

# ROAD SAFETY AUDIT

Trent Ave, N Harvard Rd to N Idaho Rd

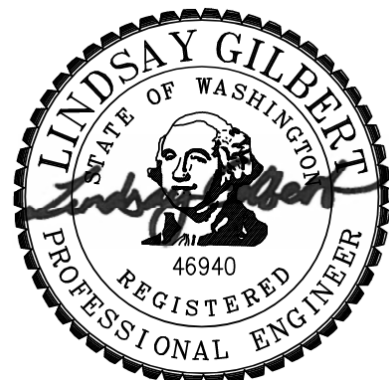
Spokane County

June 2023

Prepared For:  
WSDOT



Prepared By:  
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835 N. Post Street, Suite 101  
Spokane, WA 99201



06/30/2023

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## Background

The Trent Avenue Roadside Safety Audit (RSA) was conducted to evaluate the four intersections with Trent Ave (Harvard Rd, McKinzie Rd, Starr Rd, and Idaho Rd). There has been interest from the Newman Lake Community about safety at these intersections.

## Project Data

The field audit was conducted on April 26<sup>th</sup> from 9 am to 12 pm and then again from 4:30 pm to 5:30 pm. The audit started with a brief safety meeting and then the team proceeded to Trent Ave and stopped at Harvard Rd, McKinzie Rd, Starr Rd, and Idaho Rd during the morning portion. The team then met at Starr Rd during the afternoon peak to observe driver behaviors at the intersection. The audit team is listed in Table 1 below. Crash data and ADT data were available for the audit team to reference.

Table 1: Participating Audit Team Members

Audit Team Member	Agency/Affiliation
Joel Barnett	FHWA
Shay Witucki	FHWA
Jeremy Clark	City of Spokane Valley (not available for field visit)
John Griffin	Spokane County
Anthony Bledsoe	Washington Traffic Safety Commission
Lindsay Gilbert	HDR (RSA author)
Katie Melby	HDR (RSA author)

## Project Location and Description

The audit site is the section of Trent Ave from N Harvard Rd (MP 14.6) to N Idaho Rd (MP 18.1), approximately 3.5 miles in length (Figure 1). Trent Ave is in WSDOT and Spokane County jurisdictions. Trent Ave Average Daily Traffic (ADT) is 10,508 vehicle per day (vpd). This section of Trent Ave is considered a rural minor arterial with a posted speed limit of 55 mph decreasing to 45 mph through the community of Newman Lake (from MP 16.48 to MP 17.21). Based on a traffic analysis report, during the period of March 25, 2021 to April 1, 2021 the average speed was 53 mph at milepost 14.37 west of Harvard Rd. The traffic analysis report is included in Appendix C.

The intersections being evaluated include N Harvard Rd, N McKinzie Rd, N Starr Rd, and N Idaho Rd. N Harvard Rd has a posted speed limit of 35 mph, is an Urban Principal Arterial and is in Spokane County jurisdiction. N McKinzie Rd has a posted speed limit of 25 mph, is an Urban Major Collector and is in Spokane County jurisdiction. N Starr Rd has a posted speed limit of 35 mph, is in Spokane County jurisdiction, and is a Rural Major Collector north of Trent Ave and an Urban Minor Arterial south of

Trent Ave. N Idaho Rd has a posted speed limit of 45 mph, is in Spokane County jurisdiction, and is a Rural Major Collector.

There is a Burlington Northern Santa Fe (BNSF) railroad corridor on the south side of Trent Ave. Throughout the project corridor, there are typically two tracks with spur lines in some locations. Harvard Rd, McKinzie Rd, and Idaho Rd all have at grade crossings with active warning signals. Starr Rd has bridges for elevated train crossing.

A paving project was completed in 2016 for Trent Ave from Sullivan Rd to the Idaho State Line. A 2008 project added curbing at the gas station and left turn channelization as well as a right turn lane on westbound Trent Ave at Starr Rd. The speed limit was also reduced to 45 mph through the Starr Rd intersection. There are no conceptual designs for the corridor that the Audit Team is aware of. Between 2012 and 2021 there were 166 collisions on this section of Trent Ave, including a total 61 injury collisions, 102 property damage collisions, and 3 fatalities.



Figure 1: Locus Map

## Audit Observations and Potential Safety Enhancements

### Field Audit Observations

#### Harvard Road

- Limited shoulders and clear zone
- Worn/faded striping and missing reflectors
- Short length of East Bound (EB) Trent Ave right turn lane
- Harvard North Bound (NB) stop sign bent



Figure 2: Harvard Rd (Looking West)

## McKinzie Road

- Limited shoulders and clear zone
- Worn/faded striping
- Short length of EB Trent Ave right turn lane
- Short area/turn lane lengths to queue for railroad crossing
- Pattern of construction related large vehicles

## Starr Road

- Limited shoulders and clear zone
- Worn/faded striping, bent signs and faded stop sign
- One older style light
- No EB Trent Ave right turn lane
- No intersection ahead signs
- No advanced warning of stop condition on North Bound (NB) Starr Rd before railroad
- Speed reduced ahead of this intersection
- South Bound (SB) Starr Rd right turn traffic patterns and vehicles cutting through private property including business parking lots to avoid wait at stop sign



Figure 3: McKinzie Rd

## Idaho Road

- Limited shoulders and clear zone
- Worn/faded striping
- No lighting
- No turn lanes
- No intersection ahead signs
- Short area/turn lane lengths to queue for railroad crossing



Figure 4: Starr Rd



Figure 5: Idaho Rd

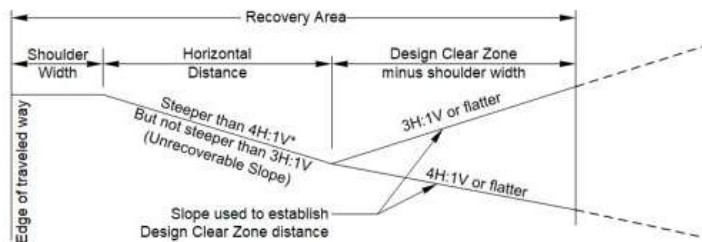
## Recommendations

A set of recommendations was compiled at the debrief meeting and were categorized by time frame and costs. Table 3 summarizes the recommendations discussed below. For the purposes of the RSA, Short-term is understood to mean modifications that can be expected to be completed very quickly, within six months to a year. These include relatively low-cost alternatives, such as striping and signage. Mid-term recommendations may be more costly and require establishment of a funding source, or they may need some additional study or design to be accomplished. However, they are relatively quick turn-around items and should be able to be implemented in one to five years. Long-term improvements are those that require substantial study and engineering and may require significant funding or right-of-way acquisition. These projects generally fall into the horizon of five years or more. Table 2 summarizes the estimated time frame and cost definitions.

- The limited shoulders and clear zone lead to potential for roadway departures to strike objects and leave little room for drivers to avoid roadway obstacles and accelerating cars that have turned onto Trent Ave. Recommended safety enhancements for the limited shoulders and clear zone include addition of guardrail. Eastbound Trent near Harvard Rd could be an area for guardrail; however, evaluation of the slopes would be needed to determine exact areas where guardrail would be valuable.

### Exhibit 1600-4 Recovery Area

**Recovery area formula** = (shoulder width) + (nonrecoverable slope distance) + the greater of [10 ft or (Design Clear Zone distance – shoulder width)]



\* When the fill section slope is steeper than 4H:1V, but not steeper than 3H:1V, the Design Clear Zone distance is modified by the recovery area formula (see Exhibit 1600-4) and is referred to as the recovery area. The recovery area formula can be used in certain situations with foreslopes steeper than 3H:1V (see Section 1600.03(1)(a) and

Exhibit 1600-5: Case 3 for more information). The basic philosophy behind the recovery area formula is that the vehicle can traverse these slopes but cannot recover and return to the roadway (control steering); therefore, the horizontal distance of these slopes is added to the Design Clear Zone distance to form the recovery area.

### Figure 6: Clear Zone

- Add acceleration lane on Trent Ave eastbound at Harvard. There was a lot of accident debris noticed in this location and an acceleration lane would be beneficial.
- Striping at all four intersection is worn. Restriping should be included in regular maintenance to improve visibility.
- Replace the older style light at Starr Rd with an updated LED light.
- Lengthen the EB Trent Ave right turn lanes at both Harvard and McKinzie Roads to increase deceleration length and queuing for the railroad crossing

- Add an EB right turn lane at Starr Rd. This would allow deceleration for turning and improve decision making for NB movements on Starr Rd. Turn counts are recommended to determine if this is justified.
- Add a WB left turn lane and an EB right turn lane at Idaho Rd. This would allow for deceleration of turning vehicles reducing rear-end crashes as well as railroad crossing queuing. Turn counts are recommended to determine if this is justified.
- The signing throughout the corridor is inconsistent with some intersections having intersection ahead signage and others not. There are also intersection marking signs at some intersections and not others. For consistency and driver awareness of approaching intersections, intersection ahead signs could be added throughout the corridor.
- Add stop sign ahead sign on NB Starr Rd prior to the railroad to warn drivers of the stop condition with visibility limited by the rail bridge. Adding a right turn lane on SB Starr Rd to reduce drivers cutting through business parking lots. Add curbing west of Starr Rd to define business driveway access points and reduce places that drivers are entering onto Trent Ave.
- Add intersection control at Starr Rd. Changing the intersection at Starr Rd to a roundabout, is the recommended long term intersection control. An analysis of ADT and turning and straight movements would be needed to determine if a roundabout is warranted. Changing this intersection to a roundabout control would reduce the problems with the skew of this intersection as well as slowing drivers through the intersection. This would increase the safety for turning and through movements at the Starr Rd intersection. The railroad underpass at Starr Rd does reduce the area available to add a roundabout at this intersection.

## Summary of Road Safety Audit

This report outlines the observations, discussions and recommendations developed during the RSA. There are no current projects planned for the corridor. The potential safety enhancements are summarized in Table 3.

Table 2: Estimated Time Frame and Costs Breakdown

Time Frame		Costs	
Short-Term	<1 Year	Low	<\$50,000
Mid-Term	1-5 Years	Medium	\$50,001-\$150,000
Long-Term	>5 Years	High	>\$150,000



Table 3: Potential Safety Enhancement Summary

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Clear Zone/ Shoulder Width	Addition of guardrail or acceleration lanes (EB Trent @ Harvard Rd)	Reduce the risk of drivers running off the road and the risk of rear end crashes due to sufficient acceleration space	Mid Term	Medium	WSDOT
Worn Striping	Maintenance of striping at intersections	Increase visibility of roadway edges and stop bars	Short Term	Low	WSDOT
Lighting at Idaho Rd	Add lighting at Idaho Rd	Visibility at intersection	Long Term	Medium	WSDOT
Lighting at Starr Rd	Update Light to LED	Improved visibility	Mid Term	Medium	WSDOT
Length of Turn Lanes at Harvard Rd and McKinzie Rd	Add length to turn Lanes	Deceleration length and queue length for RR crossing	Mid Term	Medium	WSDOT
No Right turn Lane at Starr Rd	Add EB right turn lane on Trent at Starr Rd	Allow deceleration and improve decision making for NB movements on Starr Rd	Long Term	High	WSDOT
No turn lanes at Idaho Rd	Add EB Right turn lane and WB Left turn lane on Trent Ave at Idaho Rd	Add queuing for RR crossing and allow deceleration of turning vehicles outside of the through lanes	Long Term	High	WSDOT
Consistent Signage	Revise signage for road names, intersection ahead signs, and left turn signs to be consistent throughout corridor	Improve driver awareness of intersections	Short Term	Low	WSDOT
Signage	Add stop ahead sign before RR Bridge on Starr NB	Warn drivers of upcoming stop	Short Term	Low	Spokane County
No right turn lane on SB Starr Rd	Add right turn lane to SB Starr Rd and acceleration lane on WB Trent	Allow right turns to queue separately from through and left turns who are waiting longer to cross. Reduce impulse for drivers to cut through private property to enter Trent Ave	Long Term	High	Spokane County
Skewed intersection at Starr Rd	Adding a Roundabout at Starr Rd intersection	Reduce risk of skewed intersection. Improve safety of turning movements from Starr Rd	Long Term	High	WSDOT/Spokane County

## Appendix A. RSA Meeting Agenda

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# Kickoff Trent Ave – Road Safety Audit Agenda

## March 28, 2023

**Project:** SR 290 Trent Ave/N Harvard Rd to N Idaho Rd – RSA

**Project Manager:** Lindsay Gilbert

**Designer:** Katie Melby

The following deliverables are part of the 30/60/90 Review Process:

1. Timeline actions and purpose
  - a. Location and Limits: **Trent Ave/N Harvard Rd to N Idaho Rd**
  - b. Project scope: Perform road safety audit by an independent, multidisciplinary audit team. Look for potential safety hazards and recommend measures to mitigate those.
  - c. Participating Audit Team Members

Name	Agency	Email	phone
Joel Barnett	FHWA	<a href="mailto:Joel.Barnett@dot.gov">Joel.Barnett@dot.gov</a>	360-534-9323
Shay Witucki	FHWA	<a href="mailto:william.witucki@dot.gov">william.witucki@dot.gov</a>	360-534-9411
Jeremy Clark	Spokane valley	<a href="mailto:jclark@spokanevalley.org">jclark@spokanevalley.org</a>	509-720-5019
John Griffin	Spokane County	<a href="mailto:JGRIFFIN@SpokaneCounty.org">JGRIFFIN@SpokaneCounty.org</a>	-
Harley Dobson	Spokane County	<a href="mailto:HDOBSON@spokanecounty.org">HDOBSON@spokanecounty.org</a>	
Anthony Bledsoe	WTSC	<a href="mailto:abledsoe@wtsc.wa.gov">abledsoe@wtsc.wa.gov</a>	(360) 725-9867

2. Project Management
  - a. **Baseline schedule (tentative)**

Project Milestone	Start Date	Completion Date
<b>Notice to Proceed (Assumed)</b>	<b>2/6/23</b>	
1.1 Identify Interdisciplinary RSA Team	2/13/23	2/17/23
1.2 Prepare Relevant Data & Documents	2/20/23	2/24/23
1.3 Conduct RSA Kickoff Meeting	3/1/23	
1.4 Perform Field Review	3/15/23	
1.5 Conduct Debriefing Meeting & Present Findings	3/22/23	
1.6 Prepare Draft RSA Findings Report	3/23/23	4/3/23
WSDOT review Draft Report	4/4/23	4/14/23
1.7 Finalize RSA Findings & Submit Report	4/17/23	4/21/23

- b. Schedule update: Kickoff 3/28/23
  - i. Field Review – schedule a date
  - ii. Draft report
  
- 3. Project Data – crash data and traffic volumes
  
- 4. Design Documentation
  - RSA Findings Report
    - Project Data – crash data and traffic volumes
    - Audit Observations and Potential Safety Enhancements
    - Summary of RSA

**Closing Remarks:**

- Confirm field review date and time → invite to follow
- Questions?

