wheeler | 242 | 30 | 9 | 1 | 83 | 0 | 0 | 3 | 1.798 | 2725.000 | 1.678 | 0.601 |
| | 242 | 31 | 1 | 1 | 83 | 0 | 1 | 1 | 2.002 | 4660.000 | 0.294 | -0.283 |
| | 242 | 275 | 19 | 3 | 556 | 0 | 0 | 1 | 2.582 | 1343.333 | 0.790 | 0.034 |
| Wichita | 243 | 43 | 8 | 1 | 287 | 0 | 9 | 10 | 16.285 | 8383.333 | 0.201 | -0.343 |
| | 243 | 43 | 9 | 1 | 287 | 0 | 0 | 2 | 7.955 | 11300.000 | 0.061 | -0.432 |
| | 243 | 43 | 17 | 3 | 370 | 0 | 3 | 1 | 5.376 | 4800.000 | 0.106 | -0.403 |
| | 243 | 156 | 4 | 1 | 82 | 0 | 2 | 3 | 2.206 | 5320.000 | 0.700 | -0.023 |
| Wilbarger | 244 | 43 | 5 | 1 | 287 | 0 | 12 | 12 | 14.092 | 8373.684 | 0.279 | -0.293 |
| | 244 | 43 | 6 | 1 | 70 | 1 | 7 | 14 | 7.929 | 8166.667 | 0.592 | -0.092 |
| | 244 | 43 | 7 | 1 | 287 | 0 | 1 | 3 | 12.109 | 8235.714 | 0.082 | -0.418 |
| | 244 | 43 | 20 | 3 | 488 | 0 | 0 | 1 | 4.835 | 6100.000 | 0.093 | -0.411 |
| Willacy | 245 | 327 | 10 | 1 | 77 | 1 | 4 | 7 | 18.276 | 6731.818 | 0.156 | -0.371 |
| Williamson | 246 | 15 | 17 | 3 | 418 | 0 | 1 | 1 | 3.383 | 8938.462 | 0.091 | -0.413 |
| | 246 | 151 | 3 | 2 | 29 | 0 | 7 | 9 | 6.369 | 4600.000 | 0.842 | 0.067 |
| | 246 | 151 | 4 | 2 | 29 | 0 | 8 | 3 | 7.139 | 7100.000 | 0.162 | -0.367 |
| | 246 | 151 | 5 | 1 | 183 | 0 | 6 | 7 | . | . | . | . |
| | 246 | 204 | 1 | 1 | 79 | 0 | 6 | 6 | 7.735 | 15671.429 | 0.136 | -0.384 |
| | 246 | 204 | 3 | 1 | 79 | 0 | 0 | 1 | 4.777 | 9508.333 | 0.060 | -0.432 |
| | 246 | 204 | 4 | 1 | 79 | 0 | 8 | 5 | 11.720 | 5511.765 | 0.212 | -0.335 |
| | 246 | 273 | 4 | 1 | 183 | 0 | 7 | 12 | 13.107 | 3627.273 | 0.692 | -0.029 |
| | 246 | 320 | 3 | 2 | 95 | 2 | 9 | 13 | 16.183 | 5440.000 | 0.405 | -0.212 |
| | 246 | 337 | 1 | 2 | 29 | 0 | 4 | 5 | 11.616 | 5677.778 | 0.208 | -0.338 |

Table E.2. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Williamson | 246 | 440 | 1 | 2 | 195 | 0 | 0 | 1 | 1.071 | 4566.667 | 0.560 | -0.113 |
| | 246 | 683 | 1 | 5 | 620 | 1 | 9 | 17 | 3.910 | 17808.333 | 0.669 | -0.044 |
| | 246 | 1376 | 1 | 5 | 1325 | 0 | 0 | 3 | 2.051 | 16500.000 | 0.243 | -0.316 |
| | 246 | 1378 | 2 | 5 | 1431 | 0 | 5 | 10 | 8.475 | 6342.857 | 0.510 | -0.145 |
| Wilson | 247 | 100 | 3 | 1 | 181 | 1 | 8 | 15 | 14.188 | 7200.000 | 0.402 | -0.214 |
| | 247 | 100 | 4 | 1 | 181 | 1 | 5 | 6 | 6.937 | 5041.667 | 0.470 | -0.171 |
| | 247 | 143 | 4 | 1 | 87 | 0 | 2 | 3 | 1.657 | 2900.000 | 1.710 | 0.622 |
| Winker | 248 | 292 | 2 | 2 | 18 | 0 | 6 | 2 | 6.570 | 3935.714 | 0.212 | -0.335 |
| Wise | 249 | 13 | 6 | 1 | 81 | 0 | 9 | 10 | 6.319 | 12728.571 | 0.341 | -0.253 |
| | 249 | 13 | 7 | 1 | 81 | 0 | 6 | 15 | 10.840 | 14607.143 | 0.260 | -0.305 |
| | 249 | 13 | 8 | 1 | 81 | 2 | 47 | 46 | 20.614 | 15740.625 | 0.388 | -0.223 |
| | 249 | 313 | 1 | 5 | 51 | 0 | 2 | 2 | 1.860 | 6566.667 | 0.449 | -0.184 |
| | 249 | 352 | 1 | 2 | 114 | 0 | 0 | 1 | 2.604 | 7822.222 | 0.135 | -0.385 |
| Wood | 250 | 96 | 1 | 1 | 80 | 0 | 5 | 8 | 9.423 | 3644.444 | 0.638 | -0.063 |
| | 250 | 96 | 2 | 1 | 80 | 0 | 0 | 4 | 10.699 | 3450.000 | 0.297 | -0.281 |
| | 250 | 401 | 3 | 2 | 154 | 0 | 1 | 1 | 1.550 | 4500.000 | 0.393 | -0.220 |
| | 250 | 492 | 3 | 5 | 14 | 0 | 1 | 1 | 1.902 | 4825.000 | 0.299 | -0.280 |
| Yoakum | 251 | 297 | 2 | 1 | 82 | 0 | 2 | 3 | 0.759 | 4050.000 | 2.674 | 1.237 |
| Young | 252 | 133 | 8 | 2 | 114 | 0 | 0 | 1 | 0.703 | 5000.000 | 0.779 | 0.027 |
| | 252 | 134 | 3 | 1 | 380 | 0 | 2 | 1 | 2.336 | 5730.000 | 0.205 | -0.340 |
| Zapata | 253 | 38 | 4 | 1 | 83 | 0 | 1 | 2 | 4.754 | 7737.500 | 0.149 | -0.376 |

Table E.3. Single-Vehicle Interstate Accident Data with Totals and Standardized Scores by County and Control Section (1988)

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Atascosa | 7 | 17 | 4 | 8 | 35 | 1 | 1 | 3 | 2.538 | 11856.000 | 0.273 | -0.472 |
| | 7 | 73 | 5 | 8 | 37 | 3 | 30 | 19 | 11.482 | 10208.000 | 0.444 | 0.209 |
| | 7 | 73 | 6 | 8 | 37 | 0 | 11 | 7 | 7.623 | 10068.571 | 0.250 | -0.564 |
| | 7 | 73 | 10 | 8 | 37 | 3 | 12 | 22 | 15.832 | 10208.421 | 0.373 | -0.075 |
| Austin | 8 | 271 | 2 | 8 | 10 | 0 | 21 | 22 | 8.901 | 20210.000 | 0.335 | -0.225 |
| | 8 | 271 | 3 | 8 | 10 | 0 | 13 | 23 | 7.176 | 24201.429 | 0.363 | -0.115 |
| Bell | 14 | 15 | 4 | 8 | 35 | 0 | 39 | 39 | 9.486 | 28082.308 | 0.401 | 0.038 |
| | 14 | 15 | 6 | 8 | 35 | 0 | 4 | 9 | 2.982 | 24700.000 | 0.335 | -0.226 |
| | 14 | 15 | 7 | 8 | 35 | 1 | 20 | 25 | 9.848 | 24053.529 | 0.289 | -0.408 |
| Bexar | 15 | 16 | 7 | 8 | 35 | 1 | 9 | 12 | . | . | . | . |
| | 15 | 17 | 3 | 8 | 35 | 1 | 17 | 16 | 8.483 | 16240.000 | 0.318 | -0.292 |
| | 15 | 25 | 2 | 8 | 10 | 0 | 2 | 5 | 2.461 | 18357.500 | 0.303 | -0.352 |
| | 15 | 72 | 7 | 8 | 10 | 0 | 4 | 8 | 6.554 | 22744.000 | 0.147 | -0.973 |
| | 15 | 72 | 12 | 8 | 10 | 0 | 11 | 15 | . | . | . | . |
| | 15 | 73 | 9 | 8 | 37 | 0 | 12 | 11 | 8.106 | 11125.000 | 0.334 | -0.229 |
| | 15 | 521 | 4 | 8 | 410 | 0 | 7 | 16 | . | . | . | . |
| 15 | 521 | 5 | 8 | 410 | 1 | 3 | 7 | . | . | . | . | |
| Bowie | 19 | 610 | 5 | 8 | 30 | 0 | 16 | 17 | 17.127 | 12775.455 | 0.213 | -0.711 |
| | 19 | 610 | 6 | 8 | 30 | 3 | 10 | 17 | 13.607 | 18410.000 | 0.186 | -0.818 |
| | 19 | 610 | 7 | 8 | 30 | 0 | 17 | 40 | 11.859 | 27921.389 | 0.331 | -0.242 |
| Caldwell | 28 | 535 | 3 | 8 | 10 | 1 | 4 | 7 | 4.931 | 12200.000 | 0.319 | -0.290 |
| Callahan | 30 | 6 | 7 | 8 | 20 | 0 | 13 | 17 | 12.988 | 14571.111 | 0.246 | -0.579 |
| | 30 | 7 | 1 | 8 | 20 | 0 | 11 | 13 | 8.789 | 12350.769 | 0.328 | -0.253 |
| | 30 | 7 | 2 | 8 | 20 | 0 | 22 | 29 | 8.915 | 11800.000 | 0.755 | 1.446 |
| Carson | 33 | 275 | 2 | 8 | 40 | 2 | 12 | 12 | 10.241 | 9007.500 | 0.356 | -0.140 |
| | 33 | 275 | 3 | 8 | 40 | 0 | 12 | 18 | 10.695 | 8881.667 | 0.519 | 0.507 |
| | 33 | 275 | 4 | 8 | 40 | 0 | 5 | 10 | 10.357 | 8814.000 | 0.300 | -0.364 |
| Chambers | 36 | 508 | 2 | 8 | 10 | 1 | 26 | 32 | 15.860 | 27066.842 | 0.204 | -0.746 |
| | 36 | 508 | 3 | 8 | 10 | 4 | 10 | 15 | 17.491 | 16442.000 | 0.143 | -0.990 |
| | 36 | 739 | 1 | 8 | 10 | 0 | 5 | 3 | 3.113 | 22820.000 | 0.116 | -1.098 |
| Colorado | 45 | 271 | 1 | 8 | 10 | 0 | 20 | 25 | 14.447 | 20394.000 | 0.232 | -0.633 |
| | 45 | 535 | 8 | 8 | 10 | 0 | 29 | 39 | 17.614 | 15787.563 | 0.384 | -0.030 |

Table E.3. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Comal | 46 | 16 | 4 | 8 | 35 | 0 | 5 | 8 | 9.598 | 31095.882 | 0.073 | -1.266 |
| Cooke | 49 | 194 | 2 | 8 | 35 | 0 | 11 | 14 | 6.355 | 12010.909 | 0.503 | 0.441 |
| | 49 | 195 | 1 | 8 | 35 | 0 | 24 | 37 | 15.211 | 15642.222 | 0.426 | 0.137 |
| Crane | 52 | 4 | 5 | 8 | 20 | 0 | 3 | 3 | 1.533 | 7630.000 | 0.703 | 1.237 |
| Crockett | 53 | 140 | 10 | 8 | 10 | 1 | 6 | 10 | 13.057 | 3280.000 | 0.640 | 0.987 |
| | 53 | 140 | 11 | 8 | 10 | 1 | 7 | 7 | 9.071 | 3450.000 | 0.613 | 0.880 |
| | 53 | 140 | 13 | 8 | 10 | 1 | 8 | 14 | 15.858 | 3200.000 | 0.756 | 1.449 |
| | 53 | 141 | 1 | 8 | 10 | 1 | 14 | 18 | 14.826 | 4367.143 | 0.762 | 1.472 |
| Culberson | 55 | 2 | 11 | 8 | 10 | 2 | 5 | 8 | 4.765 | 7510.000 | 0.612 | 0.878 |
| | 55 | 3 | 1 | 8 | 10 | 0 | 9 | 6 | 13.298 | 7500.000 | 0.165 | -0.902 |
| | 55 | 3 | 2 | 8 | 10 | 0 | 15 | 11 | 13.069 | 7550.000 | 0.305 | -0.343 |
| | 55 | 3 | 3 | 8 | 10 | 0 | 7 | 10 | 12.562 | 7475.556 | 0.292 | -0.398 |
| Dallas | 57 | 92 | 2 | 8 | 45 | 0 | 13 | 21 | . | . | . | . |
| | 57 | 92 | 14 | 8 | 45 | 0 | 0 | 2 | . | . | . | . |
| | 57 | 442 | 2 | 8 | 353 | 1 | 2 | 4 | . | . | . | . |
| | 57 | 2374 | 3 | 8 | 20 | 0 | 1 | 3 | . | . | . | . |
| | 57 | 2374 | 7 | 8 | 635 | 0 | 3 | 5 | 0.999 | 59000.000 | 0.232 | -0.634 |
| Deaf Smith | 59 | 90 | 1 | 8 | 40 | 0 | 3 | 2 | 2.102 | 8290.000 | 0.314 | -0.307 |
| Denton | 61 | 81 | 13 | 8 | 354 | 1 | 3 | 13 | 8.087 | 13630.000 | 0.323 | -0.273 |
| | 61 | 195 | 2 | 8 | 35 | 1 | 21 | 31 | 6.893 | 22220.000 | 0.555 | 0.648 |
| | 61 | 195 | 3 | 8 | 353 | 0 | 1 | 1 | . | . | . | . |
| | 61 | 196 | 1 | 8 | 353 | 1 | 31 | 50 | . | . | . | . |
| Donely | 65 | 275 | 6 | 8 | 40 | 0 | 4 | 2 | 1.670 | 8520.000 | 0.385 | -0.026 |
| | 65 | 275 | 8 | 8 | 40 | 0 | 0 | 2 | 2.171 | 8580.000 | 0.294 | -0.388 |
| | 65 | 275 | 10 | 8 | 40 | 0 | 3 | 1 | 2.166 | 8580.000 | 0.147 | -0.972 |
| Eastland | 68 | 7 | 3 | 8 | 20 | 2 | 45 | 42 | 20.008 | 11800.667 | 0.487 | 0.381 |
| | 68 | 7 | 4 | 8 | 20 | 0 | 7 | 12 | 16.410 | 5821.739 | 0.344 | -0.189 |
| | 68 | 7 | 6 | 8 | 20 | 2 | 21 | 26 | 12.625 | 12050.588 | 0.468 | 0.304 |
| | 68 | 314 | 5 | 8 | 20 | 0 | 6 | 5 | 1.792 | 13000.000 | 0.588 | 0.781 |
| Ector | 69 | 4 | 6 | 8 | 20 | 0 | 6 | 7 | 8.252 | 8082.500 | 0.288 | -0.414 |
| | 69 | 4 | 7 | 8 | 20 | 0 | 16 | 27 | 6.138 | 8908.571 | 1.353 | 3.824 |
| Ellis | 71 | 48 | 4 | 8 | 353 | 0 | 5 | 10 | 11.372 | 18676.842 | 0.129 | -1.045 |

Table E.3. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Ellis | 71 | 48 | 8 | 8 | 353 | 2 | 35 | 42 | 18.540 | 15642.857 | 0.397 | 0.020 |
| | 71 | 92 | 3 | 8 | 45 | 0 | 11 | 18 | 5.529 | 24158.000 | 0.369 | -0.089 |
| | 71 | 92 | 4 | 8 | 45 | 1 | 10 | 22 | 10.083 | 23420.000 | 0.255 | -0.543 |
| | 71 | 92 | 5 | 8 | 45 | 0 | 7 | 9 | 7.810 | 22588.571 | 0.140 | -1.002 |
| | 71 | 442 | 3 | 8 | 353 | 1 | 14 | 11 | 3.791 | 22422.857 | 0.355 | -0.148 |
| El Paso | 72 | 2121 | 1 | 8 | 10 | 3 | 26 | 23 | 6.312 | 23275.455 | 0.429 | 0.148 |
| | 72 | 2121 | 4 | 8 | 10 | 0 | 26 | 28 | 14.594 | 11367.143 | 0.462 | 0.281 |
| | 72 | 2121 | 5 | 8 | 10 | 0 | 13 | 16 | 12.054 | 8050.000 | 0.452 | 0.239 |
| Erath | 73 | 314 | 4 | 8 | 20 | 0 | 4 | 7 | 5.877 | 13315.000 | 0.245 | -0.583 |
| Falls | 74 | 15 | 3 | 8 | 35 | 0 | 1 | 1 | 1.900 | 27800.000 | 0.052 | -1.352 |
| Fayette | 76 | 535 | 6 | 8 | 10 | 2 | 5 | 9 | 11.303 | 12549.091 | 0.174 | -0.867 |
| | 76 | 535 | 7 | 8 | 10 | 1 | 6 | 16 | 11.492 | 13894.815 | 0.275 | -0.466 |
| Fort Bend | 80 | 271 | 5 | 8 | 10 | 0 | 0 | 3 | 1.336 | 31900.000 | 0.193 | -0.791 |
| Franklin | 81 | 610 | 2 | 8 | 30 | 0 | 19 | 24 | 10.695 | 13665.000 | 0.450 | 0.232 |
| Freestone | 82 | 675 | 1 | 8 | 45 | 0 | 13 | 16 | 14.893 | 16239.091 | 0.181 | -0.837 |
| | 82 | 675 | 2 | 8 | 45 | 2 | 33 | 35 | 17.184 | 15330.000 | 0.364 | -0.110 |
| Frio | 83 | 17 | 6 | 8 | 35 | 0 | 19 | 26 | 16.984 | 8650.769 | 0.485 | 0.371 |
| | 83 | 17 | 7 | 8 | 35 | 0 | 8 | 10 | 18.787 | 6093.571 | 0.239 | -0.606 |
| Galveston | 85 | 500 | 1 | 8 | 45 | 0 | 9 | 25 | | | | |
| | 85 | 500 | 4 | 8 | 45 | 0 | 15 | 31 | | | | |
| Gillespie | 87 | 142 | 13 | 8 | 10 | 0 | 6 | 5 | 5.944 | 6000.000 | 0.384 | -0.030 |
| Gonzales | 90 | 535 | 4 | 8 | 10 | 0 | 7 | 9 | 10.546 | 12600.000 | 0.186 | -0.820 |
| | 90 | 535 | 5 | 8 | 10 | 0 | 15 | 12 | 11.590 | 12840.000 | 0.221 | -0.679 |
| Gray | 91 | 275 | 5 | 8 | 40 | 1 | 8 | 5 | 4.741 | 8613.333 | 0.335 | -0.224 |
| | 91 | 275 | 7 | 8 | 40 | 0 | 2 | 7 | 3.897 | 8575.000 | 0.574 | 0.725 |
| | 91 | 275 | 11 | 8 | 40 | 0 | 11 | 24 | 16.990 | 8502.667 | 0.455 | 0.253 |
| Gregg | 93 | 495 | 7 | 8 | 20 | 1 | 24 | 50 | 15.655 | 19422.083 | 0.451 | 0.234 |
| Guadalupe | 95 | 16 | 6 | 8 | 35 | 0 | 3 | 7 | 3.327 | 47276.000 | 0.122 | -1.073 |
| | 95 | 25 | 3 | 8 | 10 | 0 | 3 | 6 | 11.058 | 14828.571 | 0.100 | -1.159 |
| | 95 | 535 | 1 | 8 | 10 | 0 | 0 | 1 | 10.843 | 14611.600 | 0.017 | -1.489 |
| | 95 | 535 | 2 | 8 | 10 | 3 | 15 | 14 | 15.427 | 12715.333 | 0.196 | -0.780 |
| Hale | 96 | 67 | 4 | 8 | 27 | 0 | 0 | 2 | 9.960 | 6633.846 | 0.083 | -1.228 |

Table E.3. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|-----------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Hale | 96 | 67 | 5 | 8 | 27 | 1 | 17 | 23 | 11.449 | 7863.333 | 0.700 | 1.226 |
| | 96 | 67 | 6 | 8 | 27 | 2 | 11 | 20 | 16.308 | 7247.857 | 0.464 | 0.286 |
| Harris | 102 | 110 | 5 | 8 | 45 | 2 | 48 | 69 | 2.478 | 72591.429 | 1.051 | 2.623 |
| | 102 | 110 | 6 | 8 | 45 | 0 | 3 | 4 | . | . | . | . |
| | 102 | 271 | 6 | 8 | 10 | 3 | 26 | 31 | . | . | . | . |
| | 102 | 271 | 7 | 8 | 10 | 0 | 8 | 26 | . | . | . | . |
| | 102 | 500 | 3 | 8 | 45 | 2 | 18 | 51 | . | . | . | . |
| | 102 | 508 | 1 | 8 | 10 | 2 | 53 | 66 | 4.330 | 36182.000 | 1.154 | 3.033 |
| Harrison | 103 | 495 | 8 | 8 | 20 | 2 | 26 | 42 | 16.891 | 17413.889 | 0.391 | -0.002 |
| | 103 | 495 | 9 | 8 | 20 | 0 | 6 | 9 | 6.856 | 16446.364 | 0.219 | -0.688 |
| | 103 | 495 | 10 | 8 | 20 | 1 | 14 | 23 | 15.454 | 16388.182 | 0.249 | -0.568 |
| Hays | 106 | 16 | 2 | 8 | 35 | 0 | 21 | 36 | 15.347 | 41014.348 | 0.157 | -0.935 |
| Hill | 110 | 14 | 7 | 8 | 35 | 0 | 11 | 17 | 12.597 | 18887.742 | 0.196 | -0.779 |
| | 110 | 14 | 23 | 8 | 354 | 4 | 7 | 14 | 14.327 | 10896.000 | 0.246 | -0.581 |
| | 110 | 14 | 24 | 8 | 35 | 0 | 1 | 4 | 6.226 | 24401.000 | 0.072 | -1.271 |
| | 110 | 48 | 9 | 8 | 353 | 0 | 2 | 5 | 7.910 | 14963.636 | 0.116 | -1.098 |
| Hopkins | 113 | 9 | 9 | 8 | 30 | 0 | 15 | 11 | 14.887 | 15610.000 | 0.130 | -1.042 |
| | 113 | 10 | 2 | 8 | 30 | 0 | 10 | 12 | 10.719 | 14049.167 | 0.218 | -0.690 |
| | 113 | 610 | 1 | 8 | 30 | 0 | 10 | 5 | 7.922 | 13877.273 | 0.125 | -1.062 |
| Howard | 115 | 5 | 5 | 8 | 20 | 2 | 13 | 20 | 14.630 | 10705.000 | 0.350 | -0.166 |
| | 115 | 5 | 6 | 8 | 20 | 2 | 23 | 25 | 18.941 | 10476.818 | 0.345 | -0.185 |
| Hudspeth | 116 | 2 | 5 | 8 | 10 | 0 | 1 | 2 | 9.154 | 8000.000 | 0.075 | -1.260 |
| | 116 | 2 | 6 | 8 | 10 | 5 | 29 | 24 | 11.132 | 7970.000 | 0.741 | 1.390 |
| | 116 | 2 | 7 | 8 | 10 | 1 | 7 | 12 | 8.168 | 7970.000 | 0.505 | 0.451 |
| | 116 | 2 | 8 | 8 | 10 | 0 | 17 | 14 | 9.704 | 7675.000 | 0.515 | 0.491 |
| | 116 | 2 | 9 | 8 | 10 | 1 | 10 | 9 | 9.045 | 7050.000 | 0.387 | -0.020 |
| | 116 | 2 | 10 | 8 | 10 | 0 | 6 | 9 | 9.443 | 7657.143 | 0.341 | -0.202 |
| | 116 | 2121 | 6 | 8 | 10 | 1 | 32 | 24 | 16.915 | 7925.000 | 0.491 | 0.393 |
| Hunt | 117 | 9 | 13 | 8 | 30 | 1 | 20 | 38 | 29.800 | 20525.000 | 0.170 | -0.881 |
| Jeff Davis | 123 | 3 | 4 | 8 | 10 | 1 | 6 | 12 | 7.005 | 7390.000 | 0.635 | 0.968 |
| Jefferson | 124 | 739 | 2 | 8 | 10 | 1 | 13 | 16 | 14.712 | 23310.526 | 0.128 | -1.050 |
| Johnson | 127 | 14 | 3 | 8 | 354 | 0 | 10 | 25 | 12.011 | 18086.316 | 0.315 | -0.304 |

Table E.3. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Johnson | 127 | 14 | 4 | 8 | 354 | 2 | 12 | 15 | 8.237 | 12607.778 | 0.396 | 0.016 |
| | 127 | 14 | 22 | 8 | 354 | 0 | 10 | 10 | 2.894 | 11780.000 | 0.804 | 1.639 |
| Kaufman | 130 | 495 | 1 | 8 | 20 | 0 | 26 | 22 | 18.415 | 26069.767 | 0.126 | -1.059 |
| Kendall | 131 | 72 | 5 | 8 | 10 | 1 | 23 | 35 | 14.129 | 11383.529 | 0.596 | 0.814 |
| | 131 | 72 | 6 | 8 | 10 | 0 | 13 | 22 | 6.892 | 14690.625 | 0.595 | 0.810 |
| | 131 | 142 | 15 | 8 | 10 | 0 | 0 | 4 | 1.948 | 8384.000 | 0.671 | 1.111 |
| Kerr | 133 | 142 | 2 | 8 | 10 | 0 | 3 | 5 | 9.209 | 5300.000 | 0.281 | -0.442 |
| | 133 | 142 | 12 | 8 | 10 | 2 | 6 | 8 | 6.076 | 5335.000 | 0.676 | 1.132 |
| | 133 | 142 | 14 | 8 | 10 | 2 | 27 | 37 | 22.312 | 8086.538 | 0.562 | 0.677 |
| Kimble | 134 | 141 | 8 | 8 | 10 | 1 | 5 | 6 | 9.877 | 4470.000 | 0.372 | -0.077 |
| | 134 | 141 | 9 | 8 | 10 | 0 | 3 | 5 | 13.056 | 4884.615 | 0.215 | -0.704 |
| | 134 | 142 | 1 | 8 | 10 | 2 | 27 | 31 | 21.022 | 6109.600 | 0.661 | 1.073 |
| LaSalle | 142 | 17 | 8 | 8 | 35 | 0 | 9 | 10 | . | . | . | . |
| | 142 | 18 | 1 | 8 | 35 | 0 | 4 | 6 | . | . | . | . |
| | 142 | 18 | 2 | 8 | 35 | 0 | 15 | 11 | . | . | . | . |
| Leon | 145 | 675 | 3 | 8 | 45 | 1 | 33 | 32 | 16.790 | 16586.667 | 0.315 | -0.306 |
| | 145 | 675 | 4 | 8 | 45 | 0 | 13 | 16 | 11.783 | 17425.000 | 0.214 | -0.709 |
| Live Oak | 149 | 73 | 7 | 8 | 37 | 2 | 18 | 15 | 11.105 | 10351.429 | 0.358 | -0.136 |
| | 149 | 74 | 1 | 8 | 37 | 0 | 12 | 6 | 15.402 | 7282.222 | 0.147 | -0.975 |
| | 149 | 74 | 2 | 8 | 37 | 3 | 24 | 22 | 17.806 | 7730.000 | 0.438 | 0.184 |
| Lubbock | 152 | 67 | 7 | 8 | 27 | 0 | 4 | 14 | 12.344 | 9311.875 | 0.334 | -0.231 |
| Madison | 154 | 675 | 5 | 8 | 45 | 1 | 38 | 33 | 18.630 | 16792.667 | 0.289 | -0.408 |
| Martin | 156 | 5 | 4 | 8 | 20 | 1 | 17 | 23 | 13.467 | 11082.000 | 0.422 | 0.122 |
| McLennan | 161 | 14 | 8 | 8 | 35 | 3 | 25 | 41 | 10.423 | 27203.077 | 0.396 | 0.018 |
| | 161 | 14 | 9 | 8 | 35 | 0 | 4 | 3 | 0.223 | 29280.000 | 1.259 | 3.449 |
| | 161 | 15 | 1 | 8 | 35 | 0 | 10 | 26 | 5.445 | 29831.818 | 0.439 | 0.186 |
| | 161 | 15 | 2 | 8 | 35 | 1 | 9 | 9 | 4.260 | 27716.667 | 0.209 | -0.727 |
| Medina | 163 | 17 | 5 | 8 | 35 | 0 | 17 | 10 | 12.620 | 10927.333 | 0.199 | -0.768 |
| Midland | 165 | 5 | 14 | 8 | 20 | 0 | 5 | 19 | 9.333 | 13325.000 | 0.419 | 0.107 |
| | 165 | 5 | 15 | 8 | 20 | 0 | 10 | 20 | 10.779 | 11936.250 | 0.426 | 0.136 |
| Mitchell | 168 | 5 | 7 | 8 | 20 | 0 | 7 | 8 | 9.328 | 9283.333 | 0.253 | -0.551 |
| | 168 | 5 | 8 | 8 | 20 | 0 | 29 | 30 | 11.848 | 9190.000 | 0.755 | 1.445 |

Table E.3. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Mitchell | 168 | 6 | 1 | 8 | 20 | 0 | 17 | 23 | 10.878 | 9503.333 | 0.610 | 0.867 |
| Montgomery | 170 | 110 | 4 | 8 | 45 | 5 | 77 | 144 | 12.714 | 46244.783 | 0.671 | 1.111 |
| | 170 | 675 | 8 | 8 | 45 | 4 | 26 | 47 | 16.594 | 35382.917 | 0.219 | -0.686 |
| Morris | 172 | 610 | 4 | 8 | 30 | 1 | 14 | 9 | 7.277 | 12353.333 | 0.274 | -0.467 |
| Navarro | 175 | 92 | 6 | 8 | 45 | 0 | 22 | 37 | 13.226 | 21318.182 | 0.360 | -0.128 |
| | 175 | 93 | 1 | 8 | 45 | 1 | 15 | 25 | 10.970 | 18504.211 | 0.337 | -0.216 |
| | 175 | 166 | 1 | 8 | 45 | 0 | 12 | 7 | 6.591 | 16360.000 | 0.178 | -0.851 |
| Nolan | 177 | 6 | 2 | 8 | 20 | 2 | 14 | 21 | 15.820 | 12583.125 | 0.289 | -0.408 |
| | 177 | 6 | 3 | 8 | 20 | 0 | 17 | 34 | 16.160 | 14502.000 | 0.397 | 0.023 |
| Nueces | 178 | 74 | 6 | 8 | 37 | 0 | 0 | 1 | | | | |
| Oldham | 180 | 90 | 2 | 8 | 40 | 0 | 16 | 17 | 14.570 | 8290.000 | 0.386 | -0.024 |
| | 180 | 90 | 3 | 8 | 40 | 0 | 22 | 32 | 19.726 | 8313.529 | 0.535 | 0.569 |
| | 180 | 90 | 4 | 8 | 40 | 2 | 8 | 18 | 15.040 | 8692.308 | 0.377 | -0.057 |
| Orange | 181 | 28 | 9 | 8 | 10 | 0 | 14 | 33 | 5.651 | 49390.000 | 0.324 | -0.269 |
| | 181 | 28 | 11 | 8 | 10 | 0 | 1 | 6 | 13.068 | 29645.600 | 0.042 | -1.389 |
| | 181 | 28 | 14 | 8 | 10 | 0 | 4 | 2 | 6.690 | 25388.235 | 0.032 | -1.430 |
| Palo Pinto | 182 | 314 | 2 | 8 | 20 | 0 | 5 | 12 | 9.498 | 13735.000 | 0.252 | -0.556 |
| | 182 | 314 | 3 | 8 | 20 | 0 | 10 | 12 | 11.262 | 13585.000 | 0.215 | -0.703 |
| Parker | 184 | 8 | 3 | 8 | 20 | 0 | 13 | 20 | 16.376 | 23490.313 | 0.142 | -0.991 |
| | 184 | 314 | 1 | 8 | 20 | 1 | 19 | 23 | 11.887 | 15564.375 | 0.341 | -0.203 |
| | 184 | 314 | 7 | 8 | 20 | 0 | 9 | 9 | 12.346 | 19954.839 | 0.100 | -1.160 |
| | 184 | 1068 | 5 | 8 | 30 | 0 | 4 | 3 | 1.138 | 32770.000 | 0.220 | -0.681 |
| Pecos | 186 | 140 | 1 | 8 | 10 | 0 | 15 | 14 | 15.142 | 3261.250 | 0.777 | 1.532 |
| | 186 | 140 | 2 | 8 | 10 | 1 | 18 | 18 | 12.237 | 3007.143 | 1.340 | 3.773 |
| | 186 | 140 | 3 | 8 | 10 | 1 | 9 | 14 | 12.224 | 2943.636 | 1.066 | 2.682 |
| | 186 | 140 | 4 | 8 | 10 | 0 | 0 | 6 | 10.932 | 2958.750 | 0.508 | 0.464 |
| | 186 | 140 | 5 | 8 | 10 | 0 | 1 | 6 | 10.370 | 2970.000 | 0.534 | 0.565 |
| | 186 | 140 | 6 | 8 | 10 | 3 | 6 | 8 | 7.911 | 3045.000 | 0.910 | 2.061 |
| | 186 | 441 | 7 | 8 | 10 | 0 | 10 | 11 | 24.552 | 2882.381 | 0.426 | 0.136 |
| | 186 | 441 | 8 | 8 | 10 | 0 | 1 | 6 | 7.117 | 3289.091 | 0.702 | 1.235 |
| Potter | 188 | 90 | 5 | 8 | 40 | 0 | 9 | 18 | 10.967 | 10000.000 | 0.450 | 0.231 |
| | 188 | 275 | 1 | 8 | 40 | 0 | 3 | 7 | 3.945 | 11400.000 | 0.426 | 0.138 |

Table E.3. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|--------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Randall | 191 | 67 | 17 | 8 | 27 | 0 | 12 | 14 | 20.627 | 5616.250 | 0.331 | -0.241 |
| | 191 | 168 | 9 | 8 | 27 | 2 | 22 | 24 | 8.974 | 18318.667 | 0.400 | 0.033 |
| Reeves | 195 | 3 | 5 | 8 | 20 | 0 | 3 | 3 | 8.928 | 4800.000 | 0.192 | -0.795 |
| | 195 | 3 | 6 | 8 | 20 | 3 | 12 | 20 | 23.093 | 4870.000 | 0.487 | 0.380 |
| | 195 | 3 | 7 | 8 | 20 | 0 | 11 | 13 | 16.199 | 4859.412 | 0.452 | 0.242 |
| | 195 | 441 | 5 | 8 | 10 | 0 | 8 | 5 | 13.953 | 2515.000 | 0.390 | -0.005 |
| | 195 | 441 | 6 | 8 | 10 | 1 | 7 | 5 | 6.431 | 2790.000 | 0.763 | 1.479 |
| | 195 | 441 | 9 | 8 | 10 | 3 | 16 | 22 | 20.918 | 2916.667 | 0.988 | 2.372 |
| Rockwall | 199 | 9 | 12 | 8 | 30 | 0 | 15 | 27 | 8.039 | 23403.333 | 0.393 | 0.006 |
| San Patricio | 205 | 74 | 3 | 8 | 37 | 0 | 6 | 4 | 5.493 | 9130.000 | 0.219 | -0.689 |
| | 205 | 74 | 4 | 8 | 37 | 0 | 1 | 4 | 3.560 | 10973.333 | 0.281 | -0.442 |
| | 205 | 74 | 5 | 8 | 37 | 2 | 7 | 14 | 13.918 | 13250.909 | 0.208 | -0.731 |
| Smith | 212 | 495 | 4 | 8 | 20 | 3 | 25 | 38 | 13.160 | 20637.500 | 0.383 | -0.033 |
| | 212 | 495 | 5 | 8 | 20 | 0 | 24 | 38 | 14.697 | 16366.667 | 0.433 | 0.164 |
| | 212 | 495 | 6 | 8 | 20 | 0 | 13 | 16 | 8.342 | 18611.111 | 0.282 | -0.435 |
| Sutton | 218 | 141 | 2 | 8 | 10 | 0 | 8 | 9 | 10.200 | 4270.000 | 0.566 | 0.694 |
| | 218 | 141 | 3 | 8 | 10 | 1 | 8 | 13 | 9.691 | 4302.000 | 0.854 | 1.840 |
| | 218 | 141 | 4 | 8 | 10 | 1 | 4 | 11 | 7.673 | 4100.000 | 0.958 | 2.253 |
| | 218 | 141 | 5 | 8 | 10 | 0 | 1 | 2 | 10.492 | 4350.000 | 0.120 | -1.081 |
| | 218 | 141 | 6 | 8 | 10 | 0 | 7 | 8 | 9.224 | 4389.286 | 0.541 | 0.595 |
| | 218 | 141 | 7 | 8 | 10 | 1 | 3 | 5 | 6.569 | 4400.000 | 0.474 | 0.327 |
| Swisher | 219 | 67 | 2 | 8 | 27 | 0 | 15 | 13 | 15.616 | 5790.714 | 0.394 | 0.009 |
| | 219 | 67 | 3 | 8 | 27 | 2 | 5 | 6 | 15.800 | 5418.000 | 0.192 | -0.794 |
| Tarrant | 220 | 8 | 14 | 8 | 820 | 1 | 2 | 6 | . | . | . | . |
| | 220 | 8 | 16 | 8 | 20 | 0 | 9 | 10 | . | . | . | . |
| | 220 | 81 | 12 | 8 | 354 | 0 | 0 | 4 | . | . | . | . |
| Taylor | 221 | 6 | 4 | 8 | 20 | 0 | 25 | 23 | 13.482 | 15150.000 | 0.309 | -0.331 |
| | 221 | 6 | 5 | 8 | 20 | 0 | 5 | 4 | 2.269 | 17600.000 | 0.274 | -0.466 |
| | 221 | 6 | 6 | 8 | 20 | 0 | 0 | 1 | 0.209 | 16000.000 | 0.819 | 1.701 |
| Titus | 225 | 610 | 3 | 8 | 30 | 0 | 19 | 24 | 20.530 | 12905.370 | 0.248 | -0.571 |
| Travis | 227 | 15 | 10 | 8 | 35 | 0 | 5 | 10 | 0.302 | 61200.000 | 1.482 | 4.339 |
| | 227 | 16 | 1 | 8 | 35 | 0 | 3 | 4 | . | . | . | . |

Table E.3. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Van Zandt | 234 | 495 | 2 | 8 | 20 | 0 | 20 | 26 | 13.958 | 24983.333 | 0.204 | -0.746 |
| | 234 | 495 | 3 | 8 | 20 | 2 | 18 | 38 | 16.256 | 20786.250 | 0.308 | -0.332 |
| Walker | 236 | 675 | 6 | 8 | 45 | 2 | 19 | 21 | 16.887 | 16990.000 | 0.201 | -0.760 |
| | 236 | 675 | 7 | 8 | 45 | 1 | 21 | 23 | 15.989 | 21993.684 | 0.179 | -0.845 |
| Waller | 237 | 271 | 4 | 8 | 10 | 0 | 24 | 45 | 11.095 | 30373.333 | 0.366 | -0.103 |
| Ward | 238 | 4 | 2 | 8 | 20 | 2 | 27 | 26 | 16.388 | 5292.727 | 0.821 | 1.709 |
| | 238 | 4 | 4 | 8 | 20 | 0 | 12 | 28 | 24.180 | 6480.769 | 0.490 | 0.389 |
| Webb | 240 | 18 | 3 | 8 | 35 | 0 | 4 | 6 | . | . | . | . |
| | 240 | 18 | 4 | 8 | 35 | 0 | 8 | 5 | . | . | . | . |
| | 240 | 18 | 5 | 8 | 35 | 0 | 5 | 8 | . | . | . | . |
| | 240 | 18 | 6 | 8 | 35 | 0 | 3 | 4 | . | . | . | . |
| Wheeler | 242 | 275 | 12 | 8 | 40 | 1 | 13 | 28 | 16.444 | 8187.778 | 0.570 | 0.708 |
| | 242 | 275 | 13 | 8 | 40 | 2 | 7 | 12 | 14.115 | 7817.778 | 0.298 | -0.373 |
| Wichita | 243 | 156 | 7 | 8 | 44 | 0 | 4 | 3 | 7.770 | 9757.474 | 0.108 | -1.127 |
| Williamson | 246 | 15 | 8 | 8 | 35 | 0 | 28 | 20 | 17.214 | 29863.333 | 0.107 | -1.134 |
| | 246 | 15 | 9 | 8 | 35 | 0 | 1 | 1 | 10.268 | 54381.538 | 0.005 | -1.539 |

Table E.4. Single-Vehicle Non-Interstate Accident Data with Totals and Standardized Scores by County and Control Section (1988)

| County | | Control | Control | Highway | Highway | Number | | | Control | Mean | Acc | Normalized |
|-----------|-----|---------|---------|---------|---------|------------|----------|-----------|---------|-----------|-------|---------------|
| Name | No. | Number | Section | Type | Number | Fatalities | Injuries | Accidents | Length | ADT | MVM | Accident Data |
| Anderson | 1 | 108 | 7 | 2 | 19 | 0 | 2 | 2 | 3.550 | 5577.778 | 0.277 | -0.244 |
| | 1 | 109 | 1 | 1 | 287 | 0 | 1 | 2 | 2.310 | 14028.571 | 0.169 | -0.307 |
| | 1 | 520 | 8 | 2 | 155 | 0 | 1 | 4 | 11.367 | 5058.333 | 0.191 | -0.294 |
| Andrews | 2 | 228 | 4 | 1 | 385 | 0 | 1 | 3 | 13.756 | 3676.471 | 0.163 | -0.311 |
| | 2 | 228 | 5 | 1 | 385 | 0 | 5 | 6 | 17.741 | 7507.143 | 0.123 | -0.334 |
| Angelina | 3 | 176 | 2 | 1 | 59 | 3 | 4 | 18 | 9.346 | 16652.174 | 0.317 | -0.220 |
| | 3 | 176 | 3 | 1 | 59 | 0 | 2 | 7 | 14.616 | 21218.750 | 0.062 | -0.370 |
| | 3 | 199 | 4 | 1 | 69 | 2 | 10 | 16 | 13.057 | 8045.455 | 0.417 | -0.162 |
| | 3 | 199 | 8 | 1 | 69 | 0 | 0 | 1 | 2.562 | 9725.000 | 0.110 | -0.342 |
| | 3 | 200 | 1 | 1 | 69 | 0 | 5 | 9 | 10.718 | 10904.545 | 0.211 | -0.282 |
| | 3 | 319 | 4 | 2 | 94 | 0 | 2 | 3 | 7.196 | 10947.826 | 0.104 | -0.345 |
| | 3 | 336 | 3 | 2 | 103 | 0 | 4 | 4 | 3.493 | 6100.000 | 0.514 | -0.105 |
| | 3 | 390 | 3 | 2 | 147 | 0 | 0 | 1 | 2.233 | 1700.000 | 0.722 | 0.017 |
| Aransas | 4 | 180 | 4 | 2 | 35 | 0 | 0 | 1 | 3.411 | 11937.500 | 0.067 | -0.367 |
| | 4 | 180 | 5 | 2 | 35 | 0 | 4 | 4 | 2.032 | 10216.667 | 0.528 | -0.097 |
| | 4 | 180 | 7 | 3 | 70 | 0 | 0 | 1 | 0.730 | 7400.000 | 0.507 | -0.109 |
| Archer | 5 | 156 | 5 | 1 | 82 | 1 | 1 | 3 | 1.430 | 4200.000 | 1.368 | 0.396 |
| | 5 | 249 | 4 | 1 | 281 | 0 | 0 | 1 | 1.196 | 2516.667 | 0.910 | 0.127 |
| Armstrong | 6 | 42 | 3 | 1 | 287 | 0 | 4 | 5 | 15.373 | 6312.500 | 0.141 | -0.323 |
| | 6 | 42 | 4 | 1 | 287 | 0 | 5 | 5 | 11.308 | 6450.000 | 0.188 | -0.296 |
| | 6 | 42 | 5 | 1 | 287 | 0 | 6 | 5 | 6.003 | 6100.000 | 0.374 | -0.187 |
| Atascosa | 7 | 73 | 3 | 1 | 281 | 0 | 0 | 3 | 12.939 | 4361.111 | 0.146 | -0.321 |
| | 7 | 73 | 4 | 1 | 281 | 0 | 5 | 2 | 4.966 | 2400.000 | 0.460 | -0.137 |
| | 7 | 328 | 3 | 2 | 97 | 0 | 1 | 2 | 3.150 | 3470.000 | 0.501 | -0.112 |
| | 7 | 328 | 4 | 2 | 97 | 0 | 2 | 2 | 4.561 | 9900.000 | 0.121 | -0.335 |
| | 7 | 613 | 2 | 2 | 16 | 1 | 7 | 9 | 9.040 | 5175.000 | 0.527 | -0.097 |
| Austin | 8 | 187 | 3 | 2 | 36 | 0 | 2 | 3 | 3.167 | 7446.667 | 0.349 | -0.202 |
| | 8 | 187 | 4 | 2 | 36 | 1 | 2 | 3 | 0.972 | 4950.000 | 1.708 | 0.595 |
| Bailey | 9 | 52 | 2 | 1 | 70 | 0 | 5 | 13 | 11.484 | 6816.667 | 0.455 | -0.140 |
| | 9 | 52 | 3 | 1 | 84 | 0 | 1 | 3 | 8.291 | 3966.667 | 0.250 | -0.260 |
| Bandera | 10 | 291 | 5 | 2 | 16 | 0 | 0 | 1 | 0.520 | 7750.000 | 0.680 | -0.008 |
| Bastrop | 11 | 114 | 4 | 1 | 290 | 1 | 1 | 4 | 7.136 | 11022.222 | 0.139 | -0.324 |

Table E.4. Continue

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Blanco | 16 | 113 | 3 | 1 | 290 | 0 | 3 | 3 | 6.861 | 3700.000 | 0.324 | -0.216 |
| | 16 | 113 | 4 | 1 | 290 | 0 | 4 | 4 | 4.078 | 4700.000 | 0.572 | -0.071 |
| | 16 | 113 | 5 | 1 | 281 | 0 | 1 | 2 | 5.502 | 5987.500 | 0.166 | -0.309 |
| | 16 | 113 | 6 | 1 | 290 | 0 | 0 | 1 | 6.618 | 2700.000 | 0.153 | -0.316 |
| | 16 | 252 | 3 | 1 | 281 | 0 | 8 | 10 | 14.973 | 3790.000 | 0.483 | -0.123 |
| | 16 | 253 | 1 | 1 | 281 | 0 | 1 | 3 | 2.065 | 4866.667 | 0.818 | 0.073 |
| | 16 | 700 | 2 | 2 | 71 | 2 | 1 | 2 | 0.888 | 4000.000 | 1.543 | 0.498 |
| Bowie | 19 | 60 | 2 | 2 | 8 | 0 | 0 | 1 | 1.043 | 6860.000 | 0.383 | -0.182 |
| | 19 | 217 | 1 | 1 | 59 | 0 | 2 | 4 | 3.948 | 9300.000 | 0.298 | -0.231 |
| | 19 | 217 | 2 | 1 | 71 | 0 | 0 | 2 | 4.490 | 15725.000 | 0.078 | -0.361 |
| | 19 | 218 | 1 | 1 | 59 | 0 | 5 | 6 | 10.958 | 14148.148 | 0.106 | -0.344 |
| | 19 | 218 | 2 | 1 | 59 | 0 | 0 | 3 | 4.042 | 17971.429 | 0.113 | -0.340 |
| | 19 | 1231 | 1 | 5 | 989 | 0 | 4 | 5 | 4.732 | 7370.000 | 0.393 | -0.176 |
| Brazoria | 20 | 111 | 4 | 5 | 521 | 0 | 1 | 1 | 3.030 | 4200.000 | 0.215 | -0.280 |
| | 20 | 111 | 7 | 2 | 227 | 0 | 4 | 8 | 5.462 | 18333.333 | 0.219 | -0.278 |
| | 20 | 111 | 8 | 2 | 288 | 0 | 4 | 10 | 11.070 | 20931.250 | 0.118 | -0.337 |
| | 20 | 111 | 9 | 2 | 227 | 0 | 7 | 5 | 8.096 | 10270.000 | 0.165 | -0.310 |
| | 20 | 178 | 2 | 2 | 35 | 0 | 3 | 3 | 5.801 | 16425.000 | 0.086 | -0.356 |
| | 20 | 178 | 4 | 3 | 558 | 0 | 0 | 1 | 0.499 | 1305.000 | 4.207 | 2.059 |
| | 20 | 179 | 1 | 2 | 35 | 0 | 0 | 1 | 1.666 | 10185.714 | 0.161 | -0.311 |
| | 20 | 179 | 2 | 2 | 35 | 0 | 3 | 3 | 0.896 | 9540.000 | 0.962 | 0.157 |
| | 20 | 188 | 3 | 2 | 36 | 0 | 1 | 1 | 0.793 | 7266.667 | 0.475 | -0.128 |
| | 20 | 188 | 4 | 2 | 36 | 0 | 5 | 7 | 3.044 | 9988.889 | 0.631 | -0.037 |
| | 20 | 188 | 6 | 2 | 36 | 0 | 1 | 1 | 1.936 | 8800.000 | 0.161 | -0.312 |
| | 20 | 192 | 3 | 2 | 6 | 0 | 0 | 1 | 3.242 | 12700.000 | 0.067 | -0.367 |
| | 20 | 586 | 1 | 2 | 332 | 0 | 3 | 2 | 4.083 | 13700.000 | 0.098 | -0.349 |
| | 20 | 598 | 2 | 2 | 288 | 0 | 8 | 25 | 17.088 | 15200.000 | 0.264 | -0.252 |
| | 20 | 598 | 3 | 2 | 288 | 1 | 8 | 10 | 13.807 | 7493.478 | 0.265 | -0.251 |
| | 20 | 598 | 4 | 2 | 288 | 0 | 3 | 3 | 7.443 | 35.000 | 31.551 | 18.082 |
| | 20 | 976 | 2 | 5 | 518 | 0 | 1 | 3 | . | . | . | . |
| 20 | 3416 | 1 | 5 | 518 | 0 | 1 | 2 | 0.051 | 11500.000 | 9.343 | 5.068 | |
| Brazos | 21 | 49 | 9 | 1 | 190 | 0 | 2 | 3 | 2.667 | 10014.286 | 0.308 | -0.226 |

Table E.4. Continue

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Brazos | 21 | 49 | 12 | 2 | 6 | 0 | 0 | 1 | . | . | . | . |
| | 21 | 50 | 2 | 2 | 6 | 1 | 15 | 37 | 12.247 | 10288.889 | 0.804 | 0.065 |
| | 21 | 116 | 4 | 2 | 21 | 0 | 7 | 10 | 5.289 | 7169.231 | 0.723 | 0.017 |
| | 21 | 117 | 1 | 1 | 190 | 0 | 2 | 5 | 0.591 | 7000.000 | 3.311 | 1.534 |
| Brewster | 22 | 21 | 3 | 1 | 90 | 0 | 1 | 2 | 0.772 | 590.000 | 12.030 | 6.643 |
| Brooks | 24 | 255 | 3 | 1 | 281 | 0 | 1 | 1 | 2.511 | 9785.714 | 0.111 | -0.341 |
| Brown | 25 | 54 | 6 | 1 | 67 | 0 | 3 | 10 | 13.664 | 7412.500 | 0.270 | -0.248 |
| | 25 | 54 | 7 | 1 | 84 | 0 | 6 | 6 | 13.036 | 8162.500 | 0.154 | -0.316 |
| | 25 | 79 | 1 | 1 | 67 | 1 | 1 | 5 | 13.075 | 5976.471 | 0.175 | -0.303 |
| | 25 | 128 | 1 | 1 | 377 | 0 | 1 | 2 | 5.733 | 10720.000 | 0.089 | -0.354 |
| Burleson | 26 | 186 | 3 | 2 | 36 | 0 | 0 | 1 | 1.483 | 8037.500 | 0.230 | -0.271 |
| | 26 | 186 | 4 | 2 | 36 | 0 | 2 | 2 | 1.889 | 6100.000 | 0.476 | -0.127 |
| Burnet | 27 | 150 | 5 | 2 | 29 | 1 | 3 | 7 | 10.351 | 6681.818 | 0.277 | -0.244 |
| | 27 | 151 | 1 | 2 | 29 | 1 | 1 | 9 | 10.392 | 7180.000 | 0.330 | -0.212 |
| | 27 | 151 | 2 | 2 | 29 | 0 | 2 | 3 | 4.175 | 5387.500 | 0.365 | -0.192 |
| | 27 | 251 | 7 | 1 | 281 | 1 | 7 | 7 | 11.841 | 2816.667 | 0.575 | -0.069 |
| | 27 | 251 | 8 | 1 | 281 | 1 | 1 | 2 | 7.876 | 4942.857 | 0.141 | -0.324 |
| | 27 | 252 | 1 | 1 | 281 | 0 | 2 | 5 | 13.394 | 8420.000 | 0.121 | -0.335 |
| | 27 | 252 | 2 | 1 | 281 | 0 | 4 | 11 | 7.239 | 7125.000 | 0.584 | -0.064 |
| | 27 | 273 | 2 | 1 | 183 | 2 | 6 | 6 | 10.815 | 2540.000 | 0.598 | -0.055 |
| | 27 | 273 | 3 | 1 | 183 | 0 | 8 | 8 | 9.768 | 2587.500 | 0.867 | 0.102 |
| | 27 | 700 | 1 | 2 | 71 | 0 | 0 | 3 | 11.005 | 4140.000 | 0.180 | -0.300 |
| | 27 | 1378 | 4 | 5 | 1431 | 1 | 12 | 19 | 11.735 | 7908.333 | 0.561 | -0.077 |
| Caldwell | 28 | 29 | 3 | 1 | 90 | 0 | 1 | 2 | 1.884 | 7422.222 | 0.392 | -0.176 |
| | 28 | 152 | 2 | 1 | 183 | 1 | 6 | 10 | 11.900 | 8277.273 | 0.278 | -0.243 |
| | 28 | 152 | 3 | 1 | 183 | 0 | 1 | 5 | 13.469 | 6427.273 | 0.158 | -0.313 |
| | 28 | 286 | 2 | 2 | 80 | 0 | 2 | 4 | 11.355 | 4262.500 | 0.226 | -0.273 |
| Calhoun | 29 | 432 | 1 | 2 | 185 | 0 | 2 | 1 | 2.419 | 2387.500 | 0.474 | -0.128 |
| Callahan | 30 | 7 | 12 | 3 | 425 | 0 | 0 | 1 | 1.201 | 2933.333 | 0.778 | 0.050 |
| Cameron | 31 | 39 | 7 | 1 | 77 | 0 | 3 | 7 | 2.406 | 14171.429 | 0.562 | -0.077 |
| | 31 | 39 | 8 | 1 | 77 | 2 | 9 | 14 | 8.814 | 21100.000 | 0.206 | -0.285 |
| | 31 | 39 | 19 | 1 | 83 | 0 | 11 | 12 | 6.920 | 26600.000 | 0.179 | -0.301 |

Table E.4. Continue

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Cameron | 31 | 220 | 5 | 2 | 48 | 0 | 1 | 3 | 1.135 | 8100.000 | 0.894 | 0.118 |
| | 31 | 327 | 8 | 1 | 77 | 0 | 0 | 3 | 4.325 | 8766.667 | 0.217 | -0.279 |
| | 31 | 331 | 1 | 2 | 100 | 0 | 0 | 1 | 0.926 | 6900.000 | 0.429 | -0.155 |
| | 31 | 331 | 2 | 2 | 100 | 0 | 6 | 5 | 5.968 | 14181.818 | 0.162 | -0.311 |
| | 31 | 331 | 4 | 4 | 100 | 0 | 15 | 13 | 6.431 | 14800.000 | 0.374 | -0.187 |
| | 31 | 1801 | 1 | 5 | 1847 | 0 | 1 | 1 | 0.318 | 3100.000 | 2.779 | 1.222 |
| Camp | 32 | 248 | 2 | 1 | 271 | 0 | 2 | 4 | 6.371 | 7039.130 | 0.244 | -0.263 |
| | 32 | 248 | 3 | 1 | 271 | 0 | 0 | 2 | 5.701 | 5000.000 | 0.192 | -0.293 |
| Carson | 33 | 169 | 3 | 1 | 60 | 0 | 2 | 6 | 9.811 | 6000.000 | 0.279 | -0.242 |
| | 33 | 169 | 4 | 1 | 60 | 0 | 6 | 9 | 9.824 | 4906.250 | 0.512 | -0.106 |
| | 33 | 169 | 5 | 1 | 60 | 0 | 4 | 6 | 14.302 | 4353.846 | 0.264 | -0.251 |
| Cass | 34 | 10 | 10 | 1 | 67 | 0 | 1 | 1 | 1.850 | 1200.000 | 1.234 | 0.317 |
| | 34 | 62 | 4 | 1 | 59 | 0 | 6 | 7 | 8.630 | 6475.000 | 0.343 | -0.205 |
| | 34 | 218 | 3 | 1 | 59 | 0 | 9 | 14 | 11.551 | 13605.263 | 0.244 | -0.263 |
| | 34 | 218 | 4 | 1 | 59 | 1 | 9 | 12 | 15.534 | 9652.174 | 0.219 | -0.278 |
| Chambers | 36 | 368 | 1 | 2 | 124 | 0 | 3 | 3 | 2.379 | 8462.500 | 0.408 | -0.167 |
| | 36 | 508 | 3 | 2 | 73 | 0 | 2 | 1 | 17.491 | 16442.000 | 0.010 | -0.401 |
| Cherokee | 37 | 191 | 2 | 1 | 69 | 1 | 2 | 4 | 11.632 | 7950.000 | 0.119 | -0.337 |
| | 37 | 199 | 1 | 1 | 69 | 4 | 13 | 15 | 13.857 | 11500.000 | 0.258 | -0.255 |
| | 37 | 199 | 2 | 1 | 69 | 0 | 2 | 8 | 12.514 | 6735.000 | 0.260 | -0.254 |
| | 37 | 378 | 7 | 5 | 347 | 0 | 4 | 2 | 2.455 | 5625.000 | 0.397 | -0.174 |
| Childress | 38 | 31 | 5 | 1 | 83 | 0 | 1 | 3 | 1.873 | 1480.000 | 2.965 | 1.331 |
| | 38 | 42 | 12 | 1 | 287 | 0 | 6 | 8 | 13.048 | 6864.706 | 0.245 | -0.263 |
| | 38 | 43 | 1 | 1 | 287 | 0 | 11 | 9 | 13.672 | 7540.000 | 0.239 | -0.266 |
| | 39 | 44 | 2 | 1 | 82 | 0 | 17 | 19 | 12.434 | 13830.000 | 0.303 | -0.229 |
| | 39 | 224 | 1 | 1 | 287 | 0 | 14 | 16 | 10.234 | 9842.857 | 0.435 | -0.151 |
| | 39 | 224 | 2 | 1 | 287 | 0 | 1 | 4 | 10.237 | 9763.636 | 0.110 | -0.342 |
| Cochran | 40 | 130 | 2 | 2 | 114 | 0 | 1 | 2 | 1.320 | 3740.000 | 1.110 | 0.244 |
| | 40 | 461 | 3 | 2 | 214 | 0 | 1 | 1 | 0.682 | 2700.000 | 1.488 | 0.466 |
| Coke | 41 | 69 | 5 | 1 | 87 | 0 | 1 | 1 | 4.576 | 3900.000 | 0.154 | -0.316 |
| Coleman | 42 | 54 | 3 | 1 | 84 | 0 | 8 | 7 | 11.115 | 2133.333 | 0.809 | 0.068 |
| | 42 | 54 | 4 | 1 | 84 | 0 | 1 | 6 | 17.547 | 3913.333 | 0.239 | -0.266 |

Table E.4. Continue

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|---------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Coleman | 42 | 78 | 5 | 1 | 67 | 0 | 0 | 1 | 0.540 | 1250.000 | 4.059 | 1.972 |
| | 43 | 47 | 6 | 1 | 75 | 0 | 5 | 6 | 1.927 | 39000.000 | 0.219 | -0.278 |
| Collin | 43 | 47 | 14 | 1 | 75 | 3 | 18 | 32 | 15.800 | 23769.231 | 0.233 | -0.269 |
| | 43 | 135 | 5 | 1 | 380 | 0 | 1 | 1 | 0.102 | 6300.000 | 4.264 | 2.092 |
| | 43 | 549 | 3 | 3 | 399 | 1 | 0 | 2 | 1.537 | 6820.000 | 0.523 | -0.100 |
| Collingsworth | 44 | 31 | 3 | 1 | 83 | 0 | 1 | 1 | 0.219 | 1450.000 | 8.628 | 4.649 |
| | 44 | 31 | 4 | 1 | 83 | 0 | 0 | 1 | 5.070 | 2410.000 | 0.224 | -0.275 |
| Colorado | 45 | 26 | 6 | 1 | 90 | 0 | 1 | 1 | 0.987 | 6090.000 | 0.456 | -0.139 |
| | 45 | 27 | 3 | 6 | 90 | 1 | 1 | 4 | 0.812 | 7600.000 | 1.776 | 0.634 |
| | 45 | 266 | 2 | 2 | 71 | 0 | 10 | 15 | 12.230 | 5570.588 | 0.603 | -0.053 |
| | 45 | 266 | 8 | 3 | 329 | 0 | 1 | 1 | 1.071 | 6916.667 | 0.370 | -0.189 |
| | 45 | 446 | 3 | 6 | 90 | 0 | 0 | 1 | 1.425 | 6171.429 | 0.312 | -0.224 |
| Comal | 46 | 253 | 3 | 1 | 281 | 0 | 10 | 14 | 10.196 | 7422.222 | 0.507 | -0.109 |
| Comanche | 47 | 79 | 2 | 1 | 67 | 0 | 4 | 6 | 10.897 | 6513.333 | 0.232 | -0.270 |
| Concho | 48 | 70 | 4 | 1 | 87 | 0 | 0 | 1 | 0.776 | 4066.667 | 0.868 | 0.103 |
| Cooke | 49 | 44 | 7 | 1 | 82 | 0 | 5 | 6 | 9.216 | 4740.000 | 0.376 | -0.186 |
| | 49 | 44 | 8 | 1 | 82 | 0 | 0 | 2 | 10.609 | 9780.000 | 0.053 | -0.375 |
| | 49 | 45 | 1 | 1 | 82 | 0 | 4 | 9 | 11.916 | 14072.222 | 0.147 | -0.320 |
| Coryell | 50 | 231 | 2 | 1 | 190 | 1 | 10 | 11 | 0.508 | 10600.000 | 5.597 | 2.873 |
| Crane | 52 | 229 | 2 | 1 | 385 | 0 | 3 | 5 | 17.843 | 3759.091 | 0.204 | -0.286 |
| | 52 | 229 | 3 | 1 | 385 | 0 | 1 | 1 | 1.252 | 4966.667 | 0.441 | -0.148 |
| | 52 | 600 | 3 | 2 | 329 | 0 | 0 | 1 | 0.468 | 2362.500 | 2.478 | 1.046 |
| | 52 | 600 | 4 | 5 | 870 | 1 | 2 | 1 | 0.303 | 2533.333 | 3.569 | 1.685 |
| Crosby | 54 | 131 | 3 | 1 | 82 | 0 | 5 | 6 | 14.854 | 4268.182 | 0.259 | -0.254 |
| | 54 | 131 | 4 | 1 | 82 | 0 | 2 | 5 | 6.298 | 3780.000 | 0.575 | -0.069 |
| | 54 | 131 | 5 | 1 | 82 | 0 | 4 | 2 | 7.898 | 1950.000 | 0.356 | -0.198 |
| Culberson | 55 | 2 | 20 | 3 | 519 | 0 | 1 | 1 | 2.313 | 4087.500 | 0.290 | -0.236 |
| | 55 | 233 | 2 | 1 | 62 | 0 | 1 | 1 | 3.519 | 1400.000 | 0.556 | -0.080 |
| Dallas | 57 | 92 | 2 | 2 | 310 | 0 | 1 | 1 | . | . | . | . |
| | 57 | 95 | 2 | 1 | 80 | 1 | 14 | 20 | . | . | . | . |
| | 57 | 581 | 2 | 3 | 12 | 0 | 0 | 1 | . | . | . | . |
| Dawson | 58 | 68 | 4 | 1 | 87 | 0 | 7 | 12 | 16.830 | 6000.000 | 0.326 | -0.215 |

Table E.4. Continue

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Dawson | 58 | 68 | 5 | 1 | 87 | 0 | 3 | 11 | 19.838 | 3462.963 | 0.439 | -0.149 |
| Deaf Smith | 59 | 168 | 5 | 1 | 60 | 0 | 2 | 2 | 6.542 | 5863.636 | 0.143 | -0.322 |
| | 59 | 168 | 7 | 1 | 60 | 0 | 2 | 9 | 15.577 | 6181.818 | 0.256 | -0.256 |
| Delta | 60 | 136 | 3 | 2 | 24 | 0 | 1 | 2 | 1.788 | 3000.000 | 1.022 | 0.192 |
| Denton | 61 | 1567 | 2 | 5 | 423 | 0 | 1 | 1 | 2.991 | 17400.000 | 0.053 | -0.375 |
| DeWitt | 62 | 154 | 3 | 1 | 183 | 0 | 0 | 1 | 0.360 | 2025.000 | 3.758 | 1.796 |
| Dickens | 63 | 131 | 6 | 1 | 82 | 0 | 1 | 1 | 13.068 | 1552.273 | 0.135 | -0.327 |
| | 63 | 132 | 1 | 1 | 82 | 0 | 6 | 3 | 9.105 | 1480.000 | 0.610 | -0.049 |
| | 63 | 132 | 2 | 1 | 82 | 0 | 2 | 1 | 9.570 | 1307.143 | 0.219 | -0.278 |
| Donley | 65 | 42 | 6 | 1 | 287 | 0 | 9 | 20 | 13.301 | 8470.000 | 0.486 | -0.121 |
| | 65 | 42 | 7 | 1 | 287 | 0 | 6 | 8 | 12.591 | 6945.455 | 0.251 | -0.259 |
| | 65 | 42 | 8 | 1 | 287 | 0 | 4 | 5 | 9.880 | 6458.333 | 0.215 | -0.280 |
| Kenedy | 66 | 327 | 2 | 1 | 77 | 0 | 5 | 7 | 11.736 | 5500.000 | 0.297 | -0.232 |
| | 66 | 327 | 3 | 1 | 77 | 0 | 12 | 13 | 12.664 | 5400.000 | 0.521 | -0.101 |
| | 66 | 327 | 4 | 1 | 77 | 1 | 14 | 11 | 9.560 | 5400.000 | 0.584 | -0.064 |
| | 66 | 327 | 5 | 1 | 77 | 0 | 1 | 4 | 12.470 | 5540.000 | 0.159 | -0.313 |
| Duval | 67 | 237 | 5 | 1 | 59 | 0 | 0 | 3 | . | . | . | . |
| | 67 | 542 | 3 | 1 | 59 | 1 | 0 | 1 | . | . | . | . |
| Eastland | 68 | 7 | 4 | 1 | 80 | 0 | 4 | 10 | 16.410 | 5821.739 | 0.287 | -0.238 |
| | 68 | 7 | 5 | 1 | 80 | 1 | 1 | 3 | 5.261 | 3250.000 | 0.481 | -0.124 |
| Ector | 69 | 5 | 1 | 1 | 80 | 0 | 2 | 5 | . | . | . | . |
| | 69 | 228 | 6 | 1 | 385 | 0 | 3 | 8 | 9.202 | 5120.000 | 0.465 | -0.134 |
| | 69 | 229 | 1 | 1 | 385 | 0 | 2 | 6 | 12.440 | 4118.182 | 0.321 | -0.218 |
| | 69 | 463 | 7 | 2 | 302 | 0 | 1 | 1 | 5.409 | 1595.000 | 0.318 | -0.220 |
| | 69 | 572 | 1 | 2 | 302 | 0 | 0 | 4 | 5.527 | 2500.000 | 0.793 | 0.059 |
| | 69 | 1870 | 1 | 5 | 2020 | 0 | 4 | 7 | . | . | . | . |
| | 69 | 2005 | 1 | 5 | 1882 | 0 | 1 | 3 | . | . | . | . |
| | 69 | 2224 | 1 | 3 | 338 | 0 | 5 | 6 | 0.401 | 4100.000 | 9.998 | 5.453 |
| 69 | 2296 | 1 | 2 | 191 | 0 | 5 | 2 | . | . | . | . | |
| Ellis | 71 | 48 | 5 | 1 | 77 | 0 | 1 | 2 | 0.631 | 1332.857 | 6.515 | 3.412 |
| | 71 | 172 | 7 | 1 | 287 | 0 | 0 | 1 | 3.542 | 7700.000 | 0.100 | -0.347 |
| | 71 | 172 | 8 | 1 | 287 | 0 | 0 | 2 | 6.504 | 8150.000 | 0.103 | -0.346 |

Table E.4. Continue

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Ellis | 71 | 261 | 1 | 1 | 67 | 0 | 8 | 12 | 5.311 | 14066.667 | 0.440 | -0.148 |
| | 71 | 834 | 1 | 5 | 308 | 0 | 1 | 1 | 4.519 | 440.000 | 1.378 | 0.401 |
| El Paso | 72 | 1 | 1 | 2 | 20 | 2 | 14 | 20 | 2.827 | 9171.429 | 2.113 | 0.832 |
| | 72 | 2 | 2 | 2 | 20 | 1 | 3 | 8 | 6.318 | 2940.000 | 1.180 | 0.285 |
| | 72 | 374 | 2 | 1 | 62 | 0 | 2 | 3 | 3.225 | 6225.000 | 0.409 | -0.166 |
| | 72 | 2552 | 1 | 3 | 375 | 1 | 1 | 3 | 7.308 | 4466.667 | 0.252 | -0.259 |
| | 72 | 3451 | 1 | 5 | 1281 | 0 | 6 | 5 | 2.901 | 11860.000 | 0.398 | -0.173 |
| Falls | 74 | 49 | 3 | 2 | 6 | 0 | 0 | 1 | 3.433 | 4422.222 | 0.180 | -0.300 |
| Fayette | 76 | 26 | 3 | 1 | 90 | 0 | 0 | 1 | 0.900 | 3825.000 | 0.796 | 0.060 |
| | 76 | 265 | 7 | 2 | 71 | 0 | 3 | 5 | 7.062 | 6645.455 | 0.292 | -0.235 |
| | 76 | 266 | 1 | 2 | 71 | 0 | 10 | 17 | 14.037 | 4714.286 | 0.704 | 0.006 |
| Floyd | 78 | 145 | 6 | 1 | 70 | 0 | 0 | 3 | 17.929 | 2335.000 | 0.196 | -0.291 |
| Fort Bend | 80 | 27 | 8 | 6 | 90 | 0 | 5 | 11 | 4.943 | 20920.000 | 0.291 | -0.235 |
| | 80 | 27 | 12 | 1 | 59 | 0 | 12 | 19 | 10.606 | 24305.882 | 0.202 | -0.288 |
| | 80 | 89 | 9 | 1 | 59 | 1 | 8 | 10 | 11.608 | 17576.000 | 0.134 | -0.327 |
| | 80 | 111 | 3 | 5 | 521 | 0 | 1 | 2 | 0.951 | 6850.000 | 0.841 | 0.087 |
| | 80 | 192 | 1 | 2 | 6 | 0 | 1 | 4 | . | . | . | . |
| | 80 | 1257 | 1 | 5 | 1092 | 0 | 3 | 7 | . | . | . | . |
| | 80 | 1685 | 6 | 2 | 6 | 0 | 3 | 4 | . | . | . | . |
| | 80 | 2105 | 1 | 5 | 2234 | 0 | 1 | 3 | . | . | . | . |
| Freestone | 82 | 57 | 4 | 1 | 84 | 1 | 3 | 2 | 1.139 | 7933.333 | 0.606 | -0.051 |
| | 82 | 166 | 2 | 2 | 75 | 0 | 1 | 1 | 0.546 | 2733.333 | 1.836 | 0.670 |
| Gaines | 84 | 228 | 2 | 1 | 62 | 1 | 7 | 10 | 19.150 | 4694.444 | 0.305 | -0.228 |
| | 84 | 228 | 3 | 1 | 385 | 0 | 4 | 6 | 13.733 | 6135.714 | 0.195 | -0.292 |
| | 84 | 294 | 1 | 1 | 62 | 2 | 14 | 10 | 24.532 | 4604.000 | 0.243 | -0.264 |
| Galveston | 85 | 192 | 4 | 2 | 6 | 0 | 2 | 7 | . | . | . | . |
| | 85 | 389 | 6 | 2 | 146 | 0 | 5 | 7 | . | . | . | . |
| | 85 | 389 | 7 | 2 | 146 | 0 | 5 | 9 | . | . | . | . |
| | 85 | 976 | 5 | 5 | 1266 | 0 | 3 | 2 | . | . | . | . |
| | 85 | 978 | 2 | 5 | 517 | 0 | 1 | 1 | . | . | . | . |
| Garza | 86 | 53 | 4 | 1 | 84 | 0 | 4 | 13 | 16.159 | 7353.846 | 0.300 | -0.230 |
| | 86 | 53 | 5 | 1 | 84 | 1 | 2 | 10 | 15.354 | 6733.333 | 0.265 | -0.251 |

Table E.4. Continue

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Garza | 86 | 53 | 6 | 1 | 84 | 0 | 2 | 8 | 8.410 | 6200.000 | 0.420 | -0.160 |
| Gillespie | 87 | 72 | 1 | 1 | 87 | 0 | 4 | 4 | 10.340 | 4031.579 | 0.263 | -0.252 |
| | 87 | 112 | 2 | 1 | 290 | 0 | 8 | 8 | 12.855 | 1400.000 | 1.218 | 0.308 |
| | 87 | 112 | 3 | 1 | 290 | 0 | 1 | 4 | 12.673 | 2214.286 | 0.391 | -0.177 |
| | 87 | 113 | 1 | 1 | 290 | 0 | 1 | 1 | 2.549 | 10425.000 | 0.103 | -0.346 |
| | 87 | 113 | 2 | 1 | 290 | 1 | 2 | 7 | 16.140 | 4736.364 | 0.251 | -0.259 |
| Goliad | 89 | 88 | 2 | 1 | 59 | 1 | 0 | 1 | 1.220 | 6387.500 | 0.352 | -0.200 |
| Gray | 91 | 169 | 6 | 1 | 60 | 0 | 4 | 9 | 7.336 | 6600.000 | 0.509 | -0.108 |
| | 91 | 169 | 10 | 5 | 282 | 0 | 0 | 1 | 0.862 | 6150.000 | 0.517 | -0.103 |
| | 91 | 455 | 3 | 2 | 152 | 0 | 1 | 1 | 1.665 | 8144.444 | 0.202 | -0.288 |
| | 91 | 490 | 1 | 2 | 70 | 0 | 0 | 2 | 3.643 | 7820.000 | 0.192 | -0.293 |
| Grayson | 92 | 45 | 18 | 1 | 82 | 0 | 8 | 19 | 13.720 | 7886.667 | 0.481 | -0.124 |
| | 92 | 47 | 1 | 1 | 69 | 0 | 3 | 5 | 4.137 | 15977.778 | 0.207 | -0.285 |
| | 92 | 47 | 2 | 3 | 93 | 0 | 1 | 2 | . | . | . | . |
| | 92 | 47 | 13 | 1 | 75 | 0 | 5 | 12 | 4.944 | 16700.000 | 0.398 | -0.173 |
| | 92 | 47 | 18 | 1 | 75 | 0 | 4 | 6 | . | . | . | . |
| | 92 | 47 | 19 | 3 | 503 | 0 | 3 | 3 | . | . | . | . |
| | 92 | 728 | 1 | 5 | 120 | 0 | 3 | 7 | 1.508 | 6657.143 | 1.910 | 0.713 |
| | 92 | 728 | 2 | 5 | 120 | 0 | 0 | 1 | . | . | . | . |
| Gregg | 93 | 96 | 4 | 1 | 80 | 0 | 2 | 3 | 4.538 | 10268.750 | 0.176 | -0.303 |
| | 93 | 138 | 1 | 2 | 31 | 1 | 3 | 14 | 9.905 | 16486.364 | 0.235 | -0.268 |
| | 93 | 377 | 1 | 2 | 135 | 0 | 0 | 2 | 4.325 | 7270.000 | 0.174 | -0.304 |
| | 93 | 393 | 1 | 2 | 149 | 0 | 0 | 9 | 6.498 | 12040.000 | 0.315 | -0.221 |
| | 93 | 424 | 2 | 2 | 31 | 0 | 3 | 5 | 4.891 | 7060.000 | 0.397 | -0.174 |
| | 93 | 594 | 1 | 2 | 322 | 1 | 3 | 5 | 3.366 | 7325.000 | 0.556 | -0.081 |
| | 93 | 1763 | 2 | 5 | 1845 | 0 | 2 | 2 | . | . | . | . |
| Grimes | 94 | 50 | 3 | 2 | 6 | 0 | 4 | 16 | 14.563 | 7807.143 | 0.386 | -0.180 |
| Guadalupe | 95 | 25 | 10 | 5 | 78 | 0 | 1 | 1 | 3.108 | 5950.000 | 0.148 | -0.319 |
| | 95 | 366 | 2 | 2 | 123 | 3 | 5 | 7 | 14.717 | 8386.364 | 0.155 | -0.315 |
| | 95 | 366 | 3 | 2 | 123 | 0 | 3 | 3 | 1.585 | 4116.667 | 1.260 | 0.332 |
| Hale | 96 | 67 | 9 | 3 | 445 | 0 | 0 | 1 | 8.844 | 4360.870 | 0.071 | -0.364 |
| | 96 | 145 | 5 | 1 | 70 | 0 | 4 | 3 | 8.297 | 5435.714 | 0.182 | -0.299 |

Table E.4. Continue

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Hall | 97 | 42 | 9 | 1 | 287 | 0 | 3 | 14 | 18.371 | 6236.000 | 0.335 | -0.210 |
| Hardeman | 100 | 43 | 2 | 1 | 287 | 0 | 3 | 4 | 15.778 | 6982.353 | 0.099 | -0.348 |
| | 100 | 43 | 4 | 1 | 287 | 3 | 5 | 12 | 15.773 | 8032.143 | 0.260 | -0.254 |
| Hardin | 101 | 65 | 5 | 1 | 96 | 0 | 4 | 10 | 6.827 | 17523.529 | 0.229 | -0.272 |
| | 101 | 65 | 6 | 1 | 69 | 1 | 0 | 4 | . | . | . | . |
| | 101 | 200 | 9 | 1 | 69 | 0 | 2 | 5 | 5.382 | 8460.000 | 0.301 | -0.230 |
| | 101 | 200 | 10 | 1 | 69 | 0 | 0 | 3 | 1.397 | 14530.000 | 0.405 | -0.169 |
| | 101 | 339 | 4 | 2 | 105 | 0 | 2 | 2 | 0.654 | 5700.000 | 1.470 | 0.455 |
| | 101 | 602 | 1 | 2 | 327 | 0 | 0 | 1 | 2.572 | 6061.538 | 0.176 | -0.303 |
| Harris | 102 | 28 | 1 | 1 | 90 | 1 | 7 | 9 | . | . | . | . |
| | 102 | 50 | 6 | 1 | 290 | 0 | 24 | 35 | 16.164 | 18906.250 | 0.314 | -0.222 |
| | 102 | 50 | 8 | 1 | 290 | 0 | 23 | 31 | . | . | . | . |
| | 102 | 50 | 9 | 1 | 290 | 1 | 9 | 13 | . | . | . | . |
| | 102 | 51 | 2 | 2 | 3 | 0 | 2 | 11 | . | . | . | . |
| | 102 | 177 | 7 | 1 | 59 | 2 | 31 | 33 | . | . | . | . |
| | 102 | 177 | 11 | 1 | 59 | 0 | 1 | 2 | . | . | . | . |
| | 102 | 376 | 2 | 2 | 134 | 1 | 7 | 4 | . | . | . | . |
| | 102 | 389 | 5 | 2 | 146 | 0 | 3 | 6 | . | . | . | . |
| | 102 | 502 | 1 | 2 | 225 | 0 | 0 | 1 | . | . | . | . |
| | 102 | 508 | 7 | 3 | 330 | 0 | 3 | 5 | . | . | . | . |
| | 102 | 598 | 1 | 2 | 288 | 0 | 2 | 2 | . | . | . | . |
| | 102 | 720 | 3 | 2 | 249 | 3 | 45 | 53 | 7.929 | 20292.308 | 0.902 | 0.123 |
| | 102 | 981 | 1 | 2 | 9999 | 0 | 9 | 22 | . | . | . | . |
| | 102 | 1062 | 4 | 5 | 2100 | 0 | 7 | 8 | . | . | . | . |
| | 102 | 1258 | 4 | 5 | 1093 | 0 | 0 | 1 | . | . | . | . |
| | 102 | 1685 | 1 | 5 | 1960 | 1 | 47 | 66 | . | . | . | . |
| | 102 | 1685 | 2 | 5 | 1960 | 0 | 22 | 21 | . | . | . | . |
| | 102 | 1685 | 3 | 5 | 1960 | 1 | 9 | 22 | 8.477 | 20544.444 | 0.346 | -0.203 |
| | 102 | 1685 | 5 | 2 | 6 | 0 | 20 | 23 | . | . | . | . |
| 102 | 2941 | 2 | 5 | 2920 | 0 | 3 | 3 | 1.727 | 14914.286 | 0.319 | -0.219 | |
| 102 | 3256 | 1 | 3 | 8 | 0 | 1 | 1 | . | . | . | . | |
| 102 | 3256 | 2 | 3 | 8 | 1 | 14 | 15 | . | . | . | . | |

Table E.4. Continue

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Harris | 102 | 3256 | 3 | 3 | 8 | 0 | 1 | 2 | . | . | . | . |
| Harrison | 103 | 62 | 7 | 1 | 59 | 0 | 1 | 6 | 10.902 | 10640.000 | 0.142 | -0.323 |
| | 103 | 63 | 1 | 1 | 59 | 0 | 3 | 6 | 11.231 | 12304.000 | 0.119 | -0.336 |
| | 103 | 63 | 9 | 1 | 59 | 0 | 3 | 5 | 4.193 | 5700.000 | 0.573 | -0.070 |
| | 103 | 96 | 7 | 1 | 80 | 0 | 3 | 6 | 7.629 | 8071.429 | 0.267 | -0.250 |
| | 103 | 96 | 8 | 1 | 80 | 0 | 0 | 2 | 3.425 | 4455.556 | 0.359 | -0.196 |
| | 103 | 207 | 5 | 2 | 43 | 0 | 1 | 2 | 10.274 | 5821.429 | 0.092 | -0.352 |
| | 103 | 208 | 1 | 2 | 43 | 0 | 3 | 2 | 2.545 | 3975.000 | 0.542 | -0.089 |
| | 103 | 402 | 3 | 2 | 154 | 0 | 1 | 1 | 2.123 | 1550.000 | 0.833 | 0.082 |
| | 103 | 2642 | 2 | 3 | 281 | 0 | 2 | 3 | 5.617 | 5754.545 | 0.254 | -0.257 |
| Haskell | 105 | 157 | 3 | 1 | 277 | 1 | 0 | 2 | 16.689 | 1947.222 | 0.169 | -0.307 |
| | 105 | 157 | 4 | 1 | 277 | 0 | 2 | 6 | 13.747 | 2986.667 | 0.400 | -0.171 |
| | 105 | 360 | 3 | 1 | 380 | 0 | 1 | 1 | 1.030 | 3962.500 | 0.671 | -0.013 |
| | 105 | 360 | 4 | 1 | 380 | 0 | 1 | 1 | 1.153 | 5100.000 | 0.466 | -0.133 |
| Hays | 106 | 113 | 7 | 1 | 290 | 0 | 8 | 13 | 16.972 | 7975.000 | 0.263 | -0.252 |
| | 106 | 366 | 1 | 2 | 123 | 0 | 1 | 6 | 4.968 | 14816.667 | 0.223 | -0.275 |
| Hemphill | 107 | 30 | 6 | 1 | 60 | 0 | 3 | 5 | 7.234 | 4581.250 | 0.413 | -0.164 |
| | 107 | 169 | 9 | 1 | 60 | 0 | 1 | 3 | 0.822 | 1200.000 | 8.333 | 4.476 |
| Henderson | 108 | 163 | 3 | 2 | 31 | 1 | 2 | 5 | 5.315 | 7660.000 | 0.336 | -0.209 |
| | 108 | 163 | 4 | 2 | 31 | 1 | 1 | 11 | 10.142 | 12777.419 | 0.233 | -0.270 |
| | 108 | 164 | 1 | 2 | 31 | 0 | 2 | 5 | 9.437 | 10157.143 | 0.143 | -0.322 |
| | 108 | 164 | 2 | 2 | 31 | 0 | 4 | 7 | 7.657 | 8430.769 | 0.297 | -0.232 |
| | 108 | 164 | 3 | 2 | 31 | 0 | 7 | 14 | 9.405 | 8477.778 | 0.481 | -0.124 |
| | 108 | 198 | 1 | 1 | 175 | 0 | 1 | 2 | 7.329 | 7077.778 | 0.106 | -0.344 |
| | 108 | 646 | 5 | 2 | 198 | 0 | 1 | 1 | 0.812 | 5350.000 | 0.631 | -0.037 |
| Hidalgo | 109 | 39 | 2 | 1 | 83 | 1 | 3 | 10 | 9.024 | 11412.500 | 0.266 | -0.250 |
| | 109 | 39 | 17 | 1 | 83 | 1 | 2 | 7 | . | . | . | . |
| | 109 | 39 | 18 | 1 | 83 | 0 | 21 | 21 | 6.833 | 26800.000 | 0.314 | -0.222 |
| | 109 | 255 | 6 | 1 | 281 | 0 | 4 | 7 | 15.490 | 5664.286 | 0.219 | -0.278 |
| | 109 | 255 | 7 | 1 | 281 | 1 | 7 | 13 | 17.524 | 8905.882 | 0.228 | -0.272 |
| | 109 | 255 | 8 | 1 | 281 | 0 | 1 | 2 | . | . | . | . |
| | 109 | 255 | 9 | 10 | 281 | 0 | 0 | 2 | 1.951 | 10300.000 | 0.273 | -0.246 |

Table E.4. Continue

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Hidalgo | 109 | 255 | 11 | 3 | 113 | 0 | 1 | 3 | 0.471 | 5600.000 | 3.116 | 1.420 |
| | 109 | 342 | 1 | 2 | 107 | 0 | 4 | 6 | 10.025 | 10617.647 | 0.154 | -0.316 |
| | 109 | 528 | 1 | 2 | 107 | 0 | 1 | 5 | 10.210 | 5866.667 | 0.229 | -0.272 |
| | 109 | 865 | 1 | 5 | 495 | 0 | 0 | 1 | . | . | . | . |
| | 109 | 1804 | 1 | 3 | 115 | 0 | 0 | 1 | . | . | . | . |
| Hockley | 111 | 52 | 6 | 1 | 84 | 0 | 4 | 5 | 7.823 | 5522.222 | 0.317 | -0.220 |
| | 111 | 130 | 4 | 2 | 114 | 0 | 5 | 8 | 16.600 | 7152.632 | 0.185 | -0.298 |
| | 111 | 380 | 2 | 1 | 62 | 0 | 5 | 7 | 8.092 | 6162.500 | 0.385 | -0.181 |
| Hood | 112 | 80 | 3 | 1 | 377 | 0 | 1 | 1 | 1.824 | 10260.000 | 0.146 | -0.320 |
| | 112 | 80 | 4 | 1 | 377 | 1 | 9 | 25 | 12.646 | 18733.333 | 0.289 | -0.237 |
| Houston | 114 | 109 | 3 | 1 | 287 | 0 | 5 | 6 | 9.714 | 3725.000 | 0.454 | -0.140 |
| | 114 | 109 | 5 | 2 | 19 | 0 | 0 | 1 | 0.550 | 4000.000 | 1.245 | 0.324 |
| Howard | 115 | 68 | 7 | 1 | 87 | 0 | 7 | 2 | 4.929 | 3100.000 | 0.359 | -0.196 |
| | 115 | 68 | 8 | 1 | 87 | 2 | 3 | 9 | 17.337 | 6870.588 | 0.207 | -0.285 |
| | 115 | 69 | 1 | 1 | 87 | 0 | 1 | 1 | 5.724 | 7850.000 | 0.061 | -0.370 |
| Hunt | 117 | 136 | 1 | 2 | 224 | 0 | 2 | 1 | 4.278 | 4238.462 | 0.151 | -0.318 |
| | 117 | 768 | 1 | 2 | 24 | 0 | 5 | 7 | 7.269 | 6994.118 | 0.377 | -0.185 |
| Hutchinson | 118 | 356 | 1 | 2 | 136 | 0 | 6 | 9 | 14.135 | 5377.632 | 0.324 | -0.216 |
| | 118 | 356 | 5 | 3 | 119 | 0 | 0 | 1 | 1.181 | 5640.000 | 0.411 | -0.165 |
| | 118 | 379 | 1 | 2 | 136 | 0 | 1 | 2 | 5.892 | 7268.421 | 0.128 | -0.331 |
| | 118 | 455 | 1 | 2 | 152 | 0 | 0 | 2 | 7.723 | 3728.571 | 0.190 | -0.295 |
| Jack | 120 | 134 | 4 | 1 | 380 | 0 | 0 | 1 | 0.797 | 5000.000 | 0.688 | -0.003 |
| | 120 | 249 | 6 | 1 | 281 | 0 | 2 | 3 | 7.680 | 4394.444 | 0.244 | -0.263 |
| | 120 | 249 | 7 | 1 | 281 | 0 | 6 | 11 | 7.259 | 6477.778 | 0.641 | -0.031 |
| Jackson | 121 | 89 | 3 | 1 | 59 | 0 | 20 | 21 | 9.272 | 13939.286 | 0.445 | -0.145 |
| | 121 | 89 | 4 | 1 | 59 | 1 | 14 | 17 | 9.440 | 11075.000 | 0.445 | -0.145 |
| | 121 | 89 | 5 | 1 | 59 | 1 | 20 | 9 | 4.741 | 11222.222 | 0.463 | -0.135 |
| Jasper | 122 | 64 | 8 | 1 | 96 | 0 | 5 | 7 | 10.030 | 7226.667 | 0.265 | -0.251 |
| | 122 | 65 | 2 | 1 | 96 | 0 | 1 | 1 | 1.338 | 9800.000 | 0.209 | -0.284 |
| | 122 | 65 | 3 | 1 | 96 | 0 | 1 | 2 | 1.597 | 10475.000 | 0.328 | -0.214 |
| | 122 | 65 | 4 | 1 | 96 | 0 | 1 | 1 | 0.815 | 10533.333 | 0.319 | -0.219 |
| Jefferson | 124 | 28 | 6 | 1 | 90 | 0 | 5 | 8 | 12.367 | 5321.739 | 0.333 | -0.211 |

Table E.4. Continue

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Jefferson | 124 | 65 | 8 | 1 | 69 | 0 | 6 | 12 | . | . | . | . |
| | 124 | 200 | 14 | 1 | 69 | 0 | 1 | 4 | . | . | . | . |
| | 124 | 306 | 3 | 2 | 87 | 0 | 3 | 2 | . | . | . | . |
| | 124 | 307 | 1 | 2 | 87 | 0 | 0 | 1 | . | . | . | . |
| | 124 | 508 | 4 | 2 | 73 | 0 | 5 | 3 | 0.479 | 5275.000 | 3.253 | 1.500 |
| | 124 | 667 | 1 | 2 | 347 | 0 | 1 | 4 | . | . | . | . |
| | 124 | 667 | 2 | 5 | 366 | 0 | 1 | 5 | . | . | . | . |
| Jim Hogg | 125 | 482 | 1 | 2 | 16 | 0 | 1 | 1 | 0.692 | 4525.000 | 0.875 | 0.107 |
| Jim Wells | 126 | 86 | 11 | 2 | 359 | 0 | 7 | 4 | 8.909 | 9660.000 | 0.127 | -0.331 |
| | 126 | 87 | 1 | 2 | 44 | 0 | 4 | 4 | 5.214 | 11766.667 | 0.179 | -0.301 |
| | 126 | 255 | 1 | 1 | 281 | 2 | 10 | 13 | 18.199 | 8586.667 | 0.228 | -0.273 |
| | 126 | 255 | 2 | 1 | 281 | 1 | 6 | 9 | 14.405 | 8123.077 | 0.211 | -0.283 |
| | 126 | 373 | 4 | 2 | 44 | 0 | 5 | 4 | 5.192 | 6320.000 | 0.334 | -0.210 |
| | 126 | 989 | 1 | 5 | 624 | 0 | 0 | 1 | 0.560 | 4275.000 | 1.144 | 0.264 |
| Johnson | 127 | 14 | 14 | 3 | 50 | 0 | 0 | 1 | 0.835 | 10100.000 | 0.325 | -0.216 |
| | 127 | 19 | 1 | 2 | 174 | 0 | 6 | 13 | 15.524 | 20800.000 | 0.110 | -0.341 |
| | 127 | 80 | 5 | 1 | 377 | 0 | 1 | 1 | 0.727 | 15000.000 | 0.251 | -0.259 |
| | 127 | 260 | 1 | 1 | 67 | 0 | 5 | 8 | 2.110 | 9580.000 | 1.084 | 0.229 |
| Jones | 128 | 33 | 3 | 1 | 83 | 0 | 0 | 1 | 0.471 | 3200.000 | 1.818 | 0.659 |
| | 128 | 33 | 4 | 1 | 83 | 0 | 1 | 3 | 2.316 | 6620.000 | 0.536 | -0.092 |
| | 128 | 33 | 5 | 1 | 83 | 0 | 4 | 12 | 18.232 | 7925.000 | 0.228 | -0.273 |
| | 128 | 107 | 1 | 2 | 6 | 0 | 0 | 4 | 0.158 | 5200.000 | 13.338 | 7.410 |
| | 128 | 157 | 5 | 1 | 277 | 0 | 5 | 7 | 14.269 | 2988.889 | 0.450 | -0.143 |
| Karnes | 129 | 100 | 5 | 1 | 181 | 0 | 0 | 2 | 4.151 | 3700.000 | 0.357 | -0.197 |
| | 129 | 100 | 6 | 1 | 181 | 0 | 0 | 1 | 2.878 | 7716.667 | 0.123 | -0.334 |
| Kaufman | 130 | 95 | 3 | 1 | 80 | 5 | 42 | 48 | 5.330 | 45090.909 | 0.547 | -0.085 |
| | 130 | 95 | 4 | 1 | 80 | 0 | 5 | 14 | 8.805 | 21253.333 | 0.205 | -0.286 |
| | 130 | 95 | 5 | 1 | 80 | 0 | 9 | 11 | 12.788 | 11956.000 | 0.197 | -0.291 |
| | 130 | 197 | 3 | 1 | 175 | 0 | 5 | 9 | 9.857 | 18375.000 | 0.136 | -0.326 |
| | 130 | 197 | 4 | 1 | 175 | 2 | 7 | 15 | 10.448 | 13920.000 | 0.283 | -0.241 |
| | 130 | 197 | 5 | 1 | 175 | 0 | 3 | 5 | 14.904 | 8580.952 | 0.107 | -0.343 |
| | 130 | 197 | 8 | 2 | 243 | 0 | 1 | 3 | 0.902 | 4775.000 | 1.908 | 0.712 |

Table E.4. Continue

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Kendall | 131 | 72 | 14 | 1 | 87 | 0 | 3 | 7 | 3.270 | 11455.556 | 0.512 | -0.106 |
| | 131 | 142 | 6 | 2 | 27 | 0 | 0 | 1 | 1.520 | 4614.286 | 0.391 | -0.177 |
| Kerr | 133 | 142 | 4 | 2 | 27 | 0 | 1 | 2 | 5.808 | 14642.857 | 0.064 | -0.368 |
| Kimble | 134 | 141 | 20 | 1 | 377 | 0 | 2 | 2 | 1.615 | 4640.000 | 0.731 | 0.022 |
| | 134 | 142 | 16 | 3 | 481 | 0 | 0 | 1 | 0.530 | 2100.000 | 2.462 | 1.036 |
| King | 135 | 133 | 1 | 1 | 82 | 0 | 0 | 1 | 6.601 | 1275.000 | 0.326 | -0.215 |
| Kleberg | 137 | 102 | 4 | 1 | 77 | 1 | 22 | 26 | 19.644 | 10804.545 | 0.336 | -0.209 |
| | 137 | 102 | 12 | 3 | 428 | 0 | 1 | 1 | 4.517 | 9800.000 | 0.062 | -0.370 |
| Lamar | 139 | 45 | 9 | 1 | 82 | 0 | 6 | 6 | 9.142 | 11216.667 | 0.160 | -0.312 |
| | 139 | 136 | 5 | 2 | 19 | 0 | 0 | 1 | 7.957 | 5625.000 | 0.061 | -0.370 |
| | 139 | 136 | 6 | 2 | 19 | 0 | 1 | 2 | 5.463 | 6594.444 | 0.152 | -0.317 |
| | 139 | 136 | 7 | 1 | 271 | 0 | 1 | 4 | 3.896 | 13854.545 | 0.203 | -0.287 |
| | 139 | 136 | 8 | 1 | 271 | 0 | 3 | 3 | 9.641 | 9018.750 | 0.095 | -0.351 |
| Lamb | 140 | 52 | 4 | 1 | 84 | 0 | 5 | 9 | 14.722 | 4126.667 | 0.406 | -0.168 |
| | 140 | 52 | 5 | 1 | 84 | 0 | 3 | 7 | 19.110 | 4870.000 | 0.206 | -0.285 |
| | 140 | 145 | 2 | 1 | 70 | 0 | 0 | 1 | 2.000 | 1950.000 | 0.702 | 0.006 |
| Lampasas | 141 | 231 | 1 | 1 | 190 | 1 | 4 | 5 | 16.573 | 5340.000 | 0.155 | -0.315 |
| | 141 | 251 | 4 | 1 | 281 | 0 | 1 | 1 | 1.034 | 1700.000 | 1.559 | 0.507 |
| | 141 | 251 | 6 | 1 | 281 | 0 | 1 | 1 | 2.481 | 5962.500 | 0.185 | -0.298 |
| | 141 | 272 | 6 | 1 | 183 | 0 | 2 | 1 | 0.641 | 3000.000 | 1.425 | 0.429 |
| LaSalle | 142 | 17 | 17 | 1 | 81 | 0 | 0 | 1 | . | . | . | . |
| | 143 | 269 | 2 | 1 | 77 | 0 | 4 | 3 | 1.267 | 9300.000 | 0.698 | 0.003 |
| Lavaca | 143 | 446 | 1 | 6 | 90 | 0 | 0 | 1 | 1.199 | 3921.429 | 0.583 | -0.065 |
| Lee | 144 | 114 | 7 | 1 | 290 | 0 | 10 | 11 | 16.206 | 9243.478 | 0.201 | -0.288 |
| | 144 | 116 | 1 | 2 | 21 | 0 | 3 | 4 | 10.886 | 3531.250 | 0.285 | -0.239 |
| | 144 | 211 | 2 | 1 | 77 | 0 | 0 | 3 | 8.247 | 3092.308 | 0.322 | -0.217 |
| | 144 | 211 | 3 | 1 | 77 | 0 | 0 | 1 | 9.659 | 3530.769 | 0.080 | -0.359 |
| | 144 | 211 | 4 | 1 | 77 | 0 | 0 | 1 | 6.534 | 6285.714 | 0.067 | -0.367 |
| | 144 | 211 | 5 | 1 | 77 | 0 | 1 | 3 | 5.617 | 4060.000 | 0.360 | -0.195 |
| | 144 | 211 | 7 | 1 | 77 | 0 | 2 | 3 | 3.339 | 7855.556 | 0.313 | -0.222 |
| Leon | 145 | 205 | 3 | 1 | 79 | 0 | 3 | 1 | 0.193 | 3200.000 | 4.436 | 2.193 |
| Liberty | 146 | 28 | 3 | 1 | 90 | 0 | 4 | 9 | 12.146 | 9217.647 | 0.220 | -0.277 |

Table E.4. Continue

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Liberty | 146 | 177 | 3 | 1 | 59 | 0 | 13 | 15 | 10.142 | 18547.059 | 0.218 | -0.278 |
| | 146 | 177 | 4 | 3 | 573 | 0 | 2 | 2 | 3.704 | 6275.000 | 0.236 | -0.268 |
| | 146 | 593 | 1 | 2 | 321 | 0 | 1 | 1 | 2.040 | 5782.000 | 0.232 | -0.270 |
| Live Oak | 149 | 254 | 1 | 1 | 281 | 0 | 5 | 9 | 15.422 | 7043.333 | 0.227 | -0.273 |
| Llano | 150 | 150 | 3 | 2 | 29 | 0 | 0 | 1 | 1.454 | 5875.000 | 0.321 | -0.218 |
| | 150 | 150 | 4 | 2 | 29 | 0 | 3 | 3 | 4.914 | 4040.000 | 0.414 | -0.164 |
| | 150 | 289 | 7 | 2 | 16 | 0 | 0 | 1 | 0.691 | 2383.333 | 1.664 | 0.569 |
| | 150 | 290 | 1 | 2 | 16 | 0 | 0 | 4 | 1.603 | 5525.000 | 1.237 | 0.319 |
| | 150 | 1378 | 5 | 5 | 1431 | 0 | 9 | 5 | 8.477 | 4650.000 | 0.348 | -0.202 |
| | 150 | 3101 | 1 | 5 | 2900 | 0 | 0 | 1 | 0.368 | 5200.000 | 1.432 | 0.433 |
| Lubbock | 152 | 52 | 7 | 1 | 84 | 0 | 4 | 12 | 13.743 | 6953.333 | 0.344 | -0.205 |
| | 152 | 53 | 1 | 1 | 84 | 0 | 1 | 7 | 8.854 | 9054.545 | 0.239 | -0.266 |
| | 152 | 68 | 1 | 1 | 87 | 0 | 6 | 11 | 7.160 | 7146.154 | 0.589 | -0.061 |
| | 152 | 130 | 5 | 2 | 114 | 0 | 2 | 4 | 7.028 | 12769.231 | 0.122 | -0.335 |
| | 152 | 131 | 2 | 1 | 62 | 0 | 4 | 1 | 6.860 | 5763.636 | 0.069 | -0.365 |
| | 152 | 380 | 1 | 1 | 62 | 0 | 7 | 10 | 6.285 | 8244.444 | 0.529 | -0.096 |
| Lynn | 153 | 53 | 3 | 1 | 84 | 0 | 1 | 2 | 3.751 | 5750.000 | 0.254 | -0.257 |
| | 153 | 68 | 2 | 1 | 87 | 1 | 20 | 20 | 16.765 | 4560.000 | 0.717 | 0.014 |
| | 153 | 68 | 3 | 1 | 87 | 0 | 8 | 14 | 14.076 | 3872.727 | 0.704 | 0.006 |
| Madison | 154 | 117 | 5 | 1 | 190 | 1 | 1 | 2 | 0.669 | 8650.000 | 0.947 | 0.149 |
| | 154 | 166 | 7 | 2 | 75 | 0 | 0 | 1 | 1.135 | 5600.000 | 0.431 | -0.154 |
| Marion | 155 | 62 | 5 | 1 | 59 | 0 | 1 | 2 | 5.229 | 6930.000 | 0.151 | -0.317 |
| Martin | 156 | 5 | 16 | 1 | 80 | 0 | 4 | 2 | 4.687 | 2207.143 | 0.530 | -0.096 |
| Mason | 157 | 71 | 4 | 1 | 87 | 0 | 0 | 1 | 11.662 | 2386.957 | 0.098 | -0.348 |
| Matagorda | 158 | 179 | 4 | 2 | 35 | 0 | 6 | 4 | 4.093 | 10626.667 | 0.252 | -0.258 |
| | 158 | 179 | 6 | 2 | 35 | 0 | 1 | 7 | 6.254 | 5780.000 | 0.531 | -0.095 |
| | 158 | 179 | 7 | 2 | 35 | 0 | 4 | 4 | 1.001 | 6600.000 | 1.659 | 0.566 |
| | 158 | 179 | 8 | 2 | 35 | 0 | 1 | 1 | 1.926 | 4683.333 | 0.304 | -0.228 |
| | 158 | 179 | 14 | 3 | 141 | 0 | 1 | 1 | 2.045 | 4044.444 | 0.331 | -0.212 |
| Maverick | 159 | 1229 | 1 | 5 | 1021 | 0 | 1 | 1 | . | . | . | . |
| McCulloch | 160 | 71 | 1 | 1 | 87 | 0 | 0 | 1 | 3.652 | 6053.846 | 0.124 | -0.333 |
| McLennan | 161 | 14 | 9 | 3 | 491 | 0 | 1 | 1 | 0.223 | 29280.000 | 0.420 | -0.160 |

Table E.4. Continue

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| McLennan | 161 | 49 | 1 | 2 | 6 | 0 | 6 | 7 | 7.359 | 9842.857 | 0.265 | -0.251 |
| | 161 | 55 | 7 | 1 | 84 | 0 | 7 | 6 | 6.691 | 8385.714 | 0.293 | -0.234 |
| | 161 | 55 | 8 | 1 | 84 | 1 | 6 | 3 | 2.665 | 10000.000 | 0.308 | -0.225 |
| | 161 | 162 | 1 | 1 | 84 | 0 | 1 | 3 | 1.750 | 9625.000 | 0.488 | -0.120 |
| | 161 | 258 | 9 | 2 | 6 | 0 | 1 | 6 | 3.455 | 6233.333 | 0.763 | 0.041 |
| | 161 | 258 | 10 | 3 | 396 | 0 | 0 | 1 | . | . | . | . |
| | 161 | 398 | 3 | 2 | 317 | 0 | 1 | 2 | 1.074 | 6257.143 | 0.815 | 0.072 |
| | 161 | 413 | 1 | 2 | 164 | 0 | 2 | 2 | 1.110 | 4620.000 | 1.068 | 0.220 |
| | 161 | 2311 | 1 | 5 | 3051 | 0 | 0 | 1 | . | . | . | . |
| Medina | 163 | 24 | 5 | 1 | 90 | 0 | 5 | 7 | 10.163 | 8575.000 | 0.220 | -0.277 |
| | 163 | 24 | 6 | 1 | 90 | 1 | 7 | 10 | 11.292 | 10338.889 | 0.235 | -0.269 |
| | 163 | 421 | 1 | 2 | 173 | 0 | 2 | 3 | 0.966 | 5325.000 | 1.598 | 0.530 |
| | 163 | 421 | 2 | 2 | 173 | 1 | 0 | 1 | 0.996 | 5780.000 | 0.476 | -0.127 |
| Menard | 164 | 35 | 5 | 1 | 83 | 0 | 1 | 2 | 1.282 | 4475.000 | 0.955 | 0.154 |
| Midland | 165 | 5 | 2 | 1 | 80 | 0 | 7 | 11 | 2.153 | 14300.000 | 0.979 | 0.167 |
| | 165 | 5 | 3 | 1 | 80 | 1 | 6 | 8 | 3.212 | 4650.000 | 1.467 | 0.454 |
| | 165 | 463 | 2 | 2 | 158 | 0 | 2 | 2 | . | . | . | . |
| | 165 | 1188 | 2 | 2 | 158 | 0 | 0 | 1 | 1.005 | 2296.667 | 1.187 | 0.289 |
| | 165 | 1718 | 7 | 5 | 1788 | 0 | 3 | 2 | 3.880 | 3683.333 | 0.383 | -0.181 |
| | 165 | 1718 | 8 | 3 | 217 | 0 | 1 | 1 | 0.406 | 3800.000 | 1.776 | 0.634 |
| | 165 | 2296 | 2 | 2 | 191 | 0 | 7 | 17 | 7.999 | 9550.000 | 0.610 | -0.049 |
| Milam | 166 | 204 | 5 | 1 | 79 | 2 | 0 | 1 | 1.411 | 5222.222 | 0.372 | -0.188 |
| | 166 | 204 | 6 | 1 | 79 | 0 | 0 | 1 | 0.765 | 8628.571 | 0.415 | -0.163 |
| Mills | 167 | 54 | 9 | 1 | 84 | 0 | 0 | 1 | 1.978 | 3360.000 | 0.412 | -0.165 |
| Mitchell | 168 | 53 | 11 | 1 | 84 | 0 | 1 | 1 | 0.395 | 6400.000 | 1.084 | 0.229 |
| | 168 | 966 | 3 | 5 | 644 | 0 | 0 | 1 | 0.564 | 1050.000 | 4.626 | 2.305 |
| Montague | 169 | 13 | 5 | 1 | 81 | 0 | 10 | 9 | 10.429 | 7905.556 | 0.299 | -0.231 |
| | 169 | 44 | 4 | 1 | 82 | 0 | 1 | 1 | 1.023 | 6580.000 | 0.407 | -0.168 |
| | 169 | 44 | 6 | 1 | 82 | 0 | 1 | 7 | 15.285 | 3795.238 | 0.331 | -0.212 |
| | 169 | 224 | 3 | 1 | 287 | 0 | 4 | 7 | 10.312 | 9637.500 | 0.193 | -0.293 |
| Montgomery | 170 | 177 | 5 | 1 | 59 | 0 | 30 | 30 | 17.667 | 34857.143 | 0.133 | -0.328 |
| Moore | 171 | 66 | 4 | 1 | 287 | 0 | 14 | 19 | 13.336 | 7150.000 | 0.546 | -0.086 |

Table E.4. Continue

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Moore | 171 | 66 | 5 | 1 | 87 | 0 | 17 | 15 | 17.316 | 8018.182 | 0.296 | -0.233 |
| | 171 | 425 | 2 | 1 | 87 | 1 | 0 | 1 | 0.461 | 7800.000 | 0.762 | 0.040 |
| Morris | 172 | 10 | 8 | 1 | 67 | 0 | 3 | 10 | 10.708 | 2980.435 | 0.858 | 0.097 |
| | 172 | 83 | 10 | 2 | 11 | 0 | 1 | 1 | 1.553 | 4000.000 | 0.441 | -0.148 |
| | 172 | 222 | 2 | 2 | 49 | 0 | 0 | 1 | 2.336 | 5862.500 | 0.200 | -0.289 |
| | 172 | 222 | 3 | 2 | 11 | 0 | 2 | 3 | 4.784 | 5007.692 | 0.343 | -0.205 |
| | 172 | 392 | 1 | 1 | 259 | 0 | 2 | 4 | 9.218 | 6633.333 | 0.179 | -0.301 |
| Nacogdoches | 174 | 59 | 1 | 2 | 7 | 0 | 0 | 1 | 1.452 | 3400.000 | 0.555 | -0.081 |
| | 174 | 138 | 6 | 1 | 259 | 0 | 10 | 15 | 11.462 | 8700.000 | 0.412 | -0.165 |
| | 174 | 175 | 6 | 1 | 59 | 0 | 0 | 3 | 2.689 | 6730.000 | 0.454 | -0.140 |
| | 174 | 175 | 7 | 3 | 495 | 0 | 0 | 3 | 1.126 | 7000.000 | 1.043 | 0.205 |
| | 174 | 175 | 8 | 3 | 495 | 0 | 1 | 1 | 4.367 | 13054.545 | 0.048 | -0.378 |
| | 174 | 176 | 1 | 1 | 59 | 0 | 4 | 12 | 10.252 | 16993.750 | 0.189 | -0.296 |
| | 174 | 2560 | 1 | 1 | 59 | 0 | 0 | 5 | 9.081 | 12250.000 | 0.123 | -0.334 |
| Navarro | 175 | 92 | 13 | 3 | 564 | 0 | 2 | 3 | 6.230 | 6811.765 | 0.194 | -0.293 |
| | 175 | 163 | 1 | 2 | 31 | 0 | 1 | 4 | 9.275 | 10200.000 | 0.116 | -0.338 |
| | 175 | 163 | 2 | 2 | 31 | 0 | 4 | 7 | 11.160 | 6962.500 | 0.247 | -0.261 |
| Nolan | 177 | 6 | 15 | 3 | 432 | 0 | 1 | 1 | 1.988 | 4414.286 | 0.312 | -0.223 |
| | 177 | 53 | 12 | 1 | 84 | 0 | 5 | 11 | 11.189 | 6463.636 | 0.417 | -0.162 |
| Nueces | 178 | 102 | 1 | 2 | 44 | 0 | 0 | 3 | 4.142 | 13200.000 | 0.150 | -0.318 |
| | 178 | 102 | 2 | 2 | 44 | 0 | 12 | 11 | 9.991 | 12005.263 | 0.251 | -0.259 |
| | 178 | 102 | 3 | 1 | 77 | 0 | 6 | 15 | 10.884 | 11813.333 | 0.320 | -0.219 |
| | 178 | 102 | 11 | 3 | 428 | 0 | 5 | 5 | 4.867 | 5511.111 | 0.511 | -0.107 |
| | 178 | 373 | 1 | 1 | 77 | 0 | 1 | 2 | 4.243 | 13800.000 | 0.094 | -0.351 |
| | 178 | 373 | 2 | 2 | 44 | 2 | 12 | 11 | 11.353 | 11429.412 | 0.232 | -0.270 |
| | 178 | 373 | 3 | 2 | 44 | 0 | 3 | 4 | 6.934 | 6975.000 | 0.227 | -0.273 |
| | 178 | 989 | 2 | 5 | 624 | 0 | 1 | 1 | 2.033 | 9650.000 | 0.140 | -0.324 |
| Orange | 181 | 243 | 4 | 2 | 62 | 0 | 3 | 10 | 2.505 | 13200.000 | 0.829 | 0.079 |
| | 181 | 306 | 1 | 2 | 87 | 0 | 2 | 3 | 1.982 | 16622.222 | 0.249 | -0.260 |
| | 181 | 710 | 2 | 5 | 105 | 0 | 1 | 2 | 2.913 | 15925.000 | 0.118 | -0.337 |
| Palo Pinto | 182 | 7 | 10 | 1 | 180 | 0 | 0 | 1 | 2.371 | 4793.750 | 0.241 | -0.265 |
| | 182 | 250 | 2 | 1 | 281 | 0 | 0 | 1 | 0.410 | 2400.000 | 2.784 | 1.225 |

Table E.4. Continue

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|---------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Panola | 183 | 63 | 3 | 1 | 59 | 0 | 1 | 2 | 8.157 | 6771.429 | 0.099 | -0.348 |
| | 183 | 63 | 4 | 1 | 59 | 0 | 0 | 2 | 7.214 | 7376.923 | 0.103 | -0.346 |
| | 183 | 63 | 5 | 1 | 59 | 1 | 1 | 9 | 7.323 | 7170.000 | 0.470 | -0.131 |
| | 183 | 247 | 1 | 1 | 79 | 0 | 1 | 1 | 5.061 | 6346.667 | 0.085 | -0.356 |
| | 183 | 247 | 2 | 1 | 79 | 0 | 0 | 1 | 3.468 | 5220.000 | 0.151 | -0.317 |
| | 183 | 247 | 3 | 1 | 79 | 1 | 12 | 13 | 8.896 | 5757.143 | 0.695 | 0.001 |
| | 183 | 462 | 3 | 2 | 315 | 0 | 0 | 1 | 0.987 | 2900.000 | 0.957 | 0.155 |
| Parker | 184 | 8 | 2 | 1 | 180 | 2 | 9 | 16 | 15.090 | 8178.571 | 0.355 | -0.198 |
| | 184 | 8 | 3 | 1 | 80 | 0 | 2 | 3 | 16.376 | 23490.313 | 0.021 | -0.394 |
| | 184 | 80 | 6 | 1 | 377 | 0 | 0 | 4 | 5.337 | 14680.000 | 0.140 | -0.324 |
| | 184 | 313 | 2 | 5 | 51 | 0 | 2 | 2 | 2.075 | 10244.444 | 0.258 | -0.255 |
| Parmer | 185 | 52 | 1 | 1 | 70 | 0 | 1 | 4 | 10.705 | 4535.714 | 0.226 | -0.274 |
| | 185 | 168 | 3 | 1 | 60 | 0 | 3 | 2 | 1.082 | 7000.000 | 0.723 | 0.018 |
| | 185 | 168 | 13 | 3 | 270 | 0 | 0 | 1 | 0.490 | 1900.000 | 2.943 | 1.318 |
| Polk | 187 | 176 | 4 | 1 | 59 | 1 | 16 | 21 | 9.481 | 15550.000 | 0.390 | -0.177 |
| | 187 | 176 | 5 | 1 | 59 | 2 | 35 | 47 | 21.891 | 14100.000 | 0.417 | -0.162 |
| | 187 | 176 | 6 | 3 | 90 | 1 | 3 | 7 | 4.586 | 5476.923 | 0.764 | 0.041 |
| | 187 | 177 | 1 | 1 | 59 | 1 | 12 | 24 | 10.193 | 16538.462 | 0.390 | -0.178 |
| | 187 | 213 | 3 | 1 | 190 | 1 | 10 | 12 | 5.022 | 10822.222 | 0.605 | -0.052 |
| | 187 | 213 | 4 | 1 | 190 | 0 | 1 | 4 | 7.363 | 6072.727 | 0.245 | -0.262 |
| | 187 | 388 | 1 | 2 | 146 | 0 | 3 | 9 | 4.498 | 5476.923 | 1.001 | 0.180 |
| Potter | 188 | 41 | 5 | 1 | 87 | 0 | 5 | 8 | 17.383 | 6600.000 | 0.191 | -0.294 |
| | 188 | 41 | 7 | 1 | 87 | 0 | 1 | 6 | 4.761 | 6780.000 | 0.509 | -0.108 |
| | 188 | 169 | 2 | 1 | 60 | 0 | 0 | 2 | 1.730 | 7150.000 | 0.443 | -0.147 |
| | 188 | 2635 | 1 | 3 | 335 | 0 | 2 | 4 | 5.236 | 4400.000 | 0.476 | -0.127 |
| Rains | 190 | 203 | 3 | 1 | 69 | 0 | 1 | 2 | 0.820 | 4050.000 | 1.650 | 0.561 |
| Randall | 191 | 67 | 1 | 1 | 87 | 0 | 4 | 6 | 17.500 | 6124.615 | 0.153 | -0.316 |
| | 191 | 168 | 8 | 1 | 60 | 0 | 12 | 9 | 15.425 | 6931.250 | 0.231 | -0.271 |
| | 191 | 168 | 9 | 1 | 60 | 0 | 4 | 9 | 8.974 | 18318.667 | 0.150 | -0.318 |
| | 191 | 2635 | 3 | 3 | 335 | 0 | 3 | 3 | 4.346 | 2814.286 | 0.672 | -0.012 |
| Reagan | 192 | 77 | 1 | 1 | 67 | 0 | 1 | 1 | 0.988 | 4100.000 | 0.676 | -0.010 |
| Refugio | 196 | 155 | 5 | 1 | 183 | 0 | 1 | 2 | 0.350 | 3500.000 | 4.473 | 2.215 |

Table E.4. Continue

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|---------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Refugio | 196 | 371 | 2 | 1 | 77 | 0 | 0 | 1 | 18.988 | 8057.143 | 0.018 | -0.396 |
| | 196 | 371 | 3 | 1 | 77 | 0 | 15 | 13 | 18.264 | 9765.385 | 0.200 | -0.289 |
| Robertson | 198 | 49 | 6 | 2 | 6 | 0 | 1 | 1 | 1.057 | 6400.000 | 0.405 | -0.169 |
| | 198 | 49 | 8 | 1 | 190 | 1 | 10 | 14 | 12.235 | 9875.000 | 0.317 | -0.220 |
| Runnels | 200 | 34 | 5 | 1 | 67 | 0 | 0 | 1 | 1.789 | 2991.667 | 0.512 | -0.106 |
| | 200 | 35 | 1 | 1 | 83 | 0 | 0 | 1 | 0.445 | 1850.000 | 3.328 | 1.544 |
| | 200 | 78 | 1 | 1 | 67 | 0 | 1 | 1 | 0.873 | 1900.000 | 1.652 | 0.562 |
| | 200 | 158 | 1 | 1 | 67 | 1 | 9 | 9 | 19.785 | 4825.000 | 0.258 | -0.255 |
| Rusk | 201 | 138 | 2 | 1 | 259 | 0 | 4 | 8 | 7.083 | 8485.714 | 0.365 | -0.192 |
| | 201 | 138 | 3 | 1 | 259 | 0 | 2 | 8 | 8.615 | 7714.286 | 0.330 | -0.213 |
| | 201 | 138 | 4 | 1 | 259 | 0 | 3 | 3 | 7.622 | 6166.667 | 0.175 | -0.304 |
| | 201 | 138 | 5 | 1 | 259 | 0 | 1 | 4 | 14.285 | 6015.000 | 0.128 | -0.331 |
| | 201 | 393 | 2 | 2 | 149 | 0 | 2 | 4 | 5.818 | 5620.000 | 0.335 | -0.210 |
| | 201 | 594 | 2 | 2 | 322 | 1 | 1 | 2 | 1.602 | 4425.000 | 0.773 | 0.047 |
| San Augustine | 203 | 336 | 7 | 2 | 103 | 0 | 0 | 1 | 0.837 | 1916.667 | 1.708 | 0.595 |
| San Jancinto | 204 | 177 | 2 | 1 | 59 | 0 | 23 | 30 | 13.387 | 17387.500 | 0.353 | -0.199 |
| | 204 | 213 | 2 | 1 | 190 | 0 | 0 | 3 | 7.051 | 3450.000 | 0.338 | -0.208 |
| | 204 | 395 | 3 | 2 | 150 | 0 | 1 | 1 | 0.677 | 3366.667 | 1.202 | 0.298 |
| San Patricio | 205 | 87 | 4 | 2 | 359 | 0 | 0 | 1 | 1.253 | 3485.714 | 0.627 | -0.039 |
| | 205 | 101 | 3 | 1 | 181 | 0 | 0 | 1 | 2.933 | 8733.333 | 0.107 | -0.343 |
| | 205 | 101 | 4 | 1 | 181 | 0 | 7 | 10 | 12.676 | 10322.727 | 0.209 | -0.283 |
| | 205 | 180 | 6 | 2 | 35 | 0 | 4 | 5 | 10.395 | 11640.909 | 0.113 | -0.340 |
| | 205 | 180 | 10 | 2 | 361 | 0 | 3 | 6 | 5.096 | 7262.500 | 0.444 | -0.146 |
| | 205 | 371 | 4 | 1 | 77 | 0 | 2 | 9 | 6.193 | 7750.000 | 0.514 | -0.105 |
| | 205 | 372 | 1 | 1 | 77 | 2 | 15 | 21 | 10.520 | 12235.714 | 0.447 | -0.144 |
| Scurry | 208 | 53 | 7 | 1 | 84 | 1 | 7 | 9 | 12.794 | 6333.333 | 0.304 | -0.228 |
| | 208 | 53 | 8 | 1 | 84 | 0 | 3 | 4 | 7.346 | 6466.667 | 0.231 | -0.271 |
| | 208 | 53 | 9 | 1 | 84 | 0 | 5 | 8 | 11.223 | 6137.500 | 0.318 | -0.220 |
| | 208 | 53 | 10 | 1 | 84 | 0 | 5 | 6 | 8.907 | 6475.000 | 0.285 | -0.239 |
| Shackelford | 209 | 11 | 5 | 1 | 180 | 0 | 1 | 1 | 0.308 | 3950.000 | 2.252 | 0.913 |
| | 209 | 11 | 6 | 1 | 180 | 0 | 1 | 1 | 1.270 | 4325.000 | 0.499 | -0.114 |
| Shelby | 210 | 59 | 3 | 2 | 7 | 0 | 0 | 2 | 6.747 | 2400.000 | 0.338 | -0.208 |

Table E.4. Continue

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Shelby | 210 | 59 | 4 | 2 | 7 | 0 | 1 | 4 | 8.775 | 3340.000 | 0.374 | -0.187 |
| | 210 | 59 | 5 | 2 | 7 | 0 | 1 | 2 | 0.417 | 4100.000 | 3.205 | 1.472 |
| | 210 | 63 | 6 | 1 | 96 | 0 | 2 | 5 | 8.885 | 5183.333 | 0.297 | -0.232 |
| | 210 | 64 | 1 | 2 | 87 | 1 | 10 | 12 | 5.594 | 4316.667 | 1.361 | 0.392 |
| | 210 | 175 | 2 | 1 | 84 | 0 | 4 | 6 | 3.021 | 6255.556 | 0.870 | 0.104 |
| | 210 | 175 | 4 | 1 | 59 | 0 | 4 | 7 | 8.776 | 5514.286 | 0.396 | -0.174 |
| | 210 | 175 | 5 | 1 | 59 | 0 | 1 | 4 | 5.013 | 6030.769 | 0.362 | -0.194 |
| Sherman | 211 | 66 | 3 | 1 | 287 | 0 | 9 | 9 | 19.632 | 3455.556 | 0.363 | -0.193 |
| Smith | 212 | 164 | 4 | 2 | 31 | 0 | 1 | 5 | 4.615 | 11900.000 | 0.249 | -0.260 |
| | 212 | 165 | 1 | 1 | 271 | 0 | 1 | 3 | 2.393 | 8433.333 | 0.407 | -0.167 |
| | 212 | 165 | 2 | 1 | 271 | 0 | 3 | 7 | 6.365 | 4460.000 | 0.676 | -0.010 |
| | 212 | 190 | 5 | 1 | 69 | 0 | 2 | 7 | 6.814 | 15186.667 | 0.185 | -0.298 |
| | 212 | 191 | 1 | 1 | 69 | 0 | 5 | 11 | 7.281 | 8500.000 | 0.487 | -0.121 |
| | 212 | 245 | 5 | 2 | 64 | 0 | 1 | 2 | 1.417 | 7400.000 | 0.523 | -0.100 |
| | 212 | 245 | 6 | 2 | 64 | 0 | 2 | 5 | 4.566 | 10980.000 | 0.273 | -0.246 |
| | 212 | 345 | 1 | 2 | 110 | 0 | 1 | 4 | 4.118 | 14050.000 | 0.189 | -0.295 |
| | 212 | 345 | 2 | 2 | 110 | 0 | 1 | 2 | 1.788 | 6677.778 | 0.459 | -0.137 |
| | 212 | 520 | 6 | 2 | 155 | 0 | 0 | 4 | 5.500 | 9600.000 | 0.208 | -0.284 |
| | 212 | 1790 | 2 | 3 | 323 | 0 | 1 | 2 | . | . | . | . |
| | 212 | 2075 | 1 | 3 | 323 | 0 | 2 | 3 | 2.498 | 12200.000 | 0.270 | -0.248 |
| Starr | 214 | 38 | 7 | 1 | 83 | 0 | 1 | 1 | 0.152 | 12800.000 | 1.408 | 0.419 |
| | 214 | 39 | 1 | 1 | 83 | 0 | 0 | 2 | 1.446 | 12042.857 | 0.315 | -0.222 |
| Stephens | 215 | 11 | 7 | 1 | 180 | 0 | 1 | 4 | 4.544 | 5287.500 | 0.456 | -0.139 |
| | 215 | 11 | 9 | 1 | 180 | 0 | 0 | 1 | 2.991 | 5571.429 | 0.164 | -0.310 |
| | 215 | 257 | 1 | 1 | 183 | 0 | 1 | 1 | 1.745 | 4071.429 | 0.386 | -0.180 |
| Sterling | 216 | 69 | 3 | 1 | 87 | 0 | 0 | 1 | 3.914 | 4266.667 | 0.164 | -0.310 |
| | 216 | 69 | 4 | 1 | 87 | 0 | 1 | 2 | 12.130 | 5325.000 | 0.085 | -0.356 |
| Sutton | 218 | 141 | 14 | 1 | 277 | 0 | 0 | 1 | 0.373 | 3575.000 | 2.055 | 0.798 |
| Swisher | 219 | 67 | 10 | 1 | 87 | 0 | 1 | 1 | 1.568 | 1038.000 | 1.683 | 0.580 |
| | 219 | 67 | 18 | 1 | 87 | 0 | 1 | 2 | 17.193 | 1515.000 | 0.210 | -0.283 |
| Tarrant | 220 | 13 | 10 | 3 | 496 | 0 | 0 | 1 | 2.863 | 6700.000 | 0.143 | -0.322 |
| | 220 | 14 | 15 | 1 | 81 | 0 | 5 | 8 | 9.979 | 15068.750 | 0.146 | -0.321 |

