STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

HQ Safety and Traffic Engineering Branch
Safety Engineering and Analysis Group
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303.512.5100 Voice
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DATE: May 13, 2009

TO: Alisa Babler, Region 3 Traffic Engineer

FROM: KC Matthews, HQ Safety and Traffic Engineering

SUBJECT: **Access Control Assessment Report**
Access Control Plan Project
SH 6D (MP 97.90 to MP 101.80)
SH 70A (Frontage Road)(MP 98.90 to MP 101.80)
Garfield County

Attached for your review is a copy of the draft Access Control Assessment Report for the above referenced Access Control Plan Project. The observations and recommendations in this report are based on the analysis of five years of accident history, and a review of the video log. The Region is advised to verify, through field survey, the observations made in this report regarding physical features, roadside characteristics, and traffic control devices in the study area.

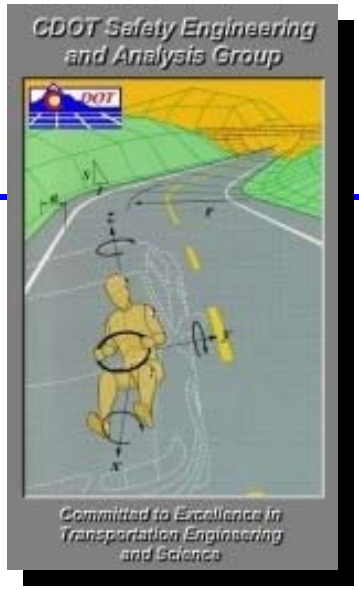
If you have any comments on the content or format of this report, please provide them to us by June 3, 2009. If we do not hear from you by this date, we will assume that the report has met with your approval.

Should any questions arise concerning this report, or if further assistance is needed, please do not hesitate to contact me at (303) 757-9543, or Ken Nakao at (303) 757-9436.

This report may be accessed on the web site using the following link:
"internal.dot.state.co.us/stafftraffic/safety_engineering_group/safety_assessment_reports.html"

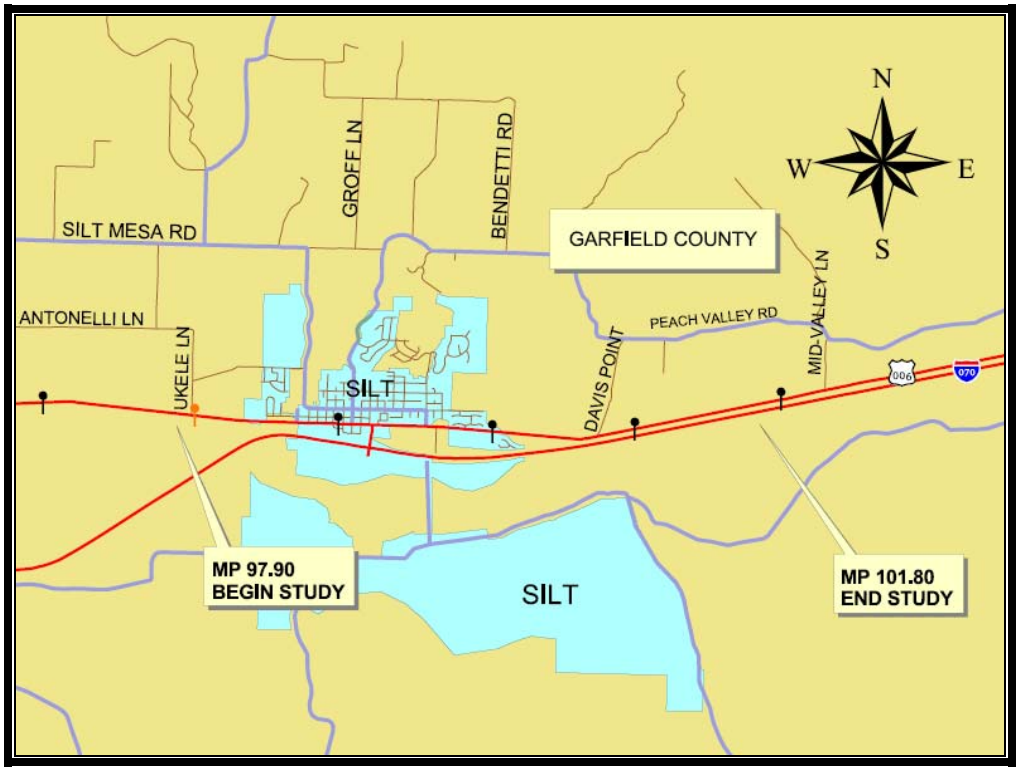
attachment

cc: Gabriela Vidal, HQ Safety and Traffic Engineering Branch Manager (memo only)
Weldon Allen, Region 3 Director (memo only)
Pete Mertes, Region 3 Program Engineer
Sean Yeates, Region 3 Resident Engineer
Del French, Region 3 Maintenance Superintendent
File



ACCESS CONTROL ASSESSMENT REPORT

SH 6D: MP 97.90 - MP 101.80
SH 70A (Frontage Road): MP 98.90 – MP 101.80
Region 3
Access Control Assessment
May 13, 2009



Prepared by: **The Colorado Department of Transportation**
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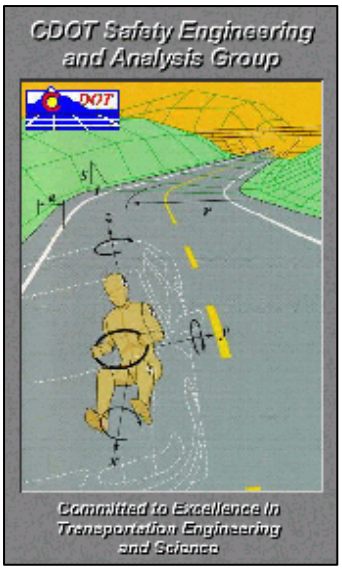
This report is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads. It is subject to the provisions of 23 U.S.C.A. 409, and therefore is not subject to discovery and is excluded from evidence. Applicable provisions of 23 U.S.C.A. 409 are cited below:

> *Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 152 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists or data.*

Any intentional or inadvertent release of this report, or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 U.S.C.A. 409.



A Statement of Philosophy

The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all highways in use, it is inappropriate to say of any highway that it is safe. However, it is correct to say that highways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions effecting road safety it is critical to understand that expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur and lives will be lost by not spending them in places where more accidents could have been prevented[1]. It is CDOT's objective to maximize accident reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most accidents.

INTRODUCTION

The primary intent of this project is to analyze State Highway (SH) 006D from milepost (MP) 97.90 to 101.80 and SH 70A (River Frontage Road) from MP 98.90 to 101.80 with respect to access. In addition, this report also identifies locations that should be modified based on safety concerns and accident experience.

The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem within the project limits.
- Relate accident causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, and vehicle type.
- Suggest counter measures to address identified problems with regards to access.
- Provide guidance on how to maximize accident reduction within the scope of the Access Control Plan.

This report is based on the comprehensive analysis of five years of accident history and a video log review. The Region is advised to verify, through field survey, the information included in this report regarding physical features and roadside characteristics in the study area.

