I-5 Exits 40 and 43 (Gold Hill)
Interchange Area Management Plans

Technical Memorandum #4
Existing Conditions Analysis

Prepared for

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4. EXISTING CONDITIONS ANALYSIS

This memorandum summarizes the existing traffic conditions for I-5 Exits 40 and 43. It also identifies potential constraints found within the interchange management study area (IMSA). The IMSAs, shown in Figure 4-1a and Figure 4-1b, generally encompass the existing interchanges and the surrounding areas they serve.

The assessment of traffic conditions includes development of existing traffic volumes, assessment of traffic operations, a review of historical crash patterns, and a summary of operational and geometric deficiencies.

4.1. Average Daily Traffic Volumes

The average daily traffic (ADT) volumes for the I-5 mainline and interchange ramps are currently available for the year 2011 and are summarized in Table 4-1. As the primary access to the City of Gold Hill, ramp volumes at Exit 40 are higher than Exit 43.

Table 4-1. Average Daily Traffic Volumes (2011)

Location Description	Volume
Interstate 5	
North of I-5 Exit 43	33,100 vpd
Between I-5 Exits 40 and 43	32,800 vpd
South of I-5 Exit 40	33,900 vpd
I-5 Exit 40	
Northbound Off-Ramp	1,780 vpd
Northbound On-Ramp	1,320 vpd
Southbound Off-Ramp	1,140 vpd
Southbound On-Ramp	1,800 vpd
I-5 Exit 43	
Northbound Off-Ramp	310 vpd
Northbound On-Ramp	480 vpd
Southbound Off-Ramp	410 vpd
Southbound On-Ramp	310 vpd

vpd = vehicles per day

Source: 2011 Transportation Volume Tables, Oregon Department of Transportation

4.2. Turning Movement Counts

Traffic volume data collected for this project consisted of 16-hour turning movement classification counts[1] collected at 15-minute intervals during the 6:00 to 9:00 AM and 2:00 to

[1] The classification counts included full Federal Highway Administration (FHWA) 13-class vehicle classifications.

6:00 PM periods and hourly intervals the remainder of the time. Table 4-2 below provides a list of all intersection count locations, the type of count and the date they were collected.

Traffic counts at the five Interchange 40 management area intersections were conducted on October 24 and November 14, 2012. Traffic counts at the six Interchange 43 management area intersections were conducted on October 22 and 23, 2012 and January 8, 2013.

Table 4-2. Vehicle Count Locations and Types

Location	Type of Count	Count Date
I-5 Exit 40		
Access Rd & Blackwell Rd (OR 99)	16-hour (06:00 - 22:00), turning movement, classification	10/24/2012
Access Rd & Lampman Rd	16-hour (06:00 - 22:00), turning movement, classification	10/24/2012
Access Rd & I-5 NB Ramps	16-hour (06:00 - 22:00), turning movement, classification	11/14/2012
Access Rd & I-5 SB Ramps	16-hour (06:00 - 22:00), turning movement, classification	10/24/2012
Access Rd & Old Stage Rd	16-hour (06:00 - 22:00), turning movement, classification	10/24/2012
I-5 Exit 43		
OR 99/OR 234 & N. River Rd	16-hour (06:00 - 22:00), turning movement, classification	10/23/2012
OR 99/OR 234 & Lampman Rd	16-hour (06:00 - 22:00), turning movement, classification	1/8/2013
OR 99/OR 234 & Main St	16-hour (06:00 - 22:00), turning movement, classification	10/22/2012
Main St & I-5 NB Ramps	16-hour (06:00 - 22:00), turning movement, classification	10/22/2012
Main St & I-5 SB Ramps	16-hour (06:00 - 22:00), turning movement, classification	10/22/2012
Main St & Profetta Ln	16-hour (06:00 - 22:00), turning movement, classification	10/22/2012

The traffic volume data from both interchange management areas was examined to determine a common peak hour for all of the intersections at each interchange, which is the one-hour period when the sum of volumes entering at all management area intersections is highest. The common peak hour for both IMSAs was found to occur between 3:30 and 4:30 pm. The peak hour at each intersection may or may not correspond to the common peak hour but were generally within 15 minutes of the common peak.

4.3. Design Hourly Volumes

ODOT generally requires that transportation facilities be analyzed under design hourly volumes (DHVs), known as 30th highest hour volumes. The 30th highest hour volumes are used in traffic operations analysis so that results are valid for all but a few hours of the year. The procedure for determining 30th highest hour volumes is specified in ODOT's Analysis Procedures Manual (APM)[2] and briefly described below.

The 30th highest hour traffic volumes are calculated by multiplying the peak hour volumes by a seasonal factor. The seasonal factor for I-5 mainline volumes was derived from on-site

[2] Analysis Procedures Manual, Oregon Department of Transportation, Transportation Development Division Planning Section, Transportation Planning and Analysis Unit, Salem, Oregon, April, 2006, Section 4.3.

automatic traffic recorder (ATR) data from station 15-001 located between I-5 Exits 40 and 43. Local road seasonal factors were derived from a combination of data from ATRs for comparable facilities (stations 36-005 and 22-012) since no appropriate sources were available in the study area. Ramp-related movements used a combination of mainline factors and local road factors calculated from on-site and characteristic ATR data. The data used in calculating the seasonal factors is included in Appendix A (available upon request).

Peak hour count data was seasonally adjusted and volumes were balanced to achieve a uniform dataset for analysis. Because all but one count was conducted in 2012 (the baseline analysis year), an annual growth adjustment was not applied. The one intersection count collected in January 2013 was balanced to match the other data collected in the fall of 2012. Figure 4-2a and Figure 4-2b show the existing balanced PM peak hour volumes developed for this project.

4.4. Operational Criteria

Transportation engineers have established various methods for measuring traffic operations of roadways and intersections. Most jurisdictions use either volume-to-capacity (v/c) ratio or level of service (LOS) to establish performance criteria. Both the LOS and v/c ratio concepts require consideration of factors that include traffic demand, capacity of the intersection or roadway, delay, frequency of interruptions in traffic flow, relative freedom for traffic maneuvers, driving comfort, convenience, and operating cost.

Volume-to-Capacity (V/C) Ratio

A comparison of traffic volume demand to intersection capacity is one method of evaluating how well an intersection is operating. This comparison is presented as a v/c ratio. A v/c ratio of less than 1.00 indicates that the volume is less than capacity. When it is closer to 0, traffic conditions are generally good, with little congestion and low delays for most intersection movements. As the v/c ratio approaches 1.00, traffic becomes more congested and unstable, with longer delays.

Level of Service (LOS)

Level of service is also a widely recognized and accepted measure and descriptor of traffic operations. At both stop-controlled and signalized intersections, LOS is a function of control delay, which includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Six standards have been established, ranging from LOS A, where there is little or no delay, to LOS F, where there is delay of more than 50 seconds at unsignalized intersections, or more than 80 seconds at signalized intersections.

It should be noted that, although delays can sometimes be long for some movements at a STOP-controlled intersection, the v/c ratio may indicate that there is adequate capacity to process the demand for that movement. For this reason, it is important to examine both v/c ratio and LOS when evaluating overall intersection operations. Both are reported in the following section.

95th Percentile Queues

In addition to the operational criteria that measure intersection performance, it is also important to examine queuing and where demand may exceed available storage. Queues that spill out of storage bays and into adjacent travel lanes impair intersection performance by reducing capacity and creating potential safety concerns. Queues may also extend from one intersection through another upstream intersection which also impairs performance. The 95th percentile queue length (meaning 95 percent of all queues will be shorter) is used for this analysis.

4.5. Operational Standards

The OHP has established several policies that enforce general objectives and approaches for maintaining highway mobility. Of these policies, the Highway Mobility Policy (1F) establish maximum v/c ratio targets[3] for peak hour operating conditions for all highways in Oregon based on the location and classification of the highway segment being examined. The OHP policy also specifies that the v/c ratio targets be maintained for ODOT facilities through a 20-year horizon.

The three state highways within the study area are all are located within the recently formed Middle Rogue Metropolitan Planning Organization (MPO): I-5 (interstate highway), OR 234 Spur/Access Road (district level highway), and Main Street (local interest road). The ODOT v/c ratio target assumed for I-5 and the ramp terminals is 0.85 while the target for OR 234 Spur/Access Road and Main Street is 0.95.

Jackson County has also established performance standards based on v/c ratio. These standards are outlined in the Jackson County TSP (0.95 inside the MPO boundary and 0.85 outside the MPO boundary). The County TSP language states that "where one or more approaches is maintained by a city or ODOT, the more restrictive of the County's or other agency's performance standards will be applied." Since the management area intersections are assumed to be within the MPO boundary, the state target for district and local roads (0.95) is equivalent to the County standard. However, at the ramp terminals the more restrictive ramp terminal target (0.85) will be applied. Table 4-3 presents the applicable jurisdictional performance measures.

[3] Oregon Highway Plan Policy 1F Revisions (Adopted December 21, 2011), ODOT, Table 6: Volume to Capacity Ratio Targets for Peak Hour Operating Conditions

Table 4-3. Performance Measures

Location	Applicable Jurisdictional Performance Measures	
	ODOT[1]	Jackson County[2]
I-5 Exit 40		
Access Rd & Blackwell Rd (OR 99)	Not applicable	V/C <= 0.95
Access Rd & Lampman Rd	Not applicable	V/C <= 0.95
I-5 NB Ramp Terminal	V/C <= 0.85	V/C <= 0.95
I-5 SB Ramp Terminal	V/C <= 0.85	V/C <= 0.95
Access Rd & Lampman Rd	Not applicable	V/C <= 0.95
I-5 Exit 43		
OR 99/OR 234 & N. River Rd	V/C <= 0.95	V/C <= 0.95
OR 99/OR 234 & Lampman Rd	V/C <= 0.95	V/C <= 0.95
OR 99/OR 234 & Main St	V/C <= 0.95	V/C <= 0.95
I-5 NB Ramp Terminal	V/C <= 0.85	V/C <= 0.95
I-5 SB Ramp Terminal	V/C <= 0.85	V/C <= 0.95
Main St & Profetta Ln	Not Applicable	V/C <= 0.95

Notes:
1. Table 6: Volume to Capacity Ratio Targets for Peak Hour Operating Conditions, 1999 Oregon Highway Plan, Mobility Policy Revisions, 2011.
2. Jackson County Transportation System Plan.

4.6. Traffic Operations Analysis Procedures

All operations were evaluated using the methodology outlined in the *2010 Highway Capacity Manual* (HCM) along with the procedures outlined in ODOT's Analysis Procedures Manual (APM). The Synchro/SimTraffic analysis software was selected to perform the intersection analysis since it can provide the v/c ratio and LOS output of an HCM analysis and consider the systematic interaction of the intersections with regard to queuing and delays.

Synchro is a macroscopic model similar to the Highway Capacity Software (HCS), and like the HCS, is based on the 2010 HCM. The Synchro model evaluates traffic operations for signalized and unsignalized intersections under coordinated and uncoordinated traffic control . The v/c ratios and LOS presented in this report are based on the Synchro model output. None of the intersections are currently signalized.

SimTraffic animates traffic flow based on input volumes and signal timing and allows viewing of traffic flow under saturated traffic conditions where traffic may spill over from one intersection to another. It is particularly effective at evaluating closely spaced intersections. The SimTraffic model was run multiple times using different arrival patterns to determine how sensitive traffic operations are to subtle variations in traffic flows. The 95th percentile queues from the SimTraffic model are presented in this report.

As noted above, the results from both Synchro and SimTraffic are reported in this document. Because these programs evaluate operations using different methodologies, the analysis results

sometimes vary; however, the differences are generally minor unless saturated or congested conditions are present. Under saturated conditions, SimTraffic queuing and delays present results that reflect how congested intersections impact each other, while Synchro represents intersection performance in isolation and may reflect better performance results.

4.7. Existing Traffic Operations

Existing (2012) PM peak hour traffic operations were evaluated at the management area intersections and for the freeway segments where ramp traffic is entering (i.e., merging) or exiting (i.e., diverging) the mainline traffic stream. Operations are described in the following sections and the detailed analysis worksheets are presented in Appendix B (available upon request).

4.7.1. Intersection Operations

Table 4-4 summarizes the results of the traffic operations analysis and Figure 4-3a and Figure 4-3b presents v/c ratios and LOS performance by lane group for the area intersections. While all lane groups are shown in the figure, only the controlling movement[4] is shown in the table. Controlling movements at unsignalized intersections are typically the minor-street left turns or, in the case of single-lane approaches, the minor street approaches. These movements are required to yield to all other movements at the intersection and thus are subject to the longest delays and have the least capacity. Left turns from the major street are also subject to delays, since motorists making these maneuvers must also yield to oncoming major-street traffic.

Analysis for the PM peak period shows that all of the intersections in both the Exit 40 and 43 IMSAs currently meet applicable mobility thresholds.

Based on the SimTraffic simulation, none of the 95th percentile queues exceed available storage or extend beyond the nearest upstream intersection at any of the IMSA intersections. The lane group with the most significant queuing is the northbound approach to the intersection of Access Road and Blackwell Road (OR 99) near Exit 40. For this lane group, the 95th percentile queue extends 125 feet, short of the nearest public access with Access Road (300 feet south of the intersection). Existing storage on interchange ramps provides adequate distance for safe stopping sight distance based on the 95th percentile queues. The ramp with the longest queuing is the southbound off-ramp at Exit 43 with queues extending 75 ft.

[4] The movement with the worst v/c ratio

Table 4-4. Existing (Year 2012) PM Peak Hour Traffic Operations

Intersection	Controlling Movement[1]	V/C Ratio[2]	LOS[2]	Operational Targets[3]
I-5 Exit 40				
Access Rd at Blackwell Rd (OR 99)	NB L/R	0.55	C	V/C <= 0.95
Access Rd at Lampman Rd	EB L/R	0.06	B	V/C <= 0.95
Access Rd at I-5 NB Ramps	WB L/T/R	0.29	B	V/C <= 0.85
Access Rd at I-5 SB Ramps	EB L/T/R	0.20	B	V/C <= 0.85
Access Rd at Old Stage Rd	EB L/R	0.07	B	V/C <= 0.95
I-5 Exit 43				
OR 99/OR 234 at N. River Rd [4]	EB T/R	0.05	A	V/C <= 0.95
OR 99/OR 234 at Lampman Rd	SB L/R	0.02	A	V/C <= 0.95
OR 99/OR 234 at Main St [4,5]	NB L/R	0.09	A	V/C <= 0.95
Main St at I-5 NB Ramps	WB L/T/R	0.03	A	V/C <= 0.85
Main St at I-5 SB Ramps	EB L/T/R	0.07	A	V/C <= 0.85
Main St at Profetta Ln	EB L/T	0.02	A	V/C <= 0.95

Acronyms: EB = eastbound; WB = westbound; NB = northbound; and SB = southbound. L = left; T = through; and R = right.

Notes:
1. At unsignalized intersections the results are reported for the movement with the worst v/c ratio.
2. The v/c ratios and LOS are based on the results of the macrosimulation analysis using Synchro, which cannot account for the influence of adjacent intersection operations.
3. The Jackson County Transportation System Plan (TSP) designates the traffic operations standard as the more restrictive of County and ODOT targets for intersections with one or more approaches maintained by ODOT.
4. .Intersection operations analyzed with alternative geometric configurations to meet HCM methodology.
5. Intersection operations based on HCM 2000 methodology.

Source: David Evans and Associates, Inc.

Queuing

Table 4-5 summarizes queuing results for intersection movements that must stop or yield the right of travel to other traffic flows. The study intersections appear to have adequate capacity and storage for the current demand.

