

2003

**STATE HIGHWAY
MOTOR CARRIER
CRASH RATE
TABLES**

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Transportation Data Section
Crash Analysis and Reporting Unit
In cooperation with the
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2003 OREGON MOTOR CARRIER CRASH RATE TABLES

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The Crash Analysis and Reporting Unit compiles data for reported motor vehicle traffic crashes occurring on city streets, county roads and state highways. The data supports various local, county and state traffic safety programs, engineering and planning projects, legislative concepts, and law enforcement services.

Legally reportable motor vehicle traffic crashes are those involving death, bodily injury, or damage to personal property in excess of \$500 (for crashes that occurred prior to 9/01/1997) or \$1,000 (for crashes that occurred between 9/01/1997 and 12/31/2003). As of 01/01/2004, drivers are required to submit a DMV Accident Report Form if there is more than \$1,500 damage to the driver's vehicle; if there is more than \$1,500 damage to property other than a vehicle; if someone is injured (no matter how minor the injury); if someone is killed; or if any vehicle is towed due to damage resulting from the accident.

The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit cannot guarantee that all qualifying crashes are represented; nor can assurances be made that all details pertaining to a single crash are accurate.

Database expansion and refinement implemented in 2002 may result in slight differences between data reported in this publication and similar information reported in prior years.

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INTRODUCTION

The State Highway Motor Carrier Crash Rate Tables is a publication in four parts. Its purpose is to assist readers in computing Motor Carrier crash rates for specific sections of State Highways. This report differs from the State Highway Crash Rate Tables in that it contains data on motor carrier crashes only, and does not include mileage, ADT or crash data for highway spurs and the “non-add” segments of highway couplets.

Part I, **Results of Analysis**, contains comparative tables and rates as follows:

- Table I compares the crash rates for Total and Truck At-Fault crashes on the State Highway System, by Interstate and Non-Interstate Highway, and by Rural and Urban subgroups.
- Table II provides a five-year monthly comparison that counts crashes, injuries and deaths.
- Table III presents total highway crash summaries and rates. It includes volumes for all roadways; not only those limited to the State Highway System. Table III also contains Triples mileage and crash rates.
- Table IV is a crash summary by highway type for the last five years.
- Table V is a five-year summary of crash rates on selected major highways.
- Table VI gives a summary of Truck At-Fault crashes with a ranked listing of major causes, first for 2003, and then for a combined five-year ranking.
- Table VII gives a summary of Hazardous Material crashes by hazard class that includes hazardous spill information for the years 1994 to 2003, with the most current year’s data presented first.
- Table VIII estimates the societal costs of truck crashes in Oregon.

Part II, **State Highway System References**, contains cross-reference lists of state highways by highway number, name, and corresponding route numbers; and a map of the Oregon State Highway System with an enlargement of the Portland area.

Part III, **Crash Rate Data**, presents three years of data for each state highway. The highways are separated into urban and rural subsections as they occur from the beginning of the highway to the end. Crash rates are calculated within these subsections using the number of crashes that occurred within a given milepoint range, and the average truck daily traffic for that stretch of highway. Data provided for each subsection includes current crash rates, current truck at-fault crash rates, and the total Truck and Truck At-Fault crash rates for the previous two years. The most current year’s data is summarized for each highway.

Part IV, **Glossary** presents definitions of the terms and abbreviations used in this book.

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PART I
RESULTS OF ANALYSIS

TABLE I. 2003 STATE HIGHWAY MOTOR CARRIER CRASH RATE SUMMARY

Table I reports state highway system crash rates by federally defined urban and rural areas and functional classification. Interstate freeways are categorized separately from non-interstate freeways. Non-freeways are presented both separately and combined, for comparison purposes.

