

Traffic Report

I-205: Willamette River Bridge – Pacific Highway East Portland Freeway Clackamas County Key #12874

Prepared by:



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Reviewed by:

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November 23, 2004



DATE: November 23, 2004

TO: Naveen Chandra, P.E.
Consultant Project Manager

FROM: Thanh Tran
Transportation Analyst

SUBJECT: Traffic Report
Willamette River Bridge – Pacific Highway Section
East Portland Freeway No. 64 (I-205), M.P. 0.00 – M.P. 8.80
Key #12874

This memorandum is the Traffic Report for the Willamette River Bridge – Pacific Highway Section project on the East Portland Freeway between M.P. 0.00 and M.P. 8.80. This is a pavement preservation project that proposes to overlay the roadway within the limits of the project. The project also will add an auxiliary lane in each direction on I-205 between I-5 and Stafford Road interchange. In the northbound direction, the auxiliary lane would begin from the northbound I-5 ramp connection and terminate at the Stafford Road overpass structure. In the southbound direction, the auxiliary lane would develop from the Stafford Road on-ramp and extend through to connect with the existing third lane located at the SW 65th Avenue overpass structure. The scope of this report was based on the needs identified in the project prospectus. A vicinity map is provided in the Appendix.

ACCIDENT HISTORY

For the purposes of accident analysis, the I-205 section included in this project was divided into three segments and the accident history for each segment was analyzed separately. A detailed listing of the crashes is provided in the Appendix.

Pacific Highway (I-5) – Stafford Road Interchange (M.P. 0.00 – M.P. 3.16)

An analysis of the reported traffic accidents on the East Portland Freeway between M.P. 0.00 and M.P. 3.16 was performed for a five-year period (1998-2002). Table 1 provides a summary of these accidents by type and severity. As shown, there were a total of 102 reported accidents in this freeway segment with 50% of the accidents occurring in each direction. The majority of the accidents (64%) were rear-end collisions and could be attributed to the congestion in this freeway section. Most of the accidents involved motorists traveling too fast for the roadway conditions or following too close to the vehicles in front.

In assessing accident severity, there were: three fatal accidents; three major injury accidents; 17 intermediate injury accidents; 18 minor injury accidents; and 61 property damage only accidents. The three fatal accidents included two non-collision crashes and one sideswipe crash. One of the

fatal accidents, which occurred at M.P. 0.70, was a non-collision accident that involved a southbound vehicle traveling too fast for the roadway conditions. The driver lost control of the vehicle and was killed. The second fatal accident, which occurred at M.P. 1.23 or approximately 210 feet south of SW 65th Avenue, was a sideswipe accident that involved a truck and a passenger vehicle in the northbound direction. The passenger vehicle was parked on the shoulder and was struck by a truck while attempting to re-enter the freeway. The driver of the passenger vehicle was killed. The third fatal accident, which occurred at M.P. 1.49 or approximately 0.22 mile north of SW 65th Avenue, was a non-collision accident that involved a southbound vehicle with a blown out tire. The driver lost control and overturned the vehicle, killing one of the passengers.

Table 1: 5 YEAR (1998-2002) TRAFFIC CRASH SUMMARY								
Pacific Highway (I-5) – Stafford Road Interchange (M.P. 0.00 – M.P. 3.16)								
Direction	Rear-end	SS-O	F.O.	Nonc.	Misc.	Back	Total	Accident Rate
Northbound	33	11	2	2	2	1	51	0.21
Southbound	32	4	9	4	2	0	51	0.24*
Both Directions	65	15	11	6	4	1	102	0.23
Crash Severity								
Fatality	Injury A (Major)		Injury B (Intermediate)		Injury C (Minor)		Property Damage Only	
3	3		17		18		61	

SS-O = Sideswipe Overtaking
 F.O. = Fixed-Object
 Nonc. = Non-Collision

Injury A = Major (bleeding, broken bones, etc.)
 Injury B = Intermediate (bruises, swelling, etc.)
 Injury C = Minor (complaints of pain)

* I-205 in the southbound direction has a "Z" Mileage between M.P. 0.00 and M.P. 2.00 (actual distance is 1.58 miles), which equates to a total distance of 2.74 miles for this southbound section of the I-205 freeway between M.P. 0.00 and M.P. 3.16.