Preliminary Signal Warrants

Although there are no existing operational deficiencies, preliminary signal warrants were evaluated at the two locations whose volumes approached the 70% warrant volume level: Access Road at Blackwell Road (OR 99) and Access Road at the I-5 Northbound Ramps. Neither location satisfied the preliminary signal warrants.

Table 4-5. Existing (Year 2012) 95th Percentile Queues

Intersection	Approach & Movement	95th Percentile Queue (ft.)	Available Storage (ft.)[1]
I-5 Exit 40			
Access Rd at Blackwell Rd (OR 99)	WB L/T	50	600
	NB L/R	125	300
Access Rd at Lampman Rd	EB L/R	50	350
	NB L/T	25	150
Access Rd at I-5 NB Ramps	WB L/T/R	100	850[2]
	NB L/T	25	540
Access Rd at I-5 SB Ramps	EB L/T/R	75	800[2]
	SB L/T	50	540
Access Rd at Old Stage Rd	EB L/R	75	425
	NB L	25	40[2]
I-5 Exit 43			
OR 99/OR 234 at N. River Rd	EB T	50	250
	EB R	25	50[2]
	NB L	25	25[2]
OR 99/OR 234 at Lampman Rd	EB L/T	25	650
	SB L/R	50	>1200
OR 99/OR 234 at Main St	EB T/R	50	380
	NB L/R	50	330
Main St at I-5 NB Ramps	WB L/T/R	50	1000[2]
	NB L/T	25	600
Main St at I-5 SB Ramps	EB L/T/R	75	1100[2]
	NB T/R	50	75
Main St at Profetta Ln	EB L/T	25	>1200
	SB L/T	25	75

Acronyms: EB = eastbound; WB = westbound; NB = northbound; and SB = southbound. L = left; T = through; and R = right.

Notes:

1. Storage distance reflects spacing to the next public access point.
2. Storage distance reflects length of travel lane or turn bay.

Source: David Evans and Associates, Inc.

4.7.2. Merge and Diverge Operations

It is also important to evaluate how the interchange ramps interact with the mainline freeway traffic on I-5 through an analysis of the points where traffic enters, or merges, onto the highway and where it exits, or diverges, from the highway. Analyses of freeway sections at both interchanges were conducted in accordance with the methodology prescribed in ODOT's APM to determine v/c ratio performance for the design hour between 3:30 and 4:30 PM.

Table 4-6 summarizes the results of the freeway operations analysis for both interchanges**.** The merge and diverge analyses show that the freeway and the merge and diverge points

associated with the both interchanges are currently operating well below the mobility target of 0.85.

Table 4-6. Existing (Year 2012) Freeway Operations

I-5 Northbound		I-5 Southbound	
Direction/Location	**V/C Ratio[1,2]**	**Direction/Location**	**V/C Ratio[1,2]**
I-5 Exit 40			
Mainline: South of Exit 40	0.34	Mainline: North of Exit 40	0.28
Diverge: Exit 40 Northbound Off Ramp	0.09	Diverge: Exit 40 Southbound Off Ramp	0.29
Mainline: Between Exit 40 Ramps	0.30	Mainline: Between Exit 40 Ramps	0.02
Merge: Exit 40 Northbound On Ramp	0.33	Merge: Exit 40 Southbound On Ramp	0.28
Mainline : North of Exit 40	0.32	Mainline: South of Exit 40	0.29
I-5 Exit 43			
Mainline : South of Exit 43	0.32	Mainline: North of Exit 43	0.29
Diverge: Exit 43 Northbound Off Ramp	0.01	Diverge: Exit 43 Southbound Off Ramp	0.02
Mainline: Between Exit 43 Ramps	0.31	Mainline: Between Exit 43 Ramps	0.28
Merge: Exit 40 Northbound On Ramp	0.33	Merge: Exit 43 Southbound On Ramp	0.29
Mainline: North of Exit 43	0.32	Mainline: South of Exit 43	0.28

Notes:
1. The v/c ratios for the merge/diverge analysis are calculated based on the methodologies outlined in ODOT's Analysis Procedures Manual.
2. The design hour is the hour between 3:30 and 4:30 PM, which coincides with non-freeway system peaking.

Source: David Evans and Associates, Inc.

4.8. Safety Analysis

A safety analysis was conducted to determine whether any significant, documented safety issues exist within the management area and to inform future measures or general strategies for improving overall safety. This analysis includes a review of crash records, critical crash rates, and ODOT Safety Priority Index System (SPIS) data.

4.8.1. Crash History

The crash analysis included a review of crash history data supplied by the ODOT Crash Analysis and Reporting Unit for the period between January 1, 2007, and December 31, 2011, which were the five most recent full years for which crash data were available at the time of the analysis. The reports are contained in Appendix C (available upon request).

I-5 Exit 40

There were 39 crashes reported within in the Exit 40 IMSA during the 5-year analysis period as summarized in Table 4-7. Two of the reported crashes resulted in a fatality, one resulted in a serious injury, and 19 resulted in a minor injury(s). Very few (2) of the reported crashes were attributed to alcohol, but approximately one-third of crashes were attributed to speed.

Table 4-7. I-5 Exit 40 IMSA Crash Summary (2007-2011)

Intersection	Total	% of Total	Severity			Crash Type								Intersection or Segment Crash Rate
			Property Damage Only	Minor Injury Crashes	Fatal & Serious Injury	Rear End	Fixed Object	Other	Turning	Sideswipe - Opposite	Sideswipe - Meeting	Head On	Non-Collision	
Intersections														
Access Rd & Blackwell Rd	4	10%	1	3	0	0	1	0	2	0	0	0	1	0.32
Access Rd & Lampman Rd	0	0%	0	0	0	0	0	0	0	0	0	0	0	0.00
Access Rd & I-5 NB Ramps	7	18%	3	3	1[2]	2	4	0	1	0	0	0	0	0.61
Access Rd & I-5 SB Ramps	0	0%	0	0	0	0	0	0	0	0	0	0	0	0.00
Access Rd & Old Stage Rd	0	0%	0	0	0	0	0	0	0	0	0	0	0	0.00
Subtotal	*11*	*28%*	*4*	*6*	*1*	*2*	*5*	*0*	*3*	*0*	*0*	*0*	*1*	-
Segments														
Between Blackwell & Lampman Rd	2	5%	1	1	0	0	1	0	1	0	0	0	0	1.66
I-5 Northbound														
Mainline south of I-5 NB Off Ramp	6	15%	4	1	1	2	2	1	0	1	0	0	0	-
I-5 NB Off Ramp	5	13%	1	4	0	2	2	0	0	1	0	0	0	-
Mainline between Off & On Ramp	1	3%	1	0	0	0	0	1	0	0	0	0	0	-
I-5 NB On Ramp	1	3%	1	0	0	0	1	0	0	0	0	0	0	-
Mainline north of I-5 NB Ramp	*0*	*0%*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	-
Subtotal	*13*	*33%*	*7*	*5*	*1*	*4*	*5*	*2*	*0*	*2*	*0*	*0*	*0*	*0.50*
I-5 Southbound														
Mainline north of I-5 SB Off Ramp	1	3%	0	1	0	0	0	1	0	0	0	0	0	-
I-5 SB Off Ramp	1	3%	0	0	1	0	1	0	0	0	0	0	0	-
Mainline between Off & On Ramp	0	0%	0	0	0	0	0	0	0	0	0	0	0	-
I-5 SB On Ramp	3	8%	2	1	0	1	2	0	0	0	0	0	0	-
Mainline south of I-5 On Ramp	8	21%	3	5	0	0	8	0	0	0	0	0	0	-
Subtotal	*13*	*33%*	*5*	*7*	*1*	*1*	*11*	*1*	*0*	*0*	*0*	*0*	*0*	*0.56*
Totals	**39**	**100%**	**17**	**19**	**3**	**7**	**22**	**3**	**4**	**2**	**0**	**0**	**1**	**-**
Percent of Total Crashes			**44%**	**49%**	**8%**	**18%**	**56%**	**8%**	**10%**	**5%**	**0%**	**0%**	**3%**	**-**

Notes:
1. Highway Safety Manual Part B methodology was used to calculate critical crash rates for signalized and unsignalized intersections. Where the observed rate exceeds the critical crash rate, the observed rate is shaded.
2. A serious injury crash occurred and is combined with fatal crashes due to the severity.

Source: ODOT Transportation Development Division, Transportation Data Section, Crash Analysis and Reporting Unit

Only two of the study area intersections had reported crashes during the 5-year analysis period: Access Road at Blackwell Road (4 crashes) and Access Road at I-5 Northbound Ramps (7 crashes). One crash resulted in a severe (debilitating) injury and six others resulted in minor injuries. Crash types varied at both intersections with no consistent patterns.

The segment of Access Road between Blackwell Road and Lampman Road was the only stretch of roadway with crashes between intersections. The calculated crash rate for this segment is

1.66 crashes per million vehicle miles of travel. While only 2 crashes occurred on this segment, the higher rate is large due to the short distance and relatively low volumes of traffic between Blackwell Road and Lampman Road.

Along I-5 within the IMSA, there was a relatively low frequency of crashes. In the 5-year analysis period, there were 26 freeway crashes, 13 in the northbound direction, and 13 in the southbound. The 5-year crash rate for the northbound freeway segment is 0.50 crashes per million vehicle miles traveled (crashes/mvmt), and the southbound segment is 0.56 crashes/mvmt. These crash rates are comparable with the statewide average crash rates for interstate freeways of 0.40 crashes/mvmt; however, higher rates are typically expected adjacent to ramp connections when compared to mainline segments. The most common crash type reported for mainline crashes was fixed object collisions (62%). Eleven of the fixed object crashes occurred in the southbound direction, with the remaining 5 occurring in the northbound direction. Four of these fixed object crashes occurred during icy conditions, five were attributed to excessive speed for roadway conditions, and two involved both ice and excessive speed. One fatal injury, fixed object crash occurred just past the southbound off ramp, which was attributed to driver fatigue. Another fatal injury, rear-end crash occurred south of the northbound off ramp. Neither of the fatal injury crashes was alcohol related.

I-5 Exit 43

There were 32 crashes reported within in the IMSA during the 5-year analysis period. Table 4-8 summarizes the crash data for I-5 Exit 43. One of the reported crashes resulted in a serious injury, and 8 resulted in a minor injury(s). Similar to I-5 Exit 40, approximately one-third of crashes were attributed to speed.

None of the intersection had reported crashes in the 5-year analysis period.

Only one non-freeway segment, OR 99/OR 234 between Lampman Road and N. River Road, had 2 reported fixed object crashes. The calculated crash rate for this segment is 3.72 crashes per million vehicle miles of travel. While only 2 crashes occurred on this segment, the higher rate is large due to the short distance and relatively low volumes of traffic on this segment. The two crashes occurred at the bridge, with no injuries reported.

Table 4-8. I-5 Exit 43 IMSA Crash Summary (2007-2011)

Intersection	Total	% of Total	Severity			Crash Type									Intersection or Segment Crash Rate
			Property Damage Only	Minor Injury Crashes	Fatal & Serious Injury [2]	Rear End	Fixed Object	Angle	Other	Backing	Turning	Sideswipe - Opposite	Sideswipe - Meeting	Non-Collision	
Intersections															
OR 99/OR 234 & N. River Rd	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0.00
OR 99/OR 234 & Lampman Rd	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0.00
OR 99/OR 234 & Main St	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0.00
Main St & I-5 NB Ramp Terminal	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0.00
Main St & I-5 SB Ramp Terminal	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0.00
Main St & Profetta Ln	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0.00
Subtotal	*0*	*0%*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	-
Segments															
Between N. River & Lampman Rd	2	6%	2	0	0	0	2	0	0	0	0	0	0	0	3.72
I-5 Northbound															
Mainline south of I-5 NB Off Ramp	8	25%	6	2	0	1	3	0	1	0	0	3	0	0	-
I-5 NB Off Ramp	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	-
Mainline between Off & On Ramp	3	9%	2	1	0	0	1	0	2	0	0	0	0	0	-
I-5 NB On Ramp	3	9%	2	0	1	1	2	0	0	0	0	0	0	0	-
Mainline north of I-5 NB Ramp	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	-
Subtotal	*14*	*44%*	*10*	*3*	*1*	*2*	*6*	*0*	*3*	*0*	*0*	*3*	*0*	*0*	*0.34*
I-5 Southbound															
Mainline north of I-5 SB Off Ramp	2	6%	0	2	0	0	2	0	0	0	0	0	0	0	-
I-5 SB Off Ramp	4	13%	2	2	0	1	1	0	1	0	0	1	0	0	-
Mainline between Off & On Ramp	1	3%	1	0	0	0	1	0	0	0	0	0	0	0	-
I-5 SB On Ramp	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	-
Mainline south of I-5 On Ramp	9	28%	7	2	0	3	2	0	2	0	0	1	0	1	-
Subtotal	*16*	*50%*	*3*	*5*	*0*	*4*	*6*	*0*	*3*	*0*	*0*	*2*	*0*	*1*	*0.44*
Totals	**32**	**100%**	**15**	**8**	**1**	**6**	**14**	**0**	**6**	**0**	**0**	**5**	**0**	**1**	**-**
Percent of Total Crashes			**47%**	**25%**	**3%**	**19%**	**44%**	**0%**	**19%**	**0%**	**0%**	**16%**	**0%**	**3%**	**-**

Notes:

Highway Safety Manual Part B methodology was used to calculate critical crash rates for signalized and unsignalized intersections. Where the observed rate exceeds the critical crash rate, the observed rate is shaded

A serious injury crash occurred and is combined with fatal crashes due to the severity.

Source: ODOT Transportation Development Division, Transportation Data Section, Crash Analysis and Reporting Unit

Along Interstate 5 within the IMSA, there was a low frequency crashes. In the 5-year analysis period, there were 30 freeway crashes with 14 in the northbound direction, and 16 in the southbound. This translates to 6 freeway crashes per year, both directions combined. The 5-year crash rate for the northbound freeway segment is 0.34 crashes per million vehicle miles traveled (crashes/mvmt), and the southbound segment is 0.44 crashes/mvmt. These crash rates are comparable with the statewide average crash rates for interstate freeways of 0.40 crashes/mvmt; however, higher rates are typically expected adjacent to ramp connections when compared to mainline segments. Fixed object collisions were the most common crash type among mainline crashes (40%). Six fixed object crashes occurred in each of the southbound and northbound directions. Three of these fixed object crashes occurred during icy conditions, and 4 were attributed to excessive speed for roadway conditions or reckless behavior. One serious injury, fixed object crash occurred near the northbound off ramp.

4.8.2. Network Screening of Crash Sites

The Highway Safety Manual (HSM) provides guidance on how to identify crash sites within a study area that have greatest potential "to realize a reduction in crash frequency with implementation of a countermeasure." A variety of network screening techniques are provided for study areas. These techniques rely on grouping crash sites by general characteristics (intersection, segment) and by specific features, such as traffic control (signal versus STOP sign) number of approaches, or travel lanes. Once grouped, the various screening techniques rank the individual locations using statistical analysis of the data within that specific sample of crash sites. The selection of the applicable screening process depends on a variety of data factors but most screening options provide similar results.

The two interchanges have relatively small sets of crash data with 39 crashes in the entire Exit 40 IMSA and 32 crashes in the entire Exit 43 IMSA. Most of these crashes occurred on mainline freeway or on the freeway ramps. At Exit 40, two intersections had a combined 11 crashes and one segment had 2 crashes. At Exit 43, one segment had 2 crashes. No other locations had reported crashes.

With this small number of crash sites, the network screening methods cannot effectively be applied because, once sorted, there are too few locations with similar characteristics to effectively apply the formulas. Therefore, application of countermeasures will be considered for all of the reported crash sites as well as locations with other identified safety deficiencies.