## Appendix B. RSA Audit Team Contact List

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## Participating Audit Team Members

<b>Audit Team Members</b>	<b>Agency/Affiliation</b>	<b>Email Address</b>	<b>Phone Number</b>
Joel Barnett	FHWA	<a href="mailto:Joel.barnett@dot.gov">Joel.barnett@dot.gov</a>	360-534-9323
Shay Witucki	FHWA	<a href="mailto:William.witucki@dot.gov">William.witucki@dot.gov</a>	360-534-9411
Jerremy Clark	City of Spokane Valley	<a href="mailto:jclark@spokanevalley.org">jclark@spokanevalley.org</a>	509-720-5019
John Griffin	Spokane County	<a href="mailto:jgriffin@spokanecounty.org">jgriffin@spokanecounty.org</a>	509-477-2342
Anthony Bledsoe	Washington Traffic Safety Commission	<a href="mailto:abledsoe@wtsc.wa.gov">abledsoe@wtsc.wa.gov</a>	360-725-9867
Lindsay Gilbert	HDR	<a href="mailto:Lindsay.Gilbert@hdrinc.com">Lindsay.Gilbert@hdrinc.com</a>	509-343-8439
Katie Melby	HDR	<a href="mailto:Katie.Melby@hdrinc.com">Katie.Melby@hdrinc.com</a>	509-343-8463

## Appendix C. Detailed Crash Data

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# TRAFFIC ANALYSIS REPORT

For Project: SR 290 MP 14.37 LT Decreasing Outbound  
 Project Notes:  
 Location/Name: Merged  
 Report Generated: 04/02/2021 03:53  
 Speed Intervals 1 MPH; 3 Sec Free Flow  
 Time Intervals Instant  
 Traffic Report From 03/25/2021 11:00:00 through 04/01/2021 08:59:59  
 85th Percentile Speed 59 MPH  
 85th Percentile Vehicles 31800  
 Max Speed 95 MPH on 03/29/2021 15:11:21  
 Total Vehicles 37413  
 AADT: 5409

## Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	4957	4996
AM Peak 09:00	331	325
PM Peak 01:00	324	316

## Speed

Speed Limit: 50  
 85th Percentile Speed: 59  
 Average Speed: 52.9

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	4568	4727	4654	4022	4710	4240	3894
% over limit	82.5	84.6	85.2	82.4	81.7	79.8	79.9
Avg Speeder	56.1	56.1	56.2	56.2	56.1	56.2	56.5

## Class Counts

Number	%
VEH_SM 416	1.1
VEH_MED 32749	87.5
VEH_LG 4248	11.4
[VEH_SM=motorcycle, VEH_MED = sedan,	VEH_LG = truck]



# TRAFFIC ANALYSIS REPORT

For Project: SR 290 MP 14.37 LT Decreasing Outbound  
 Project Notes:  
 Location/Name: Incoming  
 Report Generated: 04/02/2021 03:52  
 Speed Intervals 1 MPH; 3 Sec Free Flow  
 Time Intervals Instant  
 Traffic Report From 03/25/2021 11:00:00 through 04/01/2021 08:59:59  
 85th Percentile Speed 58 MPH  
 85th Percentile Vehicles 23795  
 Max Speed 95 MPH on 03/29/2021 15:11:21  
 Total Vehicles 27995  
 AADT: 4047

## Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	3856	3730
AM Peak 10:00	253	249
PM Peak 04:00	307	285

## Speed

Speed Limit: 50  
 85th Percentile Speed: 58  
 Average Speed: 53.02

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	3582	3606	3599	3084	3744	3086	2506
% over limit	84.4	83.7	84.0	81.8	82.1	81.7	82.1
Avg Speeder	55.9	55.7	55.5	55.3	55.6	55.8	56.5

## Class Counts

Number	%
VEH_SM 479	1.7
VEH_MED 25497	91.1
VEH_LG 2019	7.2

[VEH\_SM=motorcycle, VEH\_MED = sedan, VEH\_LG = truck]

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railroads in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules

JURISDICTION	COUNTY	REPORT NUMBER	INDEXED PRIMARY TRAFFICWAY	PRIMARY TRAFFICWAY	MILEPOST	MAINLINE ARM	DATE	YEAR	MONTH	DAY NAME	TIME	MOST SEVERE SOBRIETY TYPE	MOST SEVERE INJURY TYPE	COLLISION SEVERITY	TOTAL COLS
State Route	Spokane	EB54590	290	290	14.58	14.53	07/26/2021	2021	Jul	Monday	12:10 PM		No Apparent Injury	PDO	1
State Route	Spokane	EB66815	290	290	14.61	14.56	09/10/2021	2021	Sep	Friday	5:39 PM		Suspected Minor Injury	Injury	1
State Route	Spokane	3358445	290	290	14.63	14.58	05/14/2014	2014	May	Wednesday	6:40 AM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	3727585	290	290	14.63	14.58	03/25/2016	2016	Mar	Friday	4:00 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E194548	290	290	14.63	14.58	09/24/2012	2012	Sep	Monday	5:01 PM	Had NOT Been Drinking	Suspected Minor Injury	Injury	1
State Route	Spokane	E337998	290	290	14.63	14.58	06/27/2014	2014	Jun	Friday	10:53 PM	HBD - Ability Impaired	Suspected Minor Injury	Injury	1
State Route	Spokane	E364846	290	290	14.63	14.58	10/07/2014	2014	Oct	Tuesday	3:15 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E428311	290	290	14.63	14.58	05/19/2015	2015	May	Tuesday	6:37 AM	HBD - Ability Not Impaired	Possible Injury	Injury	1
State Route	Spokane	E515362	290	290	14.63	14.58	02/07/2016	2016	Feb	Sunday	8:35 PM	Had NOT Been Drinking	Possible Injury	Injury	1
State Route	Spokane	E575133	290	290	14.63	14.58	08/12/2016	2016	Aug	Friday	3:20 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E603758	290	290	14.63	14.58	10/27/2016	2016	Oct	Thursday	6:20 PM	HBD - Ability Not Impaired	No Apparent Injury	PDO	1
State Route	Spokane	E628688	290	290	14.63	14.58	12/31/2016	2016	Dec	Saturday	3:58 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E733203	290	290	14.63	14.58	10/29/2017	2017	Oct	Sunday	5:00 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E885928	290	290	14.63	14.58	01/21/2019	2019	Jan	Monday	4:49 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E912386	290	290	14.63	14.58	04/13/2019	2019	Apr	Saturday	8:42 PM	HBD - Ability Impaired	No Apparent Injury	PDO	1
State Route	Spokane	E946046	290	290	14.63	14.58	07/30/2019	2019	Jul	Tuesday	5:45 PM	Had NOT Been Drinking	Possible Injury	Injury	1
State Route	Spokane	E980494	290	290	14.63	14.58	11/08/2019	2019	Nov	Friday	12:50 PM	Had NOT Been Drinking	Possible Injury	Injury	1
State Route	Spokane	EA33364	290	290	14.63	14.58	05/04/2020	2020	May	Monday	5:20 AM		Suspected Serious Injury	Injury	1
State Route	Spokane	EA37691	290	290	14.63	14.58	06/01/2020	2020	Jun	Monday	9:56 AM		No Apparent Injury	PDO	1
State Route	Spokane	EB25937	290	290	14.63	14.58	04/28/2021	2021	Apr	Wednesday	3:53 AM		No Apparent Injury	PDO	1
State Route	Spokane	EB31355	290	290	14.63	14.58	05/17/2021	2021	May	Monday	5:18 PM		No Apparent Injury	PDO	1
State Route	Spokane	EB53034	290	290	14.63	14.58	07/28/2021	2021	Jul	Wednesday	4:52 PM		No Apparent Injury	PDO	1
State Route	Spokane	EB63539	290	290	14.63	14.58	08/31/2021	2021	Aug	Tuesday	3:10 PM		No Apparent Injury	PDO	1
State Route	Spokane	E309122	290	290	14.75	14.7	01/29/2014	2014	Jan	Wednesday	9:20 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E742232	290	290	14.90	14.85	12/01/2017	2017	Dec	Friday	4:23 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E276133	290	290	14.92	14.87	10/07/2013	2013	Oct	Monday	1:49 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E767244	290	290	14.94	14.89	02/07/2018	2018	Feb	Wednesday	4:27 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E800817	290	290	14.97	14.92	05/03/2018	2018	May	Thursday	6:00 PM	Had NOT Been Drinking	Possible Injury	Injury	1
State Route	Spokane	E194550	290	290	15.00	14.95	09/24/2012	2012	Sep	Monday	5:14 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E863649	290	290	15.00	14.95	11/19/2018	2018	Nov	Monday	4:23 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	EB26068	290	290	15.00	14.95	04/28/2021	2021	Apr	Wednesday	3:40 PM		Suspected Minor Injury	Injury	1
State Route	Spokane	E977080	290	290	15.06	15.01	10/27/2019	2019	Oct	Sunday	4:59 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E200804	290	290	15.10	15.05	10/13/2012	2012	Oct	Saturday	5:50 AM	HBD - Sobriety Unknown	Suspected Minor Injury	Injury	1
State Route	Spokane	E208323	290	290	15.10	15.05	11/18/2012	2012	Nov	Sunday	10:54 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E513301	290	290	15.13	15.08	02/05/2016	2016	Feb	Friday	11:58 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E619325	290	290	15.14	15.09	12/12/2016	2016	Dec	Monday	5:10 AM	Unknown	No Apparent Injury	PDO	1
State Route	Spokane	E747517	290	290	15.15	15.1	11/30/2017	2017	Nov	Thursday	4:57 PM	Had NOT Been Drinking	Possible Injury	Injury	1
State Route	Spokane	E253736	290	290	15.16	15.11	06/28/2013	2013	Jun	Friday	6:40 PM	Had NOT Been Drinking	Possible Injury	Injury	1
State Route	Spokane	E307853	290	290	15.16	15.11	02/14/2014	2014	Feb	Friday	3:40 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E937524	290	290	15.16	15.11	07/05/2019	2019	Jul	Friday	12:04 PM	Had NOT Been Drinking	Suspected Serious Injury	Injury	1
State Route	Spokane	E606944	290	290	15.18	15.13	11/06/2016	2016	Nov	Sunday	6:15 PM	HBD - Ability Not Impaired	No Apparent Injury	PDO	1
State Route	Spokane	EB48154	290	290	15.18	15.13	07/11/2021	2021	Jul	Sunday	7:00 AM		Unknown	PDO	1
State Route	Spokane	E482862	290	290	15.20	15.15	11/03/2015	2015	Nov	Tuesday	4:14 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E876504	290	290	15.22	15.17	12/26/2018	2018	Dec	Wednesday	8:12 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E677264	290	290	15.28	15.23	05/26/2017	2017	May	Friday	4:35 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E816925	290	290	15.28	15.23	07/11/2018	2018	Jul	Wednesday	7:00 AM	Had NOT Been Drinking	Dead at Scene	Fatal	1

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JURISDICTION	COUNTY	REPORT NUMBER	INDEXED PRIMARY TRAFFICWAY	PRIMARY TRAFFICWAY	MILEPOST	MAINLINE ARM	DATE	YEAR	MONTH	DAY NAME	TIME	MOST SEVERE SOBRIETY TYPE	MOST SEVERE INJURY TYPE	COLLISION SEVERITY	TOTAL COLS
State Route	Spokane	E862949	290	290	15.28	15.23	11/15/2018	2018	Nov	Thursday	5:10 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	EA15661	290	290	15.28	15.23	02/09/2020	2020	Feb	Sunday	5:28 PM		No Apparent Injury	PDO	1
State Route	Spokane	EB29458	290	290	15.28	15.23	05/11/2021	2021	May	Tuesday	7:47 AM		Possible Injury	Injury	1
State Route	Spokane	E615263	290	290	15.34	15.29	11/23/2016	2016	Nov	Wednesday	2:46 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E843369	290	290	15.38	15.33	09/28/2018	2018	Sep	Friday	9:05 AM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E367542	290	290	15.50	15.45	10/16/2014	2014	Oct	Thursday	5:36 PM	Had NOT Been Drinking	Suspected Minor Injury	Injury	1
State Route	Spokane	E570170	290	290	15.50	15.45	07/31/2016	2016	Jul	Sunday	10:40 AM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E703530	290	290	15.51	15.46	08/08/2017	2017	Aug	Tuesday	9:13 PM	Had NOT Been Drinking	Suspected Minor Injury	Injury	1
State Route	Spokane	EA03676	290	290	15.52	15.47	01/14/2020	2020	Jan	Tuesday	11:13 AM		No Apparent Injury	PDO	1
State Route	Spokane	E927380	290	290	15.58	15.53	06/03/2019	2019	Jun	Monday	10:10 PM	HBD - Ability Impaired	No Apparent Injury	PDO	1
State Route	Spokane	E347234	SR-290	290	15.59	15.54	08/03/2014	2014	Aug	Sunday	10:05 AM	Had NOT Been Drinking	Dead at Scene	Fatal	1
State Route	Spokane	E889163	290	290	15.69	15.64	02/03/2019	2019	Feb	Sunday	3:00 AM	Unknown	Unknown	PDO	1
State Route	Spokane	E641253	290	290	15.70	15.65	02/03/2017	2017	Feb	Friday	8:00 PM	HBD - Ability Impaired	No Apparent Injury	PDO	1
State Route	Spokane	EB40647	290	290	15.70	15.65	06/18/2021	2021	Jun	Friday	6:39 PM		Unknown	PDO	1
State Route	Spokane	EB95573	290	290	15.70	15.65	11/28/2021	2021	Nov	Sunday	4:41 PM		Possible Injury	Injury	1
State Route	Spokane	EB46578	290	290	15.78	15.73	07/03/2021	2021	Jul	Saturday	7:04 PM		No Apparent Injury	PDO	1
State Route	Spokane	E158183	290	290	15.79	15.74	03/09/2012	2012	Mar	Friday	2:43 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E255941	290	290	15.79	15.74	07/09/2013	2013	Jul	Tuesday	3:27 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E188496	290	290	15.82	15.77	08/18/2012	2012	Aug	Saturday	8:10 PM	HBD - Sobriety Unknown	Suspected Serious Injury	Injury	1
State Route	Spokane	E943018	290	290	15.89	15.84	07/17/2019	2019	Jul	Wednesday	3:44 AM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E414827	290	290	15.97	15.92	04/04/2015	2015	Apr	Saturday	12:57 PM	Had NOT Been Drinking	Possible Injury	Injury	1
State Route	Spokane	E224445	290	290	15.99	15.94	01/08/2013	2013	Jan	Tuesday	5:20 AM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E553003	290	290	16.00	15.95	06/09/2016	2016	Jun	Thursday	9:57 PM	HBD - Ability Impaired	No Apparent Injury	PDO	1
State Route	Spokane	E873186	290	290	16.00	15.95	12/05/2018	2018	Dec	Wednesday	3:55 AM	Had NOT Been Drinking	Possible Injury	Injury	1
State Route	Spokane	EA25207	290	290	16.03	15.98	03/16/2020	2020	Mar	Monday	6:08 PM		No Apparent Injury	PDO	1
State Route	Spokane	EA23090	290	290	16.04	15.99	03/03/2020	2020	Mar	Tuesday	1:20 PM		Possible Injury	Injury	1
State Route	Spokane	E288788	290	290	16.10	16.05	11/24/2013	2013	Nov	Sunday	4:45 AM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E897600	290	290	16.10	16.05	02/19/2019	2019	Feb	Tuesday	9:47 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	EA27343	290	290	16.19	16.14	04/01/2020	2020	Apr	Wednesday	5:40 AM		Suspected Minor Injury	Injury	1
State Route	Spokane	E616177	290	290	16.20	16.15	12/05/2016	2016	Dec	Monday	4:19 PM	Had NOT Been Drinking	Possible Injury	Injury	1
State Route	Spokane	E577508	290	290	16.30	16.25	08/21/2016	2016	Aug	Sunday	8:30 PM	HBD - Ability Not Impaired	Suspected Minor Injury	Injury	1
State Route	Spokane	E616176	290	290	16.30	16.25	12/05/2016	2016	Dec	Monday	6:19 AM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	EA64756	290	290	16.34	16.29	09/13/2020	2020	Sep	Sunday	11:23 PM		No Apparent Injury	PDO	1
State Route	Spokane	E467560	290	290	16.36	16.31	10/01/2015	2015	Oct	Thursday	7:00 PM	Had NOT Been Drinking	Possible Injury	Injury	1
State Route	Spokane	2960423	290	290	16.39	16.34	07/18/2012	2012	Jul	Wednesday	6:01 PM	Had NOT Been Drinking	Suspected Minor Injury	Injury	1
State Route	Spokane	E902182	290	290	16.39	16.34	03/13/2019	2019	Mar	Wednesday	8:44 AM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E630739	290	290	16.44	16.39	01/10/2017	2017	Jan	Tuesday	3:35 PM	HBD - Ability Impaired	No Apparent Injury	PDO	1
State Route	Spokane	E814624	290	290	16.48	16.43	07/04/2018	2018	Jul	Wednesday	8:52 AM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	EB21502	290	290	16.49	16.44	04/06/2021	2021	Apr	Tuesday	12:28 PM		No Apparent Injury	PDO	1
State Route	Spokane	E545726	290	290	16.50	16.45	05/17/2016	2016	May	Tuesday	4:30 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	EB07222	290	290	16.50	16.45	02/16/2021	2021	Feb	Tuesday	3:50 PM		No Apparent Injury	PDO	1
State Route	Spokane	E295883	290	290	16.56	16.51	12/26/2013	2013	Dec	Thursday	3:18 AM	Unknown	Unknown	PDO	1
State Route	Spokane	E203049	290	290	16.57	16.52	10/26/2012	2012	Oct	Friday	6:55 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E984100	290	290	16.58	16.53	11/18/2019	2019	Nov	Monday	12:00 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	EA08085	290	290	16.60	16.55	01/20/2020	2020	Jan	Monday	9:22 AM		Possible Injury	Injury	1
State Route	Spokane	EB48414	290	290	16.60	16.55	07/07/2021	2021	Jul	Wednesday	4:53 PM		Possible Injury	Injury	1