| JURISDICTION AND FUNCTIONAL CLASSIFICATION | MILES* | MOTOR CARRIER VMT * | TRUCK CRASHES | | TRUCK AT-FAULT | |
|--|-----------------|----------------------|---------------|-------------|----------------|-------------|
| | | | CRASHES* | RATE** | CRASHES* | RATE** |
| TOTAL STATE HWY SYSTEM | 7,483.78 | 3,000,416,907 | 1,177 | 0.39 | 673 | 0.22 |
| Interstate Freeways | 729.56 | 1,867,317,939 | 557 | 0.30 | 294 | 0.16 |
| Other Fwys/Expressways | 49.81 | 74,468,362 | 20 | 0.27 | 12 | 0.16 |
| Non-Freeways (Combined) | 6,704.41 | 1,058,630,605 | 600 | 0.57 | 367 | 0.35 |
| <i>Other Principal Arterials</i> | 3,273.07 | 827,057,690 | 480 | 0.58 | 283 | 0.34 |
| <i>Minor Arterials</i> | 1,966.63 | 189,638,593 | 106 | 0.56 | 76 | 0.40 |
| <i>Urban Collectors</i> | 4.38 | 928,622 | 0 | 0.00 | 0 | 0.00 |
| <i>Rural Major Collectors</i> | 1,410.31 | 40,731,647 | 14 | 0.34 | 8 | 0.20 |
| <i>Rural Minor Collectors</i> | 34.71 | 203,130 | 0 | 0.00 | 0 | 0.00 |
| <i>Rural Local</i> | 15.31 | 70,923 | 0 | 0.00 | 0 | 0.00 |
| URBAN HWY SYSTEM | 713.46 | 875,727,385 | 454 | 0.52 | 261 | 0.30 |
| Interstate Freeways | 146.89 | 583,619,199 | 278 | 0.48 | 154 | 0.26 |
| Other Fwys/Expressways | 49.81 | 74,468,362 | 20 | 0.27 | 12 | 0.16 |
| Non-Freeways (Combined) | 516.76 | 217,639,824 | 156 | 0.72 | 95 | 0.44 |
| <i>Other Principal Arterials</i> | 454.97 | 204,295,220 | 148 | 0.72 | 92 | 0.45 |
| <i>Minor Arterials</i> | 57.41 | 12,415,982 | 8 | 0.64 | 3 | 0.24 |
| <i>Urban Collectors</i> | 4.38 | 928,622 | 0 | 0.00 | 0 | 0.00 |
| Urban Cities | 558.50 | 714,700,641 | 391 | 0.55 | 231 | 0.32 |
| Interstate Freeways | 115.65 | 488,549,036 | 247 | 0.51 | 139 | 0.28 |
| Other Fwys/Expressways | 45.68 | 67,729,984 | 17 | 0.25 | 9 | 0.13 |
| Non-Freeways (Combined) | 397.17 | 158,421,621 | 127 | 0.80 | 83 | 0.52 |
| <i>Other Principal Arterials</i> | 356.44 | 149,200,831 | 123 | 0.82 | 81 | 0.54 |
| <i>Minor Arterials</i> | 37.94 | 8,979,668 | 4 | 0.45 | 2 | 0.22 |
| <i>Urban Collectors</i> | 2.79 | 241,123 | 0 | 0.00 | 0 | 0.00 |
| Suburban Areas | 154.96 | 161,026,744 | 63 | 0.39 | 30 | 0.19 |
| Interstate Freeways | 31.24 | 95,070,163 | 31 | 0.33 | 15 | 0.16 |
| Other Fwys/Expressways | 4.13 | 6,738,378 | 3 | 0.45 | 3 | 0.45 |
| Non-Freeways (Combined) | 119.59 | 59,218,202 | 29 | 0.49 | 12 | 0.20 |
| <i>Other Principal Arterials</i> | 98.53 | 55,094,389 | 25 | 0.45 | 11 | 0.20 |
| <i>Minor Arterials</i> | 19.47 | 3,436,314 | 4 | 1.16 | 1 | 0.29 |
| <i>Urban Collectors</i> | 1.59 | 687,499 | 0 | 0.00 | 0 | 0.00 |
| RURAL HWY SYSTEM | 6,770.32 | 2,124,689,522 | 723 | 0.34 | 412 | 0.19 |
| Interstate Freeways | 582.67 | 1,283,698,740 | 279 | 0.22 | 140 | 0.11 |
| Non-Freeways (Combined) | 6,187.65 | 840,990,781 | 444 | 0.53 | 272 | 0.32 |
| <i>Other Principal Arterials</i> | 2,818.10 | 622,762,470 | 332 | 0.53 | 191 | 0.31 |
| <i>Minor Arterials</i> | 1,909.22 | 177,222,611 | 98 | 0.55 | 73 | 0.41 |
| <i>Rural Major Collectors</i> | 1,410.31 | 40,731,647 | 14 | 0.34 | 8 | 0.20 |
| <i>Rural Minor Collectors</i> | 34.71 | 203,130 | 0 | 0.00 | 0 | 0.00 |
| <i>Rural Local</i> | 15.31 | 70,923 | 0 | 0.00 | 0 | 0.00 |
| Rural Cities | 273.63 | 111,902,719 | 33 | 0.29 | 20 | 0.18 |
| Interstate Freeways | 22.95 | 51,938,233 | 3 | 0.06 | 2 | 0.04 |
| Non-Freeways (Combined) | 250.68 | 59,964,485 | 30 | 0.50 | 18 | 0.30 |
| <i>Other Principal Arterials</i> | 140.20 | 43,220,376 | 22 | 0.51 | 13 | 0.30 |
| <i>Minor Arterials</i> | 62.87 | 12,420,910 | 5 | 0.40 | 4 | 0.32 |
| <i>Rural Major Collectors</i> | 47.36 | 4,317,085 | 3 | 0.69 | 1 | 0.23 |
| <i>Rural Minor Collectors</i> | 0.25 | 6,114 | 0 | 0.00 | 0 | 0.00 |
| Rural Areas | 6,496.69 | 2,012,786,803 | 690 | 0.34 | 392 | 0.19 |
| Interstate Freeways | 559.72 | 1,231,760,507 | 276 | 0.22 | 138 | 0.11 |
| Non-Freeways (Combined) | 5,936.97 | 781,026,296 | 414 | 0.53 | 254 | 0.33 |
| <i>Other Principal Arterials</i> | 2,677.90 | 579,542,094 | 310 | 0.53 | 178 | 0.31 |
| <i>Minor Arterials</i> | 1,846.35 | 164,801,701 | 93 | 0.56 | 69 | 0.42 |
| <i>Rural Major Collectors</i> | 1,362.95 | 36,414,562 | 11 | 0.30 | 7 | 0.19 |
| <i>Rural Minor Collectors</i> | 34.46 | 197,016 | 0 | 0.00 | 0 | 0.00 |
| <i>Rural Local</i> | 15.31 | 70,923 | 0 | 0.00 | 0 | 0.00 |