The computed accident rate for this section of the I-205 freeway over a five-year study period (1998-2002) is 0.23 accident per million vehicle miles traveled. This is slightly higher than the 2002 statewide average accident rate of 0.22 accident per million vehicle miles traveled on similar rural primary freeways.

The Safety Priority Index System (SPIS) is a method developed by ODOT for identifying hazardous locations on state highways based on accident data over a three-year period and is comprised of three components: accident frequency, accident rate, and accident severity. The highest 2003 SPIS value (2000-2002 crash data) in the project section is 32.50, which is below the 2003 cutoff value of 45.03 for the top 10% SPIS sites.

The addition of an auxiliary lane in each direction on I-205 between I-5 and Stafford Road Interchange will provide better lane balance and improve traffic safety and operations, thereby reducing congestion in this section of the freeway.

Stafford Road Interchange – 10th Street Interchange (M.P. 3.17 – M.P. 6.40)

An analysis of the reported traffic accidents on the East Portland Freeway between M.P. 3.17 and M.P. 6.40 was performed for a five-year period (1998-2002). Table 2 provides a summary of these accidents by type and severity. As shown, there were a total of 171 reported accidents with approximately 51% of the accidents occurring in the southbound direction. The majority of the

accidents (68%) were rear-end collisions, which could be attributed to the congestion in this section of freeway. In addition, there were 24 fixed-object accidents. Eleven of the 24 accidents occurred under wet roadway conditions. The majority of the accidents involved motorists traveling too fast for the roadway conditions and losing control of their vehicles. Most of the fixed-object crashes resulted in vehicles hitting the guardrail or a tree and vehicles running into a ditch.

Table 2: 5 YEAR (1998-2002) TRAFFIC CRASH SUMMARY
Stafford Road Interchange – 10th Street Interchange (M.P. 3.17 – M.P. 6.40)

Direction	Rear-end	F.O.	SS-O	Misc.	Nonc.	Total	Accident Rate
Northbound	58	10	8	5	3	84	0.33
Southbound	59	14	8	4	2	87	0.34
Both Directions	117	24	16	9	5	171	0.33
Crash Severity							
Fatality	Injury A (Major)	Injury B (Intermediate)	Injury C (Minor)	Property Damage Only			
1	3	18	49	100			

F.O. = Fixed-Object
SS-O = Sideswipe Overtaking
Nonc. = Non-Collision

Injury A = Major (bleeding, broken bones, etc.)
Injury B = Intermediate (bruises, swelling, etc.)
Injury C = Minor (complaints of pain)

In assessing accident severity, there were: one fatal accident; three major injury accidents; 18 intermediate injury accidents; 49 minor injury accidents; and 100 property damage only accidents. The fatal accident, which occurred at M.P. 5.00 or approximately 0.14 mile south of SW Woodbine Road, was a fixed-object accident that involved a drunk driver traveling in the southbound direction. The driver of the vehicle was going too fast and skidded into a tree. A passenger in the vehicle was killed.

The computed accident rate for this section of the I-205 freeway over a five-year study period (1998-2002) is 0.33 accident per million vehicle miles traveled. This is higher than the 2002 statewide average accident rate of 0.22 accident per million vehicle miles traveled on similar rural primary freeways.

The highest 2003 SPIS value (2000-2002 crash data) in the project section is 61.63, which is above the 2003 cutoff value of 45.03 for the top 10% SPIS sites. This highest SPIS value of 61.63 occurred at M.P. 4.15, which is located on the Tualatin River Bridge, approximately 150 feet south of the north end of the bridge structure. There were a total of 24 reported accidents on the Tualatin River Bridge between M.P. 4.02 and M.P. 4.18, including 2 major injury accidents, 3 intermediate injury accidents, 7 minor injury accidents, and 12 property damage only accidents. The majority of the accidents (67%) occurred in the southbound direction. Thirteen of the 24 accidents were rear-end collisions and could be attributed to the congestion in this section of the freeway. There were also six fixed-object crashes with four of them occurring under wet roadway conditions. The majority of the fixed-object crashes involved vehicles hitting the bridge rail or guardrail, resulting from motorists traveling too fast and losing control of their vehicles.