Table E.4. Continue

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Tarrant | 220 | 80 | 7 | 1 | 377 | 0 | 4 | 8 | . | . | . | . |
| | 220 | 94 | 5 | 2 | 183 | 0 | 1 | 4 | . | . | . | . |
| | 220 | 171 | 4 | 2 | 199 | 0 | 2 | 2 | . | . | . | . |
| | 220 | 171 | 5 | 2 | 199 | 0 | 7 | 7 | . | . | . | . |
| | 220 | 353 | 3 | 2 | 114 | 0 | 3 | 11 | 5.760 | 32080.000 | 0.163 | -0.311 |
| | 220 | 2208 | 1 | 3 | 303 | 0 | 1 | 2 | . | . | . | . |
| Taylor | 221 | 34 | 1 | 1 | 83 | 0 | 1 | 3 | 8.550 | 5583.333 | 0.172 | -0.305 |
| | 221 | 54 | 1 | 1 | 84 | 0 | 3 | 6 | 11.295 | 2460.000 | 0.592 | -0.059 |
| Terry | 223 | 227 | 7 | 1 | 62 | 0 | 7 | 8 | 11.964 | 7718.182 | 0.237 | -0.267 |
| | 223 | 228 | 1 | 1 | 62 | 0 | 2 | 9 | 21.617 | 5123.529 | 0.223 | -0.276 |
| | 223 | 380 | 3 | 1 | 62 | 0 | 2 | 2 | 3.633 | 6000.000 | 0.251 | -0.259 |
| Titus | 225 | 10 | 7 | 1 | 67 | 1 | 3 | 8 | 9.278 | 4875.000 | 0.485 | -0.122 |
| | 225 | 221 | 5 | 1 | 271 | 0 | 1 | 1 | 2.084 | 5044.444 | 0.261 | -0.253 |
| | 225 | 248 | 1 | 1 | 271 | 0 | 0 | 1 | 7.486 | 11242.857 | 0.033 | -0.387 |
| Tom Green | 226 | 69 | 6 | 1 | 87 | 0 | 3 | 9 | 9.751 | 4542.857 | 0.557 | -0.080 |
| | 226 | 69 | 7 | 1 | 87 | 0 | 13 | 19 | 12.278 | 6989.474 | 0.607 | -0.051 |
| | 226 | 70 | 2 | 1 | 87 | 0 | 3 | 10 | 13.048 | 4535.294 | 0.463 | -0.135 |
| | 226 | 77 | 6 | 1 | 67 | 0 | 0 | 1 | . | . | . | . |
| | 226 | 77 | 8 | 3 | 306 | 0 | 1 | 3 | 0.300 | 9200.000 | 2.978 | 1.339 |
| | 226 | 158 | 2 | 1 | 67 | 0 | 5 | 7 | 10.550 | 4350.000 | 0.418 | -0.161 |
| | 226 | 2574 | 1 | 5 | 584 | 0 | 1 | 2 | 3.438 | 4103.333 | 0.388 | -0.179 |
| | 226 | 2574 | 1 | 5 | 584 | 0 | 1 | 2 | 3.438 | 4103.333 | 0.388 | -0.179 |
| Travis | 227 | 15 | 11 | 3 | 275 | 1 | 1 | 3 | . | . | . | . |
| | 227 | 113 | 8 | 1 | 290 | 0 | 5 | 8 | 0.490 | 10100.000 | 4.429 | 2.189 |
| | 227 | 113 | 9 | 1 | 290 | 0 | 2 | 1 | . | . | . | . |
| | 227 | 113 | 13 | 3 | 360 | 0 | 0 | 3 | . | . | . | . |
| | 227 | 114 | 2 | 1 | 290 | 0 | 2 | 6 | 3.708 | 15090.000 | 0.294 | -0.234 |
| | 227 | 114 | 3 | 1 | 290 | 0 | 6 | 7 | 6.539 | 11900.000 | 0.246 | -0.262 |
| | 227 | 152 | 1 | 1 | 183 | 0 | 6 | 6 | 10.301 | 10700.000 | 0.149 | -0.319 |
| | 227 | 265 | 1 | 2 | 71 | 0 | 7 | 10 | 1.405 | 18000.000 | 1.083 | 0.229 |
| | 227 | 265 | 2 | 2 | 71 | 0 | 0 | 2 | 5.584 | 17040.000 | 0.058 | -0.372 |
| | 227 | 683 | 2 | 2 | 45 | 0 | 1 | 5 | 8.392 | 9712.500 | 0.168 | -0.308 |
| | 227 | 700 | 3 | 2 | 71 | 0 | 3 | 2 | 16.649 | 7505.263 | 0.044 | -0.380 |

Table E.4. Continue

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Travis | 227 | 757 | 2 | 5 | 685 | 0 | 1 | 1 | 4.174 | 4633.333 | 0.142 | -0.323 |
| | 227 | 1149 | 1 | 5 | 812 | 0 | 3 | 5 | 1.686 | 6633.333 | 1.225 | 0.312 |
| | 227 | 1378 | 1 | 5 | 1431 | 1 | 16 | 25 | 10.367 | 4526.667 | 1.460 | 0.449 |
| | 227 | 1902 | 1 | 5 | 1825 | 0 | 1 | 3 | . | . | . | . |
| | 227 | 2100 | 1 | 5 | 2222 | 0 | 4 | 14 | . | . | . | . |
| | 227 | 2102 | 1 | 5 | 2244 | 0 | 6 | 13 | 6.753 | 10233.333 | 0.515 | -0.104 |
| Tyler | 229 | 200 | 7 | 1 | 69 | 0 | 1 | 1 | 0.666 | 11600.000 | 0.355 | -0.198 |
| | 229 | 200 | 8 | 1 | 69 | 0 | 1 | 2 | 0.452 | 6800.000 | 1.783 | 0.639 |
| Upshur | 230 | 96 | 3 | 1 | 80 | 0 | 2 | 3 | 3.396 | 5860.000 | 0.413 | -0.164 |
| | 230 | 248 | 4 | 1 | 271 | 0 | 5 | 3 | 12.104 | 6100.000 | 0.111 | -0.341 |
| | 230 | 392 | 2 | 1 | 259 | 0 | 3 | 5 | 12.053 | 5591.429 | 0.203 | -0.287 |
| | 230 | 520 | 5 | 2 | 155 | 0 | 1 | 3 | 3.931 | 2842.857 | 0.735 | 0.025 |
| Upton | 231 | 76 | 6 | 1 | 67 | 0 | 0 | 1 | 0.464 | 2025.000 | 2.916 | 1.302 |
| | 231 | 229 | 4 | 5 | 305 | 0 | 0 | 2 | 1.403 | 4916.667 | 0.794 | 0.059 |
| Uvalde | 232 | 23 | 5 | 1 | 90 | 0 | 1 | 1 | 2.383 | 3000.000 | 0.383 | -0.182 |
| | 232 | 24 | 2 | 1 | 90 | 0 | 2 | 5 | 9.931 | 5000.000 | 0.276 | -0.244 |
| Val Verde | 233 | 22 | 9 | 1 | 90 | 0 | 6 | 8 | . | . | . | . |
| | 233 | 23 | 1 | 1 | 90 | 0 | 2 | 2 | . | . | . | . |
| | 233 | 299 | 1 | 1 | 277 | 0 | 1 | 2 | . | . | . | . |
| Van Zandt | 234 | 95 | 6 | 1 | 80 | 0 | 10 | 15 | 14.802 | 6857.692 | 0.405 | -0.169 |
| | 234 | 95 | 7 | 1 | 80 | 0 | 3 | 8 | 13.551 | 5222.222 | 0.310 | -0.225 |
| | 234 | 245 | 2 | 2 | 64 | 0 | 2 | 1 | 0.067 | 5200.000 | 7.864 | 4.202 |
| | 234 | 646 | 1 | 5 | 47 | 0 | 0 | 1 | 0.581 | 5300.000 | 0.890 | 0.115 |
| Victoria | 235 | 88 | 4 | 1 | 59 | 0 | 3 | 4 | 2.236 | 8625.000 | 0.568 | -0.073 |
| | 235 | 88 | 5 | 3 | 175 | 0 | 11 | 7 | 13.148 | 10482.353 | 0.139 | -0.325 |
| | 235 | 89 | 1 | 1 | 59 | 0 | 13 | 16 | 12.659 | 12579.167 | 0.275 | -0.245 |
| | 235 | 144 | 2 | 1 | 87 | 0 | 0 | 1 | 1.658 | 4840.000 | 0.341 | -0.206 |
| | 235 | 371 | 1 | 1 | 77 | 1 | 8 | 8 | 13.578 | 7500.000 | 0.215 | -0.280 |
| | 235 | 432 | 2 | 5 | 404 | 0 | 7 | 8 | 9.066 | 9330.000 | 0.259 | -0.254 |
| Waller | 237 | 50 | 4 | 2 | 6 | 1 | 8 | 9 | 8.133 | 6985.714 | 0.434 | -0.152 |
| | 237 | 50 | 5 | 1 | 290 | 0 | 8 | 20 | 11.085 | 17685.714 | 0.279 | -0.242 |
| | 237 | 114 | 11 | 1 | 290 | 0 | 4 | 9 | 9.380 | 4835.714 | 0.544 | -0.088 |

Table E.4. Continue

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Waller | 237 | 271 | 9 | 1 | 90 | 0 | 0 | 1 | 0.597 | 5266.667 | 0.871 | 0.104 |
| Ward | 238 | 292 | 4 | 2 | 18 | 0 | 1 | 2 | 8.125 | 5821.053 | 0.116 | -0.338 |
| Washington | 239 | 114 | 9 | 1 | 290 | 0 | 2 | 3 | 18.067 | 7493.333 | 0.061 | -0.371 |
| | 239 | 114 | 10 | 1 | 290 | 1 | 4 | 6 | 13.259 | 6990.909 | 0.177 | -0.302 |
| | 239 | 186 | 6 | 2 | 36 | 0 | 0 | 3 | 5.192 | 9888.889 | 0.160 | -0.312 |
| Wharton | 241 | 89 | 6 | 1 | 59 | 3 | 16 | 21 | 12.785 | 12184.211 | 0.369 | -0.190 |
| | 241 | 89 | 7 | 1 | 59 | 4 | 16 | 26 | 15.463 | 13672.414 | 0.337 | -0.209 |
| | 241 | 89 | 8 | 1 | 59 | 0 | 8 | 11 | 9.885 | 14526.667 | 0.210 | -0.283 |
| | 241 | 1260 | 1 | 5 | 960 | 0 | 0 | 2 | . | . | . | . |
| Wheeler | 242 | 30 | 9 | 1 | 83 | 0 | 0 | 2 | 1.798 | 2866.667 | 1.063 | 0.217 |
| | 242 | 31 | 1 | 1 | 83 | 0 | 0 | 1 | 2.002 | 4660.000 | 0.294 | -0.234 |
| Wichita | 243 | 43 | 8 | 1 | 287 | 0 | 9 | 16 | 16.285 | 10066.667 | 0.267 | -0.249 |
| | 243 | 43 | 9 | 1 | 287 | 0 | 5 | 5 | 7.955 | 12363.636 | 0.139 | -0.324 |
| | 243 | 43 | 17 | 3 | 370 | 0 | 0 | 2 | 5.376 | 4672.727 | 0.218 | -0.278 |
| | 243 | 43 | 22 | 3 | 477 | 0 | 0 | 1 | 0.782 | 3425.000 | 1.023 | 0.193 |
| | 243 | 44 | 1 | 1 | 82 | 0 | 0 | 1 | 0.290 | 13500.000 | 0.700 | 0.004 |
| | 243 | 156 | 4 | 1 | 82 | 0 | 0 | 2 | 2.206 | 5600.000 | 0.444 | -0.146 |
| Wilbarger | 244 | 43 | 5 | 1 | 287 | 0 | 10 | 11 | 14.092 | 9442.105 | 0.226 | -0.273 |
| | 244 | 43 | 6 | 1 | 70 | 0 | 13 | 6 | 7.929 | 10372.222 | 0.200 | -0.289 |
| | 244 | 43 | 7 | 1 | 287 | 0 | 12 | 11 | 12.109 | 9850.000 | 0.253 | -0.258 |
| Willacy | 245 | 327 | 10 | 1 | 77 | 0 | 26 | 14 | 18.276 | 6745.455 | 0.311 | -0.224 |
| Williamson | 246 | 151 | 3 | 2 | 29 | 0 | 3 | 4 | 6.369 | 5250.000 | 0.328 | -0.214 |
| | 246 | 151 | 4 | 2 | 29 | 0 | 9 | 10 | 7.139 | 6950.000 | 0.552 | -0.083 |
| | 246 | 151 | 5 | 1 | 183 | 1 | 6 | 10 | . | . | . | . |
| | 246 | 204 | 2 | 1 | 79 | 0 | 1 | 1 | 4.780 | 9533.333 | 0.060 | -0.371 |
| | 246 | 204 | 3 | 1 | 79 | 0 | 1 | 3 | 4.777 | 9091.667 | 0.189 | -0.295 |
| | 246 | 204 | 4 | 1 | 79 | 0 | 5 | 10 | 11.720 | 5447.059 | 0.429 | -0.155 |
| | 246 | 273 | 4 | 1 | 183 | 2 | 11 | 15 | 13.107 | 3090.909 | 1.014 | 0.188 |
| | 246 | 320 | 3 | 2 | 95 | 1 | 3 | 7 | 16.183 | 5400.000 | 0.219 | -0.278 |
| | 246 | 337 | 1 | 2 | 29 | 0 | 11 | 10 | 11.616 | 5900.000 | 0.400 | -0.172 |
| | 246 | 440 | 1 | 2 | 195 | 0 | 2 | 2 | 1.071 | 4800.000 | 1.066 | 0.218 |
| | 246 | 683 | 1 | 5 | 620 | 3 | 8 | 18 | 3.910 | 16058.333 | 0.785 | 0.054 |

Table E.4. Continue

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Williamson | 246 | 757 | 1 | 5 | 685 | 0 | 2 | 1 | 2.955 | 3300.000 | 0.281 | -0.241 |
| | 246 | 1376 | 1 | 5 | 1325 | 1 | 0 | 1 | 2.051 | 16000.000 | 0.083 | -0.357 |
| | 246 | 1378 | 2 | 5 | 1431 | 1 | 4 | 12 | 8.475 | 6028.571 | 0.643 | -0.029 |
| Wilson | 247 | 100 | 3 | 1 | 181 | 1 | 10 | 15 | 14.188 | 7791.304 | 0.372 | -0.188 |
| | 247 | 100 | 4 | 1 | 181 | 0 | 2 | 3 | 6.937 | 5041.667 | 0.235 | -0.268 |
| | 247 | 143 | 4 | 1 | 87 | 0 | 0 | 1 | 1.657 | 3333.333 | 0.496 | -0.115 |
| | 247 | 366 | 4 | 2 | 123 | 0 | 0 | 1 | 0.618 | 4350.000 | 1.019 | 0.191 |
| Winkler | 248 | 292 | 2 | 2 | 18 | 0 | 0 | 1 | 6.570 | 3828.571 | 0.109 | -0.342 |
| Wise | 249 | 13 | 6 | 1 | 81 | 0 | 9 | 12 | 6.319 | 13185.714 | 0.395 | -0.175 |
| | 249 | 13 | 7 | 1 | 81 | 0 | 6 | 19 | 10.840 | 14928.571 | 0.322 | -0.218 |
| | 249 | 13 | 8 | 1 | 81 | 0 | 25 | 59 | 20.614 | 15621.875 | 0.502 | -0.112 |
| | 249 | 313 | 1 | 5 | 51 | 0 | 1 | 1 | 1.860 | 6266.667 | 0.235 | -0.268 |
| | 249 | 352 | 1 | 2 | 114 | 0 | 0 | 2 | 2.604 | 6000.000 | 0.351 | -0.201 |
| Wood | 250 | 95 | 9 | 1 | 80 | 0 | 1 | 1 | 4.622 | 5710.000 | 0.104 | -0.345 |
| | 250 | 96 | 1 | 1 | 80 | 0 | 4 | 5 | 9.423 | 3488.889 | 0.417 | -0.162 |
| | 250 | 96 | 2 | 1 | 80 | 0 | 1 | 1 | 10.699 | 3214.286 | 0.080 | -0.359 |
| | 250 | 401 | 3 | 2 | 154 | 0 | 0 | 1 | 1.550 | 3760.000 | 0.470 | -0.131 |
| Young | 252 | 133 | 8 | 2 | 114 | 0 | 0 | 1 | 0.703 | 5200.000 | 0.749 | 0.033 |
| | 252 | 134 | 3 | 1 | 380 | 0 | 1 | 2 | 2.336 | 5310.000 | 0.442 | -0.147 |
| | 252 | 284 | 1 | 2 | 79 | 0 | 1 | 1 | 0.956 | 2375.000 | 1.207 | 0.301 |
| | 253 | 38 | 4 | 1 | 83 | 0 | 1 | 4 | 4.754 | 7837.500 | 0.294 | -0.234 |

Table E.5. Single-Vehicle Interstate Accident Data with Totals and Standardized Scores by County and Control Section (1989)

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Atascosa | 7 | 17 | 4 | 8 | 35 | 0 | 0 | 1 | 2.538 | 12606.000 | 0.086 | -0.748 |
| | 7 | 73 | 5 | 8 | 37 | 1 | 28 | 25 | 11.482 | 10864.000 | 0.549 | 0.289 |
| | 7 | 73 | 6 | 8 | 37 | 0 | 7 | 15 | 7.623 | 10770.000 | 0.501 | 0.181 |
| | 7 | 73 | 10 | 8 | 37 | 2 | 27 | 33 | 15.832 | 12096.842 | 0.472 | 0.117 |
| Austin | 8 | 271 | 2 | 8 | 10 | 0 | 23 | 25 | 8.901 | 22315.000 | 0.345 | -0.168 |
| | 8 | 271 | 3 | 8 | 10 | 0 | 13 | 19 | 7.176 | 24172.857 | 0.300 | -0.268 |
| Bell | 14 | 15 | 4 | 8 | 35 | 0 | 21 | 32 | 9.486 | 28521.538 | 0.324 | -0.214 |
| | 14 | 15 | 6 | 8 | 35 | 0 | 7 | 12 | 2.982 | 25690.000 | 0.429 | 0.021 |
| | 14 | 15 | 7 | 8 | 35 | 0 | 16 | 18 | 9.848 | 23806.471 | 0.210 | -0.469 |
| Bexar | 15 | 16 | 7 | 8 | 35 | 0 | 11 | 17 | . | . | . | . |
| | 15 | 17 | 2 | 8 | 35 | 1 | 0 | 1 | 0.329 | 18770.000 | 0.444 | 0.053 |
| | 15 | 17 | 3 | 8 | 35 | 2 | 6 | 11 | 8.483 | 16091.667 | 0.221 | -0.445 |
| | 15 | 25 | 2 | 8 | 10 | 1 | 0 | 2 | 2.461 | 18412.500 | 0.121 | -0.669 |
| | 15 | 72 | 7 | 8 | 10 | 0 | 18 | 15 | 6.554 | 22708.000 | 0.276 | -0.321 |
| | 15 | 72 | 12 | 8 | 10 | 1 | 7 | 13 | . | . | . | . |
| | 15 | 73 | 9 | 8 | 37 | 0 | 4 | 4 | 8.106 | 11567.500 | 0.117 | -0.678 |
| | 15 | 521 | 4 | 8 | 410 | 0 | 15 | 15 | . | . | . | . |
| Bowie | 19 | 610 | 5 | 8 | 30 | 0 | 12 | 13 | 17.127 | 12322.273 | 0.169 | -0.562 |
| | 19 | 610 | 6 | 8 | 30 | 1 | 18 | 24 | 13.607 | 19221.071 | 0.251 | -0.377 |
| | 19 | 610 | 7 | 8 | 30 | 0 | 14 | 25 | 11.859 | 29327.778 | 0.197 | -0.499 |
| Caldwell | 28 | 535 | 3 | 8 | 10 | 0 | 4 | 8 | 4.931 | 14190.000 | 0.313 | -0.238 |
| Callahan | 30 | 6 | 7 | 8 | 20 | 1 | 16 | 31 | 12.988 | 14341.111 | 0.456 | 0.081 |
| | 30 | 7 | 1 | 8 | 20 | 2 | 8 | 20 | 8.789 | 12400.000 | 0.503 | 0.186 |
| | 30 | 7 | 2 | 8 | 20 | 0 | 8 | 14 | 8.915 | 12238.889 | 0.352 | -0.153 |
| Carson | 33 | 275 | 2 | 8 | 40 | 0 | 4 | 11 | 10.241 | 9140.000 | 0.322 | -0.219 |
| | 33 | 275 | 3 | 8 | 40 | 0 | 14 | 8 | 10.695 | 8923.333 | 0.230 | -0.425 |
| | 33 | 275 | 4 | 8 | 40 | 0 | 2 | 7 | 10.357 | 8823.000 | 0.210 | -0.470 |
| Chambers | 36 | 508 | 2 | 8 | 10 | 2 | 33 | 44 | 15.860 | 30211.579 | 0.252 | -0.376 |
| | 36 | 508 | 3 | 8 | 10 | 0 | 24 | 39 | 17.491 | 18082.000 | 0.338 | -0.183 |
| | 36 | 739 | 1 | 8 | 10 | 0 | 5 | 6 | 3.113 | 25860.000 | 0.204 | -0.482 |
| Colorado | 45 | 271 | 1 | 8 | 10 | 6 | 19 | 44 | 14.447 | 21696.000 | 0.385 | -0.079 |
| | 45 | 535 | 8 | 8 | 10 | 1 | 19 | 28 | 17.614 | 17609.063 | 0.247 | -0.386 |

Table E.5. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Comal | 46 | 16 | 4 | 8 | 35 | 0 | 8 | 13 | 9.598 | 31092.353 | 0.119 | -0.672 |
| Cooke | 49 | 194 | 2 | 8 | 35 | 0 | 3 | 6 | 6.355 | 12729.455 | 0.203 | -0.485 |
| | 49 | 195 | 1 | 8 | 35 | 1 | 17 | 25 | 15.211 | 18469.444 | 0.244 | -0.394 |
| Crane | 52 | 4 | 5 | 8 | 20 | 0 | 0 | 1 | 1.533 | 7730.000 | 0.231 | -0.422 |
| Crockett | 53 | 140 | 10 | 8 | 10 | 0 | 8 | 9 | 13.057 | 3652.000 | 0.517 | 0.218 |
| | 53 | 140 | 11 | 8 | 10 | 1 | 9 | 8 | 9.071 | 3318.750 | 0.728 | 0.690 |
| | 53 | 140 | 13 | 8 | 10 | 1 | 16 | 13 | 15.858 | 3540.000 | 0.634 | 0.480 |
| | 53 | 141 | 1 | 8 | 10 | 1 | 16 | 13 | 14.826 | 4581.429 | 0.524 | 0.234 |
| Culberson | 55 | 2 | 11 | 8 | 10 | 0 | 5 | 4 | 4.765 | 7510.000 | 0.306 | -0.254 |
| | 55 | 3 | 1 | 8 | 10 | 0 | 2 | 4 | 13.298 | 7238.889 | 0.114 | -0.685 |
| | 55 | 3 | 2 | 8 | 10 | 0 | 12 | 10 | 13.069 | 7205.000 | 0.291 | -0.288 |
| | 55 | 3 | 3 | 8 | 10 | 0 | 10 | 13 | 12.562 | 7067.778 | 0.401 | -0.042 |
| Dallas | 57 | 92 | 2 | 8 | 45 | 0 | 9 | 13 | . | . | . | . |
| | 57 | 92 | 14 | 8 | 45 | 0 | 0 | 1 | . | . | . | . |
| | 57 | 442 | 2 | 8 | 353 | 1 | 6 | 8 | . | . | . | . |
| | 57 | 2374 | 3 | 8 | 20 | 1 | 1 | 2 | . | . | . | . |
| | 57 | 2374 | 7 | 8 | 635 | 0 | 4 | 5 | 0.999 | 65000.000 | 0.211 | -0.467 |
| Deaf Smith | 59 | 90 | 1 | 8 | 40 | 0 | 1 | 4 | 2.102 | 8790.000 | 0.593 | 0.388 |
| Denton | 61 | 81 | 13 | 8 | 354 | 0 | 21 | 9 | 8.087 | 13280.000 | 0.230 | -0.426 |
| | 61 | 195 | 2 | 8 | 35 | 1 | 13 | 24 | 6.893 | 20541.667 | 0.464 | 0.100 |
| | 61 | 195 | 3 | 8 | 353 | 0 | 1 | 1 | . | . | . | . |
| | 61 | 196 | 1 | 8 | 353 | 0 | 27 | 61 | . | . | . | . |
| | 61 | 196 | 2 | 8 | 353 | 0 | 3 | 4 | . | . | . | . |
| Donely | 65 | 275 | 6 | 8 | 40 | 0 | 0 | 2 | 1.670 | 8720.000 | 0.376 | -0.097 |
| | 65 | 275 | 8 | 8 | 40 | 0 | 0 | 2 | 2.171 | 8690.000 | 0.290 | -0.289 |
| Eastland | 68 | 7 | 3 | 8 | 20 | 0 | 16 | 44 | 20.008 | 13032.000 | 0.462 | 0.095 |
| | 68 | 7 | 4 | 8 | 20 | 2 | 3 | 12 | 16.410 | 6169.565 | 0.325 | -0.213 |
| | 68 | 7 | 6 | 8 | 20 | 0 | 14 | 28 | 12.625 | 12951.176 | 0.469 | 0.110 |
| | 68 | 314 | 5 | 8 | 20 | 0 | 2 | 6 | 1.792 | 13130.000 | 0.699 | 0.624 |
| Ector | 69 | 4 | 6 | 8 | 20 | 0 | 17 | 12 | 8.252 | 7830.000 | 0.509 | 0.199 |
| | 69 | 4 | 7 | 8 | 20 | 2 | 26 | 29 | 6.138 | 8498.571 | 1.523 | 2.469 |
| | 69 | 5 | 13 | 8 | 20 | 0 | 0 | 1 | 1.023 | 13783.333 | 0.194 | -0.505 |

Table E.5. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Ellis | 71 | 48 | 4 | 8 | 353 | 0 | 10 | 8 | 11.372 | 18822.632 | 0.102 | -0.710 |
| | 71 | 48 | 8 | 8 | 353 | 0 | 21 | 24 | 18.540 | 15290.000 | 0.232 | -0.420 |
| | 71 | 92 | 3 | 8 | 45 | 0 | 6 | 15 | 5.529 | 26740.000 | 0.278 | -0.317 |
| | 71 | 92 | 4 | 8 | 45 | 0 | 22 | 25 | 10.083 | 24641.000 | 0.276 | -0.322 |
| | 71 | 92 | 5 | 8 | 45 | 1 | 3 | 5 | 7.810 | 23098.571 | 0.076 | -0.769 |
| | 71 | 442 | 3 | 8 | 353 | 0 | 8 | 17 | 3.791 | 23051.429 | 0.533 | 0.253 |
| El Paso | 72 | 2121 | 1 | 8 | 10 | 0 | 11 | 22 | 6.312 | 22287.273 | 0.428 | 0.019 |
| | 72 | 2121 | 4 | 8 | 10 | 4 | 14 | 25 | 14.594 | 11165.000 | 0.420 | 0.001 |
| | 72 | 2121 | 5 | 8 | 10 | 1 | 13 | 13 | 12.054 | 8300.000 | 0.356 | -0.143 |
| Erath | 73 | 314 | 4 | 8 | 20 | 0 | 5 | 8 | 5.877 | 13015.000 | 0.287 | -0.298 |
| Falls | 74 | 15 | 3 | 8 | 35 | 0 | 0 | 3 | 1.900 | 27750.000 | 0.156 | -0.591 |
| Fayette | 76 | 535 | 6 | 8 | 10 | 0 | 5 | 5 | 11.303 | 13269.091 | 0.091 | -0.735 |
| | 76 | 535 | 7 | 8 | 10 | 2 | 7 | 12 | 11.492 | 14215.926 | 0.201 | -0.489 |
| Fort Bend | 80 | 271 | 5 | 8 | 10 | 0 | 3 | 8 | 1.336 | 30900.000 | 0.531 | 0.249 |
| Franklin | 81 | 610 | 2 | 8 | 30 | 0 | 7 | 15 | 10.695 | 14370.000 | 0.267 | -0.341 |
| Freestone | 82 | 675 | 1 | 8 | 45 | 0 | 15 | 14 | 14.893 | 16959.091 | 0.152 | -0.600 |
| | 82 | 675 | 2 | 8 | 45 | 0 | 32 | 26 | 17.184 | 15700.000 | 0.264 | -0.349 |
| Frio | 83 | 17 | 6 | 8 | 35 | 3 | 35 | 27 | 16.984 | 8840.000 | 0.493 | 0.163 |
| | 83 | 17 | 7 | 8 | 35 | 1 | 4 | 10 | 18.787 | 7238.571 | 0.201 | -0.489 |
| Galveston | 85 | 500 | 1 | 8 | 45 | 0 | 19 | 25 | . | . | . | . |
| | 85 | 500 | 4 | 8 | 45 | 2 | 11 | 27 | . | . | . | . |
| Gillespie | 87 | 142 | 13 | 8 | 10 | 1 | 1 | 1 | 5.944 | 5100.000 | 0.090 | -0.737 |
| Gonzales | 90 | 535 | 4 | 8 | 10 | 1 | 9 | 12 | 10.546 | 14410.769 | 0.216 | -0.455 |
| | 90 | 535 | 5 | 8 | 10 | 1 | 13 | 14 | 11.590 | 14313.000 | 0.231 | -0.422 |
| Gray | 91 | 275 | 5 | 8 | 40 | 0 | 3 | 3 | 4.741 | 8740.000 | 0.198 | -0.496 |
| | 91 | 275 | 7 | 8 | 40 | 0 | 1 | 3 | 3.897 | 8755.000 | 0.241 | -0.400 |
| | 91 | 275 | 9 | 8 | 40 | 0 | 1 | 1 | 0.749 | 8690.000 | 0.421 | 0.003 |
| | 91 | 275 | 11 | 8 | 40 | 1 | 8 | 21 | 16.990 | 8763.000 | 0.386 | -0.075 |
| Gregg | 93 | 495 | 7 | 8 | 20 | 1 | 28 | 52 | 15.655 | 18626.250 | 0.489 | 0.154 |
| Guadalupe | 95 | 16 | 6 | 8 | 35 | 0 | 3 | 7 | 3.327 | 47276.000 | 0.122 | -0.667 |
| | 95 | 25 | 3 | 8 | 10 | 0 | 3 | 10 | 11.058 | 14934.286 | 0.166 | -0.568 |
| | 95 | 535 | 1 | 8 | 10 | 0 | 0 | 2 | 10.843 | 15176.400 | 0.033 | -0.865 |

Table E.5. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Guadalupe | 95 | 535 | 2 | 8 | 10 | 1 | 22 | 27 | 15.427 | 13736.000 | 0.349 | -0.158 |
| Hale | 96 | 67 | 4 | 8 | 27 | 1 | 7 | 7 | 9.960 | 6874.615 | 0.280 | -0.313 |
| | 96 | 67 | 5 | 8 | 27 | 1 | 12 | 12 | 11.449 | 7530.000 | 0.381 | -0.086 |
| | 96 | 67 | 6 | 8 | 27 | 0 | 10 | 10 | 16.308 | 7267.143 | 0.231 | -0.422 |
| Harris | 102 | 110 | 5 | 8 | 45 | 3 | 56 | 76 | 2.478 | 73681.429 | 1.140 | 1.612 |
| | 102 | 110 | 6 | 8 | 45 | 0 | 5 | 4 | . | . | . | . |
| | 102 | 271 | 6 | 8 | 10 | 2 | 39 | 45 | . | . | . | . |
| | 102 | 271 | 7 | 8 | 10 | 1 | 14 | 34 | . | . | . | . |
| | 102 | 500 | 3 | 8 | 45 | 0 | 29 | 54 | . | . | . | . |
| | 102 | 508 | 1 | 8 | 10 | 1 | 63 | 81 | 4.330 | 38054.000 | 1.347 | 2.074 |
| Harrison | 103 | 495 | 8 | 8 | 20 | 5 | 18 | 37 | 16.891 | 16557.778 | 0.362 | -0.128 |
| | 103 | 495 | 9 | 8 | 20 | 0 | 10 | 14 | 6.856 | 15146.364 | 0.369 | -0.113 |
| | 103 | 495 | 10 | 8 | 20 | 0 | 15 | 20 | 15.454 | 15424.545 | 0.230 | -0.425 |
| Hays | 106 | 16 | 2 | 8 | 35 | 3 | 29 | 35 | 15.347 | 42420.435 | 0.147 | -0.610 |
| | 106 | 16 | 3 | 8 | 35 | 0 | 2 | 2 | 9.001 | 33143.125 | 0.018 | -0.898 |
| Hill | 110 | 14 | 7 | 8 | 35 | 2 | 12 | 21 | 12.597 | 19089.355 | 0.239 | -0.404 |
| | 110 | 14 | 23 | 8 | 354 | 1 | 25 | 14 | 14.327 | 11720.800 | 0.228 | -0.428 |
| | 110 | 14 | 24 | 8 | 35 | 0 | 4 | 4 | 6.226 | 25308.500 | 0.070 | -0.784 |
| | 110 | 48 | 9 | 8 | 353 | 0 | 6 | 6 | 7.910 | 16054.545 | 0.129 | -0.650 |
| Hopkins | 113 | 9 | 9 | 8 | 30 | 0 | 6 | 9 | 14.887 | 16756.111 | 0.099 | -0.718 |
| | 113 | 10 | 2 | 8 | 30 | 1 | 12 | 13 | 10.719 | 16005.000 | 0.208 | -0.475 |
| | 113 | 610 | 1 | 8 | 30 | 0 | 2 | 8 | 7.922 | 15137.273 | 0.183 | -0.530 |
| Howard | 115 | 5 | 5 | 8 | 20 | 0 | 13 | 20 | 14.630 | 10341.667 | 0.362 | -0.129 |
| | 115 | 5 | 6 | 8 | 20 | 2 | 15 | 28 | 18.941 | 10428.636 | 0.388 | -0.070 |
| Hudspeth | 116 | 2 | 5 | 8 | 10 | 0 | 7 | 12 | 9.154 | 7900.000 | 0.455 | 0.078 |
| | 116 | 2 | 6 | 8 | 10 | 2 | 16 | 21 | 11.132 | 8060.000 | 0.641 | 0.495 |
| | 116 | 2 | 7 | 8 | 10 | 0 | 6 | 8 | 8.168 | 8060.000 | 0.333 | -0.194 |
| | 116 | 2 | 8 | 8 | 10 | 0 | 2 | 4 | 9.704 | 7993.333 | 0.141 | -0.623 |
| | 116 | 2 | 9 | 8 | 10 | 1 | 21 | 14 | 9.045 | 7460.000 | 0.568 | 0.333 |
| | 116 | 2 | 10 | 8 | 10 | 3 | 14 | 12 | 9.443 | 7952.857 | 0.438 | 0.040 |
| | 116 | 2121 | 6 | 8 | 10 | 4 | 19 | 24 | 16.915 | 7975.000 | 0.487 | 0.151 |
| Hunt | 117 | 9 | 13 | 8 | 30 | 0 | 30 | 39 | 29.800 | 21522.500 | 0.167 | -0.567 |

Table E.5. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Jeff Davis | 123 | 3 | 4 | 8 | 10 | 0 | 4 | 9 | 7.005 | 7000.000 | 0.503 | 0.186 |
| Jefferson | 124 | 739 | 2 | 8 | 10 | 1 | 37 | 30 | 14.712 | 26019.474 | 0.215 | -0.459 |
| Johnson | 127 | 14 | 3 | 8 | 354 | 1 | 22 | 39 | 12.011 | 19935.789 | 0.446 | 0.059 |
| | 127 | 14 | 4 | 8 | 354 | 0 | 3 | 9 | 8.237 | 13315.556 | 0.225 | -0.436 |
| | 127 | 14 | 22 | 8 | 354 | 0 | 5 | 9 | 2.894 | 11904.444 | 0.716 | 0.662 |
| Kaufman | 130 | 95 | 14 | 8 | 20 | 0 | 7 | 8 | 12.929 | 11054.545 | 0.153 | -0.596 |
| | 130 | 495 | 1 | 8 | 20 | 0 | 12 | 15 | 18.415 | 23559.767 | 0.095 | -0.727 |
| Kendall | 131 | 72 | 5 | 8 | 10 | 1 | 29 | 40 | 14.129 | 10390.000 | 0.747 | 0.731 |
| | 131 | 72 | 6 | 8 | 10 | 1 | 11 | 20 | 6.892 | 12628.750 | 0.630 | 0.469 |
| Kerr | 133 | 142 | 2 | 8 | 10 | 0 | 5 | 3 | 9.209 | 4880.000 | 0.183 | -0.530 |
| | 133 | 142 | 12 | 8 | 10 | 0 | 3 | 6 | 6.076 | 4836.667 | 0.559 | 0.312 |
| | 133 | 142 | 14 | 8 | 10 | 1 | 25 | 30 | 22.312 | 6972.692 | 0.528 | 0.243 |
| Kimble | 134 | 141 | 8 | 8 | 10 | 1 | 11 | 9 | 9.877 | 4196.667 | 0.595 | 0.392 |
| | 134 | 141 | 9 | 8 | 10 | 0 | 12 | 6 | 13.056 | 4553.846 | 0.276 | -0.321 |
| | 134 | 142 | 1 | 8 | 10 | 1 | 27 | 34 | 21.022 | 5442.000 | 0.814 | 0.883 |
| LaSalle | 142 | 17 | 8 | 8 | 35 | 1 | 35 | 20 | . | . | . | . |
| | 142 | 18 | 1 | 8 | 35 | 1 | 2 | 5 | . | . | . | . |
| | 142 | 18 | 2 | 8 | 35 | 0 | 9 | 8 | . | . | . | . |
| Leon | 145 | 675 | 3 | 8 | 45 | 0 | 12 | 24 | 16.790 | 16558.333 | 0.237 | -0.410 |
| | 145 | 675 | 4 | 8 | 45 | 0 | 23 | 22 | 11.783 | 17235.000 | 0.297 | -0.275 |
| Live Oak | 149 | 73 | 7 | 8 | 37 | 1 | 19 | 19 | 11.105 | 10344.286 | 0.453 | 0.075 |
| | 149 | 74 | 1 | 8 | 37 | 0 | 14 | 17 | 15.402 | 7692.222 | 0.393 | -0.060 |
| | 149 | 74 | 2 | 8 | 37 | 0 | 14 | 15 | 17.806 | 8014.545 | 0.288 | -0.295 |
| Lubbock | 152 | 67 | 7 | 8 | 27 | 0 | 12 | 15 | 12.344 | 9491.875 | 0.351 | -0.155 |
| Madison | 154 | 675 | 5 | 8 | 45 | 3 | 45 | 41 | 18.630 | 16614.000 | 0.363 | -0.127 |
| Martin | 156 | 5 | 4 | 8 | 20 | 0 | 18 | 21 | 13.467 | 10505.000 | 0.407 | -0.029 |
| McLennan | 161 | 14 | 8 | 8 | 35 | 0 | 15 | 26 | 10.423 | 28344.615 | 0.241 | -0.400 |
| | 161 | 14 | 9 | 8 | 35 | 0 | 10 | 12 | 0.223 | 32000.000 | 4.607 | 9.370 |
| | 161 | 15 | 1 | 8 | 35 | 1 | 21 | 36 | 5.445 | 30725.455 | 0.590 | 0.380 |
| | 161 | 15 | 2 | 8 | 35 | 0 | 11 | 16 | 4.260 | 27592.222 | 0.373 | -0.105 |
| Medina | 163 | 17 | 5 | 8 | 35 | 0 | 6 | 20 | 12.620 | 10584.667 | 0.410 | -0.021 |
| Midland | 165 | 5 | 14 | 8 | 20 | 0 | 7 | 10 | 9.333 | 14110.000 | 0.208 | -0.474 |

Table E.5. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Midland | 165 | 5 | 15 | 8 | 20 | 0 | 14 | 20 | 10.779 | 10615.000 | 0.479 | 0.132 |
| Mitchell | 168 | 5 | 7 | 8 | 20 | 0 | 3 | 5 | 9.328 | 9360.000 | 0.157 | -0.588 |
| | 168 | 5 | 8 | 8 | 20 | 0 | 14 | 16 | 11.848 | 9341.667 | 0.396 | -0.053 |
| | 168 | 6 | 1 | 8 | 20 | 0 | 9 | 15 | 10.878 | 9241.667 | 0.409 | -0.025 |
| Montgomery | 170 | 110 | 4 | 8 | 45 | 3 | 54 | 91 | 12.714 | 49101.304 | 0.399 | -0.046 |
| | 170 | 675 | 8 | 8 | 45 | 0 | 19 | 22 | 16.594 | 38098.750 | 0.095 | -0.726 |
| Morris | 172 | 610 | 4 | 8 | 30 | 1 | 4 | 6 | 7.277 | 12153.333 | 0.186 | -0.523 |
| Navarro | 175 | 92 | 6 | 8 | 45 | 0 | 18 | 25 | 13.226 | 22113.182 | 0.234 | -0.415 |
| | 175 | 93 | 1 | 8 | 45 | 1 | 19 | 17 | 10.970 | 19394.737 | 0.219 | -0.450 |
| | 175 | 166 | 1 | 8 | 45 | 0 | 3 | 8 | 6.591 | 17730.000 | 0.188 | -0.520 |
| Nolan | 177 | 6 | 2 | 8 | 20 | 1 | 14 | 23 | 15.820 | 12073.750 | 0.330 | -0.201 |
| | 177 | 6 | 3 | 8 | 20 | 1 | 12 | 20 | 16.160 | 14574.000 | 0.233 | -0.419 |
| Nueces | 178 | 74 | 6 | 8 | 37 | 1 | 0 | 1 | . | . | . | . |
| Oldham | 180 | 90 | 2 | 8 | 40 | 0 | 17 | 22 | 14.570 | 8790.000 | 0.471 | 0.114 |
| | 180 | 90 | 3 | 8 | 40 | 2 | 26 | 31 | 19.726 | 8518.235 | 0.505 | 0.192 |
| | 180 | 90 | 4 | 8 | 40 | 2 | 16 | 13 | 15.040 | 10455.385 | 0.226 | -0.433 |
| Orange | 181 | 28 | 9 | 8 | 10 | 1 | 9 | 26 | 5.651 | 47020.000 | 0.268 | -0.339 |
| | 181 | 28 | 11 | 8 | 10 | 0 | 3 | 6 | 13.068 | 30736.000 | 0.041 | -0.848 |
| | 181 | 28 | 14 | 8 | 10 | 0 | 0 | 1 | 6.690 | 26253.529 | 0.016 | -0.904 |
| Palo Pinto | 182 | 314 | 2 | 8 | 20 | 1 | 9 | 15 | 9.498 | 14075.000 | 0.307 | -0.251 |
| | 182 | 314 | 3 | 8 | 20 | 2 | 9 | 12 | 11.262 | 13405.000 | 0.218 | -0.452 |
| Parker | 184 | 8 | 3 | 8 | 20 | 0 | 19 | 26 | 16.376 | 23358.125 | 0.186 | -0.523 |
| | 184 | 314 | 1 | 8 | 20 | 0 | 11 | 16 | 11.887 | 15570.000 | 0.237 | -0.409 |
| | 184 | 314 | 7 | 8 | 20 | 0 | 12 | 11 | 12.346 | 21095.161 | 0.116 | -0.680 |
| | 184 | 1068 | 5 | 8 | 30 | 1 | 4 | 4 | 1.138 | 31560.000 | 0.305 | -0.257 |
| Pecos | 186 | 140 | 1 | 8 | 10 | 1 | 17 | 26 | 15.142 | 3591.875 | 1.310 | 1.991 |
| | 186 | 140 | 2 | 8 | 10 | 0 | 18 | 25 | 12.237 | 3394.286 | 1.649 | 2.750 |
| | 186 | 140 | 3 | 8 | 10 | 0 | 5 | 13 | 12.224 | 3343.636 | 0.871 | 1.011 |
| | 186 | 140 | 4 | 8 | 10 | 1 | 3 | 10 | 10.932 | 3271.250 | 0.766 | 0.775 |
| | 186 | 140 | 5 | 8 | 10 | 1 | 5 | 9 | 10.370 | 3270.000 | 0.727 | 0.688 |
| | 186 | 140 | 6 | 8 | 10 | 5 | 8 | 11 | 7.911 | 3382.500 | 1.126 | 1.581 |
| | 186 | 441 | 7 | 8 | 10 | 2 | 23 | 21 | 24.552 | 3117.619 | 0.752 | 0.743 |

Table E.5. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|--------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Pecos | 186 | 441 | 8 | 8 | 10 | 0 | 6 | 7 | 7.117 | 3864.545 | 0.697 | 0.621 |
| Potter | 188 | 90 | 5 | 8 | 40 | 0 | 11 | 10 | 10.967 | 10361.429 | 0.241 | -0.400 |
| | 188 | 275 | 1 | 8 | 40 | 0 | 4 | 5 | 3.945 | 12363.333 | 0.281 | -0.311 |
| Randall | 191 | 67 | 17 | 8 | 27 | 0 | 6 | 11 | 20.627 | 5804.375 | 0.252 | -0.376 |
| | 191 | 168 | 9 | 8 | 27 | 0 | 9 | 15 | 8.974 | 20014.000 | 0.229 | -0.427 |
| Reeves | 195 | 3 | 5 | 8 | 20 | 2 | 2 | 4 | 8.928 | 4290.000 | 0.286 | -0.299 |
| | 195 | 3 | 6 | 8 | 20 | 0 | 20 | 19 | 23.093 | 4277.273 | 0.527 | 0.240 |
| | 195 | 3 | 7 | 8 | 20 | 1 | 9 | 12 | 16.199 | 4537.059 | 0.447 | 0.062 |
| | 195 | 441 | 5 | 8 | 10 | 0 | 15 | 18 | 13.953 | 2523.333 | 1.401 | 2.195 |
| | 195 | 441 | 6 | 8 | 10 | 0 | 8 | 5 | 6.431 | 2990.000 | 0.712 | 0.655 |
| 195 | 441 | 9 | 8 | 10 | 1 | 9 | 18 | 20.918 | 2968.889 | 0.794 | 0.837 | |
| Rockwall | 199 | 9 | 12 | 8 | 30 | 0 | 22 | 20 | 8.039 | 27118.889 | 0.251 | -0.377 |
| San Patricio | 205 | 74 | 3 | 8 | 37 | 0 | 5 | 9 | 5.493 | 9486.667 | 0.473 | 0.119 |
| | 205 | 74 | 4 | 8 | 37 | 1 | 17 | 14 | 3.560 | 13100.000 | 0.822 | 0.901 |
| | 205 | 74 | 5 | 8 | 37 | 0 | 9 | 13 | 13.918 | 14070.000 | 0.182 | -0.532 |
| Smith | 212 | 495 | 4 | 8 | 20 | 0 | 24 | 40 | 13.160 | 21318.750 | 0.391 | -0.065 |
| | 212 | 495 | 5 | 8 | 20 | 1 | 37 | 56 | 14.697 | 16366.667 | 0.638 | 0.488 |
| | 212 | 495 | 6 | 8 | 20 | 1 | 16 | 17 | 8.342 | 18066.667 | 0.309 | -0.248 |
| Sutton | 218 | 141 | 2 | 8 | 10 | 1 | 14 | 13 | 10.200 | 4770.000 | 0.732 | 0.699 |
| | 218 | 141 | 3 | 8 | 10 | 0 | 12 | 20 | 9.691 | 4546.000 | 1.244 | 1.844 |
| | 218 | 141 | 4 | 8 | 10 | 2 | 5 | 11 | 7.673 | 4200.000 | 0.935 | 1.153 |
| | 218 | 141 | 5 | 8 | 10 | 1 | 9 | 11 | 10.492 | 4250.000 | 0.676 | 0.573 |
| | 218 | 141 | 6 | 8 | 10 | 0 | 5 | 9 | 9.224 | 4195.000 | 0.637 | 0.487 |
| | 218 | 141 | 7 | 8 | 10 | 0 | 5 | 7 | 6.569 | 4180.000 | 0.698 | 0.623 |
| Swisher | 219 | 67 | 2 | 8 | 27 | 0 | 13 | 9 | 15.616 | 6058.571 | 0.261 | -0.356 |
| | 219 | 67 | 3 | 8 | 27 | 0 | 17 | 14 | 15.800 | 6304.000 | 0.385 | -0.078 |
| Tarrant | 220 | 8 | 14 | 8 | 820 | 0 | 6 | 10 | . | . | . | . |
| | 220 | 8 | 16 | 8 | 20 | 0 | 1 | 2 | . | . | . | . |
| | 220 | 81 | 12 | 8 | 354 | 0 | 0 | 3 | . | . | . | . |
| Taylor | 221 | 6 | 4 | 8 | 20 | 0 | 16 | 16 | 13.482 | 14032.000 | 0.232 | -0.421 |
| | 221 | 6 | 5 | 8 | 20 | 1 | 17 | 21 | 2.269 | 15850.000 | 1.600 | 2.640 |
| Titus | 225 | 610 | 3 | 8 | 30 | 0 | 23 | 30 | 20.530 | 13010.185 | 0.308 | -0.251 |

Table E.5. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Travis | 227 | 15 | 10 | 8 | 35 | 2 | 4 | 22 | 0.302 | 61250.000 | 3.258 | 6.352 |
| | 227 | 16 | 1 | 8 | 35 | 0 | 2 | 6 | . | . | . | . |
| Van Zandt | 234 | 495 | 2 | 8 | 20 | 0 | 19 | 36 | 13.958 | 23233.000 | 0.304 | -0.259 |
| | 234 | 495 | 3 | 8 | 20 | 1 | 22 | 39 | 16.256 | 20797.500 | 0.316 | -0.232 |
| Walker | 236 | 675 | 6 | 8 | 45 | 0 | 22 | 23 | 16.887 | 17332.857 | 0.215 | -0.458 |
| | 236 | 675 | 7 | 8 | 45 | 2 | 44 | 34 | 15.989 | 23043.158 | 0.253 | -0.374 |
| Waller | 237 | 271 | 4 | 8 | 10 | 1 | 29 | 41 | 11.095 | 28320.000 | 0.357 | -0.139 |
| Ward | 238 | 4 | 2 | 8 | 20 | 0 | 28 | 21 | 16.388 | 5489.091 | 0.640 | 0.492 |
| | 238 | 4 | 4 | 8 | 20 | 0 | 26 | 31 | 24.180 | 6605.769 | 0.532 | 0.250 |
| Webb | 240 | 18 | 3 | 8 | 35 | 0 | 0 | 3 | . | . | . | . |
| | 240 | 18 | 4 | 8 | 35 | 0 | 4 | 5 | . | . | . | . |
| | 240 | 18 | 5 | 8 | 35 | 1 | 10 | 8 | . | . | . | . |
| | 240 | 18 | 6 | 8 | 35 | 0 | 6 | 5 | . | . | . | . |
| Wheeler | 242 | 275 | 12 | 8 | 40 | 0 | 9 | 9 | 16.444 | 9121.111 | 0.164 | -0.571 |
| | 242 | 275 | 13 | 8 | 40 | 0 | 7 | 6 | 14.115 | 9080.000 | 0.128 | -0.652 |
| | 243 | 156 | 7 | 8 | 44 | 0 | 4 | 3 | 7.770 | 10327.526 | 0.102 | -0.710 |
| Williamson | 246 | 15 | 8 | 8 | 35 | 1 | 23 | 35 | 17.214 | 30370.667 | 0.183 | -0.529 |
| | 246 | 15 | 9 | 8 | 35 | 0 | 0 | 1 | 10.268 | 54143.846 | 0.005 | -0.928 |

Table E.6. Single-Vehicle Non-Interstate Accident Data with Totals and Standardized Scores by County and Control Section (1989)

| County Name | Control No. | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-------------|-------------|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| | | | | | | Fatalities | Injuries | Accidents | | | | |
| Anderson | 1 | 198 | 3 | 1 | 175 | 0 | 1 | 1 | 0.889 | 4900.000 | 0.629 | -0.026 |
| | 1 | 520 | 8 | 2 | 155 | 0 | 1 | 6 | 11.367 | 4816.667 | 0.300 | -0.250 |
| Andrews | 2 | 228 | 4 | 1 | 385 | 0 | 3 | 6 | 13.756 | 3364.706 | 0.355 | -0.213 |
| | 2 | 228 | 5 | 1 | 385 | 0 | 10 | 8 | 17.741 | 6678.571 | 0.185 | -0.329 |
| | 2 | 548 | 1 | 5 | 87 | 0 | 0 | 2 | 1.200 | 4800.000 | 0.951 | 0.195 |
| Angelina | 3 | 176 | 2 | 1 | 59 | 0 | 6 | 14 | 9.346 | 16595.652 | 0.247 | -0.287 |
| | 3 | 176 | 3 | 1 | 59 | 0 | 8 | 14 | 14.616 | 20071.875 | 0.131 | -0.366 |
| | 3 | 199 | 4 | 1 | 69 | 1 | 6 | 13 | 13.057 | 7900.000 | 0.345 | -0.220 |
| | 3 | 200 | 1 | 1 | 69 | 1 | 3 | 10 | 10.718 | 10195.455 | 0.251 | -0.284 |
| | 3 | 319 | 4 | 2 | 94 | 0 | 2 | 5 | 7.196 | 11060.870 | 0.172 | -0.338 |
| | 3 | 336 | 3 | 2 | 103 | 0 | 0 | 1 | 3.493 | 6375.000 | 0.123 | -0.371 |
| Aransas | 4 | 180 | 4 | 2 | 35 | 0 | 2 | 6 | 3.411 | 12637.500 | 0.381 | -0.195 |
| | 4 | 180 | 5 | 2 | 35 | 0 | 3 | 3 | 2.032 | 10366.667 | 0.390 | -0.189 |
| | 4 | 180 | 7 | 3 | 70 | 0 | 0 | 1 | 0.730 | 8066.667 | 0.465 | -0.138 |
| | 4 | 507 | 4 | 5 | 881 | 0 | 1 | 1 | 0.346 | 7100.000 | 1.115 | 0.307 |
| Archer | 5 | 156 | 5 | 1 | 82 | 0 | 1 | 1 | 1.430 | 4400.000 | 0.435 | -0.158 |
| Armstrong | 6 | 42 | 3 | 1 | 287 | 0 | 4 | 7 | 15.373 | 6562.500 | 0.190 | -0.326 |
| | 6 | 42 | 4 | 1 | 287 | 0 | 4 | 10 | 11.308 | 6762.500 | 0.358 | -0.211 |
| | 6 | 42 | 5 | 1 | 287 | 0 | 2 | 2 | 6.003 | 6100.000 | 0.150 | -0.353 |
| Atascosa | 7 | 73 | 3 | 1 | 281 | 0 | 3 | 9 | 12.939 | 4144.444 | 0.460 | -0.141 |
| | 7 | 73 | 4 | 1 | 281 | 0 | 0 | 1 | 4.966 | 2300.000 | 0.240 | -0.292 |
| | 7 | 328 | 3 | 2 | 97 | 0 | 1 | 1 | 3.150 | 3310.000 | 0.263 | -0.276 |
| | 7 | 613 | 2 | 2 | 16 | 0 | 3 | 4 | 9.040 | 4587.500 | 0.264 | -0.275 |
| Austin | 8 | 187 | 3 | 2 | 36 | 0 | 3 | 5 | 3.167 | 7560.000 | 0.572 | -0.065 |
| | 8 | 187 | 4 | 2 | 36 | 0 | 2 | 2 | 0.972 | 5475.000 | 1.030 | 0.248 |
| Bailey | 9 | 52 | 2 | 1 | 70 | 0 | 7 | 9 | 11.484 | 6708.333 | 0.320 | -0.237 |
| | 9 | 52 | 3 | 1 | 84 | 0 | 3 | 2 | 8.291 | 4200.000 | 0.157 | -0.348 |
| | 9 | 145 | 1 | 1 | 70 | 0 | 0 | 2 | 0.492 | 5166.667 | 2.156 | 1.017 |
| Bastrop | 11 | 114 | 4 | 1 | 290 | 0 | 1 | 3 | 7.136 | 11094.444 | 0.104 | -0.385 |
| | 11 | 114 | 5 | 1 | 290 | 0 | 8 | 9 | 8.892 | 6800.000 | 0.408 | -0.177 |
| | 11 | 114 | 6 | 1 | 290 | 0 | 0 | 6 | 8.548 | 6327.273 | 0.304 | -0.248 |
| | 11 | 265 | 3 | 2 | 71 | 0 | 9 | 11 | 8.149 | 13950.000 | 0.265 | -0.274 |

Table E.6. Continued

| County Name | Control No. | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------------|----------------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| | | | | | | Fatalities | Injuries | Accidents | | | | |
| Bastrop | 11 | 265 | 4 | 2 | 21 | 0 | 5 | 9 | 5.892 | 19433.333 | 0.215 | -0.308 |
| | 11 | 265 | 5 | 2 | 71 | 0 | 14 | 18 | 12.627 | 10200.000 | 0.383 | -0.194 |
| | 11 | 265 | 6 | 2 | 71 | 0 | 6 | 11 | 3.632 | 6500.000 | 1.277 | 0.417 |
| | 11 | 265 | 10 | 3 | 150 | 0 | 2 | 1 | 0.828 | 7550.000 | 0.438 | -0.156 |
| | 11 | 265 | 13 | 3 | 230 | 0 | 1 | 1 | 3.485 | 4418.750 | 0.178 | -0.334 |
| | 11 | 321 | 3 | 2 | 95 | 0 | 1 | 2 | 4.480 | 3983.333 | 0.307 | -0.246 |
| | 11 | 472 | 1 | 2 | 21 | 0 | 11 | 16 | 12.110 | 3884.615 | 0.932 | 0.181 |
| Baylor | 12 | 157 | 1 | 1 | 183 | 0 | 1 | 1 | 1.170 | 4122.222 | 0.568 | -0.067 |
| Bee | 13 | 100 | 8 | 1 | 181 | 2 | 9 | 10 | 10.858 | 5430.000 | 0.465 | -0.138 |
| | 13 | 101 | 1 | 1 | 181 | 0 | 0 | 3 | 7.284 | 6080.000 | 0.186 | -0.329 |
| | 13 | 447 | 3 | 2 | 202 | 1 | 2 | 4 | 5.206 | 5625.000 | 0.374 | -0.200 |
| Bell | 14 | 231 | 3 | 1 | 190 | 2 | 11 | 15 | . | . | . | . |
| | 14 | 231 | 4 | 1 | 190 | 1 | 14 | 23 | 6.841 | 19066.667 | 0.483 | -0.125 |
| | 14 | 231 | 7 | 3 | 172 | 0 | 0 | 1 | . | . | . | . |
| | 14 | 231 | 10 | 3 | 518 | 0 | 5 | 4 | . | . | . | . |
| | 14 | 836 | 2 | 5 | 439 | 0 | 3 | 2 | . | . | . | . |
| Bexar | 15 | 16 | 8 | 3 | 368 | 0 | 2 | 2 | . | . | . | . |
| | 15 | 24 | 7 | 1 | 90 | 0 | 3 | 4 | 5.005 | 12650.000 | 0.173 | -0.337 |
| | 15 | 72 | 8 | 3 | 345 | 0 | 4 | 5 | . | . | . | . |
| | 15 | 73 | 2 | 1 | 281 | 0 | 2 | 3 | 7.432 | 4625.000 | 0.239 | -0.292 |
| | 15 | 100 | 2 | 1 | 181 | 0 | 3 | 6 | 5.930 | 9616.667 | 0.288 | -0.259 |
| | 15 | 143 | 1 | 1 | 87 | 0 | 1 | 2 | 4.534 | 10916.667 | 0.111 | -0.380 |
| | 15 | 143 | 2 | 1 | 87 | 0 | 4 | 5 | 5.330 | 7037.500 | 0.365 | -0.206 |
| | 15 | 253 | 4 | 1 | 281 | 0 | 2 | 5 | . | . | . | . |
| | 15 | 291 | 9 | 2 | 16 | 0 | 5 | 6 | 9.207 | 4400.000 | 0.406 | -0.178 |
| | 15 | 291 | 10 | 2 | 16 | 0 | 1 | 4 | 2.301 | 8720.000 | 0.546 | -0.082 |
| | 15 | 521 | 3 | 3 | 13 | 0 | 2 | 3 | . | . | . | . |
| | 15 | 613 | 1 | 2 | 16 | 0 | 10 | 13 | 9.400 | 9685.714 | 0.391 | -0.188 |
| | 15 | 658 | 1 | 5 | 1535 | 0 | 3 | 7 | . | . | . | . |
| | 15 | 849 | 1 | 5 | 471 | 0 | 0 | 1 | 3.519 | 17580.000 | 0.044 | -0.425 |
| | 15 | 2452 | 2 | 3 | 1604 | 1 | 3 | 8 | . | . | . | . |
| 15 | 2452 | 3 | 3 | 1604 | 0 | 0 | 1 | . | . | . | . | |

Table E.6. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Blanco | 16 | 113 | 4 | 1 | 290 | 0 | 2 | 2 | 4.078 | 3800.000 | 0.354 | -0.214 |
| | 16 | 113 | 5 | 1 | 281 | 0 | 5 | 7 | 5.502 | 5925.000 | 0.588 | -0.054 |
| | 16 | 113 | 6 | 1 | 290 | 0 | 1 | 2 | 6.618 | 2900.000 | 0.286 | -0.260 |
| | 16 | 252 | 3 | 1 | 281 | 0 | 8 | 7 | 14.973 | 3870.000 | 0.331 | -0.229 |
| | 16 | 700 | 2 | 2 | 71 | 0 | 1 | 2 | 0.888 | 3800.000 | 1.624 | 0.654 |
| Bowie | 19 | 10 | 11 | 1 | 67 | 0 | 1 | 2 | 4.578 | 1287.500 | 0.930 | 0.180 |
| | 19 | 10 | 13 | 1 | 67 | 0 | 1 | 1 | 4.877 | 12964.706 | 0.043 | -0.426 |
| | 19 | 46 | 5 | 1 | 82 | 0 | 1 | 1 | 0.198 | 4400.000 | 3.145 | 1.693 |
| | 19 | 46 | 6 | 1 | 82 | 0 | 0 | 1 | 4.189 | 11676.190 | 0.056 | -0.417 |
| | 19 | 60 | 2 | 2 | 8 | 0 | 3 | 2 | 1.043 | 8600.000 | 0.611 | -0.038 |
| | 19 | 217 | 1 | 1 | 59 | 0 | 0 | 2 | 3.948 | 10385.714 | 0.134 | -0.364 |
| | 19 | 217 | 2 | 1 | 59 | 0 | 0 | 1 | 4.490 | 13975.000 | 0.044 | -0.426 |
| | 19 | 218 | 1 | 2 | 93 | 3 | 10 | 11 | 10.958 | 12866.667 | 0.214 | -0.309 |
| | 19 | 218 | 2 | 1 | 59 | 0 | 4 | 10 | 4.042 | 17200.000 | 0.394 | -0.186 |
| | 19 | 1231 | 1 | 5 | 989 | 0 | 0 | 1 | 4.732 | 7050.000 | 0.082 | -0.399 |
| Brazoria | 20 | 111 | 4 | 5 | 521 | 0 | 6 | 5 | 3.030 | 4766.667 | 0.948 | 0.193 |
| | 20 | 111 | 7 | 2 | 227 | 0 | 2 | 8 | 5.462 | 13608.333 | 0.295 | -0.254 |
| | 20 | 111 | 8 | 2 | 288 | 0 | 6 | 11 | 11.070 | 18771.875 | 0.145 | -0.356 |
| | 20 | 111 | 9 | 2 | 227 | 0 | 0 | 1 | 8.096 | 7800.000 | 0.043 | -0.426 |
| | 20 | 178 | 2 | 2 | 35 | 0 | 2 | 6 | 5.801 | 16912.500 | 0.168 | -0.341 |
| | 20 | 178 | 4 | 3 | 558 | 0 | 1 | 1 | 0.499 | 1825.000 | 3.008 | 1.600 |
| | 20 | 179 | 2 | 2 | 35 | 0 | 0 | 2 | 0.896 | 9880.000 | 0.619 | -0.033 |
| | 20 | 188 | 4 | 2 | 36 | 0 | 2 | 5 | 3.044 | 9944.444 | 0.453 | -0.146 |
| | 20 | 188 | 6 | 2 | 36 | 0 | 2 | 2 | 1.936 | 8300.000 | 0.341 | -0.223 |
| | 20 | 192 | 3 | 2 | 6 | 0 | 1 | 1 | 3.242 | 13000.000 | 0.065 | -0.411 |
| | 20 | 586 | 1 | 2 | 332 | 0 | 2 | 2 | 4.083 | 14900.000 | 0.090 | -0.394 |
| | 20 | 598 | 2 | 2 | 288 | 0 | 20 | 28 | 17.088 | 16121.053 | 0.278 | -0.265 |
| | 20 | 598 | 3 | 2 | 288 | 1 | 7 | 13 | 13.807 | 10156.522 | 0.254 | -0.282 |
| | 20 | 598 | 4 | 2 | 288 | 0 | 2 | 3 | 7.443 | 7210.000 | 0.153 | -0.351 |
| | 20 | 976 | 2 | 5 | 518 | 0 | 0 | 3 | . | . | . | . |
| | 20 | 3416 | 1 | 5 | 518 | 0 | 2 | 1 | 0.051 | 12100.000 | 4.440 | 2.578 |
| Brazos | 21 | 49 | 9 | 1 | 190 | 0 | 3 | 4 | 2.667 | 10571.429 | 0.389 | -0.190 |

Table E.6. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Brazos | 21 | 50 | 2 | 2 | 6 | 0 | 10 | 18 | 12.247 | 9844.444 | 0.409 | -0.176 |
| | 21 | 116 | 4 | 2 | 21 | 0 | 1 | 9 | 5.289 | 8038.462 | 0.580 | -0.059 |
| | 21 | 117 | 1 | 1 | 190 | 0 | 2 | 1 | 0.591 | 7400.000 | 0.626 | -0.027 |
| Brooks | 24 | 102 | 7 | 2 | 285 | 0 | 1 | 1 | 1.361 | 4750.000 | 0.424 | -0.166 |
| | 24 | 255 | 3 | 1 | 281 | 0 | 0 | 1 | 2.511 | 10071.429 | 0.108 | -0.382 |
| | 24 | 255 | 5 | 1 | 281 | 0 | 3 | 3 | 8.155 | 5966.667 | 0.169 | -0.340 |
| Brown | 25 | 54 | 6 | 1 | 67 | 0 | 4 | 10 | 13.664 | 7291.667 | 0.275 | -0.268 |
| | 25 | 54 | 7 | 1 | 67 | 0 | 2 | 1 | 13.036 | 8103.125 | 0.026 | -0.438 |
| | 25 | 79 | 1 | 1 | 67 | 0 | 1 | 9 | 13.075 | 5764.706 | 0.327 | -0.232 |
| | 25 | 128 | 1 | 1 | 377 | 1 | 2 | 6 | 5.733 | 10713.333 | 0.268 | -0.273 |
| Burleson | 26 | 116 | 3 | 2 | 21 | 0 | 2 | 4 | 11.112 | 6975.000 | 0.141 | -0.359 |
| | 26 | 186 | 4 | 2 | 36 | 0 | 1 | 2 | 1.889 | 6000.000 | 0.483 | -0.125 |
| Burnet | 27 | 150 | 5 | 2 | 29 | 0 | 10 | 14 | 10.351 | 6327.273 | 0.586 | -0.055 |
| | 27 | 151 | 1 | 2 | 29 | 0 | 5 | 8 | 10.392 | 6840.000 | 0.308 | -0.245 |
| | 27 | 151 | 2 | 2 | 29 | 0 | 1 | 5 | 4.175 | 5350.000 | 0.613 | -0.036 |
| | 27 | 251 | 7 | 1 | 281 | 0 | 6 | 5 | 11.841 | 2700.000 | 0.428 | -0.163 |
| | 27 | 251 | 8 | 1 | 281 | 0 | 1 | 2 | 7.876 | 4571.429 | 0.152 | -0.352 |
| | 27 | 252 | 1 | 1 | 281 | 0 | 4 | 4 | 13.394 | 8636.000 | 0.095 | -0.391 |
| | 27 | 252 | 2 | 1 | 281 | 0 | 4 | 6 | 7.239 | 6800.000 | 0.334 | -0.227 |
| | 27 | 273 | 2 | 1 | 183 | 0 | 9 | 7 | 10.815 | 2280.000 | 0.778 | 0.076 |
| | 27 | 273 | 3 | 1 | 183 | 0 | 3 | 7 | 9.768 | 2387.500 | 0.822 | 0.106 |
| | 27 | 700 | 1 | 2 | 71 | 0 | 3 | 4 | 11.005 | 3800.000 | 0.262 | -0.276 |
| | 27 | 1378 | 4 | 5 | 1431 | 0 | 9 | 13 | 11.735 | 6583.333 | 0.461 | -0.141 |
| Caldwell | 28 | 152 | 2 | 1 | 183 | 0 | 3 | 12 | 11.900 | 8359.091 | 0.331 | -0.230 |
| | 28 | 152 | 3 | 1 | 183 | 1 | 5 | 9 | 13.469 | 6618.182 | 0.277 | -0.267 |
| | 28 | 286 | 2 | 2 | 80 | 0 | 5 | 7 | 11.355 | 4200.000 | 0.402 | -0.181 |
| Calhoun | 29 | 179 | 10 | 2 | 35 | 0 | 1 | 2 | 8.128 | 7787.500 | 0.087 | -0.396 |
| | 29 | 432 | 1 | 2 | 185 | 0 | 2 | 2 | 2.419 | 1312.500 | 1.726 | 0.724 |
| Cameron | 31 | 39 | 7 | 1 | 77 | 0 | 10 | 11 | 2.406 | 15228.571 | 0.823 | 0.107 |
| | 31 | 39 | 8 | 1 | 77 | 4 | 6 | 9 | 8.814 | 22150.000 | 0.126 | -0.369 |
| | 31 | 39 | 12 | 3 | 448 | 0 | 2 | 3 | 1.204 | 6150.000 | 1.110 | 0.303 |
| | 31 | 39 | 19 | 1 | 83 | 0 | 11 | 12 | 6.920 | 29600.000 | 0.161 | -0.346 |

Table E.6. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Cameron | 31 | 220 | 5 | 2 | 48 | 1 | 0 | 1 | 1.135 | 7250.000 | 0.333 | -0.228 |
| | 31 | 327 | 8 | 1 | 77 | 0 | 3 | 3 | 4.325 | 10066.667 | 0.189 | -0.327 |
| | 31 | 331 | 2 | 2 | 100 | 0 | 11 | 7 | 5.968 | 13900.000 | 0.231 | -0.298 |
| | 31 | 331 | 4 | 4 | 100 | 0 | 12 | 16 | 6.431 | 15800.000 | 0.431 | -0.161 |
| | 31 | 1426 | 1 | 5 | 1419 | 0 | 2 | 1 | . | . | . | . |
| Camp | 32 | 83 | 8 | 2 | 11 | 0 | 0 | 2 | 1.109 | 3750.000 | 1.318 | 0.445 |
| | 32 | 248 | 2 | 1 | 271 | 0 | 3 | 3 | 6.371 | 7208.696 | 0.179 | -0.333 |
| Carson | 33 | 42 | 2 | 1 | 287 | 0 | 1 | 1 | 0.510 | 6300.000 | 0.853 | 0.127 |
| | 33 | 169 | 3 | 1 | 60 | 0 | 1 | 3 | 9.811 | 5771.429 | 0.145 | -0.356 |
| | 33 | 169 | 4 | 1 | 60 | 0 | 1 | 2 | 9.824 | 4737.500 | 0.118 | -0.375 |
| | 33 | 169 | 5 | 1 | 60 | 0 | 3 | 5 | 14.302 | 3892.308 | 0.246 | -0.287 |
| | 33 | 356 | 3 | 2 | 207 | 0 | 0 | 1 | 0.305 | 800.000 | 11.228 | 7.217 |
| Cass | 34 | 62 | 4 | 1 | 59 | 0 | 9 | 10 | 8.630 | 6641.667 | 0.478 | -0.129 |
| | 34 | 218 | 3 | 1 | 59 | 0 | 7 | 10 | 11.551 | 12505.263 | 0.190 | -0.326 |
| | 34 | 218 | 4 | 1 | 59 | 0 | 7 | 9 | 15.534 | 10052.174 | 0.158 | -0.348 |
| | 34 | 218 | 5 | 2 | 11 | 0 | 1 | 1 | 0.755 | 2875.000 | 1.262 | 0.407 |
| | 34 | 278 | 1 | 2 | 77 | 0 | 0 | 1 | 2.486 | 3612.500 | 0.305 | -0.247 |
| Castro | 35 | 226 | 6 | 1 | 385 | 0 | 0 | 1 | 0.593 | 5400.000 | 0.856 | 0.129 |
| | 35 | 302 | 3 | 2 | 86 | 0 | 2 | 1 | 0.662 | 3300.000 | 1.254 | 0.401 |
| Chambers | 36 | 368 | 1 | 2 | 124 | 0 | 3 | 2 | 2.379 | 8412.500 | 0.274 | -0.268 |
| Cherokee | 37 | 123 | 3 | 1 | 84 | 0 | 0 | 1 | 1.124 | 4050.000 | 0.602 | -0.044 |
| | 37 | 191 | 2 | 1 | 69 | 0 | 3 | 6 | 11.632 | 8300.000 | 0.170 | -0.339 |
| | 37 | 199 | 1 | 1 | 69 | 0 | 8 | 14 | 13.857 | 9775.862 | 0.283 | -0.262 |
| | 37 | 199 | 2 | 1 | 69 | 1 | 2 | 5 | 12.514 | 6645.000 | 0.165 | -0.343 |
| | 37 | 378 | 7 | 5 | 347 | 1 | 1 | 2 | 2.455 | 6300.000 | 0.354 | -0.213 |
| Childress | 38 | 42 | 12 | 1 | 287 | 0 | 11 | 10 | 13.048 | 7100.000 | 0.296 | -0.253 |
| | 38 | 43 | 1 | 1 | 287 | 0 | 1 | 6 | 13.672 | 6755.000 | 0.178 | -0.334 |
| Clay | 39 | 44 | 2 | 1 | 82 | 3 | 17 | 21 | 12.434 | 14095.000 | 0.328 | -0.231 |
| | 39 | 44 | 3 | 1 | 82 | 1 | 2 | 3 | 2.510 | 4933.333 | 0.664 | -0.002 |
| | 39 | 224 | 1 | 1 | 287 | 2 | 15 | 18 | 10.234 | 9942.857 | 0.485 | -0.124 |
| | 39 | 224 | 2 | 1 | 287 | 0 | 9 | 12 | 10.237 | 10227.273 | 0.314 | -0.241 |
| Cochran | 40 | 130 | 2 | 2 | 114 | 0 | 0 | 2 | 1.320 | 3100.000 | 1.339 | 0.460 |

Table E.6. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|---------------|-----|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Coke | 41 | 69 | 5 | 1 | 87 | 0 | 0 | 1 | 4.576 | 3600.000 | 0.166 | -0.342 |
| Coleman | 42 | 54 | 3 | 1 | 84 | 0 | 1 | 3 | 11.115 | 2166.667 | 0.341 | -0.222 |
| | 42 | 54 | 4 | 1 | 84 | 0 | 1 | 3 | 17.547 | 3860.000 | 0.121 | -0.373 |
| Collin | 43 | 47 | 6 | 1 | 75 | 0 | 6 | 6 | 1.927 | 39000.000 | 0.219 | -0.306 |
| | 43 | 47 | 14 | 1 | 75 | 0 | 18 | 35 | 15.800 | 22276.923 | 0.272 | -0.269 |
| | 43 | 549 | 3 | 2 | 121 | 0 | 0 | 2 | 1.537 | 6840.000 | 0.521 | -0.099 |
| Collingsworth | 44 | 31 | 3 | 1 | 83 | 0 | 0 | 2 | 0.219 | 1300.000 | 19.246 | 12.697 |
| Colorado | 45 | 26 | 6 | 1 | 90 | 0 | 1 | 1 | 0.987 | 5250.000 | 0.529 | -0.094 |
| | 45 | 27 | 3 | 6 | 90 | 0 | 0 | 4 | 0.812 | 7633.333 | 1.768 | 0.753 |
| | 45 | 266 | 2 | 2 | 71 | 0 | 10 | 13 | 12.230 | 4676.471 | 0.623 | -0.030 |
| | 45 | 446 | 3 | 6 | 90 | 0 | 1 | 1 | 1.425 | 5328.571 | 0.361 | -0.209 |
| Comal | 46 | 253 | 3 | 1 | 281 | 0 | 11 | 8 | 10.196 | 6655.556 | 0.323 | -0.235 |
| Comanche | 47 | 79 | 2 | 1 | 67 | 0 | 3 | 7 | 10.897 | 6733.333 | 0.261 | -0.277 |
| Concho | 48 | 70 | 3 | 1 | 87 | 0 | 6 | 3 | 12.205 | 2040.000 | 0.330 | -0.230 |
| Cooke | 49 | 44 | 7 | 1 | 82 | 0 | 2 | 3 | 9.216 | 4540.000 | 0.196 | -0.321 |
| | 49 | 44 | 8 | 1 | 82 | 0 | 1 | 2 | 10.609 | 8924.000 | 0.058 | -0.416 |
| | 49 | 45 | 1 | 1 | 82 | 0 | 2 | 3 | 11.916 | 13138.889 | 0.052 | -0.420 |
| Coryell | 50 | 231 | 2 | 1 | 190 | 0 | 23 | 26 | 0.508 | 10400.000 | 13.483 | 8.758 |
| Crane | 52 | 229 | 2 | 1 | 385 | 0 | 5 | 8 | 17.843 | 3827.273 | 0.321 | -0.236 |
| | 52 | 600 | 3 | 2 | 329 | 0 | 1 | 1 | 0.468 | 2182.500 | 2.682 | 1.377 |
| Crosby | 54 | 131 | 3 | 1 | 82 | 0 | 3 | 4 | 14.854 | 4604.545 | 0.160 | -0.346 |
| | 54 | 131 | 4 | 1 | 82 | 0 | 6 | 2 | 6.298 | 4090.000 | 0.213 | -0.310 |
| | 54 | 131 | 5 | 1 | 82 | 0 | 0 | 2 | 7.898 | 2054.545 | 0.338 | -0.225 |
| Culberson | 55 | 2 | 20 | 3 | 519 | 0 | 2 | 1 | 2.313 | 4025.000 | 0.294 | -0.254 |
| | 55 | 233 | 2 | 1 | 62 | 0 | 0 | 1 | 3.519 | 1600.000 | 0.487 | -0.123 |
| Dallas | 57 | 92 | 2 | 2 | 310 | 0 | 0 | 1 | . | . | . | . |
| | 57 | 95 | 2 | 1 | 80 | 0 | 11 | 17 | . | . | . | . |
| Dawson | 58 | 68 | 4 | 1 | 87 | 1 | 9 | 8 | 16.830 | 5910.526 | 0.220 | -0.305 |
| | 58 | 68 | 5 | 1 | 87 | 0 | 4 | 7 | 19.838 | 3403.704 | 0.284 | -0.261 |
| Deaf Smith | 59 | 168 | 5 | 1 | 60 | 0 | 3 | 2 | 6.542 | 6218.182 | 0.135 | -0.364 |
| | 59 | 168 | 7 | 1 | 60 | 0 | 2 | 6 | 15.577 | 6254.545 | 0.169 | -0.340 |
| Delta | 60 | 136 | 3 | 2 | 24 | 0 | 2 | 5 | 1.788 | 3233.333 | 2.370 | 1.164 |

Table E.6. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Delta | 60 | 136 | 4 | 2 | 19 | 0 | 1 | 1 | 2.612 | 4888.889 | 0.215 | -0.309 |
| Denton | 61 | 353 | 2 | 2 | 114 | 0 | 1 | 1 | 0.248 | 16300.000 | 0.678 | 0.008 |
| | 61 | 2160 | 1 | 5 | 2281 | 0 | 0 | 2 | . | . | . | . |
| DeWitt | 62 | 154 | 3 | 1 | 183 | 0 | 2 | 1 | 0.360 | 1800.000 | 4.228 | 2.434 |
| Dickens | 63 | 106 | 1 | 2 | 70 | 0 | 0 | 1 | 0.354 | 2600.000 | 2.977 | 1.579 |
| | 63 | 106 | 2 | 2 | 70 | 0 | 0 | 1 | 0.237 | 1700.000 | 6.800 | 4.191 |
| | 63 | 131 | 6 | 1 | 82 | 0 | 0 | 1 | 13.068 | 1656.818 | 0.127 | -0.369 |
| | 63 | 132 | 1 | 1 | 82 | 0 | 1 | 2 | 9.105 | 1425.000 | 0.422 | -0.167 |
| | 63 | 132 | 2 | 1 | 82 | 0 | 0 | 2 | 9.570 | 1300.000 | 0.440 | -0.155 |
| Donley | 65 | 42 | 6 | 1 | 287 | 0 | 16 | 16 | 13.301 | 9110.000 | 0.362 | -0.208 |
| | 65 | 42 | 7 | 1 | 287 | 0 | 10 | 6 | 12.591 | 6745.455 | 0.194 | -0.323 |
| | 65 | 42 | 8 | 1 | 287 | 2 | 6 | 7 | 9.880 | 6275.000 | 0.309 | -0.244 |
| Kenedy | 66 | 327 | 2 | 1 | 77 | 0 | 5 | 8 | 11.736 | 6100.000 | 0.306 | -0.246 |
| | 66 | 327 | 3 | 1 | 77 | 1 | 8 | 11 | 12.664 | 6160.000 | 0.386 | -0.192 |
| | 66 | 327 | 4 | 1 | 77 | 1 | 6 | 11 | 9.560 | 6200.000 | 0.508 | -0.108 |
| | 66 | 327 | 5 | 1 | 77 | 0 | 13 | 11 | 12.470 | 6420.000 | 0.376 | -0.198 |
| Duval | 67 | 237 | 5 | 1 | 59 | 0 | 0 | 1 | . | . | . | . |
| | 67 | 542 | 3 | 1 | 59 | 1 | 0 | 1 | . | . | . | . |
| Eastland | 68 | 7 | 4 | 1 | 80 | 0 | 0 | 7 | 16.410 | 6169.565 | 0.189 | -0.326 |
| | 68 | 7 | 5 | 1 | 80 | 0 | 0 | 2 | 5.261 | 3680.000 | 0.283 | -0.262 |
| Ector | 69 | 5 | 1 | 1 | 80 | 0 | 1 | 3 | . | . | . | . |
| | 69 | 228 | 6 | 1 | 385 | 0 | 5 | 7 | 9.202 | 5480.000 | 0.380 | -0.196 |
| | 69 | 229 | 1 | 1 | 385 | 0 | 4 | 7 | 12.440 | 4027.273 | 0.383 | -0.194 |
| | 69 | 572 | 1 | 3 | 450 | 0 | 1 | 6 | 5.527 | 2800.000 | 1.062 | 0.270 |
| | 69 | 1870 | 1 | 5 | 2020 | 0 | 2 | 6 | . | . | . | . |
| | 69 | 2005 | 1 | 5 | 1882 | 0 | 0 | 1 | . | . | . | . |
| | 69 | 2224 | 1 | 3 | 338 | 1 | 7 | 10 | 0.401 | 3900.000 | 17.519 | 11.516 |
| | 69 | 2296 | 1 | 2 | 191 | 0 | 1 | 2 | . | . | . | . |
| Edwards | 70 | 235 | 2 | 2 | 55 | 0 | 0 | 1 | 8.021 | 415.000 | 0.823 | 0.107 |
| Ellis | 71 | 172 | 5 | 1 | 287 | 1 | 2 | 2 | 10.021 | 9122.222 | 0.060 | -0.415 |
| | 71 | 172 | 7 | 1 | 287 | 1 | 0 | 3 | 3.542 | 7837.500 | 0.296 | -0.253 |
| | 71 | 172 | 8 | 1 | 287 | 0 | 0 | 1 | 6.504 | 8250.000 | 0.051 | -0.421 |

Table E.6. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Ellis | 71 | 260 | 2 | 1 | 67 | 0 | 1 | 1 | 2.288 | 12533.333 | 0.096 | -0.390 |
| | 71 | 261 | 1 | 1 | 67 | 0 | 13 | 14 | 5.311 | 13866.667 | 0.521 | -0.100 |
| | 71 | 442 | 3 | 1 | 77 | 0 | 0 | 2 | 3.791 | 23051.429 | 0.063 | -0.413 |
| | 71 | 834 | 1 | 5 | 308 | 0 | 3 | 3 | 4.519 | 430.000 | 4.230 | 2.435 |
| El Paso | 72 | 1 | 1 | 2 | 20 | 3 | 15 | 18 | 2.827 | 9457.143 | 1.845 | 0.805 |
| | 72 | 2 | 2 | 2 | 20 | 0 | 10 | 10 | 6.318 | 3000.000 | 1.445 | 0.532 |
| | 72 | 374 | 2 | 1 | 62 | 0 | 10 | 12 | 3.225 | 7050.000 | 1.446 | 0.533 |
| | 72 | 2552 | 1 | 3 | 375 | 0 | 4 | 6 | 7.308 | 5133.333 | 0.438 | -0.156 |
| | 72 | 3451 | 1 | 5 | 1281 | 0 | 1 | 2 | 2.901 | 11420.000 | 0.165 | -0.343 |
| Falls | 74 | 49 | 3 | 2 | 6 | 0 | 1 | 1 | 3.433 | 4444.444 | 0.180 | -0.333 |
| Fannin | 75 | 45 | 20 | 1 | 82 | 0 | 1 | 1 | 1.015 | 1150.000 | 2.347 | 1.148 |
| Fayette | 76 | 26 | 3 | 1 | 90 | 0 | 0 | 1 | 0.900 | 3450.000 | 0.882 | 0.147 |
| | 76 | 265 | 7 | 2 | 71 | 0 | 4 | 4 | 7.062 | 6390.909 | 0.243 | -0.290 |
| | 76 | 265 | 8 | 2 | 71 | 0 | 0 | 1 | 2.779 | 933.333 | 1.056 | 0.266 |
| | 76 | 266 | 1 | 2 | 71 | 1 | 5 | 15 | 14.037 | 4088.095 | 0.716 | 0.034 |
| Fisher | 77 | 296 | 2 | 1 | 180 | 0 | 1 | 1 | 0.744 | 1700.000 | 2.166 | 1.025 |
| Floyd | 78 | 145 | 6 | 1 | 70 | 0 | 2 | 4 | 17.929 | 2265.000 | 0.270 | -0.271 |
| | 78 | 453 | 1 | 1 | 62 | 0 | 0 | 1 | 3.657 | 2250.000 | 0.333 | -0.228 |
| Fort Bend | 80 | 27 | 8 | 6 | 90 | 0 | 13 | 17 | 4.943 | 19540.000 | 0.482 | -0.126 |
| | 80 | 27 | 12 | 1 | 59 | 1 | 23 | 27 | 10.606 | 25052.941 | 0.278 | -0.265 |
| | 80 | 89 | 9 | 1 | 59 | 1 | 7 | 12 | 11.608 | 17860.000 | 0.159 | -0.347 |
| | 80 | 192 | 1 | 2 | 6 | 0 | 2 | 2 | . | . | . | . |
| | 80 | 1257 | 1 | 5 | 1092 | 1 | 5 | 7 | . | . | . | . |
| | 80 | 1685 | 6 | 2 | 6 | 0 | 3 | 3 | . | . | . | . |
| Freestone | 82 | 57 | 7 | 1 | 84 | 0 | 2 | 2 | 1.122 | 5000.000 | 0.977 | 0.212 |
| Frio | 83 | 17 | 15 | 1 | 81 | 0 | 0 | 3 | 2.319 | 6844.444 | 0.518 | -0.102 |
| Gaines | 84 | 228 | 2 | 1 | 62 | 0 | 0 | 1 | 19.150 | 4788.889 | 0.030 | -0.435 |
| | 84 | 228 | 3 | 1 | 385 | 0 | 0 | 2 | 13.733 | 5671.429 | 0.070 | -0.407 |
| | 84 | 294 | 1 | 1 | 62 | 0 | 4 | 5 | 24.532 | 4632.000 | 0.121 | -0.373 |
| | 84 | 583 | 2 | 2 | 83 | 0 | 0 | 2 | 1.077 | 2800.000 | 1.817 | 0.786 |
| Galveston | 85 | 51 | 3 | 2 | 3 | 0 | 0 | 1 | . | . | . | . |
| | 85 | 192 | 4 | 2 | 6 | 0 | 4 | 10 | . | . | . | . |

Table E.6. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Galveston | 85 | 389 | 6 | 2 | 146 | 0 | 2 | 8 | . | . | . | . |
| | 85 | 389 | 7 | 2 | 146 | 0 | 3 | 7 | . | . | . | . |
| | 85 | 976 | 5 | 5 | 1266 | 0 | 0 | 1 | . | . | . | . |
| Garza | 86 | 53 | 4 | 1 | 84 | 0 | 3 | 13 | 16.159 | 7023.077 | 0.314 | -0.241 |
| | 86 | 53 | 5 | 1 | 84 | 1 | 11 | 17 | 15.354 | 5872.222 | 0.517 | -0.103 |
| | 86 | 53 | 6 | 1 | 84 | 0 | 11 | 13 | 8.410 | 5700.000 | 0.743 | 0.052 |
| Gillespie | 87 | 72 | 1 | 1 | 87 | 0 | 0 | 1 | 10.340 | 3984.211 | 0.067 | -0.410 |
| | 87 | 112 | 2 | 1 | 290 | 0 | 2 | 2 | 12.855 | 1405.000 | 0.303 | -0.248 |
| | 87 | 112 | 3 | 1 | 290 | 0 | 3 | 7 | 12.673 | 2171.429 | 0.697 | 0.021 |
| | 87 | 113 | 2 | 1 | 290 | 0 | 3 | 7 | 16.140 | 3736.364 | 0.318 | -0.238 |
| | 87 | 290 | 3 | 2 | 16 | 0 | 0 | 1 | 1.234 | 4280.000 | 0.519 | -0.101 |
| | 87 | 291 | 1 | 2 | 16 | 0 | 4 | 3 | 16.151 | 6706.667 | 0.076 | -0.404 |
| Goliad | 89 | 88 | 2 | 1 | 59 | 1 | 2 | 3 | 1.220 | 6225.000 | 1.082 | 0.284 |
| Gray | 91 | 169 | 6 | 1 | 60 | 0 | 3 | 4 | 7.336 | 5416.667 | 0.276 | -0.267 |
| | 91 | 169 | 10 | 5 | 282 | 1 | 0 | 1 | 0.862 | 5050.000 | 0.629 | -0.025 |
| | 91 | 275 | 23 | 3 | 555 | 0 | 1 | 2 | 3.796 | 601.000 | 2.402 | 1.186 |
| | 91 | 310 | 4 | 2 | 273 | 0 | 0 | 1 | 0.988 | 2700.000 | 1.027 | 0.246 |
| | 91 | 455 | 3 | 2 | 152 | 0 | 1 | 2 | 1.665 | 7411.111 | 0.444 | -0.152 |
| Grayson | 92 | 45 | 18 | 1 | 82 | 0 | 4 | 10 | 13.720 | 7406.667 | 0.270 | -0.271 |
| | 92 | 47 | 1 | 1 | 69 | 1 | 6 | 17 | 4.137 | 15355.556 | 0.733 | 0.045 |
| | 92 | 47 | 3 | 1 | 75 | 1 | 1 | 2 | . | . | . | . |
| | 92 | 47 | 13 | 1 | 75 | 0 | 7 | 17 | 4.944 | 17960.000 | 0.525 | -0.097 |
| | 92 | 47 | 18 | 1 | 75 | 0 | 4 | 9 | . | . | . | . |
| | 92 | 47 | 19 | 3 | 503 | 0 | 0 | 2 | . | . | . | . |
| | 92 | 728 | 1 | 5 | 120 | 0 | 2 | 3 | 1.508 | 6542.857 | 0.833 | 0.114 |
| | 92 | 728 | 2 | 5 | 120 | 0 | 0 | 2 | . | . | . | . |
| Gregg | 93 | 96 | 4 | 1 | 80 | 0 | 3 | 5 | 4.538 | 10518.750 | 0.287 | -0.259 |
| | 93 | 138 | 1 | 2 | 31 | 0 | 6 | 17 | 9.905 | 16659.091 | 0.282 | -0.263 |
| | 93 | 377 | 1 | 2 | 135 | 0 | 0 | 1 | 4.325 | 6730.000 | 0.094 | -0.391 |
| | 93 | 392 | 3 | 1 | 259 | 0 | 2 | 1 | 4.281 | 6788.889 | 0.094 | -0.391 |
| | 93 | 393 | 1 | 2 | 149 | 1 | 7 | 10 | 6.498 | 12440.000 | 0.339 | -0.224 |
| | 93 | 424 | 2 | 2 | 31 | 0 | 1 | 4 | 4.891 | 7480.000 | 0.300 | -0.251 |

Table E.6. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Gregg | 93 | 594 | 1 | 2 | 322 | 0 | 0 | 1 | 3.366 | 6575.000 | 0.124 | -0.371 |
| | 93 | 1763 | 2 | 5 | 1845 | 0 | 0 | 1 | . | . | . | . |
| Grimes | 94 | 50 | 3 | 2 | 6 | 0 | 6 | 26 | 14.563 | 8078.571 | 0.605 | -0.042 |
| Guadalupe | 95 | 366 | 2 | 2 | 123 | 0 | 7 | 7 | 14.717 | 8295.455 | 0.157 | -0.348 |
| Hale | 96 | 67 | 9 | 3 | 445 | 0 | 3 | 3 | 8.844 | 4360.870 | 0.213 | -0.310 |
| | 96 | 145 | 5 | 1 | 70 | 0 | 1 | 1 | 8.297 | 5650.000 | 0.058 | -0.416 |
| Hall | 97 | 42 | 9 | 1 | 287 | 0 | 5 | 8 | 18.371 | 6140.000 | 0.194 | -0.323 |
| Hamilton | 98 | 258 | 3 | 2 | 6 | 0 | 0 | 2 | 0.662 | 2250.000 | 3.679 | 2.058 |
| Hardeman | 100 | 43 | 2 | 1 | 287 | 1 | 11 | 10 | 15.778 | 5876.471 | 0.295 | -0.254 |
| | 100 | 43 | 4 | 1 | 287 | 0 | 10 | 15 | 15.773 | 7753.571 | 0.336 | -0.226 |
| Hardin | 101 | 65 | 5 | 1 | 96 | 0 | 2 | 9 | 6.827 | 17205.882 | 0.210 | -0.312 |
| | 101 | 65 | 6 | 1 | 69 | 0 | 3 | 7 | . | . | . | . |
| | 101 | 200 | 9 | 1 | 69 | 0 | 5 | 6 | 5.382 | 8400.000 | 0.364 | -0.207 |
| | 101 | 200 | 10 | 1 | 69 | 0 | 0 | 3 | 1.397 | 14300.000 | 0.411 | -0.174 |
| | 101 | 339 | 4 | 2 | 105 | 0 | 1 | 1 | 0.654 | 5566.667 | 0.753 | 0.059 |
| Harris | 102 | 28 | 1 | 1 | 90 | 1 | 6 | 11 | . | . | . | . |
| | 102 | 50 | 6 | 1 | 290 | 0 | 26 | 30 | 16.164 | 18281.250 | 0.278 | -0.265 |
| | 102 | 50 | 8 | 1 | 290 | 0 | 21 | 26 | . | . | . | . |
| | 102 | 50 | 9 | 1 | 290 | 0 | 10 | 11 | . | . | . | . |
| | 102 | 51 | 2 | 2 | 3 | 1 | 9 | 11 | . | . | . | . |
| | 102 | 111 | 1 | 5 | 521 | 0 | 2 | 1 | . | . | . | . |
| | 102 | 177 | 7 | 1 | 59 | 3 | 30 | 40 | . | . | . | . |
| | 102 | 177 | 11 | 1 | 59 | 0 | 1 | 2 | . | . | . | . |
| | 102 | 376 | 2 | 2 | 134 | 0 | 4 | 4 | . | . | . | . |
| | 102 | 389 | 5 | 2 | 146 | 1 | 8 | 12 | . | . | . | . |
| | 102 | 389 | 12 | 2 | 146 | 1 | 0 | 2 | . | . | . | . |
| | 102 | 508 | 7 | 3 | 330 | 0 | 2 | 3 | . | . | . | . |
| | 102 | 598 | 1 | 2 | 288 | 0 | 0 | 5 | . | . | . | . |
| | 102 | 720 | 3 | 2 | 249 | 2 | 20 | 33 | 7.929 | 21438.462 | 0.532 | -0.092 |
| | 102 | 981 | 1 | 2 | 9999 | 0 | 15 | 31 | . | . | . | . |
| 102 | 1062 | 4 | 5 | 2100 | 2 | 4 | 12 | . | . | . | . | |
| 102 | 1257 | 2 | 5 | 1092 | 0 | 1 | 1 | . | . | . | . | |

Table E.6. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Harris | 102 | 1685 | 1 | 5 | 1960 | 0 | 40 | 62 | . | . | . | . |
| | 102 | 1685 | 2 | 5 | 1960 | 0 | 23 | 25 | . | . | . | . |
| | 102 | 1685 | 3 | 5 | 1960 | 0 | 14 | 25 | 8.477 | 21922.222 | 0.369 | -0.204 |
| | 102 | 1685 | 5 | 2 | 6 | 0 | 28 | 39 | . | . | . | . |
| | 102 | 1743 | 1 | 5 | 1876 | 0 | 9 | 4 | . | . | . | . |
| | 102 | 2941 | 2 | 5 | 2920 | 0 | 0 | 3 | 1.727 | 17485.714 | 0.272 | -0.270 |
| | 102 | 3256 | 1 | 3 | 8 | 0 | 2 | 3 | . | . | . | . |
| | 102 | 3256 | 2 | 3 | 8 | 0 | 14 | 14 | . | . | . | . |
| | 102 | 3256 | 3 | 3 | 8 | 0 | 4 | 4 | . | . | . | . |
| Harrison | 103 | 62 | 7 | 1 | 59 | 0 | 10 | 15 | 10.902 | 11300.000 | 0.334 | -0.228 |
| | 103 | 63 | 1 | 1 | 59 | 0 | 2 | 6 | 11.231 | 13004.000 | 0.113 | -0.379 |
| | 103 | 63 | 9 | 1 | 59 | 0 | 2 | 2 | 4.193 | 6300.000 | 0.207 | -0.314 |
| | 103 | 96 | 7 | 1 | 80 | 0 | 5 | 7 | 7.629 | 8700.000 | 0.289 | -0.258 |
| | 103 | 96 | 8 | 1 | 80 | 0 | 0 | 1 | 3.425 | 4922.222 | 0.163 | -0.344 |
| | 103 | 207 | 5 | 2 | 43 | 0 | 1 | 3 | 10.274 | 5900.000 | 0.136 | -0.363 |
| | 103 | 1575 | 4 | 2 | 154 | 0 | 1 | 1 | 0.966 | 3500.000 | 0.810 | 0.098 |
| | 103 | 2642 | 2 | 3 | 281 | 0 | 1 | 1 | 5.617 | 6072.727 | 0.080 | -0.401 |
| | 103 | 2838 | 2 | 3 | 156 | 0 | 0 | 1 | 0.725 | 3800.000 | 0.994 | 0.224 |
| Hartley | 104 | 41 | 1 | 1 | 87 | 0 | 0 | 1 | 1.034 | 4025.000 | 0.658 | -0.006 |
| Haskell | 105 | 157 | 3 | 1 | 277 | 0 | 1 | 3 | 16.689 | 2144.444 | 0.230 | -0.299 |
| | 105 | 157 | 4 | 1 | 277 | 0 | 2 | 4 | 13.747 | 3000.000 | 0.266 | -0.274 |
| Hays | 106 | 113 | 7 | 1 | 290 | 0 | 5 | 11 | 16.972 | 7993.750 | 0.222 | -0.304 |
| | 106 | 286 | 1 | 2 | 80 | 0 | 1 | 1 | 3.116 | 16518.750 | 0.053 | -0.419 |
| Hemphill | 107 | 30 | 6 | 1 | 60 | 0 | 5 | 3 | 7.234 | 4812.500 | 0.236 | -0.294 |
| | 107 | 169 | 9 | 1 | 60 | 0 | 0 | 1 | 0.822 | 1300.000 | 2.564 | 1.296 |
| Henderson | 108 | 163 | 3 | 2 | 31 | 0 | 1 | 3 | 5.315 | 6733.333 | 0.230 | -0.299 |
| | 108 | 163 | 4 | 2 | 31 | 0 | 6 | 11 | 10.142 | 11812.903 | 0.252 | -0.284 |
| | 108 | 164 | 1 | 2 | 31 | 0 | 5 | 6 | 9.437 | 9625.000 | 0.181 | -0.332 |
| | 108 | 164 | 2 | 2 | 31 | 1 | 1 | 5 | 7.657 | 7884.615 | 0.227 | -0.300 |
| | 108 | 164 | 3 | 2 | 31 | 0 | 6 | 13 | 9.405 | 8605.556 | 0.440 | -0.155 |
| | 108 | 198 | 1 | 1 | 175 | 0 | 1 | 2 | 7.329 | 6900.000 | 0.108 | -0.382 |
| | 108 | 646 | 5 | 2 | 198 | 0 | 2 | 2 | 0.812 | 4600.000 | 1.467 | 0.547 |

Table E.6. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Hidalgo | 109 | 39 | 2 | 1 | 83 | 1 | 7 | 14 | 9.024 | 11875.000 | 0.358 | -0.211 |
| | 109 | 39 | 17 | 1 | 83 | 1 | 13 | 15 | . | . | . | . |
| | 109 | 39 | 18 | 1 | 83 | 1 | 15 | 15 | 6.833 | 28900.000 | 0.208 | -0.313 |
| | 109 | 255 | 6 | 1 | 281 | 1 | 11 | 5 | 15.490 | 5978.571 | 0.148 | -0.354 |
| | 109 | 255 | 7 | 1 | 281 | 1 | 16 | 27 | 17.524 | 9605.882 | 0.439 | -0.155 |
| | 109 | 255 | 8 | 1 | 281 | 1 | 2 | 4 | . | . | . | . |
| | 109 | 255 | 9 | 10 | 281 | 0 | 3 | 5 | 1.951 | 11500.000 | 0.611 | -0.038 |
| | 109 | 255 | 11 | 3 | 113 | 0 | 0 | 1 | 0.471 | 5500.000 | 1.058 | 0.267 |
| | 109 | 342 | 1 | 2 | 107 | 0 | 7 | 13 | 10.025 | 10264.706 | 0.346 | -0.219 |
| | 109 | 342 | 2 | 2 | 107 | 0 | 1 | 2 | 3.730 | 6760.000 | 0.217 | -0.307 |
| | 109 | 528 | 1 | 2 | 107 | 0 | 5 | 10 | 10.210 | 5838.889 | 0.460 | -0.141 |
| | 109 | 621 | 1 | 2 | 336 | 0 | 1 | 2 | . | . | . | . |
| | 109 | 1804 | 1 | 3 | 115 | 0 | 0 | 1 | . | . | . | . |
| Hill | 110 | 48 | 6 | 1 | 77 | 0 | 1 | 1 | 1.001 | 1620.000 | 1.689 | 0.699 |
| Hockley | 111 | 52 | 6 | 1 | 84 | 0 | 5 | 7 | 7.823 | 5422.222 | 0.452 | -0.147 |
| | 111 | 130 | 4 | 2 | 114 | 0 | 2 | 4 | 16.600 | 6968.421 | 0.095 | -0.391 |
| | 111 | 380 | 2 | 1 | 62 | 0 | 1 | 4 | 8.092 | 6750.000 | 0.201 | -0.318 |
| Hood | 112 | 80 | 3 | 1 | 377 | 0 | 1 | 2 | 1.824 | 11180.000 | 0.269 | -0.272 |
| | 112 | 80 | 4 | 1 | 377 | 0 | 6 | 17 | 12.646 | 20053.333 | 0.184 | -0.330 |
| Houston | 114 | 109 | 3 | 1 | 287 | 0 | 8 | 11 | 9.714 | 3633.333 | 0.854 | 0.128 |
| | 114 | 109 | 4 | 1 | 287 | 0 | 1 | 2 | 6.323 | 5180.000 | 0.167 | -0.341 |
| Howard | 115 | 68 | 7 | 1 | 87 | 0 | 4 | 2 | 4.929 | 3100.000 | 0.359 | -0.210 |
| | 115 | 68 | 8 | 1 | 87 | 0 | 7 | 8 | 17.337 | 6688.235 | 0.189 | -0.326 |
| | 115 | 69 | 1 | 1 | 87 | 0 | 0 | 2 | 5.724 | 7975.000 | 0.120 | -0.374 |
| Hunt | 117 | 136 | 1 | 2 | 224 | 0 | 0 | 1 | 4.278 | 4269.231 | 0.150 | -0.353 |
| | 117 | 768 | 1 | 2 | 24 | 0 | 2 | 2 | 7.269 | 7394.118 | 0.102 | -0.386 |
| Hutchinson | 118 | 356 | 1 | 2 | 136 | 1 | 4 | 7 | 14.135 | 5228.947 | 0.259 | -0.278 |
| | 118 | 356 | 5 | 3 | 119 | 0 | 2 | 1 | 1.181 | 5560.000 | 0.417 | -0.170 |
| | 118 | 379 | 1 | 2 | 136 | 0 | 0 | 2 | 5.892 | 7700.000 | 0.121 | -0.373 |
| | 118 | 455 | 1 | 2 | 152 | 0 | 3 | 5 | 7.723 | 3478.571 | 0.510 | -0.107 |
| Jack | 120 | 134 | 4 | 1 | 380 | 0 | 0 | 2 | 0.797 | 5000.000 | 1.375 | 0.484 |
| | 120 | 249 | 6 | 1 | 281 | 0 | 2 | 2 | 7.680 | 4311.111 | 0.165 | -0.342 |

Table E.6. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Jack | 120 | 249 | 7 | 1 | 281 | 0 | 1 | 3 | 7.259 | 6433.333 | 0.176 | -0.335 |
| Jackson | 121 | 89 | 3 | 1 | 59 | 1 | 13 | 17 | 9.272 | 14671.429 | 0.342 | -0.222 |
| | 121 | 89 | 4 | 1 | 59 | 0 | 9 | 11 | 9.440 | 12550.000 | 0.254 | -0.282 |
| | 121 | 89 | 5 | 1 | 59 | 0 | 9 | 9 | 4.741 | 12744.444 | 0.408 | -0.177 |
| Jasper | 122 | 64 | 8 | 1 | 96 | 0 | 1 | 4 | 10.030 | 7180.000 | 0.152 | -0.352 |
| | 122 | 65 | 2 | 1 | 96 | 0 | 1 | 1 | 1.338 | 9100.000 | 0.225 | -0.302 |
| | 122 | 65 | 3 | 1 | 96 | 1 | 4 | 1 | 1.597 | 9900.000 | 0.173 | -0.337 |
| | 122 | 65 | 4 | 1 | 96 | 0 | 3 | 2 | 0.815 | 10133.333 | 0.663 | -0.002 |
| | 122 | 213 | 8 | 1 | 190 | 0 | 1 | 1 | 2.500 | 9342.857 | 0.117 | -0.375 |
| Jefferson | 124 | 28 | 6 | 1 | 90 | 0 | 2 | 7 | 12.367 | 5586.957 | 0.278 | -0.266 |
| | 124 | 65 | 8 | 1 | 69 | 1 | 3 | 4 | . | . | . | . |
| | 124 | 306 | 3 | 2 | 87 | 0 | 1 | 2 | . | . | . | . |
| | 124 | 508 | 4 | 2 | 73 | 0 | 0 | 2 | 0.479 | 5375.000 | 2.128 | 0.999 |
| | 124 | 667 | 1 | 2 | 347 | 0 | 5 | 11 | . | . | . | . |
| Jim Hogg | 125 | 482 | 1 | 2 | 16 | 0 | 0 | 1 | 0.692 | 4550.000 | 0.870 | 0.139 |
| Jim Wells | 126 | 86 | 11 | 2 | 359 | 0 | 3 | 4 | 8.909 | 9180.000 | 0.134 | -0.364 |
| | 126 | 87 | 1 | 2 | 44 | 0 | 1 | 2 | 5.214 | 11475.000 | 0.092 | -0.393 |
| | 126 | 255 | 1 | 1 | 281 | 1 | 12 | 16 | 18.199 | 8533.333 | 0.282 | -0.263 |
| | 126 | 255 | 2 | 1 | 281 | 1 | 13 | 14 | 14.405 | 7438.462 | 0.358 | -0.211 |
| | 126 | 373 | 4 | 2 | 44 | 0 | 5 | 2 | 5.192 | 6500.000 | 0.162 | -0.345 |
| Johnson | 127 | 19 | 1 | 2 | 174 | 0 | 5 | 6 | 15.524 | 21315.000 | 0.050 | -0.422 |
| | 127 | 260 | 1 | 1 | 67 | 0 | 0 | 1 | 2.110 | 9340.000 | 0.139 | -0.361 |
| Jones | 128 | 33 | 4 | 1 | 83 | 0 | 0 | 1 | 2.316 | 6320.000 | 0.187 | -0.328 |
| | 128 | 33 | 5 | 1 | 83 | 0 | 1 | 8 | 18.232 | 7385.000 | 0.163 | -0.344 |
| | 128 | 107 | 1 | 2 | 6 | 0 | 1 | 1 | 0.158 | 4800.000 | 3.613 | 2.013 |
| | 128 | 157 | 5 | 1 | 277 | 0 | 3 | 5 | 14.269 | 2922.222 | 0.329 | -0.231 |
| Karnes | 129 | 100 | 6 | 1 | 181 | 0 | 1 | 1 | 2.878 | 8550.000 | 0.111 | -0.379 |
| Kaufman | 130 | 95 | 3 | 1 | 80 | 1 | 20 | 34 | 5.330 | 32363.636 | 0.540 | -0.087 |
| | 130 | 95 | 4 | 1 | 80 | 0 | 10 | 21 | 8.805 | 18686.667 | 0.350 | -0.217 |
| | 130 | 95 | 5 | 1 | 80 | 1 | 3 | 10 | 12.788 | 12080.000 | 0.177 | -0.334 |
| | 130 | 197 | 3 | 1 | 175 | 2 | 2 | 13 | 9.857 | 17150.000 | 0.211 | -0.312 |
| | 130 | 197 | 4 | 1 | 175 | 0 | 12 | 17 | 10.448 | 13200.000 | 0.338 | -0.225 |

Table E.6. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Kaufman | 130 | 197 | 5 | 1 | 175 | 1 | 5 | 7 | 14.904 | 8276.190 | 0.155 | -0.349 |
| | 130 | 495 | 1 | 3 | 557 | 0 | 4 | 2 | 18.415 | 23559.767 | 0.013 | -0.447 |
| Kendall | 131 | 72 | 14 | 1 | 87 | 0 | 4 | 8 | 3.270 | 12133.333 | 0.552 | -0.078 |
| | 131 | 142 | 6 | 2 | 27 | 0 | 1 | 2 | 1.520 | 4585.714 | 0.786 | 0.082 |
| Kerr | 133 | 142 | 4 | 2 | 27 | 0 | 2 | 2 | 5.808 | 14607.143 | 0.065 | -0.411 |
| | 133 | 609 | 1 | 3 | 534 | 0 | 0 | 1 | 2.015 | 5557.143 | 0.245 | -0.288 |
| Kinney | 136 | 23 | 4 | 1 | 90 | 0 | 0 | 1 | . | . | . | . |
| Kleberg | 137 | 102 | 4 | 1 | 77 | 2 | 22 | 32 | 19.644 | 11131.818 | 0.401 | -0.182 |
| | 137 | 102 | 12 | 3 | 428 | 0 | 0 | 2 | 4.517 | 10150.000 | 0.120 | -0.374 |
| | 137 | 327 | 1 | 1 | 77 | 0 | 3 | 4 | 2.016 | 6700.000 | 0.811 | 0.099 |
| Lamar | 139 | 45 | 9 | 1 | 82 | 0 | 3 | 8 | 9.142 | 10808.333 | 0.222 | -0.304 |
| | 139 | 45 | 11 | 1 | 82 | 0 | 2 | 1 | 0.717 | 7100.000 | 0.538 | -0.088 |
| | 139 | 136 | 5 | 2 | 19 | 0 | 8 | 10 | 7.957 | 5950.000 | 0.579 | -0.060 |
| | 139 | 136 | 7 | 1 | 271 | 0 | 1 | 2 | 3.896 | 15036.364 | 0.094 | -0.392 |
| | 139 | 136 | 8 | 1 | 271 | 0 | 3 | 12 | 9.641 | 10100.000 | 0.338 | -0.225 |
| | 139 | 136 | 9 | 1 | 271 | 0 | 0 | 1 | 0.365 | 6500.000 | 1.155 | 0.334 |
| Lamb | 140 | 52 | 4 | 1 | 84 | 0 | 6 | 8 | 14.722 | 3766.667 | 0.395 | -0.185 |
| | 140 | 52 | 5 | 1 | 84 | 1 | 0 | 3 | 19.110 | 4495.000 | 0.096 | -0.390 |
| | 140 | 145 | 3 | 1 | 70 | 0 | 1 | 1 | 1.197 | 2380.000 | 0.962 | 0.202 |
| Lampasas | 141 | 231 | 1 | 1 | 190 | 0 | 6 | 5 | 16.573 | 4920.000 | 0.168 | -0.341 |
| | 141 | 251 | 5 | 1 | 281 | 0 | 1 | 1 | 1.095 | 5540.000 | 0.452 | -0.147 |
| | 141 | 272 | 6 | 1 | 183 | 0 | 0 | 1 | 0.641 | 3200.000 | 1.336 | 0.457 |
| | 141 | 273 | 1 | 1 | 183 | 0 | 0 | 1 | 3.174 | 4680.000 | 0.184 | -0.330 |
| Lavaca | 143 | 269 | 2 | 1 | 77 | 0 | 1 | 3 | 1.267 | 8742.857 | 0.742 | 0.051 |
| | 143 | 446 | 1 | 6 | 90 | 0 | 1 | 1 | 1.199 | 3835.714 | 0.596 | -0.048 |
| Lee | 144 | 114 | 7 | 1 | 290 | 1 | 17 | 19 | 16.206 | 9265.217 | 0.347 | -0.219 |
| | 144 | 116 | 1 | 2 | 21 | 0 | 3 | 6 | 10.886 | 3593.750 | 0.420 | -0.168 |
| | 144 | 211 | 2 | 1 | 77 | 0 | 5 | 5 | 8.247 | 3107.692 | 0.534 | -0.090 |
| | 144 | 211 | 3 | 1 | 77 | 0 | 2 | 3 | 9.659 | 3730.769 | 0.228 | -0.300 |
| | 144 | 211 | 5 | 1 | 77 | 0 | 4 | 6 | 5.617 | 3960.000 | 0.739 | 0.049 |
| | 144 | 211 | 7 | 1 | 77 | 0 | 2 | 5 | 3.339 | 7133.333 | 0.575 | -0.063 |
| Liberty | 146 | 28 | 3 | 1 | 90 | 1 | 9 | 6 | 12.146 | 9805.882 | 0.138 | -0.361 |

Table E.6. Continued

| County | | Control | Control | Highway | Highway | Number | | | Control | Mean | Acc | Normalized |
|-----------|-----|---------|---------|---------|---------|------------|----------|-----------|---------|-----------|-------|---------------|
| Name | No. | Number | Section | Type | Number | Fatalities | Injuries | Accidents | Length | ADT | MVM | Accident Data |
| Liberty | 146 | 177 | 3 | 1 | 59 | 1 | 15 | 15 | 10.142 | 18970.588 | 0.214 | -0.310 |
| | 146 | 177 | 4 | 3 | 573 | 0 | 1 | 1 | 3.704 | 5993.750 | 0.123 | -0.371 |
| | 146 | 593 | 1 | 2 | 321 | 0 | 1 | 1 | 2.040 | 5902.000 | 0.228 | -0.300 |
| Live Oak | 149 | 254 | 1 | 1 | 281 | 0 | 6 | 9 | 15.422 | 7506.667 | 0.213 | -0.310 |
| Llano | 150 | 150 | 2 | 2 | 29 | 0 | 1 | 1 | 2.275 | 2420.000 | 0.498 | -0.115 |
| | 150 | 150 | 4 | 2 | 29 | 0 | 3 | 2 | 4.914 | 3560.000 | 0.313 | -0.242 |
| | 150 | 290 | 1 | 2 | 16 | 0 | 1 | 2 | 1.603 | 5958.333 | 0.574 | -0.064 |
| | 150 | 700 | 4 | 2 | 71 | 0 | 1 | 1 | 0.612 | 2100.000 | 2.132 | 1.001 |
| | 150 | 1378 | 5 | 5 | 1431 | 0 | 3 | 5 | 8.477 | 3991.818 | 0.405 | -0.179 |
| Lubbock | 152 | 52 | 7 | 1 | 84 | 1 | 6 | 7 | 13.743 | 6940.000 | 0.201 | -0.318 |
| | 152 | 53 | 1 | 1 | 84 | 0 | 6 | 8 | 8.854 | 9472.727 | 0.261 | -0.277 |
| | 152 | 68 | 1 | 1 | 87 | 1 | 8 | 13 | 7.160 | 7000.000 | 0.711 | 0.030 |
| | 152 | 131 | 1 | 1 | 62 | 0 | 3 | 9 | 4.518 | 8100.000 | 0.674 | 0.005 |
| | 152 | 131 | 2 | 1 | 62 | 0 | 1 | 3 | 6.860 | 5945.455 | 0.202 | -0.318 |
| | 152 | 380 | 1 | 1 | 62 | 0 | 10 | 13 | 6.285 | 9988.889 | 0.567 | -0.068 |
| Lynn | 153 | 53 | 3 | 1 | 84 | 0 | 1 | 3 | 3.751 | 6100.000 | 0.359 | -0.210 |
| | 153 | 68 | 2 | 1 | 87 | 0 | 7 | 17 | 16.765 | 4530.000 | 0.613 | -0.036 |
| | 153 | 68 | 3 | 1 | 87 | 1 | 4 | 8 | 14.076 | 3836.364 | 0.406 | -0.178 |
| | 153 | 68 | 13 | 3 | 472 | 1 | 2 | 2 | 0.559 | 2300.000 | 4.262 | 2.457 |
| Madison | 154 | 117 | 5 | 1 | 190 | 0 | 0 | 2 | 0.669 | 8050.000 | 1.017 | 0.240 |
| Marion | 155 | 62 | 5 | 1 | 59 | 1 | 0 | 5 | 5.229 | 7370.000 | 0.355 | -0.213 |
| Martin | 156 | 5 | 16 | 1 | 80 | 0 | 3 | 2 | 4.687 | 2135.714 | 0.547 | -0.081 |
| Mason | 157 | 71 | 4 | 1 | 87 | 0 | 2 | 2 | 11.662 | 2417.391 | 0.194 | -0.323 |
| Matagorda | 158 | 179 | 4 | 2 | 35 | 1 | 0 | 2 | 4.093 | 9440.000 | 0.142 | -0.359 |
| | 158 | 179 | 6 | 2 | 35 | 0 | 1 | 2 | 6.254 | 5130.000 | 0.171 | -0.339 |
| | 158 | 179 | 8 | 2 | 35 | 1 | 0 | 2 | 1.926 | 3450.000 | 0.825 | 0.108 |
| | 158 | 179 | 14 | 3 | 141 | 0 | 2 | 4 | 2.045 | 3505.556 | 1.529 | 0.589 |
| | 158 | 241 | 3 | 2 | 60 | 0 | 3 | 1 | 1.965 | 7450.000 | 0.187 | -0.328 |
| McCulloch | 160 | 70 | 6 | 1 | 87 | 0 | 0 | 2 | 3.510 | 3788.889 | 0.412 | -0.174 |
| | 160 | 71 | 1 | 1 | 87 | 0 | 1 | 1 | 3.652 | 5261.538 | 0.143 | -0.358 |
| McLennan | 161 | 14 | 9 | 3 | 491 | 0 | 2 | 4 | 0.223 | 32000.000 | 1.536 | 0.594 |
| | 161 | 49 | 1 | 2 | 6 | 0 | 7 | 8 | 7.359 | 10285.714 | 0.290 | -0.258 |

Table E.6. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| McLennan | 161 | 55 | 7 | 1 | 84 | 0 | 3 | 5 | 6.691 | 8657.143 | 0.236 | -0.294 |
| | 161 | 55 | 8 | 1 | 84 | 0 | 1 | 2 | 2.665 | 10640.000 | 0.193 | -0.323 |
| | 161 | 162 | 1 | 1 | 84 | 0 | 2 | 2 | 1.750 | 9225.000 | 0.339 | -0.224 |
| | 161 | 258 | 9 | 2 | 6 | 0 | 6 | 4 | 3.455 | 6366.667 | 0.498 | -0.115 |
| | 161 | 258 | 10 | 3 | 396 | 0 | 1 | 2 | . | . | . | . |
| | 161 | 398 | 3 | 2 | 317 | 0 | 1 | 1 | 1.074 | 5914.286 | 0.431 | -0.161 |
| | 161 | 413 | 1 | 2 | 164 | 0 | 0 | 1 | 1.110 | 4280.000 | 0.577 | -0.061 |
| | 161 | 2311 | 1 | 5 | 3051 | 0 | 1 | 1 | . | . | . | . |
| Medina | 163 | 17 | 14 | 1 | 81 | 0 | 1 | 2 | 1.393 | 5671.429 | 0.694 | 0.018 |
| | 163 | 24 | 5 | 1 | 90 | 0 | 4 | 7 | 10.163 | 8625.000 | 0.219 | -0.306 |
| | 163 | 24 | 6 | 1 | 90 | 0 | 3 | 8 | 11.292 | 10266.667 | 0.189 | -0.326 |
| | 163 | 421 | 1 | 2 | 173 | 1 | 0 | 1 | 0.966 | 4400.000 | 0.645 | -0.015 |
| | 163 | 421 | 2 | 2 | 173 | 0 | 0 | 1 | 0.996 | 4960.000 | 0.555 | -0.077 |
| Menard | 164 | 35 | 5 | 1 | 83 | 0 | 2 | 6 | 1.282 | 4400.000 | 2.914 | 1.536 |
| Midland | 165 | 5 | 2 | 1 | 80 | 1 | 11 | 12 | 2.153 | 11000.000 | 1.388 | 0.493 |
| | 165 | 5 | 3 | 1 | 80 | 0 | 3 | 6 | 3.212 | 3650.000 | 1.402 | 0.503 |
| | 165 | 463 | 2 | 2 | 158 | 0 | 0 | 1 | . | . | . | . |
| | 165 | 463 | 3 | 2 | 158 | 0 | 0 | 3 | 3.877 | 4700.000 | 0.451 | -0.147 |
| | 165 | 1188 | 2 | 2 | 158 | 0 | 0 | 1 | 1.005 | 2416.667 | 1.128 | 0.315 |
| | 165 | 1718 | 7 | 5 | 1788 | 0 | 1 | 2 | 3.880 | 3683.333 | 0.383 | -0.194 |
| | 165 | 2296 | 2 | 2 | 191 | 1 | 6 | 13 | 7.999 | 9650.000 | 0.461 | -0.140 |
| Milam | 166 | 204 | 5 | 1 | 79 | 0 | 2 | 2 | 1.411 | 4911.111 | 0.791 | 0.085 |
| Montague | 169 | 13 | 5 | 1 | 81 | 0 | 6 | 8 | 10.429 | 7861.111 | 0.267 | -0.273 |
| | 169 | 44 | 6 | 1 | 82 | 0 | 4 | 4 | 15.285 | 3433.333 | 0.209 | -0.313 |
| | 169 | 224 | 3 | 1 | 287 | 0 | 7 | 5 | 10.312 | 10637.500 | 0.125 | -0.370 |
| | 169 | 239 | 1 | 2 | 175 | 0 | 1 | 1 | 8.323 | 1756.250 | 0.187 | -0.327 |
| | 169 | 239 | 2 | 2 | 59 | 0 | 0 | 1 | 3.033 | 5488.889 | 0.165 | -0.343 |
| | 169 | 239 | 5 | 2 | 59 | 0 | 0 | 2 | 1.705 | 2475.000 | 1.298 | 0.432 |
| Montgomery | 170 | 177 | 5 | 1 | 59 | 2 | 24 | 48 | 17.667 | 35857.143 | 0.208 | -0.314 |
| | 170 | 338 | 11 | 3 | 336 | 0 | 0 | 1 | 9.572 | 7187.273 | 0.040 | -0.428 |
| Moore | 171 | 66 | 4 | 1 | 287 | 0 | 6 | 15 | 13.336 | 7156.250 | 0.431 | -0.161 |
| | 171 | 66 | 5 | 1 | 87 | 0 | 2 | 9 | 17.316 | 7472.727 | 0.191 | -0.325 |

