High Hazardous Intersection Study – Final Report

Casper Metropolitan Planning Organization

Casper, Wyoming

SEH No. CASPW0802.00

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Appendix A Accident Data

High Hazardous Intersection Study – Final Report

Casper Metropolitan Planning Organization

1.0 Introduction

The Casper Metropolitan Planning Organization (MPO) contracted with SEH to evaluate and rank hazardous intersections throughout SEH investigated safety, geometric and operational characteristics of 26 intersections throughout Casper. The following summarizes the major tasks of this project:

- Identify existing intersection deficiencies;
- Analyze current accident patterns;
- Develop an intersection ranking system;
- Recommend accident mitigation strategies;
- Develop cost estimates for the recommendations; and
- Prioritize the intersection improvements based upon ranking.

2.0 **Project Description**

2.1 **Intersection Locations**

The top 26 intersections were identified by the Casper MPO based upon based historical intersection operations and available accident records as well as recommendations from the City staff. Figure 1 shows the approximate locations of these 26 intersections in relation to the City of Casper and are provided in tabular form in **Table 1**.

2.2 **Data Collection**

The following data were collected during this project:

- Digital photos of all approaches at each intersection including signing, striping, street lighting, and unique features;
- Intersection geometry;
- Intersection traffic control:

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- Speed limits on all legs of the intersections;
- Intersection sight distance;
- Intersection lighting;
- Driveways within 300 feet of the intersection; and
- Signs within 300 feet of the intersection.

The following data were provided by the City of Casper during this project:

- Peak hour turning movement volumes at each intersection;
- Peak hour signal timing information at each intersection;
- Daily volumes at or near many of the studied intersections;
- Approach speeds at many of the signalized intersections;
- Growth factor to adjust existing traffic volumes to Year 2028;
 and
- GIS data pertinent to each intersection including:
 - Aerial photography
 - Peak hour turning movement volumes at some intersections
 - Speed Limits

The following data were provided by the Wyoming Department of Transportation:

• Accident data from January 1, 2004 through December 31, 2007 for each intersection.

2.3 Analysis and Recommendations

A review of the existing field conditions and other various data collected and compiled was performed for each intersection. Future anticipated traffic levels and intersection needs were also evaluated based upon the potential growth factors provide by the Casper MPO. Based on this analysis, improvements were recommended at each intersection.

This report contains individual analysis for each intersection which includes the following:

- Written description of existing conditions, traffic volumes, accident history and improvement recommendations which are provided in Section 6 Recommendations, of this report; and
- Aerial photograph showing existing conditions which are provided at the end of this report.

2.3.1 Accident Analysis

Based upon the types of accidents that were encountered at each intersection, where possible, a specific countermeasure to reduce or

eliminate that type of accident was suggested. Countermeasures were also developed for correcting any existing deficiencies at the intersection based on established design criteria. **Table 2** contains a list of the types of accidents that were encountered at the studied intersections and countermeasures generally associated with this accident type. This table was utilized as a starting point, and each intersection was reviewed on a case by case basis using engineering judgment to determine if the countermeasure was appropriate for the encountered situation.

2.3.2 Recommendations

SEH has developed a short term and, in a few cases, long term recommendations that can be implemented or constructed to help improve the safety at the intersections. For the intersection prioritization and ranking, only the short term costs were utilized given the uncertainty with the funding stream for the improvements. These low cost and easily implemented short term solutions would mitigate the traffic problems or deficiencies identified at the intersections. However, there are intersections that exhibit few accidents and little congestion, therefore there are no readily identifiable deficiencies and no long term solutions were identified.

Short term improvements typically involve signing, striping, street lighting, signal timing modifications and other modifications which are relatively easy to implement via internal maintenance forces and within the limitations of existing maintenance budgets. They generally do not involve a major capital investment requiring earthwork or roadway widening, or require the use of contractors to design or construct the improvements.

Long term recommendations were developed for four of the 26 intersections. These long term recommendations included the addition of right-turn lanes at 2nd Street and Beverley Street, the installation of raised center median at 2nd Street and Walsh Drive and 15th Street and CY Avenue, and the removal of the unwarranted signal at 2nd Street and Sun Drive. The long term recommendations were assumed to be beyond the capabilities of the City of Casper maintenance forces to perform or maintenance budgets to absorb. These types of improvements generally need to be budgeted separately and often require the assistance of contractors to design and construct.

2.4 Cost Estimates

Typical costs were compiled for the short term and long term recommendations, and factors were applied to account for site specific items such as design speed and adjacent land uses. Cost estimates were developed utilizing Year 2007 dollars.

Prioritization Criteria 3.0

The Casper MPO identified nine evaluation criteria and SEH suggested six additional evaluation criteria that would be utilized to identify hazardous intersections. However, based upon the availability of data, this original list of 15 evaluation criteria was reduced down to These eight evaluation criteria were used to identify the hazardous intersections, and then to compare and rank recommended improvements for each of the 26 intersections. Each criterion has a numerical scale in order to compare and rank each intersection relative to each other. Each criterion also has a weighting factor based on perceived relative importance or priority ranging from 0.5 to 3.0.

These prioritization criteria, ranking scales, and weighting factor are described below.

Number of Accidents Per Year – [weighting factor = 2.0] 3.1

The following rating was assigned based upon the average number of accidents per year, over a four year period, at each intersection:

- 0 to 1 = 0 points
- 2 to 3 = 1 point
- 4 to 5 = 2 points
- 6 to 7 = 3 points
- 8 to 9 = 4 points
- 10 or greater = 5 points

The rating was then multiplied by the 2.0 weighting factor for the total score based on this criteria.

3.2 Accident Severity - Property Damage (PDO), Injury (INJ), Fatal (FAT) – [weighting factor = 3.0]

For each intersection, the property damage only (PDO), injury, and fatal accidents that are intersection related and correctable by traffic engineering means have been identified. Then, depending on the accident type shown below, each individual accident was assessed points based upon the following point system.

- Property Damage Only (PDO) 0.50 point
- Injury (INJ) -5.0 points
- Fatal (FAT) -15.0 points

An unweighted total aggregate score for each intersection was assigned by summing the points for each accident at that intersection. For example, if there were 2 INJ accidents at an intersection and 3 PDO, the intersection would received a score of 2(5) + 3(.5) = 11.5

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The following rating was assigned based upon the total aggregate score at each intersection:

- 0 to 19.5 = 1 point
- 20 to 29.5 = 2 points
- 30 to 39.5 = 3 points
- 40 to 49.5 = 4 points
- 50 or greater = 5 points

The rating was then multiplied by the 3.0 weighting factor for the total score based on this criteria.

3.3 Congestion – [weighting factor = 2.0]

Level of Service (LOS) of the intersection was utilized to determine the congestion prioritization criteria. Morning and evening peak period turning movement counts were collected for all 26 intersections and the resulting peak hour levels of service were calculated using Synchro (version 7) software based on the <u>Highway Capacity</u> Manual¹.

The following rating was assigned for LOS at each intersection:

- LOS A or B = 0 points
- LOS C = 2 points
- LOS D = 3 points
- LOS E or F = 5 points

The rating was then multiplied by the 2.0 weighting factor for the total score based on this criteria.

3.4 Sight Distance – [weighting factor = 1.0]

Each intersection was reviewed and scored for conformance to design criteria for sight distance. The intersections were then rated on a 1 to 5 scale as follows:

Any value between 1 point and 5 points, with 1 point = Minimal Discrepancies, 5 points = Major Discrepancies

3.5 Volume / Capacity Ratio (V/C) – [weighting factor = 2.0]

Morning and evening peak period turning movement counts were evaluated at all 26 intersections, and the resulting volume to capacity ratio was calculated using Synchro (version 7) software based on the *Highway Capacity Manual*. The following rating was assigned for the calculated volume to capacity ratio at each intersection:

<u>Highway Capacity Manual - Special Report 209</u>. Transportation Research Board. National Research Council. 2000.

- V/C 0.50 or less = 1 point
- V/C 0.51 to 0.79 = 2 points
- V/C 0.80 to 0.89 = 3 point s
- V/C 0.90 to 0.99 = 4 point s
- V/C 1.00 or greater = 5 points

The rating was then multiplied by the 2.0 weighting factor for the total score based on this criteria.

3.6 Driver Expectancy – [weighting factor = 0.5]

Each intersection was reviewed to determine if the operation or design of the intersection was in any way different than a typical intersection. If a driver encounters an intersection that is designed differently and the driver is unfamiliar with that intersection, it can lead to an increase in accidents.

Any value between 1 point and 5 points, with 1 point = Minimal Discrepancies, 5 points = Major Discrepancies

The rating was then multiplied by the 0.5 weighting factor for the total score based on this criteria.

3.7 Information System Deficiencies – [weighting factor = 0.5]

Each intersection was reviewed to determine if the signing and striping at the intersection was appropriate and provide drivers with the information to safely traverse through the intersection to their destination. The following types of items were reviewed:

- Street name signs
- Lane usage signs
- Intersection lane striping
- Guide/Way finding signs
- Sign Clutter

Any value between 1 point and 5 points, with 1 point = Minimal Discrepancies, 5 points = Major Discrepancies

The rating was then multiplied by the 0.5 weighting factor for the total score based on this criteria.

3.8 Constructability Cost Analysis – [weighting factor = 1.0]

The Constructability Cost methodology is based on the estimated cost of the short term improvements recommended. With the limited funding availability, projects with cheaper short term solutions allow more funding availability for other intersection improvements than projects with more costly solutions. Therefore, projects with cheaper

short term solutions received a higher score than projects with a higher construction cost total.

The following rating was assigned for Constructability Cost at each intersection:

- \$6,000 or more = 1 point
- \$4,500 to \$5,999 = 2 points
- \$3,000 to \$4,499 = 3 point s
- \$1,500 to \$2,999 = 4 point s
- \$0 to \$1,499 = 5 points

3.9 Intersection Prioritization Ranking

Based on the above methodology, all intersections were given an evaluation score for each of the eight criteria. Scores for each criterion were weighted and combined for a total score. Intersections were then ranked based on the total score, with the highest score given the highest ranking. **Table 3** shows the final evaluation matrix and rankings of all intersections evaluated in this study.

4.0 Future Intersection Analysis Procedures

Based upon the Intersection Prioritization Ranking developed through this process, the Casper MPO will have the ability to duplicate the same efforts in subsequent years utilizing City of Casper or MPO staff. While this report has provided a generalized discussion towards how the Intersection Prioritization Ranking has been developed the following discussion will provide a more specific approach along with a timeline such that any member of the City of Casper or MPO staff could implement and develop a yearly Intersection Prioritization Ranking.

4.1 Data Requirements

At a minimum, the City of Casper or MPO staff will need to obtain the following information:

4.1.1 Yearly Intersection Accident Records

Yearly accident records are available from the Wyoming Department of Transportation in April of the year following the study year. Hence, if one was looking for Year 2008 data, one would need to contact WYDOT in April 2009 and request the records. This data will help to determine the number, type, severity and other specifics of each accident in the study year.

4.1.2 Peak Hour Intersection Turning Movement Counts

Peak hour intersection turning movement count data will need to be current within a year of the study year. This data will help to determine the LOS at the intersection as well as if there is potential congestion or queuing issues. Current timing plans for each intersection is needed to calculate intersection LOS, congestion and potential queuing issues

4.1.3 Twenty-Four Hour Approach Volume and Speed Data on all Legs of the Intersection

Twenty-four hour approach volume and speed count data will be utilized to determine the overall capacity of the intersection, will help with the calculation of an accident rate for the intersection, and will determine if there are any speeding or potential signal clearance interval issues.

4.1.4 Intersection Field Study Data

This includes:

- Intersection geometry;
- Intersection traffic control;
- Turn bay lengths;
- Speed limits on all legs of the intersections;
- Intersection sight distance;
- Intersection lighting;
- Driveways within 300 feet of the intersection;
- Signs within 300 feet of the intersection;
- Review of the intersection for conformance to current design standards; and
- Review of the intersection for any conditions that would result in a change in driver expectancy such as curves, limited sight distance, blind driveways, and grade changes.

4.2 Data Analysis

Once all of the above data has been obtained, the analysis of intersection can begin.

4.2.1 Yearly Intersection Accident Records

The yearly accident records will need to be reviewed for each study intersection and refined to determine the following:

- Number of accidents by type, by severity and total;
- Mitigating circumstances for each accident; and
- Time of day for each accident.

Determination whether accidents occurred during daylight hours would be the first step in time of day analysis. It may also be

beneficial to refine the analysis down to actual time of day to identify any specific trends.

The goal of this exercise to determine if there are any trends to the accident patterns at the intersections so that a possible list of solutions can be developed.

4.2.2 Peak Hour Intersection Turning Movement Counts

These traffic volumes will need to be entered into Synchro or HCM software to calculate a corresponding peak hour LOS. The LOS will help to indicate if there is a capacity issue at the intersection as a whole as well as for individual movements. In addition, if the current timing plan for the intersection is available, then a determination of approximate queue lengths can be developed to determine if a change in the signal timing could help to alleviate any of the accidents that were identified in the previous step.

4.2.3 Twenty-Four Hour Approach Volumes on all legs of the Intersection

The twenty-four hour approach volume data will be utilized to determine the overall capacity of the intersection, and is also essential to determine the overall accident rate for the intersection. The accident rate is stated in terms of "accidents per million vehicles" for intersections. Once the accident rate has been calculated for multiple intersections these intersections can then be ranked in descending order by accident rate.

4.2.4 Twenty-Four Hour Approach Speed Data on all Legs of the Intersection

The twenty-four hour approach speed data will be utilized to determine if there is any speeding occurring at the intersection, and will also help to determine if the yellow and all-red clearance intervals in the timing plans need to be modified. If there are multiple rear-end accidents at an intersection, the yellow and all-red clearance intervals may need modification, especially if the speed data indicates that there is a difference between the posted and the 85th percentile speed at the intersection.

4.2.5 Intersection Field Study Data

The intersection field study data will be utilized in multiple analyses. The intersection geometry, turn bay lengths and speed limit will be utilized to determine the LOS, queuing and capacity of the study intersections. The remaining data will be analyzed and reviewed to determine if any of the elements are an underlying reason behind accidents at the intersection. For example, multiple broadside accidents in the same directions could indicate a sight distance issue that could be rectified with tree trimming or the posting of a "No Turn

on Red" sign. Furthermore, the data retrieved during the intersection field study will be utilized to determine driver expectancy and design conformance rankings.

4.3 Solution Development

The first step should be to develop a preliminary list of mitigation measures based on **Table 2 – Countermeasures for Intersection Deficiencies.** These countermeasures were utilized as a starting point in this accident analysis; therefore each intersection should be reviewed using engineering judgment to determine the appropriate countermeasure for the traffic safety issue. While previously mentioned data and processes are useful in some cases, there may not be a viable mitigation measure that would reduce the number of accidents at the intersection. An annual review of the accident history would help determine if there was an anomaly that occurred or if an accident pattern exists.

4.4 Utilization of GIS

The GIS data compiled during this initial process can be exported into an Excel or Access database. The benefit of this is that all of the information can then be imported into the City's GIS database and specifically referenced to each intersection. The available data can then be easily reviewed by the City of Casper or MPO staff on a yearly basis to determine what further data might be required in the future to help with the safety analysis.

5.0 Conclusions

5.1 Pedestrian Countdown Signals

Given the effectiveness of pedestrian countdown heads at intersections that experience a combination of heavy pedestrian and vehicle trips, the 26 selected intersections were evaluated for the installation of pedestrian countdown heads. Based upon the results of the field study as well as the knowledge that pedestrian countdown heads have been found to enhance the safety and efficiency of pedestrian movements at signalized intersections, the following intersections should be converted to pedestrian countdown signal heads:

- 12th Street at Beverley Street;
- 2nd Street at McKinley Street;
- 2nd Street at Conwell Street; and
- 12th Street at Country Club Road.

Furthermore, it is recommended that future traffic signal instillations include specifications for pedestrian countdown heads. Additionally, it is recommended that when funding becomes available all pedestrian

heads be converted to countdown heads, especially in the downtown area.

5.2 Intersections

The results of the accident analysis indicate that with the implementation or construction of the short term recommendations, accidents should be reduced. Furthermore, each of the short term recommendations can be implemented or constructed for less than \$12,000, with the majority of the improvements less than \$1,000. The cost for the implementation or construction of all of the short term solutions combined is less than \$70,000. Additionally, there were only four intersections which required a long term recommendation to help reduce accidents at the intersections. These long term recommendations include the following:

- 2nd Street and Beverley Street Addition of right turn lanes on all legs of the intersection at an estimated cost of \$500,000;
- 2nd Street and Walsh Drive Installation of raised center median on the east leg of 2nd Street at an estimated cost of \$65,000;
- 15th Street and CY Avenue Installation of raised center median along CY Avenue at an estimated cost of \$65,000; and
- 2nd Street and Sun Drive Removal of the unwarranted signal at 2nd Street and Sun Drive at an estimated cost of \$7,500.

While these long term solutions were developed with the assistance of SEH, using the analysis procedures provided within this report, the City of Casper or MPO can develop a list of high accident intersections for evaluation and perform that evaluation with the utilization of City staff on a yearly basis.

6.0 Recommendations

6.1 Intersection 1: 2nd Street & Beverly Street

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound Westbound		Northbound	Southbound		
4	2nd	Street	Beverly Street			
Traffic Control	Sią	gnal	Sig	nal		
Right Turn on Red	Yes	Yes	Yes	Yes		
Left Turn Phase	pm/pt	pm/pt	pm/pt	pm/pt		
Lanage	L, T, TR	L, T, TR	L, T, TR	L, T, TR		
Speed Limit (MPH)	30	30	30	30		
Marked Crosswalks	Yes	Yes	Yes	Yes		
Ped Signal Heads	For crossing	g all legs				
Ped Push Buttons	For crossing all legs					
Street Lights	All corners					
On-Street Parking	West side of Beverly Street					
Grades None						

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	12	15%
Left Turn	14	17%
Rear End	43	52%
Sideswipe	6	7%
Right Turn	3	4%
Head On	2	2%
Pedestrian	1	1%
Other	1	1%
Total	82	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	59	72%
Injury	23	28%
Fatality	0	0%
Total	82	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	63	77%
Dark Lighted	15	18%
Dark Unlighted	3	4%
Dawn or Dusk	1	1%
Total	82	100%

A total of 31 injuries resulted from the 23 injury accidents.

Rear end accidents make up the majority of accidents at the intersection, which is not uncommon for signalized intersections. They occurred on all

approaches, with the majority occurring on the eastbound and westbound approaches. More than half of the left turn accidents occurred during the mid-day and evening peak traffic periods; primarily involving westbound to southbound left turns. Roughly one third of the angle collisions occurred during peak traffic periods.

Recommended Improvements

Short Term

Recommendation:

Install a 4-section left turn signal head to allow for protected left turn phasing during the peak hours and protected / permissive phasing at all other times. In addition, the clearance times need to be updated to reflect traffic speeds. Based on current speeds, the northbound and westbound through yellow times are too short; in addition the all red times for left turns are too long. Recommended clearance times are shown in the table below, along with existing clearance times. As a result of adding the protected left turn phases, retiming of the signals in this corridor will be necessary to provide adequate operation at the intersections and to maintain coordination.

Movement	Exis	sting	Recommended			
Movement	Yellow	All Red	Yellow	All Red		
EBL	3.0	2.0	3.0	1.0		
EBT	3.3	2.0	3.4	1.8		
WBL	3.0	2.0	3.0	1.0		
WBT	3.3	2.0	3.7	1.6		
NBL	3.0	2.0	3.0	1.0		
NBT	3.4	2.0	3.6	1.4		
SBL	3.0	2.0	3.0	1.0		
SBT	3.4	2.0	3.4	1.6		

Resulting Safety Improvements:

- Left Turns: Peak hour left turn accidents are expected to be eliminated as a result of the protected phasing to be implemented during peak hours.
- Angle Collisions: Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the occurrence of conflicting traffic in the intersection.
- Rear End: Proper clearance times will allow vehicles to safely clear the intersection and discourage late entry into the intersection. This will reduce the need for motorists to come to sudden stops or try to beat the light.

Long Term

Recommendation:

Construct new right turn lanes for all approaches. The addition of right-turn lanes is needed to help improve operations at the intersection because it is currently operating at capacity. To provide the needed capacity of the right turn lane while not increasing the distance that pedestrians are required to cross the street, right turn bypass islands could be included in the design.

Intersection and Critical	Existing Conditions			With Protected Left Turns With Separate Right Turn Lanes & Protected Left Turn								
Movements	AM Peak Hour PM Peak Hour		AM Peak Hour PM Peak Hour			AM Peak Hour		PM Peak Hour				
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
2nd Street & Beverly Street	49.0	D	203.1	F	47.3	D	190.4	F	35.0	С	83.5	F
Eastbound Left	19.3	В	266.0	F	95.5	F	320.0	F	63.6	Ε	140.9	F
Eastbound Through	-	-	-	-	-	-	-	-	26.7	C	84.0	F
Eastbound Through + Right	20.7	С	247.6	F	25.6	С	146.9	F	-	-	-	-
Eastbound Right	-	-	-		-	-	-	-	22.0	O	27.0	O
Westbound Left	17.7	В	140.9	F	50.1	D	310.2	F	52.0	D	179.7	F
Westbound Through	-	-	-	-	-	-	-	-	30.0	С	65.6	Е
Westbound Through + Right	92.2	F	258.3	F	47.7	D	190.6	F	-	-	-	-
Westbound Right	-	-	-	-	-	-	-	-	24.0	C	33.5	C
Northbound Left	22.1	С	18.5	В	82.5	F	311.8	F	50.3	D	177.4	F
Northbound Through	-	-	-	-	-	-	-	-	42.7	D	42.5	D
Northbound Through + Right	42.2	D	29.1	C	51.4	D	44.5	D	-	-	-	-
Northbound Right	-	-	-	-	-	-	-	-	26.7	C	35.2	D
Southbound Left	24.1	С	16.8	В	100.0	F	93.0	F	59.3	Ε	66.0	Ε
Southbound Through	-	-	-	-		-	-	-	34.5	С	116.2	F
Southbound Through + Right	24.5	С	219.6	F	33.1	С	257.0	F		-	-	-
Southbound Right	-	-	-	-	-	-	-	-	30.5	С	76.6	Ε

Resulting Safety Improvements:

• Rear End: The addition of right turn lanes will increase the capacity of the intersection by separating the turning traffic from through traffic, allowing through traffic to flow freely without slowing or waiting for right turning traffic, as well as provide additional capacity at the intersection.

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6.2 Intersection 2: 2nd Street & Walsh Drive

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound Westbound		Northbound	Southbound	
4	2nd	Street	Walsh Drive		
Traffic Control	Sią	gnal	Signal		
Right Turn on Red	Yes	Yes	Yes	Yes	
Left Turn Phase	pm/pt	pm/pt	pm/pt	pm/pt	
Lanage	L, T, TR L, T, TR		L, T, R	L, TR	
Speed Limit (MPH)	30	30	30	30	
Marked Crosswalks	Yes	Yes	Yes	Yes	
Ped Signal Heads	For crossing	g all legs			
Ped Push Buttons	For crossing	g all legs			
Street Lights	NW, SE, SW corners				
On-Street Parking	None				
Grades	2nd Street runs uphill from west to east				

During the field investigation, it appeared that the accesses on the northeast side of the intersection might be causing back ups as motorist wait to turn into or out of the local business. It would be beneficial to construct raised medians on 2^{nd} Street restricting the accesses to right-in/right-out.

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	3	5%
Left Turn	13	23%
Rear End	40	70%
Sideswipe	1	2%
Right Turn	0	0%
Head On	0	0%
Pedestrian	0	0%
Other	0	0%
Total	57	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	42	74%
Injury	15	26%
Fatality	0	0%
Total	57	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	43	75%
Dark Lighted	13	23%
Dark Unlighted	1	2%
Dawn or Dusk	0	0%
Total	57	100%

A total of 21 injuries resulted from the 15 injury accidents.

Rear end accidents make up the majority of accidents at the intersection, but this is not uncommon for signalized intersections. Rear end accidents occurred on all approaches, however, 90 percent occurred on the eastbound and westbound approaches. More then 75 percent of the left turn accidents occurred during the mid-day and evening peak traffic periods, and more than half of these involved westbound to northbound left turns.

Recommended Improvements

Short Term

Recommendation:

Make the westbound / eastbound left turn phases protected during peak hours through the use of 4-section left turn signal heads. In addition, the clearance times need to be updated to reflect traffic speeds. Recommended clearance times are shown in the table below, along with existing timings. As a result of adding the protected left turn phases, retiming of the rest of the corridor signals may be needed to maintain coordination.

Movement	Existing		Recommended	
Movement	Yellow	All Red	Yellow	All Red
EBL	3.0	2.0	3.0	1.0
EBT	3.3	2.0	3.6	1.4
WBL	3.0	2.0	3.0	1.0
WBT	3.3	2.0	3.1	1.7
NBL	3.0	2.0	3.0	1.0
NBT	3.4	2.0	3.0	1.0
SBL	3.0	2.0	3.0	1.0
SBT	3.4	2.0	3.4	1.0

Resulting Safety Improvements:

- Left Turns: Left turn accidents involving westbound and eastbound left turns are expected to be eliminated as a result of the protected phasing that is recommended to be implemented during peak hours.
- Angle Collisions: Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the occurrence of conflicting traffic in the intersection.
- Rear End: Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the need for motorist to come to sudden stops or try to beat the light.

Long Term

Recommendation:

Construct a raised median on the east leg of 2nd Street, which will result in right-in/right-out access on this leg of the intersection. In addition, this will eliminate conflicting turning movements and traffic back ups from motorists turning left in the accesses adjacent to the intersection.

6.3 Intersection 3: 2nd Street & Forest Drive

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound	Southbound
4	2nd Street		Forest Drive	
Traffic Control	Się	gnal	Sig	gnal
Right Turn on Red	Yes	Yes	Yes	Yes
Left Turn Phase	pm/pt	pm/pt		
Lanage	L, T, TR	L, T, TR	LTR	LT, R
Speed Limit (MPH)	30	30	30	30
Marked Crosswalks	Yes	Yes	Yes	Yes
Ped Signal Heads	For crossing all legs			
Ped Push Buttons	All corners for crossing 2nd Street			
Street Lights	All corners			
On-Street Parking	South leg of Forest Drive on both sides			S
Grades	2nd Street r	uns uphill fro	m west to eas	st

Note: A local access exists on the southeast corner immediately south of the intersection

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	6	14%
Left Turn	5	11%
Rear End	30	68%
Sideswipe	1	2%
Right Turn	1	2%
Head On	0	0%
Pedestrian	0	0%
Other	1	2%
Total	44	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	28	64%
Injury	16	36%
Fatality	0	0%
Total	44	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	40	91%
Dark Lighted	3	7%
Dark Unlighted	1	2%
Dawn or Dusk	0	0%
Total	44	100%

A total of 28 injuries resulted from the 16 injury accidents.

There are more rear end accidents in the westbound direction than eastbound, which could be due to the down grade for westbound traffic.

Recommended Improvements

Short Term

Recommendation:

Eliminate the westbound left turn phase as it is not warranted based on volumes. The removal of the left turn phase will allow more time for eastbound through traffic, improve the level of service, and possibly reduce accidents. In addition, the clearance times need to be updated to reflect traffic speeds. Recommended clearance times are shown in the table below, along with existing timings.

Movement	Existing		Recommended	
Movement	Yellow	All Red	Yellow	All Red
EBL	4.0	1.0	3.0	1.0
EBT	3.4	1.4	3.4	1.6
WBL	4.0	1.0	-	-
WBT	3.4	1.4	3.4	1.6
NBT	3.4	1.9	3.0	1.0
SBT	3.4	1.9	3.0	1.0

Resulting Safety Improvements:

- Angle Collisions: Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the occurrence of conflicting traffic in the intersection.
- Rear End: Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the need for motorists to come to sudden stops or try to beat the light.

Long Term

Recommendation:

No suggested improvements.

6.4 Intersection 4: 15th Street & CY Avenue

Existing Conditions

Description / Issues

# of Legs	Northeastbound	Southwestbound	Northbound
3	CY A	venue	15th Street
Traffic Control	Fı	ee	Stop
Lanage	T, TR	LT, T	L, R
Speed Limit (MPH)	30	30	30
Marked Crosswalks	Yes	No	No
Street Lights	SE corner		
On-Street Parking	None		
Grades	None		

Note: 15th St curves at CY Ave to make a perpendicular intersection

Accidents (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	1	3%
Left Turn	17	57%
Rear End	10	33%
Sideswipe	1	3%
Right Turn	0	0%
Head On	1	3%
Pedestrian	0	0%
Other	0	0%
Total	30	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	25	83%
Injury	5	17%
Fatality	0	0%
Total	30	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	26	87%
Dark Lighted	4	13%
Dark Unlighted	0	0%
Dawn or Dusk	0	0%
Total	30	100%

A total of nine injuries resulted from the 5 injury accidents.

Most of the rear end accidents are on the southwestbound approach of CY Avenue. A significant portion of these occurred during peak hours and could be a result of traffic backups from the CY Avenue / Poplar Street

intersection. The left turn accidents are evenly split up between traffic turning onto and off of 15th Street.

Recommended Improvements

Short Term

Recommendation:

Prohibit left turns on CY Avenue and 15th Street with signing.

Resulting Safety Improvements:

- Left Turns: Prohibiting left turns will discourage motorists from making left turns and reduce left turn accidents.
- Rear End: Prohibiting left turns will discourage motorists from making left turns onto and off of CY Avenue. This will reduce rear end accidents involving westbound vehicles stopped on CY Avenue waiting to turn left onto to 15th Street.

Long Term

Recommendation:

Construct a raised median on CY Avenue to prevent left turns onto and off of 15th Street. This will make the intersection right-in/right-out, and eliminate all left turn and angle collision accidents.

Resulting Safety Improvements:

- Left Turns: The raised median will eliminate all left turns at this intersection.
- Rear End: The raised median will prevent motorist form making left turns onto and off of CY Avenue. This will eliminate any rear end accidents involving southwestbound vehicles stopped on CY Avenue waiting to make a left onto to 15th Street.

6.5 Intersection 5: 1st Street & McKinley Street

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound	Southbound
4	1st S	Street	McKinle	ey Street
Traffic Control	Fr	ee	St	юр
Lanage	LT, TR	LT, TR	LTR	LTR
Speed Limit (MPH)	30	30	30	30
Marked Crosswalks	No	No	No	No
Street Lights	SW corner			
On-Street Parking	Both sides of McKinley Street and 1st Street			
Grades	1st Street slopes up from west to east			

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	11	44%
Left Turn	9	36%
Rear End	3	12%
Sideswipe	0	0%
Right Turn	0	0%
Head On	0	0%
Pedestrian	0	0%
Other	2	8%
Total	25	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	21	84%
Injury	4	16%
Fatality	0	0%
Total	25	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	20	80%
Dark Lighted	0	0%
Dark Unlighted	4	16%
Dawn or Dusk	1	4%
Total	25	100%

A total of five injuries resulted from the 4 injury accidents.

Most of the accidents involved vehicles crossing or turning onto 1st Street. All but one of the left turn accidents involve northbound to westbound left turns. Approximately half of the angle collisions and left turn accidents occurred during the evening peak period.

Recommended Improvements

Short Term

Recommendation:

Prohibit on-street parking on 1st Street to guarantee sight distance for motorists on McKinley Street. Prohibiting on-street parking will make it possible to re-stripe 1st Street to include a left turn lane.

To determine the amount of parking to prohibit on 1st Street, SEH consulted the AASHTO "Green Book"² to determine the appropriate amount of sight distance to provide for the motorist stopped on McKinley Street. The intersection sight distance was determined based on the sight triangles contained in Exhibit 9-50 and a speed limit of 30 MPH. AASHTO assumes that the driver's eye is 18' from the flow line of 1st Street which results in the following recommendations:

- **Upstream Parking Prohibition.** The parking upstream (to the left of the stopped motorist) needs to be prohibited 120' from the flow line of McKinley Street.
- **Downstream Parking Prohibition.** The parking downstream (to the right of the stopped motorist) needs to be prohibited 140' from the flow line of McKinley Street.

If the motorist is assumed to stop at the flow line, the driver's eye would be closer to 10' from the flow line rather then the 18' assumed by AASHTO. This assumption would result in the following recommendations:

- **Upstream Parking Prohibition.** The parking upstream (to the left of the stopped motorist) needs to be prohibited 85' from the flow line of McKinley Street.
- **Downstream Parking Prohibition.** The parking downstream (to the right of the stopped motorist) needs to be prohibited 95' from the flow line of McKinley Street.

The length of the left turn lane to be marked on 1st Street could vary between 40' and 60' with a bay taper of 8:1.

Resulting Safety Improvements:

- Left Turn: The addition of left turn lanes will provide a refuge for left turning traffic, and allow them to wait for gaps in traffic. This will also help motorists on McKinley Street to determine which vehicles are tuning left off of 1st Street and which are going straight through the intersection.
- Angle Collisions: Improved sight distance will allow motorists to better see vehicles on 1st Street.

Short Elliott Hendrickson Inc.

A Policy on Geometric Design of Highways and Streets. American Association of State Highway and Transportation Officials. 2004.

Long Term Recommendation:

No suggested improvements.

6.6 Intersection 6: 12th Street & Beverly Street

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound	Southbound
4	12th Street		Beverly Street	
Traffic Control	Sią	gnal	Signal	
Right Turn on Red	Yes	Yes	Yes	Yes
Left Turn Phase	pm/pt	pm/pt	pm/pt	pm/pt
Lanage	L, T, TR	L, T, TR	L, T, TR	L, T, TR
Speed Limit (MPH)	30	30	30	30
Marked Crosswalks	Yes Yes		Yes	Yes
Ped Signal Heads	For crossing all legs			
Ped Push Buttons	For crossing all legs			
Street Lights	All corners			
On-Street Parking	None			
Grades	None			

Note: There is a school zone on the north leg of Beverly Street with a 20 MPH speed limit during school hours.

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	12	25%
Left Turn	13	27%
Rear End	12	25%
Sideswipe	3	6%
Right Turn	1	2%
Head On	3	6%
Pedestrian	3	6%
Other	1	2%
Total	48	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	34	71%
Injury	14	29%
Fatality	0	0%
Total	48	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	36	75%
Dark Lighted	12	25%
Dark Unlighted	0	0%
Dawn or Dusk	0	0%
Total	48	100%

A total of 17 injuries resulted from the 14 injury accidents.

Approximately half of the angle collisions occurred when it was dark. Morning eastbound left turn accidents account for roughly one quarter of the total left turn accidents. Evening southbound left turn accidents make up another quarter of all the left turn accidents.

Recommended Improvements

Short Term

Recommendation:

Make all left turn phases protected during the peak hours. As a result of adding the protected left turn phases, retiming of the signals in this corridor will be necessary to provide adequate operation at the intersections and to maintain coordination. In addition, the clearance times need to be updated to reflect traffic speeds. Recommended clearance times are shown in the table below along with existing timings. Finally, an after school signal timing plan should be developed based on after school traffic volumes.

Movement	Existing		Recommended	
Movement	Yellow	All Red	Yellow	All Red
EBL	3.0	2.0	3.0	1.0
EBT	3.4	1.9	3.3	1.8
WBL	3.0	2.0	3.0	1.0
WBT	3.4	1.9	3.4	1.6
NBL	3.0	2.0	3.0	1.0
NBT	3.3	1.9	3.3	1.9
SBL	3.0	2.0	3.0	1.0
SBT	3.2	1.9	3.1	1.8

Resulting Safety Improvements:

- Left Turns: Left turn accidents are expected to be eliminated as a result of the protected phasing during peak hours.
- Angle Collisions: Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the occurrence of conflicting traffic in the intersection.
- Rear End: Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the need for motorists to come to sudden stops or try to beat the light.

Long Term

Recommendation:

No suggested improvements.

6.7 Intersection 7: 2nd Street & Country Club Road

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound
3	2nd	Street	Country Club
Traffic Control	Sig	gnal	Signal
Right Turn on Red	Yes	-	Yes
Left Turn Phase		pm/pt	
Lanage	T, TR	L, T, T	L, R
Speed Limit (MPH)	30	30	30
Marked Crosswalks	Yes Yes		Yes
Ped Signal Heads	For crossing all legs		
Ped Push Buttons	All corners for crossing 2nd Street		
Street Lights	NW, SW, SE corners		
On-Street Parking	None		
Grades	West leg runs uphill west to east, south leg runs downhill south to north		

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	0	0%
Left Turn	9	25%
Rear End	24	67%
Sideswipe	2	6%
Right Turn	0	0%
Head On	0	0%
Pedestrian	0	0%
Other	1	3%
Total	36	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	31	86%
Injury	5	14%
Fatality	0	0%
Total	36	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	31	86%
Dark Lighted	4	11%
Dark Unlighted	0	0%
Dawn or Dusk	1	3%
Total	36	100%

A total of six injuries resulted from the five injury accidents.

Rear end accidents dominate the intersection, but this is not uncommon for signalized intersections. The number of rear end accidents on the northbound approach is noticeably less than the other two approaches. Most of the left turn accidents involved eastbound through traffic. All left turn accidents occurred in the middle of the day.

Recommended Improvements

Short Term

Recommendation:

Trim the tree on the east side of the south leg so that the lane control sign is clearly visible. Make the westbound left turn phase protected during peak hours. In addition, the clearance times need to be updated to reflect traffic speeds. Recommended clearance times are shown in the table below along with existing timings. As a result of adding the protected left turn phase, retiming of the rest of the corridor signals may needed to maintain coordination.

Movement	Existing		Recommended	
Movement	Yellow	All Red	Yellow	All Red
EBT	3.1	1.8	3.0	2.1
WBL	3.0	2.0	3.0	1.0
WBT	3.1	1.8	3.4	1.4
NB	3.0	2.0	3.0	1.0

Resulting Safety Improvements:

- Left Turns: Left turn accidents involving westbound left turns are expected to be eliminated as a result of the protected phasing during peak hours.
- Rear End: Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the need for motorists to come to sudden stops or try to beat the light.

Long Term

Recommendation:

No suggested improvements.

CASPW0802.00

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6.8 Intersection 8: 1st Street & Jackson Street

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound	Southbound
4	1st Street		Jackson Street	
Traffic Control	Free		Stop	
Lanage	LT, TR	LT, TR	LTR	LTR
Speed Limit (MPH)	30	30	30	30
Marked Crosswalks	No	No	Stop Bar only	
Street Lights	NW corner			
On-Street Parking	Both sides of Jackson Street and 1st Street			
Grades	None			

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	14	56%
Left Turn	5	20%
Rear End	1	4%
Sideswipe	2	8%
Right Turn	0	0%
Head On	1	4%
Pedestrian	1	4%
Other	1	4%
Total	25	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	20	80%
Injury	5	20%
Fatality	0	0%
Total	25	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	24	96%
Dark Lighted	0	0%
Dark Unlighted	0	0%
Dawn or Dusk	1	4%
Total	25	100%

A total of six injuries resulted from the five injury accidents.

Most of the accidents involve vehicles crossing or turning onto 1^{st} Street. In addition, almost three quarters of the accidents involve westbound traffic.

Trees along 1st Street combined with the horizontal curvature of 1st Street cause some sight distance issues. The large number of westbound accidents suggests that speeding may be a problem.

Recommended Improvements

Short Term

Recommendation:

Re-stripe 1st Street to include left turn lanes in both directions. Prohibit onstreet parking on 1st Street to accommodate new left turn lanes.

To determine the amount of parking to prohibit on 1st Street, SEH consulted the AASHTO "Green Book" to determine the appropriate amount of sight distance to provide for the motorist stopped on Jackson Street. The intersection sight distance was determined based on the sight triangles contained in Exhibit 9-50 and a speed limit of 30 MPH. AASHTO assumes that the driver's eye is 18' from the flow line of 1st Street which results in the following recommendations:

- Upstream Parking Prohibition. The parking upstream (to the left of the stopped motorist) needs to be prohibited 120' from the flow line of Jackson Street.
- **Downstream Parking Prohibition.** The parking downstream (to the right of the stopped motorist) needs to be prohibited 140' from the flow line of Jackson Street.

If the motorist is assumed to stop at the flow line, the driver's eye would be closer to 10' from the flow line rather then the 18' assumed by AASHTO. This assumption would result in the following recommendations:

- Upstream Parking Prohibition. The parking upstream (to the left of the stopped motorist) needs to be prohibited 85' from the flow line of Jackson Street.
- **Downstream Parking Prohibition.** The parking downstream (to the right of the stopped motorist) needs to be prohibited 95' from the flow line of Jackson Street.

The length of the left turn lane to be marked on 1st Street could vary between 40' and 60' with a bay taper of 8:1.

Resulting Safety Improvements:

■ Left Turn: The addition of left turn lanes will provide a refuge for left turning traffic, and allow those motorists to wait for gaps in traffic. The left turn lanes will also help motorists on the side street to better determine which vehicles are turning left.

A Policy on Geometric Design of Highways and Streets. American Association of State Highway and Transportation Officials. 2004.

Angle Collisions: Improved sight distance will allow motorist to better see oncoming vehicles and therefore reducing the likelihood of an angle collision.

Long Term <u>Recommendation:</u>

No suggested improvements.

6.9 Intersection 9: 13th Street & Wolcott Street

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Northbound	Southbound
4	13th Street	Wolcot	t Street
Traffic Control	Signal	Sig	ınal
Right Turn on Red	Yes	Yes	Yes
Lanage	LT, TR	T, TR	LT, T
Speed Limit (MPH)	30	30	30
Marked Crosswalks	Yes	Yes	Yes
Ped Signal Heads	For crossing all legs		
Ped Push Buttons	For crossing all legs		
Street Lights	NW corner		
On-Street Parking	Both sides of 13th Street and Wolcott Street		
Grades	Wolcott runs do	ownhill from sou	th to north

Note: 13th Street is One-Way eastbound

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	7	35%
Left Turn	1	5%
Rear End	10	50%
Sideswipe	0	0%
Right Turn	0	0%
Head On	0	0%
Pedestrian	0	0%
Other	2	10%
Total	20	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	15	75%
Injury	5	25%
Fatality	0	0%
Total	20	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	15	75%
Dark Lighted	2	10%
Dark Unlighted	2	10%
Dawn or Dusk	1	5%
Total	20	100%

A total of seven injuries resulted from the five injury accidents.

Eight of the ten rear end accidents occurred on 13th Street.

Recommended Improvements

Short Term

Recommendation:

Trim trees on Wolcott Street and 13th Street to improve visibility of signal faces. Install additional intersection lighting. The clearance times need to be updated to reflect traffic speeds. Recommended clearance times are shown in the table below, along with existing timings.

Movement	Existing		Recommended	
Movement	Yellow	All Red	Yellow	All Red
EBT	3.7	1.4	3.0	1.8
NBT	3.4	1.7	3.2	1.4
SBT	3.4	1.7	3.0	1.6

Resulting Safety Improvements:

- Angle Collisions: Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the occurrence of conflicting traffic in the intersection.
- Rear End: Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the need for motorists to come to sudden stops or try to beat the light.

Long Term

Recommendation:

6.10 Intersection 10: 2nd Street & McKinley Street

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound	Southbound
4	2nd Street		Beverly Street	
Traffic Control	Sią	gnal	Signal	
Right Turn on Red	Yes	Yes	Yes	Yes
Lanage	L, T, TR	L, T, TR	L, TR	L, TR
Speed Limit (MPH)	30	30	30	30
Marked Crosswalks	Yes	Yes	Yes	Yes
Ped Signal Heads	For crossing all legs			
Ped Push Buttons	For crossing all legs			
Street Lights	All corners			
On-Street Parking	Both sides of McKinley Street beyond the alley			the alley
Grades	None			

Note: A gas station on the southeast corner of the intersection has continuous access onto McKinley Street.

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	11	39%
Left Turn	4	14%
Rear End	9	32%
Sideswipe	2	7%
Right Turn	0	0%
Head On	0	0%
Bicycle	1	4%
Other	1	4%
Total	28	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	20	71%
Injury	8	29%
Fatality	0	0%
Total	28	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	22	79%
Dark Lighted	3	11%
Dark Unlighted	1	4%
Dawn or Dusk	2	7%
Total	28	100%

A total of 14 injuries resulted from the eight injury accidents.

Eight of the nine rear end accidents occurred on 2nd Street. Eight of the 11 angle collisions involved westbound traffic. Half of all accidents involved westbound traffic.

Recommended Improvements

Short Term

Recommendation:

Install signal backplates with a yellow reflective border on the westbound mast arm mounted signal heads to increase visibility of these signal heads. The clearance times need to be updated to reflect traffic speeds. Recommended clearance times are shown in the table below, along with existing timings.

Movement	Existing		Recommended	
Movement	Yellow	All Red	Yellow	All Red
EBT	3.2	1.5	3.5	1.4
WBT	3.2	1.5	3.1	1.6
NBT	3.4	1.7	3.0	1.0
SBT	3.4	1.7	3.0	1.0

Resulting Safety Improvements:

- Angle Collisions: Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the occurrence of conflicting traffic in the intersection. Increased visibility of traffic signal heads will increase motorists' recognition of signal control. This should reduce the number of motorists entering the intersection against traffic control, therefore reducing the number of angle collisions.
- Rear End: Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the need for motorists to come to sudden stops or try to beat the light. Increased visibility of traffic signal heads will increase motorist recognition of signal control.

Long Term

Recommendation:

No suggested improvements.

CASPW0802.00

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6.11 Intersection 11: 2nd Street & Elk Street

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound	Southbound
4	2nd	Street	Elk Street	
Traffic Control	Sią	gnal	Signal	
Right Turn on Red	Yes	Yes	Yes	Yes
Lanage	L, T, TR	L, T, TR	L, TR	L, TR
Speed Limit (MPH)	30	30	30	30
Marked Crosswalks	Yes	Yes	Yes	Yes
Ped Signal Heads	For crossing all legs			
Ped Push Buttons	All corners for crossing 2nd Street			
Street Lights	All corners and along 2nd Street			
On-Street Parking	Both sided of Elk Street			
Grades	None			

Note: There is a school zone on the north leg of Elk Street with a 20 MPH speed limit during school hours.

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	0	0%
Left Turn	2	12%
Rear End	13	76%
Sideswipe	2	12%
Right Turn	0	0%
Head On	0	0%
Pedestrian	0	0%
Other	0	0%
Total	17	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	13	76%
Injury	4	24%
Fatality	0	0%
Total	17	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	15	88%
Dark Lighted	1	6%
Dark Unlighted	0	0%
Dawn or Dusk	1	6%
Total	17	100%

A total of seven injuries resulted from the four injury accidents.

Left turns from Elk Street onto 2nd Street accounted for all of the accidents involving left turns. All rear end accidents occurred on 2nd Street.

Recommended Improvements

Short Term

Recommendation:

The clearance times need to be updated to reflect traffic speeds. Recommended clearance times are shown in the table below, along with existing timings.

Movement	Existing		Recom	mended
Movement	Yellow	All Red	Yellow	All Red
EBT	3.3	1.5	3.4	1.8
WBT	3.3	1.5	3.3	1.8
NBL	3.0	1.0	3.0	1.0
NBT	3.4	1.7	3.0	1.0
SBL	3.0	1.0	3.0	1.0
SBT	3.4	1.7	3.0	1.0

Resulting Safety Improvements:

Rear End: Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the need for motorists to come to sudden stops or try to beat the light.

Long Term

Recommendation:

If a traffic signal was installed because of the nearby school, check to see if the traffic signal is still warranted.

6.12 Intersection 12: 2nd Street & Conwell Street

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound Westbound		Northbound	Southbound
4	2nd	Street	Conwell Street	
Traffic Control	Sią	gnal	Sig	gnal
Right Turn on Red	Yes	Yes	Yes	Yes
Lanage	L, T, TR	L, T, TR	L, TR	L, TR
Speed Limit (MPH)	30	30	30	30
Marked Crosswalks	Yes	Yes	Yes	Yes
Ped Signal Heads	For crossing all legs			
Ped Push Buttons	All corners for crossing 2nd Street			
Street Lights	All corners and along 2nd Street			
On-Street Parking	West side of north leg			
Grades	None			

Note: There is a hospital on the southwest corner of the intersection.

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	11	48%
Left Turn	4	17%
Rear End	5	22%
Sideswipe	1	4%
Right Turn	0	0%
Head On	0	0%
Pedestrian	2	9%
Other	0	0%
Total	23	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	17	74%
Injury	6	26%
Fatality	0	0%
Total	23	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	20	87%
Dark Lighted	1	4%
Dark Unlighted	1	4%
Dawn or Dusk	1	4%
Total	23	100%

A total of 11 injuries resulted from the six injury accidents.

There is a high percentage of angle collisions at this intersection.

Recommended Improvements

Short Term

Recommendation:

The clearance times need to be updated to reflect traffic speeds. Recommended clearance times are shown in the table below, along with existing timings.

Movement	Existing		Recommended	
Movement	Yellow	All Red	Yellow	All Red
EBT	3.2	1.3	3.4	1.2
WBT	3.2	1.3	3.3	1.3
NBT	3.5	1.7	3.0	1.0
SBT	3.5	1.7	3.0	1.0

Resulting Safety Improvements:

- Angle Collisions: Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the occurrence of conflicting traffic in the intersection.
- Rear End: Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the need for motorists to come to sudden stops or try to beat the light.

Long Term

Recommendation:

No suggested improvements.

Casper, Wyoming

Casper Metropolitan Planning Organization, High Hazardous Intersection Study - Final Report

6.13 Intersection 13: Gannett Street & Walsh Drive

Existing Conditions

Intersection Characteristics

-			
# of Legs	Westbound	Northbound	Southbound
3	Gannett Street	Walsh	n Drive
Traffic Control	Stop	Fr	ee
Lanage	LT, R	LTR	LTR
Speed Limit (MPH)	30	30	30
Marked Crosswalks	No No No		No
Street Lights	SE corner		
On-Street Parking	Both sides on each leg		
Grades	Gannett Street runs downhill east to west, Walsh Drive runs slightly downhill north to south		

Note: There is school zone on the south leg of Walsh Drive with a 20 MPH speed limit during school hours.

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	4	67%
Left Turn	1	17%
Rear End	1	17%
Sideswipe	0	0%
Right Turn	0	0%
Head On	0	0%
Pedestrian	0	0%
Other	0	0%
Total	6	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	4	67%
Injury	2	33%
Fatality	0	0%
Total	6	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	3	50%
Dark Lighted	2	33%
Dark Unlighted	1	17%
Dawn or Dusk	0	0%
Total	6	100%

A total of two injuries resulted from the two injury accidents.

All but one of the angle collision involved westbound and northbound traffic. Five of the six accidents involved northbound vehicles. Four accidents occurred on icy roads.

Recommended Improvements

Short Term

Recommendation:

Increase ice prevention measures on Gannett Street. Install signs prohibiting on-street parking on Walsh Drive to provide sight distance.

To determine the amount of parking to prohibit on Walsh Drive, SEH consulted the AASHTO "Green Book" to determine the appropriate amount of sight distance to provide for the motorist stopped on McKinley Street. The intersection sight distance was determined based on the sight triangles contained in Exhibit 9-50 and a speed limit of 30 MPH. AASHTO assumes that the driver's eye is 18' from the flow line of Walsh Drive which results in the following recommendations:

- **Upstream Parking Prohibition.** The parking upstream (to the left of the stopped motorist) needs to be prohibited 120' from the flow line of Gannett Street.
- Downstream Parking Prohibition. The parking downstream (to the right of the stopped motorist) needs to be prohibited 140' from the flow line of Gannett Street.

If the motorist is assumed to stop at the flow line, the driver's eye would be closer to 10' from the flow line rather then the 18' assumed by AASHTO. This assumption would result in the following recommendations:

- Upstream Parking Prohibition. The parking upstream (to the left of the stopped motorist) needs to be prohibited 85' from the flow line of Gannett Street.
- **Downstream Parking Prohibition.** The parking downstream (to the right of the stopped motorist) needs to be prohibited 95' from the flow line of Gannett Street.

Resulting Safety Improvements:

 Angle Collisions: Improved sight distance will allow motorist to better see oncoming vehicles.

Long Term

Recommendation:

A Policy on Geometric Design of Highways and Streets. American Association of State Highway and Transportation Officials. 2004.

6.14 Intersection 14: Center Street & Midwest Avenue

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound	Southbound
4	Midwes	t Avenue	Center Street	
Traffic Control	Sią	gnal	Signal	
Right Turn on Red	Yes	Yes	Yes	Yes
Left Turn Phase				
Lanage	LTR	LTR	L, TR	L, TR
Speed Limit (MPH)	20	20	20	20
Marked Crosswalks	Yes Yes Yes Yes			
Ped Signal Heads	For crossing all legs			
Ped Push Buttons	None			
Street Lights	SW, NE corner			
On-Street Parking	Both sides of each leg			
Grades	None			

Note: Non-perpendicular intersection

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	0	0%
Left Turn	0	0%
Rear End	5	50%
Sideswipe	0	0%
Right Turn	2	20%
Head On	0	0%
Pedestrian	0	0%
Backing	3	30%
Total	10	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	8	80%
Injury	2	20%
Fatality	0	0%
Total	10	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	6	60%
Dark Lighted	2	20%
Dark Unlighted	2	20%
Dawn or Dusk	0	0%
Total	10	100%

A total of four injuries resulted from the two injury accidents.

Only southbound and northbound traffic were involved in the accidents. There were three accidents involving vehicles backing up, most likely backing out of the diagonal parking on Center Street.

Recommended Improvements

Short Term

Recommendation:

Clearance times need to be updated to reflect traffic speeds. Recommended clearance times are shown in the table below, along with existing timings.

Movement	Existing		Recommended	
Movement	Yellow	All Red	Yellow	All Red
EBT	3.0	2.0	3.0	1.0
WBT	3.0	2.0	3.0	1.0
NBT	3.0	2.0	3.0	1.0
SBT	3.0	2.0	3.0	1.0

Resulting Safety Improvements:

• Rear End: Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the need for motorists to come to sudden stops or try to beat the light.

Long Term

Recommendation:

6.15 Intersection 15: 14th Street & CY Avenue

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound	Southbound
4	CY A	venue	14th Street	
Traffic Control	Fr	ee	Stop	
Lanage	LT, TR	LT, TR	LTR	LTR
Speed Limit (MPH)	30	30	30	30
Marked Crosswalks	No	No	No	No
Street Lights	SW, NE corners and along CY Avenue			
On-Street Parking	Both sides of 14th and west side of CY Avenue			Avenue
Grades	None			

Note: Non-perpendicular intersection

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	9	56%
Left Turn	3	19%
Rear End	3	19%
Sideswipe	0	0%
Right Turn	1	6%
Head On	0	0%
Pedestrian	0	0%
Other	0	0%
Total	16	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	12	75%
Injury	4	25%
Fatality	0	0%
Total	16	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	12	75%
Dark Lighted	3	19%
Dark Unlighted	1	6%
Dawn or Dusk	0	0%
Total	16	100%

A total of seven injuries resulted from the four injury accidents.

The majority of the accidents occurred during the peak hours and after school.

Recommended Improvements

Short Term

Recommendation:

Trim back the vegetation on all corners of the intersection to improve sight distance and visibility of intersection control signs. Re-stripe CY Avenue to include left turn lanes in both directions. Prohibit on-street parking on CY Avenue to accommodate new left turn lanes.