It should be noted that the Tualatin River Bridge structure in the southbound direction will be overlaid as part of the I-205, Columbia River – Willamette River (Unit 2) project. Polyester

Polymer Concrete (PPC) will be applied to overlay the bridge structure to improve the surface conditions.

Analysis of the 1998-2002 crashes involving vehicles running off the road into the inside shoulder or the median in this study section was also conducted. Table 3 below provides a summary of the “running off the road” type crashes that occurred in the inside shoulder and median area.

Table 3: 5 YEAR (1998-2002) TRAFFIC CRASH SUMMARY
Stafford Road Interchange – 10th Street Interchange (M.P. 3.17 – M.P. 6.40)

NORTHBOUND				SOUTHBOUND			
M.P.	Type	Severity	Cause	M.P.	Type	Severity	Cause
4.16	F.O. (Guardrail)	PDO	Too Fast & Lost Control	3.18	Nonc.	PDO	Too Fast, Skidded
4.20	F.O. (Guardrail)	Injury C	Drinking	4.00	F.O. (Guardrail)	PDO	Too Fast & Lost Control
4.34	Nonc.	PDO	Too Fast & Lost Control	4.03	F.O. (Br. Abutment)	Injury A	Too Fast & Lost Control
5.90	F.O. (Tree)	Injury B	Too Fast & Lost Control	4.10	F.O. (Bridge Rail)	PDO	Too Fast & Lost Control
--	--		--	4.16	F.O. (Ditch)	Injury A	Too Fast & Lost Control
--	--		--	4.16	F.O. (Bridge Rail)	Injury B	Too Fast
--	--		--	5.71	F.O. (Tree)	PDO	Tire Fail, Too Fast & Lost Control
--	--		--	6.12	F.O. (Ditch)	Injury C	Animal Interfere& Lost Control
--	--		--	6.40	F.O. (Med. Barrier)	PDO	Drinking, Lost Control

F.O. = Fixed-Object
Nonc. = Non-Collision
PDO = Property Damage Only

Injury A = Major (bleeding, broken bones, etc.)
Injury B = Intermediate (bruises, swelling, etc.)
Injury C = Minor (complaints of pain)

As shown, there were a total of four accidents in the northbound direction and nine accidents in the southbound direction. Almost all of the accidents were fixed-object crashes that resulted in vehicles hitting the guardrail, bridge rail or median barrier. There were also two crashes involving vehicles running into the ditch. The majority of the accidents were attributed to motorists traveling too fast and losing control of their vehicles.

10th Street Interchange – Willamette River Bridge (M.P. 6.41 – M.P. 8.80)

An analysis of the reported traffic accidents on the East Portland Freeway between M.P. 6.41 and M.P. 8.80 was performed for a five-year period (1998-2002). Table 4 provides a summary of these accidents by type and severity. As shown, there were a total of 161 reported accidents with 52% of the accidents occurring in the southbound direction. More than two-thirds (69%) of the accidents were rear-end collisions. The majority of these accidents could be attributed to congestion with motorists traveling too fast for the roadway conditions or following too close to the vehicles in front. Fifteen of all the accidents were sideswipes caused by vehicles overtaking or making improper lane changes. In addition, there were 27 fixed-object accidents involving motorists traveling too fast and losing control of their vehicles. Most of these accidents resulted in vehicles hitting the median barrier or guardrail.