* Couplet and Roadway 3 data are included. Frontage road and connection data are excluded.

** Crash Rate Formula: (crashes*1,000,000)/VMT; Fatality Rate Formula: (deaths*100,000,000)/VMT

**TABLE II. MOTOR CARRIER CRASHES, INJURIES AND DEATHS BY MONTH
1999 - 2003**

| MONTH | CRASHES | | | | |
|-----------|---------|-------|-------|-------|-------|
| | 1999 | 2000 | 2001 | 2002 | 2003 |
| January | 157 | 216 | 189 | 196 | 144 |
| February | 175 | 190 | 148 | 137 | 128 |
| March | 166 | 124 | 134 | 148 | 126 |
| April | 152 | 140 | 139 | 130 | 162 |
| May | 146 | 125 | 127 | 133 | 153 |
| June | 111 | 149 | 116 | 122 | 153 |
| July | 155 | 152 | 145 | 134 | 203 |
| August | 134 | 170 | 184 | 137 | 141 |
| September | 148 | 154 | 144 | 160 | 182 |
| October | 145 | 180 | 154 | 167 | 172 |
| November | 156 | 153 | 156 | 145 | 147 |
| December | 148 | 181 | 197 | 179 | 215 |
| Totals | 1,793 | 1,934 | 1,833 | 1,788 | 1,926 |

| MONTH | INJURIES | | | | |
|-----------|----------|------|------|------|------|
| | 1999 | 2000 | 2001 | 2002 | 2003 |
| January | 42 | 82 | 36 | 64 | 41 |
| February | 60 | 44 | 31 | 42 | 39 |
| March | 38 | 47 | 31 | 35 | 30 |
| April | 41 | 33 | 44 | 36 | 38 |
| May | 43 | 36 | 42 | 43 | 19 |
| June | 67 | 36 | 25 | 38 | 39 |
| July | 76 | 48 | 35 | 62 | 73 |
| August | 47 | 66 | 60 | 37 | 49 |
| September | 62 | 44 | 46 | 48 | 50 |
| October | 57 | 40 | 48 | 33 | 40 |
| November | 46 | 45 | 40 | 43 | 32 |
| December | 51 | 47 | 58 | 41 | 58 |
| Totals | 630 | 568 | 496 | 522 | 508 |

| MONTH | DEATHS | | | | |
|-----------|--------|------|------|------|------|
| | 1999 | 2000 | 2001 | 2002 | 2003 |
| January | 7 | 5 | 11 | 3 | 3 |
| February | 1 | 4 | 4 | 5 | 4 |
| March | 4 | 3 | 5 | 3 | 5 |
| April | 3 | 1 | 4 | 3 | 6 |
| May | 3 | 4 | 10 | 6 | 0 |
| June | 6 | 6 | 2 | 10 | 2 |
| July | 15 | 3 | 6 | 5 | 11 |
| August | 4 | 7 | 6 | 4 | 13 |
| September | 8 | 6 | 8 | 3 | 6 |
| October | 1 | 3 | 2 | 7 | 2 |
| November | 3 | 9 | 5 | 3 | 5 |
| December | 1 | 4 | 5 | 5 | 10 |
| Totals | 56 | 55 | 68 | 57 | 67 |

**TABLE III. MOTOR CARRIER CRASHES AND RATES
2001 - 2003**

| MOTOR CARRIER CRASH SUMMARY | 2001 | 2002 | 2003 |
|-----------------------------|-------|-------|-------|
| Crashes | 1,833 | 1,788 | 1,926 |
| Deaths | 68 | 57 | 67 |
| Injuries | 496 | 522 | 508 |
| Fatal Crashes | 55 | 46 | 50 |

| TRUCK-AT-FAULT CRASH SUMMARY | 2001 | 2002 | 2003 |
|-------------------------------|-------|-------|-------|
| Truck At-Fault Crashes | 1,091 | 1,065 | 1,172 |
| Truck Driver At-Fault Crashes | 1,047 | 1,020 | 1,117 |
| Truck Mechanical Crashes | 44 | 45 | 55 |