[1] Hauer, E., (1999) *Safety Review of Highway 407: Confronting Two Myths*. TRB

SITE LOCATION AND CONDITIONS

This study addresses SH 006D in Garfield County from MP 97.90 to 101.80 and SH 070A frontage road (River Frontage Road) from MP 98.90 to 101.80. The total included distance of the two segments is 6.80 miles.

SH 006D is classified as a Rural Major Collector Highway throughout the study section. SH 006D is a two-lane undivided highway throughout most of the study section, except between MP 98.90 and MP 99.18 where the segment is a four-lane undivided highway. SH 006D travels through rolling terrain in Garfield County through the Town of Silt. Each travel lane is 12 feet wide, and the shoulder width varies between three (3) and 11 feet throughout the study section, as shown in **Table 1**. The travel lanes and shoulders are asphalt throughout the study section.

Table 1 – SH 6 Shoulder and Travel Lane

MP	SHOULDER WIDTH[1] (ft)	SHOULDER TYPE	TRAVEL WIDTH[2] (ft)
97.90 to 98.90	3	Asphalt	24
98.90 to 99.18	11	Asphalt	48
99.18 to 99.23	11	Asphalt	24
99.23 to 99.38	4 (LT) 6 (RT)	Asphalt	24
99.38 to 101.80	3	Asphalt	24

[1]LT and RT outside shoulder width are equal to each other, unless noted.
[2]Travel width is the total combined width of the travel lanes based on each travel lane being 12' wide.

The 2004 average daily traffic (ADT) varies between 4,600 and 8,500, and truck traffic percentage varies between 3.8% and 6.1 %, as shown in **Table 2**.

Table 2 – SH 6 ADT and % of Trucks

MP	ADT	Percent Trucks
97.90 to 98.66	5,200	5.5
98.66 to 99.11	4,600	5.5
99.11 to 99.23	5,300	6.1
99.23 to 101.80	8,500	3.8

Table 3 shows 15 intersections within the SH 006D study section, of which there was only one (1) controlled four-way stop intersection and 14 uncontrolled intersections.

Table 3 – SH 6 Intersections

MP	Name
97.95	RD N (County Rd. 229)
98.66	RD N (1st St.)
98.73	RD N and S (2nd St.)
98.79	RD N (3rd St.)
98.86	RD N ((4th St.)
98.90	RD N (5th St.)
99.05	RD N and S (6th St.)
99.11	RD N and S (7th St.)
99.18	RD N and S (8th St.)
99.23	RD N and S (9th St.)
99.28	RD N (Domelby Ct.) RD S (10th St.)
99.63	RD N and S (16th St.)
99.85	RD N (Pioneer Dr.) RD S (Lyon Blvd.)
100.25	RD N (County Rd. 218)
100.71	RD NE (County Rd. 235) (Davis Point Rd.)

No data on site conditions was available for River Frontage Road, except that it was a two-lane, undivided highway, and the only cross street is Divide Creek Road intersecting River Frontage Road at approximately SH 70A, MP 97.80.

ACCIDENT HISTORY AND PROBLEM ANALYSIS

The accident history for the period of January 1st, 2000 through December 31st, 2004 was examined throughout the entire study section to help locate accident clusters and identify accident causes. On SH 006D, sixty-eight (68) accidents were reported during the five-year study period with one (1) accident resulting in a fatality. On River Frontage Road, only one (1) Property Damage-Only (PDO) accident occurred at SH 70A MP 99.80 on February 8, 2004. According to the accident report, a westbound motorist struck an elk at 3:00 am and continued on-road for another 250 feet. Expanding the study to another five-year period from 1996 to 1999, there was only one (1) PDO accident on River Frontage Road involving a motorist crashing off-road into a fence at SH 70A MP 101.20 on December 9, 1998. Also, according to the accident reports, both accidents occurred at a non-intersection rural location of River Frontage Road, and there appeared to be no discerning patterns. Because there were only two (2) accidents over a 10-year period along a 2.9-mile segment, there will be no further analysis of River Frontage Road in this report.

Figure 1 shows the breakdown of the SH 006D accidents by accident severity. During the five-year study period, 87% (59 accidents) of the accidents resulted in **'Property Damage-Only'**, 12% (8 accidents) of the accidents resulted in **'Injuries'**, and 1% (1 accident) resulted in a **'Fatality'**.

Figure 1

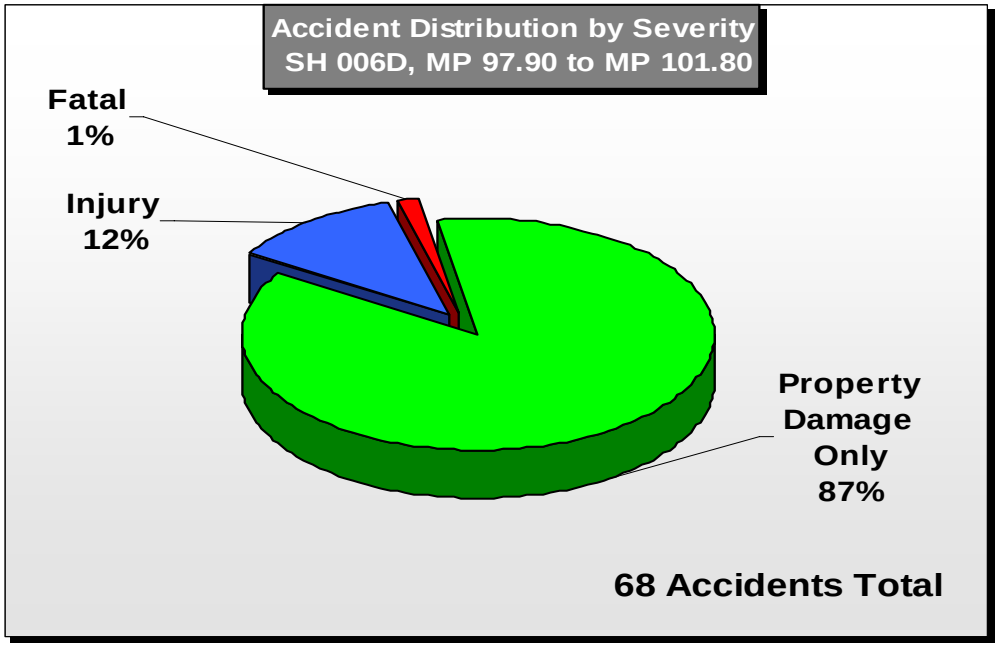


Table 3 summarizes the **Weighted Hazard Indices (WHI)** and accident rates over the five-year study period and provides comparison to the statewide averages for other Rural Major Collector Highways. The table indicates that the overall accident rate and severity throughout the study section are well below average when compared to similar facilities statewide. The average WHI for the five-year study period is -2.42. The negative WHI indicates that, overall, this roadway is performing better than average when compared to similar facilities statewide.