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JURISDICTION	COUNTY	REPORT NUMBER	INDEXED PRIMARY TRAFFICWAY	PRIMARY TRAFFICWAY	MILEPOST	MAINLINE ARM	DATE	YEAR	MONTH	DAY NAME	TIME	MOST SEVERE SOBRIETY TYPE	MOST SEVERE INJURY TYPE	COLLISION SEVERITY	TOTAL COLS
State Route	Spokane	E699917	290	290	16.62	16.57	08/01/2017	2017	Aug	Tuesday	5:44 AM	Had NOT Been Drinking	Suspected Minor Injury	Injury	1
State Route	Spokane	E743429	290	290	16.63	16.58	11/18/2017	2017	Nov	Saturday	6:40 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E217893	290	290	16.79	16.74	12/17/2012	2012	Dec	Monday	5:00 PM	Had NOT Been Drinking	Possible Injury	Injury	1
State Route	Spokane	E680136	290	290	16.79	16.74	06/09/2017	2017	Jun	Friday	4:50 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	EA54138	290	290	16.79	16.74	08/09/2020	2020	Aug	Sunday	8:29 PM		Possible Injury	Injury	1
State Route	Spokane	E399671	290	290	16.80	16.75	02/06/2015	2015	Feb	Friday	4:15 PM	Had NOT Been Drinking	Possible Injury	Injury	1
State Route	Spokane	E703189	290	290	16.87	16.82	08/17/2017	2017	Aug	Thursday	3:05 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	EB73947	290	290	16.87	16.82	10/01/2021	2021	Oct	Friday	12:30 PM		Possible Injury	Injury	1
State Route	Spokane	EC00135	290	290	16.87	16.82	12/07/2021	2021	Dec	Tuesday	6:27 AM		No Apparent Injury	PDO	1
State Route	Spokane	E169406	290	290	16.89	16.84	05/08/2012	2012	May	Tuesday	6:37 AM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E256630	290	290	16.89	16.84	07/01/2013	2013	Jul	Monday	2:00 PM	Had NOT Been Drinking	Suspected Minor Injury	Injury	1
State Route	Spokane	E273826	290	290	16.89	16.84	09/24/2013	2013	Sep	Tuesday	3:52 PM	Had NOT Been Drinking	Dead at Scene	Fatal	1
State Route	Spokane	E466733	290	290	16.89	16.84	09/29/2015	2015	Sep	Tuesday	11:40 AM	Had NOT Been Drinking	Possible Injury	Injury	1
State Route	Spokane	E530957	290	290	16.89	16.84	03/24/2016	2016	Mar	Thursday	7:30 AM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E573081	290	290	16.89	16.84	08/11/2016	2016	Aug	Thursday	3:25 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E580254	290	290	16.89	16.84	08/26/2016	2016	Aug	Friday	7:21 AM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E580318	290	290	16.89	16.84	09/01/2016	2016	Sep	Thursday	10:35 AM	Had NOT Been Drinking	Suspected Minor Injury	Injury	1
State Route	Spokane	E614249	290	290	16.89	16.84	11/18/2016	2016	Nov	Friday	4:45 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E691583	290	290	16.89	16.84	07/14/2017	2017	Jul	Friday	7:27 AM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E768179	290	290	16.89	16.84	02/09/2018	2018	Feb	Friday	3:19 PM	Had NOT Been Drinking	Possible Injury	Injury	1
State Route	Spokane	E806682	290	290	16.89	16.84	06/08/2018	2018	Jun	Friday	7:04 PM	HBD - Ability Not Impaired	Suspected Minor Injury	Injury	1
State Route	Spokane	E850382	290	290	16.89	16.84	10/17/2018	2018	Oct	Wednesday	8:52 AM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E872003	290	290	16.89	16.84	12/06/2018	2018	Dec	Thursday	5:43 AM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E933644	290	290	16.89	16.84	06/24/2019	2019	Jun	Monday	3:28 PM	HBD - Ability Not Impaired	Possible Injury	Injury	1
State Route	Spokane	E934843	290	290	16.89	16.84	06/20/2019	2019	Jun	Thursday	2:20 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E951923	290	290	16.89	16.84	08/13/2019	2019	Aug	Tuesday	6:31 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E955992	290	290	16.89	16.84	08/27/2019	2019	Aug	Tuesday	3:43 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	EA43259	290	290	16.89	16.84	06/26/2020	2020	Jun	Friday	5:10 PM		No Apparent Injury	PDO	1
State Route	Spokane	EA75294	290	290	16.89	16.84	10/15/2020	2020	Oct	Thursday	3:55 PM		Possible Injury	Injury	1
State Route	Spokane	EB03300	290	290	16.89	16.84	02/01/2021	2021	Feb	Monday	6:41 PM		No Apparent Injury	PDO	1
State Route	Spokane	EB42640	290	290	16.89	16.84	06/22/2021	2021	Jun	Tuesday	9:35 AM		No Apparent Injury	PDO	1
State Route	Spokane	E740255	290	290	16.90	16.85	11/20/2017	2017	Nov	Monday	10:50 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E706954	290	290	16.94	16.89	08/11/2017	2017	Aug	Friday	1:18 PM	Unknown	Suspected Serious Injury	Injury	1
State Route	Spokane	E808694	290	290	17.00	16.95	06/15/2018	2018	Jun	Friday	10:50 AM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	EB34804	290	290	17.03	16.98	05/25/2021	2021	May	Tuesday	1:09 PM		No Apparent Injury	PDO	1
State Route	Spokane	E179434	290	290	17.10	17.05	07/07/2012	2012	Jul	Saturday	2:06 PM	Had NOT Been Drinking	Suspected Minor Injury	Injury	1
State Route	Spokane	E294852	290	290	17.10	17.05	12/13/2013	2013	Dec	Friday	3:58 PM	Had NOT Been Drinking	Possible Injury	Injury	1
State Route	Spokane	E890818	290	290	17.10	17.05	02/07/2019	2019	Feb	Thursday	5:35 AM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E950373	290	290	17.10	17.05	08/06/2019	2019	Aug	Tuesday	3:26 PM	Had NOT Been Drinking	Suspected Minor Injury	Injury	1
State Route	Spokane	E763467	290	290	17.14	17.09	01/21/2018	2018	Jan	Sunday	8:01 PM	Had NOT Been Drinking	Suspected Serious Injury	Injury	1
State Route	Spokane	E771127	290	290	17.25	17.2	02/12/2018	2018	Feb	Monday	5:32 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E583272	290	290	17.30	17.25	09/10/2016	2016	Sep	Saturday	10:45 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E183871	290	290	17.36	17.31	07/27/2012	2012	Jul	Friday	5:04 PM	Had NOT Been Drinking	Suspected Minor Injury	Injury	1
State Route	Spokane	E960404	290	290	17.40	17.35	08/18/2019	2019	Aug	Sunday	7:45 PM	Unknown	Unknown	PDO	1
State Route	Spokane	3596078	290	290	17.45	17.4	11/29/2013	2013	Nov	Friday	10:50 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	2714685	290	290	17.57	17.52	03/22/2013	2013	Mar	Friday	6:08 AM	Had NOT Been Drinking	Suspected Minor Injury	Injury	1

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State Route	Spokane	E203727	290	290	17.57	17.52	11/03/2012	2012	Nov	Saturday	5:24 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E521440	S.R. 290 E/B	290	17.58	17.53	02/25/2016	2016	Feb	Thursday	7:35 PM	HBD - Ability Impaired	Suspected Serious Injury	Injury	1
State Route	Spokane	E358227	290	290	17.60	17.55	09/20/2014	2014	Sep	Saturday	8:25 PM	Had NOT Been Drinking	Suspected Minor Injury	Injury	1
State Route	Spokane	E845304	290	290	17.60	17.55	10/03/2018	2018	Oct	Wednesday	10:28 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	EB50645	290	290	17.67	17.62	07/21/2021	2021	Jul	Wednesday	8:05 AM		Unknown	PDO	1
State Route	Spokane	E535368	290	290	17.87	17.82	04/17/2016	2016	Apr	Sunday	9:22 AM	Had NOT Been Drinking	Suspected Minor Injury	Injury	1
State Route	Spokane	E421350	290	290	17.90	17.85	04/30/2015	2015	Apr	Thursday	8:13 PM	Had NOT Been Drinking	Suspected Serious Injury	Injury	1
State Route	Spokane	E722793	290	290	17.92	17.87	10/07/2017	2017	Oct	Saturday	4:32 AM	Had NOT Been Drinking	Possible Injury	Injury	1
State Route	Spokane	E314913	290	290	18.00	17.95	02/25/2014	2014	Feb	Tuesday	6:00 AM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E750679	290	290	18.00	17.95	12/17/2017	2017	Dec	Sunday	3:50 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	3480326	290	290	18.07	18.02	06/05/2012	2012	Jun	Tuesday	7:15 AM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E194549	290	290	18.07	18.02	09/25/2012	2012	Sep	Tuesday	4:40 PM	Had NOT Been Drinking	Possible Injury	Injury	1
State Route	Spokane	E257370	290	290	18.07	18.02	07/16/2013	2013	Jul	Tuesday	6:36 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E333323	S.R. 290	290	18.07	18.02	06/04/2014	2014	Jun	Wednesday	3:13 AM	HBD - Ability Impaired	Suspected Serious Injury	Injury	1
State Route	Spokane	E411135	SR 290	290	18.07	18.02	03/26/2015	2015	Mar	Thursday	2:45 PM	Had NOT Been Drinking	Possible Injury	Injury	1
State Route	Spokane	E686107	290	290	18.07	18.02	06/26/2017	2017	Jun	Monday	7:33 PM	HBD - Ability Not Impaired	No Apparent Injury	PDO	1
State Route	Spokane	E714903	290	290	18.07	18.02	09/21/2017	2017	Sep	Thursday	2:23 PM	Had NOT Been Drinking	Suspected Serious Injury	Injury	1
State Route	Spokane	E802410	290	290	18.07	18.02	05/20/2018	2018	May	Sunday	10:50 AM	Had NOT Been Drinking	Suspected Minor Injury	Injury	1
State Route	Spokane	E924301	290	290	18.07	18.02	05/21/2019	2019	May	Tuesday	6:35 AM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E926076	290	290	18.07	18.02	05/26/2019	2019	May	Sunday	4:25 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E994256	290	290	18.07	18.02	12/14/2019	2019	Dec	Saturday	11:45 PM	HBD - Ability Impaired	No Apparent Injury	PDO	1
State Route	Spokane	EA24526	290	290	18.07	18.02	03/09/2020	2020	Mar	Monday	6:15 PM		No Apparent Injury	PDO	1
State Route	Spokane	EA79646	290	290	18.07	18.02	11/10/2020	2020	Nov	Tuesday	6:27 AM		Possible Injury	Injury	1
State Route	Spokane	EA84915	290	290	18.07	18.02	11/24/2020	2020	Nov	Tuesday	4:34 PM		Suspected Minor Injury	Injury	1
State Route	Spokane	2651673	290	290	18.10	18.05	02/28/2015	2015	Feb	Saturday	9:30 PM	Had NOT Been Drinking	Possible Injury	Injury	1
State Route	Spokane	EA10481	290	290	18.10	18.05	02/03/2020	2020	Feb	Monday	6:21 PM		No Apparent Injury	PDO	1
State Route	Spokane	E525222	290	290	18.13	18.08	03/10/2016	2016	Mar	Thursday	6:05 PM	Had NOT Been Drinking	No Apparent Injury	PDO	1
State Route	Spokane	E856350	290	290	18.17	18.12	11/01/2018	2018	Nov	Thursday	7:01 AM	Had NOT Been Drinking	No Apparent Injury	PDO	1

ly-highway crossings are not subject to discovery or admitted into evidence  
s, lists, or data.

FIRST COLLISION TYPE	FIRST OBJECT STRUCK	SECOND COLLISION TYPE	SECOND OBJECT STRUCK
From same direction - both going straight - both moving - rear-end			
Entering at angle			
Same direction -- both turning right -- both moving -- sideswipe			
From same direction - both going straight - one stopped - rear-end			
Entering at angle			
From opposite direction - one left turn - one straight			
From opposite direction - one left turn - one straight			
Entering at angle			
Entering at angle			
Entering at angle			
Fixed object	Street Light Pole or Base	Fixed object	Street Light Pole or Base
Entering at angle		Fixed object	Over Embankment - No Guardrail Present
From opposite direction - both going straight - one stopped - sideswipe			
Entering at angle			
Fixed object	Railway Signal Pole		
Entering at angle			
Entering at angle		Fixed object	Wood Sign Post
Entering at angle			
From same direction - both going straight - both moving - sideswipe			
Fixed object	Railroad Tracks (ie. Run off the road and hit the tracks)		
From opposite direction - one left turn - one straight			
From same direction - both going straight - both moving - rear-end			
Entering at angle			
Vehicle overturned			
Vehicle Strikes Deer			
From same direction - both going straight - both moving - rear-end			
From same direction - one left turn - one straight			
From same direction - both going straight - one stopped - rear-end			
From same direction - all others			
From opposite direction - all others			
From same direction - both going straight - both moving - rear-end			
From same direction - both going straight - one stopped - rear-end			
Vehicle going straight hits pedestrian			
Vehicle Strikes Deer			
Fixed object	Earth Bank or Ledge	Fixed object	Fence
Fixed object	Fence		
From same direction - both going straight - one stopped - rear-end			
Entering at angle			
From same direction - both going straight - one stopped - rear-end		From same direction - one left turn - one straight	
From same direction - both going straight - one stopped - rear-end			
From opposite direction - both going straight - sideswipe			
Fixed object	Roadway Ditch	Vehicle overturned	
From same direction - both going straight - one stopped - rear-end			
Fixed object	Over Embankment - No Guardrail Present	Vehicle overturned	
Vehicle overturned		Fixed object	Street Light Pole or Base
Entering at angle			

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FIRST COLLISION TYPE	FIRST OBJECT STRUCK	SECOND COLLISION TYPE	SECOND OBJECT STRUCK
Entering at angle			
Entering at angle			
Entering at angle			
Fixed object	Roadway Ditch		
From same direction - both going straight - both moving - rear-end			
From same direction - both going straight - both moving - rear-end			
Vehicle Strikes Deer			
From opposite direction - both going straight - sideswipe		Vehicle overturned	
Fixed object	Boulder (stationary)		
Fixed object	Boulder (stationary)		
From opposite direction - both moving - head-on			
Fixed object	Over Embankment - No Guardrail Present	Fixed object	Boulder (stationary)
Fixed object	Over Embankment - No Guardrail Present	Fixed object	Boulder (stationary)
Vehicle overturned			
Fixed object	Over Embankment - No Guardrail Present	Vehicle overturned	
Fixed object	Roadway Ditch	Fixed object	Tree or Stump (stationary)
Fixed object	Roadway Ditch	Vehicle overturned	
Fixed object	Roadway Ditch	Fixed object	Fence
From opposite direction - both moving - head-on			
Vehicle Strikes Deer		Fixed object	Roadway Ditch
From same direction - both going straight - one stopped - rear-end			
Vehicle overturned			
From same direction - both going straight - one stopped - rear-end			
Fixed object	Roadway Ditch	Vehicle overturned	
From same direction - both going straight - one stopped - rear-end		Fixed object	Roadway Ditch
From same direction - both going straight - one stopped - rear-end			
Vehicle Strikes Deer			
Fixed object	Metal Sign Post	Fixed object	Tree or Stump (stationary)
Vehicle overturned		Fixed object	Tree or Stump (stationary)
From same direction - both going straight - both moving - rear-end			
Vehicle overturned			
Vehicle Strikes Deer			
Vehicle Strikes Deer			
From same direction - both going straight - one stopped - rear-end			
Vehicle overturned			
Fixed object	Wood Sign Post		
Fixed object	Tree or Stump (stationary)		
Fire started in vehicle			
Fixed object	Roadway Ditch		
From same direction - both going straight - both moving - rear-end			
Fixed object	Over Embankment - No Guardrail Present	Fixed object	Tree or Stump (stationary)
Fixed object	Tree or Stump (stationary)		
From opposite direction - one left turn - one straight			
From same direction - one left turn - one straight			
From same direction - both going straight - both moving - rear-end			
From same direction - both going straight - both moving - rear-end			