| MOTOR CARRIER MILES TRAVELED & CRASH RATES | 2001 | 2002 | 2003 |
|--|-------|-------|-------|
| Motor Carrier Miles Traveled (in millions) | 1,760 | 1,665 | 1,742 |
| All Motor Carrier Crash Rate (per million VMT) | 1.041 | 1.074 | 1.106 |
| Truck At-Fault Crash Rate (per million VMT) | 0.620 | 0.640 | 0.673 |
| Fatal Motor Carrier Crash Rate (per million VMT) | 0.031 | 0.028 | 0.029 |

| TRIPLES CRASHES, MILES TRAVELED & CRASH RATES | 2001 | 2002 | 2003 |
|---|------|------|------|
| Triples Crashes by Year | 16 | 14 | 17 |
| Triples Mileage by Year (in millions) | 21.2 | 23.1 | 23.1 |
| Triples Crash Rate (per million VMT) | 0.76 | 0.61 | 0.74 |

Note: Motor Carrier Miles Traveled from Highway Use Tax Reports provided by Motor Carrier Transportation Division records.

**TABLE IV. MOTOR CARRIER CRASHES BY HIGHWAY TYPE
1999 - 2003**

MOTOR CARRIER CRASHES BY HIGHWAY TYPE 1999 - 2003

| Highway Type | 1999 | 2000 | 2001 | 2002 | 2003 | Total |
|------------------|-------|-------|-------|-------|-------|-------|
| Interstate | 535 | 557 | 543 | 561 | 564 | 2,760 |
| City Streets | 380 | 494 | 447 | 403 | 433 | 2,157 |
| State Highways | 401 | 365 | 340 | 323 | 336 | 1,765 |
| US Highways | 307 | 311 | 321 | 306 | 319 | 1,564 |
| County Roads | 144 | 165 | 149 | 166 | 227 | 851 |
| Private Property | 19 | 33 | 25 | 24 | 35 | 136 |
| Forest Service | 7 | 9 | 7 | 5 | 10 | 38 |
| Total | 1,793 | 1,934 | 1,832 | 1,788 | 1,924 | 9,271 |

TRUCK AT-FAULT CRASHES BY HIGHWAY TYPE 1999 - 2003

| Highway Type | 1999 | 2000 | 2001 | 2002 | 2003 | Total |
|------------------|-------|-------|-------|-------|-------|-------|
| Interstate | 311 | 318 | 316 | 297 | 298 | 1,540 |
| City Streets | 250 | 304 | 282 | 258 | 283 | 1,377 |
| State Highways | 226 | 213 | 200 | 205 | 218 | 1,062 |
| US Highways | 174 | 185 | 184 | 177 | 188 | 908 |
| County Roads | 88 | 100 | 86 | 104 | 148 | 526 |
| Private Property | 15 | 18 | 19 | 21 | 29 | 102 |
| Forest Service | 5 | 6 | 3 | 3 | 6 | 23 |
| Total | 1,069 | 1,144 | 1,090 | 1,065 | 1,170 | 5,538 |

**TABLE V. MOTOR CARRIER CRASH RATES ON MAJOR HIGHWAYS
1999 - 2003**

| Interstate 5 (Hwy 1) Rate Comparison | | | |
|---|-----------------|---------------------|------------------------------|
| State Hwy 1 | Interstate 5 | Truck Crash Rate | Truck At-Fault Crash Rate |
| Year | 1999 | 0.30 | 0.17 |
| | 2000 | 0.30 | 0.16 |
| | 2001 | 0.28 | 0.15 |
| | 2002 | 0.33 | 0.17 |
| | 2003 | 0.30 | 0.15 |

| I-84/US 730 (Hwy 2) Rate Comparison | | | |
|--|------------------|---------------------|------------------------------|
| State Hwy 2 | Interstate 84 | Truck Crash Rate | Truck At-Fault Crash Rate |
| Year | 1999 | 0.15 | 0.08 |
| | 2000 | 0.21 | 0.11 |
| | 2001 | 0.25 | 0.14 |
| | 2002 | 0.13 | 0.05 |
| | 2003 | 0.12 | 0.05 |

| Interstate 84 (Hwy 6) Rate Comparison | | | |
|--|------------------|---------------------|------------------------------|
| State Hwy 6 | Interstate 84 | Truck Crash Rate | Truck At-Fault Crash Rate |
| Year | 1999 | 0.45 | 0.29 |
| | 2000 | 0.45 | 0.26 |
| | 2001 | 0.39 | 0.26 |
| | 2002 | 0.34 | 0.22 |
| | 2003 | 0.34 | 0.20 |

| Oregon Hwy 58 (Hwy 18) Rate Comparison | | | |
|---|--------|---------------------|------------------------------|
| State Hwy 18 | ORE-58 | Truck Crash Rate | Truck At-Fault Crash Rate |
| Year | 1999 | 0.75 | 0.41 |
| | 2000 | 0.68 | 0.45 |
| | 2001 | 0.36 | 0.26 |
| | 2002 | 0.62 | 0.41 |
| | 2003 | 0.84 | 0.65 |