4.8.3. Safety Priority Index System (SPIS)

The SPIS is a method used in Oregon to identify safety problem areas along state highways. Highways are evaluated in approximately one-tenth mile increments (often grouped into larger segments). Each year these segments are ranked by assigning a SPIS score based on the frequency and severity of crashes observed, while taking traffic volume into account. When a segment is ranked in the worst (top) 10% of the index, a crash analysis is typically warranted and corrective actions are considered. There are no segments of Interstate 5 within the IMSA that are identified in the worst 10% of the most recent (2011) SPIS rankings.

4.9. Summary of Existing Deficiencies

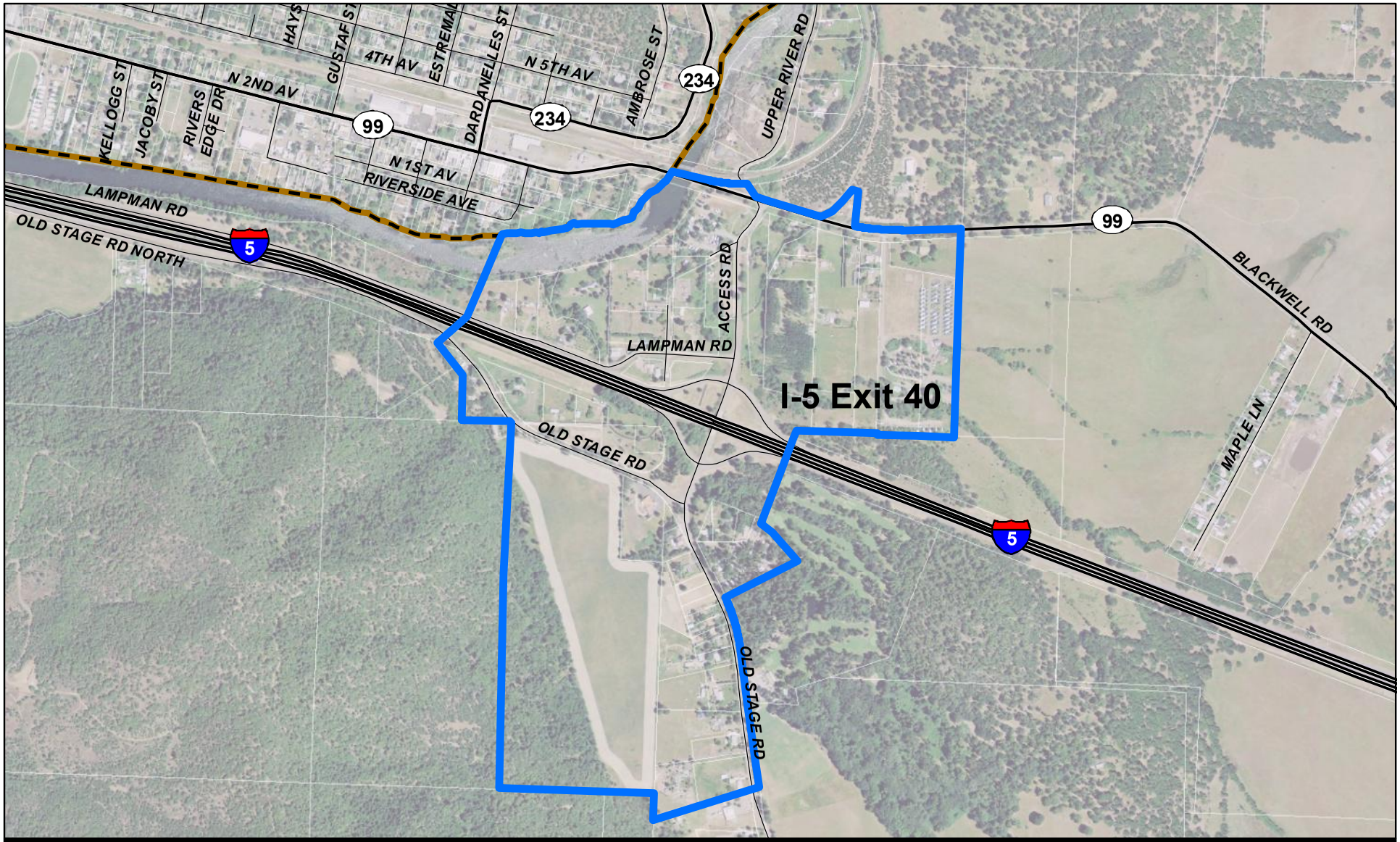
Existing deficiencies identified through the operational and safety analyses are summarized in Table 4-9.

Table 4-9. Summary of Existing Deficiencies

Deficiency	Location	Related Goals
Safety		
Safety	***I-5 Exit 40*** ▪ 4 fixed object crashes on the I-5 Northbound off ramp, one resulting in a serious injury crash during the 5-year analysis period ▪ 8 fixed object crashes occurred south of the I-5 Southbound on ramp during the 5-year analysis period: ▪ Highest crash segments/Intersections: - I-5 mainline south of I-5 Southbound on ramp (8 crashes) - I-5 mainline south of I-5 Northbound off ramp (6 crashes – 1 fatal) - I-5 Northbound Ramp Terminal intersection with Access Road(7 crashes) ***I-5 Exit 43*** ▪ Highest crash segments/Intersections: - I-5 mainline south of I-5 Northbound off ramp (8 crashes) - I-5 mainline south of I-5 Southbound on ramp (9 crashes)	▪ Safety

Attachments:
Figure 4-1 (a&b). Project Vicinity and Study Area
Figure 4-2 (a&b). Existing Conditions (2012) PM Peak Hour Volumes
Figure 4-3 (a&b). Existing Conditions (2012) Traffic Operations and Lane Configurations

Appendix A. Traffic Seasonal Factor
Appendix B. Traffic Operations Worksheets
Appendix C. ODOT Crash Analysis Reports (January 1, 2007 through December 31, 2011)



I-5 Exits 40 and 43 Interchange Area Management Plans

N

1,000 500 0 1,000

Feet

Source Data: ESRI, Jackson County, NAIP 2009

Legend

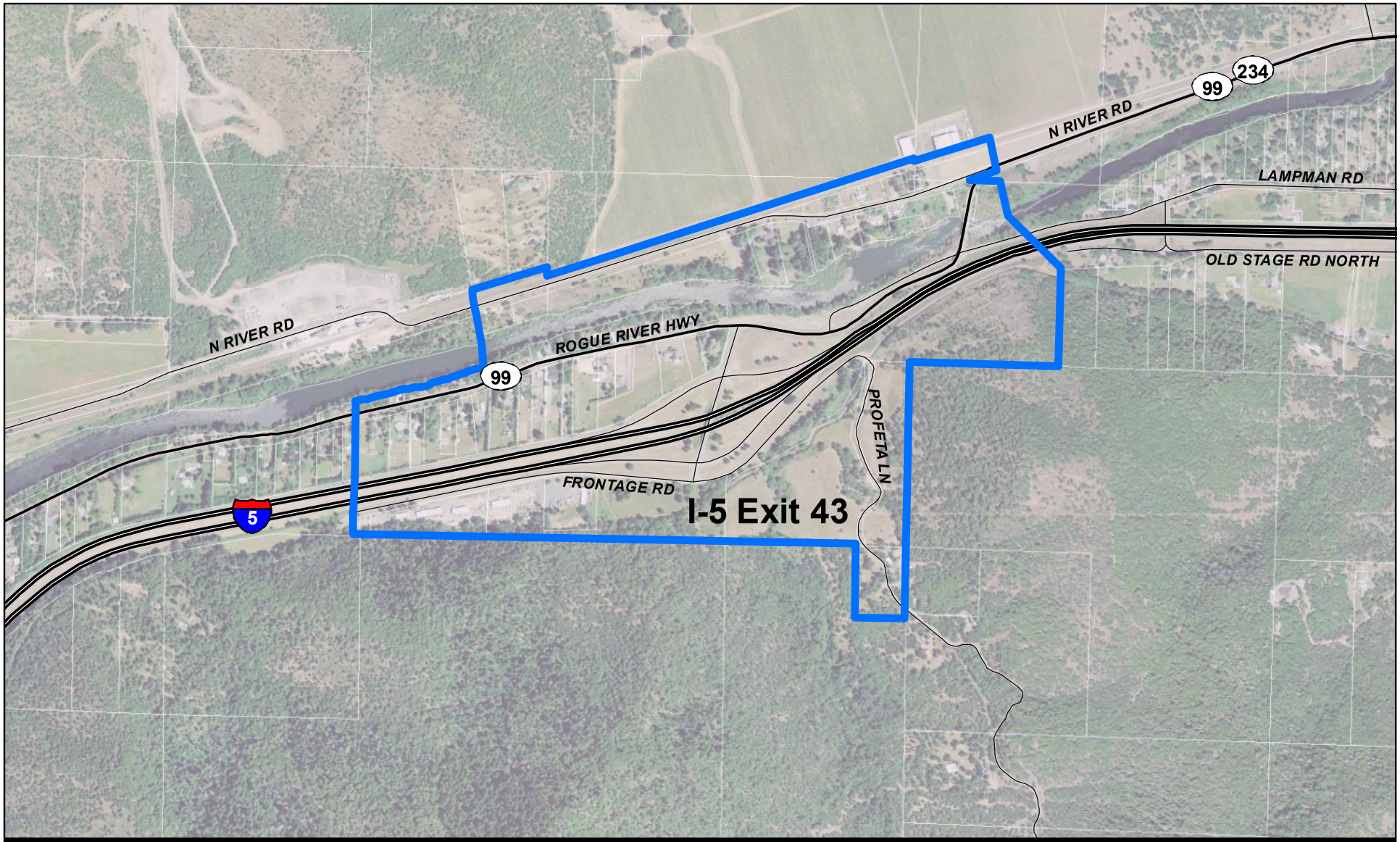
- Interchange Management Study Area (IMSA)
- Urban Growth Boundary (UGB)
- Taxlot Boundaries indicated in white
- Interstate
- Highway
- Local Road

DRAFT Figure 4-1a

Project Vicinity and Study Area

I-5 Exit 40

Document Path: P:\O\ODOT00000783\0600INFO\GS\Maps\Fig_1a_and_1b_Project_Vicinity_and_Study_Area.mxd Date: 1/15/2013 Time: 2:11:33 PM User Name: mmf



I-5 Exits 40 and 43 Interchange Area Management Plans

1,000 500 0 1,000
Feet

Source Data: ESRI, Jackson County, NAIP 2009

Legend

- Interchange Management Study Area (IMSA)
- Urban Growth Boundary (UGB)
- Taxlot Boundaries indicated in white
- Interstate
- Highway
- Local Road

DRAFT Figure 4-1b
Project Vicinity and Study Area
I-5 Exit 43

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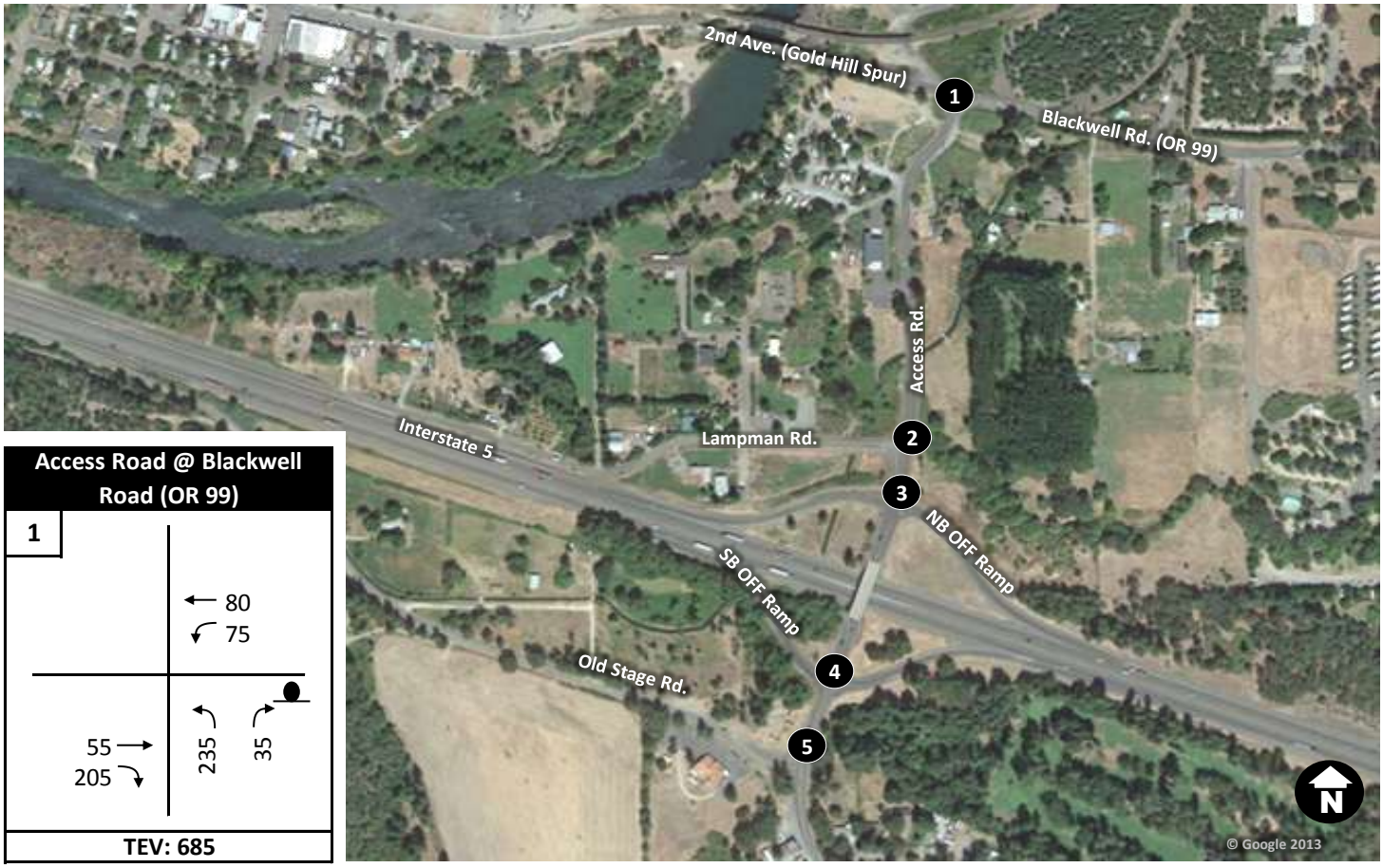


Access Road @ Blackwell Road (OR 99)

1

80
75
55
205
235
35

TEV: 685

Access Road @ Lampman Road

2

20
260
10
15
10
260

TEV: 575

Access Road @ I-5 NB Ramps

3

170
2
55
75
200
25
100

TEV: 627

Access Road @ I-5 SB Ramps

4

115
140
50
0
25
75
40

TEV: 445

Access Road @ Old Stage Road

5

40
100
35
5
10
80

TEV: 270

I-5 Exits 40 and 43 Interchange Area Management Plans

Legend

Allowable Movement

TEV: Total Entering Volume

PM Peak Hour Turning Movement Volume

STOP Controlled Approach

Yield Controlled Movement

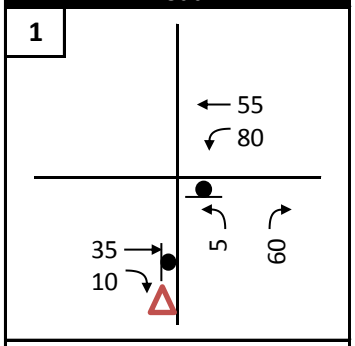
DRAFT Figure 4-2a

Existing (2012)

