



WYDOT Highway Safety Segment Reports

Highway Safety Segment Report For 2013 to 2017

LRS Route: ML25D From RM 7.850 to RM 10.586

NOTE: This Report was created from data extracted from multiple sources, which are considered to be reliable and up-to-date. However, some of the data sets are known to have some issues (these are consistency and location concerns with the signs inventory, and some concerns regarding the completeness of the horizontal curve inventory). This information is provided to help focus in the location and nature of safety issues along the study segment. It is expected that on-site validation would be performed before any investment decisions are made.

Safety Condition Information for Study Segment

Safety Index Scoring (based on the years 2013 to 2017)

For the different Facility Types of the specified route segment (ML25D from 7.850 to 10.586)

FROM RM	TO RM	FACILITY TYPE CD	SI SCORE	SI COMPARE	SI RATING
7.800	10.600	Ur1D	0.12	0.67	4

Animal Crash / Carcass Concentrations

(From the on-system Animal Crash & Carcass study)

Direction	From RM	To RM	Crash Count	Carcass Count	Combined Count
Both	6.850	7.850	1	1	1.6
Both	7.850	8.850	2	2	3.2
Both	8.850	9.850	0	0	0.0
Both	9.850	10.850	8	13	17.8

(End of Animal Crash/Carcass Concentrations)

Curve Crash Concentrations

(From the on-system Curve Crash study)

Direction	From RM	To RM	Length (mi)	Radius (mi)	SI Compare
Dec	9.152	9.614	0.355	0.473	0.03
Dec	9.770	10.398	0.627	1.080	0.05
Inc	9.152	9.614	0.355	0.473	0.11
Inc	9.770	10.398	0.627	1.080	0.02

(End of Section)

Roadway Information for Study Segment

Traffic Volumes

Direction	From RM	To RM	AADT	TRUCK AADT
Dec	7.03	7.85	10262	3851
Dec	7.85	8.84	11361	4263
Dec	8.84	9.14	9921	2075
Dec	9.14	10.59	9704	2029
Dec	10.59	11.24	10588	2214
Inc	7.03	7.85	10376	3894
Inc	7.85	8.84	12011	4507
Inc	8.84	9.14	11093	2320

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Direction	From RM	To RM	AADT	TRUCK AADT
Inc	9.14	10.59	9834	2057
Inc	10.59	11.24	10911	2282

(End of Traffic Volumes)

Construction History

Direction	From RM	To RM	Year	PeopleSoft Proj #	Treatment Description	STIP Status
Both	0.000	7.860	2005	0251141	Reconstruction	No
Both	0.000	8.000	1994	0251121	Safety-Traffic Operations	No
Both	0.000	8.400	1997	0251135	Pavement Maintenance	No
Both	0.000	8.400	1997		CRACK SEAL & COVER COAT	No
Both	0.000	8.579	1978		SAFETY IMPROVEMENTS	No
Both	0.000	8.700	2002		CHIP SEAL	No
Both	0.000	9.795	1965		SIGNING	No
Both	0.000	13.835	1992		SIGNING	No
Both	0.950	17.030	1997		SLAB REPLACE	No
Both	3.200	8.200	1996		SLAB REPLACEMENT	No
Both	3.288	25.454	1995		STRUCTURE PAINT	No
Both	4.201	8.451	1990		SLAB REHABILITATION	No
Both	5.511	7.853	1966		LIGHTING	No
Both	5.511	8.579	1963		GRADE	No
Both	5.511	10.625	1994		LIGHTING	No
Both	6.300	17.240	2006	0251159	Safety-Traffic Operations	No
Both	6.550	19.000	2008	B081058	Hazard Elimination	No
Both	7.360	10.760	2001	0251138	Restoration & Rehabilitation	No
Both	7.361	10.805	2001		RECONSTRUCTION & STRUCTURE	No
Both	7.850	7.850	2001	0251145	Rest Areas	No
Both	7.850	7.850	2001	0251144	Rest Areas	No
Both	7.850	7.850	2002		MICRO SURFACE	No
Both	7.850	7.850	1995	0251110	Major Bridge Rehabilitation	No
Both	7.850	7.850	2004	0251143	Rest Areas	No
Both	7.850	7.850	1995	0251132	Bridge Replacement	No
Both	7.850	10.590	2007	0251157	Hazard Elimination	No
Both	7.853	8.451	1964		STRUCTURE REHABILITATION	No
Both	7.853	8.451	1976		CHEYENNE INFO CENTER	No
Both	7.853	8.451	1984		SLAB REHABILITATION	No
Both	7.853	8.451	1991		SIGNING	No
Both	7.853	8.451	1990		STRUCTURE OVERLAY	No
Both	8.399	12.999	1997		CRACK SEAL	No
Both	8.440	10.370	1994	0251131	Pavement Overlays	No
Both	8.440	14.000	1997		STRIPPING	No
Both	8.451	9.109	1988		SLAB REHABILITATION & SHOULDER	No
Both	8.451	10.393	1994		OVERLAY & STRUCTURE MODIFY	No
Both	8.501	11.446	1998		ISO-STRIPE	No
Both	8.579	8.844	1981		STRUCTURE REPAIR	No
Both	8.579	8.844	1989		STRUCTURE REPAIR	No
Both	8.579	8.844	1977		EXPANSION JOINT	No
Both	8.579	9.109	1963		GRADE	No
Both	8.840	8.840	1994	0251124	Traffic Operation	No
Both	8.844	9.109	1980		SIGNING	No

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LRS Route: ML25D From RM 7.850 to RM 10.586

Direction	From RM	To RM	Year	PeopleSoft Proj #	Treatment Description	STIP Status
Both	9.109	9.176	1963		GRADE & SURFACE	No
Both	9.109	9.795	1965		LIGHTING	No
Both	9.109	17.623	1979		GUARDRAIL	No
Both	9.140	9.140	1994	0251125	Traffic Operation	No
Both	9.176	9.795	1962		GRADE	No
Both	9.176	9.795	1965		BASE & SURFACE	No
Both	9.176	9.795	1988		SLAB REHABILITATION & SHOULDER	No
Both	9.600	10.400	1996	0251130	Restoration & Rehabilitation	No
Both	9.795	10.393	1958		GRADE	No
Both	9.795	10.393	1960		BASE & SURFACE	No
Both	9.795	13.076	1987		REHABILITATION	No
Both	9.810	10.080	2003		CURB & GUTTER & SIDEWALK	No
Both	10.026	10.393	1982		STRUCTURE OVERLAY	No
Both	10.393	10.737	1958		GRADE & BASE	No
Both	10.393	10.964	1960		SURFACE	No
Dec	0.000	9.109	1965		BASE & SURFACE	No
Dec	7.853	8.451	1994		REST AREA	No
Dec	8.579	8.844	1982		SIGNING	No
Inc	0.000	8.070	1993		RUMBLE STRIPS	No
Inc	5.511	7.853	1985		PORT OF ENTRY	No
Inc	5.511	7.853	1992		PORT OF ENTRY	No
Inc	5.511	7.853	1991		PORT OF ENTRY	No
Inc	5.511	7.853	1980		SIGNING	No
Inc	7.850	7.850	2008	1251161	Traffic Services	No
Inc	7.853	8.451	1980		SIGNING	No
Inc	8.440	8.440	2007	0251152	Bridge Rehab-Added Capacity	No
Inc	8.579	8.844	1980		RAMPS	No
Inc	9.635	10.374	1996		DRAINAGE	No

(End of Construction History)

Number of Lanes / Shoulder Widths

Direction	From RM	To RM	# Lanes	Shoulder (L)	Shoulder (R)
Dec	0.000	8.317	2	4 ft	8 ft
Dec	8.317	9.335	3	4 ft	6 ft
Dec	9.335	10.151	2	4 ft	10 ft
Dec	10.151	11.100	3	4 ft	6 ft
Inc	0.000	8.440	2	2 ft	8 ft
Inc	8.440	8.557	3	4 ft	6 ft
Inc	8.557	9.415	3	4 ft	6 ft
Inc	9.415	9.644	2	4 ft	10 ft
Inc	9.644	9.734	3	4 ft	6 ft
Inc	9.734	10.253	2	4 ft	10 ft
Inc	10.253	11.101	3	4 ft	6 ft

(End of Lanes/Shoulder Widths)

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Pavement Conditions

Direction	From RM	To RM	PSI Index	PSR Index	Ride/IRI Index	Rut Index	Work Code	Pavement Age
(End of Pavement Conditions)								

(End of Pavement Conditions)

Horizontal Curves

Direction	From RM	To RM	PI RM	Delta	Length In	Length Out	Curve Length	Radius
Dec	9.259	9.721	9.392	43.01	281 (ft)	281 (ft)	1876 (ft)	0.47
Dec	9.767	10.394	10.090	33.30	0 (ft)	0 (ft)	3313 (ft)	1.08

(End of Horizontal Curves)

Vertical Curves and Grades

Direction	From RM	To RM	Curve Len	PI RM	Back Tan	A Value	K Value	Ahead Tan	Curve Type
Dec	8.407	8.709	1,598 (ft)	8.558	-2.3647	4.0690	392.725	1.7047	SAG
Dec	9.042	9.320	1,470 (ft)	9.181	1.7047	-5.5320	- 265.727	-3.8269	CREST
Dec	9.449	9.509	315 (ft)	9.479	-3.8269	3.1040	101.482	-0.7232	SAG
Dec	9.629	9.901	1,437 (ft)	9.765	-0.7232	1.4470	993.089	0.7242	SAG
Dec	9.996	10.210	1,129 (ft)	10.103	0.7242	-3.0300	- 372.607	-2.3053	CREST
Dec	10.349	10.469	633 (ft)	10.409	-2.3053	5.2900	119.660	2.9851	SAG

(End of Vertical Curves and Grades)

Safety Asset Information for Study Segment

Rumble Strips Present

Direction	From RM	To RM
Dec	7.350	16.620
Inc	7.100	16.650

(End of Rumble Strips)

Guardrails

Direction	From RM	To RM	Guardrail Type	Side of Road	Up End Type	Down End Type
Dec	7.833	7.879	B	R	I	I
Dec	8.432	8.485	B	R		
Dec	8.436	8.503	BM	L		
Dec	8.770	8.800	B	R	I	I
Dec	8.770	8.800	BM	L	I	I
Dec	8.845	8.884	B	R		
Dec	8.845	8.904	BM	L		
Dec	9.158	9.219	B	R		
Dec	9.158	9.219	BM	L		

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LRS Route: ML25D From RM 7.850 to RM 10.586

Direction	From RM	To RM	Guardrail Type	Side of Road	Up End Type	Down End Type
Dec	9.557	9.572	B	R		
Dec	9.557	9.587	BM	L		
Dec	10.369	10.418	B	R		
Dec	10.369	10.428	BM	L		
Inc	7.823	7.865	B	R		
Inc	8.378	8.432	BM	L		
Inc	8.378	8.432	B	R		
Inc	8.458	8.502	BM	L		
Inc	8.458	8.507	B	R		
Inc	8.777	8.826	BM	L		
Inc	8.811	8.826	B	R		
Inc	8.871	8.896	BM	L		
Inc	8.871	8.906	B	R		
Inc	9.055	9.110	BM	L		
Inc	9.055	9.110	B	R		
Inc	9.339	9.380	B	R		
Inc	9.553	9.587	BM	L		
Inc	10.306	10.355	BM	L		
Inc	10.306	10.355	B	R		
Inc	10.519	10.579	BM	L		
Inc	10.533	10.579	B	R		

(End of Guardrails)

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The Wyoming Safety Index - Explanations

Purpose of the Safety Index

- Support WYDOT in the effort to reduce the frequency and severity of crashes
- Help focus attention on the areas of the highway system that need the most attention with respect to safety
 - Put special emphasis on the more severe crashes (involving fatality or severe injury), which are more disruptive to society
- Allow meaningful comparisons
 - From year to year for the state
 - From year to year for specific areas (districts, and potentially counties or cities)
 - Comparing a stretch of roadway with the statewide average for the same kind of roadway

The Safety Index Scoring

- **Safety Index Score:** The Safety Index score for that segment of roadway
 - The score is given in Critical Crashes (equivalent) / Mile / Year
 - The score is an indication of the number and/or severity of the crashes that have occurred on that segment.
- **Safety Index Compare:** The ratio of the segment's score over the statewide average for the same Facility Type.
 - A ratio lower than 1 means that the segment has fewer and/or less severe crashes than the statewide average
 - A ratio greater than 1 means the segment has more and/or more severe
- **Safety Index Rating:** There are four rating levels that indicate how a segment's score compares to the statewide distribution for the same Facility Type.
 - 1 - The segment has much fewer crashes and/or less severe crashes than average
 - 2 - The segment has somewhat fewer crashes and/or less severe crashes than average
 - 3 - The segment has somewhat more crashes and/or more severe crashes than average
 - 4 - The segment has much more crashes and/or more severe crashes than average

Main Features of the Safety Index

- Defines similar roadway sections
 - Uses three main factors to define a section type
 - Flat / Rolling, or Mountainous Terrain
 - Urban or Rural
 - Interstate, 2-lane or more than two lanes
 - These three factors follow national guidelines (e.g. from the recently published Highway Safety Manual)
- Uses 5 years of history
 - Looking for those locations which consistently have the most (and most severe) crashes
- Uses three severity categories:
 - Critical - involving a fatality or incapacitating injury
 - Serious - involving an injury that is not incapacitating
 - Damage - not involving an injury

The following terms are associated with the Safety Index information:

- **LRS Route:** A particular roadway is identified by an LRS Route ID (a unique identifier for the roadway).
- **From Milepost and To Milepost:** A particular segment of roadway is defined by the beginning and ending mileposts (or reference markers) along the roadway.
- **Highway Names:** The highway designators that are used in the segment of roadway
- **Length:** The length of the segment in miles
- **District:** The district in which the segment resides

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- **Facility Type:** Is a description of the roadway type

Points to Remember

- Crashes are weighted by the most severe injury that occurred in the crash
 - If more than one person was injured, only the most severe injury is counted
 - National trend is to move away from crash rates (using MVMT), which can be misleading
- Crashes are not readily predictable; causes vary, and are not always associated with specific causes
 - There is a large random component to their occurrence
 - A single crash - however horrific it may be - does not necessarily indicate a problem area.

Technical Details

- The Safety Index Score for a stretch of road is calculated as follows:
 - A segment of roadway is defined by the route, from milepost, and to-milepost
 - The five year crash history is obtained for that segment of roadway
 - The each crash is given a weight according to its most severe injury
 - Those weighted counts are totaled
 - The total is then divided by the length (in miles) of the segment
 - Then divided by the 5 years
 - Then divided by the weight of a Critical crash
 - The resulting score is an equivalent critical crashes per mile per year for that segment
- The Safety Index Rating compares a segment's Safety Index Score with all sections of the same Facility Type
 - All sections of a given Facility Type are divided into quartiles from their lowest to highest Safety Index Score
 - Determine into which quartile the Safety Index Score for a given segment falls.

Highway Safety Segment Report For 2013 to 2017

LRS Route: ML80D From RM 356.190 to RM 360.775

NOTE: This Report was created from data extracted from multiple sources, which are considered to be reliable and up-to-date. However, some of the data sets are known to have some issues (these are consistency and location concerns with the signs inventory, and some concerns regarding the completeness of the horizontal curve inventory). This information is provided to help focus in the location and nature of safety issues along the study segment. It is expected that on-site validation would be performed before any investment decisions are made.