| US-97 (Hwy 4) Rate Comparison | | | |
|--------------------------------------|--------------|---------------------|------------------------------|
| State Hwy 4 | US Hwy 97 | Truck Crash Rate | Truck At-Fault Crash Rate |
| Year | 1999 | 0.72 | 0.40 |
| | 2000 | 0.62 | 0.29 |
| | 2001 | 0.70 | 0.41 |
| | 2002 | 0.60 | 0.36 |
| | 2003 | 0.73 | 0.33 |

| Interstate 205 (Hwy 64) Rate Comparison | | | |
|--|-------------------|---------------------|------------------------------|
| State Hwy 64 | Interstate 205 | Truck Crash Rate | Truck At-Fault Crash Rate |
| Year | 1999 | 0.42 | 0.23 |
| | 2000 | 0.43 | 0.26 |
| | 2001 | 0.29 | 0.16 |
| | 2002 | 0.34 | 0.17 |
| | 2003 | 0.68 | 0.41 |

| US-101 (Hwy 9) Rate Comparison | | | |
|---------------------------------------|---------------|---------------------|------------------------------|
| State Hwy 9 | US Hwy 101 | Truck Crash Rate | Truck At-Fault Crash Rate |
| Year | 1999 | 0.41 | 0.22 |
| | 2000 | 0.43 | 0.26 |
| | 2001 | 0.44 | 0.16 |
| | 2002 | 0.44 | 0.29 |
| | 2003 | 0.41 | 0.20 |

| US-30 (Hwy 92) Lower Columbia River Hwy Rate Comparison | | | |
|--|--------------|---------------------|------------------------------|
| State Hwy 92 | US Hwy 30 | Truck Crash Rate | Truck At-Fault Crash Rate |
| Year | 1999 | 0.40 | 0.25 |
| | 2000 | 0.59 | 0.34 |
| | 2001 | 0.45 | 0.25 |
| | 2002 | 0.43 | 0.25 |
| | 2003 | 0.59 | 0.40 |

TABLE VI. TRUCK AT-FAULT SUMMARY RANKINGS BY CAUSE

**A. MOTOR CARRIER TRUCK AT-FAULT CRASHES RANKED BY MAJOR CAUSE
2003**

| RANK | CAUSE | TOTAL |
|-------------|-------------------|--------------|
| 1 | SPEED | 172 |
| 2 | FOL TOO CLSE | 95 |
| 3 | FAIL REMAIN LN | 61 |
| 4 | SLEEP/FATIGUE | 35 |
| 5 | FAIL YLD RW | 34 |
| 6 | IMPROPER LN CHG | 30 |
| 7 | IMPROPER TURN | 26 |
| 8 | DISREGARD SIGN | 19 |
| 9 | IMP LD SECURE | 18 |
| 10 | INATTENTION | 15 |
| 11 | IMPROPER BACKING | 13 |
| 12 | COUPLING | 10 |
| 12 | DRIVER ILL | 10 |
| 14 | TIRE FAILURE | 9 |
| 15 | BRAKES | 8 |
| 16 | DRIVER ERROR | 5 |
| 16 | WHEELS | 5 |
| 18 | IMPROPER PASS | 3 |
| 18 | OTHER MECH | 3 |
| 20 | CELL PHONE USE | 2 |
| 20 | DRIVER ENCUMBERED | 2 |
| 20 | IMPROPER PARK | 2 |
| 20 | STEERING | 2 |
| 24 | DR INEXPERIENCE | 1 |
| 24 | DRINKING-ALCOHOL | 1 |
| 24 | LOG BUNK/STRAP | 1 |
| 24 | OTHER | 1 |
| 24 | SUSPENSION | 1 |
| 24 | VISION OBSURED | 1 |
| | TOTAL | 585 |