PM Peak Hour Volumes

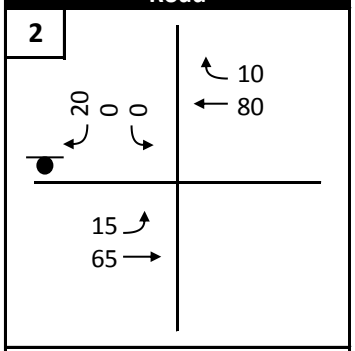
I-5 Exit 40

OR 99/OR 234 @ N. River Road



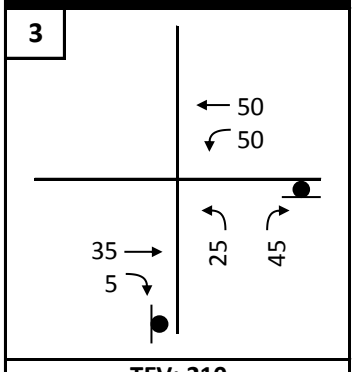
TEV: 230

OR 99/OR 234 @ Lampman Road



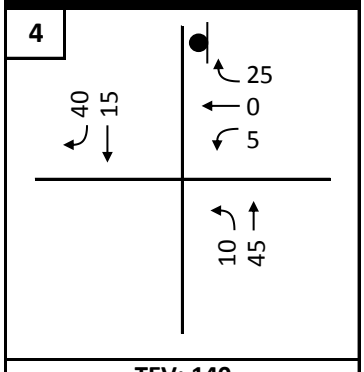
TEV: 190

Main Street @ OR 99/OR 234



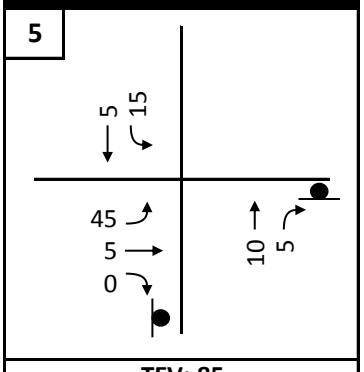
TEV: 210

Main Street @ I-5 NB Ramps



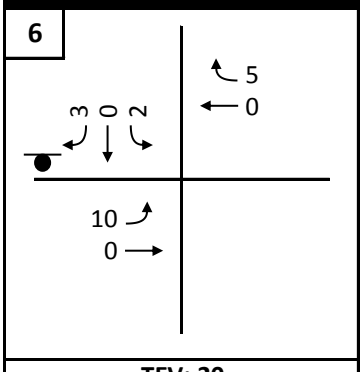
TEV: 140

Main Street @ I-5 SB Ramps



TEV: 85

Main Street @ Profetta Lane



TEV: 20

I-5 Exits 40 and 43 Interchange Area Management Plans

Legend

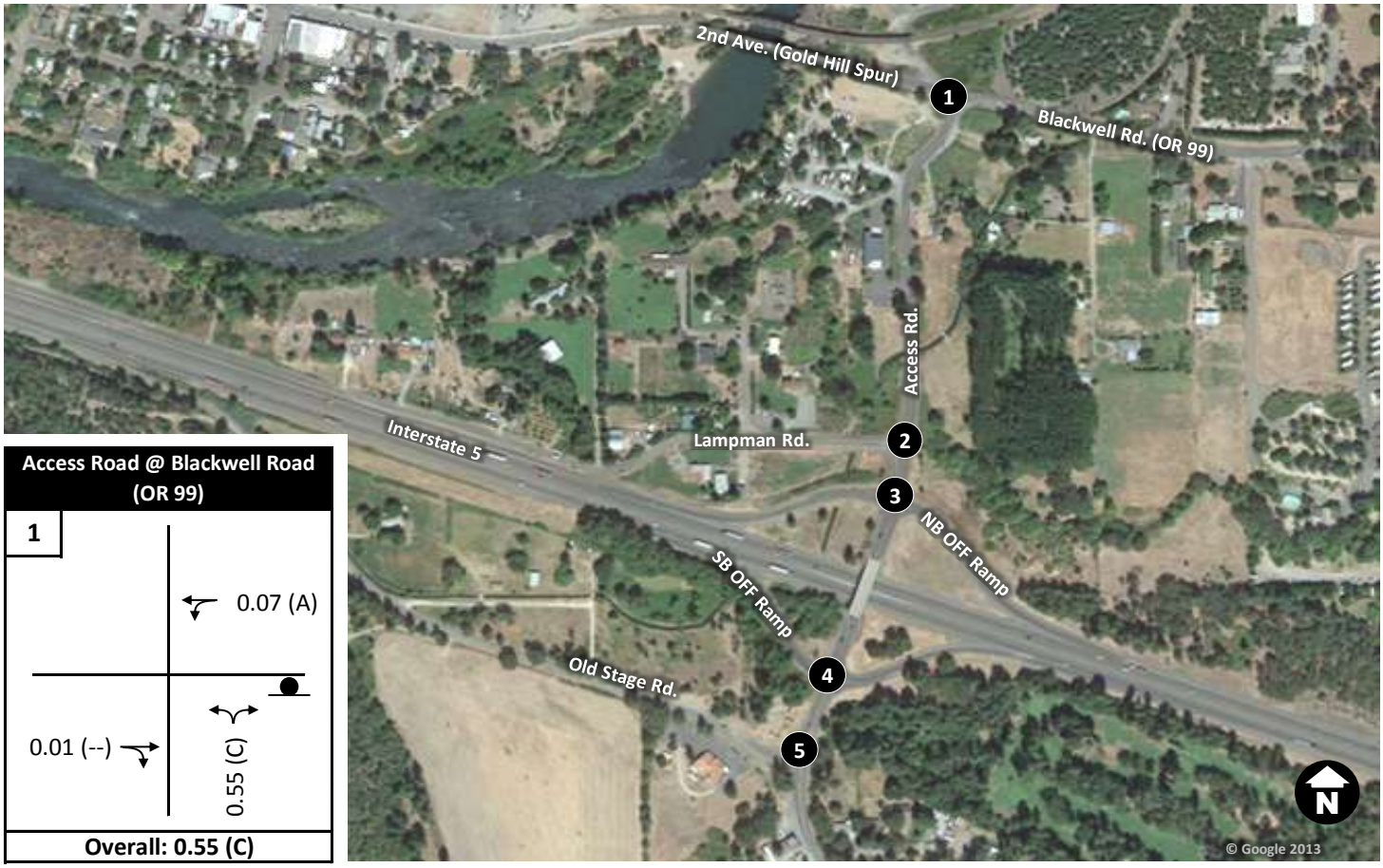
- Allowable Movement
- TEV: Total Entering Volume
- ### PM Peak Hour Turning Movement Volume
- STOP Controlled Approach
- Yield Controlled Movement

DRAFT Figure 4-2b

Existing (2012)

PM Peak Hour Volumes

I-5 Exit 43



Access Road @ Blackwell Road (OR 99)

1

0.07 (A)

0.01 (--)

0.55 (C)

Overall: 0.55 (C)

Access Road @ Lampman Road

2

0.01 (--)

0.06 (B)

0.01 (A)

Overall: 0.06 (B)

Access Road @ I-5 NB Ramps

3

0.01 (--)

0.29 (B)

0.02 (A)

Overall: 0.29 (B)

Access Road @ I-5 SB Ramps

4

0.12 (A)

0.20 (B)

0.01 (--)

Overall: 0.20 (B)

Access Road @ Old Stage Road

5

0.01 (--)

0.07 (B)

0.01 (A)

0.01 (--)

Overall: 0.07 (B)

I-5 Exits 40 and 43 Interchange Area Management Plans

Legend

Lane Configuration

0.01 (A) Lane Group V/C (LOS)
Volume-to-Capacity Ratio (Level of Service)

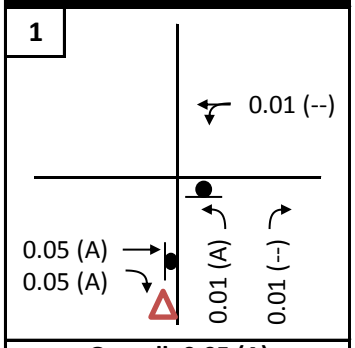
(--) LOS only reported for stopped or yielding movement

STOP Controlled Approach

Yield Controlled Movement

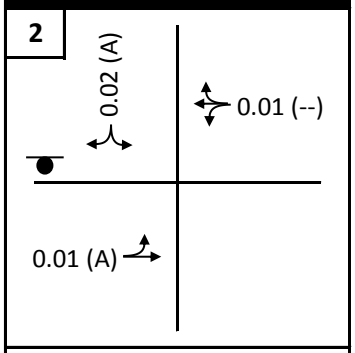
DRAFT Figure 4-3a
Existing (2012)
PM Peak Hour Operations
I-5 Exit 40

OR 99 / OR 234 @ N. River Road [1]



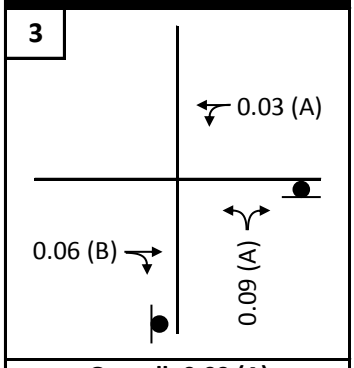
Overall: 0.05 (A)

OR 99/OR 234 @ Lampman Road



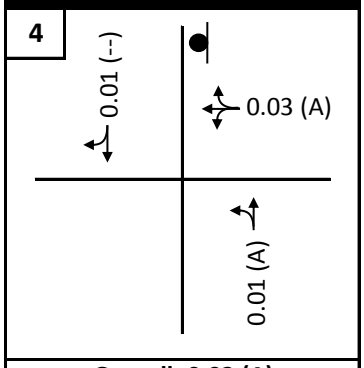
Overall: 0.02 (A)

Main Street @ OR 99/OR 234 [1,2]



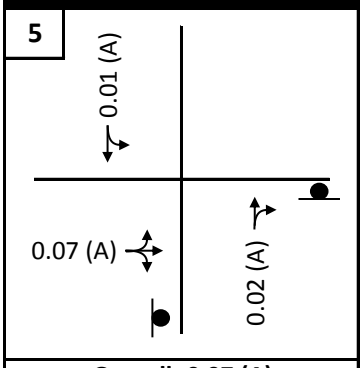
Overall: 0.09 (A)

Main Street @ I-5 NB Ramps



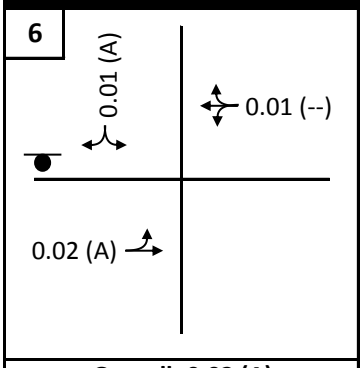
Overall: 0.03 (A)

Main Street @ I-5 SB Ramps [1]



Overall: 0.07 (A)

Main Street @ Profetta Lane



Overall: 0.02 (A)

I-5 Exits 40 and 43 Interchange Area Management Plans

Legend

Lane Configuration

0.01 (A) Lane Group V/C (LOS)
Volume-to-Capacity Ratio (Level of Service)

(--) LOS only reported for stopped or yielding movement

STOP Controlled Approach

Yield Controlled Movement

1 Intersection operations analyzed with alternative geometry

2 Intersection operations based on HCM 2000 Methodology

DRAFT Figure 4-3b
Existing (2012)
PM Peak Hour Operations
I-5 Exit 43

I-5 Exits 40 and 43 (Gold Hill)
Interchange Area Management Plans

DRAFT Technical Memorandum #4
Appendix A: Traffic Seasonal Factors

Prepared for

Oregon Department of Transportation, Region 3
3500 NW Stewart Parkway
Roseburg, Oregon 97470

Prepared by

David Evans and Associates, Inc.
2100 SW River Parkway
Portland, Oregon 97201

June 2013

I-5

MP	2006 ADT	2007 ADT	2008 ADT	2009 ADT	2010 ADT	2011 ADT	Description
36.04	39200	38800	34500	35300	35700	33900	0.60 mile north of Seven Oaks Interchange
42.84	35500	35200	32400	33200	34100	32800	Gold Hill Automatic Traffic Recorder, Sta. 15-001, 2.77 miles south of the Valley of the Rogue Bridge
44.97	35900	35600	31400	33300	34300	33100	0.50 mile east of Rogue River Highway (OR99), Homestead Interchange

ON-SITE SEASONAL ADJUSTMENT METHOD: ATR 15-00

Location: I-5; MP 42.84; Pacific Highway No. 1; 2.77 miles south of the Valley of the Rogue Bridge

ATR Trend Summary (AWT Percent of ADT)

		2007	2008	2009	2010	2011
Peak Month	July	115	116	117	118	116
Count Months	January	87	90	87	88	92
	October	102	102	103	103	102
	November	101	99	101	98	100

Highest and Lowest Percentages Removed as per APM On-Site ATR Methodology

Average Peak	July	116 %
Average Count Months:	January	90 %
	October	102 %
	November	100 %

Seasonal Adjust	January	1.30
	October	1.14
	November	1.16

	MP	2009	2010	2011	2031	R^2
I-5 (001)	36.04			33900	50300	model
				48.4%	2.42%	
	42.84			32800	43800	0.7247
				33.5%	1.68%	
	44.97			33100	4200	0.646
OR 234 (271)	-0.2		1900		2000	0.7048
			5.3%		0.25%	
	0.09		2000		2100	0.3358
			5.0%		0.24%	
	0.19		2300		2400	0.7244
			4.3%		0.21%	
OR 234 (271), Spur (not 486)	2.38		3300		3400	0.1067
			3.0%		0.14%	
	2.95					
OR 99 (060)	14.4		1100		1200	0.5306
			9.1%		0.43%	
	14.55		1500		1600	0.7245
			6.7%		0.32%	

Similar Characteristic SEASONAL ADJUSTMENT METHOD: ATR 36-005

Amity

Location:

OR99W; MP 47.45; PACIFIC HIGHWAY WEST NO. 91; 0.07 mile north of Yamhill-Polk County Line

ATR Trend Summary (AWT Percent of ADT)

		2007	2008	2009	2010	2011
Peak Mont	August	114	110	109	109	110
Count Mon	January	87	92	94	93	96
	October	104	107	105	108	107
	November	101	101	102	100	104

Average Pe	July	110 %
Average Count Months:	January	92 %
	October	107 %
	November	102 %

Seasonal A	January	1.19
	October	1.03
	November	1.09

Commuter

1-Jan	15-Jan	1-Oct	15-Oct	1-Nov	15-Nov	1-Dec	15-Dec	
0.9994	1.0053	0.9312	0.9329	0.9565	0.9802	0.9906	1.0009	0.9004
1.11	1.12	1.03	1.04	1.06	1.09	1.10	1.11	
1.39	1.41	1.13	1.17	1.23	1.29			
1.40	1.43	1.07	1.11	1.17	1.23			

Similar Characteristic SEASONAL ADJUSTMENT METHOD: ATR 22-01

Crabtree

Location:

OR226; MP 0.43; ALBANY-LYONS HIGHWAY NO. 211; 0.43 mile east of Santiam

ATR Trend Summary (AWT Percent of ADT)

		2007	2008	2010	2011
Peak Month		119	123	117	120
Count Mon	January	92	91	96	103
	October	106	110	115	107
	November	101	100	96	102

2009

Average Pe	July	120 %
Average Count Months:	January	96 %
	October	110 %
	November	100 %

Seasonal A	January	1.25
	October	1.09
	November	1.20

SEASONAL FACTORS

Seasonal Factors	*On Site ATR*	*Commuter ATR*	*Summer ATR*
January	1.30	1.19	1.25
October	1.14	1.03	1.09
November	1.16	1.09	1.20