Safety Condition Information for Study Segment

Safety Index Scoring (based on the years 2013 to 2017)

For the different Facility Types of the specified route segment (ML80D from 356.190 to 360.775)

FROM RM	TO RM	FACILITY TYPE CD	SI SCORE	SI COMPARE	SI RATING
357.700	360.800	UrID	0.11	0.61	4
357.600	357.700	RuFIID	0.11	0.80	2
356.100	357.600	RuFIID	0.08	0.61	2

Animal Crash / Carcass Concentrations

(From the on-system Animal Crash & Carcass study)

Direction	From RM	To RM	Crash Count	Carcass Count	Combined Count
Both	356.000	357.000	1	5	5.6
Both	357.000	358.000	3	13	14.8
Both	357.677	358.677	4	8	10.4
Both	358.677	359.677	2	1	2.6
Both	359.677	360.677	2	3	4.2
Both	360.410	361.410	2	4	5.2

(End of Animal Crash/Carcass Concentrations)

Curve Crash Concentrations

(From the on-system Curve Crash study)

Direction	From RM	To RM	Length (mi)	Radius (mi)	SI Compare
Dec	356.459	356.688	0.230	1.085	0.02
Dec	358.658	358.877	0.219	0.543	0.03
Dec	359.152	359.515	0.205	0.260	0.07
Dec	360.052	360.366	0.314	1.085	0.03
Inc	358.758	358.977	0.219	0.543	0.04
Inc	359.252	359.615	0.205	0.260	0.07
Inc	360.152	360.466	0.314	1.085	0.02

(End of Section)

Roadway Information for Study Segment

Traffic Volumes

Direction	From RM	To RM	AADT	TRUCK AADT
Dec	348.36	356.74		

Highway Safety Segment Report For 2013 to 2017

LRS Route: ML80D From RM 356.190 to RM 360.775

Direction	From RM	To RM	AADT	TRUCK AADT
Dec	356.74	357.68	6330	2375
Dec	357.68	359.08	7348	2757
Dec	359.08	359.60	6806	2554
Dec	359.60	362.04	9372	3517
Inc	348.36	356.74		
Inc	356.74	357.68	6902	2590
Inc	357.68	359.08	7123	2673
Inc	359.08	359.60	6421	2410
Inc	359.60	362.04	9041	3393

(End of Traffic Volumes)

Construction History

Direction	From RM	To RM	Year	PeopleSoft Proj #	Treatment Description	STIP Status
Both	28.710	356.730	1999		RUMBLE STRIPS	No
Both	142.427	401.456	1992		REST AREA	No
Both	187.200	377.780	2008	B081058	Hazard Elimination	No
Both	240.000	363.675	1988		STRUCTURE PAINT	No
Both	240.000	372.394	1987		STRUCTURE PAINT	No
Both	258.992	387.394	1994		CRACK SEAL	No
Both	317.200	357.250	2003	0805145	Hazard Elimination	No
Both	336.609	363.911	2001		SIGNING	No
Both	336.640	357.250	2003		INTELLIGENT TRANSPORTATION SYSTEMS	No
Both	338.414	357.666	1982		GUARDRAIL	No
Both	347.701	357.666	1972		2ND STAGE SURFACE	No
Both	347.701	357.719	1963		SURFACE	No
Both	347.999	359.000	1997		CRACK SEAL	No
Both	348.000	359.000	1999		CRACK SEAL	No
Both	348.360	357.250	2002	0806181	Pavement Maintenance	No
Both	348.360	357.570	2002		MICRO SURFACE	No
Both	348.525	357.666	1993		RESURFACE & OVERLAY	No
Both	348.525	357.719	1992		STRUCTURE MODIFY	No
Both	350.674	357.719	1961		GRADE & STRUCTURE	No
Both	353.969	357.666	1986		STRUCTURE GUARDRAIL	No
Both	357.000	362.000	2010	B071001	Pavement Maintenance	Yes
Both	357.430	357.930	2000	0806160	New Construction	No
Both	357.666	357.719	1993		STRUCTURE REHABILITATION	No
Both	357.666	362.037	1988		REHABILITATION	No
Both	357.666	362.037	1980		SAFETY IMPROVEMENTS	No
Both	357.666	364.000	1992		SIGNING	No
Both	357.680	357.680	2006	0806191	New Construction	No
Both	357.680	359.126	1996		ISO-SLAB & DOWEL BAR & GRIND	No
Both	357.700	358.600	1996	0806167	Reconstruction	No
Both	357.719	358.608	1963		GRADE & SURFACE	No
Both	358.457	360.057	1993		BASE & SURFACE	No
Both	358.578	361.834	1995		STRUCTURE PAINT	No
Both	358.608	359.052	1963		GRADE	No
Both	358.608	359.982	1965		SURFACE	No
Both	359.025	359.647	1994		LIGHTING	No
Both	359.052	359.982	1963		GRADE	No

Highway Safety Segment Report For 2013 to 2017

LRS Route: ML80D From RM 356.190 to RM 360.775

Direction	From RM	To RM	Year	PeopleSoft Proj #	Treatment Description	STIP Status
Both	359.076	359.126	1963		STRUCTURE	No
Both	359.076	359.126	1983		EXPANSION DEVICE	No
Both	359.080	359.080	1994	0806155	Traffic Operation	No
Both	359.080	359.080	1996	0806166		No
Both	359.080	359.080	2003	0806188		No
Both	359.080	359.080	1996	0806166		No
Both	359.080	359.080	2003		STRUCTURE REHABILITATION	No
Both	359.080	359.080	2003	0806188		No
Both	359.599	360.057	1994		OVERLAY	No
Both	359.600	359.600	2018	0806176	Safety-Traffic Operations	Yes
Both	359.981	362.665	1999		STRUCTURE REHABILITATION	No
Both	359.982	361.133	1977		STRUCTURE REPAIR	No
Both	359.982	361.133	1966		PEDESTRIAN WALKWAY	No
Both	359.982	361.133	1965		GRADE & STRUCTURE	No
Both	359.982	361.133	1984		STRUCTURE OVERLAY	No
Both	359.982	362.059	1967		SURFACE	No
Both	359.990	362.040	1999	0806159	Resurfacing	No
Both	360.000	363.000	1995	0806158	Physical Maintenance	No
Both	360.002	362.017	1999		DOWEL BAR & TEXTURE & SLAB REPAIR	No
Both	360.057	361.133	1989		STRUCTURE OVERLAY	No
Both	360.414	361.133	1987		STRUCTURE REPAIR	No
Both	360.414	363.911	1984		SLAB REHABILITATION	No
Inc	356.740	357.666	1992		WIDEN	No
Inc	358.000	375.000	1993		CRACK SEAL	No
Inc	359.126	359.599	1992		SIGNING	No

(End of Construction History)

Number of Lanes / Shoulder Widths

Direction	From RM	To RM	# Lanes	Shoulder (L)	Shoulder (R)
Dec	348.520	357.671	2	4 ft	10 ft
Dec	357.671	357.721	2	2 ft	8 ft
Dec	357.721	402.778	2	4 ft	10 ft
Inc	348.630	357.768	2	4 ft	10 ft
Inc	357.768	357.818	2	2 ft	8 ft
Inc	357.818	402.780	2	4 ft	10 ft

(End of Lanes/Shoulder Widths)

Pavement Conditions

Direction	From RM	To RM	PSI Index	PSR Index	Ride/IRI Index	Rut Index	Work Code	Pavement Age
Inc	357.680	358.600	82.696	82.696	80.0000	100.000	1R Concrete	1
Inc	358.600	360.100	82.696	82.696	80.0000	100.000	1R Concrete	1
Dec	357.680	358.600	82.696	82.696	80.0000	100.000	1R Concrete	2
Dec	358.600	360.100	82.696	82.696	80.0000	100.000	1R Concrete	2

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(End of Pavement Conditions)

Horizontal Curves

Direction	From RM	To RM	PI RM	Delta	Length In	Length Out	Curve Length	Radius
Dec	356.460	356.690	356.575	12.12	0 (ft)	0 (ft)	1212 (ft)	1.09
Dec	358.658	358.877	358.769	23.16	0 (ft)	0 (ft)	1158 (ft)	0.54
Dec	359.311	359.675	359.339	45.00	420 (ft)	420 (ft)	1080 (ft)	0.26
Dec	360.051	360.365	360.209	16.58	0 (ft)	0 (ft)	1658 (ft)	1.09

(End of Horizontal Curves)

Vertical Curves and Grades

Direction	From RM	To RM	Curve Len	PI RM	Back Tan	A Value	K Value	Ahead Tan	Curve Type
Dec	356.204	356.242	200 (ft)	356.223	-1.6108	0.4210	475.059	-1.1896	SAG
Dec	356.980	357.056	400 (ft)	357.018	-1.1896	0.7990	500.626	-0.3910	SAG
Dec	357.397	357.511	600 (ft)	357.454	-0.3910	-0.5130	-1,169.591	-0.9043	CREST
Dec	357.757	357.947	1,000 (ft)	357.852	-0.9043	-1.9970	-500.751	-2.9008	CREST
Dec	358.135	358.287	800 (ft)	358.211	-2.9008	1.1660	686.106	-1.7345	SAG
Dec	358.442	358.518	400 (ft)	358.480	-1.7345	-0.3310	-1,208.459	-2.0651	CREST
Dec	358.676	358.790	600 (ft)	358.733	-2.0651	2.3380	256.630	0.2732	SAG
Dec	358.906	358.982	400 (ft)	358.944	0.2732	1.7200	232.558	1.9934	SAG
Dec	358.994	359.260	1,400 (ft)	359.127	1.9934	-4.4570	-314.113	-2.4638	CREST
Dec	359.651	359.803	800 (ft)	359.727	-2.4638	3.1080	257.400	0.6443	SAG
Dec	359.931	360.139	1,100 (ft)	360.035	0.6443	-3.1490	-349.317	-2.5050	CREST
Dec	360.124	360.294	900 (ft)	360.209	-2.5050	3.5480	253.664	1.0426	SAG
Dec	360.331	360.521	1,000 (ft)	360.426	1.0426	-1.7080	-585.480	-0.6655	CREST
Dec	360.702	360.778	400 (ft)	360.740	-0.6655	0.9480	421.941	0.2827	SAG

(End of Vertical Curves and Grades)

Safety Asset Information for Study Segment

Rumble Strips Present

Direction	From RM	To RM
Inc	358.640	402.770
Dec	358.640	402.770
Inc	356.750	358.640
Inc	348.830	356.750
Dec	358.640	357.620
Dec	357.620	356.750
Dec	348.930	356.750

(End of Rumble Strips)

Guardrails

Highway Safety Segment Report For 2013 to 2017

LRS Route: ML80D From RM 356.190 to RM 360.775

Direction	From RM	To RM	Guardrail Type	Side of Road	Up End Type	Down End Type
Dec	297.584	397.620	B	R	II	II
Dec	356.723	356.769	B	R	I	I
Dec	356.723	356.782	BM	L	I	I
Dec	357.675	357.716	B	R		
Dec	357.675	357.721	BM	L		
Dec	359.041	359.956	B	R	II	II
Dec	359.041	359.981	BM	L	II	II
Dec	359.115	359.170	BM	L		
Dec	359.115	359.190	B	R		
Dec	359.524	359.638	BM	L	II	II
Dec	359.564	359.638	C	R	CS	CS
Dec	359.883	359.957	B	R	II	II
Dec	359.917	359.942	BM	L	II	II
Dec	359.990	360.033	BM	L		
Dec	359.990	360.174	B	R		
Dec	360.357	360.402	BM	L	II	II
Dec	360.357	360.407	C	R	CS	CS
Dec	360.746	360.792	BM	L	II	II
Dec	360.746	360.792	C	R	CS	CS
Inc	357.618	357.683	BM	L		
Inc	357.622	357.683	B	R		
Inc	358.532	358.572	BM	L	II	II
Inc	358.951	359.060	B	R		
Inc	359.004	359.060	BM	L		
Inc	359.129	359.190	BM	L	II	II
Inc	359.129	359.265	B	R	II	II
Inc	359.275	359.324	BM	L	II	II
Inc	359.279	359.308	B	R	II	II
Inc	359.544	359.668	BM	L	II	II
Inc	359.559	359.633	C	R	CS	CS
Inc	359.837	359.991	B	R		
Inc	359.917	359.991	BM	L		
Inc	360.001	360.153	B	R	II	II
Inc	360.336	360.386	C	R	CS	CS
Inc	360.342	360.382	BM	L	I	I
Inc	360.725	360.775	C	R		
Inc	360.725	360.775	BM	L	I	I

(End of Guardrails)

Highway Safety Segment Report For 2013 to 2017

LRS Route: ML80D From RM 356.190 to RM 360.775

The Wyoming Safety Index - Explanations

Purpose of the Safety Index

- Support WYDOT in the effort to reduce the frequency and severity of crashes
- Help focus attention on the areas of the highway system that need the most attention with respect to safety
 - Put special emphasis on the more severe crashes (involving fatality or severe injury), which are more disruptive to society
- Allow meaningful comparisons
 - From year to year for the state
 - From year to year for specific areas (districts, and potentially counties or cities)
 - Comparing a stretch of roadway with the statewide average for the same kind of roadway

The Safety Index Scoring

- **Safety Index Score:** The Safety Index score for that segment of roadway
 - The score is given in Critical Crashes (equivalent) / Mile / Year
 - The score is an indication of the number and/or severity of the crashes that have occurred on that segment.
- **Safety Index Compare:** The ratio of the segment's score over the statewide average for the same Facility Type.
 - A ratio lower than 1 means that the segment has fewer and/or less severe crashes than the statewide average
 - A ratio greater than 1 means the segment has more and/or more severe
- **Safety Index Rating:** There are four rating levels that indicate how a segment's score compares to the statewide distribution for the same Facility Type.
 - 1 - The segment has much fewer crashes and/or less severe crashes than average
 - 2 - The segment has somewhat fewer crashes and/or less severe crashes than average
 - 3 - The segment has somewhat more crashes and/or more severe crashes than average
 - 4 - The segment has much more crashes and/or more severe crashes than average

Main Features of the Safety Index

- Defines similar roadway sections
 - Uses three main factors to define a section type
 - Flat / Rolling, or Mountainous Terrain
 - Urban or Rural
 - Interstate, 2-lane or more than two lanes
 - These three factors follow national guidelines (e.g. from the recently published Highway Safety Manual)
- Uses 5 years of history
 - Looking for those locations which consistently have the most (and most severe) crashes
- Uses three severity categories:
 - Critical - involving a fatality or incapacitating injury
 - Serious - involving an injury that is not incapacitating
 - Damage - not involving an injury

The following terms are associated with the Safety Index information:

- **LRS Route:** A particular roadway is identified by an LRS Route ID (a unique identifier for the roadway).
- **From Milepost and To Milepost:** A particular segment of roadway is defined by the beginning and ending mileposts (or reference markers) along the roadway.
- **Highway Names:** The highway designators that are used in the segment of roadway
- **Length:** The length of the segment in miles
- **District:** The district in which the segment resides

Highway Safety Segment Report For 2013 to 2017

LRS Route: ML80D From RM 356.190 to RM 360.775

- **Facility Type:** Is a description of the roadway type

Points to Remember

- Crashes are weighted by the most severe injury that occurred in the crash
 - If more than one person was injured, only the most severe injury is counted
 - National trend is to move away from crash rates (using MVMT), which can be misleading
- Crashes are not readily predictable; causes vary, and are not always associated with specific causes
 - There is a large random component to their occurrence
 - A single crash - however horrific it may be - does not necessarily indicate a problem area.

Technical Details

- The Safety Index Score for a stretch of road is calculated as follows:
 - A segment of roadway is defined by the route, from milepost, and to-milepost
 - The five year crash history is obtained for that segment of roadway
 - The each crash is given a weight according to its most severe injury
 - Those weighted counts are totaled
 - The total is then divided by the length (in miles) of the segment
 - Then divided by the 5 years
 - Then divided by the weight of a Critical crash
 - The resulting score is an equivalent critical crashes per mile per year for that segment
- The Safety Index Rating compares a segment's Safety Index Score with all sections of the same Facility Type
 - All sections of a given Facility Type are divided into quartiles from their lowest to highest Safety Index Score
 - Determine into which quartile the Safety Index Score for a given segment falls.

Highway Safety Segment Report For 2013 to 2017

LRS Route: ML80I From RM 356.190 to RM 360.775

NOTE: This Report was created from data extracted from multiple sources, which are considered to be reliable and up-to-date. However, some of the data sets are known to have some issues (these are consistency and location concerns with the signs inventory, and some concerns regarding the completeness of the horizontal curve inventory). This information is provided to help focus in the location and nature of safety issues along the study segment. It is expected that on-site validation would be performed before any investment decisions are made.