Table 3 – Weighed Hazard Index for SH 6D, MP 97.90 to MP 101.80

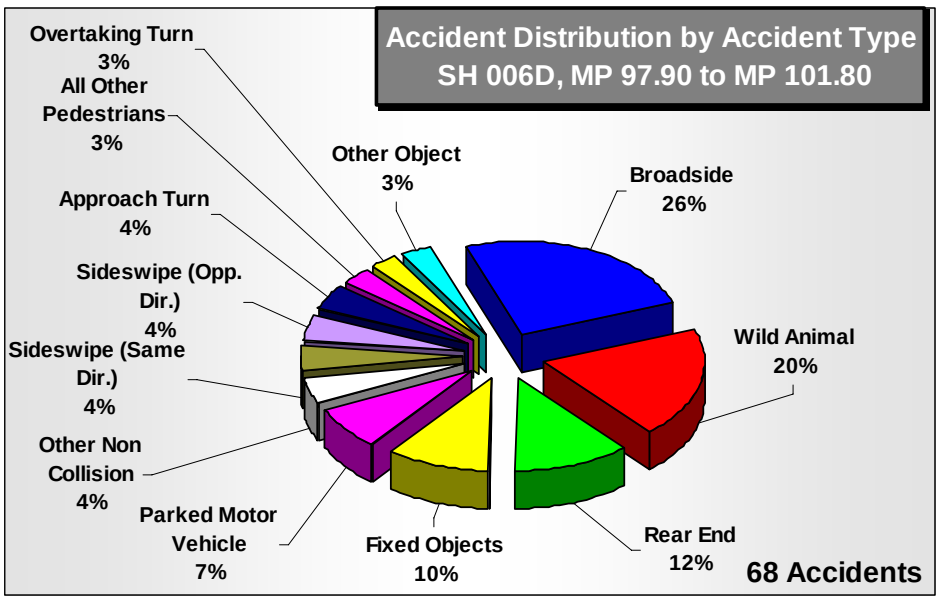
Year	Weighted Hazard Index	Accident Rates*			
		Prop. Damage Only	Injury	Fatal (x100)**	Total
2000	0.18	2.88	0.48	0.00	3.36
2001	-0.68	2.71	0.49	0.00	3.20
2002	0.64	2.71	0.36	18.05	3.25
2003	-1.93	1.80	0.36	0.00	2.17
2004	-3.99	1.06	0.00	0.00	1.06
AVERAGE	-2.42	**1.14**	0.15	1.94	1.32
2004 Average Statewide Rate for other Rural Major Collector Highways		**1.20**	**0.52**	**2.60**	**1.75**

* Rates are accidents per million vehicle-miles of travel
** Fatal rates are in accidents per hundred-million miles of travel

While this facility appears to be performing well, overall, in terms of safety, let's examine the accident distributions, locations, and characteristics in more detail to identify possible countermeasures to reduce accidents within the study section.

Figure 2 shows that **'Broadside'** accidents represent the largest group of accidents in the study section, accounting for 26% (17 accidents) of all accidents. **'Wild Animal'** and **''Rear End'** accidents were the second and third-most common accidents, accounting for 20% (13 accidents) and 12% (8 accidents), respectively.

Figure 2



Driveway Accidents

For this access review, all driveway-related accidents will be closely examined. **Figure 3** shows the accidents at driveways. There was only one (1) PDO driveway-related accident during the five-year study period. Accident report analysis showed no pattern or area of concern.

Figure 3

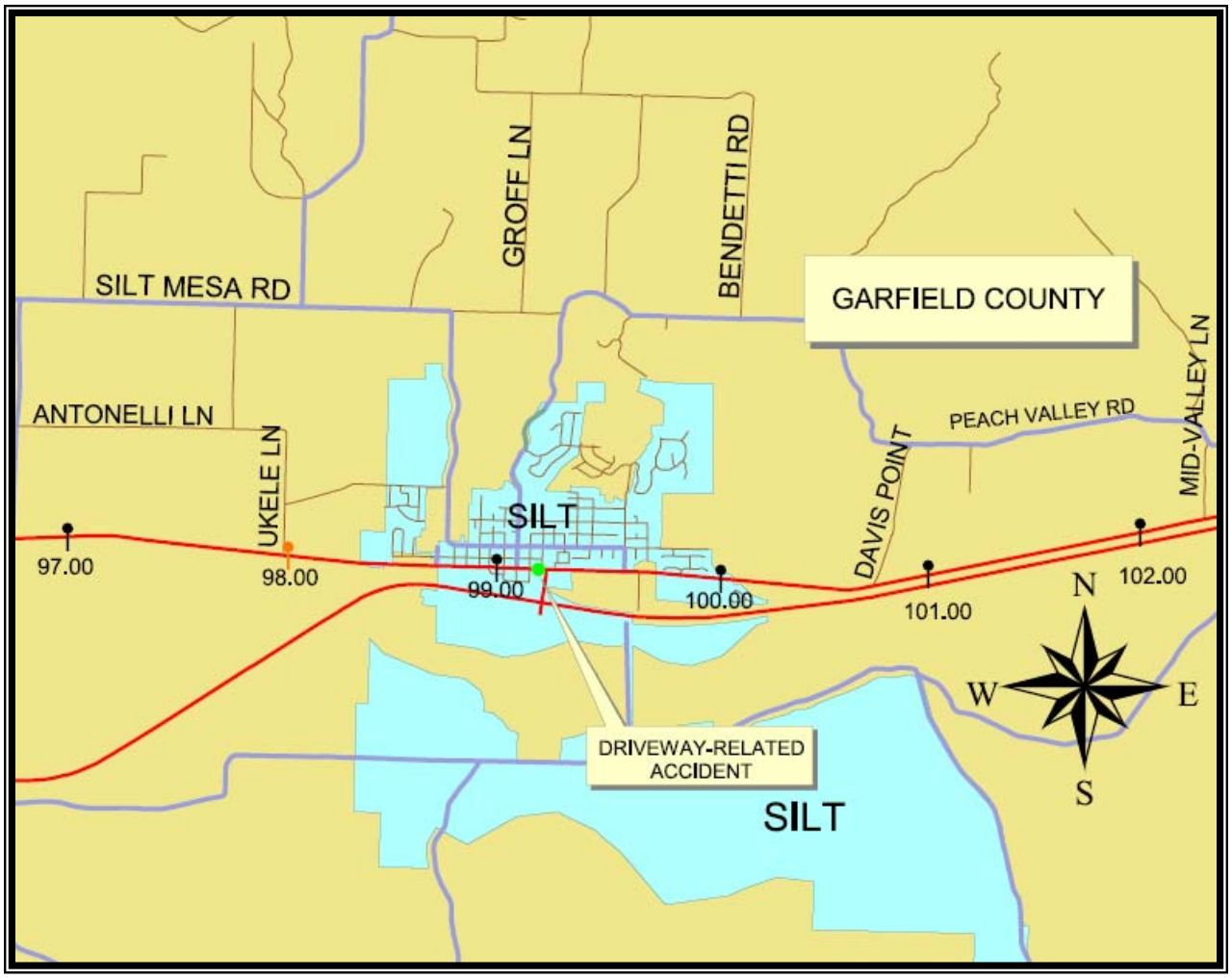
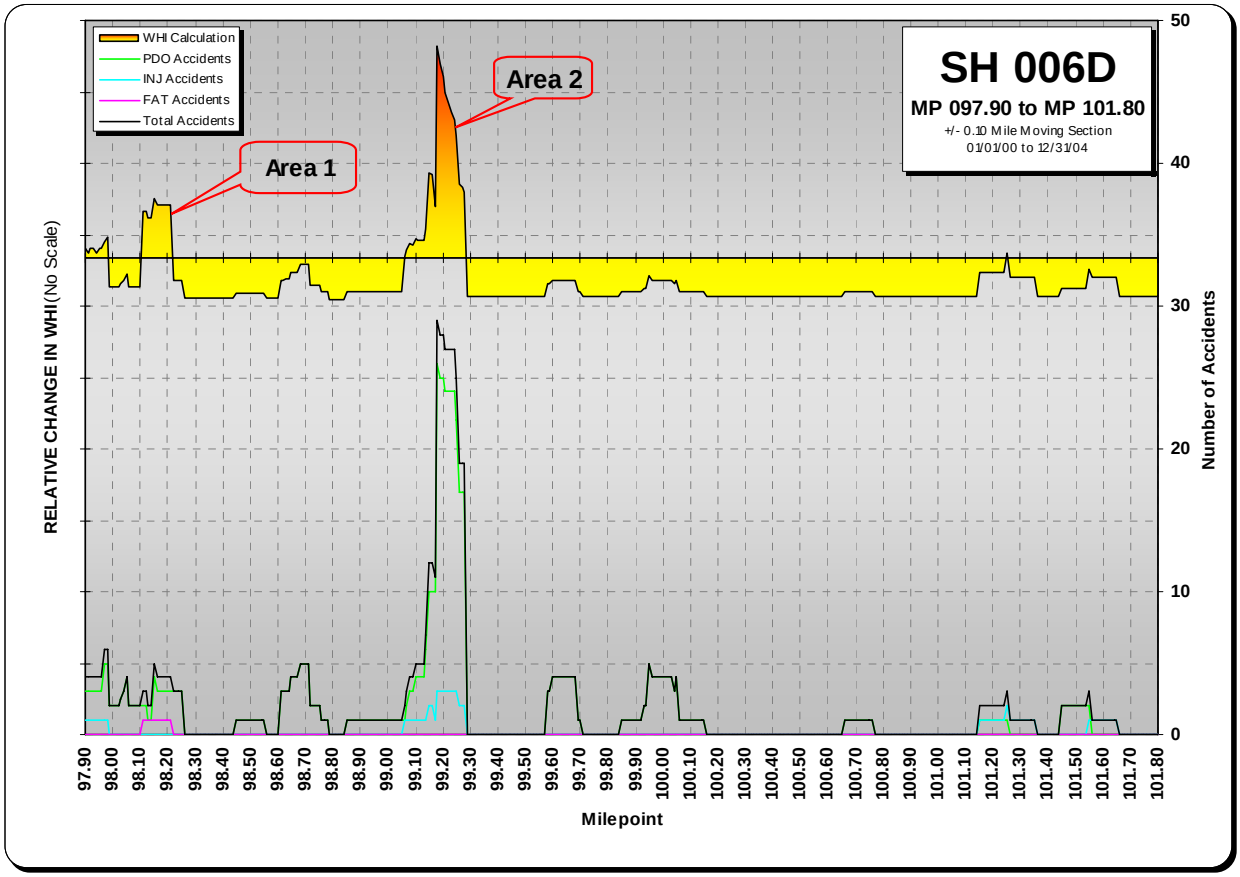