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FIRST COLLISION TYPE	FIRST OBJECT STRUCK	SECOND COLLISION TYPE	SECOND OBJECT STRUCK
Vehicle overturned			
From opposite direction - one left turn - one straight			
From same direction - both going straight - both moving - rear-end			
From same direction - both going straight - one stopped - rear-end			
From same direction - both going straight - one stopped - rear-end			
From same direction - both going straight - both moving - rear-end		From same direction - both going straight - both moving - rear-end	
Entering at angle			
Entering at angle			
Entering at angle			
Fixed object	Street Light Pole or Base		
Vehicle overturned			
From opposite direction - one left turn - one straight			
Entering at angle			
From opposite direction - one left turn - one straight		Fixed object	Metal Sign Post
Entering at angle			
Entering at angle			
Entering at angle			
Entering at angle			
Entering at angle			
From opposite direction - both moving - head-on			
Entering at angle			
From same direction - both going straight - one stopped - rear-end			
Entering at angle			
From same direction - both going straight - one stopped - rear-end			
From opposite direction - one left turn - one straight			
Entering at angle			
Entering at angle			
Entering at angle			
From same direction - both going straight - one stopped - rear-end			
Entering at angle			
Entering at angle			
Vehicle Strikes Elk			
Fixed object	Linear Curb		
Domestic animal other (cat, dog, etc)			
Fixed object	Wood Sign Post	Fixed object	Tree or Stump (stationary)
Vehicle overturned			
From same direction - both going straight - one stopped - rear-end			
Vehicle Strikes Elk			
From same direction - both going straight - one stopped - rear-end		From same direction - both going straight - one stopped - rear-end	
From opposite direction - both going straight - sideswipe			
Vehicle Strikes Deer			
Vehicle Strikes Deer			
From same direction - both going straight - one stopped - rear-end			
Fixed object	Fence		
Vehicle Strikes Deer			
Fixed object	Fence		



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FIRST COLLISION TYPE	FIRST OBJECT STRUCK	SECOND COLLISION TYPE	SECOND OBJECT STRUCK
Fixed object	Utility Box		
From same direction - both going straight - both moving - rear-end		From opposite direction - all others	
From opposite direction - both going straight - sideswipe		Vehicle overturned	
Vehicle Strikes Deer			
Fixed object	Utility Box		
Fixed object	Over Embankment - No Guardrail Present	Vehicle overturned	
Vehicle Strikes Deer			
Fixed object	Boulder (stationary)		
Fixed object	Roadway Ditch	Vehicle overturned	
From same direction - all others			
From same direction - both going straight - one stopped - rear-end			
From same direction - both going straight - both moving - rear-end			
Entering at angle			
Entering at angle		Vehicle overturned	
Entering at angle		From opposite direction - all others	
From opposite direction - both going straight - sideswipe			
Entering at angle			
Entering at angle			
Entering at angle			
From opposite direction - one left turn - one straight			
Fixed object	Roadway Ditch	Vehicle overturned	
Entering at angle			
From opposite direction - all others			
From opposite direction - all others			
Vehicle Strikes Deer			
Vehicle Strikes Elk			
Vehicle Strikes Elk			
Vehicle Strikes Elk			

JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION	ROADWAY CHARACTERISTIC	LIGHTING CONDITION	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	SR ONLY DIAGRAM DATA COLLISION TYPE	SR ONLY VEH 1 COMP DIR
Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes REAR END of other vehicle	NE
At Intersection and Related	Raining	Wet	Straight & Level	Daylight	Lane 1 Decreasing Milepost	Strikes FRONT END of other vehicle (NOT HEAD ON)	S
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Intersecting Road Decreasing Milepost	Strikes LEFT side of other vehicle at angle	S
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight at Hillcr	Daylight	Intersecting Road Increasing Milepost	Strikes REAR END of other vehicle	N
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes RIGHT side of other vehicle at angle	N
At Intersection and Related	Raining	Wet	Straight & Level	Dark-Street Lights On	Lane 1 Increasing Milepost	Strikes FRONT END of other vehicle (NOT HEAD ON)	W
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Decreasing Milepost	Strikes LEFT side of other vehicle at angle	N
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Was struck on LEFT side at angle by other vehicle	N
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Dark-Street Lights On	Lane 1 Increasing Milepost	Strikes LEFT side of other vehicle at angle	S
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Was struck on LEFT side at angle by other vehicle	N
At Intersection and Not Related	Raining	Wet	Straight & Level	Dark-Street Lights On	Past Right Shoulder Increasing Milepost	Strikes APPURTENANCE	E
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes RIGHT side of other vehicle at angle	N
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Left Turn Lane Decreasing Milepost	Was sideswiped on LEFT side by other vehicle	W
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Dusk	Lane 1 Increasing Milepost	Strikes LEFT side of other vehicle at angle	S
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Grade	Dark-Street Lights On	Past Right Shoulder Increasing Milepost	Strikes OTHER OBJECT	W
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes RIGHT side of other vehicle at angle	NE
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Was struck on RIGHT side at angle by other vehicle	S
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Was struck on LEFT side at angle by other vehicle	N
At Intersection and Related	Clear	Dry	Straight & Level	Daylight	Lane 1 Decreasing Milepost	Was struck on RIGHT side at angle by other vehicle	SW
At Intersection and Related	Clear	Dry	Straight & Level	Dark-No Street Lights	Past Right Shoulder Increasing Milepost	Strikes OTHER OBJECT	NE
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Left Turn Lane Increasing Milepost	Strikes LEFT side of other vehicle at angle	N
At Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 2 Increasing Milepost	Strikes REAR END of other vehicle	E
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes RIGHT side of other vehicle at angle	NW
Not at Intersection and Not Related	Snowing	Ice	Straight & Level	Dark-Street Lights On	Past Right Shoulder Increasing Milepost	Vehicle OVERTURNED	E
Not at Intersection and Not Related	Overcast	Dry	Straight & Level	Dark-No Street Lights	Lane 1 Increasing Milepost	Strikes ANIMAL OR BIRD	NE
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes REAR END of other vehicle	E
At Driveway	Clear or Partly Cloudy	Dry	Straight & Level	Dusk	Lane 1 Increasing Milepost	Was struck on RIGHT side at angle by other vehicle	E
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes REAR END of other vehicle	NE
At Driveway	Fog or Smog or Smoke	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes RIGHT side of other vehicle at angle	NE
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Dusk	Lane 1 Decreasing Milepost	Strikes LEFT side of other vehicle at angle	NE
Not at Intersection and Not Related	Clear	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes REAR END of other vehicle	E
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes REAR END of other vehicle	NE
Not at Intersection and Not Related	Overcast	Wet	Curve & Level	Dark-No Street Lights	Lane 2 Increasing Milepost	PEDESTRIAN struck by vehicle	NE
Not at Intersection and Not Related	Overcast	Dry	Straight & Level	Dark-No Street Lights	Lane 1 Decreasing Milepost	Strikes ANIMAL OR BIRD	SW
Not at Intersection and Not Related	Overcast	Wet	Straight & Level	Dark-No Street Lights	Past Right Shoulder Decreasing Milepost	Strikes OTHER OBJECT	NE
Not at Intersection and Not Related	Unknown	Snow/Slush	Straight & Level	Dark-No Street Lights	Past Right Shoulder Decreasing Milepost	Strikes OTHER OBJECT	NE
Intersection Related but Not at Intersection	Raining	Wet	Straight & Level	Dark-No Street Lights	Lane 1 Increasing Milepost	Strikes REAR END of other vehicle	E
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Decreasing Milepost	Was struck on LEFT side at angle by other vehicle	S
At Intersection and Related	Overcast	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes REAR END of other vehicle	NE
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes REAR END of other vehicle	E
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Dark-No Street Lights	Lane 1 Increasing Milepost	Sideswipes LEFT side of other vehicle	SW
Not at Intersection and Not Related	Clear	Dry	Straight & Level	Unknown	Past Right Shoulder Decreasing Milepost	Ran into ROADWAY DITCH	E
Not at Intersection and Not Related	Overcast	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes REAR END of other vehicle	NE
Not at Intersection and Not Related	Snowing	Snow/Slush	Straight & Level	Dark-No Street Lights	Past Right Shoulder Decreasing Milepost	Ran OVER EMBANKMENT - No guardrail present	W
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Past Right Shoulder Decreasing Milepost	Vehicle OVERTURNED	N
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 2 Increasing Milepost	Was struck on LEFT side at angle by other vehicle	N

JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION	ROADWAY CHARACTERISTIC	LIGHTING CONDITION	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	SR ONLY DIAGRAM DATA COLLISION TYPE	SR ONLY VEH 1 COMP DIR
At Intersection and Related	Raining	Wet	Straight & Level	Dark-Street Lights On	Lane 1 Increasing Milepost	Was struck on LEFT side at angle by other vehicle	NW
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Dark-Street Lights On	Lane 1 Increasing Milepost	Was struck on LEFT side at angle by other vehicle	N
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes FRONT END of other vehicle (NOT HEAD ON)	N
Not at Intersection and Not Related	Overcast	Dry	Straight & Level	Daylight	Past Right Shoulder Increasing Milepost	Ran into ROADWAY DITCH	NE
Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Decreasing Milepost	Strikes REAR END of other vehicle	SW
Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes REAR END of other vehicle	NE
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Decreasing Milepost	Strikes ANIMAL OR BIRD	SW
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Curve & Grade	Dark-No Street Lights	Lane 1 Increasing Milepost	Sideswipes LEFT side of other vehicle	SW
Not at Intersection and Not Related	Snowing	Snow/Slush	Straight & Level	Daylight	Past Right Shoulder Decreasing Milepost	Strikes OTHER OBJECT	SW
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Dark-No Street Lights	Past Right Shoulder Decreasing Milepost	Strikes OTHER OBJECT	SW
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Curve & Grade	Daylight	Lane 1 Decreasing Milepost	Strikes other vehicle HEAD ON	NE
Not at Intersection and Not Related	Raining	Wet	Straight & Level	Dark-No Street Lights	Past Right Shoulder Decreasing Milepost	Ran OVER EMBANKMENT - No guardrail present	SW
Not at Intersection and Not Related	Snowing	Snow/Slush	Straight & Grade	Dark-No Street Lights	Past Right Shoulder Decreasing Milepost	Ran OVER EMBANKMENT - No guardrail present	SW
Not at Intersection and Not Related	Clear	Dry	Straight & Grade	Daylight	Right Shoulder Decreasing Milepost	Vehicle OVERTURNED	SW
Not at Intersection and Not Related	Clear	Dry	Straight & Level	Dark-No Street Lights	Past Right Shoulder Increasing Milepost	Ran OVER EMBANKMENT - No guardrail present	NE
Not at Intersection and Not Related	Clear	Dry	Straight & Level	Daylight	Past Right Shoulder Increasing Milepost	Ran into ROADWAY DITCH	SW
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Past Right Shoulder Increasing Milepost	Ran into ROADWAY DITCH	NE
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Past Right Shoulder Decreasing Milepost	Ran into ROADWAY DITCH	SW
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes other vehicle HEAD ON	SW
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Dark-No Street Lights	Lane 1 Increasing Milepost	Strikes ANIMAL OR BIRD	NE
Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes REAR END of other vehicle	NE
Not at Intersection and Not Related	Overcast	Ice	Straight & Level	Dark-No Street Lights	Past Right Shoulder Increasing Milepost	Vehicle OVERTURNED	SW
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Other	Lane 1 Decreasing Milepost	Strikes REAR END of other vehicle	SW
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Dark-No Street Lights	Past Right Shoulder Decreasing Milepost	Ran into ROADWAY DITCH	SW
Not at Intersection and Not Related	Clear	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes REAR END of other vehicle	NE
Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes REAR END of other vehicle	NE
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Dark-No Street Lights	Lane 1 Decreasing Milepost	Strikes ANIMAL OR BIRD	SW
Not at Intersection and Not Related	Snowing	Snow/Slush	Straight & Level	Dark-Street Lights On	Past Right Shoulder Increasing Milepost	Strikes APPURTENANCE	NE
Not at Intersection and Not Related	Clear	Ice	Straight & Level	Dark-No Street Lights	Past Right Shoulder Decreasing Milepost	Vehicle OVERTURNED	SW
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Dark-No Street Lights	Lane 1 Decreasing Milepost	Strikes REAR END of other vehicle	SW
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Dark-No Street Lights	Past Right Shoulder Increasing Milepost	Vehicle OVERTURNED	NE
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Dark-No Street Lights	Lane 1 Increasing Milepost	Strikes ANIMAL OR BIRD	NE
Not at Intersection and Not Related	Fog or Smog or Smoke	Dry	Straight & Level	Dark-No Street Lights	Lane 1 Increasing Milepost	Strikes ANIMAL OR BIRD	NE
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Dark-No Street Lights	Lane 1 Increasing Milepost	Strikes REAR END of other vehicle	NE
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Grade	Daylight	Past Right Shoulder Increasing Milepost	Vehicle OVERTURNED	E
Not at Intersection and Not Related	Clear or Partly Cloudy	Snow/Slush	Straight & Level	Daylight	Past Right Shoulder Increasing Milepost	Strikes APPURTENANCE	NE
Not at Intersection and Not Related	Overcast	Other	Straight & Level	Daylight	Past Right Shoulder Decreasing Milepost	Strikes OTHER OBJECT	SW
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Non-Collision FIRE	NE
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Past Right Shoulder Increasing Milepost	Ran into ROADWAY DITCH	NE
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes REAR END of other vehicle	NE
Not at Intersection and Not Related	Snowing	Ice	Straight & Level	Daylight	Past Right Shoulder Decreasing Milepost	Ran OVER EMBANKMENT - No guardrail present	NE
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Dark-No Street Lights	Past Right Shoulder Decreasing Milepost	Strikes OTHER OBJECT	SW
At Intersection and Related	Raining	Wet	Straight & Level	Dark-No Street Lights	Lane 1 Decreasing Milepost	Was struck on RIGHT side at angle by other vehicle	NW
At Driveway	Overcast	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes REAR END of other vehicle	NE
Driveway Related but Not at Driveway	Overcast	Wet	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes REAR END of other vehicle	NE
Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Decreasing Milepost	Strikes REAR END of other vehicle	SW

JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION	ROADWAY CHARACTERISTIC	LIGHTING CONDITION	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	SR ONLY DIAGRAM DATA COLLISION TYPE	SR ONLY VEH 1 COMP DIR
At Driveway	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Vehicle OVERTURNED	SW
At Driveway	Overcast	Dry	Straight & Level	Dark-No Street Lights	Lane 1 Decreasing Milepost	Was struck on RIGHT side at angle by other vehicle	NE
Not at Intersection and Not Related	Overcast	Dry	Straight & Level	Dark-No Street Lights	Lane 1 Increasing Milepost	Strikes REAR END of other vehicle	NE
Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes REAR END of other vehicle	NE
At Driveway	Clear	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes REAR END of other vehicle	NE
Not at Intersection and Not Related	Raining	Wet	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes REAR END of other vehicle	NE
At Driveway	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Decreasing Milepost	Was struck on LEFT side at angle by other vehicle	S
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Was struck on LEFT side at angle by other vehicle	N
At Intersection and Related	Overcast	Snow/Slush	Straight & Level	Dark-Street Lights On	Left Turn Lane Increasing Milepost	Strikes RIGHT side of other vehicle at angle	NW
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Past Right Shoulder Decreasing Milepost	Strikes APPURTENANCE	SW
At Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Past Right Shoulder Increasing Milepost	Vehicle OVERTURNED	NE
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 2 Decreasing Milepost	Was struck by other vehicle HEAD ON	NE
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Was struck on LEFT side at angle by other vehicle	NW
At Driveway within Major Intersection	Clear or Partly Cloudy	Wet	Straight & Level	Daylight	Lane 2 Decreasing Milepost	Was struck on RIGHT side at angle by other vehicle	NE
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Was struck on LEFT side at angle by other vehicle	N
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 2 Decreasing Milepost	Was struck on LEFT side at angle by other vehicle	S
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Left Turn Lane Decreasing Milepost	Was struck on LEFT side at angle by other vehicle	S
At Intersection and Related	Overcast	Dry	Straight & Level	Dark-Street Lights On	Lane 1 Decreasing Milepost	Strikes RIGHT side of other vehicle at angle	S
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes RIGHT side of other vehicle at angle	N
At Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Decreasing Milepost	Strikes other vehicle HEAD ON	NE
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Decreasing Milepost	Was struck on LEFT side at angle by other vehicle	S
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Intersecting Road Decreasing Milepost	Strikes REAR END of other vehicle	S
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Dark-Street Lights On	Lane 1 Increasing Milepost	Strikes RIGHT side of other vehicle at angle	N
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Intersecting Road Decreasing Milepost	Strikes REAR END of other vehicle	S
At Intersection and Related	Raining	Wet	Straight & Level	Daylight	Lane 1 Decreasing Milepost	Strikes LEFT side of other vehicle at angle	N
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Was struck in REAR END by other vehicle	S
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Decreasing Milepost	Was struck on RIGHT side at angle by other vehicle	N
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Was struck on RIGHT side at angle by other vehicle	N
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Intersecting Road Decreasing Milepost	Strikes REAR END of other vehicle	S
At Intersection and Related	Overcast	Dry	Straight & Level	Dark-Street Lights On	Lane 1 Increasing Milepost	Was struck on LEFT side at angle by other vehicle	N
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes RIGHT side of other vehicle at angle	N
Not at Intersection and Not Related	Overcast	Dry	Straight & Level	Dark-No Street Lights	Lane 1 Decreasing Milepost	Strikes ANIMAL OR BIRD	SW
Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Increasing Other Location	Strikes APPURTENANCE	NE
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Decreasing Milepost	Strikes ANIMAL OR BIRD	SW
Not at Intersection and Not Related	Clear	Dry	Straight & Level	Daylight	Past Right Shoulder Decreasing Milepost	Strikes APPURTENANCE	SW
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Grade	Daylight	Lane 1 Decreasing Milepost	Vehicle OVERTURNED	SW
Not at Intersection and Not Related	Clear or Partly Cloudy	Wet	Straight & Grade	Dark-No Street Lights	Lane 1 Increasing Milepost	Strikes REAR END of other vehicle	NE
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Dark-No Street Lights	Lane 1 Decreasing Milepost	Strikes ANIMAL OR BIRD	SW
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Grade	Daylight	Lane 1 Increasing Milepost	Strikes REAR END of other vehicle	NE
Not at Intersection and Not Related	Clear or Partly Cloudy	Wet	Straight & Grade	Dark-No Street Lights	Lane 1 Increasing Milepost	Sideswipes RIGHT side of other vehicle	NE
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Dark-No Street Lights	Lane 1 Decreasing Milepost	Strikes ANIMAL OR BIRD	SW
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Dark-No Street Lights	Lane 1 Decreasing Milepost	Strikes ANIMAL OR BIRD	SW
At Driveway	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Right Shoulder Increasing Milepost	Strikes REAR END of other vehicle	NE
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Past Right Shoulder Decreasing Milepost	Strikes OTHER OBJECT	SW
Not at Intersection and Not Related	Overcast	Snow/Slush	Straight & Level	Dark-No Street Lights	Lane 1 Increasing Milepost	Strikes ANIMAL OR BIRD	NE
Not at Intersection and Not Related	Clear or Partly Cloudy	Other	Straight & Level	Dawn	Past Right Shoulder Decreasing Milepost	Strikes OTHER OBJECT	SW

JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION	ROADWAY CHARACTERISTIC	LIGHTING CONDITION	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	SR ONLY DIAGRAM DATA COLLISION TYPE	SR ONLY VEH 1 COMP DIR
Not at Intersection and Not Related	Overcast	Wet	Curve & Level	Dark-No Street Lights	Past Right Shoulder Decreasing Milepost	Strikes OTHER OBJECT	SW
Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Straight & Level	Dark-No Street Lights	Lane 1 Increasing Milepost	Strikes REAR END of other vehicle	NE
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Curve & Grade	Dark-No Street Lights	Lane 1 Increasing Milepost	Sideswipes LEFT side of other vehicle	SW
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Dark-Street Lights Off	Lane 1 Decreasing Milepost	Strikes ANIMAL OR BIRD	SW
Not at Intersection and Not Related	Other	Unknown	Straight & Level	Other	Past Right Shoulder Decreasing Milepost	Strikes APPURTENANCE	SW
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Past Right Shoulder Increasing Milepost	Ran OVER EMBANKMENT - No guardrail present	NE
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Dusk	Lane 1 Decreasing Milepost	Strikes ANIMAL OR BIRD	SW
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Dark-Street Lights Off	Past Right Shoulder Decreasing Milepost	Strikes OTHER OBJECT	SW
Not at Intersection and Not Related	Clear or Partly Cloudy	Ice	Straight & Level	Daylight	Past Right Shoulder Increasing Milepost	Ran into ROADWAY DITCH	NE
Not at Intersection and Not Related	Clear or Partly Cloudy	Snow/Slush	Straight & Level	Daylight	Lane 1 Increasing Milepost	Strikes RIGHT side of other vehicle at angle	NE
At Intersection and Related	Overcast	Dry	Straight & Level	Daylight	Intersecting Road Decreasing Milepost	Strikes REAR END of other vehicle	SE
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Decreasing Milepost	Strikes REAR END of other vehicle	SW
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Was struck on RIGHT side at angle by other vehicle	NW
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Dark-No Street Lights	Lane 1 Decreasing Milepost	Strikes RIGHT side of other vehicle at angle	SE
At Intersection and Related	Overcast	Dry	Straight & Level	Daylight	Lane 1 Decreasing Milepost	Was struck on RIGHT side at angle by other vehicle	N
At Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Dusk	Left Turn Lane Decreasing Milepost	Sideswipes LEFT side of other vehicle	E
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Was struck on RIGHT side at angle by other vehicle	S
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Decreasing Milepost	Was struck on LEFT side at angle by other vehicle	S
At Intersection and Related	Overcast	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Was struck in REAR END by other vehicle	S
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Increasing Milepost	Was struck on RIGHT side at angle by other vehicle	SW
At Intersection and Not Related	Overcast	Dry	Straight & Level	Dark-Street Lights On	Past Right Shoulder Decreasing Milepost	Ran into ROADWAY DITCH	SW
At Intersection and Related	Clear or Partly Cloudy	Dry	Straight & Level	Daylight	Lane 1 Decreasing Milepost	Strikes RIGHT side of other vehicle at angle	S
At Intersection and Not Related	Snowing	Snow/Slush	Straight & Level	Dawn	Lane 1 Decreasing Milepost	Strikes FRONT END of other vehicle (NOT HEAD ON)	NE
At Intersection and Related	Overcast	Wet	Straight & Level	Dark-Street Lights On	Lane 1 Increasing Milepost	Strikes FRONT END of other vehicle (NOT HEAD ON)	SW
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Dark-No Street Lights	Lane 1 Increasing Milepost	Strikes ANIMAL OR BIRD	NE
Not at Intersection and Not Related	Clear	Dry	Straight & Level	Dark-No Street Lights	Lane 1 Increasing Milepost	Strikes ANIMAL OR BIRD	NE
Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Straight & Level	Dusk	Lane 1 Decreasing Milepost	Strikes ANIMAL OR BIRD	SW
Not at Intersection and Not Related	Overcast	Wet	Straight & Level	Dawn	Lane 1 Decreasing Milepost	Strikes ANIMAL OR BIRD	SW









SR ONLY VEH 1 MP DIR	SR ONLY VEH 1 MOVEMENT	SR ONLY VEH 2 COMP DIR	SR ONLY VEH 2 MP DIR	SR ONLY VEH 2 MOVEMENT	Vehicle 1 Type	Vehicle 1 Action	Vehicle 1 Traffic Control
Decreasing milepost of major roadway	Moving Straight	Unkno	Unknown or Not Applicable	Unknown or Not Applicable	Passenger Car	Going Straight Ahead	No Traffic Control
Increasing milepost of major roadway	Moving Straight	NE	Increasing milepost of major roadway	Moving Straight	Passenger Car	Going Straight Ahead	No Traffic Control
Decreasing milepost of major roadway	Moving Straight	NE	Increasing milepost of major roadway	Moving Straight	Passenger Car	Going Straight Ahead	No Traffic Control
Decreasing milepost of major roadway	Moving Straight	Unkno	Unknown or Not Applicable	Unknown or Not Applicable	Passenger Car	Going Straight Ahead	No Traffic Control
Decreasing milepost of major roadway	Moving Straight	Unkno	Unknown or Not Applicable	Unknown or Not Applicable	Not Stated	Going Straight Ahead	No Traffic Control
Increasing milepost of major roadway	Moving Straight	Unkno	Unknown or Not Applicable	Unknown or Not Applicable	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control
Decreasing milepost of major roadway	Moving Straight	Unkno	Unknown or Not Applicable	Unknown or Not Applicable	Motorcycle	Going Straight Ahead	No Traffic Control
Decreasing milepost of major roadway	Moving Straight	Unkno	Unknown or Not Applicable	Unknown or Not Applicable	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control
Increasing milepost of major roadway	Moving Straight	Unkno	Unknown or Not Applicable	Unknown or Not Applicable	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control
Increasing milepost of major roadway	Moving Straight	NE	Increasing milepost of major roadway	Moving Straight	Passenger Car	Going Straight Ahead	No Traffic Control
Entering major roadway from the left	Passing on Right	SE	Entering major roadway from the left	Stopped in Traffic - Legally Standing	Motorcycle	Overtaking and Passing	Stop Sign
Decreasing milepost of major roadway	Moving Straight	SW	Decreasing milepost of major roadway	Moving Straight	Passenger Car	Going Straight Ahead	No Traffic Control
Entering major roadway from the right	Moving Straight	NE	Increasing milepost of major roadway	Change Lanes to Right	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	Stop Sign
Entering major roadway from the left	Turning Right	SW	Decreasing milepost of major roadway	Moving Straight	Passenger Car	Making Right Turn	Stop Sign
Entering major roadway from the right	Moving Straight	SW	Decreasing milepost of major roadway	Moving Straight	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	Stop Sign
Increasing milepost of major roadway	Moving Straight	W	Decreasing milepost of major roadway	Stopped in Traffic - Legally Standing	Passenger Car	Going Straight Ahead	No Traffic Control
Entering major roadway from the left	Moving Straight	NE	Increasing milepost of major roadway	Moving Straight	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	Stop Sign
Entering major roadway from the left	Turning Left	SW	Decreasing milepost of major roadway	Moving Straight	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	Stop Sign
Entering major roadway from the left	Turning Left	NE	Increasing milepost of major roadway	Moving Straight	Passenger Car	Making Left Turn	Stop Sign
Decreasing milepost of major roadway	Turning Left	NE	Increasing milepost of major roadway	Moving Straight	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	No Traffic Control
Decreasing milepost of major roadway	Moving Straight	Unkno	Unknown or Not Applicable	Unknown or Not Applicable	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control
Entering major roadway from the left	Turning Right	SW	Decreasing milepost of major roadway	Moving Straight	Pickup,Panel Truck or Vanette under 10,000 lb	Making Right Turn	No Traffic Control
Increasing milepost of major roadway	Moving Straight	SW	Decreasing milepost of major roadway	Moving Straight	Passenger Car	Going Straight Ahead	No Traffic Control
Decreasing milepost of major roadway	Moving Straight	NE	Increasing milepost of major roadway	Moving Straight	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control
Increasing milepost of major roadway	Moving Straight	Unkno	Unknown or Not Applicable	Unknown or Not Applicable	Passenger Car	Going Straight Ahead	No Traffic Control
Increasing milepost of major roadway	Moving Straight	Unkno	Unknown or Not Applicable	Unknown or Not Applicable	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control
Decreasing milepost of major roadway	Moving Straight	Unkno	Unknown or Not Applicable	Unknown or Not Applicable	Passenger Car	Going Straight Ahead	No Traffic Control
Decreasing milepost of major roadway	Moving Straight	Unkno	Unknown or Not Applicable	Unknown or Not Applicable	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control

Vehicle 1 Posted Speed	Vehicle 2 Type	Vehicle 2 Action	Vehicle 2 Traffic Control	Vehicle 2 Posted Speed	Vehicle 3 Type	Vehicle 3 Action	Vehicle 3 Traffic Control	Vehicle 3 Posted Speed	MV Driver Age Unit 1	MV Driver Gender Unit 1
55	Pickup,Panel Truck or Vanette under 10,000 lb	Changing Lanes	No Traffic Control	55					29	Male
55	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control	55					38	Male
35	Passenger Car	Making Right Turn	Stop Sign	35					59	Female
35	Passenger Car	Stopped at Signal or Stop Sign	Stop Sign	35					27	Male
35	Passenger Car	Going Straight Ahead	No Traffic Control	55					20	Male
55	Passenger Car	Going Straight Ahead	No Traffic Control	55					49	Male
35	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	Stop Sign	35					45	Female
50	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control	50					33	Male
35	Passenger Car	Going Straight Ahead	No Traffic Control	55					17	Female
35	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control	55					59	Male
55									46	Male
35	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control	55					72	Male
55	Pickup,Panel Truck or Vanette under 10,000 lb	Other*	No Traffic Control						41	Male
35	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control	55					89	Male
55									22	Male
55	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	Stop Sign	55					20	Female
25	Passenger Car	Going Straight Ahead	No Traffic Control	50					20	Female
35	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control	55					29	Male
60	Passenger Car	Overtaking and Passing	No Traffic Control	60					18	Female
50									37	Male
55	Passenger Car	Starting in Traffic Lane	Stop Sign	35					48	Female
55	Pickup,Panel Truck or Vanette under 10,000 lb	Slowing	No Traffic Control	55					30	Male
35	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control	55					81	Female
55									44	Female
55									17	Female
55	Passenger Car	Other*	No Traffic Control	55					21	Male
55	Passenger Car	Making Left Turn	No Traffic Control	55					21	Male
55	Passenger Car	Stopped for Traffic	No Traffic Control	55					20	Female
55	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control	55					23	Male
55	Passenger Car	Going Straight Ahead	No Traffic Control	55					54	Male
55	Pickup,Panel Truck or Vanette under 10,000 lb	Slowing	No Traffic Control	55					31	Male
55	Not Stated	Stopped for Traffic	No Traffic Control	55					19	Male
55										
55									49	Male
55									17	Female
55									47	
55	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic	No Traffic Control	55					19	Male
25	Passenger Car	Going Straight Ahead	No Traffic Control	55					17	Female
50	Passenger Car	Stopped for Traffic	No Traffic Control	50	Pickup,Panel Truck or Vanette under 10,000 lb	Making Left Turn	No Traffic Control		53	Female
55	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped in Roadway	No Traffic Control	55					19	Female
55	Passenger Car	Going Straight Ahead	No Traffic Control	55					43	Male
55										
55	Truck Tractor & Semi-Trailer	Stopped for Traffic	No Traffic Control	50					20	Male
55									34	Female
55									45	Female
55	Truck & Trailer	Going Straight Ahead	No Traffic Control	55					16	Female

Vehicle 1 Posted Speed	Vehicle 2 Type	Vehicle 2 Action	Vehicle 2 Traffic Control	Vehicle 2 Posted Speed	Vehicle 3 Type	Vehicle 3 Action	Vehicle 3 Traffic Control	Vehicle 3 Posted Speed	MV Driver Age Unit 1	MV Driver Gender Unit 1
25	Passenger Car	Going Straight Ahead	No Traffic Control	55					46	Male
	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control	55					48	Male
55	Passenger Car	Going Straight Ahead	No Traffic Control	55					19	Female
55									16	Male
55	Pickup,Panel Truck or Vanette under 10,000 lb	Slowing	No Traffic Control	55					18	Male
55	Passenger Car	Slowing	No Traffic Control	55					40	Male
55									43	Male
55	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control	55	Motorcycle	Going Straight Ahead	No Traffic Control	55	41	Male
55									61	Male
55									39	Male
	Truck Tractor & Semi-Trailer	Going Straight Ahead	No Traffic Control	55					58	Male
55										
55									60	Male
55										
55									17	Female
50									30	Male
55									22	Female
55									29	Male
55	Passenger Car	Going Straight Ahead	No Traffic Control	55					30	Male
55									40	Female
55	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic	No Traffic Control	55					83	Female
45									66	Female
55	Passenger Car	Stopped in Roadway	Officer/Flagger	55					53	Male
55									24	Female
55	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic	No Traffic Control	55					29	Female
60	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic	No Traffic Control	60					53	Male
55									29	Male
45									31	Female
60									24	Male
55	Passenger Car	Slowing	No Traffic Control	55					45	Male
55									36	Female
55									29	Male
55									25	Male
55	Passenger Car	Stopped for Traffic	Officer/Flagger	55						
45									67	Female
55									35	Female
55									43	Male
55									28	Male
50									82	Female
55	Passenger Car	Slowing	No Traffic Control	55					22	Female
45									56	Male
45										
45	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control	45					38	Female
45	Passenger Car	Making Left Turn	No Traffic Control	45					27	Male
45	Passenger Car	Slowing	No Traffic Control	45					17	Male
45	Pickup,Panel Truck or Vanette under 10,000 lb	Slowing	No Traffic Control	45					48	Male