Seasonal Factors	*I-5 Vols*	*Ramp Movements*	*Local Roads*
January	1.30	1.25	1.22
October	1.14	1.09	1.06
November	1.16	1.15	1.15

GROWTH RATES

IC 43	*I-5 Growth*	*Local Roads*	*Ramp Growth*
	1.68%	0.30%	0.99%

IC 40	*I-5 Growth*	*Local Roads*	*Ramp Growth*
NB Ramp to the North*	1.68%	0.87%	1.28%
SB Ramp to the South	1.68%	0.30%	0.99%

**Applied 0.30% rate to movements to/from eastbound approach on Blackwell Rd*

I-5 Exits 40 and 43 (Gold Hill)
Interchange Area Management Plans

DRAFT Technical Memorandum #4
Appendix B: Traffic Operations Worksheets

Prepared for

Oregon Department of Transportation, Region 3
3500 NW Stewart Parkway
Roseburg, Oregon 97470

Prepared by

David Evans and Associates, Inc.
2100 SW River Parkway
Portland, Oregon 97201

June 2013

HCM 2010 TWSC
10: Access Rd & 2nd Ave (OR 99 and OR 234)/Blackwell Rd (OR 99)

3/13/2013

Intersection	
Intersection Delay, s/veh	8.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	55	205	75	80	235	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	None	None	None	None	None	None
Storage Length		0	0		0	0
Median Width	0			0	12	
Grade, %	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	2	3	1	0
Mvmt Flow	62	233	85	91	267	40
Number of Lanes	1	0	0	1	1	0

Major/Minor	Major 1			Major 2		
Conflicting Flow All	0	0	295	0	440	179
Stage 1	-	-	-	-	179	-
Stage 2	-	-	-	-	261	-
Follow-up Headway	-	-	2.218	-	3.509	3.3
Pot Capacity-1 Maneuver	-	-	1266	-	576	869
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	785	-
Time blocked-Platoon, %	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	1266	-	535	869
Mov Capacity-2 Maneuver	-	-	-	-	535	-
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	729	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.9	18.8
HCM LOS	-	-	C

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Cap, veh/h	563	-	-	1266	-
HCM Control Delay, s	18.8	-	-	8.049	0
HCM Lane V/C Ratio	0.55	-	-	0.07	-
HCM Lane LOS	C	-	-	A	A
HCM 95th-tile Q, veh	3.3	-	-	0.2	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	10	15	10	260	260	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			0	0	
Grade, %	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	12	19	12	325	325	25
Number of Lanes	1	0	0	1	1	0

Major/Minor				Major 1	Major 2	
Conflicting Flow All	688	338	350	0	-	0
Stage 1	338	-	-	-	-	-
Stage 2	350	-	-	-	-	-
Follow-up Headway	3.5	3.3	2.2	-	-	-
Pot Capacity-1 Maneuver	415	709	1220	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	718	-	-	-	-	-
Time blocked-Platoon, %	0	0	0	-	-	-
Mov Capacity-1 Maneuver	410	709	1220	-	-	-
Mov Capacity-2 Maneuver	410	-	-	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	709	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	0.3	0
HCM LOS	B	-	-

Minor Lane / Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Cap, veh/h	1220	-	549	-	-
HCM Control Delay, s	7.981	0	12	-	-
HCM Lane V/C Ratio	0.01	-	0.06	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th-tile Q, veh	0.0	-	0.2	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	55	2	170	25	100	0	0	200	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade, %		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	50	1	0	1	0	0	1	3
Mvmt Flow	0	0	0	59	2	181	27	106	0	0	213	80
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 1			Major 1			Major 2		
Conflicting Flow All	413	453	106	293	0	0	106	0	0
Stage 1	160	160	-	-	-	-	-	-	-
Stage 2	253	293	-	-	-	-	-	-	-
Follow-up Headway	3.5	4.45	3.309	2.2	-	-	2.2	-	-
Pot Capacity-1 Maneuver	599	438	951	1280	-	-	1498	-	-
Stage 1	874	683	-	-	-	-	-	-	-
Stage 2	794	592	-	-	-	-	-	-	-
Time blocked-Platoon, %	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	586	# 0	951	1280	-	-	1498	-	-
Mov Capacity-2 Maneuver	586	# 0	-	-	-	-	-	-	-
Stage 1	855	# 0	-	-	-	-	-	-	-
Stage 2	794	# 0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	1.6	0
HCM LOS	B	-	-

Minor Lane / Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Cap, veh/h	1280	-	-	825	1498	-	-
HCM Control Delay, s	7.872	0	-	11.2	0	-	-
HCM Lane V/C Ratio	0.02	-	-	0.29	-	-	-
HCM Lane LOS	A	A	-	B	A	-	-
HCM 95th-tile Q, veh	0.1	-	-	1.2	0.0	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM 2010 TWSC
40: Access Rd & IC 40 SB OFF Ramp

3/13/2013

Intersection	
Intersection Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	50	0	25	0	0	0	0	75	40	140	115	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade, %		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	63	0	32	0	0	0	0	95	51	177	146	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Major/Minor		Minor 2					Major 1			Major 2	
Conflicting Flow All	620	646	146			146	0	0	146	0	0
Stage 1	500	500	-			-	-	-	-	-	-
Stage 2	120	146	-			-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3			2.2	-	-	2.2	-	-
Pot Capacity-1 Maneuver	455	393	906			1448	-	-	1448	-	-
Stage 1	613	546	-			-	-	-	-	-	-
Stage 2	910	780	-			-	-	-	-	-	-
Time blocked-Platoon, %	0	0	0			0	-	-	0	-	-
Mov Capacity-1 Maneuver	394	0	906			1448	-	-	1448	-	-
Mov Capacity-2 Maneuver	394	0	-			-	-	-	-	-	-
Stage 1	531	0	-			-	-	-	-	-	-
Stage 2	910	0	-			-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.2	0	4.3
HCM LOS	B	-	-

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Cap, veh/h	1448	-	-	485	1448	-	-
HCM Control Delay, s	0	-	-	14.2	7.833	0	-
HCM Lane V/C Ratio	-	-	-	0.20	0.12	-	-
HCM Lane LOS	A	-	-	B	A	A	-
HCM 95th-tile Q, veh	0.0	-	-	0.7	0.4	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	35	5	10	80	100	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None
Storage Length	0	0	40			0
Median Width	12			12	12	
Grade, %	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	3
Mvmt Flow	44	6	12	100	125	50
Number of Lanes	1	0	1	1	1	0

Major/Minor				Major 1	Major 2	
Conflicting Flow All	275	150	175	0	-	0
Stage 1	150	-	-	-	-	-
Stage 2	125	-	-	-	-	-
Follow-up Headway	3.5	3.3	2.2	-	-	-
Pot Capacity-1 Maneuver	719	902	1414	-	-	-
Stage 1	883	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Time blocked-Platoon, %	0	0	0	-	-	-
Mov Capacity-1 Maneuver	712	902	1414	-	-	-
Mov Capacity-2 Maneuver	712	-	-	-	-	-
Stage 1	883	-	-	-	-	-
Stage 2	898	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.8	0
HCM LOS	B	-	-

Minor Lane / Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Cap, veh/h	1414	-	731	-	-
HCM Control Delay, s	7.569	-	10.3	-	-
HCM Lane V/C Ratio	0.01	-	0.07	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th-tile Q, veh	0.0	-	0.2	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection: 10: Access Rd & 2nd Ave (OR 99 and OR 234)/Blackwell Rd (OR 99)

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	15	63	136
Average Queue (ft)	1	17	66
95th Queue (ft)	7	47	115
Link Distance (ft)	923	1032	267
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: Access Rd & Lampman Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	33	44
Average Queue (ft)	17	4
95th Queue (ft)	40	23
Link Distance (ft)	627	129
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 30: Access Rd & IC 40 NB OFF Ramp

Movement	WB	NB
Directions Served	LTR	LT
Maximum Queue (ft)	102	39
Average Queue (ft)	46	4
95th Queue (ft)	77	23
Link Distance (ft)	868	566
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 40: Access Rd & IC 40 SB OFF Ramp

Movement	EB	SB
Directions Served	LTR	LT
Maximum Queue (ft)	58	54
Average Queue (ft)	31	17
95th Queue (ft)	51	49
Link Distance (ft)	813	566
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 50: Old Stage Rd & Access Rd

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	62	24
Average Queue (ft)	27	1
95th Queue (ft)	55	11
Link Distance (ft)	997	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		40
Storage Blk Time (%)		0
Queuing Penalty (veh)		0

Zone Summary

Zone wide Queuing Penalty: 0

HCM 2010 TWSC
63: Rogue R Hwy/OR 234 (OR 99) & OR 234 (OR 99) Realign

3/13/2013

Intersection realigned due to non-standard stop-control in order to produce HCM results.

Intersection	
Intersection Delay, s/veh	1.8

EB approach represents existing NB approach. SB approach represents existing EB approach.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	5	60	80	55	35	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	None	None	None	None	Yield	Yield
Storage Length	25			0	0	50
Median Width		12	12		12	
Grade, %		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	4	0	0	0	0
Mvmt Flow	6	68	91	62	40	11
Number of Lanes	1	1	1	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow All	153	0	-	0	202	122
Stage 1	-	-	-	-	122	-
Stage 2	-	-	-	-	80	-
Follow-up Headway	2.2	-	-	-	3.5	3.3
Pot Capacity-1 Maneuver	1440	-	-	-	791	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	948	-
Time blocked-Platoon, %	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1440	-	-	-	788	935
Mov Capacity-2 Maneuver	-	-	-	-	788	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	944	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	8.7
HCM LOS	-	-	A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Cap, veh/h	1440	-	-	-	1013
HCM Control Delay, s	7.51	-	-	-	8.7
HCM Lane V/C Ratio	0.00	-	-	-	0.05
HCM Lane LOS	A	-	-	-	A
HCM 95th-tile Q, veh	0.0	-	-	-	0.2

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	15	65	80	10	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade, %		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	74	91	11	0	23
Number of Lanes	0	1	1	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow All	102	0	-	0	205	97
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	108	-
Follow-up Headway	2.2	-	-	-	3.5	3.3
Pot Capacity-1 Maneuver	1503	-	-	-	788	965
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	921	-
Time blocked-Platoon, %	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1503	-	-	-	779	965
Mov Capacity-2 Maneuver	-	-	-	-	779	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	910	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	8.8
HCM LOS	-	-	A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Cap, veh/h	1503	-	-	-	965
HCM Control Delay, s	7.423	0	-	-	8.8
HCM Lane V/C Ratio	0.01	-	-	-	0.02
HCM Lane LOS	A	A	-	-	A
HCM 95th-tile Q, veh	0.0	-	-	-	0.1

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Unsignalized Intersection Capacity Analysis
81: Main St./OR 99 EB Realign & OR 99 WB

3/13/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	50	50	25	45	35	5
Sign Control	Free		Stop			Stop
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	56	56	28	50	39	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0		167	0	203	139
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		167	0	203	139
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	97		96	95	94	99
cM capacity (veh/h)	1636		705	1085	685	730

Intersection realigned due to non-standard stop-control in order to produce HCM results.

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	111	78	44
Volume Left	56	0	39
Volume Right	56	50	0
cSH	1636	910	690
Volume to Capacity	0.03	0.09	0.06
Queue Length 95th (ft)	3	7	5
Control Delay (s)	3.8	9.3	10.6
Lane LOS	A	A	B
Approach Delay (s)	3.8	9.3	10.6
Approach LOS		A	B

SB approach represents existing EB approach.

Intersection Summary			
Average Delay	6.9		
Intersection Capacity Utilization	22.1%	ICU Level of Service	A
Analysis Period (min)	15		

HCM 2010 TWSC
90: Main St & IC 43 NB OFF Ramp

3/13/2013

Intersection	
Intersection Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	5	0	25	10	45	0	0	15	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade, %		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	0	0
Mvmt Flow	0	0	0	5	0	26	11	47	0	0	16	42
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 1				Major 1		Major 2		
Conflicting Flow All	105	126	47	58	0	0	47	0	0
Stage 1	68	68	-	-	-	-	-	-	-
Stage 2	37	58	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Capacity-1 Maneuver	898	768	1028	1559	-	-	1573	-	-
Stage 1	960	842	-	-	-	-	-	-	-
Stage 2	991	851	-	-	-	-	-	-	-
Time blocked-Platoon, %	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	892	0	1028	1559	-	-	1573	-	-
Mov Capacity-2 Maneuver	892	0	-	-	-	-	-	-	-
Stage 1	953	0	-	-	-	-	-	-	-
Stage 2	991	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	1.3	0
HCM LOS	A	-	-

Minor Lane / Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Cap, veh/h	1559	-	-	1003	1573	-	-
HCM Control Delay, s	7.325	0	-	8.7	0	-	-
HCM Lane V/C Ratio	0.01	-	-	0.03	-	-	-
HCM Lane LOS	A	A	-	A	A	-	-
HCM 95th-tile Q, veh	0.0	-	-	0.1	0.0	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM 2010 TWSC
101: Main St (FREE)/Main St & IC 43 SB OFF Ramp

3/13/2013

Intersection realigned due to non-standard stop-control in order to produce HCM results.

Intersection		
Intersection Delay, s/veh	6.7	Two-way stop-control intersection used to produce operations for EB and SB approaches.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	45	5	0	0	0	0	0	10	5	15	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade, %		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	2	67	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	59	7	0	0	0	0	0	13	7	20	7	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Major/Minor	Minor 2			Major 1			Major 2		
Conflicting Flow All	62	66	7	7	0	0	20	0	0
Stage 1	46	46	-	-	-	-	-	-	-
Stage 2	16	20	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.603	3.3	2.2	-	-	2.2	-	-
Pot Capacity-1 Maneuver	944	715	1081	1627	-	-	1609	-	-
Stage 1	976	744	-	-	-	-	-	-	-
Stage 2	1007	765	-	-	-	-	-	-	-
Time blocked-Platoon, %	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	933	# 0	1081	1627	-	-	1609	-	-
Mov Capacity-2 Maneuver	933	# 0	-	-	-	-	-	-	-
Stage 1	964	# 0	-	-	-	-	-	-	-
Stage 2	1007	# 0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0	5.4
HCM LOS	A	-	-

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Cap, veh/h	1627	-	-	933	1609	-	-
HCM Control Delay, s	0	-	-	9.2	7.265	0	-
HCM Lane V/C Ratio	-	-	-	0.07	0.01	-	-
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th-tile Q, veh	0.0	-	-	0.2	0.0	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM 2010 AWSC

102: Main St (STOP Controlled)/Main St & IC 43 SB OFF Ramp

3/13/2013

Intersection realigned due to non-standard stop-control in order to produce HCM results.