Safety Condition Information for Study Segment

Safety Index Scoring (based on the years 2013 to 2017)

For the different Facility Types of the specified route segment (ML80I from 356.190 to 360.775)

FROM RM	TO RM	FACILITY TYPE CD	SI SCORE	SI COMPARE	SI RATING
356.100	357.600	RuFIII	0.09	0.65	4
357.600	360.800	UrII	0.11	0.61	2

Animal Crash / Carcass Concentrations

(From the on-system Animal Crash & Carcass study)

Direction	From RM	To RM	Crash Count	Carcass Count	Combined Count
Both	356.000	357.000	1	5	5.6
Both	357.000	358.000	3	13	14.8
Both	357.677	358.677	4	8	10.4
Both	358.677	359.677	2	1	2.6
Both	359.677	360.677	2	3	4.2
Both	360.410	361.410	2	4	5.2

(End of Animal Crash/Carcass Concentrations)

Curve Crash Concentrations

(From the on-system Curve Crash study)

Direction	From RM	To RM	Length (mi)	Radius (mi)	SI Compare
Dec	356.459	356.688	0.230	1.085	0.02
Dec	358.658	358.877	0.219	0.543	0.03
Dec	359.152	359.515	0.205	0.260	0.07
Dec	360.052	360.366	0.314	1.085	0.03
Inc	358.758	358.977	0.219	0.543	0.04
Inc	359.252	359.615	0.205	0.260	0.07
Inc	360.152	360.466	0.314	1.085	0.02

(End of Section)

Roadway Information for Study Segment

Traffic Volumes

Direction	From RM	To RM	AADT	TRUCK AADT
Dec	348.36	356.74		
Dec	356.74	357.68	6330	2375

Highway Safety Segment Report For 2013 to 2017

LRS Route: ML80I From RM 356.190 to RM 360.775

Direction	From RM	To RM	AADT	TRUCK AADT
Dec	357.68	359.08	7348	2757
Dec	359.08	359.60	6806	2554
Dec	359.60	362.04	9372	3517
Inc	348.36	356.74		
Inc	356.74	357.68	6902	2590
Inc	357.68	359.08	7123	2673
Inc	359.08	359.60	6421	2410
Inc	359.60	362.04	9041	3393

(End of Traffic Volumes)

Construction History

Direction	From RM	To RM	Year	PeopleSoft Proj #	Treatment Description	STIP Status
Both	28.710	356.730	1999		RUMBLE STRIPS	No
Both	142.427	401.456	1992		REST AREA	No
Both	187.200	377.780	2008	B081058	Hazard Elimination	No
Both	240.000	363.675	1988		STRUCTURE PAINT	No
Both	240.000	372.394	1987		STRUCTURE PAINT	No
Both	258.992	387.394	1994		CRACK SEAL	No
Both	317.200	357.250	2003	0805145	Hazard Elimination	No
Both	336.609	363.911	2001		SIGNING	No
Both	336.640	357.250	2003		INTELLIGENT TRANSPORTATION SYS	No
Both	338.414	357.666	1982		GUARDRAIL	No
Both	347.701	357.666	1972		2ND STAGE SURFACE	No
Both	347.701	357.719	1963		SURFACE	No
Both	347.999	359.000	1997		CRACK SEAL	No
Both	348.000	359.000	1999		CRACK SEAL	No
Both	348.360	357.250	2002	0806181	Pavement Maintenance	No
Both	348.360	357.570	2002		MICRO SURFACE	No
Both	348.525	357.666	1993		RESURFACE & OVERLAY	No
Both	348.525	357.719	1992		STRUCTURE MODIFY	No
Both	350.674	357.719	1961		GRADE & STRUCTURE	No
Both	353.969	357.666	1986		STRUCTURE GUARDRAIL	No
Both	357.000	362.000	2010	B071001	Pavement Maintenance	Yes
Both	357.430	357.930	2000	0806160	New Construction	No
Both	357.666	357.719	1993		STRUCTURE REHABILITATION	No
Both	357.666	362.037	1988		REHABILITATION	No
Both	357.666	362.037	1980		SAFETY IMPROVEMENTS	No
Both	357.666	364.000	1992		SIGNING	No
Both	357.680	357.680	2006	0806191	New Construction	No
Both	357.680	359.126	1996		ISO-SLAB & DOWEL BAR & GRIND	No
Both	357.700	358.600	1996	0806167	Reconstruction	No
Both	357.719	358.608	1963		GRADE & SURFACE	No
Both	358.457	360.057	1993		BASE & SURFACE	No
Both	358.578	361.834	1995		STRUCTURE PAINT	No
Both	358.608	359.052	1963		GRADE	No
Both	358.608	359.982	1965		SURFACE	No
Both	359.025	359.647	1994		LIGHTING	No
Both	359.052	359.982	1963		GRADE	No
Both	359.076	359.126	1963		STRUCTURE	No

Highway Safety Segment Report For 2013 to 2017

LRS Route: ML80I From RM 356.190 to RM 360.775

Direction	From RM	To RM	Year	PeopleSoft Proj #	Treatment Description	STIP Status
Both	359.076	359.126	1983		EXPANSION DEVICE	No
Both	359.080	359.080	1994	0806155	Traffic Operation	No
Both	359.080	359.080	1996	0806166		No
Both	359.080	359.080	2003	0806188		No
Both	359.080	359.080	1996	0806166		No
Both	359.080	359.080	2003		STRUCTURE REHABILITATION	No
Both	359.080	359.080	2003	0806188		No
Both	359.599	360.057	1994		OVERLAY	No
Both	359.600	359.600	2018	0806176	Safety-Traffic Operations	Yes
Both	359.981	362.665	1999		STRUCTURE REHABILITATION	No
Both	359.982	361.133	1977		STRUCTURE REPAIR	No
Both	359.982	361.133	1966		PEDESTRIAN WALKWAY	No
Both	359.982	361.133	1965		GRADE & STRUCTURE	No
Both	359.982	361.133	1984		STRUCTURE OVERLAY	No
Both	359.982	362.059	1967		SURFACE	No
Both	359.990	362.040	1999	0806159	Resurfacing	No
Both	360.000	363.000	1995	0806158	Physical Maintenance	No
Both	360.002	362.017	1999		DOWEL BAR & TEXTURE & SLAB REP	No
Both	360.057	361.133	1989		STRUCTURE OVERLAY	No
Both	360.414	361.133	1987		STRUCTURE REPAIR	No
Both	360.414	363.911	1984		SLAB REHABILITATION	No
Inc	356.740	357.666	1992		WIDEN	No
Inc	358.000	375.000	1993		CRACK SEAL	No
Inc	359.126	359.599	1992		SIGNING	No

(End of Construction Hlstory)

Number of Lanes / Shoulder Widths

Direction	From RM	To RM	# Lanes	Shoulder (L)	Shoulder (R)
Dec	348.520	357.671	2	4 ft	10 ft
Dec	357.671	357.721	2	2 ft	8 ft
Dec	357.721	402.778	2	4 ft	10 ft
Inc	348.630	357.768	2	4 ft	10 ft
Inc	357.768	357.818	2	2 ft	8 ft
Inc	357.818	402.780	2	4 ft	10 ft

(End of Lanes/Shoulder Widths)

Pavement Conditions

Direction	From RM	To RM	PSI Index	PSR Index	Ride/IRI Index	Rut Index	Work Code	Pavement Age
Inc	357.680	358.600	82.696	82.696	80.0000	100.000	1R Concrete	1
Inc	358.600	360.100	82.696	82.696	80.0000	100.000	1R Concrete	1
Dec	357.680	358.600	82.696	82.696	80.0000	100.000	1R Concrete	2
Dec	358.600	360.100	82.696	82.696	80.0000	100.000	1R Concrete	2

(End of Pavement Conditions)

Highway Safety Segment Report For 2013 to 2017

LRS Route: ML80I From RM 356.190 to RM 360.775

Horizontal Curves

Direction	From RM	To RM	PI RM	Delta	Length In	Length Out	Curve Length	Radius
Inc	356.563	356.793	356.678	12.12	0 (ft)	0 (ft)	1212 (ft)	1.09
Inc	358.730	358.949	358.841	23.16	0 (ft)	0 (ft)	1158 (ft)	0.54
Inc	359.411	359.775	359.439	45.00	420 (ft)	420 (ft)	1080 (ft)	0.26
Inc	360.149	360.463	360.307	16.58	0 (ft)	0 (ft)	1658 (ft)	1.09

(End of Horizontal Curves)

Vertical Curves and Grades

Direction	From RM	To RM	Curve Len	PI RM	Back Tan	A Value	K Value	Ahead Tan	Curve Type
Inc	356.307	356.345	200 (ft)	356.326	-1.6108	0.4210	475.059	-1.1896	SAG
Inc	357.084	357.160	400 (ft)	357.122	-1.1896	0.7980	501.253	-0.3918	SAG
Inc	357.498	357.612	600 (ft)	357.555	-0.3918	-0.6080	- 986.842	-0.9995	CREST
Inc	357.840	358.030	1,000 (ft)	357.935	-0.9995	-1.6990	- 588.582	-2.6987	CREST
Inc	358.239	358.391	800 (ft)	358.315	-2.6987	0.9640	829.876	-1.7345	SAG
Inc	358.561	358.637	400 (ft)	358.599	-1.7345	-0.8050	- 496.894	-2.5391	CREST
Inc	358.746	358.860	600 (ft)	358.803	-2.5391	2.8120	213.371	0.2732	SAG
Inc	358.984	359.060	400 (ft)	359.022	0.2732	1.7200	232.558	1.9934	SAG
Inc	359.070	359.336	1,400 (ft)	359.203	1.9934	-4.4570	- 314.113	-2.4638	CREST
Inc	359.751	359.903	800 (ft)	359.827	-2.4638	3.1080	257.400	0.6443	SAG
Inc	360.017	360.225	1,100 (ft)	360.121	0.6443	-3.1490	- 349.317	-2.5050	CREST
Inc	360.222	360.392	900 (ft)	360.307	-2.5050	3.5480	253.664	1.0426	SAG
Inc	360.431	360.621	1,000 (ft)	360.526	1.0426	-1.7100	- 584.795	-0.6675	CREST

(End of Vertical Curves and Grades)

Safety Asset Information for Study Segment

Rumble Strips Present

Direction	From RM	To RM
Inc	358.640	402.770
Dec	358.640	402.770
Inc	356.750	358.640
Inc	348.830	356.750
Dec	358.640	357.620
Dec	357.620	356.750
Dec	348.930	356.750

(End of Rumble Strips)

Guardrails

Direction	From RM	To RM	Guardrail Type	Side of Road	Up End Type	Down End Type
Dec	297.584	397.620	B	R	II	II
Dec	356.723	356.769	B	R	I	I
Dec	356.723	356.782	BM	L	I	I

Highway Safety Segment Report For 2013 to 2017

LRS Route: ML80I From RM 356.190 to RM 360.775

Direction	From RM	To RM	Guardrail Type	Side of Road	Up End Type	Down End Type
Dec	357.675	357.716	B	R		
Dec	357.675	357.721	BM	L		
Dec	359.041	359.956	B	R	II	II
Dec	359.041	359.981	BM	L	II	II
Dec	359.115	359.170	BM	L		
Dec	359.115	359.190	B	R		
Dec	359.524	359.638	BM	L	II	II
Dec	359.564	359.638	C	R	CS	CS
Dec	359.883	359.957	B	R	II	II
Dec	359.917	359.942	BM	L	II	II
Dec	359.990	360.033	BM	L		
Dec	359.990	360.174	B	R		
Dec	360.357	360.402	BM	L	II	II
Dec	360.357	360.407	C	R	CS	CS
Dec	360.746	360.792	BM	L	II	II
Dec	360.746	360.792	C	R	CS	CS
Inc	357.618	357.683	BM	L		
Inc	357.622	357.683	B	R		
Inc	358.532	358.572	BM	L	II	II
Inc	358.951	359.060	B	R		
Inc	359.004	359.060	BM	L		
Inc	359.129	359.190	BM	L	II	II
Inc	359.129	359.265	B	R	II	II
Inc	359.275	359.324	BM	L	II	II
Inc	359.279	359.308	B	R	II	II
Inc	359.544	359.668	BM	L	II	II
Inc	359.559	359.633	C	R	CS	CS
Inc	359.837	359.991	B	R		
Inc	359.917	359.991	BM	L		
Inc	360.001	360.153	B	R	II	II
Inc	360.336	360.386	C	R	CS	CS
Inc	360.342	360.382	BM	L	I	I
Inc	360.725	360.775	C	R		
Inc	360.725	360.775	BM	L	I	I

(End of Guardrails)

Highway Safety Segment Report For 2013 to 2017

LRS Route: ML80I From RM 356.190 to RM 360.775

The Wyoming Safety Index - Explanations

Purpose of the Safety Index

- Support WYDOT in the effort to reduce the frequency and severity of crashes
- Help focus attention on the areas of the highway system that need the most attention with respect to safety
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 - The score is given in Critical Crashes (equivalent) / Mile / Year
 - The score is an indication of the number and/or severity of the crashes that have occurred on that segment.
- **Safety Index Compare:** The ratio of the segment's score over the statewide average for the same Facility Type.
 - A ratio lower than 1 means that the segment has fewer and/or less severe crashes than the statewide average
 - A ratio greater than 1 means the segment has more and/or more severe
- **Safety Index Rating:** There are four rating levels that indicate how a segment's score compares to the statewide distribution for the same Facility Type.
 - 1 - The segment has much fewer crashes and/or less severe crashes than average
 - 2 - The segment has somewhat fewer crashes and/or less severe crashes than average
 - 3 - The segment has somewhat more crashes and/or more severe crashes than average
 - 4 - The segment has much more crashes and/or more severe crashes than average

Main Features of the Safety Index

- Defines similar roadway sections
 - Uses three main factors to define a section type
 - Flat / Rolling, or Mountainous Terrain
 - Urban or Rural
 - Interstate, 2-lane or more than two lanes
 - These three factors follow national guidelines (e.g. from the recently published Highway Safety Manual)
- Uses 5 years of history
 - Looking for those locations which consistently have the most (and most severe) crashes
- Uses three severity categories:
 - Critical - involving a fatality or incapacitating injury
 - Serious - involving an injury that is not incapacitating
 - Damage - not involving an injury

The following terms are associated with the Safety Index information:

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- **Highway Names:** The highway designators that are used in the segment of roadway
- **Length:** The length of the segment in miles
- **District:** The district in which the segment resides

Highway Safety Segment Report For 2013 to 2017

LRS Route: ML80I From RM 356.190 to RM 360.775

- **Facility Type:** Is a description of the roadway type

Points to Remember

- Crashes are weighted by the most severe injury that occurred in the crash
 - If more than one person was injured, only the most severe injury is counted
 - National trend is to move away from crash rates (using MVMT), which can be misleading
- Crashes are not readily predictable; causes vary, and are not always associated with specific causes
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 - A single crash - however horrific it may be - does not necessarily indicate a problem area.

Technical Details

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 - A segment of roadway is defined by the route, from milepost, and to-milepost
 - The five year crash history is obtained for that segment of roadway
 - The each crash is given a weight according to its most severe injury
 - Those weighted counts are totaled
 - The total is then divided by the length (in miles) of the segment
 - Then divided by the 5 years
 - Then divided by the weight of a Critical crash
 - The resulting score is an equivalent critical crashes per mile per year for that segment
- The Safety Index Rating compares a segment's Safety Index Score with all sections of the same Facility Type
 - All sections of a given Facility Type are divided into quartiles from their lowest to highest Safety Index Score
 - Determine into which quartile the Safety Index Score for a given segment falls.

Highway Safety Segment Report For 2014 to 2018

LRS Route: ML25D From RM 7.850 to RM 10.586

NOTE: This Report was created from data extracted from multiple sources, which are considered to be reliable and up-to-date. However, some of the data sets are known to have some issues (these are consistency and location concerns with the signs inventory, and some concerns regarding the completeness of the horizontal curve inventory). This information is provided to help focus in the location and nature of safety issues along the study segment. It is expected that on-site validation would be performed before any investment decisions are made.