To determine the amount of parking to prohibit on CY Avenue, SEH consulted the AASHTO "Green Book" to determine the appropriate amount of sight distance to provide for the motorist stopped on McKinley Street. The intersection sight distance was determined based on the sight triangles contained in Exhibit 9-50 and a speed limit of 30 MPH. AASHTO assumes that the driver's eye is 18' from the flow line of CY Avenue which results in the following recommendations:

- Upstream Parking Prohibition. The parking upstream (to the left of the stopped motorist) needs to be prohibited 120' from the flow line of 14th Street.
- **Downstream Parking Prohibition.** The parking downstream (to the right of the stopped motorist) needs to be prohibited 140' from the flow line of 14th Street.

If the motorist is assumed to stop at the flow line, the driver's eye would be closer to 10' from the flow line rather then the 18' assumed by AASHTO. This assumption would result in the following recommendations:

- **Upstream Parking Prohibition.** The parking upstream (to the left of the stopped motorist) needs to be prohibited 85' from the flow line of 14th
- **Downstream Parking Prohibition.** The parking downstream (to the right of the stopped motorist) needs to be prohibited 95' from the flow line of 14th Street.

The length of the left turn lane to be marked on CY Avenue could vary between 40' and 60' with a bay taper of 8:1.

Resulting Safety Improvements:

- Left Turn: The addition of left turn lanes will provide a refuge for left turning traffic, and allow them to wait for gaps in traffic. Improved sight distance will allow motorist to better see oncoming vehicles.
- Angle Collisions: Improved sight distance will allow motorist to better see oncoming vehicles.

Short Elliott Hendrickson Inc.

A Policy on Geometric Design of Highways and Streets. American Association of State Highway and Transportation Officials. 2004.

• Rear End: The addition of left turn lanes will separate the left turns from the through traffic, preventing rear end accidents due to vehicles stopped in through traffic lanes.

Long Term <u>Recommendation:</u>

6.16 Intersection 16: 12th Street & Country Club Road

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound	Southbound
4	12th	Street	Country Club Road	
Traffic Control	Sią	gnal	Signal	
Right Turn on Red	Yes	Yes	Yes	Yes
Left Turn Phase	pm/pt	pm/pt	perm	perm
Lanage	L, T, R	L, T, TR	LT, R	LT, R
Speed Limit (MPH)	30	30	30	30
Marked Crosswalks	Yes Yes Yes Yes			
Ped Signal Heads	For crossing all legs			
Ped Push Buttons	For crossing all legs			
Street Lights	NW, SE corners			
On-Street Parking	Both sides of Country Club & east leg of 12th			
Grades	12th Street	moderate up	grade from e	ast to west

Note: Eastbound right turn lane is a trap lane.

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	7	25%
Left Turn	3	11%
Rear End	8	29%
Sideswipe	5	18%
Right Turn	0	0%
Head On	1	4%
Fixed Object	3	11%
Parked Vehicle	1	4%
Total	28	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	25	89%
Injury	3	11%
Fatality	0	0%
Total	28	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	22	79%
Dark Lighted	4	14%
Dark Unlighted	0	0%
Dawn or Dusk	2	7%
Total	28	100%

A total of four injuries resulted from the three injury accidents.

There are no noticeable accident patterns at this intersection.

Recommended Improvements

Short Term

Recommendation:

Eliminate the eastbound and westbound left turn phases as they are not warranted based on volumes. The elimination of the left turn phases will allow more time for through traffic, improve the level of service, and possibly reduce accidents. In addition, the clearance times need to be updated to reflect traffic speeds. Recommended clearance times are shown in the table below, along with existing timings.

Movement Exis		sting	Recommended	
Movement	Yellow	All Red	Yellow	All Red
EBL	3.0	2.0	-	-
EBT	3.6	1.5	3.2	1.6
WBL	3.0	2.0	-	-
WBT	3.6	1.5	3.2	1.6
NBT	3.2	1.6	3.0	1.0
SBT	3.2	1.6	3.0	1.0

Resulting Safety Improvements:

- Angle Collisions & Rear End: Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the occurrence of conflicting traffic in the intersection and should reduce angle collisions. This will also reduce the need for motorists to come to sudden stops or try to beat the light, and will reduce rear end accidents.
- Rear End: More efficient operation resulting from the removal of protected/permissive phases should help to reduce rear end accidents.

Long Term

Recommendation:

No suggested improvements.

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6.17 Intersection 17: 2nd Street & University Court

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound Westbound		Southbound	
3	2nd 9	Street	University Court	
Traffic Control	Fr	Stop		
Lanage	L, T, T	T, TR	L, R	
Speed Limit (MPH)	30 30		30	
Marked Crosswalks	No	No		
Street Lights	On 2nd Street across from University Court			
On-Street Parking	both sides of University Court			
Grades	East leg has sigr	nificant uphill grad	le west to east	

Note: Non-perpendicular intersection

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	4	67%
Left Turn	0	0%
Rear End	2	33%
Sideswipe	0	0%
Right Turn	0	0%
Head On	0	0%
Pedestrian	0	0%
Other	0	0%
Total	6	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	4	67%
Injury	2	33%
Fatality	0	0%
Total	6	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	6	100%
Dark Lighted	0	0%
Dark Unlighted	0	0%
Dawn or Dusk	0	0%
Total	6	100%

A total of seven injuries resulted from the two injury accidents.

All of the accidents involving left turns involved southbound to eastbound left turns and westbound through traffic. There does not seem to be an accident problem at this intersection as there is barely more than one accident per year; half of which are left turn accidents.

Recommended Improvements

Short Term <u>Recommendation:</u>

No suggested improvements.

Long Term <u>Recommendation:</u>

6.18 Intersection 18: 2nd Street & Center Street

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound	Southbound	
4	2nd	Street	Center	er Street	
Traffic Control	Sią	gnal	Sig	nal	
Right Turn on Red	Yes	Yes	Yes	Yes	
Left Turn Phase	Perm	Perm	Perm	Perm	
Lanage	L, TR	L, TR	LTR	LTR	
Speed Limit (MPH)	20	20	20	20	
Marked Crosswalks	Yes	Yes	Yes	Yes	
Ped Signal Heads	For crossing all legs				
Ped Push Buttons	None				
Street Lights	NW, SE mast arms and along 2nd Street			eet	
On-Street Parking	Both sides of 2nd Street and Center Street			treet	
Grades	None				

Note: There are mid-block pedestrian crossings approximately 180 feet and 150 feet from the intersection on the east and west leg of 2nd Street respectively.

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	10	40%
Left Turn	3	12%
Rear End	8	32%
Sideswipe	0	0%
Right Turn	0	0%
Head On	0	0%
Pedestrian	1	4%
Backing	3	12%
Total	25	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	21	84%
Injury	4	16%
Fatality	0	0%
Total	25	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	22	88%
Dark Lighted	3	12%
Dark Unlighted	0	0%
Dawn or Dusk	0	0%
Total	25	100%

A total of six injuries resulted from the four injury accidents.

The majority of accidents involve southbound traffic. There are no other noticeable patterns to the traffic accidents at this intersection. There is a high percentage of angle collisions.

Recommended Improvements

Short Term

Recommendation:

Clearance times need to be updated to reflect traffic speeds. Recommended clearance times are shown in the table below, along with existing timings.

Movement Exist		sting	Recommended	
Movement	Yellow	All Red	Yellow	All Red
EBT	3.0	2.0	3.0	1.0
WBT	3.0	2.0	3.0	1.0
NBT	3.0	2.0	3.0	1.0
SBT	3.0	2.0	3.0	1.0

Resulting Safety Improvements:

• Angle Collisions & Rear End: Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the occurrence of conflicting traffic in the intersection. This will reduce the need for motorists to come to sudden stops or try to beat the light, and should reduce the number of rear end accidents.

Long Term

Recommendation:

No suggested improvements.

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6.19 Intersection 19: 2nd Street & Sun Drive

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound	Southbound
4	2nd Street		Sun Drive	
Traffic Control	Signal		Signal	
Right Turn on Red	Yes	Yes	Yes	Yes
Left Turn Phase	pm/pt	pm/pt		
Lanage	L, T, TR	L, T, TR	T, TR	LT, T
Speed Limit (MPH)	30	30	30	30
Marked Crosswalks	Yes	Yes	Yes	Yes
Ped Signal Heads	For crossing all legs			
Ped Push Buttons	For crossing	For crossing all legs		
Street Lights	All corners			
On-Street Parking	Both sides of Sun Drive			
Grades	west leg of 2	2nd St runs d	ownhill from v	west to east

Note: There is a vehicle detector on the north and south mast arms for Sun Drive traffic.

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	3	12%
Left Turn	0	0%
Rear End	21	81%
Sideswipe	1	4%
Right Turn	1	4%
Head On	0	0%
Pedestrian	0	0%
Other	0	0%
Total	26	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	20	77%
Injury	6	23%
Fatality	0	0%
Total	26	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	23	88%
Dark Lighted	2	8%
Dark Unlighted	0	0%
Dawn or Dusk	1	4%
Total	26	100%

A total of 14 injuries resulted from the six injury accidents.

High percentage accidents were rear end accidents on 2^{nd} Street. Five of the six injury accidents resulted from rear end accidents on 2^{nd} Street.

Recommended Improvements

Short Term

Recommendation:

The clearance times need to be updated to reflect traffic speeds. Recommended clearance times are shown in the table below, along with existing timings.

Movement	Existing		Recommended	
Movement	Yellow	All Red	Yellow	All Red
EBL	3.0	2.0	3.0	1.0
EBT	3.4	1.4	3.4	1.4
WBL	3.0	2.0	3.0	1.0
WBT	3.4	1.4	3.4	1.4
NBT	3.4	1.9	3.0	1.0
SBT	3.4	1.9	3.0	1.0

Resulting Safety Improvements:

- Angle Collisions: Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the occurrence of conflicting traffic in the intersection.
- Rear End: Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the need for motorists to come to sudden stops or try to beat the light.

Long Term

Recommendation:

Remove the traffic signal as it is not warranted based on volumes.

Resulting Safety Improvements:

• Rear End: Removal of the traffic signal will eliminate the rear end accidents.

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6.20 Intersection 20: 2nd Street & Sam's Club Access

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound	Southbound
4	2nd S	Street	Scotthill Road	
Traffic Control	Sig	gnal	Signal	
Right Turn on Red	Yes	Yes	Yes	Yes
Left Turn Phase	Split	Split	pm/pt	pm/pt
Lanage	L, T, TR	L, T, TR	L, TR	LT, R
Speed Limit (MPH)	20	20	30	30
Marked Crosswalks	No No No N			
Ped Signal Heads	For crossing all legs			
Ped Push Buttons	All corners for crossing 2nd Street			
Street Lights	All corners			
On-Street Parking	None			
Grades	2nd Street runs downhill from east to west			

Note: South leg serves as an access to Eastridge Mall and has a raised center median. The north leg serves as an access to a Sam's Club and Super Wal-mart and has a raised median seperating the southbound right turn lane and the shared left-through lane.

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	6	19%
Left Turn	4	13%
Rear End	19	59%
Sideswipe	1	3%
Right Turn	1	3%
Head On	0	0%
Pedestrian	0	0%
Backing	1	3%
Total	32	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	29	91%
Injury	3	9%
Fatality	0	0%
Total	32	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	20	63%
Dark Lighted	12	38%
Dark Unlighted	0	0%
Dawn or Dusk	0	0%
Total	32	100%

A total of three injuries resulted from the three injury accidents.

15 of the 19 rear end accidents occurred on the northbound and southbound approaches with 11 occurring on the southbound approach. Close to half of the accidents happened under icy or snowy conditions, including all of the northbound rear end accidents.

Recommended Improvements

Short Term

Recommendation:

Increase ice prevention measures on all legs of the intersection. The clearance times need to be updated to reflect traffic speeds. Recommended clearance times are shown in a table below, along with existing timings.

Movement	Existing		Recommended	
Movement	Yellow	All Red	Yellow	All Red
EBL	3.0	2.0	3.0	1.0
EBT	3.0	1.0	3.0	1.0
WBL	3.0	2.0	3.0	1.0
WBT	3.0	1.0	3.0	1.0
NBL	3.0	1.0	3.0	1.0
NBT	3.0	1.0	3.0	1.0
SBL	3.0	2.0	3.0	1.0
SBT	3.0	2.0	3.0	1.0

Resulting Safety Improvements:

- Angle Collisions: Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the occurrence of conflicting traffic in the intersection.
- Rear End: Better ice prevention will help provide road conditions that allow motorists to safely come to a stop. Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the need for motorists to come to sudden stops or try to beat the light.

Long Term

Recommendation:

No suggested improvements.

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6.21 Intersection 21: 21st Street & Beverly Street

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound	Southbound
4	21st Street		Beverl	y Street
Traffic Control	Fr	ree	St	op
Lanage	LTR	LTR	LTR	LTR
Speed Limit (MPH)	30	30	30	30
Marked Crosswalks	No	No	No	No
Street Lights	SW corner			
On-Street Parking	Both sides of 21st Street & Beverly Street			
Grades	Beverly has a significant uphill grade heading north to south. On the east leg, shortly after the intersection there is a significant downhill grade heading west to east.			after the

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	12	75%
Left Turn	1	6%
Rear End	1	6%
Sideswipe	0	0%
Right Turn	1	6%
Head On	0	0%
Pedestrian	0	0%
Other	1	6%
Total	16	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	9	56%
Injury	7	44%
Fatality	0	0%
Total	16	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	14	88%
Dark Lighted	1	6%
Dark Unlighted	1	6%
Dawn or Dusk	0	0%
Total	16	100%

A total of 13 injuries resulted from the seven injury accidents.

All but three of the 16 accidents involved southbound traffic. 75 percent of the accidents were angle collisions.

Recommended Improvements

Short Term

Recommendation:

Convert to a four-way stop controlled intersection instead of the current two-way stop control.

Resulting Safety Improvements:

• Left Turn, Angle Collisions: The new traffic control should reduce both types of accidents.

Long Term

Recommendation:

6.22 Intersection 22: Collins Drive & Wolcott Street

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound	Southbound
4	Collin	s Drive	Wolcott Street	
Traffic Control	Sią	gnal	Signal	
Right Turn on Red	Yes	Yes	Yes	Yes
Left Turn Phase				
Lanage	L, T, TR	L, T, TR	LT, TR	LT,TR
Speed Limit (MPH)	20	20	20	20
Marked Crosswalks	No Yes No No			
Ped Signal Heads	For crossing all legs			
Ped Push Buttons	None			
Street Lights	All corners			
On-Street Parking	Both sides of Wolcott Street			
Grades	None			

Note: Non-perpendicular intersection

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	8	38%
Left Turn	1	5%
Rear End	7	33%
Sideswipe	2	10%
Right Turn	0	0%
Head On	1	5%
Pedestrian	0	0%
Fixed Object	2	10%
Total	21	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	16	76%
Injury	5	24%
Fatality	0	0%
Total	21	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	16	76%
Dark Lighted	4	19%
Dark Unlighted	0	0%
Dawn or Dusk	1	5%
Total	21	100%

A total of seven injuries resulted from the five injury accidents.

Five of the seven rear end accident involved eastbound vehicles. There is a high percentage of angle collisions.

Recommended Improvements

Short Term

Recommendation:

Clearance times need to be updated to reflect traffic speeds. Recommended clearance times are shown in the table below, along with existing timings.

Movement	Existing		Recommended	
Movement	Yellow	All Red	Yellow	All Red
EBT	3.0	2.0	3.0	1.0
WBT	3.0	2.0	3.0	1.0
NBT	3.0	2.0	3.0	1.0
SBT	3.0	2.0	3.0	1.0

Resulting Safety Improvements:

■ Angle Collisions & Rear End: Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the occurrence of conflicting traffic in the intersection. This will reduce the need for motorists to come to sudden stops or try to beat the light, and should reduce the number of rear end accidents.

Long Term

Recommendation:

No suggested improvements.

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6.23 Intersection 23: 5th Street & Wolcott Street

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound	Southbound
4	5th S	Street	Wolcott Street	
Traffic Control	St	top	Free	
Lanage	L, TR	L, TR	LT, TR	LT, TR
Speed Limit (MPH)	20	20	20	20
Marked Crosswalks	Yes	No	No	No
Street Lights	NW, SE corners			
On-Street Parking	Both sides of 5th Street and Wolcott Street			
Grades	None			

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	9	90%
Left Turn	0	0%
Rear End	0	0%
Sideswipe	1	10%
Right Turn	0	0%
Head On	0	0%
Pedestrian	0	0%
Other	0	0%
Total	10	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	5	50%
Injury	5	50%
Fatality	0	0%
Total	10	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	10	100%
Dark Lighted	0	0%
Dark Unlighted	0	0%
Dawn or Dusk	0	0%
Total	10	100%

A total of eight injuries resulted from the five injury accidents.

There is a high percentage of angle collisions. Most of the angle collisions involved westbound traffic. There are no other noticeable patterns to the traffic accidents at this intersection.

Recommended Improvements

Short Term <u>Recommendation:</u>

Improve visibility of stop signs by installing LED flashers.

Resulting Safety Improvements:

■ Angle Collisions: Increased visibility of traffic control should help reduce angle collisions.

Long Term Recommendation:

6.24 Intersection 24: Conwell Street & Farnum Street

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound	Southbound
4	Farnur	n Street	Conwell Street	
Traffic Control	St	top	Free	
Lanage	LTR	LTR	LTR	LTR
Speed Limit (MPH)	30	30	30	30
Marked Crosswalks	No	No	No	No
Street Lights	SE corner			
On-Street Parking	Both sides of each leg			
Grades	east leg run	s down hill ea	ast to west	

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	11	85%
Left Turn	0	0%
Rear End	0	0%
Sideswipe	0	0%
Right Turn	0	0%
Head On	0	0%
Parked Vehicle	1	8%
Fixed Object	1	8%
Total	13	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	5	38%
Injury	8	62%
Fatality	0	0%
Total	13	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	12	92%
Dark Lighted	1	8%
Dark Unlighted	0	0%
Dawn or Dusk	0	0%
Total	13	100%

A total of 14 injuries resulted from the eight injury accidents.

There is high percentage of angle collisions however; there is no directional pattern to the angle collisions.

Recommended Improvements

Short Term

Recommendation:

Stop signs are difficult to see as they are outside of the motorist's field of view. Construct curb extensions to improve the view of the stop signs by moving them into the motorist's line of sight.

Resulting Safety Improvements:

Angle Collision: The increased visibility of the stop signs and improved sight distance will allow motorist to better see oncoming vehicles and enter safely into the intersection.

Long Term

Recommendation:

6.25 Intersection 25: Center Street & Collins Drive & 5th Street

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound	Southbound	Eastbound
5	Collins Drive		Center Street		5th Street
Traffic Control	Signal		Signal		Signal
Right Turn on Red	No	No	No	Yes	No
Left Turn Phase	pm/pt				
Lanage	L, T, TR	L, T, TR	L, TR	L, TR	L, TR
Speed Limit (MPH)	20	20	20	20	20
Marked Crosswalks	Yes	Yes	Yes	Yes	Yes
Ped Signal Heads	For crossing all legs				
Ped Push Buttons	None				
Street Lights	On 2 utility poles on east side of intersection				
On-Street Parking	Both sides of Center St and 5th St				
Grades	None	None			

Note: Non-perpendicular intersection

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	6	32%
Left Turn	3	16%
Rear End	9	47%
Sideswipe	0	0%
Right Turn	0	0%
Head On	0	0%
Bicycle	1	5%
Other	0	0%
Total	19	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	14	74%
Injury	5	26%
Fatality	0	0%
Total	19	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	17	89%
Dark Lighted	2	11%
Dark Unlighted	0	0%
Dawn or Dusk	0	0%
Total	19	100%

A total of 16 injuries resulted from the five injury accidents. It should be noted that there was a single accident that resulted in 12 injuries.

There are no noticeable patterns to the traffic accidents at this intersection.

Recommended Improvements

Short Term

Recommendation:

Clearance times need to be updated to reflect traffic speeds. Recommended clearance times are shown in the table below, along with existing timings.

Movement	Existing		Recommended	
Movement	Yellow	All Red	Yellow	All Red
WBT	3.0	2.0	3.0	1.0
NBT	3.0	2.0	3.0	1.0
SBT	3.0	2.0	3.0	1.0
NEBL	3.0	2.0	3.0	1.0
NEBT	3.0	2.0	3.0	1.0
SWBT	3.0	2.0	3.0	1.0

Resulting Safety Improvements:

- Angle Collisions: Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the occurrence of conflicting traffic in the intersection.
- Rear End: Proper clearance times will allow vehicles an adequate amount of time to safely clear the intersection and discourage late entry to the intersection. This will reduce the need for motorists to come to sudden stops or try to beat the light.

Long Term

Recommendation:

No suggested improvements.

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6.26 Intersection 26: 2nd Street & Scott Hill Drive

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Southbound
4	2nd	Street	Scott Hill Drive
Traffic Control	Free		Stop
Lanage	L, T, T	T, TR	R
Speed Limit (MPH)	30	30	15
Marked Crosswalks	No	No	No
Street Lights	NW corner		
On-Street Parking	None		
Grades	2nd Street runs uphill west to east		

Accident History (01/01/04 to 12/31/07)

Accident Type	Number of Accidents	Percentage of Total Accidents
Angle Collision	1	25%
Left Turn	0	0%
Rear End	2	50%
Sideswipe	0	0%
Right Turn	0	0%
Head On	0	0%
Bicycle	0	0%
Fixed Object	1	25%
Total	4	100%

Accident Severity	Number of Accidents	Percentage of Total Accidents
Property Damage Only	4	100%
Injury	0	0%
Fatality	0	0%
Total	4	100%

Lighting Conditions	Number of Accidents	Percentage of Total Accidents
Daylight	2	50%
Dark Lighted	2	50%
Dark Unlighted	0	0%
Dawn or Dusk	0	0%
Total	4	100%

Recommended Improvements

Short Term

Recommendation:

Increase ice prevention measures on Scott Hill Drive

Long Term Recommendation:

No suggested improvements.

Tables

Table 1 – List of Intersections by Casper MPO Ranking

Table 2 – Countermeasures for Intersection Deficiencies

Table 3 – Intersection Prioritization

Table 1 – List of Intersections by Casper MPO Ranking

Rank	Intersection	Bike Accidents	Ped Accidents	Traffic Control
1	2 nd Street and Beverly Street			Signal
2	2 nd Street and Walsh Drive	1	1	Signal
3	2 nd Street and Forest Drive			Signal
4	15 th Street and CY Avenue			Stop
5	1 st Street and McKinley			Stop
6	12 th Street and Beverly Street	1	3	Signal
7	2 nd Street and Country Club			Signal
8	1 st Street and Jackson Street			Stop
9	13 th Street and Wolcott Street			Signal
10	2 nd Street and McKinley Street	1	1	Signal
11	2 nd Street and Elk Street			Signal
12	2 nd Street and Conwell Street		1	Signal
13	Gannett Street and Walsh Drive		3	Stop
14	Center Street and Midwest Avenue			Signal
15	14 th Street and CY Avenue			Stop
16	12 th Street and Country Club		1	Signal
17	2 nd Street and University		2	Stop
18	2 nd Street and Center Street			Signal
19	2 nd Street and Sun Drive			Signal
20	2nd Street and Sam's Club Access			Signal
21	21 st Street and Beverly Street			Stop
22	Collins Drive and Wolcott Street			Signal
23	5 th Street and Wolcott Street			Stop
24	Conwell Street and Farnum Street			Stop
25	Center Street and Collins Drive			Signal
26	2 nd Street and Scott Hill Drive			Stop

Table 2 - Countermeasures for Intersection Deficiencies

	Accident
Pattern	Countermeasures
Angle Collision	Adjust clearance timings, left turn phasing
Left Turn	Adjust left turn phasing
Rear End	Addition of turn lanes, adjust clearance timings
Sideswipe	Additional lane control signs, addition of turn lanes
Right Turn	Addition of right turn lane if there are no pre-existing
Fixed Object	Utilize breakaway poles where possible; relocate objects outside clear zone; install guardrail
Accidents in Dark or Dawn/Dusk	Install Street/Intersection Lighting
Ir	Intersection Deficiencies
Deficiency	Countermeasures
Access Management	Construct Curb and Gutter to define accesses, Move Private accesses to local roadway if possible, eliminate dual access points, addition of raised medians
Auxiliary Lanes	Add/Improve Turn Lanes
Congestion (Traffic Delay)	Add Turn Lanes, Install Traffic Signal, additional stop signs
Sight Distance	Reduce Speed Limit, remove obstructions

Table 3 - Intersection Prioritization

ber		g											
ID Number	Intersection	Ranking	# Accidents per Year	Accident Severity	Congestion (LOS)	Sight Distance	V/C Ratio	Driver Expectancy	Information System Deficiencies	Constructability	Total Overall Score	Short Term Costs Estimates ¹	Long Term Costs Estimates ¹
	Weighting Factor		2.0	3.0	2.0	1.0	2.0	0.5	0.5	1.0			
1	2nd St & Beverly St	1	5	5	5	1.0	5	1.0	1.0	1	48.0	\$10,000	\$500,000
5	1st St & McKinley St	2	3	3	5	1.5	5	1.0	1.5	5	42.8	\$1,000	\$0
3	2nd St & Forest Dr	3	5	5	0	1.5	2	1.0	1.0	5	36.5	\$1,000	\$0
6	12th St & Beverly St	4	5	5	2	1.0	2	1.0	1.0	1	36.0	\$12,000	\$0
2	2nd St & Walsh Dr	5	5	5	0	3.0	2	1.0	1.5	1	34.3	\$10,000	\$65,000
7	2nd St & Country Club Rd	6	4	4	0	3.5	2	1.0	1.5	4	32.8	\$2,000	\$0
4	15th St & CY Ave	7	4	3	0	2.0	2	1.0	2.5	5	29.8	\$200	\$65,000
19	2nd St & Sun Dr	8	3	4	0	2.0	1	1.0	1.0	5	28.0	\$0	\$7,500
10	2nd St & McKinley St	9	3	4	0	1.0	1	1.0	1.5	5	27.3	\$500	\$0
25	Center St & Collins Dr	10	2	3	2	1.0	1	2.0	1.0	5	26.5	\$0	\$0
12	2nd St & Conwell St	11	3	3	0	1.0	2	1.0	1.0	5	26.0	\$0	\$0
21	21st St & Beverly St	12	2	3	0	3.0	1	1.5	2.5	5	25.0	\$200	\$0
23	5th St & Wolcott St	13	1	2	5	1.0	1	1.0	2.0	2	24.5	\$5,000	\$0
8	1st St & Jackson St	14	3	3	0	1.5	1	1.0	1.0	5	24.5	\$1,000	\$0
18	2nd St & Center St	15	3	3	0	1.0	1	1.0	1.0	5	24.0	\$0	\$0
16	12th St & Country Club Rd	16	3	2	0	1.0	2	2.0	2.0	5	24.0	\$1,000	\$0
20	2nd St & Sam's Club Access	17	3	2	0	1.0	2	2.0	1.0	5	23.5	\$0	\$0
9	13th St & Wolcott St	18	2	3	2	1.5	1	1.5	1.0	1	22.8	\$11,300	\$0
22	Collins Dr & Wolcott St	19	2	3	0	1.0	1	1.0	2.0	5	22.5	\$0	\$0
24	Conwell St & Farnum St	20	2	4	0	1.5	1	1.0	2.5	1	22.3	\$8,800	\$0
15	14th St & CY Ave	21	2	2	0	1.5	1	1.0	2.0	5	20.0	\$1,000	\$0
11	2nd St & Elk St	22	2	2	0	1.0	1	1.0	1.5	5	19.3	\$0	\$0
13	Gannett St & Walsh Dr	23	1	1	0	2.5	1	1.5	3.0	5	16.8	\$1,000	\$0
17	2nd St & University Ct	24	1	1	0	1.0	1	1.0	3.0	5	15.0	\$0	\$0
14	Center St & Midwest Ave	25	1	1	0	1.0	1	1.0	1.5	5	14.3	\$0	\$0
26	2nd St & Scott Hill Dr	26	1	1	0	1.0	2	1.0	1.0	1	12.0	\$0	\$0
-											TOTAL	\$66,000	\$637,500

Scoring Criteria

Accidents per Year Accidents per Year: 0 = 0 points, 1 to 3 = 1 point, 4 to 7 = 2 points, 8 to 11 = 3 points, 12 to 15 = 4 points, 16 or grater = 5 points

Accident Severity Score per Accident type PDO = 0.5, INJ = 5, FAT = 15

Points based on accident score: 0 to 19.5 = 1 point, 20 to 29.5 = 2 points, 30 to 39.5 = 3 points, 40 to 49.5 = 4 points, 50 or greater = 5 points

Congestion LOS A or B = 0 points, LOS C = 2 points, LOS D = 3 points, LOS E or F = 5 points

Sight Distance

Any value between 1 point and 5 points, with 1 point = Minimal Discrepancies, 5 points = Major Discrepancies

Volume to Capacity Ratio : V/C .50 or less = 1 point, V/C .51 to .79 = 2 points, V/C .80 to .89 = 3 points, V/C .90 to .99 = 4 points, and V/C 1.00 or greater = 5 points

Driver Expectancy

Any value between 1 point and 5 points, with 1 point = Minimal Discrepancies, 5 points = Major Discrepancies

Systems Deficiencies

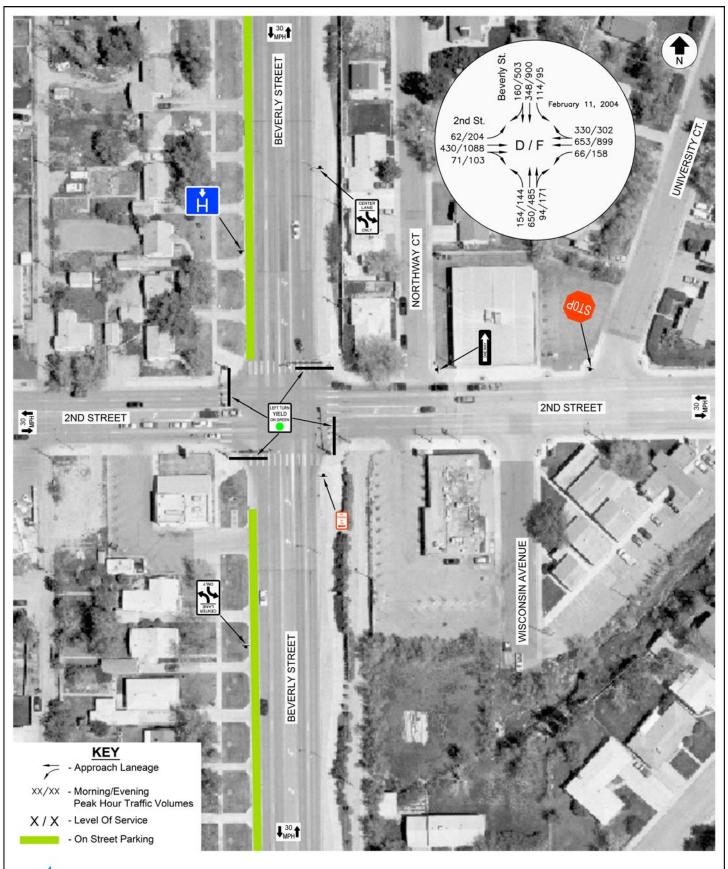
Any value between 1 point and 5 points, with 1 point = Minimal Discrepancies, 5 points = Major Discrepancies

Note 1: The cost estimates do not include the cost of any possible right-of-way acquisition.

Figures

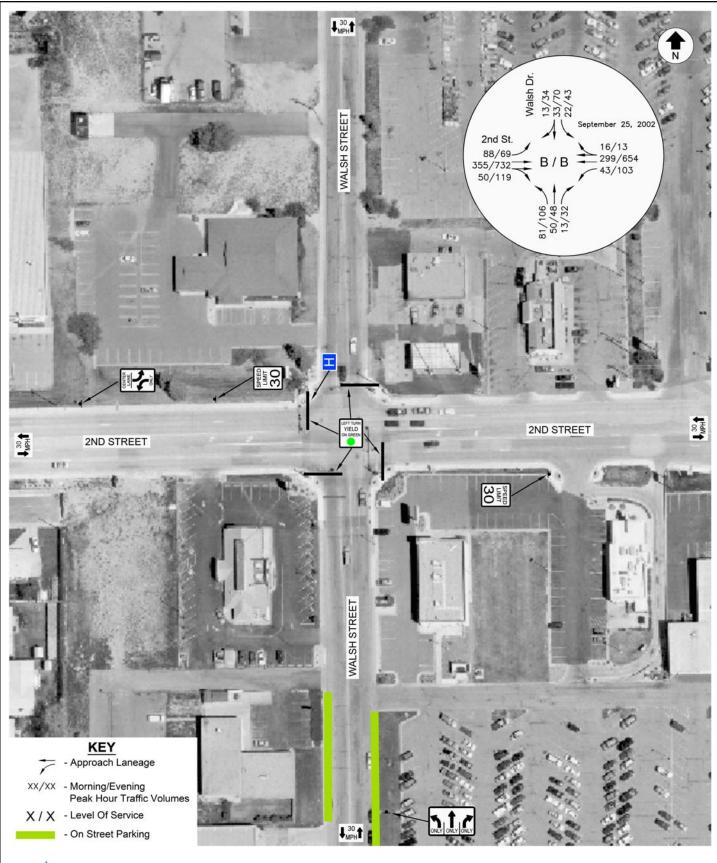
Figure 1 – Location Map Figure 2 – Intersection 1: 2nd Street & Beverly Street Figure 3 – Intersection 2: 2nd Street & Walsh Drive Figure 4 – Intersection 3: 2nd Street & Forest Drive Figure 5 – Intersection 4: 15th Street & CY Avenue Figure 6 – Intersection 5: 1st Street & McKinley Street Figure 7 – Intersection 6: 12th Street & Beverly Street Figure 8 – Intersection 7: 2nd Street & Country Club Road Figure 9 - Intersection 8: 1st Street & Jackson Street Figure 10 - Intersection 9: 13th Street & Wolcott Street Figure 11 – Intersection 10: 2nd Street & McKinley Street Figure 12 - Intersection 11: 2nd Street & Elk Street Figure 13 – Intersection 12: 2nd Street & Conwell Street Figure 14 – Intersection 13: Gannett Street & Walsh Drive Figure 15 – Intersection 14: Center Street & Midwest Avenue Figure 16 – Intersection 15: 14th Street & CY Avenue Figure 17 - Intersection 16: 12th Street & Country Club Road Figure 18 – Intersection 17: 2nd Street & University Court Figure 19 – Intersection 18: 2nd Street & Center Street Figure 20 – Intersection 19: 2nd Street & Sun Drive Figure 21 - Intersection 20: 2nd Street & Sam's Club Access Figure 22 – Intersection 21: 21st Street & Beverly Street Figure 23 - Intersection 22: Collins Drive & Wolcott Street Figure 24 – Intersection 23: 5th Street & Wolcott Street Figure 25 - Intersection 24: Conwell Street & Farnum Street Figure 26 - Intersection 25: Center Street & Collins Drive & 5th Street Figure 27 - Intersection 26: 2nd Street & Scott Hill Drive





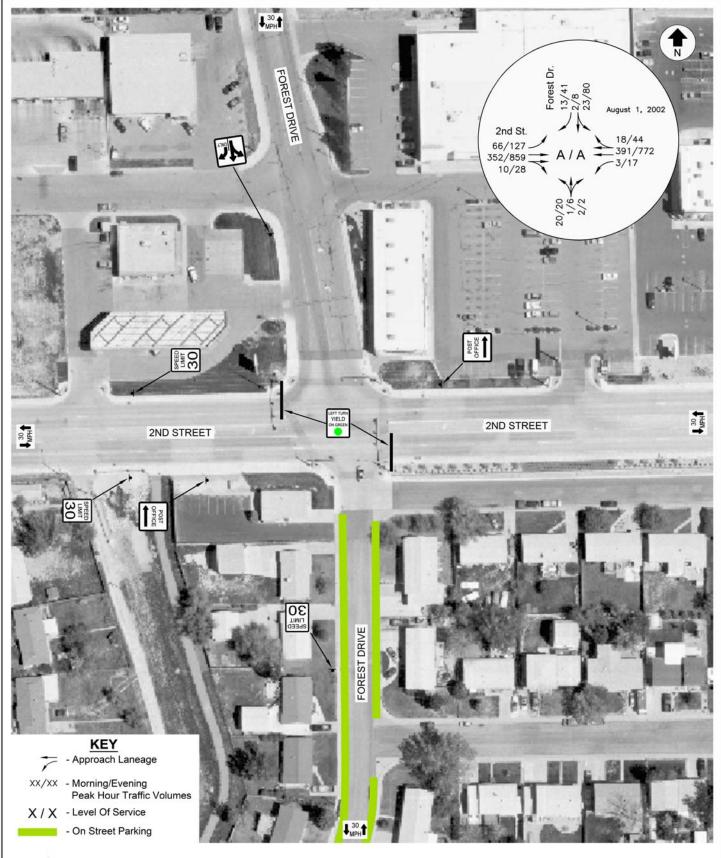


Casper High Hazard Intersections INTERSECTION 1 - 2ND STREET AND BEVERLY STREET





Casper High Hazard Intersections INTERSECTION 2 - 2ND STREET AND WALSH DRIVE





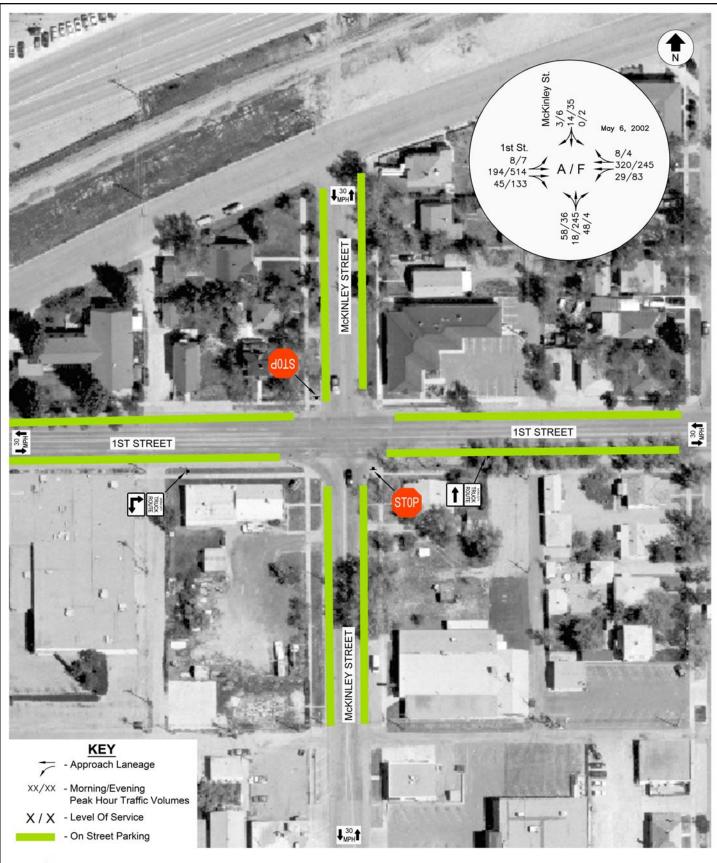
Casper High Hazard Intersections INTERSECTION 3 - 2ND STREET AND FOREST DRIVE

Scale 1"=100' Date 4/9/09	Drawn by RAC	Job # ACASPW0802	Figure 4
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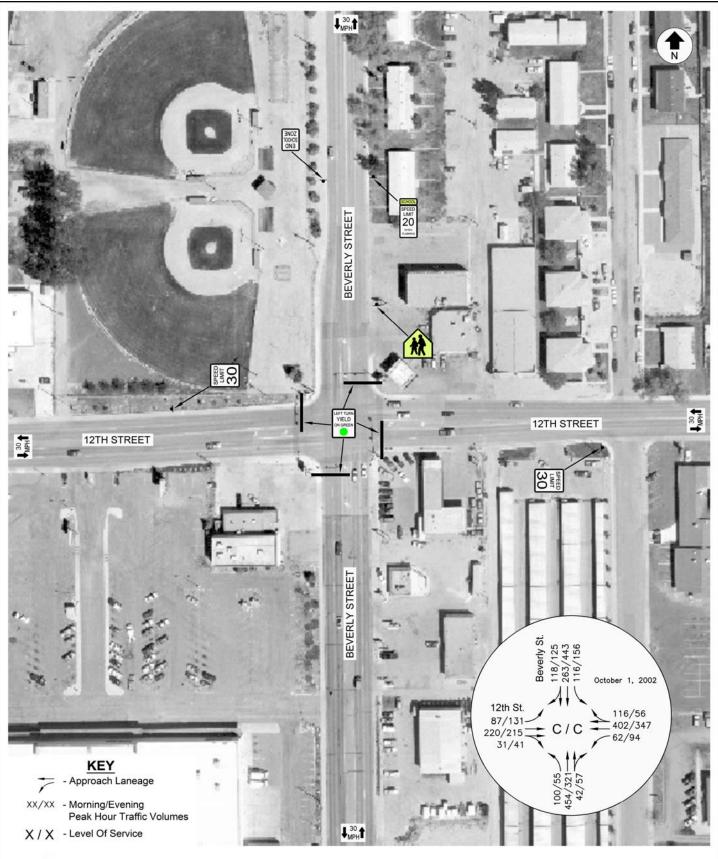


Casper High Hazard Intersections INTERSECTION 4 - 15TH STREET AND CY AVENUE



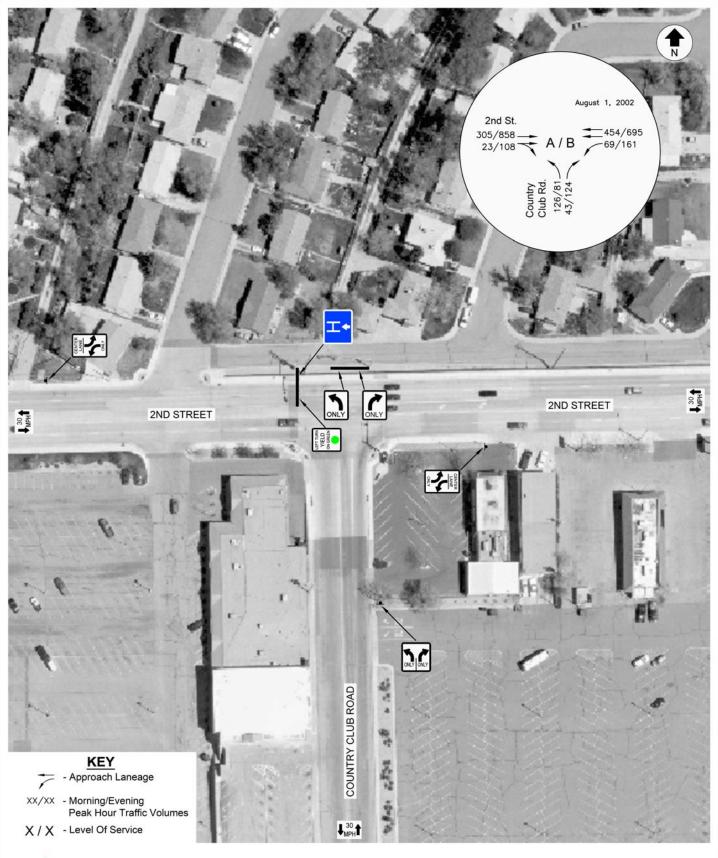


Casper High Hazard Intersections INTERSECTION 5 - 1ST STREET AND MCKINLEY STREET





Casper High Hazard Intersections INTERSECTION 6 - 12TH STREET AND BEVERLY STREET



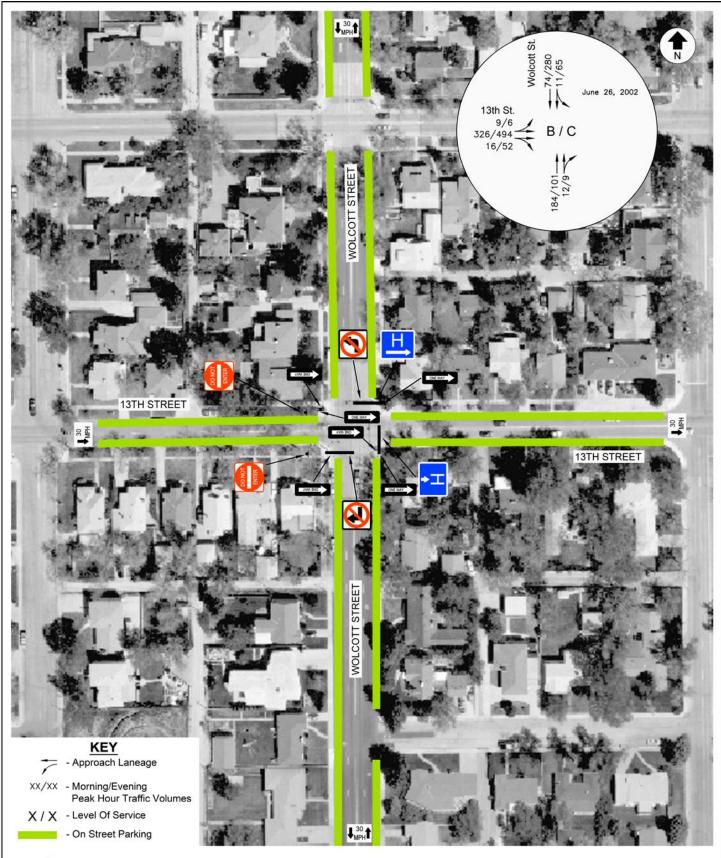


Casper High Hazard Intersections INTERSECTION 7 - 2ND STREET AND COUNTRY CLUB ROAD



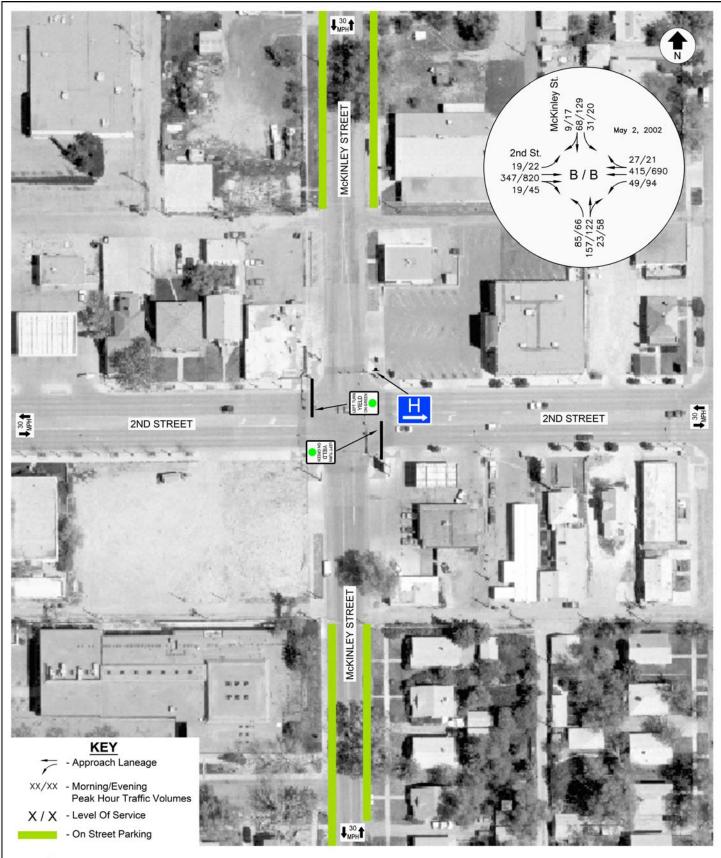


Casper High Hazard Intersections INTERSECTION 8 - 1ST STREET AND JACKSON STREET



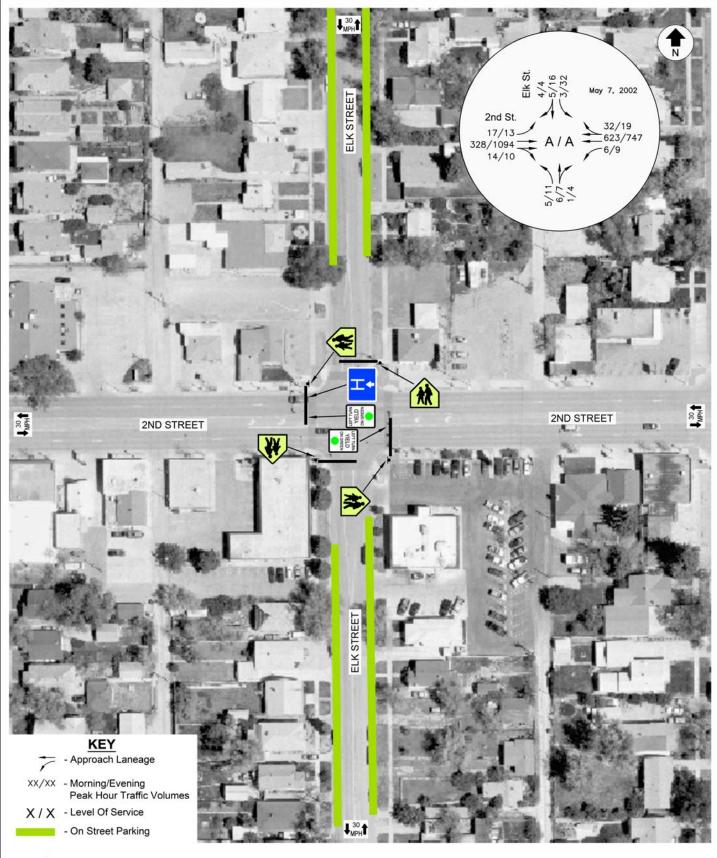


Casper High Hazard Intersections INTERSECTION 9 - 13TH STREET AND WOLCOTT STREET



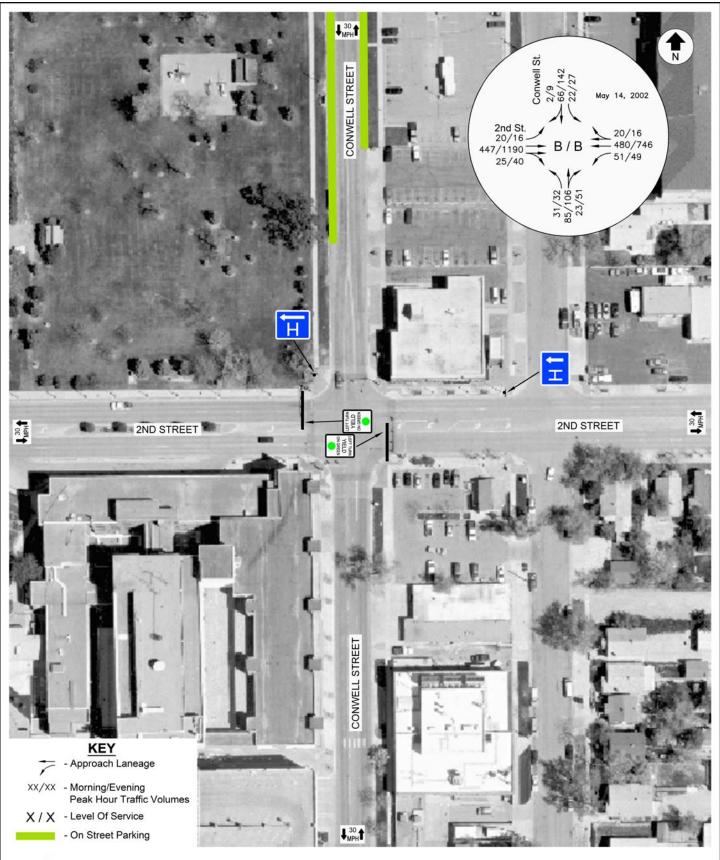


Casper High Hazard Intersections INTERSECTION 10 - 2ND STREET AND MCKINLEY STREET





Casper High Hazard Intersections INTERSECTION 11 - 2ND STREET AND ELK STREET



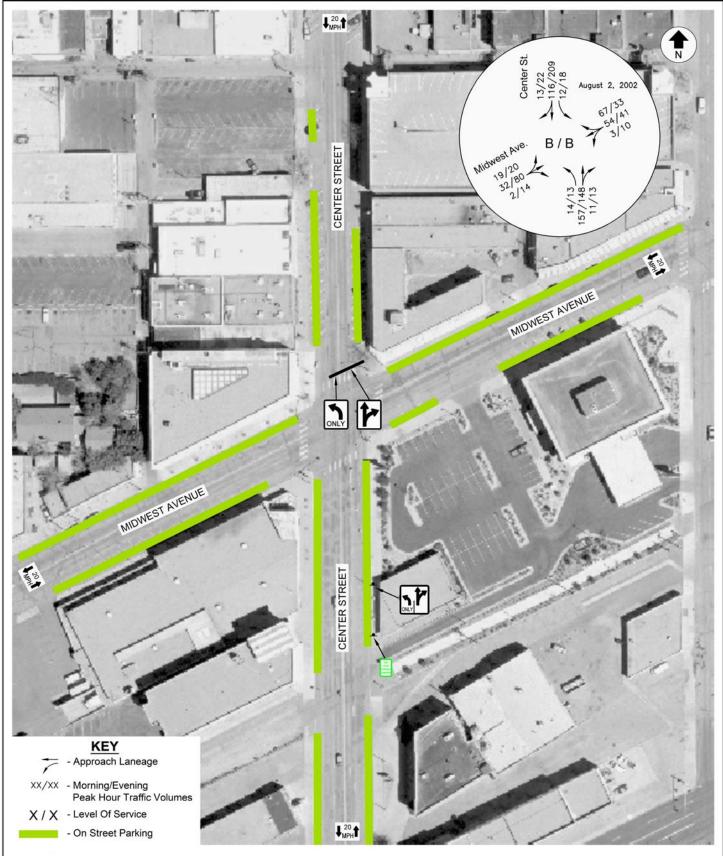


Casper High Hazard Intersections INTERSECTION 12 - 2ND STREET AND CONWELL STREET



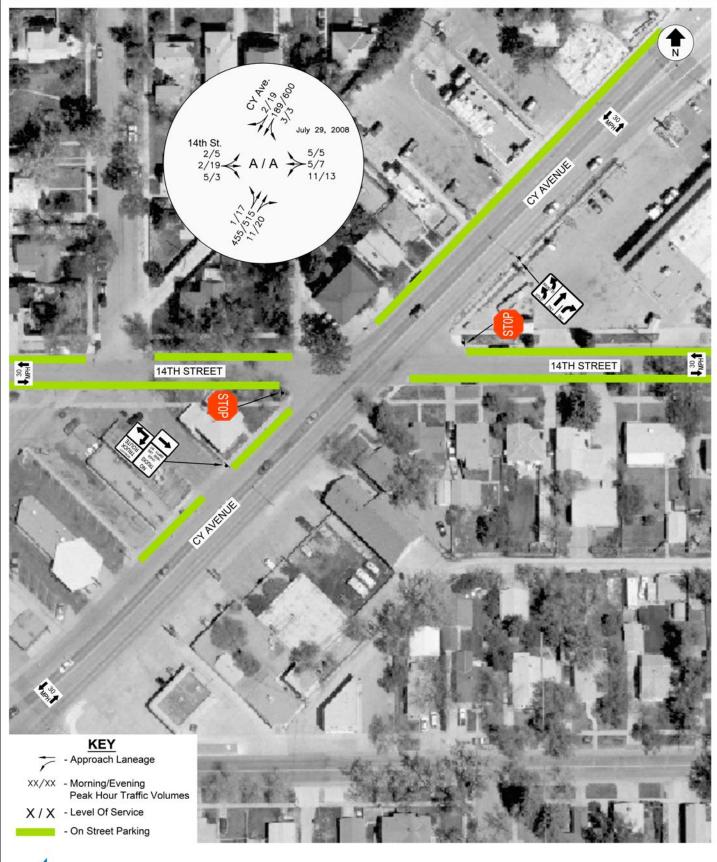


Casper High Hazard Intersections INTERSECTION 13 - GANNETT STREET AND WALSH DRIVE