Direction	Rear-end	F.O.	SS-O	Misc.	Nonc.	Turning	Angle	Total	Accident Rate
Northbound	52	13	8	2	1	1	0	77	0.38
Southbound	59	14	7	2	1	0	1	84	0.42
Both Directions	111	27	15	4	2	1	1	161	0.40
Crash Severity									
Fatality	Injury A (Major)		Injury B (Intermediate)		Injury C (Minor)		Property Damage Only		
0	1		27		45		88		

F.O. = Fixed-Object
 SS-O = Sideswipe Overtaking
 Nonc. = Non-Collision

Injury A = Major (bleeding, broken bones, etc.)
 Injury B = Intermediate (bruises, swelling, etc.)
 Injury C = Minor (complaints of pain)

In assessing accident severity, there were: one major injury accident; 27 intermediate injury accidents; 45 minor injury accidents; and 88 property damage only accidents. The computed accident rate for this section of freeway over a five-year study period (1998-2002) is 0.40 accident per million vehicle miles traveled. This is lower than the 2002 statewide average accident rate of 0.61 accident per million vehicle miles traveled on similar urban primary freeways. The highest 2003 SPIS value (2000-2002 crash data) in the project section is 37.76, which is below the 2003 cutoff value of 45.03 for the top 10% SPIS sites.

Analysis of the 1998-2002 crashes involving vehicles running off the road into the inside shoulder or the median in this study section was also conducted. Table 5 below provides a summary of the “running off the road” type crashes that occurred in the inside shoulder and median area.

NORTHBOUND				SOUTHBOUND			
M.P.	Type	Severity	Cause	M.P.	Type	Severity	Cause
8.00	F.O. (Trailer/Towed Vehicle)	PDO	Too Fast & Lost Control (Tire Failure)	6.80	F.O. (Sign)	PDO	Too Fast & Skidded
8.41	F.O. (Med. Barrier)	Injury C	Too Fast & Lost Control	7.00	F.O. (Guardrail)	PDO	Too Fast & Lost Control
8.46	F.O. (Guardrail)	PDO	Too Fast & Lost Control	7.40	F.O. (Guardrail)	PDO	Foreign object & Skidded
8.49	F.O. (Ditch)	PDO	Too Fast & Lost Control	8.10	F.O. (Med. Barrier)	PDO	Too Fast & Lost Control
8.73	F.O. (Med. Barrier)	Injury B	Too Fast & Lost Control	8.32	F.O. (Med. Barrier)	Injury B	Too Fast & Lost Control
8.80	F.O. (Med. Barrier)	PDO	Too Fast & Lost Control (Icy Condition)	8.36	F.O. (Med. Barrier)	PDO	Too Fast
8.80	F.O. (Med. Barrier)	Injury B	Too Fast & Lost Control (Icy Condition)	--	--	--	--

F.O. = Fixed-Object
 Nonc. = Non-Collision
 PDO = Property Damage Only

Injury A = Major (bleeding, broken bones, etc.)
 Injury B = Intermediate (bruises, swelling, etc.)
 Injury C = Minor (complaints of pain)

As shown, there were a total of seven accidents in the northbound direction and six accidents in the southbound direction. All of the accidents were fixed-object crashes, with the majority of

them resulting in vehicles hitting the median barrier or guardrail or running into a ditch. Most of the crashes were attributed to motorists traveling too fast and losing control of their vehicles.

TRAFFIC VOLUMES AND POSTED SPEEDS

The 2002 average daily traffic volumes from the Transportation Volume Tables are presented in Table 6. The project section of I-205 carries approximately 10% trucks. It has a posted speed of 65 mph from the I-5 Interchange to M.P. 6.00 or approximately 0.40 mile west of the 10th Street Interchange in West Linn. North of M.P. 6.00, the freeway has a posted speed of 55 mph.