Figure 4 is a graphical representation of the WHI and accident rates throughout the study section showing where accidents have occurred. Peaks in the graph represent locations where accidents are more concentrated relative to the traffic volume, or where the accident severity is higher. Areas with a higher-than-normal WHI or have high concentrations of accidents will be further analyzed.

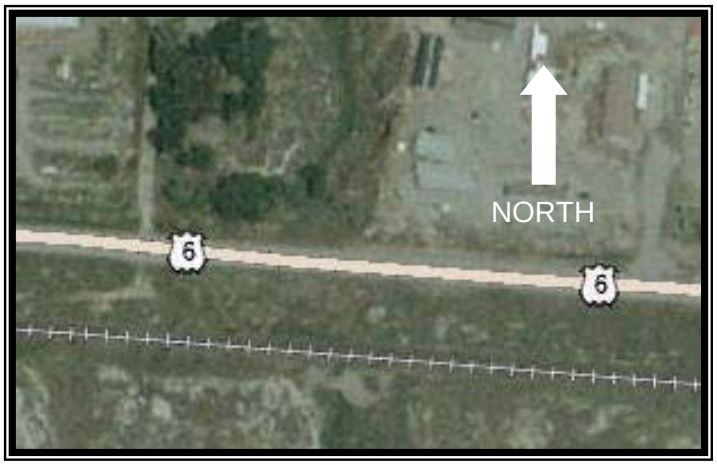
Figure 4



Area 1 (SH 6D – MP 98.10 to MP 98.20)

Area 1 is a 0.10-mile section between Ukele Lane and the Silt town limits where there were five (5) accidents (4 PDO, no Injuries, and 1 Fatality). The spike in the WHI graph was mainly due to the **'Fatal'** accident. Accident report analysis shows that all accidents involved vehicles traveling westbound on SH 6 (shown in **Picture 1** below).

Picture 1



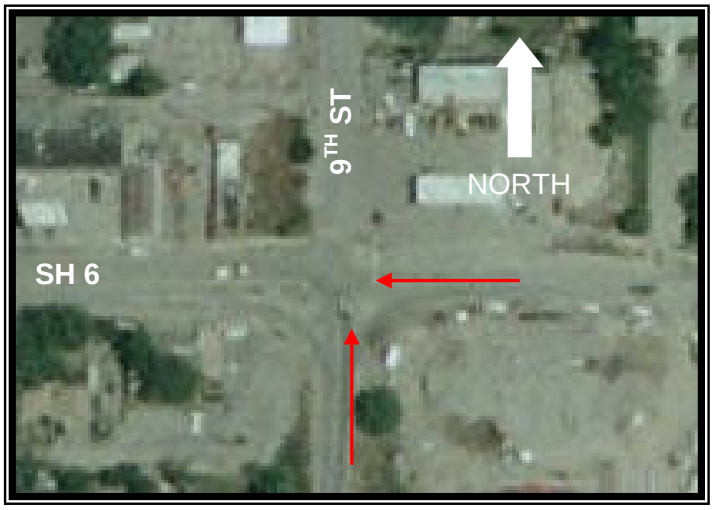
Two (2) of the accidents involved **'Wild Animal'** collisions. Another accident involved a vehicle that was sprayed with water from an eastbound vehicle, blinded the driver, and the vehicle went off-road and down a steep embankment into a large bush. The final non-fatal accident involved a towed unoccupied vehicle that came loose from a tow truck, went off-road and down an embankment. These accidents were not caused by design conditions of the highway; and along with having a low number of accidents in this segment, no countermeasures are warranted for these non-fatal accidents.