Casper High Hazard Intersections INTERSECTION 14 - CENTER STREET AND MIDWEST AVENUE



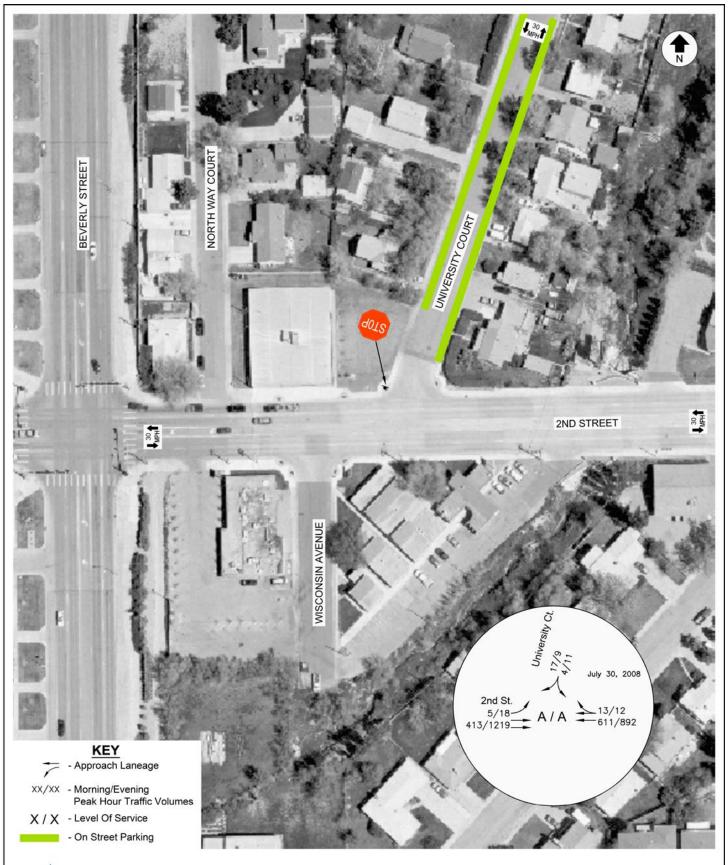


Casper High Hazard Intersections INTERSECTION 15 - 14TH STREET AND CY AVENUE



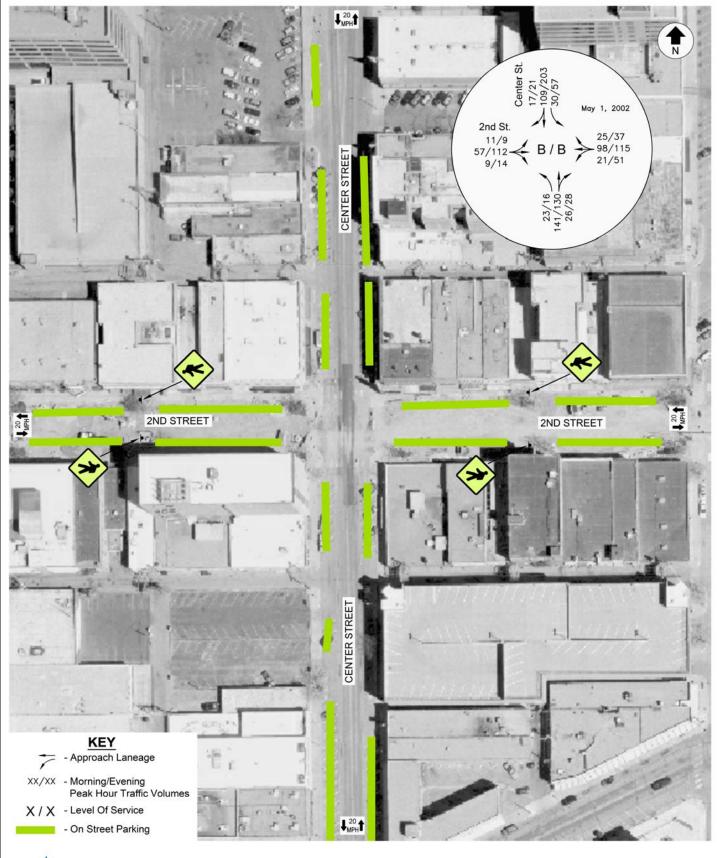


Casper High Hazard Intersections INTERSECTION 16 - 12TH STREET AND COUNTRY CLUB ROAD



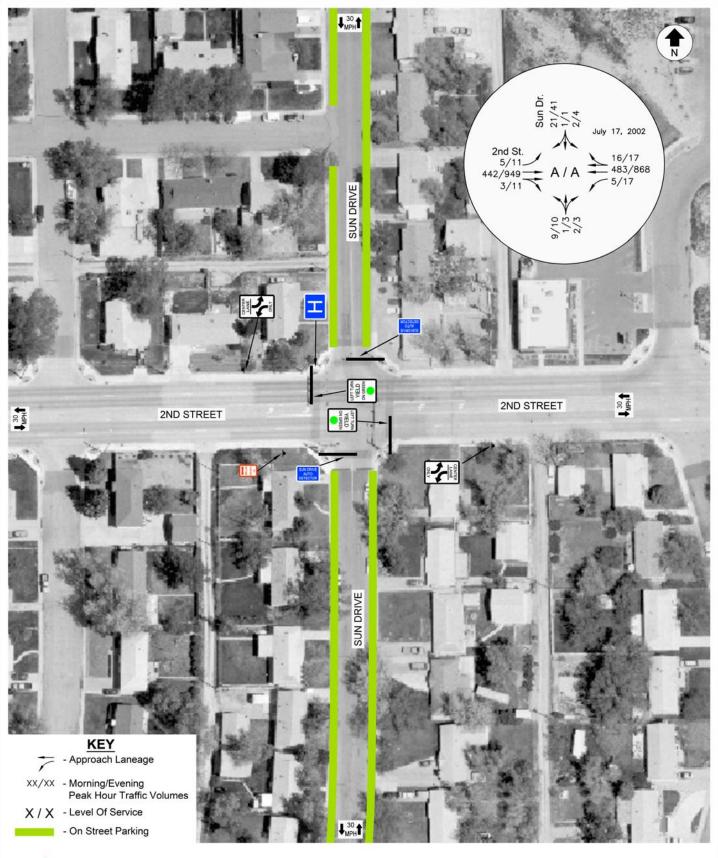


Casper High Hazard Intersections INTERSECTION 17 - 2ND STREET AND UNIVERSITY COURT



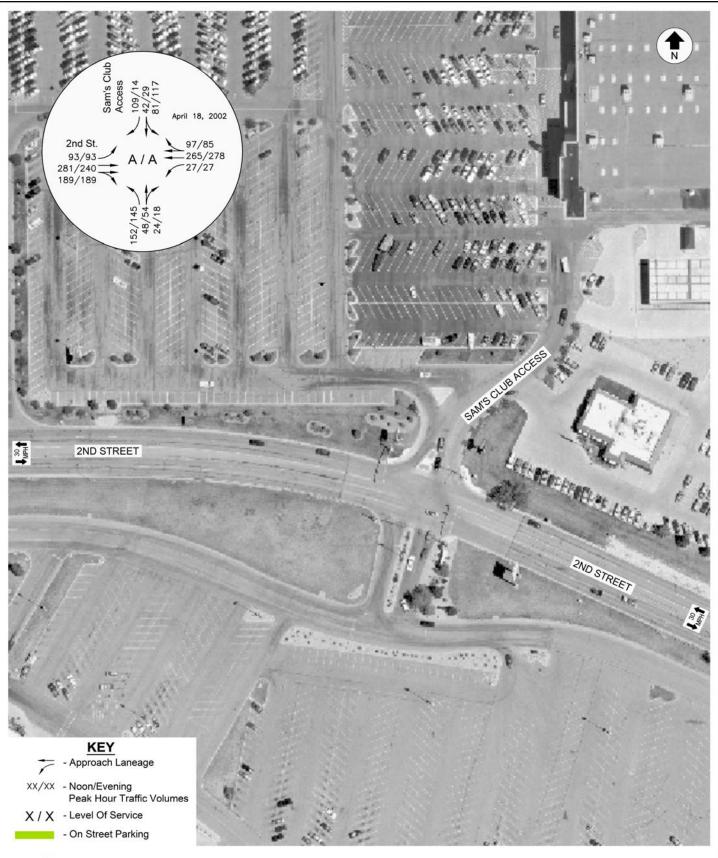


Casper High Hazard Intersections INTERSECTION 18 - 2ND STREET AND CENTER STREET



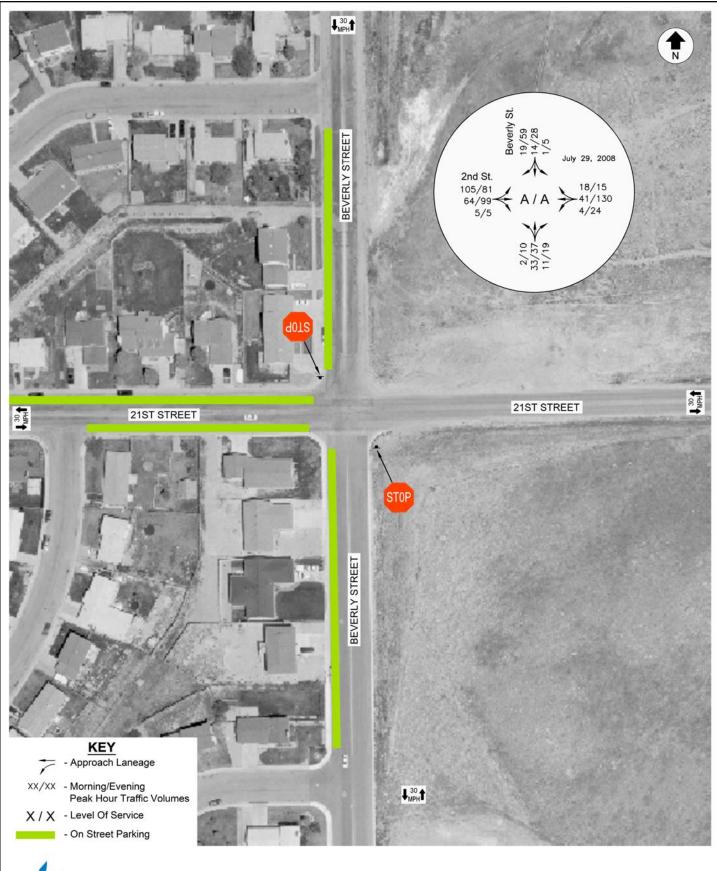


Casper High Hazard Intersections INTERSECTION 19 - 2ND STREET AND SUN DRIVE



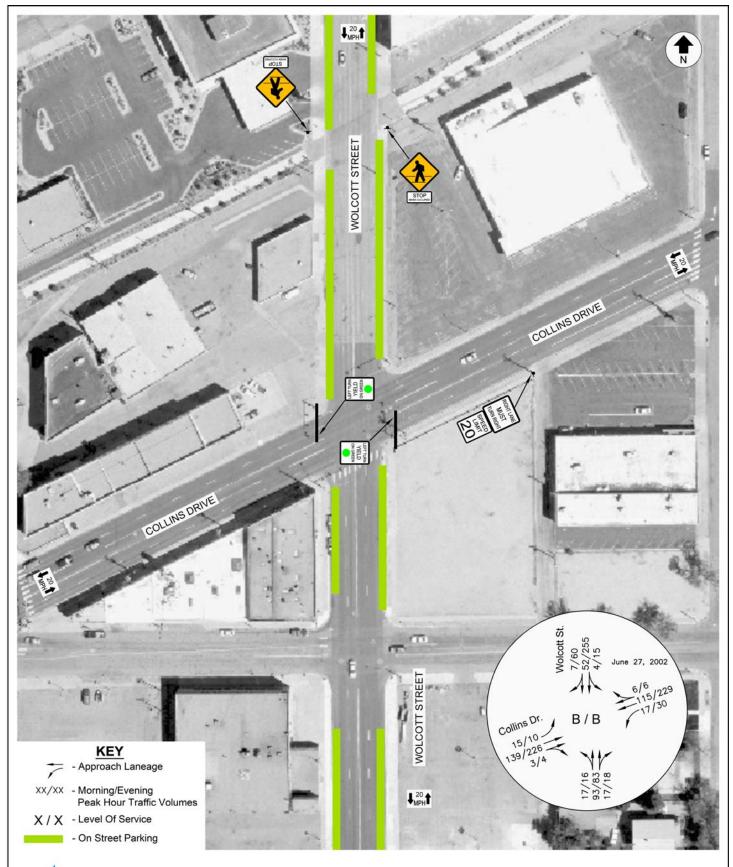


Casper High Hazard Intersections INTERSECTION 20 - 2ND STREET AND SAM'S CLUB ACCESS



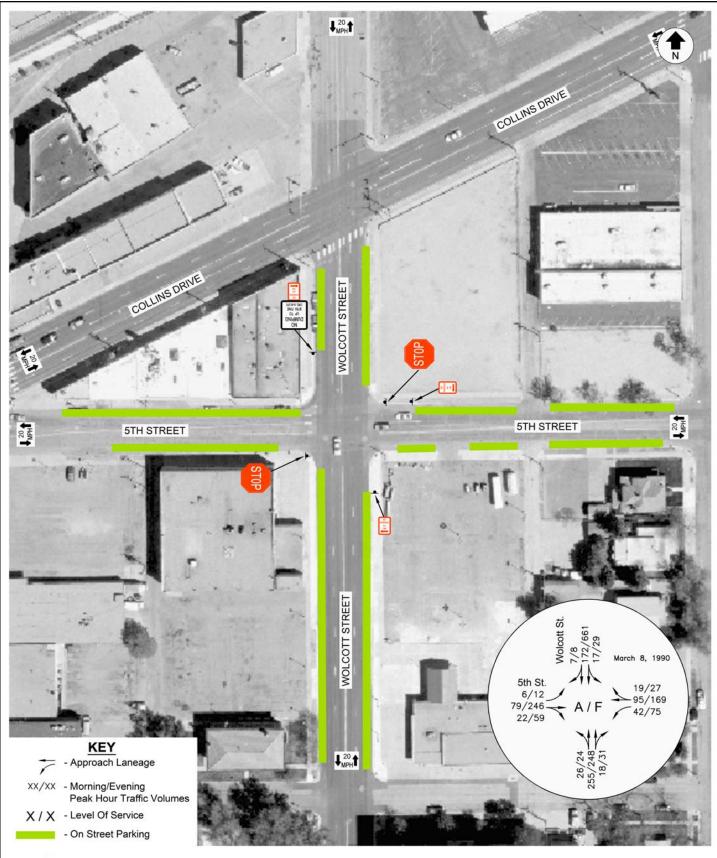


Casper High Hazard Intersections INTERSECTION 21 - 21ST STREET AND BEVERLY STREET





Casper High Hazard Intersections INTERSECTION 22 - COLLINS DRIVE AND WOLCOTT STREET



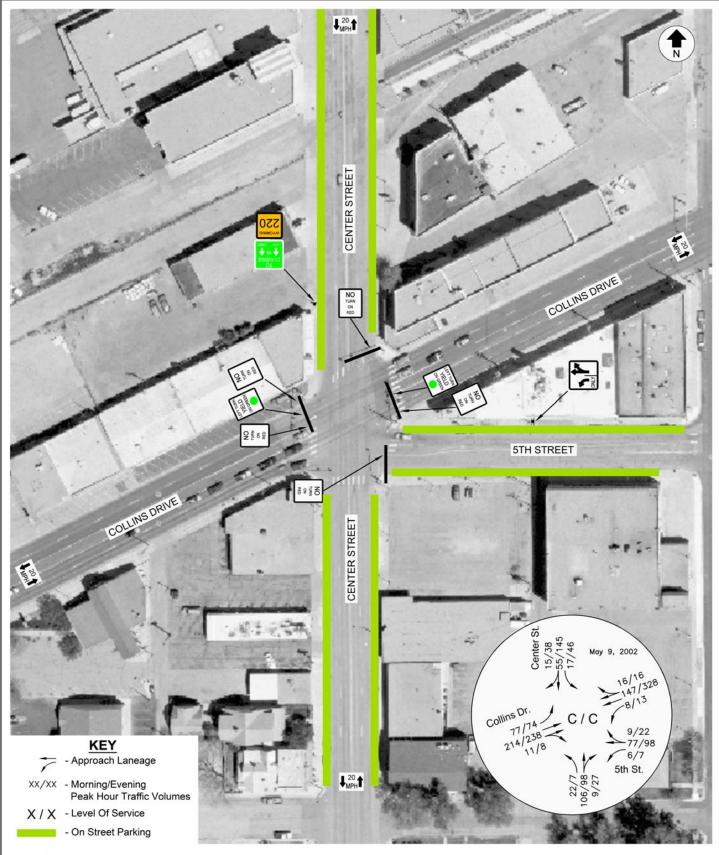


Casper High Hazard Intersections INTERSECTION 23 - 5TH STREET AND WOLCOTT STREET



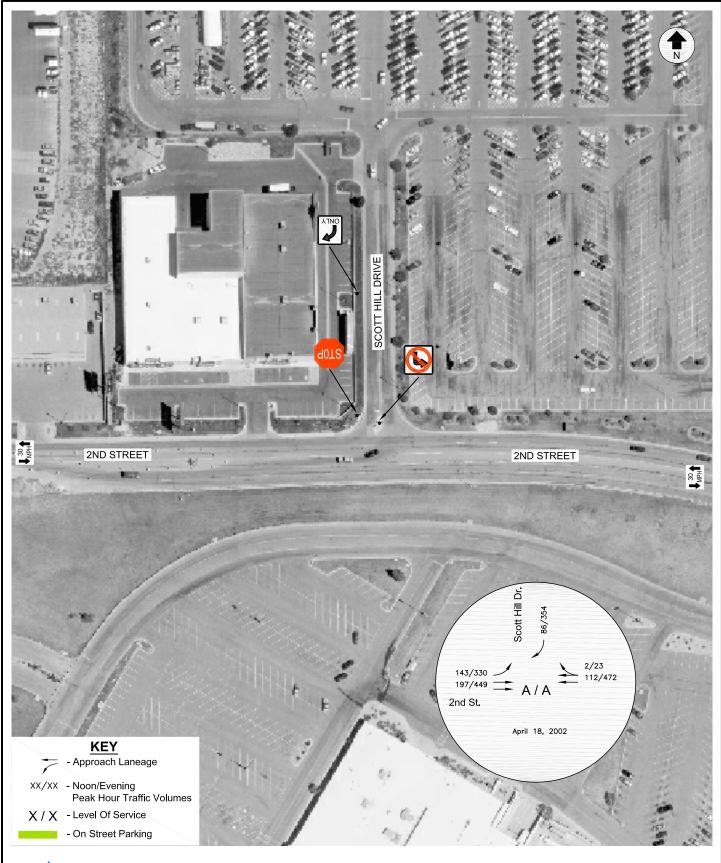


Casper High Hazard Intersections INTERSECTION 24 - CONWELL STREET AND FARNUM STREET





Casper High Hazard Intersections INTERSECTION 25 - CENTER STREET AND COLLINS DRIVE (AND 5TH STREET)



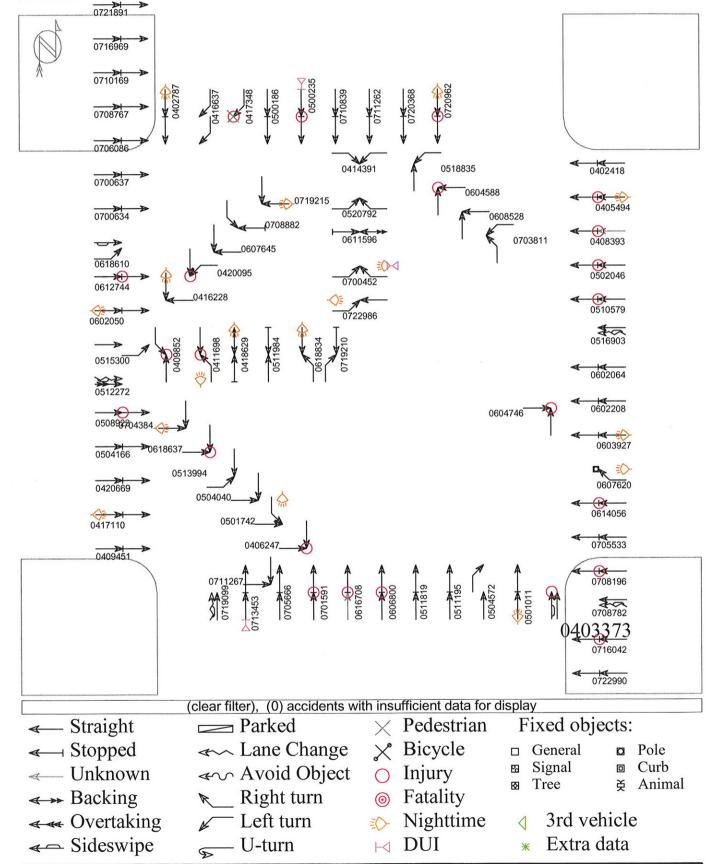


Casper High Hazard Intersections INTERSECTION 26 - 2ND STREET AND SCOTT HILL DRIVE

Appendix A	١
Accident Data	ì

82 Accidents

2nd St & Beverly St 01/01/04 - 12/31/07



CRASH HISTORY CASPER INTERSECTION 2ND ST & BEVERLY ST YEARS: 2004 - 2007

1	STEET	ACC	ACC RE	REPRT N	UM NOW	range repersion of the property of the propert	# ! O !	- ZOO/	HIGHWAY	COLLISION	ROADWAY
O)	STREET	មា	60		ING KIL		1	COND	HIGHWAI BLEMENT	TYPS	TONCTION
IST HARMFUL EVENT	: : : : : : : : : : : : : : : : : : :	HUMAN		ACT	ACTIVITY	LO	DIRECTION	Z			
S Fi	2ND ST	FEB 19 04 1: ILLEGAL DRUGS NO VIOLATIONS	52 53 50	02787 00 STRA STOP	00 00 DAK STRAIGHT AHBAD STOPPED IN TRAE	K LIC	ता ता	DRY	4-way intersection	T REAR END	INTERSECTION RELATED
ST	ZND ST	MAR 01 04 1312 033 NO VIOLATIONS FOLLOWING TOO CLOSELY	312 CLOS	23	01 00 DAY SLOWING STRAIGHT AHEAD	TEGIT.	NORTH NORTH	SLUSH	4-WAY INTERSECTION	A SIDESWIPE PASSING	INTERSECTION RELATED
TS	2ND ST	NOV 02 04 1252 NO VIOLATIONS IMPROPER LANE USE	252 USB	16637 00 RIGH RIGH	7 00 00 RIGHT TURN RIGHT TURN	DAYLIGHT	SOUTH	DRY	4-WAY INTERSECTION	N RIGHT TURN ON RED	INTERSECTION RELATED
ST	2ND ST	NOV 24 04 1916 UNSAFE BACKING UP NO VIOLATIONS		18629 00 BACK STOP	BACKING STOPPED IN	DARK UNI		DRY	4-WAY INTERSECTION	NO CEAD ON	INTERSECTION RELATED
	BEVERLY ST	FEB 14 04 FOLLOWING TO NO VIOLATION	1656 02 30 CLOSEL NS	φ.) 00 00 I STARTING OUT STOPPED IN TE	DAYLIGHT RAFFIC	r west	DRY	4-WAY INTERSECTION	v rear end	INTERSECTION RELATED
	BEVERLY ST	APR 13 04 DISTRACTION NO VIOLATION	044	05494 01 STRA STOP	01 00 DAE STRAIGHT AHEAD STOPPED IN TRAI	XX LI		DRY	4-MAY INTERSECTION	v rear end	INTERSECTION RELATED
	BEVERLY ST	MAY 03 04 DISREGARD TE NO VIOLATION	1810 06 LAF CONTR IS	06247 01 TROL STRA STRA	01 00 DAY STRAIGHT AHEAD STRAIGHT AHEAD	YLIGHT	BAST	DRY	4-way intersection	A ANGLE COLLISION	INTERSECTION
	BEVERLY ST	JUN 05 04 NO VIOLATION DISTRACTION	311	08393 02 STOPPE OTHER	2 00 PPED IN ER	DAYLIGH) I TRAFFIC		DRY	4-MAY INTERSECTION	1 REAR END	INTERSECTION RELATED
	BEVERLY ST	JUN 25 04 UNKNOWN NO VIOLATION	000	09451 00 STRA STOP	CO OO DA STRAIGHT AHEAD STOPPED IN TRAI	YLIGH	r Bast Bast	DRY	4-WAY INTERSECTION	1 REAR END	intersection related
	BEVERLY ST	JUL 08 04 NO VIOLATION FAILURE TO 0	253 ANT R	23 23	: 01 00 DA! STRAIGHT AHEAD LEFT TURN	DAYLIGHI AHEAD	NORTH SOUTH	DRY	4-WAY INTERSECTION	1 LEFT TURN	INTERSECTION
	BEVERLY ST	AUG 07 04 DISREGARD TE	2334 11698 RAF CONTROL L	.698 03 tol left	3 00 T TURN	DARK LIG	1-1	DRY	4-WAY INTERSECTION	I LEFT TURN	INTERSECTION

STRBET NAMB	STRBET	ACC DATE	ACC	REPRT NUM NUM NUMBR INJ KIL ACTIVITY	LIGHT	ROAD	HI CHWAY ELEMENT	COLLISION	ROADWAY JUNCTION
EVENT FACTOR PRIOR DISREGARD TRAF CONTROL STRAIGHT AHEAD	FACTOR PRIOR DISREGARD TRAF CONTROL STRAIGHT AHEAL	FACTOR PRIOR DISKEGARD TRAF CONTROL STRAIGHT AHEAL	PRIOR TROL STRAIGHT AHEAL	EM	DIRECTION SOUTH	NO			
2ND ST BEVERLY ST SEP 22 04 1521 14391 00 00 DAY WV-WV UNKNOWN RIGHT TURN NO VIOLATIONS LEFT TURN	ST SEP 22 04 1521 14391 00 00 UNKNOWN NO VIOLATIONS LEFT TURN	SEP 22 04 1521 14391 00 00 UNKNOWN RIGHT TURN NO VIOLATIONS LEFT TURN	00 00 RIGHT TURN LEFT TURN	DA	DAYLIGHT EAST WEST	DRY	4-WAY INTERSECTION	lbet turn	INTERSECTION
2ND ST BEVERLY ST OCT 26 04 0510 16228 00 00 DAR MV-WV DISREGARD TRAF CONTROL STARTING OUT NO VIOLATIONS STRAIGHT AHEAD	ST OCT 26 04 0510 16228 00 00 DISREGARD TRAF CONTROL STARTING OU NO VIOLATIONS STRAIGHT AH	OCT 26 04 0510 16228 00 00 DISREGARD TRAF CONTROL STARTING OU NO VIOLATIONS STRAIGHT AH	16228 00 00 DAR NTROL STARTING OUT STRAIGHT AHEAD	DAR T EAD	DARK LIGHTED T EAD WEST	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
2ND ST BEVERLY ST NOV 08 04 1713 17110 00 00 DARK LI NO VIOLATIONS STOPPED IN TRAFFIC POLLOMING TOO CLOSELY STRAIGHT AHEAD	ST NOV 08 04 1713 17110 00 00 NO VIOLATIONS STOPPED IN 7 FOLLOWING TOO CLOSELY STRAIGHT AHI	NOV 08 04 1713 17110 00 00 NO VIOLATIONS STOPPED IN ? FOLLOWING TOO CLOSELY STRAIGHT AHI	10 00 00 STOPPED IN 1 STRAIGHT AHI	DAR TRAF EAD	DARK LICHTED CRAFFIC EAST SAD EAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
2ND ST BEVERLY ST NOV 12 04 1423 17348 01 00 DAY: PEDESTRIAN INATTENTIVE DRIVER RIGHT TURN	ST NOV 12 04 1423 17348 01 00 INATTENTIVE DRIVER RIGHT TURN	NOV 12 04 1423 17348 01 00 INALTENTIVE DRIVER RIGHT TURN	17348 01 00 RIGHT TURN	DAY	DAYLIGHT SOUTH	DRY	4-WAY INTERSECTION		INTERSECTION
ZND ST BEVERLY ST DEC 19 04 1610 20095 02 00 DAYLIGHT MV-MV FAILURE TO GRANT ROW LEFT TURN NO VIOLATIONS STRAIGHT AHEAD	DEC 19 04 1610 20095 02 00 FAILURE TO GRANT ROW LEFT TURN NO VIOLATIONS STRAIGHT AHI	DEC 19 04 1610 20095 02 00 FAILURE TO GRANT ROW LEFT TURN NO VIOLATIONS STRAIGHT AHI	195 02 00 LBFT TURN STRAIGHT AHI	DAYL	IGHT WEST SOUTH	DRY	4-WAY INTERSECTION	let Turn	INTERSECTION
2ND ST BEVERLY ST DEC 28 64 1120 20659 00 00 DAYLIGHT MV-MV FOLLOWING TOO CLOSELY STRAIGHT AHEAD IN VIOLATIONS STOPPED IN TRAFFIC I	ST DEC 28 04 1120 20659 FOLLOWING TOO CLOSELY ST NO VIOLATIONS ST	DEC 28 04 1120 20659 FOLLOWING TOO CLOSELY ST NO VIOLATIONS ST	ST.	DAYLI EAD TRAFFI	GHT EAST C EAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION
BEVERLY ST 2ND ST JAN 04 05 1235 00186 00 00 DAYLIGHT MV-MV FOLLOWING TOO CLOSELY STRAIGHT AHEAD NO VIOLATIONS STOPPED IN TRAFFIC 3	JAN 04 05 1235 00186 00 00 FOLLOWING TOO CLOSELY STRAIGHT AN NO VIOLATIONS STOPPED IN	6 00 00 STRAIGHT AF STOPPED IN	6 00 00 STRAIGHT AF STOPPED IN	DAYLI EAD TRAFFI	GHT SOUTH C SOUTH	SNOWY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
BEVERLY ST 2ND ST JAN 05 05 1553 00235 01 00 DAYLIGHT MV-MV STRAIGHT AHEAD STRAIGHT AHEAD (NO VIOLATIONS STORPED IN TRAFFIC (JAN 05 05 1553 00235 01 00 ALCOHOL RELATED STRAIGHT AL NO VIOLATIONS STOPPED IN	553 00235 01 00 STRAIGHT AL STOPPED IN	01 00 STRAIGHT AE	DAYLI EAD TRAFFI	GHT SOUTH C SOUTH	WET	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
BEVERLY ST 2ND ST JAN 14 05 1718 01011 00 00 DARK LIGHTED MV-MV STOPPED IN TRAFFIC NORTH FOLLOWING TOO CLOSELY STRAIGHT AHEAD NORTH	ST JAN 14 05 1718 01011 NO VIOLATIONS FOLLOWING TOO CLOSELY	718 01011 CLOSELY	01011 00 00 DARK STOPPED IN TRAFF1 SELY STRAIGHT AHEAD	DARK TRAFFI EAD	DARK LIGHTED TRAFFIC NORTH ERAD NORTH	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
BEVERLY ST 2ND ST JUL 24 05 1148 11195 00 00 DAYLIGHT MV-MV INATTENTIVE DRIVER SLOWING NO VIOLATIONS SLOWING	ST JUL 24 05 1148 11195 00 00 INATTENTIVE DRIVER SLOWING NO VIOLATIONS SLOWING	148 11195 00 00 RIVER SLOWING SLOWING	SLOWING SLOWING	DAYL	ight North North	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
BEVERLY ST 2ND ST DEC 18 05 1655 20792 00 00 DAXLIGHT MV-MV RIGHT TURN FAILURE TO GRANT ROW RIGHT TURN	DEC 18 05 1655 20792 00 00 FAILURE TO GRANT ROW RIGHT TURN	92 00 00 RIGHT TURN	92 00 00 RIGHT TURN	DAXL	IGHT MEST	WET	4-WAY INTERSECTION	LEFT TURN	INTERSECTION RELATED

3 5 5 1 1 4 4 4	t t t f f f f f f	1 1 1 1 1 1 1 1		Ω		Ω			Q		۵	
1 1 1 1 1 1	t	1 1 1 1 1 1 1	z	n relate	z	N RBLATE	z	z	n relate	z	n relate	k.
ROADWAY JUNCTION	; ; ; ; ; ; ; ; ;	1 	INTERSECTION	INTERSECTION RELATED	INTERSECTION	INTERSECTION RELATED	INTERSECTION	INTERSECTION	INTERSECTION RELATED	INTERSECTION	INTERSECTION RELATED	INTERSECTION
			ha.		TISION		N.	LISION			PASSING	_
COLLISION TYPE		r r r t t t	LEFT TURN	REAR END	ANGLE COLLISION	REAR END	RIGHT TURN	ANGLE COLLISION	REAR END	REAR END	SIDESWIPE	LEFT TURN
	1 1 3 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	; ; ; ; ; ; ; ; ; ;	4-MAY INTERSECTION	4-may intersection	4-WAY INTERSECTION	4-WAY INTERSECTION	4-way intersection	INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION	INTERSECTION	4-WAY INTERSECTION
HIGHWAY	 	1 ((1 1 1 1 1 1	4-9ay I	4-WAY I	4-WAY I	4-WAY I	4-WAY I	4 - WAY I	4-nay i	4-WAY I	4-WAY I	4-WAY I
ROAD	TON	3 3 1 1 1 1	DRY	ICY	DRY	DRY		DRY	DRY	DRY	צאם	DRY
	DIRECTION	EAST	DARK UNLIGHTED S WEST AD EAST	CGHT WEST C WEST	CGHT SOUTH BAST	GHT BAST C EAST	IGHT NORTH N EAST	EAST EAST SOUTH	CGHT WEST CC WEST	ight North North	IGHT EAST EAST	GHT
M LIGHT	t t t t	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	SHE	DAYLIGHT AHEAD N TRAFFIC	DAYLIGHT AHEAD AHEAD	DAYLIGHT AHBAD N TRAFFIC	I DAYLIGHT N AHBAD	DAYLIGHT AHBAD AHBAD AHBAD	DAYLIGHT AHEAD IN TRAFFIC IN TRAFFIC	DAYLIGHT AHBAD	DAYLIGHT LANES	DAYLIGHT
NUM NUM	ACTIVITY	LEFT TURN	2 00 00 DAI LEFT TURN STRAIGHT AHEAD	01 00 DAYLIGH STRAIGHT AHEAD STOPPED IN TRAFFIC	OOOOODAY STRAIGHT AHEAD STRAIGHT AHEAD	6 00 00 DAYLIGI STRAIGHT AHBAD STOPPED IN TRAFFIC	2 00 00 DA RIGHT TURN STRAIGHT AHBAD	OL OO DAY STRAIGHT AHBAD STRAIGHT AHBAD STRAIGHT AHBAD	9 01 00 DAYLIGI STRAIGHT AHEAD STOPPED IN TRAFFIC STOPPED IN TRAFFIC	9 00 00 DA' SLOWING STRAIGHT AHEAD	OO GO DAY CHANGING LANES PASSING	.ea 00 00
REPRT	1 64; 1 1 1 1 1	H	01742	02046 S	04040 ONTROL S	(1)	72	22	01		12272	2040 11984
ACC	1 1 1 1 1 1 1	TIONS	JAN 27 05 1803 INATTENTIVE DRIVER NO VIOLATIONS	05 X	MAR 13 05 1100 04040 00 00 DA' DISREGARD TRAF CONTROL STRAIGHT AHEAD NO VIOLATIONS STRAIGHT AHEAD	MAR 15 05 1156 0416 FOLLOWING TOO CLOSELY NO VIOLATIONS	MAR 22 05 1603 045 FAILURE TO GRANT ROW NO VIOLATIONS	JUN 10 05 1436 089 NO VIOLATIONS NO VIOLATIONS FAILURE TO GRANT ROW	JUL 15 05 1330 10579 FOLLOWING TOO CLOSELY 6 NO VIOLATIONS NO VIOLATIONS	JUL 29 05 2020 1181 NO VIOLATIONS FOLLOWING TOO CLOSELY	AUG 03 05 1144 : INATTENTIVE DRIVER NO VIOLATIONS	
ACC DATE	HUMAN FACTOR	NO VIOLATIONS		FEB 01 05 OTHER OTHER					111 121 121	JUL 29 05 20 NO VIOLATIONS FOLLOWING TOO		AUG 03 05
STREET		:	BEVERLY ST	BEVERLY ST	BEVERLY ST	BEVERLY ST	BEVERLY ST	BEVERLY ST	BEVERLY ST	BEVERLY ST	BEVERLY ST	BEVERLY ST
STREET	IST HARMFUL EVENT	1	ZND ST MV-MV	2ND ST MV-MV	ZND ST MV-MV	2ND ST MV-MV	2ND ST MV-MV	2ND ST MV-MV	SND ST MV-MV	ZND ST MV-MV	ZND ST MV-MV	ZND ST
YEAR	; ; ; ;	1 1 1 1 1 1 1 1	% 05	» 05	* 05	% 00%	» 05	% 0.55	\$0 \$	% 0 0 0	% 0.55	0.55

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1 1 1	ROADWAY			INTBRSECTION	ERSECTIO	ERSECTIO	INTERSECTION	SRSECTIO	BRSECTIO	INTBRSECTION	INTERSECTION	ERSECTIO	BRSECTIO	BRSECTIO
1 1 1 1 1 1	AOM AUD 			INI	INT		TMI	INI	INI	TNT	INI	TNI	INI	INI
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	NOI			TURN	TURN	SIDESWIPE PASSING	TURN	GNE		END	GNE	BND	END	Q
; ; ;	COLLISION		r r r	TETT	ह इ.स.च च	SIDESW	E E E	REAR E	1	REAR E	REAR B	REAR E	RSAR	REAR END
1 1 1	; ; ; ; ; ;		t f t t t	SECTION	SECTION	SECTION	SECTION	SECTION	SECTION	INTERSECTION	SECTION	SECTION	4-MAY INTERSECTION	4-way intersection
1	HIGHWAY BLEMENT		t ; ; ;	4-MAY INTERSECTION	4-MAY INTERSECTION	4-MAY INTERSECTION	4-MAY INTERSECTION	4-way intersection	4-way intersection		4-WAY INTERSECTION	4-MAY INTERSECTION	ay inter	AY INTER
1 1	HIGH		1	4 - 912	4 - W?	4 - W2	4 - W	4-77	4 - W?	4 - MAY	4 - W	4 - 41	4 - W2	4. W.
1 1 1 1 1 1 1 1	ROAD	ION	1 1 1 1 1 1	DRY	DRY	DRY	DRY	TEM	DRY	DRY	DRY	DRY	DRY	DRY
t	1 3 3 3	DIRECTION	SEAST	T SOUTH EAST	II EAST EAST	HT WEST WEST	IT NORTH MEST	IT NORTH NORTH	(GHTED WEST	fT NORTH NORTH	DARK UNLIGHTED AD EAST AD EAST RAFFIC EAST	H WEST WEST	H WEST WEST	IGHTED
1 1 1 1 1 1 1 1	LIGHT	t 1 1 1 1 1 1	1	DAYLIGHT	DAYLIGHT EAD	DAYLIGHT NES EAD	DAYLIGHT EAD	OT 00 DAYLIGHT STARTING OUT STOPPED IN TRAFFIC	DARK LICHTED WEST	DAYLIGHT TRAFFIC	STRAIGHT AHEAD STRAIGHT AHEAD STOPPED IN TRAFFIC	1 00 00 DAYLIGHT STRAIGHT AHEAD STOPPED IN TRAFFIC	STARTING OUT STOPPED IN TRAFFIC	DARK LIGHTED EAD WEST
1 1	NUM NUM INJ KIL	ACTIVITY	LEFT TORN	4 00 00 DA STRAIGHT AHBAD LBFT TURN) 00 00 DAY STRAIGHT AHEAD LEFT TURN	OOOOODA CHANGING LANES STRAIGHT AHEAD	0 00 AIGHT AH T TURN	1 00 RTING OU PPED IN	O OO HT TURN	01 00 OTHER STOPPED IN	OOOODAN STRAIGHT AHEAD STRAIGHT AHEAD STOPPED IN TRAI	0 00 AIGHT AH PPED IN	3 00 00 I STARTING OUT STOPPED IN TR	O OO AIGHT AE
1	REPRT NI NUMBR IN	ACT		ō,	15300 00 STRAJ LEFT	6903 00 CHANG STRAI	8835 00 ROL STRAI LEFT	06800 01 STARS STOPI	07620 00 RIGHT	¢υ.		12064 00 STRAI STOPE		3927 00 LY STRAI
 	ACC R	 	«S	1607 1 SRANT RO NS	CIC	1300 16903 DRIVER (1227 18835 RAF CONTROL 9	1105 0 DRIVER NS	2117 O DRIVER	1216 1 DO CLOSE NS	1728 02050 00 CLOSELY S NS S	1150 02064 NS	345 CLOS	1920 C
! ! !	. E	1	NO VIOLATIONS	SEP 02 05 1607 139 FAILURE TO GRANT ROW NO VIOLATIONS	SEP 29 05 1212 IMPROPER TURNING NO VIOLATIONS	OCT 25 05 1300 INATIBNTIVE DRIVER NO VIOLATIONS	NOV 28 05 1227 18835 00 00 DAI DISREGARD TRAF CONTROL STRAIGHT AHEAD NO VICLATIONS LEFT TURN	APR 18 06 1105 (INATTENTIVE DRIVER NO VIOLATIONS	MAY 22 06 2117 INATTENTIVE DRIVER	OCT 05 06 1216 1670 FOLLOWING TOO CLOSELY NO VIOLATIONS	JAN 25 06 1728 02050 FOLLOWING TOO CLOSELY NO VIOLATIONS FOLLOWING TOO CLOSELY	JAN 30 06 1: DISTRACTION NO VIOLATIONS	JAN 30 06 1345 02208 FOLLOWING TOO CLOSELY NO VIOLATIONS	FEB 26 06 1920 03927 00 00 DAI FOLLOWING TOO CLOSELY STRAIGHT AHEAD
: : : :	ACC	HUMAN	NOW V		ST SEP IMPR NO V	ST OCT INAT V ON		APR INAT NO V	may Inat	OCT FOLL NO V				
1 1 1	STREET	1 1 1 1 1 1 2	; ; ; ; ;	BEVERLY ST	BEVERLY	BEVERLY	BEVERLY ST	ZND ST	ZND ST	ZND ST	BEVERLY ST	BEVERLY ST	BEVERLY ST	BEVERLY ST
1		1ST HARMFUL EVENT	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ST N	ST	ST	ST	BEVERLY ST MV-MV	BEVERLY ST OTHER SIGN	BEVERLY ST MV-MV	ST	ST	ST NY	ST
1	STREET YEAR NAME	1ST EV	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2ND ST MV-MV	ZND ST MV-MV	2ND ST MV-MV	2ND ST MV-MV	BEVER MV-MV	BEVE	BEVER MV-MV	SNS ST WY-WW	ZND ST MV-MV	2ND S' MV-MV	ZND ST
į	1		,	0.5	ស	9 0	0.5	9	90	90	90	9	00	© %

\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	STREET ACC ACC REPRT NUM NUM LIGHT ROAD HIGHWAY COLLISION ROADWAY NAME DATE TIME NUMBR INJ KIL COND ELEMENT TYPE JUNCTION	WEUL HUMAN ACTIVITY DIRECTION FACTOR	NO VIOLATIONS STOPPEL	O DATELICAL SNOW: Y-WAI INTENSECTION SNOWS IGHT AHEAD NORTH	BEVERLY ST MAR 12 06 1643 04746 01 00 DAYLIGHT ICY 4-WAY INTERSECTION ANGLE COLLISION INTERSECTION UNSAFE SPEED STRAIGHT AHEAD RAST NO VIOLATIONS STRAIGHT AHEAD EAST	BEVERLY ST MAY 18 06 0621 08528 00 00 DAWN OR DUSK DRY 4-WAY INTERSECTION ANGLE COLLISION INTERSECTION FAILURE TO GRANT ROW STRAIGHT AHEAD NORTH NO VIOLATIONS STRAIGHT AHEAD NORTH	BEVERLY ST MAY 22 06 1520 07645 00 00 DAXLIGHT DRY 4-WAY INTERSECTION ANGLE COLLISION INTERSECTION INATTENTIVE DRIVER STRAIGHT AHEAD WEST NO VIOLATIONS STRAIGHT AHEAD SOUTH	BEVERLY ST JUL 21 06 1007 11596 00 00 DAYLIGHT DRY 4-WAY INTERSECTION HEAD ON INTERSECTION RELATED ONSAFE BACKING UP BACKING NEST NO VIOLATIONS STOPPED IN TRAFFIC BAST	BEVERLY ST AUG 18 06 1215 12744 01 00 DAYLIGHT DRY 4-WAY INTERSECTION REAR END INTERSECTION NO VIOLATIONS STOPPED IN TRAFFIC EAST FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST	BEVERLY ST AUG 30 06 1511 14056 01 00 DAXLIGHT DRY 4-MAY INTERSECTION REAR END INTERSECTION RELATED FOLLOWING TOO CLOSELY STARTING OUT WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST	BEVERLY ST NOV 09 06 1220 18610 00 00 DAXLIGHT WET 4-WAY INTERSECTION SIDESWIPE PASSING INTERSECTION RELATED IMPROPER LANE USE LEFT TURN EAST UNKNOWN STRAIGHT AHEAD EAST	BEVERLY ST NOV 12 06 0810 18637 02 00 DAYLIGHT WET 4-WAY INTERSECTION ANGLE COLLISION INTERSECTION NO VIOLATIONS STRAIGHT AHEAD EAST INATTENTIVE DRIVER STARTING OUT SOUTH	BEVERLY ST NOV 22 06 2010 18834 00 00 DARK LIGHTED DRY 4-WAY INTERSECTION ANGLE COLLISION INTERSECTION SOUTH PARAD SOUTH
	STREET	TO S			BEVERLY ST	BEVERLY ST			BEVERLY ST	BEVERLY ST	BEVERLY ST	BEVERLY ST	BEVERLY SI
	STREET YEAR NAME	IST HARMFUL EVENT		» 05 2ND ST MV-MV	» 06 2ND ST MY-WV	» 06 2ND ST MV-MV	» 06 ZND ST MV-MV	» 06 2ND ST MV-MV	» 06 ZND ST MV-MV	» 06 ZND ST MV-MV	» 06 2ND ST MV-MV	* 06 2ND ST MV-MV	» 06 ZND ST

YBAR	STREET	STREET NAME	ACC	ACC F	REPRT NUNDER IN	E H	LIGHT	ROAD	HIGHWAY ELEMENT	COLLISION TYPE		ROADWAY JUNCTION
	1ST HARMFUL EVENT		HUMAN FACTOR		ACTIVI	ACTIVITY PRIOR	DIRECTION	NOI	, , , , , , , , , , , , , , , , , , ,	;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;	F E E E	1
:	BEVERLY ST MV-MV	2ND ST	JAN 08 07 1741 OTHER ALCOHOL RELATED	: : :n	00452 00 RIGHT LEPT	00 TURN TURN	DARK LIGHTED WEST EAST	DRY	4-MAY INTERSECTION	ON RIGHT TURN		intersection related
	BEVERLY ST MV-MV	2ND ST	JAM 19 07 0750 0159 FOLLOWING TOO CLOSELY NO VIOLATIONS	750 CLOS	<u>-</u> 5	OC T NII	DAYLIGHT NORTH TRAFFIC NORTH	HSOTS	4-WAY INTERSECTION	ON REAR END		INTERSECTION RELATED
	BEVERLY ST MV-MV	2ND ST	MAR 23 07 1508 INATTENTIVE DRIVER NO VIOLATIONS	SOS	05666	: 00 00 DAYLIGH STRAIGHT AHEAD STOPPED IN TRAFFIC	DAYLIGHT FAD NORTH FRAFFIC NORTH	DRY	4-WAY INTERSECTION	ON REAR END	.,	INTERSECTION RELATED
	BEVERLY ST MV-MV	2ND ST	JUN 22 07 1457 INATTENTIVE DRIVER NO VIOLATIONS	157 RIVER	10839	OC OO DAYLIGH STRAIGHT AHEAD STOPPED IN TRAFFIC	DAYLIGHT HEAD SOUTH TRAFFIC SOUTH	DRY	4-WAY INTERSECTION	ON REAR END		INTERSECTION RELATED
	BEVERLY ST MV-MV	2ND ST	JUN 29 07 1610 1126 FOLLOWING TOO CLOSELY NO VIOLATIONS	510 CLO		2 00 00 D. STARTING OUT STARTING OUT	DAYLIGHT JT SOUTH JT SOUTH	DRY	4-WAY INTERSECTION	ON REAR END		intersection related
	BEVERLY ST MV-MV	2ND ST	AUG 05 07 091: ALCOHOL RELATED NO VIOLATIONS	10	13453 00 STRA STOP	1 00 00 DAYLIGH STRAIGHT AHBAD STOPPED IN TRAFFIC	DAYLIGHT BAD NORTH TRAFFIC NORTH	DRY	4-WAY INTERSECTION	on rear end		INTERSECTION RELATED
	BEVERLY ST MV-MV	2ND ST	OCT 29 07 1710 INATTENTIVE DRIVER NO VIOLATIONS	710 RIVEF	19095	OO OO DAN CHANGING LANES STRAIGHT AHBAD	DAYLIGHT NES NORTH SAD NORTH	DRY	4-MAY INTERSECTION	ON SIDESWIPE PASSING		INTERSECTION RELATED
	BEVERLY ST MV-MV	2ND ST	NOV 03 07 1140 INATTENTIVE DRIVER NO VIOLATIONS	140 RIVER	19210) 00 00 DAYLIGH RIGHT TURN STOPPED IN TRAFFIC	DAYLIGHT N WEST RAFFIC SOUTH	DRY	4-WAY INTERSECTION	ON RIGHT TURN	.,	INTERSECTION RELATED
	BEVERLY ST MV-MV	2ND ST	NOV 16 07 0. FELL ASLEEP NO VIOLATIONS	350	20962 02 STRAI STOPP	00 GHT AE ED IN	DARK LIGHTED SOUTH TRAFFIC SOUTH	DRY	4-WAY INTERSECTION	ON REAR END	, ,	INTERSECTION RELATED
	BEVERLY ST MV-MV	2ND ST	NOV 18 07 1. DISTRACTION NO VIOLATIONS	1349 NS	20368 00 STRAI STOPP	00 GHT AH ED IN	DAYLIGHT EAD SOUTH TRAFFIC SOUTH	DRY	4-WAY INTERSECTION	on rear end	.,	INTERSECTION RELATED
	2ND ST MV-MV	BEVERLY ST	JAN 13 07 1248 0063. FOLLOWING TOO CLOSELY	1248 30 CLOS)	00634 00 (SELY SLOWING	00	DAYLIGHT EAST	Z G X	4-WAY INTERSECTION	ON RBAR END	V-1	INTERSECTION RELATED

	1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		i	MIIM	YEARS: 2004 - 2007	ROAD	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	NOTETE	ROADWAY
STRBET	STREET	ACC ACC DATE TIME	(2)	RY NUM BR INJ	M I I	COND	COND	BLEMENT STATES	TYPE	ACNCTION
1ST HARMFUL EVENT	 : : : : : : : :	HUMAN		ACTIVITY	7.7	DIRECTION	NO			
F	1 1 1 1 2 3 4 1 1	NO VIOLATIONS		STOPPE	STOPPED IN TRAFFIC	AFFIC EAST				
2ND ST MV-MV	BEVERLY ST	JAN 13 07 1525 UNSAFE SPEED NO VIOLATIONS NO VIOLATIONS		00637 00 STRAIGH STOPPEI	STRAIGHT AHEAD STOPPED IN TRAFFIC STOPPED IN TRAFFIC	DAYLIGHT SAD RAFFIC EAST RRAFFIC EAST	ICY	4-MAY INTERSECTION	REAR BND	INTERSECTION RELATED
2ND ST MV-MV	BEVERLY ST	FEB 19 07 1559 FAILURE TO GRANT NO VIOLATIONS	59 03811 VT ROW]	OO CEFT	00 DA TURN TURN	DAYLIGHT NORTH WEST	MET	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
2ND ST MV-MV	BEVERLY ST	MAR 01 07 1915 UNSAFE SPEED NO VIOLATIONS		04384 00 0 SLOWING STRAIGHT	0 AME	DARK LIGHTED EAST AD SOUTH	ICY	4-MAY INTERSECTION	ANGLE COLLISION	INTERSECTION
2ND ST MV-MV	BEVERLY ST	MAR 12 07 1659 0553 FOLLOWING TOO CLOSELY NO VIOLATIONS NO VIOLATIONS	59 05533 SLOSELY S	ω,	STOPPED IN TRAFFIC STOPPED IN TRAFFIC	DAYLIGHT WEST RAFFIC WEST REFIC WEST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
2ND ST MV-MV	BEVERLY ST	MAR 28 07 1700 0608 FOLLOWING TOO CLOSELY NO VIOLATIONS	NTSSOTC	ω	STRAIGHT AHEAD STOPPED IN TRAFFIC	DAYLIGHT SAD BAST FRAFFIC EAST	WET	4-MAY INTERSECTION	REAR END	INTERSECTION RELATED
2ND ST MV-MV	BEVERLY ST	MAY 09 07 1751 0819 FOLLOWING TOO CLOSELY NO VIOLATIONS	SI 08196 CLOSELY S	ND.	s 03 00 DAYLIGH STRAIGHT AHEAD STOPPED IN TRAFFIC	DAYLIGHT SAD WEST FRAFFIC WEST	DRY	4-MAY INTERSECTION	REAR BND	INTERSECTION RELATED
ZND ST W-WM	BEVERLY ST	MAY 15 07 1703 IMPROPER TURNING NO VIOLATIONS		08882 00 00 LEFT TURN STOPPED II	ب اح	DAYLIGHT SOUTH RAFFIC WEST	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION RELATED
2ND ST MV-MV	BEVERLY ST	MAY 17 07 INATTENTIVE UNKNOWN	ρχ	08767 00 00 STRAIGHT A STOPPED IN	7	DAYLIGHT GAD BAST TRAFFIC BAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
2ND ST MV-MV	BEVERLY ST	MAY 18 07 1727 08' INEXPERIENCED DRIVER NO VIOLATIONS	27 08782 ORIVER C	82 00 CHANGIN STRAIGE	. 00 00 DA' CHANGING LANES STRAIGHT AHEAD	DAYLIGHT NES SAD WEST	DRY	4-WAY INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED
2ND ST MV-MV	BEVERLY ST	JUN 14 07 1219 10169 FOLLOWING TOO CLOSELY S	101 (1)	01	9 00 00 DA STRAIGHT AHEAD	DAYLIGHT EAD EAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION

								TOOP : COWET	200			
YEAR	STREET	STREET	ACC AC	ACC RETINE NU	REPRT	NOW N	NUM EI	COND	ROAD	HIGHWAY ELEMENT	COLLISION	ROADWAY
t t t	1ST HARMFUL EVENT	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	HUMAN	1 1 1 1 1	AC	ACTIVITY PRIOR	1 	DIRECTION	NO	# # # # # # # # # # # # # # # # # # #		
1 1 1	1 1 1 1 1 1 5 5 5 8	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	NO VIOLATIONS		STS	OPPED	IN TRA	STOPPED IN TRAFFIC EAST	1 1 1 1 1 1	† C C C C C C C C C C C C C C C C C C C	1	
× 0.7	2ND ST MV-MV	BEVERLY ST	JUN 30 07 INATTENTIVE NO VIOLATION	1325 11267 00 DRIVER STRA	1267 ST ST	<u></u> 1	O DI AHEAI AHEAI	00 DAYLIGHT GHT AHEAD SOUTH GHT AHEAD EAST	DRY	4-WAY INTERSECTION ANGLE COLLISION	ANGLE COLLISION	INTERSECTION
% 0.7	2ND ST MV-MV	BEVERLY ST	AUG 23 07 UNKNOWN NO VIOLATION	1600 16	16042 01 STRA STOP	일표	O DI AHEAI IN TRE	00 DAYLICHT HT AHEAD WEST D IN TRAFFIC WEST	DRY	4-WAY INTERSECTION	rear end	INTERSECTION RELATED
07	SND ST MV-MV	BEVERLY ST	SEP 27 07 1550 1696 FOLLOWING TOO CLOSELY NO VIOLATIONS	550 CLOS	σı	Tei	O DI AHEAI IN TRE	00 DAYLIGHT II AHEAD EAST) IN TRAFFIC EAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
¢ 0.0	ZND ST MV-MV	BEVERLY ST	NOV 02 07 X 22986 00 00 DAI NO VIOLATIONS LEFT TURN DISREGARD TRAF CONTROL STRAIGHT AHEAD	27 P CONTE	22986 00 LEFT TROL STRA	00 00 LEFT TURN STRAIGHT A	o Di N AHEAL	00 DARK LIGHTED URN EAST HT AHEAD WEST	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
* C0	ZND ST MV-MV	BEVERLY ST	NOV 04 07 2056 19215 00 00 DARK LICHTED DISREGARD TRAF CONTROL STRAIGHT AHEAD SOUTH NO VIOLATIONS STRAIGHT AHEAD SOUTH	OS6 19	9215 tol st. sti	00 06 DAK STRAIGHT AHEAD STRAIGHT AHEAD	O DI AHEAL AHEAL	ARK LIGHTED WEST SOUTH	DRY	4-MAY INTERSECTION ANGLE COLLISION	ANGLE COLLISION	INTERSECTION
* 07	2ND ST MV-MV	BEVERLY ST	DEC 10 07 UNSAFE SPEED NO VIOLATION	1454 21) iS	21891 SEC	00 00 DAYLIGHT SLOWING STOPPED IN TRAFFIC	O DI	DAYLIGHT BAST RAFFIC BAST	ICY	4-MAY INTERSECTION	REAR END	INTERSECTION RELATED
» 07	ZND ST MV-WV	BEVERLY ST	DEC 17 07 DISTRACTION NO VIOLATION	1300 22 ts	22990 00 SLOW STOP	TINC	OC DA	DAYLIGHT WEST RRFFIC WEST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
* 07	2ND ST MV-MV	BEVERLY ST	DEC 21 07 UNSAFE SPEBI NO VIOLATION	1411 23 0 0S	23448 (ST)	00 00 DAYLIGH STRAIGHT AHBAD STOPPED IN TRAFFIC	OC DO IT AHEAL IN TRA	DAYLIGHT BAD BAST TRAFFIC BAST	SNOWY	4-WAY INTERSECTION	rear end	INTERSECTION RELATED
		TOTAL	>>> TOTAL CRASHES IN THIS REPORT:	IS REPO]	82		F == #				
		∥ PDO CB	PDO CRASHES:	υ o				p				

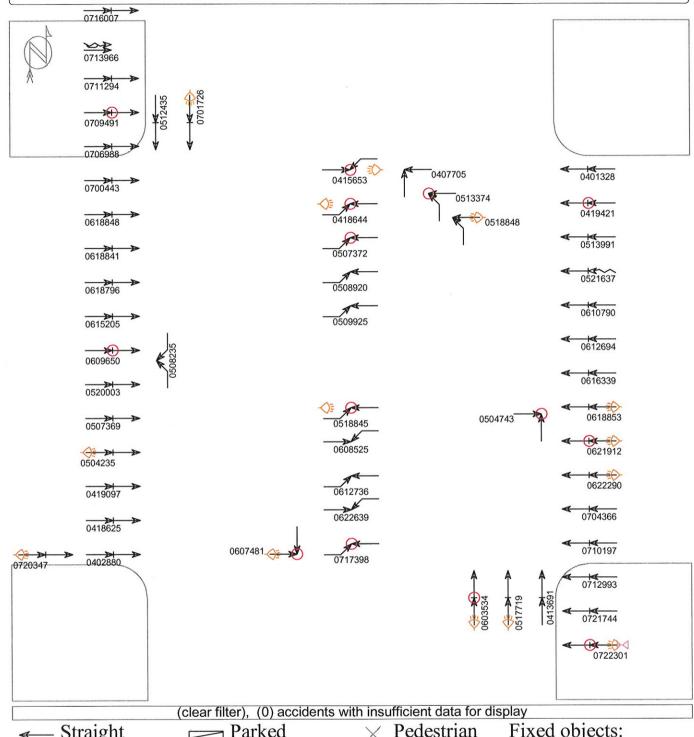
---BY: WY4724 *** CREATED: 04/29/08 13.50.30 ದ 0 m 23 TOTAL PERSONS INJURED: TOTAL PERSONS KILLED: INJURY CRASHES: FATAL CRASHES:



0716122

Accidents

2nd St & Walsh Dr 01/01/04 - 12/31/07



Straight

Parked

Pedestrian

Fixed objects:

← Stopped

Lane Change

Bicycle

□ General

Pole

Unknown

Avoid Object Right turn

Injury

Signal Curb Animal Tree

→ Backing Overtaking

Left turn

Fatality Nighttime

3rd vehicle

← Sideswipe

- U-turn

DUI

Extra data

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STREET S'		STREET NAME	ACC A DATE T	ACC R TIME N	REPRT	NOM NOM INC KIL	4 LIGHT	- !	ROAD	HIGHWAY SLEMENT	COLLISION	KOADWAI JUNCTION
LST HARMFUL EVENT			HUMAN		7 JA	ACTIVITY PRIOR		DIRECTION	N			
MALSH DR MV-MV	73	2ND ST	SEP 10 04 1600 1369 FOLLOWING TOO CLOSELY NO VIOLATIONS	1600 1 O CLOSE IS	C)	1 00 00 SLOWING STOPPED IN	DAYLIGHT TRAFFIC	r North North	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
2ND ST MV-MV	35	WALSH DR	JAN 28 04 11 OTHER NO VIOLATIONS	545	01328 SL ST	OO OO SLOWING STOPPED IN	DAYLIGHT TRAFFIC	WEST	DRY	4.WAY INTERSECTION	REAR END	INTERSECTION RELATED
2ND ST MV-MV	S.	WALSH DR	FEB 28 04 1335 0286 NO VIOLATIONS FOLLOWING TOO CLOSELY FOLLOWING TOO CLOSELY	335 CLOS CLOS	C) m	OOOODAN STOPPED IN TRAI STRAIGHT AHEAD	KLIGHT	EAST EAST EAST	SNOWY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
2ND ST MV-MV	35	WALSH DR	JUN 01 04 0831 07705 00 00 DAN DISREGARD TRAF CONTROL STRAIGHT AHEAD NO VIOLATIONS	0831 CAF CONT	07705 TROL ST ST	OOOODA. STRAIGHT AHEAD STRAIGHT AHEAD	(LIGH)	WEST	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
2ND ST MV-MV	tež	MALSH DR	OCT 15 04 2 INATTENTIVE DINATTENTIVE E	2312 1 DRIVER DRIVER	15653	O1 00 DAI LEFT TURN STRAIGHT AHEAD	DARK LIC AHEAD		DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
SND ST MV-MV	3	WALSH DR	NOV 19 04 1435 INATTENTIVE DRIVER NO VIOLATIONS	435 RIVER	18625	SLOWING STOPPED IN	DAYLIGHT I TRAFFIC	EAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
2ND ST MV-MV	≋	WALSH DR	NOV 27 04 1712 186 FAILURE TO GRANT ROW NO VIOLATIONS	1712 1 FRANT RC IS	4. 4.	1 01 00 DAN LEFT TURN STRAIGHT AHEAD	KK LIG		WBT	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
2ND ST MV-MV	35	иасsн dr	DEC 03 04 1427 INATTENTIVE DRIVER NO VIOLATIONS	127 (IVE)	19097	OO OO DAN STRAIGHT AHEAD STOPPED IN TRAE	TLIGHT	EAST EAST EAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
2ND ST MV-MV	×	ма <u>г</u> sн ок	DEC 06 04 1502 1942 FOLLOWING TOO CLOSELY NO VIOLATIONS NO VIOLATIONS	1502 1 00 CLOSE 85	111	1 02 00 DAY STRAIGHT AHEAD STOPPED IN TRAE	TLIGHT FIC	WEST WEST WEST	DRY	4-MAY INTERSECTION	REAR END	INTERSECTION RELATED
WALSH DR MV-MV	~	ZND ST	AUG 07 05 2059 INATTENTIVE DRIVER NO VIOLATIONS	2059 12435 DRIVER S	12435 ST ST	OO OO DAY STRAIGHT AHEAD STOPPED IN TRAE	TLIGHT	SOUTH	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED

YEAR	STREET	STREET	ACC	ACC REPRT NUM TIME NUMBR INJ	NUM LIGHT	ROAD	HIGHWAY	COLLISION	ROADWAY
	1ST HARMFUL EVENT	; ; ; ; ; ; ; ; ;	HUMAN FACTOR	ACTIVITY	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	DIRECTION	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1
1 00	ZND ST MV-MV	WALSH DR	NOV 29 05 17 DISREGARD TRAN	728 18848 00 F CONTROL STRAIGH	00 DARK LIGHTED AT AHEAD WEST RN NORTH	H H	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
% 0.8	2ND ST MV-MV	WALSH DR	NOV 29 05 16 NO VIOLATIONS DISREGARD TRAN	304 18845 01 LEFT TU F CONTROL STRAIGE	00 DARX UNLIGHTED JRN EAST HT AHEAD WEST	בס ספ	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
» 05	2ND ST MV-MV	WALSH DR	DEC 07 05 1211 2000 FOLLOWING TOO CLOSELY NO VIOLATIONS	211 20003 00 CLOSELY STRAIGH SLOWING	00 DAYLIGHT HT AHEAD BAST BAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
% 05	ZND ST MV-MV	MALSH DR	DEC 29 05 1. UNSAFE SPEED NO VIOLATIONS	250 21637	CHANGING LANES WEST STRAIGHT AHEAD	ICX	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
© ○	2ND ST MV-MV	WALSH DR	FEB 23 06 1911 NO VIOLATIONS INATTENTIVE DRIVER	all 03534 RIVER	O1 00 DARK LIGHTED SLOWING N EAST STRALGHT AHEAD N EAST	DRY ST ST	4-WAY INTERSECTION	rear end	INTERSECTION RELATED
0 Q	ZND ST MV-MV	walsh dr	APR 27 06 2: DISREGARD TRA: NO VIOLATIONS	253 07481 F CONTROL	. 01 00 DARK LIGHTED STRAIGHT AHEAD SOUTH STRAIGHT AHEAD	WET	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
90 *	2ND ST MV-MV	WALSH DR	MAY 18 06 1207 0853 DISREGARD TRAF CONTROI FAILURE TO GRANT ROW	Δi . 1	5 00 00 DAYLIGHT LEFT TURN WEST STRAIGHT AHEAD EAST	DRY	4-WAY INTERSECTION	LEFT TORN	INTERSECTION
© ?	2ND ST MV-MV	WALSH DR	JUN 16 06 1452 INATTENTIVE DRIVER NO VIOLATIONS	09650	: 02 00 DAYLIGHT STRAIGHT AHEAD EAST STOPPED IN TRAFFIC EAST	DRY	4-WAY INTERSECTION	rbar snd	INTERSECTION RELATED
φ 0 *	2ND ST MV-MV	WALSH DR	JUL 01 06 1205 1079 FOLLOWING TOO CLOSELY NO VIOLATIONS	0 00 SLOWING STOPPED	00 DAYLIGHT 9 1 IN TRAFFIC WEST	DRY	4-WAY INTERSECTION	REAR BND	INTERSECTION RELATED
\0 0 *	2ND ST MV-MV	ИАLSH DR	AUG 13 06 1453 1269 FOLLOWING TOO CLOSELY NO VIOLATIONS	453 12694 CLOSELY	t 00 00 DAYLIGHT STRAIGHT AHEAD WEST STOPPED IN TRAFFIC WEST	DRY	4-WAY INTERSECTION	rear end	INTERSECTION RELATED
\$ 06	2ND ST MV-MV	WALSH DR	AUG 14 06 1: NO VIOLATIONS	840 12736 00 LEFT TO	00 DAYLIGHT JRN BAST	באמ	4-WAY INTERSECTION	LEFT TURN	INTERSECTION

STREE	STREET STREET NAME NAME	ACC ACC DATE TIME	REPRI	NUM	NUM LIGHT KIL COND		ROAD	HIGHWAY		COLLISION	ROADWAY
1ST HARMFUL EVENT		HUMAN FACTOR		ACTIVITY PRIOR	≱ 1	DIRECTION	NO		 	1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1	
; ; ; ;	; ; ; ;	DISREGARD TRAF CONTROL STRAIGHT AHEAD	CONTROL	STRAIGH	T AHEAD	WEST					
2ND ST MV-MV	WALSH DR	SEP 18 06 1307 1520 FOLLOWING TOO CLOSELY NO VIOLATIONS	(1)	STARTING OUT STOPPED IN THE	STARTING OUT STOPPED IN TRAFFIC	T EAST EAST	DRY	4-WAY INTERSECTION		REAR END	INTERSECTION RELATED
2ND ST MV-MV	WALSH DR	OCT 08 06 1134 DISTRACTION NO VIOLATIONS	16339	OO OO STARTING OUT STOPPED IN T	DAYLIGHT RAFFIC	T WEST WEST	DRY	4-WAY INTERSECTION		REAR END	INTERSECTION RELATED
2ND ST MV-MV	MALSH DR	NOV 22 06 1551 1879 FOLLOWING TOO CLOSELY NO VIOLATIONS	G)	OO STRAIGH STOPPED	STRAIGHT AHEAD STOPPED IN TRAFFIC	T EAST EAST	DRY	4-WAY INTERSECTION		REAR END	INTERSECTION RELATED
ZND ST MV-MV	WALSH DR	NOV 22 06 1645 1884 NO VIOLATIONS FOLLOWING TOO CLOSELY	\vdash	OO STRAIGH	STRAIGHT AHEAD STRAIGHT AHEAD	T EAST EAST	DRY	4-WAY INTERSECTION		REAR END	intersection related
2ND ST MV-MV	WALSH DR	NOV 24 06 1248 18848 FOLLOWING TOO CLOSELY S NO VIOLATIONS	c o	OO STRAIGH STOPPED	STRAIGHT AHEAD STOPPED IN TRAFFIC	T EAST EAST	DRY	4-WAY INTERSECTION		REAR END	INTERSECTION RELATED
2ND ST MV-MV	WALSH DR	NOV 24 05 1723 18853 FOLLOWING TOO CLOSELY :	63	OO STRAIGH STOPPED	3 00 00 DARK LIGHTED STRAIGHT AMEAD WEST STOPPED IN TRAFFIC WEST	GHTED WEST WEST	DRY	4-WAY INTERSECTION		REAR END	INTERSECTION RELATED
2ND ST MV-MV	WALSH DR	DEC 19 06 1707 OTHER NO VIOLATIONS NO VIOLATIONS	21912	SLOWING STRAIGHT STOPPED STOPPED	SLOWING DARK LIGHTED SLOWING WEST STRAIGHT AMEAD WEST STOPPED IN TRAFFIC WEST STOPPED IN TRAFFIC WEST	GHTED WEST WEST WEST	DRY	4-WAY INTERSECTION		REAR END	INTERSECTION RELATED
2ND ST MV-MV	WALSH DR	DEC 23 06 1732 2225 FOLLOWING TOO CLOSELY NO VIOLATIONS	0	STARTING OUT STOPPED IN T	STARTING OUT SARK LIGHTED STARTING OUT STOPPED IN TRAFFIC WEST STOPPED IN TRAFFIC WEST	GHTED WEST WEST	ICY	4-WAY INTERSECTION		REAR END	INTERSECTION RELATED
SND ST MV-MV	WALSH DR	DEC 31 06 0730 22639 00 00 DA DISREGARD TRAF CONTROL STRAIGHT AHEAD NO VIOLATIONS LEFT TURN	0730 22639 RAF CONTROL (STRAIGHT A	00 DAYLIGHT IT AHEAD JRN	T EAST WEST	DRY	4-WAY INTERSECTION		LEFT TURN	INTERSECTION
WALSH DR MV-MV	ZND ST	JAN 20 07 2210 NO VIOLATIONS	01726	00 STOPPI	DARK LIC TRAFFIC	GHTED SOUTH	SNOMY	4-WAY INTERSECTION		REAR END	INTERSECTION RELATED

	ROADWAY JUNCTION			INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED
	HIGHWAY COLLISION F			4-WAY INTERSECTION REAR END	4-WAY INTERSECTION REAR END	4-WAY INTERSECTION OTHER	4-WAY INTERSECTION REAR END	4-WAY INTERSECTION REAR END	4-WAY INTERSECTION REAR END	4-WAY INTERSECTION REAR END	4-WAY INTERSECTION SIDESWIPE PASSING I	4-WAY INTERSECTION REAR END	4-WAY INTERSECTION REAR END
2004 - 2007	ROAD HE COND	DIRECTION	HU	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
YEARS: 2004	ACC ACC REPRI NUM NUM LIGHT DATE TIME NUMBR INJ KIL COND	HUMAN ACTIVITY PACTOR PRIOR DIRE	FOLLOWING TOO CLOSELY STRAIGHT AHEAD SOUTH	JAN 07 07 1217 00443 3C 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST	FEB 28 07 1200 04366 00 00 DAYLIGHT INATTENTIVE DRIVER STRAIGHT AHEAD WEST NO VIOLATIONS STRAIGHT AHEAD WEST	APR 13 07 1230 06988 00 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST NO VIOLATIONS	JUN 01 07 1104 09491 01 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST	JUN 08 07 1240 10197 00 00 DAYLIGHT POLLOWING TOO CLOSELY SLOWING NO VIOLATIONS STOPPED IN TRAFFIC WEST	JUL 02 07 1625 11294 90 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD BAST NO VIOLATIONS STOPPED IN TRAFFIC EAST	JUL 31 07 1625 12993 00 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST	AUG 10 07 1700 13965 00 00 DAYLIGHT IMPROPER TURNING CHANGING LANES EAST NO VIOLATIONS STRAIGHT AHEAD EAST	SEP 19 07 1541 16007 00 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST	SEP 21 07 2001 16104 00 00 DAYLIGHT POLLOWING TOO CLOSELY STRAIGHT AHEAD EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST
	STREET	MFUL	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	WALSH DR	WALSH DR	MALSH DR	WALSH DR	WALSH DR	WALSH DR	MALSH DR	WALSH DR	WALSH DR	WALSH DR
	STREET YEAR NAME	1ST HARMFUL EVENT	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	» 07 ZND ST MV-MV	* 07 2ND ST MV-MV	» 07 ZND ST	* 07 2ND ST MV-MV	» 07 2ND ST MV-MV	» 07 ZND ST MV-MV	» 07 ZND ST MV-MV	» 07 2ND ST MV-MV	» 07 2ND ST MV-MV	» 07 2ND ST MV-MV

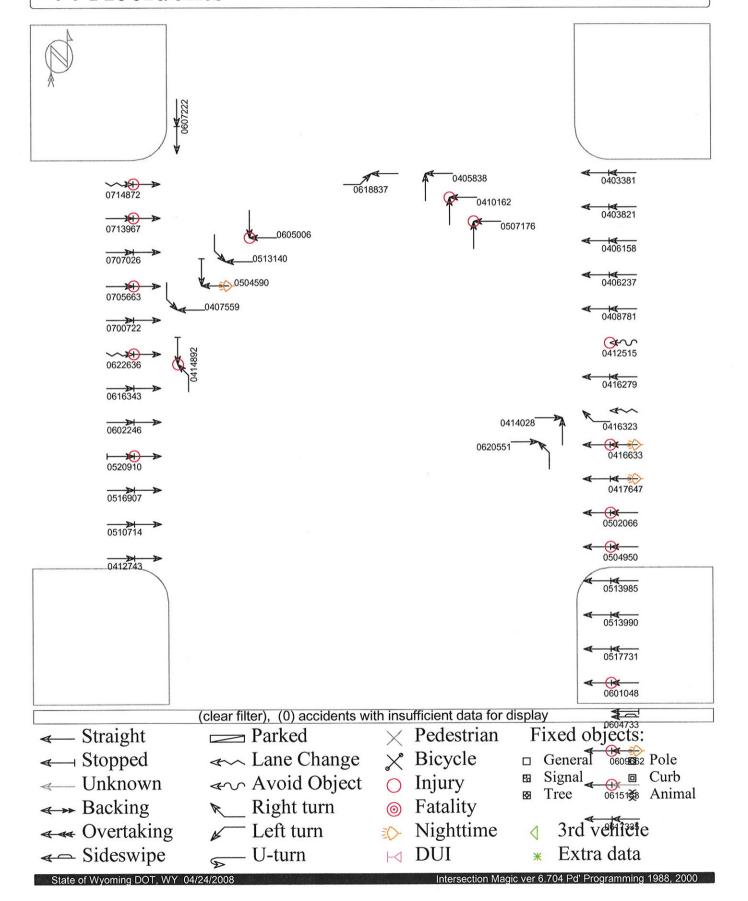
CRASH HISTORY CASPER INTERSECTION 2ND ST & WALSH DR YEARS: 2004 - 2007

, 1037. 1207.	T ACC ACC REPRT NUM NUM LIGHT ROAD HIGHMAY COLLISION ROADWAY DATE TIME NUMBR INJ KIL COND SLEMENT TYPE TYPE	HUMAN ACTIVITY BIRBCTION FACTOR	I DR SEP 23 07 1920 16122 02 00 DAYLIGHT DRY 4-WAY INTERSECTION REAR EMD INTERSECTION RELATED FOLLOWING TOO CLOSELY SLOWING STOPPED IN TRAPPIC EAST NO VIOLATIONS STOPPED IN TRAPPIC EAST	I DR OCT 01 07 1610 16998 00 00 DAYLIGHT DRY 4-WAY INTERSECTION RSAR END INTERSECTION RELATED FOLLOWING TOO CLOSELY SLOWING BAST NO VIOLATIONS STOPPED IN TRAFFIC BAST	I DR OCT 13 07 1333 17398 01 00 DAYLIGHT DRY 4-WAY INTERSECTION LEFT TURN INTERSECTION UNKNOWN STRAIGHT AHEAD WEST NO VIOLATIONS LEFT TURN BAST	IDR NOV 15 07 1730 20347 00 00 DARK LIGHTED DRY 4-WAY INTERSECTION REAR END INTERSECTION RELATED FOLLOWING TOO CLOSELY SLOWING BAST NO VIOLATIONS STOPPED IN TRAFFIC EAST	I DEC 07 07 1348 21744 00 00 DAYLIGHT ICY 4-WAY INTERSECTION REAR END INTERSECTION RELATED UNSAFE SPEED SLOWING WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST	I DR DEC 15 07 0016 22301 01 00 DARK LIGHTED DRY 4-WAY INTERSECTION REAR END INTERSECTION RELATED ALCOHOL RELATED SLOWING WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST
	ACC	HUMAN	SEP 23 07 1920 : FOLLOWING TOO CLOSE NO VIOLATIONS	OCT 01 07 1610 : FOLLOWING TOO CLOSE NO VIOLATIONS	m m	NOV 15 07 1730 ; FOLLOWING TOO CLOS! NO VIOLATIONS	DEC 07 07 1348 : UNSAFE SPEED NO VIOLATIONS	to.
	STREET STREET NAME NAME	1ST HARMFUL EVENT	2ND ST WALSH DR MV-MV	2ND ST WALSH DR MV-MV	2ND ST WALSH DR MV-MV	2ND ST WALSH DR MV-MV	2ND ST MALSH DR MV-MV	2ND ST WALSH DR MV-MV
	STREET YEAR NAME		. 07	* 0.7	% 0.7	07 %	* 07	* 07

7	. TO THE CHARGE IN THE WAY OF THE					
PDO CRASHES:	ASHES:		42	Ο.		
INJURY	INJURY CRASHES:		LI EU	10		
FATAL (FATAL CRASHES:			C		
TOTAL	PERSONS INJURED:	INJUR	ED:	22	C)	
TOTAL	TOTAL PERSONS KILLED:	KILLE	ë		0	
** CR3	*** CREATED: 04/29/08	4/29/	80	13.51.52	.52	BY: WY4724

44 Accidents

2nd St & Forest Dr 01/01/04 - 12/31/07



	ROADWAY JUNCTION	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION	INTERSECTION RELATED	INTERSECTION	INTERSECTION	INTERSECTION RELATED
	HIGHWAY COLLISION ROF		4-WAY INTERSECTION LEFT TURN IN	4-WAY INTERSECTION REAR END INT	4-WAY INTERSECTION REAR END INT	4-WAY INTERSECTION ANGLE COLLISION INT	4-WAY INTERSECTION REAR END INT	4-WAY INTERSECTION REAR END INT	4-WAY INTERSECTION LEFT TURN INT	4-WAY INTERSECTION REAR END INT	4-WAY INTERSECTION ANGLE COLLISION INT	4-WAY INTERSECTION - INT	4-WAY INTERSECTION REAR END
04 1 2007	ROAD F	TION	WET. I	WET 4	DRY 4	DRY	DRY 4	DRY 4	DRY	DRY.	DRY 4	PRY 4	DRY 4
1008 - 4008 SWAGI	ACC ACC REPRI NUM NUM LIGHT DATE TIME NUMBR INJ KIL COND	HUMDN ACTIVITY FACTOR PRIOR DIRECTION	SEP 30 04 1710 14892 02 00 DAYLIGHT INATTENTIVE DRIVER LEFT TURN N BAST NO VIOLATIONS STOPPED IN TRAFFIC SOUTH	MAR 02 04 1325 03381 00 00 DAYLIGHT INATTENTIVE DRIVER SLOWING NO VIOLATIONS STOPPED IN TRAFFIC WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST	MAR 13 04 1517 03821 00 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST NO VIOLATIONS	APR 22 04 1719 05838 00 00 DAYLIGHT INATTENTIVE DRIVER STRAIGHT AHEAD WEST NO VIOLATIONS STRAIGHT AHEAD NORTH	APR 26 04 1300 06158 00 00 DAYLIGHT INATTENTIVE DRIVER SLOWING WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST	MAY 01 04 1400 06237 00 00 DAYLIGHT INATTENTIVE DRIVER STRAIGHT AHEAD WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST	MAY 24 04 1655 07559 00 00 DAYLIGHT INATTENTIVE DRIVER STRAIGHT AHEAD WEST NO VIOLATIONS LEFT TURN SOUTH	JUN 18 04 1932 08781 00 00 DAYLIGHT NO VIOLATIONS STARTING OUT WEST FAILURE TO GRANT ROW STARTING OUT	JUL 12 04 1015 10162 02 00 DAYLIGHT DISREGARD TRAF CONTROL STRAIGHT AHEAD WEST NO VIOLATIONS STRAIGHT AHEAD NORTH	AUG 15 04 2044 12515 02 00 DAYLIGHT NO VIOLATIONS AVOIDING OBJECT WEST	AUG 23 04 1105 12743 00 00 DAXLIGHT
	STREET	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	DR 2ND ST	FOREST DR	FOREST DR	FOREST DR	FOREST DR	FOREST DR	FOREST DR	FOREST DR	FOREST DR	2ND ST FOREST DR OTHER NON-COLLISION	FOREST DR
	STREET YEAR NAME	1ST HARMFUL EVENT	% 04 FOREST D MV-MV	» 04 2ND ST MV-MV	» 04 2ND ST MV-MV	» 04 2ND ST MV-MV	» 04 2ND ST MV-MV	× 04 2ND ST MV-MV	» 04 ZND ST MV-MV	» 04 ZND ST MV-MV	» 04 2ND ST MV-MV	» 04 2ND ST OTHER NO	» 04 2ND ST

		1	1 1 1 1										
	ROADWAY			INTERSECTION	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION	INTERSECTION RELATED	INTERSECTION	INTERSECTION RELATED
	HAX COLLISION TYPE			4-WAY INTERSECTION ANGLE COLLISION	4-WAY INTERSECTION REAR END	4-WAY INTERSECTION RIGHT TURN	4-MAY INTERSECTION REAR END	4-WAY INTERSECTION REAR END	4-WAY INTERSECTION REAR END	4-WAY INTERSECTION ANGLE COLLISION	4-WAY INTERSECTION REAR END	4-WAY INTERSECTION ANGLE COLLISION	4-WAY INTERSECTION REAR END
2007	ROAD HIGHWAY COND ELEMENT		 										
700V 1 #000 : 0XXXXXX	ACC ACC REPRT NUM LIGHT RO DATE TIME NUMBR INJ KIL COND	HUMAN ACTIVITY PACTOR PRIOR DIRECTION	NO VIOLATIONS STOPPED IN TRAFFIC EAST	R SEP 15 04 1400 14028 00 00 DAYLIGHT DRY DISREGARD TRAF CONTROL STRAIGHT AHEAD EAST NO VIOLATIONS STRAIGHT AHEAD NORTH	R OCT 22 04 1401 16279 00 00 DAYLIGHT WET UNSAFE SPEED STRAIGHT AHEAD WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST	R OCT 25 04 1403 16323 00 00 DAYLIGHT DRY UNKNOWN CHANGING LANES WEST UNKNOWN RIGHT TURN WEST	R NOV 03 04 0335 16633 01 00 DARK UNLIGHTED DRY NO VIOLATIONS STOPPED IN TRAFFIC WEST POLLOWING TOO CLOSELY STRAIGHT AHEAD WEST	R NOV 13 04 1809 17647 00 00 DARK LIGHTED DRY FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST	R FEB 05 05 1100 02066 01 00 DAYLIGHT DRY NO VIOLATIONS SLOWING WEST FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST	OR MAR 23 05 1930 04590 00 00 DARK LIGHTED ICY UNSAFE SPEED SLOWING WEST NO VIOLATIONS STOPPED IN TRAFFIC SOUTH	OR MAR 31 05 1308 04950 03 00 DAYLIGHT WET INAITENTIVE DRIVER STRAIGHT AHEAD WEST NO VIOLATIONS SLOWING WEST	R MAX 12 05 1525 07176 04 00 DAYLIGHT WET FALLURE TO GRANT ROW STRAIGHT AHEAD NORTH NO VIOLATIONS STRAIGHT AHEAD MEST	OR JUL 20 05 1306 10714 00 00 DAYLIGHT DRY FOLLOWING FOO CLOSELY SLOWING EAST NO VIOLATIONS SLOWING EAST
	T STREET	MFUL	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	T FOREST DR	T FOREST DR	T FOREST DR	T FOREST DR	T FOREST DR	T FOREST DR	T FOREST DR	ST FOREST DR W	ST FOREST DR W	T FOREST DR
	STREET STREET YEAR NAME	IST HAR		» 04 2ND ST MV-MV	» 04 2ND ST MV-MV	» 04 2ND ST MV-MV	» 04 ZND ST MV-MV	» 04 ZND ST MV-MV	» 05 2ND ST MV-MV	» 05 2ND ST MV-MV	» 05 2ND ST MV-MV	» 05 2ND S' MV-MV	» 05 ZND ST MV-MV

YEAR	STREET	STREET	ACC ACC DATE TIME	REPRT E NUMBR	NOM	NUM LIGHT		ROAD	HIGHWAY	COLLISION	ROADWAY JUNCTION
 	1ST HARMFUL EVENT	1 	HUMAN	1 1 1 1 1 1 1 1	ACTIVITY	_ك ة	DIRECTION	NO			
; «	ZND ST MV-MV	FOREST DR	AUG 16 05 1629 133 FAILURE TO GRANT ROW NO VIOLATIONS	4.	STRAIGHT I	STRAIGHT AHEAD LEFT TURN	SHT WEST SOUTH	DRY	4-WAY INTERSECTION	M LEFT TURN	INTERSECTION
% %	ZND ST MV-MV	FOREST DR	SEP 02 05 0940 13988 FOLLOWING TOO CLOSELY (NO VIOLATIONS	R1	5 00 STRAIGH STOPPED	STRAIGHT AHEAD STOPPED IN TRAFFIC	SHT WEST C WEST	DRY	4-WAY INTERSECTION	N RBAR END	INTERSECTION RELATED
% O %	ZND ST MV-MV	FOREST DR	SEP 02 05 1340 1399 FOLLOWING TOO CLOSELY NO VIOLATIONS NO VIOLATIONS	Ö	OOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOO	O OO DAYLIGHT STRAIGHT AHEAD STOPPED IN TRAFFIC STOPPED IN TRAFFIC	SHT WEST C WEST	DRY	4-MAY INTERSECTION	M REAR END	intersection related
% %	ZND ST MV-MV	FOREST DR	OCT 26 05 0752 16907 FOLLOWING TOO CLOSELY NO VIOLATIONS	7	7 00 STRAIGH STOPPED	7 00 00 DAYLIGHT STRAIGHT AHEAD STOPPED IN TRAFFIC	SHT EAST C EAST	DRY	4-WAY INTERSECTION	n RSAR END	INTERSECTION RELATED
% %	2ND ST MV-MV	FOREST DR	NOV 07 05 1337 17731. FOLLOWING TOO CLOSELY ON VIOLATIONS	111	. 00 STRAIGH STOPED	STRAIGHT AHEAD STORED IN TRAFFIC	HT WEST WEST	DRY	4-MAY INTERSECTION	n rbar end	INTERSECTION RELATED
10 0 *	2ND ST MV-MV	FOREST DR	DEC 23 05 1425 209: NO VIOLATIONS NO VIOLATIONS FOLLOWING TOO CLOSELY	<u> </u>	O1 0 STOPPED STOPPED STRAIGHT	O1 O0 DAYLIGHT STOPPED IN TRAFFIC STOPPED IN TRAFFIC STRAIGHT AHEAD	SHT C EAST C EAST EAST	DRY	4-MAY INTERSECTION	n rear end	INTERSECTION RELATED
\@ 0 *	FOREST DR MV-MV	2ND ST	MAR 12 06 1711 NO VIOLATIONS NO VIOLATIONS	02006	STRAIGHT AHES	O1 OO DAYLIGHT STRAIGHT AHEAD STARTING OUT	SHT WEST SOUTH	ICY	4-MAY INTERSECTION	N ANGLE COLLISION	INTERSECTION RELATED
(0 (0 (8	FOREST DR MV-MV	SND ST	APR 24 06 1251 0722 FOLLOWING TOO CLOSELY NO VIOLATIONS		OO SLOWING SLOWING	00 DAYLIGHT 3	SOUTH SOUTH	WET	4-MAY INTERSECTION	n rear bnd	INTERSECTION RELATED
\s 0 *	2ND ST MV-MV	FOREST DR	JAN 16 06 1516 01048 FOLLOWING TOO CLOSELY NO VIOLATIONS NO VIOLATIONS		STRAIGH SLOWING SLOWING	STRAIGHT AHEAD SLOWING SLOWING SLOWING	SHT WEST WEST WEST	DRY	4-WAY INTERSECTION	n rear end	INTERSECTION RELATED
\0 ⊙ ≈	ZND ST MV-MV	FOREST DR	FEB 06 06 1212 0224 FOLLOWING TOO CLOSELY NO VIOLATIONS	vo.	STRAIGH	5 00 00 DAYLIGHT STRAIGHT AHBAD STOPPED IN TRAFFIC	BAST BAST	DRY	4-WAY INTERSECTION	n rear end	INTERSECTION RELATED

IDANO: ACCA.	ROAD HIGHWAY COLLISION ROADWAY COND ELEMENT TYPE JUNCTION	DIRECTION	DAYLIGHT ICX 4-WAY INTERSECTION SIDESMIPE PASSING INTERSECTION RELATED WEST RAFFIC WEST	DARK LIGHTED DRY 4-MAY INTERSECTION REAR END INTERSECTION RELATED AND WEST RAFFIC WEST	DAYLICHT DRY 4-WAY INTERSECTION REAR END INTERSECTION RELATED RAFFIC WEST	DAYLIGHT DRY 4-WAY INTERSECTION REAR END INTERSECTION RELATED RAD EAST IRAFFIC EAST	DAYLIGHT DRY 4-WAY INTERSECTION REAR END INTERSECTION RELATED READ WEST TRAFFIC WEST	DAYLIGHT DRY 4-WAY INTERSECTION LEFT TURN INTERSECTION EAST AD WEST	DAYLIGHT DRY 4-MAY INTERSECTION LEFT TURN INTERSECTION NORTH	DAYLIGHT DRY 4-WAY INTERSECTION REAR END INTERSECTION RELATED UBS EAST	DAYLIGHT SNOWY 4-WAY INTERSECTION REAR END INTERSECTION RELATED RAFIC EAST	DAYLIGHT DRY 4-WAY INTERSECTION REAR END INTERSECTION RELATED SAD EAST FRAFFIC EAST	
	ACC ACC REPRT NUM NUM DATE TIME NUMBR INJ KIL	HUMAN ACTIVITY FACTOR PRIOR	MAR 12 06 1700 04733 00 00 DAYLIGH NO VIOLATIONS SLOWING NO VIOLATIONS STOPPED IN TRAFFIC	JUN 18 06 0410 09662 02 00 DARK L) FAIIGUE NO VIOLATIONS STOPPED IN TRAFFIC	SEP 13 06 1320 15153 01 00 DAYLIGS DISTRACTION OTHER NO VIOLATIONS STOPPED IN TRAFFIC	OCT 07 06 1447 16343 00 00 DAYLIGH FOLLOWING TOO CLOSELY STRAIGHT AHEAD NO VIOLATIONS STOPPED IN TRAFFIC	OCT 21 06 1034 17335 00 00 DAYLIGH FOLLOWING TOO CLOSELY STRAIGHT AHEAD NO VIOLATIONS STOPPED IN TRAFFIC	NOV 22 06 1400 18837 00 00 DAY FAILURE TO GRANT ROW LEFT TURN NO VIOLATIONS STRAIGHT AHEAD	DEC 03 06 1555 20551 00 00 DAN DISREGARD TRAF CONTROL LEFT TURN NO VIOLATIONS STRAIGHT AHEAD	DEC 30 06 1511 22636 01 00 DA: INATTENTIVE DRIVER CHANGING LANES NO VIOLATIONS STRAIGHT AHEAD	JAN 11 07 1440 00722 00 00 DAYLIGH NO VIOLATIONS STRAIGHT AHEAD NO VIOLATIONS STOPPED IN TRAFFIC	MAR 23 07 0830 05663 01 00 DAYLIGS FOLLOWING TOO CLOSELY STRAIGHT AHEAD NO VIOLATIONS STOPPED IN TRAFFIC	
	STREET STREET NAME	1ST HARMFUL BVENT	2ND ST FOREST DR MV-MV	ZND ST FOREST DR	r Forest dr	ZND ST FOREST DR MV-MV	2ND ST FOREST DR MV-MV	ZND ST FOREST DR MV-MV	2ND ST FOREST DR MV-MV	ST FOREST DR W	2ND ST FOREST DR MV-MV	2ND ST FOREST DR MV-MV	
	STR YEAR NA			» 05 2ND	> 06 ZND S'	ND % 06 % WWVM	» 06 2ND	» 06 2ND	» 06 2ND	06 2ND «	% 07 2ND	UNS 70 «	

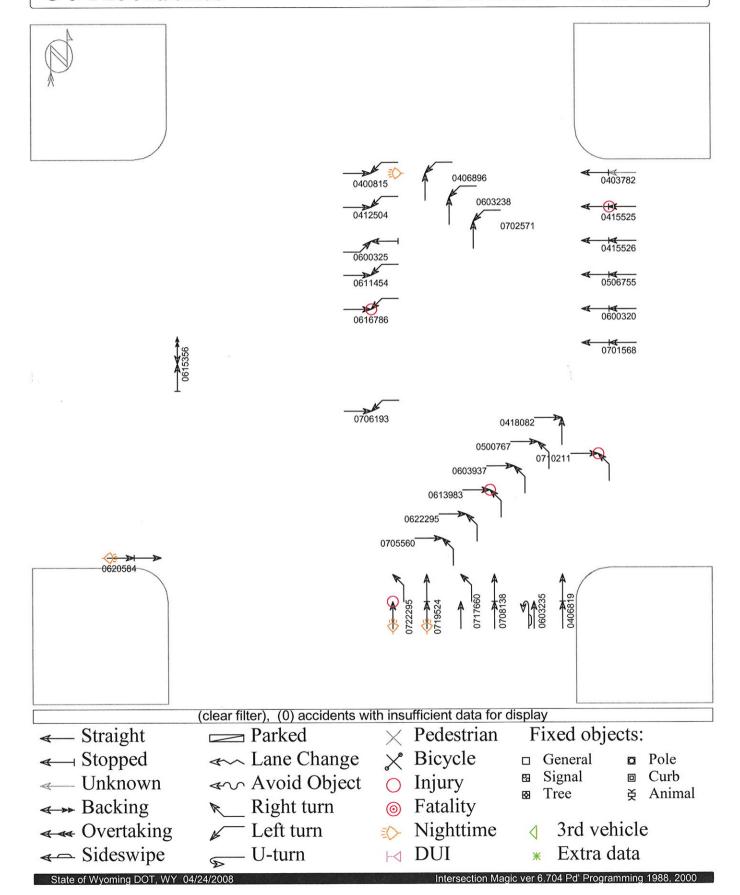
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YEAR	STREET	STREET	ACC AC	ACC REFRT TIME NUMBR	ZH	NUM NUM INJ KIL	M LIGHT L COND		ROAD	HIGHWAY ELEMENT	COLLI SION TYPE	ROADWAY JUNCTION
: 1 1 1	1ST HARMFUL EVENT	3 1 1 1 1 1 1 1 1	1	1	ACTU	ACTIVITY PRIOR	1 1 1 1 1	DIRECTION	NOI	1 1 1 1 1 1 1 1 1		
1		[NO VIOLATIONS	1	STOPPED IN TRAFFIC	PED II	N TRAF	STOPPED IN TRAFFIC EAST	EAST			6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
% 07	SND ST MV-MV	FOREST DR	AUG 10 07 1333 13967 01 00 DAYLIGHT INAITENTIVE DRIVER STARTING OUT 100 VIOLATIONS STOPPED IN TRAFFIC 13	33 139 IVER	367 0. STAN	7 01 00 DAYLIGHT STARTING OUT STOPPED IN TRAFFIC	DAY OUT N TRAF	LLIGHT EAST FFIC EAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
* 07	ZND ST MV-MV	FOREST DR	SEP 02 07 1657 14872 04 00 DAYLIGHT DISTRACTION CHANGING LANES NO VIOLATIONS STOPPED IN TRAFFIC	57 148	372 04 CHAI STOI	04 00 DAYLIGHT CHANGING LANES STOPPED IN TRAFFIC	DAY LANES N TRAF	TLIGHT EAST FIC EAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED

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	THE						J.R.E	TET		0/6	
	IN						Z	KII		2/5	
	ZES.			SHE	ES:		SNS	SNC			
	RASE		SHES	CRAS	RASI		PERSONS INJURED:	PERSONS KILLED:		ATEI	
l	Ö		RAG	32	Ö		2	, , ,		CREZ	
	OTAI		PDO CRASHES:	INJURY CRASHES:	FATAL CRASHES:		TOTAL	TOTAL		*** CREATED: 04/29/08	
	>>> TOTAL CRASHES IN THIS REPORT:		ñ,	H	E		Ħ	Ĕ		*	
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30 Accidents

15th St & Cy/wy 220 01/01/04 - 12/31/07



CRASH HISTORY CASPER INTERSECTION 15TH ST & CY AVE/WY 220 YEARS: 2004 - 2007

STREET NAME 1.ST HARMFUL EVENT EVENT 04 CY/WY 220 MV-MV 04 CY/WY 220 04 USTH ST 04 15TH ST	STREE NAME RAMFUL T 220 15TH	ACC ACC DATE TIME HUMAN	REPRI	NUM NUM	M LIGHT	ROAD	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
LY HA LY HA LY WY MV-MV MV-MV MV-MV MV-MV MV-MV LSTH S MV-MV	15TH	HUMAN	A	VERTITED					
	15TH	FACTOR	(; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	PRIOR	DIRECTION	NC		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
		MAY 10 04 1159 DISTRACTION NO VIOLATIONS	06819	OC OO DAY STRAIGHT AHEAD STOPPED IN TRAF	00 00 DAYLIGHT STRAIGHT AHEAD N EAST STOPPED IN TRAFFIC N EAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
0) . 0) .	220 15TH ST	OCT 08 04 1045 1552 FOLLOWING TOO CLOSELY NO VIOLATIONS	01	STRAIGHT A	5 00 00 DAYLIGHT STRAIGHT AHEAD WEST SLOWING WEST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
ISTH S MV-MV 1STH S MV-MV	220 15TH ST	OCT 08 04 1049 1555 FOLLOWING TOO CLOSELY NO VIOLATIONS	Ω.	SLOWING STOPPED IN	. 02 00 DAYLIGHT SLOWING WEST STOPPED IN TRAFFIC WEST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
15TH S MV-MV	ST CY/WY 220	JAN 12 04 2020 008 FAILURE TO GRANT ROM NO VIOLATIONS	in H	5 00 00 DAN LEFT TURN STRAIGHT AHEAD	DARK LIGHTED WEST AHEAD EAST	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
	SI CX/WY 220	MAR 09 04 1502 0376 FOLLOWING TOO CLOSELY NO VIOLATIONS	73	OTHER STOPPED IN	00 00 DAYLIGHT OTHER WEST STOPPED IN TRAPFIC WEST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
15TH ST MV-MV	ST CY/WY 220	MAY 14 04 0830 FAILURE TO GRANT NO VIOLATIONS	06896 Row	; 00 00 DA! LEFT TURN STRAIGHT AHEAD	DAYLIGHT WEST AHEAD N EAST	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
15TH ST MV-MV	sr CY/WY 220	AUG 13 04 1343 FAILURE TO GRANT NO VIOLATIONS	12504 ROW	: 00 00 DA: LEFT TURN STRAIGHT AHEAD	DAYLIGHT WEST AHEAD EAST	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
1STH ST MV-MV	ST CY/WY 220	NOV 22 04 0730 FAILURE TO GRANT NO VIOLATIONS	18032 ROW	OO OO DA' STARTING OUT STRAIGHT AHEAD	DAYLIGHT OUT N WEST AHEAD EAST	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
CY/WY MV-MV	220 15TH ST	MAY 05 05 1225 0675 FOLLOWING TOO CLOSELY NO VIOLATIONS	ເກ	s 00 00 DAY STRAIGHT AHEAD STOPPED IN TRAF	00 00 DAYLIGHT STRAICHT AHEAD WEST STOPPED IN TRAFFIC WEST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
15TH S MV-MV	ST CY/WY 220	JAN 14 05 1405 007 FAILURE TO GRANT ROW NO VIOLATIONS	S	7 00 00 LEFT TURN SLOWING	DAYLIGHT NORTH EAST	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
CY/WY 220 MV-MV	220 15TH ST	JAN 06 06 1520 0032 FOLLOWING TOO CLOSELY	0 00320 LOSELY S	OO OO TOPPED II	0 00 00 DAYLIGHT STOPPED IN TRAFFIC WEST	DRY	2-WAY INTERSECTION	REAR END	intersection related

CRASH HISTORY CASPER INTERSECTION 15TH ST & CY AVE/WY 220 YEARS: 2004 - 2007

	1		INTERSECTION RELATED	INTERSECTION RELATED	NOIJ	NOIJ	rion	rion	TON	INTERSECTION RELATED	LION	NOIL
ROADWAY	; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;		INTERSECT	INTERSECT	PASSING INTERSECTION	INTERSECTION	INTERSECTION	INTERSECTION	INTERSECTION	INTERSECT	INTERSECTION	INTERSECTION
COLLISION	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		HON LEFT TURN	TON REAR END	TON SIDESWIPE PASSING	IION LEFT TURN	ION LEFT TURN	TION LEFT TURN	ION LEFT TURN	TON HEAD ON	MON LEFT TURN	HON LEFT TURN
HIGHWAY	3 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5		2-WAY INTERSECTION	2-WAY INTERSECTION	2-WAY INTERSECTION	2-MAY INTERSECTION	2-WAY INTERSECTION	2-WAY INTERSECTION	2-WAY INTERSECTION	2-WAY INTERSECTION	2-MAY INTERSECTION	2-WAY INTERSECTION
ROAD	DIRECTION	MEST MEST	IGHT DRY BAST IC WEST	DARK LIGHTED DRY SAD EAST EAST	IGHT N EAST N EAST	IGHT ICY WEST N BAST	IGHT DRY NORTH EAST	IGHT DRY WEST BAST	IGKT BAST N MEST	IGHT DRY S EAST IC N WEST	IGHT DRY EAST WEST	IGHT ICY
RT NUM NUM LIGHT BR INJ KIL COND	ACTIVITY PRIOR	STRAIGHT AHEAD STRAIGHT AHEAD STOPPED IN TRAFFIC	25 00 00 DAYLIGHT LEFT TURN STOPPED IN TRAFFIC	1 00 00 STRAIGHT AHE SLOWING	35 00 00 DAYLIGHT U-IURN STRAIGHT AHEAD	38 00 00 DAYLIGHT LEFT TURN STRAIGHT AHBAD	37 00 00 DAYLIGHT LEFT TURN STRAIGHT AHEAD	54 00 00 DAYLIGHT LEFT TURN STRAIGHT AHEAD	83 04 00 DAYLIGHT STRAIGHT AHBAD LEFT TURN	SS 00 00 DAYLIGHT BACKING STOPPED IN TRAFFIC	86 Ol 00 DAYLIGHT STRAIGHT AHEAD LEFT TURN	95 00 00 DAYLIGHT
ACC ACC REPRT DATE TIME NUMBR	HUMAN FACTOR	NO VIOLATIONS NO VIOLATIONS NO VIOLATIONS	JAN 06 06 1527 00325 IMPROPER TURNING I	DEC 05 06 1726 20584 FOLLOWING TOO CLOSELY NO VIOLATIONS	FEB 17 06 1329 03235 OTHER NO VIOLATIONS	FEB 17 06 1335 03238 FALLURE TO GRANT ROW 3	FEB 27 06 0720 03937 FAILURE TO GRANT ROW 10 NO VIOLATIONS	JUL 12 06 1431 11454 FAILURE TO GRANT ROW INO VIOLATIONS	AUG 27 06 1811 13983 NO VIOLATIONS (INEXPERIENCED DRIVER 7	SEP 28 06 1313 15356 UNSAPE BACKING UP 6 NO VIOLATIONS	OCT 11 06 1751 16786 NO VIOLATIONS IMPROPER TURNING	DEC 23 06 1206 22295
STREET NAME		NC NC EC	C TS TILL IN INC	15TH ST FC	CY/WY 220 F	CY/WY 220 FP	CY/WY 220 F7	CY/WY 220 F7	CY/WY 220 F	CY/WY 220 50 UN	CY/WY 220 CY/WY 120 C	CY/WY 220 I
STREET	1ST HARMFUL EVENT	: : : : :	CY/WY 220 MV-MV	CY/WY 220 MV-MV	15TH ST MV-MV	15TH ST MV-WV	15TH ST MV-MV	15TH ST MV-MV	15TH ST MV-MV	15TH ST MV-MV	15TH ST MV-MV	1STH ST
XEAX	t ; ; ; t	: 1 1 1 1	% 00 %	90 *	% %	90	9 0 *	90 «	90 *	9 0 8	90 *	90

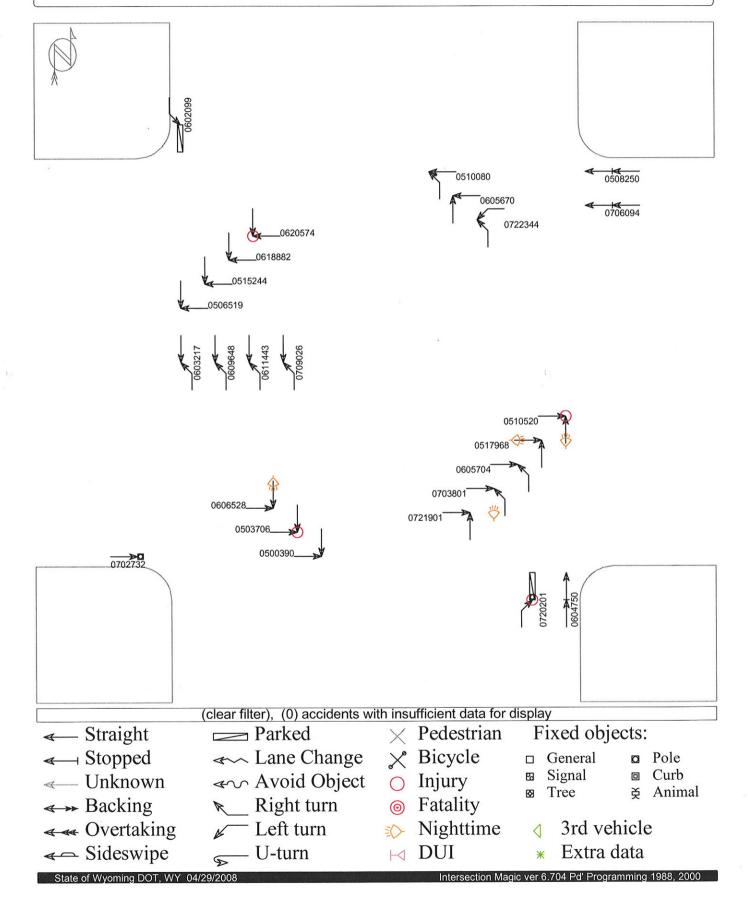
CRASH HISTORY CASPER INTERSECTION 15TH ST & CY AVE/WY 220 YEARS: 2004 - 2007

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	ROADWAY JUNCTION			INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION	INTERSECTION	INTERSECTION	INTERSECTION	INTERSECTION	INTERSECTION RELATED	INTERSECTION
	COLLISION			REAR END	REAR END	LEFT TURN	LEFT TURN	LEFT TURN	LEFT TURN	DEFT TURN	REAR END	LEFT TURN
	HIGHWAY			2-WAY INTERSECTION	2-way intersection	2-WAY INTERSECTION	2-WAY INTERSECTION	2-WAY INTERSECTION	2-way intersection	2-WAY INTERSECTION	2-MAY INTERSECTION	2-MAY INTERSECTION
1007	ROAD E	NO	1 1 1 1 1 1 1 1 1	SNOWS	SNOWY	DRY	DRY	SLUSH	DRY	DRY	DRY	DRY
1007 - 4007 : XEARS : XOO4 - XOO	ACC ACC REPRI NUM NUM LIGHT DATE TIME NUMBR INJ KIL COND	HUMAN ACTIVITY DIRECTION PRIOR	NO VIOLATIONS STRAIGHT AHEAD BAST	JAN 18 07 0755 01558 00 00 DAYLIGHT UNSAFE SPEED STRAIGHT AHEAD WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST	MAY 05 07 1221 08138 06 00 DAYLIGHT UNKNOWN STRAIGHT AHEAD N EAST NO VIOLATIONS STOPPED IN TRAFFIC N EAST	JAN 26 07 1621 02571 00 00 DAYLIGHT FAILURE TO GRANT ROW LEFT TURN WEST NO VIOLATIONS STRAIGHT AHEAD NORTH	MAR 19 07 0805 05560 00 00 DAYLIGHT FAILURE TO GRANT ROW LEFT TURN N WEST NO VIOLATIONS STRAIGHT AHEAD EAST	MAR 29 07 1700 06193 00 00 DAYLIGHT INATTENTIVE DRIVER LEFT TURN WEST NO VIOLATIONS SLOWING EAST	JUN 10 07 1557 10211 01 00 DAYLIGHT FALLURE TO GRANT ROW LEFT TURN N WEST NO VIOLATIONS STRAIGHT AHEAD BAST	OCT 13 07 1539 17660 00 00 DAYLIGHT FALLURE TO GRANT ROW LEFT TURN N WEST NO VIOLATIONS STRAIGHT AHEAD N EAST	NOV 07 07 1758 19524 00 00 DARK LIGHTED NO VIOLATIONS STARTING OUT N WEST FOLLOWING TOO CLOSELY STOPPED IN TRAFFIC N WEST	DEC 14 07 1713 22295 01 00 DARK LIGHTED FAILURE TO GRANT ROW LEFT TURN N WEST NO VIOLATIONS STRAIGHT AHEAD N EAST
	STREET	; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	1	ISTH ST	15TH ST	CY/WY 220	CY/WY 220	CY/WY 220	CY/WY 320	CY/WY 220	CX/WY 220	CX/WY 220
	STREET	1ST HARMFUL EVENT		CY/WY 220 MV-MV	CY/WY 220 MV-MV	15TH ST MW	15TH ST MV-MV	15TH ST MV-MV	1STH ST MV-MV	15TH ST MV-MV	15TH ST MV-MV	15TH ST MV-MV
	YEAR	2 2 3 4 1 1	1	% 07	* 07	% 07	» 07	% 07	» 07	» 07	* 07	% 0.7