Vehicle 1 Posted Speed	Vehicle 2 Type	Vehicle 2 Action	Vehicle 2 Traffic Control	Vehicle 2 Posted Speed	Vehicle 3 Type	Vehicle 3 Action	Vehicle 3 Traffic Control	Vehicle 3 Posted Speed	MV Driver Age Unit 1	MV Driver Gender Unit 1
55									64	Male
55	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control	55	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control	55	50	Male
50	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control	50					35	Male
55									19	Male
55										
55									19	Female
55									35	Male
45									25	Male
55									33	Male
55	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control	55					57	Female
45	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped at Signal or Stop Sign	Stop Sign	45					57	Male
55	Pickup,Panel Truck or Vanette under 10,000 lb	Slowing	No Traffic Control	55					70	Male
45	Pickup,Panel Truck or Vanette under 10,000 lb	Changing Lanes	No Traffic Control	50					38	Female
45	Truck Tractor	Going Straight Ahead	No Traffic Control	55					21	Male
45	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control	55	Passenger Car	Stopped at Signal or Stop Sign	Stop Sign	45	39	Male
55	Pickup,Panel Truck or Vanette under 10,000 lb	Stopped for Traffic	No Traffic Control	55					25	Male
45	Passenger Car	Going Straight Ahead	No Traffic Control	55					58	Female
45	Passenger Car	Going Straight Ahead	No Traffic Control	55					85	Female
55	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control	55					32	Male
55	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control	55					53	Female
55	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control	55					24	Male
50	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control	50						
55	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control	55					42	Male
55	Pickup,Panel Truck or Vanette under 10,000 lb	Going Straight Ahead	No Traffic Control	55					69	Male
55									15	Female
55									33	Female
55									59	Female
55									47	Male

MV Driver Injury Type Unit 1	MV Driver Contributing Circumstance 1 Unit 1	MV Driver Contributing Circumstance 2 Unit 1	MV Driver Contributing Circumstance 3 Unit 1	Motorcycle Driver Helmet Usage Unit 1	Motorcycle Passenger Helmet Usage Unit 1
No Apparent Injury	Other Distractions	Follow Too Closely			
Suspected Minor Injury	Did Not Grant RW to Vehicle				
No Apparent Injury	Failing to Signal	Improper Turn/Merge			
No Apparent Injury	Follow Too Closely				
No Apparent Injury	Did Not Grant RW to Vehicle				
Suspected Minor Injury	Under Influence of Alcohol	Did Not Grant RW to Vehicle			
No Apparent Injury	Did Not Grant RW to Vehicle				
No Apparent Injury	Inattention	Did Not Grant RW to Vehicle			
No Apparent Injury	Did Not Grant RW to Vehicle				
No Apparent Injury	Other Contributing Circ Not Listed				
No Apparent Injury	Apparently Asleep or Fatigued	Under Influence of Drugs			
No Apparent Injury	Did Not Grant RW to Vehicle				
No Apparent Injury	None				
No Apparent Injury	Did Not Grant RW to Vehicle				
No Apparent Injury	Under Influence of Alcohol	Exceeding Reas. Safe Speed			
Possible Injury	None				
Possible Injury	Did Not Grant RW to Vehicle				
Suspected Minor Injury	Disregard Traffic Sign and Signals				
No Apparent Injury	None				
No Apparent Injury	Under Influence of Alcohol	Exceeding Reas. Safe Speed			
No Apparent Injury	Improper Turn/Merge				
No Apparent Injury	Distractions Outside Vehicle				
No Apparent Injury	Did Not Grant RW to Vehicle				
No Apparent Injury	Exceeding Reas. Safe Speed				
No Apparent Injury	None				
No Apparent Injury	Follow Too Closely	Distractions Outside Vehicle			
No Apparent Injury	Improper Passing				
No Apparent Injury	Inattention	Operating Other Electronic Devices (comp			
No Apparent Injury	Improper Passing				
No Apparent Injury	Operating Defective Equipment	Over Center Line			
Suspected Minor Injury	Exceeding Reas. Safe Speed			DOT Compliant Motorc	
No Apparent Injury	Exceeding Reas. Safe Speed				
Unknown	Other Contributing Circ Not Listed				
No Apparent Injury	None				
No Apparent Injury	None				
No Apparent Injury	Exceeding Reas. Safe Speed				
No Apparent Injury	Follow Too Closely				
Possible Injury	Disregard Stop Sign - Flashing Red				
No Apparent Injury	Follow Too Closely				
Suspected Serious Injury	Inattention	Exceeding Reas. Safe Speed			
No Apparent Injury	Improper Passing			Helmet Used	
Unknown	Other Contributing Circ Not Listed				
No Apparent Injury	Exceeding Reas. Safe Speed	Follow Too Closely			
No Apparent Injury	Exceeding Reas. Safe Speed				
No Apparent Injury	Exceeding Reas. Safe Speed	Did Not Grant RW to Vehicle			
Dead at Scene	Inattention	Did Not Grant RW to Vehicle			

MV Driver Injury Type Unit 1	MV Driver Contributing Circumstance 1 Unit 1	MV Driver Contributing Circumstance 2 Unit 1	MV Driver Contributing Circumstance 3 Unit 1	Motorcycle Driver Helmet Usage Unit 1	Motorcycle Passenger Helmet Usage Unit 1
No Apparent Injury	Did Not Grant RW to Vehicle				
No Apparent Injury	Did Not Grant RW to Vehicle				
Possible Injury	Did Not Grant RW to Vehicle				
No Apparent Injury	Apparently Asleep or Fatigued				
No Apparent Injury	Follow Too Closely				
No Apparent Injury	Follow Too Closely				
No Apparent Injury	None				
Suspected Minor Injury	Under Influence of Drugs				
No Apparent Injury	Exceeding Reas. Safe Speed				
No Apparent Injury	Under Influence of Alcohol	Operating Handheld Cell Phone			
Dead at Scene					
Unknown	Exceeding Reas. Safe Speed	Unknown Distraction			
No Apparent Injury	Under Influence of Alcohol	Exceeding Reas. Safe Speed			
Unknown	Unknown Distraction			Other	
Possible Injury	None				
No Apparent Injury	Distracted by Other Occupant	Follow Too Closely			
No Apparent Injury	Follow Too Closely				
No Apparent Injury	Operating Defective Equipment				
Suspected Serious Injury	Improper Passing				
No Apparent Injury	None				
Possible Injury	Inattention	Exceeding Reas. Safe Speed			
No Apparent Injury	Exceeding Reas. Safe Speed	Over Center Line			
No Apparent Injury	Under Influence of Alcohol				
Possible Injury	Other Contributing Circ Not Listed				
No Apparent Injury	Exceeding Reas. Safe Speed				
No Apparent Injury	Other Contributing Circ Not Listed				
No Apparent Injury	None				
No Apparent Injury	Under Influence of Drugs				
Suspected Minor Injury	Exceeding Reas. Safe Speed				
No Apparent Injury	Follow Too Closely				
Suspected Minor Injury	Inattention				
No Apparent Injury	None				
No Apparent Injury	None				
Unknown	Follow Too Closely				
Suspected Minor Injury	Apparently Asleep or Fatigued				
No Apparent Injury	Inattention				
No Apparent Injury	Under Influence of Alcohol	Operating Handheld Cell Phone			
No Apparent Injury	Operating Defective Equipment				
No Apparent Injury	Apparently Asleep or Fatigued				
No Apparent Injury	Follow Too Closely				
No Apparent Injury	Exceeding Reas. Safe Speed				
Unknown	Unknown Distraction				
No Apparent Injury	Did Not Grant RW to Vehicle				
No Apparent Injury	Inattention	Follow Too Closely			
No Apparent Injury	Follow Too Closely				
Possible Injury	Exceeding Reas. Safe Speed				

MV Driver Injury Type Unit 1	MV Driver Contributing Circumstance 1 Unit 1	MV Driver Contributing Circumstance 2 Unit 1	MV Driver Contributing Circumstance 3 Unit 1	Motorcycle Driver Helmet Usage Unit 1	Motorcycle Passenger Helmet Usage Unit 1
Suspected Minor Injury	None			Helmet Used	
No Apparent Injury	Did Not Grant RW to Vehicle				
No Apparent Injury	Follow Too Closely				
No Apparent Injury	Inattention	Follow Too Closely			
No Apparent Injury	Under Influence of Alcohol				
No Apparent Injury	Driver Interacting with Passengers, Anim	Follow Too Closely			
No Apparent Injury	Did Not Grant RW to Vehicle				
Possible Injury	Did Not Grant RW to Vehicle				
No Apparent Injury	Did Not Grant RW to Vehicle				
No Apparent Injury	Improper Turn/Merge				
Suspected Minor Injury	Operating Defective Equipment	Other Contributing Circ Not Listed			
Dead at Scene	Did Not Grant RW to Vehicle				
No Apparent Injury	Disregard Stop Sign - Flashing Red	Inattention	Operating Other Electronic Devices (comp		
No Apparent Injury	Inattention				
No Apparent Injury	Improper Turn/Merge				
No Apparent Injury	Improper Turn/Merge	Did Not Grant RW to Vehicle			
Suspected Minor Injury	Did Not Grant RW to Vehicle				
No Apparent Injury	Inattention				
No Apparent Injury	Improper Turn/Merge				
No Apparent Injury	Follow Too Closely				
Suspected Minor Injury	Did Not Grant RW to Vehicle				
No Apparent Injury	Inattention	Follow Too Closely			
No Apparent Injury	Disregard Stop Sign - Flashing Red	Inattention			
No Apparent Injury	Follow Too Closely				
No Apparent Injury	Inattention	Did Not Grant RW to Vehicle			
No Apparent Injury	Did Not Grant RW to Vehicle				
No Apparent Injury	Did Not Grant RW to Vehicle				
No Apparent Injury	Did Not Grant RW to Vehicle				
Possible Injury	Distractions Outside Vehicle	Follow Too Closely			
No Apparent Injury	Did Not Grant RW to Vehicle				
No Apparent Injury	Did Not Grant RW to Vehicle				
No Apparent Injury	None				
Suspected Serious Injury	Inattention	Exceeding Reas. Safe Speed		Helmet Used	
No Apparent Injury	None				
No Apparent Injury	Operating Defective Equipment	Other Contributing Circ Not Listed			
Suspected Minor Injury	Exceeding Reas. Safe Speed			Helmet Used	
No Apparent Injury	Follow Too Closely				
No Apparent Injury	None				
No Apparent Injury	Inattention	Follow Too Closely			
Suspected Serious Injury	Non Motorist on Wrong Side of Road				
No Apparent Injury	None				
No Apparent Injury	None				
Possible Injury	Follow Too Closely				
Unknown	Other Contributing Circ Not Listed				
No Apparent Injury	None				
Suspected Minor Injury	Exceeding Reas. Safe Speed				



MV Driver Injury Type Unit 1	MV Driver Contributing Circumstance 1 Unit 1	MV Driver Contributing Circumstance 2 Unit 1	MV Driver Contributing Circumstance 3 Unit 1	Motorcycle Driver Helmet Usage Unit 1	Motorcycle Passenger Helmet Usage Unit 1
No Apparent Injury	Apparently Asleep or Fatigued				
Suspected Serious Injury	Under Influence of Alcohol				
Suspected Minor Injury	Over Center Line				
No Apparent Injury	None				
Unknown	Unknown Distraction				
Suspected Minor Injury	Inattention	Operating Handheld Cell Phone			
Suspected Minor Injury	None			Helmet Used	Helmet Used
Possible Injury	Other Contributing Circ Not Listed				
No Apparent Injury	Exceeding Stated Speed Limit				
No Apparent Injury	Exceeding Reas. Safe Speed				
No Apparent Injury	Improper Passing			Helmet Used	
Possible Injury	Follow Too Closely				
No Apparent Injury	Disregard Stop Sign - Flashing Red				
Suspected Minor Injury	Under Influence of Alcohol				
No Apparent Injury	Did Not Grant RW to Vehicle				
No Apparent Injury	Over Center Line				
Possible Injury	Did Not Grant RW to Vehicle				
Possible Injury	Improper Turn/Merge	Inattention			
No Apparent Injury	Inattention	Did Not Grant RW to Vehicle			
No Apparent Injury	Did Not Grant RW to Vehicle				
No Apparent Injury	Under Influence of Alcohol				
Non-Traffic Injury	Unknown Distraction				
No Apparent Injury	Exceeding Reas. Safe Speed				
No Apparent Injury	Did Not Grant RW to Vehicle				
No Apparent Injury	None				
No Apparent Injury	None				
No Apparent Injury	None				
No Apparent Injury	None				

Motorcycle Passenger Injury Type Unit 1	MV Driver Restraint Unit 1	MV Driver Ejection Unit 1	MV Driver Misc Action 1 Unit 1	MV Driver Misc Action 2 Unit 1
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected	Turn after stopping at red flashing light or stop sign	
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected	Turn after stopping at red flashing light or stop sign	
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected	Proceeded after stopping for flashing red light or stop sign	
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected	Proceeded after stopping for flashing red light or stop sign	
	Lap & Shoulder Used	Not Ejected	Stopped prior to turning left	
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap Belt Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Unknown	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected	Started to overtake - struck by overtaken vehicle	
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected	Started to overtake - struck by overtaken vehicle	
	Lap & Shoulder Used	Not Ejected	Avoiding another vehicle	
	No Restraints Used	Totally Ejected		
	Lap & Shoulder Used	Not Ejected		
	Unknown	Unknown if Ejected	Hit and run	
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected	Avoiding a non-domestic animal (deer, elk, etc.)	
	Lap & Shoulder Used	Not Ejected	Avoiding other object in roadway	Out of control (ice, turned to fast, etc.) or sliding (not skidding)
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	No Restraints Used	Not Ejected	Hit and run	
	Unknown	Unknown if Ejected		
	Lap & Shoulder Used	Not Ejected	Skidded attempting to avoid collision with vehicle, person, object, etc.	
	Shoulder Belt Used	Not Ejected	Out of control (ice, turned to fast, etc.) or sliding (not skidding)	
	Lap & Shoulder Used	Not Ejected	Out of control (ice, turned to fast, etc.) or sliding (not skidding)	Struck curb, traffic island, or raised barrier before additional impacts
	Lap & Shoulder Used	Not Ejected	Turn after stopping at red flashing light or stop sign	

Motorcycle Passenger Injury Type Unit 1	MV Driver Restraint Unit 1	MV Driver Ejection Unit 1	MV Driver Misc Action 1 Unit 1	MV Driver Misc Action 2 Unit 1
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected	Leaves and re-enters roadway/travelway prior to impact	
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		Hit and run
	Lap & Shoulder Used	Not Ejected		
	Unknown	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	No Restraints Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	No Restraints Used	Unknown if Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected	Skidded attempting to avoid collision with vehicle, person, object, etc.	
	Lap & Shoulder Used	Not Ejected		
	Unknown	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected	Out of control (ice, turned to fast, etc.) or sliding (not skidding)	
	Unknown	Not Ejected		Hit and run
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Unknown	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Unknown	Unknown if Ejected		
	Lap & Shoulder Used	Not Ejected		Avoiding another vehicle
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Unknown	Unknown if Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		

Motorcycle Passenger Injury Type Unit 1	MV Driver Restraint Unit 1	MV Driver Ejection Unit 1	MV Driver Misc Action 1 Unit 1	MV Driver Misc Action 2 Unit 1
	No Restraints Used	Totally Ejected	Avoiding another vehicle	
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected	Towing, or had been towing, another vehicle	
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected	Struck curb, traffic island, or raised barrier before additional impacts	
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Unknown	Not Ejected		
	Lap & Shoulder Used	Not Ejected	Turn after stopping at red flashing light or stop sign	
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected	Avoiding another vehicle	
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	No Restraints Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected	Turn after stopping at red flashing light or stop sign	
	Lap & Shoulder Used	Not Ejected	Turn after stopping at red flashing light or stop sign	
	Lap & Shoulder Used	Not Ejected	Forced/Pushed into Other Lane	
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	No Restraints Used	Totally Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
			Out of control (ice, turned to fast, etc.) or sliding (not skidding)	
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected	Skidded attempting to avoid collision with vehicle, person, object, etc.	
	Unknown	Not Ejected	Out of control (ice, turned to fast, etc.) or sliding (not skidding)	Skidded attempting to avoid collision with vehicle, person, object, etc.
	Lap & Shoulder Used	Not Ejected		
	Lap & Shoulder Used	Not Ejected	Out of control (ice, turned to fast, etc.) or sliding (not skidding)	



MV Driver Misc Action 3 Unit 1	MV Driver 1 Seq 1	MV Driver 1 Seq 2	MV Driver 1 Seq 3	MV Driver 1 Seq 4	MV Driver Age Unit 2	MV Driver Gender Unit 2	MV Driver Injury Type Unit 2
					45	Male	No Apparent Injury
					60	Female	Suspected Minor Injury
	Collision Involving Motor Vehicle in Transport				38	Female	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				49	Male	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				16	Female	Suspected Minor Injury
	Collision Involving Motor Vehicle in Transport				42	Male	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				43	Male	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				52	Male	Possible Injury
	Collision Involving Motor Vehicle in Transport				21	Male	Possible Injury
	Collision Involving Motor Vehicle in Transport				48	Male	No Apparent Injury
	Ran off the Road	Collision Involving Fixed Object					
	Collision Involving Motor Vehicle in Transport				67	Male	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				27	Female	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				18	Male	No Apparent Injury
	Ran off the Road	Collision Involving Fixed Object					
	Collision Involving Motor Vehicle in Transport				17	Female	Possible Injury
					21	Female	No Apparent Injury
					55	Male	Suspected Serious Injury
					51	Female	No Apparent Injury
					16	Female	No Apparent Injury
					49	Male	No Apparent Injury
					62	Female	No Apparent Injury
	Ran off the Road	Overturn (Rollover)					
	Collision Involving Animal						
	Collision Involving Motor Vehicle in Transport				55	Male	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				32	Female	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				63	Male	Possible Injury
	Collision Involving Motor Vehicle in Transport				52	Male	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				26		No Apparent Injury
					57	Female	No Apparent Injury
	Collision Involving Motor Vehicle in Transport						Unknown
	Collision Involving Pedestrian						
	Collision Involving Animal						
	Ran off the Road	Collision Involving Fixed Object	Collision Involving Fixed Object	Collision Involving Fixed Object			
	Ran off the Road	Collision Involving Fixed Object					
	Collision Involving Motor Vehicle in Transport				50	Female	Possible Injury
	Jackknife				21	Female	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				25	Male	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				44	Female	Suspected Minor Injury
	Collision Involving Motor Vehicle in Transport				28	Male	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				43	Male	No Apparent Injury
	Ran off the Road	Collision Involving Fixed Object	Overturn (Rollover)				
	Overturn (Rollover)	Ran off the Road	Collision Involving Fixed Object				
	Collision Involving Motor Vehicle in Transport				27	Male	No Apparent Injury

MV Driver Misc Action 3 Unit 1	MV Driver 1 Seq 1	MV Driver 1 Seq 2	MV Driver 1 Seq 3	MV Driver 1 Seq 4	MV Driver Age Unit 2	MV Driver Gender Unit 2	MV Driver Injury Type Unit 2
	Collision Involving Motor Vehicle in Transport				59	Male	No Apparent Injury
					52	Female	No Apparent Injury
					24	Male	Possible Injury
	Ran off the Road	Collision Involving Fixed Object					
	Collision Involving Fixed Object				40	Female	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				66	Female	Suspected Minor Injury
	Collision Involving Animal						
	Collision Involving Motor Vehicle in Transport				25	Female	Possible Injury
	Ran off the Road	Collision Involving Fixed Object					
	Collision Involving Motor Vehicle in Transport				62	Male	No Apparent Injury
	Ran off the Road	Collision Involving Fixed Object	Collision Involving Fixed Object	Collision Involving Fixed Object			
	Ran off the Road	Collision Involving Fixed Object	Collision Involving Fixed Object				
	Ran off the Road	Collision Involving Fixed Object	Overturn (Rollover)				
	Ran off the Road	Collision Involving Fixed Object	Collision Involving Fixed Object				
	Collision Involving Motor Vehicle in Transport				67	Male	Suspected Serious Injury
	Collision Involving Animal	Ran off the Road	Collision Involving Fixed Object				
	Collision Involving Motor Vehicle in Transport				34	Female	No Apparent Injury
	Ran off the Road	Overturn (Rollover)					
	Collision Involving Motor Vehicle in Transport				21	Female	No Apparent Injury
	Ran off the Road	Collision Involving Fixed Object	Overturn (Rollover)				
					46	Female	No Apparent Injury
					51	Female	Possible Injury
	Collision Involving Animal						
	Ran off the Road	Collision Involving Fixed Object	Collision Involving Fixed Object				
	Collision Involving Motor Vehicle in Transport				34	Male	Possible Injury
	Ran off the Road	Overturn (Rollover)					
	Collision Involving Animal						
	Collision Involving Motor Vehicle in Transport				59	Male	No Apparent Injury
	Ran off the Road	Overturn (Rollover)					
	Ran off the Road	Collision Involving Fixed Object					
	Ran off the Road	Collision Involving Fixed Object					
	Explosion or Fire						
	Collision Involving Motor Vehicle in Transport				59	Male	No Apparent Injury
	Ran off the Road	Collision Involving Fixed Object					
	Collision Involving Motor Vehicle in Transport				44	Male	No Apparent Injury
					51		No Apparent Injury
					40	Female	Possible Injury
					25	Male	No Apparent Injury

MV Driver Misc Action 3 Unit 1	MV Driver 1 Seq 1	MV Driver 1 Seq 2	MV Driver 1 Seq 3	MV Driver 1 Seq 4	MV Driver Age Unit 2	MV Driver Gender Unit 2	MV Driver Injury Type Unit 2
	Overturn (Rollover)						
	Collision Involving Motor Vehicle in Transport				22	Male	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				42	Female	Possible Injury
	Collision Involving Motor Vehicle in Transport				17	Male	No Apparent Injury
					52	Male	Possible Injury
	Collision Involving Motor Vehicle in Transport				61	Male	Possible Injury
	Collision Involving Motor Vehicle in Transport				59	Male	No Apparent Injury
					26	Female	No Apparent Injury
					21	Male	No Apparent Injury
	Ran off the Road	Collision Involving Fixed Object					
	Ran off the Road	Overturn (Rollover)					
	Collision Involving Motor Vehicle in Transport				52	Male	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				58	Female	Possible Injury
	Collision Involving Motor Vehicle in Transport				31	Male	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				60	Female	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				60	Male	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				65	Male	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				37	Male	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				47	Male	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				30	Male	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				63	Male	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				69	Male	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				48	Female	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				64	Female	Possible Injury
	Collision Involving Motor Vehicle in Transport				38	Female	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				37	Male	No Apparent Injury
	Collision Involving Motor Vehicle in Transport	Collision Involving Motor Vehicle in Transport			53	Male	No Apparent Injury
					57	Male	No Apparent Injury
					16	Female	No Apparent Injury
					62	Female	No Apparent Injury
					46	Male	No Apparent Injury
	Collision Involving Animal						
	Collision Involving Fixed Object						
	Collision Involving Animal						
	Overturn (Rollover)						
	Collision Involving Motor Vehicle in Transport				40	Female	Possible Injury
	Collision Involving Animal						
	Collision Involving Motor Vehicle in Transport				37	Female	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				23	Male	No Apparent Injury
	Collision Involving Animal						
	Collision Involving Animal						
	Collision Involving Motor Vehicle in Transport				48	Female	Possible Injury
Hit and run	Ran off the Road	Collision Involving Fixed Object					
	Collision Involving Animal						
	Ran off the Road	Collision Involving Fixed Object					



MV Driver Misc Action 3 Unit 1	MV Driver 1 Seq 1	MV Driver 1 Seq 2	MV Driver 1 Seq 3	MV Driver 1 Seq 4	MV Driver Age Unit 2	MV Driver Gender Unit 2	MV Driver Injury Type Unit 2
	Ran off the Road	Collision Involving Fixed Object					
	Collision Involving Motor Vehicle in Transport				39	Male	Possible Injury
	Collision Involving Motor Vehicle in Transport	Ran off the Road	Overturn (Rollover)		50	Male	Suspected Minor Injury
	Collision Involving Animal						
	Ran off the Road	Collision Involving Fixed Object	Overturn (Rollover)				
	Collision Involving Animal						
	Ran off the Road	Collision Involving Fixed Object					
	Ran off the Road	Collision Involving Fixed Object	Overturn (Rollover)				
	Collision Involving Motor Vehicle in Transport				33	Male	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				53	Female	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				31	Male	Possible Injury
	Collision Involving Motor Vehicle in Transport				35	Male	No Apparent Injury
	Collision Involving Motor Vehicle in Transport	Ran off the Road	Collision Involving Fixed Object		45	Male	Suspected Serious Injury
	Collision Involving Motor Vehicle in Transport	Collision Involving Motor Vehicle in Transport			25	Male	Possible Injury
	Collision Involving Motor Vehicle in Transport				19	Male	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				25	Male	Suspected Serious Injury
	Collision Involving Motor Vehicle in Transport				23	Female	Suspected Minor Injury
	Collision Involving Motor Vehicle in Transport				22	Male	No Apparent Injury
	Collision Involving Motor Vehicle in Transport				48	Male	No Apparent Injury
					43	Male	No Apparent Injury
					63	Male	No Apparent Injury
					60	Male	Possible Injury
					53	Male	Suspected Minor Injury
	Collision Involving Animal						
	Collision Involving Animal						
	Collision Involving Animal						

MV Driver Contributing Circumstance 1 Unit 2	Motorcycle Driver Helmet Usage Unit 2	MV Driver Restraint Unit 2	MV Driver Ejection Unit 2	MV Driver Misc Action 1 Unit 2	MV Driver Misc Action 2 Unit 2	MV Driver 2 Seq 1
None		Lap & Shoulder Used	Not Ejected			
None		Lap & Shoulder Used	Not Ejected			
None		Lap & Shoulder Used	Not Ejected	Turn after stopping at red flashing light or stop sign		Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
Non Motorist on Wrong Side of Road		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
Did Not Grant RW to Vehicle		Lap & Shoulder Used	Not Ejected	Proceeded after stopping for flashing red light or stop sign		Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			
None		Lap & Shoulder Used	Not Ejected			
None		Lap & Shoulder Used	Not Ejected			
None		Lap & Shoulder Used	Not Ejected			
None		Lap & Shoulder Used	Not Ejected			
None		Lap & Shoulder Used	Not Ejected			
None		Lap & Shoulder Used	Not Ejected			
None		Lap & Shoulder Used	Not Ejected			
None		Lap & Shoulder Used	Not Ejected			
Other Contributing Circ Not Listed		Unknown	Unknown if Ejected	Stopped in line of traffic	Hit and run	Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected	Stopped in line of traffic		Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected	Stopped for another vehicle		Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected	Stopped prior to turning left		Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected	Stopped in line of traffic		Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport

MV Driver Contributing Circumstance 1 Unit 2	Motorcycle Driver Helmet Usage Unit 2	MV Driver Restraint Unit 2	MV Driver Ejection Unit 2	MV Driver Misc Action 1 Unit 2	MV Driver Misc Action 2 Unit 2	MV Driver 2 Seq 1
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			
None		Lap & Shoulder Used	Not Ejected			
None		Lap & Shoulder Used	Not Ejected	Slowing prior to making a turn		Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected	Slowing for another vehicle		Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected	Stopped for another vehicle		Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			
None		Lap & Shoulder Used	Not Ejected			
None		Lap & Shoulder Used	Not Ejected	Avoiding previous accident		Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			
None		Lap & Shoulder Used	Not Ejected	Stopped in line of traffic		Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			
None		Lap & Shoulder Used	Not Ejected	Slowing for another vehicle		Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			
None		Lap & Shoulder Used	Not Ejected			



MV Driver Contributing Circumstance 1 Unit 2	Motorcycle Driver Helmet Usage Unit 2	MV Driver Restraint Unit 2	MV Driver Ejection Unit 2	MV Driver Misc Action 1 Unit 2	MV Driver Misc Action 2 Unit 2	MV Driver 2 Seq 1
None		Lap & Shoulder Used	Not Ejected	Forced/Pushed into Other Lane		Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected	Slowing prior to making a turn		Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		No Restraints Used	Totally Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected	Stopped prior to turning left		Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport
None		Lap & Shoulder Used	Not Ejected			Collision Involving Motor Vehicle in Transport













MV Driver Misc Action 1 Unit 3	MV Driver Misc Action 2 Unit 3	MV Driver 3 Seq 1	Pedestrian Action Unit 2	Pedestrian Age Unit 2	Pedestrian Clothing Visibility Unit 2	Pedestrian Gender Unit 2
Avoiding another vehicle	Out of control (ice, turned to fast, etc.) or sliding (not skidding)	Overturn (Rollover)				













Pedestrian Injury Type Unit 2	Pedestrian Contributing Circumstance 1 Unit 2	Pedestrian Was Using Unit 2	Pedestrian Status Unit 2	Hit And Run Indicator	Non Reportable Indicator	Investigative Agency	Agency Long Name
				No	Reportable	State Patrol	Washington State Patrol
				No	Reportable	State Patrol	Washington State Patrol
				No	Reportable	State Patrol	Washington State Patrol
				No	Reportable	State Patrol	Washington State Patrol
				Yes	Reportable	State Patrol	Washington State Patrol
				No	Reportable	State Patrol	Washington State Patrol
				No	Reportable	State Patrol	Washington State Patrol
				No	Reportable	State Patrol	Washington State Patrol Headquarters
				No	Reportable	State Patrol	Washington State Patrol
				No	Reportable	State Patrol	Washington State Patrol Headquarters
				Yes	Reportable	County Sheriff	Spokane County Sheriff's Office
				No	Reportable	State Patrol	Washington State Patrol
				No	Reportable	State Patrol	Washington State Patrol
				No	Reportable	State Patrol	Washington State Patrol
				No	Reportable	State Patrol	Washington State Patrol
				No	Reportable	State Patrol	Washington State Patrol Headquarters
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				No	Reportable	State Patrol	Washington State Patrol

# Appendix D. Additional Information

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Field Observations  
Site photos

Team Findings

Intersection	Observations	Reason not included in report if applicable
Harvard Rd	Fog line striping worn off at corners, especially SE	included in report
	No painted stop bar for NB Harvard at Trent. Worn stop bar for SB	markings updates included in report
	Guide posts at corners are knocked down	minor compared to items included in report
	Trent shoulder is narrow, especially east of Harvard Rd. Steep embankment from edge of pavement down to level of railroad.	included in report
	Clear zone isn't very large	included in report
	There is lighting ahead of the turn lanes in both directions	Observation, no improvements or recommendations
	No left turn ahead sign approaching intersection	included in report
	Rumble strip on right shoulder of east bound	Observation, no improvements or recommendations
	Southbound to railroad, there is limited que length on Harvard, 1-2 vehicles, so they may have to wait on Trent in the right turn or left turn lane.	included in report
	Is right turn lane long enough to queue if a train comes through. Small backup during midmorning site visit	included in report
	Debris on ground at SE corner, various vehicle parts including fender and mirror parts.	Observation, no improvements or recommendations
	No signage at the intersection with the name of the roads	included in report
	Observed several EB vehicles that were making right turns onto Harvard Rd crossing the fog line to get out of the path/way of vehicles behind them that were continuing EB on SR290	included recommendation of lengthing turn lanes in report
	Vehicles did not seem to have to wait long to enter the roadway. Posted speed limit was 45 mph	Observation, no improvements or recommendations
	Rumble strips in the center yellow lane dividing line. No rumble strips on the shoulders of the roadway. The shoulder of the roadway is narrow, less than 3 feet with a steep embankment east of the intersection of Harvard and SR 290.	narrow shoulders and steep embankments were discussed in report
	NB approach to intersection moderate slope up, no sight line concerns.	Observation, no improvements or recommendations
	Pavement is in generally good condition with minor cracking at seams. Some alligator pavement in west bound lane.	Observation, no improvements or recommendations
McKinzie Rd	Steeper side slopes	included in report
	some small boulders/rocks at SW corner	minor compared to other items included in report
	NB stop bar present but worn. Freshly painted stop bar NB south of tracks.	marking updated included in report
	Clear zone isn't very large	included in report
	There is lighting ahead of the turn lanes	observation, no improvements or recommendations
	Adequate shoulder at intersection but road between Harvard and McKinzie has steep side slopes and inadequate shoulder	included in report
	No rumble strips on right E bound shoulder	observation, no improvements or recommendations
	Drop off and no shoulder immediately after intersection E bound	included in report