Table E.6. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Morris | 172 | 10 | 8 | 1 | 67 | 0 | 4 | 5 | 10.708 | 3123.913 | 0.410 | -0.176 |
| | 172 | 83 | 10 | 2 | 11 | 0 | 0 | 1 | 1.553 | 4657.143 | 0.379 | -0.197 |
| | 172 | 84 | 1 | 1 | 259 | 0 | 1 | 1 | 5.181 | 2966.667 | 0.178 | -0.334 |
| | 172 | 222 | 2 | 2 | 49 | 0 | 4 | 5 | 2.336 | 5862.500 | 1.000 | 0.228 |
| | 172 | 222 | 3 | 2 | 11 | 0 | 1 | 2 | 4.784 | 4900.000 | 0.234 | -0.296 |
| | 172 | 392 | 1 | 1 | 259 | 0 | 0 | 3 | 9.218 | 7159.259 | 0.125 | -0.370 |
| Nacogdoches | 174 | 138 | 6 | 1 | 259 | 0 | 7 | 12 | 11.462 | 9191.667 | 0.312 | -0.242 |
| | 174 | 175 | 6 | 1 | 59 | 0 | 0 | 4 | 2.689 | 6820.000 | 0.598 | -0.047 |
| | 174 | 175 | 8 | 3 | 495 | 0 | 0 | 1 | 4.367 | 13754.545 | 0.046 | -0.424 |
| | 174 | 176 | 1 | 1 | 59 | 1 | 10 | 16 | 10.252 | 17631.250 | 0.243 | -0.290 |
| | 174 | 2560 | 1 | 1 | 59 | 0 | 2 | 2 | 9.081 | 12690.909 | 0.048 | -0.423 |
| Navarro | 175 | 92 | 13 | 3 | 564 | 0 | 1 | 3 | 6.230 | 7005.882 | 0.188 | -0.327 |
| | 175 | 163 | 1 | 2 | 31 | 0 | 4 | 6 | 9.275 | 9361.538 | 0.189 | -0.326 |
| | 175 | 163 | 2 | 2 | 31 | 0 | 0 | 4 | 11.160 | 6420.833 | 0.153 | -0.351 |
| Nolan | 177 | 6 | 15 | 3 | 432 | 0 | 0 | 1 | 1.988 | 4500.000 | 0.306 | -0.246 |
| | 177 | 53 | 12 | 1 | 84 | 0 | 13 | 19 | 11.189 | 6100.000 | 0.763 | 0.066 |
| | 177 | 53 | 20 | 3 | 544 | 0 | 0 | 1 | 0.829 | 930.000 | 3.554 | 1.973 |
| Nueces | 178 | 102 | 1 | 2 | 44 | 0 | 2 | 3 | 4.142 | 13916.667 | 0.143 | -0.358 |
| | 178 | 102 | 2 | 2 | 44 | 0 | 2 | 7 | 9.991 | 12073.684 | 0.159 | -0.347 |
| | 178 | 102 | 3 | 1 | 77 | 0 | 14 | 18 | 10.884 | 11440.000 | 0.396 | -0.185 |
| | 178 | 102 | 11 | 3 | 428 | 0 | 5 | 6 | 4.867 | 5788.889 | 0.583 | -0.057 |
| | 178 | 373 | 1 | 1 | 77 | 0 | 3 | 4 | 4.243 | 12763.636 | 0.202 | -0.317 |
| | 178 | 373 | 2 | 2 | 44 | 0 | 2 | 4 | 11.353 | 11523.529 | 0.084 | -0.398 |
| | 178 | 373 | 3 | 2 | 44 | 0 | 2 | 3 | 6.934 | 6625.000 | 0.179 | -0.333 |
| | 178 | 1557 | 1 | 5 | 43 | 0 | 1 | 1 | . | . | . | . |
| Oldham | 180 | 90 | 9 | 3 | 551 | 0 | 1 | 1 | 2.173 | 910.000 | 1.385 | 0.491 |
| Orange | 181 | 243 | 4 | 2 | 62 | 0 | 0 | 1 | 2.505 | 13400.000 | 0.082 | -0.400 |
| | 181 | 306 | 1 | 2 | 87 | 0 | 2 | 5 | 1.982 | 17022.222 | 0.406 | -0.178 |
| | 181 | 710 | 2 | 5 | 105 | 0 | 1 | 1 | 2.913 | 17050.000 | 0.055 | -0.418 |
| Palo Pinto | 182 | 7 | 7 | 2 | 16 | 0 | 1 | 1 | 0.188 | 1450.000 | 10.050 | 6.412 |
| | 182 | 11 | 10 | 1 | 180 | 0 | 1 | 2 | 0.782 | 1040.000 | 6.737 | 4.149 |
| Panola | 183 | 63 | 3 | 1 | 59 | 0 | 3 | 4 | 8.157 | 7657.143 | 0.175 | -0.336 |

Table E.6. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|---------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Panola | 183 | 63 | 4 | 1 | 59 | 0 | 1 | 5 | 7.214 | 7938.462 | 0.239 | -0.292 |
| | 183 | 63 | 5 | 1 | 59 | 0 | 4 | 11 | 7.323 | 7370.000 | 0.558 | -0.074 |
| | 183 | 63 | 12 | 3 | 455 | 0 | 1 | 1 | 0.706 | 3616.667 | 1.073 | 0.278 |
| | 183 | 247 | 1 | 1 | 79 | 0 | 2 | 3 | 5.061 | 6846.667 | 0.237 | -0.293 |
| | 183 | 247 | 2 | 1 | 79 | 0 | 1 | 3 | 3.468 | 5540.000 | 0.428 | -0.163 |
| | 183 | 247 | 3 | 1 | 79 | 0 | 6 | 11 | 8.896 | 5848.571 | 0.579 | -0.060 |
| Parker | 184 | 8 | 2 | 1 | 180 | 0 | 5 | 22 | 15.090 | 7917.857 | 0.504 | -0.111 |
| | 184 | 8 | 3 | 1 | 80 | 0 | 2 | 6 | 16.376 | 23358.125 | 0.043 | -0.426 |
| | 184 | 80 | 6 | 1 | 377 | 0 | 6 | 9 | 5.337 | 15640.000 | 0.295 | -0.254 |
| | 184 | 313 | 2 | 5 | 51 | 0 | 0 | 1 | 2.075 | 8766.667 | 0.151 | -0.353 |
| Parmer | 185 | 52 | 1 | 1 | 70 | 1 | 3 | 6 | 10.705 | 4185.714 | 0.367 | -0.205 |
| | 185 | 168 | 3 | 1 | 60 | 0 | 0 | 2 | 1.082 | 6920.000 | 0.732 | 0.045 |
| | 185 | 168 | 13 | 9 | 2397 | 0 | 2 | 2 | 0.490 | 2166.667 | 5.161 | 3.071 |
| Pecos | 186 | 140 | 17 | 1 | 290 | 0 | 0 | 1 | 4.071 | 5936.364 | 0.113 | -0.378 |
| Polk | 187 | 176 | 4 | 1 | 59 | 0 | 9 | 19 | 9.481 | 14630.000 | 0.375 | -0.199 |
| | 187 | 176 | 5 | 1 | 59 | 1 | 23 | 36 | 21.891 | 14500.000 | 0.311 | -0.243 |
| | 187 | 176 | 6 | 3 | 90 | 0 | 4 | 5 | 4.586 | 5669.231 | 0.527 | -0.095 |
| | 187 | 177 | 1 | 1 | 59 | 1 | 16 | 23 | 10.193 | 16953.846 | 0.365 | -0.206 |
| | 187 | 213 | 3 | 1 | 190 | 0 | 2 | 12 | 5.022 | 9600.000 | 0.682 | 0.010 |
| | 187 | 213 | 4 | 1 | 190 | 0 | 1 | 7 | 7.363 | 5509.091 | 0.473 | -0.132 |
| | 187 | 341 | 2 | 1 | 287 | 0 | 0 | 1 | 0.261 | 2800.000 | 3.749 | 2.106 |
| | 187 | 388 | 1 | 2 | 146 | 0 | 5 | 7 | 4.498 | 5876.923 | 0.725 | 0.040 |
| Potter | 188 | 41 | 5 | 1 | 87 | 0 | 13 | 17 | 17.383 | 6400.000 | 0.419 | -0.169 |
| | 188 | 41 | 7 | 1 | 87 | 0 | 2 | 5 | 4.761 | 6640.000 | 0.433 | -0.159 |
| | 188 | 42 | 1 | 1 | 287 | 0 | 5 | 2 | 3.811 | 6300.000 | 0.228 | -0.300 |
| | 188 | 90 | 5 | 3 | 552 | 0 | 1 | 1 | 10.967 | 10361.429 | 0.024 | -0.439 |
| | 188 | 169 | 2 | 1 | 60 | 0 | 2 | 2 | 1.730 | 6650.000 | 0.476 | -0.130 |
| | 188 | 1821 | 1 | 5 | 1912 | 0 | 1 | 2 | 0.814 | 4500.000 | 1.496 | 0.567 |
| | 188 | 2635 | 1 | 3 | 335 | 0 | 1 | 3 | 5.236 | 4857.143 | 0.323 | -0.235 |
| Randall | 191 | 67 | 1 | 1 | 87 | 0 | 3 | 4 | 17.500 | 6447.692 | 0.097 | -0.389 |
| | 191 | 168 | 8 | 1 | 60 | 1 | 1 | 6 | 15.425 | 7375.000 | 0.145 | -0.357 |
| | 191 | 168 | 9 | 1 | 60 | 0 | 1 | 7 | 8.974 | 20014.000 | 0.107 | -0.383 |

Table E.6. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|--------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Randall | 191 | 2635 | 3 | 3 | 335 | 0 | 1 | 1 | 4.346 | 3542.857 | 0.178 | -0.334 |
| Refugio | 196 | 371 | 2 | 1 | 77 | 1 | 14 | 22 | 18.988 | 7900.000 | 0.402 | -0.181 |
| | 196 | 371 | 3 | 1 | 77 | 0 | 10 | 16 | 18.264 | 9734.615 | 0.247 | -0.287 |
| Robertson | 198 | 49 | 6 | 2 | 6 | 0 | 0 | 1 | 1.057 | 6150.000 | 0.421 | -0.168 |
| | 198 | 49 | 7 | 1 | 79 | 0 | 2 | 1 | 2.135 | 10850.000 | 0.118 | -0.375 |
| | 198 | 49 | 8 | 1 | 190 | 0 | 10 | 18 | 12.235 | 9358.333 | 0.431 | -0.161 |
| Runnels | 200 | 35 | 1 | 1 | 83 | 0 | 0 | 1 | 0.445 | 2200.000 | 2.798 | 1.457 |
| | 200 | 158 | 1 | 1 | 67 | 0 | 9 | 10 | 19.785 | 4683.333 | 0.296 | -0.253 |
| Rusk | 201 | 138 | 2 | 1 | 259 | 0 | 7 | 6 | 7.083 | 8035.714 | 0.289 | -0.258 |
| | 201 | 138 | 3 | 1 | 259 | 0 | 1 | 2 | 8.615 | 7242.857 | 0.088 | -0.396 |
| | 201 | 138 | 4 | 1 | 259 | 1 | 2 | 6 | 7.622 | 5477.778 | 0.394 | -0.186 |
| | 201 | 138 | 5 | 1 | 259 | 0 | 1 | 6 | 14.285 | 5540.000 | 0.208 | -0.314 |
| | 201 | 393 | 2 | 2 | 149 | 0 | 1 | 3 | 5.818 | 5460.000 | 0.259 | -0.279 |
| | 201 | 545 | 2 | 2 | 42 | 0 | 0 | 1 | 2.576 | 5655.556 | 0.188 | -0.327 |
| San Jancinto | 204 | 177 | 2 | 1 | 59 | 0 | 19 | 25 | 13.387 | 16850.000 | 0.304 | -0.248 |
| | 204 | 213 | 2 | 1 | 190 | 0 | 3 | 2 | 7.051 | 3450.000 | 0.225 | -0.302 |
| San Patricio | 205 | 87 | 4 | 2 | 359 | 0 | 0 | 1 | 1.253 | 3771.429 | 0.580 | -0.059 |
| | 205 | 101 | 3 | 1 | 181 | 0 | 0 | 1 | 2.933 | 8216.667 | 0.114 | -0.378 |
| | 205 | 101 | 4 | 1 | 181 | 0 | 5 | 9 | 12.676 | 10659.091 | 0.182 | -0.331 |
| | 205 | 180 | 6 | 2 | 35 | 2 | 7 | 15 | 10.395 | 12836.364 | 0.308 | -0.245 |
| | 205 | 180 | 10 | 2 | 361 | 0 | 4 | 6 | 5.096 | 8037.500 | 0.401 | -0.181 |
| | 205 | 371 | 4 | 1 | 77 | 0 | 2 | 3 | 6.193 | 7750.000 | 0.171 | -0.339 |
| | 205 | 372 | 1 | 1 | 77 | 0 | 12 | 14 | 10.520 | 12292.857 | 0.297 | -0.253 |
| Schleicher | 207 | 159 | 4 | 1 | 277 | 0 | 1 | 2 | 1.476 | 3225.000 | 1.151 | 0.331 |
| | 208 | 53 | 7 | 1 | 84 | 1 | 5 | 7 | 12.794 | 5933.333 | 0.253 | -0.283 |
| | 208 | 53 | 8 | 1 | 84 | 0 | 7 | 8 | 7.346 | 6083.333 | 0.490 | -0.120 |
| | 208 | 53 | 9 | 1 | 84 | 0 | 8 | 10 | 11.223 | 5737.500 | 0.425 | -0.165 |
| | 208 | 53 | 10 | 1 | 84 | 1 | 2 | 5 | 8.907 | 6175.000 | 0.249 | -0.285 |
| Shackelford | 209 | 11 | 5 | 1 | 180 | 0 | 0 | 3 | 0.308 | 4300.000 | 6.206 | 3.785 |
| | 209 | 11 | 6 | 1 | 180 | 0 | 1 | 2 | 1.270 | 4125.000 | 1.046 | 0.259 |
| Shelby | 210 | 59 | 4 | 2 | 7 | 0 | 4 | 4 | 8.775 | 3540.000 | 0.353 | -0.214 |
| | 210 | 59 | 5 | 2 | 7 | 0 | 0 | 1 | 0.417 | 3700.000 | 1.776 | 0.758 |

Table E.6. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Shelby | 210 | 63 | 6 | 1 | 96 | 2 | 11 | 19 | 8.885 | 5466.667 | 1.072 | 0.277 |
| | 210 | 64 | 1 | 2 | 87 | 0 | 5 | 9 | 5.594 | 4600.000 | 0.958 | 0.199 |
| | 210 | 175 | 2 | 1 | 84 | 0 | 1 | 2 | 3.021 | 6255.556 | 0.290 | -0.257 |
| | 210 | 175 | 4 | 1 | 59 | 0 | 3 | 6 | 8.776 | 5771.429 | 0.325 | -0.234 |
| | 210 | 175 | 5 | 1 | 59 | 0 | 2 | 6 | 5.013 | 6330.769 | 0.518 | -0.102 |
| Sherman | 211 | 66 | 3 | 1 | 287 | 1 | 2 | 4 | 19.632 | 3144.444 | 0.178 | -0.334 |
| Smith | 212 | 164 | 4 | 2 | 31 | 0 | 7 | 8 | 4.615 | 11950.000 | 0.397 | -0.184 |
| | 212 | 165 | 1 | 1 | 271 | 0 | 1 | 2 | 2.393 | 8466.667 | 0.270 | -0.271 |
| | 212 | 165 | 2 | 1 | 271 | 0 | 1 | 3 | 6.365 | 4270.000 | 0.302 | -0.249 |
| | 212 | 190 | 5 | 1 | 69 | 0 | 3 | 5 | 6.814 | 15000.000 | 0.134 | -0.364 |
| | 212 | 191 | 1 | 1 | 69 | 0 | 8 | 12 | 7.281 | 8714.286 | 0.518 | -0.101 |
| | 212 | 245 | 5 | 2 | 64 | 0 | 2 | 4 | 1.417 | 7550.000 | 1.024 | 0.244 |
| | 212 | 245 | 6 | 2 | 64 | 0 | 3 | 5 | 4.566 | 11000.000 | 0.273 | -0.269 |
| | 212 | 345 | 1 | 2 | 110 | 0 | 1 | 1 | 4.118 | 13687.500 | 0.049 | -0.422 |
| | 212 | 520 | 6 | 2 | 155 | 0 | 3 | 5 | 5.500 | 9700.000 | 0.257 | -0.280 |
| | 212 | 1790 | 2 | 3 | 323 | 0 | 0 | 1 | . | . | . | . |
| | 212 | 2075 | 1 | 3 | 323 | 0 | 2 | 3 | 2.498 | 12550.000 | 0.262 | -0.276 |
| Starr | 214 | 39 | 1 | 1 | 83 | 0 | 4 | 6 | 1.446 | 13300.000 | 0.855 | 0.129 |
| Stephens | 215 | 11 | 7 | 1 | 180 | 0 | 1 | 3 | 4.544 | 5087.500 | 0.356 | -0.213 |
| Sterling | 216 | 69 | 3 | 1 | 87 | 0 | 2 | 3 | 3.914 | 4000.000 | 0.525 | -0.097 |
| | 216 | 69 | 4 | 1 | 87 | 0 | 4 | 2 | 12.130 | 4675.000 | 0.097 | -0.390 |
| Swisher | 219 | 67 | 10 | 1 | 87 | 0 | 2 | 1 | 1.568 | 1066.000 | 1.639 | 0.665 |
| | 219 | 67 | 18 | 1 | 87 | 0 | 0 | 6 | 17.193 | 1576.500 | 0.606 | -0.041 |
| Tarrant | 220 | 8 | 4 | 1 | 80 | 0 | 0 | 1 | . | . | . | . |
| | 220 | 13 | 10 | 3 | 496 | 0 | 0 | 1 | 2.863 | 7066.667 | 0.135 | -0.363 |
| | 220 | 14 | 15 | 1 | 81 | 0 | 2 | 7 | 9.979 | 15187.500 | 0.127 | -0.369 |
| | 220 | 80 | 7 | 1 | 377 | 0 | 1 | 1 | . | . | . | . |
| | 220 | 94 | 5 | 2 | 183 | 0 | 2 | 2 | . | . | . | . |
| | 220 | 171 | 4 | 2 | 199 | 1 | 0 | 3 | . | . | . | . |
| | 220 | 171 | 5 | 2 | 199 | 0 | 6 | 11 | . | . | . | . |
| | 220 | 353 | 3 | 2 | 114 | 0 | 4 | 8 | 5.760 | 32300.000 | 0.118 | -0.375 |
| | 220 | 2079 | 1 | 5 | 1220 | 0 | 0 | 1 | 2.795 | 9300.000 | 0.105 | -0.384 |

Table E.6. Continued

| County | | Control No. | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|----------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Tarrant | 220 | 2208 | 1 | 3 | 303 | 0 | 4 | 6 | . | . | . | . |
| Taylor | 221 | 34 | 1 | 1 | 83 | 0 | 12 | 9 | 8.550 | 5633.333 | 0.512 | -0.106 |
| | 221 | 54 | 1 | 1 | 84 | 0 | 2 | 5 | 11.295 | 2600.000 | 0.466 | -0.137 |
| Terry | 223 | 227 | 7 | 1 | 62 | 1 | 4 | 4 | 11.964 | 7981.818 | 0.115 | -0.377 |
| | 223 | 228 | 1 | 1 | 62 | 0 | 3 | 7 | 21.617 | 5358.824 | 0.166 | -0.342 |
| | 223 | 380 | 3 | 1 | 62 | 0 | 0 | 1 | 3.633 | 6000.000 | 0.126 | -0.370 |
| Titus | 225 | 10 | 7 | 1 | 67 | 0 | 6 | 9 | 9.278 | 5300.000 | 0.501 | -0.113 |
| | 225 | 222 | 1 | 2 | 49 | 0 | 3 | 3 | 3.698 | 7533.333 | 0.295 | -0.254 |
| | 225 | 248 | 1 | 1 | 271 | 0 | 0 | 2 | 7.486 | 11847.619 | 0.062 | -0.413 |
| Tom Green | 226 | 69 | 6 | 1 | 87 | 0 | 0 | 4 | 9.751 | 4200.000 | 0.268 | -0.273 |
| | 226 | 69 | 7 | 1 | 87 | 0 | 7 | 9 | 12.278 | 6847.368 | 0.293 | -0.255 |
| | 226 | 70 | 2 | 1 | 87 | 0 | 6 | 9 | 13.048 | 4770.588 | 0.396 | -0.185 |
| | 226 | 77 | 6 | 1 | 67 | 0 | 3 | 5 | . | . | . | . |
| | 226 | 77 | 8 | 3 | 306 | 0 | 1 | 5 | 0.300 | 10300.000 | 4.433 | 2.574 |
| | 226 | 158 | 2 | 1 | 67 | 0 | 8 | 11 | 10.550 | 4356.250 | 0.656 | -0.007 |
| | 226 | 159 | 1 | 1 | 277 | 0 | 1 | 2 | 0.556 | 3700.000 | 2.664 | 1.365 |
| | 226 | 2574 | 1 | 5 | 584 | 0 | 2 | 3 | 3.438 | 5116.667 | 0.467 | -0.136 |
| Travis | 227 | 15 | 11 | 3 | 275 | 0 | 0 | 1 | . | . | . | . |
| | 227 | 15 | 15 | 5 | 1825 | 0 | 0 | 1 | . | . | . | . |
| | 227 | 113 | 8 | 1 | 290 | 0 | 4 | 10 | 0.490 | 10300.000 | 5.428 | 3.254 |
| | 227 | 113 | 9 | 1 | 290 | 0 | 2 | 1 | . | . | . | . |
| | 227 | 113 | 13 | 3 | 360 | 0 | 0 | 1 | . | . | . | . |
| | 227 | 114 | 3 | 1 | 290 | 0 | 7 | 3 | 6.539 | 11266.667 | 0.112 | -0.379 |
| | 227 | 152 | 1 | 1 | 183 | 0 | 1 | 8 | 10.301 | 10150.000 | 0.210 | -0.312 |
| | 227 | 265 | 1 | 2 | 71 | 0 | 8 | 12 | 1.405 | 17700.000 | 1.322 | 0.448 |
| | 227 | 265 | 2 | 2 | 71 | 0 | 7 | 6 | 5.584 | 16180.000 | 0.182 | -0.331 |
| | 227 | 683 | 2 | 2 | 45 | 0 | 4 | 10 | 8.392 | 9475.000 | 0.345 | -0.220 |
| | 227 | 757 | 2 | 5 | 685 | 0 | 2 | 3 | 4.174 | 4866.667 | 0.405 | -0.179 |
| | 227 | 1149 | 1 | 5 | 812 | 0 | 2 | 2 | 1.686 | 7000.000 | 0.464 | -0.138 |
| | 227 | 1378 | 1 | 5 | 1431 | 1 | 7 | 18 | 10.367 | 4493.333 | 1.059 | 0.268 |
| | 227 | 1902 | 1 | 5 | 1825 | 0 | 0 | 3 | . | . | . | . |
| | 227 | 2100 | 1 | 5 | 2222 | 0 | 12 | 18 | . | . | . | . |

Table E.6. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Travis | 227 | 2102 | 1 | 5 | 2244 | 1 | 1 | 7 | 6.753 | 11366.667 | 0.250 | -0.285 |
| Tyler | 229 | 200 | 8 | 1 | 69 | 0 | 2 | 1 | 0.452 | 6300.000 | 0.962 | 0.202 |
| Upshur | 230 | 96 | 3 | 1 | 80 | 0 | 0 | 1 | 3.396 | 5940.000 | 0.136 | -0.363 |
| | 230 | 248 | 4 | 1 | 271 | 0 | 0 | 7 | 12.104 | 6309.524 | 0.251 | -0.284 |
| | 230 | 248 | 5 | 1 | 271 | 0 | 1 | 2 | 9.021 | 6818.182 | 0.089 | -0.395 |
| | 230 | 392 | 2 | 1 | 259 | 1 | 4 | 10 | 12.053 | 6451.429 | 0.352 | -0.215 |
| Upton | 231 | 76 | 5 | 1 | 67 | 0 | 0 | 1 | 0.730 | 1283.333 | 2.924 | 1.543 |
| | 231 | 229 | 4 | 5 | 305 | 0 | 0 | 2 | 1.403 | 4533.333 | 0.862 | 0.133 |
| Uvalde | 232 | 23 | 5 | 1 | 90 | 0 | 2 | 1 | 2.383 | 2825.000 | 0.407 | -0.177 |
| | 232 | 24 | 1 | 1 | 90 | 0 | 3 | 4 | 6.654 | 11736.842 | 0.140 | -0.360 |
| | 232 | 24 | 2 | 1 | 90 | 0 | 0 | 4 | 9.931 | 5322.727 | 0.207 | -0.314 |
| Val Verde | 233 | 22 | 9 | 1 | 90 | 0 | 2 | 5 | . | . | . | . |
| | 233 | 22 | 10 | 1 | 90 | 0 | 0 | 1 | . | . | . | . |
| Van Zandt | 234 | 95 | 6 | 1 | 80 | 0 | 8 | 22 | 14.802 | 6615.385 | 0.616 | -0.035 |
| | 234 | 95 | 7 | 1 | 80 | 0 | 6 | 6 | 13.551 | 4870.370 | 0.249 | -0.285 |
| | 234 | 108 | 1 | 2 | 19 | 0 | 1 | 2 | 1.397 | 6700.000 | 0.585 | -0.055 |
| Victoria | 235 | 88 | 4 | 1 | 59 | 0 | 1 | 6 | 2.236 | 8750.000 | 0.840 | 0.119 |
| | 235 | 88 | 5 | 3 | 175 | 0 | 6 | 12 | 13.148 | 10482.353 | 0.239 | -0.293 |
| | 235 | 89 | 1 | 1 | 59 | 0 | 15 | 13 | 12.659 | 13350.000 | 0.211 | -0.312 |
| | 235 | 144 | 2 | 1 | 87 | 0 | 2 | 2 | 1.658 | 4960.000 | 0.666 | 0.000 |
| | 235 | 371 | 1 | 1 | 77 | 0 | 13 | 10 | 13.578 | 6957.143 | 0.290 | -0.257 |
| | 235 | 371 | 6 | 3 | 91 | 2 | 1 | 1 | 1.005 | 5900.000 | 0.462 | -0.140 |
| | 235 | 432 | 2 | 5 | 404 | 0 | 6 | 11 | 9.066 | 9570.000 | 0.347 | -0.218 |
| Waller | 237 | 50 | 4 | 2 | 6 | 0 | 0 | 4 | 8.133 | 7314.286 | 0.184 | -0.330 |
| | 237 | 50 | 5 | 1 | 290 | 0 | 17 | 17 | 11.085 | 16417.857 | 0.256 | -0.281 |
| | 237 | 114 | 11 | 1 | 290 | 0 | 9 | 12 | 9.380 | 5235.714 | 0.669 | 0.002 |
| | 237 | 271 | 9 | 1 | 90 | 0 | 0 | 1 | 0.597 | 4866.667 | 0.943 | 0.189 |
| Ward | 238 | 292 | 4 | 2 | 18 | 1 | 0 | 2 | 8.125 | 5036.842 | 0.134 | -0.364 |
| Washington | 239 | 114 | 9 | 1 | 290 | 2 | 21 | 33 | 18.067 | 7880.000 | 0.635 | -0.022 |
| | 239 | 114 | 10 | 1 | 290 | 0 | 8 | 12 | 13.259 | 7290.909 | 0.340 | -0.223 |
| | 239 | 186 | 6 | 2 | 36 | 0 | 4 | 7 | 5.192 | 11072.222 | 0.334 | -0.228 |
| Wharton | 241 | 89 | 6 | 1 | 59 | 0 | 11 | 14 | 12.785 | 13752.632 | 0.218 | -0.306 |

Table E.6. Continued

| County | | Control No. | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|------|----------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Wharton | 241 | 89 | 7 | 1 | 59 | 0 | 11 | 24 | 15.463 | 14724.138 | 0.289 | -0.258 |
| | 241 | 89 | 8 | 1 | 59 | 0 | 6 | 13 | 9.885 | 15293.333 | 0.236 | -0.295 |
| | 241 | 89 | 10 | 3 | 183 | 0 | 0 | 2 | 3.037 | 6672.727 | 0.270 | -0.271 |
| | 241 | 1260 | 1 | 5 | 960 | 0 | 0 | 2 | . | . | . | . |
| Wheeler | 242 | 30 | 8 | 1 | 83 | 0 | 0 | 1 | 0.505 | 1700.000 | 3.191 | 1.725 |
| | 242 | 30 | 9 | 1 | 83 | 0 | 0 | 3 | 1.798 | 2791.667 | 1.637 | 0.663 |
| Wichita | 243 | 43 | 8 | 1 | 287 | 1 | 11 | 16 | 16.285 | 10233.333 | 0.263 | -0.276 |
| | 243 | 43 | 9 | 1 | 287 | 0 | 3 | 3 | 7.955 | 13090.909 | 0.079 | -0.402 |
| | 243 | 43 | 17 | 3 | 370 | 0 | 0 | 1 | 5.376 | 5227.273 | 0.097 | -0.389 |
| | 243 | 156 | 4 | 1 | 82 | 0 | 0 | 1 | 2.206 | 5740.000 | 0.216 | -0.308 |
| | 243 | 249 | 1 | 1 | 281 | 0 | 0 | 1 | . | . | . | . |
| Wilbarger | 244 | 43 | 5 | 1 | 287 | 0 | 5 | 12 | 14.092 | 9663.158 | 0.241 | -0.291 |
| | 244 | 43 | 6 | 1 | 70 | 0 | 12 | 9 | 7.929 | 10427.778 | 0.298 | -0.252 |
| | 244 | 43 | 7 | 1 | 287 | 1 | 8 | 6 | 12.109 | 10292.857 | 0.132 | -0.365 |
| Willacy | 245 | 327 | 10 | 1 | 77 | 0 | 5 | 13 | 18.276 | 8000.000 | 0.244 | -0.289 |
| Williamson | 246 | 151 | 3 | 2 | 29 | 0 | 1 | 2 | 6.369 | 4650.000 | 0.185 | -0.329 |
| | 246 | 151 | 4 | 2 | 29 | 1 | 4 | 10 | 7.139 | 6425.000 | 0.597 | -0.047 |
| | 246 | 151 | 5 | 1 | 183 | 1 | 10 | 18 | . | . | . | . |
| | 246 | 204 | 1 | 1 | 79 | 0 | 2 | 5 | 7.735 | 13678.571 | 0.129 | -0.367 |
| | 246 | 204 | 2 | 1 | 79 | 0 | 3 | 5 | 4.780 | 9283.333 | 0.309 | -0.245 |
| | 246 | 204 | 3 | 1 | 79 | 0 | 1 | 1 | 4.777 | 8091.667 | 0.071 | -0.407 |
| | 246 | 204 | 4 | 1 | 79 | 0 | 1 | 4 | 11.720 | 5370.588 | 0.174 | -0.337 |
| | 246 | 273 | 4 | 1 | 183 | 0 | 9 | 15 | 13.107 | 3145.455 | 0.997 | 0.226 |
| | 246 | 320 | 3 | 2 | 95 | 0 | 4 | 9 | 16.183 | 5440.000 | 0.280 | -0.264 |
| | 246 | 320 | 4 | 1 | 79 | 0 | 0 | 1 | 5.192 | 3412.500 | 0.155 | -0.350 |
| | 246 | 337 | 1 | 2 | 29 | 1 | 2 | 9 | 11.616 | 6766.667 | 0.314 | -0.241 |
| | 246 | 440 | 1 | 2 | 195 | 0 | 0 | 2 | 1.071 | 5166.667 | 0.990 | 0.221 |
| | 246 | 683 | 1 | 5 | 620 | 1 | 2 | 10 | 3.910 | 17191.667 | 0.408 | -0.177 |
| | 246 | 757 | 1 | 5 | 685 | 1 | 0 | 3 | 2.955 | 3700.000 | 0.752 | 0.058 |
| 246 | 1378 | 2 | 5 | 1431 | 0 | 7 | 13 | 8.475 | 6571.429 | 0.640 | -0.019 | |
| Wilson | 247 | 100 | 3 | 1 | 181 | 0 | 8 | 15 | 14.188 | 7808.696 | 0.371 | -0.202 |
| | 247 | 100 | 4 | 1 | 181 | 0 | 3 | 10 | 6.937 | 4908.333 | 0.805 | 0.094 |

Table E.6. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|---------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Wilson | 247 | 143 | 4 | 1 | 87 | 0 | 3 | 4 | 1.657 | 3683.333 | 1.796 | 0.771 |
| Winkler | 248 | 292 | 2 | 2 | 18 | 0 | 3 | 4 | 6.570 | 3521.429 | 0.474 | -0.132 |
| Wise | 249 | 13 | 6 | 1 | 81 | 0 | 8 | 11 | 6.319 | 13242.857 | 0.360 | -0.209 |
| | 249 | 13 | 7 | 1 | 81 | 1 | 14 | 24 | 10.840 | 14778.571 | 0.410 | -0.175 |
| | 249 | 13 | 8 | 1 | 81 | 0 | 18 | 39 | 20.614 | 15546.875 | 0.333 | -0.228 |
| | 249 | 134 | 7 | 1 | 380 | 0 | 4 | 7 | 3.379 | 5560.000 | 1.021 | 0.242 |
| | 249 | 134 | 15 | 3 | 373 | 0 | 3 | 2 | 0.700 | 5233.333 | 1.496 | 0.567 |
| | 249 | 313 | 1 | 5 | 51 | 0 | 0 | 1 | 1.860 | 9100.000 | 0.162 | -0.345 |
| Wood | 250 | 95 | 9 | 1 | 80 | 0 | 1 | 1 | 4.622 | 5880.000 | 0.101 | -0.387 |
| | 250 | 96 | 1 | 1 | 80 | 0 | 1 | 4 | 9.423 | 3427.778 | 0.339 | -0.224 |
| | 250 | 96 | 2 | 1 | 80 | 0 | 0 | 2 | 10.699 | 3114.286 | 0.164 | -0.343 |
| | 250 | 190 | 3 | 1 | 69 | 0 | 1 | 2 | 1.792 | 7966.667 | 0.384 | -0.193 |
| | 250 | 401 | 3 | 2 | 154 | 0 | 1 | 1 | 1.550 | 4440.000 | 0.398 | -0.184 |
| | 250 | 492 | 3 | 5 | 14 | 0 | 1 | 2 | 1.902 | 4450.000 | 0.647 | -0.013 |
| Yoakum | 251 | 297 | 2 | 1 | 82 | 0 | 1 | 1 | 0.759 | 3600.000 | 1.003 | 0.230 |
| | 251 | 461 | 8 | 2 | 214 | 0 | 0 | 2 | 2.856 | 3750.000 | 0.512 | -0.106 |
| | 251 | 583 | 1 | 2 | 83 | 0 | 1 | 2 | 0.989 | 8325.000 | 0.666 | -0.001 |
| Young | 252 | 133 | 8 | 2 | 114 | 1 | 1 | 2 | 0.703 | 4766.667 | 1.635 | 0.662 |
| | 252 | 134 | 3 | 1 | 380 | 0 | 0 | 1 | 2.336 | 4810.000 | 0.244 | -0.289 |
| | 252 | 284 | 1 | 2 | 79 | 0 | 0 | 1 | 0.956 | 2275.000 | 1.260 | 0.405 |

Table E.7. Single-Vehicle Interstate Accident Data with Totals and Standardized Scores by County and Control Section (1990)

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Atascosa | 7 | 17 | 4 | 8 | 35 | 0 | 3 | 6 | 2.538 | 13114.000 | 0.494 | 0.359 |
| | 7 | 73 | 5 | 8 | 37 | 1 | 17 | 15 | 11.482 | 12250.000 | 0.292 | -0.233 |
| | 7 | 73 | 6 | 8 | 37 | 1 | 4 | 5 | 7.623 | 12010.000 | 0.150 | -0.652 |
| | 7 | 73 | 10 | 8 | 37 | 1 | 23 | 29 | 15.832 | 12325.789 | 0.407 | 0.104 |
| Austin | 8 | 271 | 2 | 8 | 10 | 0 | 19 | 17 | 8.901 | 20480.000 | 0.255 | -0.341 |
| | 8 | 271 | 3 | 8 | 10 | 0 | 10 | 16 | 7.176 | 22862.143 | 0.267 | -0.307 |
| Bell | 14 | 15 | 4 | 8 | 35 | 0 | 26 | 28 | 9.486 | 31216.154 | 0.259 | -0.331 |
| | 14 | 15 | 6 | 8 | 35 | 1 | 5 | 5 | 2.982 | 29310.000 | 0.157 | -0.631 |
| | 14 | 15 | 7 | 8 | 35 | 3 | 13 | 12 | 9.848 | 26469.412 | 0.126 | -0.721 |
| Bexar | 15 | 16 | 7 | 8 | 35 | 0 | 14 | 22 | . | . | . | . |
| | 15 | 17 | 2 | 8 | 35 | 0 | 1 | 1 | 0.329 | 20510.000 | 0.406 | 0.101 |
| | 15 | 17 | 3 | 8 | 35 | 0 | 11 | 9 | 8.483 | 17557.500 | 0.166 | -0.605 |
| | 15 | 25 | 2 | 8 | 10 | 1 | 5 | 6 | 2.461 | 20120.000 | 0.332 | -0.116 |
| | 15 | 72 | 7 | 8 | 10 | 0 | 11 | 14 | 6.554 | 23562.000 | 0.248 | -0.362 |
| | 15 | 72 | 12 | 8 | 10 | 0 | 5 | 7 | . | . | . | . |
| | 15 | 73 | 9 | 8 | 37 | 0 | 16 | 11 | 8.106 | 13937.500 | 0.267 | -0.308 |
| | 15 | 521 | 4 | 8 | 410 | 0 | 13 | 19 | . | . | . | . |
| Bowie | 19 | 610 | 5 | 8 | 30 | 1 | 20 | 28 | 17.127 | 14668.409 | 0.305 | -0.195 |
| | 19 | 610 | 6 | 8 | 30 | 1 | 12 | 16 | 13.607 | 20545.357 | 0.157 | -0.631 |
| | 19 | 610 | 7 | 8 | 30 | 0 | 18 | 27 | 11.859 | 31483.611 | 0.198 | -0.510 |
| Caldwell | 28 | 535 | 3 | 8 | 10 | 0 | 0 | 2 | 4.931 | 15313.333 | 0.073 | -0.878 |
| Callahan | 30 | 6 | 7 | 8 | 20 | 0 | 7 | 15 | 12.988 | 14143.333 | 0.224 | -0.434 |
| | 30 | 7 | 1 | 8 | 20 | 1 | 8 | 18 | 8.789 | 11607.692 | 0.483 | 0.328 |
| | 30 | 7 | 2 | 8 | 20 | 0 | 11 | 24 | 8.915 | 11365.556 | 0.649 | 0.815 |
| Carson | 33 | 275 | 2 | 8 | 40 | 0 | 3 | 8 | 10.241 | 9280.000 | 0.231 | -0.414 |
| | 33 | 275 | 3 | 8 | 40 | 1 | 10 | 9 | 10.695 | 9098.333 | 0.253 | -0.347 |
| | 33 | 275 | 4 | 8 | 40 | 0 | 10 | 11 | 10.357 | 8980.000 | 0.324 | -0.140 |
| Chambers | 36 | 508 | 2 | 8 | 10 | 1 | 25 | 43 | 15.860 | 30857.368 | 0.241 | -0.384 |
| | 36 | 508 | 3 | 8 | 10 | 3 | 22 | 48 | 17.491 | 17898.000 | 0.420 | 0.142 |
| | 36 | 739 | 1 | 8 | 10 | 0 | 7 | 10 | 3.113 | 24600.000 | 0.358 | -0.041 |
| Colorado | 45 | 271 | 1 | 8 | 10 | 1 | 29 | 52 | 14.447 | 20371.000 | 0.484 | 0.330 |

Table E.7. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Colorado | 45 | 535 | 8 | 8 | 10 | 0 | 25 | 38 | 17.614 | 17208.125 | 0.343 | -0.083 |
| Comal | 46 | 16 | 4 | 8 | 35 | 0 | 8 | 12 | 9.598 | 38541.765 | 0.089 | -0.830 |
| Cooke | 49 | 194 | 2 | 8 | 35 | 0 | 10 | 5 | 6.355 | 12993.636 | 0.166 | -0.604 |
| | 49 | 195 | 1 | 8 | 35 | 0 | 23 | 25 | 15.211 | 17949.444 | 0.251 | -0.355 |
| Crane | 52 | 4 | 5 | 8 | 20 | 0 | 1 | 1 | 1.533 | 7910.000 | 0.226 | -0.428 |
| Crockett | 53 | 140 | 10 | 8 | 10 | 1 | 16 | 14 | 13.057 | 4000.000 | 0.734 | 1.066 |
| | 53 | 140 | 11 | 8 | 10 | 1 | 1 | 7 | 9.071 | 4137.500 | 0.511 | 0.409 |
| | 53 | 140 | 13 | 8 | 10 | 2 | 17 | 12 | 15.858 | 3790.000 | 0.547 | 0.515 |
| | 53 | 141 | 1 | 8 | 10 | 1 | 11 | 12 | 14.826 | 4424.286 | 0.501 | 0.381 |
| Culberson | 55 | 2 | 11 | 8 | 10 | 0 | 4 | 2 | 4.765 | 7765.000 | 0.148 | -0.657 |
| | 55 | 3 | 1 | 8 | 10 | 0 | 5 | 4 | 13.298 | 7508.889 | 0.110 | -0.769 |
| | 55 | 3 | 2 | 8 | 10 | 0 | 3 | 2 | 13.069 | 7555.000 | 0.055 | -0.929 |
| | 55 | 3 | 3 | 8 | 10 | 3 | 12 | 13 | 12.562 | 7545.556 | 0.376 | 0.012 |
| Dallas | 57 | 92 | 2 | 8 | 45 | 1 | 12 | 16 | . | . | . | . |
| | 57 | 95 | 13 | 8 | 20 | 0 | 0 | 1 | . | . | . | . |
| | 57 | 442 | 2 | 8 | 353 | 0 | 1 | 2 | . | . | . | . |
| | 57 | 1068 | 4 | 8 | 30 | 0 | 1 | 1 | . | . | . | . |
| | 57 | 2374 | 1 | 8 | 635 | 0 | 1 | 1 | . | . | . | . |
| | 57 | 2374 | 3 | 8 | 20 | 0 | 0 | 2 | . | . | . | . |
| | 57 | 2374 | 7 | 8 | 635 | 0 | 8 | 6 | 0.999 | 64670.000 | 0.254 | -0.344 |
| Deaf Smith | 59 | 90 | 1 | 8 | 40 | 0 | 0 | 3 | 2.102 | 8600.000 | 0.455 | 0.244 |
| Denton | 61 | 81 | 13 | 8 | 354 | 0 | 8 | 18 | 8.087 | 15505.000 | 0.393 | 0.064 |
| | 61 | 195 | 2 | 8 | 35 | 0 | 8 | 9 | 6.893 | 21330.000 | 0.168 | -0.599 |
| | 61 | 196 | 1 | 8 | 353 | 0 | 16 | 33 | . | . | . | . |
| | 61 | 196 | 2 | 8 | 353 | 0 | 0 | 4 | . | . | . | . |
| Donely | 65 | 275 | 6 | 8 | 40 | 0 | 2 | 2 | 1.670 | 8740.000 | 0.375 | 0.011 |
| | 65 | 275 | 8 | 8 | 40 | 0 | 1 | 2 | 2.171 | 8800.000 | 0.287 | -0.249 |
| Eastland | 68 | 7 | 3 | 8 | 20 | 0 | 31 | 33 | 20.008 | 11869.333 | 0.381 | 0.027 |
| | 68 | 7 | 4 | 8 | 20 | 0 | 3 | 8 | 16.410 | 5401.739 | 0.247 | -0.365 |
| | 68 | 7 | 6 | 8 | 20 | 0 | 27 | 33 | 12.625 | 13011.176 | 0.550 | 0.525 |
| | 68 | 314 | 5 | 8 | 20 | 0 | 5 | 6 | 1.792 | 12510.000 | 0.733 | 1.062 |
| Ector | 69 | 4 | 6 | 8 | 20 | 0 | 8 | 6 | 8.252 | 8322.500 | 0.239 | -0.388 |

Table E.7. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Ector | 69 | 4 | 7 | 8 | 20 | 1 | 21 | 28 | 6.138 | 9034.286 | 1.383 | 2.972 |
| | 69 | 5 | 13 | 8 | 20 | 0 | 2 | 4 | 1.023 | 12576.667 | 0.852 | 1.410 |
| Ellis | 71 | 48 | 4 | 8 | 353 | 0 | 4 | 5 | 11.372 | 20820.526 | 0.058 | -0.922 |
| | 71 | 48 | 8 | 8 | 353 | 0 | 22 | 26 | 18.540 | 18026.905 | 0.213 | -0.466 |
| | 71 | 92 | 3 | 8 | 45 | 0 | 2 | 13 | 5.529 | 27716.000 | 0.232 | -0.409 |
| | 71 | 92 | 4 | 8 | 45 | 0 | 13 | 16 | 10.083 | 26701.000 | 0.163 | -0.613 |
| | 71 | 92 | 5 | 8 | 45 | 0 | 8 | 7 | 7.810 | 24975.714 | 0.098 | -0.803 |
| | 71 | 442 | 3 | 8 | 353 | 0 | 12 | 14 | 3.791 | 24817.143 | 0.408 | 0.106 |
| El Paso | 72 | 2121 | 1 | 8 | 10 | 1 | 8 | 13 | 6.312 | 23197.273 | 0.243 | -0.377 |
| | 72 | 2121 | 4 | 8 | 10 | 0 | 31 | 37 | 14.594 | 11048.571 | 0.629 | 0.755 |
| | 72 | 2121 | 5 | 8 | 10 | 0 | 13 | 12 | 12.054 | 8375.000 | 0.326 | -0.135 |
| Erath | 73 | 314 | 4 | 8 | 20 | 1 | 3 | 5 | 5.877 | 12950.000 | 0.180 | -0.563 |
| Falls | 74 | 15 | 3 | 8 | 35 | 0 | 2 | 2 | 1.900 | 27990.000 | 0.103 | -0.789 |
| Fayette | 76 | 535 | 6 | 8 | 10 | 0 | 7 | 9 | 11.303 | 14949.091 | 0.146 | -0.663 |
| | 76 | 535 | 7 | 8 | 10 | 1 | 12 | 26 | 11.492 | 15321.111 | 0.405 | 0.097 |
| Franklin | 81 | 610 | 2 | 8 | 30 | 0 | 17 | 24 | 10.695 | 13546.667 | 0.454 | 0.242 |
| Freestone | 82 | 675 | 1 | 8 | 45 | 3 | 28 | 29 | 14.893 | 18168.182 | 0.294 | -0.229 |
| | 82 | 675 | 2 | 8 | 45 | 2 | 31 | 27 | 17.184 | 15600.000 | 0.276 | -0.281 |
| Frio | 83 | 17 | 6 | 8 | 35 | 1 | 19 | 14 | 16.984 | 8990.000 | 0.251 | -0.354 |
| | 83 | 17 | 7 | 8 | 35 | 0 | 9 | 11 | 18.787 | 7212.857 | 0.222 | -0.438 |
| Galveston | 85 | 500 | 1 | 8 | 45 | 0 | 13 | 26 | | | | |
| | 85 | 500 | 4 | 8 | 45 | 1 | 8 | 20 | | | | |
| Gillespie | 87 | 142 | 13 | 8 | 10 | 0 | 12 | 7 | 5.944 | 5800.000 | 0.556 | 0.542 |
| Gonzales | 90 | 535 | 4 | 8 | 10 | 0 | 15 | 14 | 10.546 | 16566.923 | 0.220 | -0.447 |
| | 90 | 535 | 5 | 8 | 10 | 0 | 9 | 6 | 11.590 | 16322.000 | 0.087 | -0.836 |
| Gray | 91 | 275 | 5 | 8 | 40 | 0 | 2 | 5 | 4.741 | 8846.667 | 0.327 | -0.132 |
| | 91 | 275 | 7 | 8 | 40 | 0 | 1 | 2 | 3.897 | 8895.000 | 0.158 | -0.627 |
| | 91 | 275 | 9 | 8 | 40 | 0 | 1 | 1 | 0.749 | 8800.000 | 0.416 | 0.129 |
| | 91 | 275 | 11 | 8 | 40 | 0 | 16 | 28 | 16.990 | 8716.333 | 0.518 | 0.430 |
| Gregg | 93 | 495 | 7 | 8 | 20 | 2 | 27 | 58 | 15.655 | 19805.833 | 0.512 | 0.414 |
| Guadalupe | 95 | 16 | 6 | 8 | 35 | 1 | 5 | 9 | 3.327 | 48790.000 | 0.152 | -0.645 |
| | 95 | 25 | 3 | 8 | 10 | 0 | 5 | 14 | 11.058 | 15422.143 | 0.225 | -0.431 |

Table E.7. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Guadalupe | 95 | 535 | 1 | 8 | 10 | 0 | 0 | 3 | 10.843 | 16698.800 | 0.045 | -0.958 |
| | 95 | 535 | 2 | 8 | 10 | 0 | 9 | 10 | 15.427 | 15135.333 | 0.117 | -0.747 |
| Hale | 96 | 67 | 4 | 8 | 27 | 1 | 5 | 7 | 9.960 | 7155.385 | 0.269 | -0.301 |
| | 96 | 67 | 5 | 8 | 27 | 0 | 2 | 10 | 11.449 | 7889.333 | 0.303 | -0.201 |
| | 96 | 67 | 6 | 8 | 27 | 1 | 15 | 20 | 16.308 | 7794.286 | 0.431 | 0.175 |
| Harris | 102 | 110 | 5 | 8 | 45 | 7 | 53 | 83 | 2.478 | 75712.857 | 1.212 | 2.469 |
| | 102 | 110 | 6 | 8 | 45 | 0 | 2 | 4 | . | . | . | . |
| | 102 | 271 | 6 | 8 | 10 | 0 | 28 | 37 | . | . | . | . |
| | 102 | 271 | 7 | 8 | 10 | 0 | 28 | 45 | . | . | . | . |
| | 102 | 500 | 3 | 8 | 45 | 0 | 7 | 32 | . | . | . | . |
| | 102 | 508 | 1 | 8 | 10 | 5 | 60 | 85 | 4.330 | 40876.000 | 1.316 | 2.773 |
| Harrison | 103 | 495 | 8 | 8 | 20 | 0 | 21 | 31 | 16.891 | 18252.778 | 0.275 | -0.282 |
| | 103 | 495 | 9 | 8 | 20 | 0 | 9 | 8 | 6.856 | 16764.545 | 0.191 | -0.531 |
| | 103 | 495 | 10 | 8 | 20 | 1 | 11 | 23 | 15.454 | 17120.000 | 0.238 | -0.392 |
| Hays | 106 | 16 | 2 | 8 | 35 | 1 | 21 | 49 | 15.347 | 45533.478 | 0.192 | -0.527 |
| | 106 | 16 | 3 | 8 | 35 | 0 | 1 | 1 | 9.001 | 38563.125 | 0.008 | -1.068 |
| Hill | 110 | 14 | 7 | 8 | 35 | 0 | 13 | 27 | 12.597 | 19183.226 | 0.306 | -0.192 |
| | 110 | 14 | 23 | 8 | 354 | 0 | 9 | 16 | 14.327 | 11816.000 | 0.259 | -0.331 |
| | 110 | 14 | 24 | 8 | 35 | 0 | 1 | 7 | 6.226 | 26059.500 | 0.118 | -0.744 |
| | 110 | 48 | 9 | 8 | 353 | 0 | 17 | 20 | 7.910 | 16363.636 | 0.423 | 0.152 |
| Hopkins | 113 | 9 | 9 | 8 | 30 | 0 | 5 | 13 | 14.887 | 16982.222 | 0.141 | -0.678 |
| | 113 | 10 | 2 | 8 | 30 | 1 | 8 | 7 | 10.719 | 15859.167 | 0.113 | -0.760 |
| | 113 | 610 | 1 | 8 | 30 | 0 | 5 | 10 | 7.922 | 14362.727 | 0.241 | -0.384 |
| Howard | 115 | 5 | 5 | 8 | 20 | 0 | 16 | 15 | 14.630 | 9350.556 | 0.300 | -0.209 |
| | 115 | 5 | 6 | 8 | 20 | 0 | 10 | 13 | 18.941 | 9082.273 | 0.207 | -0.483 |
| Hudspeth | 116 | 2 | 5 | 8 | 10 | 1 | 15 | 12 | 9.154 | 8200.000 | 0.438 | 0.195 |
| | 116 | 2 | 6 | 8 | 10 | 3 | 33 | 25 | 11.132 | 8050.000 | 0.764 | 1.154 |
| | 116 | 2 | 7 | 8 | 10 | 0 | 10 | 10 | 8.168 | 8050.000 | 0.417 | 0.132 |
| | 116 | 2 | 8 | 8 | 10 | 0 | 9 | 8 | 9.704 | 7820.000 | 0.289 | -0.243 |
| | 116 | 2 | 9 | 8 | 10 | 1 | 11 | 7 | 9.045 | 7920.000 | 0.268 | -0.305 |
| | 116 | 2 | 10 | 8 | 10 | 1 | 4 | 7 | 9.443 | 8148.571 | 0.249 | -0.359 |
| | 116 | 2121 | 6 | 8 | 10 | 0 | 20 | 23 | 16.915 | 8275.000 | 0.450 | 0.231 |

Table E.7. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Hunt | 117 | 9 | 13 | 8 | 30 | 0 | 8 | 29 | 29.800 | 23542.500 | 0.113 | -0.759 |
| Jeff Davis | 123 | 3 | 4 | 8 | 10 | 0 | 2 | 7 | 7.005 | 7600.000 | 0.360 | -0.033 |
| Jefferson | 124 | 739 | 2 | 8 | 10 | 1 | 25 | 30 | 14.712 | 25697.368 | 0.217 | -0.453 |
| Johnson | 127 | 14 | 3 | 8 | 354 | 0 | 20 | 25 | 12.011 | 18594.211 | 0.307 | -0.191 |
| | 127 | 14 | 4 | 8 | 354 | 0 | 10 | 14 | 8.237 | 12473.333 | 0.373 | 0.005 |
| | 127 | 14 | 22 | 8 | 354 | 0 | 1 | 1 | 2.894 | 12856.667 | 0.074 | -0.875 |
| Kaufman | 130 | 95 | 14 | 8 | 20 | 2 | 22 | 13 | 12.929 | 12214.545 | 0.226 | -0.429 |
| | 130 | 495 | 1 | 8 | 20 | 0 | 17 | 21 | 18.415 | 25078.140 | 0.125 | -0.726 |
| Kendall | 131 | 72 | 5 | 8 | 10 | 0 | 14 | 24 | 14.129 | 10526.471 | 0.442 | 0.207 |
| | 131 | 72 | 6 | 8 | 10 | 0 | 13 | 20 | 6.892 | 13338.750 | 0.596 | 0.659 |
| | 131 | 142 | 15 | 8 | 10 | 0 | 1 | 2 | 1.948 | 7858.000 | 0.358 | -0.040 |
| Kerr | 133 | 142 | 2 | 8 | 10 | 0 | 6 | 3 | 9.209 | 5390.000 | 0.166 | -0.605 |
| | 133 | 142 | 12 | 8 | 10 | 0 | 0 | 1 | 6.076 | 5456.667 | 0.083 | -0.849 |
| | 133 | 142 | 14 | 8 | 10 | 0 | 12 | 21 | 22.312 | 7212.308 | 0.358 | -0.041 |
| Kimble | 134 | 141 | 8 | 8 | 10 | 0 | 5 | 4 | 9.877 | 4426.667 | 0.251 | -0.355 |
| | 134 | 141 | 9 | 8 | 10 | 0 | 7 | 12 | 13.056 | 4807.692 | 0.524 | 0.447 |
| | 134 | 142 | 1 | 8 | 10 | 2 | 9 | 15 | 21.022 | 6087.600 | 0.321 | -0.148 |
| LaSalle | 142 | 17 | 8 | 8 | 35 | 0 | 40 | 18 | | | | |
| | 142 | 18 | 1 | 8 | 35 | 0 | 11 | 11 | | | | |
| | 142 | 18 | 2 | 8 | 35 | 2 | 17 | 14 | | | | |
| Leon | 145 | 675 | 3 | 8 | 45 | 3 | 27 | 33 | 16.790 | 15956.667 | 0.337 | -0.100 |
| | 145 | 675 | 4 | 8 | 45 | 0 | 18 | 24 | 11.783 | 16825.000 | 0.332 | -0.117 |
| Live Oak | 149 | 73 | 7 | 8 | 37 | 2 | 18 | 21 | 11.105 | 11797.143 | 0.439 | 0.198 |
| | 149 | 74 | 1 | 8 | 37 | 1 | 16 | 16 | 15.402 | 8635.556 | 0.330 | -0.123 |
| | 149 | 74 | 2 | 8 | 37 | 0 | 15 | 13 | 17.806 | 8625.455 | 0.232 | -0.410 |
| Lubbock | 152 | 67 | 7 | 8 | 27 | 1 | 6 | 17 | 12.344 | 10053.750 | 0.375 | 0.011 |
| Madison | 154 | 675 | 5 | 8 | 45 | 0 | 58 | 45 | 18.630 | 16604.667 | 0.399 | 0.079 |
| Martin | 156 | 5 | 4 | 8 | 20 | 2 | 10 | 20 | 13.467 | 9264.000 | 0.439 | 0.199 |
| McLennan | 161 | 14 | 8 | 8 | 35 | 2 | 17 | 33 | 10.423 | 28817.692 | 0.301 | -0.207 |
| | 161 | 14 | 9 | 8 | 35 | 0 | 5 | 8 | 0.223 | 34810.000 | 2.824 | 7.202 |
| | 161 | 15 | 1 | 8 | 35 | 0 | 21 | 23 | 5.445 | 34908.182 | 0.332 | -0.118 |
| | 161 | 15 | 2 | 8 | 35 | 3 | 9 | 9 | 4.260 | 32876.667 | 0.176 | -0.574 |

Table E.7. Continued

| County Name | Control No. | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------------|----------------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| | | | | | | Fatalities | Injuries | Accidents | | | | |
| Medina | 163 | 17 | 5 | 8 | 35 | 0 | 7 | 19 | 12.620 | 10798.667 | 0.382 | 0.030 |
| Midland | 165 | 5 | 14 | 8 | 20 | 1 | 12 | 19 | 9.333 | 12800.000 | 0.436 | 0.188 |
| | 165 | 5 | 15 | 8 | 20 | 0 | 10 | 14 | 10.779 | 9066.250 | 0.392 | 0.061 |
| Mitchell | 168 | 5 | 7 | 8 | 20 | 0 | 7 | 8 | 9.328 | 8643.333 | 0.272 | -0.293 |
| | 168 | 5 | 8 | 8 | 20 | 0 | 10 | 19 | 11.848 | 9054.167 | 0.485 | 0.334 |
| | 168 | 6 | 1 | 8 | 20 | 0 | 8 | 11 | 10.878 | 9433.333 | 0.294 | -0.229 |
| Montgomery | 170 | 110 | 4 | 8 | 45 | 3 | 50 | 119 | 12.714 | 50493.478 | 0.508 | 0.400 |
| | 170 | 675 | 8 | 8 | 45 | 2 | 17 | 25 | 16.594 | 39633.750 | 0.104 | -0.786 |
| Morris | 172 | 610 | 4 | 8 | 30 | 0 | 6 | 7 | 7.277 | 13866.667 | 0.190 | -0.533 |
| Navarro | 175 | 92 | 6 | 8 | 45 | 2 | 29 | 28 | 13.226 | 23772.727 | 0.244 | -0.375 |
| | 175 | 93 | 1 | 8 | 45 | 0 | 14 | 16 | 10.970 | 20754.737 | 0.193 | -0.526 |
| | 175 | 166 | 1 | 8 | 45 | 1 | 1 | 7 | 6.591 | 19740.000 | 0.147 | -0.659 |
| Nolan | 177 | 6 | 2 | 8 | 20 | 0 | 16 | 27 | 15.820 | 12453.750 | 0.375 | 0.011 |
| | 177 | 6 | 3 | 8 | 20 | 0 | 17 | 21 | 16.160 | 14186.000 | 0.251 | -0.354 |
| Nueces | 178 | 74 | 6 | 8 | 37 | 0 | 6 | 6 | | | | |
| Oldham | 180 | 90 | 2 | 8 | 40 | 0 | 17 | 15 | 14.570 | 8600.000 | 0.328 | -0.128 |
| | 180 | 90 | 3 | 8 | 40 | 0 | 20 | 24 | 19.726 | 8461.765 | 0.394 | 0.066 |
| | 180 | 90 | 4 | 8 | 40 | 1 | 14 | 15 | 15.040 | 9165.385 | 0.298 | -0.216 |
| Orange | 181 | 28 | 9 | 8 | 10 | 0 | 26 | 38 | 5.651 | 53646.667 | 0.343 | -0.083 |
| | 181 | 28 | 11 | 8 | 10 | 0 | 13 | 13 | 13.068 | 31634.400 | 0.086 | -0.838 |
| Palo Pinto | 182 | 314 | 2 | 8 | 20 | 0 | 4 | 8 | 9.498 | 13540.000 | 0.170 | -0.591 |
| | 182 | 314 | 3 | 8 | 20 | 0 | 11 | 8 | 11.262 | 13190.000 | 0.148 | -0.658 |
| Parker | 184 | 8 | 3 | 8 | 20 | 0 | 10 | 12 | 16.376 | 24501.563 | 0.082 | -0.851 |
| | 184 | 314 | 1 | 8 | 20 | 0 | 8 | 15 | 11.887 | 15320.000 | 0.226 | -0.429 |
| | 184 | 314 | 7 | 8 | 20 | 0 | 3 | 11 | 12.346 | 23582.258 | 0.104 | -0.787 |
| | 184 | 1068 | 5 | 8 | 30 | 0 | 1 | 2 | 1.138 | 36000.000 | 0.134 | -0.699 |
| Pecos | 186 | 140 | 1 | 8 | 10 | 0 | 17 | 13 | 15.142 | 4180.625 | 0.563 | 0.561 |
| | 186 | 140 | 2 | 8 | 10 | 0 | 14 | 16 | 12.237 | 4098.571 | 0.874 | 1.476 |
| | 186 | 140 | 3 | 8 | 10 | 0 | 13 | 13 | 12.224 | 3958.182 | 0.736 | 1.071 |
| | 186 | 140 | 4 | 8 | 10 | 0 | 3 | 5 | 10.932 | 3753.750 | 0.334 | -0.111 |
| | 186 | 140 | 5 | 8 | 10 | 0 | 10 | 13 | 10.370 | 3760.000 | 0.913 | 1.592 |
| | 186 | 140 | 6 | 8 | 10 | 1 | 7 | 11 | 7.911 | 3771.250 | 1.010 | 1.876 |

Table E.7. Continued

| County Name | Control No. | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|--------------|-------------|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| | | | | | | Fatalities | Injuries | Accidents | | | | |
| Pecos | 186 | 441 | 7 | 8 | 10 | 0 | 12 | 10 | 24.552 | 3161.429 | 0.353 | -0.055 |
| | 186 | 441 | 8 | 8 | 10 | 0 | 2 | 4 | 7.117 | 4032.727 | 0.382 | 0.030 |
| Potter | 188 | 90 | 5 | 8 | 40 | 0 | 10 | 14 | 10.967 | 9861.429 | 0.355 | -0.050 |
| | 188 | 275 | 1 | 8 | 40 | 1 | 3 | 11 | 3.945 | 12250.000 | 0.624 | 0.740 |
| Randall | 191 | 67 | 17 | 8 | 27 | 1 | 14 | 14 | 20.627 | 6136.250 | 0.303 | -0.201 |
| | 191 | 168 | 9 | 8 | 27 | 1 | 14 | 25 | 8.974 | 18771.333 | 0.407 | 0.103 |
| Reeves | 195 | 3 | 5 | 8 | 20 | 0 | 0 | 3 | 8.928 | 4830.000 | 0.191 | -0.532 |
| | 195 | 3 | 6 | 8 | 20 | 1 | 13 | 20 | 23.093 | 5013.636 | 0.473 | 0.299 |
| | 195 | 3 | 7 | 8 | 20 | 0 | 4 | 11 | 16.199 | 5245.294 | 0.355 | -0.050 |
| | 195 | 441 | 5 | 8 | 10 | 0 | 4 | 7 | 13.953 | 2938.333 | 0.468 | 0.282 |
| | 195 | 441 | 6 | 8 | 10 | 0 | 10 | 6 | 6.431 | 3000.000 | 0.852 | 1.411 |
| | 195 | 441 | 9 | 8 | 10 | 1 | 14 | 23 | 20.918 | 3122.222 | 0.965 | 1.743 |
| Rockwall | 199 | 9 | 12 | 8 | 30 | 1 | 11 | 12 | 8.039 | 28772.222 | 0.142 | -0.674 |
| San Patricio | 205 | 74 | 3 | 8 | 37 | 0 | 14 | 7 | 5.493 | 10030.000 | 0.348 | -0.069 |
| | 205 | 74 | 4 | 8 | 37 | 0 | 0 | 5 | 3.560 | 11913.333 | 0.323 | -0.143 |
| | 205 | 74 | 5 | 8 | 37 | 0 | 6 | 16 | 13.918 | 14019.091 | 0.225 | -0.432 |
| Smith | 212 | 495 | 4 | 8 | 20 | 0 | 23 | 39 | 13.160 | 19711.875 | 0.412 | 0.118 |
| | 212 | 495 | 5 | 8 | 20 | 2 | 46 | 57 | 14.697 | 16796.667 | 0.633 | 0.767 |
| | 212 | 495 | 6 | 8 | 20 | 0 | 13 | 19 | 8.342 | 18220.000 | 0.342 | -0.086 |
| Sutton | 218 | 141 | 2 | 8 | 10 | 0 | 4 | 9 | 10.200 | 4610.000 | 0.524 | 0.449 |
| | 218 | 141 | 3 | 8 | 10 | 0 | 1 | 10 | 9.691 | 4406.000 | 0.642 | 0.793 |
| | 218 | 141 | 4 | 8 | 10 | 1 | 0 | 5 | 7.673 | 4410.000 | 0.405 | 0.098 |
| | 218 | 141 | 5 | 8 | 10 | 0 | 3 | 6 | 10.492 | 4460.000 | 0.351 | -0.060 |
| | 218 | 141 | 6 | 8 | 10 | 0 | 1 | 2 | 9.224 | 4405.000 | 0.135 | -0.695 |
| | 218 | 141 | 7 | 8 | 10 | 1 | 6 | 5 | 6.569 | 4390.000 | 0.475 | 0.304 |
| Swisher | 219 | 67 | 2 | 8 | 27 | 1 | 10 | 16 | 15.616 | 6380.000 | 0.440 | 0.201 |
| | 219 | 67 | 3 | 8 | 27 | 2 | 6 | 12 | 15.800 | 6480.000 | 0.321 | -0.148 |
| Tarrant | 220 | 8 | 14 | 8 | 820 | 0 | 4 | 10 | . | . | . | . |
| | 220 | 8 | 16 | 8 | 20 | 0 | 4 | 3 | . | . | . | . |
| | 220 | 14 | 16 | 8 | 354 | 0 | 0 | 1 | . | . | . | . |
| | 220 | 1068 | 1 | 8 | 30 | 0 | 0 | 1 | . | . | . | . |
| Taylor | 221 | 6 | 4 | 8 | 20 | 0 | 16 | 16 | 13.482 | 15186.000 | 0.214 | -0.463 |

Table E.7. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Taylor | 221 | 6 | 5 | 8 | 20 | 0 | 8 | 12 | 2.269 | 16960.000 | 0.854 | 1.418 |
| | 221 | 6 | 6 | 8 | 20 | 0 | 0 | 2 | 0.209 | 17070.000 | 1.536 | 3.420 |
| Titus | 225 | 610 | 3 | 8 | 30 | 2 | 21 | 30 | 20.530 | 14694.074 | 0.272 | -0.291 |
| Travis | 227 | 15 | 10 | 8 | 35 | 0 | 15 | 24 | 0.302 | 71090.000 | 3.063 | 7.905 |
| | 227 | 16 | 1 | 8 | 35 | 0 | 3 | 1 | | | | |
| Van Zandt | 234 | 495 | 2 | 8 | 20 | 2 | 33 | 41 | 13.958 | 23354.333 | 0.345 | -0.079 |
| | 234 | 495 | 3 | 8 | 20 | 1 | 32 | 44 | 16.256 | 19143.750 | 0.387 | 0.046 |
| Walker | 236 | 675 | 6 | 8 | 45 | 1 | 9 | 17 | 16.887 | 19014.286 | 0.145 | -0.665 |
| | 236 | 675 | 7 | 8 | 45 | 2 | 26 | 25 | 15.989 | 24222.105 | 0.177 | -0.572 |
| Waller | 237 | 271 | 4 | 8 | 10 | 1 | 21 | 29 | 11.095 | 26531.333 | 0.270 | -0.299 |
| Ward | 238 | 4 | 2 | 8 | 20 | 0 | 18 | 20 | 16.388 | 6201.818 | 0.539 | 0.492 |
| | 238 | 4 | 4 | 8 | 20 | 2 | 31 | 29 | 24.180 | 7105.000 | 0.462 | 0.267 |
| Webb | 240 | 18 | 3 | 8 | 35 | 0 | 0 | 3 | | | | |
| | 240 | 18 | 4 | 8 | 35 | 0 | 2 | 4 | | | | |
| | 240 | 18 | 5 | 8 | 35 | 1 | 7 | 10 | | | | |
| | 240 | 18 | 6 | 8 | 35 | 0 | 1 | 1 | | | | |
| Wheeler | 242 | 275 | 12 | 8 | 40 | 0 | 14 | 16 | 16.444 | 9164.444 | 0.291 | -0.237 |
| | 242 | 275 | 13 | 8 | 40 | 0 | 12 | 14 | 14.115 | 8822.222 | 0.308 | -0.187 |
| Wichita | 243 | 156 | 7 | 8 | 44 | 0 | 6 | 8 | 7.770 | 10733.158 | 0.263 | -0.320 |
| Williamson | 246 | 15 | 8 | 8 | 35 | 0 | 17 | 22 | 17.214 | 33500.667 | 0.105 | -0.785 |

Table E.8. Single-Vehicle Non-Interstate Accident Data with Totals and Standardized Scores by County and Control Section (1990)

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Anderson | 1 | 108 | 7 | 2 | 19 | 0 | 1 | 2 | 3.550 | 5722.222 | 0.270 | -0.116 |
| | 1 | 520 | 8 | 2 | 155 | 0 | 2 | 4 | 11.367 | 5166.667 | 0.187 | -0.133 |
| Andrews | 2 | 228 | 4 | 1 | 385 | 0 | 3 | 8 | 13.756 | 3976.471 | 0.401 | -0.089 |
| | 2 | 228 | 5 | 1 | 385 | 0 | 5 | 8 | 17.741 | 7064.286 | 0.175 | -0.136 |
| Angelina | 3 | 176 | 2 | 1 | 59 | 0 | 8 | 16 | 9.346 | 16308.696 | 0.288 | -0.112 |
| | 3 | 176 | 3 | 1 | 59 | 0 | 4 | 10 | 14.616 | 20628.125 | 0.091 | -0.153 |
| | 3 | 199 | 4 | 1 | 69 | 0 | 7 | 11 | 13.057 | 7918.182 | 0.291 | -0.111 |
| | 3 | 200 | 1 | 1 | 69 | 1 | 8 | 11 | 10.718 | 10072.727 | 0.279 | -0.114 |
| | 3 | 319 | 4 | 2 | 94 | 2 | 4 | 3 | 7.196 | 11282.609 | 0.101 | -0.151 |
| | 3 | 390 | 3 | 2 | 147 | 0 | 1 | 1 | 2.233 | 1750.000 | 0.701 | -0.027 |
| Aransas | 4 | 180 | 4 | 2 | 35 | 0 | 5 | 7 | 3.411 | 12075.000 | 0.466 | -0.075 |
| | 4 | 180 | 5 | 2 | 35 | 0 | 3 | 6 | 2.032 | 10350.000 | 0.782 | -0.010 |
| | 4 | 180 | 7 | 17 | 35 | 0 | 0 | 2 | 0.730 | 7366.667 | 1.019 | 0.039 |
| | 4 | 507 | 4 | 5 | 881 | 0 | 1 | 1 | 0.346 | 7150.000 | 1.107 | 0.057 |
| Archer | 5 | 156 | 5 | 1 | 82 | 0 | 0 | 1 | 1.430 | 4200.000 | 0.456 | -0.077 |
| | 5 | 249 | 2 | 1 | 281 | 0 | 3 | 3 | 1.977 | 4866.667 | 0.854 | 0.005 |
| | 5 | 249 | 4 | 1 | 281 | 0 | 6 | 3 | 1.196 | 2400.000 | 2.863 | 0.420 |
| Armstrong | 6 | 42 | 3 | 1 | 287 | 0 | 8 | 10 | 15.373 | 6656.250 | 0.268 | -0.116 |
| | 6 | 42 | 4 | 1 | 287 | 0 | 4 | 9 | 11.308 | 6875.000 | 0.317 | -0.106 |
| | 6 | 42 | 5 | 1 | 287 | 2 | 3 | 4 | 6.003 | 6400.000 | 0.285 | -0.113 |
| Atascosa | 7 | 73 | 3 | 1 | 281 | 0 | 6 | 4 | 12.939 | 3866.667 | 0.219 | -0.126 |
| | 7 | 328 | 3 | 2 | 97 | 0 | 0 | 1 | 3.150 | 3820.000 | 0.228 | -0.125 |
| | 7 | 328 | 4 | 2 | 97 | 0 | 0 | 2 | 4.561 | 9422.222 | 0.128 | -0.145 |
| | 7 | 613 | 2 | 2 | 16 | 0 | 6 | 10 | 9.040 | 4950.000 | 0.612 | -0.045 |
| Austin | 8 | 187 | 3 | 2 | 36 | 0 | 2 | 7 | 3.167 | 7740.000 | 0.782 | -0.010 |
| Bailey | 9 | 52 | 2 | 1 | 84 | 0 | 3 | 10 | 11.484 | 6633.333 | 0.360 | -0.097 |
| | 9 | 52 | 3 | 1 | 84 | 0 | 7 | 5 | 8.291 | 4316.667 | 0.383 | -0.093 |
| | 9 | 145 | 1 | 1 | 70 | 0 | 0 | 1 | 0.492 | 5300.000 | 1.051 | 0.045 |
| Bastrop | 11 | 114 | 4 | 1 | 290 | 0 | 2 | 6 | 7.136 | 10988.889 | 0.210 | -0.128 |
| | 11 | 114 | 5 | 1 | 290 | 0 | 5 | 7 | 8.892 | 6663.636 | 0.324 | -0.105 |
| | 11 | 114 | 6 | 1 | 290 | 0 | 6 | 6 | 8.548 | 6309.091 | 0.305 | -0.109 |
| | 11 | 265 | 3 | 2 | 71 | 1 | 12 | 11 | 8.149 | 15062.500 | 0.246 | -0.121 |

Table E.8. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|---------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Bastrop | 11 | 265 | 4 | 2 | 21 | 0 | 5 | 12 | 5.892 | 21500.000 | 0.260 | -0.118 |
| | 11 | 265 | 5 | 2 | 71 | 1 | 8 | 14 | 12.627 | 10793.750 | 0.281 | -0.114 |
| | 11 | 265 | 6 | 2 | 71 | 1 | 3 | 5 | 3.632 | 6255.556 | 0.603 | -0.047 |
| | 11 | 265 | 13 | 3 | 230 | 0 | 1 | 1 | 3.485 | 4275.000 | 0.184 | -0.134 |
| | 11 | 321 | 3 | 2 | 95 | 0 | 4 | 2 | 4.480 | 4300.000 | 0.284 | -0.113 |
| | 11 | 472 | 1 | 2 | 21 | 0 | 8 | 16 | 12.110 | 4676.923 | 0.774 | -0.012 |
| Baylor | 12 | 157 | 1 | 1 | 183 | 0 | 0 | 3 | 1.170 | 4266.667 | 1.646 | 0.168 |
| Bee | 13 | 100 | 8 | 1 | 181 | 0 | 3 | 6 | 10.858 | 5410.000 | 0.280 | -0.114 |
| | 13 | 101 | 1 | 1 | 181 | 0 | 11 | 7 | 7.284 | 6580.000 | 0.400 | -0.089 |
| | 13 | 447 | 3 | 2 | 202 | 0 | 1 | 8 | 5.206 | 5466.667 | 0.770 | -0.013 |
| Bell | 14 | 231 | 3 | 1 | 190 | 2 | 10 | 19 | . | . | . | . |
| | 14 | 231 | 4 | 1 | 190 | 2 | 15 | 23 | 6.841 | 19022.222 | 0.484 | -0.072 |
| | 14 | 231 | 7 | 3 | 172 | 0 | 2 | 5 | . | . | . | . |
| | 14 | 231 | 10 | 16 | 190 | 0 | 1 | 1 | . | . | . | . |
| | 14 | 836 | 2 | 5 | 439 | 0 | 0 | 1 | . | . | . | . |
| Bexar | 15 | 24 | 7 | 1 | 90 | 0 | 1 | 4 | 5.005 | 12150.000 | 0.180 | -0.134 |
| | 15 | 72 | 8 | 3 | 345 | 1 | 2 | 3 | . | . | . | . |
| | 15 | 73 | 2 | 1 | 281 | 2 | 4 | 7 | 7.432 | 4312.500 | 0.598 | -0.048 |
| | 15 | 73 | 12 | 1 | 181 | 0 | 0 | 1 | 0.367 | 12000.000 | 0.622 | -0.043 |
| | 15 | 100 | 2 | 1 | 181 | 1 | 2 | 5 | 5.930 | 9400.000 | 0.246 | -0.121 |
| | 15 | 143 | 1 | 1 | 87 | 0 | 0 | 1 | 4.534 | 11700.000 | 0.052 | -0.161 |
| | 15 | 143 | 2 | 1 | 87 | 0 | 0 | 1 | 5.330 | 6825.000 | 0.075 | -0.156 |
| | 15 | 253 | 4 | 1 | 281 | 0 | 4 | 7 | . | . | . | . |
| | 15 | 291 | 9 | 2 | 16 | 0 | 7 | 9 | 9.207 | 4562.500 | 0.587 | -0.050 |
| | 15 | 291 | 10 | 2 | 16 | 0 | 2 | 4 | 2.301 | 8320.000 | 0.572 | -0.053 |
| | 15 | 521 | 3 | 3 | 13 | 0 | 5 | 8 | . | . | . | . |
| | 15 | 613 | 1 | 2 | 16 | 0 | 4 | 6 | 9.400 | 9100.000 | 0.192 | -0.132 |
| | 15 | 658 | 1 | 5 | 1535 | 0 | 1 | 5 | . | . | . | . |
| | 15 | 2452 | 2 | 3 | 1604 | 0 | 9 | 12 | . | . | . | . |
| | 15 | 2452 | 3 | 3 | 1604 | 0 | 1 | 1 | . | . | . | . |
| Blanco | 16 | 113 | 4 | 1 | 290 | 0 | 3 | 5 | 4.078 | 3900.000 | 0.861 | 0.006 |
| | 16 | 113 | 5 | 1 | 281 | 1 | 2 | 3 | 5.502 | 6400.000 | 0.233 | -0.123 |

Table E.8. Continued

| County | | Control | Control | Highway | Highway | Number | | | Control | Mean | Acc | Normalized |
|----------|------|---------|---------|---------|---------|------------|----------|-----------|-----------|-----------|-------|---------------|
| Name | No. | Number | Section | Type | Number | Fatalities | Injuries | Accidents | Length | ADT | MVM | Accident Data |
| Blanco | 16 | 113 | 6 | 1 | 290 | 0 | 10 | 8 | 6.618 | 2800.000 | 1.183 | 0.073 |
| | 16 | 252 | 3 | 1 | 281 | 0 | 3 | 3 | 14.973 | 4160.000 | 0.132 | -0.144 |
| | 16 | 700 | 2 | 2 | 71 | 0 | 1 | 1 | 0.888 | 3800.000 | 0.812 | -0.004 |
| Bowie | 19 | 60 | 2 | 2 | 8 | 0 | 0 | 2 | 1.043 | 7920.000 | 0.663 | -0.035 |
| | 19 | 217 | 1 | 1 | 59 | 0 | 2 | 3 | 3.948 | 11800.000 | 0.176 | -0.135 |
| | 19 | 217 | 2 | 1 | 59 | 0 | 2 | 1 | 4.490 | 16825.000 | 0.036 | -0.164 |
| | 19 | 218 | 1 | 1 | 59 | 0 | 15 | 9 | 10.958 | 13751.852 | 0.164 | -0.138 |
| | 19 | 218 | 2 | 1 | 59 | 0 | 1 | 4 | 4.042 | 19757.143 | 0.137 | -0.143 |
| | 19 | 1231 | 1 | 5 | 989 | 0 | 2 | 5 | 4.732 | 7190.000 | 0.403 | -0.088 |
| Brazoria | 20 | 111 | 4 | 5 | 521 | 0 | 4 | 5 | 3.030 | 4300.000 | 1.051 | 0.045 |
| | 20 | 111 | 7 | 17 | 288 | 0 | 4 | 9 | 5.462 | 11866.667 | 0.380 | -0.093 |
| | 20 | 111 | 8 | 17 | 288 | 0 | 9 | 12 | 11.070 | 16859.375 | 0.176 | -0.135 |
| | 20 | 111 | 9 | 17 | 288 | 0 | 2 | 8 | 8.096 | 7420.000 | 0.365 | -0.096 |
| | 20 | 178 | 2 | 2 | 35 | 0 | 1 | 2 | 5.801 | 16850.000 | 0.056 | -0.160 |
| | 20 | 179 | 2 | 2 | 35 | 0 | 0 | 1 | 0.896 | 9780.000 | 0.313 | -0.107 |
| | 20 | 188 | 3 | 2 | 36 | 0 | 1 | 1 | 0.793 | 7166.667 | 0.482 | -0.072 |
| | 20 | 188 | 4 | 2 | 36 | 0 | 1 | 4 | 3.044 | 10333.333 | 0.348 | -0.100 |
| | 20 | 188 | 6 | 2 | 36 | 0 | 1 | 1 | 1.936 | 8200.000 | 0.173 | -0.136 |
| | 20 | 192 | 3 | 2 | 6 | 0 | 2 | 4 | 3.242 | 12550.000 | 0.269 | -0.116 |
| | 20 | 586 | 1 | 2 | 332 | 0 | 2 | 2 | 4.083 | 16300.000 | 0.082 | -0.155 |
| | 20 | 598 | 2 | 2 | 288 | 0 | 8 | 31 | 17.088 | 16226.316 | 0.306 | -0.108 |
| | 20 | 598 | 3 | 2 | 288 | 0 | 5 | 6 | 13.807 | 10843.478 | 0.110 | -0.149 |
| | 20 | 598 | 4 | 2 | 288 | 0 | 3 | 3 | 7.443 | 6090.000 | 0.181 | -0.134 |
| | 20 | 976 | 2 | 5 | 518 | 0 | 3 | 2 | . | . | . | . |
| | 20 | 1524 | 1 | 2 | 288 | 0 | 0 | 1 | 5.975 | 20173.333 | 0.023 | -0.167 |
| 20 | 3416 | 1 | 5 | 518 | 0 | 2 | 3 | 0.051 | 12200.000 | 13.210 | 2.556 | |
| Brazos | 21 | 49 | 9 | 1 | 190 | 0 | 0 | 1 | 2.667 | 10657.143 | 0.096 | -0.152 |
| | 21 | 49 | 12 | 2 | 6 | 0 | 1 | 1 | . | . | . | . |
| | 21 | 50 | 2 | 2 | 6 | 0 | 9 | 23 | 12.247 | 10261.111 | 0.501 | -0.068 |
| | 21 | 116 | 4 | 2 | 21 | 0 | 5 | 6 | 5.289 | 8569.231 | 0.363 | -0.097 |
| | 21 | 117 | 1 | 1 | 190 | 1 | 0 | 2 | 0.591 | 7700.000 | 1.204 | 0.077 |
| Brooks | 24 | 255 | 5 | 1 | 281 | 0 | 4 | 5 | 8.155 | 6033.333 | 0.278 | -0.114 |

Table E.8. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Brown | 25 | 54 | 6 | 1 | 67 | 0 | 5 | 7 | 13.664 | 6891.667 | 0.204 | -0.130 |
| | 25 | 54 | 7 | 1 | 84 | 0 | 1 | 2 | 13.036 | 7756.250 | 0.054 | -0.160 |
| | 25 | 79 | 1 | 1 | 67 | 0 | 3 | 6 | 13.075 | 5835.294 | 0.215 | -0.127 |
| | 25 | 128 | 1 | 1 | 377 | 0 | 2 | 2 | 5.733 | 11220.000 | 0.085 | -0.154 |
| Burleson | 26 | 116 | 3 | 2 | 21 | 0 | 4 | 7 | 11.112 | 8125.000 | 0.212 | -0.128 |
| | 26 | 186 | 2 | 2 | 36 | 0 | 0 | 1 | 0.145 | 8200.000 | 2.304 | 0.304 |
| | 26 | 186 | 3 | 2 | 36 | 1 | 1 | 3 | 1.483 | 7637.500 | 0.726 | -0.022 |
| | 26 | 186 | 4 | 2 | 36 | 0 | 0 | 2 | 1.889 | 6000.000 | 0.483 | -0.072 |
| Burnet | 27 | 150 | 5 | 2 | 29 | 1 | 4 | 11 | 10.351 | 5754.545 | 0.506 | -0.067 |
| | 27 | 151 | 1 | 2 | 29 | 0 | 4 | 3 | 10.392 | 5790.000 | 0.137 | -0.143 |
| | 27 | 151 | 2 | 2 | 29 | 0 | 2 | 3 | 4.175 | 4725.000 | 0.417 | -0.086 |
| | 27 | 251 | 7 | 1 | 281 | 0 | 4 | 5 | 11.841 | 2533.333 | 0.457 | -0.077 |
| | 27 | 251 | 8 | 1 | 281 | 0 | 2 | 2 | 7.876 | 4457.143 | 0.156 | -0.139 |
| | 27 | 252 | 1 | 1 | 281 | 0 | 4 | 5 | 13.394 | 8872.000 | 0.115 | -0.148 |
| | 27 | 252 | 2 | 1 | 281 | 1 | 3 | 9 | 7.239 | 7375.000 | 0.462 | -0.076 |
| | 27 | 273 | 2 | 1 | 183 | 1 | 2 | 7 | 10.815 | 2366.667 | 0.749 | -0.017 |
| | 27 | 273 | 3 | 1 | 183 | 0 | 1 | 5 | 9.768 | 2337.500 | 0.600 | -0.048 |
| | 27 | 700 | 1 | 2 | 71 | 0 | 0 | 5 | 11.005 | 4040.000 | 0.308 | -0.108 |
| | 27 | 1378 | 3 | 5 | 1431 | 0 | 3 | 2 | 0.451 | 3650.000 | 3.329 | 0.516 |
| | 27 | 1378 | 4 | 5 | 1431 | 1 | 9 | 15 | 11.735 | 7450.000 | 0.470 | -0.075 |
| Caldwell | 28 | 152 | 2 | 1 | 183 | 1 | 11 | 10 | 11.900 | 8213.636 | 0.280 | -0.114 |
| | 28 | 152 | 3 | 1 | 183 | 0 | 1 | 3 | 13.469 | 6700.000 | 0.091 | -0.153 |
| | 28 | 286 | 2 | 2 | 80 | 1 | 10 | 11 | 11.355 | 4387.500 | 0.605 | -0.047 |
| Calhoun | 29 | 144 | 4 | 2 | 238 | 0 | 1 | 2 | 2.328 | 4828.571 | 0.487 | -0.071 |
| | 29 | 179 | 10 | 2 | 35 | 0 | 1 | 2 | 8.128 | 8162.500 | 0.083 | -0.155 |
| | 29 | 432 | 1 | 2 | 185 | 0 | 1 | 2 | 2.419 | 1762.500 | 1.285 | 0.094 |
| Callahan | 30 | 7 | 12 | 15 | 20 | 0 | 1 | 1 | 1.201 | 2933.333 | 0.778 | -0.011 |
| Cameron | 31 | 39 | 7 | 1 | 77 | 1 | 5 | 13 | 2.406 | 15571.429 | 0.951 | 0.025 |
| | 31 | 39 | 8 | 1 | 77 | 0 | 13 | 12 | 8.814 | 22650.000 | 0.165 | -0.138 |
| | 31 | 39 | 12 | 16 | 77 | 0 | 2 | 3 | 1.204 | 6350.000 | 1.075 | 0.050 |
| | 31 | 39 | 19 | 1 | 83 | 0 | 1 | 8 | 6.920 | 27600.000 | 0.115 | -0.148 |
| | 31 | 220 | 5 | 2 | 48 | 0 | 3 | 2 | 1.135 | 7200.000 | 0.671 | -0.033 |

Table E.8. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Cameron | 31 | 327 | 8 | 16 | 77 | 0 | 5 | 5 | 4.325 | 9833.333 | 0.322 | -0.105 |
| | 31 | 331 | 1 | 2 | 100 | 1 | 0 | 1 | 0.926 | 7650.000 | 0.387 | -0.092 |
| | 31 | 331 | 2 | 2 | 100 | 0 | 8 | 5 | 5.968 | 15945.455 | 0.144 | -0.142 |
| | 31 | 331 | 4 | 4 | 100 | 0 | 13 | 13 | 6.431 | 14950.000 | 0.370 | -0.095 |
| | 31 | 1426 | 1 | 5 | 1419 | 0 | 4 | 2 | . | . | . | . |
| Camp | 32 | 248 | 2 | 1 | 271 | 0 | 3 | 7 | 6.371 | 7678.261 | 0.392 | -0.091 |
| Carson | 33 | 42 | 2 | 1 | 287 | 0 | 2 | 1 | 0.510 | 6500.000 | 0.826 | -0.001 |
| | 33 | 169 | 3 | 1 | 60 | 0 | 0 | 2 | 9.811 | 5471.429 | 0.102 | -0.151 |
| | 33 | 169 | 4 | 1 | 60 | 0 | 4 | 2 | 9.824 | 4475.000 | 0.125 | -0.146 |
| | 33 | 169 | 5 | 1 | 60 | 0 | 1 | 3 | 14.302 | 3846.154 | 0.149 | -0.141 |
| | 33 | 275 | 21 | 15 | 40 | 0 | 2 | 2 | 3.325 | 837.500 | 1.968 | 0.235 |
| Cass | 34 | 62 | 3 | 2 | 8 | 0 | 0 | 1 | 1.134 | 2050.000 | 1.179 | 0.072 |
| | 34 | 62 | 4 | 1 | 59 | 1 | 3 | 6 | 8.630 | 6850.000 | 0.278 | -0.114 |
| | 34 | 218 | 3 | 1 | 59 | 2 | 9 | 12 | 11.551 | 14226.316 | 0.200 | -0.130 |
| | 34 | 218 | 4 | 1 | 59 | 1 | 7 | 14 | 15.534 | 10465.217 | 0.236 | -0.123 |
| Chambers | 36 | 368 | 1 | 2 | 124 | 0 | 1 | 1 | 2.379 | 8525.000 | 0.135 | -0.144 |
| | 36 | 508 | 3 | 2 | 73 | 0 | 1 | 2 | 17.491 | 17898.000 | 0.018 | -0.168 |
| Cherokee | 37 | 191 | 2 | 1 | 69 | 0 | 6 | 7 | 11.632 | 8314.286 | 0.198 | -0.131 |
| | 37 | 199 | 1 | 1 | 69 | 0 | 9 | 13 | 13.857 | 9741.379 | 0.264 | -0.117 |
| | 37 | 199 | 2 | 1 | 69 | 0 | 3 | 4 | 12.514 | 6600.000 | 0.133 | -0.144 |
| Childress | 38 | 42 | 12 | 1 | 287 | 0 | 1 | 3 | 13.048 | 6705.882 | 0.094 | -0.152 |
| | 38 | 43 | 1 | 1 | 287 | 0 | 2 | 6 | 13.672 | 7800.000 | 0.154 | -0.140 |
| Clay | 39 | 44 | 2 | 1 | 82 | 0 | 23 | 23 | 12.434 | 14065.000 | 0.360 | -0.097 |
| | 39 | 44 | 3 | 1 | 82 | 0 | 1 | 1 | 2.510 | 4716.667 | 0.231 | -0.124 |
| | 39 | 224 | 1 | 1 | 287 | 0 | 9 | 14 | 10.234 | 10114.286 | 0.371 | -0.095 |
| | 39 | 224 | 2 | 1 | 287 | 0 | 10 | 11 | 10.237 | 9909.091 | 0.297 | -0.110 |
| Cochran | 40 | 130 | 2 | 2 | 114 | 0 | 0 | 1 | 1.320 | 3060.000 | 0.678 | -0.032 |
| | 40 | 461 | 4 | 2 | 214 | 0 | 1 | 1 | 0.621 | 3600.000 | 1.225 | 0.081 |
| Coleman | 42 | 54 | 2 | 1 | 84 | 0 | 6 | 9 | 9.883 | 2090.000 | 1.194 | 0.075 |
| | 42 | 54 | 3 | 1 | 84 | 0 | 1 | 1 | 11.115 | 2300.000 | 0.107 | -0.149 |
| | 42 | 54 | 4 | 1 | 84 | 0 | 2 | 3 | 17.547 | 3786.667 | 0.124 | -0.146 |
| Collin | 43 | 47 | 6 | 1 | 75 | 0 | 1 | 3 | 1.927 | 41000.000 | 0.104 | -0.150 |

Table E.8. Continued

| County | | Control | Control | Highway | Highway | Number | | | Control | Mean | Acc | Normalized |
|---------------|-----|---------|---------|---------|---------|------------|----------|-----------|---------|-----------|-------|---------------|
| Name | No. | Number | Section | Type | Number | Fatalities | Injuries | Accidents | Length | ADT | MVM | Accident Data |
| Collin | 43 | 47 | 14 | 1 | 75 | 0 | 6 | 15 | 15.800 | 25092.308 | 0.104 | -0.150 |
| | 43 | 135 | 4 | 1 | 380 | 0 | 0 | 4 | 1.852 | 6000.000 | 0.986 | 0.032 |
| | 43 | 135 | 5 | 1 | 380 | 0 | 0 | 1 | 0.102 | 5500.000 | 4.884 | 0.837 |
| | 43 | 549 | 3 | 2 | 121 | 0 | 1 | 1 | 1.537 | 6260.000 | 0.285 | -0.113 |
| Collingsworth | 44 | 31 | 4 | 1 | 83 | 0 | 0 | 2 | 5.070 | 1940.000 | 0.557 | -0.057 |
| Colorado | 45 | 26 | 6 | 1 | 90 | 0 | 0 | 1 | 0.987 | 4890.000 | 0.568 | -0.054 |
| | 45 | 27 | 3 | 6 | 90 | 0 | 0 | 1 | 0.812 | 7933.333 | 0.425 | -0.084 |
| | 45 | 266 | 2 | 2 | 71 | 0 | 6 | 4 | 12.230 | 4776.471 | 0.188 | -0.133 |
| | 45 | 266 | 3 | 2 | 71 | 0 | 0 | 2 | 0.400 | 4200.000 | 3.262 | 0.502 |
| | 45 | 446 | 3 | 6 | 90 | 0 | 1 | 1 | 1.425 | 5285.714 | 0.364 | -0.097 |
| Comal | 46 | 253 | 3 | 1 | 281 | 0 | 10 | 7 | 10.196 | 6922.222 | 0.272 | -0.116 |
| Comanche | 47 | 79 | 2 | 1 | 67 | 0 | 3 | 6 | 10.897 | 6533.333 | 0.231 | -0.124 |
| Concho | 48 | 70 | 3 | 1 | 87 | 0 | 3 | 3 | 12.205 | 2000.000 | 0.337 | -0.102 |
| Cooke | 49 | 44 | 7 | 1 | 82 | 1 | 3 | 5 | 9.216 | 4550.000 | 0.327 | -0.104 |
| | 49 | 44 | 8 | 1 | 82 | 0 | 4 | 5 | 10.609 | 9612.000 | 0.134 | -0.144 |
| | 49 | 45 | 1 | 1 | 82 | 0 | 2 | 3 | 11.916 | 13227.778 | 0.052 | -0.161 |
| Coryell | 50 | 231 | 2 | 1 | 190 | 0 | 23 | 20 | 0.508 | 11000.000 | 9.806 | 1.853 |
| Crane | 52 | 229 | 2 | 1 | 385 | 1 | 5 | 7 | 17.843 | 4081.818 | 0.263 | -0.117 |
| | 52 | 229 | 3 | 1 | 385 | 0 | 2 | 2 | 1.252 | 2950.000 | 1.484 | 0.135 |
| Crockett | 53 | 141 | 13 | 3 | 466 | 0 | 0 | 2 | 0.400 | 1813.333 | 7.554 | 1.388 |
| Crosby | 54 | 131 | 3 | 1 | 82 | 0 | 1 | 6 | 14.854 | 4563.636 | 0.242 | -0.122 |
| | 54 | 131 | 4 | 1 | 82 | 0 | 3 | 6 | 6.298 | 3740.000 | 0.698 | -0.028 |
| | 54 | 131 | 5 | 1 | 82 | 0 | 1 | 2 | 7.898 | 1954.545 | 0.355 | -0.098 |
| Culberson | 55 | 2 | 20 | 15 | 10 | 1 | 0 | 2 | 2.313 | 3737.500 | 0.634 | -0.041 |
| | 55 | 233 | 1 | 1 | 62 | 0 | 0 | 1 | 0.560 | 1400.000 | 3.495 | 0.550 |
| | 55 | 233 | 2 | 1 | 62 | 0 | 1 | 3 | 3.519 | 1400.000 | 1.668 | 0.173 |
| Dallas | 57 | 95 | 2 | 1 | 80 | 0 | 14 | 19 | . | . | . | . |
| Dawson | 58 | 68 | 4 | 1 | 87 | 0 | 0 | 3 | 16.830 | 5773.684 | 0.085 | -0.154 |
| | 58 | 68 | 5 | 1 | 87 | 0 | 5 | 8 | 19.838 | 3325.926 | 0.332 | -0.103 |
| Deaf Smith | 59 | 168 | 7 | 1 | 60 | 2 | 3 | 9 | 15.577 | 6481.818 | 0.244 | -0.121 |
| Delta | 60 | 136 | 3 | 2 | 24 | 0 | 0 | 2 | 1.788 | 3266.667 | 0.938 | 0.022 |
| Dickens | 63 | 106 | 9 | 3 | 21 | 0 | 2 | 1 | 0.241 | 1450.000 | 7.840 | 1.447 |

Table E.8. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Dickens | 63 | 131 | 6 | 1 | 82 | 0 | 2 | 4 | 13.068 | 1586.364 | 0.529 | -0.062 |
| | 63 | 132 | 1 | 1 | 82 | 0 | 1 | 1 | 9.105 | 1275.000 | 0.236 | -0.123 |
| | 63 | 132 | 2 | 1 | 82 | 0 | 1 | 2 | 9.570 | 1150.000 | 0.498 | -0.069 |
| Dimmit | 64 | 37 | 8 | 1 | 83 | 0 | 0 | 1 | . | . | . | . |
| Donley | 65 | 42 | 6 | 1 | 287 | 0 | 24 | 15 | 13.301 | 8430.000 | 0.367 | -0.096 |
| | 65 | 42 | 7 | 1 | 287 | 0 | 2 | 4 | 12.591 | 7300.000 | 0.119 | -0.147 |
| | 65 | 42 | 8 | 1 | 287 | 0 | 3 | 7 | 9.880 | 6675.000 | 0.291 | -0.112 |
| Kenedy | 66 | 327 | 2 | 1 | 77 | 0 | 13 | 7 | 11.736 | 6400.000 | 0.255 | -0.119 |
| | 66 | 327 | 3 | 1 | 77 | 0 | 20 | 15 | 12.664 | 6140.000 | 0.529 | -0.063 |
| | 66 | 327 | 4 | 1 | 77 | 0 | 21 | 9 | 9.560 | 6100.000 | 0.423 | -0.084 |
| | 66 | 327 | 5 | 1 | 77 | 1 | 9 | 8 | 12.470 | 6160.000 | 0.285 | -0.113 |
| Duval | 67 | 517 | 4 | 2 | 16 | 0 | 0 | 1 | . | . | . | . |
| Eastland | 68 | 7 | 4 | 1 | 80 | 3 | 5 | 12 | 16.410 | 5401.739 | 0.371 | -0.095 |
| | 68 | 7 | 5 | 1 | 80 | 1 | 1 | 3 | 5.261 | 3360.000 | 0.465 | -0.076 |
| Ector | 69 | 5 | 1 | 1 | 80 | 0 | 2 | 2 | . | . | . | . |
| | 69 | 228 | 6 | 1 | 385 | 0 | 9 | 18 | 9.202 | 5520.000 | 0.971 | 0.029 |
| | 69 | 229 | 1 | 1 | 385 | 0 | 2 | 2 | 12.440 | 4563.636 | 0.097 | -0.152 |
| | 69 | 463 | 7 | 2 | 302 | 0 | 0 | 2 | 5.409 | 1653.333 | 0.613 | -0.045 |
| | 69 | 572 | 1 | 2 | 302 | 0 | 3 | 5 | 5.527 | 2400.000 | 1.033 | 0.042 |
| | 69 | 1870 | 1 | 5 | 2020 | 0 | 3 | 6 | . | . | . | . |
| | 69 | 2224 | 1 | 3 | 338 | 0 | 10 | 8 | 0.401 | 3900.000 | 14.015 | 2.722 |
| | 69 | 2296 | 1 | 2 | 191 | 0 | 0 | 2 | . | . | . | . |
| | 69 | 3541 | 1 | 5 | 3472 | 0 | 2 | 3 | . | . | . | . |
| Edwards | 70 | 235 | 2 | 2 | 55 | 1 | 0 | 1 | 8.021 | 385.000 | 0.887 | 0.012 |
| Ellis | 71 | 172 | 4 | 1 | 287 | 0 | 1 | 1 | 0.663 | 9420.000 | 0.439 | -0.081 |
| | 71 | 172 | 5 | 1 | 287 | 0 | 0 | 1 | 10.021 | 9355.556 | 0.029 | -0.166 |
| | 71 | 172 | 7 | 1 | 287 | 0 | 4 | 4 | 3.542 | 7962.500 | 0.389 | -0.091 |
| | 71 | 260 | 2 | 1 | 67 | 0 | 1 | 2 | 2.288 | 11133.333 | 0.215 | -0.127 |
| | 71 | 261 | 1 | 1 | 67 | 0 | 10 | 13 | 5.311 | 12566.667 | 0.534 | -0.061 |
| | 71 | 834 | 1 | 5 | 308 | 0 | 9 | 4 | 4.519 | 430.000 | 5.640 | 0.993 |
| El Paso | 72 | 1 | 1 | 2 | 20 | 2 | 9 | 12 | 2.827 | 9914.286 | 1.173 | 0.071 |
| | 72 | 2 | 2 | 2 | 20 | 1 | 6 | 16 | 6.318 | 3060.000 | 2.267 | 0.296 |

Table E.8. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| El Paso | 72 | 374 | 2 | 1 | 62 | 1 | 8 | 9 | 3.225 | 8000.000 | 0.956 | 0.026 |
| | 72 | 2552 | 1 | 3 | 375 | 1 | 4 | 5 | 7.308 | 5200.000 | 0.360 | -0.097 |
| | 72 | 3451 | 1 | 5 | 1281 | 0 | 1 | 3 | 2.901 | 13000.000 | 0.218 | -0.127 |
| Falls | 74 | 49 | 3 | 2 | 6 | 0 | 0 | 1 | 3.433 | 4355.556 | 0.183 | -0.134 |
| Fayette | 76 | 26 | 3 | 1 | 90 | 0 | 0 | 1 | 0.900 | 3375.000 | 0.902 | 0.015 |
| | 76 | 265 | 7 | 2 | 71 | 0 | 1 | 8 | 7.062 | 6109.091 | 0.508 | -0.067 |
| | 76 | 265 | 8 | 2 | 71 | 0 | 0 | 2 | 2.779 | 2400.000 | 0.822 | -0.002 |
| | 76 | 266 | 1 | 2 | 71 | 1 | 6 | 17 | 14.037 | 4159.524 | 0.798 | -0.007 |
| Fisher | 77 | 296 | 2 | 1 | 180 | 0 | 2 | 1 | 0.744 | 1750.000 | 2.104 | 0.263 |
| Floyd | 78 | 145 | 6 | 1 | 70 | 0 | 1 | 4 | 17.929 | 2152.500 | 0.284 | -0.113 |
| | 78 | 453 | 1 | 1 | 62 | 0 | 0 | 1 | 3.657 | 2055.000 | 0.365 | -0.096 |
| Fort Bend | 80 | 27 | 7 | 6 | 90 | 0 | 0 | 1 | 2.591 | 26800.000 | 0.039 | -0.163 |
| | 80 | 27 | 8 | 6 | 90 | 0 | 5 | 16 | 4.943 | 22200.000 | 0.399 | -0.089 |
| | 80 | 27 | 12 | 1 | 59 | 0 | 12 | 25 | 10.606 | 26411.765 | 0.245 | -0.121 |
| | 80 | 89 | 9 | 1 | 59 | 1 | 6 | 10 | 11.608 | 18884.000 | 0.125 | -0.146 |
| | 80 | 111 | 3 | 5 | 521 | 0 | 1 | 3 | 0.951 | 7000.000 | 1.235 | 0.083 |
| | 80 | 192 | 1 | 2 | 6 | 0 | 3 | 3 | . | . | . | . |
| | 80 | 1257 | 1 | 5 | 1092 | 1 | 5 | 7 | . | . | . | . |
| | 80 | 1685 | 6 | 2 | 6 | 0 | 1 | 1 | . | . | . | . |
| Freestone | 82 | 57 | 4 | 1 | 84 | 0 | 2 | 2 | 1.139 | 8166.667 | 0.589 | -0.050 |
| | 82 | 57 | 7 | 1 | 84 | 0 | 2 | 2 | 1.122 | 4900.000 | 0.997 | 0.034 |
| Gaines | 84 | 228 | 2 | 1 | 62 | 0 | 3 | 5 | 19.150 | 4883.333 | 0.146 | -0.141 |
| | 84 | 228 | 3 | 1 | 385 | 1 | 1 | 3 | 13.733 | 6471.429 | 0.092 | -0.153 |
| | 84 | 294 | 1 | 1 | 62 | 0 | 6 | 10 | 24.532 | 4824.000 | 0.232 | -0.124 |
| | 84 | 583 | 2 | 2 | 83 | 0 | 0 | 1 | 1.077 | 2450.000 | 1.038 | 0.043 |
| Galveston | 85 | 192 | 4 | 2 | 6 | 0 | 5 | 10 | . | . | . | . |
| | 85 | 389 | 6 | 2 | 146 | 0 | 6 | 12 | . | . | . | . |
| | 85 | 389 | 7 | 2 | 146 | 1 | 7 | 10 | . | . | . | . |
| | 85 | 389 | 11 | 3 | 197 | 0 | 3 | 2 | . | . | . | . |
| Garza | 86 | 53 | 4 | 1 | 84 | 0 | 13 | 9 | 16.159 | 7984.615 | 0.191 | -0.132 |
| | 86 | 53 | 5 | 1 | 84 | 0 | 6 | 11 | 15.354 | 6855.556 | 0.286 | -0.113 |
| | 86 | 53 | 6 | 1 | 84 | 0 | 1 | 3 | 8.410 | 6500.000 | 0.150 | -0.141 |

Table E.8. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Garza | 86 | 53 | 14 | 3 | 46 | 0 | 1 | 1 | 0.366 | 750.000 | 9.981 | 1.889 |
| | 86 | 297 | 7 | 1 | 380 | 0 | 1 | 1 | 3.582 | 1930.000 | 0.396 | -0.090 |
| | 86 | 806 | 4 | 5 | 651 | 0 | 1 | 1 | 0.461 | 810.000 | 7.337 | 1.343 |
| Gillespie | 87 | 72 | 1 | 1 | 87 | 0 | 5 | 3 | 10.340 | 4163.158 | 0.191 | -0.132 |
| | 87 | 112 | 2 | 1 | 290 | 0 | 4 | 5 | 12.855 | 1525.000 | 0.699 | -0.027 |
| | 87 | 112 | 3 | 1 | 290 | 1 | 3 | 6 | 12.673 | 2310.714 | 0.561 | -0.056 |
| | 87 | 113 | 2 | 1 | 290 | 0 | 4 | 8 | 16.140 | 4054.545 | 0.335 | -0.102 |
| | 87 | 291 | 1 | 2 | 16 | 0 | 3 | 4 | 16.151 | 6926.667 | 0.098 | -0.151 |
| Goliad | 89 | 88 | 2 | 1 | 59 | 0 | 7 | 4 | 1.220 | 6612.500 | 1.358 | 0.109 |
| Gonzales | 90 | 154 | 1 | 1 | 183 | 0 | 0 | 1 | 1.544 | 5700.000 | 0.311 | -0.107 |
| Gray | 91 | 169 | 6 | 1 | 60 | 1 | 8 | 10 | 7.336 | 5288.889 | 0.706 | -0.026 |
| | 91 | 310 | 4 | 2 | 273 | 0 | 1 | 1 | 0.988 | 2637.500 | 1.051 | 0.045 |
| Grayson | 92 | 45 | 18 | 1 | 82 | 0 | 3 | 13 | 13.720 | 7533.333 | 0.345 | -0.100 |
| | 92 | 45 | 19 | 1 | 82 | 0 | 1 | 1 | . | . | . | . |
| | 92 | 47 | 1 | 1 | 69 | 0 | 10 | 12 | 4.137 | 15588.889 | 0.510 | -0.066 |
| | 92 | 47 | 3 | 1 | 75 | 0 | 3 | 4 | . | . | . | . |
| | 92 | 47 | 13 | 1 | 75 | 0 | 8 | 10 | 4.944 | 17940.000 | 0.309 | -0.108 |
| | 92 | 47 | 18 | 1 | 75 | 0 | 5 | 10 | . | . | . | . |
| | 92 | 666 | 1 | 5 | 691 | 0 | 0 | 1 | 0.058 | 3700.000 | 12.767 | 2.464 |
| | 92 | 728 | 1 | 5 | 120 | 0 | 4 | 5 | 1.508 | 6428.571 | 1.413 | 0.120 |
| | 92 | 728 | 2 | 5 | 120 | 0 | 0 | 1 | . | . | . | . |
| Gregg | 93 | 96 | 4 | 1 | 80 | 0 | 7 | 9 | 4.538 | 10000.000 | 0.543 | -0.059 |
| | 93 | 138 | 1 | 2 | 31 | 0 | 7 | 21 | 9.905 | 16331.818 | 0.356 | -0.098 |
| | 93 | 392 | 3 | 1 | 259 | 0 | 0 | 1 | 4.281 | 7411.111 | 0.086 | -0.154 |
| | 93 | 393 | 1 | 2 | 149 | 1 | 6 | 11 | 6.498 | 13070.000 | 0.355 | -0.098 |
| | 93 | 424 | 2 | 2 | 31 | 1 | 2 | 4 | 4.891 | 7470.000 | 0.300 | -0.110 |
| | 93 | 594 | 1 | 2 | 322 | 1 | 1 | 4 | 3.366 | 7075.000 | 0.460 | -0.077 |
| | 93 | 1763 | 3 | 5 | 1845 | 0 | 1 | 2 | . | . | . | . |
| Grimes | 94 | 50 | 3 | 2 | 6 | 1 | 17 | 18 | 14.563 | 8135.714 | 0.416 | -0.086 |
| Guadalupe | 95 | 25 | 10 | 5 | 78 | 1 | 0 | 1 | 3.108 | 6363.636 | 0.139 | -0.143 |
| | 95 | 366 | 2 | 2 | 123 | 0 | 4 | 4 | 14.717 | 8409.091 | 0.089 | -0.153 |
| Hale | 96 | 67 | 9 | 15 | 27 | 0 | 0 | 1 | 8.844 | 4317.391 | 0.072 | -0.157 |

Table E.8. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Hale | 96 | 145 | 5 | 1 | 70 | 0 | 7 | 4 | 8.297 | 5585.714 | 0.236 | -0.123 |
| Hall | 97 | 42 | 9 | 1 | 287 | 0 | 4 | 6 | 18.371 | 6264.000 | 0.143 | -0.142 |
| Hardeman | 100 | 43 | 2 | 1 | 287 | 0 | 7 | 7 | 15.778 | 7223.529 | 0.168 | -0.137 |
| | 100 | 43 | 4 | 1 | 287 | 0 | 9 | 8 | 15.773 | 8060.714 | 0.172 | -0.136 |
| Hardin | 101 | 65 | 5 | 1 | 96 | 0 | 8 | 9 | 6.827 | 17505.882 | 0.206 | -0.129 |
| | 101 | 65 | 6 | 1 | 69 | 0 | 7 | 10 | . | . | . | . |
| | 101 | 65 | 14 | 16 | 96 | 0 | 0 | 1 | 2.719 | 12300.000 | 0.082 | -0.155 |
| | 101 | 200 | 9 | 1 | 69 | 0 | 4 | 5 | 5.382 | 9180.000 | 0.277 | -0.114 |
| | 101 | 602 | 1 | 2 | 327 | 0 | 1 | 1 | 2.572 | 6107.692 | 0.174 | -0.136 |
| | 101 | 1096 | 1 | 5 | 770 | 0 | 0 | 1 | 0.276 | 2550.000 | 3.893 | 0.632 |
| Harris | 102 | 28 | 1 | 1 | 90 | 0 | 8 | 12 | . | . | . | . |
| | 102 | 50 | 6 | 1 | 290 | 2 | 51 | 42 | 16.164 | 19393.750 | 0.367 | -0.096 |
| | 102 | 50 | 8 | 1 | 290 | 0 | 11 | 15 | . | . | . | . |
| | 102 | 50 | 9 | 1 | 290 | 0 | 3 | 6 | . | . | . | . |
| | 102 | 51 | 2 | 2 | 3 | 0 | 7 | 14 | . | . | . | . |
| | 102 | 111 | 1 | 5 | 521 | 0 | 1 | 1 | . | . | . | . |
| | 102 | 177 | 7 | 1 | 59 | 2 | 45 | 49 | . | . | . | . |
| | 102 | 177 | 11 | 1 | 59 | 0 | 3 | 2 | . | . | . | . |
| | 102 | 376 | 2 | 2 | 134 | 0 | 5 | 6 | . | . | . | . |
| | 102 | 389 | 5 | 2 | 146 | 0 | 10 | 25 | . | . | . | . |
| | 102 | 389 | 12 | 2 | 146 | 0 | 0 | 1 | . | . | . | . |
| | 102 | 502 | 1 | 2 | 225 | 0 | 1 | 1 | . | . | . | . |
| | 102 | 720 | 3 | 2 | 249 | 0 | 23 | 43 | 7.929 | 21823.077 | 0.681 | -0.031 |
| | 102 | 981 | 1 | 2 | 9999 | 0 | 16 | 27 | . | . | . | . |
| | 102 | 1062 | 4 | 5 | 2100 | 0 | 6 | 8 | . | . | . | . |
| | 102 | 1257 | 2 | 5 | 1092 | 0 | 0 | 1 | . | . | . | . |
| | 102 | 1685 | 1 | 5 | 1960 | 2 | 20 | 38 | . | . | . | . |
| | 102 | 1685 | 2 | 5 | 1960 | 1 | 25 | 23 | . | . | . | . |
| | 102 | 1685 | 3 | 5 | 1960 | 0 | 16 | 17 | 8.477 | 22388.889 | 0.245 | -0.121 |
| | 102 | 1685 | 5 | 2 | 6 | 0 | 17 | 28 | . | . | . | . |
| 102 | 2633 | 1 | 5 | 526 | 1 | 7 | 6 | . | . | . | . | |
| 102 | 2941 | 2 | 5 | 2920 | 0 | 3 | 4 | 1.727 | 15028.571 | 0.422 | -0.084 | |

Table E.8. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Harris | 102 | 3256 | 1 | 3 | 8 | 0 | 1 | 2 | . | . | . | . |
| | 102 | 3256 | 2 | 3 | 8 | 0 | 8 | 8 | . | . | . | . |
| | 102 | 3256 | 3 | 3 | 8 | 0 | 3 | 4 | . | . | . | . |
| | 102 | 3312 | 1 | 5 | 270 | 0 | 0 | 2 | . | . | . | . |
| Harrison | 103 | 62 | 7 | 1 | 59 | 0 | 5 | 10 | 10.902 | 11313.333 | 0.222 | -0.126 |
| | 103 | 63 | 1 | 1 | 59 | 1 | 3 | 4 | 11.231 | 12900.000 | 0.076 | -0.156 |
| | 103 | 63 | 9 | 1 | 59 | 0 | 5 | 4 | 4.193 | 6100.000 | 0.428 | -0.083 |
| | 103 | 96 | 7 | 1 | 80 | 0 | 3 | 8 | 7.629 | 8178.571 | 0.351 | -0.099 |
| | 103 | 96 | 8 | 1 | 80 | 0 | 1 | 4 | 3.425 | 4544.444 | 0.704 | -0.026 |
| | 103 | 402 | 3 | 2 | 154 | 0 | 0 | 1 | 2.123 | 1250.000 | 1.032 | 0.042 |
| | 103 | 2642 | 2 | 3 | 281 | 0 | 0 | 1 | 5.617 | 6100.000 | 0.080 | -0.155 |
| Haskell | 105 | 157 | 3 | 1 | 277 | 0 | 3 | 4 | 16.689 | 1869.444 | 0.351 | -0.099 |
| | 105 | 157 | 4 | 1 | 277 | 0 | 1 | 7 | 13.747 | 3000.000 | 0.465 | -0.076 |
| Hays | 106 | 113 | 7 | 1 | 290 | 2 | 8 | 13 | 16.972 | 8268.750 | 0.254 | -0.119 |
| | 106 | 286 | 1 | 2 | 80 | 0 | 0 | 1 | 3.116 | 12012.500 | 0.073 | -0.157 |
| | 106 | 366 | 1 | 2 | 123 | 0 | 0 | 2 | 4.968 | 11900.000 | 0.093 | -0.152 |
| Hemphill | 107 | 30 | 6 | 1 | 60 | 0 | 6 | 4 | 7.234 | 4806.250 | 0.315 | -0.107 |
| | 107 | 169 | 9 | 1 | 60 | 0 | 0 | 1 | 0.822 | 1150.000 | 2.898 | 0.427 |
| Henderson | 108 | 163 | 3 | 2 | 31 | 0 | 2 | 5 | 5.315 | 7273.333 | 0.354 | -0.098 |
| | 108 | 163 | 4 | 2 | 31 | 1 | 11 | 11 | 10.142 | 11600.000 | 0.256 | -0.119 |
| | 108 | 164 | 1 | 2 | 31 | 0 | 4 | 4 | 9.437 | 9992.857 | 0.116 | -0.148 |
| | 108 | 164 | 2 | 2 | 31 | 0 | 8 | 7 | 7.657 | 8123.077 | 0.308 | -0.108 |
| | 108 | 164 | 3 | 2 | 31 | 0 | 7 | 14 | 9.405 | 9261.111 | 0.440 | -0.081 |
| | 108 | 198 | 1 | 1 | 175 | 0 | 4 | 3 | 7.329 | 7055.556 | 0.159 | -0.139 |
| | 108 | 646 | 5 | 2 | 198 | 0 | 0 | 1 | 0.812 | 5150.000 | 0.655 | -0.036 |
| Hidalgo | 109 | 39 | 2 | 1 | 83 | 0 | 7 | 12 | 9.024 | 12156.250 | 0.300 | -0.110 |
| | 109 | 39 | 17 | 1 | 83 | 0 | 7 | 11 | . | . | . | . |
| | 109 | 39 | 18 | 1 | 83 | 1 | 19 | 17 | 6.833 | 27900.000 | 0.244 | -0.121 |
| | 109 | 255 | 6 | 1 | 281 | 0 | 4 | 11 | 15.490 | 5964.286 | 0.326 | -0.104 |
| | 109 | 255 | 7 | 1 | 281 | 0 | 10 | 12 | 17.524 | 9611.765 | 0.195 | -0.131 |
| | 109 | 255 | 9 | 10 | 281 | 0 | 8 | 4 | 1.951 | 12600.000 | 0.446 | -0.080 |
| | 109 | 342 | 1 | 2 | 107 | 3 | 11 | 16 | 10.025 | 11005.882 | 0.397 | -0.090 |

Table E.8. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Hidalgo | 109 | 342 | 2 | 2 | 107 | 0 | 2 | 2 | 3.730 | 6650.000 | 0.221 | -0.126 |
| | 109 | 528 | 1 | 2 | 107 | 0 | 3 | 4 | 10.210 | 6483.333 | 0.166 | -0.137 |
| | 109 | 698 | 3 | 5 | 1015 | 0 | 1 | 1 | 0.500 | 6100.000 | 0.898 | 0.014 |
| | 109 | 1804 | 1 | 3 | 115 | 1 | 0 | 2 | . | . | . | . |
| Hockley | 111 | 52 | 6 | 1 | 84 | 0 | 6 | 7 | 7.823 | 5522.222 | 0.444 | -0.080 |
| | 111 | 130 | 4 | 2 | 114 | 0 | 3 | 4 | 16.600 | 7021.053 | 0.094 | -0.152 |
| | 111 | 380 | 2 | 1 | 62 | 0 | 1 | 2 | 8.092 | 7050.000 | 0.096 | -0.152 |
| Hood | 112 | 80 | 4 | 1 | 377 | 1 | 4 | 13 | 12.646 | 18840.000 | 0.149 | -0.141 |
| Houston | 114 | 109 | 3 | 1 | 287 | 0 | 6 | 8 | 9.714 | 3616.667 | 0.624 | -0.043 |
| | 114 | 109 | 5 | 2 | 19 | 0 | 1 | 2 | 0.550 | 4200.000 | 2.372 | 0.318 |
| Howard | 115 | 5 | 10 | 15 | 20 | 0 | 0 | 1 | 5.609 | 6743.750 | 0.072 | -0.157 |
| | 115 | 68 | 7 | 1 | 87 | 0 | 0 | 1 | 4.929 | 3200.000 | 0.174 | -0.136 |
| | 115 | 68 | 8 | 1 | 87 | 0 | 3 | 7 | 17.337 | 6829.412 | 0.162 | -0.138 |
| Hunt | 117 | 136 | 1 | 2 | 224 | 0 | 1 | 1 | 4.278 | 4434.615 | 0.144 | -0.142 |
| | 117 | 768 | 1 | 2 | 24 | 0 | 0 | 3 | 7.269 | 8252.941 | 0.137 | -0.143 |
| Hutchison | 118 | 356 | 1 | 2 | 207 | 0 | 2 | 6 | 14.135 | 5236.842 | 0.222 | -0.126 |
| | 118 | 356 | 5 | 3 | 119 | 0 | 5 | 3 | 1.181 | 5300.000 | 1.313 | 0.099 |
| | 118 | 379 | 1 | 2 | 136 | 1 | 0 | 1 | 5.892 | 7521.053 | 0.062 | -0.159 |
| | 118 | 455 | 1 | 2 | 152 | 0 | 1 | 3 | 7.723 | 3435.714 | 0.310 | -0.108 |
| | 118 | 2437 | 1 | 5 | 1319 | 0 | 1 | 1 | 0.427 | 1423.333 | 4.508 | 0.759 |
| Jack | 120 | 134 | 4 | 1 | 380 | 0 | 0 | 1 | 0.797 | 6100.000 | 0.564 | -0.055 |
| | 120 | 249 | 6 | 1 | 281 | 0 | 0 | 4 | 7.680 | 4527.778 | 0.315 | -0.107 |
| | 120 | 249 | 7 | 1 | 281 | 0 | 1 | 2 | 7.259 | 6466.667 | 0.117 | -0.148 |
| Jackson | 121 | 89 | 3 | 1 | 59 | 0 | 5 | 9 | 9.272 | 15121.429 | 0.176 | -0.135 |
| | 121 | 89 | 4 | 1 | 59 | 0 | 13 | 13 | 9.440 | 13350.000 | 0.283 | -0.113 |
| | 121 | 89 | 5 | 1 | 59 | 0 | 8 | 9 | 4.741 | 13877.778 | 0.375 | -0.094 |
| Jasper | 122 | 65 | 2 | 1 | 96 | 0 | 0 | 1 | 1.338 | 9500.000 | 0.216 | -0.127 |
| | 122 | 65 | 3 | 1 | 96 | 0 | 0 | 2 | 1.597 | 10050.000 | 0.341 | -0.101 |
| | 122 | 65 | 4 | 1 | 96 | 0 | 1 | 1 | 0.815 | 10500.000 | 0.320 | -0.106 |
| | 122 | 243 | 1 | 2 | 62 | 0 | 1 | 1 | 0.168 | 4200.000 | 3.883 | 0.630 |
| Jefferson | 124 | 28 | 6 | 1 | 90 | 3 | 6 | 11 | 12.367 | 5821.739 | 0.419 | -0.085 |
| | 124 | 200 | 15 | 1 | 69 | 0 | 3 | 6 | . | . | . | . |