**B. MOTOR CARRIER TRUCK AT-FAULT CRASHES RANKED BY MAJOR CAUSE
1999 - 2003**

| RANK | CAUSE | 1999 | 2000 | 2001 | 2002 | 2003 | TOTAL |
|-------------|--------------------|-------------|-------------|-------------|-------------|-------------|--------------|
| 1 | SPEED | 222 | 220 | 206 | 176 | 172 | 1569 |
| 2 | FOL TOO CLSE | 102 | 78 | 83 | 100 | 95 | 736 |
| 3 | FAIL REMAIN LN | 24 | 27 | 37 | 42 | 61 | 310 |
| 4 | IMPROPER LN CHG | 37 | 31 | 45 | 30 | 30 | 267 |
| 5 | IMPROPER TURN | 39 | 45 | 27 | 30 | 26 | 254 |
| 6 | FAIL YLD RW | 23 | 30 | 25 | 37 | 34 | 241 |
| 7 | SLEEP/FATIGUE | 24 | 23 | 23 | 22 | 35 | 216 |
| 8 | DISREGARD SIGN | 19 | 20 | 21 | 15 | 19 | 141 |
| 9 | INATTENTION | 23 | 15 | 17 | 15 | 15 | 130 |
| 10 | IMP LD SECURE | 16 | 22 | 9 | 10 | 18 | 112 |
| 11 | IMPROPER BACKING | 16 | 14 | 16 | 8 | 13 | 110 |
| 12 | BRAKES | 14 | 9 | 5 | 9 | 8 | 80 |
| 13 | COUPLING | 5 | 4 | 6 | 11 | 10 | 46 |
| 14 | IMPROPER PASS | 5 | 10 | 6 | 9 | 3 | 45 |
| 14 | TIRE FAILURE | 4 | 4 | 10 | 9 | 9 | 45 |
| 16 | DRIVER ILL | 7 | 3 | 5 | 5 | 10 | 44 |
| 17 | OTHER MECH | 7 | 3 | 8 | 6 | 3 | 40 |
| 18 | DRINKING-ALCOHOL | 4 | 3 | 4 | 6 | 1 | 34 |
| 19 | WHEELS | 4 | | 3 | 1 | 5 | 28 |
| 20 | DRIVER ERROR | 1 | 1 | 4 | 2 | 5 | 21 |
| 21 | IMPROPER PARK | 4 | 4 | 2 | 3 | 2 | 19 |
| 22 | DUII-DRUGS | 1 | 1 | 1 | 4 | | 15 |
| 22 | SUSPENSION | 2 | 6 | 2 | 2 | 1 | 15 |
| 24 | OVERDIMENSION | 5 | 1 | 2 | 1 | | 10 |
| 24 | STEERING | 1 | 3 | 1 | | 2 | 10 |
| 26 | DRIVER ENCUMBERED | | 1 | | 2 | 2 | 8 |
| 26 | LOG BUNK/STRAP | 1 | 1 | | | 1 | 8 |
| 28 | DR INEXPERIENCE | 2 | 2 | | | 1 | 5 |
| 29 | CELL PHONE USE | | | | | 2 | 4 |
| 30 | INTENTIONAL ACTION | | 1 | | 2 | | 3 |
| 30 | OTHER | | | | | 1 | 3 |
| 32 | VISION OBSURED | | 1 | | | 1 | 2 |
| 33 | DR INCAPICATED | | | | | | 1 |
| 33 | FAIL MNTN CNTRL | | 1 | | | | 1 |
| | TOTAL | 612 | 581 | 568 | 555 | 581 | 4,559 |

**TABLE VII. MOTOR CARRIER HAZARDOUS MATERIAL CRASHES
1994 - 2003**

A. MOTOR CARRIER HAZARDOUS MATERIAL CRASHES FOR 2003

| HAZARD CLASS | NUMBER of CRASHES | SPILL or RELEASE | FIRE |
|---------------------|------------------------------|-----------------------------|-------------|
| Flammable Liquid | 18 | 4 | 0 |
| Flammable Gas | 4 | 1 | 0 |
| Corrosive | 4 | 0 | 0 |
| Non-Flammable Gas | 3 | 0 | 0 |
| ORM | 2 | 0 | 0 |
| Oxidizer | 1 | 0 | 0 |
| TOTAL | 32 | 5 | 0 |

B. MOTOR CARRIER HAZARDOUS MATERIAL CRASHES FOR 2002

| HAZARD CLASS | NUMBER of CRASHES | SPILL or RELEASE | FIRE |
|--------------------------------|------------------------------|-----------------------------|-------------|
| Flammable Liquid | 32 | 8 | 0 |
| Non-Flammable Gas | 5 | 0 | 0 |
| Corrosive | 4 | 1 | 0 |
| Flammable Gas | 2 | 0 | 0 |
| Combustible | 1 | 0 | 0 |
| Oxidizer | 1 | 0 | 0 |
| Poison B | 1 | 0 | 0 |
| ORM | 1 | 0 | 0 |
| Hazardous Waste | 1 | 0 | 0 |
| Empty Cargo Tank with Residual | 1 | 0 | 0 |
| TOTAL | 49 | 9 | 0 |

C. MOTOR CARRIER HAZARDOUS MATERIAL CRASHES FOR 2001

| HAZARD CLASS | NUMBER of CRASHES | SPILL or RELEASE | FIRE |
|-------------------------------|------------------------------|-----------------------------|-------------|
| Flammable Liquid | 23 | 1 | 0 |
| Empty Cargo Tank w/ Residual | 5 | 0 | 0 |
| Corrosive | 4 | 0 | 0 |
| Flammable Gas | 2 | 0 | 0 |
| Nonflammable Gas | 1 | 0 | 0 |
| Poison B | 1 | 0 | 0 |
| Explosives A | 1 | 0 | 0 |
| Elevated Temperature Material | 1 | 0 | 0 |
| TOTAL | 38 | 1 | 0 |