Safety Condition Information for Study Segment

Safety Index Scoring (based on the years 2014 to 2018)

For the different Facility Types of the specified route segment (ML25D from 7.850 to 10.586)

FROM RM	TO RM	FACILITY TYPE CD	SI SCORE	SI COMPARE	SI RATING
7.800	10.600	UrID	0.12	0.67	4

Animal Crash / Carcass Concentrations

(From the on-system Animal Crash & Carcass study)

Direction	From RM	To RM	Crash Count	Carcass Count	Combined Count
Both	6.850	7.850	1	1	1.6
Both	7.850	8.850	2	2	3.2
Both	8.850	9.850	0	0	0.0
Both	9.850	10.850	8	13	17.8

(End of Animal Crash/Carcass Concentrations)

Curve Crash Concentrations

(From the on-system Curve Crash study)

Direction	From RM	To RM	Length (mi)	Radius (mi)	SI Compare
Dec	9.152	9.614	0.355	0.473	0.03
Dec	9.770	10.398	0.627	1.080	0.05
Inc	9.152	9.614	0.355	0.473	0.11
Inc	9.770	10.398	0.627	1.080	0.02

(End of Section)

Roadway Information for Study Segment

Traffic Volumes

Direction	From RM	To RM	AADT	TRUCK AADT
Dec	7.03	7.85	10395	4484
Dec	7.85	8.84	11509	4964
Dec	8.84	9.14	9911	1965
Dec	9.14	10.59	9694	1922
Dec	10.59	11.24	10577	2097
Inc	7.03	7.85	10511	4534
Inc	7.85	8.84	12167	5248
Inc	8.84	9.14	11082	2197

Highway Safety Segment Report For 2014 to 2018

LRS Route: ML25D From RM 7.850 to RM 10.586

Direction	From RM	To RM	AADT	TRUCK AADT
Inc	9.14	10.59	9824	1947
Inc	10.59	11.24	10900	2161

(End of Traffic Volumes)

Construction History

Direction	From RM	To RM	Year	PeopleSoft Proj #	Treatment Description	STIP Status
Both	0.000	7.860	2005	0251141	Reconstruction	No
Both	0.000	8.000	1994	0251121	Safety-Traffic Operations	No
Both	0.000	8.400	1997	0251135	Pavement Maintenance	No
Both	0.000	8.400	1997		CRACK SEAL & COVER COAT	No
Both	0.000	8.579	1978		SAFETY IMPROVEMENTS	No
Both	0.000	8.700	2002		CHIP SEAL	No
Both	0.000	9.795	1965		SIGNING	No
Both	0.000	13.835	1992		SIGNING	No
Both	0.950	17.030	1997		SLAB REPLACE	No
Both	3.200	8.200	1996		SLAB REPLACEMENT	No
Both	3.288	25.454	1995		STRUCTURE PAINT	No
Both	4.201	8.451	1990		SLAB REHABILITATION	No
Both	5.511	7.853	1966		LIGHTING	No
Both	5.511	8.579	1963		GRADE	No
Both	5.511	10.625	1994		LIGHTING	No
Both	6.300	17.240	2006	0251159	Safety-Traffic Operations	No
Both	6.550	19.000	2008	B081058	Hazard Elimination	No
Both	7.360	10.760	2001	0251138	Restoration & Rehabilitation	No
Both	7.361	10.805	2001		RECONSTRUCTION & STRUCTURE	No
Both	7.850	7.850	2001	0251145	Rest Areas	No
Both	7.850	7.850	2001	0251144	Rest Areas	No
Both	7.850	7.850	2002		MICRO SURFACE	No
Both	7.850	7.850	1995	0251110	Major Bridge Rehabilitation	No
Both	7.850	7.850	2004	0251143	Rest Areas	No
Both	7.850	7.850	1995	0251132	Bridge Replacement	No
Both	7.850	10.590	2007	0251157	Hazard Elimination	No
Both	7.853	8.451	1964		STRUCTURE REHABILITATION	No
Both	7.853	8.451	1976		CHEYENNE INFO CENTER	No
Both	7.853	8.451	1984		SLAB REHABILITATION	No
Both	7.853	8.451	1991		SIGNING	No
Both	7.853	8.451	1990		STRUCTURE OVERLAY	No
Both	8.399	12.999	1997		CRACK SEAL	No
Both	8.440	10.370	1994	0251131	Pavement Overlays	No
Both	8.440	14.000	1997		STRIPPING	No
Both	8.451	9.109	1988		SLAB REHABILITATION & SHOULDER	No
Both	8.451	10.393	1994		OVERLAY & STRUCTURE MODIFY	No
Both	8.501	11.446	1998		ISO-STRIPE	No
Both	8.579	8.844	1981		STRUCTURE REPAIR	No
Both	8.579	8.844	1989		STRUCTURE REPAIR	No
Both	8.579	8.844	1977		EXPANSION JOINT	No
Both	8.579	9.109	1963		GRADE	No
Both	8.840	8.840	1994	0251124	Traffic Operation	No
Both	8.844	9.109	1980		SIGNING	No

Highway Safety Segment Report For 2014 to 2018

LRS Route: ML25D From RM 7.850 to RM 10.586

Direction	From RM	To RM	Year	PeopleSoft Proj #	Treatment Description	STIP Status
Both	9.109	9.176	1963		GRADE & SURFACE	No
Both	9.109	9.795	1965		LIGHTING	No
Both	9.109	17.623	1979		GUARDRAIL	No
Both	9.140	9.140	1994	0251125	Traffic Operation	No
Both	9.176	9.795	1962		GRADE	No
Both	9.176	9.795	1965		BASE & SURFACE	No
Both	9.176	9.795	1988		SLAB REHABILITATION & SHOULDER	No
Both	9.600	10.400	1996	0251130	Restoration & Rehabilitation	No
Both	9.795	10.393	1958		GRADE	No
Both	9.795	10.393	1960		BASE & SURFACE	No
Both	9.795	13.076	1987		REHABILITATION	No
Both	9.810	10.080	2003		CURB & GUTTER & SIDEWALK	No
Both	10.026	10.393	1982		STRUCTURE OVERLAY	No
Both	10.393	10.737	1958		GRADE & BASE	No
Both	10.393	10.964	1960		SURFACE	No
Dec	0.000	9.109	1965		BASE & SURFACE	No
Dec	7.853	8.451	1994		REST AREA	No
Dec	8.579	8.844	1982		SIGNING	No
Inc	0.000	8.070	1993		RUMBLE STRIPS	No
Inc	5.511	7.853	1985		PORT OF ENTRY	No
Inc	5.511	7.853	1992		PORT OF ENTRY	No
Inc	5.511	7.853	1991		PORT OF ENTRY	No
Inc	5.511	7.853	1980		SIGNING	No
Inc	7.850	7.850	2008	1251161	Traffic Services	No
Inc	7.853	8.451	1980		SIGNING	No
Inc	8.440	8.440	2007	0251152	Bridge Rehab-Added Capacity	No
Inc	8.579	8.844	1980		RAMPS	No
Inc	9.635	10.374	1996		DRAINAGE	No

(End of Construction History)

Number of Lanes / Shoulder Widths

Direction	From RM	To RM	# Lanes	Shoulder (L)	Shoulder (R)
Dec	0.000	8.317	2	4 ft	8 ft
Dec	8.317	9.335	3	4 ft	6 ft
Dec	9.335	10.151	2	4 ft	10 ft
Dec	10.151	11.100	3	4 ft	6 ft
Inc	0.000	8.440	2	2 ft	8 ft
Inc	8.440	8.557	3	4 ft	6 ft
Inc	8.557	9.415	3	4 ft	6 ft
Inc	9.415	9.644	2	4 ft	10 ft
Inc	9.644	9.734	3	4 ft	6 ft
Inc	9.734	10.253	2	4 ft	10 ft
Inc	10.253	11.101	3	4 ft	6 ft

(End of Lanes/Shoulder Widths)

Highway Safety Segment Report For 2014 to 2018

LRS Route: ML25D From RM 7.850 to RM 10.586

Pavement Conditions

Direction	From RM	To RM	PSI Index	PSR Index	Ride/IRI Index	Rut Index	Work Code	Pavement Age
(End of Pavement Conditions)								

(End of Pavement Conditions)

Horizontal Curves

Direction	From RM	To RM	PI RM	Delta	Length In	Length Out	Curve Length	Radius
Dec	9.259	9.721	9.392	43.01	281 (ft)	281 (ft)	1876 (ft)	0.47
Dec	9.767	10.394	10.090	33.30	0 (ft)	0 (ft)	3313 (ft)	1.08

(End of Horizontal Curves)

Vertical Curves and Grades

Direction	From RM	To RM	Curve Len	PI RM	Back Tan	A Value	K Value	Ahead Tan	Curve Type
Dec	8.407	8.709	1,598 (ft)	8.558	-2.3647	4.0690	392.725	1.7047	SAG
Dec	9.042	9.320	1,470 (ft)	9.181	1.7047	-5.5320	- 265.727	-3.8269	CREST
Dec	9.449	9.509	315 (ft)	9.479	-3.8269	3.1040	101.482	-0.7232	SAG
Dec	9.629	9.901	1,437 (ft)	9.765	-0.7232	1.4470	993.089	0.7242	SAG
Dec	9.996	10.210	1,129 (ft)	10.103	0.7242	-3.0300	- 372.607	-2.3053	CREST
Dec	10.349	10.469	633 (ft)	10.409	-2.3053	5.2900	119.660	2.9851	SAG

(End of Vertical Curves and Grades)

Safety Asset Information for Study Segment

Rumble Strips Present

Direction	From RM	To RM
Dec	7.350	16.620
Inc	7.100	16.650

(End of Rumble Strips)

Guardrails

Direction	From RM	To RM	Guardrail Type	Side of Road	Up End Type	Down End Type
Dec	7.833	7.879	B	R	I	I
Dec	8.432	8.485	B	R		
Dec	8.436	8.503	BM	L		
Dec	8.770	8.800	B	R	I	I
Dec	8.770	8.800	BM	L	I	I
Dec	8.845	8.884	B	R		
Dec	8.845	8.904	BM	L		
Dec	9.158	9.219	B	R		
Dec	9.158	9.219	BM	L		

Highway Safety Segment Report For 2014 to 2018

LRS Route: ML25D From RM 7.850 to RM 10.586

Direction	From RM	To RM	Guardrail Type	Side of Road	Up End Type	Down End Type
Dec	9.557	9.572	B	R		
Dec	9.557	9.587	BM	L		
Dec	10.369	10.418	B	R		
Dec	10.369	10.428	BM	L		
Inc	7.823	7.865	B	R		
Inc	8.378	8.432	BM	L		
Inc	8.378	8.432	B	R		
Inc	8.458	8.502	BM	L		
Inc	8.458	8.507	B	R		
Inc	8.777	8.826	BM	L		
Inc	8.811	8.826	B	R		
Inc	8.871	8.896	BM	L		
Inc	8.871	8.906	B	R		
Inc	9.055	9.110	BM	L		
Inc	9.055	9.110	B	R		
Inc	9.339	9.380	B	R		
Inc	9.553	9.587	BM	L		
Inc	10.306	10.355	BM	L		
Inc	10.306	10.355	B	R		
Inc	10.519	10.579	BM	L		
Inc	10.533	10.579	B	R		

(End of Guardrails)

Highway Safety Segment Report For 2014 to 2018

LRS Route: ML25D From RM 7.850 to RM 10.586

The Wyoming Safety Index - Explanations

Purpose of the Safety Index

- Support WYDOT in the effort to reduce the frequency and severity of crashes
- Help focus attention on the areas of the highway system that need the most attention with respect to safety
 - Put special emphasis on the more severe crashes (involving fatality or severe injury), which are more disruptive to society
- Allow meaningful comparisons
 - From year to year for the state
 - From year to year for specific areas (districts, and potentially counties or cities)
 - Comparing a stretch of roadway with the statewide average for the same kind of roadway

The Safety Index Scoring

- **Safety Index Score:** The Safety Index score for that segment of roadway
 - The score is given in Critical Crashes (equivalent) / Mile / Year
 - The score is an indication of the number and/or severity of the crashes that have occurred on that segment.
- **Safety Index Compare:** The ratio of the segment's score over the statewide average for the same Facility Type.
 - A ratio lower than 1 means that the segment has fewer and/or less severe crashes than the statewide average
 - A ratio greater than 1 means the segment has more and/or more severe
- **Safety Index Rating:** There are four rating levels that indicate how a segment's score compares to the statewide distribution for the same Facility Type.
 - 1 - The segment has much fewer crashes and/or less severe crashes than average
 - 2 - The segment has somewhat fewer crashes and/or less severe crashes than average
 - 3 - The segment has somewhat more crashes and/or more severe crashes than average
 - 4 - The segment has much more crashes and/or more severe crashes than average

Main Features of the Safety Index

- Defines similar roadway sections
 - Uses three main factors to define a section type
 - Flat / Rolling, or Mountainous Terrain
 - Urban or Rural
 - Interstate, 2-lane or more than two lanes
 - These three factors follow national guidelines (e.g. from the recently published Highway Safety Manual)
- Uses 5 years of history
 - Looking for those locations which consistently have the most (and most severe) crashes
- Uses three severity categories:
 - Critical - involving a fatality or incapacitating injury
 - Serious - involving an injury that is not incapacitating
 - Damage - not involving an injury

The following terms are associated with the Safety Index information:

- **LRS Route:** A particular roadway is identified by an LRS Route ID (a unique identifier for the roadway).
- **From Milepost and To Milepost:** A particular segment of roadway is defined by the beginning and ending mileposts (or reference markers) along the roadway.
- **Highway Names:** The highway designators that are used in the segment of roadway
- **Length:** The length of the segment in miles
- **District:** The district in which the segment resides

Highway Safety Segment Report For 2014 to 2018

LRS Route: ML25D From RM 7.850 to RM 10.586

- **Facility Type:** Is a description of the roadway type

Points to Remember

- Crashes are weighted by the most severe injury that occurred in the crash
 - If more than one person was injured, only the most severe injury is counted
 - National trend is to move away from crash rates (using MVMT), which can be misleading
- Crashes are not readily predictable; causes vary, and are not always associated with specific causes
 - There is a large random component to their occurrence
 - A single crash - however horrific it may be - does not necessarily indicate a problem area.

Technical Details

- The Safety Index Score for a stretch of road is calculated as follows:
 - A segment of roadway is defined by the route, from milepost, and to-milepost
 - The five year crash history is obtained for that segment of roadway
 - The each crash is given a weight according to its most severe injury
 - Those weighted counts are totaled
 - The total is then divided by the length (in miles) of the segment
 - Then divided by the 5 years
 - Then divided by the weight of a Critical crash
 - The resulting score is an equivalent critical crashes per mile per year for that segment
- The Safety Index Rating compares a segment's Safety Index Score with all sections of the same Facility Type
 - All sections of a given Facility Type are divided into quartiles from their lowest to highest Safety Index Score
 - Determine into which quartile the Safety Index Score for a given segment falls.

Highway Safety Segment Report For 2013 to 2017

LRS Route: ML25I From RM 7.850 to RM 10.586

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Safety Condition Information for Study Segment

Safety Index Scoring (based on the years 2013 to 2017)

For the different Facility Types of the specified route segment (ML25I from 7.850 to 10.586)

FROM RM	TO RM	FACILITY TYPE CD	SI SCORE	SI COMPARE	SI RATING
7.800	10.600	Urll	0.15	0.83	4

Animal Crash / Carcass Concentrations

(From the on-system Animal Crash & Carcass study)

Direction	From RM	To RM	Crash Count	Carcass Count	Combined Count
Both	6.850	7.850	1	1	1.6
Both	7.850	8.850	2	2	3.2
Both	8.850	9.850	0	0	0.0
Both	9.850	10.850	8	13	17.8

(End of Animal Crash/Carcass Concentrations)

Curve Crash Concentrations

(From the on-system Curve Crash study)

Direction	From RM	To RM	Length (mi)	Radius (mi)	SI Compare
Dec	9.152	9.614	0.355	0.473	0.03
Dec	9.770	10.398	0.627	1.080	0.05
Inc	9.152	9.614	0.355	0.473	0.11
Inc	9.770	10.398	0.627	1.080	0.02

(End of Section)

Roadway Information for Study Segment

Traffic Volumes

Direction	From RM	To RM	AADT	TRUCK AADT
Dec	7.03	7.85	10262	3851
Dec	7.85	8.84	11361	4263
Dec	8.84	9.14	9921	2075
Dec	9.14	10.59	9704	2029
Dec	10.59	11.24	10588	2214
Inc	7.03	7.85	10376	3894
Inc	7.85	8.84	12011	4507
Inc	8.84	9.14	11093	2320

Highway Safety Segment Report For 2013 to 2017

LRS Route: ML25I From RM 7.850 to RM 10.586

Direction	From RM	To RM	AADT	TRUCK AADT
Inc	9.14	10.59	9834	2057
Inc	10.59	11.24	10911	2282

(End of Traffic Volumes)