Table E.8. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Jefferson | 124 | 306 | 3 | 2 | 87 | 2 | 4 | 9 | . | . | . | . |
| | 124 | 307 | 1 | 2 | 87 | 0 | 4 | 3 | . | . | . | . |
| | 124 | 508 | 4 | 2 | 73 | 0 | 2 | 2 | 0.479 | 6175.000 | 1.853 | 0.211 |
| | 124 | 667 | 1 | 2 | 347 | 0 | 3 | 7 | . | . | . | . |
| | 124 | 667 | 2 | 5 | 366 | 0 | 1 | 3 | . | . | . | . |
| Jim Wells | 126 | 86 | 11 | 2 | 359 | 0 | 7 | 7 | 8.909 | 9140.000 | 0.236 | -0.123 |
| | 126 | 87 | 1 | 2 | 44 | 0 | 1 | 2 | 5.214 | 11800.000 | 0.089 | -0.153 |
| | 126 | 87 | 2 | 2 | 359 | 0 | 3 | 1 | 0.795 | 2840.000 | 1.213 | 0.079 |
| | 126 | 255 | 1 | 1 | 281 | 0 | 6 | 8 | 18.199 | 8440.000 | 0.143 | -0.142 |
| | 126 | 255 | 2 | 1 | 281 | 0 | 7 | 9 | 14.405 | 7876.923 | 0.217 | -0.127 |
| | 126 | 373 | 4 | 2 | 44 | 0 | 3 | 5 | 5.192 | 7180.000 | 0.367 | -0.096 |
| Johnson | 127 | 19 | 1 | 2 | 174 | 0 | 4 | 5 | 15.524 | 20435.000 | 0.043 | -0.163 |
| | 127 | 80 | 5 | 1 | 377 | 0 | 1 | 1 | 0.727 | 14400.000 | 0.262 | -0.118 |
| | 127 | 260 | 1 | 1 | 67 | 0 | 0 | 3 | 2.110 | 8360.000 | 0.466 | -0.075 |
| Jones | 128 | 33 | 3 | 1 | 83 | 0 | 0 | 1 | 0.471 | 3200.000 | 1.818 | 0.204 |
| | 128 | 33 | 4 | 1 | 83 | 0 | 1 | 3 | 2.316 | 6060.000 | 0.586 | -0.051 |
| | 128 | 33 | 5 | 1 | 83 | 0 | 10 | 14 | 18.232 | 7865.000 | 0.267 | -0.116 |
| | 128 | 157 | 5 | 1 | 277 | 0 | 14 | 7 | 14.269 | 3011.111 | 0.446 | -0.079 |
| Karnes | 129 | 100 | 5 | 1 | 181 | 0 | 0 | 1 | 4.151 | 4230.000 | 0.156 | -0.139 |
| | 129 | 100 | 6 | 1 | 181 | 1 | 1 | 3 | 2.878 | 8550.000 | 0.334 | -0.103 |
| Kaufman | 130 | 95 | 3 | 1 | 80 | 1 | 11 | 20 | 5.330 | 32363.636 | 0.318 | -0.106 |
| | 130 | 95 | 4 | 1 | 80 | 0 | 16 | 20 | 8.805 | 18620.000 | 0.334 | -0.103 |
| | 130 | 95 | 5 | 1 | 80 | 1 | 14 | 13 | 12.788 | 11836.000 | 0.235 | -0.123 |
| | 130 | 197 | 3 | 1 | 175 | 0 | 12 | 20 | 9.857 | 16416.667 | 0.339 | -0.102 |
| | 130 | 197 | 4 | 1 | 175 | 0 | 12 | 17 | 10.448 | 12625.000 | 0.353 | -0.099 |
| | 130 | 197 | 5 | 1 | 175 | 1 | 17 | 16 | 14.904 | 7633.333 | 0.385 | -0.092 |
| | 130 | 197 | 8 | 2 | 243 | 0 | 3 | 3 | 0.902 | 4675.000 | 1.949 | 0.231 |
| | 130 | 495 | 1 | 3 | 557 | 0 | 0 | 1 | 18.415 | 25078.140 | 0.006 | -0.170 |
| Kendall | 131 | 72 | 14 | 1 | 87 | 0 | 3 | 6 | 3.270 | 12355.556 | 0.407 | -0.088 |
| | 131 | 142 | 6 | 2 | 27 | 0 | 2 | 2 | 1.520 | 4771.429 | 0.756 | -0.016 |
| Kimble | 134 | 141 | 20 | 1 | 377 | 0 | 3 | 2 | 1.615 | 4640.000 | 0.731 | -0.021 |
| | 134 | 142 | 16 | 3 | 481 | 0 | 0 | 1 | 0.530 | 2700.000 | 1.915 | 0.224 |

Table E.8. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| King | 135 | 133 | 1 | 1 | 82 | 0 | 0 | 1 | 6.601 | 997.000 | 0.416 | -0.086 |
| Kinney | 136 | 23 | 4 | 1 | 90 | 0 | 1 | 1 | . | . | . | . |
| Kleberg | 137 | 102 | 4 | 1 | 77 | 0 | 12 | 13 | 19.644 | 13959.091 | 0.130 | -0.145 |
| Lamar | 139 | 45 | 9 | 1 | 82 | 1 | 5 | 5 | 9.142 | 11225.000 | 0.133 | -0.144 |
| | 139 | 136 | 5 | 2 | 19 | 0 | 3 | 5 | 7.957 | 5725.000 | 0.301 | -0.110 |
| | 139 | 136 | 6 | 2 | 19 | 0 | 2 | 2 | 5.463 | 6350.000 | 0.158 | -0.139 |
| | 139 | 136 | 7 | 1 | 271 | 0 | 1 | 1 | 3.896 | 14718.182 | 0.048 | -0.162 |
| | 139 | 136 | 8 | 1 | 271 | 0 | 5 | 8 | 9.641 | 10000.000 | 0.227 | -0.125 |
| Lamb | 139 | 136 | 9 | 1 | 271 | 0 | 1 | 2 | 0.365 | 6700.000 | 2.241 | 0.291 |
| | 140 | 52 | 4 | 1 | 84 | 0 | 3 | 9 | 14.722 | 3893.333 | 0.430 | -0.083 |
| Lampasas | 140 | 52 | 5 | 1 | 84 | 0 | 1 | 3 | 19.110 | 4600.000 | 0.093 | -0.152 |
| | 141 | 231 | 1 | 1 | 190 | 0 | 3 | 4 | 16.573 | 4600.000 | 0.144 | -0.142 |
| Lampasas | 141 | 251 | 4 | 1 | 281 | 1 | 0 | 1 | 1.034 | 1750.000 | 1.514 | 0.141 |
| | 141 | 273 | 1 | 1 | 183 | 0 | 6 | 2 | 3.174 | 4480.000 | 0.385 | -0.092 |
| | 142 | 17 | 17 | 1 | 81 | 1 | 1 | 2 | . | . | . | . |
| LaSalle | 142 | 17 | 17 | 1 | 81 | 1 | 1 | 2 | . | . | . | . |
| | 143 | 269 | 2 | 1 | 77 | 0 | 0 | 1 | 1.267 | 8514.286 | 0.254 | -0.119 |
| Lavaca | 143 | 446 | 1 | 6 | 90 | 0 | 0 | 1 | 1.199 | 3871.429 | 0.590 | -0.050 |
| | 144 | 114 | 7 | 1 | 290 | 1 | 5 | 12 | 16.206 | 9226.087 | 0.220 | -0.126 |
| Lee | 144 | 116 | 1 | 2 | 21 | 0 | 3 | 3 | 10.886 | 4500.000 | 0.168 | -0.137 |
| | 144 | 211 | 2 | 1 | 77 | 0 | 5 | 8 | 8.247 | 3507.692 | 0.758 | -0.015 |
| | 144 | 211 | 3 | 1 | 77 | 0 | 6 | 8 | 9.659 | 3907.692 | 0.581 | -0.052 |
| | 144 | 211 | 4 | 1 | 77 | 0 | 2 | 3 | 6.534 | 5785.714 | 0.217 | -0.127 |
| | 144 | 211 | 5 | 1 | 77 | 0 | 3 | 3 | 5.617 | 4060.000 | 0.360 | -0.097 |
| | 144 | 211 | 7 | 1 | 77 | 0 | 1 | 2 | 3.339 | 7222.222 | 0.227 | -0.125 |
| | 144 | 211 | 7 | 1 | 77 | 0 | 1 | 2 | 3.339 | 7222.222 | 0.227 | -0.125 |
| Liberty | 146 | 28 | 3 | 1 | 90 | 0 | 6 | 15 | 12.146 | 10082.353 | 0.336 | -0.102 |
| | 146 | 177 | 3 | 1 | 59 | 0 | 9 | 12 | 10.142 | 19823.529 | 0.164 | -0.138 |
| Live Oak | 149 | 254 | 1 | 1 | 281 | 0 | 5 | 8 | 15.422 | 7956.667 | 0.179 | -0.135 |
| Llano | 150 | 150 | 2 | 2 | 29 | 0 | 0 | 1 | 2.275 | 2440.000 | 0.494 | -0.070 |
| | 150 | 150 | 3 | 2 | 29 | 0 | 2 | 3 | 1.454 | 5075.000 | 1.114 | 0.058 |
| | 150 | 150 | 4 | 2 | 29 | 0 | 2 | 3 | 4.914 | 3360.000 | 0.498 | -0.069 |
| | 150 | 289 | 7 | 2 | 16 | 0 | 2 | 3 | 0.691 | 3033.333 | 3.921 | 0.638 |
| | 150 | 290 | 1 | 2 | 16 | 0 | 2 | 4 | 1.603 | 5608.333 | 1.219 | 0.080 |

Table E.8. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Llano | 150 | 700 | 4 | 2 | 71 | 0 | 0 | 1 | 0.612 | 2000.000 | 2.238 | 0.290 |
| | 150 | 1378 | 5 | 5 | 1431 | 2 | 7 | 8 | 8.477 | 4820.000 | 0.536 | -0.061 |
| Lubbock | 152 | 52 | 7 | 1 | 84 | 0 | 8 | 13 | 13.743 | 6886.667 | 0.376 | -0.094 |
| | 152 | 53 | 1 | 1 | 84 | 0 | 2 | 5 | 8.854 | 10263.636 | 0.151 | -0.140 |
| | 152 | 68 | 1 | 1 | 87 | 0 | 6 | 7 | 7.160 | 7392.308 | 0.362 | -0.097 |
| | 152 | 130 | 5 | 2 | 114 | 0 | 0 | 3 | 7.028 | 13015.385 | 0.090 | -0.153 |
| | 152 | 131 | 1 | 1 | 62 | 0 | 4 | 5 | 4.518 | 8544.444 | 0.355 | -0.098 |
| | 152 | 131 | 2 | 1 | 62 | 0 | 2 | 1 | 6.860 | 6145.455 | 0.065 | -0.158 |
| | 152 | 380 | 1 | 1 | 62 | 0 | 11 | 14 | 6.285 | 9466.667 | 0.645 | -0.039 |
| | 152 | 380 | 15 | 3 | 327 | 0 | 1 | 3 | . | . | . | . |
| Lynn | 153 | 53 | 3 | 1 | 84 | 0 | 6 | 15 | 3.751 | 6650.000 | 1.648 | 0.169 |
| | 153 | 68 | 2 | 1 | 87 | 1 | 7 | 11 | 16.765 | 4860.000 | 0.370 | -0.095 |
| | 153 | 68 | 3 | 1 | 87 | 0 | 8 | 5 | 14.076 | 4063.636 | 0.239 | -0.122 |
| Madison | 154 | 166 | 7 | 2 | 75 | 0 | 4 | 5 | 1.135 | 5600.000 | 2.155 | 0.273 |
| Marion | 155 | 62 | 5 | 1 | 59 | 0 | 0 | 3 | 5.229 | 7670.000 | 0.205 | -0.129 |
| Martin | 156 | 5 | 16 | 1 | 80 | 0 | 1 | 3 | 4.687 | 1885.714 | 0.930 | 0.020 |
| Matagorda | 158 | 179 | 4 | 2 | 35 | 0 | 0 | 3 | 4.093 | 9713.333 | 0.207 | -0.129 |
| | 158 | 179 | 6 | 2 | 35 | 0 | 5 | 5 | 6.254 | 5300.000 | 0.413 | -0.086 |
| | 158 | 179 | 7 | 2 | 35 | 0 | 1 | 2 | 1.001 | 5633.333 | 0.972 | 0.029 |
| | 158 | 179 | 8 | 2 | 35 | 0 | 1 | 2 | 1.926 | 3816.667 | 0.745 | -0.018 |
| | 158 | 179 | 14 | 17 | 35 | 0 | 1 | 2 | 2.045 | 3800.000 | 0.705 | -0.026 |
| McCulloch | 160 | 70 | 6 | 1 | 87 | 0 | 0 | 1 | 3.510 | 3588.889 | 0.217 | -0.127 |
| McLennan | 161 | 14 | 9 | 16 | 77 | 0 | 1 | 2 | 0.223 | 34810.000 | 0.706 | -0.026 |
| | 161 | 49 | 1 | 2 | 6 | 0 | 5 | 18 | 7.359 | 10457.143 | 0.641 | -0.039 |
| | 161 | 55 | 7 | 1 | 84 | 0 | 4 | 6 | 6.691 | 8185.714 | 0.300 | -0.110 |
| | 161 | 55 | 8 | 1 | 84 | 0 | 2 | 2 | 2.665 | 10640.000 | 0.193 | -0.132 |
| McLennan | 161 | 162 | 1 | 1 | 84 | 0 | 1 | 2 | 1.750 | 9325.000 | 0.336 | -0.102 |
| | 161 | 258 | 9 | 2 | 6 | 0 | 11 | 11 | 3.455 | 6466.667 | 1.349 | 0.107 |
| | 161 | 258 | 10 | 3 | 396 | 0 | 1 | 1 | . | . | . | . |
| | 161 | 398 | 3 | 2 | 317 | 0 | 1 | 2 | 1.074 | 5942.857 | 0.858 | 0.006 |
| | 161 | 2311 | 1 | 5 | 3051 | 0 | 0 | 1 | . | . | . | . |
| Medina | 163 | 17 | 14 | 1 | 81 | 0 | 8 | 5 | 1.393 | 6042.857 | 1.627 | 0.164 |

Table E.8. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Medina | 163 | 24 | 5 | 1 | 90 | 0 | 2 | 5 | 10.163 | 8450.000 | 0.160 | -0.139 |
| | 163 | 24 | 6 | 1 | 90 | 1 | 5 | 10 | 11.292 | 10105.556 | 0.240 | -0.122 |
| | 163 | 421 | 1 | 2 | 173 | 0 | 4 | 2 | 0.966 | 4875.000 | 1.164 | 0.069 |
| Menard | 164 | 35 | 5 | 1 | 83 | 0 | 2 | 4 | 1.282 | 4875.000 | 1.753 | 0.190 |
| Midland | 165 | 5 | 2 | 1 | 80 | 0 | 0 | 5 | 2.153 | 11400.000 | 0.558 | -0.056 |
| | 165 | 5 | 3 | 1 | 80 | 0 | 1 | 1 | 3.212 | 5125.000 | 0.166 | -0.137 |
| | 165 | 380 | 9 | 2 | 349 | 0 | 2 | 2 | 2.626 | 4900.000 | 0.426 | -0.084 |
| | 165 | 463 | 2 | 2 | 158 | 0 | 0 | 2 | . | . | . | . |
| | 165 | 463 | 3 | 2 | 158 | 0 | 3 | 4 | 3.877 | 4366.667 | 0.647 | -0.038 |
| | 165 | 1188 | 2 | 3 | 250 | 0 | 1 | 2 | 1.005 | 2650.000 | 2.057 | 0.253 |
| | 165 | 2296 | 2 | 2 | 191 | 0 | 11 | 18 | 7.999 | 9875.000 | 0.624 | -0.043 |
| Milam | 166 | 204 | 5 | 1 | 79 | 0 | 1 | 1 | 1.411 | 5822.222 | 0.333 | -0.103 |
| | 166 | 204 | 6 | 1 | 79 | 0 | 0 | 1 | 0.765 | 8542.857 | 0.419 | -0.085 |
| Montague | 169 | 13 | 5 | 1 | 81 | 0 | 7 | 6 | 10.429 | 7355.556 | 0.214 | -0.127 |
| | 169 | 44 | 6 | 1 | 82 | 0 | 2 | 2 | 15.285 | 3471.429 | 0.103 | -0.150 |
| | 169 | 224 | 3 | 1 | 287 | 0 | 6 | 8 | 10.312 | 9900.000 | 0.215 | -0.127 |
| | 169 | 239 | 1 | 2 | 175 | 0 | 1 | 1 | 8.323 | 1768.750 | 0.186 | -0.133 |
| | 169 | 239 | 2 | 2 | 59 | 0 | 0 | 3 | 3.033 | 6144.444 | 0.441 | -0.081 |
| Montgomery | 170 | 177 | 5 | 1 | 59 | 3 | 26 | 37 | 17.667 | 37095.238 | 0.155 | -0.140 |
| | 170 | 338 | 11 | 3 | 336 | 0 | 4 | 1 | 9.572 | 7754.545 | 0.037 | -0.164 |
| Moore | 171 | 66 | 4 | 1 | 287 | 1 | 14 | 15 | 13.336 | 7518.750 | 0.410 | -0.087 |
| | 171 | 66 | 5 | 1 | 87 | 0 | 5 | 10 | 17.316 | 7300.000 | 0.217 | -0.127 |
| Morris | 172 | 10 | 8 | 1 | 67 | 0 | 2 | 4 | 10.708 | 2523.913 | 0.405 | -0.088 |
| | 172 | 83 | 10 | 2 | 11 | 0 | 2 | 1 | 1.553 | 4857.143 | 0.363 | -0.097 |
| | 172 | 222 | 2 | 2 | 49 | 0 | 2 | 5 | 2.336 | 6362.500 | 0.922 | 0.019 |
| | 172 | 222 | 3 | 2 | 11 | 0 | 1 | 2 | 4.784 | 4700.000 | 0.244 | -0.121 |
| | 172 | 392 | 1 | 1 | 259 | 0 | 2 | 2 | 9.218 | 7025.926 | 0.085 | -0.154 |
| Nacogdoches | 174 | 138 | 6 | 1 | 259 | 1 | 6 | 17 | 11.462 | 9800.000 | 0.415 | -0.086 |
| | 174 | 175 | 6 | 1 | 59 | 0 | 2 | 2 | 2.689 | 7020.000 | 0.290 | -0.112 |
| | 174 | 175 | 7 | 16 | 59 | 0 | 0 | 1 | 1.126 | 7425.000 | 0.328 | -0.104 |
| | 174 | 175 | 8 | 16 | 59 | 0 | 0 | 1 | 4.367 | 13363.636 | 0.047 | -0.162 |
| | 174 | 176 | 1 | 1 | 59 | 0 | 10 | 18 | 10.252 | 18218.750 | 0.264 | -0.117 |

Table E.8. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Nacogdoches | 174 | 2560 | 1 | 1 | 59 | 0 | 1 | 3 | 9.081 | 13904.545 | 0.065 | -0.158 |
| Navarro | 175 | 92 | 13 | 15 | 45 | 0 | 1 | 5 | 6.230 | 7082.353 | 0.310 | -0.108 |
| | 175 | 163 | 1 | 2 | 31 | 0 | 2 | 3 | 9.275 | 10307.692 | 0.086 | -0.154 |
| | 175 | 163 | 2 | 2 | 31 | 0 | 4 | 6 | 11.160 | 6633.333 | 0.222 | -0.126 |
| Nolan | 177 | 53 | 12 | 1 | 84 | 0 | 7 | 16 | 11.189 | 6527.273 | 0.600 | -0.048 |
| Nueces | 178 | 102 | 1 | 2 | 44 | 0 | 1 | 9 | 4.142 | 15800.000 | 0.377 | -0.094 |
| | 178 | 102 | 2 | 2 | 44 | 0 | 11 | 9 | 9.991 | 14542.105 | 0.170 | -0.137 |
| | 178 | 102 | 3 | 1 | 77 | 0 | 14 | 16 | 10.884 | 15520.000 | 0.260 | -0.118 |
| | 178 | 373 | 1 | 1 | 77 | 0 | 2 | 4 | 4.243 | 14827.273 | 0.174 | -0.136 |
| | 178 | 373 | 2 | 2 | 44 | 1 | 5 | 7 | 11.353 | 13435.294 | 0.126 | -0.146 |
| | 178 | 373 | 3 | 2 | 44 | 0 | 0 | 2 | 6.934 | 7008.333 | 0.113 | -0.148 |
| Orange | 181 | 243 | 4 | 2 | 62 | 0 | 0 | 6 | 2.505 | 16200.000 | 0.405 | -0.088 |
| | 181 | 306 | 1 | 2 | 87 | 0 | 0 | 1 | 1.982 | 17244.444 | 0.080 | -0.155 |
| | 181 | 306 | 2 | 2 | 73 | 0 | 2 | 3 | 4.521 | 20257.143 | 0.090 | -0.153 |
| | 181 | 710 | 2 | 5 | 105 | 0 | 1 | 1 | 2.913 | 17850.000 | 0.053 | -0.161 |
| Palo Pinto | 182 | 11 | 10 | 1 | 180 | 0 | 2 | 1 | 0.782 | 955.000 | 3.669 | 0.586 |
| | 182 | 250 | 2 | 1 | 281 | 0 | 1 | 1 | 0.410 | 2550.000 | 2.620 | 0.369 |
| Panola | 183 | 63 | 3 | 1 | 59 | 0 | 6 | 6 | 8.157 | 7171.429 | 0.281 | -0.114 |
| | 183 | 63 | 4 | 1 | 59 | 0 | 2 | 5 | 7.214 | 7846.154 | 0.242 | -0.122 |
| | 183 | 63 | 5 | 1 | 59 | 0 | 2 | 6 | 7.323 | 7070.000 | 0.318 | -0.106 |
| | 183 | 246 | 2 | 1 | 79 | 0 | 0 | 1 | 1.269 | 6885.714 | 0.314 | -0.107 |
| | 183 | 247 | 1 | 1 | 79 | 0 | 0 | 2 | 5.061 | 6973.333 | 0.155 | -0.140 |
| | 183 | 247 | 2 | 1 | 79 | 0 | 0 | 1 | 3.468 | 5600.000 | 0.141 | -0.142 |
| | 183 | 247 | 3 | 1 | 79 | 0 | 6 | 8 | 8.896 | 5771.429 | 0.427 | -0.083 |
| | 183 | 394 | 1 | 2 | 149 | 0 | 1 | 1 | 1.671 | 3766.667 | 0.435 | -0.082 |
| Parker | 184 | 8 | 2 | 1 | 180 | 0 | 8 | 15 | 15.090 | 8410.714 | 0.324 | -0.105 |
| | 184 | 8 | 3 | 1 | 80 | 0 | 7 | 5 | 16.376 | 24501.563 | 0.034 | -0.165 |
| | 184 | 80 | 6 | 1 | 377 | 0 | 5 | 7 | 5.337 | 15000.000 | 0.240 | -0.122 |
| Parmer | 185 | 52 | 1 | 1 | 70 | 1 | 2 | 6 | 10.705 | 4535.714 | 0.339 | -0.102 |
| | 185 | 168 | 3 | 1 | 60 | 0 | 1 | 1 | 1.082 | 7220.000 | 0.351 | -0.099 |
| | 185 | 168 | 17 | 17 | 214 | 0 | 0 | 1 | 1.114 | 1825.000 | 1.348 | 0.107 |
| Pecos | 186 | 139 | 8 | 1 | 285 | 0 | 1 | 1 | 1.797 | 2025.000 | 0.753 | -0.016 |

Table E.8. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Pecos | 186 | 556 | 3 | 1 | 190 | 0 | 0 | 1 | 0.609 | 3700.000 | 1.216 | 0.079 |
| Polk | 187 | 176 | 4 | 1 | 59 | 1 | 11 | 18 | 9.481 | 15380.000 | 0.338 | -0.102 |
| | 187 | 176 | 5 | 1 | 59 | 1 | 27 | 35 | 21.891 | 15137.838 | 0.289 | -0.112 |
| | 187 | 176 | 6 | 16 | 59 | 0 | 5 | 8 | 4.586 | 6107.692 | 0.783 | -0.010 |
| | 187 | 177 | 1 | 1 | 59 | 1 | 17 | 25 | 10.193 | 18738.462 | 0.359 | -0.098 |
| | 187 | 213 | 3 | 1 | 190 | 0 | 4 | 12 | 5.022 | 9511.111 | 0.688 | -0.030 |
| | 187 | 213 | 4 | 1 | 190 | 0 | 3 | 4 | 7.363 | 5463.636 | 0.272 | -0.115 |
| | 187 | 388 | 1 | 2 | 146 | 0 | 4 | 8 | 4.498 | 6007.692 | 0.811 | -0.004 |
| Potter | 188 | 41 | 5 | 1 | 87 | 0 | 7 | 15 | 17.383 | 6600.000 | 0.358 | -0.098 |
| | 188 | 41 | 7 | 1 | 87 | 1 | 0 | 3 | 4.761 | 6720.000 | 0.257 | -0.119 |
| | 188 | 42 | 1 | 1 | 287 | 0 | 2 | 2 | 3.811 | 6500.000 | 0.221 | -0.126 |
| | 188 | 90 | 5 | 15 | 40 | 0 | 0 | 1 | 10.967 | 9861.429 | 0.025 | -0.166 |
| | 188 | 169 | 2 | 1 | 60 | 0 | 3 | 4 | 1.730 | 6350.000 | 0.998 | 0.034 |
| | 188 | 2635 | 1 | 3 | 335 | 0 | 6 | 6 | 5.236 | 4464.286 | 0.703 | -0.026 |
| Rains | 190 | 203 | 3 | 1 | 69 | 1 | 0 | 1 | 0.820 | 3400.000 | 0.983 | 0.031 |
| Randall | 191 | 67 | 1 | 1 | 87 | 0 | 1 | 3 | 17.500 | 5848.462 | 0.080 | -0.155 |
| | 191 | 168 | 8 | 1 | 60 | 0 | 8 | 13 | 15.425 | 7456.250 | 0.310 | -0.108 |
| | 191 | 168 | 9 | 1 | 60 | 0 | 5 | 10 | 8.974 | 18771.333 | 0.163 | -0.138 |
| | 191 | 2635 | 3 | 3 | 335 | 0 | 0 | 2 | 4.346 | 3128.571 | 0.403 | -0.088 |
| Refugio | 196 | 371 | 2 | 1 | 77 | 0 | 24 | 22 | 18.988 | 8228.571 | 0.386 | -0.092 |
| | 196 | 371 | 3 | 1 | 77 | 0 | 5 | 10 | 18.264 | 9846.154 | 0.152 | -0.140 |
| Robertson | 198 | 49 | 6 | 2 | 6 | 0 | 2 | 2 | 1.057 | 6612.500 | 0.784 | -0.010 |
| | 198 | 49 | 7 | 1 | 79 | 0 | 1 | 1 | 2.135 | 12010.000 | 0.107 | -0.150 |
| | 198 | 49 | 8 | 1 | 190 | 0 | 11 | 14 | 12.235 | 10795.833 | 0.290 | -0.112 |
| | 198 | 205 | 2 | 1 | 79 | 0 | 0 | 1 | 0.549 | 3750.000 | 1.331 | 0.103 |
| Runnels | 200 | 34 | 4 | 1 | 83 | 0 | 0 | 1 | 1.566 | 5825.000 | 0.300 | -0.110 |
| | 200 | 34 | 5 | 1 | 83 | 0 | 1 | 2 | 1.789 | 3150.000 | 0.972 | 0.029 |
| | 200 | 78 | 1 | 1 | 67 | 0 | 1 | 1 | 0.873 | 1700.000 | 1.846 | 0.210 |
| | 200 | 158 | 1 | 1 | 67 | 1 | 3 | 11 | 19.785 | 4333.333 | 0.352 | -0.099 |
| Rusk | 201 | 138 | 2 | 1 | 259 | 0 | 1 | 8 | 7.083 | 8557.143 | 0.362 | -0.097 |
| | 201 | 138 | 3 | 1 | 259 | 0 | 1 | 2 | 8.615 | 7457.143 | 0.085 | -0.154 |
| | 201 | 138 | 4 | 1 | 259 | 0 | 4 | 4 | 7.622 | 5944.444 | 0.242 | -0.122 |

Table E.8. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|---------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Rusk | 201 | 138 | 5 | 1 | 259 | 0 | 8 | 7 | 14.285 | 6145.000 | 0.218 | -0.127 |
| | 201 | 207 | 3 | 2 | 43 | 0 | 2 | 3 | 5.422 | 3054.545 | 0.496 | -0.069 |
| | 201 | 393 | 2 | 2 | 149 | 0 | 3 | 4 | 5.818 | 5820.000 | 0.324 | -0.105 |
| San Augustine | 203 | 336 | 7 | 2 | 103 | 0 | 0 | 1 | 0.837 | 1900.000 | 1.723 | 0.184 |
| San Jacinto | 204 | 177 | 2 | 1 | 59 | 0 | 13 | 24 | 13.387 | 18300.000 | 0.268 | -0.116 |
| | 204 | 213 | 2 | 1 | 190 | 0 | 1 | 2 | 7.051 | 3350.000 | 0.232 | -0.124 |
| | 204 | 395 | 3 | 2 | 150 | 1 | 2 | 4 | 0.677 | 4266.667 | 3.794 | 0.612 |
| San Patricio | 205 | 74 | 12 | 3 | 459 | 0 | 1 | 1 | 0.316 | 5200.000 | 1.667 | 0.173 |
| | 205 | 87 | 4 | 2 | 359 | 0 | 1 | 1 | 1.253 | 4171.429 | 0.524 | -0.063 |
| | 205 | 101 | 3 | 1 | 181 | 0 | 1 | 2 | 2.933 | 9341.667 | 0.200 | -0.130 |
| | 205 | 101 | 4 | 1 | 181 | 0 | 14 | 11 | 12.676 | 11827.273 | 0.201 | -0.130 |
| | 205 | 180 | 6 | 2 | 35 | 1 | 2 | 6 | 10.395 | 13600.000 | 0.116 | -0.148 |
| | 205 | 180 | 10 | 2 | 361 | 0 | 3 | 5 | 5.096 | 9900.000 | 0.272 | -0.116 |
| | 205 | 371 | 4 | 1 | 77 | 0 | 4 | 3 | 6.193 | 7550.000 | 0.176 | -0.135 |
| | 205 | 372 | 1 | 1 | 77 | 0 | 11 | 19 | 10.520 | 12821.429 | 0.386 | -0.092 |
| Schleicher | 207 | 159 | 4 | 1 | 190 | 0 | 0 | 1 | 1.476 | 3625.000 | 0.512 | -0.066 |
| | 207 | 396 | 3 | 1 | 190 | 0 | 0 | 1 | 0.426 | 2600.000 | 2.474 | 0.339 |
| Scurry | 208 | 53 | 7 | 1 | 84 | 2 | 12 | 10 | 12.794 | 6700.000 | 0.320 | -0.106 |
| | 208 | 53 | 8 | 1 | 84 | 0 | 2 | 3 | 7.346 | 6950.000 | 0.161 | -0.138 |
| | 208 | 53 | 9 | 1 | 84 | 0 | 6 | 8 | 11.223 | 6350.000 | 0.308 | -0.108 |
| | 208 | 53 | 10 | 1 | 84 | 0 | 5 | 4 | 8.907 | 6525.000 | 0.189 | -0.133 |
| Shelby | 210 | 59 | 3 | 2 | 7 | 0 | 4 | 2 | 6.747 | 2825.000 | 0.287 | -0.112 |
| | 210 | 59 | 4 | 2 | 7 | 1 | 10 | 6 | 8.775 | 3580.000 | 0.523 | -0.064 |
| | 210 | 59 | 5 | 2 | 7 | 0 | 14 | 1 | 0.417 | 3400.000 | 1.932 | 0.227 |
| | 210 | 63 | 6 | 1 | 96 | 1 | 2 | 6 | 8.885 | 5400.000 | 0.343 | -0.101 |
| | 210 | 64 | 1 | 2 | 87 | 0 | 4 | 8 | 5.594 | 4200.000 | 0.933 | 0.021 |
| | 210 | 175 | 2 | 1 | 84 | 0 | 1 | 1 | 3.021 | 6322.222 | 0.143 | -0.142 |
| | 210 | 175 | 4 | 1 | 59 | 0 | 8 | 11 | 8.776 | 5714.286 | 0.601 | -0.048 |
| | 210 | 175 | 5 | 1 | 59 | 0 | 0 | 1 | 5.013 | 6300.000 | 0.087 | -0.154 |
| Sherman | 211 | 66 | 3 | 1 | 287 | 0 | 6 | 9 | 19.632 | 3411.111 | 0.368 | -0.096 |
| Smith | 212 | 164 | 4 | 2 | 31 | 0 | 5 | 10 | 4.615 | 12150.000 | 0.489 | -0.071 |
| | 212 | 165 | 1 | 1 | 271 | 0 | 1 | 2 | 2.393 | 8566.667 | 0.267 | -0.116 |

Table E.8. Continued

| County Name | Control No | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-------------|------------|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| | | | | | | Fatalities | Injuries | Accidents | | | | |
| Smith | 212 | 165 | 2 | 1 | 271 | 0 | 1 | 4 | 6 365 | 4380.000 | 0 393 | -0.090 |
| | 212 | 190 | 5 | 1 | 69 | 0 | 6 | 9 | 6 814 | 14546.667 | 0 249 | -0.120 |
| | 212 | 191 | 1 | 1 | 69 | 0 | 7 | 5 | 7 281 | 8457.143 | 0 222 | -0.126 |
| | 212 | 245 | 5 | 2 | 64 | 1 | 2 | 4 | 1 417 | 7350.000 | 1 052 | 0.046 |
| | 212 | 245 | 6 | 2 | 64 | 0 | 2 | 5 | 4 566 | 11100.000 | 0 270 | -0.116 |
| | 212 | 345 | 1 | 2 | 110 | 1 | 3 | 7 | 4 118 | 14762.500 | 0 315 | -0.106 |
| | 212 | 345 | 2 | 2 | 110 | 5 | 1 | 1 | 1 788 | 6577.778 | 0 233 | -0.124 |
| | 212 | 520 | 6 | 2 | 155 | 0 | 3 | 8 | 5 500 | 10300.000 | 0 387 | -0.092 |
| | 212 | 1790 | 2 | 3 | 323 | 1 | 4 | 5 | | | | |
| | 212 | 2075 | 1 | 3 | 323 | 0 | 2 | 1 | 2 498 | 12800.000 | 0 086 | -0.154 |
| Starr | 214 | 38 | 7 | 1 | 83 | 0 | 1 | 1 | 0 152 | 15000.000 | 1 202 | 0.076 |
| | 214 | 39 | 1 | 1 | 83 | 1 | 6 | 6 | 1 446 | 19514.286 | 0 583 | -0.051 |
| Stephens | 215 | 11 | 7 | 1 | 180 | 0 | 0 | 1 | 4 544 | 4950.000 | 0 122 | -0.146 |
| | 215 | 11 | 9 | 1 | 180 | 0 | 1 | 2 | 2 991 | 5385.714 | 0 340 | -0.101 |
| Sterling | 216 | 69 | 3 | 1 | 87 | 0 | 0 | 4 | 3 914 | 4233.333 | 0 661 | -0.035 |
| Stonewall | 217 | 106 | 5 | 1 | 83 | 0 | 0 | 1 | 1 156 | 3350.000 | 0 707 | -0.026 |
| Swisher | 219 | 67 | 18 | 1 | 87 | 0 | 0 | 1 | 17 193 | 1610.500 | 0 099 | -0.151 |
| Tarrant | 220 | 13 | 10 | 16 | 287 | 0 | 2 | 2 | 2 863 | 6700.000 | 0 286 | -0.113 |
| | 220 | 14 | 15 | 1 | 81 | 0 | 8 | 11 | 9.979 | 13400.000 | 0 225 | -0.125 |
| | 220 | 80 | 7 | 1 | 377 | 0 | 3 | 4 | | | | |
| | 220 | 94 | 5 | 2 | 183 | 0 | 3 | 4 | | | | |
| | 220 | 171 | 4 | 2 | 199 | 1 | 2 | 2 | | | | |
| | 220 | 171 | 5 | 2 | 199 | 0 | 2 | 6 | | | | |
| | 220 | 353 | 3 | 2 | 114 | 0 | 3 | 9 | 5.760 | 33900.000 | 0 126 | -0.146 |
| | 220 | 2208 | 1 | 3 | 303 | 0 | 2 | 3 | | | | |
| Taylor | 221 | 34 | 1 | 1 | 83 | 0 | 2 | 6 | 8.550 | 5666.667 | 0 339 | -0.102 |
| | 221 | 54 | 1 | 1 | 84 | 0 | 1 | 1 | 11.295 | 2660.000 | 0 091 | -0.153 |
| Terry | 223 | 227 | 7 | 1 | 62 | 0 | 5 | 7 | 11.964 | 8063.636 | 0 199 | -0.131 |
| | 223 | 228 | 1 | 1 | 62 | 0 | 3 | 6 | 21.617 | 5300.000 | 0 143 | -0.142 |
| | 223 | 380 | 3 | 1 | 62 | 0 | 1 | 2 | 3.633 | 6400.000 | 0 236 | -0.123 |
| Titus | 225 | 10 | 7 | 1 | 67 | 0 | 10 | 15 | 9.278 | 4925.000 | 0 899 | 0.014 |
| | 225 | 222 | 1 | 2 | 49 | 0 | 0 | 1 | 3.698 | 9111.111 | 0 081 | -0.155 |

Table E.8. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Tom Green | 226 | 69 | 6 | 1 | 87 | 0 | 4 | 6 | 9.751 | 4342.857 | 0.388 | -0.091 |
| | 226 | 69 | 7 | 1 | 87 | 0 | 11 | 10 | 12.278 | 6842.105 | 0.326 | -0.104 |
| | 226 | 70 | 2 | 1 | 87 | 0 | 11 | 11 | 13.048 | 4641.176 | 0.498 | -0.069 |
| | 226 | 77 | 6 | 1 | 67 | 0 | 4 | 4 | | | | |
| | 226 | 158 | 2 | 1 | 67 | 0 | 6 | 11 | 10.550 | 4200.000 | 0.680 | -0.031 |
| | 226 | 264 | 7 | 3 | 306 | 0 | 0 | 2 | 1.000 | 3600.000 | 1.522 | 0.143 |
| | 226 | 555 | 1 | 5 | 380 | 0 | 0 | 1 | 1.090 | 5600.000 | 0.449 | -0.079 |
| Travis | 227 | 15 | 11 | 3 | 275 | 0 | 1 | 1 | | | | |
| | 227 | 15 | 15 | 5 | 1825 | 0 | 1 | 1 | | | | |
| | 227 | 113 | 8 | 1 | 290 | 0 | 11 | 7 | 0.490 | 10400.000 | 3.763 | 0.605 |
| | 227 | 113 | 13 | 3 | 360 | 0 | 1 | 3 | | | | |
| | 227 | 114 | 2 | 1 | 290 | 0 | 3 | 7 | 3.708 | 14720.000 | 0.351 | -0.099 |
| | 227 | 114 | 3 | 1 | 290 | 0 | 1 | 2 | 6.539 | 12333.333 | 0.068 | -0.158 |
| | 227 | 152 | 1 | 1 | 183 | 0 | 5 | 7 | 10.301 | 9800.000 | 0.190 | -0.132 |
| | 227 | 265 | 1 | 2 | 71 | 0 | 6 | 17 | 1.405 | 18500.000 | 1.792 | 0.198 |
| | 227 | 265 | 2 | 2 | 71 | 1 | 3 | 9 | 5.584 | 17340.000 | 0.255 | -0.119 |
| | 227 | 683 | 2 | 5 | 620 | 0 | 5 | 14 | 8.392 | 9837.500 | 0.465 | -0.076 |
| | 227 | 700 | 3 | 2 | 71 | 0 | 17 | 33 | 16.649 | 7994.737 | 0.679 | -0.031 |
| | 227 | 757 | 2 | 5 | 685 | 0 | 4 | 8 | 4.174 | 4600.000 | 1.142 | 0.064 |
| | 227 | 1149 | 1 | 5 | 812 | 0 | 7 | 5 | 1.686 | 6666.667 | 1.219 | 0.080 |
| | 227 | 1378 | 1 | 5 | 1431 | 0 | 14 | 13 | 10.367 | 4600.000 | 0.747 | -0.017 |
| | 227 | 1902 | 1 | 5 | 1825 | 0 | 1 | 2 | | | | |
| | 227 | 2100 | 1 | 5 | 2222 | 0 | 12 | 16 | | | | |
| | 227 | 2102 | 1 | 5 | 2244 | 0 | 9 | 20 | 6.753 | 11500.000 | 0.706 | -0.026 |
| 227 | 3277 | 1 | 5 | 3177 | 1 | 1 | 2 | 3.531 | 2866.667 | 0.541 | -0.060 | |
| 227 | 3417 | 1 | 5 | 734 | 0 | 0 | 1 | | | | | |
| Tyler | 229 | 200 | 6 | 1 | 69 | 0 | 1 | 1 | 0.705 | 7433.333 | 0.523 | -0.064 |
| Upshur | 230 | 248 | 4 | 1 | 271 | 0 | 4 | 3 | 12.104 | 6352.381 | 0.107 | -0.150 |
| | 230 | 248 | 5 | 1 | 271 | 0 | 0 | 4 | 9.021 | 6681.818 | 0.182 | -0.134 |
| | 230 | 392 | 2 | 1 | 259 | 2 | 6 | 10 | 12.053 | 6274.286 | 0.362 | -0.097 |
| Upton | 231 | 76 | 6 | 1 | 67 | 0 | 1 | 1 | 0.464 | 1850.000 | 3.192 | 0.487 |
| | 231 | 229 | 4 | 5 | 305 | 0 | 1 | 3 | 1.403 | 4666.667 | 1.255 | 0.088 |

Table E.8. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MYM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Uvalde | 232 | 24 | 2 | 1 | 90 | 0 | 0 | 3 | 9 931 | 5404.545 | 0 153 | -0.140 |
| Val Verde | 233 | 22 | 9 | 1 | 90 | 0 | 0 | 5 | | | | |
| | 233 | 22 | 10 | 1 | 90 | 0 | 1 | 1 | | | | |
| | 233 | 23 | 1 | 1 | 90 | 0 | 1 | 1 | | | | |
| | 233 | 299 | 1 | 1 | 277 | 0 | 2 | 2 | | | | |
| Van Zandt | 234 | 95 | 6 | 1 | 80 | 0 | 5 | 12 | 14 802 | 6650.000 | 0 334 | -0.103 |
| | 234 | 95 | 7 | 1 | 80 | 0 | 5 | 7 | 13 551 | 4770.370 | 0 297 | -0.110 |
| | 234 | 505 | 1 | 2 | 110 | 2 | 0 | 1 | 0 679 | 3733.333 | 1 081 | 0 052 |
| | 234 | 646 | 1 | 5 | 47 | 1 | 0 | 1 | 0 581 | 5125.000 | 0 920 | 0 018 |
| Victoria | 235 | 88 | 4 | 1 | 59 | 0 | 0 | 3 | 2 236 | 8300.000 | 0 443 | -0.080 |
| | 235 | 88 | 5 | 3 | 175 | 0 | 9 | 9 | 13.148 | 11788.235 | 0 159 | -0.139 |
| | 235 | 89 | 1 | 1 | 59 | 0 | 19 | 16 | 12.659 | 13283.333 | 0 261 | -0.118 |
| | 235 | 144 | 2 | 1 | 87 | 0 | 1 | 1 | 1 658 | 5200.000 | 0 318 | -0.106 |
| | 235 | 371 | 1 | 1 | 77 | 1 | 6 | 11 | 13.578 | 7392.857 | 0 300 | -0.110 |
| | 235 | 371 | 6 | 3 | 91 | 0 | 0 | 1 | 1 005 | 6300.000 | 0 433 | -0.082 |
| | 235 | 432 | 2 | 2 | 185 | 0 | 16 | 20 | 9 066 | 9390.000 | 0 644 | -0.039 |
| Walker | 236 | 578 | 2 | 5 | 247 | 0 | 0 | 1 | 0 894 | 7500.000 | 0 409 | -0.087 |
| Waller | 237 | 50 | 4 | 2 | 6 | 0 | 5 | 10 | 8.133 | 7814.286 | 0 431 | -0.083 |
| | 237 | 50 | 5 | 1 | 290 | 0 | 18 | 25 | 11 085 | 17482.143 | 0 353 | -0.099 |
| | 237 | 114 | 11 | 1 | 290 | 0 | 6 | 13 | 9 380 | 5292.857 | 0 717 | -0.024 |
| Ward | 238 | 4 | 3 | 1 | 80 | 0 | 0 | 1 | 6 948 | 3454.167 | 0 114 | -0.148 |
| | 238 | 292 | 4 | 2 | 18 | 0 | 2 | 2 | 8 125 | 5410.526 | 0 125 | -0.146 |
| Washington | 239 | 114 | 9 | 1 | 290 | 0 | 9 | 16 | 18.067 | 7793.333 | 0 311 | -0.107 |
| | 239 | 114 | 10 | 1 | 290 | 0 | 8 | 10 | 13.259 | 7690.909 | 0 269 | -0.116 |
| | 239 | 186 | 6 | 2 | 36 | 0 | 1 | 4 | 5.192 | 11105.556 | 0 190 | -0.132 |
| Wharton | 241 | 89 | 6 | 1 | 59 | 2 | 34 | 28 | 12.785 | 14226.316 | 0 422 | -0.085 |
| | 241 | 89 | 7 | 1 | 59 | 2 | 35 | 25 | 15.463 | 15413.793 | 0 287 | -0.112 |
| | 241 | 89 | 8 | 1 | 59 | 0 | 4 | 18 | 9 885 | 15700.000 | 0 318 | -0.106 |
| | 241 | 89 | 10 | 3 | 183 | 0 | 0 | 1 | 3 037 | 7063.636 | 0 128 | -0.145 |
| Wheeler | 242 | 30 | 9 | 1 | 83 | 0 | 0 | 1 | 1 798 | 2733.333 | 0 557 | -0.057 |
| | 242 | 275 | 19 | 3 | 556 | 0 | 1 | 2 | 2 582 | 1070.000 | 1 983 | 0 238 |
| Wichita | 243 | 43 | 8 | 1 | 287 | 0 | 6 | 11 | 16.285 | 8850.000 | 0 209 | -0.128 |

Table E.8. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MYM | Normalized Accident Data |
|------------|------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Wichita | 243 | 43 | 9 | 1 | 287 | 0 | 0 | 2 | 7 955 | 11509.091 | 0 060 | -0.159 |
| | 243 | 43 | 17 | 16 | 287 | 0 | 1 | 1 | 5 376 | 5790.909 | 0 088 | -0.153 |
| | 243 | 156 | 4 | 1 | 82 | 0 | 1 | 1 | 2 206 | 5920.000 | 0 210 | -0.128 |
| | 243 | 249 | 1 | 1 | 281 | 0 | 1 | 1 | | | | |
| Wilbarger | 244 | 43 | 5 | 1 | 287 | 1 | 2 | 5 | 14 092 | 8742.105 | 0 111 | -0.149 |
| | 244 | 43 | 6 | 1 | 70 | 0 | 7 | 14 | 7 929 | 8633.333 | 0 560 | -0.056 |
| | 244 | 43 | 7 | 1 | 287 | 0 | 2 | 7 | 12 109 | 8350.000 | 0 190 | -0.132 |
| | 244 | 43 | 20 | 16 | 287 | 0 | 1 | 1 | 4 835 | 6286.667 | 0 090 | -0.153 |
| Willacy | 245 | 327 | 10 | 1 | 77 | 0 | 8 | 16 | 18 276 | 8086.364 | 0 297 | -0.110 |
| Williamson | 246 | 151 | 3 | 2 | 29 | 0 | 3 | 3 | 6 369 | 4600.000 | 0 281 | -0.114 |
| | 246 | 151 | 4 | 2 | 29 | 0 | 3 | 7 | 7 139 | 6475.000 | 0 415 | -0.086 |
| | 246 | 151 | 5 | 1 | 183 | 0 | 9 | 11 | | | | |
| | 246 | 204 | 1 | 1 | 79 | 0 | 0 | 1 | 7 735 | 14242.857 | 0 025 | -0.166 |
| | 246 | 204 | 2 | 1 | 79 | 0 | 2 | 4 | 4 780 | 10433.333 | 0 220 | -0.126 |
| | 246 | 204 | 3 | 1 | 79 | 0 | 2 | 4 | 4 777 | 8241.667 | 0 278 | -0.114 |
| | 246 | 204 | 4 | 1 | 79 | 0 | 2 | 6 | 11 720 | 5411.765 | 0 259 | -0.118 |
| | 246 | 273 | 4 | 1 | 183 | 1 | 11 | 17 | 13 107 | 3172.727 | 1 120 | 0 060 |
| | 246 | 320 | 3 | 2 | 95 | 0 | 4 | 7 | 16 183 | 5426.667 | 0 218 | -0.127 |
| | 246 | 320 | 4 | 5 | 397 | 0 | 2 | 3 | 5 192 | 3650.000 | 0 434 | -0.082 |
| | 246 | 337 | 1 | 2 | 29 | 1 | 5 | 10 | 11 616 | 6655.556 | 0 354 | -0.098 |
| | 246 | 440 | 1 | 2 | 195 | 0 | 0 | 1 | 1 071 | 5033.333 | 0 508 | -0.067 |
| | 246 | 683 | 1 | 5 | 620 | 0 | 5 | 21 | 3 910 | 18941.667 | 0 777 | -0.011 |
| | 246 | 757 | 1 | 5 | 685 | 0 | 0 | 1 | 2 955 | 3400.000 | 0 273 | -0.115 |
| | 246 | 1376 | 1 | 5 | 1325 | 0 | 1 | 1 | 2 051 | 16000.000 | 0 083 | -0.154 |
| | 246 | 1378 | 2 | 5 | 1431 | 0 | 6 | 13 | 8 475 | 6357.143 | 0 661 | -0.035 |
| 246 | 2211 | 1 | 5 | 2338 | 0 | 0 | 2 | 3 447 | 13190.909 | 0 121 | -0.147 | |
| 246 | 3417 | 2 | 5 | 734 | 0 | 0 | 2 | 0 903 | 50.000 | 121 361 | 24 884 | |
| Wilson | 247 | 100 | 3 | 1 | 181 | 0 | 4 | 9 | 14 188 | 7847.826 | 0 221 | -0.126 |
| | 247 | 100 | 4 | 1 | 181 | 0 | 6 | 6 | 6 937 | 4833.333 | 0 490 | -0.070 |
| | 247 | 143 | 3 | 1 | 87 | 0 | 2 | 4 | 5 573 | 5836.364 | 0 337 | -0.102 |
| | 247 | 366 | 5 | 2 | 123 | 0 | 1 | 2 | 8 336 | 3550.000 | 0 185 | -0.133 |
| Winkler | 248 | 292 | 2 | 2 | 18 | 0 | 0 | 1 | 6 570 | 3592.857 | 0 116 | -0.148 |

Table E.8. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|--------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Wise | 249 | 13 | 6 | 1 | 81 | 2 | 2 | 3 | 6.319 | 14271.429 | 0.091 | -0.153 |
| | 249 | 13 | 7 | 1 | 81 | 1 | 7 | 13 | 10.840 | 15778.571 | 0.208 | -0.129 |
| | 249 | 13 | 8 | 1 | 81 | 0 | 14 | 29 | 20.614 | 16015.625 | 0.241 | -0.122 |
| | 249 | 134 | 7 | 1 | 380 | 0 | 2 | 5 | 3.379 | 5980.000 | 0.678 | -0.032 |
| | 249 | 134 | 15 | 17 | 114 | 0 | 1 | 1 | 0.700 | 5400.000 | 0.725 | -0.022 |
| | 249 | 313 | 1 | 5 | 51 | 0 | 0 | 1 | 1.860 | 8833.333 | 0.167 | -0.137 |
| | 249 | 352 | 1 | 2 | 114 | 0 | 1 | 2 | 2.604 | 7211.111 | 0.292 | -0.111 |
| | 249 | 352 | 2 | 2 | 114 | 0 | 1 | 1 | 0.483 | 9750.000 | 0.582 | -0.052 |
| Wood | 250 | 95 | 9 | 1 | 80 | 0 | 2 | 2 | 4.622 | 5650.000 | 0.210 | -0.128 |
| | 250 | 96 | 1 | 1 | 80 | 0 | 6 | 7 | 9.423 | 3677.778 | 0.553 | -0.057 |
| | 250 | 96 | 2 | 1 | 80 | 0 | 3 | 2 | 10.699 | 3157.143 | 0.162 | -0.138 |
| | 250 | 190 | 3 | 2 | 37 | 0 | 2 | 2 | 1.792 | 8444.444 | 0.362 | -0.097 |
| | 250 | 401 | 3 | 2 | 154 | 0 | 1 | 2 | 1.550 | 4700.000 | 0.752 | -0.016 |
| Yoakum | 251 | 297 | 2 | 1 | 82 | 0 | 0 | 1 | 0.759 | 3800.000 | 0.950 | 0.024 |
| | 251 | 461 | 8 | 2 | 214 | 0 | 0 | 1 | 2.856 | 3816.667 | 0.251 | -0.120 |
| | 251 | 583 | 1 | 2 | 83 | 0 | 0 | 1 | 0.989 | 8850.000 | 0.313 | -0.107 |
| Young | 252 | 133 | 8 | 2 | 114 | 0 | 0 | 1 | 0.703 | 4100.000 | 0.951 | 0.025 |
| | 252 | 362 | 1 | 2 | 16 | 0 | 0 | 1 | 2.528 | 7000.000 | 0.155 | -0.140 |
| Zapata | 253 | 38 | 4 | 1 | 83 | 1 | 4 | 6 | 4.754 | 7837.500 | 0.441 | -0.081 |
| Zavala | 254 | 276 | 3 | 1 | 57 | 0 | 3 | 3 | . | . | . | . |

Table E.9. Single-Vehicle Interstate Accident Data with Totals and Standardized Scores by County and Control Section (1991)

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Atascosa | 7 | 17 | 4 | 8 | 35 | 0 | 2 | 3 | 2.538 | 14334.000 | 0.226 | -0.423 |
| | 7 | 73 | 5 | 8 | 37 | 2 | 25 | 18 | 11.482 | 11406.000 | 0.377 | 0.054 |
| | 7 | 73 | 6 | 8 | 37 | 0 | 2 | 3 | 7.623 | 11582.857 | 0.093 | -0.843 |
| | 7 | 73 | 10 | 8 | 37 | 1 | 18 | 22 | 15.832 | 11492.105 | 0.331 | -0.090 |
| Austin | 8 | 271 | 2 | 8 | 10 | 0 | 16 | 22 | 8.901 | 21095.000 | 0.321 | -0.122 |
| | 8 | 271 | 3 | 8 | 10 | 0 | 8 | 17 | 7.176 | 25090.000 | 0.259 | -0.319 |
| Bell | 14 | 15 | 4 | 8 | 35 | 1 | 17 | 46 | 9.486 | 32100.769 | 0.414 | 0.172 |
| | 14 | 15 | 6 | 8 | 35 | 0 | 3 | 3 | 2.982 | 32260.000 | 0.085 | -0.868 |
| | 14 | 15 | 7 | 8 | 35 | 0 | 9 | 18 | 9.848 | 31726.471 | 0.158 | -0.638 |
| Bexar | 15 | 16 | 7 | 8 | 35 | 0 | 12 | 32 | . | . | . | . |
| | 15 | 17 | 2 | 8 | 35 | 0 | 1 | 1 | 0.329 | 23040.000 | 0.361 | 0.006 |
| | 15 | 17 | 3 | 8 | 35 | 2 | 6 | 12 | 8.483 | 18715.000 | 0.207 | -0.483 |
| | 15 | 25 | 2 | 8 | 10 | 0 | 3 | 5 | 2.461 | 19225.000 | 0.290 | -0.222 |
| | 15 | 72 | 7 | 8 | 10 | 2 | 12 | 19 | 6.554 | 23926.000 | 0.332 | -0.088 |
| | 15 | 72 | 12 | 8 | 10 | 0 | 2 | 11 | . | . | . | . |
| | 15 | 73 | 9 | 8 | 37 | 0 | 10 | 13 | 8.106 | 13177.500 | 0.333 | -0.083 |
| | 15 | 521 | 4 | 8 | 410 | 0 | 12 | 15 | . | . | . | . |
| Bowie | 19 | 610 | 5 | 8 | 30 | 0 | 6 | 14 | 17.127 | 14891.364 | 0.150 | -0.662 |
| | 19 | 610 | 6 | 8 | 30 | 1 | 14 | 19 | 13.607 | 20736.071 | 0.184 | -0.554 |
| | 19 | 610 | 7 | 8 | 30 | 0 | 6 | 14 | 11.859 | 30341.667 | 0.107 | -0.801 |
| Caldwell | 28 | 535 | 3 | 8 | 10 | 0 | 4 | 6 | 4.931 | 16363.333 | 0.204 | -0.493 |
| Callahan | 30 | 6 | 7 | 8 | 20 | 1 | 16 | 32 | 12.988 | 14318.889 | 0.471 | 0.354 |
| | 30 | 7 | 1 | 8 | 20 | 1 | 4 | 10 | 8.789 | 12346.154 | 0.252 | -0.339 |
| | 30 | 7 | 2 | 8 | 20 | 0 | 21 | 18 | 8.915 | 12012.222 | 0.461 | 0.319 |
| Carson | 33 | 275 | 2 | 8 | 40 | 0 | 7 | 13 | 10.241 | 9362.500 | 0.371 | 0.037 |
| | 33 | 275 | 3 | 8 | 40 | 0 | 7 | 13 | 10.695 | 9186.667 | 0.363 | 0.009 |
| | 33 | 275 | 4 | 8 | 40 | 0 | 7 | 15 | 10.357 | 9110.000 | 0.436 | 0.240 |
| Chambers | 36 | 508 | 2 | 8 | 10 | 1 | 44 | 59 | 15.860 | 31137.368 | 0.327 | -0.102 |
| | 36 | 508 | 3 | 8 | 10 | 0 | 17 | 30 | 17.491 | 18016.000 | 0.261 | -0.313 |
| | 36 | 739 | 1 | 8 | 10 | 0 | 1 | 6 | 3.113 | 26180.000 | 0.202 | -0.500 |
| Colorado | 45 | 271 | 1 | 8 | 10 | 3 | 23 | 30 | 14.447 | 22458.000 | 0.253 | -0.336 |
| | 45 | 535 | 8 | 8 | 10 | 1 | 30 | 37 | 17.614 | 17428.125 | 0.330 | -0.093 |

Table E.9. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Comal | 46 | 16 | 4 | 8 | 35 | 0 | 3 | 5 | 9.598 | 51285.294 | 0.028 | -1.050 |
| Cooke | 49 | 194 | 2 | 8 | 35 | 0 | 7 | 10 | 6.355 | 14138.182 | 0.305 | -0.173 |
| | 49 | 195 | 1 | 8 | 35 | 2 | 18 | 18 | 15.211 | 18103.889 | 0.179 | -0.571 |
| Crane | 52 | 4 | 5 | 8 | 20 | 0 | 3 | 2 | 1.533 | 7700.000 | 0.464 | 0.331 |
| Crockett | 53 | 140 | 10 | 8 | 10 | 0 | 4 | 4 | 13.057 | 3900.000 | 0.215 | -0.457 |
| | 53 | 140 | 11 | 8 | 10 | 0 | 1 | 3 | 9.071 | 4100.000 | 0.221 | -0.439 |
| | 53 | 140 | 13 | 8 | 10 | 0 | 15 | 10 | 15.858 | 3700.000 | 0.467 | 0.340 |
| | 53 | 141 | 1 | 8 | 10 | 1 | 15 | 12 | 14.826 | 4495.714 | 0.493 | 0.423 |
| Culberson | 55 | 2 | 11 | 8 | 10 | 0 | 2 | 4 | 4.765 | 7785.000 | 0.295 | -0.203 |
| | 55 | 3 | 1 | 8 | 10 | 0 | 4 | 5 | 13.298 | 7466.667 | 0.138 | -0.701 |
| | 55 | 3 | 2 | 8 | 10 | 0 | 8 | 8 | 13.069 | 7540.000 | 0.222 | -0.434 |
| | 55 | 3 | 3 | 8 | 10 | 3 | 17 | 6 | 12.562 | 7545.556 | 0.173 | -0.589 |
| Dallas | 57 | 92 | 2 | 8 | 45 | 0 | 8 | 14 | . | . | . | . |
| | 57 | 92 | 14 | 8 | 45 | 0 | 0 | 3 | . | . | . | . |
| | 57 | 442 | 2 | 8 | 353 | 0 | 3 | 6 | . | . | . | . |
| | 57 | 2374 | 3 | 8 | 20 | 0 | 4 | 3 | . | . | . | . |
| | 57 | 2374 | 7 | 8 | 635 | 1 | 8 | 9 | 0.999 | 63540.000 | 0.388 | 0.091 |
| Deaf Smith | 59 | 90 | 1 | 8 | 40 | 0 | 6 | 7 | 2.102 | 8420.000 | 1.084 | 2.291 |
| Denton | 61 | 81 | 13 | 8 | 354 | 0 | 4 | 13 | 8.087 | 17599.000 | 0.250 | -0.346 |
| | 61 | 195 | 2 | 8 | 35 | 0 | 6 | 14 | 6.893 | 23539.167 | 0.236 | -0.390 |
| | 61 | 196 | 1 | 8 | 353 | 0 | 19 | 33 | . | . | . | . |
| | 61 | 196 | 2 | 8 | 353 | 0 | 0 | 6 | . | . | . | . |
| Donely | 65 | 275 | 6 | 8 | 40 | 0 | 0 | 2 | 1.670 | 9600.000 | 0.342 | -0.056 |
| | 65 | 275 | 8 | 8 | 40 | 0 | 4 | 5 | 2.171 | 9600.000 | 0.657 | 0.942 |
| | 65 | 275 | 10 | 8 | 40 | 0 | 7 | 6 | 2.166 | 9400.000 | 0.807 | 1.417 |
| Eastland | 68 | 7 | 3 | 8 | 20 | 1 | 25 | 46 | 20.008 | 12030.000 | 0.524 | 0.519 |
| | 68 | 7 | 4 | 8 | 20 | 1 | 4 | 9 | 16.410 | 5759.130 | 0.261 | -0.312 |
| | 68 | 7 | 6 | 8 | 20 | 1 | 27 | 31 | 12.625 | 13452.353 | 0.500 | 0.444 |
| | 68 | 314 | 5 | 8 | 20 | 0 | 2 | 2 | 1.792 | 13800.000 | 0.222 | -0.437 |
| Ector | 69 | 4 | 6 | 8 | 20 | 0 | 5 | 6 | 8.252 | 9065.000 | 0.220 | -0.443 |
| | 69 | 4 | 7 | 8 | 20 | 2 | 23 | 32 | 6.138 | 9231.429 | 1.547 | 3.758 |
| | 69 | 5 | 13 | 8 | 20 | 0 | 0 | 1 | 1.023 | 12880.000 | 0.208 | -0.480 |

Table E.9. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Ellis | 71 | 48 | 4 | 8 | 353 | 1 | 4 | 9 | 11.372 | 20986.842 | 0.103 | -0.811 |
| | 71 | 48 | 8 | 8 | 353 | 2 | 33 | 43 | 18.540 | 16972.857 | 0.374 | 0.047 |
| | 71 | 92 | 3 | 8 | 45 | 1 | 3 | 14 | 5.529 | 26476.000 | 0.262 | -0.309 |
| | 71 | 92 | 4 | 8 | 45 | 1 | 8 | 16 | 10.083 | 24975.000 | 0.174 | -0.587 |
| | 71 | 92 | 5 | 8 | 45 | 1 | 6 | 5 | 7.810 | 25867.143 | 0.068 | -0.923 |
| | 71 | 442 | 3 | 8 | 353 | 0 | 4 | 12 | 3.791 | 25245.714 | 0.344 | -0.051 |
| El Paso | 72 | 2121 | 1 | 8 | 10 | 1 | 15 | 22 | 6.312 | 23564.545 | 0.405 | 0.144 |
| | 72 | 2121 | 4 | 8 | 10 | 0 | 25 | 24 | 14.594 | 13807.143 | 0.326 | -0.105 |
| | 72 | 2121 | 5 | 8 | 10 | 0 | 15 | 19 | 12.054 | 8590.000 | 0.503 | 0.453 |
| Erath | 73 | 314 | 4 | 8 | 20 | 0 | 3 | 4 | 5.877 | 13900.000 | 0.134 | -0.713 |
| Falls | 74 | 15 | 3 | 8 | 35 | 1 | 1 | 2 | 1.900 | 31110.000 | 0.093 | -0.845 |
| Fayette | 76 | 535 | 6 | 8 | 10 | 0 | 10 | 17 | 11.303 | 14856.364 | 0.277 | -0.260 |
| | 76 | 535 | 7 | 8 | 10 | 2 | 19 | 26 | 11.492 | 15348.519 | 0.404 | 0.140 |
| Franklin | 81 | 610 | 2 | 8 | 30 | 0 | 8 | 13 | 10.695 | 15935.000 | 0.209 | -0.477 |
| Freestone | 82 | 675 | 1 | 8 | 45 | 0 | 9 | 7 | 14.893 | 18011.818 | 0.071 | -0.912 |
| | 82 | 675 | 2 | 8 | 45 | 4 | 13 | 18 | 17.184 | 15615.000 | 0.184 | -0.556 |
| Frio | 83 | 17 | 6 | 8 | 35 | 0 | 28 | 16 | 16.984 | 10972.308 | 0.235 | -0.394 |
| | 83 | 17 | 7 | 8 | 35 | 0 | 15 | 15 | 18.787 | 8558.571 | 0.256 | -0.329 |
| Galveston | 85 | 500 | 1 | 8 | 45 | 0 | 17 | 22 | . | . | . | . |
| | 85 | 500 | 4 | 8 | 45 | 2 | 12 | 20 | . | . | . | . |
| Gillespie | 87 | 142 | 13 | 8 | 10 | 0 | 4 | 7 | 5.944 | 6400.000 | 0.504 | 0.457 |
| Gonzales | 90 | 535 | 4 | 8 | 10 | 0 | 10 | 10 | 10.546 | 16671.538 | 0.156 | -0.645 |
| | 90 | 535 | 5 | 8 | 10 | 0 | 1 | 3 | 11.590 | 16510.000 | 0.043 | -1.002 |
| Gray | 91 | 275 | 5 | 8 | 40 | 0 | 0 | 3 | 4.741 | 9373.333 | 0.185 | -0.553 |
| | 91 | 275 | 7 | 8 | 40 | 0 | 1 | 2 | 3.897 | 9450.000 | 0.149 | -0.667 |
| | 91 | 275 | 9 | 8 | 40 | 0 | 1 | 2 | 0.749 | 9400.000 | 0.778 | 1.325 |
| | 91 | 275 | 11 | 8 | 40 | 1 | 21 | 19 | 16.990 | 9003.667 | 0.340 | -0.061 |
| Gregg | 93 | 495 | 7 | 8 | 20 | 3 | 24 | 40 | 15.655 | 22974.583 | 0.305 | -0.174 |
| Guadalupe | 95 | 16 | 6 | 8 | 35 | 0 | 6 | 16 | 3.327 | 48790.000 | 0.270 | -0.283 |
| | 95 | 25 | 3 | 8 | 10 | 1 | 2 | 7 | 11.058 | 16123.571 | 0.108 | -0.798 |
| | 95 | 535 | 1 | 8 | 10 | 0 | 2 | 3 | 10.843 | 17065.600 | 0.044 | -0.997 |
| | 95 | 535 | 2 | 8 | 10 | 0 | 13 | 13 | 15.427 | 15931.333 | 0.145 | -0.679 |

Table E.9. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Hale | 96 | 67 | 4 | 8 | 27 | 1 | 8 | 3 | 9.960 | 6807.692 | 0.121 | -0.754 |
| | 96 | 67 | 5 | 8 | 27 | 0 | 16 | 22 | 11.449 | 7636.000 | 0.689 | 1.044 |
| | 96 | 67 | 6 | 8 | 27 | 0 | 12 | 29 | 16.308 | 7273.571 | 0.670 | 0.981 |
| Harris | 102 | 110 | 5 | 8 | 45 | 4 | 44 | 70 | 2.478 | 85210.000 | 0.908 | 1.736 |
| | 102 | 110 | 6 | 8 | 45 | 0 | 3 | 2 | . | . | . | . |
| | 102 | 271 | 6 | 8 | 10 | 2 | 18 | 40 | . | . | . | . |
| | 102 | 271 | 7 | 8 | 10 | 0 | 9 | 24 | . | . | . | . |
| | 102 | 500 | 3 | 8 | 45 | 0 | 23 | 50 | . | . | . | . |
| | 102 | 508 | 1 | 8 | 10 | 2 | 64 | 95 | 4.330 | 41178.000 | 1.460 | 3.481 |
| Harrison | 103 | 495 | 8 | 8 | 20 | 1 | 22 | 44 | 16.891 | 17862.778 | 0.400 | 0.126 |
| | 103 | 495 | 9 | 8 | 20 | 0 | 3 | 5 | 6.856 | 16265.455 | 0.123 | -0.749 |
| | 103 | 495 | 10 | 8 | 20 | 0 | 13 | 15 | 15.454 | 16943.636 | 0.157 | -0.641 |
| Hays | 106 | 16 | 2 | 8 | 35 | 0 | 27 | 49 | 15.347 | 43713.478 | 0.200 | -0.505 |
| | 106 | 16 | 3 | 8 | 35 | 0 | 1 | 1 | 9.001 | 38350.000 | 0.008 | -1.113 |
| Hill | 110 | 14 | 7 | 8 | 35 | 2 | 23 | 24 | 12.597 | 22166.129 | 0.235 | -0.393 |
| | 110 | 14 | 23 | 8 | 354 | 0 | 6 | 10 | 14.327 | 13620.800 | 0.140 | -0.694 |
| | 110 | 48 | 9 | 8 | 353 | 0 | 3 | 12 | 7.910 | 16136.364 | 0.258 | -0.323 |
| Hopkins | 113 | 9 | 9 | 8 | 30 | 1 | 5 | 10 | 14.887 | 16668.333 | 0.110 | -0.789 |
| | 113 | 10 | 2 | 8 | 30 | 0 | 2 | 5 | 10.719 | 16465.000 | 0.078 | -0.892 |
| | 113 | 610 | 1 | 8 | 30 | 0 | 5 | 7 | 7.922 | 15922.727 | 0.152 | -0.657 |
| Howard | 115 | 5 | 5 | 8 | 20 | 0 | 12 | 19 | 14.630 | 9303.889 | 0.382 | 0.072 |
| | 115 | 5 | 6 | 8 | 20 | 0 | 9 | 27 | 18.941 | 9611.364 | 0.406 | 0.148 |
| Hudspeth | 116 | 2 | 5 | 8 | 10 | 0 | 17 | 16 | 9.154 | 8480.000 | 0.565 | 0.649 |
| | 116 | 2 | 6 | 8 | 10 | 0 | 25 | 19 | 11.132 | 8500.000 | 0.550 | 0.603 |
| | 116 | 2 | 7 | 8 | 10 | 3 | 16 | 10 | 8.168 | 8500.000 | 0.395 | 0.111 |
| | 116 | 2 | 8 | 8 | 10 | 0 | 13 | 18 | 9.704 | 8491.667 | 0.598 | 0.756 |
| | 116 | 2 | 9 | 8 | 10 | 0 | 7 | 7 | 9.045 | 8400.000 | 0.252 | -0.339 |
| | 116 | 2 | 10 | 8 | 10 | 0 | 12 | 10 | 9.443 | 8250.000 | 0.352 | -0.025 |
| | 116 | 2121 | 6 | 8 | 10 | 0 | 5 | 12 | 16.915 | 8495.000 | 0.229 | -0.414 |
| Hunt | 117 | 9 | 13 | 8 | 30 | 3 | 20 | 37 | 29.800 | 23015.357 | 0.148 | -0.670 |
| Jeff Davis | 123 | 3 | 4 | 8 | 10 | 0 | 2 | 1 | 7.005 | 7600.000 | 0.051 | -0.975 |
| Jefferson | 124 | 739 | 2 | 8 | 10 | 1 | 21 | 24 | 14.712 | 26881.579 | 0.166 | -0.612 |

Table E.9. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Johnson | 127 | 14 | 3 | 8 | 354 | 1 | 23 | 29 | 12.011 | 21091.053 | 0.314 | -0.146 |
| | 127 | 14 | 4 | 8 | 354 | 2 | 12 | 16 | 8.237 | 13886.667 | 0.383 | 0.075 |
| | 127 | 14 | 22 | 8 | 354 | 0 | 2 | 4 | 2.894 | 12764.444 | 0.297 | -0.199 |
| Kaufman | 130 | 95 | 14 | 8 | 20 | 0 | 9 | 14 | 12.929 | 14155.455 | 0.210 | -0.475 |
| | 130 | 495 | 1 | 8 | 20 | 0 | 16 | 18 | 18.415 | 25709.070 | 0.104 | -0.808 |
| Kendall | 131 | 72 | 5 | 8 | 10 | 0 | 21 | 28 | 14.129 | 11031.176 | 0.492 | 0.419 |
| | 131 | 72 | 6 | 8 | 10 | 2 | 18 | 27 | 6.892 | 13352.500 | 0.804 | 1.405 |
| | 131 | 142 | 15 | 8 | 10 | 0 | 1 | 2 | 1.948 | 8416.000 | 0.334 | -0.080 |
| Kerr | 133 | 142 | 2 | 8 | 10 | 1 | 3 | 5 | 9.209 | 6150.000 | 0.242 | -0.373 |
| | 133 | 142 | 12 | 8 | 10 | 0 | 7 | 7 | 6.076 | 6196.667 | 0.509 | 0.474 |
| | 133 | 142 | 14 | 8 | 10 | 0 | 14 | 32 | 22.312 | 7436.154 | 0.528 | 0.534 |
| Kimble | 134 | 141 | 8 | 8 | 10 | 0 | 4 | 6 | 9.877 | 4413.333 | 0.377 | 0.055 |
| | 134 | 141 | 9 | 8 | 10 | 0 | 9 | 6 | 13.056 | 4640.000 | 0.271 | -0.279 |
| | 134 | 142 | 1 | 8 | 10 | 2 | 32 | 31 | 21.022 | 6839.600 | 0.591 | 0.731 |
| LaSalle | 142 | 17 | 8 | 8 | 35 | 0 | 10 | 8 | . | . | . | . |
| | 142 | 18 | 1 | 8 | 35 | 0 | 1 | 2 | . | . | . | . |
| | 142 | 18 | 2 | 8 | 35 | 1 | 12 | 7 | . | . | . | . |
| Leon | 145 | 675 | 3 | 8 | 45 | 0 | 11 | 17 | 16.790 | 16243.333 | 0.171 | -0.598 |
| | 145 | 675 | 4 | 8 | 45 | 1 | 12 | 10 | 11.783 | 17040.000 | 0.136 | -0.706 |
| Live Oak | 149 | 73 | 7 | 8 | 37 | 0 | 15 | 14 | 11.105 | 12317.143 | 0.280 | -0.251 |
| | 149 | 74 | 1 | 8 | 37 | 0 | 20 | 17 | 15.402 | 8946.667 | 0.338 | -0.068 |
| | 149 | 74 | 2 | 8 | 37 | 1 | 21 | 23 | 17.806 | 9382.727 | 0.377 | 0.056 |
| Lubbock | 152 | 67 | 7 | 8 | 27 | 0 | 15 | 23 | 12.344 | 9406.250 | 0.543 | 0.579 |
| Madison | 154 | 675 | 5 | 8 | 45 | 5 | 37 | 39 | 18.630 | 17123.333 | 0.335 | -0.078 |
| Martin | 156 | 5 | 4 | 8 | 20 | 0 | 15 | 23 | 13.467 | 9514.000 | 0.492 | 0.418 |
| McLennan | 161 | 14 | 8 | 8 | 35 | 1 | 12 | 21 | 10.423 | 32733.077 | 0.169 | -0.604 |
| | 161 | 14 | 9 | 8 | 35 | 2 | 10 | 9 | 0.223 | 36120.000 | 3.061 | 8.548 |
| | 161 | 15 | 1 | 8 | 35 | 1 | 10 | 16 | 5.445 | 32777.273 | 0.246 | -0.361 |
| | 161 | 15 | 2 | 8 | 35 | 1 | 18 | 17 | 4.260 | 31470.000 | 0.347 | -0.039 |
| Medina | 163 | 17 | 5 | 8 | 35 | 0 | 15 | 19 | 12.620 | 12614.667 | 0.327 | -0.103 |
| Midland | 165 | 5 | 14 | 8 | 20 | 1 | 10 | 16 | 9.333 | 13255.000 | 0.354 | -0.017 |
| | 165 | 5 | 15 | 8 | 20 | 0 | 19 | 23 | 10.779 | 9637.500 | 0.607 | 0.781 |

Table E.9. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Mitchell | 168 | 5 | 7 | 8 | 20 | 0 | 10 | 6 | 9.328 | 9306.667 | 0.189 | -0.539 |
| | 168 | 5 | 8 | 8 | 20 | 1 | 14 | 15 | 11.848 | 9094.167 | 0.381 | 0.069 |
| | 168 | 6 | 1 | 8 | 20 | 0 | 12 | 14 | 10.878 | 9511.667 | 0.371 | 0.035 |
| Montgomery | 170 | 110 | 4 | 8 | 45 | 0 | 35 | 80 | 12.714 | 53043.913 | 0.325 | -0.110 |
| | 170 | 675 | 8 | 8 | 45 | 0 | 10 | 23 | 16.594 | 39541.667 | 0.096 | -0.834 |
| Morris | 172 | 610 | 4 | 8 | 30 | 0 | 0 | 3 | 7.277 | 15193.333 | 0.074 | -0.903 |
| Navarro | 175 | 92 | 6 | 8 | 45 | 0 | 12 | 15 | 13.226 | 24112.273 | 0.129 | -0.730 |
| | 175 | 93 | 1 | 8 | 45 | 0 | 10 | 10 | 10.970 | 20400.526 | 0.122 | -0.751 |
| | 175 | 166 | 1 | 8 | 45 | 0 | 10 | 7 | 6.591 | 18540.000 | 0.157 | -0.641 |
| Nolan | 177 | 6 | 2 | 8 | 20 | 1 | 21 | 28 | 15.820 | 11763.125 | 0.412 | 0.166 |
| | 177 | 6 | 3 | 8 | 20 | 0 | 21 | 23 | 16.160 | 13967.500 | 0.279 | -0.255 |
| Nueces | 178 | 74 | 6 | 8 | 37 | 0 | 1 | 2 | . | . | . | . |
| Oldham | 180 | 90 | 2 | 8 | 40 | 0 | 13 | 17 | 14.570 | 8400.000 | 0.381 | 0.066 |
| | 180 | 90 | 3 | 8 | 40 | 1 | 20 | 16 | 19.726 | 8394.706 | 0.265 | -0.300 |
| | 180 | 90 | 4 | 8 | 40 | 1 | 27 | 25 | 15.040 | 9020.769 | 0.505 | 0.459 |
| Orange | 181 | 28 | 9 | 8 | 10 | 3 | 8 | 18 | 5.651 | 53080.000 | 0.164 | -0.618 |
| | 181 | 28 | 11 | 8 | 10 | 0 | 5 | 7 | 13.068 | 31450.800 | 0.047 | -0.990 |
| | 181 | 28 | 14 | 8 | 10 | 0 | 0 | 2 | 6.690 | 28331.765 | 0.029 | -1.046 |
| Palo Pinto | 182 | 314 | 2 | 8 | 20 | 1 | 6 | 12 | 9.498 | 15080.000 | 0.230 | -0.412 |
| | 182 | 314 | 3 | 8 | 20 | 0 | 9 | 14 | 11.262 | 14140.000 | 0.241 | -0.376 |
| Parker | 184 | 8 | 3 | 8 | 20 | 2 | 17 | 24 | 16.376 | 25033.438 | 0.160 | -0.630 |
| | 184 | 314 | 1 | 8 | 20 | 0 | 12 | 11 | 11.887 | 17063.125 | 0.149 | -0.668 |
| | 184 | 314 | 7 | 8 | 20 | 0 | 9 | 17 | 12.346 | 25359.355 | 0.149 | -0.667 |
| | 184 | 1068 | 5 | 8 | 30 | 0 | 2 | 2 | 1.138 | 38000.000 | 0.127 | -0.737 |
| Pecos | 186 | 140 | 1 | 8 | 10 | 1 | 10 | 11 | 15.142 | 3841.875 | 0.518 | 0.501 |
| | 186 | 140 | 2 | 8 | 10 | 1 | 9 | 13 | 12.237 | 3671.429 | 0.793 | 1.370 |
| | 186 | 140 | 3 | 8 | 10 | 2 | 3 | 8 | 12.224 | 3663.636 | 0.489 | 0.411 |
| | 186 | 140 | 4 | 8 | 10 | 0 | 5 | 12 | 10.932 | 3600.000 | 0.835 | 1.505 |
| | 186 | 140 | 5 | 8 | 10 | 0 | 0 | 3 | 10.370 | 3590.000 | 0.221 | -0.439 |
| | 186 | 140 | 6 | 8 | 10 | 0 | 3 | 1 | 7.911 | 3631.250 | 0.095 | -0.836 |
| | 186 | 441 | 7 | 8 | 10 | 1 | 9 | 12 | 24.552 | 3191.905 | 0.420 | 0.189 |
| | 186 | 441 | 8 | 8 | 10 | 1 | 8 | 6 | 7.117 | 3628.182 | 0.637 | 0.876 |

Table E.9. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|--------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Potter | 188 | 90 | 5 | 8 | 40 | 0 | 10 | 25 | 10.967 | 9725.714 | 0.642 | 0.894 |
| | 188 | 275 | 1 | 8 | 40 | 0 | 14 | 15 | 3.945 | 11026.667 | 0.945 | 1.851 |
| Randall | 191 | 67 | 17 | 8 | 27 | 0 | 5 | 14 | 20.627 | 6191.875 | 0.300 | -0.188 |
| | 191 | 168 | 9 | 8 | 27 | 0 | 15 | 28 | 8.974 | 17778.000 | 0.481 | 0.383 |
| Reeves | 195 | 3 | 5 | 8 | 20 | 0 | 6 | 6 | 8.928 | 4280.000 | 0.430 | 0.223 |
| | 195 | 3 | 6 | 8 | 20 | 0 | 11 | 8 | 23.093 | 4220.000 | 0.225 | -0.426 |
| | 195 | 3 | 7 | 8 | 20 | 0 | 3 | 7 | 16.199 | 4776.471 | 0.248 | -0.354 |
| | 195 | 441 | 5 | 8 | 10 | 0 | 8 | 12 | 13.953 | 3069.167 | 0.768 | 1.291 |
| | 195 | 441 | 6 | 8 | 10 | 0 | 6 | 4 | 6.431 | 3100.000 | 0.550 | 0.601 |
| | 195 | 441 | 9 | 8 | 10 | 1 | 6 | 21 | 20.918 | 3328.889 | 0.826 | 1.476 |
| Rockwall | 199 | 9 | 12 | 8 | 30 | 1 | 6 | 8 | 8.039 | 27193.333 | 0.100 | -0.821 |
| San Patricio | 205 | 74 | 3 | 8 | 37 | 0 | 8 | 8 | 5.493 | 10143.333 | 0.393 | 0.107 |
| | 205 | 74 | 4 | 8 | 37 | 0 | 3 | 5 | 3.560 | 11946.667 | 0.322 | -0.119 |
| | 205 | 74 | 5 | 8 | 37 | 0 | 7 | 16 | 13.918 | 14564.545 | 0.216 | -0.454 |
| Smith | 212 | 495 | 4 | 8 | 20 | 0 | 15 | 24 | 13.160 | 21452.500 | 0.233 | -0.401 |
| | 212 | 495 | 5 | 8 | 20 | 5 | 20 | 49 | 14.697 | 18576.667 | 0.492 | 0.418 |
| | 212 | 495 | 6 | 8 | 20 | 0 | 13 | 15 | 8.342 | 22554.444 | 0.218 | -0.447 |
| Sutton | 218 | 141 | 2 | 8 | 10 | 0 | 9 | 11 | 10.200 | 4700.000 | 0.629 | 0.851 |
| | 218 | 141 | 3 | 8 | 10 | 1 | 19 | 15 | 9.691 | 4290.000 | 0.988 | 1.990 |
| | 218 | 141 | 4 | 8 | 10 | 0 | 4 | 4 | 7.673 | 4361.429 | 0.327 | -0.102 |
| | 218 | 141 | 5 | 8 | 10 | 0 | 8 | 6 | 10.492 | 4390.000 | 0.357 | -0.009 |
| | 218 | 141 | 6 | 8 | 10 | 0 | 5 | 6 | 9.224 | 4374.286 | 0.407 | 0.151 |
| | 218 | 141 | 7 | 8 | 10 | 1 | 2 | 5 | 6.569 | 4370.000 | 0.477 | 0.372 |
| Swisher | 219 | 67 | 2 | 8 | 27 | 0 | 5 | 16 | 15.616 | 5897.143 | 0.476 | 0.368 |
| | 219 | 67 | 3 | 8 | 27 | 0 | 21 | 18 | 15.800 | 6098.000 | 0.512 | 0.482 |
| Tarrant | 220 | 8 | 14 | 8 | 820 | 0 | 6 | 7 | . | . | . | . |
| | 220 | 8 | 16 | 8 | 20 | 0 | 3 | 2 | . | . | . | . |
| Taylor | 221 | 6 | 4 | 8 | 20 | 0 | 14 | 18 | 13.482 | 14966.000 | 0.244 | -0.365 |
| | 221 | 6 | 5 | 8 | 20 | 0 | 9 | 14 | 2.269 | 16610.000 | 1.018 | 2.082 |
| | 221 | 6 | 6 | 8 | 20 | 0 | 3 | 1 | 0.209 | 15540.000 | 0.844 | 1.531 |
| Titus | 225 | 610 | 3 | 8 | 30 | 0 | 15 | 18 | 20.530 | 15699.074 | 0.153 | -0.654 |
| Travis | 227 | 15 | 10 | 8 | 35 | 1 | 6 | 14 | 0.302 | 70100.000 | 1.812 | 4.595 |

Table E.9. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Van Zandt | 234 | 495 | 2 | 8 | 20 | 1 | 26 | 34 | 13.958 | 23359.533 | 0.286 | -0.234 |
| | 234 | 495 | 3 | 8 | 20 | 0 | 22 | 29 | 16.256 | 19497.500 | 0.251 | -0.345 |
| Walker | 236 | 675 | 6 | 8 | 45 | 0 | 20 | 21 | 16.887 | 18478.571 | 0.184 | -0.554 |
| | 236 | 675 | 7 | 8 | 45 | 4 | 18 | 23 | 15.989 | 23848.421 | 0.165 | -0.615 |
| Waller | 237 | 271 | 4 | 8 | 10 | 0 | 21 | 22 | 11.095 | 30684.667 | 0.177 | -0.578 |
| Ward | 238 | 4 | 2 | 8 | 20 | 1 | 17 | 21 | 16.388 | 6581.818 | 0.533 | 0.550 |
| | 238 | 4 | 4 | 8 | 20 | 1 | 24 | 24 | 24.180 | 7602.692 | 0.358 | -0.006 |
| Webb | 240 | 18 | 3 | 8 | 35 | 0 | 3 | 4 | . | . | . | . |
| | 240 | 18 | 4 | 8 | 35 | 0 | 5 | 7 | . | . | . | . |
| | 240 | 18 | 5 | 8 | 35 | 1 | 1 | 4 | . | . | . | . |
| Wheeler | 242 | 275 | 12 | 8 | 40 | 1 | 14 | 16 | 16.444 | 9151.111 | 0.291 | -0.216 |
| | 242 | 275 | 13 | 8 | 40 | 0 | 29 | 35 | 14.115 | 8701.111 | 0.781 | 1.332 |
| Wichita | 243 | 156 | 7 | 8 | 44 | 0 | 2 | 3 | 7.770 | 9192.105 | 0.115 | -0.774 |
| Williamson | 246 | 15 | 8 | 8 | 35 | 0 | 18 | 22 | 17.214 | 36788.000 | 0.095 | -0.837 |

Table E.10. Single-Vehicle Non-Interstate Accident Data with Totals and Standardized Scores by County and Control Section (1991)

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Anderson | 1 | 108 | 7 | 2 | 19 | 0 | 0 | 1 | 3.550 | 6000.000 | 0.129 | -0.220 |
| | 1 | 198 | 3 | 1 | 175 | 0 | 1 | 1 | 0.889 | 4866.667 | 0.633 | -0.006 |
| | 1 | 520 | 8 | 2 | 155 | 0 | 2 | 4 | 11.367 | 5600.000 | 0.172 | -0.201 |
| Andrews | 2 | 228 | 4 | 1 | 385 | 1 | 2 | 4 | 13.756 | 3782.353 | 0.211 | -0.185 |
| | 2 | 228 | 5 | 1 | 385 | 0 | 11 | 12 | 17.741 | 7021.429 | 0.264 | -0.162 |
| Angelina | 3 | 176 | 2 | 1 | 59 | 0 | 10 | 13 | 9.346 | 16195.652 | 0.235 | -0.175 |
| | 3 | 176 | 3 | 1 | 59 | 0 | 4 | 7 | 14.616 | 21290.625 | 0.062 | -0.248 |
| | 3 | 199 | 4 | 1 | 69 | 1 | 7 | 13 | 13.057 | 8218.182 | 0.332 | -0.134 |
| | 3 | 199 | 8 | 16 | 69 | 0 | 0 | 1 | 2.562 | 9462.500 | 0.113 | -0.227 |
| | 3 | 200 | 1 | 1 | 69 | 0 | 1 | 6 | 10.718 | 10463.636 | 0.147 | -0.212 |
| | 3 | 319 | 4 | 2 | 94 | 0 | 6 | 6 | 7.196 | 11865.217 | 0.193 | -0.193 |
| Aransas | 4 | 180 | 4 | 2 | 35 | 0 | 3 | 3 | 3.411 | 12387.500 | 0.195 | -0.192 |
| | 4 | 180 | 5 | 2 | 35 | 1 | 5 | 4 | 2.032 | 10600.000 | 0.509 | -0.058 |
| Archer | 5 | 249 | 2 | 1 | 281 | 0 | 0 | 1 | 1.977 | 5000.000 | 0.277 | -0.157 |
| | 5 | 249 | 4 | 1 | 281 | 0 | 1 | 1 | 1.196 | 2200.000 | 1.041 | 0.168 |
| Armstrong | 6 | 42 | 3 | 1 | 287 | 0 | 2 | 5 | 15.373 | 6793.750 | 0.131 | -0.219 |
| | 6 | 42 | 4 | 1 | 287 | 0 | 12 | 12 | 11.308 | 7175.000 | 0.405 | -0.102 |
| | 6 | 42 | 5 | 1 | 287 | 0 | 4 | 9 | 6.003 | 6600.000 | 0.622 | -0.010 |
| Atascosa | 7 | 73 | 3 | 1 | 281 | 0 | 7 | 9 | 12.939 | 4016.667 | 0.474 | -0.073 |
| | 7 | 328 | 4 | 2 | 97 | 0 | 1 | 5 | 4.561 | 10100.000 | 0.297 | -0.148 |
| | 7 | 613 | 2 | 2 | 16 | 0 | 6 | 8 | 9.040 | 5300.000 | 0.457 | -0.080 |
| Austin | 8 | 187 | 3 | 2 | 36 | 0 | 1 | 2 | 3.167 | 7473.333 | 0.232 | -0.176 |
| Bailey | 9 | 52 | 2 | 1 | 70 | 0 | 11 | 11 | 11.484 | 6358.333 | 0.413 | -0.099 |
| | 9 | 52 | 3 | 1 | 84 | 1 | 6 | 11 | 8.291 | 4050.000 | 0.898 | 0.107 |
| Bastrop | 11 | 114 | 4 | 1 | 290 | 0 | 6 | 9 | 7.136 | 11216.667 | 0.308 | -0.144 |
| | 11 | 114 | 5 | 1 | 290 | 0 | 3 | 3 | 8.892 | 6545.455 | 0.141 | -0.215 |
| | 11 | 114 | 6 | 1 | 290 | 0 | 6 | 4 | 8.548 | 6481.818 | 0.198 | -0.191 |
| | 11 | 265 | 3 | 2 | 71 | 0 | 6 | 6 | 8.149 | 14625.000 | 0.138 | -0.216 |
| | 11 | 265 | 4 | 2 | 21 | 0 | 2 | 6 | 5.892 | 19216.667 | 0.145 | -0.213 |
| | 11 | 265 | 5 | 2 | 71 | 0 | 2 | 12 | 12.627 | 10743.750 | 0.242 | -0.172 |
| | 11 | 265 | 6 | 2 | 71 | 1 | 3 | 5 | 3.632 | 7144.444 | 0.528 | -0.050 |
| | 11 | 265 | 10 | 3 | 150 | 0 | 0 | 1 | 0.828 | 6450.000 | 0.513 | -0.057 |

Table E.10. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|---------|------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Bastrop | 11 | 265 | 13 | 3 | 230 | 0 | 5 | 3 | 3.485 | 4237.500 | 0.557 | -0.038 |
| | 11 | 321 | 3 | 2 | 95 | 0 | 0 | 2 | 4.480 | 3533.333 | 0.346 | -0.128 |
| | 11 | 322 | 1 | 2 | 21 | 0 | 1 | 2 | 0.393 | 6800.000 | 2.050 | 0.597 |
| | 11 | 472 | 1 | 2 | 21 | 1 | 1 | 5 | 12.110 | 4323.077 | 0.262 | -0.163 |
| Baylor | 12 | 156 | 6 | 1 | 82 | 0 | 1 | 1 | 0.612 | 6900.000 | 0.649 | 0.001 |
| | 12 | 157 | 1 | 1 | 183 | 0 | 4 | 5 | 1.170 | 3922.222 | 2.985 | 0.994 |
| Bee | 13 | 100 | 8 | 1 | 181 | 0 | 7 | 7 | 10.858 | 5350.000 | 0.330 | -0.134 |
| | 13 | 101 | 1 | 1 | 181 | 0 | 5 | 5 | 7.284 | 6360.000 | 0.296 | -0.149 |
| | 13 | 447 | 3 | 2 | 202 | 0 | 1 | 2 | 5.206 | 4774.167 | 0.220 | -0.181 |
| Bell | 14 | 185 | 1 | 1 | 190 | 0 | 0 | 1 | 0.649 | 6960.000 | 0.607 | -0.017 |
| | 14 | 231 | 3 | 1 | 190 | 1 | 13 | 19 | . | . | . | . |
| | 14 | 231 | 4 | 1 | 190 | 1 | 11 | 17 | 6.841 | 21200.000 | 0.321 | -0.138 |
| | 14 | 231 | 7 | 3 | 172 | 0 | 2 | 6 | . | . | . | . |
| | 14 | 231 | 10 | 16 | 190 | 0 | 1 | 4 | . | . | . | . |
| Bexar | 15 | 24 | 7 | 1 | 90 | 0 | 0 | 3 | 5.005 | 12550.000 | 0.131 | -0.219 |
| | 15 | 72 | 8 | 3 | 345 | 1 | 4 | 6 | . | . | . | . |
| | 15 | 73 | 2 | 1 | 281 | 0 | 2 | 4 | 7.432 | 4562.500 | 0.323 | -0.137 |
| | 15 | 100 | 2 | 1 | 181 | 2 | 0 | 5 | 5.930 | 9466.667 | 0.244 | -0.171 |
| | 15 | 143 | 1 | 1 | 87 | 1 | 2 | 3 | 4.534 | 11583.333 | 0.156 | -0.208 |
| | 15 | 143 | 2 | 1 | 87 | 0 | 4 | 6 | 5.330 | 7450.000 | 0.414 | -0.099 |
| | 15 | 253 | 4 | 1 | 281 | 0 | 11 | 7 | . | . | . | . |
| | 15 | 291 | 9 | 2 | 16 | 0 | 4 | 4 | 9.207 | 4175.000 | 0.285 | -0.153 |
| | 15 | 291 | 10 | 2 | 16 | 0 | 4 | 5 | 2.301 | 7560.000 | 0.787 | 0.060 |
| | 15 | 521 | 3 | 3 | 13 | 0 | 3 | 6 | . | . | . | . |
| | 15 | 613 | 1 | 2 | 16 | 0 | 5 | 6 | 9.400 | 9514.286 | 0.184 | -0.196 |
| | 15 | 658 | 1 | 5 | 1535 | 0 | 3 | 7 | . | . | . | . |
| | 15 | 2104 | 2 | 5 | 3487 | 0 | 1 | 1 | . | . | . | . |
| | 15 | 2452 | 2 | 3 | 1604 | 0 | 6 | 10 | . | . | . | . |
| 15 | 2452 | 3 | 3 | 1604 | 0 | 0 | 2 | . | . | . | . | |
| Blanco | 16 | 113 | 3 | 1 | 290 | 0 | 1 | 1 | 6.861 | 3050.000 | 0.131 | -0.219 |
| | 16 | 113 | 5 | 1 | 281 | 0 | 1 | 3 | 5.502 | 5200.000 | 0.287 | -0.153 |
| | 16 | 113 | 6 | 1 | 290 | 0 | 6 | 5 | 6.618 | 2500.000 | 0.828 | 0.077 |

Table E.10. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Blanco | 16 | 252 | 3 | 1 | 281 | 1 | 2 | 5 | 14.973 | 3390.000 | 0.270 | -0.160 |
| | 16 | 253 | 1 | 1 | 281 | 0 | 4 | 4 | 2.065 | 4433.333 | 1.197 | 0.234 |
| | 16 | 700 | 2 | 2 | 71 | 0 | 0 | 1 | 0.888 | 3900.000 | 0.791 | 0.062 |
| Bowie | 19 | 10 | 11 | 1 | 67 | 0 | 1 | 1 | 4.578 | 1437.500 | 0.416 | -0.098 |
| | 19 | 46 | 6 | 1 | 82 | 0 | 1 | 1 | 4.189 | 11080.952 | 0.059 | -0.249 |
| | 19 | 217 | 1 | 1 | 59 | 0 | 0 | 3 | 3.948 | 11142.857 | 0.187 | -0.195 |
| | 19 | 218 | 1 | 2 | 93 | 0 | 3 | 4 | 10.958 | 14555.556 | 0.069 | -0.245 |
| | 19 | 218 | 2 | 1 | 59 | 0 | 3 | 2 | 4.042 | 20471.429 | 0.066 | -0.246 |
| | 19 | 1231 | 1 | 5 | 989 | 1 | 5 | 7 | 4.732 | 6870.000 | 0.590 | -0.024 |
| Brazoria | 20 | 111 | 4 | 5 | 521 | 0 | 3 | 6 | 3.030 | 4433.333 | 1.224 | 0.245 |
| | 20 | 111 | 8 | 17 | 288 | 0 | 1 | 14 | 11.070 | 18206.250 | 0.190 | -0.194 |
| | 20 | 178 | 2 | 2 | 35 | 0 | 8 | 7 | 5.801 | 18237.500 | 0.181 | -0.198 |
| | 20 | 178 | 3 | 2 | 35 | 0 | 0 | 1 | 2.472 | 17910.000 | 0.062 | -0.248 |
| | 20 | 188 | 3 | 2 | 36 | 1 | 1 | 1 | 0.793 | 8300.000 | 0.416 | -0.098 |
| | 20 | 188 | 4 | 2 | 36 | 0 | 1 | 2 | 3.044 | 10755.556 | 0.167 | -0.203 |
| | 20 | 188 | 6 | 2 | 36 | 0 | 1 | 1 | 1.936 | 8700.000 | 0.163 | -0.205 |
| | 20 | 192 | 3 | 2 | 6 | 0 | 0 | 1 | 3.242 | 12500.000 | 0.068 | -0.246 |
| | 20 | 598 | 2 | 2 | 288 | 0 | 14 | 16 | 17.088 | 18047.368 | 0.142 | -0.214 |
| | 20 | 598 | 3 | 2 | 288 | 0 | 6 | 12 | 13.807 | 11526.087 | 0.207 | -0.187 |
| | 20 | 598 | 4 | 2 | 288 | 0 | 2 | 3 | 7.443 | 6720.000 | 0.164 | -0.205 |
| | 20 | 976 | 2 | 5 | 518 | 0 | 2 | 4 | . | . | . | . |
| | 20 | 3416 | 1 | 5 | 518 | 0 | 1 | 3 | 0.051 | 13100.000 | 12.302 | 4.952 |
| Brazos | 21 | 49 | 9 | 1 | 190 | 0 | 3 | 4 | 2.667 | 10757.143 | 0.382 | -0.112 |
| | 21 | 50 | 2 | 2 | 6 | 1 | 18 | 19 | 12.247 | 10650.000 | 0.399 | -0.105 |
| | 21 | 116 | 4 | 2 | 21 | 1 | 3 | 8 | 5.289 | 9223.077 | 0.449 | -0.084 |
| | 21 | 117 | 1 | 1 | 190 | 0 | 1 | 1 | 0.591 | 7700.000 | 0.602 | -0.019 |
| | 21 | 212 | 3 | 2 | 30 | 0 | 0 | 2 | 3.371 | 5575.000 | 0.292 | -0.151 |
| Brewster | 22 | 20 | 11 | 1 | 67 | 0 | 0 | 1 | 1.489 | 6414.286 | 0.287 | -0.153 |
| Brooks | 24 | 255 | 3 | 1 | 281 | 0 | 3 | 2 | 2.511 | 10585.714 | 0.206 | -0.187 |
| | 24 | 255 | 4 | 1 | 281 | 0 | 0 | 1 | 2.808 | 10950.000 | 0.089 | -0.237 |
| | 24 | 255 | 5 | 1 | 281 | 0 | 4 | 4 | 8.155 | 5866.667 | 0.229 | -0.177 |
| Brown | 25 | 54 | 6 | 1 | 67 | 0 | 2 | 5 | 13.664 | 7762.500 | 0.129 | -0.220 |

Table E.10. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Brown | 25 | 54 | 7 | 1 | 84 | 0 | 2 | 4 | 13.036 | 8137.500 | 0.103 | -0.231 |
| | 25 | 79 | 1 | 1 | 67 | 0 | 3 | 7 | 13.075 | 5894.118 | 0.249 | -0.169 |
| | 25 | 128 | 1 | 1 | 377 | 0 | 0 | 2 | 5.733 | 11326.667 | 0.084 | -0.239 |
| | 25 | 2436 | 1 | 5 | 2525 | 0 | 0 | 1 | 0.343 | 6200.000 | 1.288 | 0.273 |
| Burleson | 26 | 116 | 3 | 2 | 21 | 0 | 8 | 14 | 11.112 | 8225.000 | 0.420 | -0.096 |
| | 26 | 186 | 3 | 2 | 36 | 0 | 0 | 1 | 1.483 | 7625.000 | 0.242 | -0.172 |
| | 26 | 186 | 4 | 2 | 36 | 0 | 0 | 2 | 1.889 | 5700.000 | 0.509 | -0.058 |
| Burnet | 27 | 150 | 5 | 2 | 29 | 1 | 4 | 6 | 10.351 | 5845.455 | 0.272 | -0.159 |
| | 27 | 151 | 1 | 2 | 29 | 0 | 2 | 8 | 10.392 | 6120.000 | 0.345 | -0.128 |
| | 27 | 151 | 2 | 2 | 29 | 0 | 2 | 3 | 4.175 | 4787.500 | 0.411 | -0.100 |
| | 27 | 251 | 7 | 1 | 281 | 0 | 8 | 8 | 11.841 | 2700.000 | 0.686 | 0.017 |
| | 27 | 252 | 1 | 1 | 281 | 0 | 7 | 9 | 13.394 | 8172.000 | 0.225 | -0.179 |
| | 27 | 252 | 2 | 1 | 281 | 0 | 5 | 10 | 7.239 | 6575.000 | 0.576 | -0.030 |
| | 27 | 273 | 2 | 1 | 183 | 1 | 12 | 7 | 10.815 | 2360.000 | 0.751 | 0.045 |
| | 27 | 273 | 3 | 1 | 183 | 0 | 4 | 3 | 9.768 | 2262.500 | 0.372 | -0.117 |
| | 27 | 700 | 1 | 2 | 71 | 0 | 1 | 5 | 11.005 | 3920.000 | 0.318 | -0.140 |
| | 27 | 1378 | 4 | 5 | 1431 | 0 | 10 | 13 | 11.735 | 7808.333 | 0.389 | -0.109 |
| Caldwell | 28 | 152 | 2 | 1 | 183 | 0 | 7 | 10 | 11.900 | 8022.727 | 0.287 | -0.153 |
| | 28 | 152 | 3 | 1 | 183 | 0 | 2 | 5 | 13.469 | 6563.636 | 0.155 | -0.209 |
| | 28 | 286 | 2 | 2 | 80 | 0 | 3 | 7 | 11.355 | 4425.000 | 0.382 | -0.112 |
| Calhoun | 29 | 179 | 10 | 2 | 35 | 0 | 4 | 5 | 8.128 | 9993.750 | 0.169 | -0.203 |
| | 29 | 432 | 1 | 2 | 185 | 0 | 1 | 1 | 2.419 | 2150.000 | 0.527 | -0.051 |
| Cameron | 31 | 39 | 7 | 1 | 77 | 0 | 5 | 4 | 2.406 | 16428.571 | 0.277 | -0.157 |
| | 31 | 39 | 8 | 1 | 77 | 1 | 12 | 17 | 8.814 | 23750.000 | 0.222 | -0.180 |
| | 31 | 39 | 19 | 1 | 83 | 0 | 1 | 15 | 6.920 | 28000.000 | 0.212 | -0.184 |
| | 31 | 327 | 8 | 1 | 77 | 0 | 4 | 6 | 4.325 | 10600.000 | 0.359 | -0.122 |
| | 31 | 331 | 1 | 2 | 100 | 0 | 1 | 2 | 0.926 | 8175.000 | 0.724 | 0.033 |
| | 31 | 331 | 2 | 2 | 100 | 0 | 2 | 3 | 5.968 | 16227.273 | 0.085 | -0.239 |
| | 31 | 331 | 4 | 4 | 100 | 0 | 6 | 10 | 6.431 | 16466.667 | 0.259 | -0.165 |
| | 31 | 1426 | 1 | 5 | 1419 | 1 | 1 | 3 | . | . | . | . |
| Camp | 32 | 248 | 2 | 1 | 271 | 0 | 8 | 11 | 6.371 | 7639.130 | 0.619 | -0.011 |
| | 32 | 3289 | 1 | 3 | 179 | 0 | 2 | 1 | 1.464 | 1425.000 | 1.313 | 0.283 |

Table E.10. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|---------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Carson | 33 | 42 | 2 | 1 | 287 | 0 | 0 | 1 | 0.510 | 6500.000 | 0.826 | 0.077 |
| | 33 | 169 | 3 | 1 | 60 | 0 | 3 | 3 | 9.811 | 4871.429 | 0.172 | -0.202 |
| | 33 | 169 | 4 | 1 | 60 | 0 | 4 | 7 | 9.824 | 4181.250 | 0.467 | -0.076 |
| | 33 | 169 | 5 | 1 | 60 | 0 | 6 | 5 | 14.302 | 3669.231 | 0.261 | -0.164 |
| Cass | 34 | 10 | 10 | 1 | 67 | 0 | 0 | 1 | 1.850 | 950.000 | 1.559 | 0.388 |
| | 34 | 62 | 4 | 1 | 59 | 0 | 12 | 12 | 8.630 | 6966.667 | 0.547 | -0.042 |
| | 34 | 218 | 3 | 1 | 59 | 0 | 1 | 3 | 11.551 | 13931.579 | 0.051 | -0.253 |
| | 34 | 218 | 4 | 1 | 59 | 1 | 9 | 8 | 15.534 | 10239.130 | 0.138 | -0.216 |
| | 34 | 218 | 5 | 2 | 11 | 0 | 2 | 1 | 0.755 | 2783.333 | 1.304 | 0.279 |
| Chambers | 36 | 367 | 1 | 2 | 124 | 0 | 0 | 1 | 0.206 | 7000.000 | 1.900 | 0.533 |
| | 36 | 368 | 1 | 2 | 124 | 0 | 2 | 2 | 2.379 | 9300.000 | 0.248 | -0.169 |
| | 36 | 508 | 3 | 2 | 73 | 0 | 2 | 2 | 17.491 | 18016.000 | 0.017 | -0.267 |
| Cherokee | 37 | 191 | 2 | 1 | 69 | 0 | 0 | 3 | 11.632 | 7782.143 | 0.091 | -0.236 |
| | 37 | 199 | 1 | 1 | 69 | 1 | 6 | 13 | 13.857 | 9982.759 | 0.257 | -0.165 |
| | 37 | 199 | 2 | 1 | 69 | 0 | 2 | 3 | 12.514 | 6550.000 | 0.100 | -0.232 |
| | 37 | 378 | 7 | 5 | 347 | 0 | 0 | 1 | 2.455 | 6987.500 | 0.160 | -0.207 |
| Childress | 38 | 42 | 12 | 1 | 287 | 0 | 0 | 5 | 13.048 | 7841.176 | 0.134 | -0.218 |
| | 38 | 43 | 1 | 1 | 287 | 0 | 1 | 6 | 13.672 | 7275.000 | 0.165 | -0.204 |
| Clay | 39 | 44 | 2 | 1 | 82 | 0 | 18 | 20 | 12.434 | 15400.000 | 0.286 | -0.153 |
| | 39 | 224 | 1 | 1 | 287 | 0 | 6 | 8 | 10.234 | 10657.143 | 0.201 | -0.189 |
| | 39 | 224 | 2 | 1 | 287 | 1 | 7 | 15 | 10.237 | 11400.000 | 0.352 | -0.125 |
| Coke | 41 | 69 | 5 | 1 | 87 | 0 | 0 | 1 | 4.576 | 3500.000 | 0.171 | -0.202 |
| Coleman | 42 | 54 | 2 | 1 | 84 | 0 | 0 | 2 | 9.883 | 2220.000 | 0.250 | -0.168 |
| | 42 | 54 | 3 | 1 | 84 | 1 | 2 | 3 | 11.115 | 2300.000 | 0.322 | -0.138 |
| | 42 | 54 | 4 | 1 | 84 | 0 | 2 | 5 | 17.547 | 4053.333 | 0.193 | -0.193 |
| Collin | 43 | 47 | 6 | 1 | 75 | 0 | 4 | 4 | 1.927 | 43000.000 | 0.132 | -0.218 |
| | 43 | 47 | 14 | 1 | 75 | 0 | 10 | 27 | 15.800 | 25815.385 | 0.181 | -0.198 |
| | 43 | 135 | 2 | 1 | 380 | 0 | 0 | 1 | 0.460 | 7050.000 | 0.845 | 0.084 |
| | 43 | 549 | 3 | 2 | 5 | 0 | 0 | 1 | 1.537 | 6360.000 | 0.280 | -0.155 |
| Collingsworth | 44 | 31 | 4 | 1 | 83 | 0 | 1 | 3 | 5.070 | 1960.000 | 0.827 | 0.077 |
| Colorado | 45 | 27 | 3 | 6 | 90 | 0 | 4 | 2 | 0.812 | 7133.333 | 0.946 | 0.127 |
| | 45 | 266 | 2 | 2 | 71 | 0 | 8 | 9 | 12.230 | 5776.471 | 0.349 | -0.126 |

Table E.10. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Colorado | 45 | 266 | 8 | 17 | 71 | 0 | 0 | 2 | 1.071 | 6883.333 | 0.743 | 0.041 |
| Comal | 46 | 253 | 3 | 1 | 281 | 0 | 7 | 11 | 10.196 | 6355.556 | 0.465 | -0.077 |
| Comanche | 47 | 79 | 2 | 1 | 67 | 0 | 5 | 7 | 10.897 | 6746.667 | 0.261 | -0.164 |
| Concho | 48 | 70 | 3 | 1 | 87 | 0 | 3 | 6 | 12.205 | 2120.000 | 0.635 | -0.005 |
| Cooke | 49 | 44 | 7 | 1 | 82 | 0 | 5 | 7 | 9.216 | 5370.000 | 0.388 | -0.110 |
| | 49 | 45 | 1 | 1 | 82 | 0 | 9 | 11 | 11.916 | 14288.889 | 0.177 | -0.199 |
| Coryell | 50 | 231 | 2 | 1 | 190 | 0 | 14 | 14 | 0.508 | 11500.000 | 6.566 | 2.515 |
| | 50 | 251 | 3 | 1 | 281 | 0 | 0 | 1 | 0.488 | 2000.000 | 2.807 | 0.918 |
| Crane | 52 | 229 | 2 | 1 | 385 | 1 | 7 | 8 | 17.843 | 4240.909 | 0.290 | -0.152 |
| Crosby | 54 | 131 | 3 | 1 | 82 | 1 | 5 | 5 | 14.854 | 4227.273 | 0.218 | -0.182 |
| | 54 | 131 | 4 | 1 | 82 | 0 | 0 | 3 | 6.298 | 3400.000 | 0.384 | -0.111 |
| | 54 | 131 | 5 | 1 | 82 | 0 | 0 | 1 | 7.898 | 1904.545 | 0.182 | -0.197 |
| | 54 | 806 | 3 | 5 | 651 | 0 | 0 | 1 | 0.628 | 1323.333 | 3.297 | 1.126 |
| Culberson | 55 | 2 | 20 | 15 | 10 | 0 | 0 | 2 | 2.313 | 4112.500 | 0.576 | -0.030 |
| | 55 | 233 | 2 | 1 | 62 | 0 | 3 | 5 | 3.519 | 1600.000 | 2.433 | 0.759 |
| | 55 | 233 | 5 | 2 | 54 | 0 | 0 | 1 | 0.367 | 3400.000 | 2.196 | 0.658 |
| Dallas | 57 | 95 | 2 | 1 | 80 | 2 | 8 | 19 | . | . | . | . |
| Dawson | 58 | 68 | 4 | 1 | 87 | 0 | 6 | 6 | 16.830 | 5410.526 | 0.181 | -0.198 |
| | 58 | 68 | 5 | 1 | 87 | 0 | 4 | 4 | 19.838 | 3422.222 | 0.161 | -0.206 |
| Deaf Smith | 59 | 168 | 5 | 1 | 60 | 0 | 1 | 1 | 6.542 | 6281.818 | 0.067 | -0.246 |
| | 59 | 168 | 7 | 1 | 60 | 0 | 6 | 9 | 15.577 | 6236.364 | 0.254 | -0.167 |
| Delta | 60 | 136 | 3 | 2 | 24 | 0 | 0 | 1 | 1.788 | 3333.333 | 0.460 | -0.079 |
| | 60 | 136 | 4 | 2 | 19 | 0 | 2 | 2 | 2.612 | 4866.667 | 0.431 | -0.091 |
| Dickens | 63 | 132 | 1 | 1 | 82 | 0 | 1 | 2 | 9.105 | 1380.000 | 0.436 | -0.089 |
| | 63 | 132 | 2 | 1 | 82 | 0 | 0 | 1 | 9.570 | 1292.857 | 0.221 | -0.180 |
| Donely | 65 | 42 | 6 | 1 | 287 | 0 | 5 | 9 | 13.301 | 8470.000 | 0.219 | -0.182 |
| | 65 | 42 | 7 | 1 | 287 | 0 | 7 | 8 | 12.591 | 7527.273 | 0.231 | -0.176 |
| | 65 | 42 | 8 | 1 | 287 | 0 | 4 | 7 | 9.880 | 6775.000 | 0.287 | -0.153 |
| Kenedy | 66 | 327 | 2 | 1 | 77 | 0 | 9 | 10 | 11.736 | 6425.000 | 0.363 | -0.120 |
| | 66 | 327 | 3 | 1 | 77 | 1 | 13 | 15 | 12.664 | 6060.000 | 0.535 | -0.047 |
| | 66 | 327 | 4 | 1 | 77 | 0 | 15 | 10 | 9.560 | 6000.000 | 0.478 | -0.072 |
| | 66 | 327 | 5 | 1 | 77 | 0 | 7 | 12 | 12.470 | 6120.000 | 0.431 | -0.092 |

Table E.10. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Eastland | 68 | 7 | 4 | 1 | 80 | 0 | 0 | 1 | 16.410 | 5759.130 | 0.029 | -0.262 |
| | 68 | 7 | 5 | 1 | 80 | 0 | 2 | 2 | 5.261 | 3300.000 | 0.316 | -0.140 |
| Ector | 69 | 5 | 1 | 15 | 20 | 0 | 2 | 5 | . | . | . | . |
| | 69 | 228 | 6 | 1 | 385 | 1 | 7 | 12 | 9.202 | 6140.000 | 0.582 | -0.027 |
| | 69 | 229 | 1 | 1 | 385 | 0 | 0 | 2 | 12.440 | 4672.727 | 0.094 | -0.235 |
| | 69 | 463 | 7 | 2 | 302 | 0 | 1 | 1 | 5.409 | 1956.667 | 0.259 | -0.165 |
| | 69 | 572 | 1 | 2 | 302 | 1 | 5 | 8 | 5.527 | 2800.000 | 1.416 | 0.327 |
| | 69 | 1870 | 1 | 5 | 2020 | 0 | 5 | 12 | . | . | . | . |
| | 69 | 2224 | 1 | 3 | 338 | 0 | 6 | 9 | 0.401 | 1150.000 | 53.470 | 22.442 |
| | 69 | 2296 | 1 | 2 | 191 | 0 | 3 | 2 | . | . | . | . |
| 69 | 3541 | 1 | 5 | 3472 | 0 | 3 | 4 | . | . | . | . | |
| Edwards | 70 | 235 | 2 | 2 | 55 | 3 | 5 | 6 | 8.021 | 462.500 | 4.431 | 1.608 |
| Ellis | 71 | 172 | 7 | 1 | 287 | 0 | 1 | 1 | 3.542 | 8450.000 | 0.092 | -0.236 |
| | 71 | 172 | 8 | 1 | 287 | 0 | 0 | 1 | 6.504 | 8962.500 | 0.047 | -0.255 |
| | 71 | 260 | 2 | 1 | 67 | 0 | 2 | 1 | 2.288 | 11033.333 | 0.109 | -0.228 |
| | 71 | 261 | 1 | 1 | 67 | 0 | 6 | 9 | 5.311 | 12800.000 | 0.363 | -0.120 |
| | 71 | 442 | 3 | 1 | 77 | 0 | 1 | 1 | 3.791 | 25245.714 | 0.029 | -0.262 |
| El Paso | 72 | 1 | 1 | 2 | 20 | 2 | 8 | 13 | 2.827 | 9414.286 | 1.338 | 0.294 |
| | 72 | 2 | 2 | 2 | 20 | 0 | 9 | 16 | 6.318 | 3120.000 | 2.224 | 0.670 |
| | 72 | 374 | 2 | 1 | 62 | 1 | 8 | 10 | 3.225 | 7975.000 | 1.065 | 0.178 |
| | 72 | 2552 | 1 | 3 | 375 | 0 | 2 | 2 | 7.308 | 5366.667 | 0.140 | -0.215 |
| | 72 | 3451 | 1 | 5 | 1281 | 0 | 2 | 4 | 2.901 | 9200.000 | 0.411 | -0.100 |
| Erath | 73 | 258 | 1 | 2 | 6 | 0 | 0 | 1 | 0.490 | 5400.000 | 1.035 | 0.165 |
| Falls | 74 | 49 | 3 | 2 | 6 | 0 | 0 | 1 | 3.433 | 4555.556 | 0.175 | -0.200 |
| Fayette | 76 | 265 | 7 | 2 | 71 | 0 | 3 | 8 | 7.062 | 6709.091 | 0.463 | -0.078 |
| | 76 | 265 | 8 | 2 | 71 | 0 | 2 | 6 | 2.779 | 4666.667 | 1.268 | 0.264 |
| | 76 | 265 | 14 | 17 | 71 | 0 | 0 | 3 | 3.461 | 3418.750 | 0.695 | 0.021 |
| | 76 | 266 | 1 | 2 | 71 | 0 | 7 | 10 | 14.037 | 6104.762 | 0.320 | -0.139 |
| | 76 | 267 | 5 | 5 | 609 | 0 | 1 | 1 | 0.632 | 3100.000 | 1.398 | 0.320 |
| Fisher | 77 | 296 | 2 | 1 | 180 | 0 | 1 | 1 | 0.744 | 1800.000 | 2.046 | 0.595 |
| Floyd | 78 | 145 | 6 | 1 | 70 | 0 | 7 | 10 | 17.929 | 2380.000 | 0.642 | -0.002 |
| | 78 | 145 | 7 | 1 | 62 | 0 | 3 | 1 | 4.372 | 2433.333 | 0.258 | -0.165 |

Table E.10. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Fort Bend | 80 | 27 | 8 | 6 | 90 | 0 | 9 | 14 | 4.943 | 23600.000 | 0.329 | -0.135 |
| | 80 | 27 | 12 | 1 | 59 | 0 | 9 | 20 | 10.606 | 27470.588 | 0.188 | -0.195 |
| | 80 | 89 | 9 | 1 | 59 | 2 | 5 | 14 | 11.608 | 19024.000 | 0.174 | -0.201 |
| | 80 | 111 | 3 | 5 | 521 | 0 | 0 | 1 | 0.951 | 6300.000 | 0.457 | -0.080 |
| | 80 | 192 | 1 | 2 | 6 | 0 | 2 | 2 | . | . | . | . |
| | 80 | 1257 | 1 | 5 | 1092 | 1 | 10 | 10 | . | . | . | . |
| | 80 | 1685 | 6 | 2 | 6 | 0 | 0 | 1 | . | . | . | . |
| | 80 | 2105 | 1 | 5 | 2234 | 0 | 0 | 1 | . | . | . | . |
| Freestone | 82 | 57 | 4 | 1 | 84 | 0 | 3 | 3 | 1.139 | 8833.333 | 0.817 | 0.073 |
| Frio | 83 | 17 | 15 | 15 | 35 | 0 | 1 | 2 | 2.319 | 8022.222 | 0.295 | -0.149 |
| Gaines | 84 | 228 | 2 | 1 | 62 | 1 | 5 | 5 | 19.150 | 4616.667 | 0.155 | -0.209 |
| | 84 | 228 | 3 | 1 | 385 | 0 | 1 | 2 | 13.733 | 5950.000 | 0.067 | -0.246 |
| | 84 | 294 | 1 | 1 | 62 | 0 | 14 | 12 | 24.532 | 4608.000 | 0.291 | -0.151 |
| | 84 | 583 | 2 | 2 | 83 | 0 | 0 | 1 | 1.077 | 2450.000 | 1.038 | 0.167 |
| Galveston | 85 | 192 | 4 | 2 | 6 | 0 | 2 | 5 | . | . | . | . |
| | 85 | 389 | 6 | 2 | 146 | 0 | 11 | 12 | . | . | . | . |
| | 85 | 389 | 7 | 2 | 146 | 1 | 3 | 11 | . | . | . | . |
| | 85 | 976 | 5 | 5 | 1266 | 0 | 1 | 2 | . | . | . | . |
| Garza | 86 | 53 | 4 | 1 | 84 | 0 | 1 | 8 | 16.159 | 7261.538 | 0.187 | -0.195 |
| | 86 | 53 | 5 | 1 | 84 | 0 | 11 | 22 | 15.354 | 6583.333 | 0.596 | -0.021 |
| | 86 | 53 | 6 | 1 | 84 | 0 | 3 | 8 | 8.410 | 6242.857 | 0.417 | -0.097 |
| | 86 | 297 | 7 | 1 | 380 | 0 | 4 | 1 | 3.582 | 1960.000 | 0.390 | -0.109 |
| Gillespie | 87 | 72 | 1 | 1 | 87 | 1 | 1 | 2 | 10.340 | 3957.895 | 0.134 | -0.218 |
| | 87 | 112 | 2 | 1 | 290 | 1 | 2 | 6 | 12.855 | 1440.000 | 0.888 | 0.103 |
| | 87 | 112 | 3 | 1 | 290 | 0 | 0 | 1 | 12.673 | 2164.286 | 0.100 | -0.232 |
| | 87 | 113 | 1 | 1 | 290 | 0 | 1 | 1 | 2.549 | 10437.500 | 0.103 | -0.231 |
| | 87 | 113 | 2 | 1 | 290 | 1 | 3 | 6 | 16.140 | 4190.909 | 0.243 | -0.171 |
| | 87 | 291 | 1 | 2 | 16 | 0 | 3 | 4 | 16.151 | 6966.667 | 0.097 | -0.233 |
| Goliad | 89 | 88 | 2 | 1 | 59 | 0 | 0 | 1 | 1.220 | 6525.000 | 0.344 | -0.128 |
| Gonzales | 90 | 287 | 4 | 2 | 80 | 0 | 0 | 1 | 0.126 | 3650.000 | 5.957 | 2.256 |
| Gray | 91 | 169 | 6 | 1 | 60 | 1 | 1 | 6 | 7.336 | 4977.778 | 0.450 | -0.083 |
| | 91 | 169 | 10 | 5 | 282 | 0 | 2 | 3 | 0.862 | 5500.000 | 1.734 | 0.462 |

Table E.10. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Gray | 91 | 275 | 23 | 15 | 40 | 1 | 0 | 1 | 3.796 | 773.000 | 0.934 | 0.122 |
| | 91 | 490 | 1 | 2 | 70 | 0 | 0 | 1 | 3.643 | 7575.000 | 0.099 | -0.232 |
| Grayson | 92 | 45 | 18 | 1 | 82 | 0 | 8 | 10 | 13.720 | 7826.667 | 0.255 | -0.166 |
| | 92 | 47 | 1 | 1 | 69 | 0 | 2 | 4 | 4.137 | 16333.333 | 0.162 | -0.206 |
| | 92 | 47 | 13 | 1 | 75 | 0 | 0 | 5 | 4.944 | 19080.000 | 0.145 | -0.213 |
| | 92 | 47 | 18 | 1 | 75 | 0 | 6 | 9 | . | . | . | . |
| | 92 | 47 | 19 | 3 | 503 | 0 | 1 | 1 | . | . | . | . |
| | 92 | 666 | 1 | 5 | 691 | 0 | 0 | 1 | 0.058 | 4300.000 | 10.985 | 4.393 |
| | 92 | 728 | 1 | 5 | 120 | 0 | 0 | 2 | 1.508 | 6414.286 | 0.566 | -0.034 |
| Gregg | 93 | 96 | 4 | 1 | 80 | 0 | 3 | 2 | 4.538 | 10325.000 | 0.117 | -0.225 |
| | 93 | 138 | 1 | 2 | 31 | 0 | 2 | 10 | 9.905 | 16245.455 | 0.170 | -0.202 |
| | 93 | 377 | 1 | 2 | 135 | 0 | 0 | 1 | 4.325 | 7050.000 | 0.090 | -0.236 |
| | 93 | 392 | 3 | 1 | 259 | 0 | 3 | 5 | 4.281 | 7411.111 | 0.432 | -0.091 |
| | 93 | 393 | 1 | 2 | 149 | 0 | 0 | 9 | 6.498 | 12730.000 | 0.298 | -0.148 |
| | 93 | 424 | 2 | 2 | 31 | 3 | 6 | 7 | 4.891 | 7510.000 | 0.522 | -0.053 |
| | 93 | 594 | 1 | 2 | 322 | 1 | 1 | 6 | 3.366 | 7300.000 | 0.669 | 0.010 |
| | 93 | 1763 | 2 | 5 | 1845 | 0 | 0 | 1 | . | . | . | . |
| Grimes | 94 | 50 | 3 | 2 | 6 | 1 | 4 | 11 | 14.563 | 7685.714 | 0.269 | -0.160 |
| Guadalupe | 95 | 25 | 10 | 5 | 78 | 0 | 1 | 1 | 3.108 | 6154.545 | 0.143 | -0.214 |
| | 95 | 366 | 2 | 2 | 123 | 0 | 3 | 5 | 14.717 | 7836.364 | 0.119 | -0.224 |
| | 95 | 366 | 3 | 2 | 123 | 0 | 1 | 1 | 1.585 | 4150.000 | 0.417 | -0.098 |
| | 95 | 366 | 12 | 17 | 123 | 0 | 1 | 1 | 1.055 | 6625.000 | 0.392 | -0.108 |
| Hale | 96 | 67 | 9 | 15 | 27 | 0 | 2 | 1 | 8.844 | 4134.783 | 0.075 | -0.243 |
| | 96 | 145 | 5 | 1 | 70 | 0 | 1 | 2 | 8.297 | 5885.714 | 0.112 | -0.227 |
| Hall | 97 | 42 | 9 | 1 | 287 | 0 | 23 | 15 | 18.371 | 6752.000 | 0.331 | -0.134 |
| Hardeman | 100 | 43 | 2 | 1 | 287 | 0 | 12 | 10 | 15.778 | 6394.118 | 0.272 | -0.159 |
| | 100 | 43 | 4 | 1 | 287 | 0 | 10 | 16 | 15.773 | 8167.857 | 0.340 | -0.130 |
| Hardin | 101 | 65 | 5 | 1 | 96 | 0 | 7 | 8 | 6.827 | 18517.647 | 0.173 | -0.201 |
| | 101 | 65 | 6 | 1 | 69 | 1 | 4 | 7 | . | . | . | . |
| | 101 | 65 | 14 | 16 | 96 | 0 | 1 | 3 | 2.719 | 12550.000 | 0.241 | -0.172 |
| | 101 | 200 | 9 | 1 | 69 | 3 | 3 | 4 | 5.382 | 8470.000 | 0.240 | -0.172 |
| Harris | 102 | 28 | 1 | 16 | 90 | 1 | 15 | 11 | . | . | . | . |