The fatal accident involved a vehicle slipping on an icy road at 55 MPH in daylight, going off-road, and down an embankment. Due to the icy road condition as a factor in the fatal accident, the Region may want to check this section of SH 6 to make sure there is proper storm water runoff to minimize potential water freezing on the pavement travel lanes. The Region may also monitor the road conditions at this location, and intensify maintenance efforts if necessary.

Area 2 (SH 6D – MP 99.23, 9th Street)

This intersection is a busy intersection, as 9th Street is the only street in the Town of Silt with direct access to and from Interstate 70. Nineteen (19) accidents occurred at this intersection (17 PDO, 2 Injuries, and no Fatalities) during the five-year study period. Accident analysis showed that ten (10) of these accident types were **'Broadside'**. There were six (6) accidents that involved vehicles traveling northbound on 9th Street colliding with vehicles westbound on SH 006D (shown by the red arrows in **Picture 2** below).

Picture 2



Most of the broadside accidents were caused by motorists confused by which vehicle proceeds into the intersection first after both vehicles had stopped at the intersection at the same time, or an impatient motorist who went through the stop sign without stopping.

'Rear-End' and **'Sign'** collisions were the second and third-most common accident types, respectively, at this intersection. Poor driver decision-making was the factor in all the rear-end accidents, while

the sign accidents were caused by semi-trailer trucks making turning movements in the intersection only to hit stop signs mounted on raised traffic islands located at the southwest and southeast corners.

Picture 3 shows a street-level view (looking west on SH 6 approaching 9th Street) of the intersection with one of the raised traffic islands shown.

Picture 3 – SH 6 / 9th Street Intersection in 2007

Due to the high WHI, the Region needed to consider improving the intersection. In 2008, a roundabout was constructed in the intersection to minimize broadside, approach turn, and head-on accidents. **Picture 4** on the next page shows the roundabout intersection.

Picture 4 – SH 6 / 9th Street Intersection in 2008

CONCLUSIONS AND RECOMMENDATIONS

During the five-year study period, SH 006D from MP 97.90 to MP 101.80 had 87% (59 accidents) of the accidents resulting in Property Damage-Only (PDO), 12% (8 accidents) resulting in injuries, and 1% (1 accident) resulting in a fatality. The Interstate 70 frontage road (River Frontage Road) from SH 70A MP 98.90 to MP 101.80 had only one (1) accident, and this was a **'Wild Animal'** at SH 070A, MP 98.90. The study period for the frontage road was expanded back to 1995 where there was one **'Fence'** accident type. Both accidents resulted in PDOs. Because there were only two (2) accidents over a 10-year period along this 2.9-mile segment, there was no further analysis of River Frontage Road in this report.

SH 6D – MP 98.10 to MP 98.20

Five (5) accidents occurred on this segment (4 PDO, 0 Injury, and 1 Fatality) during the five-year study period. Accident analysis showed that all accidents occurred in the westbound direction. Two (2) of the accidents were **'Wild Animal'** collisions, two (2) more accidents involved **'Embankment'** crashes, one of which resulted in a **'Fatality'**. The non-fatal accidents were from unusual circumstances that were not caused by design features of the highway. Due to the low number of accidents in this segment, no countermeasures are recommended for these non-fatal accidents. The fatal accident involved a vehicle slipping on an icy road and going off-road down an embankment. The Region should check this section of SH 6 to make sure there is proper storm water runoff to minimize potential water freezing on the pavement travel lanes. It is also recommended that the Region monitor the road conditions at this location, and intensify maintenance efforts if necessary.

Intersection of SH 6D and 9th Street

Nineteen (19) accidents occurred at this intersection (17 PDO, 2 Injuries, and no Fatalities) during the five-year study period. This intersection attracts many vehicles, as 9th Street is the only street in the Town of Silt with direct access to and from Interstate 70. Accident analysis showed that ten (10) accidents involved **'Broadside'** collisions, and there were six (6) accidents involving vehicles westbound on SH 6 colliding with vehicles northbound on 9th Street. **'Rear-End'** and **'Sign'** collisions were the next most common accident types. Due to the high WHI, the Region needed to consider improving the intersection. In 2008, a roundabout was constructed in the intersection to minimize broadside, approach turn, and head-on accidents.

APPENDIX

Detailed Summary

Accident Listing

Visual FoxPro

Colorado Department of Transportation
Transportation Safety and Traffic Engineering
Detailed Accident Summary Report

05/04/2009

Job #: 20090504063155

Highway: 6D **Begin:** 97.90 **End:** 101.80 **From:** 01/01/2000 **To:** 12/31/2004

Severity

PDO:	59	
INJ:	8	9 :Injured
FAT:	1	1 :Killed
Total:	**68**	

Multi-Vehicle

One Vehicle:	24
Two Vehicles:	43
Three or More:	1
Unknown:	0
Total:	**68**

Location

On Road:	58	Off in Median:	0
Off Road Left:	4	Unknown:	0
Off Road Right:	6		
Off Road at Tee:	0	**Total:**	**68**

Accident Type

Overturning:	0	Domestic Animal:	0	Tree:	0
Other Non Collision:	3	Wild Animal:	13	Large Boulder:	0
School Age Peds:	0	Light/Utility Pole:	1	Rocks in Roadway:	0
Other Pedestrians:	2	Traffic Signal Pole:	0	Barricade:	0
Broadside:	17	Sign:	2	Wall/Building:	0
Head On:	0	Bridge Rail:	0	Crash Cushion:	0
Rear End:	8	Guard Rail:	0	Mailbox:	0
Sideswipe (Same):	3	Median Barrier:	0	Other Fixed Object:	1
Sideswipe (Opposite):	3	Bridge Abutment:	0	Involving Other Object:	2
Approach Turn:	3	Column/Pier:	0	Road Maintenance Equipment:	0
Overtaking Turn:	2	Culvert/Headwall:	0	Unknown:	0
Parked Motor Vehicle:	5	Embankment:	3	**Total:**	**68**
Railway Vehicle:	0	Curb:	0		
Bicycle:	0	Delineator Post:	0	Total Fixed Objects:	7
Motorized Bicycle:	0	Fence:	0	Total Other Objects:	2

Lighting Conditions

Daylight:	45
Dawn or Dusk:	3
Dark - Lighted:	7
Dark - Unlighted:	12
Unknown:	1
Total:	**68**

Weather Conditions

None:	60	Dust:	0
Rain:	1	Wind:	0
Snow/Sleet/Hail:	3	Unknown:	3
Fog:	1	**Total:**	**68**

Road Description

At Intersection:	34
At Driveway Access:	7
Intersection Related:	1
Non Intersection Urban:	5
In Alley:	0
Non Intersection Rural:	20
Ramp:	1
Unknown:	0
Total:	**68**

Road Conditions

Dry:	56
Wet:	4
Muddy:	0
Snowy:	3
Icy:	3
Slushy:	1
Foreign Material:	0
With Road Treatment:	0
Dry w/Icy Road Treatment:	0
Wet w/Icy Road Treatment:	0
Snowy w/Icy Road Treatment:	0
Icy w/Icy Road Treatment:	0
Slushy w/Icy Road Treatment:	0
Unknown:	1
Total:	**68**

Mainline/Ramps/Frontage Rds

Mainline:	68
Crossroad (Ramp A):	0
Frontage Rd:	0

Ramps

B:	0	H:	0
C:	0	I:	0
D:	0	J:	0
E:	0	K:	0
F:	0	T:	0
G:	0		

Intsx Frontage/Ramps

M:	0	N:	0
O:	0	P:	0

HOV Lanes: 0

Uknwn: 0 **Total:** **68**

Accident Rates

PDO:	1.14	MVMT	Total:	1.32 MVMT
Injury:	0.15	MVMT		
Fatal:	1.94	100 MVMT		

ADT: 7337 **WHI:** -2.42 **Length:** 3.85 **Coris File:** tcoris2004.dbf

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Highway: 6D **Begin:** 97.90 **End:** 101.80 **From:** 01/01/2000 **To:** 12/31/2004

Vehicle Type	Veh 1	Veh 2	Veh 3
Passenger Car/Van:	35	24	1
Passenger Car/Van w/Trl:	0	0	0
Pickup Truck/Utility Van:	21	11	0
Pickup Truck/Utility Van w/Trl:	5	2	0
Truck 10k lbs or Less:	0	0	0
Trucks > 10k lbs/Bus > 15 People:	1	1	0
School Bus < 15 People:	0	0	0
Non School Bus < 15 People:	0	0	0
Motorhome:	0	0	0
Motorcycle:	0	0	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	1	0
Hit and Run - Unknown:	5	0	0
Other:	0	0	0
Unknown:	1	5	0
Total:	**68**	**44**	**1**

Vehicle Movement	Veh 1	Veh 2	Veh 3
Going Straight:	32	20	0
Slowing:	0	2	0
Stopped in Traffic:	2	6	0
Making Right Turn:	5	1	0
Making Left Turn:	12	8	0
Making U-Turn:	1	0	0
Passing:	3	0	0
Backing:	7	0	0
Enter/Leave Parked Position:	0	0	0
Starting in Traffic:	3	1	0
Parked:	0	0	0
Changing Lanes:	0	0	0
Avoiding Object in Road:	0	0	0
Weaving:	2	0	0
Other:	1	0	1
Unknown:	0	6	0
Total:	**68**	**44**	**1**

Contributing Factor	Veh 1	Veh 2	Veh 3
No Apparent Contributing Factor:	33	30	1
Asleep at the Wheel:	0	0	0
Illness:	0	0	0
Distracted by Passenger:	0	0	0
Driver Inexperience:	10	0	0
Driver Fatigue:	0	0	0
Driver Preoccupied:	15	5	0
Driver Unfamilar with Area:	3	0	0
Driver Emotionally Upset:	1	0	0
Evading Law Enforcement Officier:	0	0	0
Physical Disability:	1	0	0
Unknown:	5	9	0
Total:	**68**	**44**	**1**

Direction	Veh 1	Veh 2	Veh 3
North:	9	3	1
Northeast:	0	0	0
East:	16	17	0
Southeast:	1	0	0
South:	10	4	0
Southwest:	0	0	0
West:	32	15	0
Northwest:	0	0	0
Unknown:	0	5	0
Total:	**68**	**44**	**1**

Condition of Driver	Veh 1	Veh 2	Veh 3
No Impairment Suspected:	37	25	0
Alcohol Involved:	1	0	0
RX Drugs or Medication Involved:	0	0	0
Illegal Drugs Involved:	0	0	0
Alcohol and Drugs Involved:	1	0	0
Driver/Pedestrian not Observed:	8	0	0
Unknown:	21	19	1
Total:	**68**	**44**	**1**

ADT: 7337 **WHI:** -2.42 **Length:** 3.85 **Coris File:** tcoris2004.dbf

Any intentional or inadvertant release of this data or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 USC 409.

#	Hwy	MP	Date	Time	Sever-ity	Location	Road Description	# of Vehicles	Road Contour	Road Condition	Lighting	Weather	Accident Type	1st Accident Event	2nd Accident Event	3rd Accident Event	DIR	Vehicle Type	Driver Condition	Human Factors	Speed	Vehicle Movement
1	006D	97.95	10/9/2002	0757	INJ	OFF RIGHT	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	OTHER NON-COLLISION	OTHER NON-COLLISION			E	PICKUP TRUCK / UTILITY VAN	NOT OBSERVED	NONE APPARENT	55	PASSING
2	006D	97.95	7/22/2000	1645	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	SIDESWIPE OPPOSITE DIRECTION	SIDESWIPE OPPOSITE DIRECTION			W	HIT & RUN - UNKNOWN	NOT OBSERVED	DRIVER PREOCCUPIED	50	WEAVING
3	006D	97.95	7/22/2000	1645	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	SIDESWIPE OPPOSITE DIRECTION	SIDESWIPE OPPOSITE DIRECTION			W	HIT & RUN - UNKNOWN	NOT OBSERVED	DRIVER PREOCCUPIED	50	WEAVING
4	006D	97.95	6/30/2000	1805	PDO	OFF LEFT	AT INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	LIGHT / UTILITY POLE	LIGHT / UTILITY POLE			W	PICKUP TRUCK / UTILITY VAN W/TRL	NO IMPAIRMENT	NONE APPARENT	10	MAKING RIGHT TURN
5	006D	98.00	10/28/2002	0645	PDO	ON	AT INTERSECTION	1	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	WILD ANIMAL	WILD ANIMAL			E	UNKNOWN	NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT
6	006D	98.00	12/2/2002	1800	PDO	ON	NON-INTERSECTION RURAL	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	WILD ANIMAL	WILD ANIMAL			W	PASS CAR/VAN	NOT OBSERVED	NONE APPARENT	20	GOING STRAIGHT
7	006D	98.07	8/16/2003	1915	PDO	ON	NON-INTERSECTION RURAL	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	WILD ANIMAL	WILD ANIMAL			W	PICKUP TRUCK / UTILITY VAN W/TRL	NO IMPAIRMENT	NONE APPARENT	45	GOING STRAIGHT
8	006D	98.10	3/8/2002	0730	PDO	OFF RIGHT	NON-INTERSECTION RURAL	1	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	INVOLVING OTHER OBJECT	INVOLVING OTHER OBJECT			W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	35	GOING STRAIGHT
9	006D	98.16	1/23/2002	1020	FAT	OFF RIGHT	NON-INTERSECTION RURAL	1	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	NONE	EMBANKMENT	EMBANKMENT	OVERTURNING		W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	55	GOING STRAIGHT
10	006D	98.20	6/28/2000	0700	PDO	ON	NON-INTERSECTION RURAL	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	WILD ANIMAL	WILD ANIMAL			W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	45	GOING STRAIGHT
11	006D	98.20	4/11/2004	2055	PDO	ON	NON-INTERSECTION RURAL	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	WILD ANIMAL	WILD ANIMAL			W	PICKUP TRUCK / UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	55	GOING STRAIGHT
12	006D	98.20	6/8/2004	1950	PDO	OFF LEFT	NON-INTERSECTION RURAL	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	EMBANKMENT	EMBANKMENT			W	PICKUP TRUCK / UTILITY VAN W/TRL	NO IMPAIRMENT	DRIVER INEXPERIENCE	35	GOING STRAIGHT
13	006D	98.50	7/31/2004	2215	PDO	ON	NON-INTERSECTION RURAL	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	WILD ANIMAL	WILD ANIMAL			W	PASS CAR/VAN	UNKNOWN	NONE APPARENT	01	GOING STRAIGHT
14	006D	98.66	1/25/2001	0748	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL	BROADSIDE	BROADSIDE			S	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	10	GOING STRAIGHT
15	006D	98.66	2/16/2002	0935	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	BROADSIDE	BROADSIDE			W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	10	MAKING RIGHT TURN
16	006D	98.66	1/29/2002	0733	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL	REAR-END	REAR-END			S	PICKUP TRUCK / UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	25	GOING STRAIGHT
17	006D	98.70	1/10/2003	1650	PDO	ON	NON-INTERSECTION URBAN	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	INVOLVING OTHER OBJECT	INVOLVING OTHER OBJECT			E	PICKUP TRUCK / UTILITY VAN	UNKNOWN	NONE APPARENT	UK	GOING STRAIGHT
18	006D	98.73	7/23/2004	0717	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	BROADSIDE	BROADSIDE			S	PICKUP TRUCK / UTILITY VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	02	MAKING LEFT TURN