Construction History

Direction	From RM	To RM	Year	PeopleSoft Proj #	Treatment Description	STIP Status
Both	0.000	7.860	2005	0251141	Reconstruction	No
Both	0.000	8.000	1994	0251121	Safety-Traffic Operations	No
Both	0.000	8.400	1997	0251135	Pavement Maintenance	No
Both	0.000	8.400	1997		CRACK SEAL & COVER COAT	No
Both	0.000	8.579	1978		SAFETY IMPROVEMENTS	No
Both	0.000	8.700	2002		CHIP SEAL	No
Both	0.000	9.795	1965		SIGNING	No
Both	0.000	13.835	1992		SIGNING	No
Both	0.950	17.030	1997		SLAB REPLACE	No
Both	3.200	8.200	1996		SLAB REPLACEMENT	No
Both	3.288	25.454	1995		STRUCTURE PAINT	No
Both	4.201	8.451	1990		SLAB REHABILITATION	No
Both	5.511	7.853	1966		LIGHTING	No
Both	5.511	8.579	1963		GRADE	No
Both	5.511	10.625	1994		LIGHTING	No
Both	6.300	17.240	2006	0251159	Safety-Traffic Operations	No
Both	6.550	19.000	2008	B081058	Hazard Elimination	No
Both	7.360	10.760	2001	0251138	Restoration & Rehabilitation	No
Both	7.361	10.805	2001		RECONSTRUCTION & STRUCTURE	No
Both	7.850	7.850	2001	0251145	Rest Areas	No
Both	7.850	7.850	2001	0251144	Rest Areas	No
Both	7.850	7.850	2002		MICRO SURFACE	No
Both	7.850	7.850	1995	0251110	Major Bridge Rehabilitation	No
Both	7.850	7.850	2004	0251143	Rest Areas	No
Both	7.850	7.850	1995	0251132	Bridge Replacement	No
Both	7.850	10.590	2007	0251157	Hazard Elimination	No
Both	7.853	8.451	1964		STRUCTURE REHABILITATION	No
Both	7.853	8.451	1976		CHEYENNE INFO CENTER	No
Both	7.853	8.451	1984		SLAB REHABILITATION	No
Both	7.853	8.451	1991		SIGNING	No
Both	7.853	8.451	1990		STRUCTURE OVERLAY	No
Both	8.399	12.999	1997		CRACK SEAL	No
Both	8.440	10.370	1994	0251131	Pavement Overlays	No
Both	8.440	14.000	1997		STRIPPING	No
Both	8.451	9.109	1988		SLAB REHABILITATION & SHOULDER	No
Both	8.451	10.393	1994		OVERLAY & STRUCTURE MODIFY	No
Both	8.501	11.446	1998		ISO-STRIPE	No
Both	8.579	8.844	1981		STRUCTURE REPAIR	No
Both	8.579	8.844	1989		STRUCTURE REPAIR	No
Both	8.579	8.844	1977		EXPANSION JOINT	No
Both	8.579	9.109	1963		GRADE	No
Both	8.840	8.840	1994	0251124	Traffic Operation	No
Both	8.844	9.109	1980		SIGNING	No

Highway Safety Segment Report For 2013 to 2017

LRS Route: ML25I From RM 7.850 to RM 10.586

Direction	From RM	To RM	Year	PeopleSoft Proj #	Treatment Description	STIP Status
Both	9.109	9.176	1963		GRADE & SURFACE	No
Both	9.109	9.795	1965		LIGHTING	No
Both	9.109	17.623	1979		GUARDRAIL	No
Both	9.140	9.140	1994	0251125	Traffic Operation	No
Both	9.176	9.795	1962		GRADE	No
Both	9.176	9.795	1965		BASE & SURFACE	No
Both	9.176	9.795	1988		SLAB REHABILITATION & SHOULDER	No
Both	9.600	10.400	1996	0251130	Restoration & Rehabilitation	No
Both	9.795	10.393	1958		GRADE	No
Both	9.795	10.393	1960		BASE & SURFACE	No
Both	9.795	13.076	1987		REHABILITATION	No
Both	9.810	10.080	2003		CURB & GUTTER & SIDEWALK	No
Both	10.026	10.393	1982		STRUCTURE OVERLAY	No
Both	10.393	10.737	1958		GRADE & BASE	No
Both	10.393	10.964	1960		SURFACE	No
Dec	0.000	9.109	1965		BASE & SURFACE	No
Dec	7.853	8.451	1994		REST AREA	No
Dec	8.579	8.844	1982		SIGNING	No
Inc	0.000	8.070	1993		RUMBLE STRIPS	No
Inc	5.511	7.853	1985		PORT OF ENTRY	No
Inc	5.511	7.853	1992		PORT OF ENTRY	No
Inc	5.511	7.853	1991		PORT OF ENTRY	No
Inc	5.511	7.853	1980		SIGNING	No
Inc	7.850	7.850	2008	I251161	Traffic Services	No
Inc	7.853	8.451	1980		SIGNING	No
Inc	8.440	8.440	2007	0251152	Bridge Rehab-Added Capacity	No
Inc	8.579	8.844	1980		RAMPS	No
Inc	9.635	10.374	1996		DRAINAGE	No

(End of Construction History)

Number of Lanes / Shoulder Widths

Direction	From RM	To RM	# Lanes	Shoulder (L)	Shoulder (R)
Dec	0.000	8.317	2	4 ft	8 ft
Dec	8.317	9.335	3	4 ft	6 ft
Dec	9.335	10.151	2	4 ft	10 ft
Dec	10.151	11.100	3	4 ft	6 ft
Inc	0.000	8.440	2	2 ft	8 ft
Inc	8.440	8.557	3	4 ft	6 ft
Inc	8.557	9.415	3	4 ft	6 ft
Inc	9.415	9.644	2	4 ft	10 ft
Inc	9.644	9.734	3	4 ft	6 ft
Inc	9.734	10.253	2	4 ft	10 ft
Inc	10.253	11.101	3	4 ft	6 ft

(End of Lanes/Shoulder Widths)

Highway Safety Segment Report For 2013 to 2017

LRS Route: ML25I From RM 7.850 to RM 10.586

Pavement Conditions

Direction	From RM	To RM	PSI Index	PSR Index	Ride/IRI Index	Rut Index	Work Code	Pavement Age
(End of Pavement Conditions)								

(End of Pavement Conditions)

Horizontal Curves

Direction	From RM	To RM	PI RM	Delta	Length In	Length Out	Curve Length	Radius
Inc	9.259	9.721	9.392	43.01	281 (ft)	281 (ft)	1876 (ft)	0.47
Inc	9.767	10.394	10.090	33.30	0 (ft)	0 (ft)	3313 (ft)	1.08

(End of Horizontal Curves)

Vertical Curves and Grades

Direction	From RM	To RM	Curve Len	PI RM	Back Tan	A Value	K Value	Ahead Tan	Curve Type
Inc	8.407	8.707	1,585(ft)	8.557	-2.3863	4.1030	386.303	1.7164	SAG
Inc	9.033	9.339	1,611 (ft)	9.186	1.7164	-5.5650	- 289.488	-3.8485	CREST
Inc	9.386	9.590	1,079 (ft)	9.488	-3.8485	3.1560	341.888	-0.6928	SAG
Inc	9.649	9.655	33 (ft)	9.652	-0.6928	0.3210	102.804	-0.3717	SAG
Inc	9.671	9.937	1,401 (ft)	9.804	-0.3717	0.9910	1,413.724	0.6188	SAG
Inc	10.014	10.200	978 (ft)	10.107	0.6188	-2.8760	- 340.056	-2.2571	CREST
Inc	10.352	10.470	620 (ft)	10.411	-2.2571	5.3060	116.849	3.0485	SAG

(End of Vertical Curves and Grades)

Safety Asset Information for Study Segment

Rumble Strips Present

Direction	From RM	To RM
Dec	7.350	16.620
Inc	7.100	16.650

(End of Rumble Strips)

Guardrails

Direction	From RM	To RM	Guardrail Type	Side of Road	Up End Type	Down End Type
Dec	7.833	7.879	B	R	I	I
Dec	8.432	8.485	B	R		
Dec	8.436	8.503	BM	L		
Dec	8.770	8.800	B	R	I	I
Dec	8.770	8.800	BM	L	I	I
Dec	8.845	8.884	B	R		
Dec	8.845	8.904	BM	L		
Dec	9.158	9.219	B	R		

Highway Safety Segment Report For 2013 to 2017

LRS Route: ML25I From RM 7.850 to RM 10.586

Direction	From RM	To RM	Guardrail Type	Side of Road	Up End Type	Down End Type
Dec	9.158	9.219	BM	L		
Dec	9.557	9.572	B	R		
Dec	9.557	9.587	BM	L		
Dec	10.369	10.418	B	R		
Dec	10.369	10.428	BM	L		
Inc	7.823	7.865	B	R		
Inc	8.378	8.432	BM	L		
Inc	8.378	8.432	B	R		
Inc	8.458	8.502	BM	L		
Inc	8.458	8.507	B	R		
Inc	8.777	8.826	BM	L		
Inc	8.811	8.826	B	R		
Inc	8.871	8.896	BM	L		
Inc	8.871	8.906	B	R		
Inc	9.055	9.110	BM	L		
Inc	9.055	9.110	B	R		
Inc	9.339	9.380	B	R		
Inc	9.553	9.587	BM	L		
Inc	10.306	10.355	BM	L		
Inc	10.306	10.355	B	R		
Inc	10.519	10.579	BM	L		
Inc	10.533	10.579	B	R		

(End of Guardrails)

Highway Safety Segment Report For 2013 to 2017

LRS Route: ML25I From RM 7.850 to RM 10.586

The Wyoming Safety Index - Explanations

Purpose of the Safety Index

- Support WYDOT in the effort to reduce the frequency and severity of crashes
- Help focus attention on the areas of the highway system that need the most attention with respect to safety
 - Put special emphasis on the more severe crashes (involving fatality or severe injury), which are more disruptive to society
- Allow meaningful comparisons
 - From year to year for the state
 - From year to year for specific areas (districts, and potentially counties or cities)
 - Comparing a stretch of roadway with the statewide average for the same kind of roadway

The Safety Index Scoring

- **Safety Index Score:** The Safety Index score for that segment of roadway
 - The score is given in Critical Crashes (equivalent) / Mile / Year
 - The score is an indication of the number and/or severity of the crashes that have occurred on that segment.
- **Safety Index Compare:** The ratio of the segment's score over the statewide average for the same Facility Type.
 - A ratio lower than 1 means that the segment has fewer and/or less severe crashes than the statewide average
 - A ratio greater than 1 means the segment has more and/or more severe
- **Safety Index Rating:** There are four rating levels that indicate how a segment's score compares to the statewide distribution for the same Facility Type.
 - 1 - The segment has much fewer crashes and/or less severe crashes than average
 - 2 - The segment has somewhat fewer crashes and/or less severe crashes than average
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 - 4 - The segment has much more crashes and/or more severe crashes than average

Main Features of the Safety Index

- Defines similar roadway sections
 - Uses three main factors to define a section type
 - Flat / Rolling, or Mountainous Terrain
 - Urban or Rural
 - Interstate, 2-lane or more than two lanes
 - These three factors follow national guidelines (e.g. from the recently published Highway Safety Manual)
- Uses 5 years of history
 - Looking for those locations which consistently have the most (and most severe) crashes
- Uses three severity categories:
 - Critical - involving a fatality or incapacitating injury
 - Serious - involving an injury that is not incapacitating
 - Damage - not involving an injury

The following terms are associated with the Safety Index information:

- **LRS Route:** A particular roadway is identified by an LRS Route ID (a unique identifier for the roadway).
- **From Milepost and To Milepost:** A particular segment of roadway is defined by the beginning and ending mileposts (or reference markers) along the roadway.
- **Highway Names:** The highway designators that are used in the segment of roadway
- **Length:** The length of the segment in miles
- **District:** The district in which the segment resides

Highway Safety Segment Report For 2013 to 2017

LRS Route: ML25I From RM 7.850 to RM 10.586

- **Facility Type:** Is a description of the roadway type

Points to Remember

- Crashes are weighted by the most severe injury that occurred in the crash
 - If more than one person was injured, only the most severe injury is counted
 - National trend is to move away from crash rates (using MVMT), which can be misleading
- Crashes are not readily predictable; causes vary, and are not always associated with specific causes
 - There is a large random component to their occurrence
 - A single crash - however horrific it may be - does not necessarily indicate a problem area.

Technical Details

- The Safety Index Score for a stretch of road is calculated as follows:
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 - The five year crash history is obtained for that segment of roadway
 - The each crash is given a weight according to its most severe injury
 - Those weighted counts are totaled
 - The total is then divided by the length (in miles) of the segment
 - Then divided by the 5 years
 - Then divided by the weight of a Critical crash
 - The resulting score is an equivalent critical crashes per mile per year for that segment
- The Safety Index Rating compares a segment's Safety Index Score with all sections of the same Facility Type
 - All sections of a given Facility Type are divided into quartiles from their lowest to highest Safety Index Score
 - Determine into which quartile the Safety Index Score for a given segment falls.

Highway Safety Segment Report For 2014 to 2018

LRS Route: ML80D From RM 356.190 to RM 360.775

NOTE: This Report was created from data extracted from multiple sources, which are considered to be reliable and up-to-date. However, some of the data sets are known to have some issues (these are consistency and location concerns with the signs inventory, and some concerns regarding the completeness of the horizontal curve inventory). This information is provided to help focus in the location and nature of safety issues along the study segment. It is expected that on-site validation would be performed before any investment decisions are made.

Safety Condition Information for Study Segment

Safety Index Scoring (based on the years 2014 to 2018)

For the different Facility Types of the specified route segment (ML80D from 356.190 to 360.775)

FROM RM	TO RM	FACILITY TYPE CD	SI SCORE	SI COMPARE	SI RATING
357.700	360.800	UrID	0.11	0.62	4
357.600	357.700	RuFIID	0.13	0.96	2
356.100	357.600	RuFIID	0.09	0.67	2

Animal Crash / Carcass Concentrations

(From the on-system Animal Crash & Carcass study)

Direction	From RM	To RM	Crash Count	Carcass Count	Combined Count
Both	356.000	357.000	1	5	5.6
Both	357.000	358.000	3	13	14.8
Both	357.677	358.677	4	8	10.4
Both	358.677	359.677	2	1	2.6
Both	359.677	360.677	2	3	4.2
Both	360.410	361.410	2	4	5.2

(End of Animal Crash/Carcass Concentrations)

Curve Crash Concentrations

(From the on-system Curve Crash study)

Direction	From RM	To RM	Length (mi)	Radius (mi)	SI Compare
Dec	356.459	356.688	0.230	1.085	0.02
Dec	358.658	358.877	0.219	0.543	0.03
Dec	359.152	359.515	0.205	0.260	0.07
Dec	360.052	360.366	0.314	1.085	0.03
Inc	358.758	358.977	0.219	0.543	0.04
Inc	359.252	359.615	0.205	0.260	0.07
Inc	360.152	360.466	0.314	1.085	0.02

(End of Section)

Roadway Information for Study Segment

Traffic Volumes

Direction	From RM	To RM	AADT	TRUCK AADT
Dec	348.36	356.74		

Highway Safety Segment Report For 2014 to 2018

LRS Route: ML80D From RM 356.190 to RM 360.775

Direction	From RM	To RM	AADT	TRUCK AADT
Dec	356.74	357.68	6412	2766
Dec	357.68	359.08	7444	3211
Dec	359.08	359.60	6894	2974
Dec	359.60	362.04	9494	4095
Inc	348.36	356.74		
Inc	356.74	357.68	6992	3016
Inc	357.68	359.08	7216	3112
Inc	359.08	359.60	6504	2806
Inc	359.60	362.04	9159	3951

(End of Traffic Volumes)

Construction History

Direction	From RM	To RM	Year	PeopleSoft Proj #	Treatment Description	STIP Status
Both	28.710	356.730	1999		RUMBLE STRIPS	No
Both	142.427	401.456	1992		REST AREA	No
Both	187.200	377.780	2008	B081058	Hazard Elimination	No
Both	240.000	363.675	1988		STRUCTURE PAINT	No
Both	240.000	372.394	1987		STRUCTURE PAINT	No
Both	258.992	387.394	1994		CRACK SEAL	No
Both	317.200	357.250	2003	0805145	Hazard Elimination	No
Both	336.609	363.911	2001		SIGNING	No
Both	336.640	357.250	2003		INTELLIGENT TRANSPORTATION SYSTEMS	No
Both	338.414	357.666	1982		GUARDRAIL	No
Both	347.701	357.666	1972		2ND STAGE SURFACE	No
Both	347.701	357.719	1963		SURFACE	No
Both	347.999	359.000	1997		CRACK SEAL	No
Both	348.000	359.000	1999		CRACK SEAL	No
Both	348.360	357.250	2002	0806181	Pavement Maintenance	No
Both	348.360	357.570	2002		MICRO SURFACE	No
Both	348.525	357.666	1993		RESURFACE & OVERLAY	No
Both	348.525	357.719	1992		STRUCTURE MODIFY	No
Both	350.674	357.719	1961		GRADE & STRUCTURE	No
Both	353.969	357.666	1986		STRUCTURE GUARDRAIL	No
Both	357.000	362.000	2010	B071001	Pavement Maintenance	Yes
Both	357.430	357.930	2000	0806160	New Construction	No
Both	357.666	357.719	1993		STRUCTURE REHABILITATION	No
Both	357.666	362.037	1988		REHABILITATION	No
Both	357.666	362.037	1980		SAFETY IMPROVEMENTS	No
Both	357.666	364.000	1992		SIGNING	No
Both	357.680	357.680	2006	0806191	New Construction	No
Both	357.680	359.126	1996		ISO-SLAB & DOWEL BAR & GRIND	No
Both	357.700	358.600	1996	0806167	Reconstruction	No
Both	357.719	358.608	1963		GRADE & SURFACE	No
Both	358.457	360.057	1993		BASE & SURFACE	No
Both	358.578	361.834	1995		STRUCTURE PAINT	No
Both	358.608	359.052	1963		GRADE	No
Both	358.608	359.982	1965		SURFACE	No
Both	359.025	359.647	1994		LIGHTING	No
Both	359.052	359.982	1963		GRADE	No