Table E.10. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Harris | 102 | 28 | 2 | 1 | 90 | 0 | 3 | 2 | 8.258 | 8484.615 | 0.078 | -0.241 |
| | 102 | 50 | 6 | 1 | 290 | 2 | 28 | 36 | 16.164 | 19631.250 | 0.311 | -0.143 |
| | 102 | 50 | 8 | 1 | 290 | 1 | 15 | 18 | . | . | . | . |
| | 102 | 50 | 9 | 1 | 290 | 1 | 8 | 11 | . | . | . | . |
| | 102 | 51 | 2 | 2 | 3 | 1 | 8 | 10 | . | . | . | . |
| | 102 | 111 | 1 | 5 | 521 | 0 | 0 | 1 | . | . | . | . |
| | 102 | 177 | 6 | 1 | 59 | 0 | 0 | 1 | . | . | . | . |
| | 102 | 177 | 7 | 1 | 59 | 3 | 19 | 38 | . | . | . | . |
| | 102 | 177 | 11 | 1 | 59 | 0 | 1 | 1 | . | . | . | . |
| | 102 | 376 | 2 | 2 | 134 | 1 | 2 | 2 | . | . | . | . |
| | 102 | 389 | 5 | 2 | 146 | 0 | 16 | 26 | . | . | . | . |
| | 102 | 389 | 12 | 2 | 146 | 0 | 0 | 1 | . | . | . | . |
| | 102 | 502 | 1 | 2 | 225 | 0 | 1 | 1 | . | . | . | . |
| | 102 | 508 | 7 | 3 | 330 | 0 | 0 | 1 | . | . | . | . |
| | 102 | 720 | 3 | 2 | 249 | 0 | 18 | 34 | 7.929 | 23176.923 | 0.507 | -0.059 |
| | 102 | 981 | 1 | 2 | 9999 | 3 | 10 | 28 | . | . | . | . |
| | 102 | 1062 | 4 | 5 | 2100 | 2 | 8 | 11 | . | . | . | . |
| | 102 | 1258 | 4 | 5 | 1093 | 0 | 0 | 1 | . | . | . | . |
| | 102 | 1685 | 1 | 5 | 1960 | 0 | 19 | 21 | . | . | . | . |
| | 102 | 1685 | 2 | 5 | 1960 | 1 | 7 | 12 | . | . | . | . |
| | 102 | 1685 | 3 | 5 | 1960 | 1 | 19 | 21 | 8.477 | 22388.889 | 0.303 | -0.146 |
| | 102 | 1685 | 5 | 2 | 6 | 1 | 5 | 11 | . | . | . | . |
| | 102 | 1743 | 1 | 5 | 1876 | 0 | 1 | 2 | . | . | . | . |
| | 102 | 1844 | 1 | 5 | 1959 | 0 | 1 | 2 | . | . | . | . |
| | 102 | 2633 | 1 | 5 | 526 | 0 | 6 | 6 | . | . | . | . |
| | 102 | 2941 | 2 | 5 | 2920 | 0 | 0 | 1 | 1.727 | 18400.000 | 0.086 | -0.238 |
| 102 | 3256 | 1 | 3 | 8 | 0 | 9 | 14 | . | . | . | . | |
| 102 | 3256 | 2 | 3 | 8 | 0 | 8 | 12 | . | . | . | . | |
| 102 | 3256 | 3 | 3 | 8 | 0 | 3 | 6 | . | . | . | . | |
| Harrison | 103 | 62 | 7 | 1 | 59 | 0 | 6 | 8 | 10.902 | 12333.333 | 0.163 | -0.205 |
| | 103 | 63 | 1 | 1 | 59 | 0 | 1 | 5 | 11.231 | 14300.000 | 0.085 | -0.238 |
| | 103 | 63 | 9 | 1 | 59 | 0 | 3 | 4 | 4.193 | 6300.000 | 0.415 | -0.098 |

Table E.10. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Harrison | 103 | 96 | 7 | 1 | 80 | 0 | 2 | 7 | 7.629 | 8478.571 | 0.296 | -0.149 |
| | 103 | 96 | 8 | 1 | 80 | 0 | 1 | 4 | 3.425 | 5055.556 | 0.633 | -0.006 |
| | 103 | 96 | 9 | 1 | 80 | 0 | 0 | 1 | 5.960 | 7916.667 | 0.058 | -0.250 |
| | 103 | 207 | 5 | 2 | 43 | 0 | 1 | 3 | 10.274 | 5657.143 | 0.141 | -0.214 |
| | 103 | 2642 | 2 | 3 | 281 | 0 | 2 | 2 | 5.617 | 6063.636 | 0.161 | -0.206 |
| Haskell | 105 | 157 | 3 | 1 | 277 | 0 | 4 | 8 | 16.689 | 2022.222 | 0.649 | 0.001 |
| | 105 | 157 | 4 | 1 | 277 | 0 | 6 | 6 | 13.747 | 3053.333 | 0.392 | -0.108 |
| Hays | 106 | 113 | 7 | 1 | 290 | 0 | 6 | 11 | 16.972 | 7887.500 | 0.225 | -0.179 |
| | 106 | 366 | 1 | 2 | 123 | 1 | 5 | 4 | 4.968 | 11583.333 | 0.190 | -0.194 |
| Hemphill | 107 | 30 | 6 | 1 | 60 | 0 | 2 | 4 | 7.234 | 3631.250 | 0.417 | -0.097 |
| Henderson | 108 | 163 | 3 | 2 | 31 | 0 | 2 | 2 | 5.315 | 7233.333 | 0.143 | -0.214 |
| | 108 | 163 | 4 | 2 | 31 | 0 | 5 | 8 | 10.142 | 12109.677 | 0.178 | -0.199 |
| | 108 | 164 | 1 | 2 | 31 | 0 | 2 | 3 | 9.437 | 9960.714 | 0.087 | -0.237 |
| | 108 | 164 | 2 | 2 | 31 | 0 | 2 | 7 | 7.657 | 8446.154 | 0.297 | -0.149 |
| | 108 | 164 | 3 | 2 | 31 | 0 | 1 | 6 | 9.405 | 9577.778 | 0.182 | -0.197 |
| | 108 | 198 | 1 | 1 | 175 | 0 | 4 | 6 | 7.329 | 7122.222 | 0.315 | -0.141 |
| Hidalgo | 109 | 39 | 2 | 1 | 83 | 0 | 19 | 15 | 9.024 | 13581.250 | 0.335 | -0.132 |
| | 109 | 39 | 17 | 1 | 83 | 1 | 7 | 7 | . | . | . | . |
| | 109 | 39 | 18 | 1 | 83 | 0 | 15 | 14 | 6.833 | 28100.000 | 0.200 | -0.190 |
| | 109 | 255 | 6 | 1 | 281 | 0 | 5 | 9 | 15.490 | 6014.286 | 0.265 | -0.162 |
| | 109 | 255 | 7 | 1 | 281 | 0 | 11 | 7 | 17.524 | 9323.529 | 0.117 | -0.225 |
| | 109 | 255 | 8 | 1 | 281 | 0 | 3 | 1 | . | . | . | . |
| | 109 | 255 | 9 | 10 | 281 | 0 | 2 | 3 | 1.951 | 12475.000 | 0.338 | -0.131 |
| | 109 | 342 | 1 | 2 | 107 | 0 | 12 | 13 | 10.025 | 10800.000 | 0.329 | -0.135 |
| | 109 | 528 | 1 | 2 | 107 | 1 | 1 | 3 | 10.210 | 6472.222 | 0.124 | -0.222 |
| | 109 | 621 | 1 | 2 | 336 | 0 | 0 | 1 | . | . | . | . |
| Hockley | 111 | 52 | 6 | 1 | 84 | 0 | 6 | 10 | 7.823 | 5744.444 | 0.610 | -0.016 |
| | 111 | 130 | 4 | 2 | 114 | 0 | 5 | 9 | 16.600 | 7094.737 | 0.209 | -0.186 |
| | 111 | 227 | 6 | 5 | 300 | 0 | 1 | 1 | 0.962 | 5600.000 | 0.509 | -0.059 |
| | 111 | 380 | 2 | 1 | 62 | 0 | 3 | 6 | 8.092 | 6450.000 | 0.315 | -0.141 |
| | 111 | 721 | 1 | 5 | 303 | 0 | 2 | 1 | 1.220 | 2963.333 | 0.758 | 0.047 |
| Hood | 112 | 80 | 3 | 1 | 377 | 0 | 2 | 3 | 1.824 | 11320.000 | 0.398 | -0.105 |

Table E.10. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Hood | 112 | 80 | 4 | 1 | 377 | 0 | 11 | 20 | 12.646 | 18013.333 | 0.241 | -0.172 |
| Houston | 114 | 109 | 3 | 1 | 287 | 1 | 5 | 5 | 9.714 | 3883.333 | 0.363 | -0.120 |
| | 114 | 109 | 4 | 1 | 287 | 0 | 4 | 9 | 6.323 | 5450.000 | 0.716 | 0.029 |
| Howard | 115 | 68 | 7 | 1 | 87 | 0 | 1 | 1 | 4.929 | 3000.000 | 0.185 | -0.196 |
| | 115 | 68 | 8 | 1 | 87 | 1 | 11 | 10 | 17.337 | 6735.294 | 0.235 | -0.175 |
| | 115 | 69 | 1 | 1 | 87 | 0 | 1 | 4 | 5.724 | 8233.333 | 0.233 | -0.176 |
| Hunt | 117 | 768 | 1 | 2 | 24 | 0 | 1 | 1 | 7.269 | 7488.235 | 0.050 | -0.253 |
| Hutchinson | 118 | 356 | 1 | 2 | 136 | 0 | 1 | 2 | 14.135 | 5119.737 | 0.076 | -0.242 |
| | 118 | 455 | 1 | 2 | 152 | 0 | 2 | 6 | 7.723 | 3428.571 | 0.621 | -0.011 |
| Jack | 120 | 134 | 4 | 1 | 380 | 0 | 0 | 1 | 0.797 | 6033.333 | 0.570 | -0.033 |
| | 120 | 249 | 6 | 1 | 281 | 0 | 2 | 5 | 7.680 | 3816.667 | 0.467 | -0.076 |
| | 120 | 249 | 7 | 1 | 281 | 0 | 2 | 2 | 7.259 | 5822.222 | 0.130 | -0.219 |
| Jackson | 121 | 89 | 3 | 1 | 59 | 0 | 4 | 9 | 9.272 | 14332.143 | 0.186 | -0.196 |
| | 121 | 89 | 4 | 1 | 59 | 0 | 14 | 16 | 9.440 | 12850.000 | 0.361 | -0.121 |
| | 121 | 89 | 5 | 1 | 59 | 0 | 2 | 4 | 4.741 | 12588.889 | 0.184 | -0.197 |
| Jasper | 122 | 64 | 8 | 1 | 96 | 0 | 1 | 2 | 10.030 | 7360.000 | 0.074 | -0.243 |
| | 122 | 65 | 2 | 1 | 96 | 0 | 5 | 2 | 1.338 | 8960.000 | 0.457 | -0.080 |
| | 122 | 65 | 3 | 1 | 96 | 0 | 0 | 1 | 1.597 | 9300.000 | 0.184 | -0.196 |
| | 122 | 65 | 4 | 1 | 96 | 0 | 0 | 1 | 0.815 | 10500.000 | 0.320 | -0.139 |
| | 122 | 213 | 8 | 1 | 190 | 0 | 0 | 1 | 2.500 | 9971.429 | 0.110 | -0.228 |
| Jefferson | 124 | 28 | 6 | 1 | 90 | 1 | 2 | 5 | 12.367 | 6347.826 | 0.174 | -0.200 |
| | 124 | 200 | 15 | 1 | 69 | 0 | 3 | 6 | . | . | . | . |
| | 124 | 306 | 3 | 2 | 87 | 2 | 2 | 4 | . | . | . | . |
| | 124 | 508 | 4 | 2 | 73 | 0 | 0 | 2 | 0.479 | 5375.000 | 2.128 | 0.630 |
| | 124 | 667 | 1 | 2 | 347 | 0 | 2 | 5 | . | . | . | . |
| | 124 | 667 | 2 | 5 | 366 | 1 | 1 | 4 | . | . | . | . |
| Jim Wells | 126 | 86 | 11 | 2 | 44 | 0 | 3 | 6 | 8.909 | 8920.000 | 0.207 | -0.187 |
| | 126 | 87 | 1 | 2 | 44 | 0 | 0 | 1 | 5.214 | 11608.333 | 0.045 | -0.255 |
| | 126 | 255 | 1 | 1 | 281 | 0 | 9 | 7 | 18.199 | 9166.667 | 0.115 | -0.226 |
| | 126 | 255 | 2 | 1 | 281 | 1 | 6 | 11 | 14.405 | 8492.308 | 0.246 | -0.170 |
| | 126 | 373 | 4 | 2 | 44 | 0 | 2 | 3 | 5.192 | 6420.000 | 0.247 | -0.170 |
| Johnson | 127 | 19 | 1 | 2 | 174 | 0 | 2 | 2 | 15.524 | 19830.000 | 0.018 | -0.267 |

Table E.10. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Johnson | 127 | 80 | 5 | 1 | 377 | 0 | 1 | 1 | 0.727 | 14000.000 | 0.269 | -0.160 |
| | 127 | 260 | 1 | 1 | 67 | 0 | 3 | 2 | 2.110 | 8840.000 | 0.294 | -0.150 |
| Jones | 128 | 33 | 5 | 1 | 83 | 0 | 10 | 14 | 18.232 | 8105.000 | 0.260 | -0.164 |
| | 128 | 157 | 5 | 1 | 277 | 0 | 3 | 7 | 14.269 | 2922.222 | 0.460 | -0.079 |
| | 128 | 318 | 1 | 2 | 92 | 0 | 1 | 1 | 0.276 | 2600.000 | 3.818 | 1.347 |
| Karnes | 129 | 100 | 5 | 1 | 181 | 0 | 0 | 1 | 4.151 | 4320.000 | 0.153 | -0.210 |
| | 129 | 100 | 6 | 1 | 181 | 0 | 0 | 1 | 2.878 | 8400.000 | 0.113 | -0.226 |
| | 129 | 691 | 1 | 5 | 81 | 0 | 3 | 2 | 0.898 | 1575.714 | 3.872 | 1.371 |
| Kaufman | 130 | 95 | 3 | 1 | 80 | 3 | 12 | 18 | 5.330 | 36000.000 | 0.257 | -0.165 |
| | 130 | 95 | 4 | 1 | 80 | 0 | 11 | 18 | 8.805 | 17860.000 | 0.314 | -0.141 |
| | 130 | 95 | 5 | 1 | 80 | 0 | 8 | 6 | 12.788 | 11564.000 | 0.111 | -0.227 |
| | 130 | 197 | 3 | 1 | 175 | 0 | 5 | 8 | 9.857 | 19066.667 | 0.117 | -0.225 |
| | 130 | 197 | 4 | 1 | 175 | 0 | 5 | 10 | 10.448 | 14730.000 | 0.178 | -0.199 |
| | 130 | 197 | 5 | 1 | 175 | 0 | 4 | 6 | 14.904 | 8824.762 | 0.125 | -0.221 |
| | 130 | 495 | 1 | 3 | 557 | 0 | 1 | 2 | 18.415 | 25709.070 | 0.012 | -0.270 |
| | 130 | 561 | 1 | 2 | 274 | 0 | 0 | 1 | 0.447 | 5400.000 | 1.135 | 0.208 |
| Kendall | 131 | 72 | 14 | 1 | 87 | 0 | 1 | 1 | 3.270 | 11777.778 | 0.071 | -0.244 |
| Kerr | 133 | 291 | 3 | 2 | 16 | 0 | 1 | 1 | 0.966 | 15200.000 | 0.187 | -0.195 |
| Kimble | 134 | 141 | 20 | 3 | 481 | 0 | 1 | 2 | 1.615 | 4280.000 | 0.793 | 0.062 |
| King | 135 | 133 | 1 | 1 | 82 | 0 | 4 | 1 | 6.601 | 1012.000 | 0.410 | -0.100 |
| Kleberg | 137 | 102 | 4 | 1 | 77 | 3 | 15 | 20 | 19.644 | 14022.727 | 0.199 | -0.190 |
| | 137 | 102 | 12 | 16 | 77 | 1 | 0 | 1 | 4.517 | 9887.500 | 0.061 | -0.249 |
| | 137 | 327 | 1 | 1 | 77 | 0 | 1 | 1 | 2.016 | 6800.000 | 0.200 | -0.190 |
| Lamar | 139 | 45 | 9 | 1 | 82 | 0 | 4 | 9 | 9.142 | 10770.833 | 0.250 | -0.168 |
| | 139 | 136 | 5 | 2 | 19 | 0 | 4 | 7 | 7.957 | 5850.000 | 0.412 | -0.100 |
| | 139 | 136 | 6 | 2 | 19 | 1 | 1 | 2 | 5.463 | 7238.889 | 0.139 | -0.216 |
| | 139 | 136 | 8 | 1 | 271 | 0 | 6 | 4 | 9.641 | 10184.375 | 0.112 | -0.227 |
| | 139 | 1690 | 1 | 3 | 286 | 0 | 2 | 1 | 10.630 | 9409.524 | 0.027 | -0.263 |
| Lamb | 140 | 52 | 4 | 1 | 84 | 0 | 7 | 6 | 14.722 | 3700.000 | 0.302 | -0.146 |
| | 140 | 52 | 5 | 1 | 84 | 0 | 6 | 8 | 19.110 | 4660.000 | 0.246 | -0.170 |
| Lampasas | 141 | 231 | 1 | 1 | 190 | 1 | 4 | 6 | 16.573 | 4643.333 | 0.214 | -0.184 |
| | 141 | 273 | 1 | 1 | 183 | 0 | 0 | 1 | 3.174 | 4810.000 | 0.179 | -0.198 |

Table E.10. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Lavaca | 143 | 269 | 2 | 1 | 77 | 0 | 1 | 1 | 1.267 | 7828.571 | 0.276 | -0.157 |
| | 143 | 446 | 1 | 6 | 90 | 0 | 0 | 1 | 1.199 | 3657.143 | 0.625 | -0.009 |
| Lee | 144 | 114 | 7 | 1 | 290 | 0 | 7 | 14 | 16.206 | 9560.870 | 0.248 | -0.169 |
| | 144 | 116 | 1 | 2 | 21 | 0 | 1 | 3 | 10.886 | 3875.000 | 0.195 | -0.192 |
| | 144 | 211 | 2 | 1 | 77 | 0 | 8 | 12 | 8.247 | 3107.692 | 1.283 | 0.270 |
| | 144 | 211 | 3 | 1 | 77 | 0 | 3 | 4 | 9.659 | 3807.692 | 0.298 | -0.148 |
| | 144 | 211 | 4 | 1 | 77 | 0 | 0 | 1 | 6.534 | 5785.714 | 0.072 | -0.244 |
| | 144 | 211 | 5 | 1 | 77 | 0 | 0 | 1 | 5.617 | 3920.000 | 0.124 | -0.222 |
| | 144 | 211 | 7 | 1 | 77 | 0 | 3 | 6 | 3.339 | 6922.222 | 0.711 | 0.028 |
| Liberty | 146 | 28 | 3 | 1 | 90 | 0 | 8 | 11 | 12.146 | 9982.353 | 0.249 | -0.169 |
| | 146 | 177 | 3 | 1 | 59 | 0 | 7 | 15 | 10.142 | 19523.529 | 0.208 | -0.186 |
| | 146 | 593 | 1 | 2 | 321 | 0 | 1 | 2 | 2.040 | 8380.000 | 0.321 | -0.138 |
| Live Oak | 149 | 254 | 1 | 1 | 281 | 0 | 9 | 15 | 15.422 | 8066.667 | 0.330 | -0.134 |
| Llano | 150 | 150 | 2 | 2 | 29 | 0 | 1 | 1 | 2.275 | 2500.000 | 0.482 | -0.070 |
| | 150 | 150 | 3 | 2 | 29 | 0 | 1 | 1 | 1.454 | 5150.000 | 0.366 | -0.119 |
| | 150 | 150 | 4 | 2 | 29 | 1 | 0 | 3 | 4.914 | 3300.000 | 0.507 | -0.059 |
| | 150 | 289 | 7 | 2 | 16 | 0 | 1 | 1 | 0.691 | 2483.333 | 1.597 | 0.404 |
| | 150 | 290 | 1 | 2 | 16 | 0 | 1 | 2 | 1.603 | 5808.333 | 0.589 | -0.025 |
| | 150 | 1378 | 5 | 5 | 1431 | 0 | 5 | 7 | 8.477 | 4802.727 | 0.471 | -0.074 |
| | 150 | 3101 | 2 | 5 | 2545 | 0 | 0 | 1 | 0.199 | 2400.000 | 5.736 | 2.163 |
| Lubbock | 152 | 52 | 7 | 1 | 84 | 0 | 9 | 13 | 13.743 | 7333.333 | 0.353 | -0.124 |
| | 152 | 53 | 1 | 1 | 84 | 0 | 6 | 10 | 8.854 | 9636.364 | 0.321 | -0.138 |
| | 152 | 68 | 1 | 1 | 87 | 1 | 5 | 13 | 7.160 | 6592.308 | 0.755 | 0.046 |
| | 152 | 130 | 5 | 2 | 114 | 0 | 2 | 3 | 7.028 | 13084.615 | 0.089 | -0.237 |
| | 152 | 131 | 1 | 1 | 62 | 0 | 4 | 7 | 4.518 | 8266.667 | 0.513 | -0.056 |
| | 152 | 131 | 2 | 1 | 62 | 0 | 0 | 2 | 6.860 | 5863.636 | 0.136 | -0.217 |
| | 152 | 380 | 1 | 1 | 62 | 0 | 25 | 18 | 6.285 | 9211.111 | 0.852 | 0.087 |
| | 152 | 380 | 15 | 3 | 327 | 0 | 2 | 3 | . | . | . | . |
| Lynn | 153 | 53 | 3 | 1 | 84 | 0 | 1 | 3 | 3.751 | 6300.000 | 0.348 | -0.127 |
| | 153 | 68 | 2 | 1 | 87 | 0 | 3 | 9 | 16.765 | 4290.000 | 0.343 | -0.129 |
| | 153 | 68 | 3 | 1 | 87 | 0 | 1 | 6 | 14.076 | 3645.455 | 0.320 | -0.138 |
| | 153 | 68 | 13 | 3 | 472 | 0 | 1 | 1 | 0.559 | 2166.667 | 2.262 | 0.686 |

Table E.10. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Madison | 154 | 166 | 7 | 2 | 75 | 0 | 2 | 1 | 1.135 | 6075.000 | 0.397 | -0.106 |
| Marion | 155 | 62 | 5 | 1 | 59 | 0 | 2 | 3 | 5.229 | 7370.000 | 0.213 | -0.184 |
| | 155 | 62 | 6 | 1 | 59 | 0 | 2 | 3 | 3.485 | 9266.667 | 0.255 | -0.166 |
| Martin | 156 | 5 | 16 | 3 | 214 | 0 | 1 | 1 | 4.687 | 1837.143 | 0.318 | -0.139 |
| Mason | 157 | 71 | 4 | 1 | 87 | 0 | 6 | 3 | 11.662 | 2456.522 | 0.287 | -0.153 |
| Matagorda | 158 | 179 | 4 | 2 | 35 | 0 | 2 | 1 | 4.093 | 9220.000 | 0.073 | -0.244 |
| | 158 | 179 | 6 | 2 | 35 | 0 | 0 | 1 | 6.254 | 5460.000 | 0.080 | -0.240 |
| | 158 | 179 | 7 | 2 | 35 | 0 | 0 | 2 | 1.001 | 6300.000 | 0.869 | 0.095 |
| | 158 | 179 | 14 | 17 | 35 | 0 | 2 | 3 | 2.045 | 3372.222 | 1.192 | 0.232 |
| McCulloch | 160 | 70 | 6 | 1 | 87 | 0 | 0 | 2 | 3.510 | 3722.222 | 0.419 | -0.096 |
| | 160 | 71 | 1 | 1 | 87 | 0 | 0 | 1 | 3.652 | 5400.000 | 0.139 | -0.216 |
| McLennan | 161 | 14 | 9 | 16 | 77 | 0 | 1 | 4 | 0.223 | 36120.000 | 1.361 | 0.303 |
| | 161 | 49 | 1 | 2 | 6 | 0 | 3 | 7 | 7.359 | 9785.714 | 0.266 | -0.161 |
| | 161 | 55 | 7 | 1 | 84 | 0 | 3 | 6 | 6.691 | 8085.714 | 0.304 | -0.145 |
| | 161 | 55 | 8 | 1 | 84 | 0 | 3 | 4 | 2.665 | 10700.000 | 0.384 | -0.111 |
| | 161 | 162 | 1 | 2 | 31 | 0 | 2 | 3 | 1.750 | 9825.000 | 0.478 | -0.071 |
| | 161 | 258 | 9 | 2 | 6 | 0 | 4 | 9 | 3.455 | 6600.000 | 1.081 | 0.185 |
| | 161 | 398 | 3 | 2 | 317 | 0 | 0 | 1 | 1.074 | 5800.000 | 0.440 | -0.088 |
| | 161 | 413 | 1 | 2 | 164 | 0 | 1 | 1 | 1.110 | 4180.000 | 0.590 | -0.024 |
| Medina | 163 | 17 | 14 | 2 | 132 | 0 | 1 | 2 | 1.393 | 6071.429 | 0.648 | 0.001 |
| | 163 | 24 | 5 | 1 | 90 | 0 | 4 | 9 | 10.163 | 8225.000 | 0.295 | -0.149 |
| | 163 | 24 | 6 | 1 | 90 | 1 | 4 | 11 | 11.292 | 10111.111 | 0.264 | -0.162 |
| | 163 | 291 | 8 | 2 | 16 | 0 | 2 | 1 | 0.834 | 2700.000 | 1.217 | 0.242 |
| | 163 | 421 | 1 | 2 | 173 | 0 | 0 | 1 | 0.966 | 5325.000 | 0.533 | -0.048 |
| Menard | 164 | 35 | 5 | 1 | 83 | 0 | 1 | 4 | 1.282 | 4850.000 | 1.763 | 0.474 |
| Midland | 165 | 5 | 2 | 15 | 20 | 0 | 2 | 4 | 2.153 | 12000.000 | 0.424 | -0.094 |
| | 165 | 5 | 3 | 15 | 20 | 0 | 5 | 5 | 3.212 | 5675.000 | 0.752 | 0.045 |
| | 165 | 380 | 9 | 2 | 349 | 0 | 0 | 1 | 2.626 | 4900.000 | 0.213 | -0.184 |
| | 165 | 463 | 3 | 2 | 158 | 0 | 3 | 2 | 3.877 | 4400.000 | 0.321 | -0.138 |
| | 165 | 887 | 1 | 5 | 307 | 0 | 1 | 1 | . | . | . | . |
| | 165 | 1188 | 2 | 3 | 250 | 0 | 2 | 3 | 1.005 | 2883.333 | 2.836 | 0.930 |
| | 165 | 1718 | 7 | 5 | 1788 | 0 | 3 | 2 | 3.880 | 4216.667 | 0.335 | -0.132 |

Table E.10. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Midland | 165 | 2296 | 2 | 2 | 191 | 0 | 13 | 28 | 7.999 | 11400.000 | 0.841 | 0.083 |
| Milam | 166 | 204 | 7 | 1 | 79 | 0 | 0 | 1 | 1.734 | 5911.111 | 0.267 | -0.161 |
| Mills | 167 | 54 | 9 | 1 | 84 | 0 | 0 | 2 | 1.978 | 3690.000 | 0.751 | 0.044 |
| Montague | 169 | 13 | 5 | 1 | 81 | 0 | 0 | 3 | 10.429 | 8000.000 | 0.099 | -0.233 |
| | 169 | 44 | 4 | 1 | 82 | 0 | 0 | 1 | 1.023 | 6480.000 | 0.413 | -0.099 |
| | 169 | 44 | 6 | 1 | 82 | 0 | 6 | 6 | 15.285 | 3976.190 | 0.270 | -0.160 |
| | 169 | 224 | 3 | 1 | 287 | 1 | 6 | 10 | 10.312 | 11337.500 | 0.234 | -0.175 |
| | 169 | 239 | 1 | 2 | 175 | 0 | 3 | 3 | 8.323 | 1812.500 | 0.545 | -0.043 |
| Montgomery | 170 | 177 | 5 | 1 | 59 | 0 | 27 | 40 | 17.667 | 37000.000 | 0.168 | -0.203 |
| | 170 | 338 | 11 | 3 | 336 | 0 | 1 | 1 | 9.572 | 8086.364 | 0.035 | -0.260 |
| Moore | 171 | 66 | 4 | 1 | 287 | 0 | 18 | 24 | 13.336 | 7218.750 | 0.683 | 0.016 |
| | 171 | 66 | 5 | 1 | 87 | 0 | 8 | 13 | 17.316 | 8118.182 | 0.253 | -0.167 |
| Morris | 172 | 10 | 8 | 1 | 67 | 0 | 0 | 3 | 10.708 | 2958.696 | 0.259 | -0.164 |
| | 172 | 84 | 1 | 1 | 259 | 0 | 0 | 1 | 5.181 | 3000.000 | 0.176 | -0.200 |
| | 172 | 222 | 2 | 2 | 49 | 0 | 2 | 4 | 2.336 | 6175.000 | 0.760 | 0.048 |
| | 172 | 222 | 3 | 1 | 259 | 0 | 1 | 2 | 4.784 | 3976.923 | 0.288 | -0.152 |
| | 172 | 392 | 1 | 1 | 259 | 0 | 6 | 5 | 9.218 | 6740.741 | 0.220 | -0.181 |
| Nacogdoches | 174 | 138 | 6 | 1 | 259 | 0 | 6 | 11 | 11.462 | 9583.333 | 0.274 | -0.158 |
| | 174 | 175 | 6 | 1 | 59 | 0 | 1 | 1 | 2.689 | 7620.000 | 0.134 | -0.218 |
| | 174 | 175 | 7 | 16 | 59 | 0 | 0 | 3 | 1.126 | 7550.000 | 0.967 | 0.136 |
| | 174 | 176 | 1 | 1 | 59 | 1 | 1 | 8 | 10.252 | 17487.500 | 0.122 | -0.223 |
| | 174 | 2300 | 1 | 5 | 343 | 0 | 0 | 1 | 0.758 | 1500.000 | 2.410 | 0.749 |
| | 174 | 2560 | 1 | 1 | 59 | 0 | 1 | 4 | 9.081 | 14254.545 | 0.085 | -0.239 |
| Navarro | 175 | 162 | 4 | 2 | 31 | 0 | 1 | 2 | 12.692 | 7968.750 | 0.054 | -0.252 |
| | 175 | 163 | 1 | 2 | 31 | 0 | 5 | 4 | 9.275 | 9369.231 | 0.126 | -0.221 |
| | 175 | 163 | 2 | 2 | 31 | 0 | 6 | 7 | 11.160 | 5966.667 | 0.288 | -0.152 |
| Nolan | 177 | 53 | 12 | 1 | 84 | 0 | 6 | 11 | 11.189 | 6172.727 | 0.436 | -0.089 |
| Nueces | 178 | 102 | 1 | 2 | 44 | 1 | 2 | 5 | 4.142 | 15200.000 | 0.218 | -0.182 |
| | 178 | 102 | 2 | 1 | 77 | 0 | 5 | 4 | 9.991 | 14536.842 | 0.075 | -0.243 |
| | 178 | 102 | 3 | 1 | 77 | 0 | 21 | 17 | 10.884 | 15540.000 | 0.275 | -0.158 |
| | 178 | 102 | 11 | 16 | 77 | 0 | 0 | 1 | 4.867 | 5122.222 | 0.110 | -0.228 |
| | 178 | 373 | 1 | 1 | 77 | 0 | 1 | 2 | 4.243 | 15027.273 | 0.086 | -0.238 |

Table E.10. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|--------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Nueces | 178 | 373 | 2 | 2 | 44 | 0 | 7 | 6 | 11.353 | 13700.000 | 0.106 | -0.230 |
| | 178 | 373 | 3 | 2 | 44 | 1 | 2 | 2 | 6.934 | 6658.333 | 0.119 | -0.224 |
| | 178 | 989 | 2 | 5 | 624 | 0 | 2 | 3 | 2.033 | 9850.000 | 0.410 | -0.100 |
| Orange | 181 | 243 | 4 | 2 | 62 | 0 | 3 | 3 | 2.505 | 16200.000 | 0.203 | -0.189 |
| | 181 | 306 | 1 | 2 | 87 | 0 | 2 | 1 | 1.982 | 17011.111 | 0.081 | -0.240 |
| Palo Pinto | 182 | 7 | 10 | 1 | 180 | 0 | 2 | 1 | 2.371 | 4750.000 | 0.243 | -0.171 |
| Panola | 183 | 63 | 3 | 1 | 59 | 0 | 1 | 4 | 8.157 | 7557.143 | 0.178 | -0.199 |
| | 183 | 63 | 4 | 1 | 59 | 0 | 0 | 3 | 7.214 | 8407.692 | 0.136 | -0.217 |
| | 183 | 63 | 5 | 1 | 59 | 1 | 7 | 8 | 7.323 | 7670.000 | 0.390 | -0.109 |
| | 183 | 63 | 10 | 1 | 59 | 0 | 0 | 2 | 4.309 | 6366.667 | 0.200 | -0.190 |
| | 183 | 63 | 11 | 2 | 149 | 0 | 0 | 1 | 0.704 | 3750.000 | 1.038 | 0.166 |
| | 183 | 247 | 1 | 1 | 79 | 0 | 5 | 5 | 5.061 | 6600.000 | 0.410 | -0.100 |
| | 183 | 247 | 2 | 1 | 79 | 0 | 1 | 1 | 3.468 | 5520.000 | 0.143 | -0.214 |
| | 183 | 247 | 3 | 1 | 79 | 0 | 8 | 11 | 8.896 | 5948.571 | 0.569 | -0.033 |
| | 183 | 462 | 3 | 2 | 315 | 0 | 1 | 1 | 0.987 | 3300.000 | 0.841 | 0.083 |
| Parker | 184 | 8 | 2 | 1 | 180 | 0 | 4 | 13 | 15.090 | 8721.429 | 0.271 | -0.160 |
| | 184 | 8 | 3 | 1 | 80 | 0 | 2 | 8 | 16.376 | 25033.438 | 0.053 | -0.252 |
| | 184 | 80 | 6 | 1 | 377 | 0 | 2 | 4 | 5.337 | 14540.000 | 0.141 | -0.215 |
| | 184 | 313 | 2 | 5 | 51 | 0 | 3 | 1 | 2.075 | 11244.444 | 0.117 | -0.225 |
| Parmer | 185 | 52 | 1 | 1 | 70 | 0 | 3 | 6 | 10.705 | 4185.714 | 0.367 | -0.119 |
| | 185 | 168 | 3 | 1 | 60 | 0 | 0 | 1 | 1.082 | 6720.000 | 0.377 | -0.114 |
| | 185 | 168 | 13 | 9 | 2397 | 0 | 0 | 1 | 0.490 | 1833.333 | 3.050 | 1.021 |
| | 185 | 168 | 17 | 17 | 214 | 0 | 0 | 1 | 1.114 | 1700.000 | 1.447 | 0.340 |
| Polk | 187 | 176 | 4 | 1 | 59 | 0 | 12 | 17 | 9.481 | 15320.000 | 0.321 | -0.138 |
| | 187 | 176 | 5 | 1 | 59 | 0 | 11 | 26 | 21.891 | 15397.297 | 0.211 | -0.185 |
| | 187 | 176 | 6 | 16 | 59 | 0 | 2 | 4 | 4.586 | 5876.923 | 0.407 | -0.102 |
| | 187 | 177 | 1 | 1 | 59 | 1 | 10 | 22 | 10.193 | 17769.231 | 0.333 | -0.133 |
| | 187 | 213 | 3 | 1 | 190 | 0 | 6 | 6 | 5.022 | 10188.889 | 0.321 | -0.138 |
| | 187 | 213 | 4 | 1 | 190 | 0 | 1 | 5 | 7.363 | 5627.273 | 0.331 | -0.134 |
| | 187 | 388 | 1 | 2 | 146 | 0 | 1 | 4 | 4.498 | 5946.154 | 0.410 | -0.100 |
| | Potter | 188 | 41 | 5 | 1 | 87 | 0 | 14 | 19 | 17.383 | 6900.000 | 0.434 |
| 188 | | 41 | 7 | 1 | 87 | 0 | 6 | 13 | 4.761 | 6960.000 | 1.075 | 0.182 |

Table E.10. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|--------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Potter | 188 | 42 | 1 | 1 | 287 | 0 | 3 | 6 | 3.811 | 6600.000 | 0.654 | 0.003 |
| | 188 | 169 | 2 | 1 | 60 | 0 | 2 | 3 | 1.730 | 5850.000 | 0.812 | 0.070 |
| | 188 | 2635 | 1 | 3 | 335 | 0 | 2 | 3 | 5.236 | 4578.571 | 0.343 | -0.129 |
| Randall | 191 | 67 | 1 | 1 | 87 | 0 | 1 | 1 | 17.500 | 5876.923 | 0.027 | -0.263 |
| | 191 | 168 | 8 | 1 | 60 | 0 | 2 | 8 | 15.425 | 6331.250 | 0.224 | -0.179 |
| | 191 | 168 | 9 | 1 | 60 | 0 | 9 | 10 | 8.974 | 17778.000 | 0.172 | -0.202 |
| | 191 | 2635 | 3 | 3 | 335 | 0 | 0 | 1 | 4.346 | 2928.571 | 0.215 | -0.183 |
| Refugio | 196 | 371 | 2 | 1 | 77 | 3 | 5 | 12 | 18.988 | 8885.714 | 0.195 | -0.192 |
| | 196 | 371 | 3 | 1 | 77 | 1 | 21 | 19 | 18.264 | 10107.692 | 0.282 | -0.155 |
| | 196 | 447 | 5 | 5 | 774 | 0 | 1 | 1 | 0.571 | 3150.000 | 1.523 | 0.373 |
| Robertson | 198 | 49 | 6 | 2 | 6 | 0 | 5 | 1 | 1.057 | 6050.000 | 0.428 | -0.093 |
| | 198 | 49 | 8 | 1 | 190 | 0 | 2 | 13 | 12.235 | 9500.000 | 0.306 | -0.144 |
| Runnels | 200 | 34 | 5 | 1 | 83 | 0 | 1 | 3 | 1.789 | 3216.667 | 1.428 | 0.332 |
| | 200 | 78 | 1 | 1 | 67 | 0 | 0 | 1 | 0.873 | 1750.000 | 1.793 | 0.487 |
| | 200 | 158 | 1 | 1 | 67 | 0 | 12 | 16 | 19.785 | 4716.667 | 0.470 | -0.075 |
| Rusk | 201 | 138 | 2 | 1 | 259 | 0 | 5 | 8 | 7.083 | 8750.000 | 0.354 | -0.124 |
| | 201 | 138 | 3 | 1 | 259 | 0 | 0 | 4 | 8.615 | 7328.571 | 0.174 | -0.201 |
| | 201 | 138 | 4 | 1 | 259 | 0 | 1 | 2 | 7.622 | 6122.222 | 0.117 | -0.225 |
| | 201 | 138 | 5 | 1 | 259 | 0 | 2 | 3 | 14.285 | 6215.000 | 0.093 | -0.235 |
| | 201 | 175 | 9 | 1 | 59 | 0 | 0 | 2 | 1.032 | 6200.000 | 0.856 | 0.089 |
| | 201 | 207 | 3 | 2 | 43 | 0 | 1 | 1 | 5.422 | 3154.545 | 0.160 | -0.207 |
| | 201 | 378 | 1 | 2 | 135 | 0 | 0 | 1 | 0.674 | 4175.000 | 0.974 | 0.139 |
| | 201 | 393 | 2 | 2 | 149 | 0 | 1 | 2 | 5.818 | 5520.000 | 0.171 | -0.202 |
| San Jacinto | 204 | 177 | 2 | 1 | 59 | 0 | 15 | 20 | 13.387 | 18493.750 | 0.221 | -0.181 |
| | 204 | 213 | 2 | 1 | 190 | 0 | 1 | 2 | 7.051 | 3600.000 | 0.216 | -0.183 |
| | 204 | 395 | 3 | 2 | 150 | 1 | 0 | 1 | 0.677 | 4566.667 | 0.886 | 0.102 |
| San Patricio | 205 | 101 | 3 | 1 | 181 | 1 | 0 | 1 | 2.933 | 8625.000 | 0.108 | -0.229 |
| | 205 | 101 | 4 | 1 | 181 | 0 | 5 | 9 | 12.676 | 12227.273 | 0.159 | -0.207 |
| | 205 | 180 | 6 | 2 | 35 | 0 | 1 | 10 | 10.395 | 12768.182 | 0.206 | -0.187 |
| | 205 | 180 | 10 | 2 | 361 | 0 | 1 | 1 | 5.096 | 7787.500 | 0.069 | -0.245 |
| | 205 | 371 | 4 | 1 | 77 | 0 | 8 | 13 | 6.193 | 7850.000 | 0.733 | 0.037 |
| | 205 | 372 | 1 | 1 | 77 | 0 | 8 | 18 | 10.520 | 12950.000 | 0.362 | -0.121 |

Table E.10. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Schleicher | 207 | 159 | 4 | 1 | 190 | 0 | 0 | 1 | 1.476 | 3350.000 | 0.554 | -0.039 |
| Scurry | 208 | 53 | 7 | 1 | 84 | 0 | 5 | 11 | 12.794 | 6133.333 | 0.384 | -0.111 |
| | 208 | 53 | 8 | 1 | 84 | 0 | 1 | 1 | 7.346 | 6300.000 | 0.059 | -0.249 |
| | 208 | 53 | 9 | 1 | 84 | 0 | 5 | 11 | 11.223 | 6075.000 | 0.442 | -0.087 |
| | 208 | 53 | 10 | 1 | 84 | 0 | 2 | 7 | 8.907 | 6100.000 | 0.353 | -0.125 |
| Shackelford | 209 | 11 | 6 | 1 | 180 | 0 | 1 | 2 | 1.270 | 4462.500 | 0.967 | 0.136 |
| Shelby | 210 | 59 | 3 | 2 | 7 | 0 | 3 | 4 | 6.747 | 2725.000 | 0.596 | -0.021 |
| | 210 | 59 | 4 | 2 | 7 | 0 | 6 | 9 | 8.775 | 3480.000 | 0.807 | 0.068 |
| | 210 | 63 | 6 | 1 | 96 | 0 | 2 | 7 | 8.885 | 5200.000 | 0.415 | -0.098 |
| | 210 | 64 | 1 | 2 | 87 | 0 | 4 | 4 | 5.594 | 4450.000 | 0.440 | -0.088 |
| | 210 | 175 | 2 | 1 | 84 | 0 | 2 | 3 | 3.021 | 6245.556 | 0.436 | -0.089 |
| | 210 | 175 | 4 | 1 | 59 | 0 | 1 | 9 | 8.776 | 5571.429 | 0.504 | -0.060 |
| | 210 | 175 | 5 | 1 | 59 | 0 | 0 | 1 | 5.013 | 6438.462 | 0.085 | -0.239 |
| Sherman | 211 | 66 | 3 | 1 | 287 | 0 | 6 | 8 | 19.632 | 3305.556 | 0.338 | -0.131 |
| Smith | 212 | 95 | 8 | 1 | 80 | 0 | 0 | 1 | 1.337 | 3575.000 | 0.573 | -0.031 |
| | 212 | 164 | 4 | 2 | 31 | 0 | 2 | 4 | 4.615 | 13550.000 | 0.175 | -0.200 |
| | 212 | 165 | 2 | 1 | 271 | 0 | 2 | 3 | 6.365 | 4350.000 | 0.297 | -0.148 |
| | 212 | 190 | 5 | 1 | 69 | 1 | 8 | 10 | 6.814 | 15120.000 | 0.266 | -0.162 |
| | 212 | 191 | 1 | 1 | 69 | 1 | 3 | 9 | 7.281 | 8228.571 | 0.412 | -0.100 |
| | 212 | 245 | 5 | 2 | 64 | 0 | 1 | 3 | 1.417 | 7450.000 | 0.779 | 0.056 |
| | 212 | 245 | 6 | 2 | 64 | 0 | 4 | 4 | 4.566 | 11080.000 | 0.217 | -0.183 |
| | 212 | 345 | 1 | 2 | 110 | 0 | 2 | 5 | 4.118 | 15587.500 | 0.213 | -0.184 |
| | 212 | 345 | 2 | 2 | 110 | 0 | 4 | 2 | 1.788 | 6977.778 | 0.439 | -0.088 |
| | 212 | 520 | 6 | 2 | 155 | 0 | 4 | 8 | 5.500 | 10116.667 | 0.394 | -0.107 |
| | 212 | 1790 | 2 | 3 | 323 | 0 | 0 | 1 | . | . | . | . |
| | 212 | 2075 | 1 | 3 | 323 | 0 | 1 | 2 | 2.498 | 14100.000 | 0.156 | -0.208 |
| Starr | 214 | 39 | 1 | 1 | 83 | 0 | 3 | 7 | 1.446 | 19100.000 | 0.694 | 0.020 |
| Stephens | 215 | 11 | 7 | 1 | 180 | 0 | 1 | 3 | 4.544 | 5225.000 | 0.346 | -0.127 |
| | 215 | 11 | 9 | 1 | 180 | 0 | 0 | 1 | 2.991 | 5485.714 | 0.167 | -0.204 |
| | 215 | 257 | 1 | 1 | 183 | 0 | 0 | 1 | 1.745 | 3842.857 | 0.409 | -0.101 |
| Sterling | 216 | 69 | 3 | 1 | 87 | 0 | 1 | 2 | 3.914 | 3925.000 | 0.357 | -0.123 |
| Sutton | 218 | 141 | 14 | 1 | 277 | 0 | 1 | 1 | 0.373 | 4050.000 | 1.814 | 0.496 |

Table E.10. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Swisher | 219 | 67 | 10 | 1 | 87 | 0 | 0 | 1 | 1.568 | 1024.000 | 1.706 | 0.450 |
| | 219 | 67 | 18 | 1 | 87 | 0 | 4 | 4 | 17.193 | 1504.500 | 0.424 | -0.095 |
| Tarrant | 220 | 13 | 10 | 16 | 287 | 0 | 2 | 3 | 2.863 | 6500.000 | 0.442 | -0.087 |
| | 220 | 14 | 15 | 1 | 81 | 0 | 2 | 7 | 9.979 | 14981.250 | 0.128 | -0.220 |
| | 220 | 80 | 7 | 1 | 377 | 2 | 0 | 3 | . | . | . | . |
| | 220 | 94 | 5 | 2 | 183 | 0 | 4 | 4 | . | . | . | . |
| | 220 | 171 | 4 | 2 | 199 | 0 | 1 | 4 | . | . | . | . |
| | 220 | 171 | 5 | 2 | 199 | 0 | 5 | 4 | . | . | . | . |
| | 220 | 353 | 3 | 2 | 114 | 0 | 3 | 5 | 5.760 | 34860.000 | 0.068 | -0.246 |
| | 220 | 2079 | 1 | 5 | 1220 | 0 | 0 | 3 | 2.795 | 9700.000 | 0.303 | -0.146 |
| Taylor | 221 | 34 | 1 | 1 | 83 | 0 | 0 | 2 | 8.550 | 5633.333 | 0.114 | -0.226 |
| | 221 | 54 | 1 | 1 | 84 | 0 | 0 | 1 | 11.295 | 2780.000 | 0.087 | -0.238 |
| Terry | 223 | 227 | 7 | 1 | 62 | 0 | 9 | 9 | 11.964 | 7563.636 | 0.272 | -0.159 |
| | 223 | 228 | 1 | 1 | 62 | 0 | 1 | 3 | 21.617 | 5176.471 | 0.073 | -0.243 |
| | 223 | 380 | 3 | 1 | 62 | 0 | 1 | 1 | 3.633 | 5700.000 | 0.132 | -0.218 |
| Titus | 225 | 10 | 7 | 1 | 67 | 0 | 9 | 10 | 9.278 | 5016.667 | 0.589 | -0.024 |
| | 225 | 222 | 1 | 2 | 49 | 0 | 1 | 1 | 3.698 | 9166.667 | 0.081 | -0.240 |
| Tom Green | 226 | 69 | 6 | 1 | 87 | 0 | 2 | 3 | 9.751 | 4100.000 | 0.206 | -0.187 |
| | 226 | 69 | 7 | 1 | 87 | 0 | 8 | 10 | 12.278 | 6952.632 | 0.321 | -0.138 |
| | 226 | 70 | 2 | 1 | 87 | 0 | 7 | 10 | 13.048 | 4788.235 | 0.439 | -0.088 |
| | 226 | 77 | 6 | 1 | 67 | 0 | 0 | 1 | . | . | . | . |
| | 226 | 158 | 2 | 1 | 67 | 0 | 6 | 7 | 10.550 | 4056.250 | 0.448 | -0.084 |
| | 226 | 264 | 7 | 3 | 306 | 0 | 2 | 2 | 1.000 | 3400.000 | 1.612 | 0.410 |
| | 226 | 2574 | 1 | 5 | 584 | 0 | 1 | 1 | 3.438 | 4600.000 | 0.173 | -0.201 |
| Travis | 227 | 15 | 11 | 3 | 275 | 0 | 0 | 1 | . | . | . | . |
| | 227 | 113 | 8 | 1 | 290 | 0 | 3 | 5 | 0.490 | 11900.000 | 2.349 | 0.724 |
| | 227 | 113 | 9 | 1 | 290 | 0 | 1 | 1 | . | . | . | . |
| | 227 | 113 | 13 | 3 | 360 | 0 | 0 | 5 | . | . | . | . |
| | 227 | 114 | 2 | 1 | 290 | 0 | 4 | 6 | 3.708 | 14450.000 | 0.307 | -0.144 |
| | 227 | 114 | 3 | 1 | 290 | 0 | 7 | 9 | 6.539 | 12333.333 | 0.306 | -0.145 |
| | 227 | 152 | 1 | 1 | 183 | 1 | 4 | 10 | 10.301 | 10175.000 | 0.261 | -0.164 |

Table E.10. Continued

| County Name | County No. | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-------------|------------|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| | | | | | | Fatalities | Injuries | Accidents | | | | |
| Travis | 227 | 265 | 1 | 2 | 71 | 0 | 5 | 16 | 1.405 | 18500.000 | 1.686 | 0.442 |
| | 227 | 265 | 2 | 2 | 71 | 0 | 4 | 6 | 5.584 | 17020.000 | 0.173 | -0.201 |
| | 227 | 683 | 2 | 5 | 620 | 0 | 11 | 21 | 8.392 | 9275.000 | 0.739 | 0.039 |
| | 227 | 700 | 3 | 2 | 71 | 0 | 20 | 31 | 16.649 | 7584.211 | 0.673 | 0.011 |
| | 227 | 757 | 2 | 5 | 685 | 0 | 0 | 1 | 4.174 | 4600.000 | 0.143 | -0.214 |
| | 227 | 1149 | 1 | 5 | 812 | 0 | 4 | 6 | 1.686 | 6033.333 | 1.616 | 0.412 |
| | 227 | 1186 | 1 | 5 | 969 | 0 | 4 | 7 | 1.933 | 6033.333 | 1.644 | 0.424 |
| | 227 | 1378 | 1 | 5 | 1431 | 0 | 12 | 25 | 10.367 | 4800.000 | 1.376 | 0.310 |
| | 227 | 1902 | 1 | 5 | 1825 | 0 | 0 | 2 | . | . | . | . |
| | 227 | 2100 | 1 | 5 | 2222 | 0 | 11 | 25 | . | . | . | . |
| | 227 | 2102 | 1 | 5 | 2244 | 0 | 8 | 27 | 6.753 | 11500.000 | 0.953 | 0.130 |
| | 227 | 3136 | 1 | 3 | 1 | 0 | 1 | 1 | 3.253 | 34333.333 | 0.025 | -0.264 |
| | 227 | 3417 | 1 | 5 | 734 | 0 | 1 | 7 | . | . | . | . |
| Trinity | 228 | 319 | 2 | 2 | 94 | 0 | 1 | 1 | 0.129 | 2500.000 | 8.495 | 3.335 |
| Tyler | 229 | 200 | 5 | 1 | 69 | 1 | 1 | 1 | 0.258 | 4260.000 | 2.493 | 0.784 |
| | 229 | 200 | 8 | 1 | 69 | 1 | 0 | 1 | 0.452 | 6500.000 | 0.933 | 0.122 |
| Upshur | 230 | 96 | 3 | 1 | 80 | 0 | 1 | 2 | 3.396 | 5990.000 | 0.269 | -0.160 |
| | 230 | 248 | 4 | 1 | 271 | 0 | 3 | 2 | 12.104 | 6490.476 | 0.070 | -0.245 |
| | 230 | 248 | 5 | 1 | 271 | 0 | 2 | 6 | 9.021 | 6354.545 | 0.287 | -0.153 |
| | 230 | 392 | 2 | 1 | 259 | 0 | 1 | 3 | 12.053 | 6422.857 | 0.106 | -0.229 |
| | 230 | 520 | 5 | 2 | 155 | 0 | 1 | 2 | 3.931 | 3328.571 | 0.419 | -0.097 |
| Upton | 231 | 76 | 5 | 1 | 67 | 0 | 1 | 1 | 0.730 | 1280.000 | 2.932 | 0.971 |
| | 231 | 76 | 6 | 1 | 67 | 0 | 0 | 1 | 0.464 | 2050.000 | 2.880 | 0.949 |
| | 231 | 76 | 7 | 1 | 67 | 0 | 0 | 2 | 1.087 | 1800.000 | 2.800 | 0.915 |
| | 231 | 229 | 4 | 5 | 305 | 2 | 3 | 1 | 1.403 | 4750.000 | 0.411 | -0.100 |
| Uvalde | 232 | 24 | 1 | 1 | 90 | 0 | 0 | 1 | 6.654 | 11610.526 | 0.035 | -0.260 |
| Val Verde | 233 | 22 | 9 | 1 | 90 | 0 | 3 | 5 | . | . | . | . |
| Van Zandt | 234 | 95 | 6 | 1 | 80 | 0 | 4 | 8 | 14.802 | 5992.308 | 0.247 | -0.170 |
| | 234 | 95 | 7 | 1 | 80 | 0 | 1 | 8 | 13.551 | 4240.741 | 0.381 | -0.113 |
| | 234 | 108 | 1 | 2 | 19 | 0 | 1 | 1 | 1.397 | 7000.000 | 0.280 | -0.156 |
| | 234 | 108 | 2 | 2 | 19 | 0 | 1 | 1 | 0.173 | 7700.000 | 2.057 | 0.599 |
| Victoria | 235 | 88 | 4 | 1 | 59 | 1 | 7 | 10 | 2.236 | 8675.000 | 1.412 | 0.326 |

Table E.10. Continued

| County | Control No. | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|----------------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| | | | | | | Fatalities | Injuries | Accidents | | | | |
| Victoria | 235 | 88 | 5 | 3 | 175 | 0 | 10 | 11 | 13.148 | 10576.471 | 0.217 | -0.182 |
| | 235 | 89 | 1 | 1 | 59 | 0 | 23 | 15 | 12.659 | 13575.000 | 0.239 | -0.173 |
| | 235 | 371 | 1 | 1 | 77 | 0 | 4 | 6 | 13.578 | 7285.714 | 0.166 | -0.204 |
| | 235 | 432 | 2 | 2 | 185 | 0 | 8 | 11 | 9.066 | 9820.000 | 0.339 | -0.131 |
| | 235 | 2350 | 1 | 3 | 463 | 0 | 3 | 5 | 4.979 | 3912.500 | 0.703 | 0.024 |
| Walker | 236 | 109 | 9 | 2 | 19 | 0 | 8 | 11 | 11.313 | 7692.308 | 0.346 | -0.127 |
| | 236 | 213 | 1 | 1 | 190 | 0 | 1 | 1 | 1.048 | 8500.000 | 0.308 | -0.144 |
| | 236 | 578 | 2 | 5 | 247 | 0 | 0 | 1 | 0.894 | 8125.000 | 0.377 | -0.114 |
| Waller | 237 | 50 | 4 | 2 | 6 | 0 | 6 | 11 | 8.133 | 7285.714 | 0.509 | -0.058 |
| | 237 | 50 | 5 | 1 | 290 | 1 | 19 | 28 | 11.085 | 16853.571 | 0.411 | -0.100 |
| | 237 | 114 | 11 | 1 | 290 | 0 | 7 | 13 | 9.380 | 5375.000 | 0.706 | 0.026 |
| | 237 | 271 | 9 | 1 | 90 | 0 | 1 | 1 | 0.597 | 4966.667 | 0.924 | 0.118 |
| Ward | 238 | 4 | 1 | 15 | 20 | 1 | 2 | 2 | 0.692 | 480.000 | 16.496 | 6.734 |
| | 238 | 292 | 4 | 2 | 18 | 0 | 4 | 5 | 8.125 | 5513.158 | 0.306 | -0.145 |
| Washington | 239 | 114 | 9 | 1 | 290 | 0 | 9 | 23 | 18.067 | 8150.000 | 0.428 | -0.093 |
| | 239 | 114 | 10 | 1 | 290 | 1 | 8 | 10 | 13.259 | 7990.909 | 0.259 | -0.165 |
| | 239 | 186 | 6 | 2 | 36 | 0 | 1 | 7 | 5.192 | 11016.667 | 0.335 | -0.132 |
| Wharton | 241 | 89 | 6 | 1 | 59 | 0 | 5 | 19 | 12.785 | 13557.895 | 0.300 | -0.147 |
| | 241 | 89 | 7 | 1 | 59 | 0 | 5 | 14 | 15.463 | 15686.207 | 0.158 | -0.207 |
| | 241 | 89 | 8 | 1 | 59 | 0 | 4 | 10 | 9.885 | 16213.333 | 0.171 | -0.202 |
| | 241 | 89 | 10 | 3 | 183 | 0 | 1 | 1 | 3.037 | 7172.727 | 0.126 | -0.221 |
| Wheeler | 242 | 31 | 1 | 1 | 83 | 0 | 1 | 1 | 2.002 | 3700.000 | 0.370 | -0.117 |
| Wichita | 243 | 43 | 8 | 1 | 287 | 1 | 22 | 21 | 16.285 | 10216.667 | 0.346 | -0.128 |
| | 243 | 43 | 9 | 1 | 287 | 0 | 1 | 3 | 7.955 | 11936.364 | 0.087 | -0.238 |
| | 243 | 43 | 17 | 16 | 287 | 0 | 2 | 3 | 5.376 | 4936.364 | 0.310 | -0.143 |
| Wilbarger | 244 | 43 | 5 | 1 | 287 | 0 | 2 | 8 | 14.092 | 9442.105 | 0.165 | -0.205 |
| | 244 | 43 | 6 | 1 | 70 | 0 | 4 | 11 | 7.929 | 10161.111 | 0.374 | -0.116 |
| | 244 | 43 | 7 | 1 | 287 | 0 | 10 | 10 | 12.109 | 9742.857 | 0.232 | -0.176 |
| | 244 | 43 | 20 | 16 | 287 | 0 | 1 | 1 | 4.835 | 5946.667 | 0.095 | -0.234 |
| Willacy | 245 | 327 | 10 | 1 | 77 | 0 | 20 | 16 | 18.276 | 8318.182 | 0.288 | -0.152 |
| Williamson | 246 | 151 | 3 | 2 | 29 | 0 | 1 | 2 | 6.369 | 4500.000 | 0.191 | -0.193 |
| | 246 | 151 | 4 | 2 | 29 | 1 | 3 | 8 | 7.139 | 6375.000 | 0.482 | -0.070 |

Table E.10. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Williamson | 246 | 151 | 5 | 1 | 183 | 1 | 26 | 20 | . | . | . | . |
| | 246 | 204 | 1 | 1 | 79 | 0 | 0 | 1 | 7.735 | 15214.286 | 0.023 | -0.265 |
| | 246 | 204 | 2 | 1 | 79 | 0 | 2 | 2 | 4.780 | 9083.333 | 0.126 | -0.221 |
| | 246 | 204 | 3 | 1 | 79 | 0 | 3 | 4 | 4.777 | 7616.667 | 0.301 | -0.147 |
| | 246 | 204 | 4 | 1 | 79 | 0 | 6 | 9 | 11.720 | 5217.647 | 0.403 | -0.103 |
| | 246 | 273 | 4 | 1 | 183 | 1 | 11 | 17 | 13.107 | 3327.273 | 1.068 | 0.179 |
| | 246 | 320 | 3 | 2 | 95 | 0 | 2 | 5 | 16.183 | 5080.000 | 0.167 | -0.204 |
| | 246 | 337 | 1 | 2 | 29 | 0 | 3 | 11 | 11.616 | 7211.111 | 0.360 | -0.122 |
| | 246 | 440 | 1 | 2 | 195 | 0 | 1 | 3 | 1.071 | 4200.000 | 1.827 | 0.502 |
| | 246 | 683 | 1 | 5 | 620 | 0 | 10 | 13 | 3.910 | 17508.333 | 0.520 | -0.054 |
| | 246 | 757 | 1 | 5 | 685 | 0 | 2 | 2 | 2.955 | 3400.000 | 0.545 | -0.043 |
| | 246 | 1378 | 2 | 5 | 1431 | 0 | 6 | 9 | 8.475 | 6685.714 | 0.435 | -0.090 |
| | 246 | 2211 | 1 | 5 | 2338 | 0 | 0 | 3 | 3.447 | 11618.182 | 0.205 | -0.187 |
| | 246 | 3417 | 2 | 5 | 734 | 0 | 3 | 7 | 0.903 | 11200.000 | 1.896 | 0.531 |
| Wilson | 247 | 100 | 3 | 1 | 181 | 0 | 6 | 10 | 14.188 | 7752.174 | 0.249 | -0.169 |
| | 247 | 100 | 4 | 1 | 181 | 1 | 6 | 5 | 6.937 | 5066.667 | 0.390 | -0.109 |
| | 247 | 143 | 3 | 1 | 87 | 0 | 3 | 4 | 5.573 | 6054.545 | 0.325 | -0.137 |
| | 247 | 143 | 4 | 1 | 87 | 1 | 0 | 2 | 1.657 | 3866.667 | 0.855 | 0.089 |
| | 247 | 366 | 5 | 2 | 123 | 0 | 0 | 2 | 8.336 | 3750.000 | 0.175 | -0.200 |
| Winkler | 248 | 292 | 2 | 2 | 18 | 0 | 1 | 4 | 6.570 | 3603.571 | 0.463 | -0.078 |
| Wise | 249 | 13 | 6 | 1 | 81 | 0 | 5 | 9 | 6.319 | 13542.857 | 0.288 | -0.152 |
| | 249 | 13 | 7 | 1 | 81 | 0 | 1 | 10 | 10.840 | 14821.429 | 0.171 | -0.202 |
| | 249 | 13 | 8 | 1 | 81 | 0 | 13 | 20 | 20.614 | 15359.375 | 0.173 | -0.201 |
| | 249 | 134 | 7 | 1 | 380 | 0 | 0 | 5 | 3.379 | 6120.000 | 0.662 | 0.007 |
| | 249 | 134 | 15 | 17 | 114 | 0 | 1 | 1 | 0.700 | 4833.333 | 0.810 | 0.069 |
| | 249 | 313 | 1 | 5 | 51 | 0 | 2 | 2 | 1.860 | 8533.333 | 0.345 | -0.128 |
| Wood | 250 | 95 | 9 | 1 | 80 | 0 | 2 | 3 | 4.622 | 4870.000 | 0.365 | -0.119 |
| | 250 | 96 | 1 | 1 | 80 | 0 | 1 | 3 | 9.423 | 3355.556 | 0.260 | -0.164 |
| | 250 | 96 | 2 | 1 | 80 | 0 | 1 | 2 | 10.699 | 3185.714 | 0.161 | -0.206 |
| | 250 | 190 | 3 | 1 | 69 | 0 | 0 | 1 | 1.792 | 9177.778 | 0.167 | -0.204 |
| Yoakum | 251 | 461 | 8 | 2 | 214 | 0 | 1 | 1 | 2.856 | 3850.000 | 0.249 | -0.169 |
| | 251 | 583 | 1 | 2 | 83 | 0 | 0 | 1 | 0.989 | 8000.000 | 0.346 | -0.127 |

Table E.10. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|--------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Young | 252 | 133 | 8 | 2 | 114 | 0 | 0 | 1 | 0.703 | 4433.333 | 0.879 | 0.099 |
| | 252 | 284 | 1 | 2 | 79 | 0 | 0 | 1 | 0.956 | 2050.000 | 1.398 | 0.319 |
| Zapata | 253 | 38 | 4 | 1 | 83 | 1 | 3 | 6 | 4.754 | 7275.000 | 0.475 | -0.073 |
| Zavala | 254 | 276 | 3 | 1 | 57 | 0 | 2 | 1 | . | . | . | . |

Table E.11. Single-Vehicle Interstate Accident Data with Totals and Standardized Scores by County and Control Section (1992)

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Atascosa | 7 | 17 | 4 | 8 | 35 | 0 | 2 | 3 | 2.538 | 15376.000 | 0.211 | -0.387 |
| | 7 | 73 | 5 | 8 | 37 | 0 | 25 | 25 | 11.482 | 11864.000 | 0.503 | 0.484 |
| | 7 | 73 | 6 | 8 | 37 | 1 | 3 | 3 | 7.623 | 11585.714 | 0.093 | -0.737 |
| | 7 | 73 | 10 | 8 | 37 | 0 | 10 | 19 | 15.832 | 11983.684 | 0.274 | -0.197 |
| Austin | 8 | 271 | 2 | 8 | 10 | 0 | 6 | 12 | 8.901 | 22740.000 | 0.162 | -0.530 |
| | 8 | 271 | 3 | 8 | 10 | 0 | 4 | 8 | 7.176 | 29212.857 | 0.105 | -0.703 |
| Bell | 14 | 15 | 4 | 8 | 35 | 2 | 20 | 60 | 9.486 | 33353.846 | 0.520 | 0.533 |
| | 14 | 15 | 6 | 8 | 35 | 0 | 3 | 4 | 2.982 | 35320.000 | 0.104 | -0.704 |
| | 14 | 15 | 7 | 8 | 35 | 1 | 18 | 23 | 9.848 | 33336.471 | 0.192 | -0.443 |
| Bexar | 15 | 16 | 7 | 8 | 35 | 0 | 13 | 20 | . | . | . | . |
| | 15 | 17 | 2 | 8 | 35 | 0 | 0 | 2 | 0.329 | 22930.000 | 0.726 | 1.149 |
| | 15 | 17 | 3 | 8 | 35 | 2 | 16 | 17 | 8.483 | 19125.833 | 0.287 | -0.159 |
| | 15 | 25 | 2 | 8 | 10 | 0 | 1 | 4 | 2.461 | 20505.000 | 0.217 | -0.367 |
| | 15 | 72 | 7 | 8 | 10 | 0 | 22 | 25 | 6.554 | 27278.000 | 0.383 | 0.127 |
| | 15 | 72 | 12 | 8 | 10 | 0 | 12 | 17 | . | . | . | . |
| | 15 | 73 | 9 | 8 | 37 | 1 | 12 | 9 | 8.106 | 14060.000 | 0.216 | -0.370 |
| | 15 | 521 | 4 | 8 | 410 | 0 | 10 | 22 | . | . | . | . |
| Bowie | 19 | 610 | 5 | 8 | 30 | 0 | 6 | 11 | 17.127 | 15515.909 | 0.113 | -0.677 |
| | 19 | 610 | 6 | 8 | 30 | 1 | 10 | 21 | 13.607 | 22331.429 | 0.189 | -0.450 |
| | 19 | 610 | 7 | 8 | 30 | 0 | 11 | 19 | 11.859 | 31993.889 | 0.137 | -0.606 |
| Caldwell | 28 | 535 | 3 | 8 | 10 | 1 | 10 | 9 | 4.931 | 16796.667 | 0.298 | -0.127 |
| Callahan | 30 | 6 | 7 | 8 | 20 | 1 | 9 | 23 | 12.988 | 15030.000 | 0.323 | -0.053 |
| | 30 | 7 | 1 | 8 | 20 | 0 | 14 | 10 | 8.789 | 13246.154 | 0.235 | -0.313 |
| | 30 | 7 | 2 | 8 | 20 | 0 | 9 | 18 | 8.915 | 12818.889 | 0.432 | 0.271 |
| Carson | 33 | 275 | 2 | 8 | 40 | 0 | 5 | 11 | 10.241 | 9555.000 | 0.308 | -0.097 |
| | 33 | 275 | 3 | 8 | 40 | 0 | 1 | 10 | 10.695 | 9396.667 | 0.273 | -0.202 |
| | 33 | 275 | 4 | 8 | 40 | 0 | 7 | 15 | 10.357 | 9206.000 | 0.431 | 0.270 |
| Chambers | 36 | 508 | 2 | 8 | 10 | 0 | 35 | 59 | 15.860 | 31568.421 | 0.323 | -0.053 |
| | 36 | 508 | 3 | 8 | 10 | 2 | 20 | 28 | 17.491 | 18672.000 | 0.235 | -0.315 |
| | 36 | 739 | 1 | 8 | 10 | 0 | 6 | 7 | 3.113 | 25000.000 | 0.246 | -0.280 |
| Colorado | 45 | 271 | 1 | 8 | 10 | 0 | 21 | 19 | 14.447 | 21993.000 | 0.164 | -0.526 |

Table E.11. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Colorado | 45 | 535 | 8 | 8 | 10 | 0 | 24 | 40 | 17.614 | 17849.375 | 0.349 | 0.024 |
| | 46 | 16 | 4 | 8 | 35 | 0 | 5 | 7 | 9.598 | 41078.824 | 0.049 | -0.869 |
| Cooke | 49 | 194 | 1 | 8 | 35 | 0 | 2 | 1 | 0.241 | 16090.000 | 0.707 | 1.091 |
| | 49 | 194 | 2 | 8 | 35 | 0 | 8 | 8 | 6.355 | 14640.909 | 0.236 | -0.313 |
| | 49 | 195 | 1 | 8 | 35 | 1 | 15 | 17 | 15.211 | 17458.333 | 0.175 | -0.492 |
| Crane | 52 | 4 | 5 | 8 | 20 | 0 | 1 | 1 | 1.533 | 8800.000 | 0.203 | -0.409 |
| Crockett | 53 | 140 | 10 | 8 | 10 | 1 | 6 | 10 | 13.057 | 4112.000 | 0.510 | 0.506 |
| | 53 | 140 | 11 | 8 | 10 | 5 | 17 | 12 | 9.071 | 4163.750 | 0.870 | 1.579 |
| | 53 | 140 | 13 | 8 | 10 | 1 | 16 | 14 | 15.858 | 3920.000 | 0.617 | 0.824 |
| | 53 | 141 | 1 | 8 | 10 | 0 | 18 | 14 | 14.826 | 3991.429 | 0.648 | 0.917 |
| Culberson | 55 | 2 | 11 | 8 | 10 | 0 | 17 | 5 | 4.765 | 8030.000 | 0.358 | 0.052 |
| | 55 | 3 | 1 | 8 | 10 | 0 | 7 | 3 | 13.298 | 7603.333 | 0.081 | -0.772 |
| | 55 | 3 | 2 | 8 | 10 | 0 | 22 | 12 | 13.069 | 7605.000 | 0.331 | -0.029 |
| | 55 | 3 | 3 | 8 | 10 | 5 | 13 | 15 | 12.562 | 7553.333 | 0.433 | 0.276 |
| Dallas | 57 | 92 | 2 | 8 | 45 | 0 | 17 | 27 | . | . | . | . |
| | 57 | 442 | 2 | 8 | 353 | 0 | 5 | 6 | . | . | . | . |
| | 57 | 2374 | 7 | 8 | 635 | 0 | 2 | 4 | 0.999 | 65440.000 | 0.168 | -0.515 |
| Deaf Smith | 59 | 90 | 1 | 8 | 40 | 0 | 1 | 2 | 2.102 | 8740.000 | 0.298 | -0.126 |
| Denton | 61 | 81 | 13 | 8 | 354 | 0 | 6 | 15 | 8.087 | 16785.000 | 0.303 | -0.112 |
| | 61 | 195 | 2 | 8 | 35 | 1 | 6 | 11 | 6.893 | 24750.000 | 0.177 | -0.488 |
| | 61 | 196 | 1 | 8 | 353 | 0 | 19 | 26 | . | . | . | . |
| | 61 | 196 | 2 | 8 | 353 | 0 | 1 | 3 | . | . | . | . |
| Donely | 65 | 275 | 6 | 8 | 40 | 0 | 0 | 1 | 1.670 | 9600.000 | 0.171 | -0.505 |
| | 65 | 275 | 8 | 8 | 40 | 0 | 2 | 2 | 2.171 | 9800.000 | 0.258 | -0.247 |
| | 65 | 275 | 10 | 8 | 40 | 0 | 1 | 2 | 2.166 | 9500.000 | 0.266 | -0.221 |
| Eastland | 68 | 7 | 3 | 8 | 20 | 0 | 23 | 47 | 20.008 | 12958.667 | 0.497 | 0.465 |
| | 68 | 7 | 4 | 8 | 20 | 0 | 5 | 16 | 16.410 | 5853.043 | 0.456 | 0.345 |
| | 68 | 7 | 6 | 8 | 20 | 0 | 8 | 16 | 12.625 | 13679.412 | 0.254 | -0.258 |
| | 68 | 314 | 5 | 8 | 20 | 0 | 1 | 1 | 1.792 | 13700.000 | 0.112 | -0.682 |
| Ector | 69 | 4 | 6 | 8 | 20 | 0 | 13 | 8 | 8.252 | 8892.500 | 0.299 | -0.125 |
| | 69 | 4 | 7 | 8 | 20 | 1 | 16 | 27 | 6.138 | 9118.571 | 1.322 | 2.923 |
| | 69 | 5 | 13 | 8 | 20 | 0 | 0 | 2 | 1.023 | 13210.000 | 0.405 | 0.194 |

Table E.11. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Ellis | 71 | 48 | 4 | 8 | 353 | 0 | 3 | 3 | 11.372 | 26926.842 | 0.027 | -0.934 |
| | 71 | 48 | 8 | 8 | 353 | 2 | 25 | 41 | 18.540 | 20450.952 | 0.296 | -0.132 |
| | 71 | 92 | 3 | 8 | 45 | 1 | 5 | 15 | 5.529 | 22938.000 | 0.324 | -0.049 |
| | 71 | 92 | 4 | 8 | 45 | 0 | 25 | 31 | 10.083 | 22717.000 | 0.371 | 0.090 |
| | 71 | 92 | 5 | 8 | 45 | 0 | 6 | 5 | 7.810 | 24248.571 | 0.072 | -0.799 |
| | 71 | 442 | 3 | 8 | 353 | 0 | 5 | 14 | 3.791 | 27840.000 | 0.363 | 0.068 |
| El Paso | 72 | 2121 | 1 | 8 | 10 | 0 | 8 | 19 | 6.312 | 25698.182 | 0.321 | -0.058 |
| | 72 | 2121 | 4 | 8 | 10 | 0 | 13 | 32 | 14.594 | 15770.000 | 0.381 | 0.120 |
| | 72 | 2121 | 5 | 8 | 10 | 1 | 16 | 13 | 12.054 | 9120.000 | 0.324 | -0.049 |
| Erath | 73 | 314 | 4 | 8 | 20 | 0 | 3 | 2 | 5.877 | 13900.000 | 0.067 | -0.815 |
| Falls | 74 | 15 | 3 | 8 | 35 | 0 | 3 | 4 | 1.900 | 33000.000 | 0.175 | -0.494 |
| Fayette | 76 | 535 | 6 | 8 | 10 | 2 | 14 | 10 | 11.303 | 16063.636 | 0.151 | -0.565 |
| | 76 | 535 | 7 | 8 | 10 | 0 | 11 | 17 | 11.492 | 15907.407 | 0.255 | -0.255 |
| Franklin | 81 | 610 | 2 | 8 | 30 | 0 | 10 | 12 | 10.695 | 17120.000 | 0.180 | -0.479 |
| Freestone | 82 | 675 | 1 | 8 | 45 | 0 | 12 | 13 | 14.893 | 16564.545 | 0.144 | -0.584 |
| | 82 | 675 | 2 | 8 | 45 | 2 | 24 | 26 | 17.184 | 15700.000 | 0.264 | -0.228 |
| Frio | 83 | 17 | 6 | 8 | 35 | 2 | 20 | 19 | 16.984 | 11213.846 | 0.273 | -0.200 |
| | 83 | 17 | 7 | 8 | 35 | 0 | 19 | 19 | 18.787 | 8603.571 | 0.322 | -0.055 |
| Galveston | 85 | 500 | 1 | 8 | 45 | 0 | 6 | 16 | . | . | . | . |
| | 85 | 500 | 4 | 8 | 45 | 1 | 16 | 21 | . | . | . | . |
| Gillespie | 87 | 142 | 13 | 8 | 10 | 1 | 3 | 6 | 5.944 | 6400.000 | 0.432 | 0.273 |
| Gonzales | 90 | 535 | 4 | 8 | 10 | 0 | 12 | 10 | 10.546 | 17261.538 | 0.151 | -0.566 |
| | 90 | 535 | 5 | 8 | 10 | 3 | 14 | 16 | 11.590 | 16830.000 | 0.225 | -0.345 |
| Gray | 91 | 275 | 5 | 8 | 40 | 0 | 12 | 3 | 4.741 | 9373.333 | 0.185 | -0.463 |
| | 91 | 275 | 7 | 8 | 40 | 0 | 0 | 2 | 3.897 | 9580.000 | 0.147 | -0.577 |
| | 91 | 275 | 11 | 8 | 40 | 1 | 14 | 18 | 16.990 | 9324.000 | 0.311 | -0.087 |
| Gregg | 93 | 495 | 7 | 8 | 20 | 1 | 37 | 56 | 15.655 | 23005.417 | 0.426 | 0.255 |
| Guadalupe | 95 | 16 | 6 | 8 | 35 | 0 | 3 | 9 | 3.327 | 56400.000 | 0.131 | -0.623 |
| | 95 | 25 | 3 | 8 | 10 | 1 | 9 | 16 | 11.058 | 16617.857 | 0.239 | -0.304 |
| | 95 | 535 | 1 | 8 | 10 | 0 | 3 | 2 | 10.843 | 18064.400 | 0.028 | -0.931 |
| | 95 | 535 | 2 | 8 | 10 | 1 | 9 | 11 | 15.427 | 16803.333 | 0.116 | -0.668 |
| | 96 | 67 | 4 | 8 | 27 | 0 | 1 | 2 | 9.960 | 7510.000 | 0.073 | -0.796 |

Table E.11. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Hale | 96 | 67 | 5 | 8 | 27 | 2 | 5 | 14 | 11.449 | 8173.333 | 0.410 | 0.207 |
| | 96 | 67 | 6 | 8 | 27 | 1 | 14 | 24 | 16.308 | 7939.286 | 0.508 | 0.499 |
| Harris | 102 | 110 | 5 | 8 | 45 | 3 | 66 | 101 | 2.478 | 83580.000 | 1.336 | 2.966 |
| | 102 | 271 | 6 | 8 | 10 | 1 | 30 | 38 | . | . | . | . |
| | 102 | 271 | 7 | 8 | 10 | 0 | 9 | 20 | . | . | . | . |
| | 102 | 500 | 3 | 8 | 45 | 1 | 29 | 52 | . | . | . | . |
| | 102 | 508 | 1 | 8 | 10 | 5 | 59 | 94 | 4.330 | 41538.000 | 1.432 | 3.251 |
| Harrison | 103 | 495 | 8 | 8 | 20 | 0 | 15 | 19 | 16.891 | 18603.333 | 0.166 | -0.521 |
| | 103 | 495 | 9 | 8 | 20 | 0 | 11 | 10 | 6.856 | 17590.909 | 0.227 | -0.338 |
| | 103 | 495 | 10 | 8 | 20 | 1 | 7 | 8 | 15.454 | 17870.909 | 0.079 | -0.778 |
| Hays | 106 | 16 | 2 | 8 | 35 | 0 | 36 | 56 | 15.347 | 49557.391 | 0.202 | -0.413 |
| Hill | 110 | 14 | 7 | 8 | 35 | 1 | 15 | 18 | 12.597 | 22941.613 | 0.171 | -0.506 |
| | 110 | 14 | 23 | 8 | 354 | 0 | 3 | 7 | 14.327 | 13502.400 | 0.099 | -0.719 |
| | 110 | 14 | 24 | 8 | 35 | 0 | 3 | 4 | 6.226 | 30259.000 | 0.058 | -0.841 |
| | 110 | 48 | 9 | 8 | 353 | 0 | 13 | 15 | 7.910 | 19753.636 | 0.263 | -0.231 |
| Hopkins | 113 | 9 | 9 | 8 | 30 | 0 | 6 | 11 | 14.887 | 18724.444 | 0.108 | -0.692 |
| | 113 | 10 | 2 | 8 | 30 | 4 | 18 | 11 | 10.719 | 19355.000 | 0.145 | -0.582 |
| | 113 | 610 | 1 | 8 | 30 | 0 | 4 | 10 | 7.922 | 17319.091 | 0.200 | -0.419 |
| Howard | 115 | 5 | 5 | 8 | 20 | 1 | 6 | 13 | 14.630 | 9322.778 | 0.261 | -0.236 |
| | 115 | 5 | 6 | 8 | 20 | 0 | 9 | 20 | 18.941 | 9803.636 | 0.295 | -0.135 |
| Hudspeth | 116 | 2 | 5 | 8 | 10 | 2 | 19 | 19 | 9.154 | 8860.000 | 0.642 | 0.898 |
| | 116 | 2 | 6 | 8 | 10 | 0 | 12 | 23 | 11.132 | 8910.000 | 0.635 | 0.878 |
| | 116 | 2 | 7 | 8 | 10 | 5 | 7 | 7 | 8.168 | 8910.000 | 0.264 | -0.229 |
| | 116 | 2 | 8 | 8 | 10 | 2 | 17 | 14 | 9.704 | 8976.667 | 0.440 | 0.297 |
| | 116 | 2 | 9 | 8 | 10 | 1 | 8 | 13 | 9.045 | 8820.000 | 0.446 | 0.316 |
| | 116 | 2 | 10 | 8 | 10 | 2 | 13 | 11 | 9.443 | 8377.143 | 0.381 | 0.121 |
| | 116 | 2121 | 6 | 8 | 10 | 1 | 23 | 22 | 16.915 | 8890.000 | 0.401 | 0.180 |
| Hunt | 117 | 9 | 13 | 8 | 30 | 1 | 22 | 29 | 29.800 | 23540.357 | 0.113 | -0.677 |
| Jeff Davis | 123 | 3 | 4 | 8 | 10 | 0 | 2 | 7 | 7.005 | 7400.000 | 0.370 | 0.088 |
| Jefferson | 124 | 739 | 2 | 8 | 10 | 0 | 26 | 26 | 14.712 | 26392.632 | 0.183 | -0.468 |
| Johnson | 127 | 14 | 3 | 8 | 354 | 0 | 6 | 12 | 12.011 | 23383.158 | 0.117 | -0.666 |
| | 127 | 14 | 4 | 8 | 354 | 1 | 12 | 15 | 8.237 | 16215.556 | 0.308 | -0.098 |

Table E.11. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Johnson | 127 | 14 | 22 | 8 | 354 | 0 | 1 | 3 | 2.894 | 13500.000 | 0.210 | -0.388 |
| Kaufman | 130 | 95 | 14 | 8 | 20 | 1 | 10 | 9 | 12.929 | 15045.000 | 0.127 | -0.637 |
| | 130 | 495 | 1 | 8 | 20 | 0 | 14 | 19 | 18.415 | 26985.349 | 0.105 | -0.702 |
| Kendall | 131 | 72 | 5 | 8 | 10 | 0 | 23 | 26 | 14.129 | 12169.412 | 0.414 | 0.220 |
| | 131 | 72 | 6 | 8 | 10 | 0 | 7 | 14 | 6.892 | 15438.125 | 0.360 | 0.060 |
| | 131 | 142 | 15 | 8 | 10 | 0 | 2 | 3 | 1.948 | 8416.000 | 0.501 | 0.479 |
| Kerr | 133 | 142 | 2 | 8 | 10 | 0 | 5 | 6 | 9.209 | 6360.000 | 0.281 | -0.178 |
| | 133 | 142 | 12 | 8 | 10 | 0 | 6 | 8 | 6.076 | 6271.667 | 0.575 | 0.699 |
| | 133 | 142 | 14 | 8 | 10 | 5 | 23 | 26 | 22.312 | 7530.769 | 0.424 | 0.249 |
| Kimble | 134 | 141 | 8 | 8 | 10 | 0 | 8 | 8 | 9.877 | 4190.000 | 0.530 | 0.563 |
| | 134 | 141 | 9 | 8 | 10 | 0 | 10 | 9 | 13.056 | 4506.923 | 0.419 | 0.234 |
| | 134 | 142 | 1 | 8 | 10 | 2 | 17 | 24 | 21.022 | 6704.000 | 0.467 | 0.376 |
| LaSalle | 142 | 17 | 8 | 8 | 35 | 1 | 19 | 10 | . | . | . | . |
| | 142 | 18 | 1 | 8 | 35 | 0 | 2 | 1 | . | . | . | . |
| | 142 | 18 | 2 | 8 | 35 | 0 | 9 | 4 | . | . | . | . |
| Leon | 145 | 675 | 3 | 8 | 45 | 1 | 18 | 23 | 16.790 | 16261.667 | 0.231 | -0.327 |
| | 145 | 675 | 4 | 8 | 45 | 0 | 21 | 17 | 11.783 | 17030.000 | 0.232 | -0.323 |
| Live Oak | 149 | 73 | 7 | 8 | 37 | 0 | 15 | 14 | 11.105 | 11287.143 | 0.306 | -0.103 |
| | 149 | 74 | 1 | 8 | 37 | 0 | 6 | 9 | 15.402 | 8755.556 | 0.183 | -0.470 |
| | 149 | 74 | 2 | 8 | 37 | 2 | 12 | 17 | 17.806 | 9197.273 | 0.284 | -0.167 |
| Lubbock | 152 | 67 | 7 | 8 | 27 | 0 | 6 | 19 | 12.344 | 10613.125 | 0.397 | 0.169 |
| Madison | 154 | 675 | 5 | 8 | 45 | 0 | 23 | 40 | 18.630 | 17296.000 | 0.340 | -0.001 |
| Martin | 156 | 5 | 4 | 8 | 20 | 1 | 13 | 20 | 13.467 | 9840.000 | 0.413 | 0.217 |
| McLennan | 161 | 14 | 8 | 8 | 35 | 1 | 13 | 27 | 10.423 | 33382.308 | 0.213 | -0.381 |
| | 161 | 14 | 9 | 8 | 35 | 1 | 1 | 11 | 0.223 | 36860.000 | 3.666 | 9.908 |
| | 161 | 15 | 1 | 8 | 35 | 0 | 12 | 23 | 5.445 | 32672.727 | 0.354 | 0.041 |
| | 161 | 15 | 2 | 8 | 35 | 0 | 6 | 10 | 4.260 | 31768.889 | 0.202 | -0.411 |
| Medina | 163 | 17 | 5 | 8 | 35 | 4 | 9 | 21 | 12.620 | 13560.667 | 0.336 | -0.013 |
| Midland | 165 | 5 | 14 | 8 | 20 | 0 | 15 | 13 | 9.333 | 13540.000 | 0.282 | -0.175 |
| | 165 | 5 | 15 | 8 | 20 | 0 | 11 | 17 | 10.779 | 9786.250 | 0.442 | 0.301 |
| Mitchell | 168 | 5 | 7 | 8 | 20 | 0 | 0 | 1 | 9.328 | 8896.667 | 0.033 | -0.916 |
| | 168 | 5 | 8 | 8 | 20 | 1 | 15 | 11 | 11.848 | 8803.333 | 0.289 | -0.154 |

Table E.11. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Mitchell | 168 | 6 | 1 | 8 | 20 | 0 | 13 | 14 | 10.878 | 9265.000 | 0.381 | 0.119 |
| Montgomery | 170 | 110 | 4 | 8 | 45 | 1 | 46 | 86 | 12.714 | 55026.957 | 0.337 | -0.011 |
| | 170 | 675 | 8 | 8 | 45 | 0 | 14 | 19 | 16.594 | 43203.333 | 0.073 | -0.798 |
| Morris | 172 | 610 | 4 | 8 | 30 | 0 | 3 | 6 | 7.277 | 14900.000 | 0.152 | -0.563 |
| Navarro | 175 | 92 | 6 | 8 | 45 | 0 | 2 | 16 | 13.226 | 22936.364 | 0.145 | -0.584 |
| | 175 | 93 | 1 | 8 | 45 | 1 | 11 | 15 | 10.970 | 19969.474 | 0.188 | -0.456 |
| | 175 | 166 | 1 | 8 | 45 | 0 | 3 | 9 | 6.591 | 17280.000 | 0.216 | -0.369 |
| Nolan | 177 | 6 | 2 | 8 | 20 | 1 | 19 | 24 | 15.820 | 11666.250 | 0.356 | 0.047 |
| | 177 | 6 | 3 | 8 | 20 | 0 | 11 | 15 | 16.160 | 14474.000 | 0.176 | -0.491 |
| Nueces | 178 | 74 | 6 | 8 | 37 | 0 | 1 | 3 | | | | |
| Oldham | 180 | 90 | 2 | 8 | 40 | 0 | 25 | 22 | 14.570 | 8700.000 | 0.476 | 0.402 |
| | 180 | 90 | 3 | 8 | 40 | 1 | 12 | 17 | 19.726 | 8567.059 | 0.276 | -0.193 |
| | 180 | 90 | 4 | 8 | 40 | 1 | 22 | 15 | 15.040 | 9299.231 | 0.294 | -0.139 |
| Orange | 181 | 28 | 9 | 8 | 10 | 1 | 13 | 27 | 5.651 | 55533.333 | 0.236 | -0.312 |
| | 181 | 28 | 11 | 8 | 10 | 1 | 3 | 6 | 13.068 | 32282.400 | 0.039 | -0.898 |
| | 181 | 28 | 14 | 8 | 10 | 0 | 0 | 1 | 6.690 | 28080.588 | 0.015 | -0.971 |
| Palo Pinto | 182 | 314 | 2 | 8 | 20 | 0 | 6 | 9 | 9.498 | 14040.000 | 0.185 | -0.464 |
| | 182 | 314 | 3 | 8 | 20 | 2 | 10 | 17 | 11.262 | 13845.000 | 0.299 | -0.124 |
| Parker | 184 | 8 | 3 | 8 | 20 | 0 | 1 | 8 | 16.376 | 26215.625 | 0.051 | -0.862 |
| | 184 | 314 | 1 | 8 | 20 | 0 | 3 | 10 | 11.887 | 15597.500 | 0.148 | -0.574 |
| | 184 | 314 | 7 | 8 | 20 | 1 | 5 | 12 | 12.346 | 24171.613 | 0.110 | -0.686 |
| | 184 | 1068 | 5 | 8 | 30 | 0 | 0 | 1 | 1.138 | 31130.000 | 0.077 | -0.784 |
| Pecos | 186 | 140 | 1 | 8 | 10 | 0 | 7 | 10 | 15.142 | 4521.250 | 0.400 | 0.178 |
| | 186 | 140 | 2 | 8 | 10 | 0 | 1 | 9 | 12.237 | 4361.429 | 0.462 | 0.362 |
| | 186 | 140 | 3 | 8 | 10 | 0 | 3 | 10 | 12.224 | 4401.818 | 0.509 | 0.503 |
| | 186 | 140 | 4 | 8 | 10 | 0 | 2 | 6 | 10.932 | 3503.750 | 0.429 | 0.264 |
| | 186 | 140 | 5 | 8 | 10 | 2 | 19 | 9 | 10.370 | 3360.000 | 0.708 | 1.094 |
| | 186 | 140 | 6 | 8 | 10 | 0 | 0 | 3 | 7.911 | 3562.500 | 0.292 | -0.146 |
| | 186 | 441 | 7 | 8 | 10 | 3 | 12 | 17 | 24.552 | 3783.333 | 0.501 | 0.479 |
| | 186 | 441 | 8 | 8 | 10 | 0 | 12 | 4 | 7.117 | 4290.000 | 0.359 | 0.055 |
| Potter | 188 | 90 | 5 | 8 | 40 | 0 | 4 | 19 | 10.967 | 10090.000 | 0.470 | 0.387 |
| | 188 | 275 | 1 | 8 | 40 | 1 | 2 | 5 | 3.945 | 14340.000 | 0.242 | -0.293 |

Table E.11. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|--------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Randall | 191 | 67 | 17 | 8 | 27 | 0 | 4 | 14 | 20.627 | 6024.375 | 0.309 | -0.095 |
| | 191 | 168 | 9 | 8 | 27 | 1 | 11 | 18 | 8.974 | 18958.667 | 0.290 | -0.151 |
| Reeves | 195 | 3 | 5 | 8 | 20 | 0 | 4 | 6 | 8.928 | 4290.000 | 0.429 | 0.264 |
| | 195 | 3 | 6 | 8 | 20 | 1 | 8 | 16 | 23.093 | 4321.818 | 0.439 | 0.294 |
| | 195 | 3 | 7 | 8 | 20 | 0 | 11 | 9 | 16.199 | 4974.118 | 0.306 | -0.103 |
| | 195 | 441 | 5 | 8 | 10 | 0 | 4 | 6 | 13.953 | 3510.000 | 0.336 | -0.014 |
| | 195 | 441 | 6 | 8 | 10 | 1 | 8 | 5 | 6.431 | 3700.000 | 0.576 | 0.701 |
| | 195 | 441 | 9 | 8 | 10 | 1 | 18 | 22 | 20.918 | 3508.889 | 0.821 | 1.432 |
| Rockwall | 199 | 9 | 12 | 8 | 30 | 1 | 6 | 6 | 8.039 | 27061.111 | 0.076 | -0.789 |
| San Patricio | 205 | 74 | 3 | 8 | 37 | 1 | 9 | 7 | 5.493 | 9893.333 | 0.353 | 0.037 |
| | 205 | 74 | 4 | 8 | 37 | 0 | 4 | 4 | 3.560 | 11820.000 | 0.260 | -0.239 |
| | 205 | 74 | 5 | 8 | 37 | 0 | 12 | 19 | 13.918 | 14463.636 | 0.259 | -0.244 |
| Smith | 212 | 495 | 4 | 8 | 20 | 0 | 24 | 35 | 13.160 | 22271.250 | 0.327 | -0.040 |
| | 212 | 495 | 5 | 8 | 20 | 0 | 30 | 41 | 14.697 | 19096.667 | 0.400 | 0.178 |
| | 212 | 495 | 6 | 8 | 20 | 0 | 7 | 13 | 8.342 | 21211.111 | 0.201 | -0.415 |
| Sutton | 218 | 141 | 2 | 8 | 10 | 0 | 9 | 10 | 10.200 | 4700.000 | 0.571 | 0.688 |
| | 218 | 141 | 3 | 8 | 10 | 0 | 4 | 9 | 9.691 | 3960.000 | 0.643 | 0.900 |
| | 218 | 141 | 4 | 8 | 10 | 1 | 8 | 4 | 7.673 | 3877.143 | 0.368 | 0.083 |
| | 218 | 141 | 5 | 8 | 10 | 0 | 10 | 8 | 10.492 | 3920.000 | 0.533 | 0.573 |
| | 218 | 141 | 6 | 8 | 10 | 1 | 15 | 15 | 9.224 | 3904.286 | 1.141 | 2.385 |
| | 218 | 141 | 7 | 8 | 10 | 0 | 10 | 5 | 6.569 | 3900.000 | 0.535 | 0.579 |
| Swisher | 219 | 67 | 2 | 8 | 27 | 1 | 35 | 20 | 15.616 | 5730.000 | 0.612 | 0.810 |
| | 219 | 67 | 3 | 8 | 27 | 0 | 11 | 11 | 15.800 | 6434.000 | 0.296 | -0.131 |
| Tarrant | 220 | 8 | 14 | 8 | 820 | 0 | 7 | 12 | . | . | . | . |
| | 220 | 8 | 16 | 8 | 20 | 1 | 0 | 1 | . | . | . | . |
| Taylor | 221 | 6 | 4 | 8 | 20 | 1 | 11 | 17 | 13.482 | 15904.000 | 0.217 | -0.367 |
| | 221 | 6 | 5 | 8 | 20 | 0 | 7 | 8 | 2.269 | 17740.000 | 0.545 | 0.608 |
| Titus | 225 | 610 | 3 | 8 | 30 | 1 | 11 | 19 | 20.530 | 15664.444 | 0.162 | -0.532 |
| Travis | 227 | 15 | 10 | 8 | 35 | 0 | 10 | 18 | 0.302 | 77080.000 | 2.119 | 5.297 |
| Van Zandt | 234 | 495 | 2 | 8 | 20 | 0 | 22 | 34 | 13.958 | 25217.667 | 0.265 | -0.226 |
| | 234 | 495 | 3 | 8 | 20 | 1 | 26 | 41 | 16.256 | 21836.250 | 0.316 | -0.072 |
| Walker | 236 | 675 | 6 | 8 | 45 | 0 | 14 | 18 | 16.887 | 19778.571 | 0.148 | -0.575 |

Table E.11. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Walker | 236 | 675 | 7 | 8 | 45 | 0 | 22 | 32 | 15.989 | 26424.211 | 0.208 | -0.396 |
| Waller | 237 | 271 | 4 | 8 | 10 | 0 | 19 | 21 | 11.095 | 33468.667 | 0.155 | -0.553 |
| Ward | 238 | 4 | 2 | 8 | 20 | 1 | 25 | 21 | 16.388 | 6770.909 | 0.519 | 0.530 |
| | 238 | 4 | 4 | 8 | 20 | 1 | 22 | 24 | 24.180 | 7599.231 | 0.358 | 0.052 |
| Webb | 240 | 18 | 3 | 8 | 35 | 0 | 14 | 9 | . | . | . | . |
| | 240 | 18 | 4 | 8 | 35 | 0 | 2 | 6 | . | . | . | . |
| | 240 | 18 | 5 | 8 | 35 | 1 | 12 | 10 | . | . | . | . |
| Wheeler | 242 | 275 | 12 | 8 | 40 | 0 | 14 | 31 | 16.444 | 9407.778 | 0.549 | 0.621 |
| | 242 | 275 | 13 | 8 | 40 | 0 | 8 | 9 | 14.115 | 9746.667 | 0.179 | -0.480 |
| Wichita | 243 | 156 | 7 | 8 | 44 | 0 | 1 | 3 | 7.770 | 10938.947 | 0.097 | -0.726 |
| Williamson | 246 | 15 | 8 | 8 | 35 | 1 | 14 | 26 | 17.214 | 38928.667 | 0.106 | -0.698 |

Table E.12. Single-Vehicle Non-Interstate Accident Data with Totals and Standardized Scores by County and Control Section (1992)

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Anderson | 1 | 108 | 7 | 1 | 287 | 0 | 0 | 1 | 3.550 | 6255.556 | 0.123 | -0.260 |
| | 1 | 520 | 8 | 2 | 155 | 0 | 5 | 7 | 11.367 | 5766.667 | 0.293 | -0.182 |
| Andrews | 2 | 228 | 4 | 1 | 385 | 0 | 2 | 1 | 13.756 | 3682.353 | 0.054 | -0.292 |
| | 2 | 228 | 5 | 1 | 385 | 0 | 9 | 11 | 17.741 | 7164.286 | 0.237 | -0.208 |
| Angelina | 3 | 176 | 2 | 1 | 59 | 0 | 5 | 13 | 9.346 | 17378.261 | 0.219 | -0.216 |
| | 3 | 176 | 3 | 1 | 59 | 1 | 8 | 7 | 14.616 | 22843.750 | 0.057 | -0.291 |
| | 3 | 199 | 4 | 1 | 69 | 0 | 11 | 8 | 13.057 | 8127.273 | 0.207 | -0.222 |
| | 3 | 200 | 1 | 1 | 69 | 0 | 3 | 9 | 10.718 | 10709.091 | 0.215 | -0.218 |
| | 3 | 319 | 4 | 2 | 94 | 1 | 2 | 8 | 7.196 | 11747.826 | 0.259 | -0.197 |
| | 3 | 336 | 3 | 2 | 103 | 0 | 0 | 3 | 3.493 | 6387.500 | 0.368 | -0.147 |
| | 3 | 336 | 5 | 2 | 103 | 0 | 0 | 1 | 2.776 | 9288.889 | 0.106 | -0.268 |
| Aransas | 4 | 180 | 4 | 2 | 35 | 0 | 1 | 7 | 3.411 | 11975.000 | 0.470 | -0.100 |
| | 4 | 180 | 5 | 2 | 35 | 0 | 1 | 3 | 2.032 | 10333.333 | 0.391 | -0.136 |
| | 4 | 180 | 7 | 17 | 35 | 0 | 1 | 2 | 0.730 | 7500.000 | 1.001 | 0.145 |
| Archer | 5 | 156 | 5 | 1 | 82 | 0 | 0 | 1 | 1.430 | 4200.000 | 0.456 | -0.106 |
| | 5 | 249 | 2 | 1 | 281 | 0 | 0 | 1 | 1.977 | 5333.333 | 0.260 | -0.197 |
| | 5 | 249 | 4 | 1 | 281 | 0 | 1 | 1 | 1.196 | 2416.667 | 0.948 | 0.121 |
| Armstrong | 6 | 42 | 3 | 1 | 287 | 0 | 3 | 10 | 15.373 | 7012.500 | 0.254 | -0.200 |
| | 6 | 42 | 4 | 1 | 287 | 0 | 4 | 8 | 11.308 | 6950.000 | 0.279 | -0.188 |
| | 6 | 42 | 5 | 1 | 287 | 0 | 9 | 8 | 6.003 | 6700.000 | 0.545 | -0.065 |
| Atascosa | 7 | 73 | 3 | 1 | 281 | 0 | 4 | 4 | 12.939 | 3872.222 | 0.219 | -0.216 |
| | 7 | 328 | 4 | 2 | 97 | 0 | 1 | 1 | 4.561 | 9866.667 | 0.061 | -0.289 |
| | 7 | 517 | 1 | 2 | 16 | 0 | 0 | 1 | 0.845 | 3550.000 | 0.913 | 0.105 |
| | 7 | 613 | 2 | 2 | 16 | 0 | 5 | 8 | 9.040 | 4900.000 | 0.495 | -0.088 |
| Austin | 8 | 187 | 3 | 2 | 36 | 0 | 3 | 9 | 3.167 | 8400.000 | 0.927 | 0.111 |
| | 8 | 187 | 4 | 2 | 36 | 0 | 2 | 2 | 0.972 | 5000.000 | 1.127 | 0.204 |
| Bailey | 9 | 52 | 2 | 1 | 84 | 0 | 6 | 10 | 11.484 | 6450.000 | 0.370 | -0.146 |
| | 9 | 52 | 3 | 1 | 84 | 1 | 12 | 11 | 8.291 | 3983.333 | 0.913 | 0.105 |
| | 9 | 145 | 1 | 1 | 70 | 0 | 1 | 1 | 0.492 | 5166.667 | 1.078 | 0.181 |
| Bastrop | 11 | 114 | 4 | 1 | 290 | 0 | 3 | 6 | 7.136 | 11116.667 | 0.207 | -0.221 |
| | 11 | 114 | 5 | 1 | 290 | 0 | 8 | 10 | 8.892 | 6545.455 | 0.471 | -0.100 |
| | 11 | 114 | 6 | 1 | 290 | 0 | 5 | 4 | 8.548 | 6409.091 | 0.200 | -0.225 |

Table E.12. Continued

| County | | Control | Control | Highway | Highway | Number | | | Control | Mean | Acc | Normalized |
|---------|-----|---------|---------|---------|---------|------------|----------|-----------|---------|-----------|-------|---------------|
| Name | No. | Number | Section | Type | Number | Fatalities | Injuries | Accidents | Length | ADT | MVM | Accident Data |
| Bastrop | 11 | 265 | 3 | 2 | 71 | 0 | 5 | 4 | 8.149 | 16125.000 | 0.083 | -0.279 |
| | 11 | 265 | 4 | 2 | 21 | 0 | 5 | 10 | 5.892 | 21116.667 | 0.220 | -0.215 |
| | 11 | 265 | 5 | 2 | 71 | 1 | 9 | 23 | 12.627 | 11656.250 | 0.428 | -0.119 |
| | 11 | 265 | 6 | 2 | 71 | 0 | 2 | 3 | 3.632 | 7366.667 | 0.307 | -0.175 |
| | 11 | 265 | 10 | 3 | 150 | 0 | 2 | 3 | 0.828 | 6250.000 | 1.588 | 0.417 |
| | 11 | 265 | 13 | 3 | 230 | 0 | 1 | 1 | 3.485 | 4175.000 | 0.188 | -0.230 |
| | 11 | 321 | 3 | 2 | 95 | 0 | 3 | 3 | 4.480 | 3916.667 | 0.468 | -0.101 |
| | 11 | 472 | 1 | 2 | 21 | 1 | 9 | 15 | 12.110 | 3915.385 | 0.867 | 0.083 |
| Baylor | 12 | 157 | 1 | 1 | 183 | 0 | 0 | 1 | 1.170 | 3944.444 | 0.594 | -0.043 |
| Bee | 13 | 100 | 8 | 1 | 181 | 0 | 2 | 6 | 10.858 | 5100.000 | 0.297 | -0.180 |
| | 13 | 100 | 13 | 16 | 181 | 0 | 1 | 1 | 2.442 | 9220.000 | 0.122 | -0.261 |
| | 13 | 101 | 1 | 1 | 181 | 0 | 3 | 6 | 7.284 | 6440.000 | 0.350 | -0.155 |
| | 13 | 447 | 3 | 2 | 202 | 0 | 0 | 2 | 5.206 | 4903.333 | 0.215 | -0.218 |
| Bell | 14 | 231 | 3 | 1 | 190 | 0 | 8 | 19 | . | . | . | . |
| | 14 | 231 | 4 | 1 | 190 | 0 | 10 | 11 | 6.841 | 22555.556 | 0.195 | -0.227 |
| | 14 | 231 | 10 | 16 | 190 | 0 | 1 | 2 | . | . | . | . |
| | 14 | 1835 | 2 | 5 | 1741 | 0 | 0 | 1 | 2.507 | 5733.333 | 0.191 | -0.229 |
| Bexar | 15 | 24 | 7 | 1 | 90 | 0 | 9 | 8 | 5.005 | 14700.000 | 0.298 | -0.180 |
| | 15 | 25 | 9 | 5 | 78 | 0 | 1 | 2 | . | . | . | . |
| | 15 | 72 | 8 | 3 | 345 | 0 | 1 | 4 | . | . | . | . |
| | 15 | 73 | 2 | 1 | 281 | 0 | 5 | 5 | 7.432 | 5012.500 | 0.368 | -0.147 |
| | 15 | 73 | 12 | 1 | 181 | 0 | 1 | 1 | 0.367 | 11500.000 | 0.649 | -0.017 |
| | 15 | 100 | 2 | 1 | 181 | 0 | 1 | 3 | 5.930 | 9933.333 | 0.140 | -0.253 |
| | 15 | 143 | 1 | 1 | 87 | 0 | 3 | 6 | 4.534 | 11066.667 | 0.328 | -0.166 |
| | 15 | 143 | 2 | 1 | 87 | 0 | 6 | 7 | 5.330 | 7525.000 | 0.478 | -0.096 |
| | 15 | 253 | 4 | 1 | 281 | 1 | 2 | 7 | . | . | . | . |
| | 15 | 291 | 9 | 2 | 16 | 0 | 7 | 12 | 9.207 | 4737.500 | 0.754 | 0.031 |
| | 15 | 291 | 10 | 2 | 16 | 0 | 1 | 3 | 2.301 | 8440.000 | 0.423 | -0.122 |
| | 15 | 521 | 3 | 3 | 13 | 0 | 4 | 6 | . | . | . | . |
| | 15 | 613 | 1 | 2 | 16 | 0 | 4 | 6 | 9.400 | 8985.714 | 0.195 | -0.227 |
| | 15 | 658 | 1 | 5 | 1535 | 1 | 1 | 4 | . | . | . | . |
| | 15 | 2104 | 2 | 5 | 3487 | 0 | 5 | 1 | . | . | . | . |

Table E.12. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Bexar | 15 | 2452 | 2 | 3 | 1604 | 0 | 2 | 3 | . | . | . | . |
| | 15 | 2452 | 3 | 3 | 1604 | 0 | 0 | 1 | . | . | . | . |
| Blanco | 16 | 113 | 3 | 1 | 290 | 0 | 4 | 3 | 6.861 | 3275.000 | 0.366 | -0.148 |
| | 16 | 113 | 4 | 1 | 290 | 0 | 1 | 3 | 4.078 | 4125.000 | 0.489 | -0.091 |
| | 16 | 113 | 6 | 1 | 290 | 0 | 2 | 6 | 6.618 | 2500.000 | 0.994 | 0.142 |
| | 16 | 252 | 3 | 1 | 281 | 0 | 6 | 9 | 14.973 | 3990.000 | 0.413 | -0.126 |
| | 16 | 253 | 1 | 1 | 281 | 0 | 1 | 3 | 2.065 | 5200.000 | 0.765 | 0.037 |
| Bowie | 19 | 10 | 11 | 1 | 67 | 0 | 3 | 3 | 4.578 | 1487.500 | 1.207 | 0.241 |
| | 19 | 10 | 13 | 1 | 67 | 0 | 1 | 1 | 4.877 | 14600.000 | 0.038 | -0.299 |
| | 19 | 46 | 5 | 1 | 82 | 0 | 0 | 1 | 0.198 | 4000.000 | 3.459 | 1.282 |
| | 19 | 46 | 6 | 1 | 82 | 0 | 0 | 1 | 4.189 | 11323.810 | 0.058 | -0.291 |
| | 19 | 218 | 1 | 1 | 59 | 0 | 8 | 10 | 10.958 | 13444.444 | 0.186 | -0.231 |
| | 19 | 218 | 2 | 1 | 59 | 0 | 0 | 1 | 4.042 | 20285.714 | 0.033 | -0.302 |
| | 19 | 1231 | 1 | 5 | 989 | 0 | 3 | 4 | 4.732 | 7080.000 | 0.327 | -0.166 |
| Brazoria | 20 | 111 | 4 | 5 | 521 | 0 | 2 | 4 | 3.030 | 4366.667 | 0.828 | 0.066 |
| | 20 | 111 | 7 | 17 | 288 | 0 | 3 | 5 | 5.462 | 13383.333 | 0.187 | -0.231 |
| | 20 | 111 | 8 | 17 | 288 | 0 | 7 | 12 | 11.070 | 18465.625 | 0.161 | -0.243 |
| | 20 | 111 | 9 | 17 | 288 | 0 | 1 | 3 | 8.096 | 8460.000 | 0.120 | -0.262 |
| | 20 | 178 | 2 | 2 | 35 | 0 | 0 | 2 | 5.801 | 17225.000 | 0.055 | -0.292 |
| | 20 | 179 | 1 | 2 | 35 | 0 | 0 | 1 | 1.666 | 10357.143 | 0.159 | -0.244 |
| | 20 | 179 | 2 | 2 | 35 | 0 | 0 | 1 | 0.896 | 10280.000 | 0.297 | -0.180 |
| | 20 | 188 | 4 | 2 | 36 | 0 | 3 | 7 | 3.044 | 10433.333 | 0.604 | -0.038 |
| | 20 | 188 | 6 | 2 | 36 | 0 | 0 | 1 | 1.936 | 8600.000 | 0.165 | -0.241 |
| | 20 | 586 | 1 | 2 | 332 | 0 | 2 | 3 | 4.083 | 16300.000 | 0.123 | -0.260 |
| | 20 | 598 | 2 | 2 | 288 | 0 | 12 | 17 | 17.088 | 17836.842 | 0.153 | -0.247 |
| | 20 | 598 | 3 | 2 | 288 | 0 | 1 | 3 | 13.807 | 11500.000 | 0.052 | -0.293 |
| | 20 | 598 | 4 | 2 | 288 | 0 | 4 | 4 | 7.443 | 6790.000 | 0.217 | -0.217 |
| | 20 | 976 | 2 | 5 | 518 | 0 | 6 | 4 | . | . | . | . |
| | 20 | 3416 | 1 | 5 | 518 | 0 | 4 | 3 | 0.051 | 15100.000 | 10.673 | 4.618 |
| Brazos | 21 | 49 | 9 | 1 | 190 | 0 | 2 | 5 | 2.667 | 11428.571 | 0.449 | -0.109 |
| | 21 | 50 | 2 | 2 | 6 | 2 | 10 | 19 | 12.247 | 12488.889 | 0.340 | -0.160 |
| | 21 | 116 | 4 | 2 | 21 | 1 | 6 | 7 | 5.289 | 9692.308 | 0.374 | -0.144 |

Table E.12. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|----------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Brazos | 21 | 117 | 1 | 1 | 190 | 0 | 1 | 1 | 0.591 | 8700.000 | 0.533 | -0.071 |
| | 21 | 212 | 3 | 5 | 158 | 0 | 4 | 4 | 3.371 | 6650.000 | 0.489 | -0.091 |
| Briscoe | 23 | 303 | 3 | 2 | 86 | 0 | 1 | 1 | 1.220 | 1711.667 | 1.312 | 0.289 |
| Brooks | 24 | 255 | 3 | 1 | 281 | 0 | 0 | 1 | 2.511 | 10442.857 | 0.104 | -0.269 |
| | 24 | 255 | 5 | 1 | 281 | 0 | 6 | 4 | 8.155 | 6800.000 | 0.198 | -0.226 |
| Brown | 25 | 54 | 6 | 1 | 67 | 0 | 2 | 5 | 13.664 | 7241.667 | 0.138 | -0.253 |
| | 25 | 54 | 7 | 1 | 84 | 1 | 5 | 13 | 13.036 | 8221.875 | 0.332 | -0.164 |
| | 25 | 79 | 1 | 1 | 67 | 0 | 0 | 1 | 13.075 | 6123.529 | 0.034 | -0.301 |
| | 25 | 128 | 1 | 1 | 377 | 0 | 0 | 2 | 5.733 | 10683.333 | 0.089 | -0.276 |
| Burleson | 26 | 116 | 3 | 2 | 21 | 0 | 3 | 12 | 11.112 | 8025.000 | 0.369 | -0.147 |
| | 26 | 186 | 3 | 2 | 36 | 0 | 2 | 2 | 1.483 | 7662.500 | 0.482 | -0.094 |
| Burnet | 27 | 150 | 5 | 2 | 29 | 0 | 10 | 11 | 10.351 | 6472.727 | 0.450 | -0.109 |
| | 27 | 151 | 1 | 2 | 29 | 1 | 8 | 13 | 10.392 | 6710.000 | 0.511 | -0.081 |
| | 27 | 151 | 2 | 2 | 29 | 0 | 1 | 1 | 4.175 | 5287.500 | 0.124 | -0.260 |
| | 27 | 251 | 7 | 1 | 281 | 0 | 5 | 4 | 11.841 | 2933.333 | 0.316 | -0.171 |
| | 27 | 251 | 8 | 1 | 281 | 0 | 2 | 2 | 7.876 | 4985.714 | 0.140 | -0.253 |
| | 27 | 252 | 1 | 1 | 281 | 1 | 6 | 8 | 13.394 | 8724.000 | 0.188 | -0.231 |
| | 27 | 252 | 2 | 1 | 281 | 1 | 2 | 6 | 7.239 | 7575.000 | 0.300 | -0.179 |
| | 27 | 273 | 2 | 1 | 183 | 0 | 4 | 4 | 10.815 | 2300.000 | 0.441 | -0.114 |
| | 27 | 273 | 3 | 1 | 183 | 0 | 3 | 3 | 9.768 | 2275.000 | 0.370 | -0.146 |
| | 27 | 700 | 1 | 2 | 71 | 0 | 4 | 7 | 11.005 | 4200.000 | 0.415 | -0.125 |
| | 27 | 1378 | 4 | 5 | 1431 | 0 | 3 | 9 | 11.735 | 7575.000 | 0.277 | -0.189 |
| | Caldwell | 28 | 152 | 2 | 1 | 183 | 0 | 3 | 8 | 11.900 | 8381.818 | 0.220 |
| 28 | | 152 | 3 | 1 | 183 | 2 | 2 | 6 | 13.469 | 6727.273 | 0.181 | -0.233 |
| 28 | | 286 | 2 | 2 | 80 | 0 | 1 | 11 | 11.355 | 4762.500 | 0.557 | -0.060 |
| Calhoun | 29 | 179 | 10 | 2 | 35 | 0 | 4 | 5 | 8.128 | 11243.750 | 0.150 | -0.248 |
| Cameron | 31 | 39 | 7 | 1 | 77 | 0 | 6 | 13 | 2.406 | 17828.571 | 0.830 | 0.067 |
| | 31 | 39 | 8 | 1 | 77 | 3 | 20 | 25 | 8.814 | 25250.000 | 0.308 | -0.175 |
| | 31 | 39 | 12 | 16 | 77 | 0 | 0 | 1 | 1.204 | 7550.000 | 0.301 | -0.178 |
| | 31 | 39 | 19 | 1 | 83 | 0 | 7 | 9 | 6.920 | 30000.000 | 0.119 | -0.262 |
| | 31 | 327 | 8 | 1 | 77 | 0 | 8 | 9 | 4.325 | 10666.667 | 0.534 | -0.070 |
| | 31 | 331 | 2 | 2 | 100 | 0 | 1 | 1 | 5.968 | 15145.455 | 0.030 | -0.303 |

Table E.12. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Cameron | 31 | 331 | 4 | 4 | 100 | 0 | 10 | 14 | 6.431 | 15133.333 | 0.394 | -0.135 |
| | 31 | 1426 | 1 | 5 | 1419 | 0 | 3 | 1 | . | . | . | . |
| Camp | 32 | 248 | 2 | 1 | 271 | 0 | 5 | 7 | 6.371 | 8508.696 | 0.354 | -0.154 |
| | 32 | 248 | 3 | 1 | 271 | 3 | 2 | 2 | 5.701 | 5766.667 | 0.167 | -0.240 |
| Carson | 33 | 169 | 3 | 1 | 60 | 0 | 4 | 3 | 9.811 | 5914.286 | 0.142 | -0.252 |
| | 33 | 169 | 4 | 1 | 60 | 0 | 0 | 3 | 9.824 | 4481.250 | 0.187 | -0.231 |
| | 33 | 169 | 5 | 1 | 60 | 0 | 4 | 7 | 14.302 | 3923.077 | 0.342 | -0.159 |
| Cass | 34 | 10 | 10 | 1 | 67 | 0 | 0 | 1 | 1.850 | 1050.000 | 1.410 | 0.335 |
| | 34 | 62 | 3 | 2 | 8 | 0 | 1 | 1 | 1.134 | 1900.000 | 1.272 | 0.271 |
| | 34 | 62 | 4 | 1 | 59 | 1 | 7 | 8 | 8.630 | 6541.667 | 0.388 | -0.138 |
| | 34 | 218 | 3 | 1 | 59 | 1 | 8 | 5 | 11.551 | 13389.474 | 0.089 | -0.276 |
| | 34 | 218 | 4 | 1 | 59 | 1 | 4 | 8 | 15.534 | 10460.870 | 0.135 | -0.255 |
| Chambers | 36 | 368 | 1 | 2 | 124 | 0 | 2 | 3 | 2.379 | 9512.500 | 0.363 | -0.149 |
| | 36 | 508 | 3 | 2 | 73 | 0 | 0 | 1 | 17.491 | 18672.000 | 0.008 | -0.313 |
| Cherokee | 37 | 123 | 3 | 1 | 84 | 0 | 0 | 1 | 1.124 | 3850.000 | 0.633 | -0.025 |
| | 37 | 191 | 2 | 1 | 69 | 0 | 1 | 3 | 11.632 | 7935.714 | 0.089 | -0.276 |
| | 37 | 199 | 1 | 1 | 69 | 0 | 1 | 4 | 13.857 | 10441.379 | 0.076 | -0.282 |
| | 37 | 199 | 2 | 1 | 69 | 0 | 2 | 4 | 12.514 | 6445.000 | 0.136 | -0.254 |
| Childress | 38 | 31 | 5 | 1 | 83 | 0 | 0 | 2 | 1.873 | 1290.000 | 2.268 | 0.731 |
| | 38 | 42 | 12 | 1 | 287 | 0 | 2 | 1 | 13.048 | 8005.882 | 0.026 | -0.305 |
| | 38 | 43 | 1 | 1 | 287 | 0 | 3 | 4 | 13.672 | 7940.000 | 0.101 | -0.271 |
| Clay | 39 | 44 | 2 | 1 | 82 | 0 | 4 | 16 | 12.434 | 14735.000 | 0.239 | -0.207 |
| | 39 | 44 | 3 | 1 | 82 | 0 | 1 | 1 | 2.510 | 4850.000 | 0.225 | -0.213 |
| | 39 | 224 | 1 | 1 | 287 | 1 | 11 | 17 | 10.234 | 9685.714 | 0.470 | -0.100 |
| | 39 | 224 | 2 | 1 | 287 | 0 | 2 | 8 | 10.237 | 9272.727 | 0.231 | -0.211 |
| Cochran | 40 | 461 | 3 | 2 | 214 | 0 | 0 | 1 | 0.682 | 2600.000 | 1.545 | 0.397 |
| Coke | 41 | 69 | 5 | 1 | 87 | 0 | 1 | 1 | 4.576 | 3300.000 | 0.181 | -0.233 |
| Coleman | 42 | 54 | 2 | 1 | 84 | 0 | 2 | 3 | 9.883 | 1990.000 | 0.418 | -0.124 |
| | 42 | 54 | 3 | 1 | 84 | 0 | 3 | 3 | 11.115 | 2083.333 | 0.355 | -0.153 |
| | 42 | 54 | 4 | 1 | 84 | 0 | 0 | 6 | 17.547 | 3793.333 | 0.247 | -0.203 |
| Collin | 43 | 47 | 6 | 1 | 75 | 0 | 1 | 4 | 1.927 | 47000.000 | 0.121 | -0.261 |
| | 43 | 47 | 14 | 1 | 75 | 0 | 12 | 32 | 15.800 | 28061.538 | 0.198 | -0.226 |

Table E.12. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|---------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Collin | 43 | 135 | 4 | 1 | 380 | 0 | 0 | 1 | 1.852 | 6700.000 | 0.221 | -0.215 |
| | 43 | 549 | 3 | 2 | 121 | 0 | 3 | 1 | 1.537 | 7320.000 | 0.244 | -0.205 |
| Collingsworth | 44 | 31 | 4 | 1 | 83 | 0 | 0 | 2 | 5.070 | 2020.000 | 0.535 | -0.070 |
| Colorado | 45 | 266 | 2 | 2 | 71 | 0 | 5 | 9 | 12.230 | 6302.941 | 0.320 | -0.169 |
| | 45 | 266 | 8 | 17 | 71 | 0 | 1 | 1 | 1.071 | 8033.333 | 0.318 | -0.170 |
| | 45 | 446 | 3 | 6 | 90 | 0 | 0 | 1 | 1.425 | 5485.714 | 0.350 | -0.155 |
| Comal | 46 | 253 | 3 | 1 | 281 | 2 | 6 | 14 | 10.196 | 7422.222 | 0.507 | -0.083 |
| Comanche | 47 | 79 | 2 | 1 | 67 | 0 | 7 | 4 | 10.897 | 6520.000 | 0.154 | -0.246 |
| Concho | 48 | 70 | 3 | 1 | 87 | 1 | 8 | 11 | 12.205 | 2240.000 | 1.102 | 0.192 |
| Cooke | 49 | 44 | 7 | 1 | 82 | 0 | 3 | 5 | 9.216 | 4610.000 | 0.322 | -0.168 |
| | 49 | 44 | 8 | 1 | 82 | 0 | 5 | 5 | 10.609 | 9260.000 | 0.139 | -0.253 |
| | 49 | 45 | 1 | 1 | 82 | 0 | 12 | 10 | 11.916 | 14305.556 | 0.161 | -0.243 |
| | 49 | 312 | 1 | 5 | 51 | 0 | 2 | 1 | 1.204 | 6190.000 | 0.368 | -0.147 |
| | 49 | 815 | 1 | 5 | 372 | 0 | 1 | 1 | 1.389 | 1741.667 | 1.133 | 0.206 |
| Coryell | 50 | 231 | 2 | 1 | 190 | 0 | 5 | 9 | 0.508 | 10900.000 | 4.453 | 1.742 |
| Crane | 52 | 229 | 2 | 1 | 385 | 0 | 3 | 4 | 17.843 | 3954.545 | 0.155 | -0.245 |
| | 52 | 229 | 3 | 1 | 385 | 0 | 0 | 2 | 1.252 | 3300.000 | 1.326 | 0.296 |
| | 52 | 600 | 3 | 2 | 329 | 0 | 0 | 1 | 0.468 | 2975.000 | 1.968 | 0.593 |
| Crockett | 53 | 412 | 4 | 2 | 163 | 0 | 2 | 2 | 0.277 | 5400.000 | 3.663 | 1.377 |
| Crosby | 54 | 131 | 3 | 1 | 82 | 0 | 5 | 4 | 14.854 | 4309.091 | 0.171 | -0.238 |
| | 54 | 131 | 4 | 1 | 82 | 0 | 2 | 6 | 6.298 | 3340.000 | 0.781 | 0.044 |
| | 54 | 131 | 5 | 1 | 82 | 0 | 0 | 2 | 7.898 | 1904.545 | 0.364 | -0.149 |
| Culberson | 55 | 2 | 20 | 15 | 10 | 0 | 1 | 3 | 2.313 | 3575.000 | 0.994 | 0.142 |
| | 55 | 233 | 2 | 1 | 62 | 0 | 1 | 2 | 3.519 | 1700.000 | 0.916 | 0.106 |
| Dallas | 57 | 95 | 2 | 1 | 80 | 0 | 13 | 18 | . | . | . | . |
| Dawson | 58 | 68 | 4 | 1 | 87 | 0 | 3 | 3 | 16.830 | 5657.895 | 0.086 | -0.277 |
| | 58 | 68 | 5 | 1 | 87 | 1 | 10 | 9 | 19.838 | 3370.370 | 0.369 | -0.147 |
| Deaf Smith | 59 | 168 | 5 | 1 | 60 | 0 | 0 | 2 | 6.542 | 5636.364 | 0.149 | -0.249 |
| | 59 | 168 | 7 | 1 | 60 | 0 | 6 | 7 | 15.577 | 6163.636 | 0.200 | -0.225 |
| Denton | 61 | 1567 | 2 | 5 | 423 | 0 | 0 | 1 | 2.991 | 18400.000 | 0.050 | -0.294 |
| | 61 | 2681 | 1 | 5 | 2499 | 0 | 0 | 1 | . | . | . | . |
| DeWitt | 62 | 269 | 5 | 6 | 77 | 0 | 2 | 4 | 0.868 | 1750.000 | 7.215 | 3.019 |