#	Hwy	MP	Date	Time	Sever-ity	Location	Road Description	# of Vehicles	Road Contour	Road Condition	Lighting	Weather	Accident Type	1st Accident Event	2nd Accident Event	3rd Accident Event	DIR	Vehicle Type	Driver Condition	Human Factors	Speed	Vehicle Movement
19	006D	98.90	8/29/2000	2139	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION			W	PASS CAR/VAN	UNKNOWN	DRIVER PREOCCUPIED	10	OTHER
20	006D	99.09	6/25/2003	0758	PDO	ON	NON-INTERSECTION URBAN	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	BROADSIDE	BROADSIDE			N	PICKUP TRUCK / UTILITY VAN	UNKNOWN	DRIVER PREOCCUPIED	05	MAKING U-TURN
21	006D	99.11	2/10/2003	1848	INJ	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	REAR-END	REAR-END			E	PASS CAR/VAN	UNKNOWN	NONE APPARENT	00	STOPPED IN TRAFFIC
22	006D	99.12	2/11/2003	2145	PDO	ON	NON-INTERSECTION URBAN	2	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION			E	PASS CAR/VAN	UNKNOWN	DRIVER INEXPERIENCE	20	GOING STRAIGHT
23	006D	99.13	3/8/2001	1836	PDO	ON	NON-INTERSECTION RURAL	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	PARKED MOTOR VEHICLE	PARKED MOTOR VEHICLE			E	PICKUP TRUCK / UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	01	BACKING
24	006D	99.15	5/19/2001	1715	PDO	ON	NON-INTERSECTION RURAL	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	PARKED MOTOR VEHICLE	PARKED MOTOR VEHICLE			W	HIT & RUN - UNKNOWN	UNKNOWN	UNKNOWN	UK	BACKING
25	006D	99.19	3/12/2000	1635	PDO	ON	NON-INTERSECTION RURAL	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	PARKED MOTOR VEHICLE	PARKED MOTOR VEHICLE			E	HIT & RUN - UNKNOWN	NOT OBSERVED	UNKNOWN	UK	BACKING
26	006D	99.19	2/7/2004	0000	PDO	ON	NON-INTERSECTION URBAN	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	NONE	PARKED MOTOR VEHICLE	PARKED MOTOR VEHICLE			W	PASS CAR/VAN	UNKNOWN	NONE APPARENT	UK	BACKING
27	006D	99.20	11/6/2002	1105	PDO	ON	AT INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	OTHER NON-COLLISION	OTHER NON-COLLISION	CURB		SE	PICKUP TRUCK / UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	10	MAKING RIGHT TURN
28	006D	99.20	2/28/2000	1902	INJ	ON	NON-INTERSECTION RURAL	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	PEDESTRIAN (ALL OTHER)	PEDESTRIAN (ALL OTHER)			W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	15	GOING STRAIGHT
29	006D	99.20	1/8/2003	1708	PDO	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	SLUSHY	DAWN OR DUSK	NONE	BROADSIDE	BROADSIDE			N	PASS CAR/VAN	ALCOHOL/DRUGS	DRIVER PREOCCUPIED	05	BACKING
30	006D	99.20	7/25/2002	1036	PDO	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	REAR-END	REAR-END			E	PASS CAR/VAN	UNKNOWN	UNKNOWN	00	STOPPED IN TRAFFIC
31	006D	99.20	1/15/2004	1755	PDO	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-GRADE	DRY	DARK-LIGHTED	UNKNOWN	APPROACH TURN	APPROACH TURN			E	PICKUP TRUCK / UTILITY VAN	UNKNOWN	NONE APPARENT	03	MAKING LEFT TURN
32	006D	99.20	1/12/2001	0940	PDO	ON	NON-INTERSECTION RURAL	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	NONE	PARKED MOTOR VEHICLE	PARKED MOTOR VEHICLE			W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	05	BACKING
33	006D	99.23	4/29/2000	1035	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	BROADSIDE	BROADSIDE			N	PICKUP TRUCK / UTILITY VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	05	STARTING IN TRAFFIC
34	006D	99.23	8/26/2000	2025	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	BROADSIDE	BROADSIDE			N	PASS CAR/VAN	ALCOHOL	DRIVER UNFAMILIAR W/AREA	05	MAKING LEFT TURN
35	006D	99.23	9/26/2000	1622	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	BROADSIDE	BROADSIDE			N	PASS CAR/VAN	UNKNOWN	UNKNOWN	UK	GOING STRAIGHT
36	006D	99.23	10/20/2000	1457	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	BROADSIDE	BROADSIDE			S	PICKUP TRUCK / UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT
37	006D	99.23	1/2/2001	1745	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DARK-LIGHTED	NONE	BROADSIDE	BROADSIDE			S	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	05	STARTING IN TRAFFIC
38	006D	99.23	2/12/2001	1547	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	BROADSIDE	BROADSIDE			S	PASS CAR/VAN	NO IMPAIRMENT	PHYSICAL DISABILITY	05	STARTING IN TRAFFIC
39	006D	99.23	3/29/2001	1530	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	BROADSIDE	BROADSIDE			N	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	25	MAKING LEFT TURN