Highway Safety Segment Report For 2014 to 2018

LRS Route: ML80D From RM 356.190 to RM 360.775

Direction	From RM	To RM	Year	PeopleSoft Proj #	Treatment Description	STIP Status
Both	359.076	359.126	1963		STRUCTURE	No
Both	359.076	359.126	1983		EXPANSION DEVICE	No
Both	359.080	359.080	1994	0806155	Traffic Operation	No
Both	359.080	359.080	1996	0806166		No
Both	359.080	359.080	2003	0806188		No
Both	359.080	359.080	1996	0806166		No
Both	359.080	359.080	2003		STRUCTURE REHABILITATION	No
Both	359.080	359.080	2003	0806188		No
Both	359.599	360.057	1994		OVERLAY	No
Both	359.600	359.600	2018	0806176	Safety-Traffic Operations	Yes
Both	359.981	362.665	1999		STRUCTURE REHABILITATION	No
Both	359.982	361.133	1977		STRUCTURE REPAIR	No
Both	359.982	361.133	1966		PEDESTRIAN WALKWAY	No
Both	359.982	361.133	1965		GRADE & STRUCTURE	No
Both	359.982	361.133	1984		STRUCTURE OVERLAY	No
Both	359.982	362.059	1967		SURFACE	No
Both	359.990	362.040	1999	0806159	Resurfacing	No
Both	360.000	363.000	1995	0806158	Physical Maintenance	No
Both	360.002	362.017	1999		DOWEL BAR & TEXTURE & SLAB REPAIR	No
Both	360.057	361.133	1989		STRUCTURE OVERLAY	No
Both	360.414	361.133	1987		STRUCTURE REPAIR	No
Both	360.414	363.911	1984		SLAB REHABILITATION	No
Inc	356.740	357.666	1992		WIDEN	No
Inc	358.000	375.000	1993		CRACK SEAL	No
Inc	359.126	359.599	1992		SIGNING	No

(End of Construction History)

Number of Lanes / Shoulder Widths

Direction	From RM	To RM	# Lanes	Shoulder (L)	Shoulder (R)
Dec	348.520	357.671	2	4 ft	10 ft
Dec	357.671	357.721	2	2 ft	8 ft
Dec	357.721	402.778	2	4 ft	10 ft
Inc	348.630	357.768	2	4 ft	10 ft
Inc	357.768	357.818	2	2 ft	8 ft
Inc	357.818	402.780	2	4 ft	10 ft

(End of Lanes/Shoulder Widths)

Pavement Conditions

Direction	From RM	To RM	PSI Index	PSR Index	Ride/IRI Index	Rut Index	Work Code	Pavement Age
Inc	357.680	358.600	82.696	82.696	80.0000	100.000	1R Concrete	1
Inc	358.600	360.100	82.696	82.696	80.0000	100.000	1R Concrete	1
Dec	357.680	358.600	82.696	82.696	80.0000	100.000	1R Concrete	2
Dec	358.600	360.100	82.696	82.696	80.0000	100.000	1R Concrete	2

Highway Safety Segment Report For 2014 to 2018

LRS Route: ML80D From RM 356.190 to RM 360.775

(End of Pavement Conditions)

Horizontal Curves

Direction	From RM	To RM	PI RM	Delta	Length In	Length Out	Curve Length	Radius
Dec	356.460	356.690	356.575	12.12	0 (ft)	0 (ft)	1212 (ft)	1.09
Dec	358.658	358.877	358.769	23.16	0 (ft)	0 (ft)	1158 (ft)	0.54
Dec	359.311	359.675	359.339	45.00	420 (ft)	420 (ft)	1080 (ft)	0.26
Dec	360.051	360.365	360.209	16.58	0 (ft)	0 (ft)	1658 (ft)	1.09

(End of Horizontal Curves)

Vertical Curves and Grades

Direction	From RM	To RM	Curve Len	PI RM	Back Tan	A Value	K Value	Ahead Tan	Curve Type
Dec	356.204	356.242	200 (ft)	356.223	-1.6108	0.4210	475.059	-1.1896	SAG
Dec	356.980	357.056	400 (ft)	357.018	-1.1896	0.7990	500.626	-0.3910	SAG
Dec	357.397	357.511	600 (ft)	357.454	-0.3910	-0.5130	-1,169.591	-0.9043	CREST
Dec	357.757	357.947	1,000 (ft)	357.852	-0.9043	-1.9970	-500.751	-2.9008	CREST
Dec	358.135	358.287	800 (ft)	358.211	-2.9008	1.1660	686.106	-1.7345	SAG
Dec	358.442	358.518	400 (ft)	358.480	-1.7345	-0.3310	-1,208.459	-2.0651	CREST
Dec	358.676	358.790	600 (ft)	358.733	-2.0651	2.3380	256.630	0.2732	SAG
Dec	358.906	358.982	400 (ft)	358.944	0.2732	1.7200	232.558	1.9934	SAG
Dec	358.994	359.260	1,400 (ft)	359.127	1.9934	-4.4570	-314.113	-2.4638	CREST
Dec	359.651	359.803	800 (ft)	359.727	-2.4638	3.1080	257.400	0.6443	SAG
Dec	359.931	360.139	1,100 (ft)	360.035	0.6443	-3.1490	-349.317	-2.5050	CREST
Dec	360.124	360.294	900 (ft)	360.209	-2.5050	3.5480	253.664	1.0426	SAG
Dec	360.331	360.521	1,000 (ft)	360.426	1.0426	-1.7080	-585.480	-0.6655	CREST
Dec	360.702	360.778	400 (ft)	360.740	-0.6655	0.9480	421.941	0.2827	SAG

(End of Vertical Curves and Grades)

Safety Asset Information for Study Segment

Rumble Strips Present

Direction	From RM	To RM
Inc	358.640	402.770
Dec	358.640	402.770
Inc	356.750	358.640
Inc	348.830	356.750
Dec	358.640	357.620
Dec	357.620	356.750
Dec	348.930	356.750

(End of Rumble Strips)

Guardrails

Highway Safety Segment Report For 2014 to 2018

LRS Route: ML80D From RM 356.190 to RM 360.775

Direction	From RM	To RM	Guardrail Type	Side of Road	Up End Type	Down End Type
Dec	297.584	397.620	B	R	II	II
Dec	356.723	356.769	B	R	I	I
Dec	356.723	356.782	BM	L	I	I
Dec	357.675	357.716	B	R		
Dec	357.675	357.721	BM	L		
Dec	359.041	359.956	B	R	II	II
Dec	359.041	359.981	BM	L	II	II
Dec	359.115	359.170	BM	L		
Dec	359.115	359.190	B	R		
Dec	359.524	359.638	BM	L	II	II
Dec	359.564	359.638	C	R	CS	CS
Dec	359.883	359.957	B	R	II	II
Dec	359.917	359.942	BM	L	II	II
Dec	359.990	360.033	BM	L		
Dec	359.990	360.174	B	R		
Dec	360.357	360.402	BM	L	II	II
Dec	360.357	360.407	C	R	CS	CS
Dec	360.746	360.792	BM	L	II	II
Dec	360.746	360.792	C	R	CS	CS
Inc	357.618	357.683	BM	L		
Inc	357.622	357.683	B	R		
Inc	358.532	358.572	BM	L	II	II
Inc	358.951	359.060	B	R		
Inc	359.004	359.060	BM	L		
Inc	359.129	359.190	BM	L	II	II
Inc	359.129	359.265	B	R	II	II
Inc	359.275	359.324	BM	L	II	II
Inc	359.279	359.308	B	R	II	II
Inc	359.544	359.668	BM	L	II	II
Inc	359.559	359.633	C	R	CS	CS
Inc	359.837	359.991	B	R		
Inc	359.917	359.991	BM	L		
Inc	360.001	360.153	B	R	II	II
Inc	360.336	360.386	C	R	CS	CS
Inc	360.342	360.382	BM	L	I	I
Inc	360.725	360.775	C	R		
Inc	360.725	360.775	BM	L	I	I

(End of Guardrails)

Highway Safety Segment Report For 2014 to 2018

LRS Route: ML80D From RM 356.190 to RM 360.775

The Wyoming Safety Index - Explanations

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- Support WYDOT in the effort to reduce the frequency and severity of crashes
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Highway Safety Segment Report For 2014 to 2018

LRS Route: ML80D From RM 356.190 to RM 360.775

- **Facility Type:** Is a description of the roadway type

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- The Safety Index Rating compares a segment's Safety Index Score with all sections of the same Facility Type
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 - Determine into which quartile the Safety Index Score for a given segment falls.

**STANDARD CRASH REPORT SUMMARY
FOR HIGHWAY I25 & I80 INTERCHANGE AREA
FOR THE YEARS: 2014 - 2018
ALL REPORTED CRASHES**

REPORT NUMBER	R.M.	DATE	CRASH SEVERITY	FIRST HARMFUL EVENT (F H E)	FHE LOCATION	LIGHT COND	COLLISION TYPE	JUNCTION RELATION	WEATHER	ROAD COND	
2014											
12383	309 I	09/05/2014	POSSIBLE INJURY	Overturn/Rollover	On Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Ramp	Cloudy, Overcast	Dry	
07216	306 I	05/16/2014	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	Interchange Area Intersection	Clear	Dry	
15166	305 I	11/10/2014	PROPERTY DAMAGE ONLY	Jackknife	On Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Ramp	Clear	Ice/Frost	
15157	355 I	11/15/2014	PROPERTY DAMAGE ONLY	Antelope	On Roadway	Darkness Lighted			Clear	Dry	
02324	352 I	01/30/2014	PROPERTY DAMAGE ONLY	Overturn/Rollover	Off Roadway	Darkness Lighted	Not a Collision w/2 Vehicles in Transport	Ramp	Snowing	Snow	
09750	25 D	8.00	07/27/2014	POSSIBLE INJURY	Motor Vehicle in Transport on Roadway	On Roadway	Darkness Lighted	Sideswipe Same Direction (Passing)	rchange Area Intersection Rel:	Clear	Dry
18253	25 I	8.00	12/26/2014	PROPERTY DAMAGE ONLY	Guardrail Face	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Blowing Snow	Ice/Frost
01893	25 I	8.00	02/09/2014	PROPERTY DAMAGE ONLY	Sign Support Multiple Post	Gore	Darkness Lighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
04086	25 I	8.10	03/18/2014	PROPERTY DAMAGE ONLY	Delineator Post	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Wet
16716	25 I	8.15	11/25/2014	PROPERTY DAMAGE ONLY	Jackknife	On Roadway	Darkness Lighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Snow
03712	25 D	8.64	02/16/2014	SUSPECTED MINOR INJURY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear End (Front to Rear)	rchange Area Intersection Rel:	Clear	Dry
03144	25 I	8.80	02/26/2014	PROPERTY DAMAGE ONLY	Sign Support Single Post	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Ice/Frost
06663	25 D	8.83	05/13/2014	POSSIBLE INJURY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Angle Same Direction (Front to Side)	Thru Roadway	Clear	Ice/Frost
04410	25 D	8.85	03/18/2014	PROPERTY DAMAGE ONLY	Delineator Post	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	rchange Area Intersection Rel:	Snowing	Ice/Frost
10852	25 D	8.90	08/17/2014	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	rchange Area Intersection Rel:	Clear	Dry
08610	25 D	9.00	05/08/2014	SUSPECTED MINOR INJURY	Overturn/Rollover	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Sleet/Hail/Freezing Rain	Ice/Frost
08611	25 I	9.00	05/08/2014	SUSPECTED MINOR INJURY	Guardrail Face	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Sleet/Hail/Freezing Rain	Ice/Frost
10442	25 I	9.00	07/07/2014	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	rchange Area Intersection Rel:	Clear	Dry
03343	25 I	9.00	02/26/2014	PROPERTY DAMAGE ONLY	Bridge Rail	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	rchange Area Intersection Rel:	Clear	Ice/Frost
02761	25 I	9.00	02/22/2014	PROPERTY DAMAGE ONLY	Guardrail Face	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Snow
00879	25 I	9.05	01/04/2014	PROPERTY DAMAGE ONLY	Guardrail Face	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
02766	25 I	9.05	02/22/2014	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Dusk	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Snow
03711	25 D	9.10	01/27/2014	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Angle Same Direction (Front to Side)	Thru Roadway	Snowing	Snow
02609	25 I	9.13	01/27/2014	PROPERTY DAMAGE ONLY	Guardrail Face	Median	Daylight	Not a Collision w/2 Vehicles in Transport	rchange Area Intersection Rel:	Snowing	Snow
00883	25 I	9.14	01/05/2014	PROPERTY DAMAGE ONLY	Guardrail Face	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	rchange Area Intersection Rel:	Clear	Ice/Frost
04266	25 I	9.14	03/22/2014	PROPERTY DAMAGE ONLY	Guardrail Face	Median	Darkness Lighted	Not a Collision w/2 Vehicles in Transport	rchange Area Intersection Rel:	Snowing	Ice/Frost
02342	25 I	9.35	02/04/2014	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Ice/Frost
00364	25 D	9.50	01/04/2014	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Snow
05124	25 I	9.50	03/26/2014	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Darkness Lighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
03133	25 I	9.60	02/24/2014	PROPERTY DAMAGE ONLY	Fence (including Post)	Off Roadway	Darkness Unlighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
02751	25 I	9.70	02/15/2014	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
09905	25 D	9.75	07/24/2014	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Darkness Lighted	Rear End (Front to Rear)	Thru Roadway	Clear	Dry

REPORT NUMBER	R.M.	DATE	CRASH SEVERITY	FIRST HARMFUL EVENT (F H E)	FHE LOCATION	LIGHT COND	COLLISION TYPE	JUNCTION RELATION	WEATHER	ROAD COND	
18173	25 D	10.00	12/31/2014	PROPERTY DAMAGE ONLY	Antelope	On Roadway	Daylight		Clear	Dry	
16709	25 I	10.00	11/24/2014	PROPERTY DAMAGE ONLY	Parked Motor Vehicle	Median	Daylight	Rear End (Front to Rear)	Thru Roadway	Snowing	Ice/Frost
16700	25 I	10.00	11/24/2014	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
02325	25 D	10.00	02/01/2014	PROPERTY DAMAGE ONLY	Traffic Sign Support	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Snow
06644	25 I	10.50	05/10/2014	SUSPECTED MINOR INJURY	Guardrail Face	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
18287	25 I	10.50	12/29/2014	POSSIBLE INJURY	Guardrail Face	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Snow
07901	25 I	10.50	06/17/2014	PROPERTY DAMAGE ONLY	Antelope	On Roadway	Daylight		Clear	Dry	
03467	25 D	10.50	03/01/2014	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
03130	80 I	356.74	02/15/2014	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Angle Same Direction (Front to Side)	Thru Roadway	Snowing	Ice/Frost
05221	80 I	357.00	04/13/2014	PROPERTY DAMAGE ONLY	Jackknife	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
16882	80 I	357.00	11/25/2014	PROPERTY DAMAGE ONLY	Overturn/Rollover	Median	Darkness Unlighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
12499	80 I	357.50	09/25/2014	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear End (Front to Rear)	Thru Roadway	Clear	Dry
14781	80 I	357.68	11/10/2014	PROPERTY DAMAGE ONLY	Bridge Rail	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
15627	80 I	357.80	10/30/2014	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	rchange Area Intersection Relk	Clear	Dry
05130	80 I	358.00	04/07/2014	PROPERTY DAMAGE ONLY	Guardrail Face	Median	Darkness Unlighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Ice/Frost
05137	56 B	358.75	04/07/2014	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Dawn	Angle Same Direction (Front to Side)	Intersection	Clear	Dry
03126	80 I	359.10	02/15/2014	SUSPECTED MINOR INJURY	Overturn/Rollover	On Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
16447	80 I	359.10	11/18/2014	PROPERTY DAMAGE ONLY	Fence (including Post)	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
14951	80 I	359.10	11/10/2014	PROPERTY DAMAGE ONLY	Jackknife	On Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
03721	80 I	359.10	02/26/2014	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
01675	80 I	359.10	01/23/2014	PROPERTY DAMAGE ONLY	Guardrail Face	Median	Daylight	Not a Collision w/2 Vehicles in Transport	rchange Area Intersection Relk	Clear	Snow
13169	80 I	359.10	09/05/2014	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Darkness Unlighted	Angle Same Direction (Front to Side)	rchange Area Intersection Relk	Clear	Dry
18332	80 I	359.10	12/22/2014	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Darkness Lighted	Rear End (Front to Rear)	Thru Roadway	Snowing	Ice/Frost
18244	80 I	359.10	12/22/2014	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Darkness Lighted	Sideswipe Same Direction (Passing)	Thru Roadway	Snowing	Ice/Frost
18333	80 I	359.10	12/22/2014	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Darkness Lighted	Rear End (Front to Rear)	Thru Roadway	Cloudy, Overcast	Ice/Frost
16729	80 I	359.30	11/26/2014	PROPERTY DAMAGE ONLY	Guardrail End	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Cloudy, Overcast	Sand of Icy Road
02604	80 I	359.40	02/02/2014	SUSPECTED SERIOUS INJURY	Sign Support Multiple Post	Gore	Darkness Lighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Ice/Frost
02380	80 I	359.40	02/15/2014	PROPERTY DAMAGE ONLY	Jackknife	Shoulder	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Snow
02752	80 I	359.50	02/15/2014	SUSPECTED MINOR INJURY	Overturn/Rollover	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Snow
06988	80 I	359.50	05/12/2014	PROPERTY DAMAGE ONLY	Traffic Sign Support	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Snow
05128	80 I	359.80	04/04/2014	PROPERTY DAMAGE ONLY	Cable Barrier	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
13003	80 I	359.80	09/22/2014	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear End (Front to Rear)	Interchange Area Intersection	Cloudy, Overcast	Wet
12893	80 I	359.95	09/19/2014	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear End (Front to Rear)	Thru Roadway	Clear	Dry
08230	80 I	360.00	06/10/2014	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Angle Same Direction (Front to Side)	Thru Roadway	Clear	Dry
09749	80 I	360.00	06/27/2014	PROPERTY DAMAGE ONLY	ifting Cargo or Anything Else Set in Motic	On Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
13545	80 I	360.00	10/04/2014	PROPERTY DAMAGE ONLY	Horse	Unknown	Darkness Unlighted		Unknown	Unknown	
06131	56 B	360.63	05/11/2014	PROPERTY DAMAGE ONLY	Other Fixed Object	Off Roadway	Darkness Lighted	Not a Collision w/2 Vehicles in Transport	Non-Junction	Snowing	Ice/Frost
2015											
00271	352 I		01/03/2015	POSSIBLE INJURY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear End (Front to Rear)	rchange Area Intersection Relk	Clear	Snow