Table 6: 2002 AVERAGE DAILY TRAFFIC VOLUMES East Portland Freeway (I-205)	
Freeway Segment	ADT
Pacific Hwy. (I-5) – Stafford Rd. Interchange (M.P. 0.00 – M.P. 3.16)	83,300
Stafford Rd. Interchange – 10 th St. Interchange (M.P. 3.17 – M.P. 6.40)	87,600
10 th St. Interchange – Willamette River Bridge (M.P. 6.41 – M.P. 8.80)	92,200

I-205 Eastbound (Northbound) Exit-ramp at SE 10th Street

The project prospectus identified a need to evaluate the installation of a traffic signal at the intersection of the I-205 eastbound exit-ramp and SE 10th Street in West Linn. To determine whether or not installation of a traffic signal at this intersection would be justified, a signal warrant analysis was conducted and the findings of the analysis were documented in the March 22, 2004 Traffic Signal Approval Request letter to Ed Fischer, State Traffic Engineer. The analysis showed that the intersection would satisfy the requirements for signal warrants. The proposed signal installation at the intersection was approved by Mr. Fischer in May 2004 and has been incorporated on the Signal Approval List. A copy of the signal approval request letter with the signal warrant analysis as well as the signal approval letter from Mr. Fischer is provided in the Appendix.

Due to the funding constraints for this project, the Interstate Maintenance (IM) Committee has made a decision not to install the traffic signal at the intersection of the I-205 eastbound exit-ramp and SE 10th Street using the project's dedicated IM funds. Other funding sources would have to be used if the traffic signal installation was to be included as part of the overall project. At this time, no funding has been identified or committed for the proposed signal installation. Should funding become available for the signal installation in the future, minor widening of the I-205 eastbound exit ramp and entrance ramp as well as widening of 10th Street just south of the entrance ramp should be considered as part of the signal installation in order to improve the efficiency and operation of the interchange.

PRELIMINARY WORK ZONE RESTRICTIONS

Preliminary recommendations on lane restrictions are shown below. An update near the time of project delivery may be necessary.

East Portland Freeway (I-205) between I-5 Interchange and Oswego Highway Interchange, Northbound and Southbound

No single lane closures are allowed:

- between 5:00 a.m. and 9:30 p.m., Monday-Friday
- between 7:00 a.m. and 9:30 p.m., Saturday
- between 9:00 a.m. and 9:30 p.m., Sunday

East Portland Freeway (I-205) between Oswego Highway Interchange and Pacific Highway East (OR 99E) Interchange, Northbound and Southbound

No single lane closures or two-lane closures of the auxiliary lane and the adjacent through lane are allowed:

- between 5:00 a.m. and 9:30 p.m., Monday-Friday
- between 7:00 a.m. and 9:30 p.m., Saturday
- between 9:00 a.m. and 9:30 p.m., Sunday

In addition, do not close any traffic lanes between:

- Noon on the day preceding legal holidays or holiday weekends and midnight on legal holidays or the last day of holiday weekends, except for Thanksgiving, when no lanes may be closed between noon on Wednesday and midnight on the following Sunday.

For the purposes of this section, legal holidays are as follows:

- New Year's Day on January 1
- Memorial Day on the last Monday in May
- Independence Day on July 4
- Labor Day on the first Monday in September
- Thanksgiving Day on the fourth Thursday in November
- Christmas Day on December 25

When a holiday falls on Sunday, the following Monday shall be recognized as a legal holiday. When a holiday falls on Saturday, the preceding Friday shall be recognized as a legal holiday.

Also, no lane closures are allowed during the following special event:

- Rose Festival Grand Floral Parade - June 10, 2006 & June 9, 2007

Roadways shall be free of barricades or other objects and all lanes opened to traffic during these periods.

Please call me at (503) 731-8222 if you have any questions or need additional information.



DATE: November 24, 2004

TO: Naveen Chandra, P.E.
 Consultant Project Manager

FROM: Thanh Tran
 Transportation Analyst

SUBJECT: Crashes Involving Vehicles Running off the Road
 Willamette River Bridge – Pacific Highway Section
 East Portland Freeway No. 64 (I-205), M.P. 0.00 – M.P. 8.80
 Key #12874

This memorandum provides the updated crashes analysis involving vehicles running off the road into the inside shoulder or the median and the outside shoulder on I-205 for the two study segments. A summary of the crashes are provided in Tables 3, 3A, 5 and 5A. It should be noted that Tables 3 and 5 are exactly the same as shown in the traffic report with crashes involving the inside shoulder or the median.