D. MOTOR CARRIER HAZARDOUS MATERIAL CRASHES FOR 2000

| HAZARD CLASS | NUMBER of CRASHES | SPILL or RELEASE | FIRE |
|------------------------------|-------------------|------------------|----------|
| Flammable Liquid | 18 | 3 | 0 |
| Corrosive | 12 | 5 | 0 |
| Nonflammable Gas | 5 | 0 | 0 |
| Combustible Liquid | 3 | 0 | 0 |
| Hazardous Waste | 2 | 2 | 0 |
| Empty Cargo Tank w/ Residual | 2 | 0 | 0 |
| Oxidizer | 2 | 0 | 0 |
| Flammable Gas | 1 | 0 | 0 |
| ORM | 1 | 0 | 0 |
| TOTAL | 46 | 10 | 0 |

E. MOTOR CARRIER HAZARDOUS MATERIAL CRASHES FOR 1999

| HAZARD CLASS | NUMBER of CRASHES | SPILL or RELEASE | FIRE |
|------------------------------|-------------------|------------------|----------|
| Flammable Liquid | 36 | 4 | 0 |
| Corrosive Materials | 10 | 1 | 0 |
| Non-Flammable Gas | 5 | 0 | 0 |
| Explosives C | 1 | 1 | 0 |
| Poison B | 1 | 1 | 0 |
| Empty Cargo Tank w/ Residual | 1 | 0 | 0 |
| Explosives A | 1 | 0 | 0 |
| Flammable Gas | 1 | 0 | 0 |
| Organic Peroxide | 1 | 0 | 0 |
| Other Regulated Material | 1 | 0 | 0 |
| TOTAL | 58 | 7 | 0 |

F. MOTOR CARRIER HAZARDOUS MATERIAL CRASHES FOR 1998

| HAZARD CLASS | NUMBER of CRASHES | SPILL or RELEASE | FIRE |
|------------------------------|-------------------|------------------|----------|
| Flammable Liquid | 32 | 3 | 3 |
| Corrosive Materials | 5 | 0 | 0 |
| Combustible Liquid | 4 | 0 | 0 |
| Non-Flammable Gas | 4 | 0 | 0 |
| Oxidizer | 2 | 2 | 0 |
| Flammable Gas | 2 | 0 | 1 |
| Other Regulated Material | 1 | 1 | 0 |
| Organic Peroxide | 1 | 1 | 0 |
| Empty Cargo Tank w/ Residual | 1 | 0 | 0 |
| Explosives A | 1 | 0 | 0 |
| TOTAL | 53 | 7 | 4 |

G. MOTOR CARRIER HAZARDOUS MATERIAL CRASHES FOR 1997

| HAZARD CLASS | NUMBER of CRASHES | SPILL or RELEASE | FIRE |
|------------------------------|-------------------|------------------|----------|
| Flammable Liquid | 28 | 2 | 2 |
| Corrosive Materials | 5 | 1 | 0 |
| Combustible Liquid | 4 | 1 | 0 |
| Empty Cargo Tank w/ Residual | 4 | 0 | 0 |
| Oxidizer | 2 | 1 | 0 |
| Non-Flammable Gas | 2 | 0 | 0 |
| Other Regulated Material | 1 | 1 | 0 |
| Flammable Gas | 1 | 0 | 0 |
| Other Hazardous Material | 1 | 0 | 0 |
| Organic Peroxide | 1 | 0 | 0 |
| Poison A | 1 | 0 | 0 |
| Radioactive | 1 | 0 | 0 |
| TOTAL | 51 | 6 | 2 |

H. MOTOR CARRIER HAZARDOUS MATERIAL CRASHES FOR 1996

| HAZARD CLASS | NUMBER of CRASHES | SPILL or RELEASE | FIRE |
|------------------------------|-------------------|------------------|----------|
| Flammable Liquid | 27 | 7 | 0 |
| Empty Cargo Tank w/ Residual | 6 | 0 | 1 |
| Non-Flammable Gas | 6 | 0 | 1 |
| Combustible Liquid | 4 | 1 | 0 |
| Flammable Gas | 4 | 0 | 0 |
| Corrosive Materials | 3 | 1 | 0 |
| Explosives B | 1 | 0 | 0 |
| Hazardous Waste | 1 | 0 | 0 |
| Other Hazardous Material | 1 | 0 | 0 |
| Oxidizer | 1 | 0 | 0 |
| TOTAL | 54 | 9 | 2 |

I. MOTOR CARRIER HAZARDOUS MATERIAL CRASHES FOR 1995

| HAZARD CLASS | NUMBER of CRASHES | SPILL or RELEASE | FIRE |
|------------------------------|-------------------|------------------|----------|
| Flammable Liquid | 15 | 4 | 2 |
| Combustible Liquid | 7 | 3 | 0 |
| Empty Cargo Tank w/ Residual | 7 | 1 | 1 |
| Corrosive Materials | 4 | 0 | 1 |
| Flammable Gas | 3 | 0 | 0 |
| Other Regulated Material | 2 | 0 | 0 |
| Hazardous Waste | 1 | 1 | 0 |
| Dangerous | 1 | 0 | 0 |
| Non-Flammable Gas | 1 | 0 | 0 |
| Oxidizer | 1 | 0 | 0 |
| Poison A | 1 | 0 | 0 |
| TOTAL | 43 | 9 | 4 |