REPORT NUMBER	R.M.	DATE	CRASH SEVERITY	FIRST HARMFUL EVENT (F H E)	FHE LOCATION	LIGHT COND	COLLISION TYPE	JUNCTION RELATION	WEATHER	ROAD COND
13651	354 I	10/20/2015	POSSIBLE INJURY	Motor Vehicle in Transport on Roadway	On Roadway	Dusk	Sideswipe Same Direction (Passing)	rchange Area Intersection Relk	Clear	Dry
11838	311 I	09/07/2015	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Angle Same Direction (Front to Side)	Thru Roadway	Clear	Dry
08218	354 I	06/29/2015	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	ngle Right (Front to Side, includes Broadside Interchange Area Intersection		Clear	Dry
03915	305 I	03/23/2015	PROPERTY DAMAGE ONLY	Delineator Post	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Ramp	Clear	Dry
01519	308 I	02/04/2015	PROPERTY DAMAGE ONLY	Sign Support Single Post	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Ramp	Snowing	Ice/Frost
01802	311 I	02/04/2015	PROPERTY DAMAGE ONLY	Jackknife	Off Roadway	Darkness Lighted	Not a Collision w/2 Vehicles in Transport	Ramp	Snowing	Ice/Frost
08930	25 I	7.85 07/22/2015	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear End (Front to Rear)	Thru Roadway	Clear	Dry
15506	25 I	8.00 11/28/2015	SUSPECTED MINOR INJURY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear End (Front to Rear)	Thru Roadway	Snowing	Ice/Frost
16127	25 I	8.00 11/28/2015	SUSPECTED MINOR INJURY	Cable Barrier	Median	Daylight	Rear to Rear (Normally Backing)	Thru Roadway	Snowing	Ice/Frost
13011	25 D	8.00 09/21/2015	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Angle Same Direction (Front to Side)	rchange Area Intersection Relk	Clear	Dry
15996	25 I	8.00 11/28/2015	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	rchange Area Intersection Relk	Snowing	Ice/Frost
16213	25 I	8.00 11/28/2015	PROPERTY DAMAGE ONLY	Parked Motor Vehicle	Off Roadway	Daylight	Angle (Front to Side), Opposing Direction	rchange Area Intersection Relk	Snowing	Ice/Frost
16126	25 I	8.00 11/28/2015	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
01809	25 I	8.00 02/07/2015	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Darkness Lighted	Angle Same Direction (Front to Side)	Ramp	Clear	Dry
08925	25 I	8.20 07/25/2015	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Angle Same Direction (Front to Side)	Thru Roadway	Clear	Dry
04597	25 D	8.30 04/17/2015	PROPERTY DAMAGE ONLY	Sign Support Multiple Post	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Slush
02516	25 D	8.50 02/04/2015	SUSPECTED MINOR INJURY	Sign Support Single Post	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	rchange Area Intersection Relk	Snowing	Snow
02659	25 D	8.50 03/04/2015	POSSIBLE INJURY	Guardrail Face	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Ice/Frost
11753	25 I	8.60 09/08/2015	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Angle Same Direction (Front to Side)	Thru Roadway	Clear	Dry
15461	25 D	8.60 11/20/2015	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Angle Direction not Specified	Interchange Area Intersection	Snowing	Snow
13654	25 D	8.80 10/24/2015	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear End (Front to Rear)	Thru Roadway	Clear	Dry
08508	25 I	8.80 07/08/2015	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear End (Front to Rear)	Thru Roadway	Clear	Wet
07384	25 D	8.90 06/10/2015	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Angle Same Direction (Front to Side)	Interchange Area Intersection	Clear	Dry
07656	25 I	9.00 06/24/2015	SUSPECTED SERIOUS INJURY	Deer	On Roadway	Darkness Unlighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
04128	25 I	9.00 03/23/2015	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Angle Same Direction (Front to Side)	rchange Area Intersection Relk	Clear	Dry
06543	25 I	9.00 05/17/2015	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	rchange Area Intersection Relk	Clear	Dry
10484	25 I	9.00 08/04/2015	PROPERTY DAMAGE ONLY	Traffic Sign Support	Gore	Daylight	Not a Collision w/2 Vehicles in Transport	Other Parts (Gore)	Clear	Dry
02831	25 I	9.00 03/04/2015	PROPERTY DAMAGE ONLY	Guardrail Face	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	rchange Area Intersection Relk	Clear	Wet
06111	25 D	9.00 05/09/2015	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
03981	25 I	9.00 04/02/2015	PROPERTY DAMAGE ONLY	Guardrail Face	Off Roadway	Dusk	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Ice/Frost
08515	25 D	9.14 07/13/2015	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear End (Front to Rear)	Thru Roadway	Clear	Dry
00356	25 I	9.14 01/11/2015	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	Interchange Area Intersection	Clear	Dry
17226	25 I	9.50 12/15/2015	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
01894	25 I	10.00 02/04/2015	POSSIBLE INJURY	Guardrail Face	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
01922	25 D	10.00 02/06/2015	POSSIBLE INJURY	Guardrail Face	Median	Darkness Unlighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
03159	25 I	10.00 03/11/2015	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Angle Same Direction (Front to Side)	rchange Area Intersection Relk	Clear	Dry
11839	25 I	10.00 09/02/2015	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
08043	25 I	10.00 06/30/2015	PROPERTY DAMAGE ONLY	Overturn/Rollover	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Severe Wind Only	Dry

REPORT NUMBER	R.M.	DATE	CRASH SEVERITY	FIRST HARMFUL EVENT (F H E)	FHE LOCATION	LIGHT COND	COLLISION TYPE	JUNCTION RELATION	WEATHER	ROAD COND	
02655	25 D	10.00	02/15/2015	PROPERTY DAMAGE ONLY	Concrete Traffic Barrier/Jersey Barrier	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
12054	25 D	10.00	10/03/2015	PROPERTY DAMAGE ONLY	Guardrail Face	Off Roadway	Darkness Lighted	Not a Collision w/2 Vehicles in Transport	rchange Area Intersection Rel	Raining	Wet
16138	25 I	10.50	12/12/2015	SUSPECTED MINOR INJURY	Overturn/Rollover	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
02518	25 I	10.50	02/27/2015	POSSIBLE INJURY	Guardrail Face	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Blowing Snow	Ice/Frost
02826	25 D	10.50	02/27/2015	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear End (Front to Rear)	Thru Roadway	Cloudy, Overcast	Sand of Icy Road
04016	80 I	356.70	04/06/2015	SUSPECTED MINOR INJURY	Overturn/Rollover	Shoulder	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
03913	80 I	356.80	03/23/2015	POSSIBLE INJURY	Overturn/Rollover	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
01804	80 I	357.00	02/04/2015	POSSIBLE INJURY	Overturn/Rollover	Median	Darkness Unlighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
02140	80 I	357.00	02/04/2015	PROPERTY DAMAGE ONLY	Sign Support Single Post	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
07769	80 I	358.50	07/08/2015	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	Ramp	Raining	Wet
08520	80 I	359.00	07/08/2015	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Angle Same Direction (Front to Side)	Thru Roadway	Raining	Wet
09268	80 I	359.10	07/09/2015	POSSIBLE INJURY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Angle Same Direction (Front to Side)	Interchange Area Intersection	Clear	Dry
00845	56 B	359.60	01/21/2015	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Dusk	Angle (Front to Side), Opposing Direction	Intersection	Clear	Dry
11751	80 I	359.80	09/04/2015	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Darkness Unlighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
08928	80 I	360.00	07/21/2015	PROPERTY DAMAGE ONLY	Concrete Traffic Barrier/Jersey Barrier	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
16621	80 I	360.00	12/09/2015	PROPERTY DAMAGE ONLY	Delineator Post	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
04131	80 I	360.10	04/02/2015	UNKNOWN	Guardrail Face	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Cloudy, Overcast	Ice/Frost
16623	80 I	360.20	12/12/2015	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Darkness Unlighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
08050	80 I	360.39	07/12/2015	PROPERTY DAMAGE ONLY	Deer	On Roadway	Darkness Unlighted			Clear	Dry
05299	80 I	360.39	05/06/2015	PROPERTY DAMAGE ONLY	Guardrail Face	Median	Darkness Unlighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Raining	Wet
10674	80 I	360.50	09/06/2015	PROPERTY DAMAGE ONLY	Deer	On Roadway	Darkness Unlighted			Clear	Dry
10676	80 I	360.50	09/05/2015	PROPERTY DAMAGE ONLY	Deer	On Roadway	Darkness Unlighted			Clear	Dry
2016											
06346	306 I		05/17/2016	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Angle Same Direction (Front to Side)	rchange Area Intersection Rel	Clear	Dry
02397	25 D	8.00	02/19/2016	SUSPECTED MINOR INJURY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Severe Wind Only	Dry
10250	25 D	8.20	07/27/2016	PROPERTY DAMAGE ONLY	Delineator Post	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
11408	25 D	8.40	09/16/2016	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	rchange Area Intersection Rel	Clear	Dry
16676	25 I	8.40	12/27/2016	PROPERTY DAMAGE ONLY	Guardrail Face	Off Roadway	Darkness Lighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
00884	25 I	8.50	01/22/2016	PROPERTY DAMAGE ONLY	Guardrail Face	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
01782	25 D	8.50	02/03/2016	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Angle Same Direction (Front to Side)	Thru Roadway	Clear	Ice/Frost
04069	25 I	8.50	03/29/2016	PROPERTY DAMAGE ONLY	Guardrail Face	Median	Darkness Unlighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Snow
07918	25 I	8.70	07/02/2016	PROPERTY DAMAGE ONLY	Deer	On Roadway	Dusk			Clear	Dry
16430	25 D	8.80	12/15/2016	PROPERTY DAMAGE ONLY	Overturn/Rollover	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Severe Wind Only	Dry
03308	25 I	8.86	03/07/2016	SUSPECTED MINOR INJURY	Guardrail Face	Off Roadway	Darkness Unlighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
09044	25 D	9.00	07/26/2016	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear End (Front to Rear)	Thru Roadway	Clear	Dry
09242	25 D	9.00	07/24/2016	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Angle Same Direction (Front to Side)	rchange Area Intersection Rel	Clear	Dry
01562	25 I	9.00	01/31/2016	PROPERTY DAMAGE ONLY	Guardrail Face	Median	Darkness Lighted	Not a Collision w/2 Vehicles in Transport	rchange Area Intersection Rel	Snowing	Ice/Frost
10908	25 I	9.00	09/12/2016	PROPERTY DAMAGE ONLY	Delineator Post	Median	Dawn	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
10389	25 D	9.10	08/11/2016	SUSPECTED MINOR INJURY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear End (Front to Rear)	rchange Area Intersection Rel	Clear	Dry

REPORT NUMBER	R.M.	DATE	CRASH SEVERITY	FIRST HARMFUL EVENT (F H E)	FHE LOCATION	LIGHT COND	COLLISION TYPE	JUNCTION RELATION	WEATHER	ROAD COND	
01050	25 D	9.10	01/19/2016	PROPERTY DAMAGE ONLY	Sheep	On Roadway	Daylight		Clear	Dry	
01566	25 D	9.30	02/01/2016	PROPERTY DAMAGE ONLY	Other Traffic Barrier (includes temporary)	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Snow
01258	25 D	9.30	02/01/2016	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Snow
09909	25 I	9.50	07/28/2016	SUSPECTED MINOR INJURY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	rchange Area Intersection Rel	Clear	Dry
11260	25 D	9.60	09/05/2016	PROPERTY DAMAGE ONLY	Other NON-Fixed Object	On Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
10456	25 I	9.84	08/11/2016	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Raining	Wet
05164	25 I	10.00	04/13/2016	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Darkness Lighted	Sideswipe Same Direction (Passing)	Thru Roadway	Clear	Dry
16677	25 D	10.32	12/15/2016	PROPERTY DAMAGE ONLY	Guardrail Face	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Sand of Icy Road
05544	25 I	10.40	05/05/2016	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	Interchange Area Intersection	Clear	Dry
12823	25 D	10.48	10/23/2016	PROPERTY DAMAGE ONLY	Deer	On Roadway	Daylight		Clear	Dry	
05989	25 D	10.50	05/28/2016	PROPERTY DAMAGE ONLY	Antelope	On Roadway	Daylight		Clear	Dry	
09038	80 I	356.60	07/01/2016	SUSPECTED MINOR INJURY	Overturn/Rollover	Median	Darkness Unlighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
06362	80 I	356.70	05/25/2016	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear End (Front to Rear)	Thru Roadway	Clear	Dry
08625	80 I	357.00	06/14/2016	SUSPECTED SERIOUS INJURY	Motor Vehicle in Transport on Roadway	On Roadway	Darkness Unlighted	Rear End (Front to Rear)	Thru Roadway	Clear	Dry
07762	80 I	357.00	06/14/2016	SUSPECTED SERIOUS INJURY	Bridge Rail	Off Roadway	Darkness Unlighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
07919	80 I	357.00	07/09/2016	PROPERTY DAMAGE ONLY	Delineator Post	Median	Darkness Unlighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
14310	80 I	357.40	11/05/2016	SUSPECTED SERIOUS INJURY	Delineator Post	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
00464	56 B	358.10	01/05/2016	PROPERTY DAMAGE ONLY	Antelope	On Roadway	Dusk		Clear	Dry	
11964	80 I	358.78	09/28/2016	POSSIBLE INJURY	Delineator Post	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
12953	80 I	358.90	10/25/2016	PROPERTY DAMAGE ONLY	Cargo/Equipment Loss of Shift	On Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
04540	80 I	359.10	03/23/2016	PROPERTY DAMAGE ONLY	Guardrail Face	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Snow
16809	56 B	359.42	11/24/2016	FATAL INJURY	Motor Vehicle in Transport on Roadway	On Roadway	Darkness Lighted	Angle (Front to Side), Opposing Direction	Intersection	Clear	Dry
16669	80 I	359.70	12/30/2016	PROPERTY DAMAGE ONLY	Sign Support Single Post	Gore	Daylight	Not a Collision w/2 Vehicles in Transport	Ramp	Severe Wind Only	Dry
07462	80 I	360.00	06/28/2016	PROPERTY DAMAGE ONLY	Deer	On Roadway	Darkness Unlighted		Clear	Dry	
08421	80 I	360.50	07/12/2016	PROPERTY DAMAGE ONLY	Deer	On Roadway	Darkness Unlighted		Clear	Dry	
14348	80 I	360.50	11/13/2016	PROPERTY DAMAGE ONLY	Deer	On Roadway	Darkness Unlighted		Clear	Dry	
06999	56 B	360.56	06/15/2016	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Angle Same Direction (Front to Side)	Business Entrance	Clear	Dry
10598	56 B	360.73	09/02/2016	SUSPECTED MINOR INJURY	Motor Vehicle in Transport on Roadway	On Roadway	Dusk	Head On (Front to Front)	Intersection	Clear	Dry
2017											
10395	304 I		08/15/2017	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	rchange Area Intersection Rel	Clear	Dry
07497	354 I		05/30/2017	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear to Front (Normally Backing)	rchange Area Intersection Rel	Clear	Dry
04727	309 I		04/10/2017	PROPERTY DAMAGE ONLY	Guardrail Face	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Ramp	Clear	Dry
15529	304 I		12/11/2017	PROPERTY DAMAGE ONLY	Overturn/Rollover	Gore	Daylight	Not a Collision w/2 Vehicles in Transport	rchange Area Intersection Rel	Clear	Dry
12507	307 I		09/24/2017	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear to Front (Normally Backing)	Ramp	Clear	Wet
16862	305 I		12/26/2017	PROPERTY DAMAGE ONLY	Ditch	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Ramp	Clear	Ice/Frost
13108	352 I	0.20	10/20/2017	PROPERTY DAMAGE ONLY	Overturn/Rollover	Off Roadway	Darkness Lighted	Not a Collision w/2 Vehicles in Transport	Ramp	Clear	Dry
16015	25 I	8.00	12/08/2017	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Angle Same Direction (Front to Side)	Thru Roadway	Clear	Dry
13121	355 I	8.00	10/25/2017	PROPERTY DAMAGE ONLY	Overturn/Rollover	Shoulder	Daylight	Not a Collision w/2 Vehicles in Transport	Ramp	Clear	Dry
06428	25 I	8.00	05/18/2017	PROPERTY DAMAGE ONLY	Parked Motor Vehicle	Shoulder	Daylight	Rear End (Front to Rear)	Thru Roadway	Snowing	Ice/Frost

REPORT NUMBER	R.M.	DATE	CRASH SEVERITY	FIRST HARMFUL EVENT (F H E)	FHE LOCATION	LIGHT COND	COLLISION TYPE	JUNCTION RELATION	WEATHER	ROAD COND	
10673	25 D	8.00	08/21/2017	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Darkness Unlighted	Rear End (Front to Rear)	Thru Roadway	Clear	Dry
13999	25 I	8.00	11/06/2017	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Darkness Lighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
16863	25 I	8.10	12/26/2017	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Angle Same Direction (Front to Side)	Thru Roadway	Snowing	Ice/Frost
14983	25 D	8.40	11/20/2017	PROPERTY DAMAGE ONLY	Overturn/Rollover	On Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Severe Wind Only	Dry
10906	25 D	8.44	08/22/2017	PROPERTY DAMAGE ONLY	Cargo/Equipment Loss of Shift	On Roadway	Daylight	Other	Thru Roadway	Clear	Dry
03550	25 I	8.50	03/03/2017	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	Thru Roadway	Clear	Dry
06469	25 I	8.50	05/20/2017	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	Interchange Area Intersection	Clear	Dry
06101	25 D	8.50	05/09/2017	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear End (Front to Rear)	Thru Roadway	Clear	Wet
06968	25 D	9.00	05/27/2017	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear End (Front to Rear)	Thru Roadway	Clear	Dry
10483	25 D	9.00	08/21/2017	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear End (Front to Rear)	Thru Roadway	Clear	Dry
13593	25 I	9.00	10/27/2017	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Angle Same Direction (Front to Side)	Interchange Area Intersection	Clear	Dry
08131	25 I	9.00	06/24/2017	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	rchange Area Intersection Relk	Clear	Dry
16860	25 I	9.00	12/26/2017	PROPERTY DAMAGE ONLY	Guardrail Face	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Ice/Frost
03260	25 D	9.00	02/23/2017	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear End (Front to Rear)	Thru Roadway	Snowing	Ice/Frost
03385	25 D	9.00	02/23/2017	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
01473	25 D	9.00	01/08/2017	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	Interchange Area Intersection	Clear	Sand of Icy Road
08620	25 I	9.10	07/20/2017	POSSIBLE INJURY	Other Non-Collision (MC Loss of Control)	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Ramp	Clear	Dry
12970	25 D	9.10	09/08/2017	PROPERTY DAMAGE ONLY	Other NON-Fixed Object	On Roadway	Darkness Lighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
12971	25 D	9.10	09/08/2017	PROPERTY DAMAGE ONLY	Other NON-Fixed Object	On Roadway	Darkness Lighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
09449	25 I	9.13	07/20/2017	PROPERTY DAMAGE ONLY	Cargo/Equipment Loss of Shift	On Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	rchange Area Intersection Relk	Clear	Dry
00306	25 I	9.20	01/04/2017	SUSPECTED MINOR INJURY	Guardrail Face	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Snow
00443	25 I	9.20	01/05/2017	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Ice/Frost
00323	25 D	9.30	01/08/2017	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Blowing Snow	Snow
00312	25 D	9.40	01/08/2017	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Blowing Snow	Snow
06967	25 I	10.00	05/22/2017	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	rchange Area Intersection Relk	Clear	Dry
13287	25 D	10.00	10/31/2017	PROPERTY DAMAGE ONLY	Other NON-Fixed Object	On Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
04387	25 I	10.40	03/08/2017	PROPERTY DAMAGE ONLY	Traffic Sign Support	Gore	Daylight	Not a Collision w/2 Vehicles in Transport	Other Parts (Gore)	Clear	Dry
01053	25 I	10.40	01/20/2017	PROPERTY DAMAGE ONLY	Deer	On Roadway	Darkness Lighted			Clear	Dry
03220	25 I	10.50	02/02/2017	POSSIBLE INJURY	Guardrail Face	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
10254	80 I	356.70	08/20/2017	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear End (Front to Rear)	Crossover Related	Clear	Dry
01971	80 I	357.10	02/01/2017	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Darkness Unlighted	Angle Same Direction (Front to Side)	Thru Roadway	Clear	Ice/Frost
01472	80 I	357.90	01/08/2017	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Darkness Unlighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
04398	80 I	358.50	04/04/2017	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	Thru Roadway	Cloudy, Overcast	Dry
03427	80 I	358.90	02/28/2017	PROPERTY DAMAGE ONLY	Fence (including Post)	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Severe Wind Only	Dry
04396	80 I	359.01	03/25/2017	SUSPECTED MINOR INJURY	Motor Vehicle in Transport on Roadway	On Roadway	Darkness Lighted	Sideswipe Opposite Direction (Meeting)	Thru Roadway	Clear	Dry
06470	80 I	359.50	05/22/2017	POSSIBLE INJURY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Raining	Wet
14002	56 B	359.59	10/30/2017	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	Non-Junction	Clear	Dry
10718	80 I	359.74	08/21/2017	SUSPECTED MINOR INJURY	Motor Vehicle in Transport on Roadway	On Roadway	Darkness Lighted	Rear End (Front to Rear)	Thru Roadway	Clear	Dry

REPORT NUMBER	R.M.	DATE	CRASH SEVERITY	FIRST HARMFUL EVENT (F H E)	FHE LOCATION	LIGHT COND	COLLISION TYPE	JUNCTION RELATION	WEATHER	ROAD COND	
05586	80 I	359.80	05/08/2017	SUSPECTED MINOR INJURY	Motor Vehicle in Transport on Roadway	On Roadway	Darkness Lighted	Angle Same Direction (Front to Side)	Thru Roadway	Cloudy, Overcast	Wet
07263	56 B	359.84	06/11/2017	SUSPECTED MINOR INJURY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	ngle Right (Front to Side, includes Broadside	Intersection	Clear	Dry
15967	354 I	359.84	12/21/2017	PROPERTY DAMAGE ONLY	Fence (including Post)	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	rchange Area Intersection Rel	Snowing	Ice/Frost
08932	80 I	360.00	07/12/2017	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
05446	80 I	360.10	04/24/2017	PROPERTY DAMAGE ONLY	Guardrail Face	Off Roadway	Darkness Unlighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Raining	Slush
07472	56 B	360.26	06/27/2017	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	ngle Right (Front to Side, includes Broadside	Intersection	Clear	Dry
08761	56 B	360.26	07/16/2017	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	ngle Right (Front to Side, includes Broadside	Intersection	Clear	Dry
10096	56 B	360.73	08/22/2017	SUSPECTED MINOR INJURY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	ngle Right (Front to Side, includes Broadside	Intersection	Clear	Dry
2018											
09525	352 I		07/29/2018	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear to Front (Normally Backing)	rchange Area Intersection Rel	Clear	Dry
16543	310 I		08/12/2018	PROPERTY DAMAGE ONLY	Sign Support Single Post	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Ramp	Clear	Dry
03772	352 I		03/25/2018	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Dusk	Angle (Front to Side), Opposing Direction	Interchange Area Intersection	Clear	Dry
16426	309 I	0.25	12/03/2018	PROPERTY DAMAGE ONLY	Guardrail Face	Off Roadway	Darkness Lighted	Not a Collision w/2 Vehicles in Transport	Ramp	Snowing	Wet
16523	305 I	0.68	12/22/2018	PROPERTY DAMAGE ONLY	Guardrail Face	Off Roadway	Darkness Unlighted	Not a Collision w/2 Vehicles in Transport	Ramp	Snowing	Wet
15142	25 I	7.88	12/06/2018	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear End (Front to Rear)	Thru Roadway	Clear	Ice/Frost
04768	25 I	8.00	04/27/2018	SUSPECTED MINOR INJURY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
09104	25 I	8.00	08/09/2018	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear End (Front to Rear)	Thru Roadway	Clear	Dry
06456	25 I	8.00	06/15/2018	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Rear End (Front to Rear)	Thru Roadway	Clear	Dry
00834	25 D	8.00	01/15/2018	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	rchange Area Intersection Rel	Clear	Dry
08999	25 I	8.10	07/24/2018	PROPERTY DAMAGE ONLY	Overturn/Rollover	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Raining	Wet
06396	25 D	8.50	06/09/2018	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	Thru Roadway	Clear	Dry
03954	25 D	8.50	04/06/2018	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Wet
03357	25 I	8.50	03/16/2018	PROPERTY DAMAGE ONLY	Guardrail Face	Median	Darkness Lighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Wet
05717	25 D	8.50	05/28/2018	PROPERTY DAMAGE ONLY	Deer	On Roadway	Dusk			Clear	Dry
06459	25 D	8.79	06/17/2018	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	rchange Area Intersection Rel	Raining	Wet
02901	25 D	8.84	02/18/2018	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Angle Same Direction (Front to Side)	Thru Roadway	Clear	Dry
06161	25 I	9.00	05/20/2018	SUSPECTED SERIOUS INJURY	Guardrail Face	Off Roadway	Dusk	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
09009	25 I	9.00	07/26/2018	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	Thru Roadway	Clear	Dry
10474	25 D	9.00	08/31/2018	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	Thru Roadway	Unknown	Unknown
16265	25 I	9.07	12/21/2018	POSSIBLE INJURY	Motor Vehicle in Transport on Roadway	On Roadway	Darkness Lighted	Angle Same Direction (Front to Side)	rchange Area Intersection Rel	Clear	Dry
04621	25 I	9.11	04/12/2018	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Darkness Lighted	Rear End (Front to Rear)	rchange Area Intersection Rel	Clear	Dry
05238	25 I	9.11	05/07/2018	POSSIBLE INJURY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	rchange Area Intersection Rel	Clear	Dry
14880	25 I	9.11	11/25/2018	PROPERTY DAMAGE ONLY	Guardrail Face	Off Roadway	Daylight	Angle Same Direction (Front to Side)	Thru Roadway	Clear	Ice/Frost
13859	25 I	9.12	11/11/2018	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	Thru Roadway	Snowing	Ice/Frost
09337	25 I	9.14	08/18/2018	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	Interchange Area Intersection	Clear	Dry
01089	25 I	9.40	01/21/2018	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
09794	25 I	9.50	08/22/2018	POSSIBLE INJURY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
05966	25 I	9.50	05/25/2018	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
11431	25 D	9.61	09/25/2018	PROPERTY DAMAGE ONLY	Guardrail Face	Median	Darkness Lighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry

REPORT NUMBER	R.M.	DATE	CRASH SEVERITY	FIRST HARMFUL EVENT (F H E)	FHE LOCATION	LIGHT COND	COLLISION TYPE	JUNCTION RELATION	WEATHER	ROAD COND	
14426	25 I	9.66	11/17/2018	PROPERTY DAMAGE ONLY	Ditch	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Snowing	Ice/Frost
14752	25 D	9.79	12/03/2018	POSSIBLE INJURY	Cable Barrier	Median	Darkness Lighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Blowing Snow	Ice/Frost
05289	25 D	9.80	05/11/2018	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Darkness Lighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
02991	25 D	10.00	03/11/2018	PROPERTY DAMAGE ONLY	Equipment Failure	On Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
04769	25 D	10.10	05/05/2018	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
13217	25 D	10.41	10/29/2018	PROPERTY DAMAGE ONLY	Guardrail Face	Median	Darkness Lighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
04664	25 D	10.50	05/02/2018	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	Interchange Area Intersection	Raining	Wet
04622	80 I	356.70	04/28/2018	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Angle Same Direction (Front to Side)	Thru Roadway	Clear	Dry
10630	80 I	357.80	09/07/2018	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Darkness Unlighted	Sideswipe Opposite Direction (Meeting)	Thru Roadway	Fog	Dry
11315	80 I	358.00	09/06/2018	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Dawn	Rear End (Front to Rear)	Thru Roadway	Clear	Dry
00669	80 I	358.90	01/02/2018	PROPERTY DAMAGE ONLY	Fire/Explosion	On Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
05355	80 I	359.09	05/19/2018	PROPERTY DAMAGE ONLY	Overturn/Rollover	On Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Raining	Wet
05354	80 I	359.09	05/19/2018	PROPERTY DAMAGE ONLY	Jackknife	On Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Raining	Wet
09111	80 I	359.15	08/08/2018	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Dawn	Angle Same Direction (Front to Side)	Thru Roadway	Clear	Dry
08764	80 I	359.40	07/15/2018	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Raining	Wet
09108	80 I	359.50	08/06/2018	PROPERTY DAMAGE ONLY	Concrete Traffic Barrier/Jersey Barrier	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Raining	Wet
01067	80 I	359.50	01/10/2018	PROPERTY DAMAGE ONLY	Jackknife	On Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Cloudy, Overcast	Wet
09343	80 I	359.60	08/19/2018	PROPERTY DAMAGE ONLY	Jackknife	On Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Raining	Wet
15700	80 I	359.63	12/17/2018	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Sideswipe Same Direction (Passing)	Thru Roadway	Clear	Dry
10980	80 I	359.90	07/27/2018	PROPERTY DAMAGE ONLY	Concrete Traffic Barrier/Jersey Barrier	Off Roadway	Daylight	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Raining	Other
12997	80 I	360.00	10/22/2018	POSSIBLE INJURY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	Angle Same Direction (Front to Side)	Thru Roadway	Clear	Dry
01402	56 B	360.48	01/23/2018	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	ngle Right (Front to Side, includes Broadside	Intersection	Clear	Ice/Frost
14940	56 B	360.48	12/06/2018	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	ngle Right (Front to Side, includes Broadside	Intersection	Raining	Slush
11440	80 I	360.50	09/30/2018	PROPERTY DAMAGE ONLY	Cable Barrier	Median	Darkness Unlighted	Not a Collision w/2 Vehicles in Transport	Thru Roadway	Clear	Dry
01686	56 B	360.62	02/13/2018	PROPERTY DAMAGE ONLY	Motor Vehicle in Transport on Roadway	On Roadway	Daylight	ngle Right (Front to Side, includes Broadside	Intersection	Clear	Dry

TOTAL CRASHES IN THIS REPORT 285

PDO CRASHES 232
INJURY CRASHES 52
FATAL CRASHES 1

TOTAL PERSONS INJURED 64
TOTAL PERSONS KILLED 1

Year	Injuries	Fatalitie	PDO Crashes	Injury Crashes	Fatal Crashes
2014	13	0	58	11	0
2015	15	0	46	15	0
2016	17	1	33	10	1
2017	11	0	46	9	0
2018	8	0	48	7	0