Intersection	Observations	Reason not included in report if applicable
	Short queue length before railroad crossing. Observed truck waiting that took up the whole queue length, any additional vehicles would have queued in the right turn lane. Southbound to railroad, there is limited que length on Harvard, 1-2 vehicles, so they may have to wait on Trent in the right turn or left turn lane.	included in report
	Local man identified that large trucks come down McKinzie when they should be taking Starr is an issue. Speeding trucks on McKinzie and no reason for semi trucks to go down this road	observation, no improvements or recommendations
	Signage was posted with stop sign and name of road signs with good reflective material intact	observation, no improvements or recommendations
	roadway markings were in good shape	observation, no improvements or recommendations
	speed limit was posted at 55 MPH. the right turn lane from EB SR290 onto McKinzie seemed to be shorter than the one on Harvard and the speed limit is 10 mph greater.	observation, no improvements or recommendations
	Rumble strips in the center yellow lane dividing line. No rumble strips on the shoulders of the roadway. The shoulder was 1-2 ft wide then into gravel	observation, no improvements or recommendations
	Spoke with a resident who had lived south of SR 290 on McKinzie Rd for 40 years. He indicated the train traffic today was more like 75 trains per day on average. He also indicated McKinzie seems to get a lot of Dump truck and Semi truck and trailer traffic coming off SR 290. A large portion of that traffic turns on Joseph to go over to their yard on Starr Rd. (W.M Winkler Co.)	observation, no improvements or recommendations
	Flat approach NB across rail road. No sight line concerns.	observation, no improvements or recommendations
	Cones near k barrier at east railroad signal. Some pavement deteriorated, no other issues observed	observation, no improvements or recommendations
	EB has right turn lane, but limited space in acceleration lane. Also limited shoulder width.	included in report
<b>Starr Rd</b>	Clear zone is larger than other intersections	observation, no improvements or recommendations
	shoulder grading - steeper embankment on NW side with unimproved driveway access to Trent. Some visibility concern for vehicles entering Trent from this access. Observed vehicles spin gravel as they accelerated out onto Trent.	observation, no improvements or recommendations
	Lighting doesn't start before EB left turn lane	updating this light included in report
	No right turn lane on EB, confusing striping for taper shoulder	included in report
	Edge striping at corners is worn off	included in report
	No advanced notice of bridge clearance ahead of e bound approach at Starr. First sign is at intersection	observation, no improvements or recommendations
	Missing some reflectors	minor compared to other items included in report
	Adequate but short shoulder at intersection	observation, no improvements or recommendations

Intersection	Observations	Reason not included in report if applicable
	Steep grade for businesses, observed cars spinning tires when entering the roadway	observation, no improvements or recommendations
	Businesses on WB with vehicles taking away opportunity for vehicle to utilize shoulders	observation, no improvements or recommendations
	No advanced warning signs for left turns ahead at this intersection	included in report
	Visibility issue for right turn onto Trent EB from Starr	roundabout recommendation in report would improve this
	Would a roundabout at this intersection be valuable? Already reduced speed, might be better for large truck traffic	included in report
	Short turn lane WB left, difficult for trucks to turn? Could this be why there are a lot of trucks reported going through residential area at McKinzie?	observation, no improvements or recommendations
	are left turn pockets adequate length for the traffic? WB limited length due to EB left to businesses east of Starr Rd.	analysis would be needed to determine if length is sufficient
	WB right shoulder striping worn	included in report
	Left turn lane WB striping goes beyond concrete median. Where is the end of the turn lane? Where do cars stop? This could be confusing. Could striping be added?	striping updates included in report
	yellow line striping on Starr could be refreshed	striping updates included in report
	Stop sign on N Starr should be replaced	signing included in report
	Behavioral issue: drivers turning into businesses to bypass the wait to get across traffic or to make a left across lane.	included a right turn recommendation and a roundabout recommendation
	EB Approaching intersection signage for reduced speed, recreation area, and speed indicator that flashes if over 45pmh.	observation, no improvements or recommendations
	WB approaching intersection signs for reduced speed. Similar to EB but not exactly the same.	observation, no improvements or recommendations
	There is signage prior to and at the road indicating the name of the road(s)	observation, no improvements or recommendations
	Width of the shoulder is small with a steeper embankment west of Starr Rd and less steep east of Starr Rd.	included in report
	Small, almost nonexistent, angled lane (tapered shoulder?) for E/B SR 290 traffic to pull into and turn right onto Starr rd. Significantly different than at Harvard Rd which also has a 45-mph speed limit and from my observations less traffic.	included in report
	Road markings needed maintenance. No stop lines for Starr Road at SR 290 for either north or south sides of the roadway.	included in report
	Angle of approaching traffic on Starr Rd. without crossing over the double yellow lane dividers will require drivers to look beyond 90degree angle to see approaching traffic on Sr 290. ( I'd estimate the angle is about 130 degrees). Observed a few vehicles pull up and cross the double yellow line, reducing the angle to see approaching traffic. This put their vehicle several feet into the other lane of travel.	included in roundabout recommendation
	Concrete curbing on the east side of Starr Rd in front of gas station.– Wondering if that is creating an obstruction for Semi and truck traffic to skip that intersection and go to McKinzie.	observation, no improvements or recommendations

Intersection	Observations	Reason not included in report if applicable
	Is there room for a full semi and a vehicle or vehicle(s) in the left turn lane there? I did not see any semi's coming from E/B Sr 290 turn left at Starr Rd. I saw one semi ( belly dump) turn right onto Starr Rd and he had to take up much of the N/B lane on Starr to make the turn.	taken into account by the roundabout recommendation
	WB left turn curb stops short of intersection. Is this due to angle of intersection? Does this cause WB left traffic to cut into NB stopped vehicles?	observation, no improvements or recommendations
	Railroad bridge south of Trent. Not a sight line obstruction to intersection. Stop sign good reflectivity with added reflector on post	observation, no improvements or recommendations
	left turn lane both directions. WB has curb	observation, no improvements or recommendations
	minor pavement cracks in wheel path. Pavement generally fair to good condition	observation, no improvements or recommendations
	observed NB vehicle turn right from Starr onto Trent and then left into businesses. Appeared to cut through parking lots to continue north bound.	taken into account by the roundabout recommendation
	WB right turn lane with curb	observation, no improvements or recommendations
Evening Observations at Starr Rd	Numerous S/B vehicles were stopping at least a car length beyond the stop sign on the north side of SR 290. Line of sight did not indicate that was necessary to stop that far out. * Wondering if repainting the roadway markings would help with this.	updates to markings included in report
	Observed several E/B vehicles on Sr 290 cut the corner turning N/B on Starr Rd, coming into the S/B lane of travel when making a left turn. * Again, wondering if repainting the roadway markings would help with this.	updates to markings included in report
	Vehicles did not seem to be waiting much ( 1-2 minutes in some cases) to get across or out onto SR 290. I observed only one time during the observation period that vehicles stacked up (12) on the south side of Starr Rd traveling N/B and took a significant amount of time to get through the intersection. It took a total of 7 minutes for all 12 vehicles to make it through the intersection.	observation, no improvements or recommendations
	Observed one vehicle cut through the N/W parking lot of the business to get out onto SR 290. The vehicle was traveling about 15-20 mph and there were several pedestrians from the two businesses at the time walking around in the N/W corner parking lot.	right turn lane recommended
	Observed two vehicles pull part way into the N/W parking lot to squeeze around a S/B vehicle stopped on Starr Rd at SR 290 waiting to turn left onto SR 290.	right turn lane recommended
	Observed two vehicles with boat trailers and boats (from business to the west of the N/W corner business, pull out of the parking lot directly out of the parking lot across S/B traffic lane to turn left onto N/B Starr Rd. No way for the driver of either vehicle to see anyone turning left from E/B SR 290 as they would have been behind him and possibly slowing from 45 mph.	roundabout recommendation addresses this
	Evening peak hour observations: Risk taking behavior as drivers use small gaps in traffic to get through intersection.	roundabout recommendation addresses this
	NB and SB single lane does not allow for right turns to get around the through or left traffic. Observed SB right cut through business to get around others at stop sign.	included in the report

<b>Intersection</b>	<b>Observations</b>	<b>Reason not included in report if applicable</b>
	Observed SB left cut off NB through - failure to yield	observation, no improvements or recommendations
	NB left pulls across yellow centerline to be more 90 degree to Trent, but then is obstructing SB through or WB left onto Starr.	roundabout recommendation addresses this
	NB left swerved into gravel at NW corner to avoid EB left vehicle .	roundabout recommendation addresses this
	Rail crossing closest to Trent limits the what can be done to improve Starr Road, as to adding turn lanes or other improvements that require additional width.	observation, no improvements or recommendations
<b>Idaho Rd</b>	No lighting	included in report
	No left turn lanes	included in report
	Delineators are knocked down at corners	minor compared to other items included in report
	Paint is worn at corners	included in report
	WB shoulder between Starr and Idaho is steep and likely not usable in many spots	included in report
	EB shoulder on approach narrow and steep	included in report
	Rumble striping for shoulder needed?	evaluation needed to determine if this would be helpful
	Intersection striping could be refreshed	included in report
	Short queuing area again. Trains go faster here observed one semi take up entire queue area	included a recommendation on adding turn lanes at this intersection, this would improve this condition
	WB approach from Idaho border to Idaho rd. - white lines could be refreshed	included in report
	Speed limit was posted at 55 mph	observation, no improvements or recommendations
	The shoulder of the roadway was 2-3 feet wide.	observation, no improvements or recommendations
	Rumble strip in middle of dotted yellow lane dividing lines. No rumble strips on shoulders.	observation, no improvements or recommendations
	no right turn lanes, tapered shoulder in both directions. Larger taper than at Starr Rd.	included in report
	Guardrails were in place around the train track signals. On had damage and post that were bent over.	observation, no improvements or recommendations
	pavement cracking at wheel path. Generally good condition	observation, no improvements or recommendations
	Painted island between EB right turn and SB provides que for 1 vehicle for each of those lanes prior to RR. Island is covered in gravel and paint is barely visible.	marking updates included in report
	NB slight downhill to intersection. No sight line concerns.	observation, no improvements or recommendations
	no stop bars NB or SB	observation, no improvements or recommendations
	Semi trailer extends past the stop bar when stopped for train.	added turn lanes included in report.

Trent Ave RSA  
Field Observations Site Photos



IMAGE 1: Harvard Rd Rail signal



IMAGE 2: Trent Ave shoulder at Harvard Rd, looking west at right turn lane



IMAGE 3: Trent Ave Eastbound at Harvard Rd, broken reflector



IMAGE 4: Trent Ave EB shoulder at Harvard Rd, debris, broken reflectors



Trent Ave RSA  
Field Observations Site Photos



IMAGE 5: Trent EB shoulder at Harvard



IMAGE 6: Harvard Rd northbound, worn striping, missing stop bar, stop sign bent



IMAGE 7: Trent Ave westbound shoulder at Harvard Rd



IMAGE 8: Trent Ave westbound shoulder at Harvard Rd

Trent Ave RSA  
Field Observations Site Photos



IMAGE 9: Trent Ave eastbound, following distance warning area



IMAGE 10: Trent Ave eastbound prior to Lynden Rd, pavement condition



IMAGE 11: McKinzie Rd rail crossing looking west



IMAGE 12: Trent Ave eastbound right turn lane at McKinzie Rd

Trent Ave RSA  
Field Observations Site Photos



IMAGE 13: Trent Ave eastbound should at McKinzie Rd



IMAGE 14: McKinzie Rd at Trent Ave, stop bar worn, broken reflectors



IMAGE 15: McKinzie Rd barrier and cones at rail signal

Trent Ave RSA  
Field Observations Site Photos



IMAGE 16: Striping at SW corner Trent Ave and McKinzie Rd



IMAGE 17: Trent Ave eastbound, reduced speed, community, and radar speed signs prior to Starr Rd



IMAGE 18: Trent Ave eastbound at Starr Rd, wheel path pavement cracks, short right turn taper

Trent Ave RSA  
Field Observations Site Photos



IMAGE 19: Trent Ave south shoulder at Starr Rd, space to add right turn lane



IMAGE 20: Starr Rd southbound looking at rail bridge, striping worn, shoulder ponding



IMAGE 21: Starr Rd northbound visibility under rail bridge

Trent Ave RSA  
Field Observations Site Photos



IMAGE 22: Starr Rd northbound, shoulder pavement



IMAGE 23: Starr Rd northbound, signs bent



IMAGE 24: Trent Ave eastbound shoulder east of Starr Rd



IMAGE 25: Trent and Starr intersection offset, looking SW

Trent Ave RSA  
Field Observations Site Photos



IMAGE 26: Trent Ave westbound right turn lane and swale behind curb



IMAGE 27: Starr Rd southbound, faded stop sign, bent signs



IMAGE 28: Trent Ave westbound at Starr Rd, vehicles can cut through parking lot to get around stop sign

Trent Ave RSA  
Field Observations Site Photos



IMAGE 29: Trent Ave south shoulder at Idaho Rd looking west



IMAGE 30: Trent Ave eastbound right turn lane at Idaho Rd



IMAGE 31: Trent Ave and Idaho Rd painted island hidden by gravel



IMAGE 32: Idaho Rd at grade rail crossing signal



Trent Ave RSA  
Field Observations Site Photos



IMAGE 33: Idaho Rd southbound guardrail damage at rail crossing



IMAGE 34: Trent Ave eastbound shoulder at Idaho Rd



IMAGE 35: Idaho Rd southbound truck queuing at rail crossing



IMAGE 36: Trent Ave westbound prior to Idaho Rd

## Appendix E. Road Safety Audit References

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## Road Safety Audit References

*FHWA Office of Safety - Proven Safety Countermeasures*, U.S. Department of Transportation, Federal Highway Administration <https://safety.fhwa.dot.gov/provencountermeasures/>.

*Road Safety Audits, A Synthesis of Highway Practice*. NCHRP Synthesis 336. Transportation Research Board, National Cooperative Highway Research Program, 2004.

*Road Safety Audits*. U.S. Department of Transportation, Federal Highway Administration, <https://safety.fhwa.dot.gov/rsa/>

*FHWA Road Safety Audit Guidelines*. U.S. Department of Transportation, Federal Highway Administration, 2006.

*Road Safety Audit*, 2<sup>nd</sup> edition. Austroads, 2000.

*Road Safety Audits*. ITE Technical Council Committee 4S-7. Institute of Transportation Engineers, February 1995.

## Appendix F. WSDOT Response to Recommendations

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## **WSDOT Response to Recommendations**

### **Clear Zone/ Shoulder Width - Addition of guardrail or acceleration lanes (EB Trent at Harvard Rd)**

WSDOT has specific criteria for installation of guardrail and acceleration lanes. We will assess the existing conditions at Harvard Rd to determine if such improvements are warranted.

### **Worn Striping – Maintenance of striping at intersections**

The RSA was conducted before annual restriping activities could occur, due to weather. Restriping is planned for the typical yearly maintenance cycle.

### **Lighting at Idaho Rd – Add lighting at Idaho Rd**

WSDOT design criteria does not call out requirements for lighting at intersections without channelization, however, we will look at the crash record to see if lighting would be beneficial to safety at this intersection.

### **Lighting at Starr Rd – Update lighting to LED**

The existing luminaires meet design criteria for illumination, however, we will refer this to our Maintenance team for change out to LED.

### **Length of Turn Lanes at Harvard Rd and McKinzie Rd – Add length to turn lanes**

The current length of storage and taper for both right turn lanes exceeds current design standards. We will conduct observations of queue lengths to see if traffic waiting for passing trains is backing into the highway mainline.

### **No Right Turn Lanes at Starr Rd – Add EB right turn lane on Trent at Starr Rd**

WSDOT has design criteria for when right turn lanes are warranted. Updated traffic counts will be collected to determine if the warrant is met.

### **No Turn Lanes at Idaho Rd – Add EB right turn lane and WB left turn lane on Trent at Idaho Rd**

WSDOT has design criteria for when right and left turn lanes are warranted. Updated traffic counts will be collected to determine if warrants are met.

### **Consistent Signing – Revise signage for road names, intersection ahead signs, and left turn signs to be consistent throughout corridor**

Eastern Region practice is to install green and white guide signs for intersections with larger/arterial type roadways. Additionally, all of the intersections except Starr Rd have intersection warning signs showing the at-grade railroad crossing to the south of Trent. Idaho Rd is the only intersection that does not follow Region practice, so we will add the green/white guide type signs reflecting the roadway name.

### **Signing – Add stop ahead sign before RR Bridge on Starr NB**

A stop ahead sign existed previously for NB Starr Rd. We will refer this to Spokane County in case it is now missing.

### **No Right Turn Lane on SB Starr Rd – Add right turn lane to SB Starr Rd and acceleration lane on WB Trent**

Given that Starr Rd is under the County's jurisdiction, we will refer the proposed right turn lane to them for consideration. Regarding an acceleration lane for the SB to WB movement, if the County determines a right turn lane is warranted then we will assess the benefit for providing an acceleration lane.

**Skewed Intersection at Starr Rd – Adding a Roundabout at Starr Rd intersection**

WSDOT agrees that a roundabout would be a logical intersection control type when the intersection is programmed for improvement. Based upon the current crash histories for the intersections considered in this RSA, intersection enhancement at Harvard Rd and Idaho Rd prioritizes higher than Starr Rd.