Intersection		
Intersection Delay, s/veh	7.4	All-way stop-control intersection used to produce operations for NB approach.
Intersection LOS	A	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	45	5	0	0	0	0	0	10	5	15	5	0
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	2	67	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	59	7	0	0	0	0	0	13	7	20	7	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.6	7	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	90%	75%
Vol Thru, %	67%	10%	25%
Vol Right, %	33%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	15	50	20
LT Vol	10	5	5
Through Vol	5	0	0
RT Vol	0	45	15
Lane Flow Rate	20	66	26
Geometry Grp	1	1	1
Degree of Util (X)	0.021	0.077	0.031
Departure Headway (Hd)	3.834	4.194	4.18
Convergence, Y/N	Yes	Yes	Yes
Cap	929	855	853
Service Time	1.878	2.215	2.22
HCM Lane V/C Ratio	0.022	0.077	0.03
HCM Control Delay	7	7.6	7.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	10	0	0	5	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade, %		0%	0%		0%	
Peak Hour Factor	0.38	0.38	0.38	0.38	0.38	0.38
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	26	0	0	13	5	8
Number of Lanes	0	1	1	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow All	13	0	-	0	60	7
Stage 1	-	-	-	-	7	-
Stage 2	-	-	-	-	53	-
Follow-up Headway	2.2	-	-	-	3.5	3.3
Pot Capacity-1 Maneuver	1619	-	-	-	952	1081
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	975	-
Time blocked-Platoon, %	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1619	-	-	-	937	1081
Mov Capacity-2 Maneuver	-	-	-	-	937	-
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	959	-

Approach	EB	WB	SB
HCM Control Delay, s	7.3	0	8.6
HCM LOS	-	-	A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Cap, veh/h	1619	-	-	-	1018
HCM Control Delay, s	7.26	0	-	-	8.6
HCM Lane V/C Ratio	0.02	-	-	-	0.01
HCM Lane LOS	A	A	-	-	A
HCM 95th-tile Q, veh	0.1	-	-	-	0.0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection: 24: Main St (STOP Controlled)/Main St & IC 43 SB OFF Ramp

Movement	EB	NB	SB
Directions Served	LTR	TR	LT
Maximum Queue (ft)	81	35	38
Average Queue (ft)	29	11	15
95th Queue (ft)	61	34	41
Link Distance (ft)	990	83	627
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Realigned intersections not used for queuing simulations.

Intersection: 60: Rogue River Hwy (OR 99 and OR 234) & N River Rd/State Hwy 234 (OR 99)

Movement	EB
Directions Served	T
Maximum Queue (ft)	39
Average Queue (ft)	21
95th Queue (ft)	47
Link Distance (ft)	117
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 62: N River Rd/Rogue River Hwy (OR 99 and OR 234)

Movement	EB	NB
Directions Served	R	LR
Maximum Queue (ft)	13	12
Average Queue (ft)	0	0
95th Queue (ft)	7	6
Link Distance (ft)	47	528
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 65: N River Rd

Movement	NB
Directions Served	L
Maximum Queue (ft)	31
Average Queue (ft)	5
95th Queue (ft)	23
Link Distance (ft)	47
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 70: Rogue River Hwy (OR99 and OR234) & Lampman Rd

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	13	28
Average Queue (ft)	1	12
95th Queue (ft)	9	32
Link Distance (ft)	622	642
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 80: Main St & Rogue River Hwy (OR99)/Rogue River Hwy (OR99 and OR234)

Movement	EB	NB
Directions Served	TR	LR
Maximum Queue (ft)	44	40
Average Queue (ft)	26	24
95th Queue (ft)	48	37
Link Distance (ft)	1083	295
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 90: Main St & IC 43 NB OFF Ramp

Movement	WB	NB
Directions Served	LTR	LT
Maximum Queue (ft)	36	22
Average Queue (ft)	16	1
95th Queue (ft)	39	10
Link Distance (ft)	937	585
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 100: Main St & IC 43 SB OFF Ramp

Movement	EB	NB
Directions Served	LTR	TR
Maximum Queue (ft)	73	29
Average Queue (ft)	25	10
95th Queue (ft)	52	32
Link Distance (ft)	1135	60
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 110: Frontage Rd/Profetta Ln & Main St

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	6	26
Average Queue (ft)	0	2
95th Queue (ft)	4	15
Link Distance (ft)	1212	60
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

I-5 Exits 40 and 43 (Gold Hill)
Interchange Area Management Plans

DRAFT Technical Memorandum #3
Appendix C: ODOT Crash Analysis Reports

Prepared for

Oregon Department of Transportation, Region 3
3500 NW Stewart Parkway
Roseburg, Oregon 97470

Prepared by

David Evans and Associates, Inc.
2100 SW River Parkway
Portland, Oregon 97201

June 2013

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Profetta Lane from Main Street to Old Stage Road
January 1, 2007 through December 31, 2011

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

Disclaimer: A higher number of crashes are reported for the 2011 data file compared to previous years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Main Street (Hwy 060) from Profetta Lane to Highway 234 (Hwy 271)
January 1, 2007 through December 31, 2011

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

Disclaimer: A higher number of crashes are reported for the 2011 data file compared to previous years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

271 SAMS VALLEY

OR 99 (Hwy 060) MP 14.45 to 14.50 and OR 234 (Hwy 271) MP -0.30 to 0.16
January 1, 2007 through December 31, 2011

SER# INVEST	SPEED	ALCOHOL	DRUGS	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST SECOND	STREET STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02242	N	N	N	N	N	11/24/2011	JACKSON	1	06			BRIDGE		N	Y	RAIN	FIX OBJ	01	NONE	STRGHT										046,029	32,25
STATE						Thu		0	0			UN	(NONE)	UNKNOWN	N	WET	FIX		PRVTE	W E									000	046,029	25
						3P		0.04				01			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	33	M	OR-Y		052,081	017		32
													(02)													OR<25					
01550	N	N	N			08/18/2011	JACKSON	1	06			BRIDGE		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										046,092	10,26
NONE						Thu		0	0			UN	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE	E W									000	046,092	26
						5P		0.06				06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	73	M	OR-Y		080	017		10
													(02)													OR<25					

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Lampman Road (Hwy 001 Frontage Rd) between 2 intersections with OR 99 plus 265 ft to the east
January 1, 2007 through December 31, 2011

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

Disclaimer: A higher number of crashes are reported for the 2011 data file compared to previous years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CONTINUOUS SYSTEM CRASH LISTING

001 PACIFIC

I-5 (Hwy 001) MP 42.00 to 44.50 plus 265 feet on side streets

January 1, 2007 through December 31, 2011

SER# INVEST	S P E D	A L C	R U S	S G H	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST SECOND	STREET STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00205	Y	N	N			01/16/2007	JACKSON	1	01			STRGHT		N		N	SNOW S-STRGHT	01	NONE	STRGHT										124	01,13
NO RPT						Tue		0	0			UN	(RSDMD)	MEDIAN BAR		N	ICE SS-O		PRVTE	N S									000	124	00
						6P		42.00				05				N	DARK PDO		PSNGR CAR		01	DRVR	NONE	37	M	OR-Y		045,047	017		01,13
													(04)													OR<25					
																		02	NONE	STRGHT											
																			PRVTE	N S									000		00
																			PSNGR CAR		01	DRVR	NONE	44	M	OR-Y		000	000		00
																										OR>25					
01805	N	N	N	N	N	09/12/2007	JACKSON	1	01			STRGHT		N		N	CLR S-1STOP	01	NONE	STRGHT											07
STATE						Wed		0	0			UN	(RSDMD)	MEDIAN BAR		N	DRY REAR		PRVTE	N S									000		00
						2P		42.00				05				N	DAY PDO		PSNGR CAR		01	DRVR	NONE	74	M	OR-Y		043	000		07
													(04)													OR>25					
																		02	NONE	STOP											
																			PRVTE	N S									011		00
																			PSNGR CAR		01	DRVR	NONE	27	M	OR-Y		000	000		00
																										OR<25					
02327	N	N	N	N	N	12/07/2011	JACKSON	1	01			STRGHT		N		N	CLR S-1STOP	01	NONE 0	STRGHT										092	07,26
STATE						Wed		0	0			UN	(RSDMD)	ONE-WAY		N	DRY REAR		PRVTE	N S									000		00
						5P		42.00				05				N	DARK PDO		PSNGR CAR		01	DRVR	NONE	49	F	OR-Y		043,026	000		07
													(04)													OR<25					
																		02	NONE 0	STOP											
																			PRVTE	N S									011	092	26
																			PSNGR CAR		01	DRVR	NONE	22	M	OR-Y		000	000		00
																										OR>25					
01206	N	N	N	N	N	07/23/2008	JACKSON	1	01			STRGHT		N		N	CLR ANIMAL	01	NONE	STRGHT										035	12
STATE						Wed		0	0			UN	(RSDMD)	MEDIAN BAR		N	DRY OTH		PRVTE	N S									000	035	00
						7A		42.00				06				N	DAY PDO		PSNGR CAR		01	DRVR	NONE	42	F	OR-Y		000	000		12
													(04)													OR<25					
00446	N	N	N	N	N	03/07/2009	JACKSON	1	01			STRGHT		N		Y	CLD FIX OBJ	01	NONE	STRGHT										044,029	10,25
STATE						Sat		0	0			UN	(RSDMD)	MEDIAN BAR		N	DRY FIX		PRVTE	N S									088	044,029	25
						8A		42.02				08				N	DAY INJ		PSNGR CAR		01	DRVR	INJC	24	F	OR-Y		081	017		10
													(04)													OR>25					
02210	Y	N	N	N	N	12/25/2008	JACKSON	1	01			STRGHT		N		Y	CLD FIX OBJ	01	NONE	STRGHT										044	01
STATE						Thu		0	0			UN	(RSDMD)	MEDIAN BAR		N	ICE FIX		PRVTE	N S									001	044	00
						6A		42.45				05				N	DARK PDO		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y		047,081	017		01
													(04)													OR<25					
01750	Y	N	N	N	N	09/17/2010	JACKSON	2	01			STRGHT		N		N	RAIN S-STRGHT	01	NONE	STRGHT										044	01
STATE						Fri		0	0			UN	(RSDMD)	MEDIAN BAR		N	WET SS-O		PRVTE	S N									001	044	00
						4P		42.60				03				N	DAY INJ		PSNGR CAR		01	DRVR	NONE	26	F	OR-Y		047,080	017		01
													(04)													OR<25					
																		02	NONE	STRGHT											
																			PRVTE	S N									000		00
																			PSNGR CAR		01	DRVR	INJC	67	M	OR-Y		000	000		00
																										OR<25					

001 PACIFIC

I-5 (Hwy 001) MP 42.00 to 44.50 plus 265 feet on side streets
January 1, 2007 through December 31, 2011

SER# INVEST	S P E D	A L C	R S U G S	C H L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																			02	PSNG	INJC	58	F			000	000		00
00218	N	N	N			01/16/2007	JACKSON	2 01		STRGHT		N		N	SNOW S-1STOP	01	NONE 1	STRGHT											07
NONE						Tue		0 0		UN	(RSDMD)	UNKNOWN		N	SNO REAR		PRVTE	S N									000		00
						11A		42.75		03				N	DAY PDO		PSNGR CAR		01	DRVR	NONE	00	F	UNK		026	000		07
											(04)													UNK					
																02	NONE	STOP											
																	PRVTE	S N									011		00
																	PSNGR CAR		01	DRVR	NONE	62	M	OR-Y		000	000		00
																								OR<25					
00461	N	N	N			02/26/2007	JACKSON	1 01		STRGHT		N		Y	CLD FIX OBJ	01	NONE	STRGHT										044,124	10
STATE						Mon		0 0		UN	(RSDMD)	MEDIAN BAR		N	ICE FIX		PRVTE	N S									000	044,124	00
						9P		42.80		05				N	DARK INJ		PSNGR CAR		01	DRVR	INJC	28	F	OR-Y		081	017		10
											(04)													OR<25					
00462	Y	N	N			02/26/2007	JACKSON	1 01		STRGHT		N		N	CLD S-STRGHT	01	NONE	STRGHT										044	01,10
STATE						Mon		0 0		UN	(RSDMD)	MEDIAN BAR		N	ICE REAR		PRVTE	N S									001	044	00
						9P		42.80		06				N	DARK PDO		PSNGR CAR		01	DRVR	NONE	46	F	OR-Y		042	000		01
											(04)													OR<25					
																02	NONE 1	STRGHT											
																	PRVTE	N S									000		00
																	SEMI TOW		01	DRVR	NONE	00	U	UNK		080	000		10
																								UNK					
01984	N	N	N			10/15/2011	JACKSON	2 01		STRGHT		N		N	CLR S-STRGHT	01	NONE	STRGHT											13
NONE						Sat		0 0		UN	(RSDMD)	MEDIAN BAR		N	DRY SS-O		PRVTE	S N									000		00
						8P		43.00		03				N	DARK PDO		PSNGR CAR		01	DRVR	NONE	00	M	UNK		045	000		13
											(04)													UNK					
																02	NONE	STRGHT											
																	PRVTE	S N									000		00
																	PSNGR CAR		01	DRVR	NONE	19	F	OTH-Y		000	000		00
																								N-RES					
00459	Y	N	N			02/26/2007	JACKSON	2 01		STRGHT		N		Y	SNOW FIX OBJ	01	NONE	STRGHT										044,124	01
NO RPT						Mon		0 0		UN	(RSDMD)	MEDIAN BAR		N	ICE FIX		PRVTE	S N									000	044,124	00
						9P		43.00		04				N	DARK PDO		PSNGR CAR		01	DRVR	NONE	46	F	OR-Y		047,081	017		01
											(04)													OR>25					
																			02	PSNG	NO<5	04	M			000	000		00
00995	N	N	N	N	N	06/06/2010	JACKSON	2 01		STRGHT		N		N	CLD ANIMAL	01	NONE	STRGHT										035	12
STATE						Sun		0 0		UN	(RSDMD)	MEDIAN BAR		N	DRY OTH		PRVTE	S N									031	035	00
						11P		43.00		04				N	DARK PDO		PSNGR CAR		01	DRVR	NONE	42	F	OR-Y		000	000		12
											(04)													OR<25					
02213	N	N	N	N	N	11/18/2010	JACKSON	2 01		STRGHT		N		N	RAIN S-STRGHT	01	NONE 1	STRGHT											13
STATE						Thu		0 0		UN	(RSDMD)	MEDIAN BAR		N	WET SS-O		PRVTE	S N									000		00
						9A		43.00		04				N	DAY PDO		SEMI TOW		01	DRVR	NONE	30	M	OTH-Y		045,080	000		13
											(04)													N-RES					

001 PACIFIC

I-5 (Hwy 001) MP 42.00 to 44.50 plus 265 feet on side streets
January 1, 2007 through December 31, 2011