#	Hwy	MP	Date	Time	Sever-ity	Location	Road Description	# of Vehicles	Road Contour	Road Condition	Lighting	Weather	Accident Type	1st Accident Event	2nd Accident Event	3rd Accident Event	DIR	Vehicle Type	Driver Condition	Human Factors	Speed	Vehicle Movement
40	006D	99.23	8/3/2002	1101	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	UNKNOWN	BROADSIDE	BROADSIDE			W	PASS CAR/VAN	UNKNOWN	DRIVER PREOCCUPIED	UK	GOING STRAIGHT
41	006D	99.23	3/2/2004	1605	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	BROADSIDE	BROADSIDE			N	PICKUP TRUCK / UTILITY VAN W/TRL	UNKNOWN	NONE APPARENT	05	MAKING LEFT TURN
42	006D	99.23	9/25/2004	2156	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	BROADSIDE	BROADSIDE			W	PASS CAR/VAN	UNKNOWN	DRIVER EMOTIONALLY UPSET	UK	GOING STRAIGHT
43	006D	99.23	11/17/2001	1446	INJ	ON	AT INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	REAR-END	REAR-END			N	PASS CAR/VAN	UNKNOWN	DRIVER PREOCCUPIED	UK	MAKING RIGHT TURN
44	006D	99.23	7/20/2003	1607	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	REAR-END	REAR-END			E	PICKUP TRUCK / UTILITY VAN	UNKNOWN	DRIVER PREOCCUPIED	05	GOING STRAIGHT
45	006D	99.23	9/10/2003	1100	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	REAR-END	REAR-END			W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	UK	BACKING
46	006D	99.23	4/6/2002	1030	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	FOG	SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION			S	PICKUP TRUCK / UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	25	MAKING LEFT TURN
47	006D	99.23	9/28/2001	1952	INJ	ON	RAMP	2	CURVE ON-GRADE	DRY	DAWN OR DUSK	NONE	SIDESWIPE OPPOSITE DIRECTION	SIDESWIPE OPPOSITE DIRECTION			S	HIT & RUN - UNKNOWN	NOT OBSERVED	DRIVER PREOCCUPIED	UK	MAKING RIGHT TURN
48	006D	99.23	2/18/2001	1726	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	APPROACH TURN	APPROACH TURN			W	PICKUP TRUCK / UTILITY VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	UK	MAKING LEFT TURN
49	006D	99.23	3/29/2002	0625	PDO	OFF RIGHT	AT INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	SIGN	SIGN			E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	10	GOING STRAIGHT
50	006D	99.23	10/26/2004	1616	PDO	OFF LEFT	AT INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	SIGN	SIGN			N	TRUCK GVW > 10K / BUSSES > 15 PEOPLE	UNKNOWN	DRIVER UNFAMILIAR W/AREA	05	MAKING LEFT TURN
51	006D	99.23	10/6/2001	1755	PDO	OFF LEFT	AT INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	OTHER FIXED OBJECT	OTHER FIXED OBJECT			W	PICKUP TRUCK / UTILITY VAN W/TRL	UNKNOWN	DRIVER UNFAMILIAR W/AREA	UK	MAKING LEFT TURN
52	006D	99.63	12/17/2001	1554	PDO	ON	AT INTERSECTION	3	STRAIGHT ON-GRADE	WET	DAYLIGHT	NONE	BROADSIDE	BROADSIDE	SIDESWIPE OPPOSITE DIRECTION		S	PICKUP TRUCK / UTILITY VAN	UNKNOWN	NONE APPARENT	UK	MAKING LEFT TURN
53	006D	99.63	12/18/2002	0739	PDO	ON	AT INTERSECTION	2	HILLCREST	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL	BROADSIDE	BROADSIDE			S	PICKUP TRUCK / UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	25	GOING STRAIGHT
54	006D	99.63	9/28/2003	0747	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	APPROACH TURN	APPROACH TURN			E	PASS CAR/VAN	UNKNOWN	DRIVER INEXPERIENCE	15	MAKING LEFT TURN
55	006D	99.65	6/27/2002	1742	PDO	OFF RIGHT	AT DRIVEWAY ACCESS	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	PEDESTRIAN (ALL OTHER)	PEDESTRIAN (ALL OTHER)			E	PICKUP TRUCK / UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT
56	006D	99.90	1/12/2004	0900	PDO	ON	AT INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	OTHER NON-COLLISION	OTHER NON-COLLISION			W	PICKUP TRUCK / UTILITY VAN	UNKNOWN	DRIVER INEXPERIENCE	15	MAKING LEFT TURN
57	006D	99.98	12/5/2003	1753	PDO	ON	NON-INTERSECTION URBAN	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	WILD ANIMAL	WILD ANIMAL			W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	40	GOING STRAIGHT

#	Hwy	MP	Date	Time	Sever-ity	Location	Road Description	# of Vehicles	Road Contour	Road Condition	Lighting	Weather	Accident Type	1st Accident Event	2nd Accident Event	3rd Accident Event	DIR	Vehicle Type	Driver Condition	Human Factors	Speed	Vehicle Movement
58	006D	100.00	1/4/2000	1829	PDO	ON	NON-INTERSECTION RURAL	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	WILD ANIMAL	WILD ANIMAL			W	PICKUP TRUCK / UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT
59	006D	100.00	3/16/2002	0300	PDO	ON	NON-INTERSECTION RURAL	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED	NONE	WILD ANIMAL	WILD ANIMAL			W	PASS CAR/VAN	NOT OBSERVED	NONE APPARENT	40	GOING STRAIGHT
60	006D	100.00	3/16/2002	0300	PDO	ON	NON-INTERSECTION RURAL	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED	NONE	WILD ANIMAL	WILD ANIMAL			W	PASS CAR/VAN	NOT OBSERVED	NONE APPARENT	55	GOING STRAIGHT
61	006D	100.10	9/27/2004	2035	PDO	ON	NON-INTERSECTION RURAL	1	STRAIGHT ON-LEVEL	WET	DARK-UNLIGHTED	NONE	WILD ANIMAL	WILD ANIMAL			W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	55	GOING STRAIGHT
62	006D	100.71	9/28/2002	1200	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	REAR-END	REAR-END			W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	55	GOING STRAIGHT
63	006D	101.20	1/22/2002	1145	INJ	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	REAR-END	REAR-END			W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	55	GOING STRAIGHT
64	006D	101.20	9/4/2001	1530	PDO	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	OVERTAKING TURN	OVERTAKING TURN			E	PICKUP TRUCK / UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	45	PASSING
65	006D	101.30	6/20/2000	2130	INJ	ON	NON-INTERSECTION RURAL	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	WILD ANIMAL	WILD ANIMAL			E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	55	GOING STRAIGHT
66	006D	101.50	10/23/2003	0555	PDO	ON	NON-INTERSECTION RURAL	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	WILD ANIMAL	WILD ANIMAL			W	PICKUP TRUCK / UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	45	GOING STRAIGHT
67	006D	101.50	10/7/2000	1630	PDO	OFF RIGHT	NON-INTERSECTION RURAL	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	EMBANKMENT	EMBANKMENT			W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	55	GOING STRAIGHT
68	006D	101.60	3/28/2003	1145	INJ	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	OVERTAKING TURN	OVERTAKING TURN	EMBANKMENT	OVERTURNING	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	70	PASSING
69	070A	99.8	38025	0300	PDO	ON	NON-INTERSECTION RURAL	1	STRAIGHT ON-LEVEL	SNOWY	DARK-UNLIGHTED	SNOW / SLEET / HAIL	WILD ANIMAL	WILD ANIMAL			W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	45	GOING STRAIGHT