

Email to IndyStar from Indiana Department of Transportation

Crash statistics

Listed below per year are crashes on State Road 37, the future I-69, as reported by individual investigating law-enforcement agencies. The limits for the search were south of the State Road 39 exit in Martinsville to and including the S. Victor Pike intersection south of Bloomington.

- 2011: 173 crashes, 3 of which were fatal crashes
- 2012: 177 crashes, 1 of which was a fatal crash
- 2013: 206 crashes, 0 of which were fatal crashes
- 2014: 240 crashes, 0 of which were fatal crashes
- 2015: 281 crashes, 2 of which were fatal crashes
- 2016: 354 crashes, 4 of which were fatal crashes
- Jan-April 2017: 63 crashes, 0 of which were fatal crashes

When looking at these numbers, it's important to remember a few things:

- Crash statistics are rising nationally due to distracted driving, the economy and other factors.
- In general, State Road 37 traffic volumes have been increasing over the past several years.
- Construction to connect I-69 Section 4 restricted S.R. 37 traffic between S. Victor Pike and That Road south of Bloomington.
- I-69 Development Partners was issued notice to proceed with I-69 Section 5 construction on Dec. 1, 2014. Prior to December 2014 there were intermittent, temporary lane closures for surveying, pavement testing and other preliminary work.
- Rear-end collisions typically increase in freeway work zones with lane closures and merges that require traffic to slow down suddenly.
- The causes of the fatal crashes listed are not a direct result of construction.

The performance measure for the I-69 Section 5 goal of improving safety is the reduction in crashes in the I-69 Section 5 study area. Controlled-access interstates are the safest form of vehicular facility and draw traffic from local roads with higher crash rates. [Chapter 3 of the final environmental-impact statement](#) predicts that I-69 Section 5 will reduce annual crashes in all of Monroe and Morgan counties by 261 and fatal crashes by 2.