Table E.12. Continued

| County | | Control No. | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|------------|----------------|--------------------|-----------------|-------------------|----------|-----------|----|-------------------|-------------|------------|-----------------------------|
| Name | Fatalities | | | | | Injuries | Accidents | | | | | |
| Dickens | 63 | 131 | 6 | 1 | 82 | 0 | 2 | 3 | 13.068 | 1540.909 | 0.408 | -0.129 |
| | 63 | 132 | 1 | 1 | 82 | 0 | 0 | 1 | 9.105 | 1575.000 | 0.191 | -0.229 |
| Dimmit | 64 | 37 | 8 | 1 | 83 | 0 | 1 | 1 | . | . | . | . |
| Donley | 65 | 42 | 6 | 1 | 287 | 1 | 8 | 6 | 13.301 | 8590.000 | 0.144 | -0.251 |
| | 65 | 42 | 7 | 1 | 287 | 1 | 10 | 9 | 12.591 | 7272.727 | 0.269 | -0.193 |
| | 65 | 42 | 8 | 1 | 287 | 0 | 2 | 4 | 9.880 | 6833.333 | 0.162 | -0.242 |
| Kenedy | 66 | 327 | 2 | 1 | 77 | 0 | 10 | 9 | 11.736 | 6850.000 | 0.307 | -0.175 |
| | 66 | 327 | 3 | 1 | 77 | 1 | 4 | 7 | 12.664 | 6560.000 | 0.231 | -0.211 |
| | 66 | 327 | 4 | 1 | 77 | 0 | 13 | 13 | 9.560 | 6500.000 | 0.573 | -0.052 |
| | 66 | 327 | 5 | 1 | 77 | 0 | 16 | 9 | 12.470 | 6480.000 | 0.305 | -0.176 |
| Eastland | 68 | 7 | 4 | 2 | 206 | 0 | 3 | 3 | 16.410 | 5853.043 | 0.086 | -0.278 |
| | 68 | 7 | 5 | 3 | 254 | 0 | 0 | 1 | 5.261 | 3390.000 | 0.154 | -0.246 |
| Ector | 69 | 5 | 1 | 15 | 20 | 0 | 1 | 3 | . | . | . | . |
| | 69 | 228 | 6 | 1 | 385 | 0 | 6 | 6 | 9.202 | 5760.000 | 0.310 | -0.174 |
| | 69 | 229 | 1 | 1 | 385 | 0 | 8 | 9 | 12.440 | 4663.636 | 0.425 | -0.121 |
| | 69 | 463 | 7 | 2 | 302 | 0 | 1 | 1 | 5.409 | 1915.000 | 0.264 | -0.195 |
| | 69 | 572 | 1 | 2 | 302 | 0 | 5 | 4 | 5.527 | 2900.000 | 0.684 | -0.001 |
| | 69 | 1870 | 1 | 5 | 2020 | 0 | 2 | 8 | . | . | . | . |
| | 69 | 2005 | 1 | 5 | 1882 | 0 | 0 | 3 | . | . | . | . |
| | 69 | 2224 | 1 | 3 | 338 | 0 | 6 | 7 | 0.401 | 1060.000 | 45.119 | 20.545 |
| | 69 | 2296 | 1 | 2 | 191 | 0 | 3 | 3 | . | . | . | . |
| Edwards | 70 | 160 | 3 | 1 | 277 | 0 | 0 | 1 | 2.375 | 730.000 | 1.580 | 0.413 |
| | 70 | 235 | 2 | 2 | 55 | 0 | 2 | 3 | 8.021 | 340.000 | 3.014 | 1.076 |
| Ellis | 71 | 172 | 7 | 1 | 287 | 0 | 1 | 2 | 3.542 | 9487.500 | 0.163 | -0.242 |
| | 71 | 260 | 2 | 1 | 67 | 0 | 3 | 2 | 2.288 | 11933.333 | 0.201 | -0.224 |
| | 71 | 261 | 1 | 1 | 67 | 1 | 2 | 9 | 5.311 | 14933.333 | 0.311 | -0.174 |
| El Paso | 72 | 1 | 1 | 2 | 20 | 2 | 6 | 12 | 2.827 | 10400.000 | 1.118 | 0.200 |
| | 72 | 2 | 2 | 2 | 20 | 0 | 16 | 21 | 6.318 | 3440.000 | 2.647 | 0.907 |
| | 72 | 374 | 2 | 1 | 62 | 0 | 3 | 2 | 3.225 | 9675.000 | 0.176 | -0.236 |
| | 72 | 2552 | 1 | 3 | 375 | 0 | 1 | 2 | 7.308 | 5600.000 | 0.134 | -0.255 |
| | 72 | 3451 | 1 | 5 | 1281 | 0 | 1 | 4 | 2.901 | 10260.000 | 0.368 | -0.147 |
| Falls | 74 | 49 | 3 | 2 | 6 | 0 | 1 | 1 | 3.433 | 4677.778 | 0.171 | -0.238 |

Table E.12. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Fayette | 76 | 26 | 3 | 1 | 90 | 0 | 0 | 1 | 0.900 | 3625.000 | 0.840 | 0.071 |
| | 76 | 265 | 7 | 2 | 71 | 0 | 4 | 7 | 7.062 | 7327.273 | 0.371 | -0.146 |
| | 76 | 265 | 8 | 2 | 71 | 0 | 1 | 3 | 2.779 | 7966.667 | 0.371 | -0.146 |
| | 76 | 265 | 14 | 17 | 71 | 0 | 3 | 2 | 3.461 | 3956.250 | 0.400 | -0.132 |
| | 76 | 266 | 1 | 2 | 71 | 0 | 9 | 12 | 14.037 | 6428.571 | 0.364 | -0.149 |
| Floyd | 78 | 145 | 6 | 1 | 70 | 0 | 1 | 5 | 17.929 | 2367.500 | 0.323 | -0.168 |
| | 78 | 145 | 7 | 1 | 62 | 0 | 0 | 1 | 4.372 | 2275.000 | 0.275 | -0.190 |
| | 78 | 453 | 1 | 1 | 62 | 0 | 0 | 1 | 3.657 | 2155.000 | 0.348 | -0.157 |
| Fort Bend | 80 | 27 | 8 | 6 | 90 | 0 | 14 | 20 | 4.943 | 24600.000 | 0.451 | -0.109 |
| | 80 | 27 | 12 | 1 | 59 | 0 | 11 | 25 | 10.606 | 28052.941 | 0.230 | -0.211 |
| | 80 | 89 | 9 | 1 | 59 | 0 | 10 | 8 | 11.608 | 18912.000 | 0.100 | -0.271 |
| | 80 | 111 | 3 | 5 | 521 | 0 | 1 | 4 | 0.951 | 7150.000 | 1.612 | 0.428 |
| | 80 | 192 | 1 | 2 | 6 | 0 | 4 | 4 | . | . | . | . |
| | 80 | 1257 | 1 | 5 | 1092 | 0 | 4 | 6 | . | . | . | . |
| | 80 | 1685 | 6 | 2 | 6 | 0 | 3 | 4 | . | . | . | . |
| | 80 | 2105 | 1 | 5 | 2234 | 0 | 1 | 1 | . | . | . | . |
| Freestone | 82 | 57 | 7 | 1 | 84 | 0 | 1 | 2 | 1.122 | 5000.000 | 0.977 | 0.134 |
| Gaines | 84 | 228 | 2 | 1 | 62 | 0 | 11 | 13 | 19.150 | 4722.222 | 0.394 | -0.135 |
| | 84 | 228 | 3 | 1 | 385 | 0 | 5 | 5 | 13.733 | 5971.429 | 0.167 | -0.240 |
| | 84 | 294 | 1 | 1 | 62 | 2 | 6 | 15 | 24.532 | 4420.000 | 0.379 | -0.142 |
| Galveston | 85 | 192 | 4 | 2 | 6 | 0 | 2 | 4 | . | . | . | . |
| | 85 | 389 | 6 | 2 | 146 | 0 | 11 | 13 | . | . | . | . |
| | 85 | 389 | 7 | 2 | 146 | 0 | 8 | 7 | . | . | . | . |
| | 85 | 389 | 11 | 3 | 197 | 0 | 0 | 2 | . | . | . | . |
| Garza | 86 | 53 | 4 | 1 | 84 | 0 | 8 | 13 | 16.159 | 7284.615 | 0.303 | -0.177 |
| | 86 | 53 | 5 | 1 | 84 | 0 | 12 | 15 | 15.354 | 5994.444 | 0.447 | -0.111 |
| | 86 | 53 | 6 | 1 | 84 | 0 | 14 | 7 | 8.410 | 5500.000 | 0.415 | -0.126 |
| | 86 | 53 | 14 | 3 | 46 | 0 | 2 | 1 | 0.366 | 760.000 | 9.849 | 4.237 |
| | 86 | 297 | 7 | 1 | 380 | 0 | 1 | 5 | 3.582 | 1960.000 | 1.951 | 0.585 |
| | 86 | 298 | 1 | 1 | 380 | 0 | 1 | 1 | 0.203 | 4650.000 | 2.902 | 1.025 |
| Gillespie | 87 | 72 | 1 | 1 | 87 | 0 | 4 | 6 | 10.340 | 4615.789 | 0.344 | -0.158 |
| | 87 | 112 | 2 | 1 | 290 | 0 | 1 | 3 | 12.855 | 1545.000 | 0.414 | -0.126 |

Table E.12. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Gillespie | 87 | 112 | 3 | 1 | 290 | 0 | 3 | 2 | 12.673 | 2314.286 | 0.187 | -0.231 |
| | 87 | 113 | 2 | 1 | 290 | 0 | 10 | 7 | 16.140 | 4472.727 | 0.266 | -0.194 |
| | 87 | 291 | 1 | 2 | 16 | 0 | 6 | 8 | 16.151 | 6840.000 | 0.198 | -0.226 |
| Gonzales | 90 | 154 | 1 | 1 | 183 | 0 | 2 | 1 | 1.544 | 5975.000 | 0.297 | -0.180 |
| Gray | 91 | 169 | 6 | 1 | 60 | 0 | 3 | 4 | 7.336 | 5116.667 | 0.292 | -0.182 |
| | 91 | 169 | 10 | 5 | 282 | 0 | 0 | 1 | 0.862 | 5250.000 | 0.605 | -0.037 |
| Grayson | 92 | 45 | 18 | 1 | 82 | 1 | 5 | 11 | 13.720 | 8093.333 | 0.271 | -0.192 |
| | 92 | 47 | 1 | 1 | 69 | 2 | 10 | 13 | 4.137 | 16077.778 | 0.535 | -0.070 |
| | 92 | 47 | 3 | 1 | 75 | 0 | 3 | 4 | . | . | . | . |
| | 92 | 47 | 13 | 1 | 75 | 0 | 2 | 7 | 4.944 | 19280.000 | 0.201 | -0.224 |
| | 92 | 47 | 18 | 1 | 75 | 0 | 3 | 6 | . | . | . | . |
| | 92 | 47 | 19 | 3 | 503 | 0 | 1 | 1 | . | . | . | . |
| | 92 | 728 | 1 | 5 | 120 | 0 | 4 | 7 | 1.508 | 6071.429 | 2.095 | 0.651 |
| | 92 | 728 | 2 | 5 | 120 | 0 | 1 | 1 | . | . | . | . |
| Gregg | 93 | 96 | 4 | 1 | 80 | 0 | 1 | 2 | 4.538 | 10206.250 | 0.118 | -0.263 |
| | 93 | 138 | 1 | 2 | 31 | 0 | 5 | 16 | 9.905 | 14454.545 | 0.306 | -0.176 |
| | 93 | 392 | 3 | 1 | 259 | 0 | 2 | 3 | 4.281 | 7588.889 | 0.253 | -0.200 |
| | 93 | 393 | 1 | 2 | 149 | 2 | 5 | 8 | 6.498 | 13150.000 | 0.257 | -0.199 |
| | 93 | 424 | 2 | 2 | 31 | 0 | 4 | 6 | 4.891 | 7800.000 | 0.431 | -0.118 |
| | 93 | 594 | 1 | 2 | 322 | 0 | 1 | 2 | 3.366 | 7275.000 | 0.224 | -0.214 |
| | 93 | 1763 | 2 | 3 | 281 | 0 | 0 | 2 | . | . | . | . |
| | 93 | 1763 | 3 | 3 | 281 | 0 | 2 | 2 | . | . | . | . |
| | 93 | 3465 | 2 | 5 | 3272 | 0 | 6 | 1 | . | . | . | . |
| Grimes | 94 | 50 | 3 | 2 | 6 | 0 | 5 | 13 | 14.563 | 8778.571 | 0.279 | -0.188 |
| Guadalupe | 95 | 25 | 10 | 5 | 78 | 0 | 0 | 2 | 3.108 | 6272.727 | 0.281 | -0.187 |
| | 95 | 366 | 2 | 2 | 123 | 0 | 1 | 6 | 14.717 | 7922.727 | 0.141 | -0.252 |
| | 95 | 366 | 3 | 2 | 123 | 0 | 0 | 1 | 1.585 | 4000.000 | 0.432 | -0.117 |
| Hale | 96 | 67 | 13 | 3 | 369 | 0 | 1 | 1 | 0.918 | 2750.000 | 1.085 | 0.185 |
| | 96 | 145 | 5 | 1 | 70 | 0 | 2 | 3 | 8.297 | 5507.143 | 0.180 | -0.234 |
| | 96 | 1126 | 2 | 5 | 789 | 0 | 1 | 1 | 0.857 | 2110.000 | 1.515 | 0.383 |
| Hall | 97 | 42 | 9 | 1 | 287 | 0 | 14 | 12 | 18.371 | 6836.000 | 0.262 | -0.196 |
| Hardeman | 100 | 43 | 2 | 1 | 287 | 0 | 3 | 6 | 15.778 | 6352.941 | 0.164 | -0.241 |

Table E.12. Continued

| County | | Control | Control | Highway | Highway | Number | | | Control | Mean | Acc | Normalized |
|----------|------|---------|---------|---------|---------|------------|----------|-----------|-----------|-----------|--------|---------------|
| Name | No. | Number | Section | Type | Number | Fatalities | Injuries | Accidents | Length | ADT | MVM | Accident Data |
| Hardeman | 100 | 43 | 4 | 1 | 287 | 0 | 6 | 12 | 15.773 | 8010.714 | 0.260 | -0.197 |
| Hardin | 101 | 65 | 5 | 1 | 96 | 0 | 10 | 11 | 6.827 | 19770.588 | 0.223 | -0.214 |
| | 101 | 65 | 6 | 1 | 69 | 0 | 2 | 5 | . | . | . | . |
| | 101 | 65 | 14 | 16 | 96 | 0 | 1 | 1 | 2.719 | 14850.000 | 0.068 | -0.286 |
| | 101 | 200 | 9 | 1 | 69 | 0 | 5 | 6 | 5.382 | 8970.000 | 0.341 | -0.160 |
| | 101 | 200 | 10 | 1 | 69 | 0 | 2 | 4 | 1.397 | 15250.000 | 0.514 | -0.079 |
| Harris | 102 | 28 | 1 | 16 | 90 | 2 | 9 | 10 | . | . | . | . |
| | 102 | 28 | 2 | 1 | 90 | 0 | 12 | 14 | 8.258 | 9615.385 | 0.483 | -0.094 |
| | 102 | 50 | 6 | 1 | 290 | 0 | 26 | 30 | 16.164 | 25375.000 | 0.200 | -0.225 |
| | 102 | 50 | 8 | 1 | 290 | 0 | 22 | 30 | . | . | . | . |
| | 102 | 50 | 9 | 1 | 290 | 0 | 1 | 5 | . | . | . | . |
| | 102 | 51 | 2 | 2 | 3 | 0 | 5 | 12 | . | . | . | . |
| | 102 | 177 | 7 | 1 | 59 | 2 | 22 | 33 | . | . | . | . |
| | 102 | 177 | 11 | 1 | 59 | 0 | 1 | 1 | . | . | . | . |
| | 102 | 376 | 2 | 2 | 134 | 0 | 2 | 2 | . | . | . | . |
| | 102 | 389 | 5 | 2 | 146 | 0 | 8 | 11 | . | . | . | . |
| | 102 | 389 | 12 | 2 | 146 | 0 | 0 | 3 | . | . | . | . |
| | 102 | 508 | 7 | 3 | 330 | 0 | 1 | 3 | . | . | . | . |
| | 102 | 598 | 1 | 2 | 288 | 0 | 2 | 3 | . | . | . | . |
| | 102 | 720 | 3 | 2 | 249 | 1 | 16 | 24 | 7.929 | 25307.692 | 0.328 | -0.166 |
| | 102 | 981 | 1 | 2 | 9999 | 0 | 10 | 24 | . | . | . | . |
| | 102 | 1062 | 4 | 5 | 2100 | 1 | 8 | 11 | . | . | . | . |
| | 102 | 1258 | 4 | 5 | 1093 | 0 | 7 | 2 | . | . | . | . |
| | 102 | 1685 | 1 | 5 | 1960 | 1 | 17 | 27 | . | . | . | . |
| | 102 | 1685 | 2 | 5 | 1960 | 0 | 15 | 22 | . | . | . | . |
| | 102 | 1685 | 3 | 5 | 1960 | 0 | 13 | 19 | 8.477 | 23877.778 | 0.257 | -0.198 |
| | 102 | 1685 | 5 | 2 | 6 | 1 | 11 | 18 | . | . | . | . |
| | 102 | 1743 | 1 | 5 | 1876 | 0 | 1 | 1 | . | . | . | . |
| | 102 | 1844 | 1 | 5 | 1959 | 0 | 1 | 1 | . | . | . | . |
| 102 | 2633 | 1 | 5 | 526 | 1 | 0 | 1 | . | . | . | . | |
| 102 | 2941 | 2 | 5 | 2920 | 0 | 2 | 2 | 1.727 | 18557.143 | 0.171 | -0.238 | |
| 102 | 3256 | 1 | 3 | 8 | 0 | 7 | 7 | . | . | . | . | |

Table E.12. Continued

| County | | Control No. | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|------------|----------------|-------------------|--------------------|-----------------|-------------------|----------|-----------|--------|-------------------|-------------|------------|-----------------------------|
| Name | Fatalities | | | | | | Injuries | Accidents | | | | | |
| Harris | 102 | 3256 | 2 | 3 | 8 | 0 | 19 | 29 | . | . | . | . | |
| | 102 | 3256 | 3 | 3 | 8 | 1 | 17 | 18 | . | . | . | . | |
| | 102 | 3312 | 1 | 5 | 270 | 0 | 1 | 1 | . | . | . | . | |
| Harrison | 103 | 62 | 7 | 1 | 59 | 0 | 1 | 5 | 10.902 | 13826.667 | 0.091 | -0.275 | |
| | 103 | 63 | 1 | 1 | 59 | 0 | 3 | 2 | 11.231 | 15184.000 | 0.032 | -0.302 | |
| | 103 | 63 | 9 | 1 | 59 | 0 | 1 | 2 | 4.193 | 7000.000 | 0.187 | -0.231 | |
| | 103 | 96 | 7 | 1 | 80 | 2 | 3 | 7 | 7.629 | 9092.857 | 0.276 | -0.189 | |
| | 103 | 96 | 8 | 1 | 80 | 0 | 5 | 6 | 3.425 | 5233.333 | 0.917 | 0.107 | |
| | 103 | 207 | 5 | 2 | 43 | 0 | 0 | 2 | 10.274 | 6371.429 | 0.084 | -0.279 | |
| | 103 | 1575 | 4 | 2 | 154 | 0 | 0 | 1 | 0.966 | 3600.000 | 0.788 | 0.047 | |
| | 103 | 2642 | 2 | 3 | 281 | 0 | 3 | 2 | 5.617 | 6318.182 | 0.154 | -0.246 | |
| Hartley | 104 | 41 | 1 | 1 | 87 | 0 | 1 | 1 | 1.034 | 4475.000 | 0.592 | -0.044 | |
| Haskell | 105 | 157 | 3 | 1 | 277 | 0 | 2 | 6 | 16.689 | 1900.000 | 0.518 | -0.078 | |
| | 105 | 157 | 4 | 1 | 277 | 0 | 1 | 3 | 13.747 | 3053.333 | 0.196 | -0.227 | |
| Hays | 106 | 113 | 7 | 1 | 290 | 0 | 7 | 16 | 16.972 | 8625.000 | 0.299 | -0.179 | |
| | 106 | 286 | 1 | 2 | 80 | 0 | 0 | 1 | 3.116 | 17187.500 | 0.051 | -0.294 | |
| | 106 | 366 | 1 | 2 | 123 | 0 | 1 | 4 | 4.968 | 11625.000 | 0.190 | -0.230 | |
| Hemphill | 107 | 30 | 6 | 1 | 60 | 0 | 0 | 5 | 7.234 | 3437.500 | 0.551 | -0.063 | |
| | 107 | 2330 | 1 | 5 | 2388 | 1 | 0 | 2 | 0.276 | 2100.000 | 9.454 | 4.054 | |
| Henderson | 108 | 163 | 3 | 2 | 31 | 0 | 1 | 1 | 5.315 | 7193.333 | 0.072 | -0.284 | |
| | 108 | 163 | 4 | 2 | 31 | 0 | 2 | 5 | 10.142 | 11754.839 | 0.115 | -0.264 | |
| | 108 | 164 | 1 | 2 | 31 | 0 | 0 | 2 | 9.437 | 9600.000 | 0.060 | -0.289 | |
| | 108 | 164 | 2 | 2 | 31 | 0 | 1 | 4 | 7.657 | 8292.308 | 0.173 | -0.237 | |
| | 108 | 164 | 3 | 2 | 31 | 0 | 1 | 7 | 9.405 | 9538.889 | 0.214 | -0.218 | |
| Hidalgo | 109 | 39 | 2 | 1 | 83 | 0 | 23 | 24 | 9.024 | 13987.500 | 0.521 | -0.076 | |
| | 109 | 39 | 4 | 16 | 83 | 0 | 1 | 1 | 0.475 | 10400.000 | 0.555 | -0.061 | |
| | 109 | 39 | 17 | 1 | 83 | 0 | 16 | 10 | . | . | . | . | |
| | 109 | 39 | 18 | 1 | 83 | 1 | 16 | 22 | 6.833 | 29200.000 | 0.302 | -0.178 | |
| | 109 | 255 | 6 | 1 | 281 | 0 | 6 | 6 | 15.490 | 6642.857 | 0.160 | -0.243 | |
| | 109 | 255 | 7 | 1 | 281 | 3 | 11 | 14 | 17.524 | 10229.412 | 0.214 | -0.218 | |
| | 109 | 255 | 8 | 1 | 281 | 0 | 1 | 1 | . | . | . | . | |
| | 109 | 255 | 9 | 10 | 281 | 0 | 4 | 1 | 1.951 | 12250.000 | 0.115 | -0.264 | |

Table E.12. Continued

| County | | Control | Control | Highway | Highway | Number | | | Control | Mean | Acc | Normalized |
|-----------|-----|---------|---------|---------|---------|------------|----------|-----------|---------|-----------|-------|---------------|
| Name | No. | Number | Section | Type | Number | Fatalities | Injuries | Accidents | Length | ADT | MVM | Accident Data |
| Hidalgo | 109 | 342 | 1 | 2 | 107 | 0 | 8 | 9 | 10.025 | 11400.000 | 0.216 | -0.218 |
| | 109 | 528 | 1 | 2 | 107 | 0 | 3 | 8 | 10.210 | 6950.000 | 0.309 | -0.174 |
| | 109 | 1804 | 1 | 3 | 115 | 0 | 2 | 2 | . | . | . | . |
| Hockley | 111 | 52 | 6 | 1 | 84 | 0 | 1 | 3 | 7.823 | 5522.222 | 0.190 | -0.229 |
| | 111 | 130 | 4 | 2 | 114 | 1 | 3 | 6 | 16.600 | 7063.158 | 0.140 | -0.252 |
| | 111 | 380 | 2 | 1 | 62 | 0 | 3 | 4 | 8.092 | 6400.000 | 0.212 | -0.219 |
| Hood | 112 | 80 | 3 | 1 | 377 | 0 | 1 | 1 | 1.824 | 10300.000 | 0.146 | -0.250 |
| | 112 | 80 | 4 | 1 | 377 | 0 | 17 | 17 | 12.646 | 20300.000 | 0.181 | -0.233 |
| Houston | 114 | 109 | 3 | 1 | 287 | 0 | 3 | 4 | 9.714 | 3666.667 | 0.308 | -0.175 |
| | 114 | 109 | 4 | 1 | 287 | 0 | 3 | 3 | 6.323 | 5490.000 | 0.237 | -0.208 |
| Howard | 115 | 68 | 8 | 1 | 87 | 0 | 18 | 9 | 17.337 | 6752.941 | 0.211 | -0.220 |
| | 115 | 69 | 1 | 1 | 87 | 0 | 0 | 5 | 5.724 | 8508.333 | 0.281 | -0.187 |
| | 115 | 693 | 1 | 2 | 350 | 0 | 0 | 1 | 0.325 | 3600.000 | 2.342 | 0.765 |
| Hunt | 117 | 768 | 1 | 2 | 24 | 0 | 0 | 1 | 7.269 | 6829.412 | 0.055 | -0.292 |
| Hutchison | 118 | 356 | 1 | 2 | 136 | 0 | 1 | 3 | 14.135 | 5044.737 | 0.115 | -0.264 |
| | 118 | 379 | 1 | 2 | 136 | 0 | 1 | 1 | 5.892 | 8273.684 | 0.056 | -0.291 |
| | 118 | 455 | 1 | 2 | 152 | 0 | 0 | 1 | 7.723 | 3392.857 | 0.105 | -0.269 |
| Jack | 120 | 134 | 4 | 1 | 380 | 0 | 1 | 1 | 0.797 | 5033.333 | 0.683 | -0.001 |
| | 120 | 249 | 6 | 1 | 281 | 0 | 2 | 6 | 7.680 | 4261.111 | 0.502 | -0.085 |
| | 120 | 249 | 7 | 1 | 281 | 0 | 4 | 6 | 7.259 | 6022.222 | 0.376 | -0.143 |
| Jackson | 121 | 89 | 3 | 1 | 59 | 0 | 3 | 9 | 9.272 | 14742.857 | 0.180 | -0.234 |
| | 121 | 89 | 4 | 1 | 59 | 1 | 0 | 9 | 9.440 | 13210.000 | 0.198 | -0.226 |
| | 121 | 89 | 5 | 1 | 59 | 0 | 1 | 5 | 4.741 | 13188.889 | 0.219 | -0.216 |
| Jasper | 122 | 64 | 8 | 1 | 96 | 0 | 0 | 2 | 10.030 | 8513.333 | 0.064 | -0.288 |
| | 122 | 65 | 2 | 1 | 96 | 0 | 0 | 2 | 1.338 | 9160.000 | 0.447 | -0.111 |
| | 122 | 65 | 4 | 1 | 96 | 0 | 1 | 2 | 0.815 | 11066.667 | 0.608 | -0.036 |
| Jefferson | 124 | 28 | 6 | 1 | 90 | 0 | 4 | 6 | 12.367 | 6391.304 | 0.208 | -0.221 |
| | 124 | 200 | 15 | 1 | 69 | 0 | 4 | 8 | . | . | . | . |
| | 124 | 306 | 3 | 2 | 87 | 1 | 4 | 3 | . | . | . | . |
| | 124 | 508 | 4 | 2 | 73 | 0 | 0 | 1 | 0.479 | 5400.000 | 1.059 | 0.172 |
| | 124 | 667 | 1 | 2 | 347 | 0 | 2 | 11 | . | . | . | . |
| | 124 | 667 | 2 | 5 | 366 | 0 | 2 | 3 | . | . | . | . |

Table E.12. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Jim Wells | 126 | 86 | 11 | 2 | 44 | 1 | 0 | 1 | 8.909 | 9890.000 | 0.031 | -0.303 |
| | 126 | 87 | 1 | 2 | 44 | 0 | 2 | 1 | 5.214 | 12216.667 | 0.043 | -0.297 |
| | 126 | 255 | 1 | 1 | 281 | 0 | 11 | 20 | 18.199 | 8666.667 | 0.347 | -0.157 |
| | 126 | 255 | 2 | 1 | 281 | 1 | 13 | 14 | 14.405 | 8784.615 | 0.303 | -0.177 |
| | 126 | 373 | 4 | 2 | 44 | 0 | 4 | 4 | 5.192 | 7360.000 | 0.287 | -0.185 |
| Johnson | 127 | 19 | 1 | 2 | 174 | 0 | 3 | 4 | 15.524 | 21660.000 | 0.033 | -0.302 |
| | 127 | 80 | 5 | 1 | 377 | 0 | 3 | 4 | 0.727 | 15500.000 | 0.973 | 0.132 |
| Jones | 128 | 33 | 3 | 1 | 83 | 0 | 1 | 2 | 0.471 | 3000.000 | 3.878 | 1.476 |
| | 128 | 33 | 4 | 1 | 83 | 0 | 0 | 2 | 2.316 | 6510.000 | 0.363 | -0.149 |
| | 128 | 33 | 5 | 1 | 83 | 0 | 7 | 10 | 18.232 | 7945.000 | 0.189 | -0.230 |
| | 128 | 107 | 1 | 2 | 6 | 0 | 0 | 1 | 0.158 | 5300.000 | 3.272 | 1.195 |
| | 128 | 157 | 5 | 1 | 277 | 0 | 2 | 8 | 14.269 | 3000.000 | 0.512 | -0.081 |
| | 128 | 318 | 1 | 2 | 92 | 0 | 0 | 1 | 0.276 | 2600.000 | 3.818 | 1.448 |
| Karnes | 129 | 100 | 6 | 1 | 181 | 0 | 1 | 2 | 2.878 | 7700.000 | 0.247 | -0.203 |
| Kaufman | 130 | 95 | 3 | 1 | 80 | 0 | 13 | 10 | 5.330 | 37818.182 | 0.136 | -0.254 |
| | 130 | 95 | 4 | 1 | 80 | 7 | 19 | 15 | 8.805 | 17873.333 | 0.261 | -0.197 |
| | 130 | 95 | 5 | 1 | 80 | 0 | 4 | 5 | 12.788 | 11176.000 | 0.096 | -0.273 |
| | 130 | 173 | 3 | 2 | 34 | 0 | 1 | 3 | 0.787 | 6625.000 | 1.576 | 0.412 |
| | 130 | 197 | 3 | 1 | 175 | 0 | 19 | 20 | 9.857 | 18508.333 | 0.300 | -0.178 |
| | 130 | 197 | 4 | 1 | 175 | 0 | 6 | 11 | 10.448 | 15040.000 | 0.192 | -0.229 |
| | 130 | 197 | 5 | 1 | 175 | 0 | 13 | 9 | 14.904 | 9985.714 | 0.166 | -0.241 |
| Kendall | 131 | 72 | 14 | 1 | 87 | 0 | 3 | 4 | 3.270 | 12166.667 | 0.275 | -0.190 |
| | 131 | 142 | 6 | 2 | 27 | 0 | 0 | 1 | 1.520 | 4142.857 | 0.435 | -0.116 |
| Kerr | 133 | 142 | 4 | 2 | 27 | 0 | 1 | 1 | 5.808 | 15007.143 | 0.031 | -0.303 |
| Kimble | 134 | 35 | 7 | 1 | 83 | 0 | 0 | 1 | 0.758 | 2750.000 | 1.314 | 0.290 |
| | 134 | 141 | 20 | 1 | 377 | 0 | 2 | 3 | 1.615 | 4340.000 | 1.173 | 0.225 |
| King | 135 | 133 | 1 | 1 | 82 | 0 | 2 | 1 | 6.601 | 976.000 | 0.425 | -0.121 |
| Kleberg | 137 | 102 | 4 | 1 | 77 | 1 | 4 | 14 | 19.644 | 13877.273 | 0.141 | -0.252 |
| | 137 | 102 | 12 | 16 | 77 | 1 | 2 | 3 | 4.517 | 10550.000 | 0.172 | -0.238 |
| | 137 | 327 | 1 | 1 | 77 | 0 | 3 | 2 | 2.016 | 7000.000 | 0.388 | -0.138 |
| | 137 | 2942 | 2 | 5 | 1898 | 1 | 0 | 1 | 0.729 | 4300.000 | 0.874 | 0.087 |
| Lamar | 139 | 45 | 9 | 1 | 82 | 0 | 5 | 7 | 9.142 | 10962.500 | 0.191 | -0.229 |

Table E.12. Continued

| County | | Control No. | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|------------|----------------|-------------------|--------------------|-----------------|-------------------|----------|-----------|--------|-------------------|-------------|------------|-----------------------------|
| Name | Fatalities | | | | | | Injuries | Accidents | | | | | |
| Lamar | 139 | 136 | 5 | 2 | 19 | 0 | 3 | 4 | 7.957 | 5537.500 | 0.249 | -0.202 | |
| | 139 | 136 | 6 | 2 | 19 | 0 | 2 | 5 | 5.463 | 6361.111 | 0.394 | -0.135 | |
| | 139 | 136 | 7 | 1 | 271 | 0 | 0 | 1 | 3.896 | 14509.091 | 0.048 | -0.295 | |
| | 139 | 136 | 8 | 1 | 271 | 0 | 2 | 5 | 9.641 | 9968.750 | 0.143 | -0.251 | |
| Lamb | 140 | 52 | 4 | 1 | 84 | 0 | 4 | 7 | 14.722 | 3733.333 | 0.349 | -0.156 | |
| | 140 | 52 | 5 | 1 | 84 | 0 | 2 | 6 | 19.110 | 4750.000 | 0.181 | -0.234 | |
| | 140 | 52 | 8 | 5 | 37 | 0 | 0 | 1 | 0.712 | 2033.333 | 1.892 | 0.558 | |
| Lampasas | 141 | 231 | 1 | 1 | 190 | 1 | 5 | 5 | 16.573 | 5083.333 | 0.163 | -0.242 | |
| | 141 | 251 | 5 | 1 | 281 | 0 | 1 | 1 | 1.095 | 6080.000 | 0.412 | -0.127 | |
| Lavaca | 143 | 446 | 1 | 6 | 90 | 0 | 0 | 1 | 1.199 | 4014.286 | 0.569 | -0.054 | |
| Lee | 144 | 114 | 7 | 1 | 290 | 0 | 7 | 10 | 16.206 | 9195.652 | 0.184 | -0.232 | |
| | 144 | 116 | 1 | 2 | 21 | 0 | 4 | 6 | 10.886 | 4243.750 | 0.356 | -0.153 | |
| | 144 | 211 | 2 | 1 | 77 | 0 | 1 | 2 | 8.247 | 2992.308 | 0.222 | -0.215 | |
| | 144 | 211 | 3 | 1 | 77 | 0 | 4 | 5 | 9.659 | 3484.615 | 0.407 | -0.129 | |
| | 144 | 211 | 4 | 1 | 77 | 0 | 2 | 2 | 6.534 | 5557.143 | 0.151 | -0.248 | |
| | 144 | 211 | 5 | 1 | 77 | 0 | 0 | 5 | 5.617 | 4640.000 | 0.526 | -0.074 | |
| | 144 | 211 | 7 | 1 | 77 | 0 | 1 | 2 | 3.339 | 6877.778 | 0.239 | -0.207 | |
| Liberty | 146 | 28 | 3 | 1 | 90 | 1 | 7 | 12 | 12.146 | 10964.706 | 0.247 | -0.203 | |
| | 146 | 177 | 3 | 1 | 59 | 2 | 10 | 18 | 10.142 | 20635.294 | 0.236 | -0.208 | |
| | 146 | 177 | 4 | 3 | 573 | 0 | 0 | 1 | 3.704 | 6906.250 | 0.107 | -0.268 | |
| | 146 | 593 | 1 | 2 | 321 | 0 | 0 | 1 | 2.040 | 9420.000 | 0.143 | -0.251 | |
| Lipscomb | 148 | 1337 | 1 | 2 | 23 | 0 | 1 | 1 | 0.454 | 490.000 | 12.316 | 5.377 | |
| | 148 | 3460 | 3 | 5 | 3260 | 1 | 1 | 1 | 6.056 | 110.000 | 4.113 | 1.584 | |
| Live Oak | 149 | 254 | 1 | 1 | 281 | 0 | 3 | 10 | 15.422 | 7436.667 | 0.239 | -0.207 | |
| | 149 | 483 | 4 | 2 | 72 | 0 | 1 | 1 | 0.409 | 4300.000 | 1.558 | 0.403 | |
| Llano | 150 | 150 | 3 | 2 | 29 | 0 | 2 | 3 | 1.454 | 5400.000 | 1.047 | 0.167 | |
| | 150 | 150 | 4 | 2 | 29 | 0 | 2 | 9 | 4.914 | 3680.000 | 1.364 | 0.313 | |
| | 150 | 1378 | 5 | 5 | 1431 | 2 | 7 | 10 | 8.477 | 4670.909 | 0.692 | 0.003 | |
| | 150 | 3101 | 1 | 5 | 2900 | 0 | 1 | 1 | 0.368 | 4900.000 | 1.519 | 0.385 | |
| Lubbock | 152 | 52 | 7 | 1 | 84 | 0 | 8 | 17 | 13.743 | 7133.333 | 0.475 | -0.098 | |
| | 152 | 53 | 1 | 1 | 84 | 0 | 5 | 9 | 8.854 | 8909.091 | 0.313 | -0.173 | |
| | 152 | 68 | 1 | 1 | 87 | 0 | 5 | 9 | 7.160 | 6684.615 | 0.515 | -0.079 | |

Table E.12. Continued

| County Name | Control No. | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------------|----------------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| | | | | | | Fatalities | Injuries | Accidents | | | | |
| Lubbock | 152 | 131 | 1 | 1 | 62 | 0 | 1 | 3 | 4.518 | 8244.444 | 0.221 | -0.215 |
| | 152 | 131 | 2 | 1 | 62 | 0 | 5 | 6 | 6.860 | 5972.727 | 0.401 | -0.132 |
| | 152 | 380 | 1 | 1 | 62 | 0 | 10 | 15 | 6.285 | 8933.333 | 0.732 | 0.021 |
| | 152 | 380 | 14 | 3 | 193 | 0 | 2 | 1 | 0.625 | 3900.000 | 1.124 | 0.202 |
| | 152 | 380 | 15 | 3 | 327 | 0 | 1 | 2 | . | . | . | . |
| Lynn | 153 | 68 | 2 | 1 | 87 | 3 | 21 | 26 | 16.765 | 4210.000 | 1.009 | 0.149 |
| | 153 | 68 | 3 | 1 | 87 | 0 | 2 | 1 | 14.076 | 3545.455 | 0.055 | -0.292 |
| | 153 | 721 | 5 | 5 | 211 | 0 | 0 | 1 | 0.704 | 775.000 | 5.021 | 2.005 |
| Madison | 154 | 117 | 5 | 1 | 190 | 0 | 0 | 1 | 0.669 | 8700.000 | 0.471 | -0.100 |
| | 154 | 166 | 7 | 2 | 75 | 0 | 1 | 2 | 1.135 | 5700.000 | 0.847 | 0.074 |
| Marion | 155 | 62 | 5 | 1 | 59 | 0 | 3 | 2 | 5.229 | 7310.000 | 0.143 | -0.251 |
| Martin | 156 | 5 | 16 | 3 | 214 | 0 | 1 | 3 | 4.687 | 1742.857 | 1.006 | 0.148 |
| | 156 | 68 | 6 | 1 | 87 | 0 | 1 | 2 | 1.402 | 2900.000 | 1.348 | 0.306 |
| Mason | 157 | 71 | 4 | 1 | 87 | 0 | 0 | 2 | 11.662 | 2445.652 | 0.192 | -0.228 |
| Matagorda | 158 | 179 | 6 | 2 | 35 | 0 | 2 | 5 | 6.254 | 5550.000 | 0.395 | -0.135 |
| | 158 | 179 | 7 | 2 | 35 | 0 | 1 | 1 | 1.001 | 6200.000 | 0.441 | -0.113 |
| | 158 | 179 | 8 | 2 | 35 | 0 | 1 | 1 | 1.926 | 4300.000 | 0.331 | -0.164 |
| | 158 | 179 | 14 | 17 | 35 | 0 | 0 | 2 | 2.045 | 3650.000 | 0.734 | 0.022 |
| Maverick | 159 | 1229 | 1 | 5 | 1021 | 0 | 2 | 2 | . | . | . | . |
| McLennan | 161 | 14 | 9 | 16 | 77 | 0 | 1 | 3 | 0.223 | 36860.000 | 1.000 | 0.145 |
| | 161 | 49 | 1 | 2 | 6 | 0 | 5 | 5 | 7.359 | 10428.571 | 0.178 | -0.235 |
| | 161 | 55 | 7 | 1 | 84 | 0 | 5 | 7 | 6.691 | 8357.143 | 0.343 | -0.159 |
| | 161 | 55 | 8 | 1 | 84 | 0 | 1 | 3 | 2.665 | 11240.000 | 0.274 | -0.190 |
| | 161 | 162 | 1 | 2 | 31 | 0 | 10 | 9 | 1.750 | 9425.000 | 1.495 | 0.374 |
| | 161 | 258 | 9 | 2 | 6 | 0 | 7 | 5 | 3.455 | 6933.333 | 0.572 | -0.053 |
| | 161 | 2311 | 1 | 5 | 3051 | 0 | 3 | 2 | . | . | . | . |
| Medina | 163 | 17 | 14 | 2 | 132 | 0 | 1 | 1 | 1.393 | 5685.714 | 0.346 | -0.157 |
| | 163 | 24 | 5 | 1 | 90 | 0 | 0 | 2 | 10.163 | 9125.000 | 0.059 | -0.290 |
| | 163 | 24 | 6 | 1 | 90 | 1 | 9 | 13 | 11.292 | 11077.778 | 0.285 | -0.186 |
| | 163 | 421 | 1 | 2 | 173 | 1 | 0 | 1 | 0.966 | 4725.000 | 0.600 | -0.040 |
| | 163 | 421 | 2 | 2 | 173 | 0 | 0 | 1 | 0.996 | 5180.000 | 0.531 | -0.072 |
| Menard | 164 | 35 | 5 | 1 | 83 | 0 | 0 | 3 | 1.282 | 4900.000 | 1.308 | 0.288 |

Table E.12. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MYM | Normalized Accident Data |
|-------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Midland | 165 | 5 | 2 | 15 | 20 | 0 | 4 | 9 | 2.153 | 12100.000 | 0.946 | 0.120 |
| | 165 | 5 | 3 | 15 | 20 | 0 | 1 | 1 | 3.212 | 5800.000 | 0.147 | -0.249 |
| | 165 | 380 | 9 | 2 | 349 | 0 | 1 | 2 | 2.626 | 4900.000 | 0.426 | -0.120 |
| | 165 | 463 | 3 | 2 | 158 | 0 | 0 | 2 | 3.877 | 4733.333 | 0.299 | -0.179 |
| | 165 | 1188 | 2 | 3 | 250 | 0 | 0 | 1 | 1.005 | 3116.667 | 0.875 | 0.087 |
| | 165 | 1718 | 7 | 5 | 1788 | 0 | 1 | 1 | 3.880 | 3833.333 | 0.184 | -0.232 |
| | 165 | 2296 | 2 | 2 | 191 | 0 | 14 | 18 | 7.999 | 11775.000 | 0.524 | -0.075 |
| Milam | 166 | 204 | 6 | 1 | 79 | 0 | 1 | 3 | 0.765 | 8385.714 | 1.281 | 0.275 |
| | 166 | 204 | 7 | 1 | 79 | 0 | 1 | 3 | 1.734 | 6044.444 | 0.784 | 0.045 |
| Mills | 167 | 54 | 9 | 1 | 84 | 0 | 1 | 2 | 1.978 | 3720.000 | 0.745 | 0.027 |
| Mitchell | 168 | 53 | 11 | 1 | 84 | 0 | 1 | 1 | 0.395 | 5900.000 | 1.176 | 0.226 |
| Montague | 169 | 13 | 5 | 1 | 81 | 0 | 3 | 5 | 10.429 | 7683.333 | 0.171 | -0.238 |
| | 169 | 44 | 4 | 1 | 82 | 0 | 1 | 2 | 1.023 | 6100.000 | 0.878 | 0.089 |
| | 169 | 44 | 6 | 1 | 82 | 0 | 1 | 3 | 15.285 | 3452.381 | 0.156 | -0.245 |
| | 169 | 224 | 3 | 1 | 287 | 0 | 6 | 8 | 10.312 | 9450.000 | 0.225 | -0.213 |
| | 169 | 239 | 1 | 2 | 175 | 0 | 0 | 2 | 8.323 | 1712.500 | 0.384 | -0.140 |
| Montgomery | 170 | 177 | 5 | 1 | 59 | 1 | 29 | 37 | 17.667 | 39761.905 | 0.144 | -0.251 |
| | 170 | 720 | 2 | 2 | 249 | 0 | 4 | 1 | 0.475 | 15000.000 | 0.385 | -0.139 |
| Moore | 171 | 66 | 4 | 1 | 287 | 1 | 12 | 14 | 13.336 | 7362.500 | 0.391 | -0.137 |
| | 171 | 66 | 5 | 1 | 87 | 0 | 5 | 9 | 17.316 | 8154.545 | 0.175 | -0.237 |
| | 171 | 2000 | 1 | 5 | 2203 | 0 | 1 | 1 | 1.312 | 4750.000 | 0.440 | -0.114 |
| Morris | 172 | 10 | 8 | 1 | 67 | 0 | 7 | 5 | 10.708 | 3032.609 | 0.422 | -0.122 |
| | 172 | 83 | 10 | 2 | 11 | 0 | 2 | 3 | 1.553 | 4557.143 | 1.161 | 0.220 |
| | 172 | 84 | 1 | 1 | 259 | 0 | 1 | 3 | 5.181 | 3116.667 | 0.509 | -0.082 |
| | 172 | 222 | 2 | 1 | 259 | 0 | 0 | 1 | 2.336 | 6112.500 | 0.192 | -0.229 |
| | 172 | 222 | 3 | 2 | 11 | 0 | 2 | 5 | 4.784 | 4292.308 | 0.667 | -0.009 |
| | 172 | 392 | 1 | 1 | 259 | 0 | 1 | 1 | 9.218 | 6270.370 | 0.047 | -0.295 |
| Nacogdoches | 174 | 59 | 1 | 2 | 7 | 0 | 3 | 1 | 1.452 | 3100.000 | 0.609 | -0.036 |
| | 174 | 138 | 6 | 1 | 259 | 2 | 10 | 11 | 11.462 | 9983.333 | 0.263 | -0.196 |
| | 174 | 175 | 6 | 1 | 59 | 0 | 0 | 3 | 2.689 | 7520.000 | 0.406 | -0.129 |
| | 174 | 175 | 7 | 16 | 59 | 0 | 1 | 1 | 1.126 | 7375.000 | 0.330 | -0.165 |
| | 174 | 176 | 1 | 1 | 59 | 0 | 4 | 11 | 10.252 | 18206.250 | 0.161 | -0.243 |

Table E.12. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Nacogdoches | 174 | 2560 | 1 | 1 | 59 | 0 | 0 | 1 | 9.081 | 13877.273 | 0.022 | -0.307 |
| Navarro | 175 | 162 | 4 | 2 | 31 | 0 | 4 | 5 | 12.692 | 8775.000 | 0.123 | -0.260 |
| | 175 | 163 | 1 | 2 | 31 | 0 | 0 | 1 | 9.275 | 9492.308 | 0.031 | -0.303 |
| | 175 | 163 | 2 | 2 | 31 | 0 | 0 | 2 | 11.160 | 6283.333 | 0.078 | -0.281 |
| Nolan | 177 | 53 | 12 | 1 | 84 | 1 | 1 | 8 | 11.189 | 5945.455 | 0.329 | -0.165 |
| | 177 | 263 | 6 | 17 | 70 | 0 | 0 | 1 | 3.036 | 2921.429 | 0.309 | -0.174 |
| Nueces | 178 | 102 | 1 | 2 | 44 | 0 | 1 | 1 | 4.142 | 16383.333 | 0.040 | -0.299 |
| | 178 | 102 | 2 | 2 | 44 | 0 | 3 | 6 | 9.991 | 15121.053 | 0.109 | -0.267 |
| | 178 | 102 | 3 | 1 | 77 | 0 | 13 | 17 | 10.884 | 15620.000 | 0.274 | -0.191 |
| | 178 | 102 | 11 | 16 | 77 | 0 | 1 | 1 | 4.867 | 6144.444 | 0.092 | -0.275 |
| | 178 | 373 | 2 | 2 | 44 | 0 | 1 | 2 | 11.353 | 12611.765 | 0.038 | -0.300 |
| | 178 | 373 | 3 | 2 | 44 | 0 | 1 | 3 | 6.934 | 7641.667 | 0.155 | -0.246 |
| | 178 | 2343 | 1 | 5 | 2444 | 0 | 0 | 1 | . | . | . | . |
| Oldham | 180 | 90 | 9 | 15 | 40 | 0 | 1 | 1 | 2.173 | 746.000 | 1.690 | 0.464 |
| Orange | 181 | 243 | 4 | 2 | 62 | 0 | 2 | 5 | 2.505 | 17700.000 | 0.309 | -0.174 |
| | 181 | 306 | 1 | 2 | 87 | 0 | 1 | 5 | 1.982 | 17755.556 | 0.389 | -0.137 |
| | 181 | 306 | 2 | 2 | 73 | 0 | 2 | 4 | 4.521 | 21828.571 | 0.111 | -0.266 |
| | 181 | 710 | 2 | 5 | 105 | 0 | 1 | 3 | 2.913 | 17812.500 | 0.158 | -0.244 |
| Palo Pinto | 182 | 391 | 8 | 5 | 4 | 0 | 0 | 1 | 0.297 | 820.000 | 11.250 | 4.884 |
| Panola | 183 | 63 | 3 | 1 | 59 | 0 | 0 | 2 | 8.157 | 8185.714 | 0.082 | -0.279 |
| | 183 | 63 | 4 | 1 | 59 | 0 | 0 | 1 | 7.214 | 8923.077 | 0.043 | -0.298 |
| | 183 | 63 | 5 | 1 | 59 | 0 | 0 | 2 | 7.323 | 8470.000 | 0.088 | -0.276 |
| | 183 | 63 | 10 | 1 | 59 | 0 | 0 | 1 | 4.309 | 7133.333 | 0.089 | -0.276 |
| | 183 | 63 | 11 | 1 | 79 | 0 | 0 | 1 | 0.704 | 4475.000 | 0.870 | 0.085 |
| | 183 | 63 | 12 | 16 | 59 | 0 | 0 | 1 | 0.706 | 3466.667 | 1.119 | 0.200 |
| | 183 | 247 | 1 | 1 | 79 | 0 | 3 | 3 | 5.061 | 6966.667 | 0.233 | -0.209 |
| | 183 | 247 | 2 | 1 | 79 | 0 | 1 | 3 | 3.468 | 5840.000 | 0.406 | -0.130 |
| | 183 | 247 | 3 | 1 | 79 | 0 | 8 | 5 | 8.896 | 5900.000 | 0.261 | -0.197 |
| | 183 | 394 | 1 | 2 | 149 | 0 | 1 | 1 | 1.671 | 3644.444 | 0.450 | -0.109 |
| Parker | 184 | 8 | 2 | 1 | 180 | 0 | 9 | 14 | 15.090 | 9103.571 | 0.279 | -0.188 |
| | 184 | 8 | 3 | 1 | 180 | 0 | 0 | 1 | 16.376 | 26215.625 | 0.006 | -0.314 |
| | 184 | 80 | 6 | 1 | 377 | 0 | 4 | 5 | 5.337 | 15760.000 | 0.163 | -0.242 |

Table E.12. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Parker | 184 | 171 | 3 | 2 | 199 | 0 | 1 | 6 | 4.973 | 13635.714 | 0.242 | -0.205 |
| Parmer | 185 | 52 | 1 | 1 | 70 | 0 | 1 | 7 | 10.705 | 4285.714 | 0.418 | -0.124 |
| | 185 | 302 | 1 | 2 | 86 | 0 | 1 | 1 | 0.904 | 1263.333 | 2.399 | 0.792 |
| Polk | 187 | 176 | 4 | 1 | 59 | 0 | 13 | 16 | 9.481 | 16170.000 | 0.286 | -0.185 |
| | 187 | 176 | 5 | 1 | 59 | 1 | 17 | 27 | 21.891 | 15070.270 | 0.224 | -0.214 |
| | 187 | 176 | 6 | 16 | 59 | 0 | 1 | 6 | 4.586 | 5715.385 | 0.627 | -0.027 |
| | 187 | 177 | 1 | 1 | 59 | 0 | 8 | 21 | 10.193 | 18430.769 | 0.306 | -0.176 |
| | 187 | 213 | 3 | 1 | 190 | 0 | 10 | 10 | 5.022 | 11900.000 | 0.458 | -0.105 |
| | 187 | 213 | 4 | 1 | 190 | 0 | 6 | 5 | 7.363 | 6172.727 | 0.301 | -0.178 |
| | 187 | 341 | 2 | 1 | 287 | 0 | 2 | 1 | 0.261 | 2700.000 | 3.888 | 1.480 |
| | 187 | 388 | 1 | 2 | 146 | 0 | 0 | 2 | 4.498 | 5992.308 | 0.203 | -0.223 |
| Potter | 188 | 41 | 5 | 1 | 87 | 1 | 6 | 11 | 17.383 | 7300.000 | 0.237 | -0.207 |
| | 188 | 41 | 7 | 1 | 87 | 0 | 4 | 8 | 4.761 | 7540.000 | 0.611 | -0.035 |
| | 188 | 42 | 1 | 1 | 287 | 0 | 1 | 1 | 3.811 | 6800.000 | 0.106 | -0.268 |
| | 188 | 169 | 2 | 1 | 60 | 0 | 2 | 6 | 1.730 | 7200.000 | 1.320 | 0.293 |
| | 188 | 2635 | 1 | 3 | 335 | 0 | 3 | 4 | 5.236 | 4771.429 | 0.439 | -0.114 |
| Randall | 191 | 67 | 1 | 1 | 87 | 0 | 7 | 2 | 17.500 | 5981.538 | 0.052 | -0.293 |
| | 191 | 168 | 8 | 1 | 60 | 0 | 3 | 8 | 15.425 | 7312.500 | 0.194 | -0.227 |
| | 191 | 168 | 9 | 1 | 60 | 1 | 1 | 11 | 8.974 | 18958.667 | 0.177 | -0.235 |
| Refugio | 196 | 371 | 2 | 1 | 77 | 0 | 5 | 10 | 18.988 | 9157.143 | 0.158 | -0.244 |
| | 196 | 371 | 3 | 1 | 77 | 0 | 3 | 14 | 18.264 | 10757.692 | 0.195 | -0.227 |
| Robertson | 198 | 49 | 6 | 2 | 6 | 0 | 1 | 2 | 1.057 | 5712.500 | 0.907 | 0.102 |
| | 198 | 49 | 7 | 1 | 79 | 0 | 0 | 1 | 2.135 | 11040.000 | 0.116 | -0.264 |
| | 198 | 49 | 8 | 1 | 190 | 0 | 7 | 14 | 12.235 | 10433.333 | 0.300 | -0.178 |
| | 198 | 204 | 9 | 1 | 79 | 0 | 0 | 1 | 1.122 | 8933.333 | 0.273 | -0.191 |
| | 198 | 205 | 2 | 1 | 79 | 0 | 0 | 1 | 0.549 | 3550.000 | 1.406 | 0.333 |
| Runnels | 200 | 34 | 4 | 1 | 83 | 0 | 1 | 2 | 1.566 | 5550.000 | 0.630 | -0.026 |
| | 200 | 34 | 5 | 1 | 83 | 0 | 1 | 3 | 1.789 | 3150.000 | 1.459 | 0.357 |
| | 200 | 158 | 1 | 1 | 67 | 2 | 12 | 13 | 19.785 | 4600.000 | 0.391 | -0.136 |
| Rusk | 201 | 138 | 2 | 1 | 259 | 0 | 3 | 3 | 7.083 | 8307.143 | 0.140 | -0.253 |
| | 201 | 138 | 3 | 1 | 259 | 0 | 1 | 5 | 8.615 | 7500.000 | 0.212 | -0.219 |
| | 201 | 138 | 4 | 1 | 259 | 0 | 1 | 4 | 7.622 | 5633.333 | 0.255 | -0.199 |

Table E.12. Continued

| County | | Control No. | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|--------------|------------|----------------|-------------------|--------------------|-----------------|-------------------|----------|-----------|--------|-------------------|-------------|------------|-----------------------------|
| Name | Fatalities | | | | | | Injuries | Accidents | | | | | |
| Rusk | 201 | 138 | 5 | 1 | 259 | 0 | 5 | 4 | 14.285 | 6035.000 | 0.127 | -0.259 | |
| | 201 | 175 | 9 | 1 | 59 | 0 | 1 | 2 | 1.032 | 6800.000 | 0.781 | 0.044 | |
| | 201 | 207 | 3 | 2 | 43 | 0 | 0 | 2 | 5.422 | 2727.273 | 0.371 | -0.146 | |
| | 201 | 378 | 1 | 2 | 135 | 0 | 0 | 1 | 0.674 | 4650.000 | 0.874 | 0.087 | |
| | 201 | 393 | 2 | 2 | 149 | 0 | 6 | 6 | 5.818 | 5560.000 | 0.508 | -0.082 | |
| | 201 | 545 | 2 | 2 | 42 | 0 | 2 | 2 | 2.576 | 5577.778 | 0.381 | -0.141 | |
| San Jacinto | 204 | 177 | 2 | 1 | 59 | 0 | 19 | 33 | 13.387 | 18406.250 | 0.367 | -0.148 | |
| | 204 | 213 | 2 | 1 | 190 | 0 | 1 | 1 | 7.051 | 3650.000 | 0.106 | -0.268 | |
| San Patricio | 205 | 101 | 4 | 1 | 181 | 0 | 7 | 11 | 12.676 | 11672.727 | 0.204 | -0.223 | |
| | 205 | 180 | 6 | 2 | 35 | 0 | 5 | 10 | 10.395 | 14159.091 | 0.186 | -0.231 | |
| | 205 | 180 | 10 | 2 | 361 | 0 | 5 | 5 | 5.096 | 7725.000 | 0.348 | -0.156 | |
| | 205 | 371 | 4 | 1 | 77 | 0 | 2 | 6 | 6.193 | 8200.000 | 0.324 | -0.168 | |
| | 205 | 372 | 1 | 1 | 77 | 0 | 8 | 24 | 10.520 | 13321.429 | 0.469 | -0.100 | |
| Schleicher | 207 | 159 | 4 | 1 | 277 | 0 | 0 | 1 | 1.476 | 3475.000 | 0.534 | -0.070 | |
| Scurry | 208 | 53 | 7 | 1 | 84 | 0 | 10 | 9 | 12.794 | 5666.667 | 0.340 | -0.160 | |
| | 208 | 53 | 8 | 1 | 84 | 0 | 0 | 1 | 7.346 | 5933.333 | 0.063 | -0.288 | |
| | 208 | 53 | 9 | 1 | 84 | 0 | 3 | 3 | 11.223 | 5987.500 | 0.122 | -0.261 | |
| | 208 | 53 | 10 | 1 | 84 | 0 | 2 | 7 | 8.907 | 5875.000 | 0.366 | -0.148 | |
| Shelby | 210 | 59 | 3 | 2 | 7 | 0 | 5 | 5 | 6.747 | 2725.000 | 0.745 | 0.027 | |
| | 210 | 59 | 4 | 2 | 7 | 0 | 7 | 4 | 8.775 | 3560.000 | 0.351 | -0.155 | |
| | 210 | 63 | 6 | 1 | 96 | 0 | 2 | 3 | 8.885 | 5850.000 | 0.158 | -0.244 | |
| | 210 | 64 | 1 | 2 | 87 | 0 | 5 | 8 | 5.594 | 4516.667 | 0.867 | 0.084 | |
| | 210 | 175 | 4 | 1 | 59 | 0 | 5 | 7 | 8.776 | 5900.000 | 0.370 | -0.146 | |
| | 210 | 175 | 5 | 1 | 59 | 0 | 0 | 2 | 5.013 | 6823.077 | 0.160 | -0.243 | |
| Sherman | 211 | 66 | 3 | 1 | 287 | 0 | 1 | 3 | 19.632 | 3055.556 | 0.137 | -0.254 | |
| Smith | 212 | 164 | 4 | 2 | 31 | 0 | 3 | 6 | 4.615 | 12650.000 | 0.282 | -0.187 | |
| | 212 | 165 | 1 | 1 | 271 | 0 | 2 | 3 | 2.393 | 8400.000 | 0.409 | -0.128 | |
| | 212 | 165 | 2 | 1 | 271 | 0 | 1 | 1 | 6.365 | 4260.000 | 0.101 | -0.271 | |
| | 212 | 190 | 4 | 1 | 69 | 1 | 2 | 2 | 1.153 | 8875.000 | 0.535 | -0.070 | |
| | 212 | 190 | 5 | 1 | 69 | 0 | 3 | 7 | 6.814 | 15146.667 | 0.186 | -0.231 | |
| | 212 | 191 | 1 | 1 | 69 | 0 | 6 | 11 | 7.281 | 8714.286 | 0.475 | -0.098 | |
| | 212 | 245 | 5 | 2 | 64 | 0 | 5 | 4 | 1.417 | 7300.000 | 1.059 | 0.173 | |

Table E.12. Continued

| County | | Control No. | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|--------------|------------|----------------|-------------------|--------------------|-----------------|-------------------|----------|-----------|--------|-------------------|-------------|------------|-----------------------------|
| Name | Fatalities | | | | | | Injuries | Accidents | | | | | |
| Smith | 212 | 245 | 6 | 2 | 64 | 0 | 4 | 4 | 4.566 | 10760.000 | 0.223 | -0.214 | |
| | 212 | 345 | 1 | 2 | 110 | 0 | 3 | 4 | 4.118 | 14725.000 | 0.181 | -0.234 | |
| | 212 | 345 | 2 | 2 | 110 | 0 | 1 | 4 | 1.788 | 6744.444 | 0.909 | 0.103 | |
| | 212 | 492 | 4 | 5 | 756 | 0 | 4 | 2 | 0.258 | 6700.000 | 3.170 | 1.148 | |
| | 212 | 520 | 6 | 2 | 155 | 0 | 6 | 12 | 5.500 | 10883.333 | 0.549 | -0.063 | |
| | 212 | 1790 | 2 | 3 | 323 | 0 | 1 | 2 | . | . | . | . | |
| | 212 | 2075 | 1 | 3 | 323 | 0 | 0 | 1 | 2.498 | 12850.000 | 0.085 | -0.278 | |
| Starr | 214 | 39 | 1 | 1 | 83 | 0 | 1 | 2 | 1.446 | 23285.714 | 0.163 | -0.242 | |
| Stephens | 215 | 11 | 7 | 1 | 180 | 0 | 1 | 2 | 4.544 | 5362.500 | 0.225 | -0.213 | |
| Swisher | 219 | 67 | 12 | 3 | 292 | 0 | 0 | 1 | 0.540 | 640.000 | 7.927 | 3.348 | |
| Tarrant | 220 | 13 | 10 | 16 | 287 | 0 | 0 | 1 | 2.863 | 6033.333 | 0.159 | -0.244 | |
| | 220 | 14 | 15 | 1 | 81 | 0 | 3 | 8 | 9.979 | 16350.000 | 0.134 | -0.255 | |
| | 220 | 80 | 7 | 1 | 377 | 0 | 1 | 6 | . | . | . | . | |
| | 220 | 94 | 5 | 2 | 183 | 0 | 3 | 2 | . | . | . | . | |
| | 220 | 171 | 4 | 2 | 199 | 0 | 2 | 2 | . | . | . | . | |
| | 220 | 171 | 5 | 2 | 199 | 0 | 1 | 5 | . | . | . | . | |
| | 220 | 353 | 3 | 2 | 114 | 0 | 1 | 3 | 5.760 | 34860.000 | 0.041 | -0.298 | |
| | 220 | 1094 | 1 | 5 | 731 | 0 | 2 | 3 | . | . | . | . | |
| | 220 | 2208 | 1 | 3 | 303 | 1 | 3 | 4 | . | . | . | . | |
| Taylor | 221 | 6 | 18 | 1 | 84 | 0 | 1 | 1 | . | . | . | . | |
| | 221 | 34 | 1 | 1 | 83 | 0 | 2 | 5 | 8.550 | 5733.333 | 0.279 | -0.188 | |
| | 221 | 54 | 1 | 1 | 84 | 0 | 1 | 4 | 11.295 | 2560.000 | 0.379 | -0.142 | |
| Terry | 223 | 227 | 7 | 1 | 62 | 0 | 7 | 10 | 11.964 | 7518.182 | 0.305 | -0.176 | |
| | 223 | 228 | 1 | 1 | 62 | 0 | 10 | 12 | 21.617 | 5194.118 | 0.293 | -0.182 | |
| Throckmorton | 224 | 125 | 3 | 1 | 183 | 0 | 0 | 1 | 0.508 | 2800.000 | 1.926 | 0.573 | |
| Titus | 225 | 10 | 7 | 1 | 67 | 2 | 9 | 12 | 9.278 | 5066.667 | 0.699 | 0.006 | |
| | 225 | 222 | 1 | 2 | 49 | 0 | 0 | 2 | 3.698 | 9733.333 | 0.152 | -0.247 | |
| | 225 | 248 | 1 | 1 | 271 | 1 | 3 | 2 | 7.486 | 14957.143 | 0.049 | -0.295 | |
| Tom Green | 226 | 69 | 6 | 1 | 87 | 0 | 0 | 1 | 9.751 | 3871.429 | 0.073 | -0.284 | |
| | 226 | 69 | 7 | 1 | 87 | 0 | 5 | 7 | 12.278 | 7036.842 | 0.222 | -0.215 | |
| | 226 | 70 | 2 | 1 | 87 | 0 | 14 | 14 | 13.048 | 3805.882 | 0.772 | 0.040 | |
| | 226 | 158 | 2 | 1 | 67 | 0 | 2 | 5 | 10.550 | 4106.250 | 0.316 | -0.171 | |

Table E.12. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Tom Green | 226 | 2574 | 1 | 5 | 584 | 0 | 0 | 2 | 3.438 | 5366.667 | 0.297 | -0.180 |
| Travis | 227 | 113 | 8 | 1 | 290 | 1 | 4 | 15 | 0.490 | 13200.000 | 6.354 | 2.621 |
| | 227 | 113 | 9 | 1 | 290 | 0 | 2 | 3 | . | . | . | . |
| | 227 | 113 | 13 | 3 | 360 | 0 | 0 | 6 | . | . | . | . |
| | 227 | 114 | 2 | 1 | 290 | 0 | 0 | 1 | 3.708 | 16310.000 | 0.045 | -0.296 |
| | 227 | 114 | 3 | 1 | 290 | 0 | 3 | 6 | 6.539 | 13266.667 | 0.189 | -0.230 |
| | 227 | 152 | 1 | 1 | 183 | 0 | 4 | 18 | 10.301 | 10325.000 | 0.464 | -0.103 |
| | 227 | 265 | 1 | 2 | 71 | 0 | 12 | 16 | 1.405 | 19300.000 | 1.617 | 0.430 |
| | 227 | 265 | 2 | 2 | 71 | 0 | 2 | 7 | 5.584 | 18340.000 | 0.187 | -0.231 |
| | 227 | 683 | 2 | 5 | 620 | 0 | 7 | 24 | 8.392 | 10875.000 | 0.720 | 0.016 |
| | 227 | 700 | 3 | 2 | 71 | 3 | 16 | 28 | 16.649 | 8510.526 | 0.541 | -0.067 |
| | 227 | 757 | 2 | 5 | 685 | 0 | 6 | 5 | 4.174 | 4533.333 | 0.724 | 0.017 |
| | 227 | 1149 | 1 | 5 | 812 | 0 | 6 | 8 | 1.686 | 6033.333 | 2.155 | 0.679 |
| | 227 | 1186 | 1 | 5 | 969 | 0 | 8 | 9 | 1.933 | 6000.000 | 2.126 | 0.666 |
| | 227 | 1378 | 1 | 5 | 1431 | 2 | 16 | 27 | 10.367 | 5213.333 | 1.369 | 0.316 |
| | 227 | 1902 | 1 | 5 | 1825 | 2 | 2 | 7 | . | . | . | . |
| | 227 | 2100 | 1 | 5 | 2222 | 3 | 8 | 14 | . | . | . | . |
| | 227 | 2102 | 1 | 5 | 2244 | 0 | 9 | 34 | 6.753 | 15466.667 | 0.892 | 0.095 |
| | 227 | 3136 | 1 | 3 | 1 | 0 | 0 | 1 | 3.253 | 7775.000 | 0.108 | -0.267 |
| | 227 | 3277 | 1 | 5 | 3177 | 0 | 1 | 1 | 3.531 | 3700.000 | 0.210 | -0.220 |
| | 227 | 3417 | 1 | 5 | 734 | 0 | 1 | 6 | . | . | . | . |
| Tyler | 229 | 200 | 5 | 1 | 69 | 0 | 0 | 1 | 0.258 | 4560.000 | 2.329 | 0.759 |
| Upshur | 230 | 96 | 3 | 1 | 80 | 0 | 1 | 2 | 3.396 | 5530.000 | 0.292 | -0.182 |
| | 230 | 248 | 4 | 1 | 271 | 0 | 1 | 3 | 12.104 | 7042.857 | 0.096 | -0.273 |
| | 230 | 248 | 5 | 1 | 271 | 0 | 1 | 2 | 9.021 | 7490.909 | 0.081 | -0.280 |
| | 230 | 392 | 2 | 1 | 259 | 2 | 3 | 10 | 12.053 | 5877.143 | 0.387 | -0.138 |
| Upton | 231 | 76 | 7 | 1 | 67 | 0 | 0 | 1 | 1.087 | 1623.333 | 1.553 | 0.401 |
| Uvalde | 232 | 24 | 1 | 1 | 90 | 0 | 1 | 2 | 6.654 | 12426.316 | 0.066 | -0.287 |
| | 232 | 24 | 2 | 1 | 90 | 0 | 3 | 6 | 9.931 | 5704.545 | 0.290 | -0.183 |
| Val Verde | 233 | 22 | 9 | 1 | 90 | 0 | 2 | 4 | . | . | . | . |
| | 233 | 23 | 1 | 1 | 90 | 0 | 2 | 1 | . | . | . | . |
| Van Zandt | 234 | 95 | 6 | 1 | 80 | 0 | 8 | 10 | 14.802 | 5961.538 | 0.310 | -0.174 |

Table E.12. Continued

| County Name | Control No. | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------------|----------------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| | | | | | | Fatalities | Injuries | Accidents | | | | |
| Van Zandt | 234 | 95 | 7 | 1 | 80 | 0 | 5 | 9 | 13.551 | 4592.593 | 0.396 | -0.134 |
| | 234 | 108 | 1 | 2 | 19 | 0 | 1 | 1 | 1.397 | 7000.000 | 0.280 | -0.188 |
| | 234 | 108 | 2 | 2 | 19 | 0 | 0 | 1 | 0.173 | 7700.000 | 2.057 | 0.634 |
| | 234 | 646 | 1 | 5 | 47 | 0 | 0 | 2 | 0.581 | 5800.000 | 1.626 | 0.435 |
| Victoria | 235 | 88 | 4 | 1 | 59 | 0 | 1 | 5 | 2.236 | 9900.000 | 0.619 | -0.031 |
| | 235 | 88 | 5 | 3 | 175 | 0 | 6 | 9 | 13.148 | 11341.176 | 0.165 | -0.241 |
| | 235 | 89 | 1 | 1 | 59 | 1 | 12 | 16 | 12.659 | 13675.000 | 0.253 | -0.200 |
| | 235 | 371 | 1 | 1 | 77 | 0 | 10 | 9 | 13.578 | 7821.429 | 0.232 | -0.210 |
| | 235 | 371 | 6 | 3 | 91 | 0 | 0 | 1 | 1.005 | 7300.000 | 0.373 | -0.145 |
| | 235 | 432 | 2 | 2 | 185 | 3 | 12 | 14 | 9.066 | 8980.000 | 0.471 | -0.099 |
| | 235 | 2350 | 1 | 3 | 463 | 0 | 1 | 5 | 4.979 | 5775.000 | 0.476 | -0.097 |
| Walker | 236 | 109 | 9 | 2 | 19 | 0 | 4 | 10 | 11.313 | 7853.846 | 0.308 | -0.175 |
| | 236 | 578 | 2 | 5 | 247 | 1 | 0 | 1 | 0.894 | 7525.000 | 0.407 | -0.129 |
| Waller | 237 | 50 | 4 | 2 | 6 | 1 | 6 | 17 | 8.133 | 7857.143 | 0.729 | 0.020 |
| | 237 | 50 | 5 | 2 | 6 | 0 | 22 | 28 | 11.085 | 20385.000 | 0.339 | -0.160 |
| | 237 | 114 | 11 | 1 | 290 | 0 | 2 | 8 | 9.380 | 5667.857 | 0.412 | -0.127 |
| Ward | 238 | 292 | 4 | 2 | 18 | 0 | 1 | 1 | 8.125 | 5907.895 | 0.057 | -0.291 |
| Washington | 239 | 114 | 9 | 2 | 105 | 0 | 5 | 14 | 18.067 | 8186.667 | 0.259 | -0.197 |
| | 239 | 114 | 10 | 1 | 290 | 0 | 11 | 10 | 13.259 | 8300.000 | 0.249 | -0.202 |
| | 239 | 186 | 6 | 1 | 290 | 0 | 1 | 2 | 5.192 | 11655.556 | 0.091 | -0.275 |
| | 239 | 187 | 1 | 2 | 36 | 0 | 0 | 1 | 2.208 | 8628.571 | 0.144 | -0.251 |
| Wharton | 241 | 89 | 6 | 1 | 59 | 0 | 4 | 10 | 12.785 | 13963.158 | 0.153 | -0.246 |
| | 241 | 89 | 7 | 1 | 59 | 1 | 14 | 23 | 15.463 | 16024.138 | 0.254 | -0.200 |
| | 241 | 89 | 8 | 1 | 59 | 0 | 10 | 17 | 9.885 | 16160.000 | 0.292 | -0.182 |
| | 241 | 89 | 10 | 3 | 183 | 0 | 1 | 1 | 3.037 | 7345.455 | 0.123 | -0.260 |
| Wheeler | 242 | 31 | 1 | 1 | 83 | 0 | 1 | 2 | 2.002 | 3900.000 | 0.702 | 0.007 |
| Wichita | 243 | 43 | 8 | 1 | 287 | 0 | 7 | 5 | 16.285 | 9616.667 | 0.087 | -0.277 |
| | 243 | 43 | 9 | 1 | 287 | 0 | 2 | 2 | 7.955 | 11927.273 | 0.058 | -0.291 |
| | 243 | 43 | 17 | 16 | 287 | 0 | 6 | 6 | 5.376 | 5236.364 | 0.584 | -0.047 |
| | 243 | 156 | 4 | 1 | 82 | 0 | 2 | 1 | 2.206 | 5440.000 | 0.228 | -0.212 |
| Wilbarger | 244 | 43 | 5 | 1 | 287 | 0 | 5 | 6 | 14.092 | 9647.368 | 0.121 | -0.261 |
| | 244 | 43 | 6 | 1 | 70 | 0 | 7 | 8 | 7.929 | 10455.556 | 0.264 | -0.195 |

Table E.12. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Wilbarger | 244 | 43 | 7 | 1 | 287 | 1 | 7 | 10 | 12.109 | 9371.429 | 0.241 | -0.206 |
| | 244 | 43 | 20 | 16 | 287 | 0 | 2 | 2 | 4.835 | 5813.333 | 0.195 | -0.227 |
| Willacy | 245 | 327 | 6 | 16 | 77 | 0 | 0 | 1 | 0.211 | 880.000 | 14.755 | 6.505 |
| | 245 | 327 | 10 | 1 | 77 | 0 | 22 | 17 | 18.276 | 8572.727 | 0.297 | -0.180 |
| Williamson | 246 | 151 | 3 | 2 | 29 | 0 | 2 | 5 | 6.369 | 4950.000 | 0.435 | -0.116 |
| | 246 | 151 | 4 | 2 | 29 | 0 | 3 | 6 | 7.139 | 6725.000 | 0.342 | -0.159 |
| | 246 | 151 | 5 | 1 | 183 | 0 | 9 | 19 | . | . | . | . |
| | 246 | 204 | 1 | 1 | 79 | 0 | 1 | 2 | 7.735 | 14792.857 | 0.048 | -0.295 |
| | 246 | 204 | 2 | 1 | 79 | 0 | 4 | 3 | 4.780 | 11633.333 | 0.148 | -0.249 |
| | 246 | 204 | 3 | 1 | 79 | 0 | 1 | 1 | 4.777 | 8575.000 | 0.067 | -0.286 |
| | 246 | 204 | 4 | 1 | 79 | 0 | 2 | 3 | 11.720 | 5705.882 | 0.123 | -0.260 |
| | 246 | 273 | 4 | 1 | 183 | 1 | 9 | 10 | 13.107 | 3118.182 | 0.670 | -0.007 |
| | 246 | 320 | 3 | 2 | 95 | 0 | 4 | 6 | 16.183 | 5176.667 | 0.196 | -0.227 |
| | 246 | 337 | 1 | 2 | 29 | 1 | 1 | 10 | 11.616 | 7188.889 | 0.328 | -0.166 |
| | 246 | 683 | 1 | 5 | 620 | 0 | 3 | 12 | 3.910 | 22250.000 | 0.378 | -0.143 |
| | 246 | 757 | 1 | 5 | 685 | 0 | 2 | 3 | 2.955 | 3200.000 | 0.869 | 0.085 |
| | 246 | 1376 | 1 | 5 | 1325 | 0 | 2 | 5 | 2.051 | 20000.000 | 0.334 | -0.163 |
| | 246 | 1378 | 2 | 5 | 1431 | 0 | 4 | 16 | 8.475 | 7200.000 | 0.718 | 0.015 |
| | 246 | 2211 | 1 | 5 | 2338 | 0 | 0 | 2 | 3.447 | 12272.727 | 0.130 | -0.257 |
| 246 | 3417 | 2 | 5 | 734 | 0 | 1 | 4 | 0.903 | 16800.000 | 0.722 | 0.017 | |
| Wilson | 247 | 100 | 3 | 1 | 181 | 0 | 5 | 10 | 14.188 | 8408.696 | 0.230 | -0.211 |
| | 247 | 100 | 4 | 1 | 181 | 0 | 3 | 3 | 6.937 | 4708.333 | 0.252 | -0.201 |
| | 247 | 143 | 3 | 1 | 87 | 0 | 5 | 6 | 5.573 | 6100.000 | 0.484 | -0.094 |
| | 247 | 143 | 4 | 1 | 87 | 0 | 1 | 3 | 1.657 | 3600.000 | 1.378 | 0.320 |
| | 247 | 366 | 5 | 2 | 123 | 0 | 2 | 2 | 8.336 | 3500.000 | 0.188 | -0.230 |
| Winkler | 248 | 292 | 2 | 2 | 18 | 0 | 3 | 3 | 6.570 | 3757.143 | 0.333 | -0.163 |
| Wise | 249 | 13 | 6 | 1 | 81 | 0 | 7 | 10 | 6.319 | 12971.429 | 0.334 | -0.163 |
| | 249 | 13 | 7 | 1 | 81 | 0 | 6 | 15 | 10.840 | 14764.286 | 0.257 | -0.199 |
| | 249 | 13 | 8 | 1 | 81 | 0 | 12 | 21 | 20.614 | 15390.625 | 0.181 | -0.233 |
| | 249 | 134 | 7 | 1 | 380 | 0 | 1 | 5 | 3.379 | 7840.000 | 0.517 | -0.078 |
| | 249 | 313 | 1 | 5 | 51 | 0 | 1 | 1 | 1.860 | 9400.000 | 0.157 | -0.245 |
| | 249 | 352 | 1 | 2 | 114 | 0 | 2 | 3 | 2.604 | 6088.889 | 0.518 | -0.078 |

Table E.12. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|--------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Wise | 249 | 352 | 2 | 2 | 114 | 0 | 0 | 1 | 0.483 | 8650.000 | 0.656 | -0.014 |
| Wood | 250 | 95 | 9 | 1 | 80 | 0 | 0 | 3 | 4.622 | 5460.000 | 0.326 | -0.167 |
| | 250 | 96 | 1 | 1 | 80 | 0 | 6 | 4 | 9.423 | 3305.556 | 0.352 | -0.155 |
| | 250 | 96 | 2 | 1 | 80 | 0 | 0 | 1 | 10.699 | 3028.571 | 0.085 | -0.278 |
| | 250 | 190 | 3 | 1 | 69 | 0 | 0 | 1 | 1.792 | 8944.444 | 0.171 | -0.238 |
| | 250 | 492 | 3 | 5 | 14 | 0 | 0 | 1 | 1.902 | 4850.000 | 0.297 | -0.180 |
| Yoakum | 251 | 461 | 8 | 2 | 83 | 0 | 1 | 1 | 2.856 | 3850.000 | 0.249 | -0.202 |
| Young | 252 | 284 | 1 | 2 | 79 | 0 | 0 | 1 | 0.956 | 2075.000 | 1.381 | 0.321 |
| | 252 | 444 | 1 | 2 | 114 | 0 | 0 | 1 | 0.869 | 1024.000 | 3.079 | 1.106 |
| Zapata | 253 | 38 | 4 | 1 | 83 | 0 | 1 | 4 | 4.754 | 8562.500 | 0.269 | -0.193 |
| Zavala | 254 | 276 | 3 | 1 | 57 | 0 | 5 | 1 | | | | |

Table E.13. Single-Vehicle Interstate Accident Data with Totals and Standardized Scores by County and Control Section (1993)

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Atascosa | 7 | 17 | 4 | 8 | 35 | 0 | 2 | 3 | 2.538 | 15856.000 | 0.204 | -0.421 |
| | 7 | 73 | 5 | 8 | 37 | 2 | 23 | 17 | 11.482 | 11780.000 | 0.344 | -0.040 |
| | 7 | 73 | 6 | 8 | 37 | 0 | 8 | 6 | 7.623 | 11954.286 | 0.180 | -0.486 |
| | 7 | 73 | 10 | 8 | 37 | 0 | 9 | 15 | 15.832 | 11860.000 | 0.219 | -0.381 |
| Austin | 8 | 271 | 2 | 8 | 10 | 0 | 16 | 21 | 8.901 | 23560.000 | 0.274 | -0.230 |
| | 8 | 271 | 3 | 8 | 10 | 3 | 25 | 18 | 7.176 | 28078.571 | 0.245 | -0.311 |
| Bell | 14 | 15 | 4 | 8 | 35 | 0 | 23 | 34 | 9.486 | 36603.846 | 0.268 | -0.247 |
| | 14 | 15 | 6 | 8 | 35 | 0 | 10 | 12 | 2.982 | 35390.000 | 0.312 | -0.129 |
| | 14 | 15 | 7 | 8 | 35 | 1 | 14 | 20 | 9.848 | 32199.412 | 0.173 | -0.506 |
| Bexar | 15 | 16 | 7 | 8 | 35 | 0 | 11 | 15 | . | . | . | . |
| | 15 | 17 | 2 | 8 | 35 | 0 | 3 | 5 | 0.329 | 23230.000 | 1.792 | 3.893 |
| | 15 | 17 | 3 | 8 | 35 | 0 | 9 | 12 | 8.483 | 20107.500 | 0.193 | -0.452 |
| | 15 | 25 | 2 | 8 | 10 | 3 | 7 | 8 | 2.461 | 20140.000 | 0.442 | 0.225 |
| | 15 | 72 | 7 | 8 | 10 | 0 | 23 | 31 | 6.554 | 29362.000 | 0.441 | 0.223 |
| | 15 | 72 | 12 | 8 | 10 | 0 | 5 | 11 | . | . | . | . |
| | 15 | 73 | 9 | 8 | 37 | 0 | 1 | 6 | 8.106 | 14227.500 | 0.143 | -0.589 |
| | 15 | 521 | 4 | 8 | 410 | 0 | 16 | 21 | . | . | . | . |
| Bowie | 19 | 610 | 5 | 8 | 30 | 0 | 5 | 4 | 17.127 | 15470.000 | 0.041 | -0.863 |
| | 19 | 610 | 6 | 8 | 30 | 0 | 15 | 20 | 13.607 | 21715.357 | 0.185 | -0.472 |
| | 19 | 610 | 7 | 8 | 30 | 1 | 16 | 21 | 11.859 | 32908.611 | 0.147 | -0.575 |
| Caldwell | 28 | 535 | 3 | 8 | 10 | 0 | 6 | 10 | 4.931 | 15266.667 | 0.364 | 0.013 |
| Callahan | 30 | 6 | 7 | 8 | 20 | 0 | 6 | 19 | 12.988 | 15891.111 | 0.252 | -0.291 |
| | 30 | 7 | 1 | 8 | 20 | 0 | 6 | 7 | 8.789 | 14130.769 | 0.154 | -0.556 |
| | 30 | 7 | 2 | 8 | 20 | 1 | 9 | 17 | 8.915 | 14013.333 | 0.373 | 0.037 |
| Carson | 33 | 275 | 2 | 8 | 40 | 0 | 10 | 17 | 10.241 | 10415.000 | 0.437 | 0.210 |
| | 33 | 275 | 3 | 8 | 40 | 0 | 6 | 12 | 10.695 | 10846.667 | 0.283 | -0.206 |
| | 33 | 275 | 4 | 8 | 40 | 0 | 8 | 24 | 10.357 | 10959.000 | 0.579 | 0.598 |
| Chambers | 36 | 508 | 2 | 8 | 10 | 3 | 37 | 41 | 15.860 | 32430.526 | 0.218 | -0.383 |
| | 36 | 508 | 3 | 8 | 10 | 0 | 15 | 35 | 17.491 | 19082.000 | 0.287 | -0.195 |
| | 36 | 739 | 1 | 8 | 10 | 0 | 1 | 7 | 3.113 | 27000.000 | 0.228 | -0.356 |
| Colorado | 45 | 271 | 1 | 8 | 10 | 0 | 34 | 37 | 14.447 | 23610.000 | 0.297 | -0.168 |
| | 45 | 535 | 8 | 8 | 10 | 0 | 28 | 36 | 17.614 | 18158.750 | 0.308 | -0.138 |

Table E.13. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Comal | 46 | 16 | 4 | 8 | 35 | 0 | 6 | 15 | 9.598 | 44045.882 | 0.097 | -0.712 |
| Cooke | 49 | 194 | 2 | 8 | 35 | 0 | 5 | 7 | 6.355 | 15868.545 | 0.190 | -0.459 |
| | 49 | 195 | 1 | 8 | 35 | 2 | 24 | 19 | 15.211 | 19846.111 | 0.172 | -0.507 |
| Crane | 52 | 4 | 5 | 8 | 20 | 0 | 1 | 1 | 1.533 | 7500.000 | 0.238 | -0.328 |
| Crockett | 53 | 140 | 10 | 8 | 10 | 0 | 16 | 17 | 13.057 | 4634.000 | 0.770 | 1.115 |
| | 53 | 140 | 11 | 8 | 10 | 0 | 4 | 7 | 9.071 | 4727.500 | 0.447 | 0.239 |
| | 53 | 140 | 13 | 8 | 10 | 1 | 10 | 16 | 15.858 | 4540.000 | 0.609 | 0.678 |
| | 53 | 141 | 1 | 8 | 10 | 0 | 5 | 7 | 14.826 | 4687.143 | 0.276 | -0.226 |
| Culberson | 55 | 2 | 11 | 8 | 10 | 1 | 4 | 6 | 4.765 | 8630.000 | 0.400 | 0.110 |
| | 55 | 3 | 1 | 8 | 10 | 2 | 3 | 5 | 13.298 | 9177.778 | 0.112 | -0.671 |
| | 55 | 3 | 2 | 8 | 10 | 0 | 4 | 9 | 13.069 | 9220.000 | 0.205 | -0.420 |
| | 55 | 3 | 3 | 8 | 10 | 0 | 15 | 8 | 12.562 | 9222.222 | 0.189 | -0.462 |
| Dallas | 57 | 92 | 2 | 8 | 45 | 2 | 8 | 14 | . | . | . | . |
| | 57 | 442 | 2 | 8 | 353 | 0 | 1 | 4 | . | . | . | . |
| | 57 | 2374 | 3 | 8 | 20 | 0 | 2 | 3 | . | . | . | . |
| | 57 | 2374 | 7 | 8 | 635 | 1 | 13 | 8 | 0.999 | 66530.000 | 0.330 | -0.080 |
| Deaf Smith | 59 | 90 | 1 | 8 | 40 | 0 | 2 | 5 | 2.102 | 7900.000 | 0.825 | 1.265 |
| Denton | 61 | 81 | 13 | 8 | 354 | 0 | 7 | 17 | 8.087 | 18480.000 | 0.312 | -0.129 |
| | 61 | 195 | 2 | 8 | 35 | 0 | 13 | 20 | 6.893 | 24009.167 | 0.331 | -0.076 |
| | 61 | 196 | 1 | 8 | 353 | 0 | 6 | 14 | . | . | . | . |
| | 61 | 196 | 2 | 8 | 353 | 0 | 0 | 2 | . | . | . | . |
| Donely | 65 | 275 | 6 | 8 | 40 | 0 | 3 | 3 | 1.670 | 11000.000 | 0.447 | 0.240 |
| | 65 | 275 | 8 | 8 | 40 | 0 | 3 | 5 | 2.171 | 11500.000 | 0.549 | 0.515 |
| | 65 | 275 | 10 | 8 | 40 | 0 | 1 | 3 | 2.166 | 11100.000 | 0.342 | -0.047 |
| Eastland | 68 | 7 | 3 | 8 | 20 | 1 | 34 | 47 | 20.008 | 14227.333 | 0.452 | 0.253 |
| | 68 | 7 | 4 | 8 | 20 | 0 | 7 | 6 | 16.410 | 6098.261 | 0.164 | -0.530 |
| | 68 | 7 | 6 | 8 | 20 | 1 | 24 | 28 | 12.625 | 13311.765 | 0.456 | 0.264 |
| | 68 | 314 | 5 | 8 | 20 | 0 | 3 | 3 | 1.792 | 13610.000 | 0.337 | -0.060 |
| Ector | 69 | 4 | 6 | 8 | 20 | 0 | 9 | 5 | 8.252 | 7692.500 | 0.216 | -0.390 |
| | 69 | 4 | 7 | 8 | 20 | 1 | 23 | 33 | 6.138 | 6727.143 | 2.190 | 4.972 |
| | 69 | 5 | 13 | 8 | 20 | 0 | 0 | 1 | 1.023 | 12133.333 | 0.221 | -0.376 |
| Ellis | 71 | 48 | 4 | 8 | 353 | 1 | 10 | 12 | 11.372 | 26913.684 | 0.107 | -0.684 |

Table E.13. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Ellis | 71 | 48 | 8 | 8 | 353 | 0 | 32 | 46 | 18.540 | 22068.810 | 0.308 | -0.139 |
| | 71 | 92 | 3 | 8 | 45 | 0 | 20 | 27 | 5.529 | 25248.000 | 0.530 | 0.464 |
| | 71 | 92 | 4 | 8 | 45 | 2 | 34 | 40 | 10.083 | 23731.000 | 0.458 | 0.268 |
| | 71 | 92 | 5 | 8 | 45 | 0 | 6 | 8 | 7.810 | 21532.857 | 0.130 | -0.622 |
| | 71 | 442 | 3 | 8 | 353 | 1 | 7 | 14 | 3.791 | 28271.429 | 0.358 | -0.004 |
| El Paso | 72 | 2121 | 1 | 8 | 10 | 2 | 24 | 17 | 6.312 | 26773.636 | 0.276 | -0.227 |
| | 72 | 2121 | 4 | 8 | 10 | 0 | 32 | 32 | 14.594 | 12988.571 | 0.463 | 0.281 |
| | 72 | 2121 | 5 | 8 | 10 | 1 | 20 | 19 | 12.054 | 9840.000 | 0.439 | 0.216 |
| Erath | 73 | 314 | 4 | 8 | 20 | 1 | 2 | 3 | 5.877 | 13900.000 | 0.101 | -0.702 |
| Falls | 74 | 15 | 3 | 8 | 35 | 0 | 4 | 4 | 1.900 | 35000.000 | 0.165 | -0.528 |
| Fayette | 76 | 535 | 6 | 8 | 10 | 0 | 13 | 14 | 11.303 | 15564.545 | 0.218 | -0.384 |
| | 76 | 535 | 7 | 8 | 10 | 0 | 25 | 30 | 11.492 | 16283.333 | 0.439 | 0.217 |
| Franklin | 81 | 610 | 2 | 8 | 30 | 1 | 11 | 13 | 10.695 | 16436.667 | 0.203 | -0.425 |
| Freestone | 82 | 675 | 1 | 8 | 45 | 1 | 16 | 20 | 14.893 | 17887.636 | 0.206 | -0.417 |
| | 82 | 675 | 2 | 8 | 45 | 1 | 18 | 17 | 17.184 | 16070.000 | 0.169 | -0.518 |
| Frio | 83 | 17 | 6 | 8 | 35 | 0 | 7 | 9 | 16.984 | 11628.462 | 0.125 | -0.637 |
| | 83 | 17 | 7 | 8 | 35 | 1 | 11 | 8 | 18.787 | 10178.571 | 0.115 | -0.664 |
| Galveston | 85 | 500 | 1 | 8 | 45 | 0 | 8 | 12 | . | . | . | . |
| | 85 | 500 | 4 | 8 | 45 | 0 | 17 | 20 | . | . | . | . |
| Gillespie | 87 | 142 | 13 | 8 | 10 | 0 | 3 | 3 | 5.944 | 7100.000 | 0.195 | -0.447 |
| Gonzales | 90 | 535 | 4 | 8 | 10 | 1 | 9 | 11 | 10.546 | 15644.615 | 0.183 | -0.480 |
| | 90 | 535 | 5 | 8 | 10 | 0 | 11 | 12 | 11.590 | 15755.000 | 0.180 | -0.487 |
| Gray | 91 | 275 | 7 | 8 | 40 | 0 | 3 | 4 | 3.897 | 11115.000 | 0.253 | -0.288 |
| | 91 | 275 | 9 | 8 | 40 | 0 | 0 | 1 | 0.749 | 11100.000 | 0.330 | -0.081 |
| | 91 | 275 | 11 | 8 | 40 | 0 | 23 | 30 | 16.990 | 10642.667 | 0.455 | 0.259 |
| Gregg | 93 | 495 | 7 | 8 | 20 | 1 | 23 | 56 | 15.655 | 21855.833 | 0.448 | 0.242 |
| Guadalupe | 95 | 16 | 6 | 8 | 35 | 0 | 1 | 10 | 3.327 | 54000.000 | 0.152 | -0.562 |
| | 95 | 25 | 3 | 8 | 10 | 1 | 3 | 7 | 11.058 | 17840.000 | 0.097 | -0.712 |
| | 95 | 535 | 1 | 8 | 10 | 0 | 2 | 3 | 10.843 | 18130.400 | 0.042 | -0.862 |
| | 95 | 535 | 2 | 8 | 10 | 1 | 16 | 11 | 15.427 | 16128.667 | 0.121 | -0.647 |
| Hale | 96 | 67 | 4 | 8 | 27 | 0 | 4 | 8 | 9.960 | 6958.462 | 0.316 | -0.117 |
| | 96 | 67 | 5 | 8 | 27 | 0 | 2 | 8 | 11.449 | 7906.667 | 0.242 | -0.318 |

Table E.13. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Hale | 96 | 67 | 6 | 8 | 27 | 0 | 14 | 21 | 16.308 | 7623.714 | 0.463 | 0.281 |
| Harris | 102 | 110 | 5 | 8 | 45 | 3 | 77 | 88 | 2.478 | 89901.429 | 1.082 | 1.964 |
| | 102 | 110 | 6 | 8 | 45 | 0 | 1 | 2 | . | . | . | . |
| | 102 | 271 | 6 | 8 | 10 | 0 | 22 | 26 | . | . | . | . |
| | 102 | 271 | 7 | 8 | 10 | 0 | 14 | 23 | . | . | . | . |
| | 102 | 500 | 3 | 8 | 45 | 0 | 24 | 44 | . | . | . | . |
| | 102 | 508 | 1 | 8 | 10 | 2 | 47 | 65 | 4.330 | 40730.000 | 1.010 | 1.767 |
| Harrison | 103 | 495 | 8 | 8 | 20 | 0 | 10 | 22 | 16.891 | 20983.333 | 0.170 | -0.514 |
| | 103 | 495 | 9 | 8 | 20 | 0 | 2 | 6 | 6.856 | 19118.182 | 0.125 | -0.635 |
| | 103 | 495 | 10 | 8 | 20 | 2 | 26 | 18 | 15.454 | 19457.273 | 0.164 | -0.530 |
| Hays | 106 | 16 | 2 | 8 | 35 | 1 | 30 | 46 | 15.347 | 47682.174 | 0.172 | -0.508 |
| | 106 | 16 | 3 | 8 | 35 | 0 | 2 | 4 | 9.001 | 42435.000 | 0.029 | -0.898 |
| Hill | 110 | 14 | 7 | 8 | 35 | 0 | 7 | 17 | 12.597 | 24190.968 | 0.153 | -0.561 |
| | 110 | 14 | 23 | 8 | 354 | 0 | 12 | 14 | 14.327 | 13567.600 | 0.197 | -0.440 |
| | 110 | 48 | 9 | 8 | 353 | 0 | 11 | 16 | 7.910 | 19840.000 | 0.279 | -0.217 |
| Hopkins | 113 | 9 | 9 | 8 | 30 | 0 | 4 | 10 | 14.887 | 18345.556 | 0.100 | -0.703 |
| | 113 | 10 | 2 | 8 | 30 | 0 | 3 | 9 | 10.719 | 17860.833 | 0.129 | -0.626 |
| | 113 | 610 | 1 | 8 | 30 | 0 | 1 | 3 | 7.922 | 16998.182 | 0.061 | -0.810 |
| Howard | 115 | 5 | 5 | 8 | 20 | 1 | 4 | 11 | 14.630 | 9187.778 | 0.224 | -0.367 |
| | 115 | 5 | 6 | 8 | 20 | 2 | 8 | 12 | 18.941 | 9508.182 | 0.183 | -0.480 |
| Hudspeth | 116 | 2 | 5 | 8 | 10 | 0 | 12 | 16 | 9.154 | 9500.000 | 0.504 | 0.394 |
| | 116 | 2 | 6 | 8 | 10 | 2 | 22 | 24 | 11.132 | 9480.000 | 0.623 | 0.717 |
| | 116 | 2 | 7 | 8 | 10 | 1 | 10 | 10 | 8.168 | 9252.000 | 0.363 | 0.009 |
| | 116 | 2 | 8 | 8 | 10 | 1 | 9 | 10 | 9.704 | 9304.833 | 0.303 | -0.152 |
| | 116 | 2 | 9 | 8 | 10 | 0 | 16 | 15 | 9.045 | 9320.000 | 0.487 | 0.349 |
| | 116 | 2 | 10 | 8 | 10 | 1 | 5 | 8 | 9.443 | 8734.286 | 0.266 | -0.254 |
| | 116 | 2121 | 6 | 8 | 10 | 2 | 24 | 26 | 16.915 | 9500.000 | 0.443 | 0.228 |
| Hunt | 117 | 9 | 13 | 8 | 30 | 1 | 40 | 59 | 29.800 | 23703.929 | 0.229 | -0.354 |
| Jeff Davis | 123 | 3 | 4 | 8 | 10 | 1 | 6 | 16 | 7.005 | 9300.000 | 0.673 | 0.852 |
| Jefferson | 124 | 739 | 2 | 8 | 10 | 1 | 15 | 17 | 14.712 | 28712.105 | 0.110 | -0.676 |
| Johnson | 127 | 14 | 3 | 8 | 354 | 0 | 16 | 33 | 12.011 | 23241.579 | 0.324 | -0.096 |
| | 127 | 14 | 4 | 8 | 354 | 1 | 14 | 10 | 8.237 | 16193.333 | 0.205 | -0.418 |

Table E.13. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Johnson | 127 | 14 | 22 | 8 | 354 | 0 | 13 | 6 | 2.894 | 14484.444 | 0.392 | 0.090 |
| Kaufman | 130 | 95 | 14 | 8 | 20 | 0 | 10 | 18 | 12.929 | 15334.545 | 0.249 | -0.300 |
| | 130 | 495 | 1 | 8 | 20 | 0 | 12 | 21 | 18.415 | 26830.698 | 0.116 | -0.659 |
| Kendall | 131 | 72 | 5 | 8 | 10 | 0 | 10 | 16 | 14.129 | 14147.059 | 0.219 | -0.380 |
| | 131 | 72 | 6 | 8 | 10 | 2 | 12 | 16 | 6.892 | 18292.500 | 0.348 | -0.031 |
| | 131 | 142 | 15 | 8 | 10 | 0 | 0 | 4 | 1.948 | 9848.000 | 0.571 | 0.576 |
| Kerr | 133 | 142 | 2 | 8 | 10 | 0 | 3 | 7 | 9.209 | 6550.000 | 0.318 | -0.112 |
| | 133 | 142 | 12 | 8 | 10 | 0 | 10 | 11 | 6.076 | 6673.333 | 0.743 | 1.043 |
| | 133 | 142 | 14 | 8 | 10 | 1 | 15 | 32 | 22.312 | 8864.615 | 0.443 | 0.228 |
| Kimble | 134 | 141 | 8 | 8 | 10 | 2 | 0 | 4 | 9.877 | 4336.667 | 0.256 | -0.281 |
| | 134 | 141 | 9 | 8 | 10 | 0 | 5 | 11 | 13.056 | 4698.462 | 0.491 | 0.359 |
| | 134 | 142 | 1 | 8 | 10 | 5 | 13 | 24 | 21.022 | 6906.800 | 0.453 | 0.254 |
| LaSalle | 142 | 17 | 8 | 8 | 35 | 1 | 6 | 5 | . | . | . | . |
| | 142 | 18 | 1 | 8 | 35 | 6 | 5 | 6 | . | . | . | . |
| | 142 | 18 | 2 | 8 | 35 | 0 | 11 | 6 | . | . | . | . |
| Leon | 145 | 675 | 3 | 8 | 45 | 0 | 10 | 23 | 16.790 | 16118.333 | 0.233 | -0.343 |
| | 145 | 675 | 4 | 8 | 45 | 2 | 11 | 11 | 11.783 | 16190.000 | 0.158 | -0.547 |
| Live Oak | 149 | 73 | 7 | 8 | 37 | 0 | 18 | 23 | 11.105 | 12491.429 | 0.454 | 0.258 |
| | 149 | 74 | 1 | 8 | 37 | 1 | 12 | 8 | 15.402 | 9416.667 | 0.151 | -0.565 |
| | 149 | 74 | 2 | 8 | 37 | 2 | 20 | 18 | 17.806 | 9609.091 | 0.288 | -0.193 |
| Lubbock | 152 | 67 | 7 | 8 | 27 | 1 | 4 | 15 | 12.344 | 9966.250 | 0.334 | -0.068 |
| Madison | 154 | 675 | 5 | 8 | 45 | 0 | 30 | 33 | 18.630 | 17262.000 | 0.281 | -0.212 |
| Martin | 156 | 5 | 4 | 8 | 20 | 0 | 21 | 27 | 13.467 | 9643.000 | 0.570 | 0.572 |
| McLennan | 161 | 14 | 8 | 8 | 35 | 0 | 18 | 37 | 10.423 | 35864.615 | 0.271 | -0.239 |
| | 161 | 14 | 9 | 8 | 35 | 1 | 5 | 8 | 0.223 | 38750.000 | 2.536 | 5.914 |
| | 161 | 15 | 1 | 8 | 35 | 1 | 19 | 28 | 5.445 | 37782.727 | 0.373 | 0.037 |
| | 161 | 15 | 2 | 8 | 35 | 1 | 9 | 12 | 4.260 | 36635.556 | 0.211 | -0.404 |
| Medina | 163 | 17 | 5 | 8 | 35 | 0 | 16 | 33 | 12.620 | 13230.000 | 0.542 | 0.495 |
| Midland | 165 | 5 | 14 | 8 | 20 | 0 | 17 | 26 | 9.333 | 13595.000 | 0.561 | 0.549 |
| | 165 | 5 | 15 | 8 | 20 | 0 | 5 | 12 | 10.779 | 9462.500 | 0.322 | -0.100 |
| Mitchell | 168 | 5 | 7 | 8 | 20 | 0 | 1 | 4 | 9.328 | 8983.333 | 0.131 | -0.621 |
| | 168 | 5 | 8 | 8 | 20 | 0 | 8 | 11 | 11.848 | 9041.667 | 0.281 | -0.212 |

Table E.13. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Mitchell | 168 | 6 | 1 | 8 | 20 | 0 | 3 | 7 | 10.878 | 9566.667 | 0.184 | -0.475 |
| Montgomery | 170 | 110 | 4 | 8 | 45 | 1 | 45 | 89 | 12.714 | 57734.348 | 0.332 | -0.073 |
| | 170 | 675 | 8 | 8 | 45 | 3 | 19 | 25 | 16.594 | 47382.083 | 0.087 | -0.739 |
| Morris | 172 | 610 | 4 | 8 | 30 | 0 | 10 | 3 | 7.277 | 14836.667 | 0.076 | -0.769 |
| Navarro | 175 | 92 | 6 | 8 | 45 | 1 | 10 | 22 | 13.226 | 21961.364 | 0.208 | -0.412 |
| | 175 | 93 | 1 | 8 | 45 | 0 | 6 | 5 | 10.970 | 20913.158 | 0.060 | -0.814 |
| | 175 | 166 | 1 | 8 | 45 | 0 | 5 | 7 | 6.591 | 17870.000 | 0.163 | -0.533 |
| Nolan | 177 | 6 | 2 | 8 | 20 | 0 | 17 | 17 | 15.820 | 11971.875 | 0.246 | -0.308 |
| | 177 | 6 | 3 | 8 | 20 | 0 | 13 | 19 | 16.160 | 14470.000 | 0.223 | -0.371 |
| Nueces | 178 | 74 | 6 | 8 | 37 | 0 | 2 | 1 | | | | |
| Oldham | 180 | 90 | 2 | 8 | 40 | 1 | 12 | 14 | 14.570 | 7900.000 | 0.333 | -0.071 |
| | 180 | 90 | 3 | 8 | 40 | 0 | 19 | 20 | 19.726 | 7911.176 | 0.351 | -0.022 |
| | 180 | 90 | 4 | 8 | 40 | 0 | 13 | 21 | 15.040 | 8358.462 | 0.458 | 0.268 |
| Orange | 181 | 28 | 9 | 8 | 10 | 2 | 20 | 24 | 5.651 | 56193.333 | 0.207 | -0.413 |
| | 181 | 28 | 11 | 8 | 10 | 1 | 5 | 8 | 13.068 | 31596.800 | 0.053 | -0.832 |
| | 181 | 28 | 14 | 8 | 10 | 0 | 5 | 3 | 6.690 | 29781.765 | 0.041 | -0.864 |
| Palo Pinto | 182 | 314 | 2 | 8 | 20 | 0 | 9 | 13 | 9.498 | 14540.000 | 0.258 | -0.275 |
| | 182 | 314 | 3 | 8 | 20 | 0 | 5 | 11 | 11.262 | 13940.000 | 0.192 | -0.454 |
| Parker | 184 | 8 | 3 | 8 | 20 | 0 | 13 | 25 | 16.376 | 27016.250 | 0.155 | -0.555 |
| | 184 | 314 | 1 | 8 | 20 | 0 | 10 | 13 | 11.887 | 16211.250 | 0.185 | -0.474 |
| | 184 | 314 | 7 | 8 | 20 | 0 | 5 | 10 | 12.346 | 24869.677 | 0.089 | -0.733 |
| | 184 | 1068 | 5 | 8 | 30 | 0 | 4 | 3 | 1.138 | 37280.000 | 0.194 | -0.449 |
| Pecos | 186 | 140 | 1 | 8 | 10 | 0 | 7 | 13 | 15.142 | 3584.375 | 0.656 | 0.807 |
| | 186 | 140 | 2 | 8 | 10 | 0 | 5 | 14 | 12.237 | 3427.143 | 0.915 | 1.509 |
| | 186 | 140 | 3 | 8 | 10 | 1 | 10 | 14 | 12.224 | 3235.455 | 0.970 | 1.659 |
| | 186 | 140 | 4 | 8 | 10 | 0 | 0 | 5 | 10.932 | 4181.250 | 0.300 | -0.162 |
| | 186 | 140 | 5 | 8 | 10 | 0 | 2 | 5 | 10.370 | 4360.000 | 0.303 | -0.153 |
| | 186 | 140 | 6 | 8 | 10 | 1 | 2 | 5 | 7.911 | 4371.250 | 0.396 | 0.100 |
| | 186 | 441 | 7 | 8 | 10 | 0 | 11 | 9 | 24.552 | 4218.571 | 0.238 | -0.329 |
| | 186 | 441 | 8 | 8 | 10 | 0 | 3 | 6 | 7.117 | 4384.545 | 0.527 | 0.455 |
| Potter | 188 | 90 | 5 | 8 | 40 | 0 | 12 | 27 | 10.967 | 9795.714 | 0.689 | 0.895 |
| | 188 | 275 | 1 | 8 | 40 | 0 | 6 | 10 | 3.945 | 12376.667 | 0.561 | 0.549 |

Table E.13. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|--------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Randall | 191 | 67 | 17 | 8 | 27 | 0 | 8 | 14 | 20.627 | 5992.500 | 0.310 | -0.133 |
| | 191 | 168 | 9 | 8 | 27 | 1 | 10 | 23 | 8.974 | 18192.000 | 0.386 | 0.073 |
| Reeves | 195 | 3 | 5 | 8 | 20 | 0 | 3 | 5 | 8.928 | 5180.000 | 0.296 | -0.171 |
| | 195 | 3 | 6 | 8 | 20 | 0 | 10 | 10 | 23.093 | 5230.909 | 0.227 | -0.360 |
| | 195 | 3 | 7 | 8 | 20 | 1 | 24 | 13 | 16.199 | 5501.176 | 0.400 | 0.110 |
| | 195 | 441 | 5 | 8 | 10 | 0 | 4 | 5 | 13.953 | 3904.167 | 0.251 | -0.293 |
| | 195 | 441 | 6 | 8 | 10 | 1 | 7 | 6 | 6.431 | 4200.000 | 0.609 | 0.678 |
| | 195 | 441 | 9 | 8 | 10 | 0 | 4 | 12 | 20.918 | 4413.333 | 0.356 | -0.008 |
| Rockwall | 199 | 9 | 12 | 8 | 30 | 0 | 3 | 4 | 8.039 | 27657.778 | 0.049 | -0.842 |
| San Patricio | 205 | 74 | 3 | 8 | 37 | 0 | 9 | 7 | 5.493 | 10166.667 | 0.343 | -0.043 |
| | 205 | 74 | 4 | 8 | 37 | 0 | 0 | 1 | 3.560 | 10993.333 | 0.070 | -0.786 |
| | 205 | 74 | 5 | 8 | 37 | 1 | 13 | 18 | 13.918 | 14325.455 | 0.247 | -0.304 |
| Smith | 212 | 495 | 4 | 8 | 20 | 0 | 28 | 46 | 13.160 | 22688.125 | 0.422 | 0.171 |
| | 212 | 495 | 5 | 8 | 20 | 2 | 32 | 45 | 14.697 | 19088.333 | 0.439 | 0.218 |
| | 212 | 495 | 6 | 8 | 20 | 1 | 14 | 19 | 8.342 | 21160.000 | 0.295 | -0.175 |
| Sutton | 218 | 141 | 2 | 8 | 10 | 0 | 14 | 9 | 10.200 | 5100.000 | 0.474 | 0.312 |
| | 218 | 141 | 3 | 8 | 10 | 0 | 8 | 12 | 9.691 | 4692.000 | 0.723 | 0.988 |
| | 218 | 141 | 4 | 8 | 10 | 0 | 15 | 18 | 7.673 | 4248.571 | 1.513 | 3.134 |
| | 218 | 141 | 5 | 8 | 10 | 1 | 6 | 7 | 10.492 | 4270.000 | 0.428 | 0.187 |
| | 218 | 141 | 6 | 8 | 10 | 0 | 0 | 4 | 9.224 | 4262.143 | 0.279 | -0.219 |
| | 218 | 141 | 7 | 8 | 10 | 0 | 6 | 8 | 6.569 | 4260.000 | 0.783 | 1.152 |
| Swisher | 219 | 67 | 2 | 8 | 27 | 1 | 10 | 11 | 15.616 | 5812.143 | 0.332 | -0.074 |
| | 219 | 67 | 3 | 8 | 27 | 1 | 9 | 13 | 15.800 | 6158.000 | 0.366 | 0.019 |
| Tarrant | 220 | 8 | 14 | 8 | 820 | 0 | 2 | 9 | . | . | . | . |
| | 220 | 8 | 16 | 8 | 20 | 0 | 0 | 3 | . | . | . | . |
| Taylor | 221 | 6 | 4 | 8 | 20 | 0 | 10 | 17 | 13.482 | 15495.000 | 0.223 | -0.370 |
| | 221 | 6 | 5 | 8 | 20 | 0 | 3 | 11 | 2.269 | 17530.000 | 0.758 | 1.082 |
| | 221 | 6 | 6 | 8 | 20 | 0 | 0 | 1 | 0.209 | 17870.000 | 0.734 | 1.017 |
| Titus | 225 | 610 | 3 | 8 | 30 | 0 | 9 | 13 | 20.530 | 15567.037 | 0.111 | -0.673 |
| Travis | 227 | 15 | 10 | 8 | 35 | 0 | 17 | 31 | 0.302 | 82920.000 | 3.392 | 8.238 |
| Van Zandt | 234 | 495 | 2 | 8 | 20 | 0 | 17 | 27 | 13.958 | 25122.333 | 0.211 | -0.403 |
| | 234 | 495 | 3 | 8 | 20 | 2 | 33 | 39 | 16.256 | 22200.000 | 0.296 | -0.171 |

Table E.13. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Walker | 236 | 675 | 6 | 8 | 45 | 0 | 27 | 18 | 16.887 | 19640.000 | 0.149 | -0.572 |
| | 236 | 675 | 7 | 8 | 45 | 0 | 17 | 24 | 15.989 | 23753.895 | 0.173 | -0.505 |
| Waller | 237 | 271 | 4 | 8 | 10 | 0 | 17 | 22 | 11.095 | 32873.333 | 0.165 | -0.527 |
| Ward | 238 | 4 | 2 | 8 | 20 | 0 | 8 | 12 | 16.388 | 5657.273 | 0.355 | -0.012 |
| | 238 | 4 | 4 | 8 | 20 | 1 | 17 | 23 | 24.180 | 6150.000 | 0.424 | 0.175 |
| Webb | 240 | 18 | 3 | 8 | 35 | 0 | 7 | 8 | . | . | . | . |
| | 240 | 18 | 4 | 8 | 35 | 1 | 2 | 4 | . | . | . | . |
| | 240 | 18 | 5 | 8 | 35 | 0 | 9 | 12 | . | . | . | . |
| Wheeler | 242 | 275 | 12 | 8 | 40 | 2 | 15 | 32 | 16.444 | 9490.000 | 0.562 | 0.550 |
| | 242 | 275 | 13 | 8 | 40 | 0 | 10 | 22 | 14.115 | 9184.444 | 0.465 | 0.287 |
| Wichita | 243 | 156 | 7 | 8 | 44 | 0 | 2 | 2 | 7.770 | 11618.421 | 0.061 | -0.811 |
| Williamson | 246 | 15 | 8 | 8 | 35 | 1 | 8 | 21 | 17.214 | 40291.333 | 0.083 | -0.750 |
| | 246 | 15 | 9 | 8 | 35 | 0 | 0 | 1 | 10.268 | 62773.077 | 0.004 | -0.964 |

Table E.14. Single-Vehicle Non-Interstate Accident Data with Totals and Standardized Scores by County and Control Section (1993)

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Anderson | 1 | 108 | 7 | 2 | 19 | 0 | 0 | 1 | 3.550 | 6333.333 | 0.122 | -0.285 |
| | 1 | 109 | 1 | 1 | 287 | 0 | 1 | 1 | 2.310 | 14371.429 | 0.083 | -0.307 |
| | 1 | 198 | 3 | 1 | 175 | 0 | 0 | 1 | 0.889 | 4900.000 | 0.629 | 0.002 |
| | 1 | 520 | 8 | 2 | 155 | 0 | 4 | 7 | 11.367 | 5808.333 | 0.290 | -0.190 |
| Andrews | 2 | 228 | 4 | 1 | 385 | 0 | 1 | 2 | 13.756 | 3652.941 | 0.109 | -0.292 |
| | 2 | 228 | 5 | 1 | 385 | 0 | 2 | 4 | 17.741 | 7142.857 | 0.086 | -0.305 |
| | 2 | 548 | 1 | 2 | 115 | 0 | 0 | 1 | 1.200 | 4780.000 | 0.478 | -0.084 |
| Angelina | 3 | 176 | 2 | 1 | 59 | 0 | 13 | 20 | 9.346 | 17600.000 | 0.333 | -0.166 |
| | 3 | 176 | 3 | 1 | 59 | 0 | 10 | 11 | 14.616 | 23662.500 | 0.087 | -0.305 |
| | 3 | 199 | 4 | 1 | 69 | 0 | 9 | 13 | 13.057 | 8436.364 | 0.323 | -0.171 |
| | 3 | 200 | 1 | 1 | 69 | 1 | 2 | 6 | 10.718 | 10604.545 | 0.145 | -0.272 |
| | 3 | 319 | 4 | 2 | 94 | 0 | 0 | 1 | 7.196 | 11686.957 | 0.033 | -0.336 |
| | 3 | 336 | 3 | 2 | 103 | 0 | 0 | 1 | 3.493 | 7600.000 | 0.103 | -0.296 |
| | 3 | 336 | 5 | 2 | 103 | 0 | 2 | 3 | 2.776 | 9122.222 | 0.325 | -0.170 |
| Aransas | 4 | 180 | 4 | 2 | 35 | 0 | 2 | 6 | 3.411 | 12875.000 | 0.374 | -0.142 |
| | 4 | 180 | 5 | 2 | 35 | 0 | 1 | 6 | 2.032 | 10550.000 | 0.767 | 0.080 |
| Archer | 5 | 156 | 5 | 1 | 82 | 0 | 0 | 1 | 1.430 | 4400.000 | 0.435 | -0.108 |
| | 5 | 249 | 2 | 1 | 281 | 0 | 3 | 2 | 1.977 | 5600.000 | 0.495 | -0.074 |
| Armstrong | 6 | 42 | 3 | 1 | 287 | 0 | 4 | 5 | 15.373 | 6943.750 | 0.128 | -0.281 |
| | 6 | 42 | 4 | 1 | 287 | 0 | 9 | 9 | 11.308 | 7300.000 | 0.299 | -0.185 |
| | 6 | 42 | 5 | 1 | 287 | 2 | 8 | 7 | 6.003 | 6900.000 | 0.463 | -0.092 |
| Atascosa | 7 | 73 | 3 | 1 | 281 | 0 | 5 | 6 | 12.939 | 4233.333 | 0.300 | -0.184 |
| | 7 | 73 | 4 | 1 | 281 | 0 | 0 | 1 | 4.966 | 2800.000 | 0.197 | -0.243 |
| | 7 | 328 | 3 | 2 | 97 | 0 | 0 | 1 | 3.150 | 3500.000 | 0.249 | -0.214 |
| | 7 | 328 | 4 | 2 | 97 | 0 | 1 | 3 | 4.561 | 10177.778 | 0.177 | -0.254 |
| | 7 | 613 | 2 | 2 | 16 | 2 | 9 | 7 | 9.040 | 5487.500 | 0.387 | -0.135 |
| Austin | 8 | 187 | 3 | 2 | 36 | 0 | 0 | 2 | 3.167 | 9053.333 | 0.191 | -0.246 |
| Bailey | 9 | 52 | 2 | 1 | 70 | 0 | 8 | 4 | 11.484 | 6808.333 | 0.140 | -0.275 |
| | 9 | 52 | 3 | 1 | 84 | 0 | 8 | 6 | 8.291 | 4466.667 | 0.444 | -0.103 |
| Bastrop | 11 | 114 | 4 | 1 | 290 | 0 | 5 | 5 | 7.136 | 12694.444 | 0.151 | -0.269 |
| | 11 | 114 | 5 | 1 | 290 | 0 | 2 | 7 | 8.892 | 7327.273 | 0.294 | -0.188 |
| | 11 | 114 | 6 | 1 | 290 | 0 | 8 | 12 | 8.548 | 6836.364 | 0.563 | -0.036 |

Table E.14. Continued

| County | | Control | Control | Highway | Highway | Number | | | Control | Mean | Acc | Normalized |
|---------|-----|---------|---------|---------|---------|------------|----------|-----------|---------|-----------|-------|---------------|
| Name | No. | Number | Section | Type | Number | Fatalities | Injuries | Accidents | Length | ADT | MVM | Accident Data |
| Bastrop | 11 | 265 | 3 | 2 | 71 | 0 | 5 | 9 | 8.149 | 17075.000 | 0.177 | -0.254 |
| | 11 | 265 | 4 | 2 | 21 | 0 | 5 | 15 | 5.892 | 21116.667 | 0.330 | -0.167 |
| | 11 | 265 | 5 | 2 | 71 | 0 | 10 | 13 | 12.627 | 12100.000 | 0.233 | -0.222 |
| | 11 | 265 | 6 | 2 | 71 | 0 | 4 | 6 | 3.632 | 7766.667 | 0.583 | -0.024 |
| | 11 | 265 | 13 | 3 | 230 | 0 | 2 | 1 | 3.485 | 4512.500 | 0.174 | -0.256 |
| | 11 | 321 | 3 | 2 | 95 | 0 | 2 | 3 | 4.480 | 4700.000 | 0.390 | -0.133 |
| | 11 | 472 | 1 | 2 | 21 | 0 | 4 | 8 | 12.110 | 4053.846 | 0.446 | -0.102 |
| Baylor | 12 | 156 | 6 | 1 | 183 | 0 | 1 | 1 | 0.612 | 7425.000 | 0.603 | -0.013 |
| | 12 | 157 | 1 | 1 | 183 | 0 | 0 | 1 | 1.170 | 4077.778 | 0.574 | -0.029 |
| Bee | 13 | 100 | 8 | 1 | 181 | 2 | 0 | 4 | 10.858 | 4520.000 | 0.223 | -0.228 |
| | 13 | 101 | 1 | 1 | 181 | 0 | 2 | 5 | 7.284 | 5840.000 | 0.322 | -0.172 |
| | 13 | 447 | 3 | 2 | 202 | 0 | 1 | 2 | 5.206 | 2838.333 | 0.371 | -0.144 |
| Bell | 14 | 184 | 2 | 2 | 36 | 0 | 1 | 1 | 0.293 | 8300.000 | 1.127 | 0.283 |
| | 14 | 231 | 3 | 1 | 190 | 0 | 14 | 22 | . | . | . | . |
| | 14 | 231 | 4 | 1 | 190 | 1 | 18 | 24 | 6.841 | 30777.778 | 0.312 | -0.177 |
| | 14 | 231 | 7 | 3 | 172 | 0 | 0 | 6 | . | . | . | . |
| | 14 | 231 | 10 | 16 | 190 | 0 | 10 | 6 | . | . | . | . |
| | 14 | 231 | 16 | 5 | 436 | 0 | 1 | 1 | . | . | . | . |
| Bexar | 15 | 16 | 8 | 3 | 368 | 0 | 1 | 1 | . | . | . | . |
| | 15 | 24 | 7 | 1 | 90 | 0 | 5 | 5 | 5.005 | 15100.000 | 0.181 | -0.252 |
| | 15 | 72 | 8 | 3 | 345 | 0 | 11 | 10 | . | . | . | . |
| | 15 | 73 | 2 | 1 | 281 | 0 | 7 | 11 | 7.432 | 5287.500 | 0.767 | 0.080 |
| | 15 | 100 | 2 | 1 | 181 | 0 | 4 | 7 | 5.930 | 10500.000 | 0.308 | -0.180 |
| | 15 | 143 | 1 | 1 | 87 | 1 | 2 | 5 | 4.534 | 12316.667 | 0.245 | -0.215 |
| | 15 | 143 | 2 | 1 | 87 | 0 | 3 | 5 | 5.330 | 8175.000 | 0.314 | -0.176 |
| | 15 | 253 | 4 | 1 | 281 | 1 | 3 | 10 | . | . | . | . |
| | 15 | 291 | 9 | 2 | 16 | 0 | 7 | 8 | 9.207 | 4775.000 | 0.499 | -0.072 |
| | 15 | 291 | 10 | 2 | 16 | 1 | 4 | 7 | 2.301 | 8840.000 | 0.943 | 0.179 |
| | 15 | 521 | 3 | 3 | 13 | 2 | 5 | 9 | . | . | . | . |
| | 15 | 613 | 1 | 2 | 16 | 1 | 6 | 7 | 9.400 | 9842.857 | 0.207 | -0.237 |
| | 15 | 658 | 1 | 5 | 1535 | 0 | 3 | 4 | . | . | . | . |
| | 15 | 2104 | 2 | 5 | 3487 | 0 | 0 | 1 | . | . | . | . |

Table E.14. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Bexar | 15 | 2452 | 3 | 3 | 1604 | 0 | 4 | 4 | . | . | . | . |
| Blanco | 16 | 113 | 3 | 1 | 290 | 2 | 2 | 4 | 6.861 | 3950.000 | 0.404 | -0.125 |
| | 16 | 113 | 4 | 1 | 290 | 0 | 1 | 2 | 4.078 | 4650.000 | 0.289 | -0.191 |
| | 16 | 113 | 5 | 1 | 281 | 1 | 1 | 5 | 5.502 | 6825.000 | 0.365 | -0.148 |
| | 16 | 113 | 6 | 1 | 290 | 0 | 2 | 2 | 6.618 | 2900.000 | 0.286 | -0.193 |
| | 16 | 252 | 3 | 1 | 281 | 0 | 8 | 9 | 14.973 | 4630.000 | 0.356 | -0.153 |
| | 16 | 700 | 2 | 2 | 71 | 1 | 1 | 2 | 0.888 | 4400.000 | 1.402 | 0.439 |
| Bowie | 19 | 10 | 11 | 1 | 67 | 1 | 0 | 1 | 4.578 | 1562.500 | 0.383 | -0.137 |
| | 19 | 46 | 6 | 1 | 82 | 0 | 1 | 1 | 4.189 | 11638.095 | 0.056 | -0.322 |
| | 19 | 217 | 1 | 1 | 59 | 0 | 1 | 1 | 3.948 | 10685.714 | 0.065 | -0.317 |
| | 19 | 218 | 1 | 1 | 59 | 0 | 8 | 6 | 10.958 | 13892.593 | 0.108 | -0.293 |
| | 19 | 1231 | 1 | 5 | 989 | 0 | 0 | 3 | 4.732 | 7380.000 | 0.235 | -0.221 |
| Brazoria | 20 | 111 | 4 | 5 | 521 | 0 | 3 | 6 | 3.030 | 4300.000 | 1.262 | 0.360 |
| | 20 | 111 | 7 | 17 | 288 | 0 | 4 | 2 | 5.462 | 13016.667 | 0.077 | -0.310 |
| | 20 | 111 | 8 | 17 | 288 | 0 | 3 | 7 | 11.070 | 18159.375 | 0.095 | -0.300 |
| | 20 | 111 | 9 | 17 | 288 | 0 | 1 | 2 | 8.096 | 9100.000 | 0.074 | -0.312 |
| | 20 | 178 | 2 | 2 | 35 | 1 | 2 | 5 | 5.801 | 18850.000 | 0.125 | -0.283 |
| | 20 | 178 | 4 | 3 | 558 | 0 | 0 | 1 | 0.499 | 2100.000 | 2.614 | 1.125 |
| | 20 | 179 | 2 | 2 | 35 | 0 | 1 | 2 | 0.896 | 9920.000 | 0.616 | -0.005 |
| | 20 | 188 | 3 | 2 | 36 | 0 | 1 | 1 | 0.793 | 7533.333 | 0.459 | -0.095 |
| | 20 | 188 | 4 | 2 | 36 | 0 | 2 | 4 | 3.044 | 10433.333 | 0.345 | -0.159 |
| | 20 | 188 | 6 | 2 | 36 | 0 | 1 | 1 | 1.936 | 8600.000 | 0.165 | -0.261 |
| | 20 | 192 | 3 | 2 | 6 | 0 | 2 | 2 | 3.242 | 12350.000 | 0.137 | -0.277 |
| | 20 | 598 | 2 | 2 | 288 | 1 | 12 | 15 | 17.088 | 17357.895 | 0.139 | -0.276 |
| | 20 | 598 | 3 | 2 | 288 | 0 | 2 | 6 | 13.807 | 11539.130 | 0.103 | -0.296 |
| | 20 | 598 | 4 | 2 | 288 | 0 | 4 | 4 | 7.443 | 7840.000 | 0.188 | -0.248 |
| | 20 | 976 | 2 | 5 | 518 | 0 | 2 | 2 | . | . | . | . |
| | 20 | 1003 | 1 | 5 | 523 | 0 | 1 | 1 | 2.286 | 5685.714 | 0.211 | -0.235 |
| 20 | 3416 | 1 | 5 | 518 | 0 | 1 | 1 | 0.051 | 15900.000 | 3.379 | 1.557 | |
| Brazos | 21 | 49 | 9 | 1 | 190 | 0 | 4 | 5 | 2.667 | 11242.857 | 0.457 | -0.096 |
| | 21 | 49 | 12 | 2 | 6 | 0 | 1 | 2 | . | . | . | . |
| | 21 | 50 | 2 | 2 | 6 | 0 | 11 | 21 | 12.247 | 13850.000 | 0.339 | -0.162 |

Table E.14. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Brazos | 21 | 116 | 4 | 2 | 21 | 0 | 1 | 9 | 5.289 | 10623.077 | 0.439 | -0.106 |
| | 21 | 117 | 1 | 1 | 190 | 0 | 0 | 1 | 0.591 | 8800.000 | 0.527 | -0.056 |
| | 21 | 212 | 3 | 5 | 158 | 0 | 0 | 3 | 3.371 | 6650.000 | 0.367 | -0.147 |
| Brewster | 22 | 21 | 3 | 1 | 90 | 1 | 0 | 1 | 0.772 | 520.000 | 6.825 | 3.507 |
| Brooks | 24 | 102 | 7 | 2 | 285 | 0 | 0 | 1 | 1.361 | 5100.000 | 0.395 | -0.131 |
| | 24 | 255 | 3 | 1 | 281 | 0 | 1 | 2 | 2.511 | 10071.429 | 0.217 | -0.232 |
| | 24 | 255 | 5 | 1 | 281 | 0 | 9 | 7 | 8.155 | 6566.667 | 0.358 | -0.151 |
| | 24 | 482 | 3 | 2 | 285 | 0 | 1 | 1 | 0.667 | 4800.000 | 0.856 | 0.130 |
| Brown | 25 | 54 | 6 | 1 | 67 | 0 | 8 | 12 | 13.664 | 7283.333 | 0.330 | -0.167 |
| | 25 | 54 | 7 | 1 | 84 | 0 | 5 | 8 | 13.036 | 8465.625 | 0.199 | -0.242 |
| | 25 | 79 | 1 | 1 | 67 | 2 | 3 | 6 | 13.075 | 6429.412 | 0.196 | -0.243 |
| | 25 | 128 | 1 | 1 | 377 | 0 | 2 | 3 | 5.733 | 12033.333 | 0.119 | -0.287 |
| Burleson | 26 | 116 | 3 | 2 | 21 | 0 | 5 | 19 | 11.112 | 8966.667 | 0.522 | -0.059 |
| | 26 | 186 | 3 | 2 | 36 | 1 | 0 | 1 | 1.483 | 7500.000 | 0.246 | -0.215 |
| | 26 | 186 | 4 | 2 | 36 | 0 | 0 | 2 | 1.889 | 5700.000 | 0.509 | -0.066 |
| Burnet | 27 | 150 | 5 | 2 | 29 | 1 | 12 | 14 | 10.351 | 6590.909 | 0.562 | -0.036 |
| | 27 | 151 | 1 | 2 | 29 | 0 | 5 | 7 | 10.392 | 8350.000 | 0.221 | -0.229 |
| | 27 | 151 | 2 | 2 | 29 | 0 | 4 | 5 | 4.175 | 6375.000 | 0.515 | -0.063 |
| | 27 | 251 | 7 | 1 | 281 | 0 | 4 | 3 | 11.841 | 2916.667 | 0.238 | -0.219 |
| | 27 | 251 | 8 | 1 | 281 | 0 | 4 | 3 | 7.876 | 4828.571 | 0.216 | -0.232 |
| | 27 | 252 | 1 | 1 | 281 | 1 | 5 | 9 | 13.394 | 9540.000 | 0.193 | -0.245 |
| | 27 | 252 | 2 | 1 | 281 | 0 | 2 | 3 | 7.239 | 8100.000 | 0.140 | -0.275 |
| | 27 | 273 | 2 | 1 | 183 | 0 | 8 | 6 | 10.815 | 2486.667 | 0.611 | -0.008 |
| | 27 | 273 | 3 | 1 | 183 | 0 | 8 | 7 | 9.768 | 2300.000 | 0.854 | 0.129 |
| | 27 | 700 | 1 | 2 | 71 | 0 | 3 | 5 | 11.005 | 4140.000 | 0.301 | -0.184 |
| | 27 | 1378 | 4 | 5 | 1431 | 0 | 8 | 16 | 11.735 | 8041.667 | 0.465 | -0.091 |
| Caldwell | 28 | 152 | 2 | 1 | 183 | 2 | 19 | 23 | 11.900 | 10036.364 | 0.528 | -0.056 |
| | 28 | 152 | 3 | 1 | 183 | 1 | 1 | 5 | 13.469 | 7281.818 | 0.140 | -0.275 |
| | 28 | 153 | 1 | 1 | 183 | 0 | 0 | 1 | 0.296 | 4000.000 | 2.314 | 0.955 |
| | 28 | 286 | 2 | 2 | 80 | 0 | 4 | 5 | 11.355 | 5687.500 | 0.212 | -0.234 |
| Calhoun | 29 | 144 | 4 | 2 | 238 | 0 | 0 | 2 | 2.328 | 5128.571 | 0.459 | -0.094 |
| | 29 | 179 | 10 | 2 | 35 | 0 | 3 | 10 | 8.128 | 10412.500 | 0.324 | -0.171 |

Table E.14. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Calhoun | 29 | 432 | 1 | 2 | 185 | 0 | 1 | 1 | 2.419 | 1850.000 | 0.612 | -0.008 |
| Cameron | 31 | 39 | 7 | 1 | 77 | 0 | 4 | 6 | 2.406 | 18571.429 | 0.368 | -0.146 |
| | 31 | 39 | 8 | 1 | 77 | 0 | 12 | 18 | 8.814 | 27500.000 | 0.203 | -0.239 |
| | 31 | 39 | 12 | 16 | 77 | 2 | 4 | 5 | 1.204 | 7020.000 | 1.621 | 0.563 |
| | 31 | 39 | 19 | 1 | 83 | 1 | 5 | 8 | 6.920 | 32400.000 | 0.098 | -0.299 |
| | 31 | 327 | 8 | 1 | 77 | 0 | 1 | 2 | 4.325 | 12033.333 | 0.105 | -0.295 |
| | 31 | 331 | 1 | 2 | 100 | 0 | 1 | 1 | 0.926 | 8050.000 | 0.368 | -0.146 |
| | 31 | 331 | 2 | 2 | 100 | 0 | 2 | 2 | 5.968 | 16336.364 | 0.056 | -0.322 |
| | 31 | 331 | 4 | 4 | 100 | 1 | 7 | 8 | 6.431 | 15683.333 | 0.217 | -0.231 |
| | 31 | 1426 | 1 | 5 | 1419 | 0 | 0 | 1 | . | . | . | . |
| Camp | 32 | 248 | 2 | 1 | 271 | 0 | 6 | 6 | 6.371 | 8352.174 | 0.309 | -0.179 |
| Carson | 33 | 169 | 3 | 1 | 60 | 0 | 3 | 4 | 9.811 | 5871.429 | 0.190 | -0.246 |
| | 33 | 169 | 4 | 1 | 60 | 0 | 2 | 5 | 9.824 | 4662.500 | 0.299 | -0.185 |
| | 33 | 169 | 5 | 1 | 60 | 0 | 0 | 1 | 14.302 | 4046.154 | 0.047 | -0.327 |
| | 33 | 169 | 14 | 15 | 40 | 0 | 0 | 1 | 3.233 | 320.000 | 2.648 | 1.144 |
| | 33 | 356 | 2 | 2 | 207 | 0 | 1 | 1 | 0.336 | 2600.000 | 3.136 | 1.420 |
| Cass | 34 | 62 | 4 | 1 | 59 | 0 | 4 | 4 | 8.630 | 6833.333 | 0.186 | -0.249 |
| | 34 | 218 | 3 | 1 | 59 | 0 | 1 | 6 | 11.551 | 13326.316 | 0.107 | -0.294 |
| | 34 | 218 | 4 | 1 | 59 | 0 | 14 | 13 | 15.534 | 10839.130 | 0.212 | -0.234 |
| Chambers | 36 | 367 | 1 | 2 | 124 | 0 | 1 | 1 | 0.206 | 6000.000 | 2.217 | 0.900 |
| | 36 | 368 | 1 | 2 | 124 | 0 | 3 | 2 | 2.379 | 8525.000 | 0.270 | -0.201 |
| | 36 | 368 | 5 | 5 | 1663 | 0 | 1 | 1 | 0.551 | 7812.500 | 0.636 | 0.006 |
| | 36 | 368 | 6 | 5 | 1406 | 0 | 0 | 1 | 0.275 | 4200.000 | 2.372 | 0.988 |
| | 36 | 508 | 3 | 2 | 73 | 0 | 1 | 2 | 17.491 | 19082.000 | 0.016 | -0.345 |
| Cherokee | 37 | 123 | 2 | 1 | 84 | 0 | 1 | 1 | 1.138 | 4933.333 | 0.488 | -0.078 |
| | 37 | 191 | 2 | 1 | 69 | 0 | 4 | 6 | 11.632 | 8125.000 | 0.174 | -0.256 |
| | 37 | 199 | 1 | 1 | 69 | 0 | 3 | 8 | 13.857 | 11062.069 | 0.143 | -0.273 |
| | 37 | 199 | 2 | 1 | 69 | 0 | 4 | 9 | 12.514 | 6550.000 | 0.301 | -0.184 |
| Childress | 38 | 42 | 12 | 1 | 287 | 0 | 6 | 9 | 13.048 | 8064.706 | 0.234 | -0.222 |
| | 38 | 43 | 1 | 1 | 287 | 0 | 7 | 7 | 13.672 | 7440.000 | 0.189 | -0.247 |
| Clay | 39 | 44 | 2 | 1 | 82 | 0 | 7 | 16 | 12.434 | 15070.000 | 0.234 | -0.222 |
| | 39 | 44 | 3 | 1 | 82 | 0 | 1 | 4 | 2.510 | 5025.000 | 0.869 | 0.137 |

Table E.14. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|---------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Clay | 39 | 224 | 1 | 1 | 287 | 0 | 7 | 13 | 10.234 | 13400.000 | 0.260 | -0.207 |
| | 39 | 224 | 2 | 1 | 287 | 1 | 19 | 17 | 10.237 | 13818.182 | 0.329 | -0.168 |
| Cochran | 40 | 130 | 2 | 2 | 114 | 0 | 0 | 3 | 1.320 | 2520.000 | 2.471 | 1.044 |
| Coleman | 42 | 54 | 2 | 1 | 84 | 0 | 0 | 1 | 9.883 | 2120.000 | 0.131 | -0.280 |
| | 42 | 54 | 3 | 1 | 84 | 0 | 3 | 4 | 11.115 | 2233.333 | 0.441 | -0.104 |
| | 42 | 54 | 4 | 1 | 84 | 1 | 7 | 8 | 17.547 | 3840.000 | 0.325 | -0.170 |
| Collin | 43 | 47 | 6 | 1 | 75 | 0 | 2 | 7 | 1.927 | 50000.000 | 0.199 | -0.241 |
| | 43 | 47 | 14 | 1 | 75 | 0 | 17 | 28 | 15.800 | 29309.231 | 0.166 | -0.260 |
| | 43 | 135 | 4 | 1 | 380 | 0 | 1 | 1 | 1.852 | 7700.000 | 0.192 | -0.245 |
| | 43 | 135 | 5 | 1 | 380 | 0 | 1 | 1 | 0.102 | 6800.000 | 3.950 | 1.881 |
| | 43 | 549 | 3 | 2 | 121 | 0 | 0 | 1 | 1.537 | 8000.000 | 0.223 | -0.228 |
| Collingsworth | 44 | 31 | 4 | 1 | 83 | 0 | 1 | 3 | 5.070 | 1900.000 | 0.853 | 0.129 |
| Colorado | 45 | 27 | 3 | 6 | 90 | 0 | 0 | 1 | 0.812 | 7133.333 | 0.473 | -0.087 |
| | 45 | 266 | 2 | 2 | 71 | 0 | 4 | 5 | 12.230 | 7394.118 | 0.151 | -0.268 |
| | 45 | 446 | 3 | 6 | 90 | 0 | 4 | 3 | 1.425 | 4771.429 | 1.209 | 0.330 |
| Comal | 46 | 253 | 3 | 1 | 281 | 0 | 5 | 12 | 10.196 | 8222.222 | 0.392 | -0.132 |
| Comanche | 47 | 79 | 2 | 1 | 67 | 0 | 4 | 5 | 10.897 | 6600.000 | 0.190 | -0.246 |
| Concho | 48 | 70 | 3 | 1 | 87 | 0 | 2 | 9 | 12.205 | 4180.000 | 0.483 | -0.081 |
| Cooke | 49 | 44 | 7 | 1 | 82 | 0 | 5 | 6 | 9.216 | 5220.000 | 0.342 | -0.161 |
| | 49 | 44 | 8 | 1 | 82 | 0 | 3 | 4 | 10.609 | 9424.000 | 0.110 | -0.292 |
| | 49 | 45 | 1 | 1 | 82 | 0 | 6 | 8 | 11.916 | 14888.889 | 0.124 | -0.284 |
| Coryell | 50 | 231 | 2 | 1 | 190 | 0 | 9 | 20 | 0.508 | 11000.000 | 9.806 | 5.193 |
| | 50 | 251 | 3 | 1 | 281 | 0 | 1 | 1 | 0.488 | 2050.000 | 2.739 | 1.195 |
| Crane | 52 | 229 | 2 | 1 | 385 | 1 | 7 | 8 | 17.843 | 4259.091 | 0.288 | -0.191 |
| | 52 | 600 | 3 | 2 | 329 | 0 | 1 | 1 | 0.468 | 2687.500 | 2.178 | 0.878 |
| Crosby | 54 | 131 | 3 | 1 | 82 | 0 | 5 | 5 | 14.854 | 4613.636 | 0.200 | -0.241 |
| | 54 | 131 | 4 | 1 | 82 | 1 | 0 | 4 | 6.298 | 3280.000 | 0.531 | -0.054 |
| | 54 | 131 | 5 | 1 | 82 | 0 | 1 | 1 | 7.898 | 1850.000 | 0.188 | -0.248 |
| Culberson | 55 | 2 | 20 | 15 | 10 | 0 | 2 | 2 | 2.313 | 3200.000 | 0.740 | 0.065 |
| Dallas | 57 | 92 | 2 | 2 | 310 | 0 | 1 | 2 | . | . | . | . |
| | 57 | 95 | 2 | 1 | 80 | 0 | 7 | 11 | . | . | . | . |
| Dawson | 58 | 68 | 4 | 1 | 87 | 1 | 5 | 4 | 16.830 | 5989.474 | 0.109 | -0.293 |

Table E.14. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Dawson | 58 | 68 | 5 | 1 | 87 | 0 | 4 | 4 | 19.838 | 3344.444 | 0.165 | -0.261 |
| | 58 | 494 | 1 | 2 | 137 | 0 | 0 | 1 | 0.184 | 6900.000 | 2.158 | 0.867 |
| Deaf Smith | 59 | 168 | 7 | 1 | 60 | 0 | 5 | 7 | 15.577 | 6990.909 | 0.176 | -0.254 |
| | 59 | 1243 | 1 | 5 | 1058 | 0 | 0 | 1 | 1.104 | 6550.000 | 0.379 | -0.140 |
| Delta | 60 | 136 | 4 | 2 | 19 | 0 | 1 | 2 | 2.612 | 4922.222 | 0.426 | -0.113 |
| Denton | 61 | 2681 | 1 | 5 | 2499 | 0 | 0 | 2 | . | . | . | . |
| DeWitt | 62 | 154 | 3 | 1 | 183 | 0 | 0 | 1 | 0.360 | 1950.000 | 3.903 | 1.854 |
| Dickens | 63 | 106 | 1 | 2 | 70 | 0 | 0 | 2 | 0.354 | 2500.000 | 6.191 | 3.149 |
| | 63 | 132 | 1 | 1 | 82 | 0 | 1 | 1 | 9.105 | 1455.000 | 0.207 | -0.237 |
| | 63 | 132 | 2 | 1 | 82 | 0 | 0 | 3 | 9.570 | 1307.143 | 0.657 | 0.018 |
| Dimmit | 64 | 37 | 8 | 1 | 83 | 0 | 1 | 1 | . | . | . | . |
| Donley | 65 | 42 | 6 | 1 | 287 | 0 | 7 | 6 | 13.301 | 8760.000 | 0.141 | -0.274 |
| | 65 | 42 | 7 | 1 | 287 | 0 | 6 | 9 | 12.591 | 7490.909 | 0.261 | -0.206 |
| | 65 | 42 | 8 | 1 | 287 | 1 | 23 | 11 | 9.880 | 7358.333 | 0.415 | -0.120 |
| Kenedy | 66 | 327 | 2 | 1 | 77 | 0 | 10 | 12 | 11.736 | 7150.000 | 0.392 | -0.132 |
| | 66 | 327 | 3 | 1 | 77 | 0 | 17 | 10 | 12.664 | 6780.000 | 0.319 | -0.174 |
| | 66 | 327 | 4 | 1 | 77 | 0 | 15 | 8 | 9.560 | 6700.000 | 0.342 | -0.161 |
| | 66 | 327 | 5 | 1 | 77 | 0 | 6 | 8 | 12.470 | 6900.000 | 0.255 | -0.210 |
| Eastland | 68 | 7 | 4 | 2 | 206 | 0 | 1 | 7 | 16.410 | 6098.261 | 0.192 | -0.246 |
| | 68 | 127 | 1 | 1 | 183 | 0 | 0 | 1 | 0.991 | 5066.667 | 0.546 | -0.045 |
| Ector | 69 | 5 | 1 | 15 | 20 | 0 | 1 | 2 | . | . | . | . |
| | 69 | 228 | 6 | 1 | 385 | 0 | 22 | 29 | 9.202 | 5660.000 | 1.525 | 0.509 |
| | 69 | 229 | 1 | 1 | 385 | 0 | 4 | 6 | 12.440 | 4800.000 | 0.275 | -0.198 |
| | 69 | 463 | 7 | 2 | 302 | 0 | 0 | 1 | 5.409 | 1955.000 | 0.259 | -0.208 |
| | 69 | 572 | 1 | 3 | 450 | 0 | 1 | 6 | 5.527 | 2700.000 | 1.102 | 0.269 |
| | 69 | 1870 | 1 | 5 | 2020 | 0 | 0 | 3 | . | . | . | . |
| | 69 | 2224 | 1 | 3 | 338 | 2 | 6 | 9 | 0.401 | 1550.000 | 39.671 | 22.090 |
| | 69 | 2296 | 1 | 2 | 191 | 0 | 0 | 1 | . | . | . | . |
| 69 | 3541 | 1 | 5 | 3472 | 0 | 0 | 2 | . | . | . | . | |
| Edwards | 70 | 235 | 2 | 2 | 55 | 0 | 1 | 3 | 8.021 | 390.000 | 2.627 | 1.132 |
| Ellis | 71 | 172 | 4 | 1 | 287 | 0 | 0 | 2 | 0.663 | 10380.000 | 0.796 | 0.096 |
| | 71 | 172 | 7 | 1 | 287 | 0 | 1 | 2 | 3.542 | 8887.500 | 0.174 | -0.256 |

Table E.14. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Ellis | 71 | 260 | 2 | 1 | 67 | 0 | 1 | 2 | 2.288 | 12033.333 | 0.199 | -0.242 |
| | 71 | 261 | 1 | 1 | 67 | 0 | 4 | 10 | 5.311 | 14466.667 | 0.357 | -0.152 |
| | 71 | 442 | 3 | 1 | 77 | 0 | 2 | 2 | 3.791 | 28271.429 | 0.051 | -0.325 |
| | 71 | 834 | 1 | 5 | 308 | 0 | 1 | 3 | 4.519 | 470.000 | 3.870 | 1.835 |
| El Paso | 72 | 1 | 1 | 2 | 20 | 2 | 17 | 20 | 2.827 | 10342.857 | 1.874 | 0.706 |
| | 72 | 2 | 2 | 2 | 20 | 0 | 12 | 19 | 6.318 | 3420.000 | 2.409 | 1.009 |
| | 72 | 374 | 2 | 1 | 62 | 0 | 5 | 7 | 3.225 | 10875.000 | 0.547 | -0.045 |
| | 72 | 2552 | 1 | 3 | 375 | 0 | 4 | 6 | 7.308 | 5600.000 | 0.402 | -0.127 |
| | 72 | 3451 | 1 | 5 | 1281 | 0 | 5 | 5 | 2.901 | 8720.000 | 0.542 | -0.048 |
| Falls | 74 | 49 | 3 | 2 | 6 | 0 | 0 | 1 | 3.433 | 4766.667 | 0.167 | -0.259 |
| Fayette | 76 | 26 | 2 | 1 | 90 | 0 | 1 | 1 | 0.851 | 3060.000 | 1.052 | 0.241 |
| | 76 | 26 | 3 | 1 | 90 | 0 | 0 | 1 | 0.900 | 3950.000 | 0.771 | 0.082 |
| | 76 | 265 | 7 | 2 | 71 | 0 | 2 | 4 | 7.062 | 7727.273 | 0.201 | -0.240 |
| | 76 | 265 | 8 | 2 | 71 | 0 | 2 | 4 | 2.779 | 8333.333 | 0.473 | -0.086 |
| | 76 | 265 | 14 | 17 | 71 | 0 | 2 | 4 | 3.461 | 4156.250 | 0.762 | 0.077 |
| | 76 | 266 | 1 | 2 | 71 | 0 | 6 | 12 | 14.037 | 7309.524 | 0.320 | -0.173 |
| | 76 | 268 | 2 | 1 | 77 | 0 | 0 | 2 | 0.997 | 6020.000 | 0.913 | 0.162 |
| Fisher | 77 | 296 | 3 | 1 | 180 | 0 | 1 | 1 | 0.447 | 1700.000 | 3.605 | 1.686 |
| Floyd | 78 | 145 | 6 | 1 | 70 | 0 | 0 | 3 | 17.929 | 2355.000 | 0.195 | -0.244 |
| | 78 | 145 | 7 | 1 | 62 | 0 | 0 | 1 | 4.372 | 2491.667 | 0.251 | -0.212 |
| Fort Bend | 80 | 27 | 8 | 6 | 90 | 2 | 7 | 22 | 4.943 | 23000.000 | 0.530 | -0.054 |
| | 80 | 27 | 12 | 1 | 59 | 0 | 13 | 21 | 10.606 | 29852.941 | 0.182 | -0.251 |
| | 80 | 89 | 9 | 1 | 59 | 0 | 6 | 5 | 11.608 | 18412.000 | 0.064 | -0.318 |
| | 80 | 192 | 1 | 2 | 6 | 0 | 1 | 2 | . | . | . | . |
| | 80 | 1257 | 1 | 5 | 1092 | 0 | 1 | 5 | . | . | . | . |
| | 80 | 1685 | 6 | 2 | 6 | 0 | 2 | 3 | . | . | . | . |
| Freestone | 82 | 57 | 7 | 1 | 84 | 0 | 1 | 1 | 1.122 | 5200.000 | 0.470 | -0.088 |
| Gaines | 84 | 228 | 2 | 1 | 62 | 0 | 0 | 3 | 19.150 | 4877.778 | 0.088 | -0.304 |
| | 84 | 228 | 3 | 1 | 385 | 0 | 2 | 3 | 13.733 | 5892.857 | 0.102 | -0.297 |
| | 84 | 294 | 1 | 1 | 62 | 0 | 5 | 5 | 24.532 | 4498.680 | 0.124 | -0.284 |
| | 84 | 583 | 2 | 2 | 83 | 1 | 0 | 1 | 1.077 | 2550.000 | 0.998 | 0.210 |
| Galveston | 85 | 51 | 3 | 2 | 3 | 0 | 1 | 1 | . | . | . | . |

Table E.14. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Galveston | 85 | 192 | 4 | 2 | 6 | 0 | 5 | 9 | . | . | . | . |
| | 85 | 389 | 6 | 2 | 146 | 0 | 6 | 11 | . | . | . | . |
| | 85 | 389 | 7 | 2 | 146 | 0 | 3 | 10 | . | . | . | . |
| | 85 | 976 | 5 | 5 | 1266 | 0 | 0 | 1 | . | . | . | . |
| | 85 | 978 | 2 | 5 | 517 | 0 | 1 | 1 | . | . | . | . |
| Garza | 86 | 53 | 4 | 1 | 84 | 0 | 5 | 7 | 16.159 | 7730.769 | 0.154 | -0.267 |
| | 86 | 53 | 5 | 1 | 84 | 0 | 14 | 16 | 15.354 | 7055.556 | 0.405 | -0.125 |
| | 86 | 53 | 6 | 1 | 84 | 1 | 17 | 8 | 8.410 | 6600.000 | 0.395 | -0.131 |
| Gillespie | 87 | 72 | 1 | 1 | 87 | 0 | 4 | 6 | 10.340 | 5073.684 | 0.313 | -0.177 |
| | 87 | 112 | 2 | 1 | 290 | 0 | 3 | 3 | 12.855 | 1555.000 | 0.411 | -0.121 |
| | 87 | 112 | 3 | 1 | 290 | 0 | 5 | 8 | 12.673 | 2453.571 | 0.705 | 0.045 |
| | 87 | 113 | 2 | 1 | 290 | 0 | 15 | 12 | 16.140 | 5118.182 | 0.398 | -0.129 |
| | 87 | 291 | 1 | 2 | 16 | 0 | 4 | 9 | 16.151 | 7826.667 | 0.195 | -0.244 |
| Goliad | 89 | 155 | 4 | 1 | 183 | 0 | 0 | 1 | 0.160 | 3500.000 | 4.892 | 2.414 |
| Gray | 91 | 169 | 6 | 1 | 60 | 0 | 2 | 6 | 7.336 | 5383.333 | 0.416 | -0.119 |
| | 91 | 169 | 10 | 5 | 282 | 0 | 0 | 1 | 0.862 | 5350.000 | 0.594 | -0.018 |
| | 91 | 275 | 23 | 15 | 40 | 0 | 1 | 1 | 3.796 | 803.000 | 0.899 | 0.154 |
| | 91 | 455 | 3 | 2 | 152 | 0 | 1 | 2 | 1.665 | 7222.222 | 0.456 | -0.096 |
| Grayson | 92 | 45 | 18 | 1 | 82 | 0 | 3 | 10 | 13.720 | 8713.333 | 0.229 | -0.224 |
| | 92 | 47 | 1 | 1 | 69 | 0 | 3 | 6 | 4.137 | 7422.222 | 0.535 | -0.051 |
| | 92 | 47 | 13 | 1 | 75 | 0 | 10 | 13 | 4.944 | 21000.000 | 0.343 | -0.160 |
| | 92 | 47 | 18 | 1 | 75 | 0 | 8 | 11 | . | . | . | . |
| | 92 | 47 | 19 | 3 | 503 | 0 | 1 | 2 | . | . | . | . |
| | 92 | 728 | 1 | 5 | 120 | 0 | 3 | 7 | 1.508 | 6071.429 | 2.095 | 0.831 |
| Gregg | 93 | 96 | 4 | 1 | 80 | 0 | 1 | 1 | 4.538 | 10181.250 | 0.059 | -0.321 |
| | 93 | 138 | 1 | 2 | 31 | 0 | 2 | 7 | 9.905 | 16572.727 | 0.117 | -0.288 |
| | 93 | 392 | 3 | 1 | 259 | 0 | 1 | 5 | 4.281 | 8011.111 | 0.399 | -0.128 |
| | 93 | 393 | 1 | 2 | 149 | 0 | 3 | 8 | 6.498 | 12970.000 | 0.260 | -0.207 |
| | 93 | 424 | 2 | 2 | 31 | 0 | 3 | 7 | 4.891 | 7690.000 | 0.510 | -0.066 |
| | 93 | 594 | 1 | 2 | 322 | 0 | 2 | 1 | 3.366 | 7600.000 | 0.107 | -0.294 |
| | 93 | 3465 | 2 | 5 | 3272 | 0 | 0 | 1 | . | . | . | . |
| Grimes | 94 | 50 | 3 | 2 | 6 | 0 | 12 | 17 | 14.563 | 8835.714 | 0.362 | -0.149 |

Table E.14. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Guadalupe | 95 | 25 | 10 | 5 | 78 | 1 | 2 | 5 | 3.108 | 6690.909 | 0.659 | 0.019 |
| | 95 | 366 | 2 | 2 | 123 | 0 | 8 | 11 | 14.717 | 8554.545 | 0.239 | -0.219 |
| Hale | 96 | 67 | 9 | 15 | 27 | 0 | 1 | 2 | 8.844 | 3878.261 | 0.160 | -0.264 |
| | 96 | 145 | 5 | 1 | 70 | 0 | 1 | 2 | 8.297 | 5871.429 | 0.112 | -0.290 |
| | 96 | 1126 | 2 | 5 | 789 | 0 | 1 | 1 | 0.857 | 2090.000 | 1.530 | 0.511 |
| Hall | 97 | 42 | 9 | 1 | 287 | 1 | 4 | 6 | 18.371 | 6940.000 | 0.129 | -0.281 |
| Hamilton | 98 | 258 | 3 | 2 | 6 | 0 | 4 | 1 | 0.662 | 2500.000 | 1.655 | 0.582 |
| Hansford | 99 | 355 | 5 | 2 | 207 | 0 | 0 | 1 | 0.819 | 2525.000 | 1.325 | 0.395 |
| Hardeman | 100 | 43 | 2 | 1 | 287 | 0 | 1 | 6 | 15.778 | 6600.000 | 0.158 | -0.265 |
| | 100 | 43 | 4 | 1 | 287 | 0 | 18 | 16 | 15.773 | 8275.000 | 0.336 | -0.164 |
| Hardin | 101 | 65 | 5 | 1 | 96 | 0 | 3 | 9 | 6.827 | 20294.118 | 0.178 | -0.253 |
| | 101 | 65 | 6 | 1 | 69 | 0 | 1 | 3 | . | . | . | . |
| | 101 | 65 | 14 | 16 | 96 | 0 | 1 | 1 | 2.719 | 13750.000 | 0.073 | -0.313 |
| | 101 | 200 | 9 | 1 | 69 | 0 | 3 | 4 | 5.382 | 8810.000 | 0.231 | -0.223 |
| | 101 | 200 | 10 | 1 | 69 | 0 | 1 | 1 | 1.397 | 15500.000 | 0.127 | -0.283 |
| | 101 | 339 | 3 | 2 | 105 | 0 | 1 | 1 | 0.282 | 5800.000 | 1.675 | 0.594 |
| | 101 | 339 | 4 | 2 | 105 | 0 | 1 | 1 | 0.654 | 5833.333 | 0.718 | 0.052 |
| | 101 | 602 | 1 | 2 | 327 | 1 | 0 | 1 | 2.572 | 6130.769 | 0.174 | -0.256 |
| Harris | 102 | 28 | 1 | 16 | 90 | 3 | 5 | 8 | . | . | . | . |
| | 102 | 28 | 2 | 1 | 90 | 0 | 15 | 17 | 8.258 | 9961.538 | 0.566 | -0.034 |
| | 102 | 50 | 6 | 1 | 290 | 1 | 25 | 31 | 16.164 | 23975.000 | 0.219 | -0.230 |
| | 102 | 50 | 8 | 1 | 290 | 0 | 9 | 19 | . | . | . | . |
| | 102 | 50 | 9 | 1 | 290 | 0 | 8 | 15 | . | . | . | . |
| | 102 | 51 | 2 | 2 | 3 | 0 | 3 | 8 | . | . | . | . |
| | 102 | 111 | 1 | 5 | 521 | 0 | 1 | 1 | . | . | . | . |
| | 102 | 177 | 7 | 1 | 59 | 0 | 35 | 42 | . | . | . | . |
| | 102 | 376 | 2 | 2 | 134 | 0 | 2 | 1 | . | . | . | . |
| | 102 | 389 | 5 | 2 | 146 | 0 | 5 | 9 | . | . | . | . |
| | 102 | 389 | 12 | 2 | 146 | 0 | 0 | 2 | . | . | . | . |
| | 102 | 502 | 1 | 2 | 225 | 0 | 2 | 2 | . | . | . | . |
| | 102 | 598 | 1 | 2 | 288 | 0 | 1 | 2 | . | . | . | . |
| | 102 | 720 | 3 | 2 | 249 | 1 | 20 | 21 | 7.929 | 24076.923 | 0.301 | -0.184 |

Table E.14. Continued

| County Name | Control No. | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-------------|-------------|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| | | | | | | Fatalities | Injuries | Accidents | | | | |
| Harris | 102 | 981 | 1 | 2 | 9999 | 0 | 15 | 21 | . | . | . | . |
| | 102 | 1062 | 4 | 5 | 2100 | 0 | 4 | 7 | . | . | . | . |
| | 102 | 1258 | 4 | 5 | 1093 | 0 | 1 | 1 | . | . | . | . |
| | 102 | 1685 | 1 | 5 | 1960 | 2 | 22 | 32 | . | . | . | . |
| | 102 | 1685 | 2 | 5 | 1960 | 0 | 8 | 13 | . | . | . | . |
| | 102 | 1685 | 3 | 5 | 1960 | 0 | 11 | 19 | 8.477 | 27111.111 | 0.227 | -0.226 |
| | 102 | 1685 | 5 | 2 | 6 | 0 | 16 | 20 | . | . | . | . |
| | 102 | 1743 | 1 | 5 | 1876 | 0 | 2 | 2 | . | . | . | . |
| | 102 | 2633 | 1 | 5 | 526 | 0 | 1 | 2 | . | . | . | . |
| | 102 | 2941 | 2 | 5 | 2920 | 0 | 0 | 1 | 1.727 | 19414.286 | 0.082 | -0.308 |
| | 102 | 3256 | 1 | 3 | 8 | 0 | 4 | 9 | . | . | . | . |
| | 102 | 3256 | 2 | 3 | 8 | 0 | 21 | 22 | . | . | . | . |
| | 102 | 3256 | 3 | 3 | 8 | 1 | 11 | 19 | . | . | . | . |
| | 102 | 3510 | 5 | 2 | 99 | 0 | 1 | 1 | . | . | . | . |
| Harrison | 103 | 62 | 7 | 1 | 59 | 0 | 5 | 8 | 10.902 | 13113.333 | 0.153 | -0.267 |
| | 103 | 63 | 1 | 1 | 59 | 0 | 2 | 3 | 11.231 | 14684.000 | 0.050 | -0.326 |
| | 103 | 63 | 9 | 1 | 59 | 0 | 4 | 2 | 4.193 | 6400.000 | 0.204 | -0.239 |
| | 103 | 96 | 7 | 1 | 80 | 0 | 6 | 7 | 7.629 | 9628.571 | 0.261 | -0.206 |
| | 103 | 96 | 8 | 1 | 80 | 0 | 4 | 3 | 3.425 | 5344.444 | 0.449 | -0.100 |
| | 103 | 207 | 5 | 2 | 43 | 1 | 1 | 4 | 10.274 | 6357.143 | 0.168 | -0.259 |
| | 103 | 1575 | 4 | 2 | 154 | 0 | 1 | 2 | 0.966 | 3600.000 | 1.576 | 0.537 |
| | 103 | 2642 | 2 | 3 | 281 | 0 | 2 | 3 | 5.617 | 6954.545 | 0.210 | -0.235 |
| Haskell | 105 | 157 | 3 | 1 | 277 | 0 | 1 | 4 | 16.689 | 1877.778 | 0.350 | -0.156 |
| | 105 | 157 | 4 | 1 | 277 | 0 | 1 | 6 | 13.747 | 3160.000 | 0.378 | -0.140 |
| | 105 | 360 | 4 | 1 | 380 | 0 | 0 | 1 | 1.153 | 5000.000 | 0.475 | -0.085 |
| Hays | 106 | 113 | 7 | 1 | 290 | 0 | 8 | 9 | 16.972 | 9840.625 | 0.148 | -0.271 |
| | 106 | 286 | 1 | 2 | 80 | 0 | 1 | 2 | 3.116 | 19750.000 | 0.089 | -0.304 |
| | 106 | 366 | 1 | 2 | 123 | 0 | 1 | 3 | 4.968 | 12741.667 | 0.130 | -0.281 |
| Hemphill | 107 | 30 | 6 | 1 | 60 | 0 | 2 | 5 | 7.234 | 4018.750 | 0.471 | -0.088 |
| | 107 | 2330 | 1 | 5 | 2388 | 0 | 0 | 2 | 0.276 | 2300.000 | 8.632 | 4.529 |
| Henderson | 108 | 163 | 3 | 2 | 31 | 0 | 1 | 8 | 5.315 | 7700.000 | 0.536 | -0.051 |
| | 108 | 163 | 4 | 2 | 31 | 0 | 5 | 12 | 10.142 | 10967.742 | 0.296 | -0.187 |

Table E.14. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Henderson | 108 | 164 | 1 | 2 | 31 | 0 | 6 | 8 | 9.437 | 9235.714 | 0.251 | -0.212 |
| | 108 | 164 | 2 | 2 | 31 | 0 | 1 | 2 | 7.657 | 8938.462 | 0.080 | -0.309 |
| | 108 | 164 | 3 | 2 | 31 | 0 | 4 | 9 | 9.405 | 10177.778 | 0.258 | -0.208 |
| Hidalgo | 109 | 39 | 2 | 1 | 83 | 1 | 9 | 15 | 9.024 | 15234.375 | 0.299 | -0.185 |
| | 109 | 39 | 17 | 1 | 83 | 0 | 7 | 8 | . | . | . | . |
| | 109 | 39 | 18 | 1 | 83 | 1 | 20 | 17 | 6.833 | 32500.000 | 0.210 | -0.235 |
| | 109 | 255 | 6 | 1 | 281 | 0 | 1 | 3 | 15.490 | 6514.286 | 0.081 | -0.308 |
| | 109 | 255 | 7 | 1 | 281 | 0 | 5 | 8 | 17.524 | 9929.412 | 0.126 | -0.283 |
| | 109 | 255 | 9 | 10 | 281 | 0 | 6 | 5 | 1.951 | 13800.000 | 0.509 | -0.066 |
| | 109 | 342 | 1 | 2 | 107 | 0 | 15 | 17 | 10.025 | 12617.647 | 0.368 | -0.146 |
| | 109 | 342 | 2 | 2 | 107 | 0 | 1 | 1 | 3.730 | 7180.000 | 0.102 | -0.296 |
| | 109 | 528 | 1 | 2 | 107 | 1 | 3 | 7 | 10.210 | 7172.222 | 0.262 | -0.206 |
| | 109 | 1804 | 1 | 3 | 115 | 0 | 0 | 3 | . | . | . | . |
| Hockley | 111 | 52 | 6 | 1 | 84 | 0 | 4 | 4 | 7.823 | 5600.000 | 0.250 | -0.213 |
| | 111 | 130 | 4 | 2 | 114 | 0 | 3 | 7 | 16.600 | 7636.842 | 0.151 | -0.269 |
| | 111 | 380 | 2 | 1 | 62 | 0 | 1 | 4 | 8.092 | 6675.000 | 0.203 | -0.239 |
| Hood | 112 | 80 | 3 | 1 | 377 | 0 | 1 | 1 | 1.824 | 9820.000 | 0.153 | -0.268 |
| | 112 | 80 | 4 | 1 | 377 | 0 | 13 | 27 | 12.646 | 20146.667 | 0.290 | -0.190 |
| Houston | 114 | 109 | 3 | 1 | 287 | 0 | 9 | 11 | 9.714 | 3583.333 | 0.866 | 0.136 |
| | 114 | 109 | 4 | 1 | 287 | 0 | 2 | 4 | 6.323 | 5530.000 | 0.313 | -0.177 |
| Howard | 115 | 68 | 7 | 1 | 87 | 0 | 1 | 1 | 4.929 | 2800.000 | 0.199 | -0.242 |
| | 115 | 68 | 8 | 1 | 87 | 0 | 6 | 9 | 17.337 | 6964.706 | 0.204 | -0.239 |
| | 115 | 69 | 1 | 1 | 87 | 0 | 3 | 4 | 5.724 | 8508.333 | 0.225 | -0.227 |
| Hunt | 117 | 136 | 1 | 2 | 224 | 0 | 1 | 1 | 4.278 | 5019.231 | 0.128 | -0.282 |
| | 117 | 768 | 1 | 2 | 24 | 0 | 1 | 1 | 7.269 | 8064.706 | 0.047 | -0.328 |
| Hutchinson | 118 | 356 | 1 | 2 | 136 | 1 | 2 | 6 | 14.135 | 5505.263 | 0.211 | -0.235 |
| | 118 | 356 | 5 | 3 | 119 | 0 | 1 | 1 | 1.181 | 4720.000 | 0.491 | -0.076 |
| | 118 | 379 | 1 | 2 | 136 | 0 | 1 | 2 | 5.892 | 8242.105 | 0.113 | -0.290 |
| | 118 | 455 | 1 | 2 | 152 | 0 | 2 | 7 | 7.723 | 3335.714 | 0.744 | 0.067 |
| Jack | 120 | 134 | 4 | 1 | 380 | 0 | 1 | 1 | 0.797 | 5466.667 | 0.629 | 0.002 |
| | 120 | 249 | 6 | 1 | 281 | 0 | 5 | 7 | 7.680 | 4050.000 | 0.617 | -0.005 |
| | 120 | 249 | 7 | 1 | 281 | 0 | 2 | 2 | 7.259 | 5955.556 | 0.127 | -0.282 |

Table E.14. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Jackson | 121 | 89 | 3 | 1 | 59 | 2 | 9 | 12 | 9.272 | 14450.000 | 0.245 | -0.215 |
| | 121 | 89 | 4 | 1 | 59 | 0 | 2 | 11 | 9.440 | 13240.000 | 0.241 | -0.218 |
| | 121 | 89 | 5 | 1 | 59 | 0 | 2 | 6 | 4.741 | 13844.444 | 0.250 | -0.212 |
| | 121 | 346 | 7 | 2 | 111 | 0 | 1 | 1 | 0.795 | 6916.667 | 0.498 | -0.072 |
| Jasper | 122 | 64 | 8 | 1 | 96 | 0 | 7 | 3 | 10.030 | 8726.667 | 0.094 | -0.301 |
| | 122 | 65 | 4 | 1 | 96 | 0 | 0 | 1 | 0.815 | 10633.333 | 0.316 | -0.175 |
| Jefferson | 124 | 28 | 6 | 1 | 90 | 1 | 10 | 12 | 12.367 | 6121.739 | 0.434 | -0.108 |
| | 124 | 200 | 15 | 1 | 69 | 0 | 2 | 7 | . | . | . | . |
| | 124 | 306 | 3 | 2 | 87 | 1 | 0 | 2 | . | . | . | . |
| | 124 | 307 | 1 | 2 | 87 | 0 | 0 | 1 | . | . | . | . |
| | 124 | 508 | 4 | 2 | 73 | 0 | 0 | 1 | 0.479 | 5500.000 | 1.040 | 0.234 |
| | 124 | 667 | 1 | 2 | 347 | 0 | 2 | 6 | . | . | . | . |
| | 124 | 667 | 2 | 5 | 366 | 0 | 5 | 6 | . | . | . | . |
| | 124 | 932 | 1 | 5 | 365 | 1 | 0 | 2 | . | . | . | . |
| Jim Wells | 126 | 86 | 11 | 2 | 44 | 0 | 2 | 2 | 8.909 | 10110.000 | 0.061 | -0.320 |
| | 126 | 87 | 1 | 2 | 44 | 0 | 1 | 1 | 5.214 | 11341.667 | 0.046 | -0.328 |
| | 126 | 255 | 1 | 1 | 281 | 0 | 14 | 20 | 18.199 | 7900.000 | 0.381 | -0.138 |
| | 126 | 255 | 2 | 1 | 281 | 0 | 9 | 9 | 14.405 | 8415.385 | 0.203 | -0.239 |
| | 126 | 373 | 4 | 2 | 44 | 0 | 1 | 1 | 5.192 | 6400.000 | 0.082 | -0.307 |
| Johnson | 127 | 19 | 1 | 2 | 174 | 0 | 4 | 5 | 15.524 | 22545.000 | 0.039 | -0.332 |
| | 127 | 80 | 5 | 1 | 377 | 0 | 5 | 2 | 0.727 | 15600.000 | 0.483 | -0.081 |
| | 127 | 260 | 1 | 1 | 67 | 0 | 1 | 1 | 2.110 | 9880.000 | 0.131 | -0.280 |
| Jones | 128 | 33 | 4 | 1 | 83 | 0 | 4 | 3 | 2.316 | 6380.000 | 0.556 | -0.039 |
| | 128 | 33 | 5 | 1 | 83 | 3 | 10 | 16 | 18.232 | 7885.000 | 0.305 | -0.182 |
| | 128 | 157 | 5 | 1 | 277 | 0 | 5 | 7 | 14.269 | 3022.222 | 0.445 | -0.103 |
| | 128 | 157 | 8 | 16 | 277 | 0 | 0 | 2 | 1.193 | 1388.000 | 3.309 | 1.518 |
| | 128 | 296 | 5 | 1 | 180 | 0 | 2 | 1 | 0.842 | 370.000 | 8.794 | 4.621 |
| Karnes | 129 | 100 | 5 | 1 | 181 | 0 | 0 | 1 | 4.151 | 4060.000 | 0.163 | -0.262 |
| | 129 | 100 | 6 | 1 | 181 | 0 | 1 | 3 | 2.878 | 7816.667 | 0.365 | -0.147 |
| | 129 | 691 | 1 | 5 | 81 | 0 | 0 | 1 | 0.898 | 1345.714 | 2.267 | 0.929 |
| Kaufman | 130 | 95 | 3 | 1 | 80 | 1 | 15 | 21 | 5.330 | 36909.091 | 0.292 | -0.189 |
| | 130 | 95 | 4 | 1 | 80 | 1 | 16 | 16 | 8.805 | 18320.000 | 0.272 | -0.200 |

Table E.14. Continued

| County | | Control No. | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|------------|----------------|--------------------|-----------------|-------------------|----------|-----------|----|-------------------|-------------|------------|-----------------------------|
| Name | Fatalities | | | | | Injuries | Accidents | | | | | |
| Kaufman | 130 | 95 | 5 | 1 | 80 | 0 | 2 | 5 | 12.788 | 11628.000 | 0.092 | -0.302 |
| | 130 | 197 | 3 | 1 | 175 | 0 | 8 | 13 | 9.857 | 19675.000 | 0.184 | -0.250 |
| | 130 | 197 | 4 | 1 | 175 | 0 | 11 | 23 | 10.448 | 14685.000 | 0.411 | -0.122 |
| | 130 | 197 | 5 | 1 | 175 | 0 | 5 | 10 | 14.904 | 10238.095 | 0.180 | -0.253 |
| | 130 | 197 | 8 | 2 | 243 | 0 | 1 | 1 | 0.902 | 4975.000 | 0.611 | -0.009 |
| | 130 | 495 | 1 | 3 | 557 | 1 | 4 | 2 | 18.415 | 26830.698 | 0.011 | -0.348 |
| Kendall | 131 | 72 | 14 | 1 | 87 | 0 | 0 | 1 | 3.270 | 12433.333 | 0.067 | -0.316 |
| | 131 | 142 | 6 | 2 | 27 | 0 | 1 | 1 | 1.520 | 4500.000 | 0.401 | -0.127 |
| Kerr | 133 | 142 | 4 | 2 | 27 | 0 | 1 | 2 | 5.808 | 14521.429 | 0.065 | -0.317 |
| | 133 | 291 | 2 | 2 | 16 | 0 | 0 | 1 | 2.358 | 13216.667 | 0.088 | -0.304 |
| Kimble | 134 | 35 | 7 | 1 | 83 | 0 | 1 | 1 | 0.758 | 3050.000 | 1.185 | 0.316 |
| | 134 | 141 | 20 | 1 | 377 | 0 | 0 | 1 | 1.615 | 4460.000 | 0.380 | -0.139 |
| | 134 | 142 | 16 | 3 | 481 | 0 | 1 | 1 | 0.530 | 2100.000 | 2.462 | 1.039 |
| King | 135 | 133 | 1 | 1 | 82 | 0 | 1 | 1 | 6.601 | 960.000 | 0.432 | -0.110 |
| Kinney | 136 | 23 | 4 | 1 | 90 | 0 | 2 | 1 | . | . | . | . |
| Kleberg | 137 | 102 | 4 | 1 | 77 | 0 | 7 | 11 | 19.644 | 14486.364 | 0.106 | -0.294 |
| | 137 | 102 | 12 | 16 | 77 | 0 | 2 | 1 | 4.517 | 9637.500 | 0.063 | -0.318 |
| | 137 | 327 | 1 | 1 | 77 | 0 | 0 | 1 | 2.016 | 7400.000 | 0.184 | -0.250 |
| Lamar | 139 | 45 | 9 | 1 | 82 | 1 | 4 | 12 | 9.142 | 10887.500 | 0.330 | -0.167 |
| | 139 | 45 | 11 | 1 | 82 | 0 | 1 | 1 | 0.717 | 7200.000 | 0.531 | -0.054 |
| | 139 | 136 | 5 | 2 | 19 | 0 | 3 | 2 | 7.957 | 6050.000 | 0.114 | -0.290 |
| | 139 | 136 | 7 | 1 | 271 | 0 | 1 | 2 | 3.896 | 14972.727 | 0.094 | -0.301 |
| | 139 | 136 | 8 | 1 | 271 | 0 | 4 | 9 | 9.641 | 10787.500 | 0.237 | -0.220 |
| | 139 | 221 | 1 | 1 | 271 | 0 | 2 | 2 | 2.343 | 6400.000 | 0.365 | -0.147 |
| Lamb | 140 | 52 | 4 | 1 | 84 | 0 | 7 | 5 | 14.722 | 4173.333 | 0.223 | -0.228 |
| | 140 | 52 | 5 | 1 | 84 | 0 | 5 | 7 | 19.110 | 4770.000 | 0.210 | -0.235 |
| | 140 | 145 | 2 | 1 | 70 | 0 | 0 | 1 | 2.000 | 2100.000 | 0.652 | 0.015 |
| Lampasas | 141 | 231 | 1 | 1 | 190 | 0 | 4 | 10 | 16.573 | 5455.000 | 0.303 | -0.183 |
| | 141 | 273 | 1 | 1 | 183 | 0 | 0 | 1 | 3.174 | 5010.000 | 0.172 | -0.257 |
| Lavaca | 143 | 269 | 2 | 1 | 77 | 0 | 0 | 1 | 1.267 | 8685.714 | 0.249 | -0.213 |
| Lee | 144 | 114 | 7 | 1 | 290 | 0 | 8 | 20 | 16.206 | 10517.391 | 0.321 | -0.172 |
| | 144 | 116 | 1 | 2 | 21 | 0 | 2 | 5 | 10.886 | 4393.750 | 0.286 | -0.192 |

Table E.14. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Lee | 144 | 211 | 2 | 1 | 77 | 0 | 4 | 4 | 8.247 | 3069.231 | 0.433 | -0.109 |
| | 144 | 211 | 3 | 1 | 77 | 0 | 4 | 6 | 9.659 | 3592.308 | 0.474 | -0.086 |
| | 144 | 211 | 4 | 1 | 77 | 1 | 3 | 3 | 6.534 | 6428.571 | 0.196 | -0.243 |
| | 144 | 211 | 5 | 1 | 77 | 0 | 3 | 4 | 5.617 | 4700.000 | 0.415 | -0.119 |
| | 144 | 211 | 7 | 1 | 77 | 1 | 0 | 2 | 3.339 | 7700.000 | 0.213 | -0.234 |
| Liberty | 146 | 28 | 3 | 1 | 90 | 0 | 4 | 7 | 12.146 | 10782.353 | 0.146 | -0.271 |
| | 146 | 177 | 3 | 1 | 59 | 0 | 11 | 17 | 10.142 | 21200.000 | 0.217 | -0.232 |
| | 146 | 593 | 1 | 2 | 321 | 0 | 1 | 3 | 2.040 | 8600.000 | 0.468 | -0.089 |
| | 146 | 1096 | 2 | 5 | 770 | 0 | 1 | 1 | 0.923 | 3500.000 | 0.848 | 0.126 |
| Limestone | 147 | 93 | 4 | 2 | 14 | 0 | 0 | 1 | 3.250 | 6066.667 | 0.139 | -0.275 |
| Lipscomb | 148 | 3460 | 3 | 5 | 3260 | 0 | 2 | 1 | 6.056 | 140.000 | 3.231 | 1.474 |
| Live Oak | 149 | 254 | 1 | 1 | 281 | 2 | 4 | 7 | 15.422 | 7580.000 | 0.164 | -0.261 |
| Llano | 150 | 150 | 4 | 2 | 29 | 0 | 0 | 5 | 4.914 | 3960.000 | 0.704 | 0.044 |
| | 150 | 290 | 1 | 2 | 16 | 0 | 0 | 2 | 1.603 | 6308.333 | 0.542 | -0.048 |
| | 150 | 700 | 4 | 2 | 71 | 0 | 0 | 1 | 0.612 | 2100.000 | 2.132 | 0.852 |
| | 150 | 1378 | 5 | 5 | 1431 | 0 | 7 | 9 | 8.477 | 4795.455 | 0.607 | -0.011 |
| Lubbock | 152 | 52 | 7 | 1 | 84 | 1 | 8 | 16 | 13.743 | 7373.333 | 0.433 | -0.109 |
| | 152 | 53 | 1 | 1 | 84 | 0 | 14 | 12 | 8.854 | 9481.818 | 0.392 | -0.133 |
| | 152 | 53 | 18 | 1 | 84 | 0 | 0 | 1 | . | . | . | . |
| | 152 | 68 | 1 | 1 | 87 | 0 | 6 | 8 | 7.160 | 7576.923 | 0.404 | -0.126 |
| | 152 | 130 | 5 | 2 | 114 | 0 | 1 | 2 | 7.028 | 12646.154 | 0.062 | -0.319 |
| | 152 | 131 | 1 | 1 | 62 | 0 | 2 | 4 | 4.518 | 8377.778 | 0.290 | -0.190 |
| | 152 | 131 | 2 | 1 | 62 | 0 | 4 | 6 | 6.860 | 6209.091 | 0.386 | -0.136 |
| | 152 | 380 | 1 | 1 | 62 | 0 | 13 | 18 | 6.285 | 8966.667 | 0.875 | 0.141 |
| | 152 | 380 | 14 | 3 | 193 | 0 | 1 | 1 | 0.625 | 4200.000 | 1.044 | 0.236 |
| Lynn | 153 | 53 | 3 | 1 | 84 | 0 | 1 | 1 | 3.751 | 6650.000 | 0.110 | -0.292 |
| | 153 | 68 | 2 | 1 | 87 | 0 | 14 | 17 | 16.765 | 4610.000 | 0.603 | -0.013 |
| | 153 | 68 | 3 | 1 | 87 | 0 | 6 | 4 | 14.076 | 4063.636 | 0.192 | -0.246 |
| Marion | 155 | 62 | 6 | 1 | 59 | 0 | 2 | 2 | 3.485 | 9866.667 | 0.159 | -0.264 |
| Martin | 156 | 5 | 16 | 3 | 214 | 0 | 0 | 1 | 4.687 | 1985.714 | 0.294 | -0.188 |
| Mason | 157 | 71 | 4 | 1 | 87 | 0 | 1 | 2 | 11.662 | 2460.870 | 0.191 | -0.246 |
| Matagorda | 158 | 179 | 6 | 2 | 35 | 0 | 2 | 3 | 6.254 | 5510.000 | 0.239 | -0.219 |

Table E.14. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MMV | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Matagorda | 158 | 179 | 8 | 2 | 35 | 0 | 1 | 1 | 1.926 | 4133.333 | 0.344 | -0.159 |
| McLennan | 161 | 14 | 9 | 16 | 77 | 0 | 3 | 2 | 0.223 | 38750.000 | 0.634 | 0.005 |
| | 161 | 15 | 21 | 5 | 3476 | 0 | 0 | 1 | . | . | . | . |
| | 161 | 49 | 1 | 2 | 6 | 0 | 4 | 8 | 7.359 | 10614.286 | 0.281 | -0.195 |
| | 161 | 55 | 7 | 1 | 84 | 0 | 7 | 5 | 6.691 | 8814.286 | 0.232 | -0.223 |
| | 161 | 55 | 8 | 1 | 84 | 0 | 0 | 1 | 2.665 | 11820.000 | 0.087 | -0.305 |
| | 161 | 162 | 1 | 2 | 31 | 0 | 3 | 5 | 1.750 | 10100.000 | 0.775 | 0.084 |
| | 161 | 258 | 9 | 2 | 6 | 0 | 0 | 1 | 3.455 | 7333.333 | 0.108 | -0.293 |
| | 161 | 258 | 10 | 3 | 396 | 0 | 1 | 1 | . | . | . | . |
| Medina | 161 | 398 | 3 | 2 | 317 | 0 | 4 | 2 | 1.074 | 5857.143 | 0.871 | 0.139 |
| | 163 | 17 | 14 | 2 | 132 | 0 | 0 | 1 | 1.393 | 5571.429 | 0.353 | -0.154 |
| | 163 | 24 | 5 | 1 | 90 | 0 | 4 | 8 | 10.163 | 9125.000 | 0.236 | -0.220 |
| | 163 | 24 | 6 | 1 | 90 | 0 | 4 | 8 | 11.292 | 11733.333 | 0.165 | -0.261 |
| | 163 | 291 | 8 | 2 | 16 | 0 | 0 | 2 | 0.834 | 3100.000 | 2.119 | 0.845 |
| Menard | 163 | 421 | 2 | 2 | 173 | 0 | 1 | 1 | 0.996 | 5680.000 | 0.484 | -0.080 |
| | 164 | 35 | 5 | 1 | 83 | 0 | 0 | 2 | 1.282 | 4575.000 | 0.934 | 0.174 |
| Midland | 165 | 5 | 2 | 15 | 20 | 0 | 7 | 6 | 2.153 | 11500.000 | 0.664 | 0.022 |
| | 165 | 380 | 9 | 2 | 349 | 0 | 1 | 2 | 2.626 | 4866.667 | 0.429 | -0.112 |
| | 165 | 463 | 3 | 2 | 158 | 0 | 2 | 3 | 3.877 | 4700.000 | 0.451 | -0.099 |
| | 165 | 887 | 1 | 5 | 307 | 0 | 0 | 1 | . | . | . | . |
| | 165 | 1188 | 2 | 3 | 250 | 0 | 2 | 2 | 1.005 | 3300.000 | 1.652 | 0.581 |
| | 165 | 1718 | 1 | 5 | 1788 | 0 | 1 | 1 | 0.945 | 4440.000 | 0.653 | 0.015 |
| | 165 | 2296 | 2 | 2 | 191 | 1 | 7 | 20 | 7.999 | 11900.000 | 0.576 | -0.028 |
| Milam | 166 | 204 | 6 | 1 | 79 | 0 | 1 | 1 | 0.765 | 9128.571 | 0.392 | -0.132 |
| | 166 | 204 | 7 | 1 | 79 | 1 | 2 | 6 | 1.734 | 6100.000 | 1.554 | 0.525 |
| Mills | 167 | 54 | 9 | 1 | 84 | 0 | 1 | 1 | 1.978 | 3630.000 | 0.382 | -0.138 |
| Montague | 169 | 13 | 5 | 1 | 81 | 0 | 5 | 12 | 10.429 | 9011.111 | 0.350 | -0.156 |
| | 169 | 44 | 4 | 1 | 82 | 0 | 0 | 1 | 1.023 | 6460.000 | 0.415 | -0.120 |
| | 169 | 44 | 6 | 1 | 82 | 0 | 3 | 6 | 15.285 | 3680.952 | 0.292 | -0.189 |
| | 169 | 224 | 3 | 1 | 287 | 0 | 8 | 12 | 10.312 | 14325.000 | 0.223 | -0.228 |
| | 169 | 239 | 1 | 2 | 175 | 0 | 1 | 3 | 8.323 | 2312.500 | 0.427 | -0.113 |
| Montgomery | 170 | 177 | 5 | 1 | 59 | 1 | 35 | 47 | 17.667 | 39333.333 | 0.185 | -0.249 |

Table E.14. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Montgomery | 170 | 720 | 2 | 2 | 249 | 0 | 1 | 2 | 0.475 | 17400.000 | 0.663 | 0.021 |
| Moore | 171 | 66 | 4 | 1 | 287 | 1 | 7 | 16 | 13.336 | 7868.750 | 0.418 | -0.118 |
| | 171 | 66 | 5 | 1 | 87 | 0 | 17 | 16 | 17.316 | 8645.455 | 0.293 | -0.188 |
| Morris | 172 | 10 | 8 | 1 | 67 | 0 | 5 | 5 | 10.708 | 3036.957 | 0.421 | -0.116 |
| | 172 | 83 | 10 | 2 | 11 | 0 | 0 | 3 | 1.553 | 4414.286 | 1.199 | 0.324 |
| | 172 | 84 | 1 | 1 | 259 | 0 | 1 | 2 | 5.181 | 3333.333 | 0.317 | -0.175 |
| | 172 | 222 | 2 | 2 | 49 | 0 | 1 | 1 | 2.336 | 6600.000 | 0.178 | -0.254 |
| | 172 | 222 | 3 | 2 | 11 | 1 | 0 | 3 | 4.784 | 4869.231 | 0.353 | -0.154 |
| | 172 | 392 | 1 | 1 | 259 | 0 | 1 | 2 | 9.218 | 6866.667 | 0.087 | -0.305 |
| Nacogdoches | 174 | 138 | 6 | 1 | 259 | 1 | 5 | 14 | 11.462 | 11358.333 | 0.295 | -0.187 |
| | 174 | 175 | 7 | 16 | 59 | 0 | 2 | 4 | 1.126 | 8250.000 | 1.180 | 0.313 |
| | 174 | 176 | 1 | 1 | 59 | 1 | 1 | 10 | 10.252 | 19743.750 | 0.135 | -0.278 |
| | 174 | 553 | 3 | 2 | 7 | 0 | 0 | 1 | 1.427 | 3020.000 | 0.636 | 0.006 |
| | 174 | 2560 | 1 | 1 | 59 | 0 | 1 | 3 | 9.081 | 15600.000 | 0.058 | -0.321 |
| Navarro | 175 | 92 | 13 | 15 | 45 | 0 | 0 | 2 | 6.230 | 7670.588 | 0.115 | -0.289 |
| | 175 | 162 | 4 | 2 | 31 | 0 | 1 | 3 | 12.692 | 9893.750 | 0.065 | -0.317 |
| | 175 | 163 | 1 | 2 | 31 | 0 | 4 | 5 | 9.275 | 10261.538 | 0.144 | -0.273 |
| | 175 | 163 | 2 | 2 | 31 | 0 | 3 | 3 | 11.160 | 6925.000 | 0.106 | -0.294 |
| Nolan | 177 | 53 | 12 | 1 | 84 | 0 | 7 | 12 | 11.189 | 6554.545 | 0.448 | -0.100 |
| | 177 | 263 | 6 | 17 | 70 | 0 | 2 | 1 | 3.036 | 2942.857 | 0.307 | -0.181 |
| Nueces | 178 | 102 | 1 | 2 | 44 | 0 | 5 | 7 | 4.142 | 16450.000 | 0.281 | -0.195 |
| | 178 | 102 | 2 | 2 | 44 | 0 | 4 | 5 | 9.991 | 14921.053 | 0.092 | -0.302 |
| | 178 | 102 | 3 | 1 | 77 | 0 | 7 | 16 | 10.884 | 15366.667 | 0.262 | -0.206 |
| | 178 | 102 | 11 | 16 | 77 | 0 | 1 | 3 | 4.867 | 5588.889 | 0.302 | -0.183 |
| | 178 | 373 | 2 | 2 | 44 | 0 | 0 | 3 | 11.353 | 12511.765 | 0.058 | -0.321 |
| | 178 | 373 | 3 | 2 | 44 | 0 | 3 | 4 | 6.934 | 7666.667 | 0.206 | -0.237 |
| | 178 | 989 | 2 | 5 | 624 | 0 | 2 | 1 | 2.033 | 10300.000 | 0.131 | -0.280 |
| | 178 | 2263 | 2 | 2 | 361 | 0 | 0 | 1 | 0.150 | 4450.000 | 4.104 | 1.968 |
| Orange | 181 | 306 | 1 | 2 | 87 | 0 | 2 | 4 | 1.982 | 17300.000 | 0.320 | -0.173 |
| | 181 | 306 | 2 | 2 | 73 | 2 | 3 | 4 | 4.521 | 21142.857 | 0.115 | -0.289 |
| | 181 | 710 | 2 | 5 | 105 | 0 | 1 | 3 | 2.913 | 16675.000 | 0.169 | -0.258 |
| Palo Pinto | 182 | 11 | 10 | 1 | 180 | 0 | 2 | 1 | 0.782 | 1095.000 | 3.200 | 1.456 |

Table E.14. Continued

| County | | Control No. | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|---------|------------|----------------|--------------------|-----------------|-------------------|----------|-----------|----|-------------------|-------------|------------|-----------------------------|
| Name | Fatalities | | | | | Injuries | Accidents | | | | | |
| Panola | 183 | 63 | 3 | 1 | 59 | 0 | 5 | 7 | 8.157 | 7678.571 | 0.306 | -0.181 |
| | 183 | 63 | 4 | 1 | 59 | 0 | 0 | 4 | 7.214 | 8846.154 | 0.172 | -0.257 |
| | 183 | 63 | 5 | 1 | 59 | 0 | 1 | 4 | 7.323 | 8400.000 | 0.178 | -0.253 |
| | 183 | 247 | 1 | 1 | 79 | 0 | 1 | 1 | 5.061 | 7000.000 | 0.077 | -0.310 |
| | 183 | 247 | 2 | 1 | 79 | 0 | 0 | 4 | 3.468 | 5780.000 | 0.547 | -0.045 |
| | 183 | 247 | 3 | 1 | 79 | 1 | 4 | 8 | 8.896 | 6048.571 | 0.407 | -0.124 |
| Parker | 184 | 8 | 2 | 1 | 180 | 1 | 10 | 12 | 15.090 | 9107.143 | 0.239 | -0.219 |
| | 184 | 8 | 3 | 1 | 180 | 0 | 1 | 1 | 16.376 | 27016.250 | 0.006 | -0.351 |
| | 184 | 80 | 6 | 1 | 377 | 1 | 5 | 6 | 5.337 | 15940.000 | 0.193 | -0.245 |
| | 184 | 171 | 3 | 2 | 199 | 0 | 3 | 6 | 4.973 | 14464.286 | 0.229 | -0.225 |
| Parmer | 185 | 52 | 1 | 1 | 70 | 1 | 4 | 5 | 10.705 | 4628.571 | 0.276 | -0.198 |
| | 185 | 168 | 3 | 1 | 60 | 1 | 0 | 2 | 1.082 | 7120.000 | 0.711 | 0.048 |
| | 185 | 168 | 17 | 17 | 214 | 0 | 3 | 2 | 1.114 | 1675.000 | 2.937 | 1.307 |
| Polk | 187 | 176 | 4 | 1 | 59 | 0 | 9 | 6 | 9.481 | 18360.000 | 0.094 | -0.301 |
| | 187 | 176 | 5 | 1 | 59 | 0 | 19 | 30 | 21.891 | 15845.946 | 0.237 | -0.220 |
| | 187 | 176 | 6 | 16 | 59 | 0 | 2 | 3 | 4.586 | 6323.077 | 0.283 | -0.194 |
| | 187 | 177 | 1 | 1 | 59 | 0 | 5 | 16 | 10.193 | 18453.846 | 0.233 | -0.222 |
| | 187 | 213 | 3 | 1 | 190 | 1 | 4 | 8 | 5.022 | 11455.556 | 0.381 | -0.139 |
| | 187 | 213 | 4 | 1 | 190 | 0 | 1 | 3 | 7.363 | 6490.909 | 0.172 | -0.257 |
| | 187 | 388 | 1 | 2 | 146 | 0 | 1 | 5 | 4.498 | 6161.538 | 0.494 | -0.074 |
| Potter | 188 | 41 | 5 | 1 | 87 | 1 | 20 | 22 | 17.383 | 8200.000 | 0.423 | -0.115 |
| | 188 | 41 | 7 | 1 | 87 | 0 | 6 | 8 | 4.761 | 8380.000 | 0.549 | -0.043 |
| | 188 | 42 | 1 | 1 | 287 | 0 | 1 | 3 | 3.811 | 7000.000 | 0.308 | -0.180 |
| | 188 | 90 | 5 | 15 | 40 | 0 | 0 | 1 | 10.967 | 9795.714 | 0.026 | -0.340 |
| | 188 | 169 | 2 | 1 | 60 | 0 | 2 | 5 | 1.730 | 7450.000 | 1.063 | 0.247 |
| | 188 | 1821 | 1 | 5 | 1912 | 0 | 1 | 1 | 0.814 | 5100.000 | 0.660 | 0.019 |
| | 188 | 2635 | 1 | 3 | 335 | 0 | 3 | 7 | 5.236 | 5285.714 | 0.693 | 0.038 |
| Randall | 191 | 67 | 1 | 1 | 87 | 0 | 1 | 2 | 17.500 | 6750.000 | 0.046 | -0.328 |
| | 191 | 168 | 8 | 1 | 60 | 0 | 6 | 8 | 15.425 | 7843.750 | 0.181 | -0.252 |
| | 191 | 168 | 9 | 1 | 60 | 0 | 3 | 8 | 8.974 | 18192.000 | 0.134 | -0.278 |
| | 191 | 2635 | 3 | 3 | 335 | 0 | 0 | 4 | 4.346 | 3642.857 | 0.692 | 0.038 |
| | 192 | 77 | 1 | 1 | 67 | 0 | 1 | 2 | 0.988 | 4008.333 | 1.384 | 0.429 |

Table E.14. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|--------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Refugio | 196 | 371 | 2 | 1 | 77 | 0 | 6 | 15 | 18.988 | 9400.000 | 0.230 | -0.224 |
| | 196 | 371 | 3 | 1 | 77 | 3 | 21 | 25 | 18.264 | 10119.231 | 0.371 | -0.144 |
| | 196 | 447 | 5 | 5 | 774 | 0 | 0 | 1 | 0.571 | 3050.000 | 1.573 | 0.536 |
| Robertson | 198 | 49 | 6 | 2 | 6 | 0 | 1 | 1 | 1.057 | 5475.000 | 0.473 | -0.086 |
| | 198 | 49 | 8 | 1 | 190 | 0 | 9 | 14 | 12.235 | 10079.167 | 0.311 | -0.178 |
| | 198 | 205 | 1 | 1 | 79 | 1 | 1 | 2 | 0.765 | 6450.000 | 1.110 | 0.274 |
| | 198 | 205 | 2 | 1 | 79 | 0 | 2 | 1 | 0.549 | 3500.000 | 1.426 | 0.453 |
| Runnels | 200 | 34 | 4 | 1 | 83 | 1 | 1 | 3 | 1.566 | 5787.500 | 0.907 | 0.159 |
| | 200 | 34 | 5 | 1 | 83 | 0 | 0 | 2 | 1.789 | 3450.000 | 0.888 | 0.148 |
| | 200 | 158 | 1 | 1 | 67 | 0 | 4 | 6 | 19.785 | 4800.000 | 0.173 | -0.256 |
| Rusk | 201 | 138 | 2 | 1 | 259 | 1 | 2 | 5 | 7.083 | 8550.000 | 0.226 | -0.226 |
| | 201 | 138 | 3 | 1 | 259 | 0 | 0 | 2 | 8.615 | 7714.286 | 0.082 | -0.307 |
| | 201 | 138 | 4 | 1 | 259 | 0 | 2 | 1 | 7.622 | 7011.111 | 0.051 | -0.325 |
| | 201 | 138 | 5 | 1 | 259 | 0 | 2 | 9 | 14.285 | 7290.000 | 0.237 | -0.220 |
| | 201 | 175 | 9 | 1 | 59 | 0 | 0 | 2 | 1.032 | 6600.000 | 0.804 | 0.101 |
| | 201 | 207 | 3 | 2 | 43 | 0 | 1 | 1 | 5.422 | 2827.273 | 0.179 | -0.253 |
| | 201 | 393 | 2 | 2 | 149 | 0 | 0 | 4 | 5.818 | 5620.000 | 0.335 | -0.164 |
| | 201 | 545 | 2 | 2 | 42 | 0 | 1 | 1 | 2.576 | 5844.444 | 0.182 | -0.251 |
| Sabine | 202 | 119 | 4 | 2 | 21 | 0 | 1 | 1 | 1.949 | 1800.000 | 0.781 | 0.088 |
| San Jacinto | 204 | 177 | 2 | 1 | 59 | 0 | 15 | 26 | 13.387 | 18612.500 | 0.286 | -0.192 |
| | 204 | 213 | 2 | 1 | 190 | 0 | 1 | 2 | 7.051 | 3800.000 | 0.205 | -0.238 |
| | 204 | 395 | 3 | 2 | 150 | 0 | 0 | 1 | 0.677 | 5000.000 | 0.809 | 0.104 |
| San Patricio | 205 | 101 | 4 | 1 | 181 | 0 | 9 | 14 | 12.676 | 12481.818 | 0.242 | -0.217 |
| | 205 | 180 | 6 | 2 | 35 | 0 | 4 | 8 | 10.395 | 13145.455 | 0.160 | -0.263 |
| | 205 | 180 | 10 | 2 | 361 | 0 | 5 | 3 | 5.096 | 8412.500 | 0.192 | -0.246 |
| | 205 | 371 | 4 | 1 | 77 | 0 | 10 | 8 | 6.193 | 7800.000 | 0.454 | -0.097 |
| | 205 | 372 | 1 | 1 | 77 | 0 | 9 | 18 | 10.520 | 14021.429 | 0.334 | -0.165 |
| Schleicher | 207 | 159 | 4 | 1 | 277 | 0 | 8 | 4 | 1.476 | 3425.000 | 2.168 | 0.872 |
| Scurry | 208 | 53 | 7 | 1 | 84 | 0 | 6 | 19 | 12.794 | 6666.667 | 0.610 | -0.009 |
| | 208 | 53 | 8 | 1 | 84 | 0 | 5 | 5 | 7.346 | 6733.333 | 0.277 | -0.197 |
| | 208 | 53 | 9 | 1 | 84 | 0 | 1 | 11 | 11.223 | 6662.500 | 0.403 | -0.126 |
| | 208 | 53 | 10 | 1 | 84 | 0 | 5 | 6 | 8.907 | 6325.000 | 0.292 | -0.189 |

Table E.14. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Scurry | 208 | 53 | 17 | 16 | 84 | 0 | 0 | 1 | 6.094 | 3670.667 | 0.122 | -0.285 |
| Shackelford | 209 | 11 | 6 | 1 | 180 | 0 | 2 | 2 | 1.270 | 4587.500 | 0.940 | 0.178 |
| Shelby | 210 | 59 | 3 | 2 | 7 | 1 | 9 | 7 | 6.747 | 3275.000 | 0.868 | 0.137 |
| | 210 | 59 | 4 | 2 | 7 | 0 | 3 | 8 | 8.775 | 3760.000 | 0.664 | 0.022 |
| | 210 | 63 | 6 | 1 | 96 | 1 | 7 | 12 | 8.885 | 5633.333 | 0.657 | 0.018 |
| | 210 | 64 | 1 | 2 | 87 | 0 | 10 | 11 | 5.594 | 4666.667 | 1.154 | 0.299 |
| | 210 | 175 | 2 | 1 | 84 | 0 | 1 | 2 | 3.021 | 5981.111 | 0.303 | -0.183 |
| | 210 | 175 | 4 | 1 | 59 | 0 | 6 | 6 | 8.776 | 6371.429 | 0.294 | -0.188 |
| | 210 | 175 | 5 | 1 | 59 | 0 | 5 | 4 | 5.013 | 6853.846 | 0.319 | -0.174 |
| Sherman | 211 | 66 | 3 | 1 | 287 | 0 | 7 | 8 | 19.632 | 3400.000 | 0.328 | -0.168 |
| Smith | 212 | 164 | 4 | 2 | 31 | 0 | 3 | 5 | 4.615 | 13425.000 | 0.221 | -0.229 |
| | 212 | 165 | 2 | 1 | 271 | 0 | 0 | 1 | 6.365 | 4290.000 | 0.100 | -0.297 |
| | 212 | 190 | 5 | 1 | 69 | 0 | 8 | 6 | 6.814 | 15773.333 | 0.153 | -0.268 |
| | 212 | 191 | 1 | 1 | 69 | 0 | 4 | 7 | 7.281 | 8542.857 | 0.308 | -0.180 |
| | 212 | 245 | 5 | 2 | 64 | 0 | 3 | 4 | 1.417 | 8150.000 | 0.949 | 0.183 |
| | 212 | 245 | 6 | 2 | 64 | 0 | 3 | 3 | 4.566 | 11180.000 | 0.161 | -0.263 |
| | 212 | 345 | 1 | 2 | 110 | 0 | 4 | 6 | 4.118 | 15112.500 | 0.264 | -0.205 |
| | 212 | 345 | 2 | 2 | 110 | 0 | 0 | 1 | 1.788 | 6988.889 | 0.219 | -0.230 |
| | 212 | 492 | 4 | 5 | 756 | 0 | 0 | 1 | 0.258 | 7300.000 | 1.455 | 0.469 |
| | 212 | 520 | 6 | 2 | 155 | 0 | 5 | 9 | 5.500 | 11616.667 | 0.386 | -0.136 |
| | 212 | 1790 | 2 | 3 | 323 | 1 | 1 | 2 | . | . | . | . |
| | 212 | 2075 | 1 | 3 | 323 | 0 | 1 | 4 | 2.498 | 13350.000 | 0.329 | -0.168 |
| Starr | 214 | 38 | 7 | 1 | 83 | 0 | 0 | 1 | 0.152 | 18000.000 | 1.001 | 0.212 |
| | 214 | 39 | 1 | 1 | 83 | 0 | 1 | 7 | 1.446 | 22000.000 | 0.603 | -0.013 |
| Stephens | 215 | 11 | 7 | 1 | 180 | 0 | 1 | 2 | 4.544 | 5437.500 | 0.222 | -0.229 |
| | 215 | 11 | 9 | 1 | 180 | 0 | 0 | 1 | 2.991 | 5314.286 | 0.172 | -0.257 |
| Sterling | 216 | 69 | 3 | 1 | 87 | 0 | 0 | 1 | 3.914 | 4383.333 | 0.160 | -0.264 |
| | 216 | 69 | 4 | 1 | 87 | 0 | 3 | 1 | 12.130 | 4975.000 | 0.045 | -0.328 |
| Stonewall | 217 | 106 | 5 | 1 | 83 | 0 | 0 | 1 | 1.156 | 3500.000 | 0.677 | 0.029 |
| Swisher | 219 | 67 | 18 | 1 | 87 | 0 | 1 | 4 | 17.193 | 1576.000 | 0.404 | -0.125 |
| Tarrant | 220 | 14 | 15 | 1 | 81 | 0 | 4 | 10 | 9.979 | 17037.500 | 0.161 | -0.263 |
| | 220 | 80 | 7 | 1 | 377 | 0 | 4 | 10 | . | . | . | . |

Table E.14. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Tarrant | 220 | 94 | 5 | 2 | 183 | 0 | 3 | 3 | . | . | . | . |
| | 220 | 171 | 4 | 2 | 199 | 0 | 1 | 5 | . | . | . | . |
| | 220 | 171 | 5 | 2 | 199 | 0 | 3 | 3 | . | . | . | . |
| | 220 | 353 | 3 | 2 | 114 | 1 | 4 | 8 | 5.760 | 36080.000 | 0.105 | -0.294 |
| | 220 | 2208 | 1 | 3 | 303 | 0 | 5 | 5 | . | . | . | . |
| Taylor | 221 | 6 | 17 | 15 | 20 | 0 | 0 | 1 | 0.493 | 3433.333 | 1.619 | 0.562 |
| | 221 | 34 | 1 | 1 | 83 | 0 | 3 | 6 | 8.550 | 5933.333 | 0.324 | -0.171 |
| | 221 | 54 | 1 | 1 | 84 | 0 | 3 | 4 | 11.295 | 2540.000 | 0.382 | -0.138 |
| Terry | 223 | 227 | 7 | 1 | 62 | 0 | 2 | 5 | 11.964 | 7827.273 | 0.146 | -0.271 |
| | 223 | 228 | 1 | 1 | 62 | 0 | 8 | 8 | 21.617 | 5276.471 | 0.192 | -0.245 |
| | 223 | 380 | 3 | 1 | 62 | 0 | 1 | 1 | 3.633 | 6625.000 | 0.114 | -0.290 |
| Titus | 225 | 10 | 7 | 1 | 67 | 0 | 4 | 5 | 9.278 | 5525.000 | 0.267 | -0.203 |
| | 225 | 221 | 5 | 1 | 271 | 0 | 1 | 1 | 2.084 | 5722.222 | 0.230 | -0.224 |
| | 225 | 222 | 1 | 2 | 49 | 0 | 7 | 3 | 3.698 | 9200.000 | 0.242 | -0.217 |
| | 225 | 248 | 1 | 1 | 271 | 0 | 4 | 7 | 7.486 | 13833.333 | 0.185 | -0.249 |
| Tom Green | 226 | 69 | 6 | 1 | 87 | 0 | 1 | 3 | 9.751 | 4614.286 | 0.183 | -0.251 |
| | 226 | 69 | 7 | 1 | 87 | 0 | 3 | 8 | 12.278 | 7473.684 | 0.239 | -0.219 |
| | 226 | 70 | 2 | 1 | 87 | 0 | 7 | 10 | 13.048 | 5205.882 | 0.403 | -0.126 |
| | 226 | 158 | 2 | 1 | 67 | 0 | 1 | 4 | 10.550 | 4506.250 | 0.231 | -0.224 |
| | 226 | 264 | 7 | 3 | 306 | 0 | 0 | 1 | 1.000 | 4850.000 | 0.565 | -0.035 |
| | 226 | 2574 | 1 | 5 | 584 | 0 | 1 | 1 | 3.438 | 5866.667 | 0.136 | -0.277 |
| Travis | 227 | 15 | 15 | 5 | 1825 | 0 | 0 | 1 | . | . | . | . |
| | 227 | 113 | 8 | 1 | 290 | 0 | 4 | 9 | 0.490 | 14400.000 | 3.495 | 1.623 |
| | 227 | 113 | 9 | 1 | 290 | 0 | 1 | 2 | . | . | . | . |
| | 227 | 113 | 13 | 3 | 360 | 0 | 0 | 2 | . | . | . | . |
| | 227 | 114 | 2 | 1 | 290 | 0 | 6 | 7 | 3.708 | 16700.000 | 0.310 | -0.179 |
| | 227 | 114 | 3 | 1 | 290 | 0 | 1 | 9 | 6.539 | 13366.667 | 0.282 | -0.194 |
| | 227 | 152 | 1 | 1 | 183 | 1 | 20 | 28 | 10.301 | 10916.667 | 0.682 | 0.032 |
| | 227 | 265 | 1 | 2 | 71 | 1 | 9 | 17 | 1.405 | 20000.000 | 1.657 | 0.584 |
| | 227 | 265 | 2 | 2 | 71 | 0 | 2 | 8 | 5.584 | 18960.000 | 0.207 | -0.237 |
| | 227 | 683 | 2 | 5 | 620 | 0 | 6 | 16 | 8.392 | 11175.000 | 0.467 | -0.090 |
| | 227 | 700 | 3 | 2 | 71 | 0 | 15 | 20 | 16.649 | 9478.947 | 0.347 | -0.158 |

Table E.14. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Travis | 227 | 757 | 2 | 5 | 685 | 0 | 2 | 5 | 4.174 | 5100.000 | 0.644 | 0.010 |
| | 227 | 1149 | 1 | 5 | 812 | 0 | 2 | 5 | 1.686 | 6800.000 | 1.195 | 0.322 |
| | 227 | 1186 | 1 | 5 | 969 | 0 | 5 | 6 | 1.933 | 6466.667 | 1.315 | 0.390 |
| | 227 | 1376 | 2 | 5 | 1325 | 0 | 0 | 2 | 0.840 | 36000.000 | 0.181 | -0.252 |
| | 227 | 1378 | 1 | 5 | 1431 | 1 | 22 | 32 | 10.367 | 5660.000 | 1.494 | 0.491 |
| | 227 | 1902 | 1 | 5 | 1825 | 0 | 4 | 5 | . | . | . | . |
| | 227 | 2100 | 1 | 5 | 2222 | 0 | 5 | 14 | . | . | . | . |
| | 227 | 2102 | 1 | 5 | 2244 | 0 | 10 | 19 | 6.753 | 16500.000 | 0.467 | -0.090 |
| | 227 | 3277 | 1 | 5 | 3177 | 0 | 1 | 1 | 3.531 | 3733.333 | 0.208 | -0.237 |
| 227 | 3417 | 1 | 5 | 734 | 0 | 1 | 2 | . | . | . | . | |
| Tyler | 229 | 200 | 5 | 1 | 69 | 0 | 0 | 1 | 0.258 | 5000.000 | 2.124 | 0.847 |
| Upshur | 230 | 96 | 3 | 1 | 80 | 0 | 1 | 1 | 3.396 | 5600.000 | 0.144 | -0.273 |
| | 230 | 248 | 4 | 1 | 271 | 0 | 4 | 6 | 12.104 | 7171.429 | 0.189 | -0.247 |
| | 230 | 248 | 5 | 1 | 271 | 0 | 1 | 1 | 9.021 | 7440.909 | 0.041 | -0.331 |
| | 230 | 392 | 2 | 1 | 259 | 0 | 7 | 10 | 12.053 | 6554.286 | 0.347 | -0.158 |
| Upton | 231 | 229 | 4 | 1 | 385 | 0 | 1 | 2 | 1.403 | 4416.667 | 0.884 | 0.146 |
| Uvalde | 232 | 23 | 5 | 1 | 90 | 0 | 3 | 1 | 2.383 | 2700.000 | 0.426 | -0.113 |
| | 232 | 24 | 1 | 1 | 90 | 0 | 3 | 4 | 6.654 | 13889.474 | 0.119 | -0.287 |
| | 232 | 24 | 2 | 1 | 90 | 0 | 1 | 5 | 9.931 | 5400.000 | 0.255 | -0.210 |
| Val Verde | 233 | 22 | 9 | 1 | 90 | 0 | 2 | 2 | . | . | . | . |
| | 233 | 299 | 1 | 1 | 277 | 0 | 1 | 2 | . | . | . | . |
| VanZandt | 234 | 95 | 6 | 1 | 80 | 0 | 9 | 10 | 14.802 | 6392.308 | 0.290 | -0.190 |
| | 234 | 95 | 7 | 1 | 80 | 0 | 4 | 5 | 13.551 | 4822.222 | 0.210 | -0.236 |
| | 234 | 108 | 2 | 2 | 19 | 0 | 0 | 1 | 0.173 | 7900.000 | 2.005 | 0.780 |
| | 234 | 505 | 1 | 2 | 110 | 0 | 0 | 1 | 0.679 | 3566.667 | 1.131 | 0.286 |
| | 234 | 646 | 1 | 5 | 47 | 1 | 0 | 2 | 0.581 | 5925.000 | 1.592 | 0.546 |
| Victoria | 235 | 88 | 4 | 1 | 59 | 0 | 3 | 4 | 2.236 | 9625.000 | 0.509 | -0.066 |
| | 235 | 88 | 5 | 3 | 175 | 0 | 1 | 12 | 13.148 | 11411.765 | 0.219 | -0.230 |
| | 235 | 89 | 1 | 1 | 59 | 1 | 15 | 14 | 12.659 | 14275.000 | 0.212 | -0.234 |
| | 235 | 144 | 2 | 1 | 87 | 0 | 1 | 1 | 1.658 | 6920.000 | 0.239 | -0.219 |
| | 235 | 371 | 1 | 1 | 77 | 0 | 4 | 10 | 13.578 | 8550.000 | 0.236 | -0.221 |
| | 235 | 371 | 6 | 3 | 91 | 1 | 0 | 1 | 1.005 | 7400.000 | 0.368 | -0.146 |

Table E.14. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Victoria | 235 | 432 | 2 | 2 | 185 | 0 | 2 | 7 | 9.066 | 8580.000 | 0.247 | -0.215 |
| | 235 | 2350 | 1 | 3 | 463 | 0 | 3 | 2 | 4.979 | 5850.000 | 0.188 | -0.248 |
| | 235 | 3255 | 1 | 5 | 1315 | 0 | 1 | 1 | 0.495 | 1400.000 | 3.953 | 1.883 |
| Walker | 236 | 109 | 9 | 2 | 19 | 0 | 5 | 13 | 11.313 | 8361.538 | 0.377 | -0.141 |
| Waller | 237 | 50 | 4 | 2 | 6 | 1 | 2 | 6 | 8.133 | 7585.714 | 0.266 | -0.203 |
| | 237 | 50 | 5 | 2 | 6 | 0 | 8 | 16 | 11.085 | 19614.286 | 0.202 | -0.240 |
| | 237 | 114 | 11 | 1 | 290 | 2 | 15 | 23 | 9.380 | 5446.429 | 1.233 | 0.344 |
| | 237 | 271 | 9 | 1 | 90 | 0 | 1 | 1 | 0.597 | 5500.000 | 0.834 | 0.118 |
| Ward | 238 | 4 | 3 | 15 | 20 | 0 | 0 | 1 | 6.948 | 3320.833 | 0.119 | -0.287 |
| | 238 | 292 | 4 | 2 | 18 | 0 | 1 | 2 | 8.125 | 5694.737 | 0.118 | -0.287 |
| Washington | 239 | 114 | 9 | 1 | 290 | 0 | 8 | 14 | 18.067 | 8323.333 | 0.255 | -0.210 |
| | 239 | 114 | 10 | 1 | 290 | 1 | 5 | 7 | 13.259 | 8309.091 | 0.174 | -0.256 |
| | 239 | 186 | 6 | 1 | 290 | 0 | 0 | 2 | 5.192 | 11833.333 | 0.089 | -0.304 |
| Wharton | 241 | 89 | 6 | 1 | 59 | 0 | 10 | 18 | 12.785 | 14347.368 | 0.269 | -0.202 |
| | 241 | 89 | 7 | 1 | 59 | 0 | 21 | 21 | 15.463 | 16272.414 | 0.229 | -0.225 |
| | 241 | 89 | 8 | 1 | 59 | 0 | 9 | 9 | 9.885 | 16706.667 | 0.149 | -0.270 |
| | 241 | 89 | 13 | 3 | 523 | 0 | 0 | 1 | 0.575 | 1350.000 | 3.529 | 1.643 |
| Wichita | 243 | 43 | 8 | 1 | 287 | 0 | 8 | 7 | 16.285 | 10633.333 | 0.111 | -0.291 |
| | 243 | 43 | 9 | 1 | 287 | 0 | 1 | 3 | 7.955 | 12909.091 | 0.080 | -0.309 |
| | 243 | 43 | 17 | 16 | 287 | 0 | 3 | 3 | 5.376 | 5163.636 | 0.296 | -0.187 |
| | 243 | 156 | 4 | 1 | 82 | 0 | 0 | 1 | 2.206 | 5820.000 | 0.213 | -0.233 |
| Wilbarger | 244 | 43 | 5 | 1 | 287 | 0 | 6 | 10 | 14.092 | 9510.526 | 0.204 | -0.238 |
| | 244 | 43 | 6 | 1 | 70 | 0 | 4 | 12 | 7.929 | 11444.444 | 0.362 | -0.149 |
| | 244 | 43 | 7 | 1 | 287 | 1 | 4 | 8 | 12.109 | 10192.857 | 0.178 | -0.254 |
| | 244 | 43 | 20 | 16 | 287 | 0 | 0 | 2 | 4.835 | 5913.333 | 0.192 | -0.246 |
| Willacy | 245 | 327 | 10 | 1 | 77 | 0 | 11 | 18 | 18.276 | 9163.636 | 0.294 | -0.188 |
| Williamson | 246 | 151 | 3 | 2 | 29 | 1 | 1 | 2 | 6.369 | 5950.000 | 0.145 | -0.272 |
| | 246 | 151 | 4 | 1 | 183 | 0 | 6 | 8 | 7.139 | 8450.000 | 0.363 | -0.149 |
| | 246 | 151 | 5 | 1 | 183 | 0 | 9 | 15 | . | . | . | . |
| | 246 | 204 | 1 | 1 | 79 | 0 | 0 | 1 | 7.735 | 15942.857 | 0.022 | -0.342 |
| | 246 | 204 | 2 | 1 | 79 | 1 | 3 | 4 | 4.780 | 11900.000 | 0.193 | -0.245 |
| | 246 | 204 | 4 | 1 | 79 | 0 | 1 | 2 | 11.720 | 6147.059 | 0.076 | -0.311 |

Table E.14. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Williamson | 246 | 273 | 4 | 1 | 183 | 1 | 9 | 16 | 13.107 | 3581.818 | 0.934 | 0.174 |
| | 246 | 320 | 3 | 2 | 95 | 0 | 3 | 6 | 16.183 | 5206.667 | 0.195 | -0.244 |
| | 246 | 320 | 4 | 1 | 79 | 0 | 1 | 2 | 5.192 | 4275.000 | 0.247 | -0.214 |
| | 246 | 337 | 1 | 2 | 29 | 0 | 2 | 4 | 11.616 | 8011.111 | 0.118 | -0.287 |
| | 246 | 440 | 1 | 2 | 195 | 0 | 0 | 1 | 1.071 | 5666.667 | 0.451 | -0.099 |
| | 246 | 683 | 1 | 5 | 620 | 0 | 8 | 17 | 3.910 | 23416.667 | 0.509 | -0.066 |
| | 246 | 757 | 1 | 5 | 685 | 0 | 0 | 1 | 2.955 | 3700.000 | 0.251 | -0.212 |
| | 246 | 1376 | 1 | 5 | 1325 | 0 | 0 | 2 | 2.051 | 22000.000 | 0.121 | -0.285 |
| | 246 | 1378 | 2 | 5 | 1431 | 0 | 2 | 13 | 8.475 | 8685.714 | 0.484 | -0.080 |
| Wilson | 247 | 100 | 3 | 1 | 181 | 1 | 2 | 6 | 14.188 | 8639.130 | 0.134 | -0.278 |
| | 247 | 100 | 4 | 1 | 181 | 0 | 3 | 4 | 6.937 | 4775.000 | 0.331 | -0.167 |
| | 247 | 143 | 3 | 1 | 87 | 0 | 8 | 4 | 5.573 | 6581.818 | 0.299 | -0.185 |
| | 247 | 366 | 4 | 2 | 123 | 0 | 1 | 1 | 0.618 | 4550.000 | 0.974 | 0.197 |
| | 247 | 366 | 5 | 2 | 123 | 0 | 2 | 2 | 8.336 | 3716.667 | 0.177 | -0.254 |
| Wise | 249 | 13 | 6 | 1 | 81 | 0 | 17 | 15 | 6.319 | 15942.857 | 0.408 | -0.123 |
| | 249 | 13 | 7 | 1 | 81 | 0 | 18 | 16 | 10.840 | 17071.429 | 0.237 | -0.220 |
| | 249 | 13 | 8 | 1 | 81 | 0 | 10 | 21 | 20.614 | 16834.375 | 0.166 | -0.260 |
| | 249 | 134 | 7 | 1 | 380 | 0 | 3 | 9 | 3.379 | 7480.000 | 0.976 | 0.198 |
| | 249 | 313 | 1 | 5 | 51 | 0 | 0 | 2 | 1.860 | 9800.000 | 0.301 | -0.184 |
| | 249 | 352 | 2 | 2 | 114 | 0 | 2 | 2 | 0.483 | 10550.000 | 1.075 | 0.254 |
| Wood | 250 | 95 | 9 | 1 | 80 | 0 | 3 | 3 | 4.622 | 6000.000 | 0.296 | -0.186 |
| | 250 | 96 | 1 | 1 | 80 | 0 | 5 | 5 | 9.423 | 3477.778 | 0.418 | -0.118 |
| | 250 | 96 | 2 | 1 | 80 | 0 | 1 | 5 | 10.699 | 3114.286 | 0.411 | -0.122 |
| Yoakum | 251 | 297 | 1 | 1 | 380 | 0 | 0 | 1 | 0.318 | 2800.000 | 3.077 | 1.387 |
| | 251 | 297 | 2 | 1 | 82 | 0 | 3 | 3 | 0.759 | 4100.000 | 2.641 | 1.140 |
| | 251 | 461 | 8 | 2 | 83 | 0 | 0 | 1 | 2.856 | 3750.000 | 0.256 | -0.209 |
| | 251 | 583 | 1 | 2 | 83 | 0 | 1 | 1 | 0.989 | 8300.000 | 0.334 | -0.165 |
| Young | 252 | 133 | 8 | 2 | 114 | 0 | 0 | 1 | 0.703 | 5633.333 | 0.692 | 0.037 |
| Zapata | 253 | 38 | 4 | 1 | 83 | 0 | 2 | 3 | 4.754 | 8487.500 | 0.204 | -0.239 |
| Zavala | 254 | 276 | 3 | 1 | 57 | 0 | 0 | 1 | . | . | . | . |

Table E.15. Single-Vehicle Interstate Accident Data with Totals and Standardized Acores by County and Control Section (1994)

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Atascosa | 7 | 17 | 4 | 8 | 35 | 0 | 1 | 6 | 2.538 | 17708.000 | 0.366 | 0.060 |
| | 7 | 73 | 5 | 8 | 37 | 0 | 32 | 16 | 11.482 | 13198.000 | 0.289 | -0.084 |
| | 7 | 73 | 6 | 8 | 37 | 0 | 8 | 9 | 7.623 | 13867.143 | 0.233 | -0.189 |
| | 7 | 73 | 10 | 8 | 37 | 0 | 24 | 26 | 15.832 | 13308.947 | 0.338 | 0.008 |
| Austin | 8 | 271 | 2 | 8 | 10 | 0 | 9 | 12 | 8.901 | 23275.000 | 0.159 | -0.330 |
| | 8 | 271 | 3 | 8 | 10 | 0 | 6 | 12 | 7.176 | 27899.286 | 0.164 | -0.319 |
| Bell | 14 | 15 | 4 | 8 | 35 | 1 | 27 | 31 | 9.486 | 38671.538 | 0.232 | -0.193 |
| | 14 | 15 | 6 | 8 | 35 | 0 | 9 | 7 | 2.982 | 36700.000 | 0.175 | -0.299 |
| | 14 | 15 | 7 | 8 | 35 | 0 | 25 | 18 | 9.848 | 32691.765 | 0.153 | -0.340 |
| Bexar | 15 | 16 | 7 | 8 | 35 | 0 | 7 | 12 | . | . | . | . |
| | 15 | 17 | 2 | 8 | 35 | 0 | 4 | 2 | 0.329 | 24080.000 | 0.692 | 0.673 |
| | 15 | 17 | 3 | 8 | 35 | 0 | 5 | 18 | 8.483 | 21153.333 | 0.275 | -0.111 |
| | 15 | 25 | 2 | 8 | 10 | 0 | 9 | 9 | 2.461 | 23970.000 | 0.418 | 0.158 |
| | 15 | 72 | 7 | 8 | 10 | 0 | 8 | 17 | 6.554 | 31256.000 | 0.227 | -0.201 |
| | 15 | 72 | 8 | 8 | 10 | 0 | 0 | 1 | . | . | . | . |
| | 15 | 72 | 12 | 8 | 10 | 0 | 7 | 12 | . | . | . | . |
| | 15 | 73 | 9 | 8 | 37 | 0 | 12 | 13 | 8.106 | 14750.000 | 0.298 | -0.068 |
| Bowie | 19 | 521 | 4 | 8 | 410 | 0 | 11 | 25 | . | . | . | . |
| | 19 | 610 | 5 | 8 | 30 | 1 | 24 | 20 | 17.127 | 15362.727 | 0.208 | -0.237 |
| | 19 | 610 | 6 | 8 | 30 | 2 | 9 | 18 | 13.607 | 23408.929 | 0.155 | -0.337 |
| Caldwell | 19 | 610 | 7 | 8 | 30 | 2 | 16 | 21 | 11.859 | 34255.833 | 0.142 | -0.362 |
| | 28 | 535 | 3 | 8 | 10 | 0 | 5 | 6 | 4.931 | 16576.667 | 0.201 | -0.250 |
| | 30 | 6 | 7 | 8 | 20 | 1 | 17 | 33 | 12.988 | 15703.333 | 0.443 | 0.206 |
| Callahan | 30 | 7 | 1 | 8 | 20 | 0 | 6 | 21 | 8.789 | 14853.846 | 0.441 | 0.201 |
| | 30 | 7 | 2 | 8 | 20 | 0 | 13 | 18 | 8.915 | 14504.444 | 0.381 | 0.089 |
| | 33 | 275 | 2 | 8 | 40 | 1 | 6 | 12 | 10.241 | 10807.500 | 0.297 | -0.069 |
| Carson | 33 | 275 | 3 | 8 | 40 | 0 | 3 | 6 | 10.695 | 10650.000 | 0.144 | -0.357 |
| | 33 | 275 | 4 | 8 | 40 | 0 | 2 | 8 | 10.357 | 10562.000 | 0.200 | -0.251 |
| | 36 | 508 | 2 | 8 | 10 | 2 | 47 | 67 | 15.860 | 33200.526 | 0.349 | 0.028 |
| Chambers | 36 | 508 | 3 | 8 | 10 | 2 | 27 | 31 | 17.491 | 19556.000 | 0.248 | -0.161 |
| | 36 | 739 | 1 | 8 | 10 | 0 | 6 | 11 | 3.113 | 28000.000 | 0.346 | 0.022 |
| | 45 | 271 | 1 | 8 | 10 | 0 | 25 | 24 | 14.447 | 23310.000 | 0.195 | -0.261 |
| Colorado | | | | | | | | | | | | |

Table E.15. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Colorado | 45 | 535 | 8 | 8 | 10 | 1 | 39 | 44 | 17.614 | 19154.063 | 0.357 | 0.044 |
| Comal | 46 | 16 | 4 | 8 | 35 | 0 | 25 | 42 | 9.598 | 43034.118 | 0.279 | -0.104 |
| Cooke | 49 | 194 | 1 | 8 | 35 | 0 | 11 | 12 | 0.241 | 20010.000 | 6.817 | 12.205 |
| | 49 | 194 | 2 | 8 | 35 | 3 | 3 | 8 | 6.355 | 19439.091 | 0.177 | -0.295 |
| | 49 | 195 | 1 | 8 | 35 | 0 | 17 | 29 | 15.211 | 24428.889 | 0.214 | -0.226 |
| Crane | 52 | 4 | 5 | 8 | 20 | 0 | 1 | 1 | 1.533 | 7800.000 | 0.229 | -0.197 |
| Crockett | 53 | 140 | 10 | 8 | 10 | 1 | 7 | 5 | 13.057 | 5390.000 | 0.195 | -0.262 |
| | 53 | 140 | 11 | 8 | 11 | 0 | 34 | 5 | 9.071 | 5193.750 | 0.291 | -0.081 |
| | 53 | 140 | 13 | 8 | 10 | 3 | 30 | 20 | 15.858 | 5100.000 | 0.678 | 0.647 |
| | 53 | 141 | 1 | 8 | 10 | 1 | 11 | 10 | 14.826 | 5571.429 | 0.332 | -0.004 |
| Culberson | 55 | 2 | 11 | 8 | 10 | 0 | 4 | 4 | 4.765 | 8600.000 | 0.267 | -0.125 |
| | 55 | 3 | 1 | 8 | 10 | 0 | 10 | 8 | 13.298 | 9823.333 | 0.168 | -0.313 |
| | 55 | 3 | 2 | 8 | 10 | 0 | 11 | 12 | 13.069 | 9720.000 | 0.259 | -0.141 |
| | 55 | 3 | 3 | 8 | 11 | 1 | 6 | 16 | 12.562 | 9651.111 | 0.362 | 0.052 |
| Dallas | 57 | 92 | 2 | 8 | 45 | 1 | 11 | 19 | . | . | . | . |
| | 57 | 92 | 14 | 8 | 45 | 0 | 0 | 1 | . | . | . | . |
| | 57 | 95 | 13 | 8 | 20 | 0 | 1 | 2 | . | . | . | . |
| | 57 | 442 | 2 | 8 | 353 | 0 | 9 | 6 | . | . | . | . |
| | 57 | 2374 | 3 | 8 | 20 | 0 | 2 | 5 | . | . | . | . |
| | 57 | 2374 | 7 | 8 | 635 | 0 | 8 | 8 | 0.999 | 85190.000 | 0.258 | -0.144 |
| Deaf Smith | 59 | 90 | 1 | 8 | 40 | 0 | 2 | 2 | 2.102 | 9980.000 | 0.261 | -0.137 |
| Denton | 61 | 81 | 13 | 8 | 354 | 0 | 5 | 16 | 8.087 | 19165.000 | 0.283 | -0.096 |
| | 61 | 195 | 2 | 8 | 35 | 0 | 2 | 7 | 6.893 | 28300.000 | 0.098 | -0.443 |
| | 61 | 196 | 1 | 8 | 353 | 0 | 5 | 15 | . | . | . | . |
| | 61 | 196 | 2 | 8 | 353 | 1 | 2 | 6 | . | . | . | . |
| Donely | 65 | 275 | 6 | 8 | 40 | 0 | 0 | 1 | 1.670 | 10600.000 | 0.155 | -0.337 |
| | 65 | 275 | 8 | 8 | 40 | 0 | 5 | 4 | 2.171 | 10700.000 | 0.472 | 0.260 |
| | 65 | 275 | 10 | 8 | 40 | 1 | 6 | 2 | 2.166 | 10600.000 | 0.239 | -0.179 |
| Eastland | 68 | 7 | 3 | 8 | 20 | 0 | 24 | 31 | 20.008 | 13879.333 | 0.306 | -0.053 |
| | 68 | 7 | 4 | 8 | 11 | 0 | 1 | 9 | 16.410 | 6019.130 | 0.250 | -0.159 |
| | 68 | 7 | 6 | 8 | 20 | 1 | 18 | 21 | 12.625 | 13708.824 | 0.332 | -0.003 |
| | 68 | 314 | 5 | 8 | 20 | 0 | 0 | 1 | 1.792 | 13880.000 | 0.110 | -0.421 |

Table E.15. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Ector | 69 | 4 | 6 | 8 | 20 | 4 | 15 | 8 | 8.252 | 8110.000 | 0.328 | -0.012 |
| | 69 | 4 | 7 | 8 | 20 | 5 | 36 | 28 | 6.138 | 8360.000 | 1.495 | 2.186 |
| | 69 | 5 | 13 | 8 | 20 | 0 | 0 | 1 | 1.023 | 13506.667 | 0.198 | -0.255 |
| Ellis | 71 | 48 | 4 | 8 | 353 | 0 | 2 | 5 | 11.372 | 28775.263 | 0.042 | -0.550 |
| | 71 | 48 | 8 | 8 | 353 | 2 | 23 | 30 | 18.540 | 23866.190 | 0.186 | -0.279 |
| | 71 | 92 | 3 | 8 | 45 | 0 | 11 | 26 | 5.529 | 25072.000 | 0.514 | 0.339 |
| | 71 | 92 | 4 | 8 | 45 | 0 | 7 | 25 | 10.083 | 23598.000 | 0.288 | -0.087 |
| | 71 | 92 | 5 | 8 | 45 | 0 | 9 | 11 | 7.810 | 22838.571 | 0.169 | -0.311 |
| | 71 | 442 | 3 | 8 | 353 | 0 | 11 | 20 | 3.791 | 29028.571 | 0.498 | 0.309 |
| El Paso | 72 | 2121 | 1 | 8 | 10 | 2 | 14 | 16 | 6.312 | 29583.636 | 0.235 | -0.187 |
| | 72 | 2121 | 4 | 8 | 10 | 2 | 32 | 42 | 14.594 | 16605.714 | 0.475 | 0.265 |
| | 72 | 2121 | 5 | 8 | 11 | 2 | 9 | 8 | 12.054 | 10302.500 | 0.176 | -0.296 |
| Erath | 73 | 314 | 4 | 8 | 20 | 0 | 2 | 3 | 5.877 | 14000.000 | 0.100 | -0.441 |
| Falls | 74 | 15 | 3 | 8 | 35 | 2 | 4 | 6 | 1.900 | 37000.000 | 0.234 | -0.188 |
| Fayette | 76 | 535 | 6 | 8 | 10 | 0 | 13 | 14 | 11.303 | 16040.000 | 0.212 | -0.230 |
| | 76 | 535 | 7 | 8 | 10 | 2 | 13 | 23 | 11.492 | 16881.481 | 0.325 | -0.017 |
| Fort Bend | 80 | 271 | 5 | 8 | 10 | 0 | 1 | 1 | 1.336 | 39000.000 | 0.053 | -0.530 |
| Franklin | 81 | 610 | 2 | 8 | 30 | 3 | 27 | 19 | 10.695 | 15958.333 | 0.305 | -0.054 |
| Freestone | 82 | 675 | 1 | 8 | 45 | 1 | 22 | 26 | 14.893 | 18474.545 | 0.259 | -0.141 |
| | 82 | 675 | 2 | 8 | 45 | 3 | 22 | 18 | 17.184 | 16845.000 | 0.170 | -0.308 |
| Frio | 83 | 17 | 6 | 8 | 35 | 0 | 6 | 9 | 16.984 | 13044.615 | 0.111 | -0.419 |
| | 83 | 17 | 7 | 8 | 35 | 1 | 6 | 6 | 18.787 | 10997.143 | 0.080 | -0.479 |
| Galveston | 85 | 500 | 1 | 8 | 45 | 0 | 11 | 19 | . | . | . | . |
| | 85 | 500 | 4 | 8 | 45 | 1 | 9 | 21 | . | . | . | . |
| Gillespie | 87 | 142 | 13 | 8 | 10 | 0 | 1 | 3 | 5.944 | 7600.000 | 0.182 | -0.286 |
| Gonzales | 90 | 535 | 4 | 8 | 10 | 2 | 24 | 15 | 10.546 | 16615.385 | 0.235 | -0.187 |
| | 90 | 535 | 5 | 8 | 10 | 0 | 17 | 18 | 11.590 | 16045.000 | 0.265 | -0.129 |
| Gray | 91 | 275 | 5 | 8 | 40 | 0 | 9 | 6 | 4.741 | 10576.667 | 0.328 | -0.011 |
| | 91 | 275 | 7 | 8 | 40 | 1 | 5 | 5 | 3.897 | 10520.000 | 0.334 | 0.000 |
| | 91 | 275 | 11 | 8 | 40 | 4 | 26 | 17 | 16.990 | 10610.000 | 0.258 | -0.142 |
| Gregg | 93 | 495 | 7 | 8 | 20 | 0 | 63 | 73 | 15.655 | 22559.167 | 0.566 | 0.437 |
| Guadalupe | 95 | 16 | 6 | 8 | 35 | 0 | 0 | 6 | 3.327 | 55252.000 | 0.089 | -0.460 |

Table E.15. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Guadalupe | 95 | 25 | 3 | 8 | 10 | 0 | 12 | 17 | 11.058 | 18031.429 | 0.234 | -0.189 |
| | 95 | 535 | 1 | 8 | 10 | 1 | 1 | 4 | 10.843 | 20738.400 | 0.049 | -0.537 |
| | 95 | 535 | 2 | 8 | 10 | 0 | 16 | 17 | 15.427 | 17618.667 | 0.171 | -0.306 |
| Hale | 96 | 67 | 4 | 8 | 27 | 0 | 5 | 5 | 9.960 | 7586.154 | 0.181 | -0.287 |
| | 96 | 67 | 5 | 8 | 27 | 0 | 2 | 7 | 11.449 | 8837.333 | 0.190 | -0.272 |
| | 96 | 67 | 6 | 8 | 27 | 0 | 5 | 11 | 16.308 | 8394.286 | 0.220 | -0.214 |
| Harris | 102 | 110 | 5 | 8 | 45 | 4 | 63 | 97 | 2.478 | 93408.571 | 1.148 | 1.533 |
| | 102 | 110 | 6 | 8 | 45 | 0 | 0 | 1 | . | . | . | . |
| | 102 | 271 | 6 | 8 | 10 | 7 | 37 | 44 | . | . | . | . |
| | 102 | 271 | 7 | 8 | 10 | 0 | 7 | 21 | . | . | . | . |
| | 102 | 500 | 3 | 8 | 45 | 0 | 18 | 46 | . | . | . | . |
| | 102 | 508 | 1 | 8 | 10 | 1 | 61 | 77 | 4.330 | 44734.000 | 1.089 | 1.422 |
| Harrison | 103 | 495 | 8 | 8 | 20 | 1 | 10 | 20 | 16.891 | 21375.556 | 0.152 | -0.343 |
| | 103 | 495 | 9 | 8 | 20 | 2 | 8 | 10 | 6.856 | 21245.455 | 0.188 | -0.274 |
| | 103 | 495 | 10 | 8 | 20 | 0 | 24 | 30 | 15.454 | 21697.273 | 0.245 | -0.167 |
| Hays | 106 | 16 | 2 | 8 | 35 | 2 | 26 | 54 | 15.347 | 55577.826 | 0.173 | -0.302 |
| | 106 | 16 | 3 | 8 | 35 | 0 | 0 | 1 | 9.001 | 43201.875 | 0.007 | -0.615 |
| Hill | 110 | 14 | 7 | 8 | 35 | 0 | 15 | 18 | 12.597 | 27750.000 | 0.141 | -0.363 |
| | 110 | 14 | 23 | 8 | 354 | 2 | 8 | 17 | 14.327 | 15005.600 | 0.217 | -0.221 |
| | 110 | 14 | 24 | 8 | 35 | 0 | 3 | 4 | 6.226 | 37438.500 | 0.047 | -0.540 |
| | 110 | 48 | 9 | 8 | 353 | 0 | 10 | 10 | 7.910 | 20872.727 | 0.166 | -0.316 |
| Hopkins | 113 | 9 | 9 | 8 | 30 | 0 | 14 | 12 | 14.887 | 17711.111 | 0.125 | -0.394 |
| | 113 | 10 | 2 | 8 | 30 | 0 | 5 | 4 | 10.719 | 17522.500 | 0.058 | -0.519 |
| | 113 | 610 | 1 | 8 | 30 | 0 | 1 | 2 | 7.922 | 16337.273 | 0.042 | -0.549 |
| Howard | 115 | 5 | 5 | 8 | 20 | 1 | 16 | 20 | 14.630 | 10914.444 | 0.343 | 0.017 |
| | 115 | 5 | 6 | 8 | 20 | 0 | 9 | 16 | 18.941 | 11888.182 | 0.195 | -0.262 |
| Hudspeth | 116 | 2 | 5 | 8 | 10 | 2 | 18 | 15 | 9.154 | 7960.000 | 0.564 | 0.433 |
| | 116 | 2 | 6 | 8 | 10 | 0 | 19 | 18 | 11.132 | 9100.000 | 0.487 | 0.288 |
| | 116 | 2 | 7 | 8 | 10 | 0 | 13 | 15 | 8.168 | 8944.000 | 0.563 | 0.430 |
| | 116 | 2 | 8 | 8 | 10 | 0 | 12 | 14 | 9.704 | 7775.000 | 0.508 | 0.328 |
| | 116 | 2 | 9 | 8 | 10 | 0 | 8 | 8 | 9.045 | 7820.000 | 0.310 | -0.045 |
| | 116 | 2 | 10 | 8 | 10 | 1 | 4 | 7 | 9.443 | 8370.000 | 0.243 | -0.172 |

Table E.15. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Hudspeth | 116 | 2121 | 6 | 8 | 10 | 3 | 16 | 17 | 16.915 | 9115.000 | 0.302 | -0.060 |
| Hunt | 117 | 9 | 13 | 8 | 30 | 0 | 37 | 52 | 29.800 | 23268.929 | 0.205 | -0.242 |
| Jeff Davis | 123 | 3 | 4 | 8 | 10 | 0 | 6 | 9 | 7.005 | 9900.000 | 0.356 | 0.041 |
| Jefferson | 124 | 739 | 2 | 8 | 10 | 1 | 14 | 19 | 14.712 | 29288.947 | 0.121 | -0.401 |
| Johnson | 127 | 14 | 3 | 8 | 354 | 1 | 17 | 23 | 12.011 | 26158.947 | 0.201 | -0.251 |
| | 127 | 14 | 4 | 8 | 354 | 1 | 18 | 16 | 8.237 | 17524.444 | 0.304 | -0.057 |
| | 127 | 14 | 22 | 8 | 354 | 0 | 2 | 4 | 2.894 | 16095.556 | 0.235 | -0.186 |
| Kaufman | 130 | 95 | 14 | 8 | 20 | 0 | 12 | 12 | 12.929 | 18135.000 | 0.140 | -0.365 |
| | 130 | 495 | 1 | 8 | 20 | 0 | 26 | 35 | 18.415 | 29575.116 | 0.176 | -0.297 |
| Kendall | 131 | 72 | 5 | 8 | 10 | 0 | 13 | 10 | 14.129 | 13338.235 | 0.145 | -0.355 |
| | 131 | 72 | 6 | 8 | 10 | 0 | 3 | 14 | 6.892 | 17880.625 | 0.311 | -0.043 |
| | 131 | 142 | 15 | 8 | 10 | 0 | 0 | 1 | 1.948 | 9526.000 | 0.148 | -0.351 |
| Kerr | 133 | 142 | 2 | 8 | 10 | 0 | 9 | 7 | 9.209 | 7000.000 | 0.298 | -0.069 |
| | 133 | 142 | 12 | 8 | 10 | 0 | 0 | 2 | 6.076 | 7125.000 | 0.127 | -0.390 |
| | 133 | 142 | 14 | 8 | 10 | 0 | 21 | 32 | 22.312 | 9525.000 | 0.413 | 0.148 |
| Kimble | 134 | 141 | 8 | 8 | 10 | 0 | 3 | 8 | 9.877 | 5743.333 | 0.386 | 0.099 |
| | 134 | 141 | 9 | 8 | 10 | 0 | 3 | 6 | 13.056 | 6087.692 | 0.207 | -0.239 |
| | 134 | 142 | 1 | 8 | 11 | 1 | 27 | 21 | 21.022 | 7670.800 | 0.357 | 0.043 |
| LaSalle | 142 | 17 | 8 | 8 | 35 | 0 | 14 | 5 | 15.711 | 8833.333 | 0.099 | -0.443 |
| | 142 | 18 | 1 | 8 | 35 | 0 | 4 | 4 | 10.708 | 7472.222 | 0.137 | -0.371 |
| | 142 | 18 | 2 | 8 | 11 | 0 | 32 | 11 | 17.743 | 7282.857 | 0.233 | -0.190 |
| Leon | 145 | 675 | 3 | 8 | 45 | 0 | 21 | 21 | 16.790 | 17495.000 | 0.196 | -0.260 |
| | 145 | 675 | 4 | 8 | 45 | 1 | 12 | 14 | 11.783 | 18630.000 | 0.175 | -0.300 |
| Live Oak | 149 | 73 | 7 | 8 | 37 | 1 | 14 | 11 | 11.105 | 14104.286 | 0.192 | -0.266 |
| | 149 | 74 | 1 | 8 | 37 | 1 | 35 | 21 | 15.402 | 10655.556 | 0.351 | 0.031 |
| | 149 | 74 | 2 | 8 | 37 | 1 | 5 | 12 | 17.806 | 10583.636 | 0.174 | -0.300 |
| Lubbock | 152 | 67 | 7 | 8 | 27 | 1 | 10 | 18 | 12.344 | 11297.500 | 0.354 | 0.037 |
| Madison | 154 | 675 | 5 | 8 | 45 | 0 | 30 | 38 | 18.630 | 18525.333 | 0.302 | -0.061 |
| Martin | 156 | 5 | 4 | 8 | 20 | 1 | 10 | 11 | 13.467 | 11707.700 | 0.191 | -0.269 |
| McLennan | 161 | 14 | 8 | 8 | 35 | 1 | 16 | 28 | 10.423 | 39900.769 | 0.184 | -0.281 |
| | 161 | 14 | 9 | 8 | 35 | 0 | 5 | 9 | 0.223 | 42110.000 | 2.626 | 4.314 |
| | 161 | 15 | 1 | 8 | 35 | 0 | 10 | 24 | 5.445 | 38876.364 | 0.311 | -0.044 |

Table E.15. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| McLennan | 161 | 15 | 2 | 8 | 35 | 2 | 5 | 9 | 4.260 | 37882.222 | 0.153 | -0.341 |
| Medina | 163 | 17 | 5 | 8 | 35 | 1 | 10 | 19 | 12.620 | 15153.333 | 0.272 | -0.116 |
| Midland | 165 | 5 | 14 | 8 | 20 | 0 | 1 | 9 | 9.333 | 14935.000 | 0.177 | -0.296 |
| | 165 | 5 | 15 | 8 | 20 | 0 | 6 | 9 | 10.779 | 10135.000 | 0.226 | -0.204 |
| Mitchell | 168 | 5 | 7 | 8 | 20 | 0 | 0 | 2 | 9.328 | 9990.000 | 0.059 | -0.518 |
| | 168 | 5 | 8 | 8 | 20 | 2 | 13 | 7 | 11.848 | 9994.167 | 0.162 | -0.324 |
| | 168 | 6 | 1 | 8 | 20 | 1 | 3 | 16 | 10.878 | 9715.000 | 0.415 | 0.152 |
| Montgomery | 170 | 110 | 4 | 8 | 45 | 2 | 41 | 88 | 12.714 | 59696.087 | 0.318 | -0.031 |
| | 170 | 675 | 8 | 8 | 45 | 1 | 25 | 26 | 16.594 | 48175.417 | 0.089 | -0.461 |
| Morris | 172 | 610 | 4 | 8 | 30 | 2 | 7 | 12 | 7.277 | 15396.667 | 0.293 | -0.076 |
| Navarro | 175 | 92 | 6 | 8 | 45 | 1 | 27 | 35 | 13.226 | 22325.909 | 0.325 | -0.017 |
| | 175 | 93 | 1 | 8 | 45 | 4 | 15 | 19 | 10.970 | 21318.421 | 0.223 | -0.210 |
| | 175 | 166 | 1 | 8 | 45 | 0 | 10 | 9 | 6.591 | 19740.000 | 0.190 | -0.272 |
| Nolan | 177 | 6 | 2 | 8 | 20 | 2 | 9 | 20 | 15.820 | 13003.125 | 0.266 | -0.127 |
| | 177 | 6 | 3 | 8 | 20 | 0 | 13 | 17 | 16.160 | 15238.000 | 0.189 | -0.273 |
| Nueces | 178 | 74 | 6 | 8 | 37 | 0 | 3 | 4 | . | . | . | . |
| Oldham | 180 | 90 | 2 | 8 | 40 | 1 | 21 | 13 | 14.570 | 10000.000 | 0.244 | -0.168 |
| | 180 | 90 | 3 | 8 | 40 | 3 | 29 | 21 | 19.726 | 9892.353 | 0.295 | -0.074 |
| | 180 | 90 | 4 | 8 | 40 | 0 | 12 | 12 | 15.040 | 10420.769 | 0.210 | -0.234 |
| Orange | 181 | 28 | 9 | 8 | 10 | 3 | 24 | 33 | 5.651 | 53310.000 | 0.300 | -0.064 |
| | 181 | 28 | 11 | 8 | 11 | 0 | 9 | 17 | 13.068 | 29114.400 | 0.122 | -0.398 |
| | 181 | 28 | 14 | 8 | 10 | 0 | 3 | 1 | 6.690 | 30072.353 | 0.014 | -0.603 |
| Palo Pinto | 182 | 314 | 2 | 8 | 20 | 1 | 8 | 13 | 9.498 | 14590.000 | 0.257 | -0.145 |
| | 182 | 314 | 3 | 8 | 20 | 1 | 6 | 11 | 11.262 | 14020.000 | 0.191 | -0.269 |
| Parker | 184 | 8 | 3 | 8 | 20 | 0 | 12 | 11 | 16.376 | 28738.125 | 0.064 | -0.508 |
| | 184 | 314 | 1 | 8 | 20 | 0 | 16 | 16 | 11.887 | 16163.125 | 0.228 | -0.199 |
| | 184 | 314 | 7 | 8 | 20 | 0 | 8 | 8 | 12.346 | 25910.000 | 0.069 | -0.500 |
| | 184 | 1068 | 5 | 8 | 30 | 0 | 1 | 2 | 1.138 | 39440.000 | 0.122 | -0.399 |
| Pecos | 186 | 140 | 1 | 8 | 10 | 0 | 2 | 5 | 15.142 | 4445.625 | 0.203 | -0.245 |
| | 186 | 140 | 2 | 8 | 10 | 0 | 11 | 15 | 12.237 | 4034.286 | 0.832 | 0.938 |
| | 186 | 140 | 3 | 8 | 10 | 0 | 7 | 11 | 12.224 | 4006.364 | 0.615 | 0.530 |
| | 186 | 140 | 4 | 8 | 10 | 1 | 3 | 6 | 10.932 | 4078.750 | 0.369 | 0.065 |