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| >>> TOTAL CRASHES IN THIS REPORT: 30
| PDO CRASHES: 25 | INJURY CRASHES: 5 | FATAL CRASHES: 0 | TOTAL PERSONS INJURED: 9 | TOTAL PERSONS KILLED: 0 | TOTAL PERSONS KILLED: 0
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25 Accidents

1st St & Mckinley 01/01/04 - 12/31/07



CRASH HISTORY CASPER INTERSECTION 1ST & MCKINLEY ST YEARS: 2004 - 2007

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STREET	:	STREET	DATE T	TIME N	į.	ING KIL	1	1	COND	ELEMENT	TYPE	JUNCTION
T HAR EVENT	ST HARMFUL EVENT		HUMAN FACTOR	1 t t t t t t t t t t t t t t t t t t t	A(ACTIVITY PRIOR	; ; ; ;	DIRECTION	NO			
1ST ST MV-MV		MCKINLEY	JAN 10 05 1615 00: NO VIOLATIONS FAILURE TO GRANT ROW	515 ANT R	90	OO OO DA STRAIGHT AHEAD STRAIGHT AHEAD	DAYLIGHT AHEAD AHEAD	et bast soute	DRY	4-way intersection	FANGLE COLLISION	INTERSECTION
IST ST MV-MV		MCKINLBY	MAR 09 05 1705 03706 01 00 DA DISREGARD TRAF CONTROL STRAIGHT AHEAD NO VIOLATIONS STRAIGHT AHEAD	1705 0 RAF CONT	03766 TROL ST	01 00 DAY STRAIGHT AHEAD STRAIGHT AHEAD	DAYLIGHT AHEAD AHEAD	HT SOUTH EAST	DRY	4-MAY INTERSECTION	ANGLE COLLISION	INTERSECTION
1ST ST MV-MV	Ħ	MCKINLEY	MAY 02 05 0805 FALLURE TO GRANT NO VIOLATIONS	LY.	06519 ROW SI) 00 00 DA STRAIGHT AHEAD STRAIGHT AHEAD	DAYLIGHT AHEAD AHEAD	SOUTH WEST	DRY	4.MAY INTERSECTION	ANGLE COLLISION	INTERSECTION
1ST ST MV-MV	H	MCKINLEY	JUN OG 05 1250 INATTENTIVE DRIVER NO VIOLATIONS	250 RIVEF	08250 00 2 STRA STOP	OO OO DAY STRAIGHT AHEAD STOPPED IN TRAE	00 00 DAYLIGHT STRAIGHT AHEAD WEST STOPPED IN TRAFFIC WEST	H WEST WEST	DRY	4-MAY INTERSECTION	rear end	INTERSECTION
IST ST MV-MV	F4	MCKINLEY	JUL 65 05 1720 NO VIOLATIONS IMPROPER TURNING	720 ING	10080 00 STRA LEFT	OOOODA STRAIGHT AHBAD LEFT TURN	DAYLIGHT AHRAD	KT WEST N BAST	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
1ST ST MV-MV		MCKINLBY	JUL 13 05 2350 INSTITEMITY DRIVER NO VIOLATIONS	2350 1 DRIVER NS	10520 01 R STRA STRA	01 00 DAU STRAIGHT AHEAD STRAIGHT AHEAD	DARK UN AHEAD AHEAD	DARK UNLIGHTED EAD NORTH EAD BAST	DRY	4-WAY INTERSECTION	4-WAY INTERSECTION ANGLE COLLISION	INTERSECTION
ist st MV-MV		MCKINLEY	OCT 02 05 1510 153 FAILURE TO GRANT ROW NO VIOLATIONS	1510 1 FRANT RC	24. 24.	OO OO DAY STRAIGHT AHBAD STRAIGHT AHBAD	DAYLIGHT AHEAD AHEAD	KT SOUTH WEST	DRY	4-way intersection	ANGLE COLLISION	INTERSECTION
1ST ST MV-MV		MCKINLEY	NOV 10 05 1825 NO VIOLATIONS FAILURE TO GRANT	325 NNT F	96	; 00 00 DA STRAIGHT AHBAD STARTING OUT	DARK UN AHBAD OUT	DARK UNLIGHTED SAD BAST F NORTH	DRY	4-MAY INTERSECTION	ANGLE COLLISION	INTERSECTION
日日	MCKINLEY PARKED MV	1ST ST	FEB 02 06 1700 IMPROPER TURNING NO DRIVER		02099 00 LEFT PARK	1 00 00 LEFT TURN PARKED	DAYLIGHT	SOUTH SOUTH	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION RELATED
MCKIN: MV-MV	X 83	1ST ST	MAR 12 06 10 UNSAFE SPEED NO VIOLATIONS	ម	04750 00 SLOW STOP	SLOWING STOPPED IN	DAYLIGHT i N TRAFFIC	HT N WEST N WEST	ICY	4-MAY INTERSECTION	REAR END	INTERSECTION RELATED
LST S' MV-MV	ft	MCKINLBY	FEB 03 06 1610 032 FALLURE TO GRANT ROW	1610 0 FRANT RC	03217 00 tow left	OO OO SFT TURN	DAYLIGHT	HT NORTH	DRY	4.way intersection	LEFT TURN	INTERSECTION

CRASH HISTORY CASPER INTERSECTION 1ST & MCKINLEY ST YEARS: 2004 - 2007

NUM NUM LIGHT ROAD HIGHWAY COLLISION ROADWAY INJ KIL COND COND ELEMENT TYPE JUNCTION	ACTIVITY PRIOR DIRECTION	STRAIGHT AHEAD SOUTH	00 00 DAYLIGHT DRY 4-WAY INTERSECTION LEFT TURN INTERSECTION SEFT TURN NORTH STRAIGHT AHEAD SAST	00 00 DAYLIGHT DRY 4-WAY INTERSECTION ANGLE COLLISION INTERSECTION STRAIGHT AHEAD WEST STRAIGHT AHEAD NORTH	00 00 DARK UNLIGHTED DRY 4-MAY INTERSECTION ANGLE COLLISION INTERSECTION STRAIGHT AHEAD SOUTH STRAIGHT AHEAD SAST	00 00 DAYLIGHT DRY 4-WAY INTERSECTION LEFT TURN INTERSECTION SEFT TURN NORTH SOUTH	00 00 DAYLIGHT DRY 4-MAY INTERSECTION LEFT TURN INTERSECTION STRAIGHT AHEAD SOUTH	00 00 DAYLIGHT DRY 4-WAY INTERSECTION ANGLE COLLISION INTERSECTION STRAIGHT AHEAD WEST STRAIGHT AHEAD SOUTH	02 00 DAYLIGHT DRY 4-WAY INTERSECTION ANGLE COLLISION INTERSECTION STRAIGHT AHEAD WEST STRAIGHT AHEAD SOUTH	00 00 DAWN OR DUSK WET 4-WAY INTERSECTION - INTERSECTION RELATED STRAIGHT AHEAD EAST	00 00 DARK UNLIGHTED DRY 4-WAY INTERSECTION LEFT TURN INTERSECTION LEFT TURN NORTH STRAIGHT AHEAD EAST	00 00 DAYLIGHT SLUSH 4-WAY INTERSECTION REAR END INTERSECTION RELATED SLOWING WEST STOPPED IN TRAFFIC WEST	
1 1 1	NOIL		DRY	DRY	DRY	DRY	DRY	DRY	DRY	WET	סאע	нѕпок	
NOW	; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	NO VIOLATIONS STRAIGHT AHEAD SOUTH	00 DAYLIGHT TURN GHT AHBAD	00 DAYLIGHI GHT AHBAD GHT AHBAD	00 GHT AHI GHT AHI	00 DAYLIGHT TURN ING OUT	00 DAYLIGHT TURN GHT AHBAD	CO DAYLIGHT GHT AHEAD GHT AHEAD	00 DAYLIGHT GHT AHEAD GHT AHEAD	00 DAWN OR GHT AHEAD	00 TURN GHT AHE	00 DAYLIGH NG ED IN TRAFFIC	
CSTREET	ARMFUL IT	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	e MCKINLEY	r MCKINLBY	r MCKINLEY	r MCKINLBY	r mckinley	r mckinley	r MCKINLEY	r MCKINLBY	T MCKINLEY	T MCKINLEY	
STREET YEAR NAME	1ST HARMFÜL EVENT	4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	» 06 1ST ST MV-MV	» 06 1ST ST MV-MV	* 05 1ST ST MV-MV	» 06 LST ST MV-MV	» 06 1ST ST WV-WV	» 06 1ST ST MMV	» 06 1ST ST M-MV	» 07 IST ST POST	% 07 1ST ST MV-MV	» 07 1ST ST W/-MV	

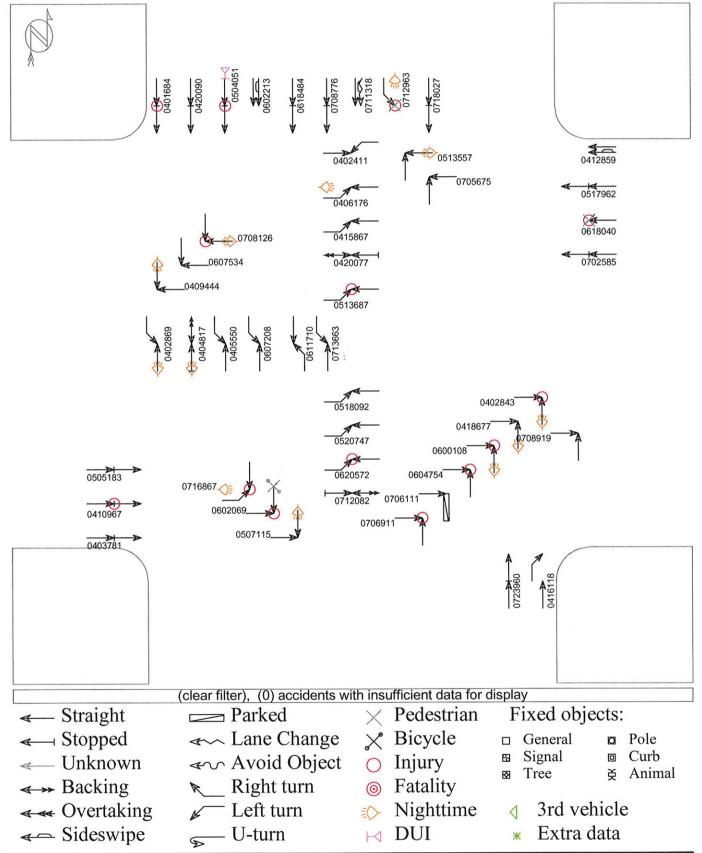
CRASH HISTORY CASPER INTERSECTION 1ST ST MCKINLEY ST YEARS; 2004 - 2007

EAR	STRBET YEAR NAME	STREET		ACC	REPRT NUM NUMBR INJ	NUM	NUM	LIGHT		ROAD	HIGHWAY	AX NT	TYPE		ROADWAY JUNCTION
t t t	IST HARMFUL EVBNT	t	; ; } !	1	ACTE	ACTIVITY PRIOR	X.		DIRECTION	NOT					
1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	NO VIOLATIONS	S	1 1	STRAIGHT AHEAD	IGHT AHE	1	SOUTH	 	1 1 1 1 1 1 1 1	1	1 1 1 1 1 1 1 1 1	: : : : : : : : :	
70	IST ST OTHER SIGN	MCKINLEY	NOV 02 07 1703 20201 01 MEDICATION RIGH NO DRIVER PARK	1703	20201	. 01 00 RIGHT TURN PARKED		DAYLIGHT 1	HT NORTH NORTH	DRY	4 - WAY	4-may intersection	1		INTERSECTION RELATED
0.7	IST ST WV-W	MCKINLEY	DEC 11 07 1552 21901 00 00 DAY FAILURE TO GRANT ROW STRAIGHT AHEAD NO VIOLATIONS STRAIGHT AHEAD	1552 RANT F	21901 30W 8	00 00 DAN STRAIGHT AHEAD STRAIGHT AHEAD	00 HT AHE HT AHE	00 DAXLIGHT TT AHEAD TT AHEAD	HT NORTH EAST	WET	4-WAY	4-WAY INTERSECTION	ANGLE COLLISION	LLISION	INTERSECTION
0.7	1ST ST MV-MV	MCKINEBY	DEC 18 07 1516 22344 00 FALLURE TO GRANT ROW LEFT NO VIOLATIONS	1516 RANT F	22344 30W I	{-+ f'-+	00 TURN TURN	DAYLIGHT 1	HT N WEST WEST	DRY	4 - NAV	4-MAY INTERSECTION	LBFT TURN	'n	INTERSECTION

FDO CKASHES: INJURY CRASHES: FATAL CRASHES:		15 4 0		
TOTAL PERSONS INJURED:	INJURED	ья 		
TOTAL PERSONS KILLED:	KILLED:	0		
CREATED: 04/29/08	14/29/08	14.02.27	7 BY:	WY4724

48 Accidents

12th St & Beverly St 01/01/04 - 12/31/07



ACC ACC REPRI NUM LIGHT ROAD HIGHMAN COLLISION ROADWAY DATE TIME NUMBR INJ KIL COND ELEMENT TYPE	HUMAN ACTIVITY FACTOR PRIOR DIRECTION	NO VIOLATIONS STRAIGHT AHEAD WEST	OUL 29 04 1458 10967 01 CG DAYLIGHT WET 4-WAY INTERSECTION REAR END INTERSECTION RELATED FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST	SEP 01 04 1542 12859 00 00 DAYLIGHT DRY 4-WAY INTERSECTION SIDESWIPE PASSING INTERSECTION RELATED DISREGARD TRAF CONTROL STRAIGHT AHEAD WEST NO VIOLATIONS STRAIGHT AHEAD WEST	OCT 19 04 1500 15867 00 00 DAYLIGHT WET 4-MAY INTERSECTION LEFT TURN INTERSECTION NO VIOLATIONS LEFT TURN EAST MEST MEST	: NOV 29 04 1910 18677 90 00 DARK LIGHTED WET 4-WAY INTERSECTION ANGLE COLLISION INTERSECTION INATTENTIVE DRIVER STRAIGHT AHEAD BAST OVIOLATIONS	DEC 09 04 1452 20077 00 00 DAYLIGHT DRY 4-WAY INTERSECTION HEAD ON INTERSECTION RELATED UNINSEE BACKING UP BACKING PROPED IN TRAFFIC WEST	MAR 14 05 0957 04051 02 00 DAYLIGHT DRY 4-WAY INTERSECTION REAR END INTERSECTION RELATED ALCOHOL RELATED SOUTH NO VIOLATIONS STOPPED IN TRAFFIC SOUTH	APR 02 05 1457 05183 00 00 DAYLIGHT	FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST	FOLLOWING TOO CLOSELY STRAIGHT AHEAD NO VIOLATIONS STOPPED IN TRAFFIC MAY 08 05 0114 07115 00 DARK LIC INATTENTIVE DRIVER STRAIGHT AHEAD NO VIOLATIONS STRAIGHT AHEAD
ACC REPKT TIME NUMBR	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 	CLOSELY	SEP 01 04 1542 12859 00 ISREGARD TRAF CONTROL STRAIG O VIOLATIONS	500 15867	18677	152 20077 3 UP	957 04051 ED	57 05183	CLOSELY	CLOSELY 114 07115 RIVER
STREET A	1	ON	BEVERLY ST	BEVERLY ST	BEVERLY ST	BEVERLY ST	BEVERLY ST	12TH ST	BEVERLY ST	NC	BEVERLY ST
STREET	IST HARMFUL EVENT	1 1 1 1	12TH ST MV-MV	12TH ST MV-MV	12TH ST MV-MV	12TH ST MV-MV	12TH ST MV~MV	BEVERLY ST MV-MV	12TH ST MV-MV		12TH ST MV-MV

STREET NAME	STREET		ACC ACC DATE TIME	REPRT	NUM NUM INJ KIL	COND		ROAD	HIGHWAY	COLLISION		ROADWAY JUNCTION
EVENT FACIOR 12TH ST BEVERLY ST NOV 09 05 1155 17962 00 MY-NV FOLLOWING TOO CLOSELY STRAIGH NO VIOLATIONS SLOWING STOPPED	FACTOR NOV 09 05 1155 17962 FOLLOWING TOO CLOSELY NO VIOLATIONS	FACTOR NOV 09 05 1155 17962 FOLLOWING TOO CLOSELY NO VIOLATIONS	: 2	OO TRAD	OO CONTRACT NO CON	STRAIGH STRAIGHT AHEAD SLOWING STOPPED IN TRAFFIC	({∟	DRY	4-way intersection	N REAR END	1 1 1 1 1	INTERSECTION RELATED
12TH ST BEVERLY ST NOV 15 05 0748 18092 00 MV-MV FALLURE TO GRANT ROW LEFT ON VIOLATIONS STRAIG	NOV 15 05 0748 18092 FAILURE TO GRANT ROW NO VIOLATIONS	NOV 15 05 0748 18092 FAILURE TO GRANT ROW NO VIOLATIONS	8	00 EFT :	00 TURN IGHT F	00 DAYLIGHT LEFT TURN STRAIGHT AHEAD	GHT BAST WEST	ICY	4-WAY INTERSECTION	N LEPT TURN		INTERSECTION
12TH ST BEVERLY ST DEC 19 05 1207 20747 00 MV-MV INATTENTIVE DRIVER LEFT 1 NO VIOLATIONS STRAIG	DEC 19 05 1207 20747 INATTENTIVE DRIVER NO VIOLATIONS	DEC 19 05 1207 20747 INATTENTIVE DRIVER NO VIOLATIONS	20747	00 BFT T	00 TURN IGHT ?	00 00 DAYLIGHT LEFT TURN STRAIGHT AHEAD	GHT BAST WEST	DRY	4-WAY INTERSECTION	N LEFT TURN		INTERSECTION
BEVERLY ST 12TH ST FEB 03 06 1113 02213 00 00 DA' WV-MV NO/IMPROPER SIGNAL SLOWING NO VIOLATIONS STRAIGHT AHEAD	12TH ST FEB 03 06 1113 02213 NO/IMPROPER SIGNAL NO VIOLATIONS	113 02213 IGNAL	02213 L	00 LOWIN	00 G HT A	DAYLIGHT AHEAD	GHT SOUTH SOUTH	DRY	4-WAY INTERSECTION	N SIDESWIPE PASSING	SSING	INTERSECTION RELATED
BEVERLY ST 12TH ST AUG 61 06 1221 11710 00 00 DAW-MV DISREGARD TRAF CONTROL STRAIGHT AHEAD NO VIOLATIONS LEFT TURN	12TH ST	AUG 01 05 1221 11710 00 DISREGARD TRAF CONTROL STRAIGE NO VIOLATIONS LEFT TU	11710 00 NYROL STRAIGE LBFT TU	00 TRAIGE BFT TU	00 III. A JRN) DAYLIGHT AHEAD N	GHT SOUTH NORTH	DRY	4-MAY INTERSECTION	N LEFT TURN		INTERSECTION
BEVERLY ST 12TH ST NOV 01.06 1511 18484 00 00 DAN WY-MV FOLLOWING TOO CLOSELY STRAIGHT AHEAD NO VIOLATIONS STOPPED IN TRAI	12TH ST NOV 01 06 1511 18484 FOLLOWING TOO CLOSELY NO VIOLATIONS	4.	4.	00 XTRAIGH HOPPED	o M	00 00 DAYLIGHT STRAIGHT AHEAD STOPPED IN TRAFFIC	GHT SOUTH C SOUTH	DRY	4-WAY INTERSECTION	v rear end		INTERSECTION RELATED
12TH ST BEVERLY ST JAN 91 06 0258 00108 02 00 DAN NY-MY STRAIGHT AHEAD NO VIOLATIONS STRAIGHT AHEAD	ST JAN 01 06 0258 00108 OTHER NO VIOLATIONS	JAN 01 06 0258 00108 OTHER NO VIOLATIONS	00108	02)TRAIGH) ;TRAIGH)	× = =	00 DARK (T AHEAD (T AHEAD	DARK LIGHTED ZAD NORTH SAD EAST	DRY	4-WAY INTERSECTION	N ANGLE COLLISION	ION	INTERSECTION
12TH ST BEVERLY ST JAN 30 06 1526 02069 01 00 DA' PEDACYCLE UNKNOWN STRAIGHT AHEAD NO VIOLATIONS STRAIGHT AHEAD	JAN 30 06 1526 02069 UNKNOWN NO VIOLATIONS	JAN 30 06 1526 02069 UNKNOWN NO VIOLATIONS	02069	Ol (MTRAIGHT MTRAIGHT	× = =	00 DAYLICHT HT AHEAD HT AHEAD	GHT EAST SOUTH	DRY	4-WAY INTERSECTION	ו		INTERSECTION RELATED
12TH ST BEVERLY ST MAR 13 06 0900 04754 01 00 DAY MV-MV DISREGARD TRAF CONTROL STRAIGHT AHEAD NO VIOLATIONS STRAIGHT AHEAD	BEVERLY ST MAR 13 06 0900 04754 01 DISREGARD TRAF CONTROL STRAIGH NO VIOLATIONS STRAIGH	MAR 13 06 0900 04754 01 DISREGARD TRAF CONTROL STRAIGH NO VIOLATIONS STRAIGH	04754 01 NNTROL STRAIGH STRAIGH	Ol TRAIGH TRAIGH	00 HH A	DAYLIGHT AHBAD AHBAD	GHT EAST NORTH	WET	4-WAY INTERSECTION	N ANGLE COLLISION	ION	INTERSECTION
12TH ST BEVERLY ST MAY 02 06 1525 07203 00 00 DA MV-NV DISREGARD TRAF CONTROL LEFT TURN DISREGARD TRAF CONTROL STRAIGHT AHEAD			07203 00 NUTROL LEFT TR NUTROL STRAIG	OO LEFT TR TRAIG	00 TURN KGHT ?	DAYLIGHT V AHEAD	GHT SOUTH NORTH	DRY	4-WAY INTERSECTION	. LEFT TURN		INTERSECTION
12TH ST BEVSRLY ST MAY 07 06 1730 07534 00 00 DAY MV-MV STRAIGHT AHBAD	MAY 07 06 1730 07534 NO VIOLATIONS	MAY 07 06 1730 07534 NO VIOLATIONS	07534	oo TRAIG	00 IT A) DAYLIGHT AHEAD	GHT WEST	DRY	4-WAY INTERSECTION	angle collision	NOI	INTERSECTION

STREET	ROAD HIGHWAY COLLISION ROADWAY COND SLEMENT TYPE JUNCTION	DIRECTION		WET 4-WAY INTERSECTION - INTERSECTION RELATED	DRY 4-WAY INTERSECTION LEFT TURN INTERSECTION	DRY 4-WAY INTERSECTION REAR END INTERSECTION RELATED H H	DRY 4-WAY INTERSECTION SIDESWIPE PASSING INTERSECTION RELATED H	DRY 4-WAY INTERSECTION REAR SND INTERSECTION RELATED H	SNOWY 4-WAY INTERSECTION REAR END INTERSECTION RELATED H H	DRY 4-WAY INTERSECTION REAR END INTERSECTION RELATED	MET 4-WAY INTERSECTION ANGLE COLLISION INTERSECTION	ICY 4-WAY INTERSECTION HEAD ON INTERSECTION RELATED ST	TO THE CASE AND A STATE OF THE
RAME T STREET NAME T BEVERLY ST T ST 12TH ST T BEVERLY ST T BEVERLY ST T BEVERLY ST	ACC REPRT NUM TIME NUMBER INJ KIL	; 1 1 1 1 1 1 1 1 1 5 5 5 6 6 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	 	18040 O1 OO STRAIGHT AHE	72 02 00 LEFT TURN STRAIGHT AHB	6 00 00 STRAIGHT AHI STOPPED IN 1 STRAIGHT AHI	04 11318 00 00 CHANGING LAN STRAIGHT AHI	7 00 00 STRAIGHT AHE STOPPED IN 1	ALVER STRAIGHT AHE STOPPED IN STO	157 02585 00 00 STRAIGHT AHI STRAIGHT AHI	107 05675 00 00 STRAIGHT AHE ANT ROW STRAIGHT AHE	7 0715 06111 00 00 STRAIGHT AHE PARKED	SHOTIVER OF TO FLORD CARL TO IL CHA
	STREET	: : : : : : : : : :	A	BEVERLY IAN	ST BEVERLY ST	Y ST 12TH ST	12TH ST	12TH ST	12TH ST	BEVERLY ST	BEVERLY ST	BEVERLY ST	E C

YEAR	STREET	STREET	ACC ACC DATE TIME	REPRI NUM NUM LIGHT NUMBR INJ KIL COND	ROAD	ROAD HIGHWAY COLLISION COND ELEMENT TYPE		ROADWAY JUNCTION
1	1ST HARMFUL BVENT		HUMAN	ACTIVITY PRIOR	DIRECTION		2 2 3 3 3 3	
% 07	12TH ST MV-MV	BEVERLY ST	BEVERLY ST MAY 04 07 2210 DISTRACTION NO VIOLATIONS	2210 08126 01 00 DARK LIGHTED STRAIGHT AHEAD WEST NS STRAIGHT AHEAD SOUTI	IGHTED WET WEST SOUTH	4-way intersection angle collision	COLLISION	INTERSECTION
° 07	12TH ST MV-MV	BEVERLY ST	BEVERLY ST MAY 23 07 0549 NO VIOLATIONS NO VIOLATIONS	08919 00 00 DAYLIGHT STRAIGHT AHEAD I STRAIGHT AHEAD	HT DRY NORTH EAST	4-WAY INTERSECTION ANGLE COLLISION	COLLISION	intersection
% 0.7	12TH ST MV-MV	BEVERLY ST	JUL 16 07 1605 UNSAFE BACKING UP NO VIOLATIONS	12082 00 00 DAYLIGHT BACKING STOPPED IN TRAFFIC 1	HT DRY WEST EAST	4-WAY INTERSECTION HEAD ON	N	INTERSECTION RELATED
* 07	12TH ST PEDESTRIAN	BEVERLY ST	JUL 26 07 2058 NO VIOLATIONS	12963 01 00 DARK LIGHTED LEFT TURN SOUTI	IGHTED WET SOUTH	4-WAY INTERSECTION -		INTERSECTION RELATED
» 07	12TH ST MV-MV	BEVERLY ST	BEVERLY ST AUG 09 07 1625 130 NO VIOLATIONS FAILURE TO GRANT ROW	13663 00 00 DAYLIGHT STRAIGHT AHEAD 1 ROW LEFT TURN	HT DRY NORTH SOUTH	4-MAX INTERSECTION LEFT TURN	URIN	INTERSECTION
* 07	12TH ST MV-MV	BEVERLY ST	SEP 30 07 UNKNOWN NO VIOLATION	0613 16867 01 00 DARK LIGHTED LEFT TURN EAST IS STRALGHT AHEAD S WE	IGHTED WET EAST S WEST	4-MAY INTERSECTION LEFT TURN	URN	intersection
	E2 4000 X	>>> TOTAL	TOTAL CRASHES IN THIS REPORT	EPORT: 48	-			
		PDO C INJUR FATAL	PDO CRASHES: 34 INJURY CRASHES: 14 FATAL CRASHES: 0		112 10110 10110 10110 10			

BY: WY4724

*** CREATED: 04/29/08 14.03.28

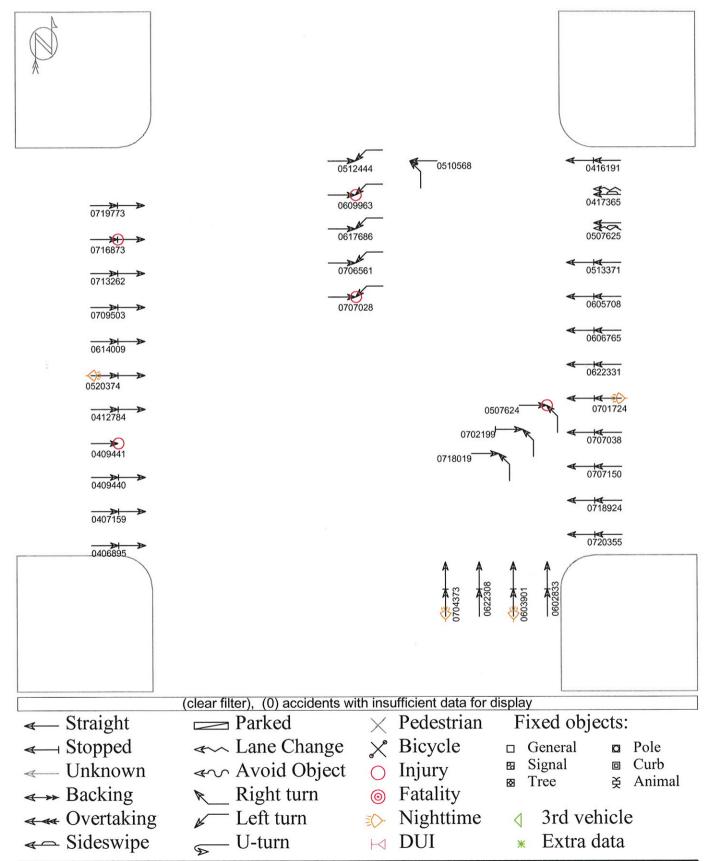
17

TOTAL PERSONS INJURED: TOTAL PERSONS KILLED:

WYOMING TRANSPORTATION DEPARTMENT A

36 Accidents

2nd St & County Clb 01/01/04 - 12/31/07



CRASH HISTORY CASPER INTERSECTION 2ND ST & COUNTRY CLUB YEARS: 2004 - 2007

1 	:	1 1 3 4 5 1 1	; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	1 1 1 1	i i	:	TOOM THE TOOM	1 0 1 0 1 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
STREET		STREET	ACC AC DATE TJ	ACC RE TIME NU	REPRT NI	NUM NUM I	LIGHT	ROAD	HIGHWAY	COLLISION	ROADMAY JUNCTION
1ST HARMFUL EVENT	1 <u>1</u> 1		HUMAN FACTOR		ACT	ACTIVITY PRIOR	DIRECTION	MOI			
ZND ST MV-MV		COUNTY CLB	MAY 14 04 INATTENTIVE NO VIOLATION	337 RIVER	06895 00 STRA STOP	00 IGHT AHE PED IN 7	DAYLIGHT SAD EAST RRAFFIC EAST	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
ZND ST MV-MV		COUNTY CLB	MAY 18 04 FOLLOWING TO NO VIOLATION	1325 07 30 CLOSEL 48	σ ₁	OO IGHT AH PED IN	DAYLIGHT EAD EAST TRAFFIC BAST	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
2ND ST MV-MV		COUNTY CLB	JUN 30 04 FOLLOWING TO NO VIOLATION	254 CLOS	0) 00 00 DAY STRAIGHT AHEAD STOPPED IN TRAF	00 06 DAYLIGHT STRAIGHT AHEAD EAST STOPPED IN TRAFFIC EAST	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
2ND ST OTHER NOW	0	2ND ST COUNTY CLB OTHER NON-COLLISION	JUN 30 04 INEXPERIENCE	1700 09 ED DRIVER	-31	1 02 00 DAYLIGHT STRAIGHT AHBAD	DAYLIGHT AD EAST	DRY	T INTERSECTION	i	INTERSECTION
2ND ST MV-MV		COUNTY CLB	AUG 24 04 FOLLOWING TC NO VIOLATION	0730 12 00 CLOSEL 1S	34	00 ING PED IN	DAYLIGHT EAST FRAFFIC EAST	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
2ND ST NV-MV		COUNTY CLB	OCT 26 04 OTHER NO VIOLATION	Ø Ø	16191 00 STRA STOP	00 00 DAY STRAIGHT AHEAD STOPPED IN TRAF	00 00 DAYLIGHT STRAIGHT AHEAD MEST STOPPED IN TRAFFIC WEST	DRY	T INTERSECTION	REAR SND	INTERSECTION RELATED
2ND ST MV-MV		COUNTY CLB	NOV 09 04 NO VIOLATION UNKNOWN	310	17365 00 STRA CHAN	STRAIGHT AHEAD CHANGING LANES	DAYLIGHT AD WEST ES WEST	DRY	I INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED
2ND ST MV-MV		COUNTY CLB	MAY 20 05 DISREGARD TH NO VICLATION	1435 07 2AF CONTR NS	07524 01 HROL LEFT STRA	ij	DAYLIGHT NORTH SAD BAST	DRY	T INTERSECTION	LEFT TURN	INTERSECTION
ZND ST MV-MV		COUNTY CLB	MAY 20 05 INATTENTIVE DRIVER NO VIOLATIONS	07 RIVER	07625 00 CHAW STRA	00 GING LA IGHT AH	DAYLIGHT NES WEST EAD WEST	DRY	T INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED
ZND ST MV-MV		COUNTY CLB	JUL 14 05 INATTENTIVE NO VIOLATION	733 RIVER	10568 00 STRA TEFI	00 IGHT AH) TURN	DAYLIGHT SAD WEST N WEST	DRY	T INTERSECTION	LBFT TURN	INTERSECTION
2ND ST MV-MV		COUNTY CLB	AUG 09 05 FAILURE TO G DISREGARD TR	1340 12 RANT ROW AF CONTR	12444 00 ROW LEFT NTROL STRA	O OO E T TURN AIGHT AHE?	DAYLIGHT WEST AD BAST	DRY	T INTERSECTION	LEFT TURN	INTERSECTION

CRASH HISTORY CASPER INTERSECTION 2ND ST & COUNTRY CLUB YEARS: 2004 - 2007

M NUM LIGHT ROAD HIGHMAY COLLISION ROADWAY U KIL COND ELEMENT TYPE JUNCTION	VITY OR	00 DAYLIGHT DRY TINTERSECTION REAR END INTERSECTION RELATED IGHT AHEAD WEST IGHT AHEAD WEST	00 DARK LIGHTED DRY T INTERSECTION REAR END INTERSECTION RELATED PED IN TRAPFIC BAST	00 DAYLIGHT ICY TINTERSECTION REAR END INTERSECTION RELATED TOHT AHEAD NORTH TRAFFIC NORTH LIGHT AHEAD NORTH	00 DARK LIGHTED ICY T INTERSECTION REAR END INTERSECTION RELATED LIGHT AHEAD NORTH	OO DAYLIGHT ICY TINTERSECTION REAR END INTERSECTION RELATED PED IN TRAFFIC NORTH IGHT AHEAD NORTH	00 DAYLIGHT DRY T INTERSECTION REAR END INTERSECTION RELATED ING WEST ING WEST	00 DAYLIGHT DRY TINTERSECTION REAR END INTERSECTION RELATED GHT AHEAD WEST PED IN TRAFFIC WEST	00 DAYLIGHT DRY TINTERSECTION LEFT TURN INTERSECTION TURN WEST IGHT AHEAD EAST	00 DAYLIGHT DRY TINTERSECTION REAR END INTERSECTION RELATED PED IN TRAFFIC BAST	00 DAYLIGHT
ROAD	NOT										DRY T INTERS
ACC ACC REPRI NOW NUM LIGHT DATE TIME NUMBR ING KIL COND	HUMAN ACTIVITY PACTOR PRIOR DIRECTI	AUG 26 05 1340 13371 00 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD NO VIOLATIONS STRAIGHT AHEAD	DEC 12 05 1701 20374 00 00 DARK LI POLLOWING TOO CLOSELY STRAIGHT AHEAD NO VIOLATIONS STOPPED IN TRAPFIC	FEB 14 06 1742 02833 00 00 DAYLIGHT NO VIOLATIONS STRAIGHT AHEAD NORTH UNSAFE SPEED STRAIGHT AHEAD NORTH	FEB 18 06 2000 03901 00 00 DARK LIGHTED UNSAFE SPEED STRAIGHT AHEAD NORTH NO VIOLATIONS STRAIGHT AHEAD NORTH	DAYLIGH EAD TRAFFIC EAD	MAR 27 06 1250 05708 00 00 DAYLIGHT FOLLOWING TOO CLOSELY SLOWING NO VIOLATIONS SLOWING	APR 16 06 1340 06765 00 00 DAYLIGHT INATTENTIVE DRIVER STRAIGHT AHEAD NO VIOLATIONS STOPPED IN TRAFFIC	JUN 22 06 1421 09963 01 00 DAYLIGHT FAILURE TO GRANT ROW LEFT TURN NO VIOLATIONS STRAIGHT AHEAD	AUG 25 06 1709 14009 00 00 DAYLIGH FOLLOWING TOO CLOSELY STRAIGHT AHEAD NO VIOLATIONS STOPPED IN TRAFFIC	3 OCT 19 05 1248 17686 00 00 DAYLIGHT
STREET		COUNTY CLB	COUNTY CLB	2ND ST	2MD ST	2ND ST	COUNTY CLB	COUNTY CLB	COUNTY CLB	COUNTY CLB	COUNTY CLB
STREET	1ST HARMFUL EVENT	ZND ST MV-MV	2ND ST MV-MV	COUNTY CLB MV-MV	COUNTY CLB MV-MV	COUNTY CLB	2ND ST MV-MV	2ND ST MV-MV	2ND ST MV-MV	2ND ST MV-MV	2ND ST
YEAR	1 1 1 1 1 1	& &	% 02	90 *	90	\(\rangle\)	% 00	© .0	90 «	% 0 %	90 «

CRASH HISTORY CASPER INTERSECTION 2ND ST & COUNTRY CLUB YEARS: 2004 - 2007

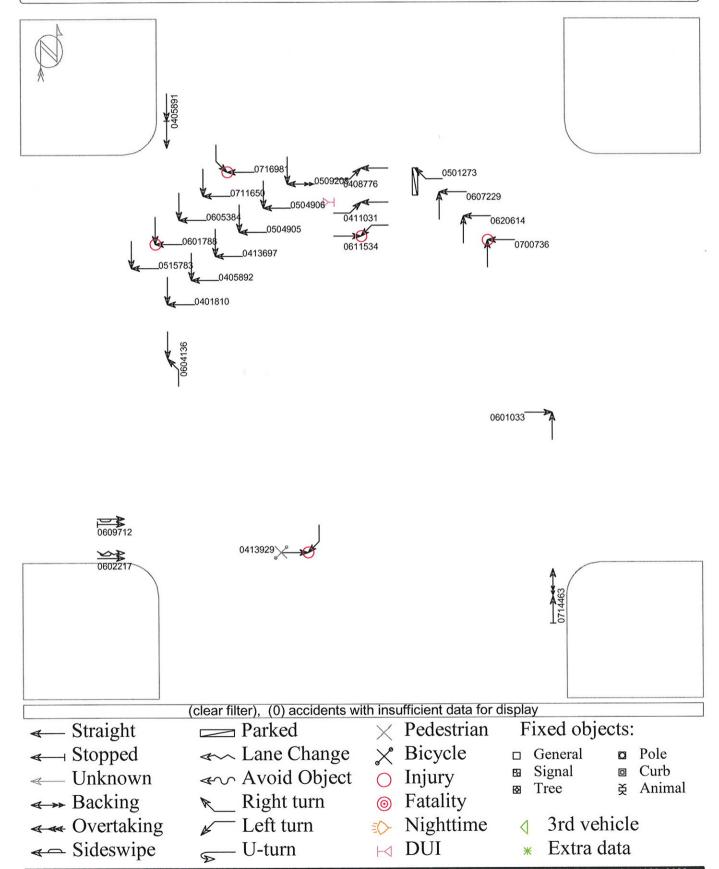
		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	ON	ION	intersection related	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED
	ROADWAY JUNCTION		INTERSECTI	INTERSECTI	INTERSECTI	INTERSECTI	INTERSECTION	INTERSECTION	INTERSECTI	INTERSECTI	INTBRSECTI	INTERSECTI
2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	TYPE	; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	REAR END	RBAR BND	REAR END	LEFT TURN	LEFT TURN	ANGLE COLLISION	REAR END	REAR END	REAR END	REAR END
	HIGHWAY	1 1 2 1 1 1 1 3 3 5 5 1 1 1 1 1 1 1 1 1 1 1 1	T INTERSECTION	T INTERSECTION	T INTERSECTION	T INTERSECTION	T INTERSECTION	T INTERSECTION	T INTERSECTION	T INTERSECTION	T INTERSECTION	T INTERSECTION
4 - 2007	ROAD	NOI	DRY	SNOWY	WET	DRY	DRY	DRY	DRY	DRY	DRY	DRY
2007 - 5009 : SXXXX	T ACC ACC REPRT NUM NUM LIGHT DATE TIME NUMBR INJ KIL COND	HUMAN ACTIVITY FACTOR PRIOR	X CLB DEC 26 06 1614 22331 00 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST NO VIOLATIONS STRAIGHT AHEAD WEST	T MAR 01 07 1915 04373 00 00 DARK LIGHTED UNSAFE SPEED STRAIGHT AHEAD NORTH NO VIOLATIONS STOPPED IN TRAFFIC NORTH	Y CLB JAN 20 07 1812 01724 00 00 DARK LIGHTED FOLLOWING TOO CLOSELY STRAIGHT AMEAD WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST	Y CLB JAN 26 07 1555 02199 00 00 DAYLIGHT INEXPERIENCED DRIVER LEFT TURN NEST NO VIOLATIONS STOPPED IN TRAFFIC EAST	Y CLB APR 04 07 1140 05551 00 00 DAYLIGHT FALLURE TO GRANT ROW LEFT TURN NEST NO VIOLATIONS STRAIGHT AHEAD BAST	Y CLB APR 17 07 1653 07028 01 00 DAYLIGHT FAILURE TO GRANT ROW LEFT TURN NO VIOLATIONS STRAIGHT AHEAD EAST NO VIOLATIONS STOPPED IN TRAFFIC NORTH	Y CLB APR 19 07 0910 07038 05 00 DAYLIGHT NO VIOLATIONS STOPPED IN TRAFFIC WEST FOLLOMING TOO CLOSELY STRAIGHT AHEAD WEST	COUNTY CLE APR 30 07 1645 07159 00 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD NEST NO VIOLATIONS STOPPED IN TRAFFIC WEST	COUNTY CLB JUN 02 07 1348 09503 00 00 DAYLIGHT FOLLOWING TOO CLOSELY SLOWING BAST NO VIOLATIONS STOPPED IN TRAFFIC BAST	COUNTY CLB AUG 05 07 1434 13262 00 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST NO VIOLATIONS SLOWING EAST
	STREET		COUNTY	B 2ND ST	COUNTY CLB	COUNTY	YTMUOD	COUNTY	COUNTY CLB	COUNT	COUNT	COUNT
	STREET	1ST HARMFUL EVENT	2ND ST MV-MV	COUNTY CLB MV-MV	2ND ST MV-MV	ZND ST MV-MV	ZND ST MV-MV	2ND ST MV-MV	ZND ST MV-MV	2ND ST MV-MV	ZND ST MV-MV	ZND ST MV-MV
	YEAR	: : : :	1 1 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	* 07	* 07	* 07	* 07	% 07	» 07	* 07	07 %	* 07

CRASH HISTORY CASPER INTERSECTION 2ND ST & COUNTRY CLUB YEARS: 2004 - 2007

1ST HARMFUL FAG 9 07 2ND ST COUNTY CLB SE MV-MV NO NO 9 07 2ND ST COUNTY CLB OC NO 9 07 2ND ST COUNTY CLB NO NO 9 07	ACC ACC REDATE TIME NU	REPRT NUM NUM NUMBR INJ KIL	1 LIGHT COND	ROAD	HIGHMAY BLEMENT	COLLISION	ROADWAY JUNCTION
2ND ST MV-MV	HUMAN FACTOR	ACTIVITY	DIRECTION	NO			
2ND ST MV-MV 2ND ST MV-MV 2ND ST MV-MV 2ND ST	COUNTY CLB SEP 28 07 1605 16873 01 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD NO VIOLATIONS STOPPED IN TRAFFIC NO VIOLATIONS STOPPED IN TRAFFIC	873 01 00 DAYLIGH STOPPED IN TRAFFIC STOPPED IN TRAFFIC	STOPED IN TRAFFIC BAST	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
07 2ND ST NV-NV 07 2ND ST NV-NV 07 2ND ST	COUNTY CLB OCT 13 07 1500 18019 00 INDICATIONS DRIVER STRA NO VIOLATIONS LEFT	1019 00 00 DAYLICHT STRAIGHT AHEAD E LEFT TURN N	DAYLIGHT HEAD EAST NORTH	DRY	T INTERSECTION	LEFT TURN	INTERSECTION
07 2ND ST COUNTY CLB NV-NV 07 2ND ST COUNTY CLB	COUNTY CLB OCT 28 07 1813 18924 00 00 DAWN OR DUSK FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST	1924 00 00 DAWN OR LY STRAIGHT AHEAD STOPPED IN TRAFFIC	DAWN OR DUSK HEAD WEST TRAFFIC WEST	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
07 ZND ST COUNTY CLB	COUNTY CLB NOV 13 07 0835 19773 00 INATTENTIVE DRIVER STARTING VIOLATIONS STOPPI	I 00 00 TO STARTING OUT STOPPED IN TR	00 00 DAYLIGHT STARTING OUT EAST STOPPED IN TRAFFIC EAST	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
	COUNTY CLB NOV 16 07 1800 20355 60 99 DAY POLLOWING TOO CLOSELY STRAIGHT AHEAD NO VIOLATIONS STOPPED IN TRAF	HR Di	OO DAYLIGHT GHT AHEAD WEST ED IN TRAFFIC WEST	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED

BY: WY4724 >>> TOTAL CRASHES IN THIS REPORT: 36 *** CREATED: 04/29/08 14.04.39 ж ч и о TOTAL PERSONS INJURED: TOTAL PERSONS KILLED: PDO CRASHES: INJURY CRASHES: FATAL CRASHES:

1st St & Jackson St 01/01/04 - 12/31/07



		1 1 1 1 1 1 1 1 1 1 1	ATED							ATED			
ROADWAY	JUNCTION		INTERSECTION RELATED	INTERSECTION	INTERSECTION	INTERSECTION	INTERSECTION	INTERSECTION	INTERSECTION	INTERSECTION RELATED	INTERSECTION	INTERSECTION	INTERSECTION
COLLISION	TYPE		REAR END	ANGLE COLLISION	ANGLE COLLISION	LEFT TURN	LEFT TURN	ANGLE COLLISION		RIGHT TURN	ANGLE COLLISION	ANGLE COLLISION	ANGLE COLLISION
HIGHWAY	ELEMBNT		4-may intersection	4-WAY INTERSECTION	4-way intersection	4-may intersection	4-WAY INTERSECTION	4-nay intersection	4-WAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION	4-MAY INTERSECTION	4-MAY INTERSECTION ANGLE COLLISION
1 1 1 1 1 1 1 1 1 1	COND	CON	DRY	SNOMY	DRY	TER	טאע	DRY	DRY	מאמ	NET	NBT	DRY
REPRI NUM NUM	NUMBR INJ KIL COND	PRIOR	05891 00 00 DAYLIGHT BR STRAIGHT AHBAD SOUTH STOPPED IN TRAFFIC SOUTH	01810 00 00 DAYLIGHT SION STRAIGHT AHEAD SOUTH STRAIGHT AHEAD WEST	05892 00 00 DAYLIGHT ROM STARTING OUT SOUTH STRAIGHT AHEAD WEST	08776 00 00 DAYLIGHT ROW LEFT TURN EAST STRAIGHT AHEAD WEST	11031 00 00 DAYLIGHT LEFT TURN EAST STRAIGHT AHEAD WEST	13697 00 00 DAYLIGHT ROM STRAIGHT AHEAD SOUTH STRAIGHT AHEAD WEST	1240 13929 01 00 DAYLIGHT IS RIGHT TURN SOUTH DRIVER STRAIGHT AHBAD EAST	01273 00 00 DAYLIGHT RIGHT TÜRN MEST PARKED	04906 00 00 DAYLIGHT ER STARTING OUT SOUTH STRAIGHT AHEAD WEST	04905 00 00 DAYLIGHT ROW STARTING OUT SOUTH STRAIGHT AHEAD WEST	09205 00 00 DAYLIGHT P BACKING WEST
; ; ;	DATE TIME	FACTOR	APR 26 04 1252 INATTENTIVE DRIVER NO VIOLATIONS	FEB 05 04 0955 0181 PEDESTRIAN CONFUSION NO VIOLATIONS	APR 26 04 1254 058: FAILURE TO GRANT ROW NO VIOLATIONS	JUN 18 04 1015 087 FAILURE TO GRANT ROW NO VIOLATIONS	JACKSON ST JUL 23 04 1350 ALCOHOL RELATED NO VIOLATIONS	JACKSON ST SEP 13 04 1700 130 FAILURE TO GRANT ROM NO VIOLATIONS	SEP 15 04 NO VIOLATION INATTENTIVE	JAN 26 05 0824 OTHER NO DRIVER	MAR 30 05 1219 INATTENTIVE DRIVER NO VIOLATIONS	MAR 30 05 1311 049 FALLURE TO GRANT ROW NO VIOLATIONS	JUN 14 05 1545 HMSAPE BACKING UP
STREET	NAME	 	ist st	JACKSON ST	JACKSON ST	JACKSON ST	JACKSON ST	JACKSON ST	JACKSON ST	ist st	JACKSON ST	JACKSON ST	JACKSON ST
STREET	NAME	EVENT	JACKSON ST MV-MV	1ST ST MV-MV	1ST ST MV-MV	1ST ST MV-MV	1ST ST MV-MV	1ST ST MV-WV	1ST ST PEDACYCLE	JACKSON ST PARKED MV	1ST ST MV-WV	1ST ST MV-MV	1ST ST
1 1	YEAR		% 0.4	» 04	» 04	* 04	» 04	* 04	% 0 4	in 0	ió O	ម () ()	% 0.5

CRASH HISTORY CASPER INTERSECTION 1ST ST & JACKSON ST YEARS: 2004 - 2007

ROADWAY			INTERSECTION	INTERSECTION	INTERSECTION	INTERSECTION	INTERSECTION	INTERSECTION	INTERSECTION	INTERSECTION RELATED	INTERSECTION	INTERSECTION
COLLISION			4-WAY INTERSECTION ANGLE COLLISION	4-WAY INTERSECTION ANGLE COLLISION	n sideshipe passing	n left turn	N ANGLE COLLISION	N ANGLE COLLISION	N ANGLE COLLISION	N SIDESMIPE PASSING	N LEFT TURN	4-WAY INTERSECTION ANGLE COLLISION
HIGHWAY		 	4-WAY INTERSECTIO	4-WAY INTERSECTIO	4-MAY INTERSECTION	4-WAY INTERSECTION	4-MAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTIO
ROAD	NOT	1 1 1 1 1 1 1 1	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
t : : : : : : : : : : : : : : : : : : :	DIRECTION	SOUTH	CHT SOUTH WEST	GHT NORTH EAST	OHT EAST EAST	OR DUSK SOUTH N EAST	GHT SOUTH WEST	GHT WEST SOUTH	GHT NORTH WEST	GHT EAST C EAST	GHT WEST EAST	GHT WEST NORTH
REPRI NUM NUM LIGHT NUMBR INJ KIL COND	ACTIVITY	STRAIGHT AHEAD	15783 00 00 DAXLIGHT XOW STRAIGHT AHEAD STRAIGHT AHEAD 1	01033 00 00 DAYLIGHT OW STARTING OUT NG STRAIGHT AHEAD EX	02217 00 09 DAYLIGHT CHANGING LANES EP STRAIGHT AHEAD EP	04136 00 00 DAMN OR DUSK STARTING OUT SOUTH	01788 02 00 DAYLIGHT OW STRAIGHT AHEAD S STRAIGHT AHEAD	05384 00 00 DAYEIGHT STRAIGHT AHEAD OW STRAIGHT AHEAD	07229 00 00 DAYLIGHT OW STARTING OUT STRAIGHT AHEAD F	09712 00 00 DAYLIGHT STRAIGHT AHEAD STOPPED IN TRAFFIC	11534 01 00 DAYLIGHT OM LEFT TURN STRAIGHT AHEAD	20514 00 00 DAYLIGHT STRAIGHT AHEAD : CW STRAIGHT AHEAD D
ACC ACC R DATE TIME N	HUMAN FACTOR	NO VIOLATIONS	OCT 05 05 1106 157 FAILURE TO GRANT ROW NO VIOLATIONS	JAN 04 06 1200 010 FAILURE TO GRANT ROW NO VIOLATIONS	FEB 03 06 1714 0 OTHER NO VIOLATIONS	FEB 28 06 0545 0 NO VIOLATIONS INATTENTIVE DRIVER	MAR 09 06 1324 017 FAILURE TO GRANT ROW NO VICLATIONS	WAR 22 06 1458 05: NO VIOLATIONS FAILURE TO GRANT ROW	APR 26 05 1105 072 FAILURE TO GRANT ROW NO VIOLATIONS	JUN 21 06 1055 0 OTHER NO VIOLATIONS	JUL 18 05 1537 115 FAILURE TO GRANT ROW NO VIOLATIONS	DEC 06 06 1452 200 NO VIOLATIONS FAILURE TO GRANT ROW
STREET		N.	JACKSON ST (F)	JACKSON ST P	JACKSON ST O	JACKSON ST)	JACKSON ST PY	JACKSON ST I	JACKSON ST .	JACKSON ST O	JACKSON ST	JACKSON ST N
STREET	1ST HARMFUL EVENT	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	IST SI MV-WV	1ST ST MV-WV	1ST ST MV-MV	1ST ST MV-MV	IST ST MV-MV	1ST ST MV-MV	1ST ST MV-MV	1ST ST MV-MV	1ST ST MV-MV	1ST ST MV-MV
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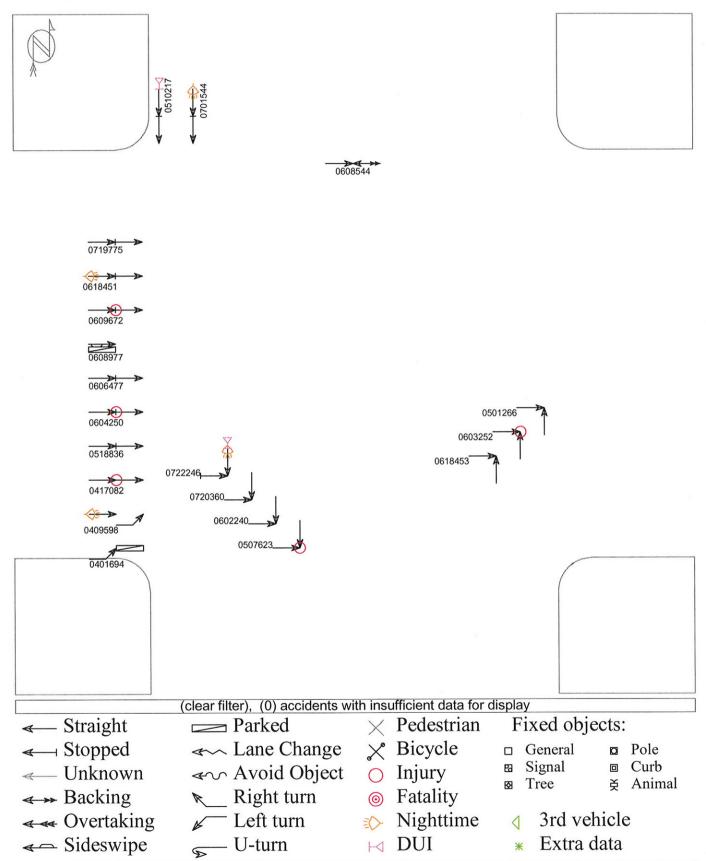
CRASH HISTORY CASPER INTERSECTION 1ST & JACKSON ST YEARS: 2004 - 2007

YEAR	STREET	STREET			REPRT NUM	NUM	LIGHT	ROAD	HIGHWAY BLEMENT		COLLISION TYPE	ROADWAY
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1ST HARMFUL EVENT	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	HUMAN	 	ACTIVITY	, !	DIRE	DIRECTION				
07	JACKSON ST MV-MV	1ST ST	AUG 22 07 1720 14463 00 UNSAFE BACKING UP BACK NO VIOLATIONS STOP	7 44 63 1	00 BACKING STOPPED	OO THE	BACKING SOUTH SOUTH STOPPED IN TRAFFIC NORTH	HH HH	4-WAY INTERSECTION HEAD ON	TION	HEAD OW	INTERSECTION RELATED
0.07	ist st MV-MV	JACKSON ST	JACKSON ST JAN 12 07 0901 00736 01 00 DAN FAILURE TO GRANT ROW STRAIGHT AHEAD NO VIOLATIONS STRAIGHT AHEAD	00736 ROW	01 00 DAY STRAIGHT AHEAD STRAIGHT AHEAD	00 HT AHE HT AHE	00 DAYLIGHT IT AHEAD NORTH IT AHEAD WEST	ICY TH	4-WAY INTERSECTION		ANGLE COLLISION	INTERSECTION
* 0.7	IST ST MV-MV	JACKSON ST	JACKSON ST JUL 12 07 0843 11650 90 00 DAN PALLURE TO GRANT ROW STRAIGHT AHEAD NO VIOLATIONS STRAIGHT AHEAD	11650 ROW	OO OO DA STRAIGHT AHEAD STRAIGHT AHEAD	00 HT AHE HT AHE	00 DAYLIGHT IT AHEAD SOUTH IT AHEAD WEST	DRY	4-WAY INTERSECTION		ANGLE COLLISION	INTERSECTION
* 07	1ST ST MV-MV	JACKSON ST	JACKSON ST SEP 20 07 0805 16981 01 FAILURE TO GRANT ROW LEFT NO VIOLATIONS STRA	16981 ROW	Ð Ð	00 TURN GHT AHE	00 DAYLIGHT URN SOUTH HT AHEAD WEST	DRY IH	4-way intersection		LEFT TURN	INTERSECTION

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	>>> TOTAL CRASHES		PDO CRASHES:	INJURY CRASHES:	FATAL CRASHES		TOTAL	TOTAL		
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WYOMING TRANSPORTATION DEPARTMENT A

13th St & Wolcott St 01/01/04 - 12/31/07



CRASH HISTORY CASPER INTERSECTION 13TH ST & WOLCOTT ST YEARS: 2004 - 2007

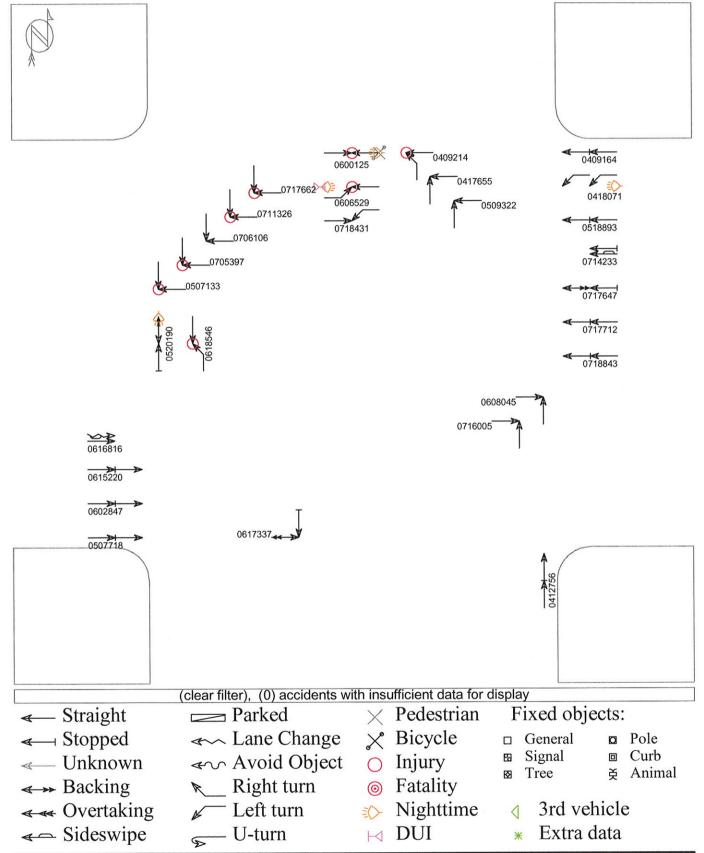
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ROADWAY		INTERSECTION RELATED	INTERSECTION	INTERSECTION	INTERSECTION RELATED	INTERSECTION	INTERSECTION	INTERSECTION RELATED	INTERSECTION	INTERSECTION	INTERSECTION RELATED
COLLISION		on left turn	ON LEFT TURN	ON ANGLE COLLISION	ONE REAR NO.	ON ANGLE COLLISION	4-WAY INTERSECTION ANGLE COLLISION	ON REAR END	ON ANGLE COLLISION	ON ANGLE COLLISION	ON REAR END
HIGHWAY		4-MAY INTERSECTION	4-WAY INTERSECTION	4-way intersection	4-WAY INTERSECTION	4-way intersection	4-WAY INTERSECTI	4-WAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION
ROAD	NOI	SNOWY	DRY	DRY	DRY	DRY	DRY	MUDDY	DRY	ICY	DRY
REPRI NUM NUM LIGHT NUMBR INJ KIL COND	ACTIVITY PRIOR BIRECTION	01694 00 00 DAWN OR DUSK LEFT TURN BAST PARKED	09598 00 00 DARK UNLIGHTED STRAIGHT AHEAD EAST LEFT TURN EAST	NOV 04 04 1115 17082 01 00 DAYLIGHT DISREGARD TRAF CONTROL STRAIGHT AHEAD EAST NO VIOLATIONS STRAIGHT AHEAD SOUTH	10217 00 00 DAYLIGHT STRAIGHT AHEAD SOUTH STOPPED IN TRAFFIC SOUTH	01266 00 00 DAYLIGHT R STRAIGHT AHEAD NORTH STRAIGHT AHEAD EAST STOPPED IN TRAFFIC EAST	07623 02 00 DAYLIGHT XOW STRAIGHT AHEAD EAST STRAIGHT AHEAD SOUTH	18836 00 00 DAYLICHT SELY STRAIGHT AHEAD EAST STOPPED IN TRAFFIC EAST STOPPED IN TRAFFIC EAST	FEB 06 06 1406 02240 00 00 DAYLIGHT DISREGARD TRAF CONTROL STRAIGHT AHBAD SOUTH NO VIOLATIONS STRAIGHT AHBAD SOUTH	03252 02 00 DAYLIGHT XOW STRAIGHT AHEAD EAST STRAIGHT AHEAD NORTH	04250 01 00 DAYLIGHT SELY STRAIGHT AHEAD EAST STOPPED IN TRAFFIC EAST
ACC ACC DATE TIME	HUMAN	FEB 04 04 1808 UNSAFE SPEED NO DRIVER	JUL 03 04 2115 UNSAFE SPEED NO VIOLATIONS	NOV 04 04 1115 DISREGARD TRAF CON NO VIOLATIONS	JUL 12 05 1215 ALCOHOL RELATED NO VIOLATIONS	JAN 25 05 1140 INATTENTIVE DRIVER NO VIOLATIONS NO VIOLATIONS	MAY 20 05 1325 076 FAILURE TO GRANT ROW NO VIOLATIONS	NOV 28 05 1304 18836 POLLOMING TOO CLOSELY S NO VIOLATIONS S NO VIOLATIONS		FEB 18 06 1005 PAILURE TO GRANT F NO VIOLATIONS	WOLCOTT ST MAR 07 06 1310 04250 01 FOLLOWING TOO CLOSELY STRA NO VIOLATIONS STOP
STREET		13TH ST	WOLCOTT ST	WOLCOTT ST	lsth st	WOLCOTT ST	WOLCOTT ST	WOLCOTT ST	WOLCOTT ST	MOLCOTT ST	WOLCOTT ST
STREET	1.ST HARMFUL EVENT	WOLCOTT ST PARKED MV	13TH ST MV-MV	13TH ST MV-MV	MOLCOTT ST MV-MV	13TH ST MV-MV	13TH ST MV-MV	13TH ST MV-MV	13TH ST MV-MV	13TH ST MV-MV	13TH ST MV-MV
YEAR	: : : : : :	* * * * * * * * * * * * * * * * * * *	» 04	× 04	8 O 81	% 0.55	ιΩ Θ	» 0.5	\0 ⊙ *	90 %	90 %

CRASH HISTORY CASPER INTERSECTION 13TH ST & WOLCOTT ST YEARS: 2004 - 2007

	HIGHWAY COLLISION ROADWAY BLEMENT TYPE JUNCTION		4-WAY INTERSECTION REAR BND INTERSECTION RELATED	4-WAY INTERSECTION HEAD ON INTERSECTION RELATED	4-WAY INTERSECTION SIDESWIPE PASSING INTERSECTION RELATED	4-WAY INTERSECTION REAR END INTERSECTION RELATED	4-MAY INTERSECTION ANGLE COLLISION INTERSECTION	4-WAY INTERSECTION REAR END INTERSECTION RELATED	4-WAY INTERSECTION REAR END INTERSECTION	4-WAY INTERSECTION REAR END INTERSECTION RELATED	4-MAY INTERSECTION ANGLE COLLISION INTERSECTION	4-WAY INTERSECTION ANGLE COLLISION INTERSECTION
) i	ROAD	DIRECTION	ST DRY	ST ST	ST ST	DRY ST	DRY EAST NORTH	HTED DRY ST ST	HTED ICY SOUTH SOUTH	DRY ST ST	DRY EAST SOUTH	HTBD SNOWY SOUTH BAST
CONGRET	ACC REPRT NUM NUM LIGHT TIME NUMBR INJ KIL COND	ACTIVITY	APR 10 06 0748 06477 00 00 DAXLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST	MAY 19 06 0903 08544 00 00 DAYLIGHT FOLLOWING TOO CLOSELY STARTING OUT EAST NO VIOLATIONS BACKING WEST	JUN 06 06 1338 08977 00 00 DAYLIGHT INATTENTIVE DRIVER STARTING OUT EAST NO DRIVER	JUN 19 06 1409 09672 01 00 DAYLIGHT INATTENTIVE DRIVER STARTING OUT EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST	WOLCOTT ST NOV 05 06 1106 18453 00 00 DAXLIGHT DISREGARD TRAF CONTROL STRAIGHT AHEAD NORTH NO VIOLATIONS STRAIGHT AHEAD NORTH	NOV 05 06 1840 18451 00 00 DARK UNLIGHTED NO VIOLATIONS STOPPED IN TRAFFIC EAST FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST	JAN 16 07 1740 01544 00 00 DARK LIGHTED FOLLOWING TOO CLOSELY SLOWING SOUTH NO VIOLATIONS SLOWING SOUTH	WOLCOTT ST NOV 13 07 1300 19775 00 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST	WOLCOTT ST NOV 17 07 1136 20360 00 00 DAYLIGHT DISREGARD TRAF CONTROL STRAIGHT AHEAD SOUTH NO VIOLATIONS STRAIGHT AHEAD SOUTH	0014 22246 00 00 DARK LIG MED STRAIGHT AHBAD STODBED IN TRAFFITC
	ACC	HUMAN	ST APR 1 FOLLOW NO VIO		H Z	ST JUN 1 INATTED OLV ON	ST NOV 0 DISREG NO VIO	74 14	ST JAN 1 FOLLOW NO VIO	ST NOV 1 FOLLOW NO VIO	ST NOV 1 DISREG NO VIO	MOLCOTT ST DEC 14 07 ALCOHOL RELA
	STREET	; ; ; ; ; ;	WOLCOTT ST	WOLCOTT ST	WOLCOTT ST	WOLCOTT &	WOLCOTT	WOLCOIT ST	WOLCOTT &	WOLCOTT	WOLCOTT	WOLCOIT
	STREET	1ST HARMFUL EVENT	13TH ST MV-MV	13TH ST MV-MV	13TH ST PARKED MV	13TH ST MV-MV	13TH ST MV-MV	13TH ST MV-MV	lste st MV-MV	13TH ST MV-MV	13TH ST MV-MV	13TH ST MV-MV
	YEAR		9010	\$ \$	9 0 «	% %	(g () *	90 %	× 07	» 07	% 07	× 07

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| PDO CRASHES: 15 | IN THIS REPORT: 20 | INJURY CRASHES: 5 | FATAL CRASHES: 0 | TOTAL PERSONS INJURED: 7 | TOTAL PERSONS KILLED: 0 | TOTAL PERSONS KILLED: 0 | | *** CREATED: 04/29/08 14.07.21 BY: WY4724 | |
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2nd St & Mckinley 01/01/04 - 12/31/07



CRASH HISTORY CASPER INTERSECTION 2ND ST & MCKINLEY ST YEARS: 2004 - 2007

STI	STREET	ACC ACC DATE TIME	REPRT RUMBR	NOM	NUM LIGHT KIL COND	T ROAD COND	ROAD	HIGHWAY	COLLISION	ROADWAY
1ST HARMFUL HUMAN BVENT FACTOR	HUMA	Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z	5 1 1 1 1 1 1 1 1 1	ACTIVITY		DIRECTION	NO			
MCKINLEY 2ND ST AUG MV-MV NO NO NO O	AUG FOLI	AUG 23 04 2030 1275 FOLLOWING TOO CLOSELY NO VIOLATIONS	: \O	S 00 00 SLOWING STOPPED II	00 00 DAYLIGHT SLOWING STOPPED IN TRAFFIC	IGHT NORTH IC NORTH	DRY	4-MAY INTERSECTION	REAR END	INTERSECTION RELATED
MCKINLEY JU FOL	NO	JUN 28 04 0955 0910 NO VIOLATIONS FOLLOWING TOO CLOSELY	91	09164 00 00 DA' STARTING OUT BELY STRAIGHT AHBAD	0 DAYLIGHT	IGHT WEST WEST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION
MCKINLEY JI	FER	JUN 28 04 1614 (INATTENTIVE DRIVER NO VIOLATIONS	4 09214 Ver	09214 02 00 DAY STRAIGHT AHBAD LEFT TURN	0 DAYLIGHT 1 AHSAD 1	IGHT WEST NORTH	DRY	4-MAY INTERSECTION	LEFT TURN	INTERSECTION
MCKINLEY NO INI	N I I	NOV 14 04 1148 INATTENTIVE DRIVER INATTENTIVE DRIVER	17655	S 00 00 DAY STRAIGHT AHBAD STRAIGHT AHBAD	O DAYLIGHT AHSAD AHSAD	IGHT NORTH WEST	DRY	4-WAY INTERSECTION ANGLE COLLISION	ANGLE COLLISION	INTERSECTION
MCKINLEY NO NO FO	Ž O Ö	NOV 20 04 2030 180' NO VIOLATIONS FOLLOWING TOO CLOSELY	0 18071 LOSELY	18071 60 00 LEFT TURN EELY LEFT TURN		DARK LIGHTED WEST WEST	SLUSH	4-WAY INTERSECTION	lbpt turn	INTERSECTION
MCKINLBY 2ND ST D MV-WV NO NO	O NO ON	DEC 09 05 2110 ; INATTENTIVE DRIVER NO VIOLATIONS	20130	20190 00 01 RACKING STOPPED	00 00 DARK UN BACKING STOPPED IN TRAFFIC	DARK UNLIGHTED SOUTH RAFFIC NORTH	DRY	4-WAY INTERSECTION	HEAD ON	INTERSECTION RELATED
MCKINLEY MA INI NO	M IN ON	MAY 11 05 1640 071 INEXPERIENCED DRIVER NO VIOLATIONS	33	Ol STRAIGE STRAIGE	00 DAYLIGHT IT AHBAD IT AHBAD	IGET SOUTH WEST	WET	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
MCKINLEY M FO: NO	M ON	MAY 23 05 1524 0771 FOLLOWING TOO CLOSELY NO VIOLATIONS	α	07718 00 00 DAN ELY STRAIGHT AHEAD STOPPED IN TRAI	OC OO DAYLIGHT STRAIGHT AHEAD STOPPED IN TRAFFIC	IGHT EAST IC EAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
MCKINLEY JI DIA NO	D ON	JUN 22 05 1611 09322 00 00 DA DISREGARD TRAF CONTROL STRAIGHT AHEAD NO VIOLATIONS STRAIGHT AHEAD	1 09322 CONTROL	09322 00 00 DA TROL STRAIGHT AHEAD STRAIGHT AHEAD	00 DAYLIGHT AT AHBAD AT AHBAD	IGHT NEST NORTH	DRY	4-WAY INTERSECTION ANGLE COLLISION	ANGLE COLLISION	INTERSECTION
MCKINLEY UN NC		NOV 30 05 1630 UNSAFE SPEED NO VIOLATIONS NO VIOLATIONS	188 89 69	18893 CO OO SLOWING STOPPED IN STOPPED IN	GO OO DAYLIGHT SLOWING STOPPED IN TRAFFIC STOPPED IN TRAFFIC	IGHT WEST IC WEST IC WEST	ICK	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
MCKINLEY 2ND ST (B	OCT 23 06 1718 UNSAFE BACKING UP	17337	N	00 DAYLIGHT	IGHT EAST	DRY	DIAGONAL PARKING	отнея	INTERSECTION RELATED

CRASH HISTORY CASPER INTERSECTION 2ND ST & MCKINLEY ST YEARS: 2004 - 2007

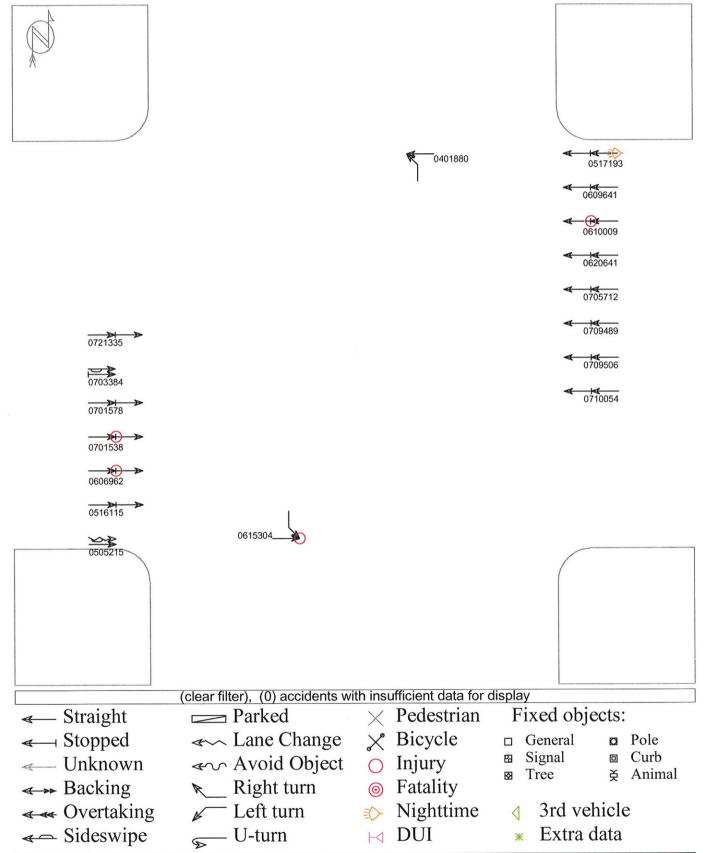
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ROADWAY JUNCTION	(INTERSECTION	INTERSECTION	INTERSECTION	INTERSECTION	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION	INTERSECTION	INTERSECTION	INTERSECTION
COLLISION			1	REAR END	LEFT TURN	ANGLE COLLISION	REAR END	SIDESWIPE PASSING	LEFT TURN	ANGLE COLLISION	ANGLE COLLISION	ANGLE COLLISION
HIGHWAY THENENT	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	[4-MAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION ANGLE COLLISION	4-way intersection	4-WAY INTERSECTION	4-MAY INTERSECTION	4-way intersection	4-MAY INTERSECTION	4-WAY INTERSECTION
ROAD	NON	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	DRY	SNOMY	DRY	DRY	DRY	DRY	WET	DRY	SLUSH	DRY
ACC ACC REPRI NUM NUM LIGHT DATE TIME NUMBR INJ KIL COND	HUWAN ACTIVITY DIRECTION	NO VIOLATIONS STOPPED IN TRAFFIC SOUTH	JAN 04 06 1818 00125 01 00 DARK LIGHTED DISREGARD TRAF CONTROL STRAIGHT AHEAD WEST NO VIOLATIONS STRAIGHT AHEAD EAST	FEB 15 06 1045 02847 00 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST	APR 13 06 2114 06529 02 00 DARK LIGHTED ALCOHOL RELATED LEFT TURN EAST NO VIOLATIONS STRAIGHT AHRAD WEST	MAY 15 06 1429 08045 00 00 DAYLIGHT DISREGARD TRAF CONTROL STRAIGHT AHEAD EAST NO VIOLATIONS STRAIGHT AHEAD NORTH	SEP 19 06 1055 15220 00 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST	OCT 16 06 1248 16816 00 00 DAYLIGHT INATTENTIVE DRIVER CHANGING LANES EAST NO VIOLATIONS STRAIGHT AHEAD EAST	OCT 30 06 1912 18546 01 00 DAWN OR DUSK INEXPERIENCED DRIVER LEFT TURN NOVIOLATIONS STRAIGHT AHEAD SOUTH	MAR 06 07 1739 05397 04 00 DAYLICHT FALLURE TO GRANT ROW STRAIGHT AHEAD WEST NO VIOLATIONS STRAIGHT AHEAD SOUTH	MAR 30 07 0830 06106 00 00 DAYLIGHT DISREGARD TRAF CONTROL STRAIGHT AHEAD WEST NO VIOLATIONS STRAIGHT AHEAD SOUTH	JUL 0S 07 0824 11326 02 00 DAYLIGHT DISREGARD TRAF CONTROL STRAIGHT AHEAD WEST NO VIOLATIONS STRAIGHT AHEAD SOUTH
STREET			MCKINLEY	MCKINDEY	MCKINLEY	MCKINLEY	MCKINLBY	MCKINLEY	MCKINLEY	MCKINLEY	MCKINLBY	MCKINDEY
STREET	1ST HARMFUL EVENT		2ND ST PEDACYCLE	2ND ST MV-MV	ZND ST MV-MV	ZND ST MV.MV	2ND ST MV-MV	ZND ST MV-MV	ZND ST MV-MV	2ND ST MV-MV	ZND ST MV-MV	SND ST MV-MV
YEAR	1 1 1	E	\Q	о О *	© &	© 0 %	\@ O &	» 06	10 O	% 0.07	, 0 %	% 07

CRASH HISTORY CASPER INTERSECTION 2ND ST & MCKINLEY ST YEARS: 2004 - 2007

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STREET		STREET	ACC DATE	ACC REE TIME NUN	REPRT NUM NUMBR INJ	M NOW O	LIGHT	COND	HIGHWAY BLBMENT	COLLISION TYPE	ROADWAY JUNCTION
SYENT SYENT	MFUI		HUMAN FACTOR	; ; ; ; ; ;	ACTIVITY	VITY	DIREC	DIRECTION			
ZND ST MV-MV		MCKINLEY	AUG 11 07 1102 INATTENTIVE DAIVER NO VIOLATIONS	7 1 2 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2	14233 CO STRA STOP	CO DAY STRAIGHT AHEAD STOPPED IN TRAE	STOPPED IN TRAFFIC WEST STOPPED IN TRAFFIC WEST STOPPED IN TRAFFIC WEST	DRY	4-WAY INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED
ZND ST MV-MV		MCKINLEY	SEP 19 07 0700 16005 00 00 DAI DISREGARD TRAF CONTROL STRAIGHT AHEAD NO VIOLATIONS STRAIGHT AHEAD	0700 160 AF CONTRO	00 00 OL STRA STRA	00 00 DAI STRAIGHT AHEAD STRAIGHT AHEAD	00 DAWN OR DUSK T AHEAD EAST T AHEAD NORTH	DRY	4-RAY INTERSECTION	ANGLE COLLISION	INTERSECTION
ZND ST MV-MV	E4	MCKINLEY	OCT 05 07 1603 17712 00 (FOLLOWING TOO CLOSELY SLOWING NO VIOLATIONS SLOWING	1603 177 O CLOSELN	zz 00 zz stowing	00 ING ING	DAYLIGHT WEST WEST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
2ND ST MV-MV	E	MCKINLEY	OCT 10 07 0848 UNSAFE BACKING UP NO VIOLATIONS		17647 00 BACKING STOPPED	NI CEA	00 00 DAYLIGHT BACKING EAST STOPPED IN TRAFFIC WEST	DRY	4-MAY INTERSECTION	HEAD ON	INTERSECTION RELATED
2ND ST MV-MV	E~4	MCKINDEY	OCT 15 07 1353 17662 01 00 DAY DISREGARD TRAF CONTROL STRAIGHT AHEAD NO VIOLATIONS STRAIGHT AHEAD	1353 176 AF CONTRO	662 01 NL STRA STRA	01 00 DA' STRAIGHT AHEAD STRAIGHT AHEAD	DAYLIGHT HEAD WEST HEAD SOUTH	DRY	4-WAY INTERSECTION ANGLE COLLISION	ANGLE COLLISION	INTERSECTION
2ND ST MV-MV	H	MCKINDEY	OCT 20 07 1457 186 FAILURE TO GRANT ROW NO VIOLATIONS	1457 18431 00 ERANT ROW LEFT STRA	<u> </u>	00 00 DA LBFT TURN STRAIGHT AHEAD	DAYLIGHT WEST EAD EAST	WET	4-MAY INTERSECTION	LEFT TURN	INTERSECTION
ZND ST MV-MV	E-t	MCKINDBY	OCT 23 07 1636 : INATTENTIVE DRIVER NO VIOLATIONS	636 RIVE	18843 OO R STRA	OOOOODAY STRAIGHT AHBAD STOPPED IN TRAM	00 DAYLIGHT IGHT AHEAD WEST PED IN TRAFFIC WEST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
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	>>> TOTAL CRASHES IN THIS REPORT:		0	æ	0		14	0		14.08.45	
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	CRASHE		PDO CRASHES:	INJURY CRASHES:	FATAL CRASHES:			PERSONS		CREATED: 04/29/08	
	TOTAL		PDO CR	INJURY	FATAL		TOTAL	TOTAL		***	
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2nd St & Elk St 01/01/04 - 12/31/07



CRASH HISTORY CASPER INTERSECTION 2ND ST & ELK ST XEARS: 2004 - 2007

	HIGHWAY COLLISION KOALWAY ELEMENT TYPE JUNCTION		4-MAY INTERSECTION LEFT TURN INTERSECTION	4-WAY INTERSECTION SIDESWIPE PASSING INTERSECTION	4-WAY INTERSECTION REAR END INTERSECTION RELATED	4-WAY INTERSECTION REAR END INTERSECTION RELATED	4-WAY INTERSECTION REAR BND INTERSECTION RELATED	4-WAY INTERSECTION REAR END INTERSECTION RELATED	4-WAY INTERSECTION REAR END INTERSECTION RELATED	4-WAY INTERSECTION LEFT TURN INTERSECTION	4-MAY INTERSECTION REAR END INTERSECTION RELATED	4-WAY INTERSECTION REAR END INTERSECTION RELATED	4-WAY INTERSECTION REAR END INTERSECTION RELATED
	TYPE		LBFT TURN	SIDESWIPE PASSING	REAR END	REAR END	REAR BND	REAR END	REAR END	LBFT TURN	REAR END	REAR END	REAR END
	KOAD HI	DIRECTION	Wet 3T	DRY	DRY	DRY	WET	DRY	DRY	DRY ST	DRY	N N	ICY
	ACC REPRT NUM NUM LICHT DATE TIME NUMBR INJ KIL COND	HUMAN ACTIVITY FACTOR PRIOR DIRE	FEB 06 04 1040 01880 00 00 DAYLIGHT PAILURE TO GRANT ROW LEPT TURN N BAST NO VIOLATIONS STRAIGHT AHEAD NEST	APR 05 05 1610 05215 00 00 DAYLIGHT INATTENTIVE DRIVER CHANGING LANES EAST NO VIOLATIONS STRAIGHT AHEAD EAST	OCT 14 05 1200 15115 00 00 DAYLIGHT DISTRACTION STRAIGHT AHEAD EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST	NOV 02 05 1733 17193 90 00 DARK LIGHTED FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST	APR 24 06 1504 06962 01 00 DAYLIGHT UNSAFE SPEED STRAIGHT AHEAD EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST	JUN 15 05 1054 09641 00 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST	JUN 24 06 1602 10009 02 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST NO VIOLATIONS STRAIGHT AHEAD WEST	SEP 25 06 1832 15304 03 00 DAYLIGHT FAILURE TO GRANT ROW LEFT TURN S WEST NO VIOLATIONS STRAIGHT AHEAD EAST	DEC 08 06 1633 20641 00 00 DAWN OR DUSK FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST NO VIOLATIONS	JAN 16 07 1157 01538 01 00 DAYLIGHT UNSAFE SPEED STRAIGHT AHEAD EAST NO VIOLATIONS STOPPED IN TRAFFIC BAST	JAN 18 07 1439 01578 00 00 DAYLIGHT
:	ET STREET E NAME	LST HARMFUL EVENT	ST ELK ST	ST ELK ST N	ST BLK ST	ST ELK ST W	ST BLK ST V	ST ELK ST W	ST BLK ST	ST ELK ST W	ST BLK ST V	ST ELK ST W	2ND ST BLK ST
1 1 1 1 1 1 1 1 1	STREET YEAR NAME	AST TENT	» 04 2ND ST MV-MV	» 05 2ND ST MV-MV	» 05 2ND ST MV-MV	» 05 2ND S MV-WV	» 06 2ND ST MV-MV	» 06 2ND ST MV-MV	» 06 2ND ST MV-MV	» 06 2ND ST MV-MV	* 06 ZND ST MV-MV	» 07 2ND ST MV-MV	* 07 ZND ST

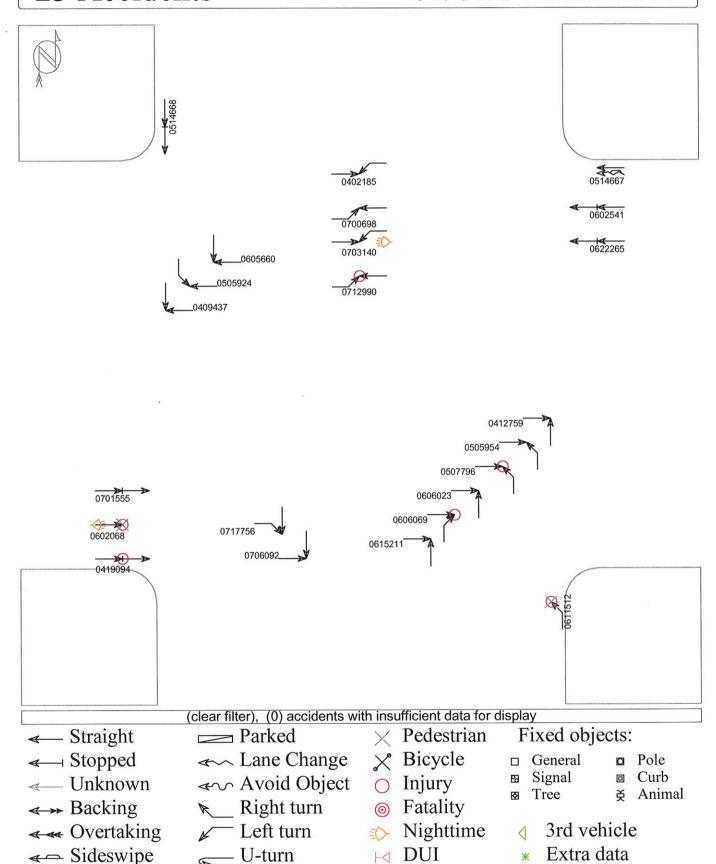
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CRASH HISTORY CASPER INTERSECTION 2ND ST & ELK ST YEARS: 2004 - 2007

COLLISION ROADWAY TYPE			IDBSWIPE PASSING INTERSECTION RELATED	REAR END INTERSECTION RELATED	REAR END INTERSECTION RELATED	REAR END INTERSECTION RELATED	REAR END INTERSECTION RELATED	RBAR END INTERSECTION RELATED
ROAD HIGHWAY CC		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4-WAY INTERSECTION SIDESWIPE PASSING	4-WAY INTERSECTION RI	4-WAY INTERSECTION RI	4-WAY INTERSECTION RI	4-WAY INTERSECTION R.	4-WAY INTERSECTION RI
NUM LIGHT ROAD KIL COND COND	DIRECTION	RAFFIC BAST	DAYLIGHT SNOWY BAST RAFFIC BAST	DAYLIGHT WET HBAD MEST WEST	DAYLIGHT DRY SAD MEST FRAFFIC WEST	DAYLIGHT DRY WEST RAFFIC WEST	DAYLIGHT DRY SAD WEST SAD WEST SAD WEST	DAYLIGHT
ACC REPRT NUM TIME NUMBR INJ	ACTIVITY R PRIOR	INEXPERIENCED DRIVER STOPPED IN TRAFFIC	FEB 14 07 1008 03384 00 00 DAYLIGH FOLLOWING TOO CLOSELY SLOWING NO VIOLATIONS STOPPED IN TRAFFIC	MAR 28 07 1520 05712 00 00 DAY FOLLOWING TOO CLOSELY STRAIGHT AHEAD NO VIOLATIONS SLOWING	JUN 01 07 1715 09489 00 00 DAYLIGH FOLLOWING TOO CLOSELY STRAIGHT AHEAD NO VIOLATIONS STOPPED IN TRAFFIC	JUN 02 07 1720 09506 00 00 DAYLIGE FOLLOWING TOO CLOSELY SLOWING NO VIOLATIONS STOPPED IN TRAFFIC	JUN 11 07 1300 10054 50 00 DA POLLOWING TOO CLOSELY STRAIGHT AHEAD NO VIOLATIONS STRAIGHT AHEAD NO VIOLATIONS STRAIGHT AHEAD	DEC 03 07 1031 21335 00 00
STREET ACC	HUMAN	INEXP	ELK ST FEB 3 FOLLOW NO VIC	ELK ST MAR 2 FOLLOY NO VIC	ELK ST JUN (FOLLO) NO VIC	BLK ST JUM (FOLLOW (NO VIC	ELK ST JUN 1 POLLON NO VIC	ELK ST DEC (
STREET	1ST HARMFUL EVENT		ZND ST MV-MV	ZND ST MV-MV	SND ST W-WW	2ND ST MV-MV	2ND ST MV-MV	TS CINC
YEAR	; ; ; ;] t t f	» 07	» 07	% 07	* 07	» 07	× 07

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17								7	
>>> TOTAL CRASHES IN THIS REPORT:	m	c#	0		7	0		12.56.22	
THIS	13	•			JURED:	LLED:		29/08	
NI O		:S			NI S	X		04/	
CRASHE	PDO CRASHES:	INJURY CRASHES:	FATAL CRASHES:		PERSONS INJURED:	TOTAL PERSONS KILLED:		CREATED: 04/29/08	
TOTAL	PDO CR	INJURY	FATAL		TOTAL	TOTAL		的 ***	
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2nd St & Conwell St 01/01/04 - 12/31/07



CRASH HISTORY CASPER INTERSECTION 2ND ST & CONWELL ST YEARS: 2004 - 2007

1		6 1 1 1											
	ROADWAY		intersection	INTERSECTION	INTERSECTION	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION	INTERSECTION	INTERSECTION	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED
	COLLISION		SECTION LEFT TURN	SECTION ANGLE COLLISION	SECTION ANGLE COLLISION	SECTION REAR END	SECTION REAR END	SECTION LEFT TURN	SECTION LEFT TURN	SECTION LEFT TURN	SECTION SIDESWIPE PASSING	SECTION -	SECTION REAR END
_	HIGHWAY		4-WAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION	4-MAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION	4-MAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION
1002 - 50	ROAD	MOH	DRY	DRY	DRY	DRY	DRY	DRY	DRY	Day.	DRY) DRY	WET
XBARS: ZOU4	ACC REPRI NUM NUM LIGHT TIME NUMBR INJ KIL COND	ACTIVITY PRIOR DIRECTION	FEB 12 04 1245 02185 00 00 DAYLIGHT FAILURE TO GRANT ROW LEFT TURN WEST NO VIOLATIONS STRAIGHT AHEAD EAST	JUM 30 04 1025 09437 00 00 DAYLIGHT DISREGARD TRAF CONTROL STRAIGHT AHEAD SOUTH NO VIOLATIONS STRAIGHT AHEAD WEST	AUG 24 04 0750 12759 00 00 DAYLIGHT INATTENTIVE DRIVER STRAIGHT AHEAD EAST INATTENTIVE DRIVER STRAIGHT AHEAD NORTH	DEC 03 04 1213 19094 01 00 DAYLIGHT FOLLOWING YOO CLOSELY STRAIGHT AHEAD EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST	SEP 14 05 1732 14668 00 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD SOUTH NO VIOLATIONS STOPPED IN TRAFFIC SOUTH	APR 12 05 1837 05924 00 00 DAWN OR DUSK NO VICLATIONS LEFT TURN SOUTH DISREGARD TRAF CONTROL STRAIGHT AHEAD WEST	APR 14 05 1231 05954 00 00 DAYLIGHT DISREGARD TRAF CONTROL STRAIGHT AHEAD EAST NO VIOLATIONS LEFT TURN NORTH	MAY 26 05 0925 07796 02 00 DAYLIGHT DISREGARD TRAF CONTROL STRAIGHT AHEAD EAST NO VIOLATIONS LEFT TURN NORTH	SEP 14 05 1110 14667 00 00 DAYLIGHT FOLLOWING TOO CLOSELY CHANGING LANES WEST NO VIOLATIONS STRAIGHT AHEAD WEST	JAN 30 06 2104 02068 01 00 DARK UNLICHTED INATTENTIVE DRIVER STRAIGHT AHEAD EAST	FEB 09 06 1714 02541 00 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST
	STREET ACC	HUMAN	CONWELL ST FEB 12 FAILURE NO VIOLA	CONWELL ST JUN 30 04 DISREGARD : NO VIOLATIO	CONWELL ST AUG 24 04 INATTENTIVE	COMWELL ST DEC 03 04 FOLLOWING 3	2ND ST SEP 1 FOLLOW NO VIO	CONWELL ST APR 12 05 NO VIOLATIC DISREGARD T	CONWELL ST APR 1 DISREG NO VIC	CONWELL ST MAY 26 05 DISREGARD T NO VIOLATIC	CONWELL ST SEP 1 FOLLOW NO VIC	CONWELL ST JAN 3 INATTE	CONWELL ST FEB 09 06 FOLLOWING T NO VIOLATIO
	STREET	1ST HARMFUL BVENT	2ND ST MV-MV	SND ST MV-W	SND ST MV-MV	2ND ST MV-MV	CONWELL ST ?	SND ST MV-WV	2ND ST MV-MV	2ND ST MV-MV	2ND ST MV-MV	2ND ST PEDESTRIAN	2ND ST MV-MV
	YEAR	t 3 : 1 1 1 1 1 1 1	« 4	\$* 0 «	» 04	% 0.4	\$ 0 ×	% %	یں 0 پ	រោ () ()	in O *	% %	90 %

CRASH HISTORY CASPER INTERSECTION 2ND ST & CONNELL ST YEARS: 2004 - 2007

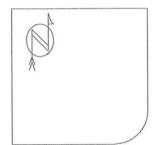
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STREET NAME	C.a	STREET	ACC	TIME	REPRT NUMBR	NOW	MUM LI	COND	COND	HIGHWAY BIBMBNT	TYPE	KOADWAI JUNCTION
T HAR EVENT	ST HARMFUL EVENT		HUMAN		A 1	ACTIVITY PRIOR	; ; ;	DIRECTION	NOI			
SND ST MV-MV	E	CONWELL ST	MAR 22 05 DISREGARD TR NO VIOLATION	1250 RAF CON NS	05660 TROL ST	. 00 00 DAN STRAIGHT AHEAD STRAIGHT AHEAD	00 DA IT AHEAL IT AHEAL	DAYLIGHT RAD WEST RAD SOUTH	אמ	4-MAY INTERSECTION	ANGLE COLLISION	INTERSECTION
2ND ST MV-MV	ST	CONWELL ST	MAR 30 06 DISREGARD TR NO VIOLATION	0757 RAF CON	06023 TROL ST	00 00 DAY STRAIGHT AHEAD STRAIGHT AHEAD	00 DP IT AHEAL IT AHEAL	DAYLIGHT AAD EAST AAD NORTH	DRY	4-MAY INTERSECTION	ANGLE COLLISION	INTERSECTION
ZND SI MV-MV	ST	CONWELL ST	APR 03 06 DISREGARD TR NO VIOLATION	0805 RAF CON NS	06069 ITROL ST	02 00 STRAIGHT AH RIGHT TURN	00 DA IT AHEAL IURN	DAYLIGHT SAD EAST N EAST	DRY	4-MAY INTERSECTION	RIGHT TURN	INTERSECTION
ΩĞ	2ND ST PEDESTRIAN	CONWELL ST	JUL 14 06 DISTRACTION	3009	11512 Ol LEFT	OJ OO LEFT TURN		DAYLIGHT N WEST	DRY	4-WAY INTERSECTION	ı	INTERSECTION RELATED
2ND S' MV-MV	ST	CONWELL ST	SEP 19 06 DISREGARD TH NO VIOLATION	0708 RAF CON	15211 HROL ST	00 00 DA: STRAIGHT AHEAD STRAIGHT AHEAD	OO DA IT AHEAL IT AHEAL	DAYLIGHT AD EAST SAD NORTH	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
വി	2ND ST MV-WV	CONWELL ST	CONWELL ST DEC 21 06 1305 NO VIOLATIONS IMPROPER TURNING	305 ING	22265 S3	00 CO DAYLICH STOPPED IN TRAFFIC STRAIGHT AHEAD	OO DA IN TRA IT AHEAE	DAYLIGHT RAFFIC WEST	DRY	4-way intersection	REAR END	INTERSECTION RELATED
Ωί	2ND ST MV-MV	CONWELL ST	JAN 10 07 FAILURE TO G NO VIOLATION	224	00698 ROW LI	s 00 00 DAY LEFT TURN STRAIGHT AHEAD	OO DA JRN HT AHEAL	DAYLIGHT EAST AD WEST	DRY	4-WAY INTERSECTION	LEFT TORN	INTERSECTION
ZND MV-M	ZND ST MV-MV	CONWELL ST	JAN 17 07 UNSAFE SPEEI NO VIOLATION	11	01555 83	OO LOWING TOPPEI	0 2	DAYLIGHT EAST RAFFIC EAST	ICY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
മി	2ND ST MV-MV	CONWELL ST	JAN 31 07 FAILURE TO C NO VIOLATION	854 ANT F	03140 00 ROW LEFT STRA	TE TE	00 DP JRN IT AHEAD	DARK LIGHTED WEST	ICY	4-WAY INTERSECTION	LBFT TURN	INTERSECTION
ΩĨ	ZND ST MV-MV	CONWELL ST	MAR 29 07 INAITENTIVE NO VIOLATION	1410 DRIVER NS	26092		OO DA ; IT AHBAL	DAYLIGHT EAST AD SOUTH	SNOWY	4-way intersection	ANGLE COLLISION	INTERSECTION
ΩÎ	ZND ST MV-MV	CONWELL ST	JUL 31 07 FAILURE TO (1445 GRANT R	Ø١	Ħ		DAYLIGHT EAST	DRY	4-WAY INTERSECTION	LEFT TORN	INTERSECTION

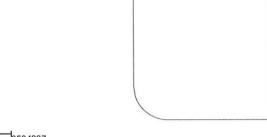
CRASH HISTORY CASPER INTERSECTION 2ND ST & CONWELL ST YEARS: 2004 - 2007

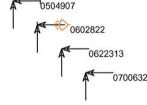
STREET	STREET	.~ .		RT NOM BR ING	NUM NUM ING KIL	M LIGHT	HT ROAD HIGHWAY COND ELEMENT	HIGHWAY	COLLISION	COLLISION ROADWAY TYPE JUNCTION
1ST HARMFUL EVENT	 	HUMAN FACTOR	; ; ; ; ;	ACTI	ACTIVITY PRIOR	IVITY	DIRECTION			
	1	NO VIOLATIONS STR	: : : : :	STR	STRAIGHT AHBAD	AHEAD	I I I I I I I I I I I I I I I I I I I	,	, ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	AIGHT AHBAD WEST
2ND ST MV-MV	CONWELL ST	CONWELL ST OCT 11 07 0640 17756 00 INATTENTIVE DRIVER RIGHT INATTENTIVE DRIVER STRAIG	40 177 IVER IVER	56 0C RIGE STRF	00 00 DA RIGHT TURN STRAIGHT AHEAD	172	DAYLIGHT DRY EAST SAD SOUTH	4-MAY INTERSECTION RIGHT TURN	RIGHT TURN	INTERSECTION

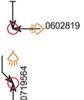
						BY: WY4724
>>> TOTAL CRASHES IN THIS REPORT: 23	PDO CRASHES: 17	INJURY CRASHES: 6	FATAL CRASHES: 0	TOTAL PERSONS INJURED: 11	TOTAL PERSONS KILLED: 0	*** CREATED: 04/29/08 14.11.41 B

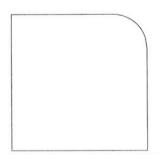
Gannett St & Walsh Dr 01/01/04 - 12/31/07

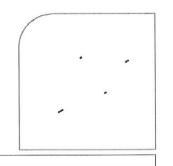












(clear filter), (0) accidents with insufficient data for display

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- ≪ Straight
- Parked
- × Pedestrian
- Fixed objects:

- **←** Stopped
- Lane Change

Injury

Fatality

- Unknown
- × Bicycle
- □ General **p** Pole

- Avoid Object Right turn

- Signal
- ₩ Tree
- Curb ¥ Animal

- → Backing
- Left turn
- Nighttime
- 3rd vehicle

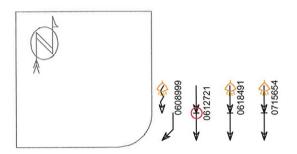
- ≪ Overtaking ← Sideswipe
- U-turn
- ⋈ DUI
- Extra data

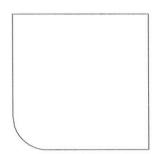
CRASH HISTORY CASPER INTERSECTION GANNETT ST & WALSH DR YEARS: 2004 - 2007

YEAR	STREET	STREET	STREET ACC ACC ACC NAME DATE TIME	C REPRI NUM NUM LIGHT ROAD HIGHMAY COLLISION ROADWAY ME NUMBR INJ KIL COND ELEMENT TYPE JUNCTION
	1ST HARMFUL EVENT		HUMAN	ACTIVITY PRIOR
ις 1 (Δ) 1 (4)	GANNETT ST MV-MV	идьян ок	MAR 30 05 1138 UNSAFE SPEED NO VIOLATIONS	38 04907 00 00 DAYLIGHT WET T INTERSECTION ANGLE COLLISION INTERSECTION RELAIBD STRAIGHT AHEAD NORTH STOPPED IN TRAFFIC WEST
% %	GANNETT ST MV-MV	WALSH DR	FEB 14 06 2135 UNSAFE SPEED NO VIOLATIONS	35 02822 00 00 DARK UNLIGHTED ICY 2-WAY INTERSECTION REAR END INTERSECTION SLOWING WEST STRAIGHT AHEAD NORTH
% 0	GANNETT ST MV-MV	WALSH DR	FEB 14 06 2136 UNSAFE SPEED OTHER NO DRIVER	36 02819 01 00 DARK LIGHTED ICY 2-WAY INTERSECTION ANGLE COLLISION INTERSECTION STRAIGHT AHEAD WEST STOPPED IN TRAFFIC SOUTH STOPPED IN TRAFFIC NORTH
(0 () ()	GANNETT ST MV-WV	walsh dr	DEC 24 06 1259 UNSAFE SPEED NO VIOLATIONS	:59 22313 00 00 DAYLIGHT ICY 2-WAY INTERSECTION ANGLE COLLISION INTERSECTION STRAIGHT AHEAD WEST STRAIGHT AHEAD NORTH
* 07	GANNETT ST MV-MV	MALSH DR	JAN 13 07 1026 00632 00 UNSAFE SPEED STRAN NO VIOLATIONS STRAN	126 00632 00 00 DAYLIGHT ICY 2-MAY INTERSECTION ANGLE COLLISION INTERSECTION STRAIGHT AHEAD WEST STRAIGHT AHEAD NORTH
» 07	GANNETT ST MV-MV	MALSH DR	NOV 07 07 1957 INATTENTIVE DRIVER UNKNOWN	1957 19564 01 00 DARK LIGHTED DRY 2-MAY INTERSECTION LEFT TURN INTERSECTION DRIVER LEFT TURN S WEST STRAIGHT AHEAD NORTH

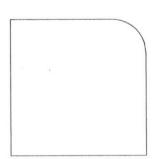
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REPORT:						2	0		14.13.28	
IN THIS R		4	2	Ģ		NJURED:	TLLED:		/29/08	
		SHES:	INJURY CRASHES:	FATAL CRASHES:		PERSONS INJURED:	PERSONS KILLED:		CREATED: 04/29/08	
>>> TOTAL CRASHES		PDO CRASHES:	INJURY	FATAL C		TOTAL F	TOTAL F		*** CRE	•
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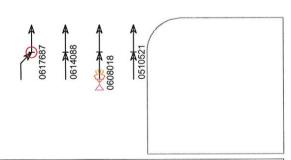
Center St & Midwest Av 01/01/04 - 12/31/07











(clear filter), (0) accidents with insufficient data for display

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- Straight
- Parked
- Pedestrian
- Fixed objects:

- **←** Stopped
- Lane Change
- × Bicycle

- Unknown
- Avoid Object

□ General Signal

Tree

p Pole Curb

- → Backing
- Right turn — Left turn
- Fatality

Injury

¥ Animal

- ← Overtaking ← Sideswipe
- U-turn
- Nighttime

DUI

3rd vehicle Extra data

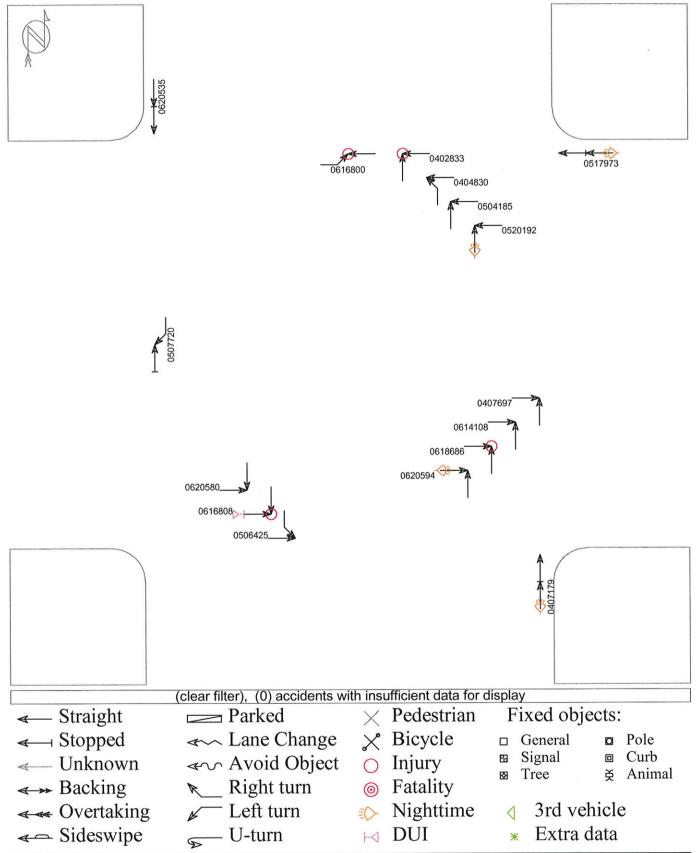
CRASH HISTORY CASPER INTERSECTION CENTER ST & MIDMEST AVE YEARS: 2004 - 2007

IPAKA: GOOG - GOOG	STREET ACC ACC REPRT NUM LIGHT ROAD HIGHWAY COLLISION ROADWAY NAME DATE TIME NUMBR INJ KIL COND ELEMENT TYPE JUNCTION	HUMAN ACTIVITY FACTOR PACTOR	ST MIDWEST AV JUL 13 05 1242 10521 00 00 DAYLIGHT DRY 4-WAY INTERSECTION REAR END INTERSECTION RELATED FOLLOWING TOO CLOSELY STARTING OUT NORTH NO VIOLATIONS STOPPED IN TRAFFIC NORTH	ST MIDNEST AV MAY 10 06 2116 08018 00 00 DARK UNLIGHTED DRY 4-WAY INTERSECTION REAR END INTERSECTION RELATED ALCOHOL RELATED STRAIGHT AHEAD NORTH NO VIOLATIONS STOPPED IN TRAFFIC NORTH	ST MIDMEST AV JUN 07 06 2332 08999 00 00 DARK UNLIGHTED DRY 4-WAY INTERSECTION RIGHT TURN INTERSECTION RELATED IMPROPER TURNING CHANGING LANES SOUTH NO VIOLATIONS RIGHT TURN SOUTH	ST MIDWEST AV JUN 24 06 1350 10008 00 00 DAYLIGHT DRY DIAGONAL PARKING ANGLE COLLISION INTERSECTION RELATED UNSAPE BACKING UP BACKING NEST NO VIOLATIONS STOPPED IN TRAFFIC SOUTH	ST MIDREST AV SEP 01 06 1810 14088 00 00 DAYLIGHT DRY 4-WAY INTERSECTION REAR END INTERSECTION RELATED FOLLOWING TOO CLOSELY STRAIGHT AHEAD NORTH NO VIOLATIONS SLOWING NORTH	ST MIDWEST AV OCT 19 06 1340 17687 02 00 DAYLIGHT DRY 4-WAN INTERSECTION RIGHT TURN INTERSECTION RELATED ROLLOWING TOO CLOSELY RIGHT TURN N WEST NO VIOLATIONS STOPPED IN TRAFFIC NORTH	ST MIDWEST AV NOV 02 06 2015 18491 00 00 DARK LIGHTED DRY DIAGONAL PARKING OTHER INTERSECTION RELATED S WEST NO VIOLATIONS STOPPED IN TRAFFIC SOUTH	AV CENTER ST. AUG 21 06 1039 12721 02 00 DAYLIGHT DRY 4-WAY INTERSECTION REAR END INTERSECTION RELATED SOUTH NO VIOLATIONS STOPPED IN TRAFFIC SOUTH	ST MIDWEST AV FEB 21 07 1215 03867 00 00 DAYLIGHT DRY DIAGONAL PARKING ANGLE COLLISION INTERSECTION RELATED UNSAFE BACKING UP BACKING REAST NO VIOLATIONS STOPPED IN TRAFFIC SOUTH	ST MIDNEST AV SEP 08 07 2100 15654 00 00 DARK LIGHTED DRY 4-WAY INTERSECTION REAR END
	STREET	FUL	1					MIDWEST	MIDWEST	CENTER		
	STREET YEAR NAME	IST HARNFUL EVENT	» 05 CENTER S'	» 06 CENTER ST MV-MV	» 06 CENTER ST MV-MV	» 06 CENTER ST MV-MV	» 06 CENTER S' MV-MV	» 06 CENTER S' MV-MV	» 06 CENTER S' MV-MV	» 06 MIDWEST AV MV-MV	» 07 CENTER S MV-MV	* 07 CENTER ST