SER# INVEST	S P E D	A L C	R S L	U G S	C H L	O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																		02	NONE	STRGHT											
																			PUBLC	S N									000		00
																			PSNGR CAR		01	DRVR	NONE	44	M	OR-Y		000	000		00
																										OR<25					
00961	N	N	N	N	N		05/30/2009	JACKSON	1	01		STRGHT		N	N	CLR	NON-COLL	01	NONE	STRGHT											10
STATE							Sat		0	0		UN	(RSDMD)	MEDIAN BAR	N	DRY	NCOL		PRVTE	N S									000		00
							7A		43.00			05			N	DAY	INJ		MTRCYCLE		01	DRVR	INJB	48	M	OR-Y		080	028		10
													(04)													OR<25					
01373	N	N	N	N	N		07/25/2011	JACKSON	1	01		STRGHT		N	N	CLR	ANIMAL	01	NONE	STRGHT										035	12
STATE							Mon		0	0		UN	(RSDMD)	MEDIAN BAR	N	DRY	OTH		PRVTE	N S									000	035	00
							10P		43.00			05			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	16	M	OR-Y		000	000		12
													(04)													OR<25					
01405	N	N	N	N	N		07/30/2011	JACKSON	2	01		STRGHT		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										044,043,029	10,25
STATE							Sat		0	0		UN	(RSDMD)	MEDIAN BAR	N	DRY	FIX		PRVTE	S N									000	044,043,029	25
							8A		43.10			04			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	20	M	OTH-Y		080	017		10
													(04)													N-RES					
01968	N	Y	N	N	N		10/07/2009	JACKSON	2	01		STRGHT		N	Y	CLR	FIX OBJ	01	NONE 0	STRGHT										044	33
STATE							Wed		0	0		UN	(DIVMD)	UNKNOWN	N	DRY	FIX		PRVTE	S N									029	044	00
							1A		43.77			06			N	DARK	PDO		OTHER		01	DRVR	NONE	21	M	OR-Y		051	017		33
													(04)													OR<25					
01625	N	N	N	N	N		08/29/2011	JACKSON	2	01		STRGHT		N	N	CLR	ANIMAL	01	NONE	STRGHT										035	12
STATE							Mon		0	0		UN	(DIVMD)	UNKNOWN	N	DRY	OTH		PRVTE	S N									000	035	00
							6A		43.81			04			N	DAWN	INJ		MTRCYCLE		01	DRVR	INJB	58	M	OR-Y		000	000		12
													(04)													OR<25					
00147	N	N	N	N	N		01/23/2011	JACKSON	1	01		STRGHT		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										096,029	10,25
STATE							Sun		0	0		UN	(DIVMD)	UNKNOWN	N	DRY	FIX		PRVTE	N S									031	096,029	25
							11A		43.85			06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	21	F	OTH-Y		080	017		10
													(04)													N-RES					
01508	N	N	N	N	N		08/10/2010	JACKSON	2	01		STRGHT		N	N	CLR	ANIMAL	01	NONE	STRGHT										035	12
STATE							Tue		0	0		UN	(DIVMD)	UNKNOWN	N	DRY	OTH		PRVTE	S N									000	035	00
							9P		43.90			03			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	65	F	OR-Y		000	000		12
													(04)													OR>25					
02026	N	N	N	N	N		10/11/2009	JACKSON	1	01		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT										089	07
STATE							Sun		0	0		UN	(DIVMD)	UNKNOWN	N	DRY	REAR		PRVTE	N S									000		00
							9P		44.00			03			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	25	M	OTH-Y		026	000		07
													(04)													N-RES					
																		02	NONE 0	STOP											
																			PRVTE	N S									011		00
																			PSNGR CAR		01	DRVR	NONE	31	F	OR-Y		000	000		00
																										OR<25					
02426	N	N	Y	N	N		12/15/2010	JACKSON	2	01		STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT											33,07,13
STATE							Wed		0	0		UN	(DIVMD)	UNKNOWN	N	DRY	REAR		PRVTE	S N									000		00
							11A		44.00			03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	59	M	OR-Y		051,043,045	000		33,07,13
													(04)													OR<25					

001 PACIFIC

I-5 (Hwy 001) MP 42.00 to 44.50 plus 265 feet on side streets
January 1, 2007 through December 31, 2011

SER# INVEST	S P E D	A R L S	U C G H	O S L K	W R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	02	NONE 1 PRVTE SEMI TOW	STRGHT S N									000		00
																				01	DRVR	NONE	35	M	OTH-Y N-RES		000	000		00
01977	Y	N	N	N	N	10/17/2010	JACKSON	2	01		STRGHT		N		Y	CLR FIX OBJ	01	NONE	STRGHT										079,101	01
STATE						Sun		0	0		UN	(DIVMD)	UNKNOWN		N	DRY FIX		PRVTE	S N									007	079,101	00
						12A		44.00			06				N	DARK PDO		PSNGR CAR		01	DRVR	NONE	53	M	OR-Y OR<25		047,080	017		01
												(04)																		
01553	N	N	N	N	N	08/18/2007	JACKSON	2	01		STRGHT		N		N	CLR OTH OBJ	01	NONE	STRGHT										081,062	12
STATE						Sat		0	0		UN	(DIVMD)	UNKNOWN		N	DRY FIX		PRVTE	S N									000	081,062	00
						9A		44.05			03				N	DAY INJ		PSNGR CAR		01	DRVR	INJB	59	M	OTH-Y N-RES		000	000		12
												(04)																		
																				02	PSNG	INJA	54	F			000	000		00
01922	N	N	N	N	N	10/04/2008	JACKSON	1	01		STRGHT		N		N	RAIN ANIMAL	01	NONE	STRGHT										035	12
STATE						Sat		0	0		UN	(RSDMD)	MEDIAN BAR		N	WET OTH		PRVTE	N S									000	035	00
						2A		44.10			05				N	DARK PDO		PSNGR CAR		01	DRVR	NONE	31	M	OR-Y OR<25		000	000		12
												(04)																		
00481	N	N	N			03/08/2007	JACKSON	1	01		STRGHT		N		Y	CLD FIX OBJ	01	NONE	STRGHT										079,062,029	10,25
STATE						Thu		0	0		UN	(DIVMD)	UNKNOWN		N	DRY FIX		PRVTE	N S									088	079,062,029	25
						7P		44.15			01				N	DARK INJ		PSNGR CAR		01	DRVR	INJB	51	F	OR-Y OR<25		081	017		10
												(02)																		
00925	N	Y	N	N	N	05/14/2007	JACKSON	1	01		STRGHT		N		N	CLR S-STRGHT	01	NONE	STRGHT											13
STATE						Mon		0	0		UN	(DIVMD)	UNKNOWN		N	DRY SS-O		PRVTE	N S									088		00
						8P		44.25			03				N	DAY INJ		PSNGR CAR		01	DRVR	NONE	42	M	OR-Y OR<25		080,045	017		13
												(04)																		
																	02	NONE PRVTE	STRGHT N S									000		00
																		PSNGR CAR		01	DRVR	INJC	45	M	OR-Y OR<25		000	000		00
01055	N	N	N	N	N	05/17/2007	JACKSON	1	01		CURVE		N		Y	CLR FIX OBJ	01	NONE	STRGHT										079,010	27
STATE						Thu		0	0		UN	(DIVMD)	UNKNOWN		N	DRY FIX		PRVTE	N S									088	079,010	00
						8P		44.50			01				N	DUSK INJ		PSNGR CAR		01	DRVR	INJC	22	F	OR-Y OR<25		016,083,081	038		27
												(04)																		
00976	N	N	N	N	N	06/07/2010	JACKSON	1	01		STRGHT		N		Y	CLR FIX OBJ	01	NONE	STRGHT										079,010	16
STATE						Mon		0	0		UN	(DIVMD)	UNKNOWN		N	DRY FIX		PRVTE	N S									088	079,010	00
						9P		44.50			06				N	DARK INJ		PSNGR CAR		01	DRVR	INJC	66	F	OR-Y OR<25		083,081	025		16
												(04)																		

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

I-5 (Hwy 001) Rock Point Interchange #43 NB and SB ramps
January 1, 2007 through December 31, 2011

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

Disclaimer: A higher number of crashes are reported for the 2011 data file compared to previous years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CONTINUOUS SYSTEM CRASH LISTING

001 PACIFIC

Access Road from Old Stage Road to OR 99/Hwy 234/ Blackwell Road

January 1, 2007 through December 31, 2011

SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST SECOND	STREET STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00794	Y	N	N	N	N	05/03/2009	JACKSON	1	07			CURVE		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										042,062	32,01
COUNTY						Sun		3	0			UN	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE	S N									088	042,062	00
						10P		40.86				01			N	DARK	INJ		PSNGR CAR		01	DRVR	INJC	19	M	OR-Y		047,081,052	017		32,01
													(02)													OR<25					
																					02	PSNG	INJC	16	F			000	000		00
01684	N	N	N			09/28/2009	JACKSON	1	09			STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT										003	27
NO RPT						Mon		3	0			UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W E									000		00
						4P		40.91				03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	67	M	OR-Y		016,026	038	003	27
													(02)													OR<25					
																		02	NONE	STOP											
																			PRVTE	W E									011		00
																			PSNGR CAR		01	DRVR	NONE	31	M	OR-Y		000	000		00
																										OR<25					
02311	Y	Y	N	N	N	09/21/2009	JACKSON	1	09			CURVE		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										079,010,001	01
COUNTY						Mon		3	0			UN	(NONE)	NONE	N	DRY	FIX		PRVTE	N S									088	079,010	00
						4A		40.96				06			N	DARK	FAT		PSNGR CAR		01	DRVR	KILL	39	M	OR-Y		047,081	017	001	01
													(02)													OR<25					
																					02	PSNG	INJB	29	F			000	000		00

271 SAMS VALLEY

Access Road from Old Stage Road to OR 99/Hwy 234/ Blackwell Road
January 1, 2007 through December 31, 2011

SER# INVEST	S P E D	A L C	R U C S	S G H L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST SECOND	STREET STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02352	N	N	N	N	N	11/04/2009	JACKSON	1	06			BRIDGE		N	Y	CLR	FIX OBJ	01	FIRE 0	STRGHT										092,046	26
NONE						Wed		0	Y			UN	(NONE)	UNKNOWN	N	DRY	FIX		PUBLC	S N								000	092,046	26
						6P		2.75				05			N	DUSK	PDO		TRUCK		01	DRVR	NONE	45	M	OR-Y	000	000		00
													(02)													OR-?				
01028	N	N	N	N	N	06/30/2008	JACKSON	1	06			INTER	3-LEG	N	N	CLR	OVERTURN	01	NONE	STRGHT										092	26
STATE						Mon		0	Y			W		UNKNOWN	N	DRY	NCOL		PRVTE	W E								007	092	26
						5P		2.76				06	0		N	DAY	INJ		MTRCYCLE		01	DRVR	INJB	43	M	OR-Y	000	000		00
																										OR<25				
00065	N	Y	N			01/21/2007	JACKSON	1	06			CURVE		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										058,062	32
COUNTY						Sun		0	Y			UN	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE	E W								000	058,062	00
						7P		2.85				01			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	59	M	OR-Y	081,052	017		32
													(02)													OR<25				
01052	N	N	N			06/14/2009	JACKSON	1	06			STRGHT		N	N	CLR	S-OTHER	01	NONE	STRGHT											08
NO RPT						Sun		0	Y			UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	S N								000		00
						4P		2.88				03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	35	M	OTH-Y	000	000		00
													(02)													N-RES				
																		02	NONE	U-TURN											
																			PRVTE	S S								051		00
																			PSNGR CAR		01	DRVR	INJC	27	M	OR-Y	008	000		08
																										OR<25				
00480	N	N	N	N	N	03/05/2008	JACKSON	1	06			INTER	CROSS	N	Y	CLR	FIX OBJ	01	NONE 1	TURN-R										043	08
STATE						Wed		0	Y			E		STOP SIGN	N	DRY	FIX		PRVTE	S E								000	043	00
						3P		3.02				05	0		N	DAY	PDO		SEMI TOW		01	DRVR	NONE	47	M	OTH-Y	002	000		08
																										N-RES				
00430	N	N	N			02/23/2007	JACKSON	1	06			INTER	CROSS	N	N	FOG	S-1STOP	01	NONE	STRGHT											07
NO RPT						Fri		0	Y			W		UNKNOWN	N	ICE	REAR		PRVTE	W E								001		00
						7A		3.02				06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	35	F	OR-Y	026	000		07
																										OR<25				
																		02	NONE	STOP											
																			PRVTE	W E								012		00
																			PSNGR CAR		01	DRVR	INJC	38	M	OR-Y	000	000		00
																										OR<25				

486 GOLD HILL SPUR

Access Road from Old Stage Road to OR 99/Hwy 234/ Blackwell Road
January 1, 2007 through December 31, 2011

SER# INVEST	S P E D	A L C	R S U C S L	W O G H L K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02004	N	N	N	N	10/19/2011	JACKSON	1 06		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-R										079	08
STATE					Wed		0 0		E		STOP SIGN	N	DRY	TURN		PRVTE	S E								000	079	00
					5P		2.76		05	0		N	DUSK	INJ		MTRCYCLE		01	DRVR	INJB	61	M	OR-Y	001,080	000		08
																							OR<25				
															02	NONE 0	STRGHT										
																PRVTE	E W								000		00
																PSNGR CAR		01	DRVR	NONE	72	M	OR-Y	000	000		00
																							OR<25				
02425	N	N	N		12/19/2011	JACKSON	1 06		INTER	4-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											04
NO RPT					Mon		0 0		CN		STOP SIGN	N	DRY	TURN		PRVTE	S W								000		00
					4P		2.76		04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	81	F	OR-Y	021	000		03
																							OR<25				
															02	NONE 0	STRGHT										
																PRVTE	W E								000		00
																PSNGR CAR		01	DRVR	INJC	66	F	OR-Y	000	000		00
																							OR<25				
01989	N	N	N	N	10/15/2010	JACKSON	1 06		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE	STRGHT											08
STATE					Fri		0 0		CN		UNKNOWN	N	DRY	TURN		PRVTE	E W								000		00
					2P		3.02		02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	60	M	OR-Y	000	000		00
																							OR<25				
																		02	PSNG	INJA	52	F		000	000		00
															02	NONE	TURN-L										
																PRVTE	W N								000		00
																PSNGR CAR		01	DRVR	NONE	64	M	OTH-Y	008	000		04
																							N-RES				

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CONTINUOUS SYSTEM CRASH LISTING

001 PACIFIC

I-5 (Hwy 001) MP 40.00 to 41.50

January 1, 2007 through December 31, 2011

SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00747	N	N	N			04/23/2009	JACKSON	2	01		STRGHT		N	N	CLR	OTH OBJ	01	NONE	STRGHT										101	12
NONE						Thu		0	0		UN	(DIVMD)	UNKNOWN	N	DRY	FIX		PRVTE	S N								000	101	00
						7P		40.00			03			N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	23	F	OR-Y		000	000		12
												(04)													OR<25					
02253	N	N	N			11/18/2011	JACKSON	2	01		STRGHT		N	N	RAIN	S-STRGHT	01	NONE	STRGHT										028,080	10,24
NONE						Fri		0	0		UN	(RSDMD)	MEDIAN BAR	N	WET	OTH		PRVTE	S N								000	028	24
						2P		40.00			03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		085	000		10
												(04)													UNK					
																	02	NONE	STRGHT											
																		PRVTE	S N								000	080	00
																		PSNGR CAR		01	DRVR	NONE	21	F	OR-Y		000	000		00
																									OR>25					
00418	N	N	N	N	N	02/27/2009	JACKSON	2	01		STRGHT		N	Y	CLR	FIX OBJ	01	NONE 1	STRGHT										044,035	10
STATE						Fri		0	0		UN	(RSDMD)	MEDIAN BAR	N	DRY	FIX		PRVTE	N S								007	044,035	00
						3A		40.00			04			N	DARK	PDO		SEMI TOW		01	DRVR	NONE	40	M	OR-Y		081	017		10
												(04)													OR<25					
00554	N	N	N	N	N	03/23/2009	JACKSON	2	01		STRGHT		N	N	RAIN	S-STRGHT	01	NONE	STRGHT											07
STATE						Mon		0	0		UN	(RSDMD)	MEDIAN BAR	N	WET	REAR		PRVTE	S N								000		00
						5P		40.00			04			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	27	M	OR-Y		042,043	000		07
												(04)													OR>25					
																	02	NONE	STRGHT											
																		PRVTE	S N								006		00
																		PSNGR CAR		01	DRVR	NONE	30	M	OR-Y		000	000		00
																									OR<25					
00419	N	N	N	N	N	02/27/2009	JACKSON	1	01		STRGHT		N	N	CLR	OTH OBJ	01	NONE	STRGHT										101,089	12
STATE						Fri		0	0		UN	(RSDMD)	MEDIAN BAR	N	DRY	FIX		PRVTE	N S								088	101,089	00
						3A		40.00			05			N	DARK	INJ		PSNGR CAR		01	DRVR	INJB	42	M	OR-Y		000	000		12
												(04)													OR<25					
00420	N	N	N	N	N	02/27/2009	JACKSON	1	01		STRGHT		N	N	CLR	OTH OBJ	01	NONE 1	STRGHT										101,089,092	12,26
STATE						Fri		0	0		UN	(RSDMD)	MEDIAN BAR	N	DRY	FIX		PRVTE	N S								007	101,089,092	26
						3A		40.00			05			N	DARK	PDO		SEMI TOW		01	DRVR	NONE	52	M	OTH-Y		000	000		12
												(04)													N-RES					
01349	N	N	N	N	N	07/09/2007	JACKSON	1	01		STRGHT		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										079,058,029	10,25
STATE						Mon		0	0		UN	(RSDMD)	MEDIAN BAR	N	DRY	FIX		PRVTE	N S								088	079,058,029	25
						7P		40.00			08			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	24	M	OR-Y		081	017		10
												(04)													OR<25					
00526	Y	N	N	N	N	03/27/2008	JACKSON	1	01		STRGHT		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										079	01
STATE						Thu		0	0		UN	(RSDMD)	MEDIAN BAR	N	ICE	FIX		PRVTE	N S								001	079	00
						5A		40.00			08			N	DARK	INJ		PSNGR CAR		01	DRVR	INJC	58	F	OR-Y		047,081	017		01
												(04)													OR<25					
01115	N	N	N	N	N	06/20/2011	JACKSON	1	01		STRGHT		N	Y	CLR	FIX OBJ	01	NONE 1	STRGHT										062	10
STATE						Mon		0	0		UN	(RSDMD)	UNKNOWN	N	DRY	FIX		PRVTE	N S								000	062,010	00
						8A		40.10			08			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	33	M	OR-Y		081	017		10
												(04)													OR>25					