Table 3: 5 YEAR (1998-2002) TRAFFIC CRASH SUMMARY
 Stafford Road Interchange – 10th Street Interchange (M.P. 3.17 – M.P. 6.40)
 (CRASHES OCCURRED ON THE INSIDE SHOULDER)

NORTHBOUND				SOUTHBOUND			
M.P.	Type	Severity	Cause	M.P.	Type	Severity	Cause
4.16	F.O. (Guardrail)	PDO	Too Fast & Lost Control	3.18	Nonc.	PDO	Too Fast, Skidded
4.20	F.O. (Guardrail)	Injury C	Drinking	4.00	F.O. (Guardrail)	PDO	Too Fast & Lost Control
4.34	Nonc.	PDO	Too Fast & Lost Control	4.03	F.O. (Br. Abutment)	Injury A	Too Fast & Lost Control
5.90	F.O. (Tree)	Injury B	Too Fast & Lost Control	4.10	F.O. (Bridge Rail)	PDO	Too Fast & Lost Control
--	--	--	--	4.16	F.O. (Ditch)	Injury A	Too Fast & Lost Control
--	--	--	--	4.16	F.O. (Bridge Rail)	Injury B	Too Fast
--	--	--	--	5.71	F.O. (Tree)	PDO	Tire Fail, Too Fast & Lost Control
--	--	--	--	6.12	F.O. (Ditch)	Injury C	Animal Interfere& Lost Control
--	--	--	--	6.40	F.O. (Med. Barrier)	PDO	Drinking, Lost Control

F.O. = Fixed-Object
 Nonc. = Non-Collision
 PDO = Property Damage Only

Injury A = Major (bleeding, broken bones, etc.)
 Injury B = Intermediate (bruises, swelling, etc.)
 Injury C = Minor (complaints of pain)

Table 3A:

5 YEAR (1998-2002) TRAFFIC CRASH SUMMARY
Stafford Road Interchange – 10th Street Interchange (M.P. 3.17 – M.P. 6.40)
(CRASHES OCCURRED ON THE OUTSIDE SHOULDER)

NORTHBOUND				SOUTHBOUND			
M.P.	Type	Severity	Cause	M.P.	Type	Severity	Cause
3.80	Nonc.	PDO	Defective Steering Mechanism	3.68	F.O. (Tree)	PDO	Avoiding other Vehicle (Too Fast)
4.20	F.O. (Guardrail)	Injury C	Too Fast & Lost Control	3.75	Nonc.	Injury B	Fell/Jump from Vehicle Too Fast & Lost Control
4.66	F.O. (Ditch)	Injury B	Drinking (Lost Control)	4.10	F.O. (Guardrail)	Injury C	Too Fast & Lost Control
5.00	Nonc. (Tree)	PDO	Driver Asleep (Too Fast)	4.15	F.O. (Bridge Rail)	PDO	Too Fast & Lost Control
5.09	F.O. (Ditch)	PDO	Avoiding a Deer (Too Fast)	4.30	F.O. (Guardrail)	Injury C	Tire Failure Too Fast & Lost Control
6.10	F.O. (Guardrail)	PDO	Tire Failure Too Fast & Lost Control	5.00	F.O. (Tree)	Fatal	Drinking (Skidded)
6.20	F.O. (Tree)	Injury B	Drinking (Lost Control)	--	--	--	--
6.30	F.O. (Guardrail)	PDO	Too Fast & Lost Control	--	--	--	--

F.O. = Fixed-Object
 Nonc. = Non-Collision
 PDO = Property Damage Only

Injury A = Major (bleeding, broken bones, etc.)
 Injury B = Intermediate (bruises, swelling, etc.)
 Injury C = Minor (complaints of pain)

Table 5:

5 YEAR (1998-2002) TRAFFIC CRASH SUMMARY
10th Street Interchange – Willamette River Bridge (M.P. 6.41 – M.P. 8.80)
(CRASHES OCCURRED ON THE INSIDE SHOULDER)

NORTHBOUND				SOUTHBOUND			
M.P.	Type	Severity	Cause	M.P.	Type	Severity	Cause
8.00	F.O. (Trailer/Towed Vehicle)	PDO	Too Fast & Lost Control (Tire Failure)	6.80	F.O. (Sign)	PDO	Too Fast & Skidded
8.41	F.O. (Med. Barrier)	Injury C	Too Fast & Lost Control	7.00	F.O. (Guardrail)	PDO	Too Fast & Lost Control
8.46	F.O. (Guardrail)	PDO	Too Fast & Lost Control	7.40	F.O. (Guardrail)	PDO	Foreign object & Skidded
8.49	F.O. (Ditch)	PDO	Too Fast & Lost Control	8.10	F.O. (Med. Barrier)	PDO	Too Fast & Lost Control
8.73	F.O. (Med. Barrier)	Injury B	Too Fast & Lost Control	8.32	F.O. (Med. Barrier)	Injury B	Too Fast & Lost Control
8.80	F.O. (Med. Barrier)	PDO	Too Fast & Lost Control (Icy Condition)	8.36	F.O. (Med. Barrier)	PDO	Too Fast
8.80	F.O. (Med. Barrier)	Injury B	Too Fast & Lost Control (Icy Condition)	--	--	--	--

F.O. = Fixed-Object
 Nonc. = Non-Collision
 PDO = Property Damage Only

Injury A = Major (bleeding, broken bones, etc.)
 Injury B = Intermediate (bruises, swelling, etc.)
 Injury C = Minor (complaints of pain)

Table 5A:

5 YEAR (1998-2002) TRAFFIC CRASH SUMMARY
10th Street Interchange – Willamette River Bridge (M.P. 6.41 – M.P. 8.80)
(CRASHES OCCURRED ON THE OUTSIDE SHOULDER)

NORTHBOUND				SOUTHBOUND			
M.P.	Type	Severity	Cause	M.P.	Type	Severity	Cause
6.89	F.O. (Guardrail)	Injury B	Too Fast & Skidded (Icy Condition)	6.68	F.O. (Light Pole)	Injury B	Improper Lane Change Drinking & Lost Control
7.00	F.O. (Guardrail)	PDO	Driver Asleep (Too Fast)	6.70	F.O. (Sign)	Injury B	Too Fast & Lost Control
7.00	F.O. (Guardrail)	Injury C	Following too Close (Avoiding)	6.71	F.O. (Object Marker)	PDO	Avoiding (Too Fast)
7.45	F.O. (Curb)	Injury B	Too Fast & Lost Control	6.72	F.O. (Ditch)	PDO	Too Fast & Lost Control
8.40	F.O. (Curb)	Injury C	Too Fast & Lost Control	6.78	Nonc.	Injury B	Too Fast & Lost Control
8.76	Nonc.	Injury B	Too Fast & Skidded	6.80	F.O. (Sign)	PDO	Too Fast & Skidded
8.80	F.O. (Med. Barrier)	PDO	Too Fast & Lost Control	8.00	F.O. (Med. Barrier)	PDO	Ill (Too Fast)
--	--	--	--	8.26	F.O. (Guardrail)	PDO	Too Fast & Lost Control
--	--	--	--	8.40	F.O. (Guardrail)	Injury B	Too Fast & Lost Control

F.O. = Fixed-Object
 Nonc. = Non-Collision
 PDO = Property Damage Only

Injury A = Major (bleeding, broken bones, etc.)
 Injury B = Intermediate (bruises, swelling, etc.)
 Injury C = Minor (complaints of pain)

Please let me know if you have any questions or need additional information.

APPENDIX

I. Vicinity Map

II. Crash Data

- Pacific Highway (I-5) – Stafford Road Interchange (MP 0.00 – MP 3.16)
- Stafford Road Interchange – 10th Street Interchange (MP 3.17 – MP 6.40)
- 10th Street Interchange – Willamette River Bridge (MP 6.40 – MP 8.80)

III. Traffic Signal Approval Request Letter

- Signal Warrant Analysis

IV. Traffic Signal Approval Letter