Table E.15. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|--------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Pecos | 186 | 140 | 5 | 8 | 10 | 0 | 0 | 6 | 10.370 | 4090.000 | 0.388 | 0.101 |
| | 186 | 140 | 6 | 8 | 11 | 0 | 2 | 6 | 7.911 | 4468.750 | 0.465 | 0.247 |
| | 186 | 441 | 7 | 8 | 10 | 1 | 5 | 4 | 24.552 | 4472.095 | 0.100 | -0.441 |
| | 186 | 441 | 8 | 8 | 10 | 0 | 3 | 4 | 7.117 | 4360.000 | 0.353 | 0.036 |
| Potter | 188 | 90 | 5 | 8 | 40 | 0 | 5 | 6 | 10.967 | 10967.143 | 0.137 | -0.371 |
| | 188 | 275 | 1 | 8 | 40 | 0 | 3 | 5 | 3.945 | 11756.667 | 0.295 | -0.073 |
| Randall | 191 | 67 | 17 | 8 | 27 | 1 | 7 | 15 | 20.627 | 6093.125 | 0.327 | -0.013 |
| | 191 | 168 | 9 | 8 | 27 | 0 | 10 | 18 | 8.974 | 20333.333 | 0.270 | -0.120 |
| Reeves | 195 | 3 | 5 | 8 | 20 | 1 | 3 | 6 | 8.928 | 5870.000 | 0.314 | -0.038 |
| | 195 | 3 | 6 | 8 | 20 | 0 | 13 | 14 | 23.093 | 5978.182 | 0.278 | -0.106 |
| | 195 | 3 | 7 | 8 | 20 | 0 | 13 | 14 | 16.199 | 6184.706 | 0.383 | 0.092 |
| | 195 | 441 | 5 | 8 | 10 | 0 | 3 | 8 | 13.953 | 4343.333 | 0.362 | 0.052 |
| | 195 | 441 | 9 | 8 | 11 | 0 | 6 | 12 | 20.918 | 4635.000 | 0.339 | 0.010 |
| Rockwall | 199 | 9 | 12 | 8 | 30 | 1 | 2 | 3 | 8.039 | 27875.556 | 0.037 | -0.560 |
| San Patricio | 205 | 74 | 3 | 8 | 37 | 0 | 9 | 11 | 5.493 | 12118.333 | 0.453 | 0.224 |
| | 205 | 74 | 4 | 8 | 37 | 1 | 9 | 6 | 3.560 | 14066.667 | 0.328 | -0.011 |
| | 205 | 74 | 5 | 8 | 37 | 1 | 10 | 16 | 13.918 | 17065.455 | 0.185 | -0.281 |
| Smith | 212 | 495 | 4 | 8 | 20 | 4 | 53 | 67 | 13.160 | 23586.250 | 0.591 | 0.485 |
| | 212 | 495 | 5 | 8 | 20 | 2 | 46 | 45 | 14.697 | 19113.333 | 0.439 | 0.198 |
| | 212 | 495 | 6 | 8 | 20 | 3 | 24 | 26 | 8.342 | 20175.556 | 0.423 | 0.168 |
| Sutton | 218 | 141 | 2 | 8 | 10 | 1 | 29 | 17 | 10.200 | 5700.000 | 0.801 | 0.879 |
| | 218 | 141 | 3 | 8 | 10 | 0 | 7 | 9 | 9.691 | 5648.000 | 0.450 | 0.219 |
| | 218 | 141 | 4 | 8 | 10 | 0 | 7 | 9 | 7.673 | 5807.143 | 0.553 | 0.413 |
| | 218 | 141 | 5 | 8 | 10 | 0 | 13 | 9 | 10.492 | 5850.000 | 0.402 | 0.128 |
| | 218 | 141 | 6 | 8 | 10 | 1 | 11 | 8 | 9.224 | 5826.429 | 0.408 | 0.139 |
| | 218 | 141 | 7 | 8 | 11 | 0 | 4 | 9 | 6.569 | 5820.000 | 0.645 | 0.586 |
| Swisher | 219 | 67 | 2 | 8 | 27 | 0 | 8 | 13 | 15.616 | 6095.000 | 0.374 | 0.076 |
| | 219 | 67 | 3 | 8 | 27 | 0 | 8 | 10 | 15.800 | 6466.000 | 0.268 | -0.124 |
| Tarrant | 220 | 8 | 14 | 8 | 820 | 0 | 3 | 5 | . | . | . | . |
| | 220 | 8 | 16 | 8 | 20 | 0 | 4 | 3 | . | . | . | . |
| Taylor | 221 | 6 | 4 | 8 | 20 | 1 | 20 | 25 | 13.482 | 15758.000 | 0.322 | -0.022 |
| | 221 | 6 | 5 | 8 | 20 | 0 | 9 | 10 | 2.269 | 20020.000 | 0.603 | 0.507 |

Table E.15. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Titus | 225 | 610 | 3 | 8 | 30 | 0 | 27 | 24 | 20.530 | 15841.481 | 0.202 | -0.248 |
| Travis | 227 | 15 | 10 | 8 | 35 | 1 | 14 | 29 | 0.302 | 92490.000 | 2.844 | 4.726 |
| | 227 | 16 | 1 | 8 | 35 | 0 | 0 | 1 | | | | |
| Van Zandt | 234 | 495 | 2 | 8 | 20 | 0 | 20 | 27 | 13.958 | 29277.333 | 0.181 | -0.288 |
| | 234 | 495 | 3 | 8 | 20 | 1 | 34 | 50 | 16.256 | 24882.500 | 0.339 | 0.009 |
| Walker | 236 | 675 | 6 | 8 | 45 | 0 | 16 | 24 | 16.887 | 19652.857 | 0.198 | -0.256 |
| | 236 | 675 | 7 | 8 | 45 | 0 | 19 | 21 | 15.989 | 32204.211 | 0.112 | -0.418 |
| Waller | 237 | 271 | 4 | 8 | 10 | 1 | 3 | 17 | 11.095 | 34545.333 | 0.122 | -0.400 |
| Ward | 238 | 4 | 2 | 8 | 20 | 0 | 20 | 19 | 16.388 | 4840.000 | 0.656 | 0.607 |
| | 238 | 4 | 4 | 8 | 20 | 2 | 32 | 26 | 24.180 | 5317.154 | 0.554 | 0.414 |
| Webb | 240 | 18 | 3 | 8 | 35 | 1 | 0 | 5 | 9.889 | 7570.000 | 0.183 | -0.284 |
| | 240 | 18 | 4 | 8 | 35 | 0 | 2 | 3 | 8.702 | 7530.000 | 0.125 | -0.392 |
| | 240 | 18 | 5 | 8 | 35 | 0 | 12 | 9 | 4.377 | 8516.000 | 0.662 | 0.617 |
| | 240 | 18 | 6 | 8 | 35 | 0 | 2 | 1 | | | | |
| Wheeler | 242 | 275 | 12 | 8 | 40 | 1 | 23 | 25 | 16.444 | 11801.111 | 0.353 | 0.036 |
| | 242 | 275 | 13 | 8 | 40 | 0 | 1 | 9 | 14.115 | 11843.333 | 0.148 | -0.351 |
| Wichita | 243 | 156 | 7 | 8 | 44 | 0 | 0 | 1 | 7.770 | 12160.526 | 0.029 | -0.574 |
| Williamson | 246 | 15 | 8 | 8 | 35 | 1 | 28 | 24 | 17.214 | 41590.000 | 0.092 | -0.456 |

Table E.16. Single-Vehicle Non-Interstate Accident Data with Totals and Standardized Scores by County and Control Section (1994)

| County Name | County No. | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-------------|------------|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| | | | | | | Fatalities | Injuries | Accidents | | | | |
| Anderson | 1 | 108 | 7 | 2 | 19 | 0 | 0 | 1 | 3.550 | 5188.889 | 0.149 | -0.261 |
| | 1 | 109 | 1 | 1 | 287 | 0 | 1 | 1 | 2.310 | 12707.143 | 0.093 | -0.293 |
| | 1 | 198 | 3 | 1 | 175 | 0 | 0 | 1 | 0.889 | 4733.333 | 0.651 | 0.028 |
| | 1 | 520 | 8 | 2 | 155 | 0 | 4 | 7 | 11.367 | 5175.000 | 0.326 | -0.159 |
| Andrews | 2 | 228 | 4 | 1 | 385 | 0 | 1 | 2 | 13.756 | 3894.118 | 0.102 | -0.288 |
| | 2 | 228 | 5 | 1 | 385 | 0 | 2 | 4 | 17.741 | 7000.000 | 0.088 | -0.296 |
| | 2 | 548 | 1 | 2 | 115 | 0 | 0 | 1 | 1.200 | 4820.000 | 0.474 | -0.074 |
| Angelina | 3 | 176 | 2 | 1 | 59 | 0 | 13 | 20 | 9.346 | 17286.957 | 0.339 | -0.151 |
| | 3 | 176 | 3 | 1 | 59 | 0 | 10 | 11 | 14.616 | 24978.125 | 0.083 | -0.299 |
| | 3 | 199 | 4 | 1 | 69 | 0 | 9 | 13 | 13.057 | 8654.545 | 0.315 | -0.165 |
| | 3 | 200 | 1 | 1 | 69 | 1 | 2 | 6 | 10.718 | 10909.091 | 0.141 | -0.266 |
| | 3 | 319 | 4 | 2 | 94 | 0 | 0 | 1 | 7.196 | 11708.696 | 0.033 | -0.328 |
| | 3 | 336 | 3 | 2 | 103 | 0 | 0 | 1 | 3.493 | 7500.000 | 0.105 | -0.286 |
| | 3 | 336 | 5 | 2 | 103 | 0 | 2 | 3 | 2.776 | 9077.778 | 0.326 | -0.159 |
| Aransas | 4 | 180 | 4 | 2 | 35 | 0 | 2 | 6 | 3.411 | 12525.000 | 0.385 | -0.125 |
| | 4 | 180 | 5 | 2 | 35 | 0 | 1 | 6 | 2.032 | 10416.667 | 0.777 | 0.101 |
| Archer | 5 | 156 | 5 | 1 | 82 | 0 | 0 | 1 | 1.430 | 4200.000 | 0.456 | -0.084 |
| | 5 | 249 | 2 | 1 | 281 | 0 | 3 | 2 | 1.977 | 5666.667 | 0.489 | -0.065 |
| Armstrong | 6 | 42 | 3 | 1 | 287 | 0 | 4 | 5 | 15.373 | 7387.500 | 0.121 | -0.277 |
| | 6 | 42 | 4 | 1 | 287 | 0 | 9 | 9 | 11.308 | 7350.000 | 0.297 | -0.176 |
| | 6 | 42 | 5 | 1 | 287 | 2 | 8 | 7 | 6.003 | 7000.000 | 0.456 | -0.084 |
| Atascosa | 7 | 73 | 3 | 1 | 281 | 0 | 5 | 6 | 12.939 | 4294.444 | 0.296 | -0.176 |
| | 7 | 73 | 4 | 1 | 281 | 0 | 0 | 1 | 4.966 | 2900.000 | 0.190 | -0.237 |
| | 7 | 328 | 3 | 2 | 97 | 0 | 0 | 1 | 3.150 | 3860.000 | 0.225 | -0.217 |
| | 7 | 328 | 4 | 2 | 97 | 0 | 1 | 3 | 4.561 | 10411.111 | 0.173 | -0.247 |
| | 7 | 613 | 2 | 2 | 16 | 2 | 9 | 7 | 9.040 | 5550.000 | 0.382 | -0.126 |
| Austin | 8 | 187 | 3 | 2 | 36 | 0 | 0 | 2 | 3.167 | 8673.333 | 0.199 | -0.232 |
| Bailey | 9 | 52 | 2 | 1 | 70 | 0 | 8 | 4 | 11.484 | 6558.333 | 0.146 | -0.263 |
| | 9 | 52 | 3 | 1 | 84 | 0 | 8 | 6 | 8.291 | 4500.000 | 0.441 | -0.093 |
| Bastrop | 11 | 114 | 4 | 1 | 290 | 0 | 5 | 5 | 7.136 | 13166.667 | 0.146 | -0.263 |
| | 11 | 114 | 5 | 1 | 290 | 0 | 2 | 7 | 8.892 | 8072.727 | 0.267 | -0.193 |
| | 11 | 114 | 6 | 1 | 290 | 0 | 8 | 12 | 8.548 | 7554.545 | 0.509 | -0.053 |

Table E.16. Continued

| County | | Control | Control | Highway | Highway | Number | | | Control | Mean | Acc | Normalized |
|---------|-----|---------|---------|---------|---------|------------|----------|-----------|---------|-----------|-------|---------------|
| Name | No. | Number | Section | Type | Number | Fatalities | Injuries | Accidents | Length | ADT | MVM | Accident Data |
| Bastrop | 11 | 265 | 3 | 2 | 71 | 0 | 5 | 9 | 8.149 | 18050.000 | 0.168 | -0.250 |
| | 11 | 265 | 4 | 2 | 21 | 0 | 5 | 15 | 5.892 | 22833.333 | 0.305 | -0.171 |
| | 11 | 265 | 5 | 2 | 71 | 0 | 10 | 13 | 12.627 | 12893.750 | 0.219 | -0.221 |
| | 11 | 265 | 6 | 2 | 71 | 0 | 4 | 6 | 3.632 | 8322.222 | 0.544 | -0.033 |
| | 11 | 265 | 13 | 3 | 230 | 0 | 2 | 1 | 3.485 | 4662.500 | 0.169 | -0.249 |
| | 11 | 321 | 3 | 2 | 95 | 0 | 2 | 3 | 4.480 | 4566.667 | 0.402 | -0.115 |
| | 11 | 472 | 1 | 2 | 21 | 0 | 4 | 8 | 12.110 | 4876.923 | 0.371 | -0.133 |
| Baylor | 12 | 156 | 6 | 1 | 183 | 0 | 1 | 1 | 0.612 | 7400.000 | 0.605 | 0.002 |
| | 12 | 157 | 1 | 1 | 183 | 0 | 0 | 1 | 1.170 | 3933.333 | 0.595 | -0.004 |
| Bee | 13 | 100 | 8 | 1 | 181 | 2 | 0 | 4 | 10.858 | 4730.000 | 0.213 | -0.224 |
| | 13 | 101 | 1 | 1 | 181 | 0 | 2 | 5 | 7.284 | 6080.000 | 0.309 | -0.168 |
| | 13 | 447 | 3 | 2 | 202 | 0 | 1 | 2 | 5.206 | 4241.667 | 0.248 | -0.204 |
| Bell | 14 | 184 | 2 | 2 | 36 | 0 | 1 | 1 | 0.293 | 8500.000 | 1.100 | 0.287 |
| | 14 | 231 | 3 | 1 | 190 | 0 | 14 | 22 | . | . | . | . |
| | 14 | 231 | 4 | 1 | 190 | 1 | 18 | 24 | 6.841 | 25927.778 | 0.371 | -0.133 |
| | 14 | 231 | 7 | 3 | 172 | 0 | 0 | 6 | . | . | . | . |
| | 14 | 231 | 10 | 16 | 190 | 0 | 10 | 6 | . | . | . | . |
| | 14 | 231 | 16 | 5 | 436 | 0 | 1 | 1 | . | . | . | . |
| Bexar | 15 | 16 | 8 | 3 | 368 | 0 | 1 | 1 | . | . | . | . |
| | 15 | 24 | 7 | 1 | 90 | 0 | 5 | 5 | 5.005 | 14270.000 | 0.192 | -0.236 |
| | 15 | 72 | 8 | 3 | 345 | 0 | 11 | 10 | . | . | . | . |
| | 15 | 73 | 2 | 1 | 281 | 0 | 7 | 11 | 7.432 | 5650.000 | 0.718 | 0.067 |
| | 15 | 100 | 2 | 1 | 181 | 0 | 4 | 7 | 5.930 | 11183.333 | 0.289 | -0.180 |
| | 15 | 143 | 1 | 1 | 87 | 1 | 2 | 5 | 4.534 | 11900.000 | 0.254 | -0.200 |
| | 15 | 143 | 2 | 1 | 87 | 0 | 3 | 5 | 5.330 | 8125.000 | 0.316 | -0.164 |
| | 15 | 253 | 4 | 1 | 281 | 1 | 3 | 10 | . | . | . | . |
| | 15 | 291 | 9 | 2 | 16 | 0 | 7 | 8 | 9.207 | 5400.000 | 0.441 | -0.093 |
| | 15 | 291 | 10 | 2 | 16 | 1 | 4 | 7 | 2.301 | 9720.000 | 0.857 | 0.147 |
| | 15 | 521 | 3 | 3 | 13 | 2 | 5 | 9 | . | . | . | . |
| | 15 | 613 | 1 | 2 | 16 | 1 | 6 | 7 | 9.400 | 9871.429 | 0.207 | -0.228 |
| | 15 | 658 | 1 | 5 | 1535 | 0 | 3 | 4 | . | . | . | . |
| | 15 | 2104 | 2 | 5 | 3487 | 0 | 0 | 1 | . | . | . | . |

Table E.16. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Bexar | 15 | 2452 | 3 | 3 | 1604 | 0 | 4 | 4 | . | . | . | . |
| Blanco | 16 | 113 | 3 | 1 | 290 | 2 | 2 | 4 | 6.861 | 4100.000 | 0.390 | -0.122 |
| | 16 | 113 | 4 | 1 | 290 | 0 | 1 | 2 | 4.078 | 4675.000 | 0.287 | -0.181 |
| | 16 | 113 | 5 | 1 | 281 | 1 | 1 | 5 | 5.502 | 7100.000 | 0.351 | -0.145 |
| | 16 | 113 | 6 | 1 | 290 | 0 | 2 | 2 | 6.618 | 3800.000 | 0.218 | -0.221 |
| | 16 | 252 | 3 | 1 | 281 | 0 | 8 | 9 | 14.973 | 4680.000 | 0.352 | -0.144 |
| | 16 | 700 | 2 | 2 | 71 | 1 | 1 | 2 | 0.888 | 5300.000 | 1.164 | 0.324 |
| Bowie | 19 | 10 | 11 | 1 | 67 | 1 | 0 | 1 | 4.578 | 1712.500 | 0.349 | -0.145 |
| | 19 | 46 | 6 | 1 | 82 | 0 | 1 | 1 | 4.189 | 11866.667 | 0.055 | -0.315 |
| | 19 | 217 | 1 | 1 | 59 | 0 | 1 | 1 | 3.948 | 11128.571 | 0.062 | -0.311 |
| | 19 | 218 | 1 | 1 | 59 | 0 | 8 | 6 | 10.958 | 13829.630 | 0.108 | -0.284 |
| | 19 | 1231 | 1 | 5 | 989 | 0 | 0 | 3 | 4.732 | 8000.000 | 0.217 | -0.222 |
| Brazoria | 20 | 111 | 4 | 5 | 521 | 0 | 3 | 6 | 3.030 | 4933.333 | 1.100 | 0.287 |
| | 20 | 111 | 7 | 17 | 288 | 0 | 4 | 2 | 5.462 | 13633.333 | 0.074 | -0.304 |
| | 20 | 111 | 8 | 17 | 288 | 0 | 3 | 7 | 11.070 | 18828.125 | 0.092 | -0.294 |
| | 20 | 111 | 9 | 17 | 288 | 0 | 1 | 2 | 8.096 | 9720.000 | 0.070 | -0.306 |
| | 20 | 178 | 2 | 2 | 35 | 1 | 2 | 5 | 5.801 | 17701.250 | 0.133 | -0.270 |
| | 20 | 178 | 4 | 3 | 558 | 0 | 0 | 1 | 0.499 | 3850.000 | 1.426 | 0.475 |
| | 20 | 179 | 2 | 2 | 35 | 0 | 1 | 2 | 0.896 | 10460.000 | 0.585 | -0.010 |
| | 20 | 188 | 3 | 2 | 36 | 0 | 1 | 1 | 0.793 | 7400.000 | 0.467 | -0.078 |
| | 20 | 188 | 4 | 2 | 36 | 0 | 2 | 4 | 3.044 | 10588.889 | 0.340 | -0.151 |
| | 20 | 188 | 6 | 2 | 36 | 0 | 1 | 1 | 1.936 | 8700.000 | 0.163 | -0.253 |
| | 20 | 192 | 3 | 2 | 6 | 0 | 2 | 2 | 3.242 | 13550.000 | 0.125 | -0.275 |
| | 20 | 598 | 2 | 2 | 288 | 1 | 12 | 15 | 17.088 | 17974.737 | 0.134 | -0.270 |
| | 20 | 598 | 3 | 2 | 288 | 0 | 2 | 6 | 13.807 | 11949.565 | 0.100 | -0.289 |
| | 20 | 598 | 4 | 2 | 288 | 0 | 4 | 4 | 7.443 | 7280.000 | 0.202 | -0.230 |
| | 20 | 976 | 2 | 5 | 518 | 0 | 2 | 2 | . | . | . | . |
| | 20 | 1003 | 1 | 5 | 523 | 0 | 1 | 1 | 2.286 | 6357.143 | 0.189 | -0.238 |
| 20 | 3416 | 1 | 5 | 518 | 0 | 1 | 1 | 0.051 | 18200.000 | 2.952 | 1.354 | |
| Brazos | 21 | 49 | 9 | 1 | 190 | 0 | 4 | 5 | 2.667 | 12837.143 | 0.400 | -0.116 |
| | 21 | 49 | 12 | 2 | 6 | 0 | 1 | 2 | . | . | . | . |
| | 21 | 50 | 2 | 2 | 6 | 0 | 11 | 21 | 12.247 | 13950.000 | 0.337 | -0.153 |

Table E.16. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Brazos | 21 | 116 | 4 | 2 | 21 | 0 | 1 | 9 | 5.289 | 10115.385 | 0.461 | -0.081 |
| | 21 | 117 | 1 | 1 | 190 | 0 | 0 | 1 | 0.591 | 9500.000 | 0.488 | -0.066 |
| | 21 | 212 | 3 | 5 | 158 | 0 | 0 | 3 | 3.371 | 7350.000 | 0.332 | -0.156 |
| Brewster | 22 | 21 | 3 | 1 | 90 | 1 | 0 | 1 | 0.772 | 830.000 | 4.276 | 2.116 |
| Brooks | 24 | 102 | 7 | 2 | 285 | 0 | 0 | 1 | 1.361 | 5200.000 | 0.387 | -0.124 |
| | 24 | 255 | 3 | 1 | 281 | 0 | 1 | 2 | 2.511 | 9714.286 | 0.225 | -0.217 |
| | 24 | 255 | 5 | 1 | 281 | 0 | 9 | 7 | 8.155 | 6500.000 | 0.362 | -0.138 |
| | 24 | 482 | 3 | 2 | 285 | 0 | 1 | 1 | 0.667 | 5400.000 | 0.761 | 0.092 |
| Brown | 25 | 54 | 6 | 1 | 67 | 0 | 8 | 12 | 13.664 | 7712.500 | 0.312 | -0.167 |
| | 25 | 54 | 7 | 1 | 84 | 0 | 5 | 8 | 13.036 | 8240.625 | 0.204 | -0.229 |
| | 25 | 79 | 1 | 1 | 67 | 2 | 3 | 6 | 13.075 | 6452.941 | 0.195 | -0.234 |
| | 25 | 128 | 1 | 1 | 377 | 0 | 2 | 3 | 5.733 | 12253.333 | 0.117 | -0.279 |
| Burleson | 26 | 116 | 3 | 2 | 21 | 0 | 5 | 19 | 11.112 | 9341.667 | 0.501 | -0.058 |
| | 26 | 186 | 3 | 2 | 36 | 1 | 0 | 1 | 1.483 | 8162.500 | 0.226 | -0.216 |
| | 26 | 186 | 4 | 2 | 36 | 0 | 0 | 2 | 1.889 | 6000.000 | 0.483 | -0.068 |
| Burnet | 27 | 150 | 5 | 2 | 29 | 1 | 12 | 14 | 10.351 | 6690.909 | 0.554 | -0.028 |
| | 27 | 151 | 1 | 2 | 29 | 0 | 5 | 7 | 10.392 | 7800.000 | 0.237 | -0.210 |
| | 27 | 151 | 2 | 2 | 29 | 0 | 4 | 5 | 4.175 | 6100.000 | 0.538 | -0.037 |
| | 27 | 251 | 7 | 1 | 281 | 0 | 4 | 3 | 11.841 | 3000.000 | 0.231 | -0.213 |
| | 27 | 251 | 8 | 1 | 281 | 0 | 4 | 3 | 7.876 | 5614.286 | 0.186 | -0.240 |
| | 27 | 252 | 1 | 1 | 281 | 1 | 5 | 9 | 13.394 | 10320.000 | 0.178 | -0.244 |
| | 27 | 252 | 2 | 1 | 281 | 0 | 2 | 3 | 7.239 | 8525.000 | 0.133 | -0.270 |
| | 27 | 273 | 2 | 1 | 183 | 0 | 8 | 6 | 10.815 | 2746.667 | 0.553 | -0.028 |
| | 27 | 273 | 3 | 1 | 183 | 0 | 8 | 7 | 9.768 | 2500.000 | 0.785 | 0.106 |
| | 27 | 700 | 1 | 2 | 71 | 0 | 3 | 5 | 11.005 | 5120.000 | 0.243 | -0.207 |
| | 27 | 1378 | 4 | 5 | 1431 | 0 | 8 | 16 | 11.735 | 8525.000 | 0.438 | -0.094 |
| Caldwell | 28 | 152 | 2 | 1 | 183 | 2 | 19 | 23 | 11.900 | 10436.364 | 0.507 | -0.054 |
| | 28 | 152 | 3 | 1 | 183 | 1 | 1 | 5 | 13.469 | 7918.182 | 0.128 | -0.273 |
| | 28 | 153 | 1 | 1 | 183 | 0 | 0 | 1 | 0.296 | 4300.000 | 2.153 | 0.893 |
| | 28 | 286 | 2 | 2 | 80 | 0 | 4 | 5 | 11.355 | 5712.500 | 0.211 | -0.225 |
| Calhoun | 29 | 144 | 4 | 2 | 238 | 0 | 0 | 2 | 2.328 | 5528.571 | 0.426 | -0.101 |
| | 29 | 179 | 10 | 2 | 35 | 0 | 3 | 10 | 8.128 | 10443.750 | 0.323 | -0.161 |

Table E.16. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|------|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Calhoun | 29 | 432 | 1 | 2 | 185 | 0 | 1 | 1 | 2.419 | 1887.500 | 0.600 | -0.001 |
| Cameron | 31 | 39 | 7 | 1 | 77 | 0 | 4 | 6 | 2.406 | 20908.571 | 0.327 | -0.158 |
| | 31 | 39 | 8 | 1 | 77 | 0 | 12 | 18 | 8.814 | 27570.000 | 0.203 | -0.230 |
| | 31 | 39 | 12 | 16 | 77 | 2 | 4 | 5 | 1.204 | 7575.000 | 1.502 | 0.519 |
| | 31 | 39 | 19 | 1 | 83 | 1 | 5 | 8 | 6.920 | 32328.000 | 0.098 | -0.290 |
| | 31 | 327 | 8 | 1 | 77 | 0 | 1 | 2 | 4.325 | 11763.333 | 0.108 | -0.285 |
| | 31 | 331 | 1 | 2 | 100 | 0 | 1 | 1 | 0.926 | 8475.000 | 0.349 | -0.145 |
| | 31 | 331 | 2 | 2 | 100 | 0 | 2 | 2 | 5.968 | 16518.182 | 0.056 | -0.315 |
| | 31 | 331 | 4 | 4 | 100 | 1 | 7 | 8 | 6.431 | 17283.333 | 0.197 | -0.233 |
| 31 | 1426 | 1 | 5 | 1419 | 0 | 0 | 1 | . | . | . | . | |
| Camp | 32 | 248 | 2 | 1 | 271 | 0 | 6 | 6 | 6.371 | 9173.913 | 0.281 | -0.185 |
| Carson | 33 | 169 | 3 | 1 | 60 | 0 | 3 | 4 | 9.811 | 5714.286 | 0.195 | -0.234 |
| | 33 | 169 | 4 | 1 | 60 | 0 | 2 | 5 | 9.824 | 4631.250 | 0.301 | -0.173 |
| | 33 | 169 | 5 | 1 | 60 | 0 | 0 | 1 | 14.302 | 3976.923 | 0.048 | -0.319 |
| | 33 | 169 | 14 | 15 | 40 | 0 | 0 | 1 | 3.233 | 350.000 | 2.421 | 1.048 |
| | 33 | 356 | 2 | 2 | 207 | 0 | 1 | 1 | 0.336 | 2766.667 | 2.947 | 1.351 |
| Cass | 34 | 62 | 4 | 1 | 59 | 0 | 4 | 4 | 8.630 | 7133.333 | 0.178 | -0.244 |
| | 34 | 218 | 3 | 1 | 59 | 0 | 1 | 6 | 11.551 | 13726.316 | 0.104 | -0.287 |
| | 34 | 218 | 4 | 1 | 59 | 0 | 14 | 13 | 15.534 | 11186.957 | 0.205 | -0.229 |
| Chambers | 36 | 367 | 1 | 2 | 124 | 0 | 1 | 1 | 0.206 | 6100.000 | 2.180 | 0.909 |
| | 36 | 368 | 1 | 2 | 124 | 0 | 3 | 2 | 2.379 | 9712.500 | 0.237 | -0.210 |
| | 36 | 368 | 5 | 5 | 1663 | 0 | 1 | 1 | 0.551 | 6612.500 | 0.752 | 0.087 |
| | 36 | 368 | 6 | 5 | 1406 | 0 | 0 | 1 | 0.275 | 4200.000 | 2.372 | 1.020 |
| | 36 | 508 | 3 | 2 | 73 | 0 | 1 | 2 | 17.491 | 19556.000 | 0.016 | -0.337 |
| Cherokee | 37 | 123 | 2 | 1 | 84 | 0 | 1 | 1 | 1.138 | 5033.333 | 0.478 | -0.071 |
| | 37 | 191 | 2 | 1 | 69 | 0 | 4 | 6 | 11.632 | 8675.000 | 0.163 | -0.253 |
| | 37 | 199 | 1 | 1 | 69 | 0 | 3 | 8 | 13.857 | 10875.862 | 0.145 | -0.263 |
| | 37 | 199 | 2 | 1 | 69 | 0 | 4 | 9 | 12.514 | 6780.000 | 0.291 | -0.179 |
| Childress | 38 | 42 | 12 | 1 | 287 | 0 | 6 | 9 | 13.048 | 7311.765 | 0.258 | -0.198 |
| | 38 | 43 | 1 | 1 | 287 | 0 | 7 | 7 | 13.672 | 7730.000 | 0.181 | -0.242 |
| Clay | 39 | 44 | 2 | 1 | 82 | 0 | 7 | 16 | 12.434 | 15146.000 | 0.233 | -0.213 |
| | 39 | 44 | 3 | 1 | 82 | 0 | 1 | 4 | 2.510 | 5358.333 | 0.815 | 0.123 |

Table E.16. Continued

| County | | Control | Control | Highway | Highway | Number | | | Control | Mean | Acc | Normalized |
|---------------|-----|---------|---------|---------|---------|------------|----------|-----------|---------|-----------|-------|---------------|
| Name | No. | Number | Section | Type | Number | Fatalities | Injuries | Accidents | Length | ADT | MVM | Accident Data |
| Clay | 39 | 224 | 1 | 1 | 287 | 0 | 7 | 13 | 10.234 | 13431.429 | 0.259 | -0.197 |
| | 39 | 224 | 2 | 1 | 287 | 1 | 19 | 17 | 10.237 | 13790.909 | 0.330 | -0.157 |
| Cochran | 40 | 130 | 2 | 2 | 114 | 0 | 0 | 3 | 1.320 | 2680.000 | 2.323 | 0.992 |
| Coleman | 42 | 54 | 2 | 1 | 84 | 0 | 0 | 1 | 9.883 | 2560.000 | 0.108 | -0.284 |
| | 42 | 54 | 3 | 1 | 84 | 0 | 3 | 4 | 11.115 | 3033.333 | 0.325 | -0.159 |
| | 42 | 54 | 4 | 1 | 84 | 1 | 7 | 8 | 17.547 | 4353.333 | 0.287 | -0.181 |
| Collin | 43 | 47 | 6 | 1 | 75 | 0 | 2 | 7 | 1.927 | 56300.000 | 0.177 | -0.245 |
| | 43 | 47 | 14 | 1 | 75 | 0 | 17 | 28 | 15.800 | 31222.308 | 0.156 | -0.257 |
| | 43 | 135 | 4 | 1 | 380 | 0 | 1 | 1 | 1.852 | 7800.000 | 0.190 | -0.237 |
| | 43 | 135 | 5 | 1 | 380 | 0 | 1 | 1 | 0.102 | 7200.000 | 3.731 | 1.802 |
| | 43 | 549 | 3 | 2 | 121 | 0 | 0 | 1 | 1.537 | 8340.000 | 0.214 | -0.223 |
| Collingsworth | 44 | 31 | 4 | 1 | 83 | 0 | 1 | 3 | 5.070 | 1840.000 | 0.881 | 0.161 |
| Colorado | 45 | 27 | 3 | 6 | 90 | 0 | 0 | 1 | 0.812 | 7333.333 | 0.460 | -0.082 |
| | 45 | 266 | 2 | 2 | 71 | 0 | 4 | 5 | 12.230 | 7117.647 | 0.157 | -0.256 |
| | 45 | 446 | 3 | 6 | 90 | 0 | 4 | 3 | 1.425 | 5457.143 | 1.057 | 0.262 |
| Comal | 46 | 253 | 3 | 1 | 281 | 0 | 5 | 12 | 10.196 | 9422.222 | 0.342 | -0.149 |
| Comanche | 47 | 79 | 2 | 1 | 67 | 0 | 4 | 5 | 10.897 | 6706.667 | 0.187 | -0.239 |
| Concho | 48 | 70 | 3 | 1 | 87 | 0 | 2 | 9 | 12.205 | 4420.000 | 0.457 | -0.083 |
| Cooke | 49 | 44 | 7 | 1 | 82 | 0 | 5 | 6 | 9.216 | 5440.000 | 0.328 | -0.158 |
| | 49 | 44 | 8 | 1 | 82 | 0 | 3 | 4 | 10.609 | 10692.000 | 0.097 | -0.291 |
| | 49 | 45 | 1 | 1 | 82 | 0 | 6 | 8 | 11.916 | 15377.778 | 0.120 | -0.278 |
| Coryell | 50 | 231 | 2 | 1 | 190 | 0 | 9 | 20 | 0.508 | 11900.000 | 9.064 | 4.875 |
| | 50 | 251 | 3 | 1 | 281 | 0 | 1 | 1 | 0.488 | 2300.000 | 2.441 | 1.060 |
| Crane | 52 | 229 | 2 | 1 | 385 | 1 | 7 | 8 | 17.843 | 4322.727 | 0.284 | -0.183 |
| | 52 | 600 | 3 | 2 | 329 | 0 | 1 | 1 | 0.468 | 2545.000 | 2.300 | 0.978 |
| Crosby | 54 | 131 | 3 | 1 | 82 | 0 | 5 | 5 | 14.854 | 4640.909 | 0.199 | -0.232 |
| | 54 | 131 | 4 | 1 | 82 | 1 | 0 | 4 | 6.298 | 3390.000 | 0.513 | -0.051 |
| | 54 | 131 | 5 | 1 | 82 | 0 | 1 | 1 | 7.898 | 1950.000 | 0.178 | -0.244 |
| Culberson | 55 | 2 | 20 | 15 | 10 | 0 | 2 | 2 | 2.313 | 3300.000 | 0.718 | 0.067 |
| Dallas | 57 | 92 | 2 | 2 | 310 | 0 | 1 | 2 | . | . | . | . |
| | 57 | 95 | 2 | 1 | 80 | 0 | 7 | 11 | . | . | . | . |
| Dawson | 58 | 68 | 4 | 1 | 87 | 1 | 5 | 4 | 16.830 | 6163.158 | 0.106 | -0.286 |

Table E.16. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Dawson | 58 | 68 | 5 | 1 | 87 | 0 | 4 | 4 | 19.838 | 3270.370 | 0.169 | -0.249 |
| | 58 | 494 | 1 | 2 | 137 | 0 | 0 | 1 | 0.184 | 6900.000 | 2.158 | 0.896 |
| Deaf Smith | 59 | 168 | 7 | 1 | 60 | 0 | 5 | 7 | 15.577 | 6490.909 | 0.190 | -0.237 |
| | 59 | 1243 | 1 | 5 | 1058 | 0 | 0 | 1 | 1.104 | 5850.000 | 0.424 | -0.102 |
| Delta | 60 | 136 | 4 | 2 | 19 | 0 | 1 | 2 | 2.612 | 4933.333 | 0.425 | -0.102 |
| Denton | 61 | 2681 | 1 | 5 | 2499 | 0 | 0 | 2 | . | . | . | . |
| DeWitt | 62 | 154 | 3 | 1 | 183 | 0 | 0 | 1 | 0.360 | 2025.000 | 3.758 | 1.818 |
| Dickens | 63 | 106 | 1 | 2 | 70 | 0 | 0 | 2 | 0.354 | 2100.000 | 7.371 | 3.899 |
| | 63 | 132 | 1 | 1 | 82 | 0 | 1 | 1 | 9.105 | 1145.000 | 0.263 | -0.195 |
| | 63 | 132 | 2 | 1 | 82 | 0 | 0 | 3 | 9.570 | 1007.143 | 0.853 | 0.145 |
| Dimmit | 64 | 37 | 8 | 1 | 83 | 0 | 1 | 1 | . | . | . | . |
| Donley | 65 | 42 | 6 | 1 | 287 | 0 | 7 | 6 | 13.301 | 8760.000 | 0.141 | -0.265 |
| | 65 | 42 | 7 | 1 | 287 | 0 | 6 | 9 | 12.591 | 7990.909 | 0.245 | -0.205 |
| | 65 | 42 | 8 | 1 | 287 | 1 | 23 | 11 | 9.880 | 7600.000 | 0.401 | -0.115 |
| Kenedy | 66 | 327 | 2 | 1 | 77 | 0 | 10 | 12 | 11.736 | 7175.000 | 0.390 | -0.122 |
| | 66 | 327 | 3 | 1 | 77 | 0 | 17 | 10 | 12.664 | 6860.000 | 0.315 | -0.165 |
| | 66 | 327 | 4 | 1 | 77 | 0 | 15 | 8 | 9.560 | 6800.000 | 0.337 | -0.152 |
| | 66 | 327 | 5 | 1 | 77 | 0 | 6 | 8 | 12.470 | 6800.000 | 0.258 | -0.198 |
| Eastland | 68 | 7 | 4 | 2 | 206 | 0 | 1 | 7 | 16.410 | 6019.130 | 0.194 | -0.235 |
| | 68 | 127 | 1 | 1 | 183 | 0 | 0 | 1 | 0.991 | 5133.333 | 0.539 | -0.036 |
| Ector | 69 | 5 | 1 | 15 | 20 | 0 | 1 | 2 | . | . | . | . |
| | 69 | 228 | 6 | 1 | 385 | 0 | 22 | 29 | 9.202 | 5700.000 | 1.515 | 0.526 |
| | 69 | 229 | 1 | 1 | 385 | 0 | 4 | 6 | 12.440 | 4472.727 | 0.295 | -0.176 |
| | 69 | 463 | 7 | 2 | 302 | 0 | 0 | 1 | 5.409 | 1913.333 | 0.265 | -0.194 |
| | 69 | 572 | 1 | 3 | 450 | 0 | 1 | 6 | 5.527 | 2700.000 | 1.102 | 0.288 |
| | 69 | 1870 | 1 | 5 | 2020 | 0 | 0 | 3 | . | . | . | . |
| | 69 | 2224 | 1 | 3 | 338 | 2 | 6 | 9 | 0.401 | 1550.000 | 39.671 | 22.506 |
| | 69 | 2296 | 1 | 2 | 191 | 0 | 0 | 1 | . | . | . | . |
| | 69 | 3541 | 1 | 5 | 3472 | 0 | 0 | 2 | . | . | . | . |
| Edwards | 70 | 235 | 2 | 2 | 55 | 0 | 1 | 3 | 8.021 | 407.500 | 2.515 | 1.102 |
| Ellis | 71 | 172 | 4 | 1 | 287 | 0 | 0 | 2 | 0.663 | 11100.000 | 0.745 | 0.082 |
| | 71 | 172 | 7 | 1 | 287 | 0 | 1 | 2 | 3.542 | 10387.500 | 0.149 | -0.261 |

Table E.16. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Ellis | 71 | 260 | 2 | 1 | 67 | 0 | 1 | 2 | 2.288 | 8260.000 | 0.290 | -0.180 |
| | 71 | 261 | 1 | 1 | 67 | 0 | 4 | 10 | 5.311 | 15323.333 | 0.337 | -0.153 |
| | 71 | 442 | 3 | 1 | 77 | 0 | 2 | 2 | 3.791 | 29028.571 | 0.050 | -0.318 |
| | 71 | 834 | 1 | 5 | 308 | 0 | 1 | 3 | 4.519 | 510.000 | 3.566 | 1.708 |
| El Paso | 72 | 1 | 1 | 2 | 20 | 2 | 17 | 20 | 2.827 | 9885.714 | 1.961 | 0.783 |
| | 72 | 2 | 2 | 2 | 20 | 0 | 12 | 19 | 6.318 | 3860.000 | 2.134 | 0.883 |
| | 72 | 374 | 2 | 1 | 62 | 0 | 5 | 7 | 3.225 | 11975.000 | 0.497 | -0.061 |
| | 72 | 2552 | 1 | 3 | 375 | 0 | 4 | 6 | 7.308 | 6500.000 | 0.346 | -0.147 |
| | 72 | 3451 | 1 | 5 | 1281 | 0 | 5 | 5 | 2.901 | 11780.000 | 0.401 | -0.116 |
| Falls | 74 | 49 | 3 | 2 | 6 | 0 | 0 | 1 | 3.433 | 4895.556 | 0.163 | -0.253 |
| Fayette | 76 | 26 | 2 | 1 | 90 | 0 | 1 | 1 | 0.851 | 3190.000 | 1.009 | 0.235 |
| | 76 | 26 | 3 | 1 | 90 | 0 | 0 | 1 | 0.900 | 3600.000 | 0.846 | 0.141 |
| | 76 | 265 | 7 | 2 | 71 | 0 | 2 | 4 | 7.062 | 8327.273 | 0.186 | -0.239 |
| | 76 | 265 | 8 | 2 | 71 | 0 | 2 | 4 | 2.779 | 8433.333 | 0.468 | -0.077 |
| | 76 | 265 | 14 | 17 | 71 | 0 | 2 | 4 | 3.461 | 4093.750 | 0.773 | 0.099 |
| | 76 | 266 | 1 | 2 | 71 | 0 | 6 | 12 | 14.037 | 7495.238 | 0.312 | -0.167 |
| | 76 | 268 | 2 | 1 | 77 | 0 | 0 | 2 | 0.997 | 6260.000 | 0.878 | 0.159 |
| Fisher | 77 | 296 | 3 | 1 | 180 | 0 | 1 | 1 | 0.447 | 1900.000 | 3.226 | 1.512 |
| Floyd | 78 | 145 | 6 | 1 | 70 | 0 | 0 | 3 | 17.929 | 2475.000 | 0.185 | -0.240 |
| | 78 | 145 | 7 | 1 | 62 | 0 | 0 | 1 | 4.372 | 2375.000 | 0.264 | -0.195 |
| Fort Bend | 80 | 27 | 8 | 6 | 90 | 2 | 7 | 22 | 4.943 | 24200.000 | 0.504 | -0.056 |
| | 80 | 27 | 12 | 1 | 59 | 0 | 13 | 21 | 10.606 | 28380.000 | 0.191 | -0.236 |
| | 80 | 89 | 9 | 1 | 59 | 0 | 6 | 5 | 11.608 | 19259.600 | 0.061 | -0.311 |
| | 80 | 192 | 1 | 2 | 6 | 0 | 1 | 2 | . | . | . | . |
| | 80 | 1257 | 1 | 5 | 1092 | 0 | 1 | 5 | . | . | . | . |
| | 80 | 1685 | 6 | 2 | 6 | 0 | 2 | 3 | . | . | . | . |
| Freestone | 82 | 57 | 7 | 1 | 84 | 0 | 1 | 1 | 1.122 | 5200.000 | 0.470 | -0.076 |
| Gaines | 84 | 228 | 2 | 1 | 62 | 0 | 0 | 3 | 19.150 | 4850.000 | 0.088 | -0.296 |
| | 84 | 228 | 3 | 1 | 385 | 0 | 2 | 3 | 13.733 | 6192.857 | 0.097 | -0.291 |
| | 84 | 294 | 1 | 1 | 62 | 0 | 5 | 5 | 24.532 | 4448.000 | 0.126 | -0.274 |
| | 84 | 583 | 2 | 2 | 83 | 1 | 0 | 1 | 1.077 | 2550.000 | 0.998 | 0.228 |
| Galveston | 85 | 51 | 3 | 2 | 3 | 0 | 1 | 1 | . | . | . | . |

Table E.16. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Galveston | 85 | 192 | 4 | 2 | 6 | 0 | 5 | 9 | . | . | . | . |
| | 85 | 389 | 6 | 2 | 146 | 0 | 6 | 11 | . | . | . | . |
| | 85 | 389 | 7 | 2 | 146 | 0 | 3 | 10 | . | . | . | . |
| | 85 | 976 | 5 | 5 | 1266 | 0 | 0 | 1 | . | . | . | . |
| | 85 | 978 | 2 | 5 | 517 | 0 | 1 | 1 | . | . | . | . |
| Garza | 86 | 53 | 4 | 1 | 84 | 0 | 5 | 7 | 16.159 | 7938.462 | 0.150 | -0.260 |
| | 86 | 53 | 5 | 1 | 84 | 0 | 14 | 16 | 15.354 | 7127.778 | 0.401 | -0.116 |
| | 86 | 53 | 6 | 1 | 84 | 1 | 17 | 8 | 8.410 | 6600.000 | 0.395 | -0.119 |
| Gillespie | 87 | 72 | 1 | 1 | 87 | 0 | 4 | 6 | 10.340 | 5378.947 | 0.296 | -0.176 |
| | 87 | 112 | 2 | 1 | 290 | 0 | 3 | 3 | 12.855 | 1835.000 | 0.348 | -0.146 |
| | 87 | 112 | 3 | 1 | 290 | 0 | 5 | 8 | 12.673 | 2800.000 | 0.618 | 0.009 |
| | 87 | 113 | 2 | 1 | 290 | 0 | 15 | 12 | 16.140 | 5636.364 | 0.361 | -0.138 |
| | 87 | 291 | 1 | 2 | 16 | 0 | 4 | 9 | 16.151 | 8513.333 | 0.179 | -0.243 |
| Goliad | 89 | 155 | 4 | 1 | 183 | 0 | 0 | 1 | 0.160 | 3500.000 | 4.892 | 2.472 |
| Gray | 91 | 169 | 6 | 1 | 60 | 0 | 2 | 6 | 7.336 | 5061.111 | 0.443 | -0.092 |
| | 91 | 169 | 10 | 5 | 282 | 0 | 0 | 1 | 0.862 | 5500.000 | 0.578 | -0.014 |
| | 91 | 275 | 23 | 15 | 40 | 0 | 1 | 1 | 3.796 | 666.000 | 1.084 | 0.278 |
| | 91 | 455 | 3 | 2 | 152 | 0 | 1 | 2 | 1.665 | 6755.556 | 0.487 | -0.066 |
| Grayson | 92 | 45 | 18 | 1 | 82 | 0 | 3 | 10 | 13.720 | 8966.667 | 0.223 | -0.218 |
| | 92 | 47 | 1 | 1 | 69 | 0 | 3 | 6 | 4.137 | 7833.333 | 0.507 | -0.054 |
| | 92 | 47 | 13 | 1 | 75 | 0 | 10 | 13 | 4.944 | 22376.000 | 0.322 | -0.161 |
| | 92 | 47 | 18 | 1 | 75 | 0 | 8 | 11 | . | . | . | . |
| | 92 | 47 | 19 | 3 | 503 | 0 | 1 | 2 | . | . | . | . |
| | 92 | 728 | 1 | 5 | 120 | 0 | 3 | 7 | 1.508 | 6471.429 | 1.965 | 0.785 |
| Gregg | 93 | 96 | 4 | 1 | 80 | 0 | 1 | 1 | 4.538 | 10743.750 | 0.056 | -0.314 |
| | 93 | 138 | 1 | 2 | 31 | 0 | 2 | 7 | 9.905 | 18150.000 | 0.107 | -0.285 |
| | 93 | 392 | 3 | 1 | 259 | 0 | 1 | 5 | 4.281 | 9622.222 | 0.333 | -0.155 |
| | 93 | 393 | 1 | 2 | 149 | 0 | 3 | 8 | 6.498 | 14410.000 | 0.234 | -0.212 |
| | 93 | 424 | 2 | 2 | 31 | 0 | 3 | 7 | 4.891 | 8190.000 | 0.479 | -0.071 |
| | 93 | 594 | 1 | 2 | 322 | 0 | 2 | 1 | 3.366 | 8100.000 | 0.100 | -0.289 |
| | 93 | 3465 | 2 | 5 | 3272 | 0 | 0 | 1 | . | . | . | . |
| | 93 | 3465 | 2 | 5 | 3272 | 0 | 0 | 1 | . | . | . | . |
| Grimes | 94 | 50 | 3 | 2 | 6 | 0 | 12 | 17 | 14.563 | 9498.571 | 0.337 | -0.153 |

Table E.16. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Guadalupe | 95 | 25 | 10 | 5 | 78 | 1 | 2 | 5 | 3.108 | 6272.727 | 0.703 | 0.058 |
| | 95 | 366 | 2 | 2 | 123 | 0 | 8 | 11 | 14.717 | 8950.000 | 0.229 | -0.215 |
| Hale | 96 | 67 | 9 | 15 | 27 | 0 | 1 | 2 | 8.844 | 4273.913 | 0.145 | -0.263 |
| | 96 | 145 | 5 | 1 | 70 | 0 | 1 | 2 | 8.297 | 5264.286 | 0.125 | -0.274 |
| | 96 | 1126 | 2 | 5 | 789 | 0 | 1 | 1 | 0.857 | 1900.000 | 1.683 | 0.623 |
| Hall | 97 | 42 | 9 | 1 | 287 | 1 | 4 | 6 | 18.371 | 6868.000 | 0.130 | -0.272 |
| Hamilton | 98 | 258 | 3 | 2 | 6 | 0 | 4 | 1 | 0.662 | 2750.000 | 1.505 | 0.520 |
| Hansford | 99 | 355 | 5 | 2 | 207 | 0 | 0 | 1 | 0.819 | 2450.000 | 1.365 | 0.440 |
| Hardeman | 100 | 43 | 2 | 1 | 287 | 0 | 1 | 6 | 15.778 | 7941.176 | 0.131 | -0.271 |
| | 100 | 43 | 4 | 1 | 287 | 0 | 18 | 16 | 15.773 | 8328.571 | 0.334 | -0.154 |
| Hardin | 101 | 65 | 5 | 1 | 96 | 0 | 3 | 9 | 6.827 | 20294.118 | 0.178 | -0.244 |
| | 101 | 65 | 6 | 1 | 69 | 0 | 1 | 3 | . | . | . | . |
| | 101 | 65 | 14 | 16 | 96 | 0 | 1 | 1 | 2.719 | 14350.000 | 0.070 | -0.306 |
| | 101 | 200 | 9 | 1 | 69 | 0 | 3 | 4 | 5.382 | 9400.000 | 0.217 | -0.222 |
| | 101 | 200 | 10 | 1 | 69 | 0 | 1 | 1 | 1.397 | 16100.000 | 0.122 | -0.276 |
| | 101 | 339 | 3 | 2 | 105 | 0 | 1 | 1 | 0.282 | 5800.000 | 1.675 | 0.618 |
| | 101 | 339 | 4 | 2 | 105 | 0 | 1 | 1 | 0.654 | 5933.333 | 0.706 | 0.060 |
| | 101 | 602 | 1 | 2 | 327 | 1 | 0 | 1 | 2.572 | 6676.923 | 0.160 | -0.255 |
| Harris | 102 | 28 | 1 | 16 | 90 | 3 | 5 | 8 | . | . | . | . |
| | 102 | 28 | 2 | 1 | 90 | 0 | 15 | 17 | 8.258 | 9684.615 | 0.582 | -0.011 |
| | 102 | 50 | 6 | 1 | 290 | 1 | 25 | 31 | 16.164 | 26413.125 | 0.199 | -0.232 |
| | 102 | 50 | 8 | 1 | 290 | 0 | 9 | 19 | . | . | . | . |
| | 102 | 50 | 9 | 1 | 290 | 0 | 8 | 15 | . | . | . | . |
| | 102 | 51 | 2 | 2 | 3 | 0 | 3 | 8 | . | . | . | . |
| | 102 | 111 | 1 | 5 | 521 | 0 | 1 | 1 | . | . | . | . |
| | 102 | 177 | 7 | 1 | 59 | 0 | 35 | 42 | . | . | . | . |
| | 102 | 376 | 2 | 2 | 134 | 0 | 2 | 1 | . | . | . | . |
| | 102 | 389 | 5 | 2 | 146 | 0 | 5 | 9 | . | . | . | . |
| | 102 | 389 | 12 | 2 | 146 | 0 | 0 | 2 | . | . | . | . |
| | 102 | 502 | 1 | 2 | 225 | 0 | 2 | 2 | . | . | . | . |
| | 102 | 598 | 1 | 2 | 288 | 0 | 1 | 2 | . | . | . | . |
| 102 | 720 | 3 | 2 | 249 | 1 | 20 | 21 | 7.929 | 24538.462 | 0.296 | -0.176 | |

Table E.16. Continued

| County Name | Control No. | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-------------|-------------|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| | | | | | | Fatalities | Injuries | Accidents | | | | |
| Harris | 102 | 981 | 1 | 2 | 9999 | 0 | 15 | 21 | . | . | . | . |
| | 102 | 1062 | 4 | 5 | 2100 | 0 | 4 | 7 | . | . | . | . |
| | 102 | 1258 | 4 | 5 | 1093 | 0 | 1 | 1 | . | . | . | . |
| | 102 | 1685 | 1 | 5 | 1960 | 2 | 22 | 32 | . | . | . | . |
| | 102 | 1685 | 2 | 5 | 1960 | 0 | 8 | 13 | . | . | . | . |
| | 102 | 1685 | 3 | 5 | 1960 | 0 | 11 | 19 | 8.477 | 24444.444 | 0.251 | -0.202 |
| | 102 | 1685 | 5 | 2 | 6 | 0 | 16 | 20 | . | . | . | . |
| | 102 | 1743 | 1 | 5 | 1876 | 0 | 2 | 2 | . | . | . | . |
| | 102 | 2633 | 1 | 5 | 526 | 0 | 1 | 2 | . | . | . | . |
| | 102 | 2941 | 2 | 5 | 2920 | 0 | 0 | 1 | 1.727 | 19914.286 | 0.080 | -0.301 |
| | 102 | 3256 | 1 | 3 | 8 | 0 | 4 | 9 | . | . | . | . |
| | 102 | 3256 | 2 | 3 | 8 | 0 | 21 | 22 | . | . | . | . |
| | 102 | 3256 | 3 | 3 | 8 | 1 | 11 | 19 | . | . | . | . |
| 102 | 3510 | 5 | 2 | 99 | 0 | 1 | 1 | . | . | . | . | |
| Harrison | 103 | 62 | 7 | 1 | 59 | 0 | 5 | 8 | 10.902 | 13100.000 | 0.153 | -0.258 |
| | 103 | 63 | 1 | 1 | 59 | 0 | 2 | 3 | 11.231 | 16032.000 | 0.046 | -0.320 |
| | 103 | 63 | 9 | 1 | 59 | 0 | 4 | 2 | 4.193 | 6800.000 | 0.192 | -0.236 |
| | 103 | 96 | 7 | 1 | 80 | 0 | 6 | 7 | 7.629 | 11028.571 | 0.228 | -0.215 |
| | 103 | 96 | 8 | 1 | 80 | 0 | 4 | 3 | 3.425 | 6677.778 | 0.359 | -0.140 |
| | 103 | 207 | 5 | 2 | 43 | 1 | 1 | 4 | 10.274 | 6500.000 | 0.164 | -0.252 |
| | 103 | 1575 | 4 | 2 | 154 | 0 | 1 | 2 | 0.966 | 3687.500 | 1.538 | 0.540 |
| | 103 | 2642 | 2 | 3 | 281 | 0 | 2 | 3 | 5.617 | 7627.273 | 0.192 | -0.236 |
| Haskell | 105 | 157 | 3 | 1 | 277 | 0 | 1 | 4 | 16.689 | 1958.333 | 0.335 | -0.153 |
| | 105 | 157 | 4 | 1 | 277 | 0 | 1 | 6 | 13.747 | 3193.333 | 0.374 | -0.131 |
| | 105 | 360 | 4 | 1 | 380 | 0 | 0 | 1 | 1.153 | 5400.000 | 0.440 | -0.093 |
| Hays | 106 | 113 | 7 | 1 | 290 | 0 | 8 | 9 | 16.972 | 11237.500 | 0.129 | -0.272 |
| | 106 | 286 | 1 | 2 | 80 | 0 | 1 | 2 | 3.116 | 19181.250 | 0.092 | -0.294 |
| | 106 | 366 | 1 | 2 | 123 | 0 | 1 | 3 | 4.968 | 13600.000 | 0.122 | -0.277 |
| Hemphill | 107 | 30 | 6 | 1 | 60 | 0 | 2 | 5 | 7.234 | 4043.750 | 0.468 | -0.077 |
| | 107 | 2330 | 1 | 5 | 2388 | 0 | 0 | 2 | 0.276 | 2300.000 | 8.632 | 4.626 |
| Henderson | 108 | 163 | 3 | 2 | 31 | 0 | 1 | 8 | 5.315 | 8546.667 | 0.482 | -0.069 |
| | 108 | 163 | 4 | 2 | 31 | 0 | 5 | 12 | 10.142 | 12293.548 | 0.264 | -0.195 |

Table E.16. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Henderson | 108 | 164 | 1 | 2 | 31 | 0 | 6 | 8 | 9.437 | 9660.714 | 0.240 | -0.208 |
| | 108 | 164 | 2 | 2 | 31 | 0 | 1 | 2 | 7.657 | 9638.462 | 0.074 | -0.304 |
| | 108 | 164 | 3 | 2 | 31 | 0 | 4 | 9 | 9.405 | 10850.000 | 0.242 | -0.207 |
| Hidalgo | 109 | 39 | 2 | 1 | 83 | 1 | 9 | 15 | 9.024 | 16356.250 | 0.278 | -0.186 |
| | 109 | 39 | 17 | 1 | 83 | 0 | 7 | 8 | . | . | . | . |
| | 109 | 39 | 18 | 1 | 83 | 1 | 20 | 17 | 6.833 | 32011.000 | 0.213 | -0.224 |
| | 109 | 255 | 6 | 1 | 281 | 0 | 1 | 3 | 15.490 | 6314.286 | 0.084 | -0.298 |
| | 109 | 255 | 7 | 1 | 281 | 0 | 5 | 8 | 17.524 | 10611.765 | 0.118 | -0.279 |
| | 109 | 255 | 9 | 10 | 281 | 0 | 6 | 5 | 1.951 | 18825.000 | 0.373 | -0.132 |
| | 109 | 342 | 1 | 2 | 107 | 0 | 15 | 17 | 10.025 | 12788.235 | 0.363 | -0.137 |
| | 109 | 342 | 2 | 2 | 107 | 0 | 1 | 1 | 3.730 | 7320.000 | 0.100 | -0.289 |
| | 109 | 528 | 1 | 2 | 107 | 1 | 3 | 7 | 10.210 | 8816.667 | 0.213 | -0.224 |
| | 109 | 1804 | 1 | 3 | 115 | 0 | 0 | 3 | . | . | . | . |
| Hockley | 111 | 52 | 6 | 1 | 84 | 0 | 4 | 4 | 7.823 | 5888.889 | 0.238 | -0.210 |
| | 111 | 130 | 4 | 2 | 114 | 0 | 3 | 7 | 16.600 | 7568.421 | 0.153 | -0.259 |
| | 111 | 380 | 2 | 1 | 62 | 0 | 1 | 4 | 8.092 | 7025.000 | 0.193 | -0.236 |
| Hood | 112 | 80 | 3 | 1 | 377 | 0 | 1 | 1 | 1.824 | 9700.000 | 0.155 | -0.257 |
| | 112 | 80 | 4 | 1 | 377 | 0 | 13 | 27 | 12.646 | 20646.667 | 0.283 | -0.183 |
| Houston | 114 | 109 | 3 | 1 | 287 | 0 | 9 | 11 | 9.714 | 3975.000 | 0.780 | 0.103 |
| | 114 | 109 | 4 | 1 | 287 | 0 | 2 | 4 | 6.323 | 5670.000 | 0.306 | -0.171 |
| Howard | 115 | 68 | 7 | 1 | 87 | 0 | 1 | 1 | 4.929 | 2900.000 | 0.192 | -0.236 |
| | 115 | 68 | 8 | 1 | 87 | 0 | 6 | 9 | 17.337 | 7535.294 | 0.189 | -0.238 |
| | 115 | 69 | 1 | 1 | 87 | 0 | 3 | 4 | 5.724 | 8975.000 | 0.213 | -0.224 |
| Hunt | 117 | 136 | 1 | 2 | 224 | 0 | 1 | 1 | 4.278 | 4723.077 | 0.136 | -0.268 |
| | 117 | 768 | 1 | 2 | 24 | 0 | 1 | 1 | 7.269 | 7188.235 | 0.052 | -0.316 |
| Hutchinson | 118 | 356 | 1 | 2 | 136 | 1 | 2 | 6 | 14.135 | 5284.211 | 0.220 | -0.220 |
| | 118 | 356 | 5 | 3 | 119 | 0 | 1 | 1 | 1.181 | 4580.000 | 0.507 | -0.055 |
| | 118 | 379 | 1 | 2 | 136 | 0 | 1 | 2 | 5.892 | 8026.316 | 0.116 | -0.280 |
| | 118 | 455 | 1 | 2 | 152 | 0 | 2 | 7 | 7.723 | 3314.286 | 0.749 | 0.085 |
| Jack | 120 | 134 | 4 | 1 | 380 | 0 | 1 | 1 | 0.797 | 5233.333 | 0.657 | 0.032 |
| | 120 | 249 | 6 | 1 | 281 | 0 | 5 | 7 | 7.680 | 4050.000 | 0.617 | 0.009 |
| | 120 | 249 | 7 | 1 | 281 | 0 | 2 | 2 | 7.259 | 6055.556 | 0.125 | -0.275 |

Table E.16. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Jackson | 121 | 89 | 3 | 1 | 59 | 2 | 9 | 12 | 9.272 | 14472.857 | 0.245 | -0.205 |
| | 121 | 89 | 4 | 1 | 59 | 0 | 2 | 11 | 9.440 | 12896.500 | 0.248 | -0.204 |
| | 121 | 89 | 5 | 1 | 59 | 0 | 2 | 6 | 4.741 | 13100.000 | 0.265 | -0.194 |
| | 121 | 346 | 7 | 2 | 111 | 0 | 1 | 1 | 0.795 | 8016.667 | 0.430 | -0.099 |
| Jasper | 122 | 64 | 8 | 1 | 96 | 0 | 7 | 3 | 10.030 | 9026.667 | 0.091 | -0.294 |
| | 122 | 65 | 4 | 1 | 96 | 0 | 0 | 1 | 0.815 | 11500.000 | 0.292 | -0.178 |
| Jefferson | 124 | 28 | 6 | 1 | 90 | 1 | 10 | 12 | 12.367 | 6113.043 | 0.435 | -0.096 |
| | 124 | 200 | 15 | 1 | 69 | 0 | 2 | 7 | . | . | . | . |
| | 124 | 306 | 3 | 2 | 87 | 1 | 0 | 2 | . | . | . | . |
| | 124 | 307 | 1 | 2 | 87 | 0 | 0 | 1 | . | . | . | . |
| | 124 | 508 | 4 | 2 | 73 | 0 | 0 | 1 | 0.479 | 5675.000 | 1.008 | 0.234 |
| | 124 | 667 | 1 | 2 | 347 | 0 | 2 | 6 | . | . | . | . |
| | 124 | 667 | 2 | 5 | 366 | 0 | 5 | 6 | . | . | . | . |
| | 124 | 932 | 1 | 5 | 365 | 1 | 0 | 2 | . | . | . | . |
| Jim Wells | 126 | 86 | 11 | 2 | 44 | 0 | 2 | 2 | 8.909 | 10730.000 | 0.057 | -0.314 |
| | 126 | 87 | 1 | 2 | 44 | 0 | 1 | 1 | 5.214 | 11958.333 | 0.044 | -0.321 |
| | 126 | 255 | 1 | 1 | 281 | 0 | 14 | 20 | 18.199 | 8166.667 | 0.369 | -0.134 |
| | 126 | 255 | 2 | 1 | 281 | 0 | 9 | 9 | 14.405 | 8061.538 | 0.212 | -0.224 |
| | 126 | 373 | 4 | 2 | 44 | 0 | 1 | 1 | 5.192 | 6600.000 | 0.080 | -0.301 |
| Johnson | 127 | 19 | 1 | 2 | 174 | 0 | 4 | 5 | 15.524 | 24280.000 | 0.036 | -0.326 |
| | 127 | 80 | 5 | 1 | 377 | 0 | 5 | 2 | 0.727 | 16000.000 | 0.471 | -0.075 |
| | 127 | 260 | 1 | 1 | 67 | 0 | 1 | 1 | 2.110 | 9980.000 | 0.130 | -0.272 |
| Jones | 128 | 33 | 4 | 1 | 83 | 0 | 4 | 3 | 2.316 | 6710.000 | 0.529 | -0.042 |
| | 128 | 33 | 5 | 1 | 83 | 3 | 10 | 16 | 18.232 | 7773.000 | 0.309 | -0.168 |
| | 128 | 157 | 5 | 1 | 277 | 0 | 5 | 7 | 14.269 | 3511.111 | 0.383 | -0.126 |
| | 128 | 157 | 8 | 16 | 277 | 0 | 0 | 2 | 1.193 | 1368.000 | 3.357 | 1.587 |
| | 128 | 296 | 5 | 1 | 180 | 0 | 2 | 1 | 0.842 | 480.000 | 6.779 | 3.558 |
| Karnes | 129 | 100 | 5 | 1 | 181 | 0 | 0 | 1 | 4.151 | 3980.000 | 0.166 | -0.251 |
| | 129 | 100 | 6 | 1 | 181 | 0 | 1 | 3 | 2.878 | 7483.333 | 0.382 | -0.127 |
| | 129 | 691 | 1 | 5 | 81 | 0 | 0 | 1 | 0.898 | 1434.286 | 2.127 | 0.879 |
| Kaufman | 130 | 95 | 3 | 1 | 80 | 1 | 15 | 21 | 5.330 | 34454.545 | 0.313 | -0.166 |
| | 130 | 95 | 4 | 1 | 80 | 1 | 16 | 16 | 8.805 | 16746.667 | 0.297 | -0.175 |

Table E.16. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Kaufman | 130 | 95 | 5 | 1 | 80 | 0 | 2 | 5 | 12.788 | 11712.000 | 0.091 | -0.294 |
| | 130 | 197 | 3 | 1 | 175 | 0 | 8 | 13 | 9.857 | 19205.833 | 0.188 | -0.238 |
| | 130 | 197 | 4 | 1 | 175 | 0 | 11 | 23 | 10.448 | 14864.500 | 0.406 | -0.113 |
| | 130 | 197 | 5 | 1 | 175 | 0 | 5 | 10 | 14.904 | 10413.333 | 0.177 | -0.245 |
| | 130 | 197 | 8 | 2 | 243 | 0 | 1 | 1 | 0.902 | 4950.000 | 0.614 | 0.007 |
| | 130 | 495 | 1 | 3 | 557 | 1 | 4 | 2 | 18.415 | 29575.116 | 0.010 | -0.341 |
| Kendall | 131 | 72 | 14 | 1 | 87 | 0 | 0 | 1 | 3.270 | 12555.556 | 0.067 | -0.308 |
| | 131 | 142 | 6 | 2 | 27 | 0 | 1 | 1 | 1.520 | 4785.714 | 0.377 | -0.130 |
| Kerr | 133 | 142 | 4 | 2 | 27 | 0 | 1 | 2 | 5.808 | 16328.571 | 0.058 | -0.313 |
| | 133 | 291 | 2 | 2 | 16 | 0 | 0 | 1 | 2.358 | 14183.333 | 0.082 | -0.299 |
| Kimble | 134 | 35 | 7 | 1 | 83 | 0 | 1 | 1 | 0.758 | 3450.000 | 1.048 | 0.257 |
| | 134 | 141 | 20 | 1 | 377 | 0 | 0 | 1 | 1.615 | 4380.000 | 0.387 | -0.123 |
| | 134 | 142 | 16 | 3 | 481 | 0 | 1 | 1 | 0.530 | 2200.000 | 2.350 | 1.007 |
| King | 135 | 133 | 1 | 1 | 82 | 0 | 1 | 1 | 6.601 | 953.000 | 0.436 | -0.096 |
| Kinney | 136 | 23 | 4 | 1 | 90 | 0 | 2 | 1 | . | . | . | . |
| Kleberg | 137 | 102 | 4 | 1 | 77 | 0 | 7 | 11 | 19.644 | 14359.091 | 0.107 | -0.285 |
| | 137 | 102 | 12 | 16 | 77 | 0 | 2 | 1 | 4.517 | 9862.500 | 0.061 | -0.311 |
| | 137 | 327 | 1 | 1 | 77 | 0 | 0 | 1 | 2.016 | 7800.000 | 0.174 | -0.246 |
| Lamar | 139 | 45 | 9 | 1 | 82 | 1 | 4 | 12 | 9.142 | 10925.000 | 0.329 | -0.157 |
| | 139 | 45 | 11 | 1 | 82 | 0 | 1 | 1 | 0.717 | 7000.000 | 0.546 | -0.032 |
| | 139 | 136 | 5 | 2 | 19 | 0 | 3 | 2 | 7.957 | 6050.000 | 0.114 | -0.281 |
| | 139 | 136 | 7 | 1 | 271 | 0 | 1 | 2 | 3.896 | 13827.273 | 0.102 | -0.288 |
| | 139 | 136 | 8 | 1 | 271 | 0 | 4 | 9 | 9.641 | 10137.500 | 0.252 | -0.201 |
| | 139 | 221 | 1 | 1 | 271 | 0 | 2 | 2 | 2.343 | 6557.143 | 0.357 | -0.141 |
| Lamb | 140 | 52 | 4 | 1 | 84 | 0 | 7 | 5 | 14.722 | 4333.333 | 0.215 | -0.223 |
| | 140 | 52 | 5 | 1 | 84 | 0 | 5 | 7 | 19.110 | 4924.500 | 0.204 | -0.229 |
| | 140 | 145 | 2 | 1 | 70 | 0 | 0 | 1 | 2.000 | 2537.500 | 0.540 | -0.036 |
| Lampasas | 141 | 231 | 1 | 1 | 190 | 0 | 4 | 10 | 16.573 | 6326.667 | 0.261 | -0.196 |
| | 141 | 273 | 1 | 1 | 183 | 0 | 0 | 1 | 3.174 | 5450.000 | 0.158 | -0.255 |
| Lavaca | 143 | 269 | 2 | 1 | 77 | 0 | 0 | 1 | 1.267 | 9828.571 | 0.220 | -0.220 |
| Lee | 144 | 114 | 7 | 1 | 290 | 0 | 8 | 20 | 16.206 | 10552.174 | 0.320 | -0.162 |
| | 144 | 116 | 1 | 2 | 21 | 0 | 2 | 5 | 10.886 | 4718.750 | 0.267 | -0.193 |

Table E.16. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Lee | 144 | 211 | 2 | 1 | 77 | 0 | 4 | 4 | 8.247 | 2869.231 | 0.463 | -0.080 |
| | 144 | 211 | 3 | 1 | 77 | 0 | 4 | 6 | 9.659 | 3392.308 | 0.502 | -0.058 |
| | 144 | 211 | 4 | 1 | 77 | 1 | 3 | 3 | 6.534 | 6157.143 | 0.204 | -0.229 |
| | 144 | 211 | 5 | 1 | 77 | 0 | 3 | 4 | 5.617 | 4800.000 | 0.406 | -0.112 |
| | 144 | 211 | 7 | 1 | 77 | 1 | 0 | 2 | 3.339 | 7833.333 | 0.209 | -0.226 |
| Liberty | 146 | 28 | 3 | 1 | 90 | 0 | 4 | 7 | 12.146 | 10494.118 | 0.150 | -0.260 |
| | 146 | 177 | 3 | 1 | 59 | 0 | 11 | 17 | 10.142 | 20120.000 | 0.228 | -0.215 |
| | 146 | 593 | 1 | 2 | 321 | 0 | 1 | 3 | 2.040 | 9280.000 | 0.434 | -0.097 |
| | 146 | 1096 | 2 | 5 | 770 | 0 | 1 | 1 | 0.923 | 3366.667 | 0.882 | 0.161 |
| Limestone | 147 | 93 | 4 | 2 | 14 | 0 | 0 | 1 | 3.250 | 6000.000 | 0.140 | -0.266 |
| Lipscomb | 148 | 3460 | 3 | 5 | 3260 | 0 | 2 | 1 | 6.056 | 120.000 | 3.770 | 1.825 |
| Live Oak | 149 | 254 | 1 | 1 | 281 | 2 | 4 | 7 | 15.422 | 7763.333 | 0.160 | -0.254 |
| Llano | 150 | 150 | 4 | 2 | 29 | 0 | 0 | 5 | 4.914 | 3880.000 | 0.718 | 0.067 |
| | 150 | 290 | 1 | 2 | 16 | 0 | 0 | 2 | 1.603 | 6575.000 | 0.520 | -0.047 |
| | 150 | 700 | 4 | 2 | 71 | 0 | 0 | 1 | 0.612 | 1700.000 | 2.633 | 1.170 |
| | 150 | 1378 | 5 | 5 | 1431 | 0 | 7 | 9 | 8.477 | 5259.091 | 0.553 | -0.028 |
| Lubbock | 152 | 52 | 7 | 1 | 84 | 1 | 8 | 16 | 13.743 | 7613.333 | 0.419 | -0.105 |
| | 152 | 53 | 1 | 1 | 84 | 0 | 14 | 12 | 8.854 | 10910.909 | 0.340 | -0.151 |
| | 152 | 53 | 18 | 1 | 84 | 0 | 0 | 1 | . | . | . | . |
| | 152 | 68 | 1 | 1 | 87 | 0 | 6 | 8 | 7.160 | 8466.154 | 0.362 | -0.138 |
| | 152 | 130 | 5 | 2 | 114 | 0 | 1 | 2 | 7.028 | 12907.692 | 0.060 | -0.312 |
| | 152 | 131 | 1 | 1 | 62 | 0 | 2 | 4 | 4.518 | 7220.000 | 0.336 | -0.153 |
| | 152 | 131 | 2 | 1 | 62 | 0 | 4 | 6 | 6.860 | 6254.545 | 0.383 | -0.126 |
| | 152 | 380 | 1 | 1 | 62 | 0 | 13 | 18 | 6.285 | 9564.444 | 0.820 | 0.126 |
| | 152 | 380 | 14 | 3 | 193 | 0 | 1 | 1 | 0.625 | 4150.000 | 1.056 | 0.262 |
| Lynn | 153 | 53 | 3 | 1 | 84 | 0 | 1 | 1 | 3.751 | 7500.000 | 0.097 | -0.291 |
| | 153 | 68 | 2 | 1 | 87 | 0 | 14 | 17 | 16.765 | 4794.000 | 0.580 | -0.013 |
| | 153 | 68 | 3 | 1 | 87 | 0 | 6 | 4 | 14.076 | 4160.000 | 0.187 | -0.239 |
| Marion | 155 | 62 | 6 | 1 | 59 | 0 | 2 | 2 | 3.485 | 10633.333 | 0.148 | -0.261 |
| Martin | 156 | 5 | 16 | 3 | 214 | 0 | 0 | 1 | 4.687 | 1871.429 | 0.312 | -0.167 |
| Mason | 157 | 71 | 4 | 1 | 87 | 0 | 1 | 2 | 11.662 | 2589.130 | 0.181 | -0.242 |
| Matagorda | 158 | 179 | 6 | 2 | 35 | 0 | 2 | 3 | 6.254 | 5700.000 | 0.231 | -0.214 |

Table E.16. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Matagorda | 158 | 179 | 8 | 2 | 35 | 0 | 1 | 1 | 1.926 | 4133.333 | 0.344 | -0.148 |
| McLennan | 161 | 14 | 9 | 16 | 77 | 0 | 3 | 2 | 0.223 | 42110.000 | 0.584 | -0.010 |
| | 161 | 15 | 21 | 5 | 3476 | 0 | 0 | 1 | . | . | . | . |
| | 161 | 49 | 1 | 2 | 6 | 0 | 4 | 8 | 7.359 | 10788.571 | 0.276 | -0.188 |
| | 161 | 55 | 7 | 1 | 84 | 0 | 7 | 5 | 6.691 | 9357.143 | 0.219 | -0.221 |
| | 161 | 55 | 8 | 1 | 84 | 0 | 0 | 1 | 2.665 | 11780.000 | 0.087 | -0.296 |
| | 161 | 162 | 1 | 2 | 31 | 0 | 3 | 5 | 1.750 | 10675.000 | 0.733 | 0.076 |
| | 161 | 258 | 9 | 2 | 6 | 0 | 0 | 1 | 3.455 | 7770.000 | 0.102 | -0.288 |
| | 161 | 258 | 10 | 3 | 396 | 0 | 1 | 1 | . | . | . | . |
| | 161 | 398 | 3 | 2 | 317 | 0 | 4 | 2 | 1.074 | 6014.286 | 0.848 | 0.142 |
| Medina | 163 | 17 | 14 | 2 | 132 | 0 | 0 | 1 | 1.393 | 5842.857 | 0.337 | -0.153 |
| | 163 | 24 | 5 | 1 | 90 | 0 | 4 | 8 | 10.163 | 10208.333 | 0.211 | -0.225 |
| | 163 | 24 | 6 | 1 | 90 | 0 | 4 | 8 | 11.292 | 12166.667 | 0.160 | -0.255 |
| | 163 | 291 | 8 | 2 | 16 | 0 | 0 | 2 | 0.834 | 3400.000 | 1.932 | 0.767 |
| | 163 | 421 | 2 | 2 | 173 | 0 | 1 | 1 | 0.996 | 5740.000 | 0.479 | -0.071 |
| Menard | 164 | 35 | 5 | 1 | 83 | 0 | 0 | 2 | 1.282 | 5175.000 | 0.826 | 0.129 |
| Midland | 165 | 5 | 2 | 15 | 20 | 0 | 7 | 6 | 2.153 | 15600.000 | 0.489 | -0.065 |
| | 165 | 380 | 9 | 2 | 349 | 0 | 1 | 2 | 2.626 | 5033.333 | 0.415 | -0.108 |
| | 165 | 463 | 3 | 2 | 158 | 0 | 2 | 3 | 3.877 | 4800.000 | 0.442 | -0.092 |
| | 165 | 887 | 1 | 5 | 307 | 0 | 0 | 1 | . | . | . | . |
| | 165 | 1188 | 2 | 3 | 250 | 0 | 2 | 2 | 1.005 | 3350.000 | 1.628 | 0.591 |
| | 165 | 1718 | 1 | 5 | 1788 | 0 | 1 | 1 | 0.945 | 4550.000 | 0.637 | 0.020 |
| | 165 | 2296 | 2 | 2 | 191 | 1 | 7 | 20 | 7.999 | 12625.000 | 0.543 | -0.034 |
| Milam | 166 | 204 | 6 | 1 | 79 | 0 | 1 | 1 | 0.765 | 8742.857 | 0.410 | -0.111 |
| | 166 | 204 | 7 | 1 | 79 | 1 | 2 | 6 | 1.734 | 6366.667 | 1.489 | 0.511 |
| Mills | 167 | 54 | 9 | 1 | 84 | 0 | 1 | 1 | 1.978 | 3640.000 | 0.381 | -0.127 |
| Montague | 169 | 13 | 5 | 1 | 81 | 0 | 5 | 12 | 10.429 | 9047.778 | 0.348 | -0.146 |
| | 169 | 44 | 4 | 1 | 82 | 0 | 0 | 1 | 1.023 | 6740.000 | 0.397 | -0.118 |
| | 169 | 44 | 6 | 1 | 82 | 0 | 3 | 6 | 15.285 | 4204.762 | 0.256 | -0.199 |
| | 169 | 224 | 3 | 1 | 287 | 0 | 8 | 12 | 10.312 | 14050.000 | 0.227 | -0.216 |
| | 169 | 239 | 1 | 2 | 175 | 0 | 1 | 3 | 8.323 | 2250.000 | 0.439 | -0.094 |
| Montgomery | 170 | 177 | 5 | 1 | 59 | 1 | 35 | 47 | 17.667 | 39575.238 | 0.184 | -0.241 |

Table E.16. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Montgomery | 170 | 720 | 2 | 2 | 249 | 0 | 1 | 2 | 0.475 | 17000.000 | 0.679 | 0.044 |
| Moore | 171 | 66 | 4 | 1 | 287 | 1 | 7 | 16 | 13.336 | 8031.250 | 0.409 | -0.111 |
| | 171 | 66 | 5 | 1 | 87 | 0 | 17 | 16 | 17.316 | 9096.364 | 0.278 | -0.186 |
| Morris | 172 | 10 | 8 | 1 | 67 | 0 | 5 | 5 | 10.708 | 3156.522 | 0.405 | -0.113 |
| | 172 | 83 | 10 | 2 | 11 | 0 | 0 | 3 | 1.553 | 4857.143 | 1.090 | 0.281 |
| | 172 | 84 | 1 | 1 | 259 | 0 | 1 | 2 | 5.181 | 3616.667 | 0.292 | -0.178 |
| | 172 | 222 | 2 | 2 | 49 | 0 | 1 | 1 | 2.336 | 6737.500 | 0.174 | -0.246 |
| | 172 | 222 | 3 | 2 | 11 | 1 | 0 | 3 | 4.784 | 5576.923 | 0.308 | -0.169 |
| | 172 | 392 | 1 | 1 | 259 | 0 | 1 | 2 | 9.218 | 7185.185 | 0.083 | -0.299 |
| Nacogdoches | 174 | 138 | 6 | 1 | 259 | 1 | 5 | 14 | 11.462 | 11425.000 | 0.293 | -0.178 |
| | 174 | 175 | 7 | 16 | 59 | 0 | 2 | 4 | 1.126 | 8250.000 | 1.180 | 0.333 |
| | 174 | 176 | 1 | 1 | 59 | 1 | 1 | 10 | 10.252 | 20637.500 | 0.129 | -0.272 |
| | 174 | 553 | 3 | 2 | 7 | 0 | 0 | 1 | 1.427 | 3140.000 | 0.611 | 0.006 |
| | 174 | 2560 | 1 | 1 | 59 | 0 | 1 | 3 | 9.081 | 16144.545 | 0.056 | -0.314 |
| Navarro | 175 | 92 | 13 | 15 | 45 | 0 | 0 | 2 | 6.230 | 7564.706 | 0.116 | -0.280 |
| | 175 | 162 | 4 | 2 | 31 | 0 | 1 | 3 | 12.692 | 10193.750 | 0.064 | -0.310 |
| | 175 | 163 | 1 | 2 | 31 | 0 | 4 | 5 | 9.275 | 10546.154 | 0.140 | -0.266 |
| | 175 | 163 | 2 | 2 | 31 | 0 | 3 | 3 | 11.160 | 7058.333 | 0.104 | -0.286 |
| Nolan | 177 | 53 | 12 | 1 | 84 | 0 | 7 | 12 | 11.189 | 5781.818 | 0.508 | -0.054 |
| | 177 | 263 | 6 | 17 | 70 | 0 | 2 | 1 | 3.036 | 3085.714 | 0.292 | -0.178 |
| Nueces | 178 | 102 | 1 | 2 | 44 | 0 | 5 | 7 | 4.142 | 16366.667 | 0.283 | -0.184 |
| | 178 | 102 | 2 | 2 | 44 | 0 | 4 | 5 | 9.991 | 15931.579 | 0.086 | -0.297 |
| | 178 | 102 | 3 | 1 | 77 | 0 | 7 | 16 | 10.884 | 16433.333 | 0.245 | -0.205 |
| | 178 | 102 | 11 | 16 | 77 | 0 | 1 | 3 | 4.867 | 6355.556 | 0.266 | -0.194 |
| | 178 | 373 | 2 | 2 | 44 | 0 | 0 | 3 | 11.353 | 13513.529 | 0.054 | -0.316 |
| | 178 | 373 | 3 | 2 | 44 | 0 | 3 | 4 | 6.934 | 7258.333 | 0.218 | -0.221 |
| | 178 | 989 | 2 | 5 | 624 | 0 | 2 | 1 | 2.033 | 11350.000 | 0.119 | -0.278 |
| | 178 | 2263 | 2 | 2 | 361 | 0 | 0 | 1 | 0.150 | 4900.000 | 3.728 | 1.801 |
| Orange | 181 | 306 | 1 | 2 | 87 | 0 | 2 | 4 | 1.982 | 17055.556 | 0.324 | -0.160 |
| | 181 | 306 | 2 | 2 | 73 | 2 | 3 | 4 | 4.521 | 22714.286 | 0.107 | -0.285 |
| | 181 | 710 | 2 | 5 | 105 | 0 | 1 | 3 | 2.913 | 17500.000 | 0.161 | -0.254 |
| Palo Pinto | 182 | 11 | 10 | 1 | 180 | 0 | 2 | 1 | 0.782 | 1150.000 | 3.047 | 1.408 |

Table E.16. Continued

| County | | Control | Control | Highway | Highway | Number | | | Control | Mean | Acc | Normalized |
|---------|-----|---------|---------|---------|---------|------------|----------|-----------|---------|-----------|-------|---------------|
| Name | No. | Number | Section | Type | Number | Fatalities | Injuries | Accidents | Length | ADT | MVM | Accident Data |
| Panola | 183 | 63 | 3 | 1 | 59 | 0 | 5 | 7 | 8.157 | 7828.571 | 0.300 | -0.174 |
| | 183 | 63 | 4 | 1 | 59 | 0 | 0 | 4 | 7.214 | 8676.923 | 0.175 | -0.246 |
| | 183 | 63 | 5 | 1 | 59 | 0 | 1 | 4 | 7.323 | 7800.000 | 0.192 | -0.236 |
| | 183 | 247 | 1 | 1 | 79 | 0 | 1 | 1 | 5.061 | 7393.333 | 0.073 | -0.304 |
| | 183 | 247 | 2 | 1 | 79 | 0 | 0 | 4 | 3.468 | 5820.000 | 0.543 | -0.034 |
| | 183 | 247 | 3 | 1 | 79 | 1 | 4 | 8 | 8.896 | 6242.857 | 0.395 | -0.119 |
| Parker | 184 | 8 | 2 | 1 | 180 | 1 | 10 | 12 | 15.090 | 10582.143 | 0.206 | -0.228 |
| | 184 | 8 | 3 | 1 | 180 | 0 | 1 | 1 | 16.376 | 28738.125 | 0.006 | -0.343 |
| | 184 | 80 | 6 | 1 | 377 | 1 | 5 | 6 | 5.337 | 16560.000 | 0.186 | -0.239 |
| | 184 | 171 | 3 | 2 | 199 | 0 | 3 | 6 | 4.973 | 15124.286 | 0.219 | -0.221 |
| Parmer | 185 | 52 | 1 | 1 | 70 | 1 | 4 | 5 | 10.705 | 4635.714 | 0.276 | -0.188 |
| | 185 | 168 | 3 | 1 | 60 | 1 | 0 | 2 | 1.082 | 7300.000 | 0.694 | 0.053 |
| | 185 | 168 | 17 | 17 | 214 | 0 | 3 | 2 | 1.114 | 1700.000 | 2.893 | 1.320 |
| Polk | 187 | 176 | 4 | 1 | 59 | 0 | 9 | 6 | 9.481 | 18020.000 | 0.096 | -0.291 |
| | 187 | 176 | 5 | 1 | 59 | 0 | 19 | 30 | 21.891 | 15613.514 | 0.240 | -0.208 |
| | 187 | 176 | 6 | 16 | 59 | 0 | 2 | 3 | 4.586 | 5315.385 | 0.337 | -0.152 |
| | 187 | 177 | 1 | 1 | 59 | 0 | 5 | 16 | 10.193 | 19110.000 | 0.225 | -0.217 |
| | 187 | 213 | 3 | 1 | 190 | 1 | 4 | 8 | 5.022 | 11622.222 | 0.376 | -0.130 |
| | 187 | 213 | 4 | 1 | 190 | 0 | 1 | 3 | 7.363 | 7245.455 | 0.154 | -0.258 |
| | 187 | 388 | 1 | 2 | 146 | 0 | 1 | 5 | 4.498 | 6169.231 | 0.494 | -0.062 |
| Potter | 188 | 41 | 5 | 1 | 87 | 1 | 20 | 22 | 17.383 | 8700.000 | 0.399 | -0.117 |
| | 188 | 41 | 7 | 1 | 87 | 0 | 6 | 8 | 4.761 | 8754.000 | 0.526 | -0.044 |
| | 188 | 42 | 1 | 1 | 287 | 0 | 1 | 3 | 3.811 | 7300.000 | 0.295 | -0.176 |
| | 188 | 90 | 5 | 15 | 40 | 0 | 0 | 1 | 10.967 | 10967.143 | 0.023 | -0.333 |
| | 188 | 169 | 2 | 1 | 60 | 0 | 2 | 5 | 1.730 | 7250.000 | 1.092 | 0.283 |
| | 188 | 1821 | 1 | 5 | 1912 | 0 | 1 | 1 | 0.814 | 5400.000 | 0.623 | 0.012 |
| | 188 | 2635 | 1 | 3 | 335 | 0 | 3 | 7 | 5.236 | 5728.571 | 0.639 | 0.022 |
| Randall | 191 | 67 | 1 | 1 | 87 | 0 | 1 | 2 | 17.500 | 6293.077 | 0.050 | -0.318 |
| | 191 | 168 | 8 | 1 | 60 | 0 | 6 | 8 | 15.425 | 6550.000 | 0.217 | -0.222 |
| | 191 | 168 | 9 | 1 | 60 | 0 | 3 | 8 | 8.974 | 20333.333 | 0.120 | -0.277 |
| | 191 | 2635 | 3 | 3 | 335 | 0 | 0 | 4 | 4.346 | 4657.143 | 0.541 | -0.035 |
| Reagan | 192 | 77 | 1 | 1 | 67 | 0 | 1 | 2 | 0.988 | 3783.333 | 1.466 | 0.498 |

Table E.16. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|--------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Refugio | 196 | 371 | 2 | 1 | 77 | 0 | 6 | 15 | 18.988 | 9814.286 | 0.221 | -0.220 |
| | 196 | 371 | 3 | 1 | 77 | 3 | 21 | 25 | 18.264 | 10573.077 | 0.355 | -0.142 |
| | 196 | 447 | 5 | 5 | 774 | 0 | 0 | 1 | 0.571 | 3050.000 | 1.573 | 0.560 |
| Robertson | 198 | 49 | 6 | 2 | 6 | 0 | 1 | 1 | 1.057 | 5887.500 | 0.440 | -0.093 |
| | 198 | 49 | 8 | 1 | 190 | 0 | 9 | 14 | 12.235 | 11362.500 | 0.276 | -0.188 |
| | 198 | 205 | 1 | 1 | 79 | 1 | 1 | 2 | 0.765 | 6900.000 | 1.038 | 0.251 |
| | 198 | 205 | 2 | 1 | 79 | 0 | 2 | 1 | 0.549 | 4100.000 | 1.217 | 0.355 |
| Runnels | 200 | 34 | 4 | 1 | 83 | 1 | 1 | 3 | 1.566 | 5587.500 | 0.939 | 0.194 |
| | 200 | 34 | 5 | 1 | 83 | 0 | 0 | 2 | 1.789 | 3483.333 | 0.879 | 0.160 |
| | 200 | 158 | 1 | 1 | 67 | 0 | 4 | 6 | 19.785 | 5021.667 | 0.165 | -0.251 |
| Rusk | 201 | 138 | 2 | 1 | 259 | 1 | 2 | 5 | 7.083 | 9214.286 | 0.210 | -0.226 |
| | 201 | 138 | 3 | 1 | 259 | 0 | 0 | 2 | 8.615 | 7900.000 | 0.081 | -0.300 |
| | 201 | 138 | 4 | 1 | 259 | 0 | 2 | 1 | 7.622 | 6577.778 | 0.055 | -0.315 |
| | 201 | 138 | 5 | 1 | 259 | 0 | 2 | 9 | 14.285 | 7365.000 | 0.234 | -0.212 |
| | 201 | 175 | 9 | 1 | 59 | 0 | 0 | 2 | 1.032 | 6700.000 | 0.792 | 0.110 |
| | 201 | 207 | 3 | 2 | 43 | 0 | 1 | 1 | 5.422 | 3263.636 | 0.155 | -0.257 |
| | 201 | 393 | 2 | 2 | 149 | 0 | 0 | 4 | 5.818 | 6400.000 | 0.294 | -0.177 |
| | 201 | 545 | 2 | 2 | 42 | 0 | 1 | 1 | 2.576 | 6277.778 | 0.169 | -0.249 |
| Sabine | 202 | 119 | 4 | 2 | 21 | 0 | 1 | 1 | 1.949 | 1750.000 | 0.803 | 0.116 |
| San Jacinto | 204 | 177 | 2 | 1 | 59 | 0 | 15 | 26 | 13.387 | 19675.000 | 0.270 | -0.191 |
| | 204 | 213 | 2 | 1 | 190 | 0 | 1 | 2 | 7.051 | 3650.000 | 0.213 | -0.224 |
| | 204 | 395 | 3 | 2 | 150 | 0 | 0 | 1 | 0.677 | 5233.333 | 0.773 | 0.099 |
| San Patricio | 205 | 101 | 4 | 1 | 181 | 0 | 9 | 14 | 12.676 | 13072.727 | 0.231 | -0.213 |
| | 205 | 180 | 6 | 2 | 35 | 0 | 4 | 8 | 10.395 | 13445.455 | 0.157 | -0.256 |
| | 205 | 180 | 10 | 2 | 361 | 0 | 5 | 3 | 5.096 | 9487.500 | 0.170 | -0.249 |
| | 205 | 371 | 4 | 1 | 77 | 0 | 10 | 8 | 6.193 | 7750.000 | 0.457 | -0.084 |
| | 205 | 372 | 1 | 1 | 77 | 0 | 9 | 18 | 10.520 | 13878.571 | 0.338 | -0.152 |
| Schleicher | 207 | 159 | 4 | 1 | 277 | 0 | 8 | 4 | 1.476 | 3625.000 | 2.048 | 0.833 |
| Scurry | 208 | 53 | 7 | 1 | 84 | 0 | 6 | 19 | 12.794 | 6733.333 | 0.604 | 0.001 |
| | 208 | 53 | 8 | 1 | 84 | 0 | 5 | 5 | 7.346 | 6328.333 | 0.295 | -0.177 |
| | 208 | 53 | 9 | 1 | 84 | 0 | 1 | 11 | 11.223 | 5651.250 | 0.475 | -0.073 |
| | 208 | 53 | 10 | 1 | 84 | 0 | 5 | 6 | 8.907 | 5725.000 | 0.322 | -0.161 |

Table E.16. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Scurry | 208 | 53 | 17 | 16 | 84 | 0 | 0 | 1 | 6.094 | 3517.333 | 0.128 | -0.273 |
| Shackelford | 209 | 11 | 6 | 1 | 180 | 0 | 2 | 2 | 1.270 | 4850.000 | 0.890 | 0.166 |
| Shelby | 210 | 59 | 3 | 2 | 7 | 1 | 9 | 7 | 6.747 | 3300.000 | 0.861 | 0.150 |
| | 210 | 59 | 4 | 2 | 7 | 0 | 3 | 8 | 8.775 | 3880.000 | 0.644 | 0.024 |
| | 210 | 63 | 6 | 1 | 96 | 1 | 7 | 12 | 8.885 | 5816.667 | 0.636 | 0.020 |
| | 210 | 64 | 1 | 2 | 87 | 0 | 10 | 11 | 5.594 | 4600.000 | 1.171 | 0.328 |
| | 210 | 175 | 2 | 1 | 84 | 0 | 1 | 2 | 3.021 | 5800.000 | 0.313 | -0.166 |
| | 210 | 175 | 4 | 1 | 59 | 0 | 6 | 6 | 8.776 | 6057.143 | 0.309 | -0.168 |
| | 210 | 175 | 5 | 1 | 59 | 0 | 5 | 4 | 5.013 | 6953.846 | 0.314 | -0.166 |
| Sherman | 211 | 66 | 3 | 1 | 287 | 0 | 7 | 8 | 19.632 | 3238.889 | 0.345 | -0.148 |
| Smith | 212 | 164 | 4 | 2 | 31 | 0 | 3 | 5 | 4.615 | 13825.000 | 0.215 | -0.223 |
| | 212 | 165 | 2 | 1 | 271 | 0 | 0 | 1 | 6.365 | 4610.000 | 0.093 | -0.293 |
| | 212 | 190 | 5 | 1 | 69 | 0 | 8 | 6 | 6.814 | 15660.000 | 0.154 | -0.258 |
| | 212 | 191 | 1 | 1 | 69 | 0 | 4 | 7 | 7.281 | 9185.714 | 0.287 | -0.181 |
| | 212 | 245 | 5 | 2 | 64 | 0 | 3 | 4 | 1.417 | 8050.000 | 0.961 | 0.207 |
| | 212 | 245 | 6 | 2 | 64 | 0 | 3 | 3 | 4.566 | 11020.000 | 0.163 | -0.253 |
| | 212 | 345 | 1 | 2 | 110 | 0 | 4 | 6 | 4.118 | 16300.000 | 0.245 | -0.206 |
| | 212 | 345 | 2 | 2 | 110 | 0 | 0 | 1 | 1.788 | 7433.333 | 0.206 | -0.228 |
| | 212 | 492 | 4 | 5 | 756 | 0 | 0 | 1 | 0.258 | 5900.000 | 1.800 | 0.690 |
| | 212 | 520 | 6 | 2 | 155 | 0 | 5 | 9 | 5.500 | 12400.000 | 0.362 | -0.138 |
| | 212 | 1790 | 2 | 3 | 323 | 1 | 1 | 2 | . | . | . | . |
| | 212 | 2075 | 1 | 3 | 323 | 0 | 1 | 4 | 2.498 | 14800.000 | 0.296 | -0.176 |
| Starr | 214 | 38 | 7 | 1 | 83 | 0 | 0 | 1 | 0.152 | 22000.000 | 0.819 | 0.125 |
| | 214 | 39 | 1 | 1 | 83 | 0 | 1 | 7 | 1.446 | 25857.143 | 0.513 | -0.051 |
| Stephens | 215 | 11 | 7 | 1 | 180 | 0 | 1 | 2 | 4.544 | 5862.500 | 0.206 | -0.228 |
| | 215 | 11 | 9 | 1 | 180 | 0 | 0 | 1 | 2.991 | 5128.571 | 0.179 | -0.244 |
| Sterling | 216 | 69 | 3 | 1 | 87 | 0 | 0 | 1 | 3.914 | 4633.333 | 0.151 | -0.260 |
| | 216 | 69 | 4 | 1 | 87 | 0 | 3 | 1 | 12.130 | 5100.000 | 0.044 | -0.321 |
| Stonewall | 217 | 106 | 5 | 1 | 83 | 0 | 0 | 1 | 1.156 | 3375.000 | 0.702 | 0.058 |
| Swisher | 219 | 67 | 18 | 1 | 87 | 0 | 1 | 4 | 17.193 | 1751.000 | 0.364 | -0.137 |
| Tarrant | 220 | 14 | 15 | 1 | 81 | 0 | 4 | 10 | 9.979 | 18009.375 | 0.152 | -0.259 |
| | 220 | 80 | 7 | 1 | 377 | 0 | 4 | 10 | . | . | . | . |

Table E.16. Continued

| County Name | Control No. | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-------------|-------------|----------------|-----------------|--------------|----------------|------------|----------|-----------|----------------|-----------|---------|--------------------------|
| | | | | | | Fatalities | Injuries | Accidents | | | | |
| Tarrant | 220 | 94 | 5 | 2 | 183 | 0 | 3 | 3 | . | . | . | . |
| | 220 | 171 | 4 | 2 | 199 | 0 | 1 | 5 | . | . | . | . |
| | 220 | 171 | 5 | 2 | 199 | 0 | 3 | 3 | . | . | . | . |
| | 220 | 353 | 3 | 2 | 114 | 1 | 4 | 8 | 5.760 | 41218.000 | 0.092 | -0.293 |
| | 220 | 2208 | 1 | 3 | 303 | 0 | 5 | 5 | . | . | . | . |
| Taylor | 221 | 6 | 17 | 15 | 20 | 0 | 0 | 1 | 0.493 | 3333.333 | 1.667 | 0.614 |
| | 221 | 34 | 1 | 1 | 83 | 0 | 3 | 6 | 8.550 | 6050.000 | 0.318 | -0.164 |
| | 221 | 54 | 1 | 1 | 84 | 0 | 3 | 4 | 11.295 | 2900.000 | 0.335 | -0.154 |
| Terrell | 223 | 227 | 7 | 1 | 62 | 0 | 2 | 5 | 11.964 | 7942.727 | 0.144 | -0.264 |
| | 223 | 228 | 1 | 1 | 62 | 0 | 8 | 8 | 21.617 | 5241.176 | 0.193 | -0.235 |
| | 223 | 380 | 3 | 1 | 62 | 0 | 1 | 1 | 3.633 | 6897.500 | 0.109 | -0.284 |
| Titus | 225 | 10 | 7 | 1 | 67 | 0 | 4 | 5 | 9.278 | 5641.667 | 0.262 | -0.196 |
| | 225 | 221 | 5 | 1 | 271 | 0 | 1 | 1 | 2.084 | 5844.444 | 0.225 | -0.217 |
| | 225 | 222 | 1 | 2 | 49 | 0 | 7 | 3 | 3.698 | 10533.333 | 0.211 | -0.225 |
| | 225 | 248 | 1 | 1 | 271 | 0 | 4 | 7 | 7.486 | 14804.762 | 0.173 | -0.247 |
| Tom Green | 226 | 69 | 6 | 1 | 87 | 0 | 1 | 3 | 9.751 | 4657.143 | 0.181 | -0.242 |
| | 226 | 69 | 7 | 1 | 87 | 0 | 3 | 8 | 12.278 | 7800.000 | 0.229 | -0.215 |
| | 226 | 70 | 2 | 1 | 87 | 0 | 7 | 10 | 13.048 | 5214.706 | 0.403 | -0.115 |
| | 226 | 158 | 2 | 1 | 67 | 0 | 1 | 4 | 10.550 | 4625.000 | 0.225 | -0.217 |
| | 226 | 264 | 7 | 3 | 306 | 0 | 0 | 1 | 1.000 | 4600.000 | 0.596 | -0.004 |
| | 226 | 2574 | 1 | 5 | 584 | 0 | 1 | 1 | 3.438 | 5900.000 | 0.135 | -0.269 |
| Travis | 227 | 15 | 15 | 5 | 1825 | 0 | 0 | 1 | . | . | . | . |
| | 227 | 113 | 8 | 1 | 290 | 0 | 4 | 9 | 0.490 | 15900.000 | 3.165 | 1.477 |
| | 227 | 113 | 9 | 1 | 290 | 0 | 1 | 2 | . | . | . | . |
| | 227 | 113 | 13 | 3 | 360 | 0 | 0 | 2 | . | . | . | . |
| | 227 | 114 | 2 | 1 | 290 | 0 | 6 | 7 | 3.708 | 18060.000 | 0.286 | -0.182 |
| | 227 | 114 | 3 | 1 | 290 | 0 | 1 | 9 | 6.539 | 14866.667 | 0.254 | -0.200 |
| | 227 | 152 | 1 | 1 | 183 | 1 | 20 | 28 | 10.301 | 11575.000 | 0.643 | 0.024 |
| | 227 | 265 | 1 | 2 | 71 | 1 | 9 | 17 | 1.405 | 21000.000 | 1.579 | 0.563 |
| | 227 | 265 | 2 | 2 | 71 | 0 | 2 | 8 | 5.584 | 20000.000 | 0.196 | -0.234 |
| | 227 | 683 | 2 | 5 | 620 | 0 | 6 | 16 | 8.392 | 14650.000 | 0.357 | -0.141 |
| | 227 | 700 | 3 | 2 | 71 | 0 | 15 | 20 | 16.649 | 11210.526 | 0.294 | -0.177 |

Table E.16. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|-----------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Travis | 227 | 757 | 2 | 5 | 685 | 0 | 2 | 5 | 4.174 | 5333.333 | 0.615 | 0.008 |
| | 227 | 1149 | 1 | 5 | 812 | 0 | 2 | 5 | 1.686 | 7433.333 | 1.093 | 0.283 |
| | 227 | 1186 | 1 | 5 | 969 | 0 | 5 | 6 | 1.933 | 6466.667 | 1.315 | 0.411 |
| | 227 | 1376 | 2 | 5 | 1325 | 0 | 0 | 2 | 0.840 | 43000.000 | 0.152 | -0.259 |
| | 227 | 1378 | 1 | 5 | 1431 | 1 | 22 | 32 | 10.367 | 6220.000 | 1.360 | 0.437 |
| | 227 | 1902 | 1 | 5 | 1825 | 0 | 4 | 5 | . | . | . | . |
| | 227 | 2100 | 1 | 5 | 2222 | 0 | 5 | 14 | . | . | . | . |
| | 227 | 2102 | 1 | 5 | 2244 | 0 | 10 | 19 | 6.753 | 16933.333 | 0.455 | -0.084 |
| | 227 | 3277 | 1 | 5 | 3177 | 0 | 1 | 1 | 3.531 | 3433.333 | 0.226 | -0.216 |
| | 227 | 3417 | 1 | 5 | 734 | 0 | 1 | 2 | . | . | . | . |
| Tyler | 229 | 200 | 5 | 1 | 69 | 0 | 0 | 1 | 0.258 | 4820.000 | 2.203 | 0.923 |
| Upshur | 230 | 96 | 3 | 1 | 80 | 0 | 1 | 1 | 3.396 | 6080.000 | 0.133 | -0.270 |
| | 230 | 248 | 4 | 1 | 271 | 0 | 4 | 6 | 12.104 | 7161.905 | 0.190 | -0.237 |
| | 230 | 248 | 5 | 1 | 271 | 0 | 1 | 1 | 9.021 | 8659.091 | 0.035 | -0.326 |
| | 230 | 392 | 2 | 1 | 259 | 0 | 7 | 10 | 12.053 | 7177.143 | 0.317 | -0.164 |
| Upton | 231 | 229 | 4 | 1 | 385 | 0 | 1 | 2 | 1.403 | 4233.333 | 0.923 | 0.185 |
| Uvalde | 232 | 23 | 5 | 1 | 90 | 0 | 3 | 1 | 2.383 | 3325.000 | 0.346 | -0.147 |
| | 232 | 24 | 1 | 1 | 90 | 0 | 3 | 4 | 6.654 | 13757.895 | 0.120 | -0.278 |
| | 232 | 24 | 2 | 1 | 90 | 0 | 1 | 5 | 9.931 | 6100.000 | 0.226 | -0.216 |
| Val Verde | 233 | 22 | 9 | 1 | 90 | 0 | 2 | 2 | . | . | . | . |
| | 233 | 299 | 1 | 1 | 277 | 0 | 1 | 2 | . | . | . | . |
| Van Zandt | 234 | 95 | 6 | 1 | 80 | 0 | 9 | 10 | 14.802 | 6653.846 | 0.278 | -0.186 |
| | 234 | 95 | 7 | 1 | 80 | 0 | 4 | 5 | 13.551 | 4807.407 | 0.210 | -0.225 |
| | 234 | 108 | 2 | 2 | 19 | 0 | 0 | 1 | 0.173 | 8600.000 | 1.841 | 0.714 |
| | 234 | 505 | 1 | 2 | 110 | 0 | 0 | 1 | 0.679 | 3533.333 | 1.142 | 0.311 |
| | 234 | 646 | 1 | 5 | 47 | 1 | 0 | 2 | 0.581 | 6175.000 | 1.527 | 0.533 |
| Victoria | 235 | 88 | 4 | 1 | 59 | 0 | 3 | 4 | 2.236 | 9475.000 | 0.517 | -0.049 |
| | 235 | 88 | 5 | 3 | 175 | 0 | 1 | 12 | 13.148 | 12025.294 | 0.208 | -0.227 |
| | 235 | 89 | 1 | 1 | 59 | 1 | 15 | 14 | 12.659 | 14236.667 | 0.213 | -0.224 |
| | 235 | 144 | 2 | 1 | 87 | 0 | 1 | 1 | 1.658 | 6000.000 | 0.275 | -0.188 |
| | 235 | 371 | 1 | 1 | 77 | 0 | 4 | 10 | 13.578 | 8950.000 | 0.225 | -0.217 |
| | 235 | 371 | 6 | 3 | 91 | 1 | 0 | 1 | 1.005 | 7400.000 | 0.368 | -0.134 |

Table E.16. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Victoria | 235 | 432 | 2 | 2 | 185 | 0 | 2 | 7 | 9.066 | 8340.000 | 0.254 | -0.200 |
| | 235 | 2350 | 1 | 3 | 463 | 0 | 3 | 2 | 4.979 | 6412.500 | 0.172 | -0.248 |
| | 235 | 3255 | 1 | 5 | 1315 | 0 | 1 | 1 | 0.495 | 1600.000 | 3.459 | 1.646 |
| Walker | 236 | 109 | 9 | 2 | 19 | 0 | 5 | 13 | 11.313 | 8338.462 | 0.378 | -0.129 |
| Waller | 237 | 50 | 4 | 2 | 6 | 1 | 2 | 6 | 8.133 | 8800.000 | 0.230 | -0.214 |
| | 237 | 50 | 5 | 2 | 6 | 0 | 8 | 16 | 11.085 | 20746.429 | 0.191 | -0.237 |
| | 237 | 114 | 11 | 1 | 290 | 2 | 15 | 23 | 9.380 | 6467.857 | 1.039 | 0.252 |
| | 237 | 271 | 9 | 1 | 90 | 0 | 1 | 1 | 0.597 | 5200.000 | 0.883 | 0.162 |
| Ward | 238 | 4 | 3 | 15 | 20 | 0 | 0 | 1 | 6.948 | 2945.833 | 0.134 | -0.269 |
| | 238 | 292 | 4 | 2 | 18 | 0 | 1 | 2 | 8.125 | 5531.579 | 0.122 | -0.276 |
| Washington | 239 | 114 | 9 | 1 | 290 | 0 | 8 | 14 | 18.067 | 8480.000 | 0.250 | -0.202 |
| | 239 | 114 | 10 | 1 | 290 | 1 | 5 | 7 | 13.259 | 9163.636 | 0.158 | -0.256 |
| | 239 | 186 | 6 | 1 | 290 | 0 | 0 | 2 | 5.192 | 12027.778 | 0.088 | -0.296 |
| Wharton | 241 | 89 | 6 | 1 | 59 | 0 | 10 | 18 | 12.785 | 14157.368 | 0.272 | -0.190 |
| | 241 | 89 | 7 | 1 | 59 | 0 | 21 | 21 | 15.463 | 16983.103 | 0.219 | -0.220 |
| | 241 | 89 | 8 | 1 | 59 | 0 | 9 | 9 | 9.885 | 17046.667 | 0.146 | -0.262 |
| | 241 | 89 | 13 | 3 | 523 | 0 | 0 | 1 | 0.575 | 1375.000 | 3.465 | 1.650 |
| Wichita | 243 | 43 | 8 | 1 | 287 | 0 | 8 | 7 | 16.285 | 11791.667 | 0.100 | -0.289 |
| | 243 | 43 | 9 | 1 | 287 | 0 | 1 | 3 | 7.955 | 13741.818 | 0.075 | -0.303 |
| | 243 | 43 | 17 | 16 | 287 | 0 | 3 | 3 | 5.376 | 5472.727 | 0.279 | -0.186 |
| | 243 | 156 | 4 | 1 | 82 | 0 | 0 | 1 | 2.206 | 5900.000 | 0.210 | -0.225 |
| Wilbarger | 244 | 43 | 5 | 1 | 287 | 0 | 6 | 10 | 14.092 | 8638.947 | 0.225 | -0.217 |
| | 244 | 43 | 6 | 1 | 70 | 0 | 4 | 12 | 7.929 | 11563.889 | 0.359 | -0.140 |
| | 244 | 43 | 7 | 1 | 287 | 1 | 4 | 8 | 12.109 | 11724.286 | 0.154 | -0.258 |
| | 244 | 43 | 20 | 16 | 287 | 0 | 0 | 2 | 4.835 | 5980.000 | 0.190 | -0.237 |
| Willacy | 245 | 327 | 10 | 1 | 77 | 0 | 11 | 18 | 18.276 | 7627.273 | 0.354 | -0.143 |
| Williamson | 246 | 151 | 3 | 2 | 29 | 1 | 1 | 2 | 6.369 | 5900.000 | 0.146 | -0.263 |
| | 246 | 151 | 4 | 1 | 183 | 0 | 6 | 8 | 7.139 | 8825.000 | 0.348 | -0.146 |
| | 246 | 151 | 5 | 1 | 183 | 0 | 9 | 15 | . | . | . | . |
| | 246 | 204 | 1 | 1 | 79 | 0 | 0 | 1 | 7.735 | 17457.143 | 0.020 | -0.335 |
| | 246 | 204 | 2 | 1 | 79 | 1 | 3 | 4 | 4.780 | 12983.333 | 0.177 | -0.245 |
| | 246 | 204 | 4 | 1 | 79 | 0 | 1 | 2 | 11.720 | 6311.765 | 0.074 | -0.304 |

Table E.16. Continued

| County | | Control Number | Control Section | Highway Type | Highway Number | Number | | | Control Length | Mean ADT | Acc MVM | Normalized Accident Data |
|------------|-----|-------------------|--------------------|-----------------|-------------------|------------|----------|-----------|-------------------|-------------|------------|-----------------------------|
| Name | No. | | | | | Fatalities | Injuries | Accidents | | | | |
| Williamson | 246 | 273 | 4 | 1 | 183 | 1 | 9 | 16 | 13.107 | 3790.909 | 0.882 | 0.162 |
| | 246 | 320 | 3 | 2 | 95 | 0 | 3 | 6 | 16.183 | 5500.000 | 0.185 | -0.240 |
| | 246 | 320 | 4 | 1 | 79 | 0 | 1 | 2 | 5.192 | 4350.000 | 0.243 | -0.207 |
| | 246 | 337 | 1 | 2 | 29 | 0 | 2 | 4 | 11.616 | 8600.000 | 0.110 | -0.283 |
| | 246 | 440 | 1 | 2 | 195 | 0 | 0 | 1 | 1.071 | 6533.333 | 0.392 | -0.121 |
| | 246 | 683 | 1 | 5 | 620 | 0 | 8 | 17 | 3.910 | 27083.333 | 0.440 | -0.093 |
| | 246 | 757 | 1 | 5 | 685 | 0 | 0 | 1 | 2.955 | 4200.000 | 0.221 | -0.219 |
| | 246 | 1376 | 1 | 5 | 1325 | 0 | 0 | 2 | 2.051 | 28000.000 | 0.095 | -0.292 |
| | 246 | 1378 | 2 | 5 | 1431 | 0 | 2 | 13 | 8.475 | 10471.429 | 0.401 | -0.115 |
| Wilson | 247 | 100 | 3 | 1 | 181 | 1 | 2 | 6 | 14.188 | 9482.609 | 0.122 | -0.276 |
| | 247 | 100 | 4 | 1 | 181 | 0 | 3 | 4 | 6.937 | 5591.667 | 0.283 | -0.184 |
| | 247 | 143 | 3 | 1 | 87 | 0 | 8 | 4 | 5.573 | 6609.091 | 0.298 | -0.175 |
| | 247 | 366 | 4 | 2 | 123 | 0 | 1 | 1 | 0.618 | 4350.000 | 1.019 | 0.240 |
| | 247 | 366 | 5 | 2 | 123 | 0 | 2 | 2 | 8.336 | 3650.000 | 0.180 | -0.243 |
| Wise | 249 | 13 | 6 | 1 | 81 | 0 | 17 | 15 | 6.319 | 14985.714 | 0.434 | -0.097 |
| | 249 | 13 | 7 | 1 | 81 | 0 | 18 | 16 | 10.840 | 17371.429 | 0.233 | -0.213 |
| | 249 | 13 | 8 | 1 | 81 | 0 | 10 | 21 | 20.614 | 18012.500 | 0.155 | -0.257 |
| | 249 | 134 | 7 | 1 | 380 | 0 | 3 | 9 | 3.379 | 7940.000 | 0.919 | 0.183 |
| | 249 | 313 | 1 | 5 | 51 | 0 | 0 | 2 | 1.860 | 10066.667 | 0.293 | -0.178 |
| | 249 | 352 | 2 | 2 | 114 | 0 | 2 | 2 | 0.483 | 10850.000 | 1.046 | 0.256 |
| Wood | 250 | 95 | 9 | 1 | 80 | 0 | 3 | 3 | 4.622 | 6070.000 | 0.293 | -0.178 |
| | 250 | 96 | 1 | 1 | 80 | 0 | 5 | 5 | 9.423 | 3538.889 | 0.411 | -0.110 |
| | 250 | 96 | 2 | 1 | 80 | 0 | 1 | 5 | 10.699 | 3350.000 | 0.382 | -0.126 |
| Yoakum | 251 | 297 | 1 | 1 | 380 | 0 | 0 | 1 | 0.318 | 3025.000 | 2.848 | 1.294 |
| | 251 | 297 | 2 | 1 | 82 | 0 | 3 | 3 | 0.759 | 4000.000 | 2.707 | 1.213 |
| | 251 | 461 | 8 | 2 | 83 | 0 | 0 | 1 | 2.856 | 3666.667 | 0.262 | -0.196 |
| | 251 | 583 | 1 | 2 | 83 | 0 | 1 | 1 | 0.989 | 7650.000 | 0.362 | -0.138 |
| Young | 252 | 133 | 8 | 2 | 114 | 0 | 0 | 1 | 0.703 | 4533.333 | 0.860 | 0.149 |
| Zapata | 253 | 38 | 4 | 1 | 83 | 0 | 2 | 3 | 4.754 | 10587.500 | 0.163 | -0.253 |
| Zavala | 254 | 276 | 3 | 1 | 57 | 0 | 0 | 1 | | | | |

APPENDIX F

SUMMARY OF SHOULDER TREATMENT LOCATION AND TYPE

TABLE F.1 SVROR SHOULDER TREATMENT METHOD SUMMARY

| Route No. | Section No. | Section Length (miles) | Treatment Length (miles) | Description of Treatment | Date of Installation |
|-----------|-------------|------------------------|--------------------------|--------------------------|----------------------|
|-----------|-------------|------------------------|--------------------------|--------------------------|----------------------|

REEVES COUNTY

| | | | | | |
|--------|-------|-------|--------------|--|--------|
| IH-10 | 441-9 | 20.92 | 20.983 | Buttons parallel to edge line; 5 ft. o.c., 6 in. off edge line | 6/1/92 |
| IH-10 | 441-6 | 6.43 | No Treatment | No Treatment | |
| I-H-10 | 441-6 | 6.43 | No Treatment | No treatment | |

PECOS COUNTY

| | | | | | |
|-------|--------|-------|--------------|---|---------|
| IH-10 | 441-7 | 24.55 | 24.564 | Buttons parallel to edge line; 5 ft o.c., 6 in. off edge line | 2/1/93 |
| IH-10 | 441-8 | 8.68 | 3.422 | Buttons parallel to edge line; 5 ft o.c., 6 in. off edge line | 2/1/93 |
| IH-10 | 140-1 | 16.51 | 12.326 | Buttons parallel to edge line; 5 ft o.c., 6 in. off edge line | 6/1/92 |
| IH-10 | 140-2 | 12.24 | 12.237 | Buttons perpendicular to edge line; 2 rows, 5 ft apart; 40 ft spacing | 4/1/91 |
| IH-10 | 140-3 | 16.04 | Undetermined | Buttons perpendicular to edge line; 2 rows, 5 ft apart; 40 ft spacing | unknown |
| IH-10 | 140-15 | 3.00 | No Treatment | No treatment | |
| IH-10 | 140-4 | 10.99 | No Treatment | No treatment | |

| Route No. | Section No. | Section Length (miles) | Treatment Length (miles) | Description of Treatment | Date of Installation |
|-----------|-------------|------------------------|--------------------------|--------------------------|----------------------|
|-----------|-------------|------------------------|--------------------------|--------------------------|----------------------|

PECOS COUNTY CONT.

| | | | | | |
|-------|-------|------|-------|---|--------|
| IH-10 | 140-5 | 11 | 10.37 | Buttons parallel to edge line; 5 ft o.c., 6 in. off edge line | 8/1/90 |
| IH-10 | 140-6 | 7.91 | 7.921 | Jiggle bar tiles perpendicular to edge line at 40 ft intervals | 8/1/90 |

CROCKETT COUNTY

| | | | | | |
|-------|--------|-------|--------------|-------------------|--|
| IH-10 | 140-13 | 15.89 | No Treatment | No treatment | |
| IH-10 | 140-10 | 10.76 | No Treatment | Unknown treatment | |
| IH-10 | 140-11 | 9.07 | No Treatment | No treatment | |
| IH-10 | 140-16 | 0.86 | No Treatment | No treatment | |
| IH-10 | 141-13 | 2.37 | No Treatment | No treatment | |
| IH-10 | 141-1 | 14.83 | No Treatment | No treatment | |

| Route No. | Section No. | Section Length (miles) | Treatment Length (miles) | Description of Treatment | Date of Installation |
|-----------|-------------|------------------------|--------------------------|--------------------------|----------------------|
|-----------|-------------|------------------------|--------------------------|--------------------------|----------------------|

SUTTON COUNTY

| | | | | | |
|-------|-------|--------|---------|--|--|
| IH-10 | 141-2 | 8.556 | Various | Short pre-mix strips on approximate 40 ft centers (0.2 mi WB Shoulder). Rotomilled grooves approximate 1 to 1.5 in. deep x 6 to 8 ft long, perpendicular to edge line (2 mi WB Shoulder; 4.5 mi total EB Shoulder) | |
| | 141-3 | 9.689 | Various | Short pre-mix strips (5.0 mi total WB Shoulder). Rotomilled grooves approximate 1 to 1.5 in. deep x 6 to 8 ft long, perpendicular to edge line (2 mi total WB Shoulder) | |
| | 141-4 | 7.673 | Various | Rotomilled grooves approximate 1 to 1.5 in. deep x 6 to 8 ft long, perpendicular to edge line (2 mi total WB Shoulder) | |
| | 141-5 | 10.492 | Various | Short pre-mix strips on approximate 40 ft centers (4.4 mi total EB Shoulder). Rotomilled grooves approximate 1 to 1.5 in. deep x 6 to 8 ft long, perpendicular to edge line (4.6 mi total WB Shoulder) | |

| Route No. | Section No. | Section Length (miles) | Treatment Length (miles) | Description of Treatment | Date of Installation |
|-----------|-------------|------------------------|--------------------------|--------------------------|----------------------|
|-----------|-------------|------------------------|--------------------------|--------------------------|----------------------|

CHAMBERS COUNTY

| | | | | | |
|-------|-------|-------|---------|---|--|
| IH-10 | 508-3 | 17.49 | 10.8 | Concrete corrugations; 3 ft wide, 3 corrugation cycles, 1 in. deep, 12 in. frequency; 60 ft o.c. spacing | |
| IH-10 | 508-3 | 17.49 | 5.17 | Concrete corrugations; 3 ft wide, 3 corrugation cycles, 1 in. deep, 12 in. frequency; 60 ft o.c. spacing | |
| IH-10 | 739-1 | 3.11 | Unknown | 3 asphaltic concrete strips, 5 ft o.c., 1/2 in. thick x 3 in. wide x 3 ft or 7 ft long; variable 50 to 65 spacing | |
| IH-10 | 739-2 | 19.87 | 19.96 | 3 AC strips, 5 ft o.c., 1/2 in. thick x 3 in. wide x 3 ft or 7 ft long; variable 50 to 65 ft spacing | |

| Route No. | Section No. | Section Length (miles) | Treatment Length (miles) | Description of Treatment | Date of Installation |
|-----------|-------------|------------------------|--------------------------|--------------------------|----------------------|
|-----------|-------------|------------------------|--------------------------|--------------------------|----------------------|

LUBBOCK, HALE, SWISHER, RANDALL, COUNTY

| | | | | | |
|-------|---------|--------------|-------------|--|--|
| IH-27 | various | approx. 90.0 | full length | Concrete corrugations, 6 in. wide, 2 corrugation cycles, 1/2 in. deep, 3 in. frequency, 50 ft o.c.; concrete corrugations, 12 in. wide, 2 corrugation cycles, 1/2 in., deep, 3 in. frequency, 50 ft o.c. | |
|-------|---------|--------------|-------------|--|--|