001 PACIFIC

I-5 (Hwy 001) MP 40.00 to 41.50
January 1, 2007 through December 31, 2011

SER# INVEST	S P E D	A L C	R S L	U G S	C H K	W O R	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00535	N	N	N	N	N		03/25/2011	JACKSON	2	01		STRGHT		N		N CLD	S-STRGHT	01	NONE	STRGHT										079	32,13
STATE							Fri		0	0		UN	(RSDMD)	MEDIAN BAR		N WET	SS-O		PRVTE	S N									000	079	00
							7P		40.17			04				N DUSK	PDO		PSNGR CAR		01	DRVR	NONE	19	F	OR-Y		052,045,080	017		32,13
													(04)													OR<25					
																					02	PSNG	NO<5	03	F			000	000		00
																		02	NONE	STRGHT											
																			PRVTE	S N									000		00
																			PSNGR CAR		01	DRVR	NONE	68	M	OR-Y		000	000		00
																										OR<25					
00328	Y	N	N	N	N		02/09/2009	JACKSON	1	01		STRGHT		N		Y CLD	FIX OBJ	01	NONE	STRGHT										043,010	01
STATE							Mon		0	0		UN	(RSDMD)	MEDIAN BAR		N ICE	FIX		PRVTE	N S									001	043,010	00
							4A		40.20			08				N DARK	INJ		PSNGR CAR		01	DRVR	INJC	52	F	OR-Y		047,081	017		01
													(04)													OR<25					
00234	Y	N	N	N	N		01/30/2008	JACKSON	1	01		STRGHT		N		Y SNOW	FIX OBJ	01	NONE	STRGHT										043,010,092	01,26
STATE							Wed		0	0		UN	(RSDMD)	MEDIAN BAR		N ICE	FIX		PRVTE	N S									001	043,010,092	26
							6A		40.23			08				N DARK	PDO		PSNGR CAR		01	DRVR	NONE	77	M	OR-Y		081,047	017		01
													(04)													OR<25					
01182	N	N	N		Y		08/13/2009	JACKSON	2	01		GRADE		N		N CLR	S-STRGHT	01	NONE 0	STRGHT										010	10
STATE							Thu		0	0		UN	(RSDMD)	UNKNOWN		N DRY	REAR		PRVTE	S N									000	010	00
							10A		40.24			03				N DAY	FAT		PSNGR CAR		01	DRVR	KILL	76	M	OTH-Y		042	000		10
													(04)													N-RES					
																		02	NONE 0	STRGHT											
																			PRVTE	S N									000		00
																			PSNGR CAR		01	DRVR	INJC	23	M	OR-Y		000	000		00
																										OR<25					
00197	Y	N	N				01/17/2007	JACKSON	1	01		STRGHT		N		Y CLD	FIX OBJ	01	NONE	STRGHT										079,124	01
STATE							Wed		0	0		UN	(RSDMD)	MEDIAN BAR		N ICE	FIX		PRVTE	N S									000	079,124	00
							9A		40.34			08				N DAY	INJ		PSNGR CAR		01	DRVR	NONE	54	M	OTH-Y		081,047	017		01
													(04)													N-RES					
																					02	PSNG	INJB	21	F			000	000		00
																					03	PSNG	INJB	50	F			000	000		00
00208	Y	N	N				01/16/2007	JACKSON	2	01		STRGHT		N		Y SLT	FIX OBJ	01	NONE	STRGHT										044,092	01,26
NONE							Tue		0	0		UN	(RSDMD)	MEDIAN BAR		N WET	FIX		PRVTE	S N									001	044,092	26
							11A		40.43			04				N DAY	INJ		PSNGR CAR		01	DRVR	INJC	34	F	OR-Y		083,047,081	017		01
													(04)													OR<25					
01044	Y	N	N	N	N		06/12/2008	JACKSON	1	01		STRGHT		N		N CLR	S-STRGHT	01	NONE	STRGHT										020,044	01
STATE							Thu		0	0		UN	(RSDMD)	MEDIAN BAR		N DRY	REAR		PRVTE	N S									000		00
							7A		40.50			05				N DAY	INJ		PSNGR CAR		01	DRVR	NONE	63	M	OR-Y		042	000		01
													(04)													OR<25					
																		02	NONE 1	STRGHT											
																			PRVTE	N S									006	020,044	00
																			PSNGR CAR		01	DRVR	INJB	41	M	OR-Y		000	000		00
																										OR>25					
																					02	PSNG	INJB	07	M			000	000		00

001 PACIFIC

I-5 (Hwy 001) MP 40.00 to 41.50
January 1, 2007 through December 31, 2011

SER# INVEST	SPEED	ALCOHOL	DRUG	CSLK	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00672	N	N	N	N	N	04/01/2008	JACKSON	2	01		STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT										022	07,32
STATE						Tue		0	0		UN	(RSDMD)	MEDIAN BAR	N	DRY	REAR		PRVTE	S N								000		00
						1P		40.55			03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	64	M	OR-Y	043,052	000		07,32
												(04)													OR>25					
																	02	NONE 1	STRGHT											
																		PRVTE	S N								000	022	00
																		PSNGR CAR		01	DRVR	NONE	54	M	OR-Y	000	000		00
																									OR<25					
01796	N	N	N			09/22/2011	JACKSON	2	01		STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT											07
NO RPT						Thu		0	0		UN	(RSDMD)	MEDIAN BAR	N	DRY	REAR		PRVTE	S N								000		00
						8P		40.56			03			N	DARK	INJ		PSNGR CAR		01	DRVR	NONE	23	M	UNK	042	000		07
												(04)													UNK					
																	02	NONE	STRGHT											
																		PRVTE	S N								000		00
																		PSNGR CAR		01	DRVR	INJC	25	F	OR-Y	000	000		00
																									OR<25					
																				02	PSNG	INJC	30	M		000	000		00
																				03	PSNG	NO<5	04	M		000	000		00
																				04	PSNG	INJC	01	M		000	000		00
00223	Y	N	N	N	N	02/13/2010	JACKSON	1	01		STRGHT		N	Y	FOG	FIX OBJ	01	NONE 0	STRGHT										079,088,010	01
STATE						Sat		0	0		UN	(RSDMD)	NONE	N	WET	FIX		PRVTE	N S								007	079,088,010	00
						9P		40.61			01			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	16	M	OR-Y	083,047,080	017		01
												(04)													OR-?					
00192	Y	N	N			01/16/2007	JACKSON	2	01		STRGHT		N	Y	SNOW	FIX OBJ	01	NONE	STRGHT										044,020,013	06,01
STATE						Tue		0	0		UN	(RSDMD)	MEDIAN BAR	N	SNO	FIX		PRVTE	S N								031	044,013	00
						11A		40.63			04			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	19	F	OR-Y	047,032	017		01,06
												(04)													OR<25					
																	02	NONE 1	STRGHT											
																		PRVTE	S N								000	020	00
																		SEMI TOW		01	DRVR	NONE	68	M	OTH-Y	000	000		00
																									N-RES					
00154	N	N	N			01/27/2007	JACKSON	1	01		INTER	3-LEG	N	Y	CLR	FIX OBJ	01	NONE	TURN-R										044,124	10
STATE						Sat		0	0		S		MEDIAN BAR	N	ICE	FIX		PRVTE	W S								000	044,124	00
						7P		40.66			06	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	59	M	OR-Y	081	017		10
																									OR<25					
02054	N	N	N			10/11/2009	JACKSON	2	01		STRGHT		N	N	CLR	ANIMAL	01	NONE 0	STRGHT										034	12
NONE						Sun		0	0		UN	(RSDMD)	UNKNOWN	N	DRY	OTH		PRVTE	S N								000	034	00
						1A		40.85			03			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	38	M	OTH-Y	000	000		12
												(04)													N-RES					
01209	N	N	N	N	N	07/07/2011	JACKSON	1	01		STRGHT		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										058,096,010	16
STATE						Thu		0	0		UN	(RSDMD)	MEDIAN BAR	N	DRY	FIX		PRVTE	N S								000	058,096,010	00
						12P		40.88			08			N	DAY	FAT		PSNGR CAR		01	DRVR	INJC	80	M	OTH-Y	081	025		16
												(04)													N-RES					
																				02	PSNG	KILL	79	F		000	000		00

001 PACIFIC

I-5 (Hwy 001) MP 40.00 to 41.50
January 1, 2007 through December 31, 2011

SER# INVEST	SPEED	ALCOHOL	DRUGS	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST SECOND	STREET STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00753	N	N	N	N	N	04/26/2010	JACKSON	2	01			STRGHT		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										043,092	10,26
STATE						Mon		0	0			UN	(RSDMD)	MEDIAN BAR	N	DRY	FIX		PRVTE	S N								007	043,092	26
						12P		41.16				04			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	32	F	OR-Y	081	017		10
													(04)													OR<25					
00503	N	N	N			03/19/2008	JACKSON	1	01			STRGHT		N	N	RAIN	ANIMAL	01	NONE	STRGHT										035	12
NO RPT						Wed		0	0			UN	(NONE)	MEDIAN BAR	N	WET	OTH		PRVTE	N S								000	035	00
						9P		41.50				06			N	DARK	INJ		PSNGR CAR		01	DRVR	INJC	28	F	OR-Y	000	000		12
													(04)													OR>25					

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CONTINUOUS SYSTEM CRASH LISTING

001 PACIFIC

I-5 (Hwy 001) Interchange 40 NB and SB ramps

January 1, 2007 through December 31, 2011

SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST SECOND	STREET STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00899	N	N	N	N	N	05/19/2011	JACKSON	1	09	1		STRGHT		N		N CLR	S-STRGHT	01	NONE	STRGHT											13
STATE						Thu		6	0			UN	(NONE)	UNKNOWN		N DRY	SS-O		PRVTE	S N									000		00
						5P		40.68				03				N DAY	INJ		PSNGR CAR		01	DRVR	NONE	47	M	OR-Y		045,080	000		13
													(01)													OR<25					
																		02	NONE	STRGHT											
																			PRVTE	S N									000		00
																			PSNGR CAR		01	DRVR	INJC	36	F	OR-Y		000	000		00
																										OR<25					
00945	Y	N	N			05/14/2007	JACKSON	1	09	1		CURVE		N		Y CLR	FIX OBJ	01	NONE	STRGHT										043	01
STATE						Mon		6	0			UN	(NONE)	UNKNOWN		N DRY	FIX		PRVTE	S N									088	043	00
						5P		40.78				05				N DAY	INJ		PSNGR CAR		01	DRVR	NONE	17	F	OR-Y		047,081	017		01
													(01)													OR<25					
																					02	PSNG	INJC	17	F			000	000		00
01333	Y	N	N	N	N	07/11/2009	JACKSON	1	09	1		CURVE		N		Y CLR	FIX OBJ	01	NONE	STRGHT										043	01
STATE						Sat		6	0			UN	(NONE)	UNKNOWN		N DRY	FIX		PRVTE	S N									088	043	00
						6P		40.80				01				N DAY	PDO		PSNGR CAR		01	DRVR	NONE	41	F	OR-Y		047,081	017		01
													(01)													OR<25					
00822	N	N	N	N	N	05/07/2008	JACKSON	1	09	1		CURVE		N		Y CLR	FIX OBJ	01	NONE	STRGHT										043	10
STATE						Wed		6	0			UN	(NONE)	UNKNOWN		N DRY	FIX		PRVTE	S N									088	043	00
						9P		40.80				05				N DARK	PDO		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y		080,081	017		10
													(01)													OR>25					
00265	Y	N	N			02/03/2007	JACKSON	1	09	1		STRGHT		N		N CLR	S-1STOP	01	NONE	STRGHT										029	01,25
STATE						Sat		6	0			UN	(NONE)	UNKNOWN		N DRY	REAR		PRVTE	S N									001	029	25
						4P		40.81				03				N DAY	INJ		PSNGR CAR		01	DRVR	NONE	49	M	OR-Y		047	017		01
													(01)													OR<25					
																		02	NONE	STOP											
																			PRVTE	S N									011		00
																			PSNGR CAR		01	DRVR	INJC	55	M	OR-Y		000	000		00
																										OR<25					
																					02	PSNG	INJC	55	F			000	000		00

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUING OR ATTEMPTING TO STOP ANOTHER VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF-ROAD
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS--RAG	DISREGARDED R-A-G TRAFFIC SIGNAL.
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST CLOTHING NOT VISIBLE
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHFT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1TURN	FROM OPPOSITE DIRECTION - ONE TURN, ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	FAILED TO DIM LIGHTS (UNTIL 4/1/97) / INATTENTION (AFTER 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY (DELIBERATELY TRAVELING ON WRONG SIDE)
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAYON RD	STANDING OR LYING IN ROADWAY
073	ELUDING	ELUDING
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVERCORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	PED INV	PEDESTRIAN INVOLVED (NON-PEDESTRIAN ACCIDENT)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	BIKE INV	TRICYCLE-BICYCLE INVOLVED
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE (OCCUPANTS ONLY)
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BARS OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GDRL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING (ON BRIDGE AND APPROACH)
047	BR ABUT	BRIDGE ABUTMENT (APPROACH ENDS)
048	BR COLMN	BRIDGE PILLAR OR COLUMN (EVEN THOUGH STRUCK PROTECTIVE GUARD RAIL FIRST)
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, ROCKS OFF OR ON ROAD, FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRRGL PVMT	SPEED BUMP, OTHER BUMP, POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	HOLE	CHUCKHOLE IN ROAD, LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ F MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY OTHER MOVING OR FLYING OBJECT
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTH ACDT	ACCIDENT RELATED TO ANOTHER SEPARATE ACCIDENT
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE (ON PAR OR REPORT)
093	CELL-POL	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL-WTN	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	UNKNOWN TYPE OF FIXED OBJECT
101	OTHER OBJ	OTHER OR UNKNOWN OBJECT, NOT FIXED
104	OUTSIDE V	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS AND/OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS AND/OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR/TROLLEY RIGHT-OF-WAY
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE
125	SHLDR	SHOULDER GAVE WAY

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLET
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY
2	INJA	INCAPACITATING INJURY - BLEEDING, BROKEN BONES
3	INJB	NON-INCAPACITATING INJURY
4	INJC	POSSIBLE INJURY - COMPLAINT OF PAIN
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYA
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	UNK	UNKNOWN TYPE OF NON-MOTORIST

PEDESTRIAN LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
01	PSNGR CAR	PASSENGER CAR, PICKUP, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, MOTOR SCOOTER, OR MOTOR BICYCLE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH