

High Hazardous Intersection Study – Final Report

Casper Metropolitan Planning Organization

Casper, Wyoming

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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 Casper. 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;

-
- 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.

3.0 Prioritization Criteria

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 eight. 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.

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

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 $2 (5) + 3 (.5) = 11.5$

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 Highway Capacity 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:

¹ Highway Capacity Manual - Special Report 209. Transportation Research Board. National Research Council. 2000.

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- 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 installations 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	Signal		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	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	Existing		Recommended	
	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 Movements	Existing Conditions				With Protected Left Turns				With Separate Right Turn Lanes & Protected Left Turns			
	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	C	83.5	F
Eastbound Left	19.3	B	266.0	F	95.5	F	320.0	F	63.6	E	140.9	F
Eastbound Through	-	-	-	-	-	-	-	-	26.7	C	84.0	F
Eastbound Through + Right	20.7	C	247.6	F	25.6	C	146.9	F	-	-	-	-
Eastbound Right	-	-	-	-	-	-	-	-	22.0	C	27.0	C
Westbound Left	17.7	B	140.9	F	50.1	D	310.2	F	52.0	D	179.7	F
Westbound Through	-	-	-	-	-	-	-	-	30.0	C	65.6	E
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	C	18.5	B	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	C	16.8	B	100.0	F	93.0	F	59.3	E	66.0	E
Southbound Through	-	-	-	-	-	-	-	-	34.5	C	116.2	F
Southbound Through + Right	24.5	C	219.6	F	33.1	C	257.0	F	-	-	-	-
Southbound Right	-	-	-	-	-	-	-	-	30.5	C	76.6	E

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.

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	Signal		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 all legs			
Ped Push Buttons	For crossing 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 2nd 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 than 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	
	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 motorists 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	Signal		Signal	
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			
Grades	2nd Street runs uphill from west to east			

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	
	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 Avenue		15th Street
Traffic Control	Free		Stop
Laneage	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 from 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 Street		McKinley Street	
Traffic Control	Free		Stop	
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 than 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 turning 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.

² 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	Signal		Signal	
Right Turn on Red	Yes	Yes	Yes	Yes
Left Turn Phase	pm/pt	pm/pt	pm/pt	pm/pt
Laneage	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	
	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	Signal		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 be needed to maintain coordination.

Movement	Existing		Recommended	
	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.

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	
LANEAGE	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 1st 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 on-street 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”³ 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 than 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.

³ A Policy on Geometric Design of Highways and Streets. American Association of State Highway and Transportation Officials. 2004.

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

Long Term

Recommendation:

No suggested improvements.

6.9 Intersection 9: 13th Street & Wolcott Street

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Northbound	Southbound
4	13th Street	Wolcott Street	
Traffic Control	Signal	Signal	
Right Turn on Red	Yes	Yes	Yes
Laneage	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 downhill from south 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	
	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:

No suggested improvements.

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	Signal		Signal	
Right Turn on Red	Yes	Yes	Yes	Yes
Language	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			
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	
	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.

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	Signal		Signal	
Right Turn on Red	Yes	Yes	Yes	Yes
Laneage	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		Recommended	
	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	Signal		Signal	
Right Turn on Red	Yes	Yes	Yes	Yes
Laneage	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	
	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.

6.13 Intersection 13: Gannett Street & Walsh Drive

Existing Conditions

Intersection Characteristics

# of Legs	Westbound	Northbound	Southbound
3	Gannett Street	Walsh Drive	
Traffic Control	Stop	Free	
Laneage	LT, R	LTR	LTR
Speed Limit (MPH)	30	30	30
Marked Crosswalks	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”⁴ 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 than 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:

No suggested improvements.

⁴ 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	Midwest Avenue		Center Street	
Traffic Control	Signal		Signal	
Right Turn on Red	Yes	Yes	Yes	Yes
Left Turn Phase				
Laneage	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	
	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:

No suggested improvements.

6.15 Intersection 15: 14th Street & CY Avenue

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound	Southbound
4	CY Avenue		14th Street	
Traffic Control	Free		Stop	
Laneage	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			
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”⁵ 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 than 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 Street.
- **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.

⁵ 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

Recommendation:

No suggested improvements.

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	Signal		Signal	
Right Turn on Red	Yes	Yes	Yes	Yes
Left Turn Phase	pm/pt	pm/pt	perm	perm
Laneage	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 east 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	Existing		Recommended	
	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.

6.17 Intersection 17: 2nd Street & University Court

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Southbound
3	2nd Street		University Court
Traffic Control	Free		Stop
Lanage	L, T, T	T, TR	L, R
Speed Limit (MPH)	30	30	30
Marked Crosswalks	No	No	No
Street Lights	On 2nd Street across from University Court		
On-Street Parking	both sides of University Court		
Grades	East leg has significant uphill grade 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

Recommendation:

No suggested improvements.

Long Term

Recommendation:

No suggested improvements.

6.18 Intersection 18: 2nd Street & Center Street

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound	Southbound
4	2nd Street		Center Street	
Traffic Control	Signal		Signal	
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			
On-Street Parking	Both sides of 2nd Street and Center Street			
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	Existing		Recommended	
	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.

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		
Laneage	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 all legs			
Street Lights	All corners			
On-Street Parking	Both sides of Sun Drive			
Grades	west leg of 2nd St runs downhill from west to east			

Note: There is a vehicle detector on the north and south main 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 2nd Street. Five of the six injury accidents resulted from rear end accidents 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		Recommended	
	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.

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

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound	Southbound
4	2nd Street		Scotthill Road	
Traffic Control	Signal		Signal	
Right Turn on Red	Yes	Yes	Yes	Yes
Left Turn Phase	Split	Split	pm/pt	pm/pt
Laneage	L, T, TR	L, T, TR	L, TR	LT, R
Speed Limit (MPH)	20	20	30	30
Marked Crosswalks	No	No	No	No
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 separating 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	
	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.

6.21 Intersection 21: 21st Street & Beverly Street

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound	Southbound
4	21st Street		Beverly Street	
Traffic Control	Free		Stop	
Laneage	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.			

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:

No suggested improvements.

6.22 Intersection 22: Collins Drive & Wolcott Street

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound	Southbound
4	Collins Drive		Wolcott Street	
Traffic Control	Signal		Signal	
Right Turn on Red	Yes	Yes	Yes	Yes
Left Turn Phase				
Laneage	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	
	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.

6.23 Intersection 23: 5th Street & Wolcott Street

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound	Southbound
4	5th Street		Wolcott Street	
Traffic Control	Stop		Free	
Laneage	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

Recommendation:

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:

No suggested improvements.

6.24 Intersection 24: Conwell Street & Farnum Street

Existing Conditions

Intersection Characteristics

# of Legs	Eastbound	Westbound	Northbound	Southbound
4	Farnum Street		Conwell Street	
Traffic Control	Stop		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 runs down hill east 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:

No suggested improvements.

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				
Laneage	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				

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	
	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.

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
Laneage	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

Casper Metropolitan Planning Organization
High Hazardous Intersection Study

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

Casper Metropolitan Planning Organization
High Hazardous Intersection Study

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
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

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

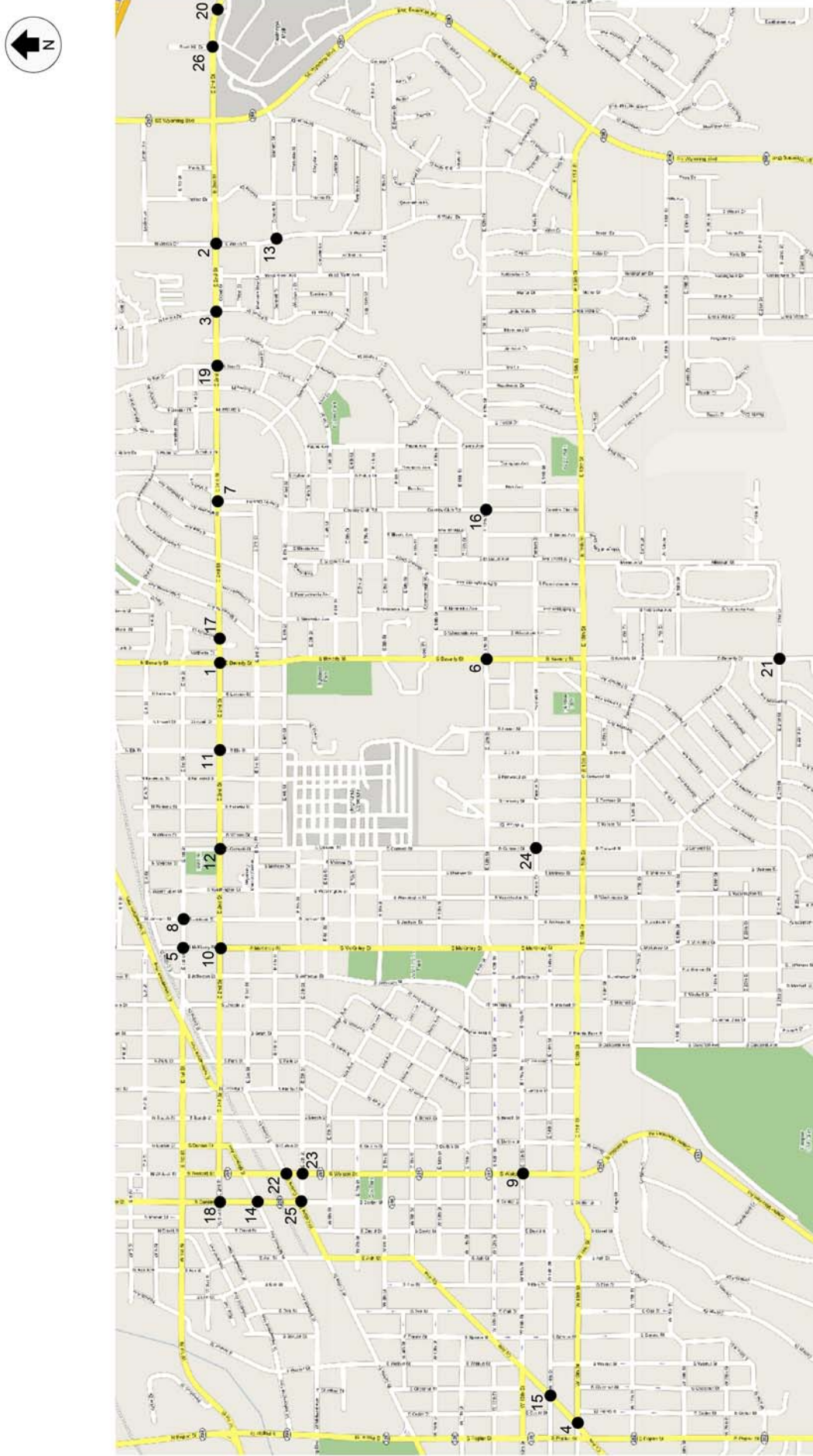
Note 1: The cost estimates do not include the cost of any possible right-of-way acquisition.

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
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- Figure 18 – Intersection 17: 2nd Street & University Court
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- Figure 23 – Intersection 22: Collins Drive & Wolcott Street
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- 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 LOCATION MAP



Scale 1" = 2,000'

Date

4/9/09

Drawn by

RAC

Job #

ACASPW0802

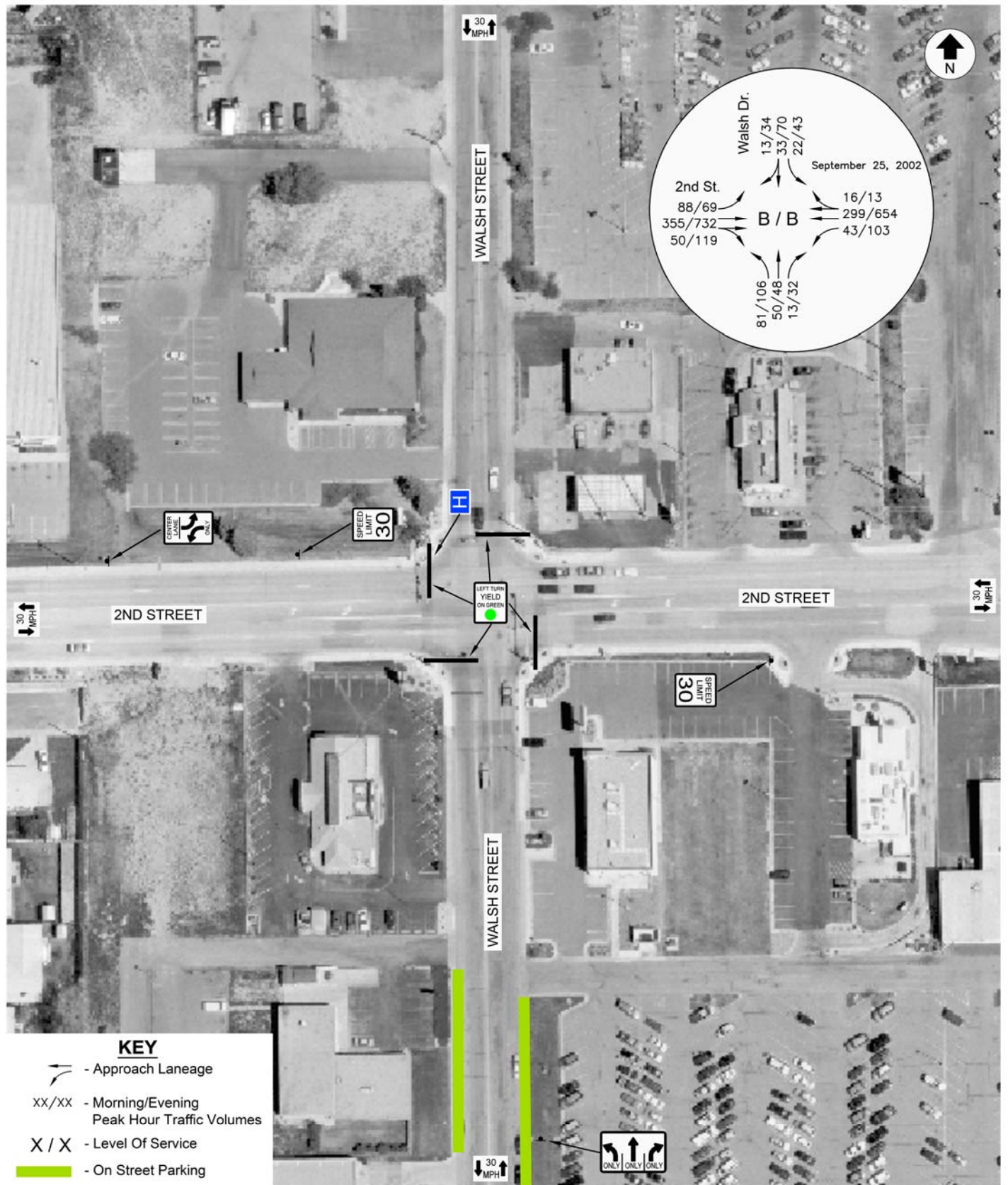
Figure

1



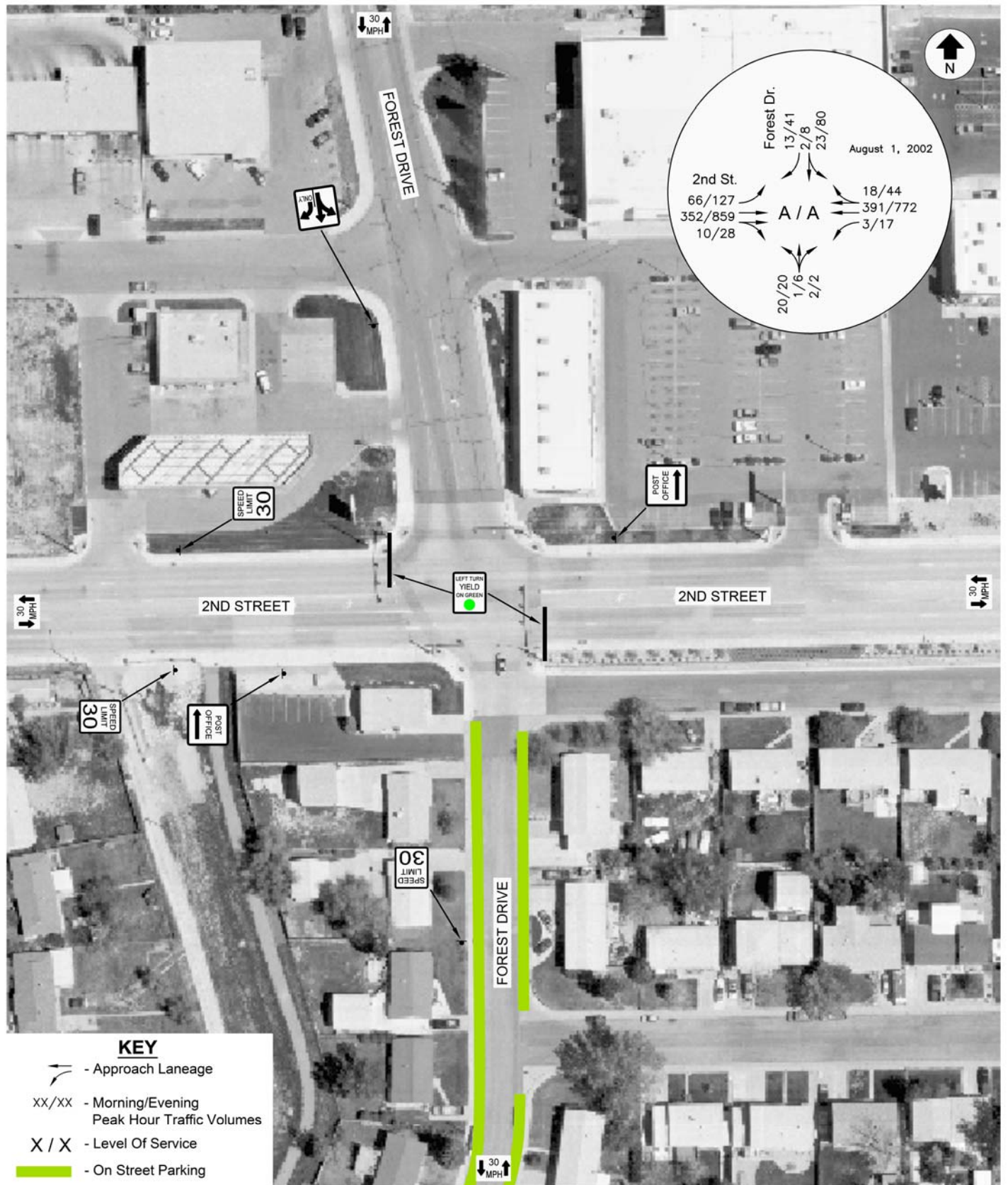
Casper High Hazard Intersections INTERSECTION 1 - 2ND STREET AND BEVERLY STREET

Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	2
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Casper High Hazard Intersections INTERSECTION 2 - 2ND STREET AND WALSH DRIVE

Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	3
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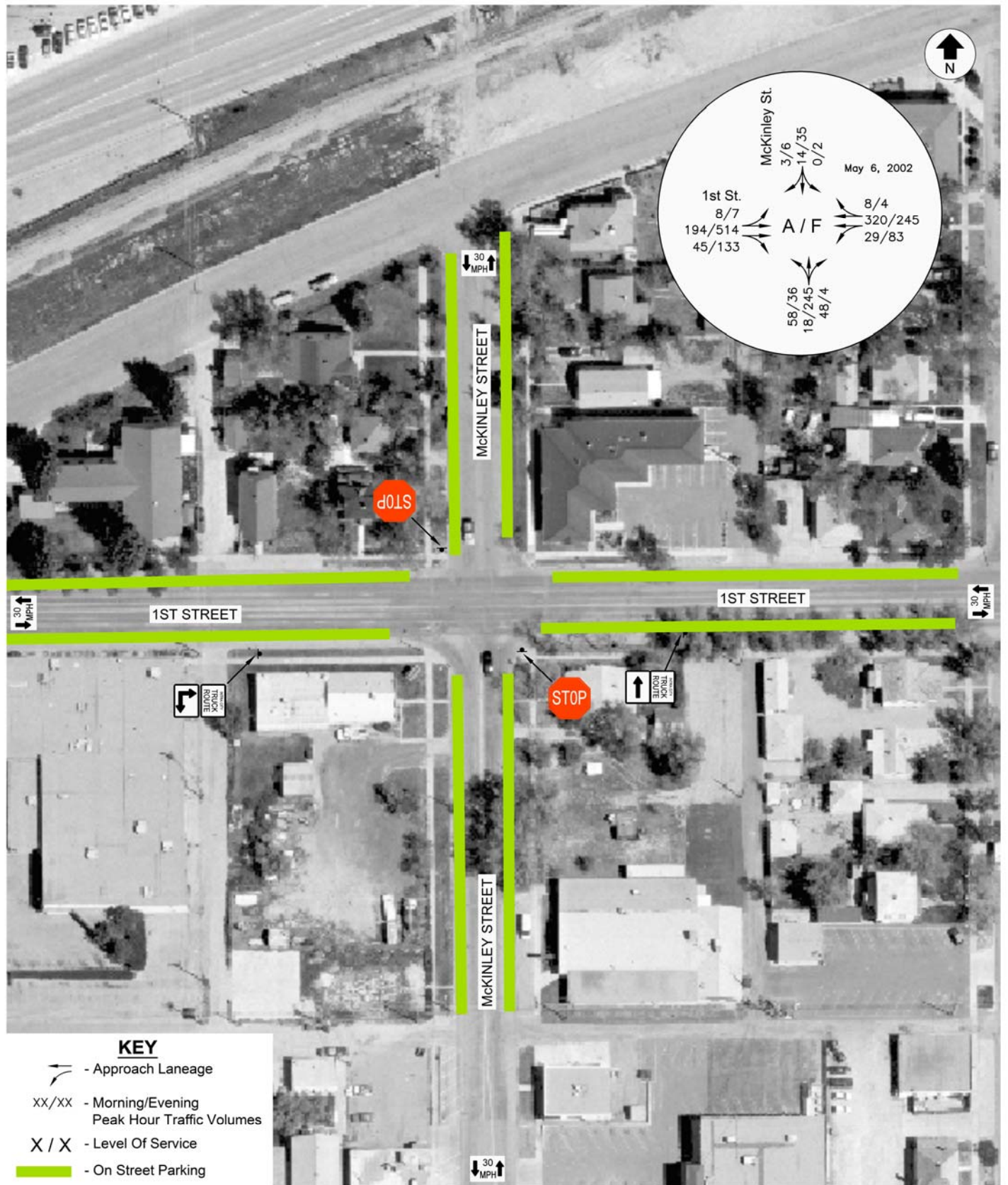
Casper High Hazard Intersections INTERSECTION 3 - 2ND STREET AND FOREST DRIVE

Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	4
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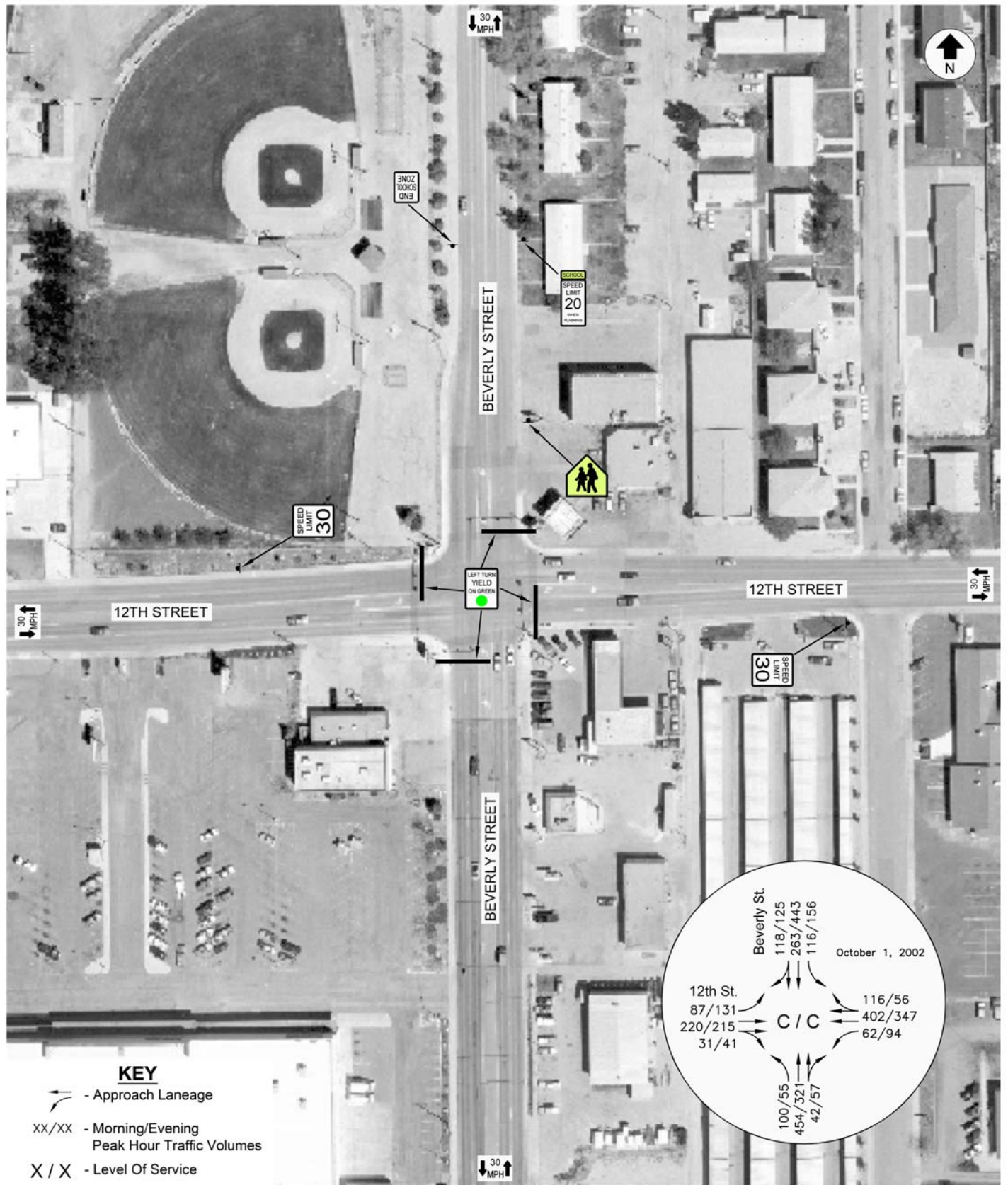
Casper High Hazard Intersections INTERSECTION 4 - 15TH STREET AND CY AVENUE

Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	5
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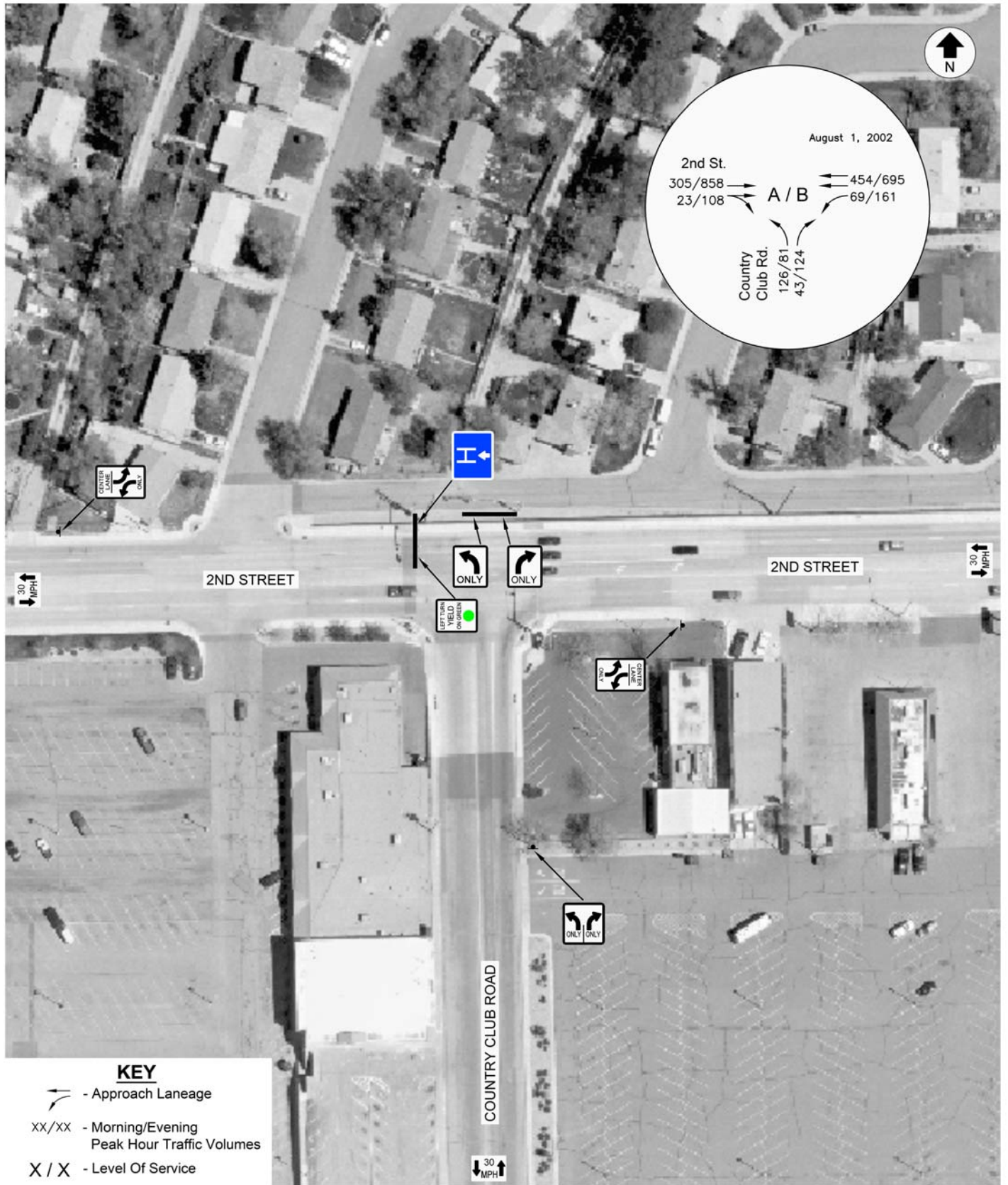
Casper High Hazard Intersections INTERSECTION 5 - 1ST STREET AND MCKINLEY STREET

Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	6
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Casper High Hazard Intersections INTERSECTION 6 - 12TH STREET AND BEVERLY STREET

Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	7
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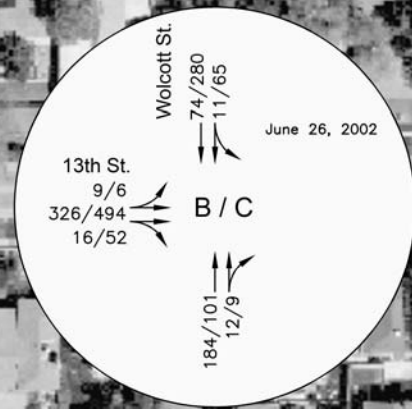
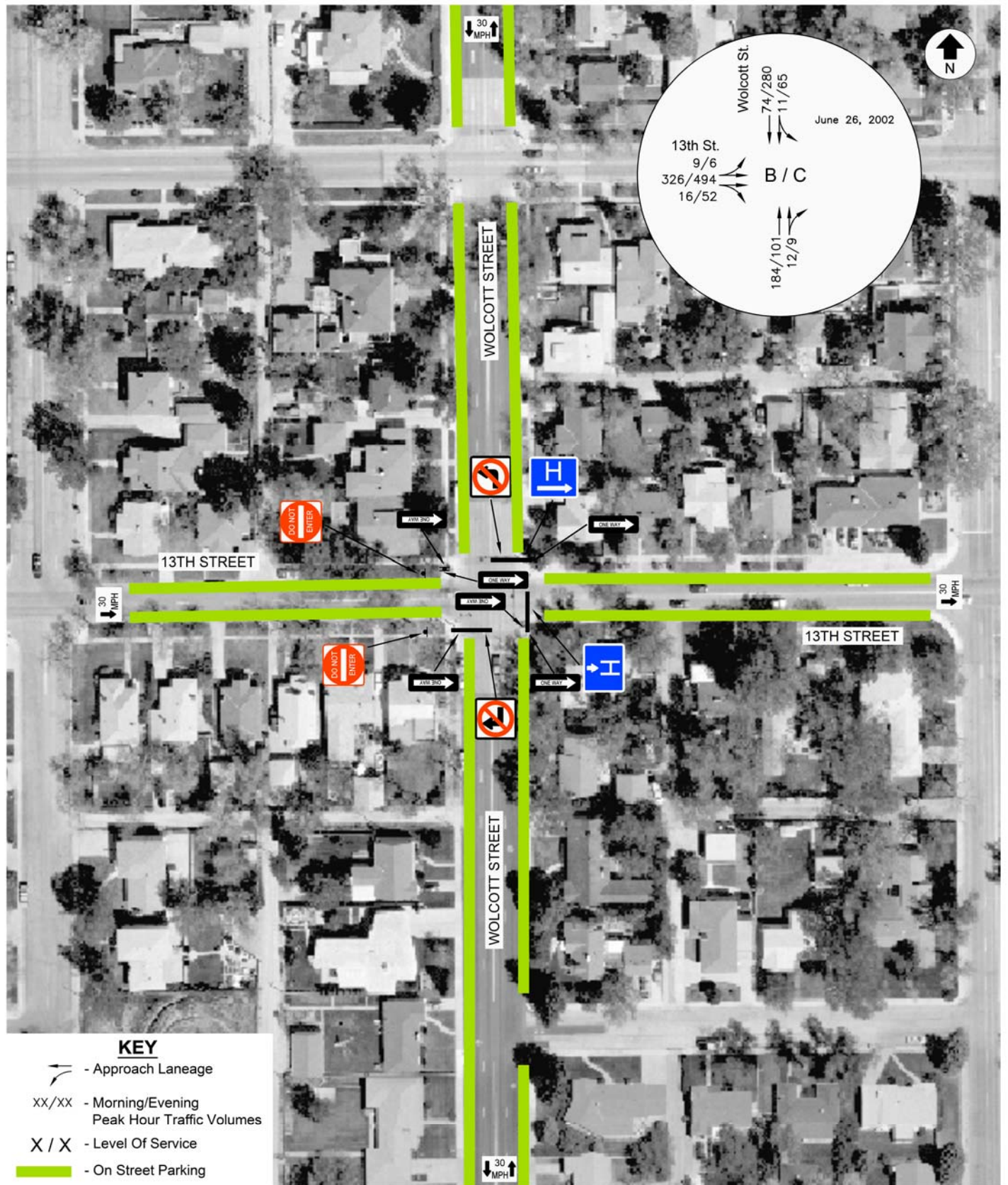
Casper High Hazard Intersections INTERSECTION 7 - 2ND STREET AND COUNTRY CLUB ROAD

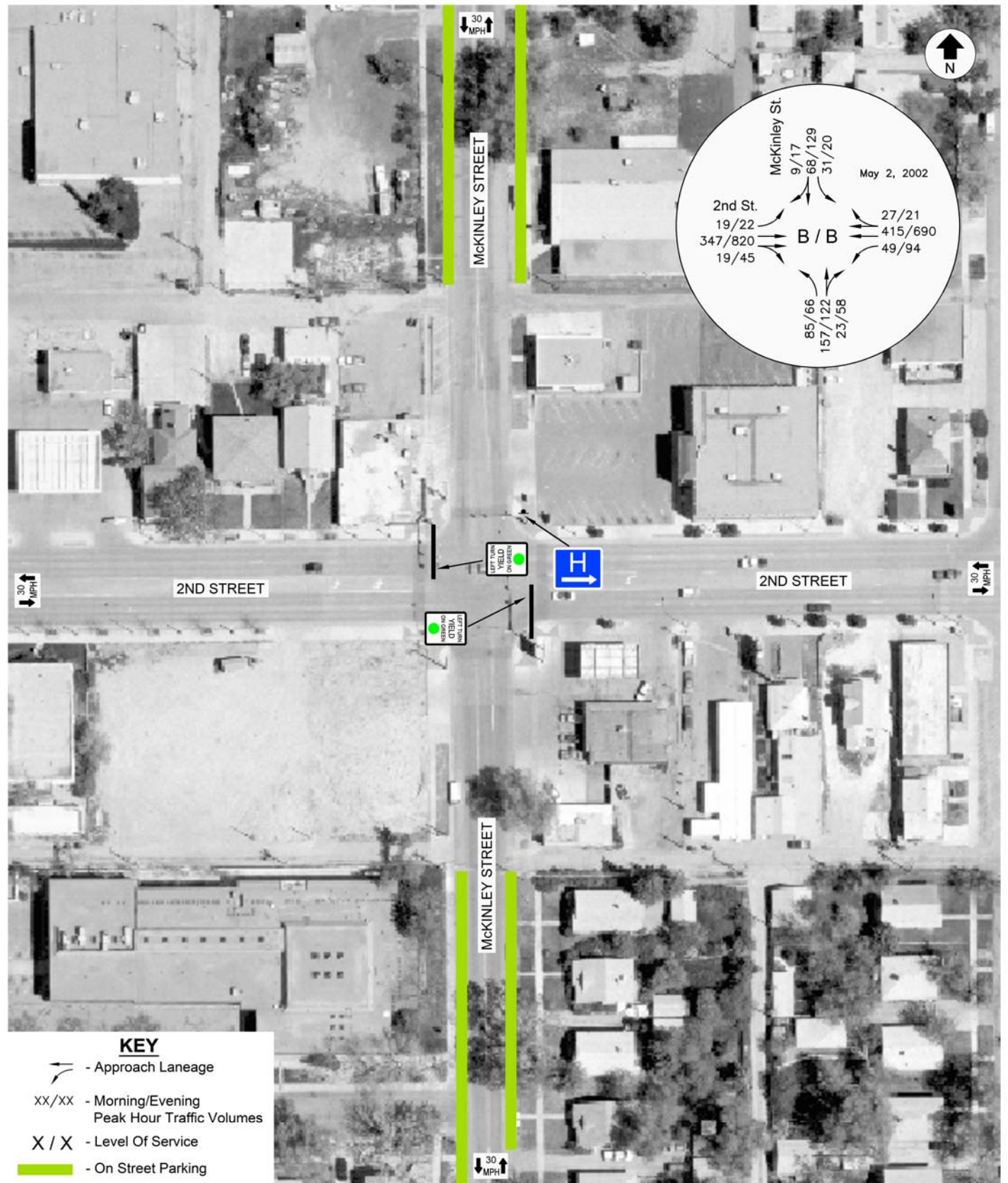
Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	8
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Casper High Hazard Intersections INTERSECTION 8 - 1ST STREET AND JACKSON STREET

Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	9
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Casper High Hazard Intersections INTERSECTION 10 - 2ND STREET AND MCKINLEY STREET

Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	11
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Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	12
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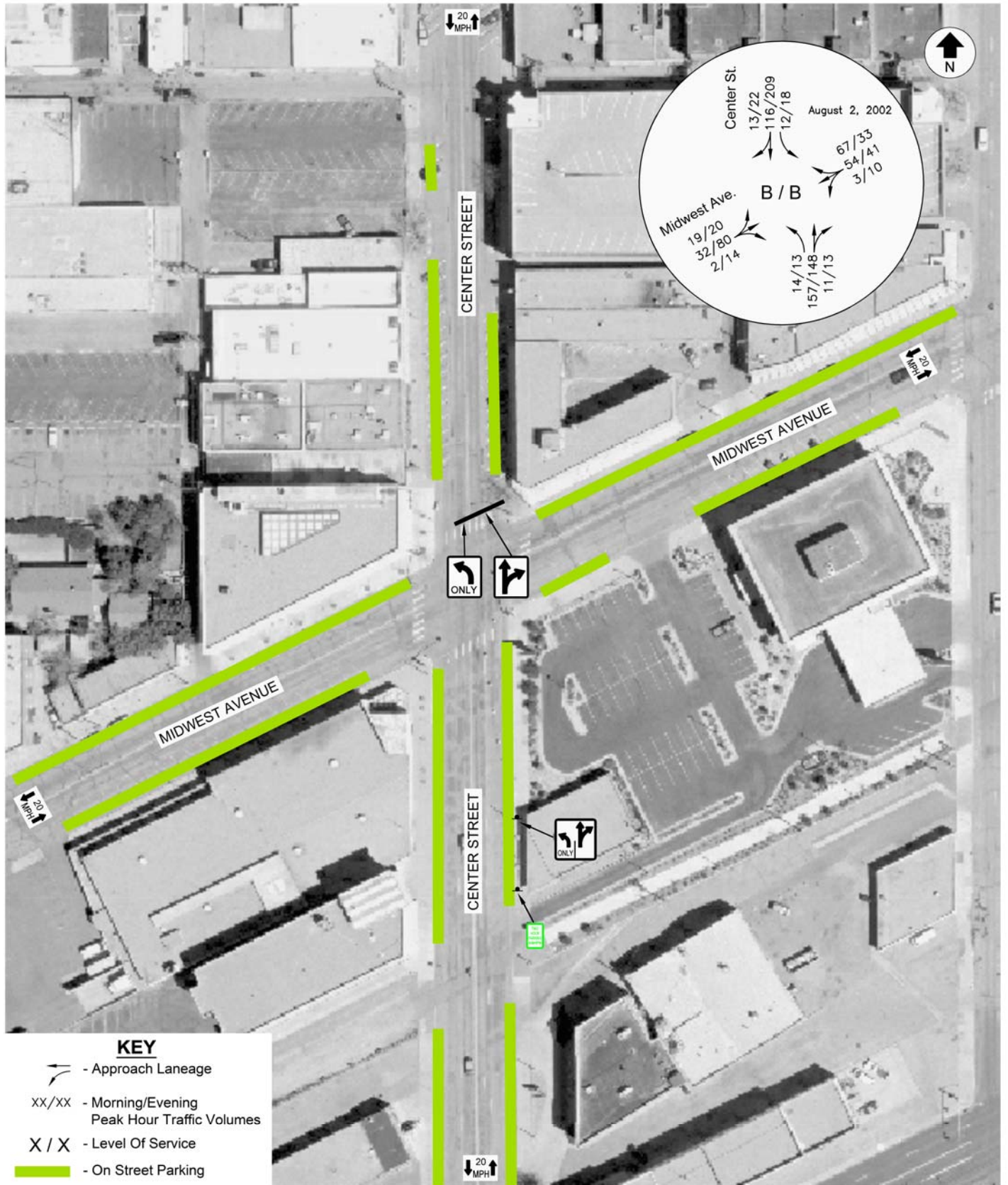


Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	13
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Casper High Hazard Intersections INTERSECTION 13 - GANNETT STREET AND WALSH DRIVE

Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	14
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Casper High Hazard Intersections INTERSECTION 14 - CENTER STREET AND MIDWEST AVENUE

Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	15
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Casper High Hazard Intersections INTERSECTION 15 - 14TH STREET AND CY AVENUE

Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	16
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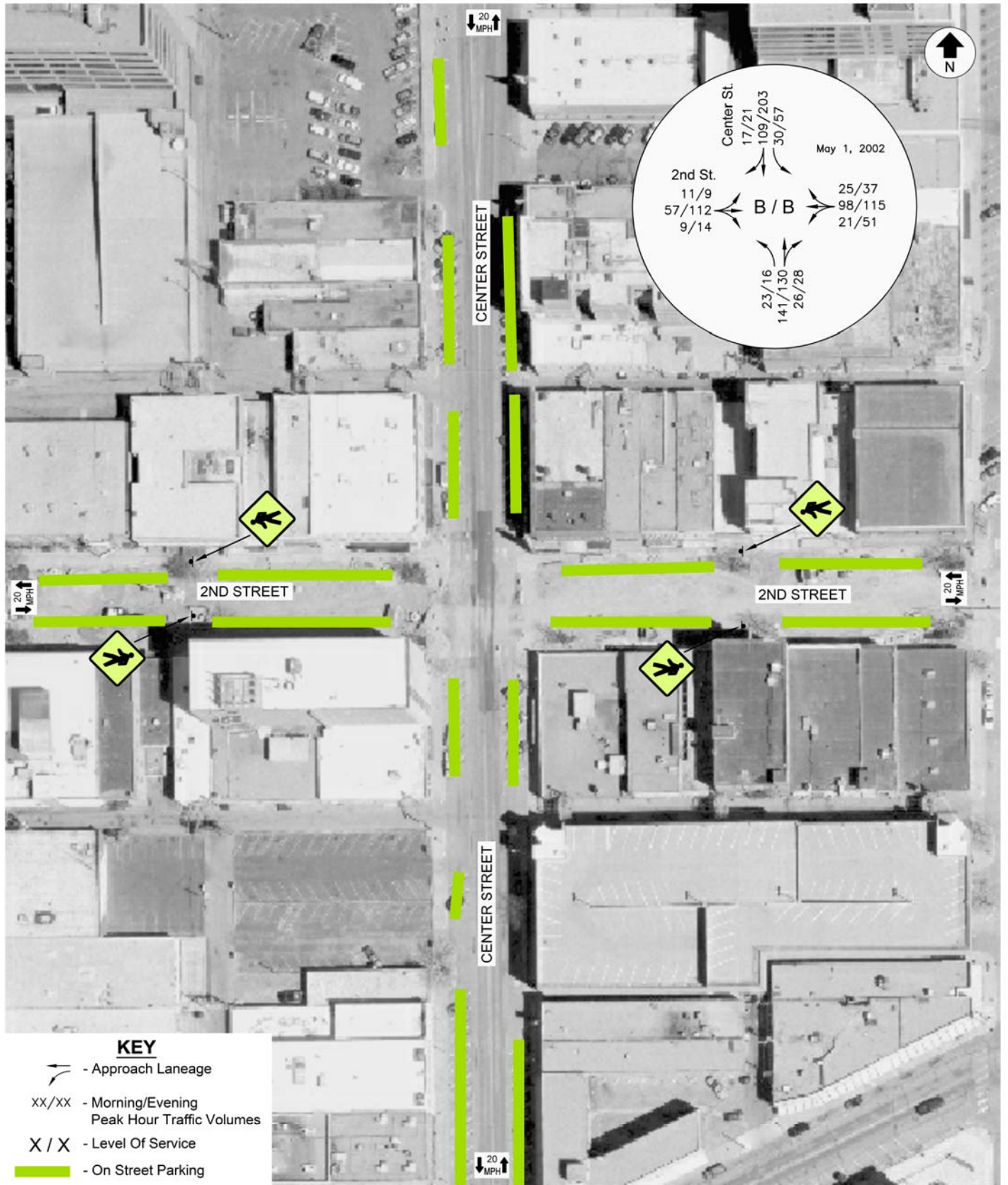
Casper High Hazard Intersections INTERSECTION 16 - 12TH STREET AND COUNTRY CLUB ROAD

Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	17
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Casper High Hazard Intersections INTERSECTION 17 - 2ND STREET AND UNIVERSITY COURT

Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	18
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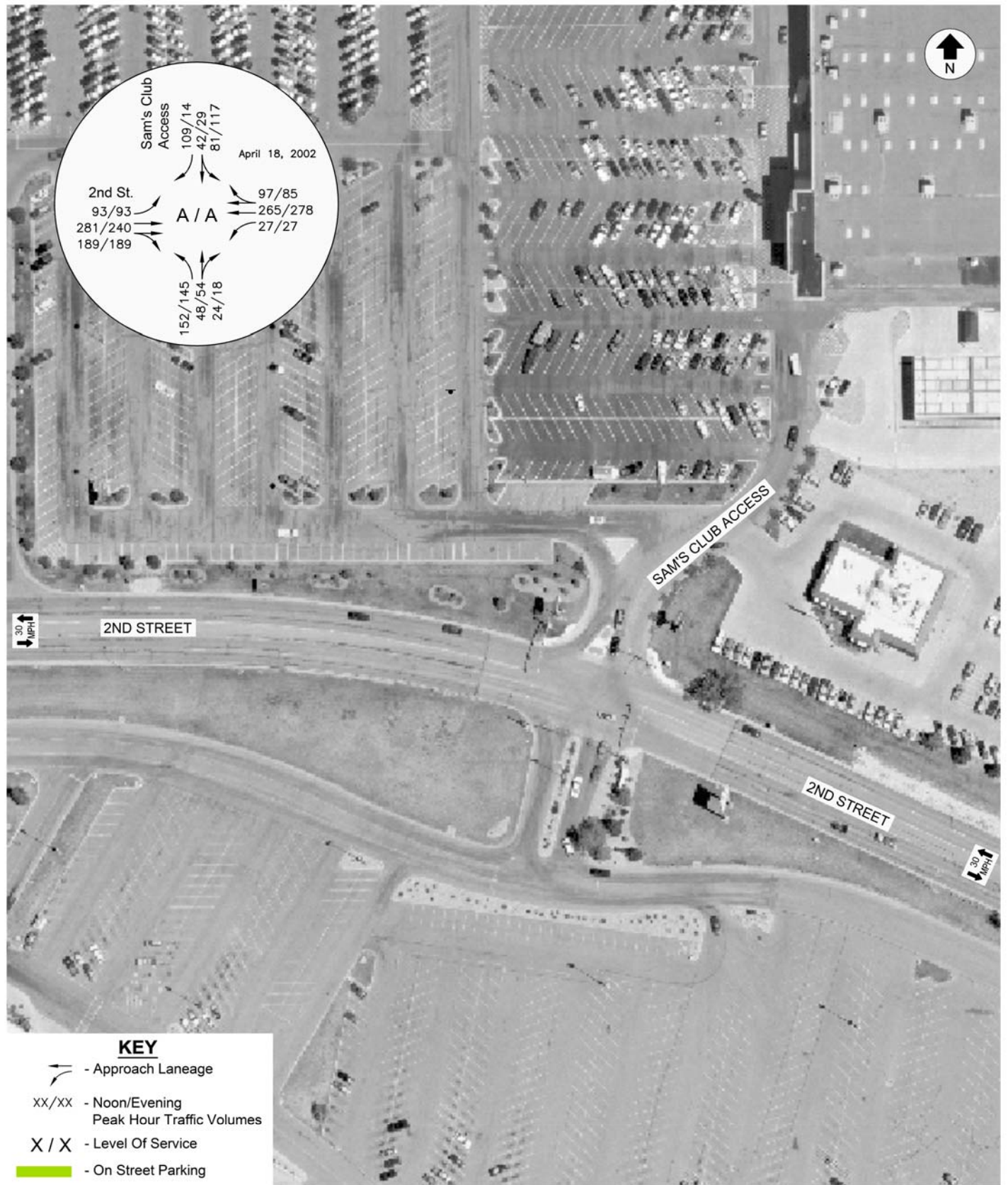


Casper High Hazard Intersections INTERSECTION 18 - 2ND STREET AND CENTER STREET

Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	19
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Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	20
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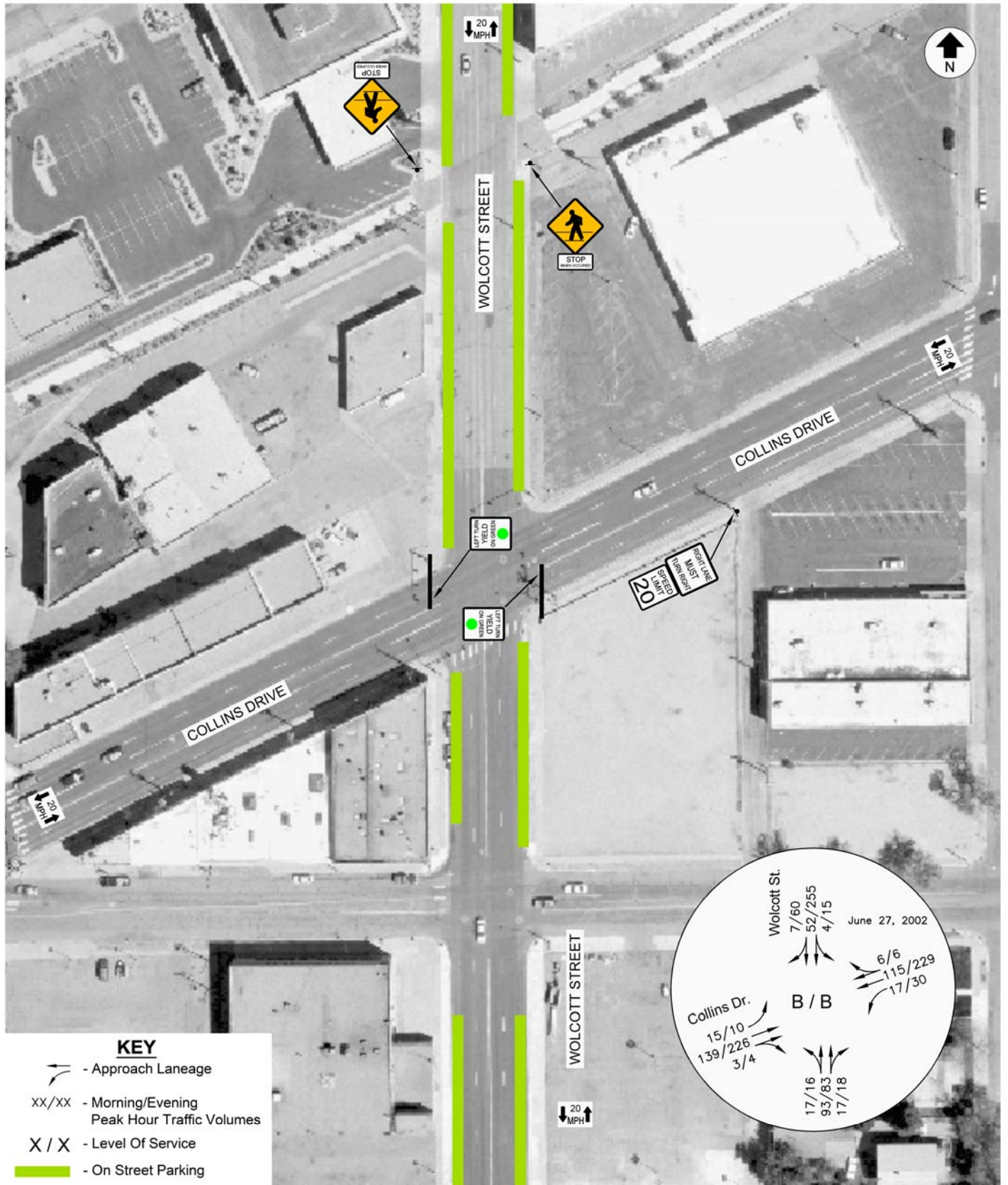
Casper High Hazard Intersections INTERSECTION 20 - 2ND STREET AND SAM'S CLUB ACCESS

Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	21
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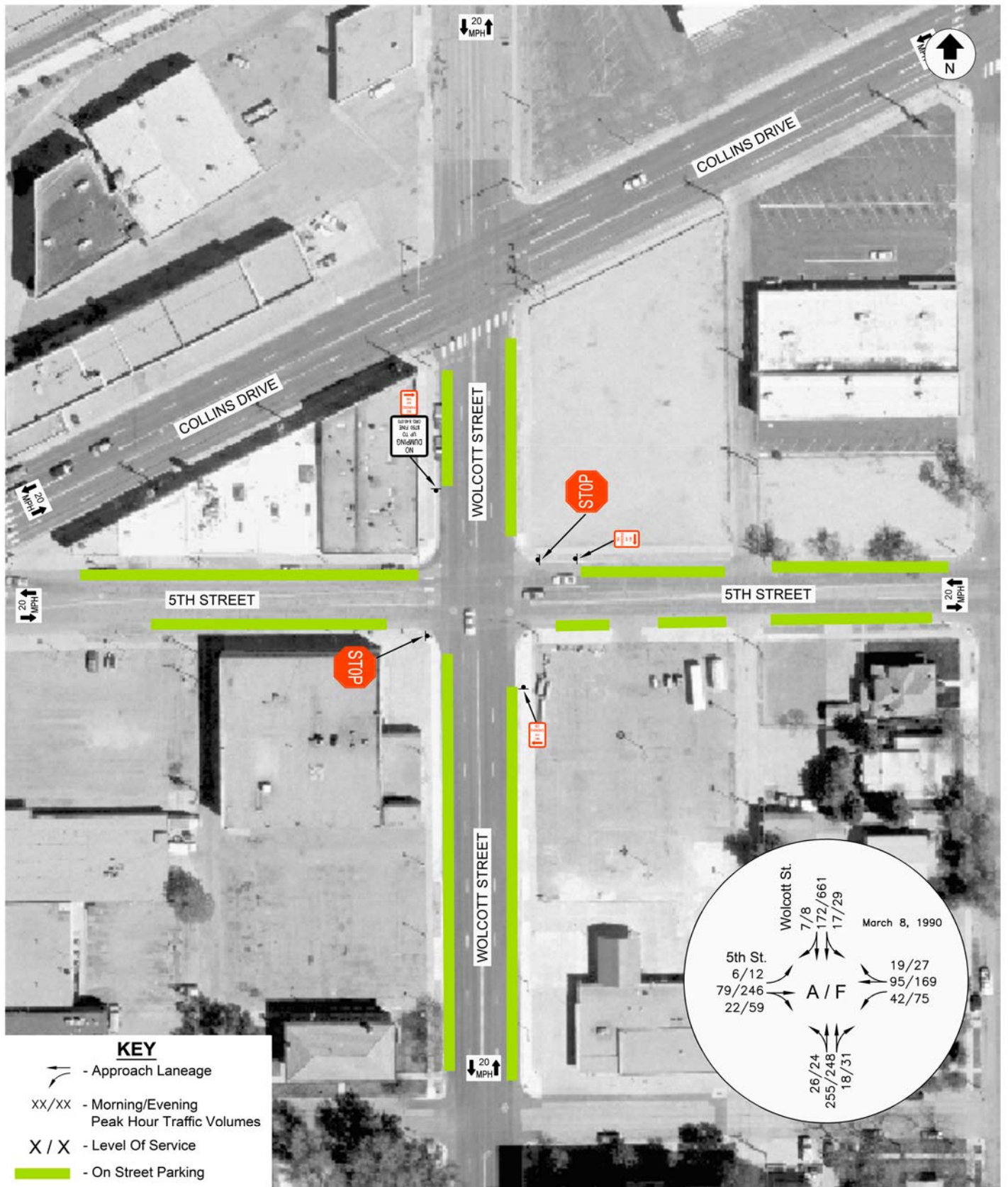
Casper High Hazard Intersections INTERSECTION 21 - 21ST STREET AND BEVERLY STREET

Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	22
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Casper High Hazard Intersections INTERSECTION 22 - COLLINS DRIVE AND WOLCOTT STREET

Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	23
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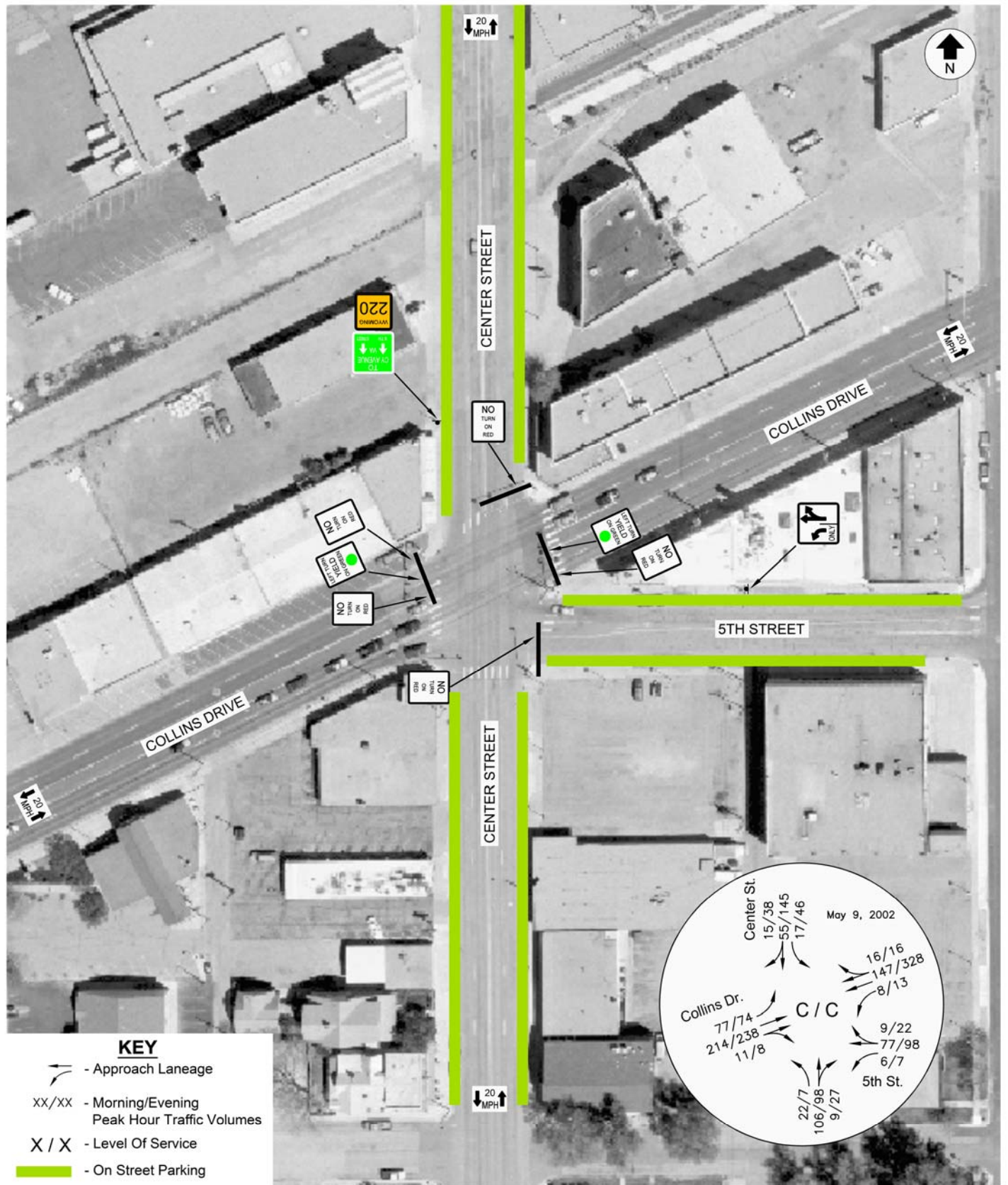
Casper High Hazard Intersections INTERSECTION 23 - 5TH STREET AND WOLCOTT STREET

Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	24
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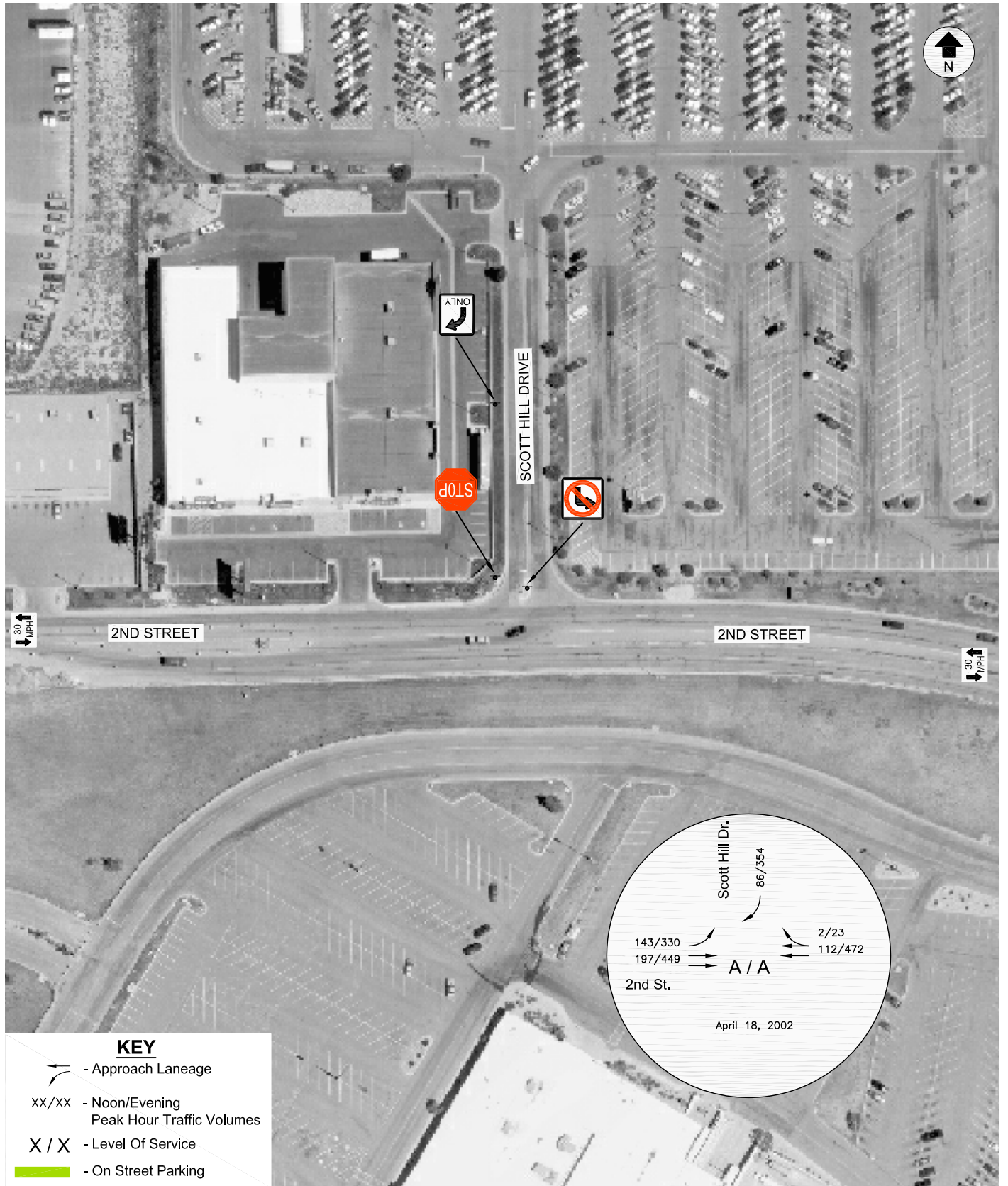
Casper High Hazard Intersections INTERSECTION 24 - CONWELL STREET AND FARNUM STREET

Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	25
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Casper High Hazard Intersections INTERSECTION 25 - CENTER STREET AND COLLINS DRIVE (AND 5TH STREET)

Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	26
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Casper High Hazard Intersections INTERSECTION 26 - 2ND STREET AND SCOTT HILL DRIVE

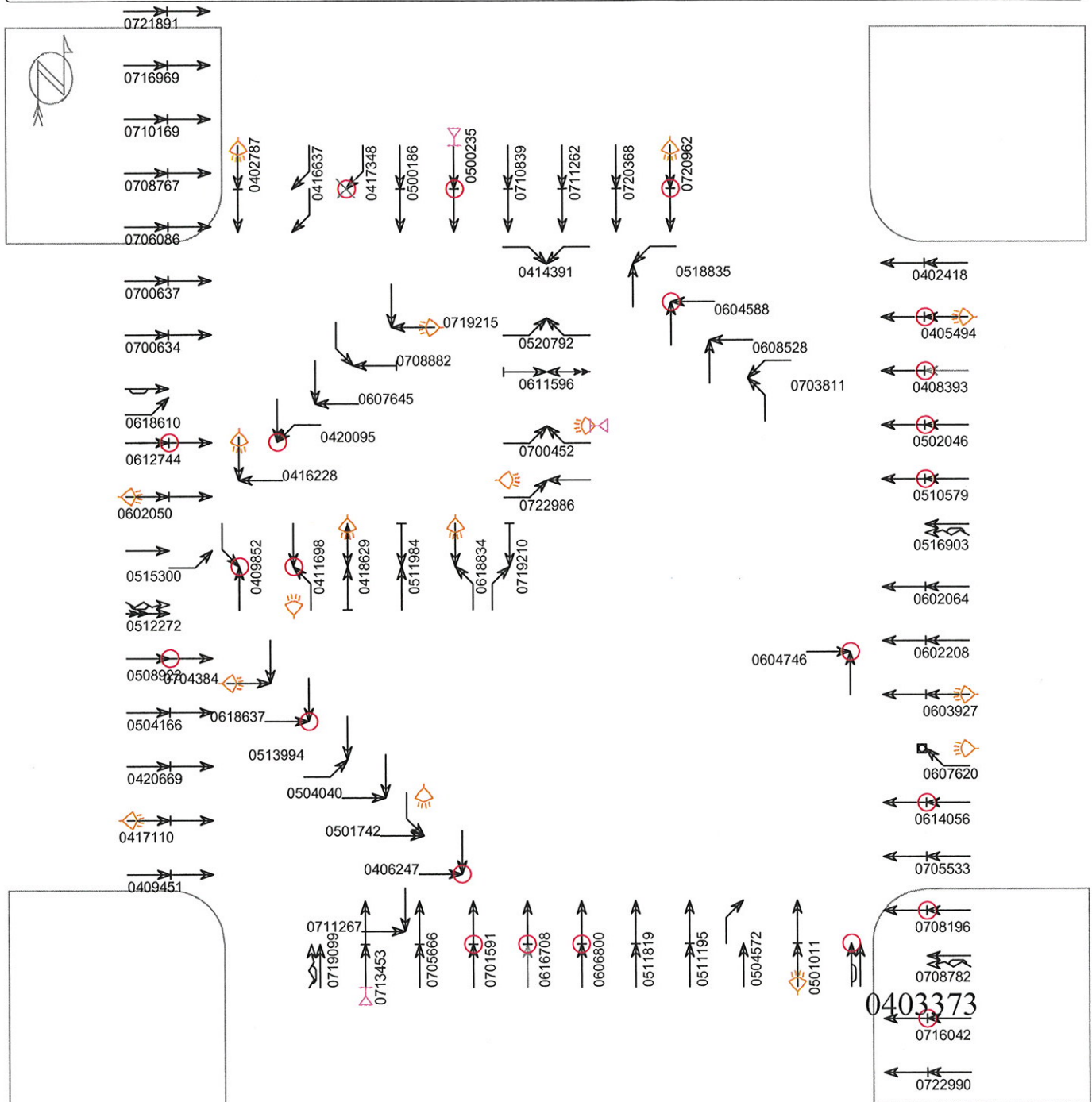
Scale	1"=100'	Date	4/9/09	Drawn by	RAC	Job #	ACASPW0802	Figure	27
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Appendix A


Accident Data

82 Accidents

2nd St & Beverly 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	□ General	▣ Pole
← Unknown	← Avoid Object	○ Injury	▣ Signal	▣ Curb
↔ Backing	↘ Right turn	⊙ Fatality	▣ Tree	⊗ Animal
↔ Overtaking	↙ Left turn	🕒 Nighttime	◀ 3rd vehicle	
↔ Sideswipe	↺ U-turn	🚗 DUI	* Extra data	

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	ACC REPT NUMBER	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION									
» 04	BEVERLY ST 2ND ST MV-MV	FEB 19 04 1958 ILLEGAL DRUGS NO VIOLATIONS	02787 00 00	00	00	DARK LIGHTED	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED		
» 04	BEVERLY ST 2ND ST MV-MV	MAR 01 04 1312 NO VIOLATIONS FOLLOWING TOO CLOSELY	03373 01 00	00	00	DAYLIGHT	SLUSH	4-WAY INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED		
» 04	BEVERLY ST 2ND ST MV-MV	NOV 02 04 1252 NO VIOLATIONS IMPROPER LANE USE	16637 00 00	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	RIGHT TURN ON RED	INTERSECTION RELATED		
» 04	BEVERLY ST 2ND ST MV-MV	NOV 24 04 1916 UNSAFE BACKING UP NO VIOLATIONS	18629 00 00	00	00	DARK UNLIGHTED	DRY	4-WAY INTERSECTION	HEAD ON	INTERSECTION RELATED		
» 04	2ND ST MV-MV	FEB 14 04 1656 FOLLOWING TOO CLOSELY NO VIOLATIONS	02418 00 00	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED		
» 04	2ND ST MV-MV	APR 13 04 2044 DISTRACTION NO VIOLATIONS	05494 01 00	00	00	DARK LIGHTED	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED		
» 04	2ND ST MV-MV	MAY 03 04 1810 DISREGARD TRAF CONTROL NO VIOLATIONS	06247 01 00	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION		
» 04	2ND ST MV-MV	JUN 05 04 1311 NO VIOLATIONS DISTRACTION	08393 02 00	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED		
» 04	2ND ST MV-MV	JUN 25 04 1100 UNKNOWN NO VIOLATIONS	09451 00 00	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED		
» 04	2ND ST MV-MV	JUL 08 04 1253 NO VIOLATIONS FAILURE TO GRANT ROW	09852 01 00	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION		
» 04	2ND ST MV-MV	AUG 07 04 2334 DISREGARD TRAF CONTROL	11598 03 00	00	00	DARK LIGHTED	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION		

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUMBER	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT												
			HUMAN FACTOR	ACTIVITY				DIRECTION				
					PRIOR							
DISREGARD TRAF CONTROL STRAIGHT AHEAD SOUTH												
» 04	2ND ST MV-MV	BEVERLY ST	SEP 22 04	1521	14391	00	00	DAYLIGHT RIGHT TURN	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			UNKNOWN					EAST				
			NO VIOLATIONS					WEST				
» 04	2ND ST MV-MV	BEVERLY ST	OCT 26 04	0510	16228	00	00	DARK LIGHTED DISREGARD TRAF CONTROL STARTING OUT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			NO VIOLATIONS					SOUTH				
			NO VIOLATIONS					WEST				
» 04	2ND ST MV-MV	BEVERLY ST	NOV 08 04	1713	17110	00	00	DARK LIGHTED STOPPED IN TRAFFIC	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			NO VIOLATIONS					EAST				
			FOLLOWING TOO CLOSELY					STRAIGHT AHEAD				
» 04	2ND ST PEDESTRIAN	BEVERLY ST	NOV 12 04	1423	17348	01	00	DAYLIGHT INATTENTIVE DRIVER	DRY	4-WAY INTERSECTION	-	INTERSECTION
								SOUTH				
» 04	2ND ST MV-MV	BEVERLY ST	DEC 19 04	1610	20095	02	00	DAYLIGHT FAILURE TO GRANT ROW	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			NO VIOLATIONS					WEST				
			NO VIOLATIONS					STRAIGHT AHEAD				
» 04	2ND ST MV-MV	BEVERLY ST	DEC 28 04	1120	20659	00	00	DAYLIGHT FOLLOWING TOO CLOSELY	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION
			NO VIOLATIONS					EAST				
			NO VIOLATIONS					STOPPED IN TRAFFIC				
» 05	BEVERLY ST MV-MV	2ND ST	JAN 04 05	1235	00186	00	00	DAYLIGHT FOLLOWING TOO CLOSELY	SNOWY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			NO VIOLATIONS					SOUTH				
			NO VIOLATIONS					STOPPED IN TRAFFIC				
» 05	BEVERLY ST MV-MV	2ND ST	JAN 05 05	1553	00235	01	00	DAYLIGHT ALCOHOL RELATED	WET	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			NO VIOLATIONS					SOUTH				
			NO VIOLATIONS					STOPPED IN TRAFFIC				
» 05	BEVERLY ST MV-MV	2ND ST	JAN 14 05	1718	01011	00	00	DARK LIGHTED NO VIOLATIONS	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			NO VIOLATIONS					NORTH				
			FOLLOWING TOO CLOSELY					STRAIGHT AHEAD				
» 05	BEVERLY ST MV-MV	2ND ST	JUL 24 05	1148	11195	00	00	DAYLIGHT INATTENTIVE DRIVER	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			NO VIOLATIONS					NORTH				
			NO VIOLATIONS					NORTH				
» 05	BEVERLY ST MV-MV	2ND ST	DEC 18 05	1655	20792	00	00	DAYLIGHT FAILURE TO GRANT ROW	WET	4-WAY INTERSECTION	LEFT TURN	INTERSECTION RELATED
								WEST				

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUMBER	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
	1ST HARMFUL EVENT		HUMAN FACTOR		ACTIVITY PRIOR			DIRECTION				
			NO VIOLATIONS		LEFT TURN			EAST				
> 05	2ND ST MV-MV	BEVERLY ST	JAN 27 05	1803	01742	00	00	DARK UNLIGHTED	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			INATTENTIVE DRIVER		LEFT TURN			S WEST				
			NO VIOLATIONS		STRAIGHT AHEAD			EAST				
> 05	2ND ST MV-MV	BEVERLY ST	FEB 01 05	X	02046	01	00	DAYLIGHT	ICY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			OTHER		STRAIGHT AHEAD			WEST				
			OTHER		STOPPED IN TRAFFIC			WEST				
> 05	2ND ST MV-MV	BEVERLY ST	MAR 13 05	1100	04040	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			DISREGARD TRAF CONTROL		STRAIGHT AHEAD			SOUTH				
			NO VIOLATIONS		STRAIGHT AHEAD			EAST				
> 05	2ND ST MV-MV	BEVERLY ST	MAR 15 05	1156	04166	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		STRAIGHT AHEAD			EAST				
			NO VIOLATIONS		STOPPED IN TRAFFIC			EAST				
> 05	2ND ST MV-MV	BEVERLY ST	MAR 22 05	1603	04572	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	RIGHT TURN	INTERSECTION
			FAILURE TO GRANT ROW		RIGHT TURN			NORTH				
			NO VIOLATIONS		STRAIGHT AHEAD			N EAST				
> 05	2ND ST MV-MV	BEVERLY ST	JUN 10 05	1436	08923	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			NO VIOLATIONS		STRAIGHT AHEAD			EAST				
			NO VIOLATIONS		STRAIGHT AHEAD			EAST				
			FAILURE TO GRANT ROW		STRAIGHT AHEAD			SOUTH				
> 05	2ND ST MV-MV	BEVERLY ST	JUL 15 05	1330	10579	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		STRAIGHT AHEAD			WEST				
			NO VIOLATIONS		STOPPED IN TRAFFIC			WEST				
			NO VIOLATIONS		STOPPED IN TRAFFIC			WEST				
> 05	2ND ST MV-MV	BEVERLY ST	JUL 29 05	2020	11819	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION
			NO VIOLATIONS		SLOWING			NORTH				
			FOLLOWING TOO CLOSELY		STRAIGHT AHEAD			NORTH				
> 05	2ND ST MV-MV	BEVERLY ST	AUG 03 05	1144	12272	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED
			INATTENTIVE DRIVER		CHANGING LANES			EAST				
			NO VIOLATIONS		PASSING			EAST				
> 05	2ND ST MV-MV	BEVERLY ST	AUG 03 05	2040	11984	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			OTHER		STRAIGHT AHEAD			NORTH				

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	ACC NUMBER	REPT NUM	NUM KIL	COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION	NO VIOLATIONS	LEFT TURN	S EAST						
» 05	2ND ST MV-MV	BEVERLY ST	SEP 02 05	1607	13994	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW		STRAIGHT AHEAD		SOUTH					
			NO VIOLATIONS		LEFT TURN		EAST					
» 05	2ND ST MV-MV	BEVERLY ST	SEP 29 05	1212	15300	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION RELATED
			IMPROPER TURNING		STRAIGHT AHEAD		EAST					
			NO VIOLATIONS		LEFT TURN		EAST					
» 05	2ND ST MV-MV	BEVERLY ST	OCT 25 05	1300	16903	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED
			INATTENTIVE DRIVER		CHANGING LANES		WEST					
			NO VIOLATIONS		STRAIGHT AHEAD		WEST					
» 05	2ND ST MV-MV	BEVERLY ST	NOV 28 05	1227	18935	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			DISREGARD TRAF CONTROL		STRAIGHT AHEAD		NORTH					
			NO VIOLATIONS		LEFT TURN		WEST					
» 06	BEVERLY ST MV-MV	2ND ST	APR 18 06	1105	06800	01	00	DAYLIGHT	WET	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			INATTENTIVE DRIVER		STARTING OUT		NORTH					
			NO VIOLATIONS		STOPPED IN TRAFFIC		NORTH					
» 06	BEVERLY ST OTHER SIGN	2ND ST	MAY 22 06	2117	07620	00	00	DARK LIGHTED	DRY	4-WAY INTERSECTION	-	INTERSECTION RELATED
			INATTENTIVE DRIVER		RIGHT TURN		WEST					
» 06	BEVERLY ST MV-MV	2ND ST	OCT 05 06	1216	16708	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		OTHER		NORTH					
			NO VIOLATIONS		STOPPED IN TRAFFIC		NORTH					
» 06	2ND ST MV-MV	BEVERLY ST	JAN 25 06	1728	02050	00	00	DARK UNLIGHTED	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION
			FOLLOWING TOO CLOSELY		STRAIGHT AHEAD		EAST					
			NO VIOLATIONS		STRAIGHT AHEAD		EAST					
			FOLLOWING TOO CLOSELY		STOPPED IN TRAFFIC		EAST					
» 06	2ND ST MV-MV	BEVERLY ST	JAN 30 06	1150	02064	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			DISTRACTION		STRAIGHT AHEAD		WEST					
			NO VIOLATIONS		STOPPED IN TRAFFIC		WEST					
» 06	2ND ST MV-MV	BEVERLY ST	JAN 30 06	1345	02208	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		STARTING OUT		WEST					
			NO VIOLATIONS		STOPPED IN TRAFFIC		WEST					
» 06	2ND ST MV-MV	BEVERLY ST	FEB 26 06	1920	03927	00	00	DARK LIGHTED	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		STRAIGHT AHEAD		WEST					

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUMBER	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
	1ST HARMFUL EVENT		HUMAN FACTOR		ACTIVITY PRIOR			DIRECTION				
			NO VIOLATIONS		STOPPED IN TRAFFIC	WEST						
» 06	2ND ST MV-MV	BEVERLY ST	MAR 08 06	0631	04588 01	00	DAYLIGHT	SNOWY		4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			DISREGARD TRAF CONTROL		STRAIGHT AHEAD	NORTH						
			NO VIOLATIONS		STRAIGHT AHEAD	WEST						
» 06	2ND ST MV-MV	BEVERLY ST	MAR 12 06	1643	04746 01	00	DAYLIGHT	ICY		4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			UNSAFE SPEED		STRAIGHT AHEAD	NORTH						
			NO VIOLATIONS		STRAIGHT AHEAD	EAST						
» 06	2ND ST MV-MV	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	WEST						
			NO VIOLATIONS		STRAIGHT AHEAD	NORTH						
» 06	2ND ST MV-MV	BEVERLY ST	MAY 22 06	1520	07545 00	00	DAYLIGHT	DRY		4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			INATTENTIVE DRIVER		STRAIGHT AHEAD	WEST						
			NO VIOLATIONS		STRAIGHT AHEAD	SOUTH						
» 06	2ND ST MV-MV	BEVERLY ST	JUL 21 06	1007	11596 00	00	DAYLIGHT	DRY		4-WAY INTERSECTION	HEAD ON	INTERSECTION RELATED
			UNSAFE BACKING UP		BACKING	WEST						
			NO VIOLATIONS		STOPPED IN TRAFFIC	EAST						
» 06	2ND ST MV-MV	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						
» 06	2ND ST MV-MV	BEVERLY ST	AUG 30 06	1511	14056 01	00	DAYLIGHT	DRY		4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		STARTING OUT	WEST						
			NO VIOLATIONS		STOPPED IN TRAFFIC	WEST						
» 06	2ND ST MV-MV	BEVERLY ST	NOV 09 06	1220	18610 00	00	DAYLIGHT	WET		4-WAY INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED
			IMPROPER LANE USE		LEFT TURN	EAST						
			UNKNOWN		STRAIGHT AHEAD	EAST						
» 06	2ND ST MV-MV	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						
» 06	2ND ST MV-MV	BEVERLY ST	NOV 22 06	2010	18834 00	00	DARK LIGHTED	DRY		4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			FAILURE TO GRANT ROW		STRAIGHT AHEAD	SOUTH						
			NO VIOLATIONS		LEFT TURN	NORTH						

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUMBER	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT		HUMAN FACTOR	ACTIVITY		PRIOR	DIRECTION						
» 07	BEVERLY ST	2ND ST	JAN 08 07	1745	00452	00	00	DARK LIGHTED	DRY	4-WAY INTERSECTION	RIGHT TURN	INTERSECTION RELATED
	MV-MV		OTHER		RIGHT TURN			WEST				
			ALCOHOL RELATED		LEFT TURN			EAST				
» 07	BEVERLY ST	2ND ST	JAN 19 07	0750	01591	01	00	DAYLIGHT	SLUSH	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		FOLLOWING TOO CLOSELY		SLOWING			NORTH				
			NO VIOLATIONS		STOPPED IN TRAFFIC			NORTH				
» 07	BEVERLY ST	2ND ST	MAR 23 07	1508	05666	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		INATTENTIVE DRIVER		STRAIGHT AHEAD			NORTH				
			NO VIOLATIONS		STOPPED IN TRAFFIC			NORTH				
» 07	BEVERLY ST	2ND ST	JUN 22 07	1457	10839	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		INATTENTIVE DRIVER		STRAIGHT AHEAD			SOUTH				
			NO VIOLATIONS		STOPPED IN TRAFFIC			SOUTH				
» 07	BEVERLY ST	2ND ST	JUN 29 07	1610	11262	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		FOLLOWING TOO CLOSELY		STARTING OUT			SOUTH				
			NO VIOLATIONS		STARTING OUT			SOUTH				
» 07	BEVERLY ST	2ND ST	AUG 06 07	0915	13453	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		ALCOHOL RELATED		STRAIGHT AHEAD			NORTH				
			NO VIOLATIONS		STOPPED IN TRAFFIC			NORTH				
» 07	BEVERLY ST	2ND ST	OCT 29 07	1710	19099	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED
	MV-MV		INATTENTIVE DRIVER		CHANGING LANES			NORTH				
			NO VIOLATIONS		STRAIGHT AHEAD			NORTH				
» 07	BEVERLY ST	2ND ST	NOV 03 07	1140	19210	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	RIGHT TURN	INTERSECTION RELATED
	MV-MV		INATTENTIVE DRIVER		RIGHT TURN			N WEST				
			NO VIOLATIONS		STOPPED IN TRAFFIC			SOUTH				
» 07	BEVERLY ST	2ND ST	NOV 16 07	0350	20962	02	00	DARK LIGHTED	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		PELL ASLEEP		STRAIGHT AHEAD			SOUTH				
			NO VIOLATIONS		STOPPED IN TRAFFIC			SOUTH				
» 07	BEVERLY ST	2ND ST	NOV 18 07	1349	20368	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		DISTRACTION		STRAIGHT AHEAD			SOUTH				
			NO VIOLATIONS		STOPPED IN TRAFFIC			SOUTH				
» 07	2ND ST	BEVERLY ST	JAN 13 07	1248	00634	00	00	DAYLIGHT	ICY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		FOLLOWING TOO CLOSELY		SLOWING			EAST				

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUM	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION									
		NO VIOLATIONS	STOPPED IN TRAFFIC	EAST								
» 07	2ND ST MV-MV	BEVERLY ST	JAN 13 07	1525	00637	00	00	DAYLIGHT	ICY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			UNSAFE SPEED	STRAIGHT AHEAD	EAST							
			NO VIOLATIONS	STOPPED IN TRAFFIC	EAST							
			NO VIOLATIONS	STOPPED IN TRAFFIC	EAST							
» 07	2ND ST MV-MV	BEVERLY ST	FEB 19 07	1559	03811	00	00	DAYLIGHT	WET	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			FAILURE TO GRANT ROW	LEFT TURN	NORTH							
			NO VIOLATIONS	LEFT TURN	WEST							
» 07	2ND ST MV-MV	BEVERLY ST	MAR 01 07	1915	04384	00	00	DARK LIGHTED	ICY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			UNSAFE SPEED	SLOWING	EAST							
			NO VIOLATIONS	STRAIGHT AHEAD	SOUTH							
» 07	2ND ST MV-MV	BEVERLY ST	MAR 12 07	1659	05533	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY	STARTING OUT	WEST							
			NO VIOLATIONS	STOPPED IN TRAFFIC	WEST							
			NO VIOLATIONS	STOPPED IN TRAFFIC	WEST							
» 07	2ND ST MV-MV	BEVERLY ST	MAR 28 07	1700	06086	00	00	DAYLIGHT	WET	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY	STRAIGHT AHEAD	EAST							
			NO VIOLATIONS	STOPPED IN TRAFFIC	EAST							
» 07	2ND ST MV-MV	BEVERLY ST	MAY 09 07	1751	08196	03	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY	STRAIGHT AHEAD	WEST							
			NO VIOLATIONS	STOPPED IN TRAFFIC	WEST							
» 07	2ND ST MV-MV	BEVERLY ST	MAY 15 07	1703	08882	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION RELATED
			IMPROPER TURNING	LEFT TURN	SOUTH							
			NO VIOLATIONS	STOPPED IN TRAFFIC	WEST							
» 07	2ND ST MV-MV	BEVERLY ST	MAY 17 07	1904	08767	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			INATTENTIVE DRIVER	STRAIGHT AHEAD	EAST							
			UNKNOWN	STOPPED IN TRAFFIC	EAST							
» 07	2ND ST MV-MV	BEVERLY ST	MAY 18 07	1727	08782	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED
			INEXPERIENCED DRIVER	CHANGING LANES	WEST							
			NO VIOLATIONS	STRAIGHT AHEAD	WEST							
» 07	2ND ST MV-MV	BEVERLY ST	JUN 14 07	1219	10169	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION
			FOLLOWING TOO CLOSELY	STRAIGHT AHEAD	EAST							

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUM	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT			HUMAN FACTOR		ACTIVITY PRIOR		DIRECTION				
			NO VIOLATIONS		STOPPED IN TRAFFIC	EAST					
* 07	2ND ST MV-MV	BEVERLY ST	JUN 30 07	1325	11267	00 00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			INATTENTIVE DRIVER		STRAIGHT AHEAD		SOUTH				
			NO VIOLATIONS		STRAIGHT AHEAD		EAST				
* 07	2ND ST MV-MV	BEVERLY ST	AUG 23 07	1600	16042	01 00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			UNKNOWN		STRAIGHT AHEAD		WEST				
			NO VIOLATIONS		STOPPED IN TRAFFIC		WEST				
* 07	2ND ST MV-MV	BEVERLY ST	SEP 27 07	1550	16969	00 00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		STRAIGHT AHEAD		EAST				
			NO VIOLATIONS		STOPPED IN TRAFFIC		EAST				
* 07	2ND ST MV-MV	BEVERLY ST	NOV 02 07	X	22986	00 00	DARK LIGHTED	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			NO VIOLATIONS		LEFT TURN		EAST				
			DISREGARD TRAF CONTROL		STRAIGHT AHEAD		WEST				
* 07	2ND ST MV-MV	BEVERLY ST	NOV 04 07	2056	19215	00 00	DARK LIGHTED	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			DISREGARD TRAF CONTROL		STRAIGHT AHEAD		WEST				
			NO VIOLATIONS		STRAIGHT AHEAD		SOUTH				
* 07	2ND ST MV-MV	BEVERLY ST	DEC 10 07	1454	21891	00 00	DAYLIGHT	ICY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			UNSAFE SPEED		SLOWING		EAST				
			NO VIOLATIONS		STOPPED IN TRAFFIC		EAST				
* 07	2ND ST MV-MV	BEVERLY ST	DEC 17 07	1300	22990	00 00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			DISTRACTION		SLOWING		WEST				
			NO VIOLATIONS		STOPPED IN TRAFFIC		WEST				
* 07	2ND ST MV-MV	BEVERLY ST	DEC 21 07	1411	23448	00 00	DAYLIGHT	SNOWY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			UNSAFE SPEED		STRAIGHT AHEAD		EAST				
			NO VIOLATIONS		STOPPED IN TRAFFIC		EAST				

>>> TOTAL CRASHES IN THIS REPORT: 82

PDO CRASHES: 59

INJURY CRASHES: 23

FATAL CRASHES: 0

TOTAL PERSONS INJURED: 31

TOTAL PERSONS KILLED: 0

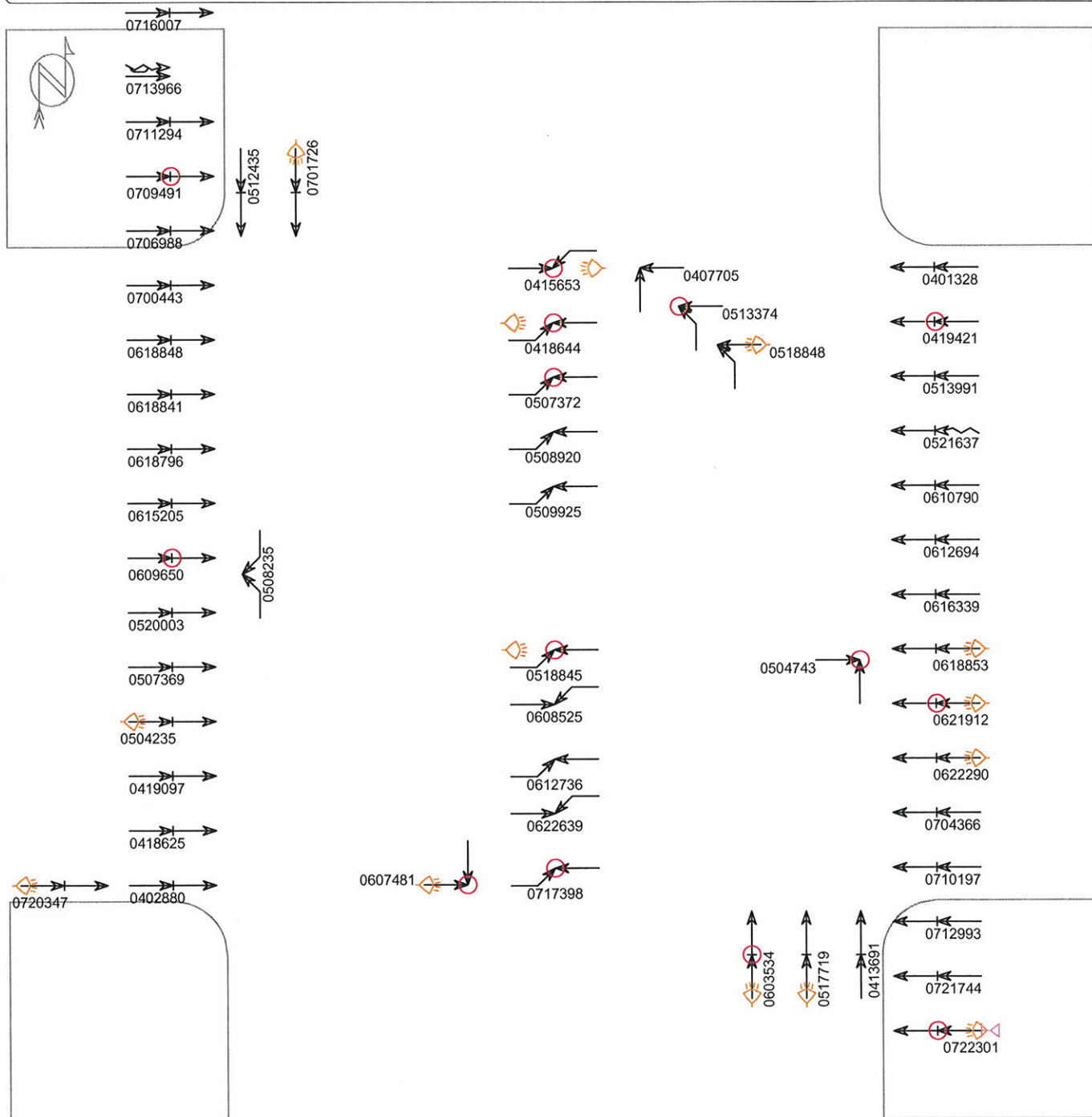
*** CREATED: 04/29/08 13.50.30 BY: WY4724

0716998

0716122

57 Accidents

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



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

← Straight	▢ Parked	× Pedestrian	Fixed objects:	
← Stopped	↔ Lane Change	⊗ Bicycle	□ General	▣ Pole
← Unknown	↪ Avoid Object	○ Injury	▤ Signal	▣ Curb
↔ Backing	↘ Right turn	⊙ Fatality	▤ Tree	⊗ Animal
↔ Overtaking	↙ Left turn	⏰ Nighttime	◀ 3rd vehicle	
↔ Sideswipe	↺ U-turn	🚗 DUI	★ Extra data	

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUM	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT		HUMAN FACTOR	ACTIVITY		PRIOR	DIRECTION						
» 04	WALSH DR	2ND ST	SEP 10 04	1500	13691	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		FOLLOWING TOO CLOSELY		SLOWING	NORTH						
			NO VIOLATIONS		STOPPED IN TRAFFIC	NORTH						
» 04	2ND ST	WALSH DR	JAN 28 04	1545	01328	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		OTHER		SLOWING	WEST						
			NO VIOLATIONS		STOPPED IN TRAFFIC	WEST						
» 04	2ND ST	WALSH DR	FEB 28 04	1335	02880	00	00	DAYLIGHT	SNOWY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		NO VIOLATIONS		STOPPED IN TRAFFIC	EAST						
			FOLLOWING TOO CLOSELY		STRAIGHT AHEAD	EAST						
			FOLLOWING TOO CLOSELY		STRAIGHT AHEAD	EAST						
» 04	2ND ST	WALSH DR	JUN 01 04	0831	07705	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
	MV-MV		DISREGARD TRAF CONTROL		STRAIGHT AHEAD	WEST						
			NO VIOLATIONS		STRAIGHT AHEAD	NORTH						
» 04	2ND ST	WALSH DR	OCT 15 04	2312	15653	01	00	DARK LIGHTED	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
	MV-MV		INATTENTIVE DRIVER		LEFT TURN	WEST						
			INATTENTIVE DRIVER		STRAIGHT AHEAD	EAST						
» 04	2ND ST	WALSH DR	NOV 19 04	1435	18625	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		INATTENTIVE DRIVER		SLOWING	EAST						
			NO VIOLATIONS		STOPPED IN TRAFFIC	EAST						
» 04	2ND ST	WALSH DR	NOV 27 04	1712	18644	01	00	DARK LIGHTED	WET	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
	MV-MV		FAILURE TO GRANT ROW		LEFT TURN	EAST						
			NO VIOLATIONS		STRAIGHT AHEAD	WEST						
» 04	2ND ST	WALSH DR	DEC 03 04	1427	19097	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		INATTENTIVE DRIVER		STRAIGHT AHEAD	EAST						
			NO VIOLATIONS		STOPPED IN TRAFFIC	EAST						
			NO VIOLATIONS		STOPPED IN TRAFFIC	EAST						
» 04	2ND ST	WALSH DR	DEC 06 04	1502	19421	02	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		FOLLOWING TOO CLOSELY		STRAIGHT AHEAD	WEST						
			NO VIOLATIONS		STOPPED IN TRAFFIC	WEST						
			NO VIOLATIONS		STOPPED IN TRAFFIC	WEST						
» 05	WALSH DR	2ND ST	AUG 07 05	2059	12435	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		INATTENTIVE DRIVER		STRAIGHT AHEAD	SOUTH						
			NO VIOLATIONS		STOPPED IN TRAFFIC	SOUTH						

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUM	NUM INJ	NUM KIL	COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION									
» 05	WALSH DR MV-MV	2ND ST	NOV 05 05	1733	17719	00	00	00	DARK LIGHTED	DRY	4-WAY INTERSECTION REAR END	INTERSECTION RELATED
			INATTENTIVE DRIVER						STRAIGHT AHEAD	NORTH		
			NO VIOLATIONS						STOPPED IN TRAFFIC	NORTH		
» 05	2ND ST MV-MV	WALSH DR	MAR 21 05	1900	04235	00	00	00	DARK LIGHTED	WET	4-WAY INTERSECTION REAR END	INTERSECTION RELATED
			NO VIOLATIONS						STOPPED IN TRAFFIC	EAST		
			FOLLOWING TOO CLOSELY						STARTING OUT	EAST		
» 05	2ND ST MV-MV	WALSH DR	MAR 26 05	1244	04743	02	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION ANGLE COLLISION	INTERSECTION
			DISREGARD TRAF CONTROL						STRAIGHT AHEAD	EAST		
			NO VIOLATIONS						STRAIGHT AHEAD	NORTH		
» 05	2ND ST MV-MV	WALSH DR	MAY 14 05	1214	07369	00	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY						STRAIGHT AHEAD	EAST		
			NO VIOLATIONS						STOPPED IN TRAFFIC	EAST		
» 05	2ND ST MV-MV	WALSH DR	MAY 14 05	1515	07372	01	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW						LEFT TURN	EAST		
			NO VIOLATIONS						STRAIGHT AHEAD	WEST		
» 05	2ND ST MV-MV	WALSH DR	JUN 06 05	1600	08235	00	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION RIGHT TURN	INTERSECTION
			INATTENTIVE DRIVER						RIGHT TURN	SOUTH		
			NO VIOLATIONS						LEFT TURN	NORTH		
			NO VIOLATIONS						STOPPED IN TRAFFIC	EAST		
» 05	2ND ST MV-MV	WALSH DR	JUN 10 05	1310	08920	00	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW						LEFT TURN	EAST		
			NO VIOLATIONS						STRAIGHT AHEAD	WEST		
» 05	2ND ST MV-MV	WALSH DR	JUL 02 05	1230	09925	00	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION LEFT TURN	INTERSECTION
			OTHER						STRAIGHT AHEAD	WEST		
			FAILURE TO GRANT ROW						LEFT TURN	EAST		
» 05	2ND ST MV-MV	WALSH DR	AUG 26 05	1510	13374	04	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION LEFT TURN	INTERSECTION
			INATTENTIVE DRIVER						STRAIGHT AHEAD	WEST		
			NO VIOLATIONS						LEFT TURN	N EAST		
» 05	2ND ST MV-MV	WALSH DR	SEP 02 05	1353	13991	00	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY						STRAIGHT AHEAD	WEST		
			NO VIOLATIONS						STOPPED IN TRAFFIC	WEST		

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUMBER	NUM ING	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
	1ST HARMFUL EVENT		HUMAN FACTOR		ACTIVITY PRIOR				DIRECTION			
» 05	2ND ST MV-MV	WALSH DR	NOV 29 05	1728	18848	00	00	DARK LIGHTED WEST	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			DISREGARD TRAF CONTROL	STRAIGHT AHEAD				NORTH				
			NO VIOLATIONS		LEFT TURN							
» 05	2ND ST MV-MV	WALSH DR	NOV 29 05	1804	18845	01	00	DARK UNLIGHTED EAST	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			NO VIOLATIONS		LEFT TURN			EAST				
			DISREGARD TRAF CONTROL	STRAIGHT AHEAD				WEST				
» 05	2ND ST MV-MV	WALSH DR	DEC 07 05	1211	20003	00	00	DAYLIGHT EAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY	STRAIGHT AHEAD				EAST				
			NO VIOLATIONS		SLOWING			EAST				
» 05	2ND ST MV-MV	WALSH DR	DEC 29 05	1250	21637	00	00	DAYLIGHT WEST	ICY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			UNSAFE SPEED	CHANGING LANES				WEST				
			NO VIOLATIONS	STRAIGHT AHEAD				WEST				
» 06	2ND ST MV-MV	WALSH DR	FEB 23 06	1911	03534	01	00	DARK LIGHTED N EAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			NO VIOLATIONS	SLOWING				N EAST				
			INATTENTIVE DRIVER	STRAIGHT AHEAD				N EAST				
» 06	2ND ST MV-MV	WALSH DR	APR 27 06	2253	07481	01	00	DARK LIGHTED EAST	WET	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			DISREGARD TRAF CONTROL	STRAIGHT AHEAD				EAST				
			NO VIOLATIONS	STRAIGHT AHEAD				SOUTH				
» 06	2ND ST MV-MV	WALSH DR	MAY 18 06	1207	08525	00	00	DAYLIGHT WEST	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			DISREGARD TRAF CONTROL	LEFT TURN				WEST				
			FAILURE TO GRANT ROW	STRAIGHT AHEAD				EAST				
» 06	2ND ST MV-MV	WALSH DR	JUN 16 06	1452	09650	02	00	DAYLIGHT EAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			INATTENTIVE DRIVER	STRAIGHT AHEAD				EAST				
			NO VIOLATIONS	STOPPED IN TRAFFIC				EAST				
» 06	2ND ST MV-MV	WALSH DR	JUL 01 06	1205	10790	00	00	DAYLIGHT WEST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY	SLOWING				WEST				
			NO VIOLATIONS	STOPPED IN TRAFFIC				WEST				
» 06	2ND ST MV-MV	WALSH DR	AUG 13 06	1453	12694	00	00	DAYLIGHT WEST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY	STRAIGHT AHEAD				WEST				
			NO VIOLATIONS	STOPPED IN TRAFFIC				WEST				
» 06	2ND ST MV-MV	WALSH DR	AUG 14 06	1840	12736	00	00	DAYLIGHT EAST	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			NO VIOLATIONS	LEFT TURN				EAST				

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REFR NUMBER	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
	1ST HARMFUL EVENT		HUMAN FACTOR		ACTIVITY PRIOR			DIRECTION				
					DISREGARD TRAF CONTROL	STRAIGHT AHEAD		WEST				
» 06	2ND ST MV-WV	WALSH DR	SEP 18 06	1307	15205	00	00	DAYLIGHT FOLLOWING TOO CLOSELY STARTING OUT NO VIOLATIONS	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
» 06	2ND ST MV-WV	WALSH DR	OCT 08 06	1134	16339	00	00	DAYLIGHT DISTRACTION STOPPED IN TRAFFIC WEST NO VIOLATIONS	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
» 06	2ND ST MV-WV	WALSH DR	NOV 22 06	1551	18796	00	00	DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD NO VIOLATIONS	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
» 06	2ND ST MV-WV	WALSH DR	NOV 22 06	1645	18841	00	00	DAYLIGHT NO VIOLATIONS STRAIGHT AHEAD FOLLOWING TOO CLOSELY STRAIGHT AHEAD	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
» 06	2ND ST MV-WV	WALSH DR	NOV 24 06	1248	18848	00	00	DAYLIGHT FOLLOWING TOO CLOSELY STRAIGHT AHEAD NO VIOLATIONS	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
» 06	2ND ST MV-WV	WALSH DR	NOV 24 06	1723	18853	00	00	DARK LIGHTED FOLLOWING TOO CLOSELY STRAIGHT AHEAD NO VIOLATIONS	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
» 06	2ND ST MV-WV	WALSH DR	DEC 19 06	1707	21912	01	00	DARK LIGHTED OTHER SLOWING WEST NO VIOLATIONS STRAIGHT AHEAD STOPPED IN TRAFFIC WEST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
» 06	2ND ST MV-WV	WALSH DR	DEC 23 06	1732	22290	00	00	DARK LIGHTED FOLLOWING TOO CLOSELY STARTING OUT NO VIOLATIONS STOPPED IN TRAFFIC WEST	ICY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
» 06	2ND ST MV-WV	WALSH DR	DEC 31 06	0730	22639	00	00	DAYLIGHT DISREGARD TRAF CONTROL STRAIGHT AHEAD NO VIOLATIONS LEFT TURN	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
» 07	WALSH DR MV-WV	2ND ST	JAN 20 07	2210	01726	00	00	DARK LIGHTED NO VIOLATIONS STOPPED IN TRAFFIC SOUTH	SNOWY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED

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

YEAR	STREET NAME	STREET	ACC DATE	ACC TIME	REPT NUMBER	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT			HUMAN FACTOR	ACTIVITY PRIOR			DIRECTION					
FOLLOWING TOO CLOSELY STRAIGHT AHEAD SOUTH												
» 07	2ND ST MV-MV	WALSH DR	JAN 07 07	1217	00443	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST									
			NO VIOLATIONS STOPPED IN TRAFFIC EAST									
» 07	2ND ST MV-MV	WALSH DR	FEB 28 07	1200	04366	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			INATTENTIVE DRIVER STRAIGHT AHEAD WEST									
			NO VIOLATIONS STRAIGHT AHEAD WEST									
» 07	2ND ST MV-MV	WALSH DR	APR 13 07	1230	06988	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	OTHER	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST									
			NO VIOLATIONS STOPPED IN TRAFFIC EAST									
			NO VIOLATIONS STOPPED IN TRAFFIC EAST									
» 07	2ND ST MV-MV	WALSH DR	JUN 01 07	1104	09491	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST									
			NO VIOLATIONS STOPPED IN TRAFFIC EAST									
» 07	2ND ST MV-MV	WALSH DR	JUN 08 07	1240	10197	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY SLOWING WEST									
			NO VIOLATIONS STOPPED IN TRAFFIC WEST									
» 07	2ND ST MV-MV	WALSH DR	JUL 02 07	1625	11294	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST									
			NO VIOLATIONS STOPPED IN TRAFFIC EAST									
» 07	2ND ST MV-MV	WALSH DR	JUL 31 07	1625	12993	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST									
			NO VIOLATIONS STOPPED IN TRAFFIC WEST									
» 07	2ND ST MV-MV	WALSH DR	AUG 10 07	1700	13966	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED
			IMPROPER TURNING CHANGING LANES EAST									
			NO VIOLATIONS STRAIGHT AHEAD EAST									
» 07	2ND ST MV-MV	WALSH DR	SEP 19 07	1541	16007	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST									
			NO VIOLATIONS STOPPED IN TRAFFIC EAST									
» 07	2ND ST MV-MV	WALSH DR	SEP 21 07	2001	16104	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST									
			NO VIOLATIONS STOPPED IN TRAFFIC EAST									

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPRT NUM	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
	1ST HARMFUL EVENT		HUMAN FACTOR		ACTIVITY				DIRECTION			
					PRIOR							
» 07	2ND ST MV-MV	WALSH DR	SEP 23 07	1920	16122	02	00	DAYLIGHT EAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		SLOWING			EAST				
			NO VIOLATIONS		STOPPED IN TRAFFIC			EAST				
» 07	2ND ST MV-MV	WALSH DR	OCT 01 07	1610	15998	00	00	DAYLIGHT EAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		SLOWING			EAST				
			NO VIOLATIONS		STOPPED IN TRAFFIC			EAST				
» 07	2ND ST MV-MV	WALSH DR	OCT 13 07	1333	17398	01	00	DAYLIGHT STRAIGHT AHEAD	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			UNKNOWN					WEST				
			NO VIOLATIONS		LEFT TURN			EAST				
» 07	2ND ST MV-MV	WALSH DR	NOV 15 07	1730	20347	00	00	DARK LIGHTED EAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		SLOWING			EAST				
			NO VIOLATIONS		STOPPED IN TRAFFIC			EAST				
» 07	2ND ST MV-MV	WALSH DR	DEC 07 07	1348	21744	00	00	DAYLIGHT WEST	ICY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			UNSAFE SPEED		SLOWING			WEST				
			NO VIOLATIONS		STOPPED IN TRAFFIC			WEST				
» 07	2ND ST MV-MV	WALSH DR	DEC 15 07	0016	22301	01	00	DARK LIGHTED WEST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			ALCOHOL RELATED		SLOWING			WEST				
			NO VIOLATIONS		STOPPED IN TRAFFIC			WEST				

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>>> TOTAL CRASHES IN THIS REPORT: 57

PDO CRASHES: 42
INJURY CRASHES: 15
FATAL CRASHES: 0

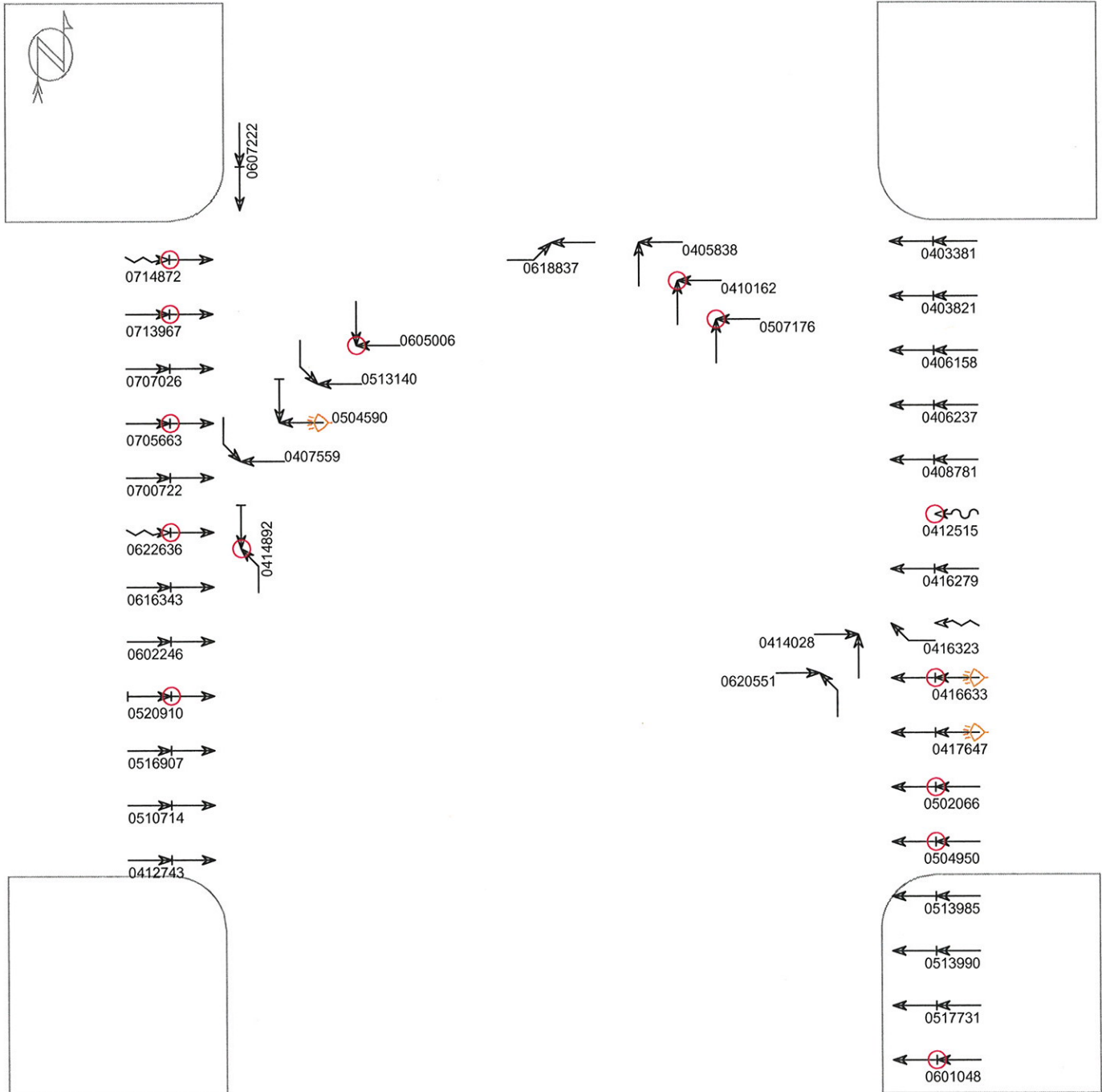
TOTAL PERSONS INJURED: 22
TOTAL PERSONS KILLED: 0

*** CREATED: 04/29/08 13.51.52
BY: WY4724

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44 Accidents

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



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

← Straight	▢ Parked	× Pedestrian	Fixed objects:
← Stopped	← Lane Change	× Bicycle	□ General
← Unknown	← Avoid Object	○ Injury	▣ Signal
↔ Backing	↗ Right turn	● Fatality	▣ Tree
↔ Overtaking	↖ Left turn	⚡ Nighttime	⚡ Pole
↔ Sideswipe	↪ U-turn	🚒 DUI	🚒 Curb
			🚒 Animal
			🚒 3rd vehicle
			🚒 Extra data

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

YEAR	STREET NAME	STREET	ACC DATE	ACC TIME	REPT NUM	NUM KIL	COND	ROAD ELEMENT	HIGHWAY	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY	PRIOR	DIRECTION							
» 04	FOREST DR MV-MV	2ND ST	SEP 30 04	1710	14892	02	00	DAYLIGHT	WET	4-WAY INTERSECTION LEFT TURN	INTERSECTION RELATED
			INATTENTIVE DRIVER		LEFT TURN			N EAST			
			NO VIOLATIONS		STOPPED IN TRAFFIC			SOUTH			
» 04	2ND ST MV-MV	FOREST DR	MAR 02 04	1325	03381	00	00	DAYLIGHT	WET	4-WAY INTERSECTION REAR END	INTERSECTION RELATED
			INATTENTIVE DRIVER		SLOWING			WEST			
			NO VIOLATIONS		STOPPED IN TRAFFIC			WEST			
			NO VIOLATIONS		STOPPED IN TRAFFIC			WEST			
» 04	2ND ST MV-MV	FOREST DR	MAR 13 04	1517	03821	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		STRAIGHT AHEAD			WEST			
			NO VIOLATIONS		STOPPED IN TRAFFIC			WEST			
			NO VIOLATIONS		STOPPED IN TRAFFIC			WEST			
» 04	2ND ST MV-MV	FOREST DR	APR 22 04	1719	05838	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION ANGLE COLLISION	INTERSECTION
			INATTENTIVE DRIVER		STRAIGHT AHEAD			WEST			
			NO VIOLATIONS		STRAIGHT AHEAD			NORTH			
» 04	2ND ST MV-MV	FOREST DR	APR 26 04	1300	06158	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION REAR END	INTERSECTION RELATED
			INATTENTIVE DRIVER		SLOWING			WEST			
			NO VIOLATIONS		STOPPED IN TRAFFIC			WEST			
» 04	2ND ST MV-MV	FOREST DR	MAY 01 04	1400	06237	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION REAR END	INTERSECTION RELATED
			INATTENTIVE DRIVER		STRAIGHT AHEAD			WEST			
			NO VIOLATIONS		STOPPED IN TRAFFIC			WEST			
» 04	2ND ST MV-MV	FOREST DR	MAY 24 04	1655	07559	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION LEFT TURN	INTERSECTION
			INATTENTIVE DRIVER		STRAIGHT AHEAD			WEST			
			NO VIOLATIONS		LEFT TURN			SOUTH			
» 04	2ND ST MV-MV	FOREST DR	JUN 18 04	1932	08781	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION REAR END	INTERSECTION RELATED
			NO VIOLATIONS		STARTING OUT			WEST			
			FAILURE TO GRANT ROW		STARTING OUT			WEST			
» 04	2ND ST MV-MV	FOREST DR	JUL 12 04	1015	10162	02	00	DAYLIGHT	DRY	4-WAY INTERSECTION ANGLE COLLISION	INTERSECTION
			DISREGARD TRAP CONTROL		STRAIGHT AHEAD			WEST			
			NO VIOLATIONS		STRAIGHT AHEAD			NORTH			
» 04	2ND ST OTHER NON-COLLISION	FOREST DR	AUG 15 04	2044	13515	02	00	DAYLIGHT	DRY	4-WAY INTERSECTION -	INTERSECTION
			NO VIOLATIONS		AVOIDING OBJECT			WEST			
» 04	2ND ST MV-MV	FOREST DR	AUG 23 04	1105	12743	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		SLOWING			EAST			

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPRT NUM	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
	1ST HARMFUL EVENT		HUMAN FACTOR		ACTIVITY PRIOR		DIRECTION				
			NO VIOLATIONS		STOPPED IN TRAFFIC	EAST					
» 04	2ND ST MV-MV	FOREST DR	SEP 15 04	1400	14028 00	00	DAYLIGHT EAST	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			DISREGARD TRAF CONTROL		STRAIGHT AHEAD		NORTH				
			NO VIOLATIONS								
» 04	2ND ST MV-MV	FOREST DR	OCT 22 04	1401	16279 00	00	DAYLIGHT WEST	WET	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			UNSAFE SPEED		STRAIGHT AHEAD		WEST				
			NO VIOLATIONS		STOPPED IN TRAFFIC		WEST				
» 04	2ND ST MV-MV	FOREST DR	OCT 25 04	1403	16323 00	00	DAYLIGHT WEST	DRY	4-WAY INTERSECTION	RIGHT TURN	INTERSECTION RELATED
			UNKNOWN		CHANGING LANES		WEST				
			UNKNOWN		RIGHT TURN		WEST				
» 04	2ND ST MV-MV	FOREST DR	NOV 03 04	0335	16633 01	00	DARK UNLIGHTED WEST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			NO VIOLATIONS		STOPPED IN TRAFFIC		WEST				
			FOLLOWING TOO CLOSELY		STRAIGHT AHEAD		WEST				
» 04	2ND ST MV-MV	FOREST DR	NOV 13 04	1809	17647 00	00	DARK LIGHTED WEST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		STRAIGHT AHEAD		WEST				
			NO VIOLATIONS		STOPPED IN TRAFFIC		WEST				
» 05	2ND ST MV-MV	FOREST DR	FEB 05 05	1100	02066 01	00	DAYLIGHT WEST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			NO VIOLATIONS		SLOWING		WEST				
			FOLLOWING TOO CLOSELY		STRAIGHT AHEAD		WEST				
» 05	2ND ST MV-MV	FOREST DR	MAR 23 05	1930	04590 00	00	DARK LIGHTED WEST	ICY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			UNSAFE SPEED		SLOWING		WEST				
			NO VIOLATIONS		STOPPED IN TRAFFIC		SOUTH				
» 05	2ND ST MV-MV	FOREST DR	MAR 31 05	1308	04950 03	00	DAYLIGHT WEST	WET	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			INATTENTIVE DRIVER		STRAIGHT AHEAD		WEST				
			NO VIOLATIONS		SLOWING		WEST				
» 05	2ND ST MV-MV	FOREST DR	MAY 12 05	1525	07176 04	00	DAYLIGHT NORTH	WET	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			FAILURE TO GRANT ROW		STRAIGHT AHEAD		WEST				
			NO VIOLATIONS		STRAIGHT AHEAD		WEST				
» 05	2ND ST MV-MV	FOREST DR	JUL 20 05	1306	10714 00	00	DAYLIGHT EAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		SLOWING		EAST				
			NO VIOLATIONS		SLOWING		EAST				

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPRT NUM	NUM KIL	COND	ROAD ELEMENT	HIGHWAY COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION							
» 05	2ND ST MV-MV	FOREST DR	AUG 16 05	1629	13140	00 00	DAYLIGHT	WEST	4-WAY INTERSECTION	LEFT TURN INTERSECTION
			FAILURE TO GRANT ROW		STRAIGHT AHEAD		WEST			
			NO VIOLATIONS		LEFT TURN		SOUTH			
» 05	2ND ST MV-MV	FOREST DR	SEP 02 05	0940	13985	00 00	DAYLIGHT	WEST	4-WAY INTERSECTION	REAR END INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		STRAIGHT AHEAD		WEST			
			NO VIOLATIONS		STOPPED IN TRAFFIC		WEST			
» 05	2ND ST MV-MV	FOREST DR	SEP 02 05	1340	13990	00 00	DAYLIGHT	WEST	4-WAY INTERSECTION	REAR END INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		STRAIGHT AHEAD		WEST			
			NO VIOLATIONS		STOPPED IN TRAFFIC		WEST			
			NO VIOLATIONS		STOPPED IN TRAFFIC		WEST			
» 05	2ND ST MV-MV	FOREST DR	OCT 26 05	0752	16907	00 00	DAYLIGHT	EAST	4-WAY INTERSECTION	REAR END INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		STRAIGHT AHEAD		EAST			
			NO VIOLATIONS		STOPPED IN TRAFFIC		EAST			
» 05	2ND ST MV-MV	FOREST DR	NOV 07 05	1337	17731	00 00	DAYLIGHT	WEST	4-WAY INTERSECTION	REAR END INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		STRAIGHT AHEAD		WEST			
			NO VIOLATIONS		STOPPED IN TRAFFIC		WEST			
» 05	2ND ST MV-MV	FOREST DR	DEC 23 05	1425	20910	01 00	DAYLIGHT	EAST	4-WAY INTERSECTION	REAR END INTERSECTION RELATED
			NO VIOLATIONS		STOPPED IN TRAFFIC		EAST			
			NO VIOLATIONS		STOPPED IN TRAFFIC		EAST			
			FOLLOWING TOO CLOSELY		STRAIGHT AHEAD		EAST			
» 06	FOREST DR MV-MV	2ND ST	MAR 12 06	1711	05006	01 00	DAYLIGHT	WEST	4-WAY INTERSECTION	ANGLE COLLISION INTERSECTION RELATED
			NO VIOLATIONS		STRAIGHT AHEAD		WEST			
			NO VIOLATIONS		STARTING OUT		SOUTH			
» 06	FOREST DR MV-MV	2ND ST	APR 24 06	1251	07222	00 00	DAYLIGHT	SOUTH	4-WAY INTERSECTION	REAR END INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		SLOWING		SOUTH			
			NO VIOLATIONS		SLOWING		SOUTH			
» 06	2ND ST MV-MV	FOREST DR	JAN 16 06	1516	01048	01 00	DAYLIGHT	WEST	4-WAY INTERSECTION	REAR END INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		STRAIGHT AHEAD		WEST			
			NO VIOLATIONS		SLOWING		WEST			
			NO VIOLATIONS		SLOWING		WEST			
» 06	2ND ST MV-MV	FOREST DR	FEB 06 06	1212	02246	00 00	DAYLIGHT	EAST	4-WAY INTERSECTION	REAR END INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		STRAIGHT AHEAD		EAST			
			NO VIOLATIONS		STOPPED IN TRAFFIC		EAST			

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPRT NUM	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY	PRIOR	DIRECTION								
» 06	2ND ST MV-MV	FOREST DR	MAR 12 06	1700	04733	00	00	DAYLIGHT	ICY	4-WAY INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED
			NO VIOLATIONS			STOPPING		WEST				
			NO VIOLATIONS			STOPPED IN TRAFFIC		WEST				
» 06	2ND ST MV-MV	FOREST DR	JUN 18 06	0410	09662	02	00	DARK LIGHTED	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FATIGUE			STRAIGHT AHEAD		WEST				
			NO VIOLATIONS			STOPPED IN TRAFFIC		WEST				
» 06	2ND ST MV-MV	FOREST DR	SEP 13 06	1320	15153	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			DISTRACTION			OTHER		WEST				
			NO VIOLATIONS			STOPPED IN TRAFFIC		WEST				
» 06	2ND ST MV-MV	FOREST DR	OCT 07 06	1447	16343	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY			STRAIGHT AHEAD		EAST				
			NO VIOLATIONS			STOPPED IN TRAFFIC		EAST				
» 06	2ND ST MV-MV	FOREST DR	OCT 21 06	1034	17335	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY			STRAIGHT AHEAD		WEST				
			NO VIOLATIONS			STOPPED IN TRAFFIC		WEST				
» 06	2ND ST MV-MV	FOREST DR	NOV 22 06	1400	18837	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW			LEFT TURN		EAST				
			NO VIOLATIONS			STRAIGHT AHEAD		WEST				
» 06	2ND ST MV-MV	FOREST DR	DEC 03 06	1555	20551	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			DISREGARD TRAP CONTROL			LEFT TURN		NORTH				
			NO VIOLATIONS			STRAIGHT AHEAD		EAST				
» 06	2ND ST MV-MV	FOREST DR	DEC 30 06	1511	22636	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			INATTENTIVE DRIVER			CHANGING LANES		EAST				
			NO VIOLATIONS			STRAIGHT AHEAD		EAST				
» 07	2ND ST MV-MV	FOREST DR	JAN 11 07	1440	00722	00	00	DAYLIGHT	SNOWY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			NO VIOLATIONS			STRAIGHT AHEAD		EAST				
			NO VIOLATIONS			STOPPED IN TRAFFIC		EAST				
» 07	2ND ST MV-MV	FOREST DR	MAR 23 07	0830	05663	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY			STRAIGHT AHEAD		EAST				
			NO VIOLATIONS			STOPPED IN TRAFFIC		EAST				
» 07	2ND ST MV-MV	FOREST DR	APR 17 07	1334	07026	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			INATTENTIVE DRIVER			STRAIGHT AHEAD		EAST				

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	ACC REPT NUMBER	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
	1ST HARMFUL EVENT		HUMAN FACTOR		ACTIVITY PRIOR			DIRECTION				
								STOPPED IN TRAFFIC	EAST			
» 07	2ND ST MV-MV	FOREST DR	AVG 10 07	1333	13967	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			INATTENTIVE DRIVER					STARTING OUT	EAST			
			NO VIOLATIONS					STOPPED IN TRAFFIC	EAST			
» 07	2ND ST MV-MV	FOREST DR	SEP 02 07	1657	14872	04	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			DISTRACTION					CHANGING LANES	EAST			
			NO VIOLATIONS					STOPPED IN TRAFFIC	EAST			

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>>> TOTAL CRASHES IN THIS REPORT: 44

PDO CRASHES: 28
INJURY CRASHES: 16
FATAL CRASHES: 0

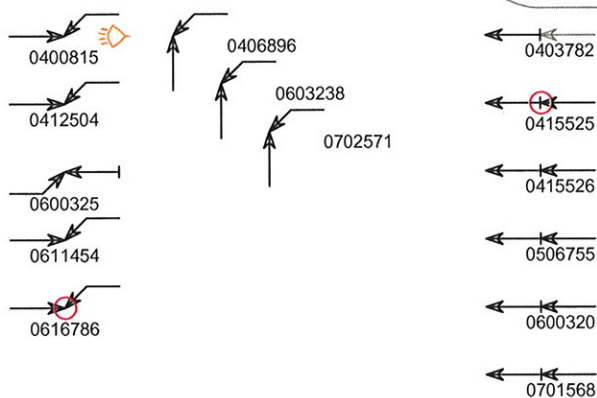
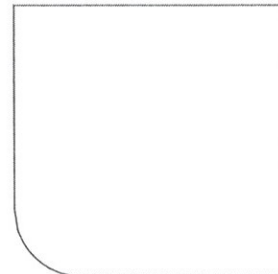
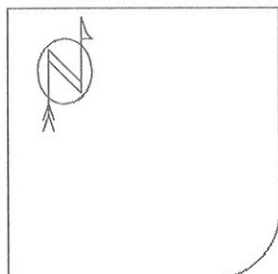
TOTAL PERSONS INJURED: 28
TOTAL PERSONS KILLED: 0

*** CREATED: 04/29/08 13.53.15 BY: WY4724

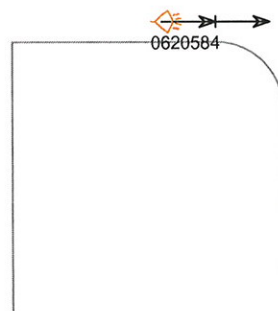
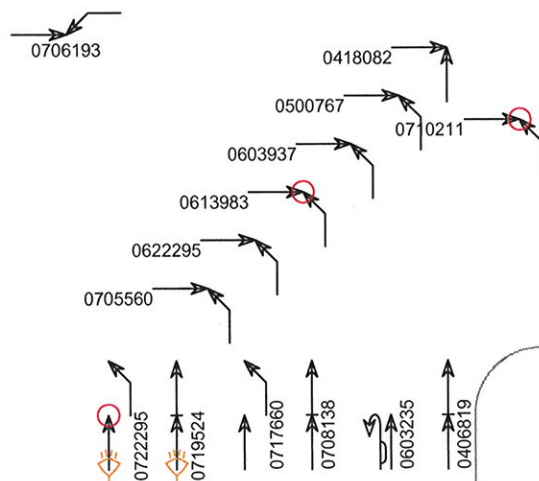
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30 Accidents

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



0615356



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

← Straight	▬ Parked	× Pedestrian	Fixed objects:	
← Stopped	↔ Lane Change	⊗ Bicycle	□ General	▣ Pole
← Unknown	↔ Avoid Object	○ Injury	▣ Signal	▣ Curb
↔ Backing	↘ Right turn	⊙ Fatality	▣ Tree	⊗ Animal
↔ Overtaking	↙ Left turn	👤 Nighttime	◀ 3rd vehicle	
↔ Sideswipe	↺ U-turn	🚗 DUI	★ Extra data	

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUMBER	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION									
» 04	CY/WY 220 MV-MV	15TH ST	MAY 10 04	1159	06819	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			DISTRACTION					STRAIGHT AHEAD	N EAST			
			NO VIOLATIONS					STOPPED IN TRAFFIC	N EAST			
» 04	CY/WY 220 MV-MV	15TH ST	OCT 08 04	1045	15526	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY					STRAIGHT AHEAD	WEST			
			NO VIOLATIONS					SLOWING	WEST			
» 04	CY/WY 220 MV-MV	15TH ST	OCT 08 04	1049	15525	02	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY					SLOWING	WEST			
			NO VIOLATIONS					STOPPED IN TRAFFIC	WEST			
» 04	15TH ST MV-MV	CY/WY 220	JAN 12 04	2020	00815	00	00	DARK LIGHTED	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW					LEFT TURN	WEST			
			NO VIOLATIONS					STRAIGHT AHEAD	EAST			
» 04	15TH ST MV-MV	CY/WY 220	MAR 09 04	1502	03782	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY					OTHER	WEST			
			NO VIOLATIONS					STOPPED IN TRAFFIC	WEST			
» 04	15TH ST MV-MV	CY/WY 220	MAY 14 04	0830	06896	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW					LEFT TURN	WEST			
			NO VIOLATIONS					STRAIGHT AHEAD	N EAST			
» 04	15TH ST MV-MV	CY/WY 220	AUG 13 04	1343	12504	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW					LEFT TURN	WEST			
			NO VIOLATIONS					STRAIGHT AHEAD	EAST			
» 04	15TH ST MV-MV	CY/WY 220	NOV 22 04	0730	18082	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			FAILURE TO GRANT ROW					STARTING OUT	N WEST			
			NO VIOLATIONS					STRAIGHT AHEAD	EAST			
» 05	CY/WY 220 MV-MV	15TH ST	MAY 05 05	1225	06755	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY					STRAIGHT AHEAD	WEST			
			NO VIOLATIONS					STOPPED IN TRAFFIC	WEST			
» 05	15TH ST MV-MV	CY/WY 220	JAN 14 05	1405	00767	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW					LEFT TURN	NORTH			
			NO VIOLATIONS					SLOWING	EAST			
» 06	CY/WY 220 MV-MV	15TH ST	JAN 06 06	1520	00320	00	00	DAYLIGHT	DRY	2-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY					STOPPED IN TRAFFIC	WEST			

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUMBER	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT												
			HUMAN FACTOR			ACTIVITY PRIOR			DIRECTION			
» 06	CY/WY 220	15TH ST	JAN 06 06 1527	00325	00	00	DAYLIGHT	DRY	2-WAY INTERSECTION	LEFT TURN	INTERSECTION RELATED	
	MV-MV		NO VIOLATIONS			STRAIGHT AHEAD	WEST					
			FOLLOWING TOO CLOSELY			STRAIGHT AHEAD	WEST					
			NO VIOLATIONS			STOPPED IN TRAFFIC	WEST					
» 06	CY/WY 220	15TH ST	DEC 05 06 1726	20584	00	00	DARK LIGHTED	DRY	2-WAY INTERSECTION	REAR END	INTERSECTION RELATED	
	MV-MV		FOLLOWING TOO CLOSELY			STRAIGHT AHEAD	EAST					
			NO VIOLATIONS			SLOWING	EAST					
» 06	15TH ST	CY/WY 220	FEB 17 06 1329	03235	00	00	DAYLIGHT	ICY	2-WAY INTERSECTION	SIDESWIPE PASSING	INTERSECTION	
	MV-MV		OTHER			U-TURN	N EAST					
			NO VIOLATIONS			STRAIGHT AHEAD	N EAST					
» 06	15TH ST	CY/WY 220	FEB 17 06 1335	03238	00	00	DAYLIGHT	ICY	2-WAY INTERSECTION	LEFT TURN	INTERSECTION	
	MV-MV		FAILURE TO GRANT ROW			LEFT TURN	WEST					
			NO VIOLATIONS			STRAIGHT AHEAD	N EAST					
» 06	15TH ST	CY/WY 220	FEB 27 06 0720	03937	00	00	DAYLIGHT	DRY	2-WAY INTERSECTION	LEFT TURN	INTERSECTION	
	MV-MV		FAILURE TO GRANT ROW			LEFT TURN	NORTH					
			NO VIOLATIONS			STRAIGHT AHEAD	EAST					
» 06	15TH ST	CY/WY 220	JUL 12 06 1431	11454	00	00	DAYLIGHT	DRY	2-WAY INTERSECTION	LEFT TURN	INTERSECTION	
	MV-MV		FAILURE TO GRANT ROW			LEFT TURN	WEST					
			NO VIOLATIONS			STRAIGHT AHEAD	EAST					
» 06	15TH ST	CY/WY 220	AUG 27 06 1811	13983	04	00	DAYLIGHT	WET	2-WAY INTERSECTION	LEFT TURN	INTERSECTION	
	MV-MV		NO VIOLATIONS			STRAIGHT AHEAD	EAST					
			INEXPERIENCED DRIVER			LEFT TURN	N WEST					
» 06	15TH ST	CY/WY 220	SEP 28 06 1313	15355	00	00	DAYLIGHT	DRY	2-WAY INTERSECTION	HEAD ON	INTERSECTION RELATED	
	MV-MV		UNSAFE BACKING UP			BACKING	S EAST					
			NO VIOLATIONS			STOPPED IN TRAFFIC	N WEST					
» 06	15TH ST	CY/WY 220	OCT 11 06 1751	16786	01	00	DAYLIGHT	DRY	2-WAY INTERSECTION	LEFT TURN	INTERSECTION	
	MV-MV		NO VIOLATIONS			STRAIGHT AHEAD	EAST					
			IMPROPER TURNING			LEFT TURN	WEST					
» 06	15TH ST	CY/WY 220	DEC 23 06 1206	22295	00	00	DAYLIGHT	ICY	2-WAY INTERSECTION	LEFT TURN	INTERSECTION	
	MV-MV		FAILURE TO GRANT ROW			LEFT TURN	N WEST					

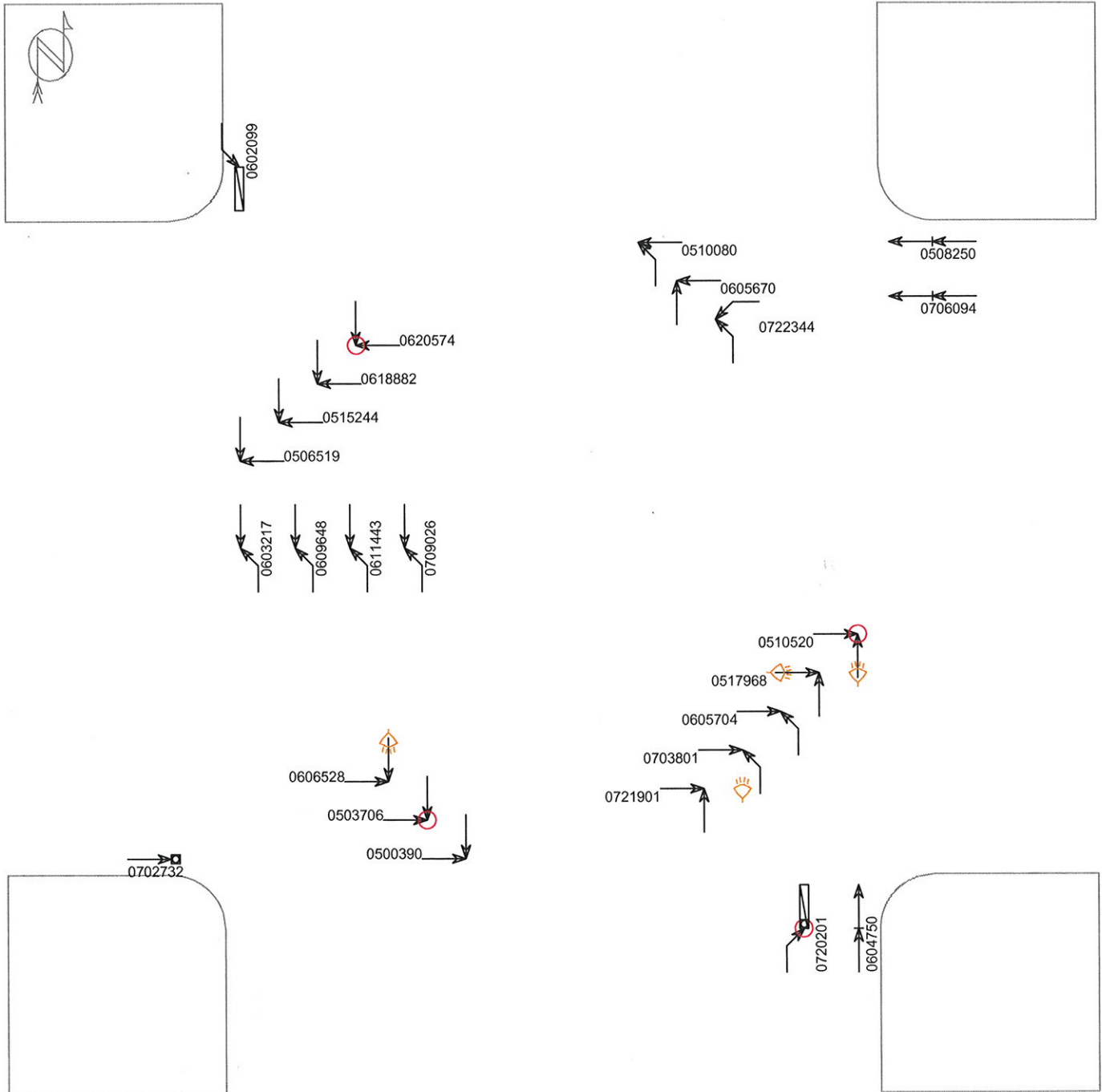
CRASH HISTORY CASPER INTERSECTION 15TH ST & CY AVE/WY 220
YEARS: 2004 - 2007

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUM	NUM INJ	KIL COND	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION	STRAIGHT AHEAD	EAST	NO VIOLATIONS	NO VIOLATIONS	NO VIOLATIONS	NO VIOLATIONS	NO VIOLATIONS	NO VIOLATIONS	NO VIOLATIONS
» 07	CY/WY 220 MV-WV	15TH ST	JAN 18 07	0755	01568	00	00	DAYLIGHT	SNOWY	2-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			UNSAFE SPEED					STRAIGHT AHEAD	WEST			
			NO VIOLATIONS					STOPPED IN TRAFFIC	WEST			
» 07	CY/WY 220 MV-WV	15TH ST	MAY 05 07	1221	08138	00	00	DAYLIGHT	SNOWY	2-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			UNKNOWN					STRAIGHT AHEAD	N EAST			
			NO VIOLATIONS					STOPPED IN TRAFFIC	N EAST			
» 07	15TH ST MV-WV	CY/WY 220	JAN 26 07	1621	02571	00	00	DAYLIGHT	DRY	2-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW					LEFT TURN	WEST			
			NO VIOLATIONS					STRAIGHT AHEAD	NORTH			
» 07	15TH ST MV-WV	CY/WY 220	MAR 19 07	0805	05560	00	00	DAYLIGHT	DRY	2-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW					LEFT TURN	N WEST			
			NO VIOLATIONS					STRAIGHT AHEAD	EAST			
» 07	15TH ST MV-WV	CY/WY 220	MAR 29 07	1700	06193	00	00	DAYLIGHT	SLUSH	2-WAY INTERSECTION	LEFT TURN	INTERSECTION
			INATTENTIVE DRIVER					LEFT TURN	WEST			
			NO VIOLATIONS					SLOWING	EAST			
» 07	15TH ST MV-WV	CY/WY 220	JUN 10 07	1557	10211	01	00	DAYLIGHT	DRY	2-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW					LEFT TURN	N WEST			
			NO VIOLATIONS					STRAIGHT AHEAD	EAST			
» 07	15TH ST MV-WV	CY/WY 220	OCT 13 07	1539	17660	00	00	DAYLIGHT	DRY	2-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW					LEFT TURN	N WEST			
			NO VIOLATIONS					STRAIGHT AHEAD	N EAST			
» 07	15TH ST MV-WV	CY/WY 220	NOV 07 07	1758	19524	00	00	DARK LIGHTED	DRY	2-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			NO VIOLATIONS					STARTING OUT	N WEST			
			FOLLOWING TOO CLOSELY					STOPPED IN TRAFFIC	N WEST			
» 07	15TH ST MV-WV	CY/WY 220	DEC 14 07	1713	22295	01	00	DARK LIGHTED	DRY	2-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW					LEFT TURN	N WEST			
			NO VIOLATIONS					STRAIGHT AHEAD	N EAST			

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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 |||
||| |||
||| *** CREATED: 04/29/08 13.54.26 BY: WY4724 |||
||| |||
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25 Accidents

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



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

← Straight	▬ Parked	× Pedestrian	Fixed objects:	
← Stopped	↩ Lane Change	⊗ Bicycle	□ General	▣ Pole
← Unknown	↪ Avoid Object	○ Injury	▤ Signal	▣ Curb
↔ Backing	↘ Right turn	◎ Fatality	▥ Tree	⌘ Animal
↔ Overtaking	↙ Left turn	⚡ Nighttime	◀ 3rd vehicle	
↔ Sideswipe	↻ U-turn	🚔 DUI	★ Extra data	

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUM	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT		HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION								
» 05	1ST ST MV-MV	MCKINLEY	JAN 10 05	1615	00390	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			NO VIOLATIONS		STRAIGHT AHEAD			EAST				
			FAILURE TO GRANT ROW		STRAIGHT AHEAD			SOUTH				
» 05	1ST ST MV-MV	MCKINLEY	MAR 09 05	1705	03706	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			DISREGARD TRAF CONTROL		STRAIGHT AHEAD			SOUTH				
			NO VIOLATIONS		STRAIGHT AHEAD			EAST				
» 05	1ST ST MV-MV	MCKINLEY	MAY 02 05	0805	06519	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			FAILURE TO GRANT ROW		STRAIGHT AHEAD			SOUTH				
			NO VIOLATIONS		STRAIGHT AHEAD			WEST				
» 05	1ST ST MV-MV	MCKINLEY	JUN 06 05	1250	08250	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION
			INATTENTIVE DRIVER		STRAIGHT AHEAD			WEST				
			NO VIOLATIONS		STOPPED IN TRAFFIC			WEST				
» 05	1ST ST MV-MV	MCKINLEY	JUL 05 05	1720	10080	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			NO VIOLATIONS		STRAIGHT AHEAD			WEST				
			IMPROPER TURNING		LEFT TURN			N EAST				
» 05	1ST ST MV-MV	MCKINLEY	JUL 13 05	2350	10520	01	00	DARK UNLIGHTED	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			INATTENTIVE DRIVER		STRAIGHT AHEAD			NORTH				
			NO VIOLATIONS		STRAIGHT AHEAD			EAST				
» 05	1ST ST MV-MV	MCKINLEY	OCT 02 05	1510	15244	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			FAILURE TO GRANT ROW		STRAIGHT AHEAD			SOUTH				
			NO VIOLATIONS		STRAIGHT AHEAD			WEST				
» 05	1ST ST MV-MV	MCKINLEY	NOV 10 05	1825	17968	00	00	DARK UNLIGHTED	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			NO VIOLATIONS		STRAIGHT AHEAD			EAST				
			FAILURE TO GRANT ROW		STARTING OUT			NORTH				
» 06	MCKINLEY PARKED MV	1ST ST	FEB 02 06	1700	02099	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION RELATED
			IMPROPER TURNING		LEFT TURN			SOUTH				
			NO DRIVER		PARKED			SOUTH				
» 06	MCKINLEY MV-MV	1ST ST	MAR 12 06	1655	04750	00	00	DAYLIGHT	ICY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			UNSAFE SPEED		SLOWING			N WEST				
			NO VIOLATIONS		STOPPED IN TRAFFIC			N WEST				
» 06	1ST ST MV-MV	MCKINLEY	FEB 03 06	1610	03217	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW		LEFT TURN			NORTH				

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUMBER	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION									
		NO VIOLATIONS	STRAIGHT AHEAD	SOUTH								
» 06	1ST ST MV-MV	MCKINLEY	MAR 21 06	1520	05704	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW LEFT TURN NORTH									
			NO VIOLATIONS STRAIGHT AHEAD EAST									
» 06	1ST ST MV-MV	MCKINLEY	MAR 25 06	1635	05670	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			NO VIOLATIONS STRAIGHT AHEAD WEST									
			FAILURE TO GRANT ROW STRAIGHT AHEAD NORTH									
» 06	1ST ST MV-MV	MCKINLEY	APR 13 06	2151	06528	00	00	DARK UNLIGHTED	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			FAILURE TO GRANT ROW STRAIGHT AHEAD SOUTH									
			NO VIOLATIONS STRAIGHT AHEAD EAST									
» 06	1ST ST MV-MV	MCKINLEY	JUN 16 06	1424	09648	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW LEFT TURN NORTH									
			NO VIOLATIONS STARTING OUT SOUTH									
» 06	1ST ST MV-MV	MCKINLEY	JUL 13 06	1722	11443	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW LEFT TURN NORTH									
			NO VIOLATIONS STRAIGHT AHEAD SOUTH									
» 06	1ST ST MV-MV	MCKINLEY	NOV 27 06	0859	18882	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			NO VIOLATIONS STRAIGHT AHEAD WEST									
			DISREGARD TRAF CONTROL STRAIGHT AHEAD SOUTH									
» 06	1ST ST MV-MV	MCKINLEY	DEC 06 06	1452	20574	02	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			NO VIOLATIONS STRAIGHT AHEAD WEST									
			DISREGARD TRAF CONTROL STRAIGHT AHEAD SOUTH									
» 07	1ST ST POST	MCKINLEY	FEB 13 07	0645	02732	00	00	DAWN OR DUSK	WET	4-WAY INTERSECTION	-	INTERSECTION RELATED
			FELL ASLEEP STRAIGHT AHEAD EAST									
» 07	1ST ST MV-MV	MCKINLEY	FEB 17 07	2351	03801	00	00	DARK UNLIGHTED	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW LEFT TURN NORTH									
			NO VIOLATIONS STRAIGHT AHEAD EAST									
» 07	1ST ST MV-MV	MCKINLEY	MAR 29 07	1105	06094	00	00	DAYLIGHT	SLUSH	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			NO VIOLATIONS SLOWING WEST									
			NO VIOLATIONS STOPPED IN TRAFFIC WEST									
» 07	1ST ST MV-MV	MCKINLEY	MAY 25 07	1012	09026	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			IMPROPER TURNING LEFT TURN N WEST									

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

YEAR	STREET NAME	ACC DATE	ACC TIME	REPT NUMBER	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
» 07	1ST ST	MCKINLEY	NOV 02 07	1703	20201	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	INTERSECTION RELATED
	OTHER SIGN		MEDICATION								
			NO DRIVER								
» 07	1ST ST	MCKINLEY	DEC 11 07	1552	21901	00	00	DAYLIGHT	WET	4-WAY INTERSECTION	INTERSECTION
	MV-MV		FAILURE TO GRANT ROW								
			NO VIOLATIONS								
» 07	1ST ST	MCKINLEY	DEC 18 07	1516	22344	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	INTERSECTION
	MV-MV		FAILURE TO GRANT ROW								
			NO VIOLATIONS								

>>> TOTAL CRASHES IN THIS REPORT: 25

PDO CRASHES: 21

INJURY CRASHES: 4

FATAL CRASHES: 0

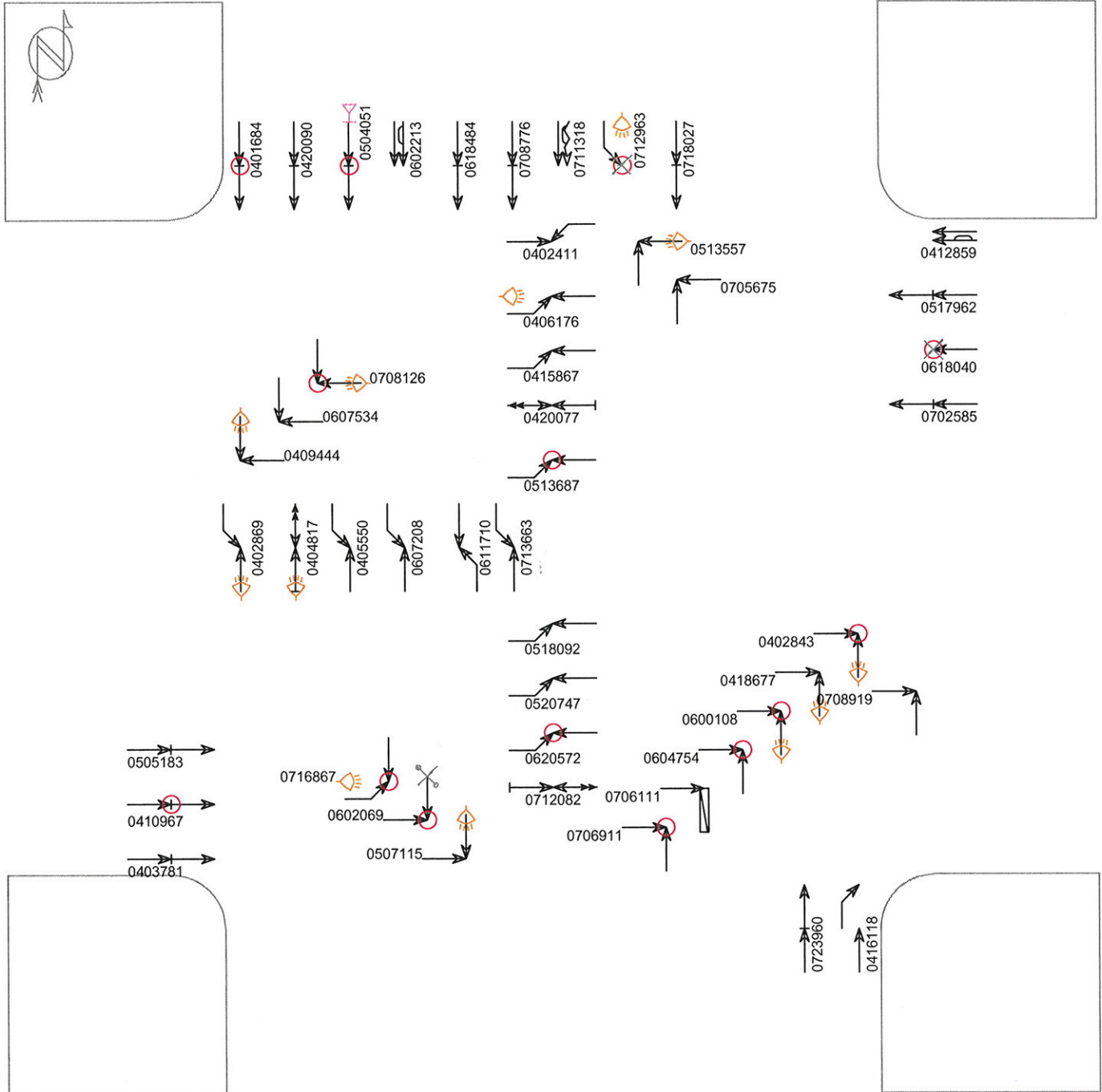
TOTAL PERSONS INJURED: 5

TOTAL PERSONS KILLED: 0


*** CREATED: 04/29/08 14.02.27 BY: WY4724

48 Accidents

12th St & Beverly 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	□ General	▣ Pole
← Unknown	↪ Avoid Object	○ Injury	▣ Signal	▣ Curb
↔ Backing	↘ Right turn	⊙ Fatality	▣ Tree	⊗ Animal
↔ Overtaking	↙ Left turn	🔦 Nighttime	◀ 3rd vehicle	
↔ Sideswipe	↺ U-turn	🚔 DUI	* Extra data	

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

YEAR	STREET NAME	STREET	ACC DATE	ACC TIME	REPRT NUMBER	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION

	1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR		DIRECTION							

» 04	BEVERLY ST 12TH ST MV-MV	FEB 02 04 1605 01684 01 00	FOLLOWING TOO CLOSELY NO VIOLATIONS	STRAIGHT AHEAD	SOUTH	STOPPED IN TRAFFIC	SOUTH	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED	
» 04	BEVERLY ST 12TH ST MV-MV	APR 02 04 2118 04817 00 00	NO VIOLATIONS UNSAFE BACKING UP	STOPPED IN TRAFFIC	NORTH	BACKING	SOUTH	WET	4-WAY INTERSECTION	HEAD ON	INTERSECTION RELATED	
» 04	BEVERLY ST 12TH ST MV-MV	OCT 29 04 1255 15118 00 00	DISTRACTION NO VIOLATIONS	RIGHT TURN	NORTH	STRAIGHT AHEAD	NORTH	WET	4-WAY INTERSECTION	RIGHT TURN	INTERSECTION RELATED	
» 04	BEVERLY ST 12TH ST MV-MV	DEC 18 04 1329 20090 00 00	FOLLOWING TOO CLOSELY NO VIOLATIONS	STARTING OUT	SOUTH	STOPPED IN TRAFFIC	SOUTH	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED	
» 04	12TH ST MV-MV	FEB 13 04 1550 02411 00 00	FAILURE TO GRANT ROW NO VIOLATIONS	LEFT TURN	WEST	STRAIGHT AHEAD	EAST	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION	
» 04	12TH ST MV-MV	FEB 26 04 0515 02843 01 00	FAILURE TO GRANT ROW NO VIOLATIONS	STARTING OUT	NORTH	STRAIGHT AHEAD	EAST	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION	
» 04	12TH ST MV-MV	FEB 26 04 2205 02869 00 00	OTHER NO VIOLATIONS	DARK LIGHTED	NORTH	STRAIGHT AHEAD	SOUTH	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION	
» 04	12TH ST MV-MV	MAR 09 04 1220 03781 00 00	INATTENTIVE DRIVER NO VIOLATIONS	STRAIGHT AHEAD	EAST	STOPPED IN TRAFFIC	EAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED	
» 04	12TH ST MV-MV	APR 18 04 1658 05550 00 00	UNSAFE SPEED FAILURE TO GRANT ROW	STRAIGHT AHEAD	NORTH	LEFT TURN	SOUTH	WET	4-WAY INTERSECTION	LEFT TURN	INTERSECTION	
» 04	12TH ST MV-MV	APR 28 04 2141 06176 00 00	FAILURE TO GRANT ROW NO VIOLATIONS	LEFT TURN	EAST	STRAIGHT AHEAD	WEST	WET	4-WAY INTERSECTION	LEFT TURN	INTERSECTION	
» 04	12TH ST MV-MV	JUN 30 04 0400 09444 00 00	INATTENTIVE DRIVER	STRAIGHT AHEAD	SOUTH			DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION	

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

YEAR	STREET NAME	ACC DATE	ACC TIME	REPRT NUM	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION							
	NO VIOLATIONS	STRAIGHT AHEAD	WEST							
* 04	12TH ST MV-MV	BEVERLY ST JUL 29 04	1458	10967	01	00	DAYLIGHT	WET	4-WAY INTERSECTION REAR END	INTERSECTION RELATED
		FOLLOWING TOO CLOSELY	STRAIGHT AHEAD	EAST						
		NO VIOLATIONS	STOPPED IN TRAFFIC	EAST						
* 04	12TH ST MV-MV	BEVERLY ST 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						
* 04	12TH ST MV-MV	BEVERLY ST OCT 19 04	1500	15867	00	00	DAYLIGHT	WET	4-WAY INTERSECTION LEFT TURN	INTERSECTION
		NO VIOLATIONS	LEFT TURN	EAST						
		NO VIOLATIONS	STRAIGHT AHEAD	WEST						
* 04	12TH ST MV-MV	BEVERLY ST NOV 29 04	1910	18677	00	00	DARK LIGHTED	WET	4-WAY INTERSECTION ANGLE COLLISION	INTERSECTION
		INATTENTIVE DRIVER	STRAIGHT AHEAD	NORTH						
		NO VIOLATIONS	STRAIGHT AHEAD	EAST						
* 04	12TH ST MV-MV	BEVERLY ST DEC 09 04	1452	20077	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION HEAD ON	INTERSECTION RELATED
		UNSAFE BACKING UP	BACKING	EAST						
		NO VIOLATIONS	STOPPED IN TRAFFIC	WEST						
* 05	BEVERLY ST MV-MV	12TH ST MAR 14 05	0957	04051	02	00	DAYLIGHT	DRY	4-WAY INTERSECTION REAR END	INTERSECTION RELATED
		ALCOHOL RELATED	STRAIGHT AHEAD	SOUTH						
		NO VIOLATIONS	STOPPED IN TRAFFIC	SOUTH						
* 05	12TH ST MV-MV	BEVERLY ST APR 02 05	1457	05183	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION REAR END	INTERSECTION
		FOLLOWING TOO CLOSELY	STRAIGHT AHEAD	EAST						
		NO VIOLATIONS	STOPPED IN TRAFFIC	EAST						
* 05	12TH ST MV-MV	BEVERLY ST MAY 08 05	0114	07115	00	00	DARK LIGHTED	WET	4-WAY INTERSECTION ANGLE COLLISION	INTERSECTION
		INATTENTIVE DRIVER	STRAIGHT AHEAD	SOUTH						
		NO VIOLATIONS	STRAIGHT AHEAD	EAST						
* 05	12TH ST MV-MV	BEVERLY ST AUG 23 05	0001	13557	00	00	DARK LIGHTED	DRY	4-WAY INTERSECTION ANGLE COLLISION	INTERSECTION
		NO VIOLATIONS	STRAIGHT AHEAD	WEST						
		FAILURE TO GRANT ROW	STARTING OUT	NORTH						
* 05	12TH ST MV-MV	BEVERLY ST SEP 01 05	0820	13687	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION LEFT TURN	INTERSECTION
		FAILURE TO GRANT ROW	LEFT TURN	EAST						
		NO VIOLATIONS	STRAIGHT AHEAD	WEST						

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPRT NUMBER	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT												
			HUMAN FACTOR		ACTIVITY				DIRECTION			
					PRIOR							
» 05	12TH ST	BEVERLY ST	NOV 09 05	1155	17962	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST									
			NO VIOLATIONS SLOWING WEST									
			NO VIOLATIONS STOPPED IN TRAFFIC WEST									
» 05	12TH ST	BEVERLY ST	NOV 15 05	0748	18092	00	00	DAYLIGHT	ICY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
	MV-MV		FAILURE TO GRANT ROW LEFT TURN EAST									
			NO VIOLATIONS STRAIGHT AHEAD WEST									
» 05	12TH ST	BEVERLY ST	DEC 19 05	1207	20747	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
	MV-MV		INATTENTIVE DRIVER LEFT TURN EAST									
			NO VIOLATIONS STRAIGHT AHEAD WEST									
» 06	BEVERLY ST	12TH ST	FEB 03 06	1113	02213	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED
	MV-MV		NO/IMPROPER SIGNAL SLOWING SOUTH									
			NO VIOLATIONS STRAIGHT AHEAD SOUTH									
» 06	BEVERLY ST	12TH ST	AUG 01 06	1221	11710	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
	MV-MV		DISREGARD TRAF CONTROL STRAIGHT AHEAD SOUTH									
			NO VIOLATIONS LEFT TURN NORTH									
» 06	BEVERLY ST	12TH ST	NOV 01 06	1511	18484	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		FOLLOWING TOO CLOSELY STRAIGHT AHEAD SOUTH									
			NO VIOLATIONS STOPPED IN TRAFFIC SOUTH									
» 06	12TH ST	BEVERLY ST	JAN 01 06	0258	00108	02	00	DARK LIGHTED	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
	MV-MV		OTHER STRAIGHT AHEAD NORTH									
			NO VIOLATIONS STRAIGHT AHEAD EAST									
» 06	12TH ST	BEVERLY ST	JAN 30 06	1526	02069	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	-	INTERSECTION RELATED
	PEDACYCLE		UNKNOWN STRAIGHT AHEAD EAST									
			NO VIOLATIONS STRAIGHT AHEAD SOUTH									
» 06	12TH ST	BEVERLY ST	MAR 13 06	0900	04754	01	00	DAYLIGHT	WET	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
	MV-MV		DISREGARD TRAF CONTROL STRAIGHT AHEAD EAST									
			NO VIOLATIONS STRAIGHT AHEAD NORTH									
» 06	12TH ST	BEVERLY ST	MAY 02 06	1525	07208	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
	MV-MV		DISREGARD TRAF CONTROL LEFT TURN SOUTH									
			DISREGARD TRAF CONTROL STRAIGHT AHEAD NORTH									
» 06	12TH ST	BEVERLY ST	MAY 07 06	1730	07534	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
	MV-MV		NO VIOLATIONS STRAIGHT AHEAD WEST									

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPRT NUM	NUM INJ	NUM KIL	COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION	STARTING OUT	DRIVER	STARTING OUT	DRIVER	STARTING OUT	DRIVER	STARTING OUT	DRIVER	STARTING OUT
* 06	12TH ST PEDESTRIAN	BEVERLY ST	OCT 25 06	1825	18040	01	00	DAYLIGHT	WEST	4-WAY INTERSECTION -	INTERSECTION RELATED	
			NO VIOLATIONS					STRAIGHT AHEAD	WEST			
* 06	12TH ST MV-MV	BEVERLY ST	DEC 06 06	0743	20572	02	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW					LEFT TURN	EAST			
			NO VIOLATIONS					STRAIGHT AHEAD	WEST			
* 07	BEVERLY ST MV-MV	12TH ST	MAY 18 07	1210	08776	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY					STRAIGHT AHEAD	SOUTH			
			NO VIOLATIONS					STOPPED IN TRAFFIC	SOUTH			
			NO VIOLATIONS					STRAIGHT AHEAD	SOUTH			
* 07	BEVERLY ST MV-MV	12TH ST	JUL 03 07	0904	11318	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED
			IMPROPER TURNING					CHANGING LANES	SOUTH			
			NO VIOLATIONS					STRAIGHT AHEAD	SOUTH			
* 07	BEVERLY ST MV-MV	12TH ST	OCT 22 07	1600	18027	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY					STRAIGHT AHEAD	SOUTH			
			NO VIOLATIONS					STOPPED IN TRAFFIC	SOUTH			
* 07	BEVERLY ST MV-MV	12TH ST	DEC 31 07	1420	23960	00	00	DAYLIGHT	SNOWY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			INATTENTIVE DRIVER					STRAIGHT AHEAD	NORTH			
			NO VIOLATIONS					STOPPED IN TRAFFIC	NORTH			
			NO VIOLATIONS					STOPPED IN TRAFFIC	NORTH			
			NO VIOLATIONS					STOPPED IN TRAFFIC	NORTH			
* 07	12TH ST MV-MV	BEVERLY ST	JAN 29 07	1457	02585	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			NO VIOLATIONS					STRAIGHT AHEAD	WEST			
			NO VIOLATIONS					STRAIGHT AHEAD	WEST			
* 07	12TH ST MV-MV	BEVERLY ST	MAR 24 07	1107	05675	00	00	DAYLIGHT	WET	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			NO VIOLATIONS					STRAIGHT AHEAD	NORTH			
			FAILURE TO GRANT ROW					STRAIGHT AHEAD	WEST			
* 07	12TH ST PARKED MV	BEVERLY ST	MAR 30 07	0715	06111	00	00	DAYLIGHT	ICY	4-WAY INTERSECTION	HEAD ON	INTERSECTION RELATED
			UNSAFE SPEED					STRAIGHT AHEAD	EAST			
			NO DRIVER					PARKED	N WEST			
* 07	12TH ST MV-MV	BEVERLY ST	APR 11 07	1653	05911	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			INATTENTIVE DRIVER					STRAIGHT AHEAD	EAST			
			NO VIOLATIONS					STRAIGHT AHEAD	NORTH			

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	ACC REPT NUMBER	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
	1ST HARMFUL EVENT		HUMAN FACTOR		ACTIVITY PRIOR			DIRECTION				
» 07	12TH ST MV-MV	BEVERLY ST	MAY 04 07	2210	08126	01	00	DARK LIGHTED STRAIGHT AHEAD	WET	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			NO VIOLATIONS					WEST SOUTH				
» 07	12TH ST MV-MV	BEVERLY ST	MAY 23 07	0549	08919	00	00	DAYLIGHT STRAIGHT AHEAD	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			NO VIOLATIONS					NORTH EAST				
» 07	12TH ST MV-MV	BEVERLY ST	JUL 16 07	1505	12082	00	00	DAYLIGHT BACKING UP	DRY	4-WAY INTERSECTION	HEAD ON	INTERSECTION RELATED
			UNSAFE BACKING UP					WEST EAST				
» 07	12TH ST PEDESTRIAN	BEVERLY ST	JUL 26 07	2058	12963	01	00	DARK LIGHTED LEFT TURN	WET	4-WAY INTERSECTION	-	INTERSECTION RELATED
			NO VIOLATIONS					SOUTH				
» 07	12TH ST MV-MV	BEVERLY ST	AUG 09 07	1525	13663	00	00	DAYLIGHT STRAIGHT AHEAD	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			NO VIOLATIONS					NORTH SOUTH				
» 07	12TH ST MV-MV	BEVERLY ST	SEP 30 07	0613	16867	01	00	DARK LIGHTED LEFT TURN	WET	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			UNKNOWN					EAST S WEST				

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>>> TOTAL CRASHES IN THIS REPORT: 48

PDO CRASHES: 34
INJURY CRASHES: 14
FATAL CRASHES: 0

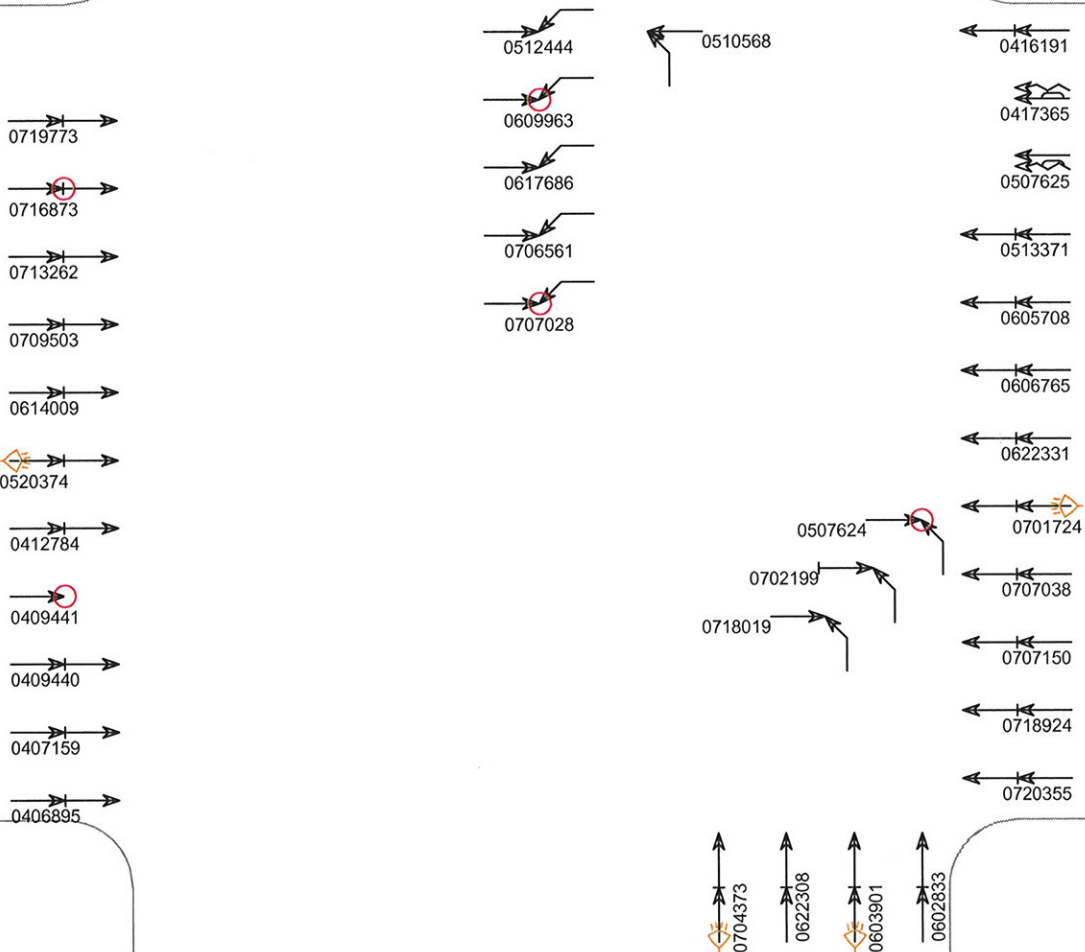
TOTAL PERSONS INJURED: 17
TOTAL PERSONS KILLED: 0

*** CREATED: 04/29/98 14.03.28
BX: WY4734

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36 Accidents

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



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

← Straight	▬ Parked	× Pedestrian	Fixed objects:	
← Stopped	↩ Lane Change	⊗ Bicycle	□ General	▣ Pole
← Unknown	↪ Avoid Object	○ Injury	▣ Signal	▣ Curb
↔ Backing	↘ Right turn	⊙ Fatality	▣ Tree	⊗ Animal
↔ Overtaking	↙ Left turn	👤 Nighttime	◀ 3rd vehicle	
↔ Sideswipe	↺ U-turn	🚗 DUI	* Extra data	

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

YEAR	STREET NAME	STREET	ACC DATE	ACC TIME	REPT NUM	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION									
> 04	2ND ST MV-MV	COUNTY CLUB	MAY 14 04	1337	06895	00	00	DAYLIGHT	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
			INATTENTIVE DRIVER	STRAIGHT AHEAD	EAST							
			NO VIOLATIONS	STOPPED IN TRAFFIC	EAST							
> 04	2ND ST MV-MV	COUNTY CLUB	MAY 18 04	1325	07159	00	00	DAYLIGHT	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY	STRAIGHT AHEAD	EAST							
			NO VIOLATIONS	STOPPED IN TRAFFIC	EAST							
> 04	2ND ST MV-MV	COUNTY CLUB	JUN 30 04	1254	09440	00	00	DAYLIGHT	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY	STRAIGHT AHEAD	EAST							
			NO VIOLATIONS	STOPPED IN TRAFFIC	EAST							
> 04	2ND ST OTHER NON-COLLISION	COUNTY CLUB	JUN 30 04	1700	09441	02	00	DAYLIGHT	DRY	T INTERSECTION	-	INTERSECTION
			INEXPERIENCED DRIVER	STRAIGHT AHEAD	EAST							
> 04	2ND ST MV-MV	COUNTY CLUB	AUG 24 04	0730	12784	00	00	DAYLIGHT	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY	SLOWING	EAST							
			NO VIOLATIONS	STOPPED IN TRAFFIC	EAST							
> 04	2ND ST MV-MV	COUNTY CLUB	OCT 26 04	0909	16191	00	00	DAYLIGHT	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
			OTHER	STRAIGHT AHEAD	WEST							
			NO VIOLATIONS	STOPPED IN TRAFFIC	WEST							
> 04	2ND ST MV-MV	COUNTY CLUB	NOV 09 04	1310	17365	00	00	DAYLIGHT	DRY	T INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED
			NO VIOLATIONS	STRAIGHT AHEAD	WEST							
			UNKNOWN	CHANGING LANES	WEST							
> 05	2ND ST MV-MV	COUNTY CLUB	MAY 20 05	1435	07624	01	00	DAYLIGHT	DRY	T INTERSECTION	LEFT TURN	INTERSECTION
			DISREGARD TRAF CONTROL	LEFT TURN	NORTH							
			NO VIOLATIONS	STRAIGHT AHEAD	EAST							
> 05	2ND ST MV-MV	COUNTY CLUB	MAY 20 05	07625	00	00	00	DAYLIGHT	DRY	T INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED
			INATTENTIVE DRIVER	CHANGING LANES	WEST							
			NO VIOLATIONS	STRAIGHT AHEAD	WEST							
> 05	2ND ST MV-MV	COUNTY CLUB	JUL 14 05	1733	10568	00	00	DAYLIGHT	DRY	T INTERSECTION	LEFT TURN	INTERSECTION
			INATTENTIVE DRIVER	STRAIGHT AHEAD	WEST							
			NO VIOLATIONS	LEFT TURN	N WEST							
> 05	2ND ST MV-MV	COUNTY CLUB	AUG 09 05	1340	12444	00	00	DAYLIGHT	DRY	T INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW	LEFT TURN	WEST							
			DISREGARD TRAF CONTROL	STRAIGHT AHEAD	EAST							

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

YEAR	STREET NAME	STREET	ACC DATE	ACC TIME	REPT NUMBER	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT												
			HUMAN FACTOR	ACTIVITY		DIRECTION						
					PRIOR							
» 05	2ND ST MV-MV	COUNTY CLB	AUG 26 05	1340	13371	00	00	DAYLIGHT	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		STRAIGHT AHEAD		WEST					
			NO VIOLATIONS		STRAIGHT AHEAD		WEST					
» 05	2ND ST MV-MV	COUNTY CLB	DEC 12 05	1701	20374	00	00	DARK LIGHTED	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		STRAIGHT AHEAD		EAST					
			NO VIOLATIONS		STOPPED IN TRAFFIC		EAST					
» 06	COUNTY CLB MV-MV	2ND ST	FEB 14 06	1742	02833	00	00	DAYLIGHT	ICY	T INTERSECTION	REAR END	INTERSECTION RELATED
			NO VIOLATIONS		STRAIGHT AHEAD		NORTH					
			NO VIOLATIONS		STOPPED IN TRAFFIC		NORTH					
			UNSAFE SPEED		STRAIGHT AHEAD		NORTH					
» 06	COUNTY CLB MV-MV	2ND ST	FEB 18 06	2000	03901	00	00	DARK LIGHTED	ICY	T INTERSECTION	REAR END	INTERSECTION RELATED
			UNSAFE SPEED		STRAIGHT AHEAD		NORTH					
			NO VIOLATIONS		STRAIGHT AHEAD		NORTH					
» 06	COUNTY CLB MV-MV	2ND ST	DEC 24 06	1218	22308	00	00	DAYLIGHT	ICY	T INTERSECTION	REAR END	INTERSECTION RELATED
			NO VIOLATIONS		STRAIGHT AHEAD		NORTH					
			NO VIOLATIONS		STOPPED IN TRAFFIC		NORTH					
			NO VIOLATIONS		STRAIGHT AHEAD		NORTH					
» 06	2ND ST MV-MV	COUNTY CLB	MAR 27 06	1250	05708	00	00	DAYLIGHT	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		SLOWING		WEST					
			NO VIOLATIONS		SLOWING		WEST					
» 06	2ND ST MV-MV	COUNTY CLB	APR 16 06	1340	06765	00	00	DAYLIGHT	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
			INATTENTIVE DRIVER		STRAIGHT AHEAD		WEST					
			NO VIOLATIONS		STOPPED IN TRAFFIC		WEST					
» 06	2ND ST MV-MV	COUNTY CLB	JUN 22 06	1421	09963	01	00	DAYLIGHT	DRY	T INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW		LEFT TURN		WEST					
			NO VIOLATIONS		STRAIGHT AHEAD		EAST					
» 06	2ND ST MV-MV	COUNTY CLB	AUG 25 06	1709	14009	00	00	DAYLIGHT	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		STRAIGHT AHEAD		EAST					
			NO VIOLATIONS		STOPPED IN TRAFFIC		EAST					
» 06	2ND ST MV-MV	COUNTY CLB	OCT 19 06	1248	17686	00	00	DAYLIGHT	DRY	T INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW		LEFT TURN		WEST					
			NO VIOLATIONS		STRAIGHT AHEAD		EAST					

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPR NUMBER	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION									
» 06	2ND ST MV-MV	COUNTY CLB	DEC 26 06	1614	22331	00	00	DAYLIGHT	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST									
			NO VIOLATIONS STRAIGHT AHEAD WEST									
» 07	COUNTY CLB 2ND ST MV-MV	MAR 01 07	1915	04373	00	00	00	DARK LIGHTED	SNOWY	T INTERSECTION	REAR END	INTERSECTION RELATED
			UNSAFE SPEED STRAIGHT AHEAD NORTH									
			NO VIOLATIONS STOPPED IN TRAFFIC NORTH									
» 07	2ND ST MV-MV	COUNTY CLB	JAN 20 07	1812	01724	00	00	DARK LIGHTED	WET	T INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST									
			NO VIOLATIONS STOPPED IN TRAFFIC WEST									
» 07	2ND ST MV-MV	COUNTY CLB	JAN 26 07	1555	02199	00	00	DAYLIGHT	DRY	T INTERSECTION	LEFT TURN	INTERSECTION RELATED
			INEXPERIENCED DRIVER LEFT TURN N WEST									
			NO VIOLATIONS STOPPED IN TRAFFIC EAST									
» 07	2ND ST MV-MV	COUNTY CLB	APR 04 07	1140	06561	00	00	DAYLIGHT	DRY	T INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW LEFT TURN WEST									
			NO VIOLATIONS STRAIGHT AHEAD EAST									
» 07	2ND ST MV-MV	COUNTY CLB	APR 17 07	1553	07028	01	00	DAYLIGHT	DRY	T INTERSECTION	ANGLE COLLISION	INTERSECTION
			FAILURE TO GRANT ROW LEFT TURN WEST									
			NO VIOLATIONS STRAIGHT AHEAD EAST									
			NO VIOLATIONS STOPPED IN TRAFFIC NORTH									
» 07	2ND ST MV-MV	COUNTY CLB	APR 19 07	0910	07038	00	00	DAYLIGHT	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
			NO VIOLATIONS STOPPED IN TRAFFIC WEST									
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST									
» 07	2ND ST MV-MV	COUNTY CLB	APR 30 07	1645	07150	00	00	DAYLIGHT	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST									
			NO VIOLATIONS STOPPED IN TRAFFIC WEST									
» 07	2ND ST MV-MV	COUNTY CLB	JUN 02 07	1348	09503	00	00	DAYLIGHT	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY SLOWING EAST									
			NO VIOLATIONS STOPPED IN TRAFFIC EAST									
» 07	2ND ST MV-MV	COUNTY CLB	AUG 05 07	1434	13262	00	00	DAYLIGHT	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST									
			NO VIOLATIONS SLOWING EAST									

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUM	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
» 07	2ND ST	COUNTY CLUB	SEP 28 07	1605	16873	01	00	DAYLIGHT	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST									
			NO VIOLATIONS STOPPED IN TRAFFIC EAST									
			NO VIOLATIONS STOPPED IN TRAFFIC EAST									
» 07	2ND ST	COUNTY CLUB	OCT 13 07	1500	18019	00	00	DAYLIGHT	DRY	T INTERSECTION	LEFT TURN	INTERSECTION
	MV-MV		INATTENTIVE DRIVER STRAIGHT AHEAD EAST									
			NO VIOLATIONS LEFT TURN NORTH									
» 07	2ND ST	COUNTY CLUB	OCT 28 07	1813	18924	00	00	DAWN OR DUSK	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST									
			NO VIOLATIONS STOPPED IN TRAFFIC WEST									
» 07	2ND ST	COUNTY CLUB	NOV 13 07	0835	19773	00	00	DAYLIGHT	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		INATTENTIVE DRIVER STARTING OUT EAST									
			NO VIOLATIONS STOPPED IN TRAFFIC EAST									
» 07	2ND ST	COUNTY CLUB	NOV 16 07	1800	20355	00	00	DAYLIGHT	DRY	T INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST									
			NO VIOLATIONS STOPPED IN TRAFFIC WEST									

>>> TOTAL CRASHES IN THIS REPORT: 36

PDO CRASHES: 31

INJURY CRASHES: 5

FATAL CRASHES: 0

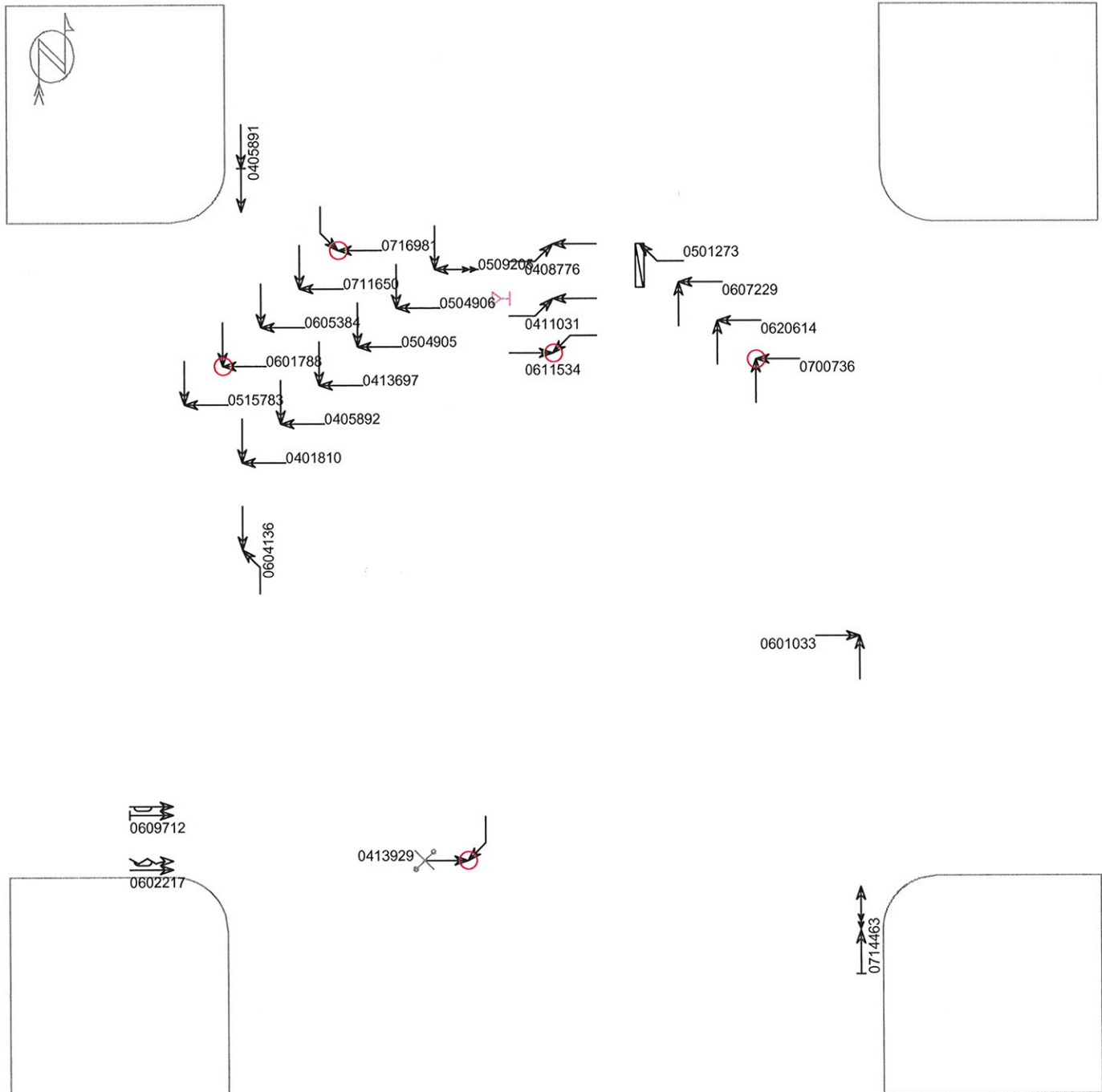
TOTAL PERSONS INJURED: 6

TOTAL PERSONS KILLED: 0

*** CREATED: 04/29/08 14.04.39 BY: WY4724

25 Accidents

1st St & Jackson 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	□ General	▣ Pole
← Unknown	↪ Avoid Object	○ Injury	▣ Signal	▣ Curb
↔ Backing	↘ Right turn	⊙ Fatality	▣ Tree	⊗ Animal
↔ Overtaking	↙ Left turn	🌙 Nighttime	◀ 3rd vehicle	
↔ Sideswipe	↺ U-turn	🚦 DUI	✱ Extra data	

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	ACC REPT	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY	PRIOR	DIRECTION								
> 04	JACKSON ST 1ST ST MV-MV	APR 26 04	1252	05891	00	00	DAYLIGHT	STRAIGHT AHEAD	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
		INATTENTIVE DRIVER STOPPED IN TRAFFIC SOUTH										
		NO VIOLATIONS										
> 04	1ST ST MV-MV	JACKSON ST	FEB 05 04	0955	01810	00	00	DAYLIGHT	SNOWY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
		PEDESTRIAN CONFUSION STRAIGHT AHEAD SOUTH										
		NO VIOLATIONS										
> 04	1ST ST MV-MV	JACKSON ST	APR 26 04	1254	05892	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
		FAILURE TO GRANT ROW STARTING OUT SOUTH										
		NO VIOLATIONS										
> 04	1ST ST MV-MV	JACKSON ST	JUN 18 04	1015	08776	00	00	DAYLIGHT	WET	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
		FAILURE TO GRANT ROW LEFT TURN EAST										
		NO VIOLATIONS										
> 04	1ST ST MV-MV	JACKSON ST	JUL 23 04	1350	11031	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
		ALCOHOL RELATED LEFT TURN EAST										
		NO VIOLATIONS										
> 04	1ST ST MV-MV	JACKSON ST	SEP 13 04	1700	13697	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
		FAILURE TO GRANT ROW STRAIGHT AHEAD SOUTH										
		NO VIOLATIONS										
> 04	1ST ST PEDACYCLE	JACKSON ST	SEP 15 04	1240	13929	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	-	INTERSECTION
		NO VIOLATIONS RIGHT TURN SOUTH										
		INATTENTIVE DRIVER STRAIGHT AHEAD EAST										
> 05	JACKSON ST PARKED MV	1ST ST	JAN 26 05	0824	01273	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	RIGHT TURN	INTERSECTION RELATED
		OTHER RIGHT TURN WEST										
		NO DRIVER PARKED NORTH										
> 05	1ST ST MV-MV	JACKSON ST	MAR 30 05	1219	04906	00	00	DAYLIGHT	WET	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
		INATTENTIVE DRIVER STARTING OUT SOUTH										
		NO VIOLATIONS										
> 05	1ST ST MV-MV	JACKSON ST	MAR 30 05	1311	04905	00	00	DAYLIGHT	WET	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
		FAILURE TO GRANT ROW STARTING OUT SOUTH										
		NO VIOLATIONS										
> 05	1ST ST MV-MV	JACKSON ST	JUN 14 05	1545	09205	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
		UNSAFE BACKING UP BACKING WEST										

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	ACC ROW	REPT NUMBER	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT		HUMAN FACTOR	NO VIOLATIONS		STRAIGHT AHEAD	ACTIVITY PRIOR		DIRECTION					
» 05	1ST ST MV-MV	JACKSON ST	OCT 05 05	1106	15783	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION	
			FAILURE TO GRANT ROW		STRAIGHT AHEAD	SOUTH							
			NO VIOLATIONS		STRAIGHT AHEAD	WEST							
» 06	1ST ST MV-MV	JACKSON ST	JAN 04 06	1200	01033	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION	
			FAILURE TO GRANT ROW		STARTING OUT	NORTH							
			NO VIOLATIONS		STRAIGHT AHEAD	EAST							
» 06	1ST ST MV-MV	JACKSON ST	FEB 03 06	1714	02217	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	SIDESWIPE PASSING	INTERSECTION	
			OTHER		CHANGING LANES	EAST							
			NO VIOLATIONS		STRAIGHT AHEAD	EAST							
» 06	1ST ST MV-MV	JACKSON ST	FEB 28 06	0545	04136	00	00	DAWN OR DUSK	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION	
			NO VIOLATIONS		STARTING OUT	SOUTH							
			INATTENTIVE DRIVER		LEFT TURN	N EAST							
» 06	1ST ST MV-MV	JACKSON ST	MAR 09 06	1324	01788	02	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION	
			FAILURE TO GRANT ROW		STRAIGHT AHEAD	SOUTH							
			NO VIOLATIONS		STRAIGHT AHEAD	WEST							
» 06	1ST ST MV-MV	JACKSON ST	MAR 22 06	1458	05384	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION	
			NO VIOLATIONS		STRAIGHT AHEAD	WEST							
			FAILURE TO GRANT ROW		STRAIGHT AHEAD	SOUTH							
» 06	1ST ST MV-MV	JACKSON ST	APR 26 06	1105	07229	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION	
			FAILURE TO GRANT ROW		STARTING OUT	NORTH							
			NO VIOLATIONS		STRAIGHT AHEAD	WEST							
» 06	1ST ST MV-MV	JACKSON ST	JUN 21 06	1055	09712	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED	
			OTHER		STRAIGHT AHEAD	EAST							
			NO VIOLATIONS		STOPPED IN TRAFFIC	EAST							
» 06	1ST ST MV-MV	JACKSON ST	JUL 18 06	1537	11534	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION	
			FAILURE TO GRANT ROW		LEFT TURN	WEST							
			NO VIOLATIONS		STRAIGHT AHEAD	EAST							
» 06	1ST ST MV-MV	JACKSON ST	DEC 06 06	1452	20514	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION	
			NO VIOLATIONS		STRAIGHT AHEAD	WEST							
			FAILURE TO GRANT ROW		STRAIGHT AHEAD	NORTH							

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

YEAR	STREET NAME	ACC DATE	ACC TIME	REPT NUM	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY FUNCTION

1ST HARMFUL											
EVENT											

HUMAN FACTOR											

ACTIVITY											
PRIOR											
DIRECTION											

* 07	JACKSON ST 1ST ST	AUG 22 07	1720	14453	00	00	DAYLIGHT	WET	4-WAY INTERSECTION	HEAD ON	INTERSECTION RELATED
MV-MV											
UNSAFE BACKING UP											
NO VIOLATIONS											
BACKING											
STOPPED IN TRAFFIC											
NORTH											

* 07	JACKSON ST	JAN 12 07	0901	00736	01	00	DAYLIGHT	ICY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
MV-MV											
FAILURE TO GRANT ROW											
NO VIOLATIONS											
STRAIGHT AHEAD											
WEST											

* 07	JACKSON ST	JUL 12 07	0843	11650	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
MV-MV											
FAILURE TO GRANT ROW											
NO VIOLATIONS											
STRAIGHT AHEAD											
WEST											

* 07	JACKSON ST	SEP 20 07	0805	16981	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
MV-MV											
FAILURE TO GRANT ROW											
NO VIOLATIONS											
STRAIGHT AHEAD											
WEST											

>>> TOTAL CRASHES IN THIS REPORT: 25

PDO CRASHES: 20

INJURY CRASHES: 5

FATAL CRASHES: 0

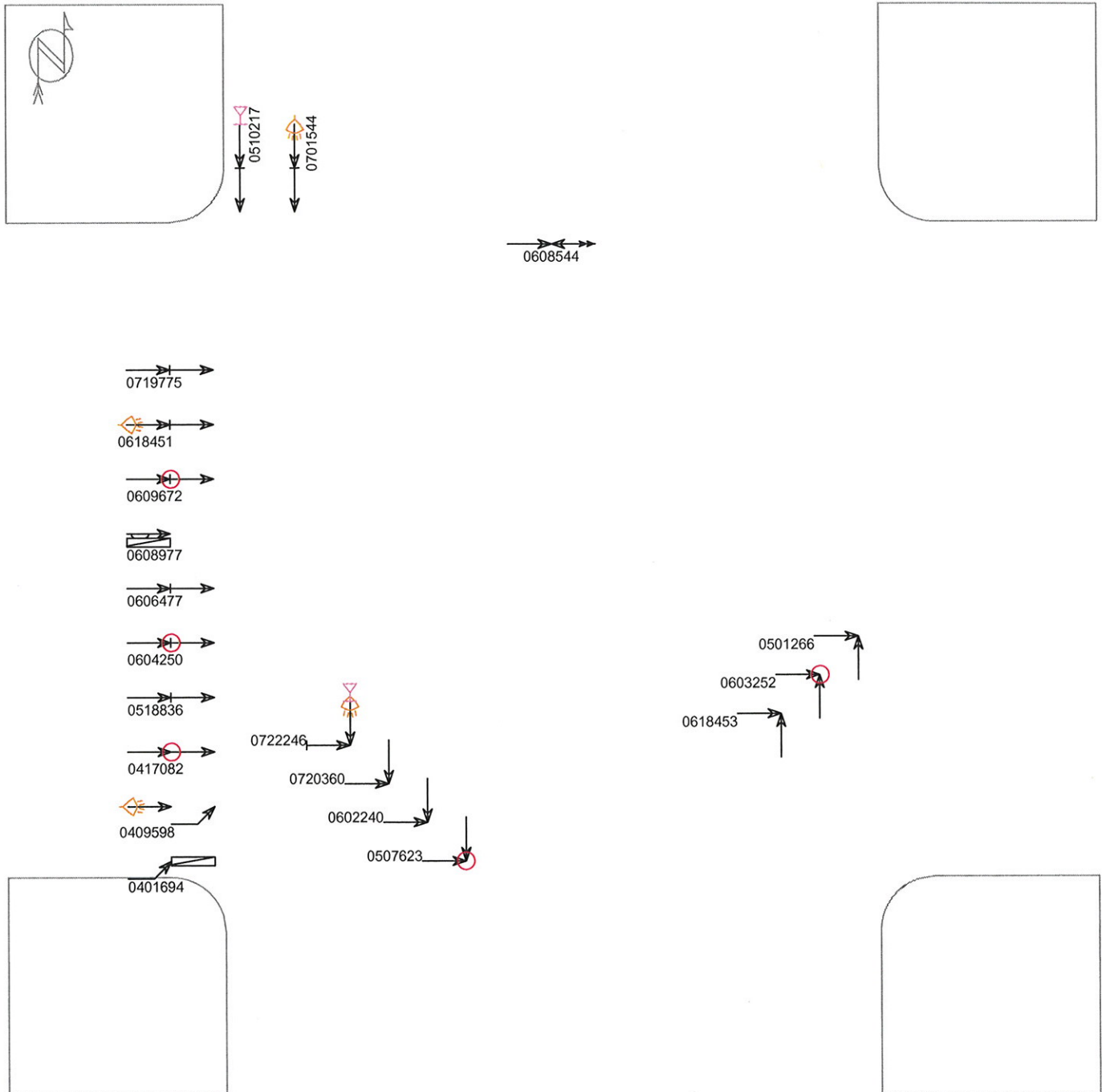
TOTAL PERSONS INJURED: 6

TOTAL PERSONS KILLED: 0

*** CREATED: 04/29/08 14.05.43 BY: WY4724

20 Accidents

13th 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	□ General	▣ Pole
← Unknown	↔ Avoid Object	○ Injury	▣ Signal	▣ Curb
↔ Backing	↘ Right turn	⊙ Fatality	▣ Tree	⊗ Animal
↔ Overtaking	↙ Left turn	👤 Nighttime	◀ 3rd vehicle	
↔ Sideswipe	↺ U-turn	🚗 DUI	* Extra data	

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUM	NUM KIL	COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION								
» 04	WOLCOTT ST PARKED MV	13TH ST	FEB 04 04 1808	01694	00	00	00	00	00	00	00
			UNSAFE SPEED NO DRIVER		LEFT TURN PARKED						
» 04	13TH ST MV-MV	WOLCOTT ST	JUL 03 04 2115	09598	00	00	00	00	00	00	00
			UNSAFE SPEED NO VIOLATIONS		STRAIGHT AHEAD LEFT TURN						
» 04	13TH ST MV-MV	WOLCOTT ST	NOV 04 04 1115	17082	01	00	00	00	00	00	00
			DISREGARD TRAF CONTROL NO VIOLATIONS		STRAIGHT AHEAD STRAIGHT AHEAD						
» 05	WOLCOTT ST MV-MV	13TH ST	JUL 12 05 1215	10217	00	00	00	00	00	00	00
			ALCOHOL RELATED NO VIOLATIONS		STRAIGHT AHEAD STOPPED IN TRAFFIC						
» 05	13TH ST MV-MV	WOLCOTT ST	JAN 25 05 1140	01266	00	00	00	00	00	00	00
			INATTENTIVE DRIVER NO VIOLATIONS		STRAIGHT AHEAD STOPPED IN TRAFFIC						
» 05	13TH ST MV-MV	WOLCOTT ST	MAY 20 05 1325	07623	02	00	00	00	00	00	00
			FAILURE TO GRANT ROW NO VIOLATIONS		STRAIGHT AHEAD STRAIGHT AHEAD						
» 05	13TH ST MV-MV	WOLCOTT ST	NOV 28 05 1304	18836	00	00	00	00	00	00	00
			FOLLOWING TOO CLOSELY NO VIOLATIONS		STRAIGHT AHEAD STOPPED IN TRAFFIC						
» 06	13TH ST MV-MV	WOLCOTT ST	FEB 06 06 1406	02240	00	00	00	00	00	00	00
			DISREGARD TRAF CONTROL NO VIOLATIONS		STRAIGHT AHEAD STRAIGHT AHEAD						
» 06	13TH ST MV-MV	WOLCOTT ST	FEB 18 06 1005	03252	02	00	00	00	00	00	00
			FAILURE TO GRANT ROW NO VIOLATIONS		STRAIGHT AHEAD STRAIGHT AHEAD						
» 06	13TH ST MV-MV	WOLCOTT ST	MAR 07 06 1310	04250	01	00	00	00	00	00	00
			FOLLOWING TOO CLOSELY NO VIOLATIONS		STRAIGHT AHEAD STOPPED IN TRAFFIC						

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

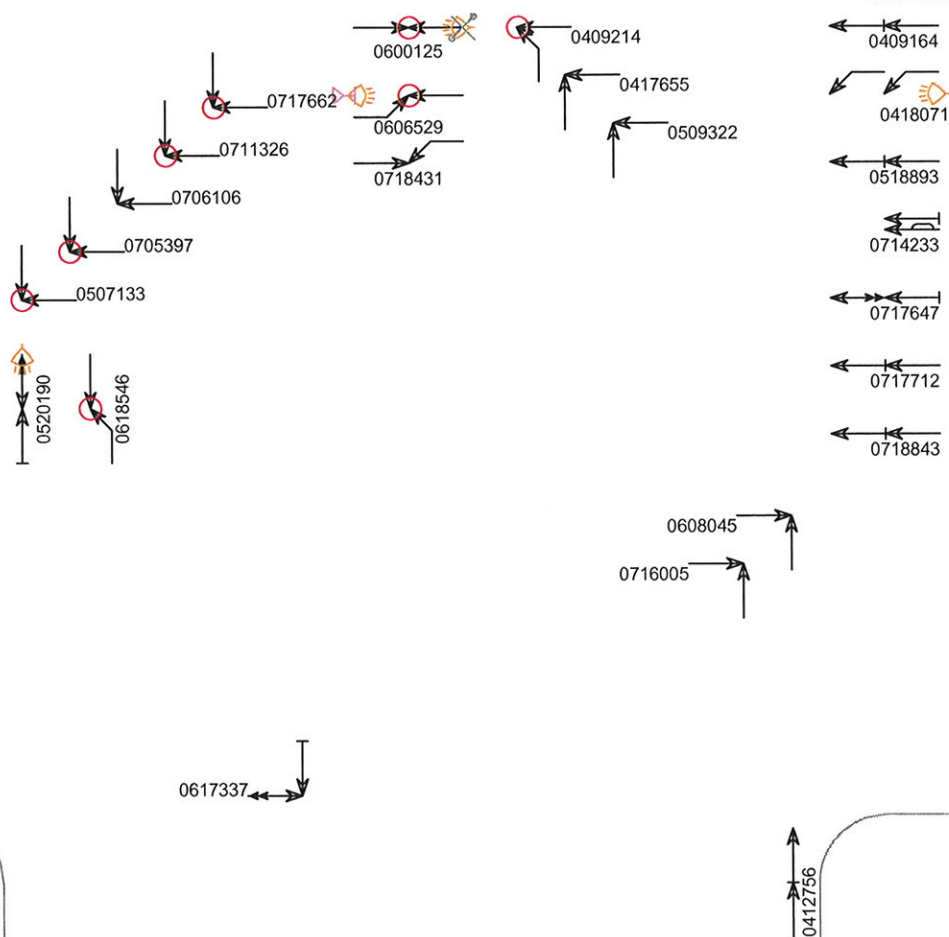
YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUM	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION

1ST HARMFUL EVENT			HUMAN FACTOR	ACTIVITY				DIRECTION				
								PRIOR				

» 06	13TH ST MV-MV	WOLCOTT ST	APR 10 06	0748	06477	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY				STRAIGHT AHEAD		EAST			
			NO VIOLATIONS				STOPPED IN TRAFFIC		EAST			
» 06	13TH ST MV-MV	WOLCOTT ST	MAY 19 06	0903	08544	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	HEAD ON	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY				STARTING OUT		EAST			
			NO VIOLATIONS				BACKING		WEST			
» 06	13TH ST PARKED MV	WOLCOTT ST	JUN 06 06	1338	08977	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED
			INATTENTIVE DRIVER				STARTING OUT		EAST			
			NO DRIVER				PARKED		EAST			
» 06	13TH ST MV-MV	WOLCOTT ST	JUN 19 06	1409	09672	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			INATTENTIVE DRIVER				STARTING OUT		EAST			
			NO VIOLATIONS				STOPPED IN TRAFFIC		EAST			
» 06	13TH ST MV-MV	WOLCOTT ST	NOV 05 06	1106	18453	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			DISREGARD TRAF CONTROL				STRAIGHT AHEAD		EAST			
			NO VIOLATIONS				STRAIGHT AHEAD		NORTH			
» 06	13TH ST MV-MV	WOLCOTT ST	NOV 05 06	1840	18451	00	00	DARK UNLIGHTED	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			NO VIOLATIONS				STOPPED IN TRAFFIC		EAST			
			FOLLOWING TOO CLOSELY				STRAIGHT AHEAD		EAST			
» 07	13TH ST MV-MV	WOLCOTT ST	JAN 16 07	1740	01544	00	00	DARK LIGHTED	ICY	4-WAY INTERSECTION	REAR END	INTERSECTION
			FOLLOWING TOO CLOSELY				SLOWING		SOUTH			
			NO VIOLATIONS				SLOWING		SOUTH			
» 07	13TH ST MV-MV	WOLCOTT ST	NOV 13 07	1300	19775	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY				STRAIGHT AHEAD		EAST			
			NO VIOLATIONS				STOPPED IN TRAFFIC		EAST			
» 07	13TH ST MV-MV	WOLCOTT ST	NOV 17 07	1136	20360	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			DISREGARD TRAF CONTROL				STRAIGHT AHEAD		EAST			
			NO VIOLATIONS				STRAIGHT AHEAD		SOUTH			
» 07	13TH ST MV-MV	WOLCOTT ST	DEC 14 07	0014	22246	00	00	DARK LIGHTED	SNOWY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			ALCOHOL RELATED				STRAIGHT AHEAD		SOUTH			
			NO VIOLATIONS				STOPPED IN TRAFFIC		EAST			

28 Accidents

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



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

← Straight	▬ Parked	× Pedestrian	Fixed objects:	
← Stopped	↔ Lane Change	⊗ Bicycle	□ General	▣ Pole
← Unknown	↪ Avoid Object	○ Injury	▣ Signal	▣ Curb
↔ Backing	↘ Right turn	⊙ Fatality	▣ Tree	⊗ Animal
↔ Overtaking	↙ Left turn	⚡ Nighttime	◁ 3rd vehicle	
↔ Sideswipe	↺ U-turn	⚡ DUI	* Extra data	

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUM	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION									
» 04	MCKINLEY MV-MV	2ND ST	AUG 23 04	2030	12756	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY SLOWING STOPPED IN TRAFFIC NORTH									
			NO VIOLATIONS									
» 04	2ND ST MV-MV	MCKINLEY	JUN 28 04	0955	09164	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION
			NO VIOLATIONS STARTING OUT WEST									
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST									
» 04	2ND ST MV-MV	MCKINLEY	JUN 28 04	1614	09214	02	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			INATTENTIVE DRIVER STRAIGHT AHEAD WEST									
			NO VIOLATIONS LEFT TURN NORTH									
» 04	2ND ST MV-MV	MCKINLEY	NOV 14 04	1148	17655	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			INATTENTIVE DRIVER STRAIGHT AHEAD NORTH									
			INATTENTIVE DRIVER STRAIGHT AHEAD WEST									
» 04	2ND ST MV-MV	MCKINLEY	NOV 20 04	2030	18071	00	00	DARK LIGHTED	SLUSH	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			NO VIOLATIONS LEFT TURN WEST									
			FOLLOWING TOO CLOSELY LEFT TURN WEST									
» 05	MCKINLEY MV-MV	2ND ST	DEC 09 05	2110	20190	00	00	DARK UNLIGHTED	DRY	4-WAY INTERSECTION	HEAD ON	INTERSECTION RELATED
			INATTENTIVE DRIVER BACKING SOUTH									
			NO VIOLATIONS STOPPED IN TRAFFIC NORTH									
» 05	2ND ST MV-MV	MCKINLEY	MAY 11 05	1640	07133	01	00	DAYLIGHT	WET	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			INEXPERIENCED DRIVER STRAIGHT AHEAD SOUTH									
			NO VIOLATIONS STRAIGHT AHEAD WEST									
» 05	2ND ST MV-MV	MCKINLEY	MAY 23 05	1524	07718	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST									
			NO VIOLATIONS STOPPED IN TRAFFIC EAST									
» 05	2ND ST MV-MV	MCKINLEY	JUN 22 05	1611	09322	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			DISREGARD TRAF CONTROL STRAIGHT AHEAD WEST									
			NO VIOLATIONS STRAIGHT AHEAD NORTH									
» 05	2ND ST MV-MV	MCKINLEY	NOV 30 05	1630	18893	00	00	DAYLIGHT	ICY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			UNSAFE SPEED SLOWING WEST									
			NO VIOLATIONS STOPPED IN TRAFFIC WEST									
			NO VIOLATIONS STOPPED IN TRAFFIC WEST									
» 06	MCKINLEY MV-MV	2ND ST	OCT 23 06	1718	17337	00	00	DAYLIGHT	DRY	DIAGONAL PARKING	OTHER	INTERSECTION RELATED
			UNSAFE BACKING UP BACKING EAST									

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPRT NUM	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION									
	NO VIOLATIONS	STOPPED IN TRAFFIC	SOUTH									
» 06	2ND ST PEDACYCLE	MCKINLEY	JAN 04 06 1818	00125	01	00		DARK LIGHTED WEST	DRY	4-WAY INTERSECTION -		INTERSECTION
			DISREGARD TRAF CONTROL	STRAIGHT AHEAD				WEST				
			NO VIOLATIONS	STRAIGHT AHEAD				EAST				
» 06	2ND ST MV-MV	MCKINLEY	FEB 16 06 1045	02847	00	00		DAYLIGHT FOLLOWING TOO CLOSELY	SNOWY	4-WAY INTERSECTION	REAR END	INTERSECTION
			NO VIOLATIONS	STRAIGHT AHEAD				EAST				
			NO VIOLATIONS	STOPPED IN TRAFFIC				EAST				
» 06	2ND ST MV-MV	MCKINLEY	APR 13 06 2114	05529	02	00		DARK LIGHTED EAST	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			ALCOHOL RELATED	LEFT TURN				EAST				
			NO VIOLATIONS	STRAIGHT AHEAD				WEST				
» 06	2ND ST MV-MV	MCKINLEY	MAY 15 06 1429	08045	00	00		DAYLIGHT DISREGARD TRAF CONTROL	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			NO VIOLATIONS	STRAIGHT AHEAD				NORTH				
» 06	2ND ST MV-MV	MCKINLEY	SEP 19 06 1055	15220	00	00		DAYLIGHT FOLLOWING TOO CLOSELY	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			NO VIOLATIONS	STOPPED IN TRAFFIC				EAST				
» 06	2ND ST MV-MV	MCKINLEY	OCT 16 06 1248	16816	00	00		DAYLIGHT INATTENTIVE DRIVER	DRY	4-WAY INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED
			NO VIOLATIONS	CHANGING LANES				EAST				
			NO VIOLATIONS	STRAIGHT AHEAD				EAST				
» 06	2ND ST MV-MV	MCKINLEY	OCT 30 06 1912	18546	01	00		DAWN OR DUSK	WET	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			INEXPERIENCED DRIVER	LEFT TURN				NORTH				
			NO VIOLATIONS	STRAIGHT AHEAD				SOUTH				
» 07	2ND ST MV-MV	MCKINLEY	MAR 06 07 1739	05397	04	00		DAYLIGHT FAILURE TO GRANT ROW	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			NO VIOLATIONS	STRAIGHT AHEAD				WEST				
			NO VIOLATIONS	STRAIGHT AHEAD				SOUTH				
» 07	2ND ST MV-MV	MCKINLEY	MAR 30 07 0830	06106	00	00		DAYLIGHT DISREGARD TRAF CONTROL	SLUSH	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			NO VIOLATIONS	STRAIGHT AHEAD				WEST				
			NO VIOLATIONS	STRAIGHT AHEAD				SOUTH				
» 07	2ND ST MV-MV	MCKINLEY	JUL 05 07 0824	11326	02	00		DAYLIGHT DISREGARD TRAF CONTROL	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			NO VIOLATIONS	STRAIGHT AHEAD				WEST				
			NO VIOLATIONS	STRAIGHT AHEAD				SOUTH				

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPRT NUM	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION									
» 07	2ND ST MV-MV	MCKINLEY	AUG 11 07	1102	14233	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	SIDEWIPE PASSING	INTERSECTION RELATED
			INATTENTIVE DRIVER STRAIGHT AHEAD WEST									
			NO VIOLATIONS STOPPED IN TRAFFIC WEST									
			NO VIOLATIONS STOPPED IN TRAFFIC WEST									
» 07	2ND ST MV-MV	MCKINLEY	SEP 19 07	0700	16005	00	00	DAWN OR DUSK	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			DISREGARD TRAF CONTROL STRAIGHT AHEAD EAST									
			NO VIOLATIONS STRAIGHT AHEAD NORTH									
» 07	2ND ST MV-MV	MCKINLEY	OCT 05 07	1603	17712	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY SLOWING WEST									
			NO VIOLATIONS SLOWING WEST									
» 07	2ND ST MV-MV	MCKINLEY	OCT 10 07	0848	17647	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	HEAD ON	INTERSECTION RELATED
			UNSAFE BACKING UP BACKING EAST									
			NO VIOLATIONS STOPPED IN TRAFFIC WEST									
» 07	2ND ST MV-MV	MCKINLEY	OCT 15 07	1353	17662	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			DISREGARD TRAF CONTROL STRAIGHT AHEAD WEST									
			NO VIOLATIONS STRAIGHT AHEAD SOUTH									
» 07	2ND ST MV-MV	MCKINLEY	OCT 20 07	1457	18431	00	00	DAYLIGHT	WET	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW LEFT TURN WEST									
			NO VIOLATIONS STRAIGHT AHEAD EAST									
» 07	2ND ST MV-MV	MCKINLEY	OCT 23 07	1636	18843	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			INATTENTIVE DRIVER STRAIGHT AHEAD WEST									
			NO VIOLATIONS STOPPED IN TRAFFIC WEST									

>>> TOTAL CRASHES IN THIS REPORT: 28

PDO CRASHES: 20

INJURY CRASHES: 8

FATAL CRASHES: 0

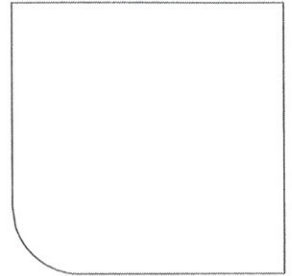
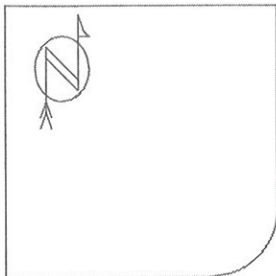
TOTAL PERSONS INJURED: 14

TOTAL PERSONS KILLED: 0

*** CREATED: 04/29/08 14.08.45 BY: WY4724

17 Accidents

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



0401880

0517193

0609641

0610009

0620641

0705712

0709489

0709506

0710054

0721335

0703384

0701578

0701538

0606962

0516115

0505215

0615304

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

← Straight

← Stopped

← Unknown

↔ Backing

↔ Overtaking

↔ Sideswipe

▭ Parked

↔ Lane Change

↔ Avoid Object

↘ Right turn

↙ Left turn

↺ U-turn

× Pedestrian

× Bicycle

○ Injury

⊙ Fatality

⚡ Nighttime

⚡ DUI

Fixed objects:

□ General

▣ Signal

▣ Tree

▣ Pole

▣ Curb

⚡ Animal

◁ 3rd vehicle

* Extra data

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

STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPRT NUM	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
YEAR	1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY	PRIOR	DIRECTION					
» 04	2ND ST MV-MV	ELK ST	FEB 06 04 1040	01880	00 00	DAYLIGHT	WET	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW	LEFT TURN	N EAST					
			NO VIOLATIONS	STRAIGHT AHEAD	WEST					
» 05	2ND ST MV-MV	ELK ST	APR 05 05 1610	05215	00 00	DAYLIGHT	DRY	4-WAY INTERSECTION	SIDESWIPE PASSING	INTERSECTION
			INATTENTIVE DRIVER	CHANGING LANES	EAST					
			NO VIOLATIONS	STRAIGHT AHEAD	EAST					
» 05	2ND ST MV-MV	ELK ST	OCT 14 05 1200	16115	00 00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			DISTRACTION	STRAIGHT AHEAD	EAST					
			NO VIOLATIONS	STOPPED IN TRAFFIC	EAST					
» 05	2ND ST MV-MV	ELK ST	NOV 02 05 1733	17193	00 00	DARK LIGHTED	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY	STRAIGHT AHEAD	WEST					
			NO VIOLATIONS	STOPPED IN TRAFFIC	WEST					
» 06	2ND ST MV-MV	ELK ST	APR 24 06 1504	06962	01 00	DAYLIGHT	WET	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			UNSAFE SPEED	STRAIGHT AHEAD	EAST					
			NO VIOLATIONS	STOPPED IN TRAFFIC	EAST					
» 06	2ND ST MV-MV	ELK ST	JUN 15 06 1054	09641	00 00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY	STRAIGHT AHEAD	WEST					
			NO VIOLATIONS	STOPPED IN TRAFFIC	WEST					
» 06	2ND ST MV-MV	ELK ST	JUN 24 06 1602	10009	02 00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY	STRAIGHT AHEAD	WEST					
			NO VIOLATIONS	STRAIGHT AHEAD	WEST					
» 06	2ND ST MV-MV	ELK ST	SEP 25 06 1832	15304	03 00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW	LEFT TURN	S WEST					
			NO VIOLATIONS	STRAIGHT AHEAD	EAST					
» 06	2ND ST MV-MV	ELK ST	DEC 08 06 1633	20641	00 00	DAWN OR DUSK	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY	STRAIGHT AHEAD	WEST					
			NO VIOLATIONS	STOPPED IN TRAFFIC	WEST					
			NO VIOLATIONS	STOPPED IN TRAFFIC	WEST					
» 07	2ND ST MV-MV	ELK ST	JAN 16 07 1157	01538	01 00	DAYLIGHT	ICY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			UNSAFE SPEED	STRAIGHT AHEAD	EAST					
			NO VIOLATIONS	STOPPED IN TRAFFIC	EAST					
» 07	2ND ST MV-MV	ELK ST	JAN 18 07 1439	01578	00 00	DAYLIGHT	ICY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			UNSAFE SPEED	SLOWING	EAST					

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPRT NUM	NUM INJ	NUM KIL	COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY	PRIOR	DIRECTION	INEXPERIENCED DRIVER	STOPPED IN TRAFFIC	EAST					
» 07	2ND ST MV-MV	ELK ST	FEB 14 07	1008	03384	00	00	DAYLIGHT	SNOWY	4-WAY INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY SLOWING EAST									
			NO VIOLATIONS STOPPED IN TRAFFIC EAST									
» 07	2ND ST MV-MV	ELK ST	MAR 28 07	1520	05712	00	00	DAYLIGHT	WET	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST									
			NO VIOLATIONS SLOWING WEST									
» 07	2ND ST MV-MV	ELK ST	JUN 01 07	1715	09489	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST									
			NO VIOLATIONS STOPPED IN TRAFFIC WEST									
» 07	2ND ST MV-MV	ELK ST	JUN 02 07	1720	09506	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY SLOWING WEST									
			NO VIOLATIONS STOPPED IN TRAFFIC WEST									
» 07	2ND ST MV-MV	ELK ST	JUN 11 07	1300	10054	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST									
			NO VIOLATIONS STRAIGHT AHEAD WEST									
			NO VIOLATIONS STRAIGHT AHEAD WEST									
» 07	2ND ST MV-MV	ELK ST	DEC 03 07	1031	21335	00	00	DAYLIGHT	SNOWY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST									
			NO VIOLATIONS STOPPED IN TRAFFIC EAST									

>>> TOTAL CRASHES IN THIS REPORT: 17

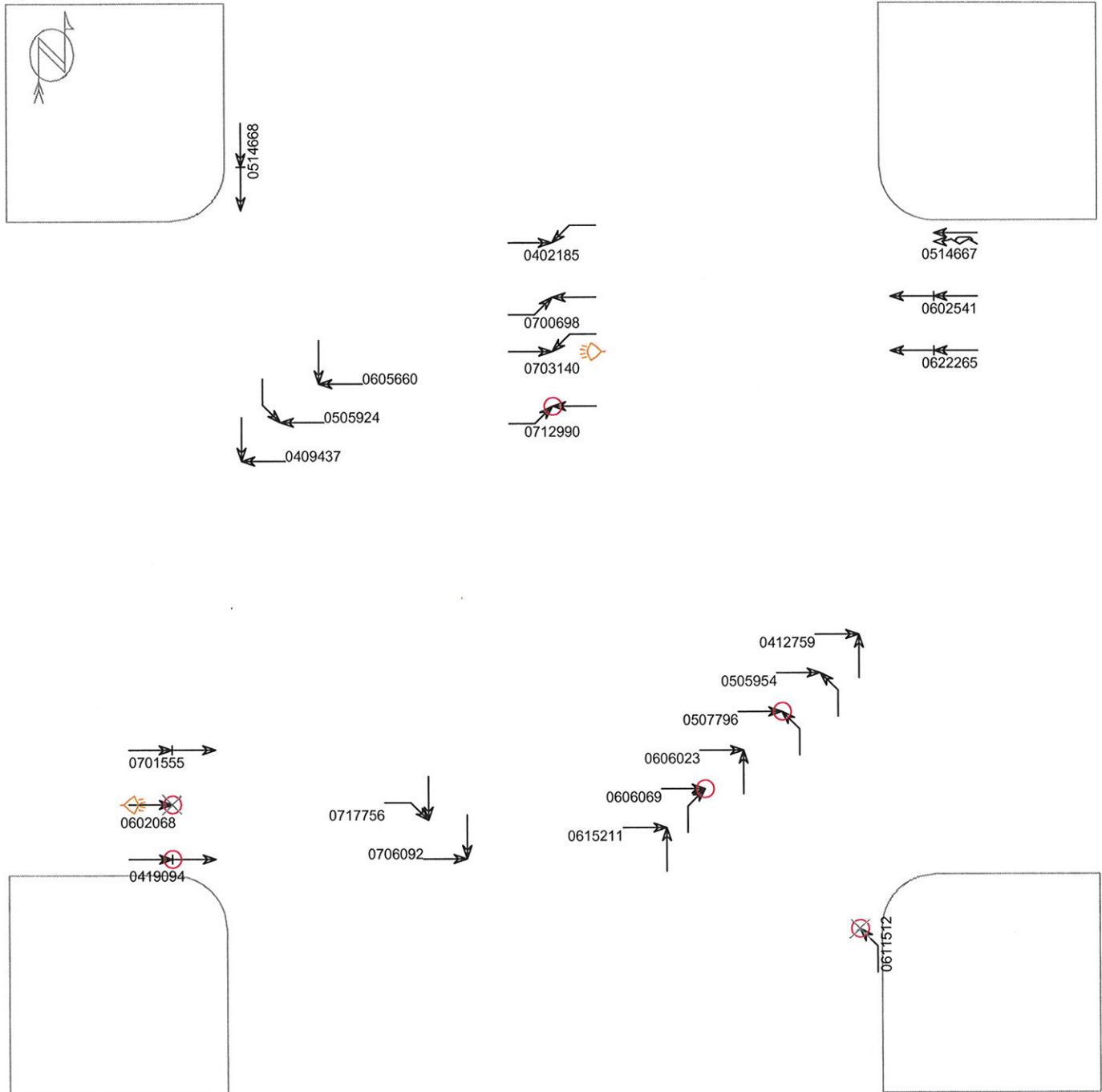
PDO CRASHES: 13
INJURY CRASHES: 4
FATAL CRASHES: 0

TOTAL PERSONS INJURED: 7
TOTAL PERSONS KILLED: 0



























*** CREATED: 04/29/08 12.56.22 BY: WY4724

23 Accidents

2nd St & Conwell 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	 General	 Pole
 Unknown	 Avoid Object	 Injury	 Signal	 Curb
 Backing	 Right turn	 Fatality	 Tree	 Animal
 Overtaking	 Left turn	 Nighttime	 3rd vehicle	
 Sideswipe	 U-turn	 DUI	 Extra data	

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPRT NUM	NUM KIL	NUM COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY FUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY	PRIOR	DIRECTION							
» 04	2ND ST MV-MV	CONWELL ST	FEB 12 04	1245	02185	00	00	DAYLIGHT	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW	LEFT TURN				WEST			
			NO VIOLATIONS	STRAIGHT AHEAD				EAST			
» 04	2ND ST MV-MV	CONWELL ST	JUN 30 04	1025	09437	00	00	DAYLIGHT	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			DISREGARD TRAF CONTROL	STRAIGHT AHEAD				SOUTH			
			NO VIOLATIONS	STRAIGHT AHEAD				WEST			
» 04	2ND ST MV-MV	CONWELL ST	AUG 24 04	0750	12759	00	00	DAYLIGHT	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			INATTENTIVE DRIVER	STRAIGHT AHEAD				EAST			
			INATTENTIVE DRIVER	STRAIGHT AHEAD				NORTH			
» 04	2ND ST MV-MV	CONWELL ST	DEC 03 04	1213	19094	01	00	DAYLIGHT	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY	STRAIGHT AHEAD				EAST			
			NO VIOLATIONS	STOPPED IN TRAFFIC				EAST			
» 05	CONWELL ST 2ND ST MV-MV		SEP 14 05	1732	14668	00	00	DAYLIGHT	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY	STRAIGHT AHEAD				SOUTH			
			NO VIOLATIONS	STOPPED IN TRAFFIC				SOUTH			
» 05	2ND ST MV-MV	CONWELL ST	APR 12 05	1837	05924	00	00	DAWN OR DUSK	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			NO VIOLATIONS	LEFT TURN				SOUTH			
			DISREGARD TRAF CONTROL	STRAIGHT AHEAD				WEST			
» 05	2ND ST MV-MV	CONWELL ST	APR 14 05	1231	05954	00	00	DAYLIGHT	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			DISREGARD TRAF CONTROL	STRAIGHT AHEAD				EAST			
			NO VIOLATIONS	LEFT TURN				NORTH			
» 05	2ND ST MV-MV	CONWELL ST	MAY 26 05	0925	07796	02	00	DAYLIGHT	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			DISREGARD TRAF CONTROL	STRAIGHT AHEAD				EAST			
			NO VIOLATIONS	LEFT TURN				NORTH			
» 05	2ND ST MV-MV	CONWELL ST	SEP 14 05	1110	14667	00	00	DAYLIGHT	4-WAY INTERSECTION	SIDESWIP PASSING	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY	CHANGING LANES				WEST			
			NO VIOLATIONS	STRAIGHT AHEAD				WEST			
» 06	2ND ST PEDESTRIAN	CONWELL ST	JAN 30 06	2104	02068	01	00	DARK UNLIGHTED	4-WAY INTERSECTION	-	INTERSECTION RELATED
			INATTENTIVE DRIVER	STRAIGHT AHEAD				EAST			
» 06	2ND ST MV-MV	CONWELL ST	FEB 09 06	1714	02541	00	00	DAYLIGHT	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY	STRAIGHT AHEAD				WEST			
			NO VIOLATIONS	STOPPED IN TRAFFIC				WEST			

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPRT NUM	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT												
		HUMAN FACTOR			ACTIVITY PRIOR				DIRECTION			
» 06	2ND ST MV-MV	CONWELL ST	MAR 22 06	1250	05660 00 00	DAYLIGHT	WEST	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION	
		DISREGARD TRAF CONTROL	STRAIGHT AHEAD	NO VIOLATIONS	STRAIGHT AHEAD	WEST	SOUTH					
» 06	2ND ST MV-MV	CONWELL ST	MAR 30 06	0757	06023 00 00	DAYLIGHT	EAST	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION	
		DISREGARD TRAF CONTROL	STRAIGHT AHEAD	NO VIOLATIONS	STRAIGHT AHEAD	EAST	NORTH					
» 06	2ND ST MV-MV	CONWELL ST	APR 03 06	0805	06069 02 00	DAYLIGHT	EAST	DRY	4-WAY INTERSECTION	RIGHT TURN	INTERSECTION	
		DISREGARD TRAF CONTROL	STRAIGHT AHEAD	NO VIOLATIONS	RIGHT TURN	EAST	N EAST					
» 06	2ND ST PEDESTRIAN	CONWELL ST	JUL 14 06	2009	11512 01 00	DAYLIGHT	N WEST	DRY	4-WAY INTERSECTION	-	INTERSECTION RELATED	
		DISREGARD TRAF CONTROL	STRAIGHT AHEAD	NO VIOLATIONS	STRAIGHT AHEAD	EAST	NORTH					
» 06	2ND ST MV-MV	CONWELL ST	SEP 19 06	0708	15211 00 00	DAYLIGHT	EAST	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION	
		DISREGARD TRAF CONTROL	STRAIGHT AHEAD	NO VIOLATIONS	STRAIGHT AHEAD	EAST	NORTH					
» 06	2ND ST MV-MV	CONWELL ST	DEC 21 06	1305	22265 00 00	DAYLIGHT	WEST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED	
		NO VIOLATIONS	STOPPED IN TRAFFIC	IMPROPER TURNING	STRAIGHT AHEAD	WEST	WEST					
» 07	2ND ST MV-MV	CONWELL ST	JAN 10 07	1601	06098 00 00	DAYLIGHT	EAST	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION	
		FAILURE TO GRANT ROW	LEFT TURN	NO VIOLATIONS	STRAIGHT AHEAD	WEST	WEST					
» 07	2ND ST MV-MV	CONWELL ST	JAN 17 07	1011	01555 00 00	DAYLIGHT	EAST	ICY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED	
		UNSAFE SPEED	STOPPED IN TRAFFIC	NO VIOLATIONS	STOPPED IN TRAFFIC	EAST	EAST					
» 07	2ND ST MV-MV	CONWELL ST	JAN 31 07	1854	03140 00 00	DARK LIGHTED	WEST	ICY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION	
		FAILURE TO GRANT ROW	LEFT TURN	NO VIOLATIONS	STRAIGHT AHEAD	WEST	EAST					
» 07	2ND ST MV-MV	CONWELL ST	MAR 29 07	1410	06092 00 00	DAYLIGHT	EAST	SNOWY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION	
		INATTENTIVE DRIVER	SLOWING	NO VIOLATIONS	STRAIGHT AHEAD	EAST	SOUTH					
» 07	2ND ST MV-MV	CONWELL ST	JUL 31 07	1445	12990 04 00	DAYLIGHT	EAST	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION	
		FAILURE TO GRANT ROW	LEFT TURN	NO VIOLATIONS	STRAIGHT AHEAD	EAST	EAST					

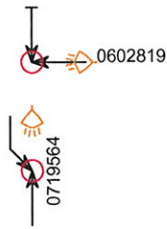
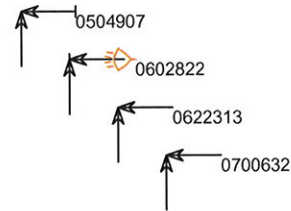
CRASH HISTORY CASPER INTERSECTION 2ND ST & CONWELL ST
YEARS: 2004 - 2007

YEAR	STREET NAME	ACC DATE	ACC TIME	REPRT NUM	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT		HUMAN FACTOR		ACTIVITY PRIOR		DIRECTION				
		NO VIOLATIONS		STRAIGHT AHEAD	WEST					
> 07	2ND ST	CONWELL ST	OCT 11 07	0640	17756	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION RIGHT TURN INTERSECTION
	MV-MV		INATTENTIVE DRIVER		RIGHT TURN	EAST				
			INATTENTIVE DRIVER		STRAIGHT AHEAD	SOUTH				

>>> 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 BY: WY4724

6 Accidents

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



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

← Straight	▬ Parked	× Pedestrian	Fixed objects:	
← Stopped	↩ Lane Change	⊗ Bicycle	□ General	▣ Pole
← Unknown	↪ Avoid Object	○ Injury	▣ Signal	▣ Curb
↔ Backing	↘ Right turn	⊙ Fatality	▣ Tree	⊗ Animal
↔ Overtaking	↙ Left turn	👤 Nighttime	◀ 3rd vehicle	
↔ Sideswipe	↺ U-turn	🚔 DUI	* Extra data	

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

YEAR	STREET NAME	STREET	ACC DATE	ACC TIME	REPT NUMBER	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION									
» 05	GANNETT ST MV-MV	WALSH DR	MAR 30 05	1138	04907	00	00	DAYLIGHT STRAIGHT AHEAD	WET	T INTERSECTION	ANGLE COLLISION	INTERSECTION RELATED
			UNSAFE SPEED NO VIOLATIONS					STOPPED IN TRAFFIC WEST				
» 06	GANNETT ST MV-MV	WALSH DR	FEB 14 06	2135	02822	00	00	DARK UNLIGHTED SLOWING STRAIGHT AHEAD	ICY	2-WAY INTERSECTION	REAR END	INTERSECTION
			UNSAFE SPEED NO VIOLATIONS					WEST NORTH				
» 06	GANNETT ST MV-MV	WALSH DR	FEB 14 06	2136	02819	01	00	DARK LIGHTED STRAIGHT AHEAD STOPPED IN TRAFFIC OTHER NO DRIVER	ICY	2-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			UNSAFE SPEED NO VIOLATIONS					WEST SOUTH NORTH				
» 06	GANNETT ST MV-MV	WALSH DR	DEC 24 06	1259	22313	00	00	DAYLIGHT STRAIGHT AHEAD STRAIGHT AHEAD	ICY	2-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			UNSAFE SPEED NO VIOLATIONS					WEST NORTH				
» 07	GANNETT ST MV-MV	WALSH DR	JAN 13 07	1026	00632	00	00	DAYLIGHT STRAIGHT AHEAD STRAIGHT AHEAD	ICY	2-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			UNSAFE SPEED NO VIOLATIONS					WEST NORTH				
» 07	GANNETT ST MV-MV	WALSH DR	NOV 07 07	1957	19564	01	00	DARK LIGHTED LEFT TURN STRAIGHT AHEAD	DRY	2-WAY INTERSECTION	LEFT TURN	INTERSECTION
			INATTENTIVE DRIVER UNKNOWN					S WEST NORTH				

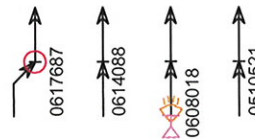
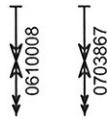
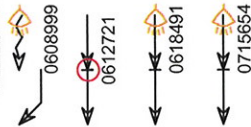
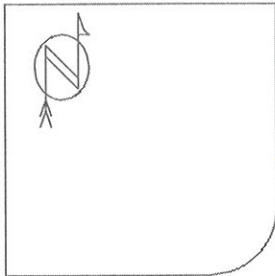
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>>> TOTAL CRASHES IN THIS REPORT: 6
PDO CRASHES: 4
INJURY CRASHES: 2
FATAL CRASHES: 0
TOTAL PERSONS INJURED: 2
TOTAL PERSONS KILLED: 0
*** CREATED: 04/29/08 14.13.28 BY: WY4724

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10 Accidents

Center St & Midwest Av
01/01/04 - 12/31/07



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

← Straight
← Stopped
← Unknown
↔ Backing
↔ Overtaking
↔ Sideswipe

▬ Parked
↔ Lane Change
↔ Avoid Object
↔ Right turn
↔ Left turn
↔ U-turn

× Pedestrian
× Bicycle
○ Injury
⊙ Fatality
↔ Nighttime
↔ DUI

Fixed objects:

□ General
▣ Signal
▣ Tree
▣ Pole
▣ Curb
▣ Animal
◁ 3rd vehicle
* Extra data

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUM	NUM KIL	COND	ROAD ELEMENT	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT											
			HUMAN FACTOR		ACTIVITY		DIRECTION				
					PRIOR						
» 05	CENTER ST MV-MV	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								
» 06	CENTER ST MV-MV	MIDWEST 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								
» 06	CENTER ST MV-MV	MIDWEST 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								
» 06	CENTER ST MV-MV	MIDWEST AV	JUN 24 06	1350	10008	00 00	DAYLIGHT	DRY	DIAGONAL PARKING	ANGLE COLLISION	INTERSECTION RELATED
			UNSAFE BACKING UP BACKING N EAST								
			NO VIOLATIONS STOPPED IN TRAFFIC SOUTH								
» 06	CENTER ST MV-MV	MIDWEST 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								
» 06	CENTER ST MV-MV	MIDWEST AV	OCT 19 06	1340	17687	02 00	DAYLIGHT	DRY	4-WAY INTERSECTION	RIGHT TURN	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY RIGHT TURN N WEST								
			NO VIOLATIONS STOPPED IN TRAFFIC NORTH								
» 06	CENTER ST MV-MV	MIDWEST AV	NOV 02 06	2015	18491	00 00	DARK LIGHTED	DRY	DIAGONAL PARKING	OTHER	INTERSECTION RELATED
			UNSAFE BACKING UP PARKING S WEST								
			NO VIOLATIONS STOPPED IN TRAFFIC SOUTH								
» 06	MIDWEST AV MV-MV	CENTER ST	AUG 21 06	1039	12721	02 00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD SOUTH								
			NO VIOLATIONS STOPPED IN TRAFFIC SOUTH								
» 07	CENTER ST MV-MV	MIDWEST AV	FEB 21 07	1215	03867	00 00	DAYLIGHT	DRY	DIAGONAL PARKING	ANGLE COLLISION	INTERSECTION RELATED
			UNSAFE BACKING UP BACKING N EAST								
			NO VIOLATIONS STOPPED IN TRAFFIC SOUTH								
» 07	CENTER ST MV-MV	MIDWEST AV	SEP 08 07	2100	15654	00 00	DARK LIGHTED	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			UNKNOWN STRAIGHT AHEAD SOUTH								
			NO VIOLATIONS STOPPED IN TRAFFIC SOUTH								

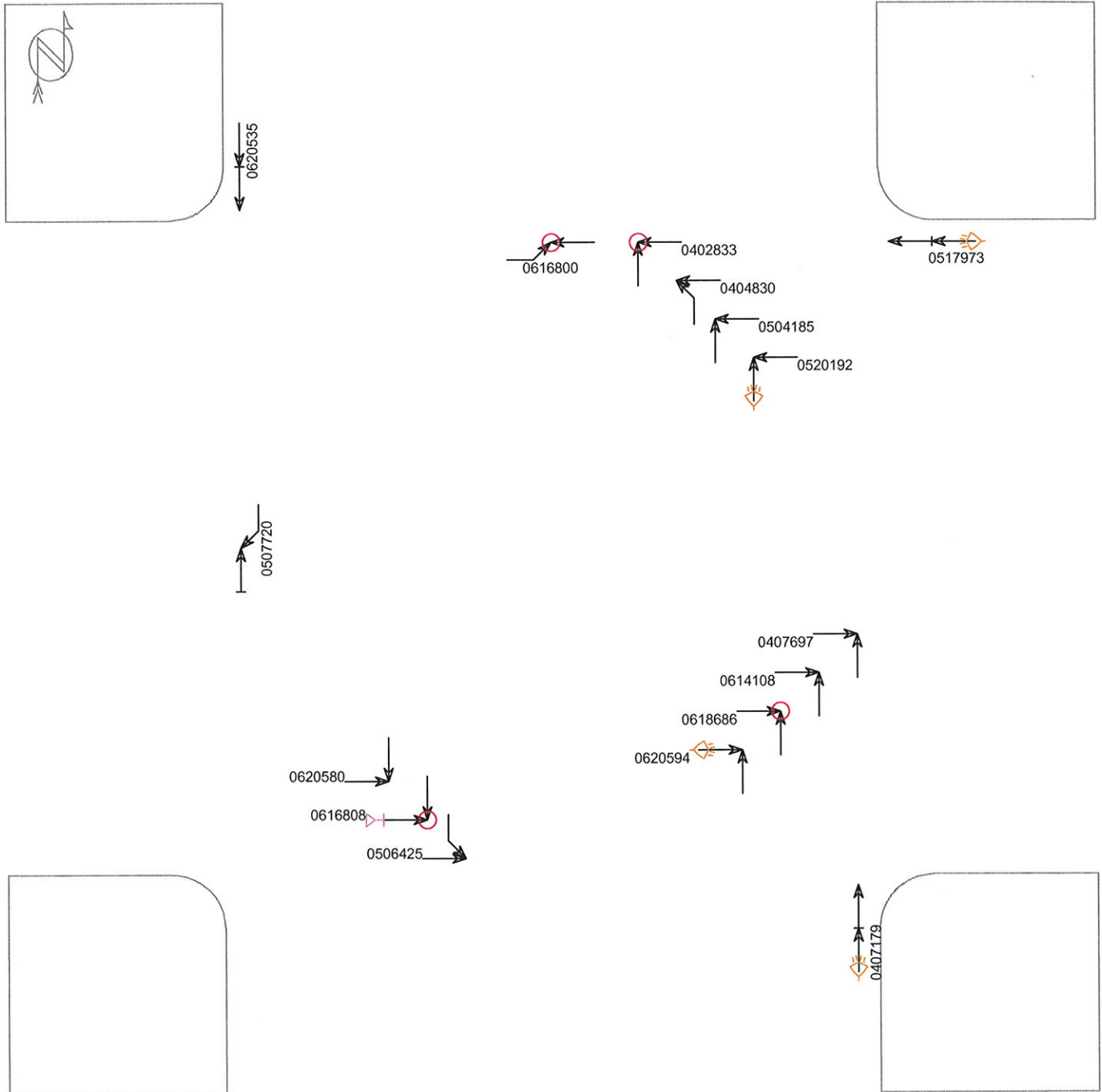
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|||
||| >>> TOTAL CRASHES IN THIS REPORT: 10
|||
|||
||| PDC CRASHES: 8
||| INJURY CRASHES: 2
||| FATAL CRASHES: 0
|||
|||
||| TOTAL PERSONS INJURED: 4
||| TOTAL PERSONS KILLED: 0
|||
||| *** CREATED: 04/29/08 14.14.36 BY: WY4724
|||
|||


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16 Accidents

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



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

← Straight	 Parked	× Pedestrian	Fixed objects:	
← Stopped	↔ Lane Change	⊗ Bicycle	□ General	▣ Pole
← Unknown	↔ Avoid Object	○ Injury	▣ Signal	▣ Curb
↔ Backing	↘ Right turn	⊙ Fatality	▣ Tree	⊗ Animal
↔ Overtaking	↙ Left turn	👁 Nighttime	◁ 3rd vehicle	
↔ Sideswipe	↺ U-turn	🚔 DUI	* Extra data	

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPORT NUMBER	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION									
» 04	CY/WY 220 MV-WV	14TH ST	MAY 20 04	0237	07179	00	00	DARK UNLIGHTED	WET	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD N EAST									
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD N EAST									
			NO VIOLATIONS STOPPED IN TRAFFIC EAST									
			NO VIOLATIONS STOPPED IN TRAFFIC EAST									
» 04	14TH ST MV-WV	CY/WY 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									
» 04	14TH ST MV-WV	CY/WY 220	APR 03 04	1259	04830	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW LEFT TURN N EAST									
			NO VIOLATIONS STRAIGHT AHEAD WEST									
» 04	14TH ST MV-WV	CY/WY 220	MAY 30 04	1900	07697	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			FAILURE TO GRANT ROW STRAIGHT AHEAD EAST									
			NO VIOLATIONS STRAIGHT AHEAD N EAST									
» 05	CY/WY 220 MV-WV	14TH ST	NOV 11 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									
» 05	14TH ST MV-WV	CY/WY 220	MAR 16 05	1355	04185	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			FAILURE TO GRANT ROW STARTING OUT N WEST									
			NO VIOLATIONS STRAIGHT AHEAD WEST									
» 05	14TH ST MV-WV	CY/WY 220	APR 29 05	1530	06425	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW LEFT TURN S EAST									
			NO VIOLATIONS STRAIGHT AHEAD EAST									
» 05	14TH ST MV-WV	CY/WY 220	MAY 23 05	1723	07720	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	RIGHT TURN	INTERSECTION
			FAILURE TO GRANT ROW RIGHT TURN SOUTH									
			NO VIOLATIONS STOPPED IN TRAFFIC N EAST									
			NO VIOLATIONS STRAIGHT AHEAD N EAST									
» 05	14TH ST MV-WV	CY/WY 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									
» 06	CY/WY 220 MV-WV	14TH ST	DEC 01 06	1520	20535	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD S WEST									
			NO VIOLATIONS STOPPED IN TRAFFIC S WEST									

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

YEAR	STREET NAME	STREET	ACC DATE	ACC TIME	REPRT NUM	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION									
» 06	14TH ST MV-MV	CY/WY 220	SEP 06 06 1515	14108	00	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			INEXPERIENCED DRIVER	STRAIGHT AHEAD	EAST							
			NO VIOLATIONS	STRAIGHT AHEAD	N EAST							
» 06	14TH ST MV-MV	CY/WY 220	OCT 13 06 2047	16800	02	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW	LEFT TURN	EAST							
			NO VIOLATIONS	STRAIGHT AHEAD	WEST							
			NO DRIVER	PARKED	WEST							
» 06	14TH ST MV-MV	CY/WY 220	OCT 15 06 2019	16808	03	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			ALCOHOL RELATED	STRAIGHT AHEAD	EAST							
			NO VIOLATIONS	STRAIGHT AHEAD	S WEST							
» 06	14TH ST MV-MV	CY/WY 220	NOV 17 06 0741	16866	01	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			FAILURE TO GRANT ROW	STRAIGHT AHEAD	NORTH							
			NO VIOLATIONS	STRAIGHT AHEAD	EAST							
» 06	14TH ST MV-MV	CY/WY 220	DEC 01 06 1830	20594	00	00	00	DARK LIGHTED	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			-	STRAIGHT AHEAD	EAST							
			.	STRAIGHT AHEAD	NORTH							
» 06	14TH ST MV-MV	CY/WY 220	DEC 05 06 1528	20580	00	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			INATTENTIVE DRIVER	STRAIGHT AHEAD	EAST							
			NO VIOLATIONS	STRAIGHT AHEAD	S WEST							

>>> TOTAL CRASHES IN THIS REPORT: 16

PDO CRASHES: 12

INJURY CRASHES: 4

FATAL CRASHES: 0

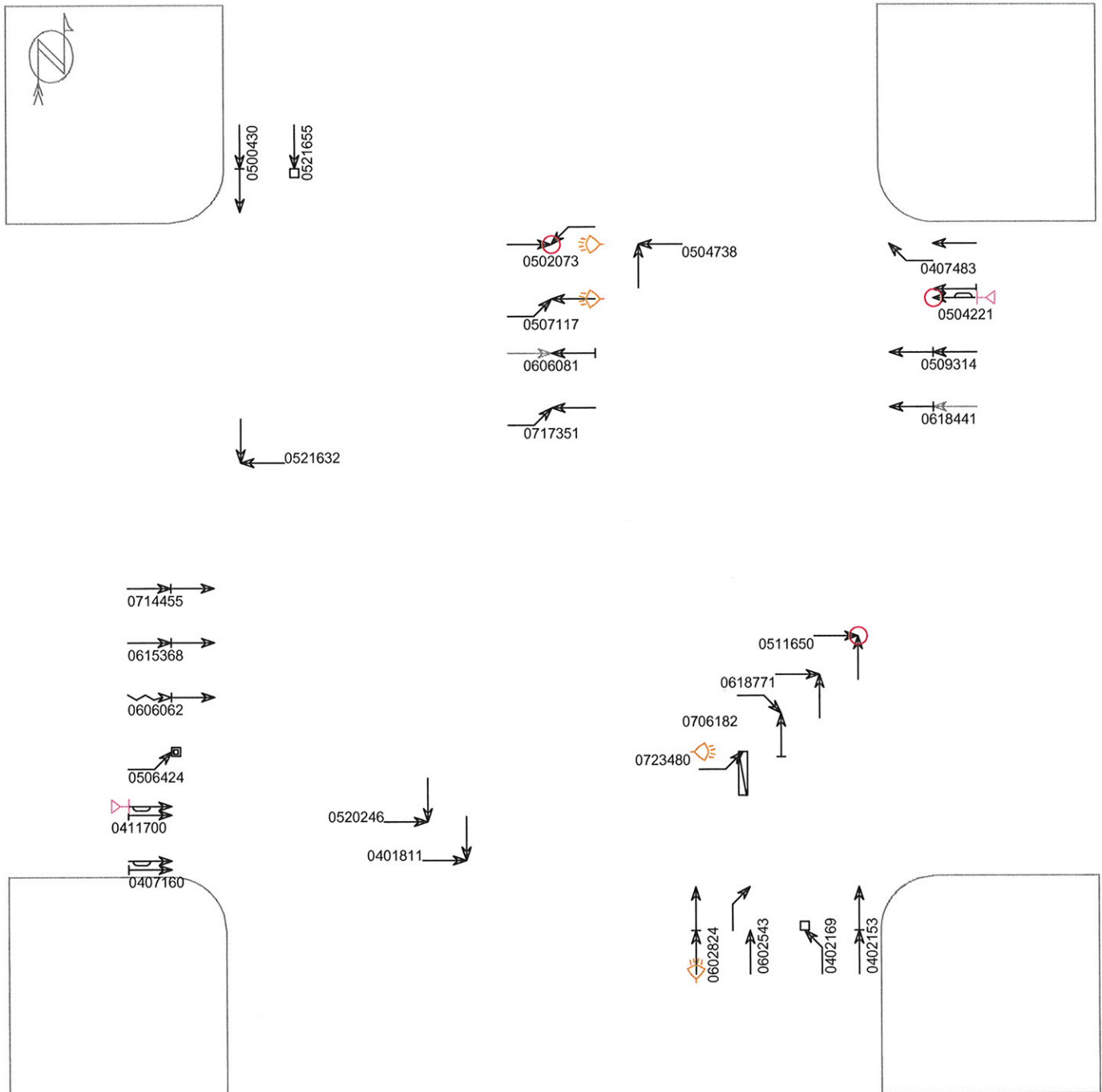
TOTAL PERSONS INJURED: 7

TOTAL PERSONS KILLED: 0

*** CREATED: 04/29/08 14.16.16 BY: WY4724

28 Accidents

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



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

← Straight	▭ Parked	× Pedestrian	Fixed objects:	
← Stopped	↔ Lane Change	⊗ Bicycle	□ General	▣ Pole
← Unknown	↔ Avoid Object	○ Injury	▣ Signal	▣ Curb
↔ Backing	↔ Right turn	◎ Fatality	▣ Tree	⊗ Animal
↔ Overtaking	↔ Left turn	⚡ Nighttime	◀ 3rd vehicle	
↔ Sideswipe	↔ U-turn	🚗 DUI	* Extra data	

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUM	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION									
» 04	COUNTY CLB 12TH ST MV-MV	FEB 04 04 1730 02153 00 00	INATTENTIVE DRIVER	STRAIGHT AHEAD	NO VIOLATIONS	STRAIGHT AHEAD	STOPPED IN TRAFFIC	NORTH	ICY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
» 04	12TH ST BUILDING OR WALL	FEB 05 04 1200 02169 00 00	UNKNOWN	LEFT TURN	DAYLIGHT	NORTH						
» 04	12TH ST MV-MV	FEB 05 04 1211 01811 00 00	UNSAFE SPEED	STRAIGHT AHEAD	NO VIOLATIONS	STARTING OUT	DAYLIGHT	EAST	ICY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
» 04	12TH ST MV-MV	MAY 18 04 1402 07150 00 00	NO VIOLATIONS	STOPPED IN TRAFFIC	FOLLOWING TOO CLOSELY	STRAIGHT AHEAD	DAYLIGHT	EAST	DRY	4-WAY INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED
» 04	12TH ST MV-MV	MAY 21 04 1735 07483 00 00	IMPROPER TURNING	RIGHT TURN	NO VIOLATIONS	STRAIGHT AHEAD	DAYLIGHT	WEST	DRY	4-WAY INTERSECTION	RIGHT TURN	INTERSECTION
» 04	12TH ST MV-MV	AUG 07 04 1615 11700 00 00	ALCOHOL RELATED	STRAIGHT AHEAD	NO VIOLATIONS	STOPPED IN TRAFFIC	DAYLIGHT	EAST	DRY	4-WAY INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED
» 05	COUNTY CLB 12TH ST MV-MV	JAN 11 05 0905 00430 00 00	UNSAFE SPEED	SLOWING	NO VIOLATIONS	STOPPED IN TRAFFIC	DAYLIGHT	SOUTH	ICY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
» 05	COUNTY CLB 12TH ST RAISED CURB	APR 29 05 1440 06424 00 00	UNSAFE SPEED	LEFT TURN	NO VIOLATIONS	STOPPED IN TRAFFIC	DAYLIGHT	EAST	WET	4-WAY INTERSECTION	-	INTERSECTION RELATED
» 05	COUNTY CLB 12TH ST FENCE	DEC 29 05 1210 21655 00 00	UNSAFE SPEED	STRAIGHT AHEAD	NO VIOLATIONS	STOPPED IN TRAFFIC	DAYLIGHT	SOUTH	SNOWY	4-WAY INTERSECTION	-	INTERSECTION RELATED
» 05	12TH ST MV-MV	FEB 06 05 2037 02073 02 00	INATTENTIVE DRIVER	LEFT TURN	NO VIOLATIONS	STRAIGHT AHEAD	DARK LIGHTED	WEST	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
» 05	12TH ST MV-MV	MAR 20 05 1801 04221 01 00	ALCOHOL RELATED	STRAIGHT AHEAD	NO VIOLATIONS	STOPPED IN TRAFFIC	DAYLIGHT	WEST	DRY	4-WAY INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED
» 05	12TH ST MV-MV	MAR 25 05 1725 04738 00 00	NO VIOLATIONS	STOPPED IN TRAFFIC	NO VIOLATIONS	STRAIGHT AHEAD	DAYLIGHT	WEST	WET	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION

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

YEAR	STREET NAME	STREET	ACC DATE	ACC TIME	REPRT NUM	NUM KIL	COND	ROAD ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION							
			NO VIOLATIONS		STRAIGHT AHEAD	NORTH				
* 05	12TH ST MV-MV	COUNTY CLB	MAY 08 05	2050	07117	00 00	DARK LIGHTED	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			INATTENTIVE DRIVER		STRAIGHT AHEAD	WEST				
			INATTENTIVE DRIVER		LEFT TURN	EAST				
* 05	12TH ST MV-MV	COUNTY CLB	JUN 21 05	1550	09314	00 00	DAYLIGHT	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			INATTENTIVE DRIVER		STRAIGHT AHEAD	WEST				
			NO VIOLATIONS		STOPPED IN TRAFFIC	WEST				
* 05	12TH ST MV-MV	COUNTY CLB	JUL 28 05	1840	11650	01 00	DAYLIGHT	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			DISREGARD TRAF CONTROL		STRAIGHT AHEAD	EAST				
			NO VIOLATIONS		STRAIGHT AHEAD	NORTH				
* 05	12TH ST MV-MV	COUNTY CLB	DEC 14 05	0935	20246	00 00	DAYLIGHT	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			UNSAFE SPEED		STRAIGHT AHEAD	EAST				
			NO VIOLATIONS		STRAIGHT AHEAD	SOUTH				
* 05	12TH ST MV-MV	COUNTY CLB	DEC 29 05	1215	21632	00 00	DAYLIGHT	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			UNSAFE SPEED		SLOWING	WEST				
			NO VIOLATIONS		STRAIGHT AHEAD	SOUTH				
* 06	COUNTY CLB 12TH ST MV-MV	12TH ST	FEB 14 06	1815	02824	00 00	DARK LIGHTED	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			UNSAFE SPEED		SLOWING	NORTH				
			UNSAFE SPEED		SLOWING	NORTH				
			NO VIOLATIONS		STOPPED IN TRAFFIC	NORTH				
* 06	12TH ST MV-MV	COUNTY CLB	FEB 09 06	0638	02543	00 00	DAWN OR DUSK	4-WAY INTERSECTION	RIGHT TURN	INTERSECTION
			FAILURE TO GRANT ROW		STRAIGHT AHEAD	NORTH				
			NO VIOLATIONS		RIGHT TURN	N WEST				
* 06	12TH ST MV-MV	COUNTY CLB	APR 02 06	1252	06062	00 00	DAYLIGHT	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			INATTENTIVE DRIVER		CHANGING LANES	EAST				
			NO VIOLATIONS		STOPPED IN TRAFFIC	EAST				
* 06	12TH ST MV-MV	COUNTY CLB	APR 02 06	06081	00 00	DAYLIGHT	OTHER	4-WAY INTERSECTION	HEAD ON	INTERSECTION RELATED
			NO DRIVER		OTHER	EAST				
			NO DRIVER		STOPPED IN TRAFFIC	WEST				
* 06	12TH ST MV-MV	COUNTY CLB	SEP 28 06	1243	15368	00 00	DAYLIGHT	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			NO VIOLATIONS		STRAIGHT AHEAD	EAST				
			NO VIOLATIONS		STRAIGHT AHEAD	EAST				

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

YEAR	STREET NAME	STREET	ACC DATE	ACC TIME	REPRT NUM	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT												
HUMAN FACTOR			ACTIVITY PRIOR			DIRECTION						
» 06	12TH ST MV-MV	COUNTY CLB	NOV 03 06	1544	18441	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY		OTHER		WEST					
			NO VIOLATIONS		STOPPED IN TRAFFIC		WEST					
» 06	12TH ST MV-MV	COUNTY CLB	NOV 20 06	1505	18771	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			DISREGARD TRAF CONTROL		STRAIGHT AHEAD		EAST					
			NO VIOLATIONS		STRAIGHT AHEAD		NORTH					
» 07	COUNTY CLB 12TH ST MV-MV	MAR 29 07	0740	06182	00	00	00	DAYLIGHT	ICY	4-WAY INTERSECTION	RIGHT TURN	INTERSECTION RELATED
		NO VIOLATIONS		RIGHT TURN		EAST						
		NO VIOLATIONS		STOPPED IN TRAFFIC		NORTH						
» 07	COUNTY CLB 12TH ST PARKED MV	DEC 24 07	2025	23480	00	00	00	DARK LIGHTED	SNOWY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION RELATED
		UNSAFE SPEED		LEFT TURN		EAST						
		NO DRIVER		PARKED		NORTH						
		NO DRIVER		PARKED		NORTH						
» 07	12TH ST MV-MV	COUNTY CLB	AUG 21 07	1611	14455	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION
		FOLLOWING TOO CLOSELY		STARTING OUT		EAST						
		NO VIOLATIONS		STOPPED IN TRAFFIC		EAST						
» 07	12TH ST MV-MV	COUNTY CLB	OCT 04 07	1810	17351	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
		FAILURE TO GRANT ROW		LEFT TURN		EAST						
		NO VIOLATIONS		STRAIGHT AHEAD		WEST						

>>> TOTAL CRASHES IN THIS REPORT: 28

PDO CRASHES: 25

INJURY CRASHES: 3

FATAL CRASHES: 0

TOTAL PERSONS INJURED: 4

TOTAL PERSONS KILLED: 0

*** CREATED: 04/29/08 14.17.41 BY: WY4724

>>> TOTAL CRASHES IN THIS REPORT: 28

PDO CRASHES: 25

INJURY CRASHES: 3

FATAL CRASHES: 0

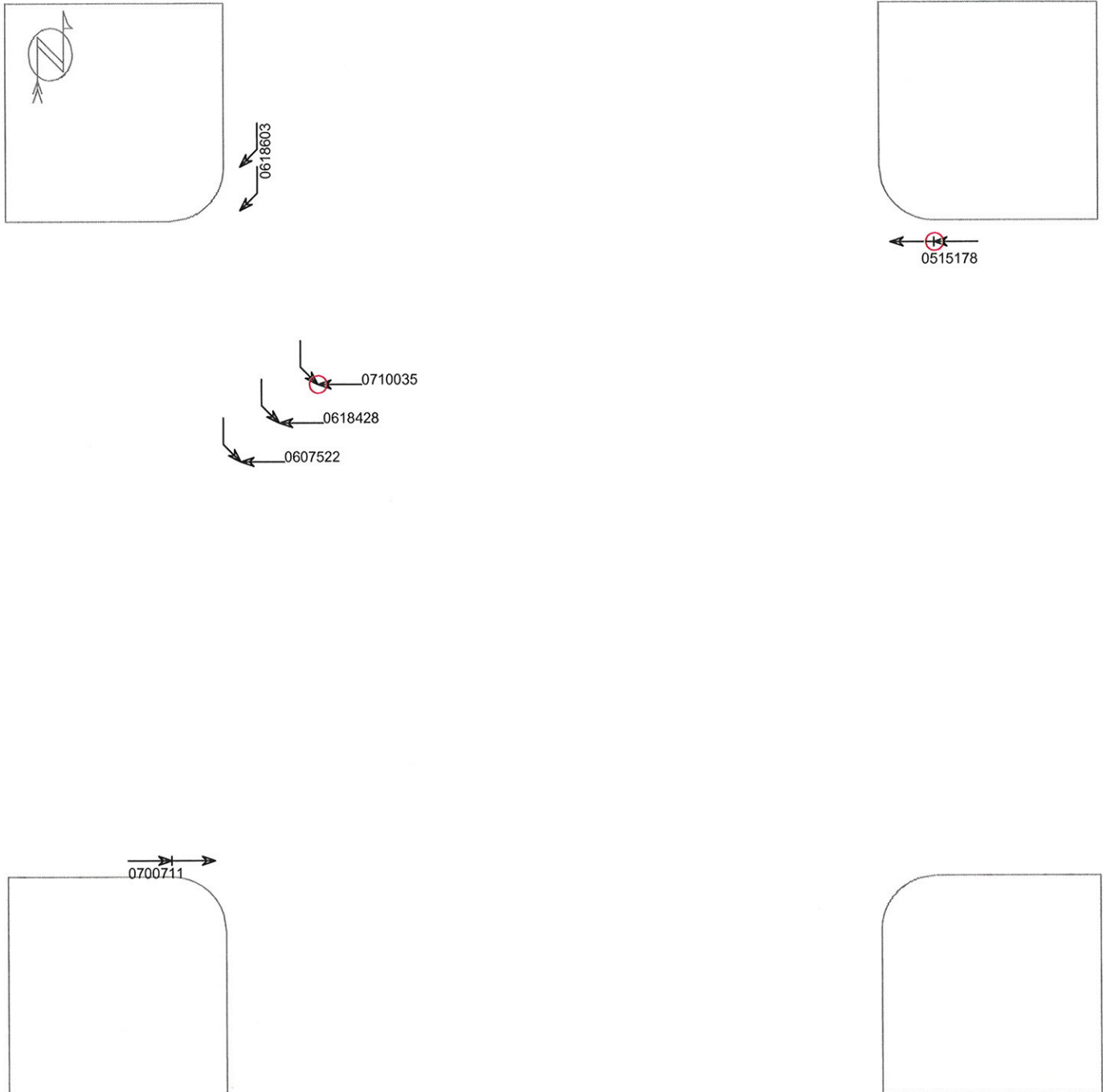
TOTAL PERSONS INJURED: 4

TOTAL PERSONS KILLED: 0

*** CREATED: 04/29/08 14.17.41 BY: WY4724

6 Accidents

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



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

← Straight	▬ Parked	× Pedestrian	Fixed objects:	
← Stopped	↔ Lane Change	× Bicycle	□ General	▣ Pole
← Unknown	↔ Avoid Object	○ Injury	▣ Signal	▣ Curb
↔ Backing	↘ Right turn	◎ Fatality	▣ Tree	↘ Animal
↔ Overtaking	↙ Left turn	💡 Nighttime	◁ 3rd vehicle	
↔ Sideswipe	↺ U-turn	🚔 DUI	* Extra data	

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPRT NUM	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION									
» 05	2ND ST MV-MV	UNIVERSITY	SEP 26 05	1247	15178	04	00	DAYLIGHT	DRY	2-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			NO VIOLATIONS					STARTING OUT				
			NO VIOLATIONS					STOPPED IN TRAFFIC				
			UNSAFE SPEED					STRAIGHT AHEAD				
» 06	2ND ST MV-MV	UNIVERSITY	MAY 04 06	1305	07522	00	00	DAYLIGHT	SNOWY	2-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW					LEFT TURN				
			NO VIOLATIONS					STRAIGHT AHEAD				
» 06	2ND ST MV-MV	UNIVERSITY	NOV 01 06	1407	18428	00	00	DAYLIGHT	DRY	2-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW					LEFT TURN				
			NO VIOLATIONS					STRAIGHT AHEAD				
» 06	2ND ST MV-MV	UNIVERSITY	NOV 07 06	1341	18603	00	00	DAYLIGHT	DRY	2-WAY INTERSECTION	RIGHT TURN	INTERSECTION
			INATTENTIVE DRIVER					RIGHT TURN				
			IMPROPER TURNING					RIGHT TURN				
» 07	2ND ST MV-MV	UNIVERSITY	JAN 11 07	1250	00711	00	00	DAYLIGHT	SNOWY	2-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY					STRAIGHT AHEAD				
			NO VIOLATIONS					STOPPED IN TRAFFIC				
» 07	2ND ST MV-MV	UNIVERSITY	JUN 11 07	1116	10035	03	00	DAYLIGHT	WET	2-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW					LEFT TURN				
			NO VIOLATIONS					STRAIGHT AHEAD				

>>> TOTAL CRASHES IN THIS REPORT: 6

PDO CRASHES: 4

INJURY CRASHES: 2

FATAL CRASHES: 0

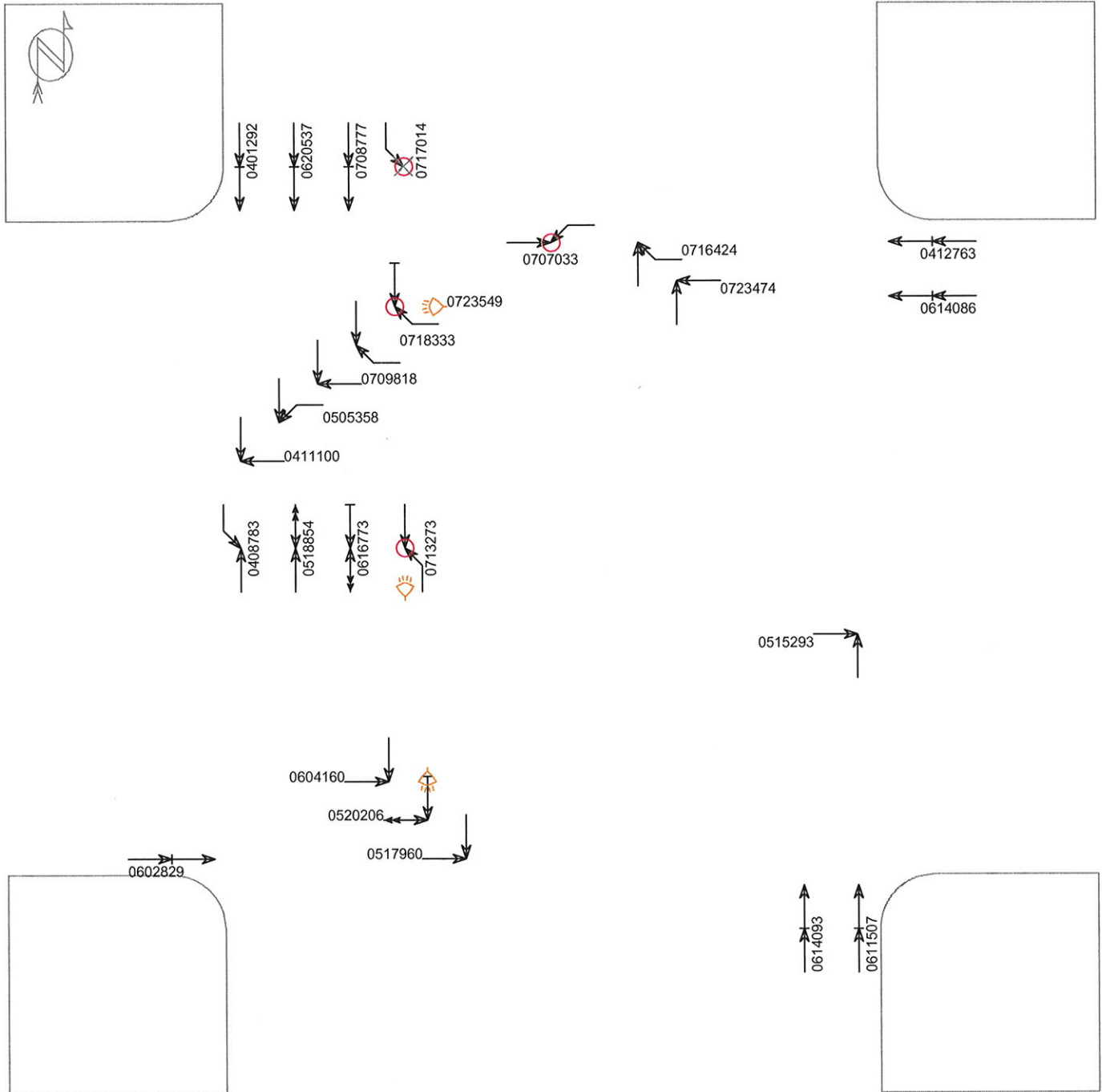
TOTAL PERSONS INJURED: 7

TOTAL PERSONS KILLED: 0

*** CREATED: 04/29/08 14.19.13 BY: WY4724

25 Accidents

2nd St & Center 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	□ General	▣ Pole
← Unknown	↔ Avoid Object	○ Injury	▣ Signal	▣ Curb
↔ Backing	↘ Right turn	⊙ Fatality	▣ Tree	⊗ Animal
↔ Overtaking	↙ Left turn	⚡ Nighttime	◁ 3rd vehicle	
↔ Sideswipe	↺ U-turn	🚔 DUI	✱ Extra data	

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUMBER	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION

1ST HARMFUL EVENT												
			HUMAN FACTOR	ACTIVITY				DIRECTION				
					PRIOR							

» 04	CENTER ST	2ND ST	JAN 26 04	1400	01292	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		NO VIOLATIONS STOPPED IN TRAFFIC SOUTH FOLLOWING TOO CLOSELY STRAIGHT AHEAD SOUTH									
» 04	2ND ST	CENTER ST	JUN 19 04	1339	08783	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
	MV-MV		INATTENTIVE DRIVER LEFT TURN SOUTH NO VIOLATIONS STRAIGHT AHEAD NORTH									
» 04	2ND ST	CENTER ST	AUG 04 04	1321	11100	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
	MV-MV		DISREGARD TRAF CONTROL STRAIGHT AHEAD SOUTH NO VIOLATIONS STRAIGHT AHEAD WEST NO VIOLATIONS STOPPED IN TRAFFIC EAST									
» 04	2ND ST	CENTER ST	AUG 25 04	1701	12763	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST									
» 05	CENTER ST	2ND ST	NOV 29 05	1302	18854	00	00	DAYLIGHT	DRY	DIAGONAL PARKING	ANGLE COLLISION	INTERSECTION RELATED
	MV-MV		NO VIOLATIONS SLOWING NORTH UNSAFE BACKING UP BACKING S WEST									
» 05	CENTER ST	2ND ST	DEC 10 05	1845	20206	00	00	DARK LIGHTED	DRY	DIAGONAL PARKING	ANGLE COLLISION	INTERSECTION RELATED
	MV-MV		NO VIOLATIONS STOPPED IN TRAFFIC SOUTH UNSAFE BACKING UP BACKING EAST									
» 05	2ND ST	CENTER ST	APR 08 05	1338	05358	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
	MV-MV		DISREGARD TRAF CONTROL STRAIGHT AHEAD SOUTH NO VIOLATIONS LEFT TURN WEST									
» 05	2ND ST	CENTER ST	SEP 28 05	1310	15293	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
	MV-MV		FAILURE TO GRANT ROW STRAIGHT AHEAD EAST NO VIOLATIONS STRAIGHT AHEAD NORTH									
» 05	2ND ST	CENTER ST	NOV 09 05	0855	17960	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
	MV-MV		FAILURE TO GRANT ROW STRAIGHT AHEAD SOUTH NO VIOLATIONS STRAIGHT AHEAD EAST									
» 05	CENTER ST	2ND ST	JUL 14 06	1140	11507	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		FOLLOWING TOO CLOSELY STRAIGHT AHEAD NORTH NO VIOLATIONS STOPPED IN TRAFFIC NORTH									
» 06	CENTER ST	2ND ST	SEP 01 06	1606	14093	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		FOLLOWING TOO CLOSELY STRAIGHT AHEAD NORTH									

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUMBER	NUM ING	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT												
			HUMAN FACTOR		ACTIVITY PRIOR			DIRECTION				
» 06	CENTER ST	2ND ST	OCT 06 06	1203	16773	00	00	DAYLIGHT	DRY	DIAGONAL PARKING	ANGLE COLLISION	INTERSECTION RELATED
	MV-MV		UNSAFE BACKING UP		BACKING			N EAST				
			NO VIOLATIONS		STOPPED IN TRAFFIC			SOUTH				
» 06	CENTER ST	2ND ST	DEC 01 06	1139	20537	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		FOLLOWING TOO CLOSELY		STRAIGHT AHEAD			SOUTH				
			NO VIOLATIONS		STOPPED IN TRAFFIC			SOUTH				
» 06	2ND ST	CENTER ST	FEB 14 06	1524	02829	00	00	DAYLIGHT	WET	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		UNSAFE SPEED		SLOWING			EAST				
			NO VIOLATIONS		STOPPED IN TRAFFIC			EAST				
» 06	2ND ST	CENTER ST	MAR 03 06	1200	04160	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
	MV-MV		UNKNOWN		STRAIGHT AHEAD			SOUTH				
			NO VIOLATIONS		STRAIGHT AHEAD			EAST				
» 06	2ND ST	CENTER ST	SEP 01 06	1350	14086	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		FOLLOWING TOO CLOSELY		STRAIGHT AHEAD			WEST				
			NO VIOLATIONS		STOPPED IN TRAFFIC			WEST				
» 07	CENTER ST	2ND ST	MAY 18 07	1445	08777	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		INATTENTIVE DRIVER		STRAIGHT AHEAD			SOUTH				
			NO VIOLATIONS		STOPPED IN TRAFFIC			SOUTH				
» 07	CENTER ST	2ND ST	DEC 27 07	2020	23549	01	00	DARK LIGHTED	ICY	4-WAY INTERSECTION	RIGHT TURN	INTERSECTION RELATED
	MV-MV		UNSAFE SPEED		RIGHT TURN			WEST				
			NO VIOLATIONS		STOPPED IN TRAFFIC			SOUTH				
» 07	2ND ST	CENTER ST	APR 18 07	1253	07033	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
	MV-MV		IMPROPER TURNING		LEFT TURN			WEST				
			NO VIOLATIONS		STRAIGHT AHEAD			EAST				
» 07	2ND ST	CENTER ST	JUN 06 07	1804	09818	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
	MV-MV		DISREGARD TRAF CONTROL		STRAIGHT AHEAD			WEST				
			NO VIOLATIONS		STRAIGHT AHEAD			SOUTH				
» 07	2ND ST	CENTER ST	AUG 06 07	2230	13273	03	00	DARK LIGHTED	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
	MV-MV		IMPROPER TURNING		LEFT TURN			NORTH				
			NO VIOLATIONS		STRAIGHT AHEAD			SOUTH				

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

YEAR	STREET NAME	ACC DATE	ACC TIME	REPRT NUMBER	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION

1ST HARMFUL EVENT											
		HUMAN FACTOR		ACTIVITY PRIOR				DIRECTION			

> 07	2ND ST MV-MV	CENTER ST	SEP 12 07	1319	16424	00	00	DAYLIGHT WEST	DRY	4-WAY INTERSECTION RIGHT TURN	INTERSECTION
			FAILURE TO GRANT ROW RIGHT TURN WEST								
			NO VIOLATIONS STRAIGHT AHEAD NORTH								
> 07	2ND ST PEDESTRIAN	CENTER ST	OCT 03 07	0955	17014	01	00	DAYLIGHT SOUTH	DRY	4-WAY INTERSECTION -	INTERSECTION RELATED
			DISREGARD TRAF CONTROL LEFT TURN								
> 07	2ND ST MV-MV	CENTER ST	OCT 19 07	1616	18333	00	00	DAYLIGHT WEST	DRY	4-WAY INTERSECTION RIGHT TURN	INTERSECTION
			INATTENTIVE DRIVER RIGHT TURN WEST								
			UNKNOWN STRAIGHT AHEAD SOUTH								
> 07	2ND ST MV-MV	CENTER ST	DEC 23 07	1223	23474	00	00	DAYLIGHT NORTH	DRY	4-WAY INTERSECTION ANGLE COLLISION	INTERSECTION
			DISREGARD TRAF CONTROL STRAIGHT AHEAD NORTH								
			NO VIOLATIONS STRAIGHT AHEAD WEST								
			NO VIOLATIONS STOPPED IN TRAFFIC SOUTH								

>>> TOTAL CRASHES IN THIS REPORT: 25

PDO CRASHES: 21

INJURY CRASHES: 4

FATAL CRASHES: 0

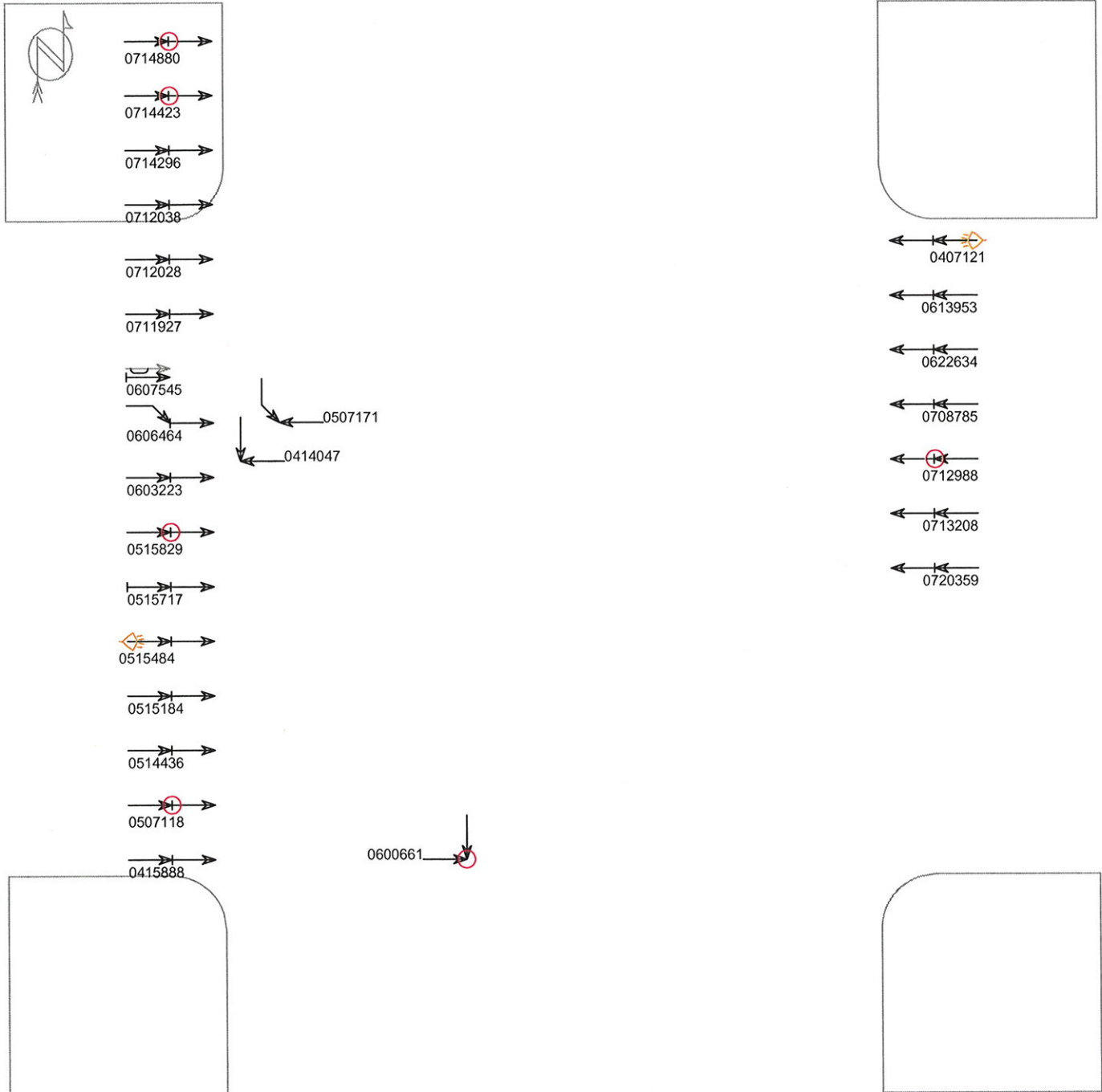
TOTAL PERSONS INJURED: 6

TOTAL PERSONS KILLED: 0



























*** CREATED: 04/29/08 14.20.43 BY: WY4724

26 Accidents

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



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

 Straight	 Parked	 Pedestrian	Fixed objects:	
 Stopped	 Lane Change	 Bicycle	 General	 Pole
 Unknown	 Avoid Object	 Injury	 Signal	 Curb
 Backing	 Right turn	 Fatality	 Tree	 Animal
 Overtaking	 Left turn	 Nighttime	 3rd vehicle	
 Sideswipe	 U-turn	 DUI	 Extra data	

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPRT NUM	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION								
» 04	2ND ST MV-MV	SUN DR	MAY 14 04	2120	07121	00	00	DARK LIGHTED	DRY	4-WAY INTERSECTION REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST								
			NO VIOLATIONS STOPPED IN TRAFFIC WEST								
			NO VIOLATIONS STOPPED IN TRAFFIC WEST								
» 04	2ND ST MV-MV	SUN DR	SEP 19 04	1838	14047	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION ANGLE COLLISION	INTERSECTION
			DISREGARD TRAF CONTROL STRAIGHT AHEAD WEST								
			NO VIOLATIONS STRAIGHT AHEAD SOUTH								
» 04	2ND ST MV-MV	SUN DR	OCT 21 04	1323	15888	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION REAR END	INTERSECTION RELATED
			INATTENTIVE DRIVER STRAIGHT AHEAD EAST								
			NO VIOLATIONS STOPPED IN TRAFFIC EAST								
» 05	2ND ST MV-MV	SUN DR	MAY 09 05	1246	07118	04	00	DAYLIGHT	DRY	4-WAY INTERSECTION REAR END	INTERSECTION RELATED
			ILLNESS STRAIGHT AHEAD EAST								
			NO VIOLATIONS STOPPED IN TRAFFIC EAST								
			ILLNESS STOPPED IN TRAFFIC EAST								
» 05	2ND ST MV-MV	SUN DR	MAY 12 05	1210	07171	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION LEFT TURN	INTERSECTION
			NO VIOLATIONS LEFT TURN SOUTH								
			FAILURE TO GRANT ROW STRAIGHT AHEAD WEST								
» 05	2ND ST MV-MV	SUN DR	SEP 13 05	1146	14436	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION REAR END	INTERSECTION RELATED
			NO VIOLATIONS STRAIGHT AHEAD EAST								
			FOLLOWING TOO CLOSELY STOPPED IN TRAFFIC EAST								
» 05	2ND ST MV-MV	SUN DR	SEP 26 05	1845	15184	00	00	DAWN OR DUSK	DRY	4-WAY INTERSECTION REAR END	INTERSECTION RELATED
			INATTENTIVE DRIVER STRAIGHT AHEAD EAST								
			NO VIOLATIONS STOPPED IN TRAFFIC EAST								
» 05	2ND ST MV-MV	SUN DR	OCT 03 05	2147	15484	00	00	DARK LIGHTED	DRY	4-WAY INTERSECTION REAR END	INTERSECTION RELATED
			INATTENTIVE DRIVER STRAIGHT AHEAD EAST								
			NO VIOLATIONS STOPPED IN TRAFFIC EAST								
» 05	2ND ST MV-MV	SUN DR	OCT 06 05	1930	15717	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION REAR END	INTERSECTION RELATED
			NO VIOLATIONS STOPPED IN TRAFFIC EAST								
			FOLLOWING TOO CLOSELY SLOWING								
» 05	2ND ST MV-MV	SUN DR	OCT 11 05	1325	15829	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST								
			NO VIOLATIONS STOPPED IN TRAFFIC EAST								
			NO VIOLATIONS STOPPED IN TRAFFIC EAST								

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPRT NUM	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
	1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION								
» 06	2ND ST MV-MV	SUN DR	JAN 09 05	1309	00661	02	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			DISREGARD TRAF CONTROL STRAIGHT AHEAD EAST SOUTH NO VIOLATIONS									
» 06	2ND ST MV-MV	SUN DR	FEB 16 06	1645	03223	00	00	DAYLIGHT	ICY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY SLOWING STOPPED IN TRAFFIC EAST NO VIOLATIONS									
» 06	2ND ST MV-MV	SUN DR	APR 07 06	1535	05464	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			NO VIOLATIONS RIGHT TURN EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST									
» 06	2ND ST MV-MV	SUN DR	MAY 08 06	1600	07545	00	00	DAYLIGHT	WET	4-WAY INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED
			UNKNOWN NO VIOLATIONS STOPPED IN TRAFFIC EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST									
» 06	2ND ST MV-MV	SUN DR	AUG 29 06	1719	13953	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST									
» 06	2ND ST MV-MV	SUN DR	DEC 30 06	1411	22634	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST									
» 07	2ND ST MV-MV	SUN DR	MAY 18 07	1930	08785	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			INATTENTIVE DRIVER STARTING OUT WEST NO VIOLATIONS STOPPED IN TRAFFIC WEST									
» 07	2ND ST MV-MV	SUN DR	JUL 09 07	1441	12028	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION
			FOLLOWING TOO CLOSELY SLOWING STOPPED IN TRAFFIC EAST NO VIOLATIONS									
» 07	2ND ST MV-MV	SUN DR	JUL 12 07	1633	11927	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST NO VIOLATIONS STOPPED IN TRAFFIC EAST									
» 07	2ND ST MV-MV	SUN DR	JUL 13 07	1720	12038	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST									

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUM	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
* 07	2ND ST MV-MV	SUN DR	JUL 30 07	1758	12988	01	00	DAYLIGHT WEST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST									
			NO VIOLATIONS STOPPED IN TRAFFIC WEST									
* 07	2ND ST MV-MV	SUN DR	AUG 01 07	1300	13208	00	00	DAYLIGHT WEST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY SLOWING WEST									
			NO VIOLATIONS STOPPED IN TRAFFIC WEST									
* 07	2ND ST MV-MV	SUN DR	AUG 15 07	1405	14296	00	00	DAYLIGHT EAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST									
			NO VIOLATIONS STOPPED IN TRAFFIC EAST									
* 07	2ND ST MV-MV	SUN DR	AUG 17 07	1830	14423	03	00	DAYLIGHT EAST	WET	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST									
			NO VIOLATIONS STARTING OUT EAST									
* 07	2ND ST MV-MV	SUN DR	SEP 04 07	1300	14880	02	00	DAYLIGHT EAST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			INATTENTIVE DRIVER STARTING OUT EAST									
			NO VIOLATIONS STARTING OUT EAST									
* 07	2ND ST MV-MV	SUN DR	NOV 17 07	1131	20359	00	00	DAYLIGHT WEST	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD WEST									
			NO VIOLATIONS STOPPED IN TRAFFIC WEST									

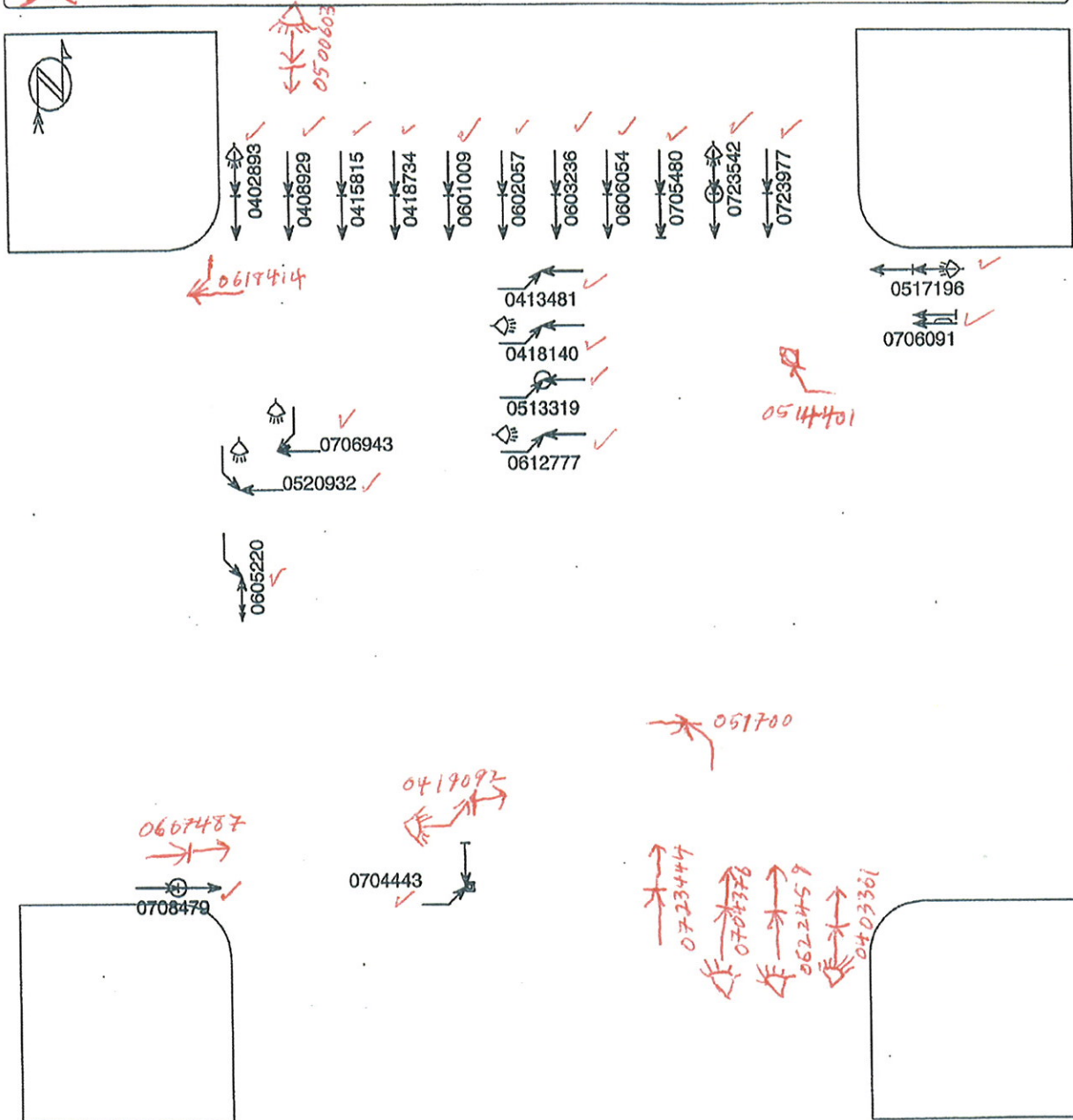
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>>> TOTAL CRASHES IN THIS REPORT: 26
PDO CRASHES: 20
INJURY CRASHES: 6
FATAL CRASHES: 0
TOTAL PERSONS INJURED: 13
TOTAL PERSONS KILLED: 0
*** CREATED: 04/29/08 14.21.48 BY: WY4724

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32
22 Accidents

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



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

← Straight	▢ Parked	× Pedestrian	Fixed objects:	
← Stopped	← Erratic	× Bicycle	□ General	□ Pole
← Unknown	← Out of control	○ Injury	▣ Signal	▣ Curb
↔ Backing	↔ Right turn	◎ Fatality	▣ Tree	▣ Animal
↔ Overtaking	↔ Left turn	⦿ Nighttime	◁ 3rd vehicle	
↔ Sideswipe	↔ U-turn	⦿ DUI	* Extra data	

CRASH HISTORY CASPER INTERSECTN 2ND ST & SCOTT HILL/WALL ENTRANCE
See map's Club
 YEARS: 2004 - 2007

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REFRT NUM	NUM INJ	KIL COND	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION									
* 04	SCOTT HILL 2ND ST MV-MV	FEB 29 04 1925 02893 00 00	UNSAFE SPEED NO VIOLATIONS	STRAIGHT AHEAD STOPPED IN TRAFFIC	SOUTH	ICY	2-WAY INTERSECTION	REAR END	INTERSECTION RELATED			
* 04	SCOTT HILL 2ND ST MV-MV	JUN 21 04 1920 08929 00 00	INATTENTIVE DRIVER NO VIOLATIONS	STRAIGHT AHEAD STOPPED IN TRAFFIC	SOUTH	DRY	2-WAY INTERSECTION	REAR END	INTERSECTION RELATED			
* 04	SCOTT HILL 2ND ST MV-MV	SEP 08 04 1820 13481 00 00	FAILURE TO GRANT ROW NO VIOLATIONS	DAYLIGHT STRAIGHT AHEAD	N EAST WEST	DRY	2-WAY INTERSECTION	LEFT TURN	INTERSECTION			
* 04	SCOTT HILL 2ND ST MV-MV	OCT 16 04 1929 15815 00 00	FOLLOWING TOO CLOSELY NO VIOLATIONS	DAYLIGHT STRAIGHT AHEAD	SOUTH	DRY	2-WAY INTERSECTION	REAR END	INTERSECTION RELATED			
* 04	SCOTT HILL 2ND ST MV-MV	NOV 20 04 2000 18140 00 00	IMPROPER TURNING NO VIOLATIONS	DARK LIGHTED LEFT TURN	EAST WEST	ICY	2-WAY INTERSECTION	LEFT TURN	INTERSECTION			
* 04	SCOTT HILL 2ND ST MV-MV	NOV 30 04 1618 18734 00 00	FOLLOWING TOO CLOSELY NO VIOLATIONS	DAYLIGHT SLOWING	SOUTH	ICY	2-WAY INTERSECTION	REAR END	INTERSECTION RELATED			
* 04	2ND ST MV-MV	MAR 01 04 2015 03361 00 00	UNSAFE SPEED NO VIOLATIONS	DARK LIGHTED STRAIGHT AHEAD	NORTH	ICY	DRIVEWAY	REAR END	DRIVEWAY ACCESS			
* 04	2ND ST MV-MV	DEC 03 04 1850 19092 00 00	INATTENTIVE DRIVER NO VIOLATIONS	DARK LIGHTED LEFT TURN	EAST	DRY	BUSINESS ENTRANCE	LEFT TURN	DRIVEWAY ACCESS			
* 05	SCOTT HILL 2ND ST MV-MV	JAN 11 05 2016 00603 00 00	UNSAFE SPEED NO VIOLATIONS	DARK LIGHTED SLOWING	SOUTH	SNOWY	DRIVEWAY	REAR END	DRIVEWAY ACCESS			
* 05	2ND ST POST	AUG 04 05 1223 14401 00 00	IMPROPER TURNING	DAYLIGHT RIGHT TURN	WEST	DRY	BUSINESS ENTRANCE	-	DRIVEWAY ACCESS			
* 05	2ND ST MV-MV	SEP 29 05 1700 15468 00 00	INATTENTIVE DRIVER	DAYLIGHT STRAIGHT AHEAD	EAST	DRY	BUSINESS ENTRANCE	LEFT TURN	DRIVEWAY ACCESS			

Scenic Club
 CRASH HISTORY CASPER INTERSECTN 2ND ST & SCOTT HILL/MALL ENTRANCE
 YEARS: 2004 - 2007

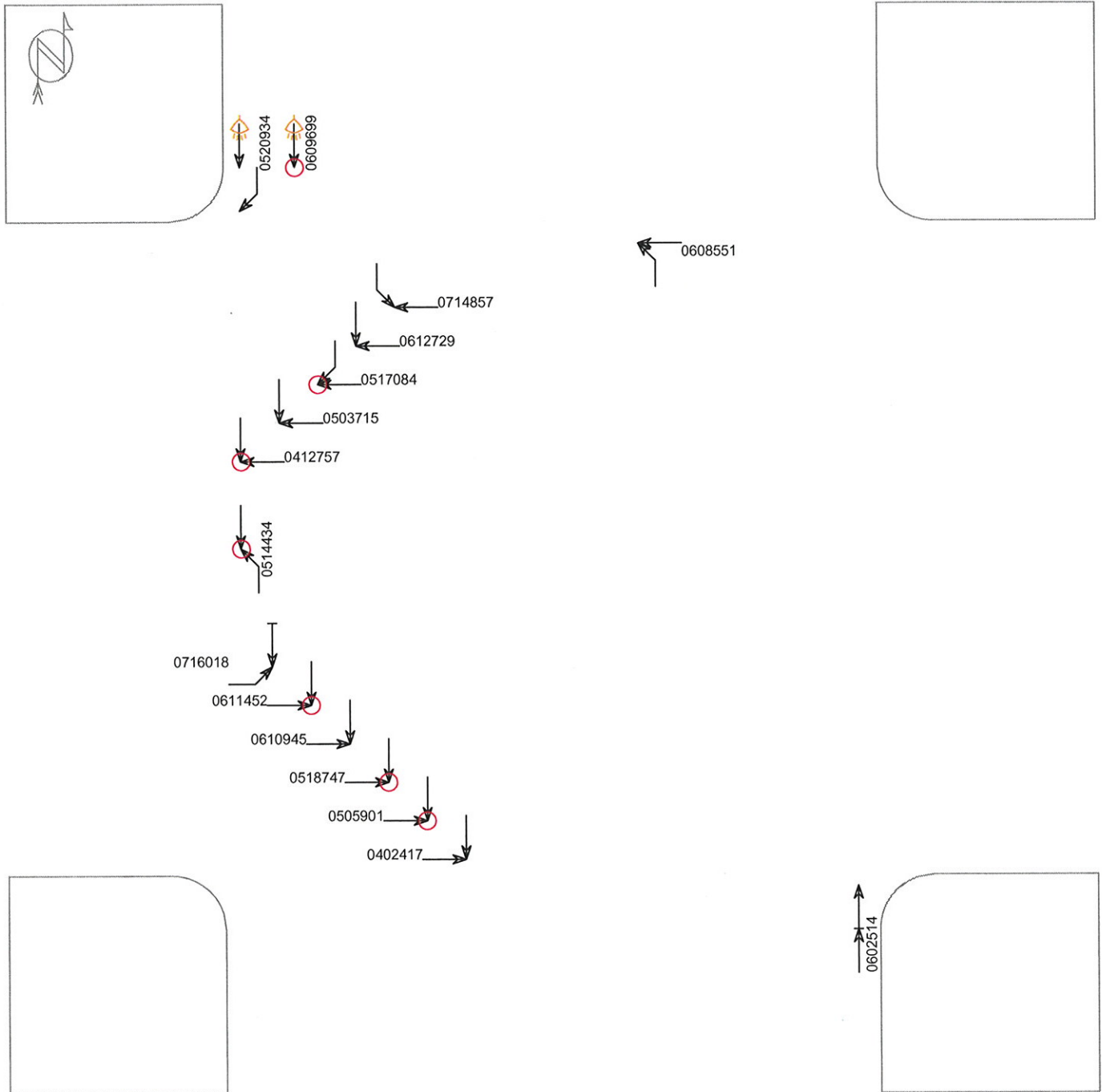
YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUM	NUM LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION	INATTENTIVE DRIVER	LEFT TURN	DAYLIGHT	DRY	2-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
> 05	2ND ST MV-MV	SCOTT HILL	AUG 21 05	1719	13319 01	00	DAYLIGHT	DRY	2-WAY INTERSECTION	INTERSECTION
			FAILURE TO GRANT ROW	LEFT TURN	LEFT TURN	EAST				
			NO VIOLATIONS	STRAIGHT AHEAD	STRAIGHT AHEAD	WEST				
> 05	2ND ST MV-MV	SCOTT HILL	NOV 02 05	2100	17196 00	00	DARK LIGHTED	DRY	2-WAY INTERSECTION	INTERSECTION RELATED
			INATTENTIVE DRIVER	STRAIGHT AHEAD	STRAIGHT AHEAD	WEST				
			NO VIOLATIONS	STOPPED IN TRAFFIC	STOPPED IN TRAFFIC	WEST				
> 05	2ND ST MV-MV	SCOTT HILL	DEC 26 05	1800	20932 00	00	DARK LIGHTED	DRY	2-WAY INTERSECTION	INTERSECTION RELATED
			INATTENTIVE DRIVER	LEFT TURN	LEFT TURN	S EAST				
			NO VIOLATIONS	STRAIGHT AHEAD	STRAIGHT AHEAD	WEST				
> 06	SCOTT HILL 2ND ST MV-MV	SCOTT HILL	JAN 16 06	1434	01009 00	00	DAYLIGHT	DRY	2-WAY INTERSECTION	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY	STRAIGHT AHEAD	STRAIGHT AHEAD	SOUTH				
			NO VIOLATIONS	STOPPED IN TRAFFIC	STOPPED IN TRAFFIC	SOUTH				
> 06	SCOTT HILL 2ND ST MV-MV	SCOTT HILL	JAN 29 06	1419	02057 00	00	DAYLIGHT	DRY	2-WAY INTERSECTION	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY	STRAIGHT AHEAD	STRAIGHT AHEAD	SOUTH				
			NO VIOLATIONS	STOPPED IN TRAFFIC	STOPPED IN TRAFFIC	SOUTH				
> 06	SCOTT HILL 2ND ST MV-MV	SCOTT HILL	FEB 17 06	1336	03236 00	00	DAYLIGHT	SNOWY	2-WAY INTERSECTION	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY	STRAIGHT AHEAD	STRAIGHT AHEAD	SOUTH				
			NO VIOLATIONS	STOPPED IN TRAFFIC	STOPPED IN TRAFFIC	SOUTH				
> 06	SCOTT HILL 2ND ST MV-MV	SCOTT HILL	MAR 16 06	1315	05220 00	00	DAYLIGHT	DRY	2-WAY INTERSECTION	INTERSECTION RELATED
			UNSAFE BACKING UP	BACKING	BACKING	NORTH				
			NO VIOLATIONS	LEFT TURN	LEFT TURN	SOUTH				
> 06	SCOTT HILL 2ND ST MV-MV	SCOTT HILL	APR 01 06	1314	06054 00	00	DAYLIGHT	DRY	2-WAY INTERSECTION	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY	STRAIGHT AHEAD	STRAIGHT AHEAD	SOUTH				
			NO VIOLATIONS	STOPPED IN TRAFFIC	STOPPED IN TRAFFIC	SOUTH				
> 06	SCOTT HILL 2ND ST MV-MV	SCOTT HILL	AUG 23 06	2100	12777 00	00	DARK LIGHTED	DRY	2-WAY INTERSECTION	INTERSECTION
			FAILURE TO GRANT ROW	LEFT TURN	LEFT TURN	EAST				
			NO VIOLATIONS	STRAIGHT AHEAD	STRAIGHT AHEAD	WEST				
> 06	2ND ST MV-MV	<>	APR 28 06	1845	07487 00	00	DAYLIGHT	DRY	BUSINESS ENTRANCE	DRIVEWAY ACCESS
			FOLLOWING TOO CLOSELY	STRAIGHT AHEAD	STRAIGHT AHEAD	EAST				
			NO VIOLATIONS	STOPPED IN TRAFFIC	STOPPED IN TRAFFIC	EAST				

Savin's Club
 CRASH HISTORY CASPER INTERSECTN 2ND ST & SCOTT HILL/MAIL ENTRANCE
 YEARS: 2004 - 2007

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUM	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT			HUMAN FACTOR	ACTIVITY PRIOR			DIRECTION				
> 06	2ND ST MV-MV	<>	OCT 28 06 1633	18414 00 00	DAYLIGHT SOUTH	WEST	DRY	BUSINESS ENTRANCE	RIGHT TURN	DRIVEWAY ACCESS	
			FAILURE TO GRANT ROW STARTING OUT STRAIGHT AHEAD								
			NO VIOLATIONS								
> 06	2ND ST MV-MV	<>	DEC 28 06 2111	22459 00 00	DARK LIGHTED NORTH		SNOWY	BUSINESS ENTRANCE	REAR END	DRIVEWAY ACCESS	
			UNSAFE SPEED SLOWING STOPPED IN TRAFFIC								
			NO VIOLATIONS								
> 07	SCOTT HILL 2ND ST RAISED CURB		MAR 02 07 1200	04443 00 00	DAYLIGHT EAST		ICY	2-WAY INTERSECTION	-	INTERSECTION RELATED	
			UNSAFE SPEED LEFT TURN STOPPED IN TRAFFIC								
			NO VIOLATIONS								
> 07	SCOTT HILL 2ND ST MV-MV		MAR 03 07 0835	05480 00 00	DAYLIGHT SOUTH		ICY	2-WAY INTERSECTION	REAR END	INTERSECTION RELATED	
			NO VIOLATIONS STOPPED IN TRAFFIC								
			FOLLOWING TOO CLOSELY STRAIGHT AHEAD								
> 07	SCOTT HILL 2ND ST MV-MV		APR 09 07 1932	06943 00 00	DARK LIGHTED SOUTH		DRY	2-WAY INTERSECTION	RIGHT TURN	INTERSECTION	
			FAILURE TO GRANT ROW RIGHT TURN STRAIGHT AHEAD								
			NO VIOLATIONS								
> 07	SCOTT HILL 2ND ST MV-MV		DEC 26 07 1430	23977 00 00	DAYLIGHT SOUTH		ICY	2-WAY INTERSECTION	REAR END	INTERSECTION RELATED	
			INATTENTIVE DRIVER STRAIGHT AHEAD STOPPED IN TRAFFIC								
			NO VIOLATIONS								
> 07	SCOTT HILL 2ND ST MV-MV		DEC 26 07 1743	23542 01 00	DARK LIGHTED SOUTH		ICY	2-WAY INTERSECTION	REAR END	INTERSECTION RELATED	
			UNSAFE SPEED SLOWING STOPPED IN TRAFFIC								
			NO VIOLATIONS								
> 07	2ND ST MV-MV	<>	MAR 01 07 2015	04376 00 00	DARK LIGHTED NORTH		SNOWY	BUSINESS ENTRANCE	REAR END	DRIVEWAY ACCESS	
			UNSAFE SPEED STRAIGHT AHEAD STOPPED IN TRAFFIC								
			NO VIOLATIONS								
> 07	2ND ST MV-MV	<>	DEC 21 07 1458	23444 00 00	DAYLIGHT NORTH		ICY	BUSINESS ENTRANCE	REAR END	DRIVEWAY ACCESS	
			NO VIOLATIONS STRAIGHT AHEAD STOPPED IN TRAFFIC								
			NO VIOLATIONS								
> 07	2ND ST MV-MV	SCOTT HILL	MAR 29 07 1710	06091 00 00	DAYLIGHT WEST		ICY	2-WAY INTERSECTION	SIDESWIPE PASSING	INTERSECTION RELATED	
			NO VIOLATIONS SLOWING STOPPED IN TRAFFIC								
			NO VIOLATIONS								
> 07	2ND ST MV-MV	SCOTT HILL	MAY 13 07 1217	08479 01 00	DAYLIGHT EAST		DRY	2-WAY INTERSECTION	REAR END	INTERSECTION RELATED	
			FOLLOWING TOO CLOSELY SLOWING								

16 Accidents

21st St & Beverly 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	□ General	▣ Pole
← Unknown	↔ Avoid Object	○ Injury	▣ Signal	▣ Curb
↔ Backing	↘ Right turn	⊙ Fatality	▣ Tree	⌘ Animal
↔ Overtaking	↙ Left turn	⏰ Nighttime	◁ 3rd vehicle	
↔ Sideswipe	↺ U-turn	🚗 DUI	* Extra data	

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPRT NUM	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION									
» 04	21ST ST MV-MV	BEVERLY ST	FEB 14 04	1558	02417	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			DISREGARD TRAF NO VIOLATIONS	CONTROL	STRAIGHT AHEAD	EAST	SOUTH					
» 04	21ST ST MV-MV	BEVERLY ST	AUG 23 04	1520	12757	02	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			DISREGARD TRAF NO VIOLATIONS	CONTROL	STRAIGHT AHEAD	SOUTH	WEST					
» 05	21ST ST MV-MV	BEVERLY ST	MAR 10 05	1618	03715	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			INATTENTIVE DRIVER NO VIOLATIONS	DRIVER	STRAIGHT AHEAD	SOUTH	WEST					
» 05	21ST ST MV-MV	BEVERLY ST	APR 11 05	0628	05901	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			DISREGARD TRAF NO VIOLATIONS	CONTROL	STRAIGHT AHEAD	SOUTH	EAST					
» 05	21ST ST MV-MV	BEVERLY ST	SEP 13 05	0754	14434	04	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			DISREGARD TRAF NO VIOLATIONS	CONTROL	STRAIGHT AHEAD	SOUTH	N EAST					
» 05	21ST ST MV-MV	BEVERLY ST	OCT 29 05	1339	17084	02	00	DAYLIGHT	DRY	4-WAY INTERSECTION	RIGHT TURN	INTERSECTION
			FAILURE TO GRANT ROW NO VIOLATIONS	RIGHT TURN	STRAIGHT AHEAD	SOUTH	WEST					
» 05	21ST ST MV-MV	BEVERLY ST	NOV 25 05	1352	18747	02	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			DISREGARD TRAF NO VIOLATIONS	CONTROL	STRAIGHT AHEAD	SOUTH	EAST					
» 05	21ST ST MV-MV	BEVERLY ST	DEC 26 05	1830	20934	00	00	DARK LIGHTED	DRY	4-WAY INTERSECTION	RIGHT TURN	INTERSECTION
			FAILURE TO GRANT ROW NO VIOLATIONS	STRAIGHT AHEAD	RIGHT TURN	SOUTH	S EAST					
» 06	BEVERLY ST MV-MV	21ST ST	FEB 07 06	1620	02514	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
			FOLLOWING TOO CLOSELY NO VIOLATIONS	STRAIGHT AHEAD	STOPPED IN TRAFFIC	NORTH	NORTH					
» 06	21ST ST MV-MV	BEVERLY ST	MAY 20 06	1315	08551	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW NO VIOLATIONS	LEFT TURN	STRAIGHT AHEAD	N EAST	WEST					
» 06	21ST ST OTHER NON-COLLISION	BEVERLY ST	JUN 21 06	0025	09699	01	00	DARK UNLIGHTED	DRY	4-WAY INTERSECTION	-	INTERSECTION RELATED
			ILLEGAL DRUGS	STOLEN VEHICLE		SOUTH						

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

YEAR	STREET NAME	STREET	ACC DATE	ACC TIME	ACC NUMBER	REPRT NUM	NUM KIL	COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION									
» 06	21ST ST MV-MV	BEVERLY ST	JUL 08 06	0958	10945	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			DISREGARD TRAF	CONTROL	STRAIGHT AHEAD	SOUTH						
			NO VIOLATIONS		STRAIGHT AHEAD	EAST						
» 06	21ST ST MV-MV	BEVERLY ST	JUL 12 06	1720	11452	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			FAILURE TO GRANT ROW		STARTING OUT	SOUTH						
			NO VIOLATIONS		STRAIGHT AHEAD	EAST						
» 06	21ST ST MV-MV	BEVERLY ST	AUG 18 06	1803	12729	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			FAILURE TO GRANT ROW		STRAIGHT AHEAD	SOUTH						
			NO VIOLATIONS		STRAIGHT AHEAD	WEST						
» 07	BEVERLY ST MV-MV	21ST ST	SEP 20 07	1814	16018	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION RELATED
			IMPROPER TURNING		LEFT TURN	EAST						
			NO VIOLATIONS		STOPPED IN TRAFFIC	SOUTH						
» 07	21ST ST MV-MV	BEVERLY ST	AUG 31 07	0928	14887	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW		LEFT TURN	S EAST						
			NO VIOLATIONS		STRAIGHT AHEAD	WEST						

>>> TOTAL CRASHES IN THIS REPORT: 16

PDO CRASHES: 9

INJURY CRASHES: 7

FATAL CRASHES: 0

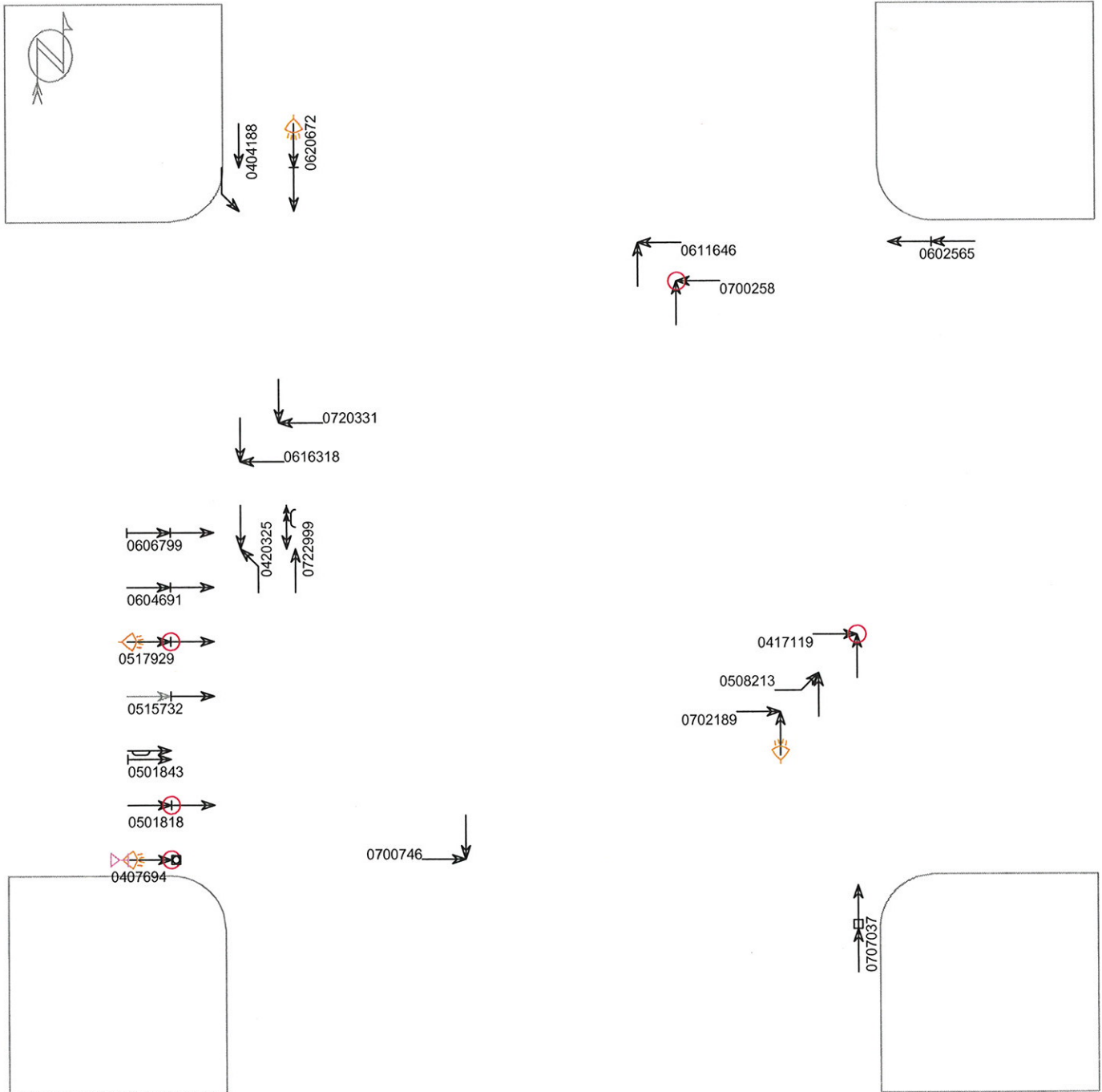
TOTAL PERSONS INJURED: 13

TOTAL PERSONS KILLED: 0

*** CREATED: 04/29/08 14.24.40 BY: WY4724

21 Accidents

Collins Dr & 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	□ General	▣ Pole
← Unknown	↔ Avoid Object	○ Injury	▣ Signal	▣ Curb
↔ Backing	↘ Right turn	⊙ Fatality	▣ Tree	⌘ Animal
↔ Overtaking	↙ Left turn	⚡ Nighttime	◁ 3rd vehicle	
↔ Sideswipe	↺ U-turn	🚔 DUI	✱ Extra data	

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

STREET	STREET NAME	ACC DATE	ACC TIME	REPRT NUM	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
YEAR	NAME	DATE	TIME	NUMBER	INJ	KIL	COND	COND	ELEMENT	TYPE	JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION								
» 04	COLLINS DR MV-MV	WOLCOTT ST FAILURE TO GRANT ROW NO VIOLATIONS	MAR 18 04 1115	04188	00	00	DAYLIGHT LEFT TURN STRAIGHT AHEAD	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
» 04	COLLINS DR POST	WOLCOTT ST ALCOHOL RELATED	MAY 30 04 0339	07694	01	00	DARK LIGHTED STRAIGHT AHEAD	DRY	4-WAY INTERSECTION	-	INTERSECTION RELATED
» 04	COLLINS DR MV-MV	WOLCOTT ST NO VIOLATIONS DISREGARD TRAF CONTROL	NOV 11 04 1030	17119	01	00	DAYLIGHT STRAIGHT AHEAD STRAIGHT AHEAD	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
» 04	COLLINS DR MV-MV	WOLCOTT ST NO VIOLATIONS FAILURE TO GRANT ROW	DEC 22 04 1510	20325	00	00	DAYLIGHT LEFT TURN STRAIGHT AHEAD	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
» 05	COLLINS DR MV-MV	WOLCOTT ST UNSAFE SPEED NO VIOLATIONS	JAN 30 05 1750	01818	01	00	DAWN OR DUSK SLOWING STOPPED IN TRAFFIC	SNOWY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
» 05	COLLINS DR MV-MV	WOLCOTT ST UNSAFE SPEED NO VIOLATIONS	FEB 01 05 0915	01843	00	00	DAYLIGHT STRAIGHT AHEAD STOPPED IN TRAFFIC	ICY	4-WAY INTERSECTION	SIDESWIPED PASSING	INTERSECTION RELATED
» 05	COLLINS DR MV-MV	WOLCOTT ST FAILURE TO GRANT ROW NO VIOLATIONS	JUN 04 05 1605	08213	00	00	DAYLIGHT LEFT TURN STRAIGHT AHEAD	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
» 05	COLLINS DR MV-MV	WOLCOTT ST UNKNOWN NO VIOLATIONS	SEP 23 05 1230	15732	00	00	DAYLIGHT UNKNOWN STOPPED IN TRAFFIC	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
» 05	COLLINS DR MV-MV	WOLCOTT ST FOLLOWING TOO CLOSELY NO VIOLATIONS	NOV 12 05 1804	17929	03	00	DARK LIGHTED STRAIGHT AHEAD SLOWING	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
» 06	COLLINS DR MV-MV	WOLCOTT ST DISABILITY NO VIOLATIONS	FEB 10 06 1130	02565	00	00	DAYLIGHT STRAIGHT AHEAD STOPPED IN TRAFFIC	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
» 06	COLLINS DR MV-MV	WOLCOTT ST NO VIOLATIONS	MAR 17 06 1509	04691	00	00	DAYLIGHT STOPPED IN TRAFFIC	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPRT NUM	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT			HUMAN FACTOR	ACTIVITY				DIRECTION				
					PRIOR							
FOLLOWING TOO CLOSELY STRAIGHT AHEAD EAST												
» 06	COLLINS DR	WOLCOTT ST	APR 18 06	1106	06799	00	00	DAYLIGHT	WET	4-WAY INTERSECTION	REAR END	INTERSECTION
	MV-MV		NO VIOLATIONS		STOPPED IN TRAFFIC		EAST					
			INATTENTIVE DRIVER		STOPPED IN TRAFFIC		EAST					
			FOLLOWING TOO CLOSELY		STRAIGHT AHEAD		N EAST					
» 06	COLLINS DR	WOLCOTT ST	JUL 26 06	1444	11646	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
	MV-MV		INATTENTIVE DRIVER		STRAIGHT AHEAD		WEST					
			NO VIOLATIONS		STRAIGHT AHEAD		NORTH					
» 06	COLLINS DR	WOLCOTT ST	OCT 03 06	1132	16318	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
	MV-MV		FAILURE TO GRANT ROW		STRAIGHT AHEAD		WEST					
			NO VIOLATIONS		STRAIGHT AHEAD		SOUTH					
» 06	WOLCOTT ST	COLLINS DR	DEC 12 06	1706	20672	00	00	DARK LIGHTED	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		FOLLOWING TOO CLOSELY		STRAIGHT AHEAD		SOUTH					
			NO VIOLATIONS		STOPPED IN TRAFFIC		SOUTH					
» 07	COLLINS DR	WOLCOTT ST	JAN 01 07	1555	00258	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
	MV-MV		DISREGARD TRAF CONTROL		STRAIGHT AHEAD		WEST					
			NO VIOLATIONS		STRAIGHT AHEAD		NORTH					
» 07	COLLINS DR	WOLCOTT ST	JAN 12 07	1459	00746	00	00	DAYLIGHT	ICY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
	MV-MV		UNSAFE SPEED		STRAIGHT AHEAD		EAST					
			INATTENTIVE DRIVER		STARTING OUT		SOUTH					
» 07	COLLINS DR	WOLCOTT ST	JAN 19 07	1933	02189	00	00	DARK LIGHTED	ICY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
	MV-MV		UNSAFE SPEED		STRAIGHT AHEAD		NORTH					
			NO VIOLATIONS		STRAIGHT AHEAD		EAST					
» 07	COLLINS DR	WOLCOTT ST	NOV 19 07	1330	20331	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
	MV-MV		INATTENTIVE DRIVER		STRAIGHT AHEAD		WEST					
			NO VIOLATIONS		STRAIGHT AHEAD		SOUTH					
» 07	WOLCOTT ST	COLLINS DR	APR 19 07	1359	07037	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	-	INTERSECTION RELATED
	OTHER OBJECT		FOLLOWING TOO CLOSELY		SLOWING		NORTH					
			NO VIOLATIONS		STOPPED IN TRAFFIC		NORTH					
» 07	WOLCOTT ST	COLLINS DR	DEC 19 07	1112	22999	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	SIDESWIDE MEETING	INTERSECTION RELATED
	MV-MV		UNSAFE BACKING UP		BACKING		SOUTH					
			NO VIOLATIONS		STRAIGHT AHEAD		NORTH					

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

STREET	STREET	ACC	ACC	TIME	REPT	NUM	NUM	LIGHT	ROAD	HIGHWAY	COLLISION	ROADWAY
NAME	NAME	DATE	DATE		NUMBR	INJ	KIL	COND	COND	ELEMENT	TYPE	JUNCTION
YEAR												
1ST HARMFUL		HUMAN			ACTIVITY							
EVENT		FACTOR			PRIOR				DIRECTION			

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>>> TOTAL CRASHES IN THIS REPORT: 21

PDO CRASHES: 16
INJURY CRASHES: 5
FATAL CRASHES: 0

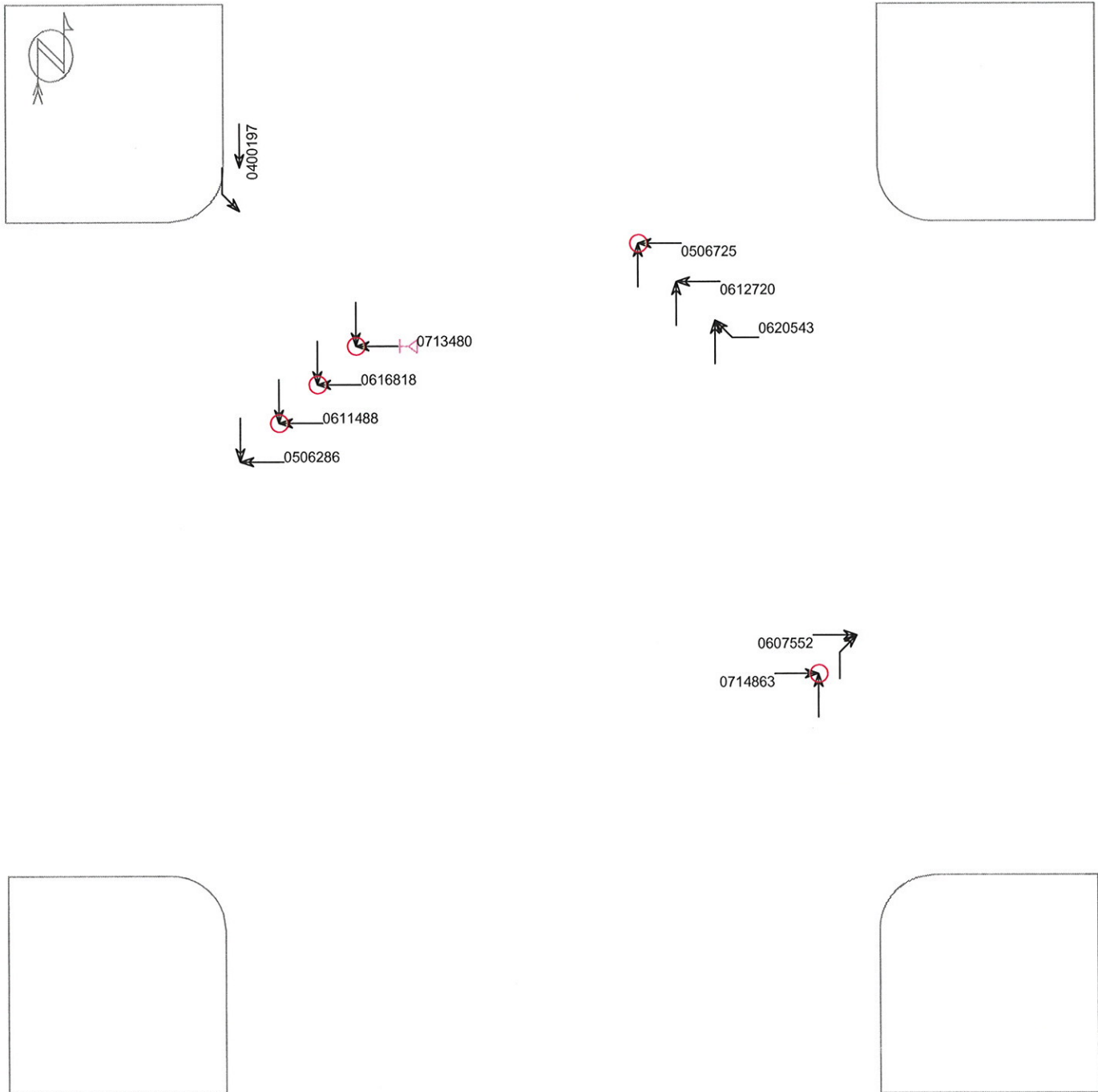
TOTAL PERSONS INJURED: 7
TOTAL PERSONS KILLED: 0

*** CREATED: 04/29/08 14.25.47
BY: WY4724

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10 Accidents

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



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

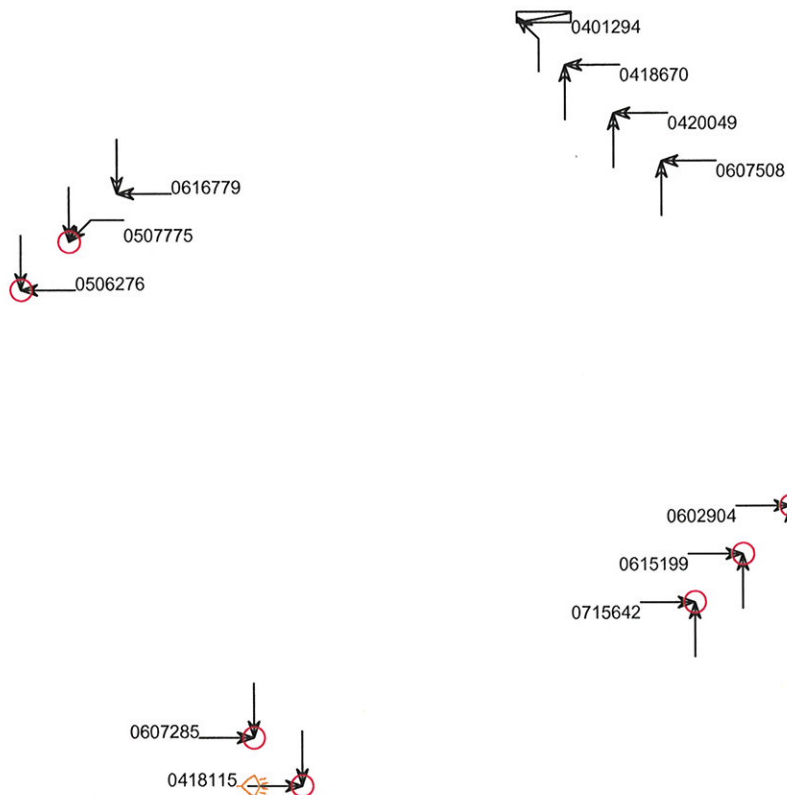
← Straight	▬ Parked	× Pedestrian	Fixed objects:	
← Stopped	↔ Lane Change	⊗ Bicycle	□ General	▣ Pole
← Unknown	↔ Avoid Object	○ Injury	▣ Signal	▣ Curb
↔ Backing	↘ Right turn	⊙ Fatality	▣ Tree	⌘ Animal
↔ Overtaking	↙ Left turn	🌙 Nighttime	◀ 3rd vehicle	
↔ Sideswipe	↺ U-turn	🚔 DUI	✱ Extra data	

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPRT NUM	NUM INJ	NUM KIL	COND	ROAD ELEMENT	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION									
» 04	5TH ST MV-MV	WOLCOTT ST	JAN 09 04	1320	00197	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			INATTENTIVE DRIVER									
			NO VIOLATIONS									
» 05	5TH ST MV-MV	WOLCOTT ST	APR 25 05	0934	06286	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			FAILURE TO GRANT ROW									
			NO VIOLATIONS									
» 05	5TH ST MV-MV	WOLCOTT ST	MAY 04 05	1518	06725	02	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			NO VIOLATIONS									
			FAILURE TO GRANT ROW									
» 06	WOLCOTT ST 5TH ST MV-MV	5TH ST	DEC 01 06	1400	20543	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION RELATED
			FAILURE TO GRANT ROW									
			NO VIOLATIONS									
» 06	5TH ST MV-MV	WOLCOTT ST	MAY 09 06	1230	07552	00	00	DAYLIGHT	WET	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			FAILURE TO GRANT ROW									
			NO VIOLATIONS									
» 06	5TH ST MV-MV	WOLCOTT ST	JUL 13 06	1706	11488	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			FAILURE TO GRANT ROW									
			NO VIOLATIONS									
» 06	5TH ST MV-MV	WOLCOTT ST	AUG 21 06	1005	12720	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			FAILURE TO GRANT ROW									
			NO VIOLATIONS									
» 06	5TH ST MV-MV	WOLCOTT ST	OCT 16 06	1357	16818	02	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			FAILURE TO GRANT ROW									
			NO VIOLATIONS									
» 07	5TH ST MV-MV	WOLCOTT ST	AUG 03 07	1514	13480	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			ALCOHOL RELATED ILLNESS									
			NO VIOLATIONS									
» 07	5TH ST MV-MV	WOLCOTT ST	AUG 31 07	1347	14863	02	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			FAILURE TO GRANT ROW									
			NO VIOLATIONS									

13 Accidents

Conwell St & Farnum 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	□ General	▣ Pole
← Unknown	↔ Avoid Object	○ Injury	▣ Signal	▣ Curb
↔ Backing	↘ Right turn	⊙ Fatality	▣ Tree	⌘ Animal
↔ Overtaking	↙ Left turn	⌘ Nighttime	◁ 3rd vehicle	
↔ Sideswipe	↺ U-turn	⌘ DUI	* Extra data	

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	ACC NUMBER	REPRT NUM	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION									
» 04	FARNUM ST PARKED MV	CONNELL ST	JAN 26 04	1123	01294	00	00	DAYLIGHT	SNOWY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION RELATED
			UNSAFE SPEED			LEFT TURN		NORTH				
			NO DRIVER			PARKED		WEST				
» 04	FARNUM ST MV-MV	CONNELL ST	NOV 20 04	2005	18115	01	00	DARK LIGHTED	ICY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			UNSAFE SPEED			STRAIGHT AHEAD		EAST				
			NO VIOLATIONS			STRAIGHT AHEAD		SOUTH				
» 04	FARNUM ST MV-MV	CONNELL ST	DEC 01 04	1225	18670	00	00	DAYLIGHT	SNOWY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			UNSAFE SPEED			STRAIGHT AHEAD		WEST				
			NO VIOLATIONS			STRAIGHT AHEAD		NORTH				
» 04	FARNUM ST MV-MV	CONNELL ST	DEC 16 04	1206	20049	00	00	DAYLIGHT	WET	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			INATTENTIVE DRIVER			STRAIGHT AHEAD		WEST				
			NO VIOLATIONS			STRAIGHT AHEAD		NORTH				
» 05	CONNELL ST FENCE	FARNUM ST	APR 24 05	1844	06275	02	00	DAYLIGHT	DRY	4-WAY INTERSECTION	-	INTERSECTION RELATED
			ALCOHOL RELATED			LEFT TURN		WEST				
» 05	FARNUM ST MV-MV	CONNELL ST	APR 25 05	1909	06275	03	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			FAILURE TO GRANT ROW			STRAIGHT AHEAD		WEST				
			NO VIOLATIONS			STRAIGHT AHEAD		SOUTH				
» 05	FARNUM ST MV-MV	CONNELL ST	MAY 30 05	2015	07775	01	00	DAYLIGHT	WET	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
			FAILURE TO GRANT ROW			LEFT TURN		WEST				
			NO VIOLATIONS			STRAIGHT AHEAD		SOUTH				
» 06	FARNUM ST MV-MV	CONNELL ST	FEB 13 06	1726	02904	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			DISREGARD TRAF CONTROL			STRAIGHT AHEAD		EAST				
			NO VIOLATIONS			STRAIGHT AHEAD		NORTH				
» 06	FARNUM ST MV-MV	CONNELL ST	APR 27 06	1154	07285	03	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			NO VIOLATIONS			STRAIGHT AHEAD		SOUTH				
			FAILURE TO GRANT ROW			STRAIGHT AHEAD		EAST				
» 06	FARNUM ST MV-MV	CONNELL ST	MAY 01 06	0756	07508	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			FAILURE TO GRANT ROW			STRAIGHT AHEAD		WEST				
			NO VIOLATIONS			STRAIGHT AHEAD		NORTH				
» 06	FARNUM ST MV-MV	CONNELL ST	SEP 17 06	0922	15199	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
			FAILURE TO GRANT ROW			STARTING OUT		EAST				
			NO VIOLATIONS			STRAIGHT AHEAD		NORTH				

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPT NUMBER	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
» 06	FARNUM ST	CONWELL ST	OCT 10 06	1751	16779	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
	MV-MV		FAILURE TO GRANT ROW	STRAIGHT AHEAD	WEST							
			NO VIOLATIONS	STRAIGHT AHEAD	SOUTH							
» 07	FARNUM ST	CONWELL ST	SEP 07 07	0800	15842	02	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
	MV-MV		FAILURE TO GRANT ROW	STRAIGHT AHEAD	EAST							
			NO VIOLATIONS	STRAIGHT AHEAD	NORTH							

>>> TOTAL CRASHES IN THIS REPORT: 13

PDO CRASHES: 5

INJURY CRASHES: 8

FATAL CRASHES: 0

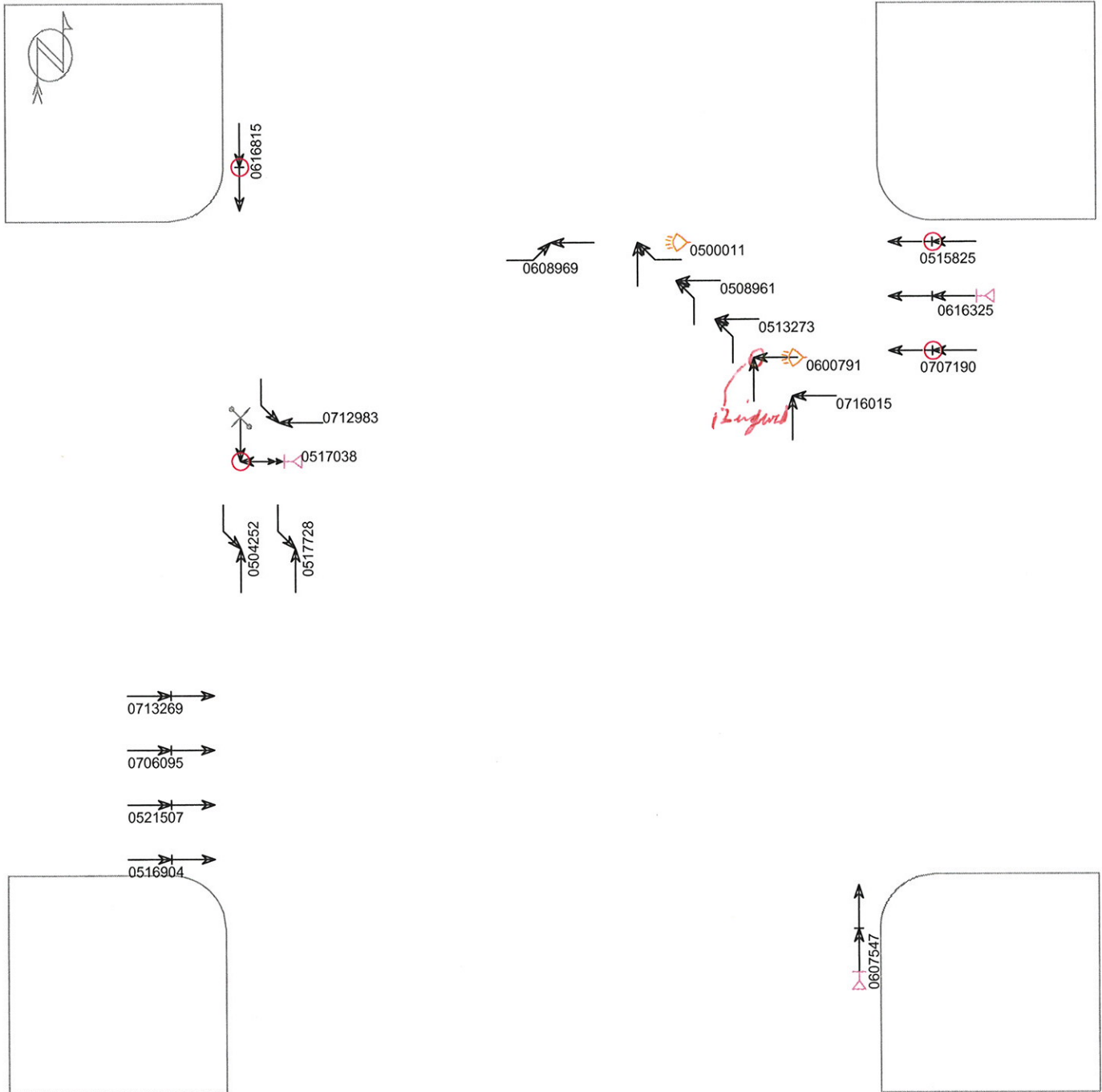
TOTAL PERSONS INJURED: 14

TOTAL PERSONS KILLED: 0



























*** CREATED: 04/29/08 14.30.22 BY: WY4724

19 Accidents

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



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

 Straight	 Parked	 Pedestrian	Fixed objects:	
 Stopped	 Lane Change	 Bicycle	 General	 Pole
 Unknown	 Avoid Object	 Injury	 Signal	 Curb
 Backing	 Right turn	 Fatality	 Tree	 Animal
 Overtaking	 Left turn	 Nighttime	 3rd vehicle	
 Sideswipe	 U-turn	 DUI	 Extra data	

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

YEAR	STREET NAME	STREET NAME	ACC DATE	ACC TIME	REPRT NUM	NUM INJ	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION
1ST HARMFUL EVENT	HUMAN FACTOR	ACTIVITY PRIOR	DIRECTION									
» 05	COLLINS DR	CENTER ST	JAN 01 05	1950	00011	00	00	DARK LIGHTED	DRY	4-WAY INTERSECTION	RIGHT TURN	INTERSECTION
MV-MV	PELL ASLEEP NO VIOLATIONS	RIGHT TURN STRAIGHT AHEAD	WEST NORTH									
» 05	COLLINS DR	CENTER ST	MAR 22 05	0746	04252	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
MV-MV	FAILURE TO GRANT ROW NO VIOLATIONS	LEFT TURN STRAIGHT AHEAD	SOUTH NORTH									
» 05	COLLINS DR	CENTER ST	JUN 14 05	1600	08961	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
MV-MV	NO VIOLATIONS FAILURE TO GRANT ROW	STRAIGHT AHEAD LEFT TURN	WEST N WEST									
» 05	COLLINS DR	CENTER ST	AUG 11 05	1300	13273	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
MV-MV	DISREGARD TRAF CONTROL IMPROPER TURNING	STRAIGHT AHEAD LEFT TURN	WEST NORTH									
» 05	COLLINS DR	CENTER ST	OCT 11 05	0716	15825	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
MV-MV	DISTRACTION NO VIOLATIONS	SLOWING STOPPED IN TRAFFIC	WEST WEST									
» 05	COLLINS DR	CENTER ST	OCT 25 05	0750	16904	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
MV-MV	FOLLOWING TOO CLOSELY NO VIOLATIONS	SLOWING STOPPED IN TRAFFIC	EAST EAST									
» 05	COLLINS DR	CENTER ST	OCT 29 05	1925	17038	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	-	INTERSECTION RELATED
PEDACYCLE	INEXPERIENCED DRIVER ALCOHOL RELATED	BACKING STRAIGHT AHEAD	WEST SOUTH									
» 05	COLLINS DR	CENTER ST	NOV 08 05	1651	17728	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
MV-MV	FAILURE TO GRANT ROW NO VIOLATIONS	LEFT TURN STRAIGHT AHEAD	SOUTH NORTH									
» 05	COLLINS DR	CENTER ST	DEC 29 05	1203	21507	00	00	DAYLIGHT	SNOWY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
MV-MV	UNSAFE SPEED NO VIOLATIONS	SLOWING STOPPED IN TRAFFIC	EAST EAST									
» 06	CENTER ST	COLLINS DR	MAY 08 06	1719	07547	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
MV-MV	ALCOHOL RELATED NO VIOLATIONS	STRAIGHT AHEAD STRAIGHT AHEAD	NORTH NORTH									
» 06	CENTER ST	COLLINS DR	OCT 16 06	1139	16815	01	00	DAYLIGHT	WET	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
MV-MV	FOLLOWING TOO CLOSELY	STRAIGHT AHEAD	SOUTH									

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

YEAR	STREET NAME	STREET	ACC DATE	ACC TIME	REPRT NUM	NUM KIL	LIGHT COND	ROAD COND	HIGHWAY ELEMENT	COLLISION TYPE	ROADWAY JUNCTION	
1ST HARMFUL EVENT												
			HUMAN FACTOR	ACTIVITY		DIRECTION						
			NO VIOLATIONS		STOPPED IN TRAFFIC		SOUTH					
» 06	COLLINS DR	CENTER ST	JAN 13 06	2009	00791	12	00	DARK LIGHTED	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
	MV-MV		DISREGARD TRAF CONTROL		STRAIGHT AHEAD		WEST					
			NO VIOLATIONS		STRAIGHT AHEAD		NORTH					
» 06	COLLINS DR	CENTER ST	JUN 05 06	1427	08969	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
	MV-MV		FAILURE TO GRANT ROW		STRAIGHT AHEAD		WEST					
			NO VIOLATIONS		LEFT TURN		EAST					
» 06	COLLINS DR	CENTER ST	OCT 04 06	1540	16325	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		ALCOHOL RELATED		STRAIGHT AHEAD		WEST					
			NO VIOLATIONS		STOPPED IN TRAFFIC		WEST					
» 07	COLLINS DR	CENTER ST	MAR 29 07	1030	06095	00	00	DAYLIGHT	SNOWY	4-WAY INTERSECTION	REAR END	INTERSECTION
	MV-MV		UNSAFE SPEED		SLOWING		EAST					
			NO VIOLATIONS		STOPPED IN TRAFFIC		EAST					
» 07	COLLINS DR	CENTER ST	MAY 01 07	1601	07190	01	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		FOLLOWING TOO CLOSELY		STRAIGHT AHEAD		WEST					
			NO VIOLATIONS		STOPPED IN TRAFFIC		WEST					
			NO VIOLATIONS		SLOWING		WEST					
» 07	COLLINS DR	CENTER ST	JUL 30 07	1820	12983	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	LEFT TURN	INTERSECTION
	MV-MV		DISREGARD TRAF CONTROL		STRAIGHT AHEAD		WEST					
			NO VIOLATIONS		LEFT TURN		S EAST					
» 07	COLLINS DR	CENTER ST	AUG 06 07	1359	13269	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	REAR END	INTERSECTION RELATED
	MV-MV		FOLLOWING TOO CLOSELY		STRAIGHT AHEAD		EAST					
			NO VIOLATIONS		STOPPED IN TRAFFIC		EAST					
» 07	COLLINS DR	CENTER ST	SEP 20 07	1345	16015	00	00	DAYLIGHT	DRY	4-WAY INTERSECTION	ANGLE COLLISION	INTERSECTION
	MV-MV		UNKNOWN		STRAIGHT AHEAD		WEST					
			DISREGARD TRAF CONTROL		STRAIGHT AHEAD		NORTH					

>>> TOTAL CRASHES IN THIS REPORT: 19

PDO CRASHES: 14

INJURY CRASHES: 5

FATAL CRASHES: 0

TOTAL PERSONS INJURED: 16

TOTAL PERSONS KILLED: 0

*** CREATED: 04/29/08 14.31.30 BY: WY4724

2nd Street and Scott Hill Drive

EVENT_ID	ID	Year	Month	NumberofV	CrashSeve	FirstHarm	Lighting	MannerofC	JunctionR	RoadCond1	CausalVeh	CausalDri	Veh2Trave	Driver2Ac	CrashOccu
0403361		2004	March	2 Vehicles	No Injury	Motor Vehicle in Transport on Roadway	Darkness Lighted	Rear End Front to Rear	Driveway Related	Ice or Frost	North	Drove too Fast for Conditions	North	No Improper Driving	CrashOccu
0618414		2006	October	2 Vehicles	No Injury	Motor Vehicle in Transport on Roadway	Day/light	Other	Driveway Related	Dry	South	Failed to Yield ROW	West	No Improper Driving	2ND
0500603		2005	January	3 Vehicles	No Injury	Motor Vehicle in Transport on Roadway	Darkness Lighted	Rear End Front to Rear	Driveway Related	Snow	South	Drove too Fast for Conditions	South	Drove too Fast for Conditions	SCOTT HILL
0514401		2005	August	1 Vehicle	No Injury	Utility Pole or Light Support	Day/light	Unknown	Driveway Related	Dry	West	Improper Turn or No Signal	No second vehicle	Null value	2ND