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Page

14th St & Cy/wy 220 01/01/04 - 12/31/07



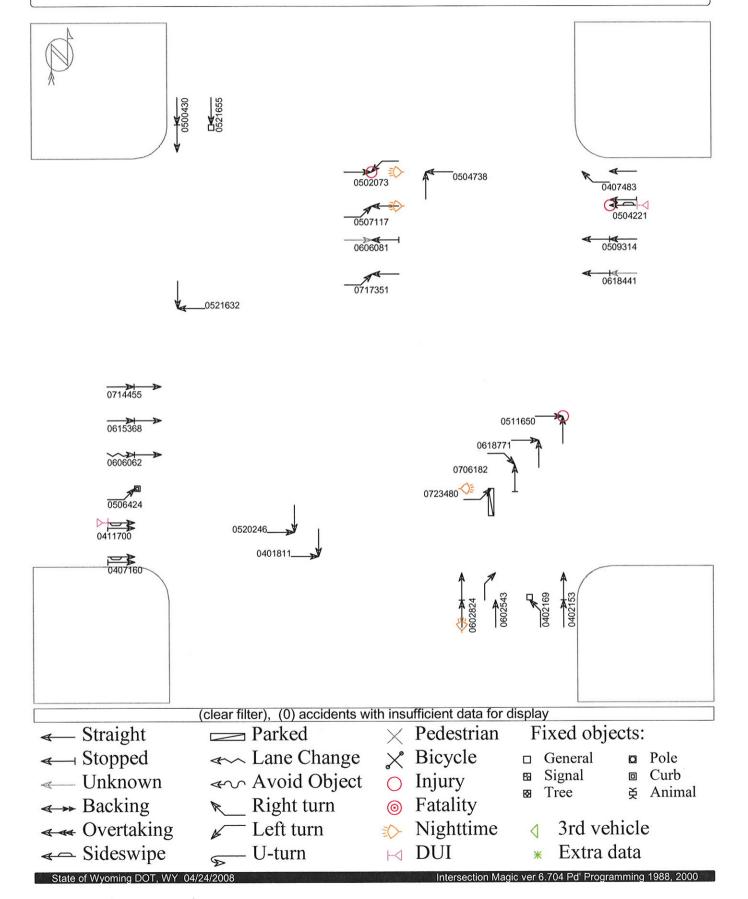
CRASH HISTORY CASPER INTERSECTION 14TH ST & CY AVE/WY 220 YEARS: 2004 - 2007

i a i		STREET ACC ACC REPRT NUM LIGHT ROAD HIGHMAY COLLISION ROADWAY NAME DATE TIME NUMBR INJ KIL COND ELEMENT TYPE JUNCTION	HUMAN FACTOR PRIOR DIRECTION	14TH ST NAY 20 04 0237 07179 00 00 DARK UNLIGHTED WET 4-WAY INTERSECTION REAR END INTERSECTION RELATED FOLLOWING TOO CLOSELY STRAIGHT AHEAD N EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST	CY/NY 220 FEB 25 04 0642 02833 01 00 DAYLIGHT DRY 4-WAY INTERSECTION ANGLE COLLISION INTERSECTION FAILURE TO GRANT ROW STRAIGHT AHEAD WEST NO VIOLATIONS STRAIGHT AHEAD N EAST	CY/WY 220 APR 03 04 1259 04830 00 00 DAYLIGHT DRY 4-MAY INTERSECTION LEFT TURN INTERSECTION PAILURE TO GRANT ROW LEFT TURN N BAST NO VIOLATIONS STRAIGHT AHBAD WEST	CY/WX 220 MAY 30 04 1900 07697 00 00 DAYLIGHT DRY 4-MAY INTERSECTION ANGLE COLLISION INTERSECTION FAILURE TO GRANT ROW STRAIGHT AHEAD EAST NO VIOLATIONS STRAIGHT AHEAD N EAST	TH ST NOV 1.1 05 1720 17973 00 00 DARK LIGHTED DRY 4-WAY INTERSECTION REAR END INTERSECTION RELATED NO VIOLATIONS SLOWING WEST FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST	CY/NY 220 MAR 16 05 1355 04185 00 00 DAYLIGHT DRY 4-MAY INTERSECTION ANGLE COLLISION INTERSECTION FAILURE TO GRANT ROM STARTING OUT N WEST NO VIOLATIONS STRAIGHT AHEAD WEST	CY/WY 220 APR 29 05 1530 06425 00 00 DAYLICHT DRY 4-WAY INTERSECTION LEFT TURN INTERSECTION S BAST NO VIOLATIONS STRAIGHT AHEAD BAST	CY/WY 220 MAY 23 05 1723 07720 00 00 DAXLICHT DRY 4-WAY INTERSECTION RIGHT TURN INTERSECTION SOUTH SOUTH NO VIOLATIONS STOPPED IN TRAFFIC N BAST NO VIOLATIONS STRAIGHT AHEAD N BAST	CY/NY 220 DEC 09 05 2320 20192 00 00 DARK LIGHTED DRY 4-WAY INTERSECTION ANGLE COLLISION INTERSECTION FAILURE TO GRANT ROW STRAIGHT AHEAD N EAST NO VIOLATIONS STRAIGHT AHEAD WEST	THEREFORM OF THE THE PRINCE AND A SEASON INTERCRETION BEING THE PROPERTY OF TH
STREET NAME 1ST HARMFUL EVENT CY/WY 220 MV-MV MV-MV MV-MV CY/WY 220 MV-MV 14TH ST MV-MV 14TH ST			HUMAN			220		ST		220			14TH ST DEC 01 06

CRASH HISTORY CASPER INTERSECTION 14TH ST & CY AVE/NY 220 YEARS: 2004 - 2007

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YEAR	STREST	STREET	ACC 7	ACC	REPRT	NOM	NUM	LIGHT		ROAD	HIGHWAY BLEMENT	COLLISION		ROADWAY
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	IST HARMFUL EVENT		HUMAN	1 F 1 P 1 D 1 D	, EL, 1	ACTIVITY PRIOR			DIRECTION	NO			1 1	
» 06	14TH ST MV-MV	CY/WY 220	SEP 06 06 1515 14. INEXPERIENCED DRIVER NO VIOLATIONS	SIS	80	00 NTRAIG) 00 00 DA' STRAIGHT AHEAD STRAIGHT AHEAD	DAYLIGHT SAD	T BAST N EAST	DRY	4-WAY INTERSECTION	n angle collision	ision	INTERSECTION
90 *	14TH ST MV-MV	CY/WY 220	OCT 13 06 2047 168 FAILURE TO GRANT ROW NO VIOLATIONS NO DRIVER	047 ANT F	00	02 00 LEFT TURN STRAIGHT	AHE	DAYLIGHT EAD	EAST WEST WEST	DRY	4-MAY INTERSECTION	m left turn		INTERSECTION
% %	14TH ST MV-WV	CX/WY 320	OCT 15 06 201 ALCOHOL RELATED NO VIOLATIONS	Ø	16808 03 STRA STRA	03 STRAIG	03 00 DA STRAIGHT AHEAD STRAIGHT AHEAD	DAYLIGHT SAD SAD	T EAST S WEST	DRY	4-WAY INTERSECTION ANGLE COLLISION	NN ANGLE COLL	NOIST	INTERSECTION
90	14TH ST MV-WV	CX/WY 220	NOV 17 06 FAILURE TO G	741 ANT R	© 0	O1 STRAIG STRAIG	. 01 00 DAI STRAIGHT AHEAD STRAIGHT AHEAD	DAYLIGHT NEAD NEAD	T NORTH EAST	DRY	4-WAY INTERSECTION ANGLE COLLISION	NN ANGLE COLL	roisi	INTERSECTION
9 0 *	14TH ST MV-MV	CY/WY 220	DEC 01 06	1830	20594 00 STRA STRA	00 STRAIG STRAIG	00 00 DAU STRAIGHT AHBAD STRAIGHT AHBAD	DARK LIGHTED SAD BAST SAD NORTH	GHTED EAST NORTH	DRY	4-WAY INTERSECTION	N ANGLE COLLISION	NOIST	INTERSECTION
\Q \Q &	14TH ST MV-MV	C%/W% 220	DEC 05 06 INATTENTIVE NO VIOLATION	1528 DRIVER S	20580	00 STRAIG STRAIG	00 00 DA' STRAIGHT AHEAD STRAIGHT AHEAD	DAYLIGHT	T EAST S WEST	DRY	4-WAY INTERSECTION	N ANGLE COLLISION	ISION	INTERSECTION
		>>> TOTAL	>> TOTAL CRASHES IN THIS REPORT:	HIS RE	PORT:	1.5								
		=							=					

12th St & County Clb 01/01/04 - 12/31/07



CRASH HISTORY CASPER INTERSECTION 12TH ST & COUNTRY CLUB YEARS: 2004 - 2007

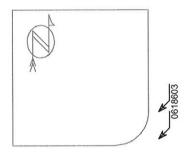
CRASH HISTORY CASPER INTERSECTION 12TH ST & COUNTRY CLUB YEARS: 2004 - 2007

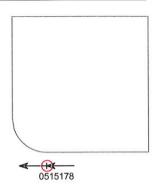
	WAY			INTERSECTION	INTERSECTION RELATED	INTERSECTION	INTERSECTION	INTERSECTION	INTERSECTION RELATED	INTERSECTION	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED
	ROADWAY	1 1 3 1 1 1		INTE	INTE				INTE	INTE	INTE	INTE	ERLNI
	TYPE			SECTION LEFT TURN	SECTION REAR END	4-WAY INTERSECTION ANGLE COLLISION	SECTION ANGLE COLLISION	SECTION ANGLE COLLISION	SECTION REAR END	SECTION RIGHT TURN	SECTION REAR END	SECTION HEAD ON	SECTION REAR END
	HIGHWAY			4-WAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTER	4-WAY INTERSECTION	4-WAY INTERSECTION	4-MAY INTERSECTION	4-MAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION
1007 -	ROAD	LON		DRY	DRY	DRY	ICY	SNOWY	SNOWY	DRY	DRY	DRY	DRY
IEARS: ZUG4 - ZUG1	ACC REPRT NUM NUM LIGHT DATE TIME NUMBR INJ KIL COND	HUMAN ACTIVITY FACTOR DIRECTION	NO VIOLATIONS STRAIGHT AHEAD NORTH	LB MAY 08 05 2050 07117 00 00 DARK LIGHTED INATTENTIVE DRIVER STRAIGHT AHEAD WEST INATTENTIVE DRIVER LEFT TORN EAST	LB JUN 21 05 1550 09314 00 00 DAYLIGHT INATTENTIVE DRIVER STRAIGHT AHEAD WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST	LB JUL 28 05 1840 11650 01 00 DAYLIGHT DISREGARD TRAF CONTROL STRAIGHT AHEAD EAST NO VIOLATIONS STRAIGHT AHEAD NORTH	TEB DEC 14 05 0935 20246 00 00 DAYLIGHT UNSAFE SPEED STRAIGHT AHEAD EAST NO VIOLATIONS STRAIGHT AHEAD SOUTH	ILB DEC 29 05 1215 21632 00 00 DAYLIGHT UNSAFE SPEED SLOMING WEST NO VIOLATIONS STRAIGHT AHEAD SOUTH	FEB 14 05 1815 02824 00 00 DARK LIGHTED UNSAFE SPEED SLOWING NORTH UNSAFE SPEED SLOWING NORTH NO VIOLATIONS STOPPED IN TRAFFIC NORTH	TEB 19 06 0638 02543 00 00 DAWN OR DUSK FALLURE TO GRANT ROW STRAIGHT AHEAD NORTH NO VIOLATIOMS NIGHT TURN N WEST	TLB APR 02 06 1252 06062 00 00 DAYLIGHT INATTENTIVE DRIVER CHANGING LANES BAST NO VIOLATIONS STOPPED IN TRAFFIC BAST	CLB APR 02 06 06081 00 0C DAYLIGHT NO DRIVER CTHER STOPPED IN TRAFFIC WEST	LLB SEP 26 06 1243 15369 00 00 DAYLIGHT NO VIOLATIONS STRAIGHT AHEAD BAST NO VIOLATIONS STRAIGHT AHEAD BAST
	STREET		1 	COUNTY CLB	COUNTY CLB	COUNTY CLB	COUNTY CLB	COUNTY CLB	12TH ST	COUNTY CLB	COUNTY CLB	COUNTY CLB	COUNTY CLB
	STREET	LST HARMFUL EVENT	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	12TH ST MV-MV	12TH ST MV-MV	12TH ST MV-MV	12TH ST MV-MV	12TH ST MV-MV	COUNTY CLB MV-MV	12TH ST MV-MV	12TH ST MV-MV	12TH ST MV-MV	12TH ST MV-MV
	YEAR	f f f t t t	1 1 1 1	ις 0 *	% %	\$ \$	ж О	in ○ *	© ≎	% %	90 %	% «	% %

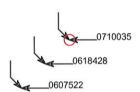
CRASH HISTORY CASPER INTERSECTION 12TH ST & COUNTRY CLUB YEARS: 2004 - 2007

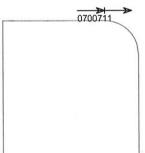
YEAR	STREST	STREET	ACC AC	ACC RITINE N	REPRT	NUM N	NOM L	LIGHT	ROAD	HIGHWAY	COLLISION	ROADWAY
	ST HARMFUL EVENT		HUMAÑ FACTOR	1	JA .	ACTIVITY PRIOR	: : : : : : : : : : : : : : : : : : :	DIRECTION	NO.			
(o 8	12TH ST MV-MV	COUNTY CLB	NOV 03 06 1544 1844 FOLLOWING TOO CLOSELY NO VIOLATIONS	544 CLOS	(rd	1 00 00 DAYLIGI OTHER STOPPED IN TRAFFIC	OO DO D	DAYLIGHT NEST RAFFIC WEST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
\$0 *	12TH ST MV-MV	COUNTY CLB	NOV 20 06 1505 18771 00 00 DAY DISREGARD TRAF CONTROL STRAIGHT AHEAD NO VIOLATIONS STRAIGHT AHEAD	1505 1 RAF CONTI	18771 TROL ST ST	OO OO DAY STRAIGHT AHBAD STRAIGHT AHBAD	OO D IT AHBA IT AHBA	DAYLIGHT SAD BAST SAD NORTH	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
° 07	COUNTY CLB MV-MV	12TH ST	MAR 29 07 07 NO VICLATIONS NO VICLATIONS	740	06182 00 RIGH STOP	00 00 RIGHT TURN STOPPED IN	OO D TURN IN IR	00 00 DAYLIGHT RIGHT TURN EAST STOPPED IN TRAFFIC NORTH	ICX	4-WAY INTERSECTION	RIGHT TURN	INTERSECTION RELATED
× 0.7	COUNTY CLB PARKED MV	12TH ST	DEC 24 07 20 UNSAFE SPEED NO DRIVER NO DRIVER	2025 2	23480 00 LBFT PARK PARK	E H		DARK LIGHTED EAST NORTH NORTH	SNOWY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION RELATED
» 07	12TH ST W-W	COUNTY CLB	AUG 21 07 1611 1449 FOLLOWING TOO CLOSELY NO VIOLATIONS	CLO CLO	ry.	TIN	OO DIGOUT	DAYLIGHT BAST RAFFIC BAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION
» 07	12TH ST MV~MV	COUNTY CLB	OCT 04 07 FAILURE TO G	1810 1 RANT RO'	351	ig ii	OO D JRN 1T AHEA	DAYLIGHT EAST AD WEST	DRY	4-may intersection	ANGLE COLLISION	INTERSECTION
	tu (11111 1111111	>>> TOTAL	>>> TOTAL CRASHES IN THIS REPORT:	IS REP	1	28						

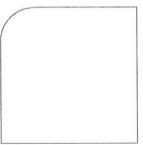
2nd St & University 01/01/04 - 12/31/07











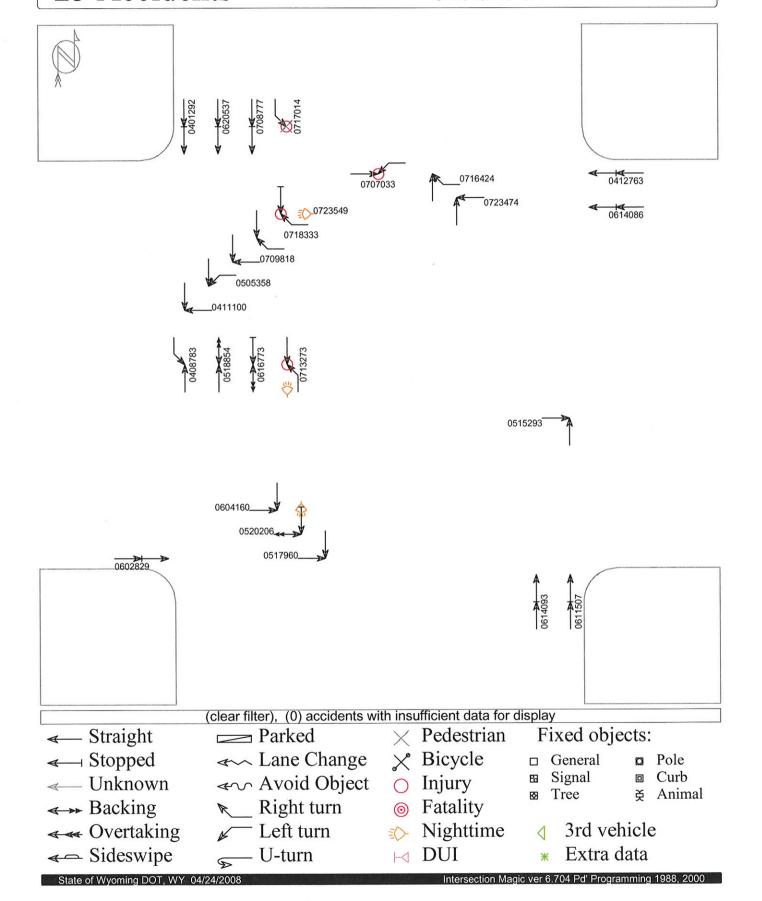
-			
	(clear filter), (0) accidents w	ith insufficient data for d	display
Straight	Parked	× Pedestrian	Fixed objects:
≪ Stopped	Lane Change	× Bicycle	□ General □ Pole
Unknown	≪ Avoid Object	Injury	
→ Backing	Right turn	Fatality	M IICC & Ammai
Overtaking	Left turn	Nighttime	3rd vehicle
≪ Sideswipe	U-turn	⊢⊲ DUI	Extra data
State of Wyoming DOT, WY (04/24/2008	Intersection Mag	gic ver 6.704 Pd' Programming 1988, 2000

CRASH HISTORY CASPER INTERSECTION 2ND ST & UNIVERSITY ST YEARS: 2004 - 2007

NUM LIGHT ROAD HIGHWAX COLLISION ROADWAX INJ KIL COND ELEMENT TYPE JUNCTION	ACTIVITY PRIOR DIRECTION	8 04 00 DAYLIGHT DRY 2-MAY INTERSECTION REAR END INTERSECTION RELATED STARTING OUT WEST STOPPED IN TRAFFIC WEST STOPPED IN TRAFFIC WEST STRAIGHT AHEAD WEST) OC OO DAYLIGHT SNOWY 2-WAY INTERSECTION LEFT TURN SOUTH STRAIGHT AHEAD WEST	8 00 00 DAYLIGHT DRY 2-WAY INTERSECTION LEFT TURN INTERSECTION SOUTH STRAIGHT AHEAD WEST	; 00 00 DAYLIGHT DRY 2-WAY INTERSECTION RIGHT TURN INTERSECTION RIGHT TURN SOUTH RIGHT TURN SOUTH	. 00 00 DAYLIGHT SNOWY 2-WAY INTERSECTION REAR END INTERSECTION RELATED STRAIGHT AHEAD EAST STOPED IN TRAFFIC EAST	: 03 00 DAYLIGHT WET 2-WAY INTERSECTION LEFT TURN INTERSECTION STRAIGHT AHBAD WEST
	ACTIVITY PRIOR	15178	07522 Row	407 18428 ANT ROW	18603 00 SR RIGHT RIGHT	250 00711 CLOSELY	115 10035 ANT ROW
ACC	HUMAN	UNIVERSITY SEP 26 05 1247 NO VIOLATIONS NO VIOLATIONS UNSAFE SPEED	UNIVERSITY MAY 04 06 1305 PAILURE TO GRANT ON VIOLATIONS	TY NOV 01 06 1. FALLURE TO GR. NO VIOLATIONS	TY NOV 07 06 1341 INATTENTIVE DRIVER IMPROPER TURNING	TY JAN 11 07 15 FOLLOWING TOO NO VIOLATIONS	TY JUN 11 07 1115 10039 FAILURE TO GRANT ROW NO VIOLATIONS
STREET	SEUL.	UNIVERSIT	UNIVERSI	UNIVERSIC	UNIVERSIT	UNIVERSI	UNIVERSI
STREET	1ST HARMFUL EVENT	2ND ST MV-MV	2ND ST MV-MV	2ND ST MV-MV	ZND ST MV-MV	2ND ST MV-MV	2ND ST MV-MV
YEAR	t : : : : : : : : : : : : : : : : : : :	ις Ο ∗	90 *	» 06	» 06	» 07	° 07

PDO CRASHES IN THIS REPORT: 6 PDO CRASHES: 4 INJURY CRASHES: 2 PATAL CRASHES: 0 TOTAL PERSONS KILLED: 7 TOTAL PERSONS KILLED: 0 *** CREATED: 04/29/08 14.19.13 BY: WY4724	===	===	===	===	===	====		*****	 	==	=
IN THIS REPORT: 6 4 5: 2 0 INJURED: 7 KILLED: 0 04/29/08 14.19.13									: WY4724		
IN THIS REPORT: 4 5: 2 : 0 INJURED: 7 KILLED: 0 04/29/08 14.19.13	υρ								BY		
IN ING KIL			et	8	0		7	0	14.19.13		
	Z			CRASHES:			PERSONS	PERSONS			

2nd St & Center St 01/01/04 - 12/31/07



CRASH HISTORY CASPER INTERSECTION 2ND ST & CENTER ST YEARS: 2004 - 2007

	HIGHWAY COLLISION ROADWAY ELEWBYT TYPE JUNCTION		4-WAY INTERSECTION REAR END INTERSECTION RELATED	4-WAY INTERSECTION LEFT TURN INTERSECTION	4-WAY INTERSECTION ANGLE COLLISION INTERSECTION	4-WAY INTERSECTION REAR END INTERSECTION RELATED	DIAGONAL PARKING ANGLE COLLISION INTERSECTION RELATED	DIAGONAL PARKING ANGLE COLLISION INTERSECTION RELATED	4-WAY INTERSECTION LEFT TURN INTERSECTION	4-WAY INTERSECTION ANGLE COLLISION INTERSECTION	4-WAY INTERSECTION ANGLE COLLISION INTERSECTION	4-WAY INTERSECTION REAR END INTERSECTION RELATED	GRAPATER MOTOPARAMENT GNG CARG MOTOPARAMET VAM. b
	ROADWAY JUNCTION		INTERSECTION R	INTERSECTION		INTERSECTION R			INTERSECTION			INTERSECTION R	INTERSECTION R
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	COLLISION TYPE		REAR			REAR						REAR	ON REAR END
	HIGHNAY Element		4-WAY INTERSECTI	4-WAY INTERSECTI	4-way intersecti	4-WAY INTERSECTI	DIAGONAL PARKING	DIAGONAL PARKING	4-way intersecti	4-WAY INTERSECTI	4-WAY INTERSECTI	4-WAY INTERSECTI	4-WAY INTERSECTI
	ROAD	NO	DRY	DRY	DRY	DRY	DRY	DRY	צאם	DRY	סאע	DRY	ንደላ
	ACC ACC REPRT NUM NUM LIGHT DATE TIME NUMBR INJ KIL COND	HUMAN ACTIVITY FACTOR DIRECTION	JAN 26 04 1400 01292 00 00 DAYLIGHT NO VIOLATIONS STOPPED IN TRAFFIC SOUTH FOLLOWING TOO CLOSELY STRAIGHT AHEAD SOUTH	JUN 19 04 1339 08783 00 00 DAYLIGHT INATTENTIVE DRIVER LEFT TURN SOUTH NO VIOLATIONS STRAIGHT AHEAD NORTH	AUG 04 04 1321 11100 00 00 DAYLIGHT DISREGARD TRAF CONTROL STRAIGHT AHEAD SOUTH NO VIOLATIONS STRAIGHT AHEAD WEST NO VIOLATIONS STOPPED IN TRAFFIC EAST	AUG 25 04 1701 12763 00 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST	NOV 29 05 1302 18854 00 00 DAYLIGHT NO VIOLATIONS SLOWING NORTH UNSAFE BACKING UP BACKING S WEST	DEC 10 05 1845 20206 00 00 DARK LIGHTED NO VIOLATIONS STOPPED IN TRAFFIC SOUTH UNSAFE BACKING BACKING EAST	APR 08 05 1338 05358 00 00 DAYLIGHT DISREGARD TRAF CONTROL STRAIGHT AHEAD SOUTH NO VIOLATIONS LEFT TURN	SEP 28 05 1310 15293 00 00 DAYLIGHT FAILURE TO GRANT ROW STRAIGHT AHEAD BAST NO VIOLATIONS STRAIGHT AHEAD NORTH	NOV 09 05 0855 17960 00 00 DAYLIGHT FAILURE TO GRANT ROW STRAIGHT AHEAD SOUTH NO VIOLATIONS STRAIGHT AHEAD EAST	JUL 14 06 1140 11507 00 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD NORTH NO VIOLATIONS STOPPED IN TRAFFIC NORTH	THREAT OF SO SO SOLD TO THE THREAT SOLD GETS
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	STREET		2ND ST	CENTER ST	CENTER ST	CENTER ST	ZND ST	2MD ST	CENTER ST	CENTER ST	CENTER ST	2ND ST	C C C C C C C C C C C C C C C C C C C
1 1 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	STREET	IST HARMFUL EVENT	CENTER ST MV-MV	2ND ST MV-MV	2ND ST MV-MV	2ND ST MV-MV	CENTER ST MV-MV	CENTER ST MV-MV	2ND ST MV-MV	2ND ST MV-MV	ZND ST MV-WV	CENTER ST MV-MV	and distriction of the state of
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	YEAR	[[[[[[[[[[[[[[[[[[[40	% 4.	\$ O 4	% Q 4,	% %	8 05	ហ 0 *	ια Θ	ເກ ເວ .*	\0 0 ≈	ų C

CRASH HISTORY CASPER INTERSECTION 2ND ST & CENTER ST YEARS: 2004 - 2007

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 	AY ION	5 5 1 1		INTERSECTION RELATED	INTERSECTION RELATED	SECTION	INTERSECTION	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION	INTERSECTION	intersection
: : : : : : : : : : : : : : : : : : : :	ROADWAY			INTER	INTER	INTER	INTER	INTER	INTER	INTER	INTER	INTER	INTER
:	3 1 1 1 1 1 1			LISION			LISION			×		LISION	
1	TYPE			ANGLE COLLISION	REAR END	REAR END	ANGLE COLLISION	REAR END	REAR END	RIGHT TURN	left turn	ANGLE COLLISION	LBFT TURN
1 1 1	8 + ;												
]				. PARKIN	TERSECT	TERSECT	TERSECT	TERSECT	TERSECT	TERSECT	TERSECT	TERSECT	TERSECT
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	HIGHWAY		 	Diagonal parking	4-WAY INTERSECTION	4-MAY INTERSECTION	4-WAY INTERSECTION	4-way intersection	4-way intersection	4-MAY INTERSECTION	4-MAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION
	1 1 1		t ; ; ; ;										
1 1	ROAD	DIRECTION		DRY ST H	DRY	ड स	DRY	DRY	DRY H H	IOV	DRY	DRY	и н
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		DIRE	C NORTH	GHT N EAST C SOUTH	GHT SOUTH C SOUTH	GHT EAST C BAST	GHT SOUTH EAST	GHT WEST C WEST	GHT SOUTH C SOUTH	DARK LIGHTED WEST RAFFIC SOUTH	GHT WEST EAST	GHT WEST SOUTH	DARK LIGHTED NORTH AD SOUTH
1 1 1	LIGHT	• · · · · · · · · · · · · · · · · · · ·	STOPPED IN TRAFFIC	DAYLIGHT TRAFFIC	00 00 DAYLIGHT STRAIGHT AHEAD STOPPED IN TRAFFIC	SLOWING STOPPED IN TRAFFIC	DAYLIGHT HEAD	00 00 DAYLIGHT STRAIGHT AHEAD STOPPED IN TRAFFIC	00 00 DAYLIGHT STRAIGHT AHEAD STOPPED IN TRAFFIC	€	DAYLIGHT HEAD	DAYLIGHT HEAD HEAD	DARK
1 1 1	NUM NUM	ACTIVITY PRIOR	NI OEdd	3 00 00 BACKING STOPPED IN	7 00 00 DAN STRAIGHT AHBAD STOPPED IN TRAE	00 00 LOWING TOPPED IN) 00 00 DAN STRAIGHT AHEAD STRAIGHT AHEAD	6 00 00 DAN STRAIGHT AHEAD STOPPED IN TRAI	7 00 00 DAN STRAIGHT AHEAD STOPPED IN TRAF	RIGHT TURN STOPPED IN	OL OO DA LEFT TURN STRAIGHT AHEAD	OOOOODA STRAIGHT AHEAD STRAIGHT AHEAD	3 03 00 DAU LEFT TURN STRAIGHT AHEAD
1 1 2 4 4	REPRT N	ACT	STO	16773 0 BAC STO	-	02829 0 SLO STO	04160 0 STR STR	VΩ	08777 0 STR STO	23549 01 RIGHT STOPPE	07033 0 LEF STR	JUN 06 07 1804 09818 00 00 DA: DISREGARD TRAF CONTROL STRAIGHT AHEAD NO VIOLATIONS STRAIGHT AHEAD	13273 O LEF STR
1 1	ACC R TIME N	f f f f			13.9 C1.0	25 4,	0002	SEP 01 06 1350 14086 FOLLOWING TOO CLOSELY 0	445 RIVEF	2020 8		1804 0 LAF CONT	230 ING
1		· 一成	NO VIOLATIONS	OCT 06 06 1203 UNSAFE BACKING UP NO VIOLATIONS	DEC 01 06 1139 FOLLOWING TOO CLOS NO VIOLATIONS	FEB 14 06 1524 UNSAFE SPEED NO VIOLATIONS	MAR 03 06 1200 UNKNOWN NO VIOLATIONS	SEP 01 06 1: FOLLOWING TOO NO VIOLATIONS	MAY 18 07 1445 INATTENTIVE DRIVER NO VIOLATIONS	DEC 27 07 2000 ONSAFE SPEED NO VIOLATIONS	APR 18 07 1253 IMPROPER TURNING NO VIOLATIONS	JUN 06 07 1804 DISREGARD TRAF CON NO VIOLATIONS	AUG 06 07 2230 IMPROPER TURNING NO VIOLATIONS
1 2 3 1	ACC	HUMAN	IV ON	OCT UNSAF NO VI	DEC FOLLO NO VI	52	וא כו		MAY INATI IV ON	DEC UNSAF NO VI			HA
3	STREET	1	1	2ND ST	ZND ST	CENTER ST	CENTER ST	CENTER ST	2ND ST	2ND ST	CENTER ST	CENTER ST	CENTER ST
	STREST	1ST HARMFUL EVENT	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	CENTER ST MV-MV	CENTER ST MV-MV	2ND ST MV-MV	2ND ST MV-MV	2ND ST MV-MV	CENTER ST MV-MV	CENTER ST MV-MV	ZND ST MV-MV	2ND ST MV-MV	2ND ST MV-MV
	YEAR	; ; ; ; ;	; 1 1 1 1 1 1 1	90	90 *	90 %	\(\sigma\)	90	07	× 07	* 07	× 0.7	% 07 I

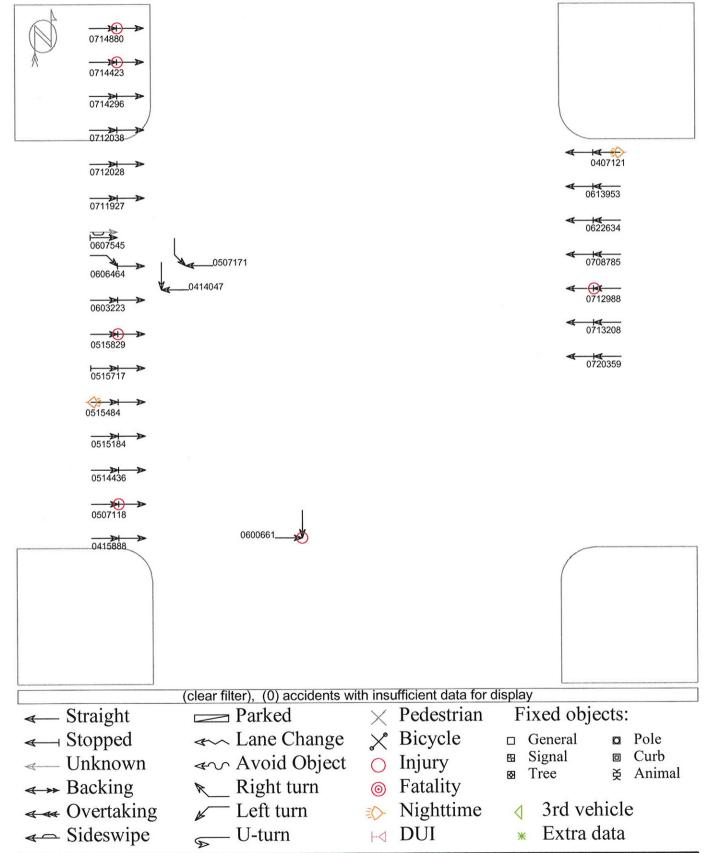
CRASH HISTORY CASPER INTERSECTION 2ND ST & CENTER ST YEARS: 2004 - 2007

YEAR	STREET NAME	STREET	STREET ACC ACC YEAR NAME DATE TIME	X Z	KT NUM SR INJ	A NUM 7 KIL	LIGET			COLLISION	ROADWAY JUNCTION
1ST H EVE	1ST HARMFUL EVENT	1 1 1 1 1 1 1 1 1	HUMAN FACTOR	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ACTIVITY	ACTIVITY PRIOR	DIRECTION	; ; ;	t ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;		
» 07	ZND ST MV-MV	CENTER ST	SEP 12 07 1319 16424 00 00 FALLURE TO GRANT ROW RIGHT TURN NO VIOLATIONS STRAIGHT AM	9 1642 T ROW	24 00 RIGHT STRA	00 00 DAY RIGHT TURN STRAIGHT AHBAD	SEP 12 07 1319 16424 00 00 DAYLIGHT FALLURE TO GRANT ROW RIGHT TURN WEST NO VIOLATIONS STRAIGHT AHEAD NORTH	סאע	4-WAY INTERSECTION RIGHT TURN	RIGHT TURN	INTERSECTION
× 0.7	2ND ST PEDESTRIAN	CENTER ST	CENTER ST OCT 03 07 0955 17014 01 00 DAXLIGHT DISREGARD TRAF CONTROL LEFT TURN	5 1701 CONTROL	14 OI , LEFT	OO TURN	DAYLIGHT SOUTH	DRY	4-WAY INTERSECTION	1	INTERSECTION RELATED
» 07	2ND ST MV-MV	CENTER ST	OCT 19 07 1616 18333 00 00 DAYLIGHT INAITENTIVE DRIVER RIGHT TURN V UNKNOWN STRAIGHT AHEAD S	6 1833 VER	33 00 RIGH STRA]	00 00 DAY RIGHT TURN STRAIGHT AHEAD	DAYLIGHT WEST HEAD SOUTH	DRY	4-WAY INTERSECTION	RIGHT TURN	INTERSECTION
» 07	2ND ST MV-MV	CENTER ST	DEC 23 07 1223 23474 00 00 DAYLIGHT DISREGARD TRAF CONTROL STRAIGHT AHEAD NO VIOLATIONS STOPPED IN TRAFFIC S	3 2347 CONTROI	74 00 STRA: STRA:	00 00 DAY STRAIGHT AHBAD STRAIGHT AHBAD STOPPED IN TRAF	00 00 DAYLIGHT STRAIGHT AHEAD NORTH STRAIGHT AHEAD WEST STOPPED IN TRAFFIC SOUTH	DRY	4-WAY INTERSECTION ANGLE COLLISION	ANGLE COLLISION	INTERSECTION

	. :		
			BY: WY4724
REPORT: 25		w 0	2,20.43
THIS	12 140	KJURED: ILLED:	729/08 14
>>> TOTAL CRASHES IN	PDO CRASHES: INJURY CRASHES: PATAL CRASHES:	TOTAL PERSONS INJURED: TOTAL PERSONS XILLED:	CREATED: 04/29/08 14.20.43
TOTAL	PDO CR INJURY FATAL	TOTAL	* * *
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WYOMING TRANSPORTATION DEPARTMENT A

2nd St & Sun Dr 01/01/04 - 12/31/07



CRASH HISTORY CASPER INTERSECTION 2ND ST & SUN DR YEARS: 2004 - 2007

1		Q Q		Q	Q		g ₀	20	Q	g	g
ROADMAY		INTERSECTION RELATED	INTERSECTION	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED
COLLISION		REAR END	I ANGLE COLLISION	I RBAR BND	rear end	I LEFT TURN	rear end	T REAR END	T REAR END	REAR END	REAR END
HIGHWAY		4-MAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION	4-WAX INTERSECTION	4-MAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION	4-may intersection	4-MAY INTERSECTION
ROAD	NOL	DRY	DRY	DRY	DRY	DRY	DRY	DRY	YRO	DRY	DRY
ACC REPRT NUM NUM LIGHT TIME NUMBR INJ KIL COND	ACTIVITY PRIOR	MAY 14 04 2120 07121 00 00 DARK LIGHTED FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST NO VIOLATIONS	SEP 19 04 1838 14047 00 00 DAYLIGHT DISREGARD TRAF CONTROL STRAIGHT AHEAD WEST NO VIOLATIONS STRAIGHT AHEAD SOUTH	OCT 21 04 1323 15888 00 00 DAYLIGHT INATTENTIVE DRIVER STRAIGHT AHEAD EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST	05 1246 07118 04 00 DAYLICHT STRAIGHT AHEAD EAST ATIONS STOPPED IN TRAFFIC EAST STOPPED IN TRAFFIC EAST	MAY 12 05 1210 07171 00 00 DAYLIGHT NO VIOLATIONS LEPT TURN SOUTH FAILURE TO GRANT ROW STRAIGHT AHEAD WEST	SEP 13 05 1146 14436 00 00 DAYLIGHT NO VIOLATIONS STRAIGHT AHEAD EAST FOLLOWING TOO CLOSELY STOPPED IN TRAFFIC EAST	SEP 26 05 1845 15184 00 00 DAWN OR DUSK INATTENTIVE DRIVER STRAIGHT AREAD EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST	OCT 03 05 2147 15484 00 00 DARK LIGHTED INATTENTIVE DRIVER STRAIGHT AHEAD EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST	OCT 06 05 1930 15717 00 00 DAYLIGHT NO VIOLATIONS STOPPED IN TRAFFIC EAST FOLLOWING TOO CLOSELY SLOWING EAST	OCT 11 05 1325 15829 01 00 DAYLIGHT POLLOWING TOO CLOSELY STRAIGHT AHEAD EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST
ACC	HUMAN	MAY 14 04 2: POLLOWING TOO NO VIOLATIONS NO VIOLATIONS	SEP 19 04 10 DISREGARD TRAI	OCT 21 04 1: INATTENTIVE DI	MAY 09 05 1. ILLNESS NO VIOLATIONS ILLNESS	MAY 12 05 13 NO VIOLATIONS FAILURE TO GRA	SEP 13 05 NO VIOLATIC FOLLOWING 1	SEP 26 05 10 INATTENTIVE DING NO VIOLATIONS	OCT 03 INATTEN NO VIOI	OCT G6 05 1. NO VIOLATIONS FOLLOWING TOO	OCT 11 POLLOWI NO VIOI NO VIOI
STREET	700	SUN DR	SUN DR	SUN DR	SUN DR	SUN DR	SGN DR	SUN DR	SON DR	SUN DR	SUN DR
STREET	1ST HARMFUL EVENT	2ND ST MV-MV	2ND ST MV-MV	2ND ST MV-MV	2ND ST MV-MV	ZND ST MV-MV	2ND ST MV-MV	ZND ST M-MV	2ND ST MV-MV	2ND ST MV-MV	2ND ST WV-WV
YEAR	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		\$0 «	\$ 4,	ru 0	in O A	\$ 0 ×	% 0.55	:50 *	\$ 0 ×	© 0.

CRASH HISTORY CASPER INTERSECTION 2ND ST & SUN DR YEARS: 2004 - 2007

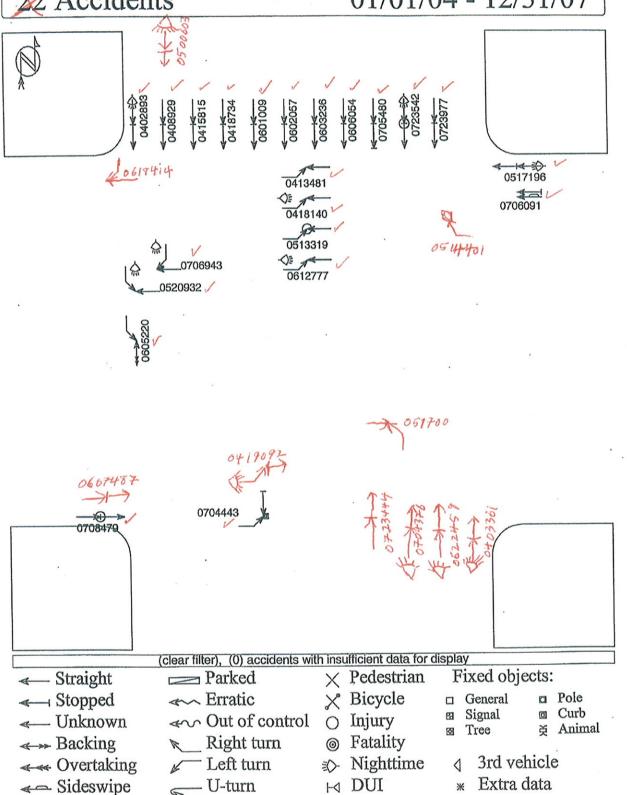
		NOI	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	NOI	INTERSECTION RELATED	INTERSECTION RELATED
ROADWAY.		:ION INTERSECTION	INTERSECT	INTERSECT		INTERSECT	INTERSECT	INTERSECT	INTERSECTION	INTERSECT	INTERSECT
NOISITION		ION ANGLE COLLISION	ION REAR END	ION REAR END	ION SIDESWIPE PASSING	ION REAR END	ION REAR BND	ION REAR END	ION RBAR END	ION REAR END	ION REAR END
HIGHWAY		4-MAY INTERSECTION	4-WAY INTERSECTION	4-MAY INTERSECTION	4-MAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION	4-MAY INTERSECTION	4-WAY INTERSECTION
ROAD	NON	DRY	ıcx	DRY	мет	DRY	DRY	DRY	DRY	DRY	DRY
ACC REPRT NUM NUM LIGHT	ACTIVITY	JAN 09 06 1309 00661 02 00 DAYLIGHT DISREGARD TRAF CONTROL STRAIGHT AHEAD EAST NO VIOLATIONS STRAIGHT AHEAD SOUTH	FEB 16 06 1645 03223 00 00 DAYLIGHT FOLLOWING TOO CLOSELY SLOWING EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST	APR 07 06 1535 06464 00 00 DAYLIGHT NO VIOLATIONS RIGHT TURN EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST	06 1600 07545 00 00 DAYLIGHT UNKNOWN ATIONS STOPPED IN TRAFFIC EAST ATIONS STOPPED IN TRAFFIC EAST	AUG 29 05 1719 13953 00 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST	DEC 30 06 1411 22634 00 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST NO VIOLATIONS	MAY 18 07 1930 08785 00 00 DAYLIGHT INATTENTIVE DRIVER STARTING OUT WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST	JUL 09 07 1441 12028 00 00 DAYLIGHT FOLLOWING TOO CLOSELY SLOWING EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST	JUL 12 07 1633 11927 00 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST NO VIOLATIONS	dur. 13 07 1720 12038 00 00 DAYLIGHT
ACC	HUMAN	JAN 09 06 L DISREGARD TRAINONS	FEB 16 06 16 FOLLOWING TOO NO VIOLATIONS	APR 07 06 L NO VIOLATIONS NO VIOLATIONS FOLLOWING TOO	MAY 98 06 1 UNKNOWN NO VIOLATIONS NO VIOLATIONS	AUG 29 06 1. FOLLOWING TOO NO VIOLATIONS	DEC 30 06 1. FOLLOWING TOO NO VIOLATIONS	MAY 18 07 1: INATTENTIVE DI NO VIOLATIONS	JUL 09 07 10 FOLLOWING TOO NO VIOLATIONS	JUL 12 07 10 FOLLOWING TOO NO VIOLATIONS NO VIOLATIONS	JUL 13
TEST	- i	SUN DR	SUN DR	SUN DR	SUN DR	SUN DR	SUN DR	SUN DR	SUN DR	SUN DR	SUN DR
1 07	1ST HARMFUL EVENT	ZND ST	2ND ST MV-MV	2ND ST MV-MV	2ND ST MV-MV	2ND ST MV-MV	ZND ST MV-MV	2ND ST MV-MV	2ND ST MV-MV	ZND ST MV-MV	ZND ST
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CRASH HISTORY CASPER INTERSECTION 2ND ST & SUN DR XEARS: 2004 - 2007

							TOWNS: CONT			3	
YEAR	STREET	STREET	ACC ACC DATE TIME	REPRT B NUMBR	NOW	NUM EJ	LIGHT	ROAD	HIGHWAY SLEMBNT	COLLISION	ROADWAY JUNCTION
:	LST HARMFUL EVENT	! ! ! ! ! ! !	HUMAN	1	ACTIVITY PRIOR	1 1 1 1 1 1 1 1	DIRECTION	NO:			
1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	NO VIOLATIONS	1	STOPPED IN TRAFFIC	IN TR	AFFIC EAST	; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	1		
% 07	ZND ST M-MV	SUN DR	JUL 30 07 1758 12988 01 00 DAY. FOLLOWING TOO CLOSELY STRAIGHT AHEAD NO VIOLATIONS STOPPED IN TRAFF	12988 108ELY	01 00 DAYLIGH STRAIGHT AHEAD STOPPED IN TRAFFIC	OO D T AHEAI	OO DAYLIGHT IT AHEAD WEST IN TRAFFIC WEST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
* 07	2ND ST MV-MV	SUN DR	AUG 01 07 1300 13208 00 CPOLLOWING TOO CLOSELY SLOWING NO VIOLATIONS STOPPED	13208 108ELY	00 00 DAYLIGHT SLOWING STOPPED IN TRAFFIC	OC DI	00 DAYLIGHT WEST IN TRAFFIC WEST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
% 07	ZND ST MV-MV	SUN DR	AUG 15 07 1405 14295 00 FOLLOWING TOO CLOSELY STRANO VIOLATIONS STOP	14296 110SELY	00 00 DAYLIGH STRAIGHT AHEAD STOPPED IN TRAFFIC	OO DA TAHERI IN TRA	96 00 00 DAYLIGHT STRAIGHT AHBAD EAST STOPPED IN TRAFFIC EAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
» 07	2ND ST MV-MV	SUN DR	AUG 17 07 1830 14423 03 FOLLOWING TOO CLOSELY STRA NO VIOLATIONS STAR		II I	OO DI T AHEAI G OUT	OO DAYLIGHT HT AREAD EAST NG OUT EAST	WET	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
* 07	2ND ST MV-NV	SUN DR	SEP 04 07 1300 14880 02 INATTENTIVE DRIVER STAR NO VIOLATIONS STAR	14880	HH	oo da Gour Gour	00 DAYLIGHT IG OUT EAST IG OUT EAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
% 07	ZND ST MV-MV	SUN DR	NOV 17 07 1131 20359 00 00 DAN FOLLOWING TOO CLOSELY STRAIGHT AHEAD NO VIOLATIONS STOPPED IN TRAI	11 20359 110SELY	00 00 DAYLIGH STRAIGHT AHEAD STOPPED IN TRAFFIC	OO DO T AHEAI	00 DAYLIGHT IT AHEAD WEST) IN TRAFFIC WEST	DRY	4-way intersection	rbar bnd	INTERSECTION RELATED
	,	ATOT <<<	>>> TOTAL CRASHES IN THIS REPORT:	REPORT:	26	***************************************					

PDO CRASHES:		20			
INJURY CRASHES:	SHES:	vo			
FATAL CRASHES:	HES:	0			
TOTAL PERS	PERSONS INJURED:	D: 13			
TOTAL PERS	PERSONS KILLED:	0			
*** CREATE	CREATED: 04/29/08	8 14.21.48	8 BY:	WY4724	

2nd St & Sam's Club Access 01/01/04 - 12/31/07



Sumis LLL

CRASH HISTORY CASPER INTERSCTN 2ND ST & SCOFF HILL/MALL ENTRANCE

YEARS: 2004 - 2007

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ROADWAY		INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION	INTERSECTION RELATED	INTERSECTION	INTERSECTION RELATED	DRIVEWAY ACCESS	DRIVEWAY ACCESS	DRIVEWAY ACCESS	DRIVEWAY ACCESS	DRIVEMAY ACCESS
COLLISION		ON REAR END	ON REAR END	ON LEFT TURN	ON REAR END	ON LEFT TURN	ON REAR END	REAR END	E LEFT TURN	REAR END	M	E LEFT TURN
HIGHWAY		2-WAY INTERSECTION	2-WAY INTERSECTION	2-WAY INTERSECTION	2-WAY INTERSECTION	2-WAY INTERSECTION	2-WAY INTERSECTION	DRIVEWAY	BUSINESS ENTRANCE	DRIVEMAY	BUSINESS ENTRANCE	BUSINESS ENTRANCE
ROAD	NOI	ICX	DRY	DRY	DRY	ICY	ICY	ICY	DRY	SNOWY	DRY	DRY
ACC ACC REPRT NUM LIGHT NAME THAT NIT COND	ACTIVITY	FEB 29 04 1925 02893 00 00 DARK LIGHTED UNSAFE SPEED STRAIGHT AHEAD SOUTH NO VIOLATIONS STOPPED IN TRAFFIC SOUTH	JUN 21 04 1920 08929 00 00 DAXLIGHT INATTENTIVE DRIVER STRAIGHT AHEAD SOUTH NO VIOLATIONS STOPPED IN TRAFFIC SOUTH	SEP 08 04 1820 13481 00 00 DAYLIGHT FAILURE TO GRANT ROM LEFT TURN N. EAST NO VIOLATIONS STRAIGHT AHEAD WEST	OCT 16 04 1929 15815 00 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD SOUTH NO VIOLATIONS STOPPED IN TRAFFIC SOUTH	NOV 20 04 2000 18140 00 00 DARK LIGHTED IMPROPER TURNING LIBET TURN EAST NO VIOLATIONS STRAIGHT AHEAD WEST	NOV 30 04 1618 18734 00 00 DAYLIGHT FOLLOWING TOO CLOSELY SLOWING SOUTH NO VIOLATIONS STOPPED IN TRAFFIC SOUTH	MAR 01 04 2015 03361 00 00 DARK LIGHTED UNSAFE SPEED STRAIGHT AHEAD NORTH NO VIOLATIONS STOPPED IN TRAFFIC NORTH	DEC 03 04 1850 19092 00 00 DARK LIGHTED INATTENTIVE DRIVER LEFT TURN EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST	JAN 11 05 2016 00603 00 00 DARK LIGHTED UNSAFE SPEED SLOWING SOUTH NO VIOLATIONS STOPPED IN TRAFFIC SOUTH	AUG 04 05 1223 14401 00 00 DAYLIGHT IMPROPER TURNING RIGHT TURN WEST	SEP 29 05 1700 15468 00 00 DAYLIGHT INATTENTIVE DRIVER STRAIGHT AHEAD EAST
STREET	i	2ND ST	2ND ST	2ND ST	2ND ST	2ND ST	2ND ST	٥.	٥	· •	\$	0
STREET	NAME 1ST HARMFUL EVENT	SCOTT HILL	SCOTT HILL MV-MV	SCOTT HILL MV-MV.	SCOTT HILL MV-MV	SCOTT HILL MV-MV	SCOTT HILL MV-MV	2ND ST MV-MV	2ND ST MV-MV	SCOTT HILL MV-MV	2ND ST POST	2ND ST MV-MV
	YEAR	40	* 04	% 04	% 04	% 04	\$ 40	\$ 04	% 04	90 %	% 05	9

CRASH HISTORY CASPER INTERSCTN 2ND ST & SCOTT-HIEL/MALL ENTRANCE XEARS: 2004 - 2007

!						•			82			
ROADWAY JUNCTION			INTERSECTION	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION	DRIVEWAY ACCESS
COLLISION			ANGLE COLLISION	REAR END	LEFT TURN	REAR END	REAR END	REAR END	HEAD ON	REAR END	LEFT TURN	REAR END
HIGHWAY. ELEMENT			2-WAY INTERSECTION	2-WAY INTERSECTION	2-WAY INTERSECTION	2-WAY INTERSECTION	2-WAY INTERSECTION	2-WAY INTERSECTION	2-WAY INTERSECTION	2-WAY INTERSECTION	2-WAY INTERSECTION	BUSINESS ENTRANCE
ROAD	TION	-	DRY	DRY	DRY	DRY	DRY	SNOMX	DRY	DRY	DRY	DRY .
LIGHT	DIRECTION	NORTH	DAYLIGHT EAST HEAD WEST	DARK LIGHTED HEAD WEST TRAFFIC WEST	DARK LIGHTED S EAST HEAD WEST	DAYLIGHT HEAD SOUTH TRAFFIC SOUTH	DAYLIGHT HEAD SOUTH TRAFFIC SOUTH	DAYLIGHT IEAD SOUTH TRAFFIC SOUTH	DAYLIGHT NORTH SOUTH	DAYLIGHT HEAD SOUTH TRAFFIC SOUTH	DARK LIGHTED EAST HEAD WEST	DAYLIGHT HEAD EAST TRAFFIC EAST
REPRI NUM NUM NUMBR INJ KIL	ACTIVITY PRIOR	LEFT TURN	13319 01 00 DAN OW LEFT TURN STRAIGHT AHEAD	17196 00 00 DARK LIU STRAIGHT AHEAD STOPPED IN TRAFFIC	20932 00 00 DAG LEFT TURN STRALGHT AHEAD	01009 00 00 DAYLIGH BELY STRAIGHT AHEAD STOPPED IN TRAFFIC	02057 00 00 DAYLIGH BELY STRAIGHT AHRAD STOPPED IN TRAFFIC	03236 00 00 DAYLIGH BLX STRAIGHT AHBAD STOPPED IN TRAFFIC	05220 00 00 BACKING LEFT TURN	06054 00 00 DAYLIGH ELY STRAIGHT AHEAD STOPPED IN TRAFFIC	12777 00 00 DAS COW LEFT TURN . STRAIGHT AHEAD	07487 00 00 DAYLIGE BLY STRAIGHT AHEAD STOPPED IN TRAFFIC
ACC E TIME	HUMAN	INATTENTIVE DRIVER	AUG 21 05 1719 133 PAILURE TO GRANT ROW NO VIOLATIONS	NOV 02 05 2100 17 INATTENTIVE DRIVER NO VIOLATIONS	DEC 26 05 1800 20 INATTENTIVE DRIVER NO VIOLATIONS	JAN 16 06 1434 0100 FOLLOWING TOO CLOSELY NO VIOLATIONS	JAN 29 06 1419 0205 FOLLOWING TOO CLOSELY NO VIOLATIONS	FEB 17 06 1336 0323 FOLLOWING TOO CLOSELY NO VIOLATIONS	MAR 16 06 1315 05 UNSAPE BACKING UP NO VIOLATIONS	APR 01 06 1314 0605 FOLLOWING TOO CLOSELY NO VIOLATIONS	AUG 23 06 2100 1277 FAILURE TO GRANT ROW NO VIOLATIONS	APR 28 06 1845 0748 FOLLOWING TOO CLOSELY NO VIOLATIONS
STREET ACC		NI	SCOTT HILL AL FAJ	SCOTT HILL NO INR	SCOTT HILL DE IN? NO	ZND ST JR FOI NO	2ND ST JA FOI NO	2ND ST FE FOI NO	ZND ST DINS UNIX	ZND ST AL	2ND ST AU FAL	<> AE FOI NO
STREET	1ST HARMFUL EVENT		ZND ST MV-MV	ZND ST MV-MV	ZND ST MV-MV	SCOTT HILL MV-MV	SCOTT HILL MV-MV	SCOTT HILL MV-MV	SCOTT HILL MV-MV	SCOTT HILL MV-MV	SCOTT HILL MV-MV	2ND ST MV-MV
YBAR		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$ 00	\$ 02 \$	\$ 02	90	90 *	90 *	90 *	90	90	90

WYOMING TRANSPORTATION DEPARTMENT &

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	ROADWAY JUNCTION		DRIVEWAY ACCESS	DRIVEWAY ACCESS	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION	INTERSECTION RELATED	INTERSECTION RELATED	DRIVEWAY ACCESS	DRIVEMAY ACCESS	INTERSECTION RELATED	INTERSECTION RELATED
NCE	COLLISION		RIGHT TURN	REAR END	- NC	ON REAR END	NN RIGHT TURN	NN REAR END	N REAR END	REAR END	REAR END	NN SIDESWIPE PASSING	N REAR END
Souls Club SCOIT HILL/MALL BNTRA	HIGHWAY ELEMENT		BUSINESS ENTRANCE	BUSINESS ENTRANCE	2-WAY INTERSECTION	2-WAY INTERSECTION	2-WAY INTERSECTION	2-WAY INTERSECTION	2-WAY INTERSECTION	BUSINESS ENTRANCE	BUSINESS ENTRANCE	2-WAY INTERSECTION	2-WAY INTERSECTION REAR END
2ND ST &	ROAD COND	LION	DRY	SNOWY	ICY	ICX	DRY	ICY	ICY	SNOWY	ICY	ICY	DRY
Spinds Club Crash history casper intersctiv 2nd st & scott h ill/wall entrance years: 2004 - 2007	ACC REPRT NUM NUM LIGHT TIME NUMBR INJ KIL COND	ACTIVITY PRIOR DIRECTION	OCT 28 06 1633 18414 00 00 DAXLIGHT PALLURE TO GRANT ROW STARTING OUT SOUTH NO VIOLATIONS STRAIGHT AHEAD WEST	DEC 28 06 2111 22459 00 00 DARK LIGHTED UNSAFE SPEED SLOWING NORTH NO VIOLATIONS STOPPED IN TRAFFIC NORTH	WAR 02 07 1200 04443 00 00 DAYLIGHT UNSAFE SPEED LEFT TURN EAST NO VIOLATIONS STOPPED IN TRAFFIC SOUTH	NAR 03 07 0835 05480 00 00 DAYLIGHT NO VIOLATIONS STOPPED IN TRAFFIC SOUTH FOLLOWING TOO CLOSELY STRAIGHT AHEAD SOUTH	APR 09 07 1932 06943 00 00 DARK LIGHTED FAILURE TO GRANT ROW RIGHT TURN SOUTH NO VIOLATIONS STRAIGHT AHEAD WEST	DEC 26 07 1430 23977 00 00 DAYLIGHT INATTENTIVE DRIVER STRAIGHT AHEAD SOUTH NO VIOLATIONS STOPPED IN TRAFFIC SOUTH	DEC 26 07 1743 23542 01 00 DARK LIGHTED UNSAFE SPEED SLOWING SOUTH NO VIOLATIONS STOPPED IN TRAFFIC SOUTH	WAR 01 07 2015 04376 00 00 DARK LIGHTED UNSAFE SPEED STRAIGHT AHEAD NORTH NO VIOLATIONS STOPPED IN TRAFFIC NORTH	DEC 21 07 1458 23444 00 00 DAYLIGHT NO VIOLATIONS STRAIGHT AHEAD NORTH NO VIOLATIONS STOPPED IN TRAFFIC NORTH	MAR 29 07 1710 06091 00 00 DAYLIGHT NO VIOLATIONS SLOWING WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST	SCOTT HILL MAY 13 07 1217 08479 01 00 DAXLIGHT FOLLOWING TOO CLOSELY SLOWING EAST
	ACC	HUMAN	OCT 28 FAILURI NO VIOI	DEC 28 06 CUNSAFE SPEED NO VIOLATIONS	MAR 02 07 UNSAFE SPEED NO VIOLATION	MAR 03 NO VIOI FOLLOW	APR 09 FAILURI NO VIOI	DEC 26 07 INATTENTIVE NO VIOLATION	DEC 26 UNSAFE NO VIOI	MAR 01 07 CUNSAFE SPEED NO VIOLATIONS	DEC 2: NO VIOI NO VIOI	LL MAR 29 NO VIOI NO VIOI	LL MAY 1: FOLLOW
	STREET		0	\$	ZND ST	2ND ST	ZND ST	2ND ST	ZND ST	\$		SCOTT HILL	SCOTT HI
, , , , , , , , , , , , , , , , , , ,	STREET	1ST HARMFUL EVENT	ZND ST MV-MV	2ND ST MV-MV	SCOTT HILL RAISED CURB	SCOTT HILL MV-MV	SCOTT HILL MV-MV	SCOTT HILL MV-MV	SCOTT HILL MV-MV	ZND ST MV-MV	2ND ST MV-MV	ZND ST MV-MV	2ND ST MV-MV
Page	YEAR		90	90 *	* 07	* 07	% 0.7	* 07	% 0.7	* 07	» 07	* 07	* 07

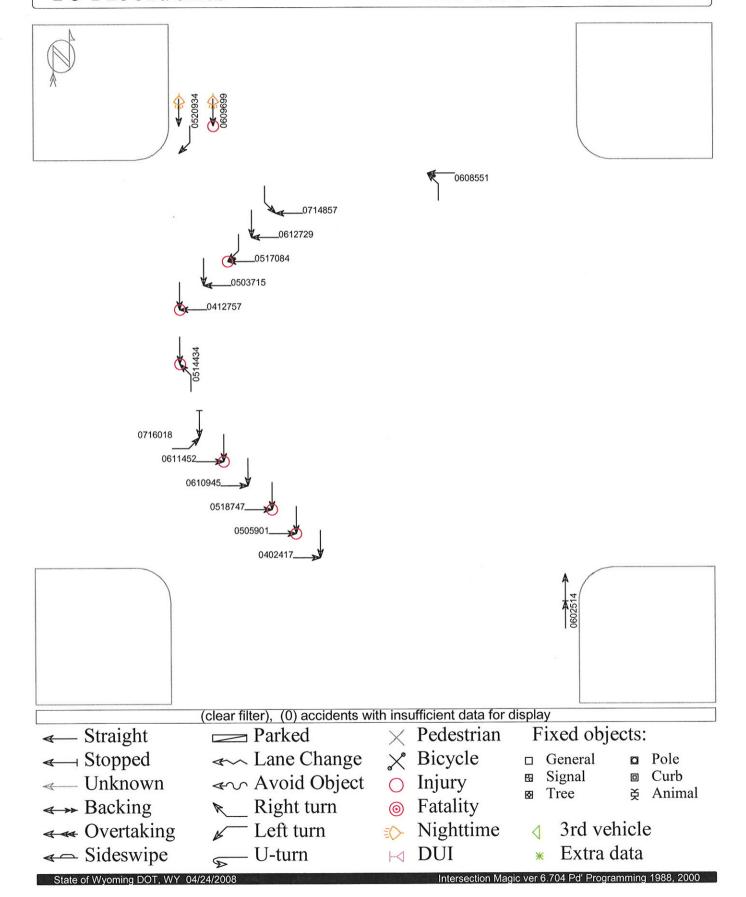
CRASH HISTORY CASPER INTERSCTN 2ND ST & SCORE HILL/MALL ENTRANCE YEARS: 2004 - 2007

ROADWAY COLLISION HIGHWAY ROAD DIRECTION STOPPED IN TRAFFIC EAST REPRT NUM NUM LIGHT NUMBR INJ KIL COND ACTIVITY PRIOR ACC NO VIOLATIONS HUMAN ACC STREET 1ST HARMFUL EVENT STREET YEAR

BY: WY4724 >>> TOTAL CRASHES IN THIS REPORT: 32 *** CREATED: 09/24/08 08.24.28 29 TOTAL PERSONS INJURED: TOTAL PERSONS KILLED: PDO CRASHES: INJURY CRASHES: FATAL CRASHES:

WYOMING TRANSPORTATION DEPARTMENT A

21st St & Beverly St 01/01/04 - 12/31/07



CRASH HISTORY CASPER INTERSECTION 21ST & BEVERLY ST YEARS: 2004 - 2007

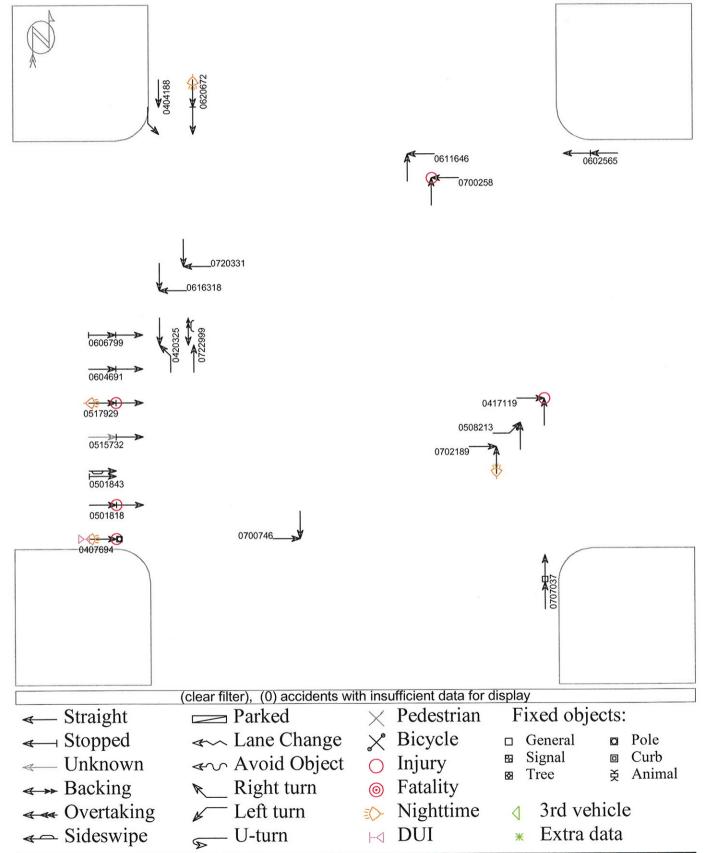
1577 34848 1214			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		;	1 1 1	1 1 1	XEARS: 2004	20 1	. 2607			
### ACTIVITY #### ACTIVITY ##### ACTIVITY ###################################	. ~	STREET	STREET					LIGHT	נטא	OAD	HIGHWAX BLEMENT	COLLISION	ROADWAY
ST SEVERLY ST FEB 14 04 1558 02417 00 0 0 DAYLIGHT DRY 4-WAY INTERSECTION	, ;	IST HARMFUI EVENT		HUMAN		ACTITA PRIC	VITY	EIG	RECTION				
STATE STAT		21ST ST WV-WV	BEVERLY ST		1558 024 AF CONTRC S	117 00 DL STRA	00 IGHT AHI IGHT AHI	YLIGHT		RY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
ST BEVERLY ST MAR 10 05 1618 03715 00 0 DAYLIGHT STRAIGHT AHRAD SOUTH NO VIOLATIONS STRAIGHT AHRAD SOUTH NO VIOLATIONS CONTROL STRAIGHT AHRAD SOUTH NO VIOLATIONS CONTROL STRAIGHT AHRAD SOUTH NO VIOLATIONS STRAIGHT AHRAD SAST LY ST 21ST ST PEB 07 06 1620 02514 00 00 DAYLIGHT NO VIOLATIONS STRAIGHT AHRAD SOUTH NO VIOLATIONS STRAIGHT AHRAD SAST NO VIOLATIONS STRAIGHT AHRAD SAST NO VIOLATIONS STRAIGHT AHRAD SAST NO VIOLATIONS STRAIGHT AHRAD SOUTH NO VIOLATIONS STRAIGHT AHRAD SAST NO VIOLATIONS STRAIGHT AHRAD SHOWSTH NO VIOLATIONS STRAIGHT AHRAD WORTH NO VIOLATIONS		ZIST ST MV-MV			1520 127 AF CONTRC S	757 02 OL STRA	00 IGHT AHI IGHT AHI	KLIGHS		RY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
STATESTICATIONS STRAIGHT AHEAD SOUTH NO VIOLATIONS STRAIGHT AHEAD SOUTH SOUTH NO VIOLATIONS STRAIGHT AHEAD SOUTH SOUTH NO VIOLATIONS STRAIGHT AHEAD SOUTH SOUTH NO VIOLATIONS SOUTH		21ST ST MV-MV			S18 RIVER	STRA STRA STRA	00 IGHT AHI IGHT AHI	YLIGHT	s-pe	RY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
BEVERLY ST SEP 13 05 0754 14434 04 00 DAVLIGHT DRY 4-MAY INTERSECTION COLLISION COLL		21ST ST MV-MV			0628 059 AF CONTRO S	ool ol STRA	00 IGHT AHI IGHT AHI	KLIGH)		RY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
BEVERLY ST OCT 29 05 1339 17084 02 00 DAYLIGHT SOUTH NO VIOLATIONS STRAIGHT AHEAD NEST NO VIOLATIONS STRAIGHT AHEAD SOUTH NO VIOLATIONS STRAIGHT AHEAD SOUTH NO VIOLATIONS STRAIGHT AHEAD SOUTH SOUTH NO VIOLATIONS STRAIGHT AHEAD SOUTH SOUTH NO VIOLATIONS STRAIGHT AHEAD SOUTH SOUTH NO VIOLATIONS RIGHT TURN SEAST NO VIOLATIONS RIGHT TURN SEAST NO VIOLATIONS STRAIGHT AHEAD NORTH NO VIOLATIONS STOPPED IN TRAFFIC NORTH NO VIOLATIONS STRAIGHT AHEAD NEST		21ST ST MV-MV	BEVERLY ST	SEP 13 05 CDISREGARD TRA	0754 144 AF CONTRC S	134 04 OL STRA	00 IGHT AHI TURN	CLIGHS		RY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
SEVERLY ST NOV 25 05 1352 13747 02 00 DAYLIGHT DRY 4-WAY INTERSECTION	50	21ST ST MV-MV	BEVERLY ST		1339 170 RANT ROW S	8.	00 I TURN IGHT AM	CLIGH)		RY	4-WAY INTERSECTION	RIGHT TURN	INTERSECTION
MU-MV		21ST ST MV-MV	BEVERLY ST		1352 187 AF CONTRO S	747 02 OL STRA STRA	00 IGHT AHI IGHT AHI	/LIGHT	h-yd	RY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
ST 21ST ST FEB 07 06 1620 02514 00 00 DAYLIGHT DRY 4-WAY INTERSECTION			SEVERLY ST		830 ANT R	134	00 IGHT AHI I TURN	K LIC	F (6	XX.	4-WAY INTERSECTION	RIGHT TURN	INTERSECTION
BEVERLY ST MAY 20 06 1315 08551 00 00 DAYLIGHT DRY 4-MAX INTERSECTION FAILURE TO GRANT ROW LEFT TURN N EAST NO VIOLATIONS STRAIGHT AHEAD WEST BEVERLY ST JUN 21 06 0025 09699 01 00 DARK UNLIGHTED DRY 4-MAY INTERSECTION ON-COLLISION ILLEGAL DRUGS STOLEN VEHICLE SOUTH		×		FEB 07 06 FOLLOWING TOO	S20 CLOS	4.	00 IGHT AHI PED IN 7	CLIGH)		RY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
BEVERLY ST JUN 21 06 0025 09699 01 00 DARK UNLIGHTED DRY 4-WAY INTERSECTION ON-COLLISION ILLEGAL DRUGS STOLEN VEHICLE SOUTH			BEVERLY ST	MAY 20 06 : FAILURE TO GINO VIOLATIONS	315 ANT R	က်	00 TURN IGHT AHI	YLIGHT	E4	RY	4-MAY INTERSECTION	LBFT TURN	INTERSECTION
		21ST ST OTHER NON-	BEVERLY ST COLLISION	JUN 21 06 ILLEGAL DRUC	325	S99 01 STOE	00 EN VEHIC	DARK UNLIGH		RY	4-way intersection	ì	INTERSECTION RELATED

CRASH HISTORY CASPER INTERSECTION 21ST & BEVERLY ST YEARS: 2004 - 2007

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YEAR		STREST	STREET STREET ACC ACC REPRI NUM I NAME NAME DATE TIME NUMBR INJ	ACC B	REPRT NUM	NCM		LIGHT		ROAD	HIGHWAY		COLLISION	ROADWAY	AY ION
; ; ; ;	1ST HARMFUL EVENT		HUMAN	1 1 1 1 1 1	: 4;	ACTIVITY PRIOR	X.		DIRECTION	NC		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		; ; ; ; ;	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Z1ST ST MV-MV	BEVERLY ST	BEVERLY ST JUL 08 06 0958 10945 00 00 DA DISREGARD TRAF CONTROL STRAIGHT AHEAD NO VIOLATIONS STRAIGHT AHEAD	958 F CONT	10945 TROL S	00 TRAIGE TRAIGE	00 00 DA) STRAIGHT AHEAD STRAIGHT AHEAD	YLIGHI	SOUTH	DRY	4-WAY INTERSECTION	TTON F	ANGLE COLLISION		INTERSECTION
90	21ST ST MV-MV	BEVERLY ST	BEVERLY ST JUL 12 06 1720 11452 01 FAILURE TO GRANT ROW STAR NO VIOLATIONS STRA	720 : ANT RC	11452 OW S	O1 TARTII TRAIGE	2 01 00 DA STARTING OUT STRAIGHT AHEAD	ЭАҮLIGHT aD	SOUTH EAST	DRY	4-WAY INTERSECTION	NOII	ANGLE COLLISION		INTERSECTION
\$0 8	21ST ST MV-MV	BEVERLY ST	BEVERLY ST AUG 18 06 1803 12729 00 FAILURE TO GRANT ROW STRA NO VIOLATIONS STRA	803 : ANT RC	12729 OW S	99	9 00 00 DAY STRAIGHT AHEAD STRAIGHT AHEAD	TLIGHT	SOUTH	סאמ	4-WAY INTERSECTION		ANGLE COLLISION		INTERSECTION
× 07	BEVERLY ST MV-MV	21ST ST	SEP 20 07 1814 IMPROPER TURNING NO VIOLATIONS	814 ING	16018 00 LEFT STOP	. 00 LEFT TU STOPPEI	OO I TURN TE IN IN IN	00 00 DAYLIGHT LEFT TURN STOPPED IN TRAFFIC S	EAST	DRY	4-WAY INTERSECTION		LEFT TURN	INTER	INTERSECTION RELATED
× 0.7	21ST ST MV-MV	BEVERLY ST	BEVERLY ST AUG 31 07 0928 14857 00 FAILURE TO GRANT ROW LEFT NO VIOLATIONS STRA	928 : ANT RC	14857 OM L	7 00 LEFT TU STRAIGE	00 00 DA: LEFT TURN STRAIGHT AHEAD	YLIGHT	S EAST WEST	DRY	4-WAY INTERSECTION		left turn	INTER	INTERSECTION

PDO CRASHES: INJURY CRASH FATAL CRASHE	PDO CRASHES: INJURY CRASHES: FATAL CRASHES:	0 L O		
TOTAL	TOTAL PERSONS INJURED: TOTAL PERSONS KILLED:	m O H		
**	CREATED: 04/29/08 14.24.40	14.24.40	BY:	WY4724

Collins Dr & Wolcott St 01/01/04 - 12/31/07



CRASH HISTORY CASPER INTERSECTION COLLINS DR & WOLCOTT ST YEARS: 2004 - 2007

IDAKS: 2004	RT NUM NUM LIGHT ROAD HIGHWAY COLLISION ROADWAY SR INJ KIL COND BLEMENT TYPE JUNCTION	ACTIVITY PRIOR DIRECTION	18 00 00 DAYLIGHT DRY 4-WAY INTERSECTION LEFT TURN S WEST STRAIGHT AHEAD SOUTH	94 01 00 DARK LIGHTED DRY 4-WAY INTERSECTION - INTERSECTION RELATED STRAIGHT AHEAD EAST	19 01 00 DAYLIGHT DRY 4-WAY INTERSECTION ANGLE COLLISION INTERSECTION STRAIGHT AHEAD EAST . STRAIGHT AHEAD NORTH	25 00 00 DAYLIGHT DRY 4-WAY INTERSECTION LEFT TURN INTERSECTION LEFT TURN NORTH STRAIGHT AMEAD SOUTH	18 01 00 DAWN OR DUSK SNOWY 4-WAY INTERSECTION REAR END INTERSECTION RELATED SLOWING EAST STOPPED IN TRAFFIC EAST	13 00 00 DAYLIGHT ICY 4-WAY INTERSECTION SIDESWIPE PASSING INTERSECTION RELATED STOPED IN TRAFFIC EAST	13 00 00 DAYLIGHT DRY 4-WAY INTERSECTION LEFT TURN INTERSECTION LEFT TURN EAST STRAIGHT AHBAD NORTH	32 60 60 DAYLIGHT DRX 4-WAY INTERSECTION REAR END INTERSECTION RELATED UNKNOWN EAST STOPPED IN TRAFFIC BAST	29 03 00 DARK LIGHTED DRY 4-WAY INTERSECTION REAR END INTERSECTION RELATED STRAIGHT AMEAD EAST SCOWING EAST STOPPED IN TRAFFIC EAST	55 00 00 DAYLIGHT DRY 4-WAY INTERSECTION REAR END INTERSECTION RELATED STRAIGHT AHEAD WEST STOPED IN TRAFFIC WEST	00 00
	NUM LIGHT KIL COND	ACTIVITY	1115 04188 00 00 DAYLIGHT GRANT ROW LEFT TURN S WEST ONS STRAIGHT AHEAD SOUTH	04 0339 07694 01 00 DARK LIGHTED RELATED STRAIGHT AHEAD EAST	00 DAYLIGHT GHT AHBAD EAST GHT AHBAD NORTH	1510 20325 00 00 DAYLIGHT NS LEFT TURN NORTH GRANT ROW STRAIGHT AHEAD SOUTH	DAWN OR DUSK EAST IN TRAFFIC EAST	IT EAST EAST	YLIGHT BAST NORTH	OS 1230 15732 OO OO DAYLIGHT UNKNOWN EAST ATIONS STOPPED IN TRAFFIC EAST	KK LIGHTED BAST BAST FFIC BAST	1130 02565 00 00 DAYLIGHT STRAIGHT AHEAD WEST ONS STOPPED IN TRAFFIC WEST	00 DAYLIGHT
	STREET STREET ACC NAME DATE	1ST HARMFUL HUMAN BUTAN BACTOR	COLLINS DR WOLCOTT ST MAR 18 04 MV-MV PALLURE TO NO VIOLATIA	COLLINS DR WOLCOTT ST MAY 30 POST	COLLINS DR WOLCOTT ST NOV 1 MV-MV DISREC	COLLINS DR WOLCOTT ST DEC 22 04 MV-MV FAILURE TO	COLLINS DR WOLCOTT ST JAN 3 WV-MV NOSAFI NO VI	COLLINS DR WOLCOTT ST FEB (WV-MV NOSAFI NO VI	COLLINS DR WOLCOTT ST JUN (MV-WV RAILUI NO VIC	COLLINS DR WOLCOIT ST SEP 23 MV-MV NO VIOLA	COLLINS DR WOLCOTT ST NOV 3 MV-MV NO VIC NO VIC	COLLINS DR WOLCOIT ST FEB 10 06 MV-MV NO VIOLATI	COLLINS DR WOLCOIT ST MAR :
	S. YEAR	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	» 04 C	% 04 0,	» 04 C	» 04 M	\$ 05 X	O &	O &	Ö %	in O X	S G	» 06

CRASH HISTORY CASPER INTERSECTION COLLINS DR & WOLCOTT ST YEARS: 2004 - 2007

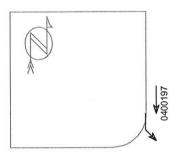
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ROADWAY		INTERSECTION	INTERSECTION	INTERSECTION	INTERSECTION RELATED	INTERSECTION	INTERSECTION	INTERSECTION	INTERSECTION	INTERSECTION RELATED	INTERSECTION RELATED
RC		IN			и					Ä	
COLLISION		REAR END	ANGLE COLLISION	ANGLE COLLISION	REAR END	ANGLE COLLISION	ANGLE COLLISION	ANGLE COLLISION	ANGLE COLLISION	1	SIDESWIPE MEETING
AY NT		4-WAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION	INTERSECTION	INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION	4-WAY INTERSECTION	INTERSECTION	4-way intersection
HIGHWAY		4-WAY	4 - WAY	4 - WAY	4 ~ WAY	4-WAY	4 - WAY	4 - WAY	4 - WAX	4 - WAY	4 - WAY
ROAD	NOL	WET	DRY	DRY	DRY	DRY	ICY	ICY	DRY	DR⊻	DRY
\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	DIRECTION	EAST EAST EAST EAST	달	HT WEST SOUTH	DARK LIGHTED RAD SOUTH RAFFIC SOUTH	hest North	HT EAST SOUTH	DARK LIGHTED NAD NORTH SAD BAST	HT WEST SOUTH	HT NORTH NORTH	SOUTH NORTH
NUM NUM LIGHT	ACTIVITY	STRAIGHT AHEAD 0 00 DAYLIGHT STOPPED IN TRAPPIC	SIGNATURAL STRAIGHT AHEAD OO OO DAYLIGHT STRAIGHT AHEAD STRAIGHT AHEAD	; 00 00 DAYLIGHT STRAIGHT AHEAD STRAIGHT AHEAD	OC GHT AHE	01 00 DAYLIGHT RAIGHT AHEAD RAIGHT AHEAD	STRAIGHT AHEAD STARTING OUT	00 IGHT AHE	00 00 DAYLIGHT RAIGHT AHBAD RAIGHT AHBAD	SLOWING STOPPED IN TRAFFIC	00 00 DAYLIGHT CKING RAIGHT AHEAD
REPRT	ACTIVI	ELY 36799	SLY 11646	ed ed		; 00258 01 CONTROL STRA:	06746	02189 ST ST	20331 ST ST	OSELY SLOWI	22999 BA ST
ACC ACC TIME	AN JOR	POLLOWING TOO CLOSELY APR 18 06 1106 0679 NO VIOLATIONS	INAMEDIATE DELVER POLLOWING TOO CLOSELY JUL 26 06 1444 11646 INATTENTIVE DRIVER NO VIOLATIONS	OCT 03 06 1132 163 FAILURE TO GRANT ROW NO VIOLATIONS	DEC 12 06 1706 2067 FOLLOWING TOO CLOSELY NO VIOLATIONS	JAN 01 07 1555 90258 01 90 DAY DISREGARD TRAF CONTROL STRAIGHT AHEAD NO VIOLATIONS STRAIGHT AHEAD	JAN 12 07 1459 INNSAFE SPEED	JAN 19 07 1933 UNSAFE SPEED NO VIOLATIONS	NOV 19 07 1330 ; INATTENTIVE DRIVER NO VIOLATIONS	APR 19 07 1359 07037 00 FOLLOWING TO CLOSELY SLOWING NO VIOLATIONS	DEC 19 07 1112 UNSAFE BACKING UP NO VIOLATIONS
ACC	HUMAN	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1								S DR DEC UNSP
STREET	1 1 1 1 1 1 1 1 1 1 1	WOLCOTT ST	WOLCOTT ST	WOLCOIT ST	COLLINS DR	WOLCOTT ST	WOLCOTT ST	WOLCOTT	WOLCOTT ST	COLLINS DR CT	COLLINS DR
STREET	1ST HARMFUL EVENT	COLLINS DR	COLLINS DR MV-MV	COLLINS DR MV-MV	WOLCOTT ST MV-MV	COLLINS DR MV-MV	COLLINS DR MV-MV	COLLINS DR WOLCOTT ST MV-MV	COLLINS DR MV-MV	MOLCOTT ST OTHER OBJECT	WOLCOIT ST MV-MV
YEAR	1 1 1 1	1 0	\$0 \$	9 0 *	90 %	% 0.7	, 00 %	° 07	* Co	% 0.7	* 07

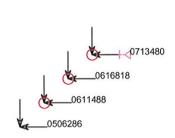
CRASH HISTORY CASPER INTERSECTION COLLINS DR & WOLCOTT ST YEARS: 2004 - 2007

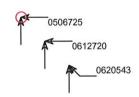
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	STREET	STREET	ACC	ACC	REPRT	NUM	NOM	LIGHT	ROAD	HIGEWAY	COPPISION	ROADWAY	
YEAR	NAME	NAME	DATE	TIME	NUMBR	ENG	KIL	COND	COND	ELEMENT	TYPE	JUNCIION	
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			F
	1ST HARMFUL	ت	HUMAN		ď.	ACTIVITY	ΤΥ						
	EVENT		FACTOR			PRIOR		DIRECTION	rron				

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THIS	9110	TORBD:	80/6
Ä		MIN	04/2
>>> TOTAL CRASHES IN THIS REPORT:	PDO CRASHES: INJURY CRASHES: FATAL CRASHES:	TOTAL PERSONS INJURED: TOTAL PERSONS KILLED:	CREATED: 04/29/08
TOTAL	PDO CR INJURY FATAL	TOTAL	* * *
^ ^			

5th St & Wolcott St 01/01/04 - 12/31/07











(clear filter), (0) accidents with insufficient data for display

- Straight
- Parked
- × Pedestrian
- Fixed objects:

- **←** Stopped
- Lane Change
- × Bicycle

- Unknown
- Avoid Object
- O Injury
- □ General Signal

Tree

- Right turn
- Fatality

pa Pole Curb

★ Animal

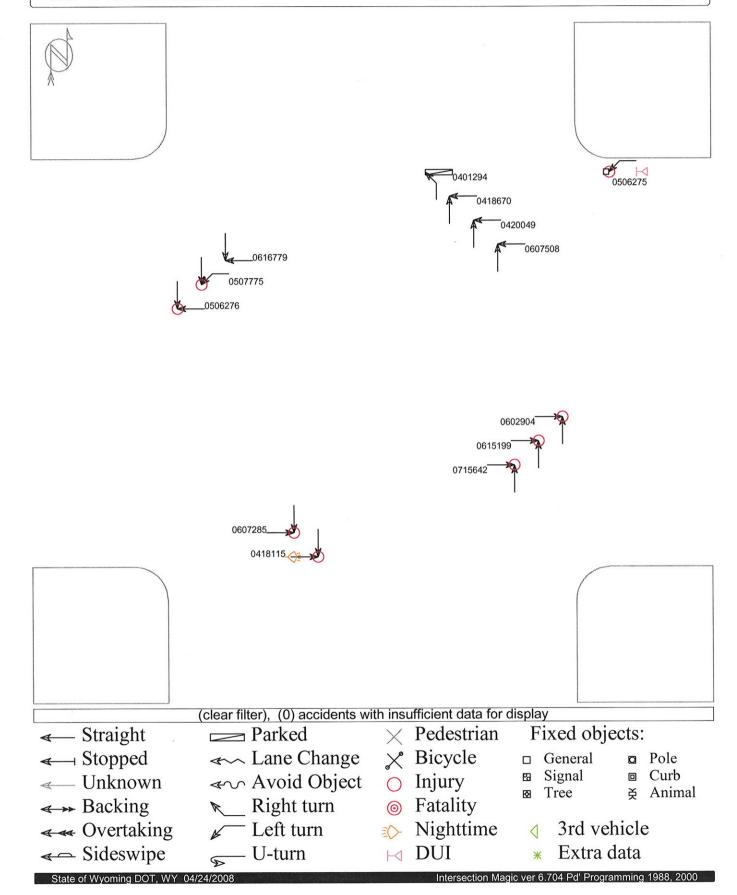
- → Backing
- Left turn
- Nighttime
- 3rd vehicle

- ≪ Overtaking ← Sideswipe
- U-turn
- ⊢ DUI
- Extra data

CRASH HISTORY CASPER INTERSECTION 5TH ST & WOLCOTT ST YEARS: 2004 - 2007

	COLLISION ROADWAY TYPE JUNCTION		URN INTERSECTION	COLLISION INTERSECTION	COLLISION INTERSECTION	COLLISION INTERSECTION RELATED	ANGLE COLLISION INTERSECTION	ANGLE COLLISION INTERSECTION	ANGLE COLLISION INTERSECTION	ANGLE COLLISION INTERSECTION	ANGLE COLLISION INTERSECTION	ANGLE COLLISION INTERSECTION
	HIGHWAY COLLIS		4-WAY INTERSECTION LEFT TURN	4-WAY INTERSECTION ANGLE COLLISION	4-WAY INTERSECTION ANGLE COLLISION	4-WAY INTERSECTION ANGLE COLLISION	4-WAY INTERSECTION AND	4-WAY INTERSECTION AND	4-WAY INTERSECTION AND	4-WAY INTERSECTION AND	4-WAY INTERSECTION AND	4-WAY INTERSECTION AND
YEARS: 2004 - 2007	ROAD	DIRECTION	HT DRY S WEST SOUTH	HT DRY WEST SOUTH	HT DRY NORTH WEST	HT DRY WEST NORTH	HT BAST NORTH	HT DRY MEST SOUTH	HT DRY WEST NORTH	HT DRY MEST SOUTH	HT DRY WEST SOUTH EAST	HT DRY EAST NORTH
XEX	ACC REPRT NUM NUM LIGHT TIME NUMBR INJ KIL COND	ACTIVITY	JAN 09 04 1320 06197 CO 00 DAYLIGHT INATTENTIVE DRIVER LEFT TURN S NO VIOLATIONS STRAIGHT AHEAD SC	APR 25 05 0934 06286 00 00 DAYLIGHT FAILURE TO GRANT ROW STRAIGHT AHEAD NO VIOLATIONS STRAIGHT AHEAD S	MAY 04 05 1518 06725 02 00 DAYLIGHT NO VIOLATIONS STRAIGHT AHEAD PALLURE TO GRANT ROW STARTING OUT	DEC 01 06 1400 20543 00 00 DAYLIGHT FAILURE TO GRANT ROW RIGHT TURN NO VIOLATIONS STRAIGHT AHEAD N	MAY 09 06 1230 07552 00 00 DAYLIGHT FAILURE TO GRANT ROW STRAIGHT AHEAD NO VIOLATIONS RIGHT TURN	JUL 13 06 1705 11488 01 00 DAYLIGHT FAILURE TO GRANT ROW STRAIGHT AHEAD STRAIGHT AHEAD S	AUG 21 06 1005 12720 00 00 DAYLIGHT FAILURE TO GRANT ROW STRAIGHT AHEAD NO VIOLATIONS STRAIGHT AHEAD N	OCT 16 06 1357 16818 02 00 DAYLIGHT FAILURE TO GRANT ROM STRAIGHT AHEAD ME NO VIOLATIONS STRAIGHT AHEAD SC	AUG 03 07 1514 13480 01 00 DAYLIGHT MEACOHOL RELATED STARTING OUT MES ILLNESS STRAIGHT AHEAD SON NO VIOLATIONS STOPPED IN TRAFFIC EAC	AUG 31 07 1347 14863 02 00 DAYLIGHT FAILURE TO GRANT ROW STRAIGHT AHEAD NO VIOLATIONS STRAIGHT AHEAD
	STREET ACC NAME DATE	HUMAN	WOLCOIT ST JAN 09 04 INATIBNIIVE NO VIOLATION	WOLCOTT ST APR 25 FALLURE NO VIOLA	WOLCOTT ST MAY 04 05 NO VIOLATIC FALUTE TO	STH ST	WOLCOIT ST MAY 09 06 FAILURE TO NO VIOLATIC	WOLCOTT ST JUL 13 06 FAILURE TO NO VIOLATIO	WOLCOTT ST AUG 21 06 FAILURE TO NO VIOLATIC	WOLCOTT ST OCT 16 06 FAILURE TO 1	WOLCOIT ST AUG 03 07 ALCOHOL REL ILLNESS NO VIOLATIO	WOLCOTT ST AUG 31 07 FAILURE TO NO VIOLATIC
	STREET	1ST HARMFUL EVENT	STH ST W-W	STH ST MV-WV	STH ST MV-WW	WOLCOTT ST MV-MV	STH ST MV-WM	STH ST WV-WV	STH ST M-WM	STH ST MV-WW	STH ST M-MV	STH ST MV-MV
	YEAR	1 1 1 1 1	**************************************	(O *	« 02	° 06	% %	(0 *	9 0 *	\$ \$ *	* 07	c «

Conwell St & Farnum St 01/01/04 - 12/31/07



CRASH HISTORY CASPER INTERSECTION CONWELL ST & FARNUM ST YEARS: 2004 - 2007

- 2007	ROAD HIGHWAY COLLISION ROADWAY COND SLEMENT TYPE JUNCTION	NO	SNOWY 4-MAY INTERSECTION LEFT TURN INTERSECTION RELATED	ICY 4-WAY INTERSECTION ANGLE COLLISION INTERSECTION	SNOWY 4-WAY INTERSECTION ANGLE COLLISION INTERSECTION	WET 4-WAY INTERSECTION ANGLE COLLISION INTERSECTION	DRY 4-WAY INTERSECTION - INTERSECTION RELATED	DRY 4-WAX INTERSECTION ANGLE COLLISION INTERSECTION	WET 4-WAY INTERSECTION LEFT TURN INTERSECTION	DRY 4-WAY INTERSECTION ANGLE COLLISION INTERSECTION	DRY 4-WAY INTERSECTION ANGLE COLLISION INTERSECTION	DRY 4-WAY INTERSECTION ANGLE COLLISION INTERSECTION	DRY 4-WAY INTERSECTION ANGLE COLLISION INTERSECTION
YEARS: 2004 -	ACC ACC REPRI NUM NUM LIGHT R DATE TIME NUMBR INJ KIL COND	HUMAN ACTIVITY FACTOR PACTOR	ST JAN 26 04 1123 01294 00 00 DAYLIGHT UNSAFE SPEED LEFT TURN NORTH NO DRIVER PARKED	ST NOV 20 04 2005 18115 01 00 DARK LIGHTED UNSAFE SPEED STRAIGHT AHEAD EAST NO VIOLATIONS STRAIGHT AHEAD SOUTH	ST DEC 01 04 1225 18670 00 00 DAYLIGHT UNSAFE SPEED STRAIGHT AHEAD WEST NO VIOLATIONS STRAIGHT AHEAD NORTH	ST DEC 16 04 1206 20049 00 00 DAYLIGHT INATTENTIVE DRIVER STRAIGHT AHEAD WEST NO VIOLATIONS STRAIGHT AHEAD NORTH	ST APR 24 05 1844 06275 02 00 DAYLIGHT D ALCOHOL RELATED LEFT TURN NEST	ST APR 25 05 1909 06276 03 00 DAYLIGHT FAILURE TO GRANT ROW STRAIGHT AHEAD WEST NO VIOLATIONS STRAIGHT AHEAD SOUTH	ST MAY 30 05 2015 07775 .01 00 DAYLIGHT FAILURE TO GRANT ROW LIBET TURN WEST NO VIOLATIONS STRAIGHT AHEAD SOUTH	ST FEB 13 06 1726 02904 01 09 DAYLIGHT DISREGARD TRAF CONTROL STRAIGHT AHEAD RORTH NO VIOLATIONS STRAIGHT AHEAD NORTH	ST APR 27 06 1154 07285 03 00 DAYLIGHT NO VIOLATIONS STRAIGHT AHEAD SOUTH FAILURE TO GRANT ROW STRAIGHT AHEAD EAST	MAY 01 06 0756 07508 00 00 DAYLIGHT FAILURE TO GRANT ROW STRAIGHT AHEAD WEST NO VIOLATIONS STRAIGHT AHEAD NORTH	SEP 17 06 0922 15199 01 00 DAYLIGHT FAILURE TO GRANT ROW STARTING OUT EAST
	STREET STREET XEAR NAME	LST HARMOLL	» 04 FARNUM ST CONWELL	» 04 FARNUM ST CONWELL MV-NV	» 04 FARNUM ST CONWELL MV-WV	» 04 FARNUM ST CONWELL MV-MV	» 05 CONWELL ST FARNUM FENCE	» 05 FARNOM ST CONVELL MV-NV	» 05 FARNUM ST CONWELL MV-MV	» 06 FARNUM ST CONNELL MV-MV	» 06 FARNUM ST CONVELL MV-MV	» 06 FARNUM ST CONWELL ST MV-MV	» 06 FARNUM ST CONWELL ST

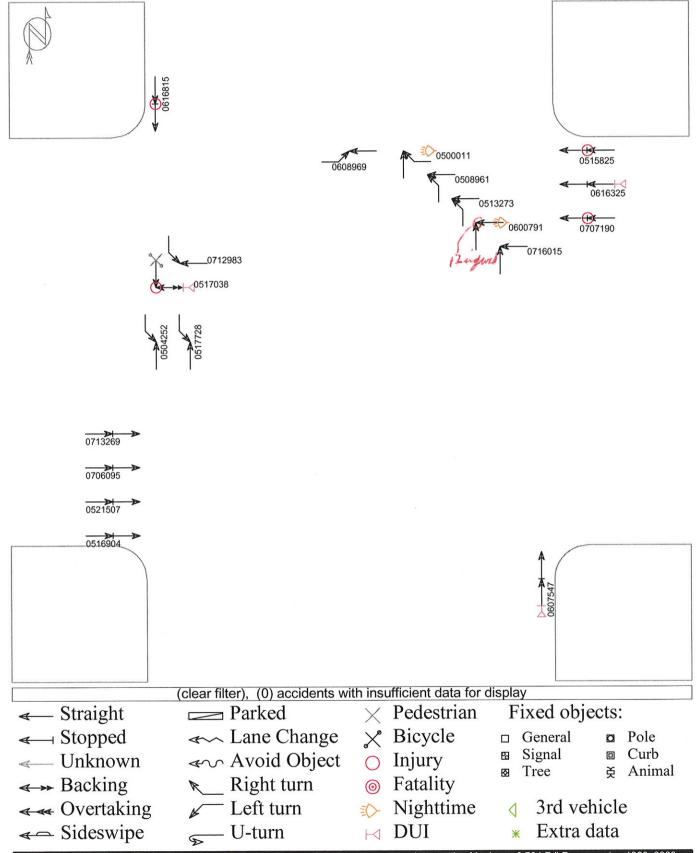
CRASH HISTORY CASPER INTERSECTION CONWELL ST & FARNUM ST YEARS: 2004 - 2007

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME I	REPRT NUMBR	MUM N			ROAD	ROAD HIGHWAY COND ELEMENT	COLLISION TYPE	ROADWAY
1 1 1 1 1	1ST HARMFUL EVENT	[HUMAN	: : :	! ! !	ACTIVITY		DIRB	NOT			
1	FARNOM ST MV-WV	CONWELL ST	FARNUM ST CONNELL ST OCT 10 06 1751 16779 GC MV-MV FAILURE TO GRANT ROW STRAI	1751 16 RANT ROW S	16779 0 .OW STR	5 5	OO L	00 DAYLIGHT YT AHEAD WEST YT AHEAD SOUTH	טאאַ	INTERSECTION	ANGLE COLLISION	INTERSECTION
, 00 °	FARNUM ST MV-MV	CONWELL ST	FARNUM ST CONWELL ST SEP 07 07 0800 15642 02 MV-MV FALLURE TO GRANT ROW STRAI NO VIOLATIONS STRAI	0800 RANT RU	15642 OW ST	5 5	OO D IT AHEA IT AHEA	DAYLIGHT SAD BAST SAD NORTH	Σκα	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION

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>>> TOTAL CRASHES	PDO CRASHES:	FATAL CRASHES:	TOTAL PERSONS INJURED:	TOTAL PERSONS	EATED:
TOTAL	PDO CR	FATAL	TOTAL	TOTAL	* * \$
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WYOMING TRANSPORTATION DEPARTMENT .

Center St & Collins Dr 01/01/04 - 12/31/07



CRASH HISTORY CASPER INTERSECTION CENTER ST & COLLINS DR YEARS: 2004 - 2007

	ROADWAY JUNCTION		INTERSECTION	INTERSECTION	INTERSECTION	INTERSECTION	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION	INTERSECTION RELATED	INTERSECTION RELATED	INTERSECTION RELATED
	HIGHWAY COLLISION ELEMENT TYPS		4-WAY INTERSECTION RIGHT TURN	4-WAY INTERSECTION LEFT TURN	4-WAY INTERSECTION LEFT TURN	4-WAY INTERSECTION LEFT TURN	4-WAY INTERSECTION REAR END	4-WAY INTERSECTION REAR END	4-WAY INTERSECTION -	4-WAY INTERSECTION LEFT TURN	4-WAY INTERSECTION REAR END	4-WAY INTERSECTION REAR END	4-WAY INTERSECTION REAR END
	ROAD	DIRECTION	н Бъх	E E E E E E E E E E E E E E E E E E E	DRY	e e e e e e e e e e e e e e e e e e e	DRY	DRK	DRY H	DRY H	SNOWY	DRY H H	NET.
	ACC ACC REPRT NUM NUM LIGHT DATE TIME NUMBR INJ KIL COND	HUMAN ACTUATY PACTOR PRIOR DIRB	JAN 01 05 1950 00011 00 00 DARK LIGHTED FELL ASLEEP RIGHT TURN WEST NO VIOLATIONS STRAIGHT AHEAD NORTH	MAR 22 05 0746 04252 00 00 DAYLIGHT FAILURE TO GRANT ROW LEFT TURN SOUTH NO VIOLATIONS STRAIGHT AHBAD NORTH	JUN 14 05 1600 08961 00 00 DAYLIGHT NO VIOLATIONS STRAIGHT AHEAD WEST FAILURE TO GRANT ROW LEFT TURN N WEST	AUG 11 05 1300 13273 00 00 DAYLIGHT DISREGARD TRAF CONTROL STRAIGHT AHEAD WEST IMPROPER TURNING LEFT TURN	OCT 11 05 0716 15825 01 00 DAYLIGHT DISTRACTION SLOWING WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST	OCT 25 05 0750 16904 00 00 DAYLIGHT FOLLOWING TOO CLOSELY SLOWING EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST	OCT 29 05 1925 17038 01 00 DAYLIGHT INEXPERIENCED DRIVER BACKING WEST ALCOHOL RELATED STRAIGHT AHEAD SOUTH	NOV 08 05 1651 17728 00 00 DAYLIGHT FAILURE TO GRANT ROW LEFT TURN SOUTH NO VIOLATIONS STRAIGHT AHEAD NORTH	DEC 29 05 1203 21507 00 00 DAYLIGHT UNSAFE SPEED SLOMING EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST	R MAY 08 06 1719 07547 00 00 DAYLIGHT ALCOHOL RELATED STRAIGHT AHEAD NORTH NO VIOLATIONS STRAIGHT AHEAD NORTH	R OCT 16 06 1139 16815 01 00 DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD SOUTH
	STREET		CENTER ST	CENTER ST	CENTER ST	CENTER ST	CENTER ST	CENTER ST	CENTER ST	CENTER ST	CBNTBR ST	COLLINS DR	COLLINS DR
	STREET	IST HARMFUL EVENT	COLLINS DR MV-WV	COLLINS DR MV-MV	COLLINS DR MV-MV	COLLINS DR MV-MV	COLLINS DR MV-MV	COLLINS DR MV-MV	COLLINS DR PEDACYCLE	COLLINS DR MV-MV	COLLINS DR MV-MV	CENTER ST MV-MV	CENTER ST MV-MV
	ZEAR TEAR	1	in 0	* 05	% %	» 05	* 00	% &	% %	» 05	رن دن د	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	90 «

CRASH HISTORY CASPER INTERSECTION CENTER ST & COLLINS DR YEARS: 2004 - 2007

YEAR	STREET	STREET	ACC ACC DATE TIME	REPRT NUM	NUM LIGHT KIL COND	- M. V	ROAD	HIGHWAY	COLLISION	ROADWAY
, 	1ST HARMFUL EVENT	 	HUMAN	ACTIVITY		DIRECTION	· •			
	5 5 1 1 1 1 1 1 1 1 1 1 1	E E 1 3 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	NO VIOLATIONS	Eddols	STOPPED IN TRAFFIC	SOUTH	t : : : : : : : : : : : : : : : : : : :			
900 *	COLLINS DR MV-MV	CENTER ST	JAM 13 06 2009 00791 12 00 DAI DISREGARD TRAF CONTROL STRAIGHT AHEAD NO VIOLATIONS STRAIGHT AHEAD	00791 12 ONTROL STRAIG	K LIC	trant	DRY	4-WAY INTERSECTION ANGLE COLLISION	ANGLE COLLISION	INTERSECTION
9 0 *	COLLINS DR MV-MV	CENTER ST	JUN 05 06 1427 085 FAILURE TO GRANT ROW NO VIOLATIONS	9	OO OO DAYLIGHT STRAIGHT AHEAD WES LBFT TURN EAS	Et Et	DRY	4-WAY INTERSECTION	lett turn	INTERSECTION
9 0 *	COLLINS DR MV-MV	CENTER ST	OCT 04 06 1540 ALCOHOL RELATED NO VIOLATIONS	16325	16325 00 00 DAYLIGHT STRAIGHT AHEAD MEST STOPPED IN TRAFFIC WEST	ESE	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
× 0.7	COLLINS DR MV-MV	CENTER ST	MAR 29 07 1030 UNSAFE SPEED NO VIOLATIONS		00 DAYLIGHT IN TRAFFIC	AST	SNOMY	4-WAY INTERSECTION REAR END	REAR END	INTERSECTION
% 0.7	COLLINS DR MV-MV	CBNTER ST	MAY 01 07 1601 0719 FOLLOWING TOO CLOSELY NO VIOLATIONS NO VIOLATIONS	0	O DAYLIGHY AHEAD IN TRAFFIC	EST EST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
× 07	COLLINS DR MV-MV	CENTER ST	JUL 30 07 1820 12983 00 00 DAN DISREGARD TRAF CONTROL STRAIGHT AHEAD NO VIOLATIONS LEFT TURN	12983 00 00 ONTROL STRAIGHT A	плен	RST BAST	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
* 07	COLLINS DR MV-MV	CENTER ST	AUG 06 07 1359 1326 FOLLOWING TOO CLOSELY NO VIOLATIONS	13269 00 OSELY STRAIG STOPPE	13269 00 00 DAYLIGHT BELY STRAIGHT AHEAD EP STOPPED IN TRAFFIC EP	LST LST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
× 07	COLLINS DR MV-MV	CENTER ST	SEP 20 07 1345 16015 00 00 DAY UNKNOWN STRAIGHT AHEAD DISREGARD TRAF CONTROL STRAIGHT AHEAD	16015 00 STRAIG ONTROL STRAIG	(LIGHT	(EST JORTH	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
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	>>> TOTAL CRASHES IN THIS REPORT:	14	ın	0						
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	SES	.:	HES	ES:		SNS	SNO		ò	
	RASE	PDO CRASHES:	NJURY CRASHES:	FATAL CRASHES:		PERSONS INJURED:	TOTAL PERSONS KILLED:		CREATED: 04/29/08	
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	TOL	00ď	5XI	FAT		TOTAL	TOT.		*	
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CrashOccu	SND	2ND	litions SCOTT HILL	2ND
Driver2Ac	No Improper Driving	No Improper Driving 2ND	Drove too Fast for Conc	shicle Null value
Veh2Trave	North	West	South	No second ve
RoadCond1 CausalVeh CausalDri	Drove too Fast for Conditions		Drove too Fast for Conditions South	Improper Turn or No Signal No second vehicle Null value
nd1 CausalVe	rost North	South	South	West
JunctionR RoadCo	Driveway Related Ice or Fr	Other Driveway Related Dry South	Driveway Related Snow	Driveway Related Dry
MannerofC	Rear End Front to Rear	Other	Rear End Front to Rear	Unknown
Lighting	Darkness Lighted	Daylight	Darkness Lighted	Daylight
	Motor Vehicle in Transport on Roadway	Motor Vehicle in Transport on Roadway	Motor Vehicle in Transport on Roadway	Utility Pole or Light Support
NumberofV CrashSeve FirstHarm	2 Vehides No Injury	2 Vehides No Injury	3 Vehides No Injury	1 Vehide No Injury
EVENT_ID Year Month	2004 March	0618414 2006 October	2005 January	2005 August
EVENT_ID `	0403361	0618414	0200603	0514401