J. MOTOR CARRIER HAZARDOUS MATERIAL CRASHES FOR 1994

| HAZARD CLASS | NUMBER of CRASHES | SPILL or RELEASE | FIRE |
|------------------------------|------------------------------|-----------------------------|-------------|
| Flammable Liquid | 15 | 1 | 2 |
| Combustible Liquid | 5 | 0 | 0 |
| Corrosive Materials | 4 | 1 | 0 |
| Non-Flammable Gas | 3 | 1 | 0 |
| Empty Cargo Tank w/ Residual | 3 | 0 | 0 |
| Poison A | 1 | 1 | 0 |
| Poison B | 1 | 1 | 0 |
| Explosives C | 1 | 0 | 0 |
| Flammable Gas | 1 | 0 | 0 |
| Other Regulated Material | 1 | 0 | 0 |
| Radioactive | 1 | 0 | 0 |
| TOTAL | 36 | 5 | 2 |

**TABLE VIII. ESTIMATED SOCIETAL COSTS OF TRUCK CRASHES IN OREGON
1976 - 2003**

| YEAR | PROPERTY DAMAGE | INJURIES | DEATHS | TOTAL |
|------|-----------------|---------------|---------------|----------------|
| 1976 | \$12,183,835 | \$8,302,967 | \$11,051,708 | \$31,538,510 |
| 1977 | \$15,919,965 | \$10,756,988 | \$16,230,969 | \$42,907,922 |
| 1978 | \$17,769,909 | \$14,948,115 | \$22,996,964 | \$55,714,988 |
| 1979 | \$17,458,447 | \$21,522,507 | \$33,588,709 | \$72,569,663 |
| 1980 | \$20,435,645 | \$28,739,373 | \$27,976,492 | \$77,151,510 |
| 1981 | \$18,892,266 | \$24,923,588 | \$43,452,065 | \$87,267,919 |
| 1982 | \$14,922,760 | \$22,304,589 | \$24,060,956 | \$61,288,305 |
| 1983 | \$17,006,154 | \$25,726,728 | \$36,921,296 | \$79,654,178 |
| 1984 | \$20,586,229 | \$26,341,241 | \$28,322,174 | \$75,249,644 |
| 1985 | \$20,588,088 | \$25,667,528 | \$33,273,310 | \$79,528,926 |
| 1986 | \$24,335,990 | \$29,994,572 | \$48,879,038 | \$103,209,600 |
| 1987 | \$20,790,825 | \$26,428,936 | \$32,984,923 | \$80,204,684 |
| 1988 | \$23,962,644 | \$35,361,802 | \$56,028,075 | \$115,352,521 |
| 1989 | \$24,475,299 | \$30,419,261 | \$51,697,820 | \$106,592,380 |
| 1990 | \$24,055,660 | \$27,422,886 | \$45,470,413 | \$96,948,959 |
| 1991 | \$22,230,801 | \$22,946,402 | \$51,450,760 | \$96,627,963 |
| 1992 | \$21,083,188 | \$22,573,964 | \$39,390,702 | \$83,047,854 |
| 1993 | \$21,771,842 | \$24,281,009 | \$57,077,127 | \$103,129,978 |
| 1994 | \$20,257,516 | \$21,361,933 | \$49,579,268 | \$91,198,718 |
| 1995 | \$21,222,443 | \$22,585,149 | \$57,788,070 | \$101,595,662 |
| 1996 | \$29,827,179 | \$29,824,000 | \$54,873,541 | \$114,524,721 |
| 1997 | \$34,711,428 | \$28,119,636 | \$71,149,208 | \$133,980,272 |
| 1998 | \$36,184,071 | \$26,201,752 | \$65,159,165 | \$127,544,988 |
| 1999 | \$38,292,098 | \$30,038,924 | \$53,962,801 | \$122,293,823 |
| 2000 | \$43,738,476 | \$28,731,086 | \$56,126,131 | \$128,595,694 |
| 2001 | \$43,232,330 | \$26,147,005 | \$70,314,817 | \$139,694,153 |
| 2002 | \$42,760,786 | \$27,849,407 | \$61,576,603 | \$132,186,797 |
| 2003 | \$ 47,239,064 | \$ 27,833,371 | \$ 74,189,004 | \$ 149,261,439 |

Consumer Inflation Rate

| | | | |
|---------------|---------------|---------------|---------------|
| 1976 = + 6.7% | 1977 = + 7.9% | 1978 = +10.2% | 1979 = +13.6% |
| 1980 = +10.6% | 1981 = + 8.9% | 1982 = + 2.5% | 1983 = + 3.0% |
| 1984 = + 3.7% | 1985 = + 4.0% | 1986 = + 4.0% | 1987 = + 3.0% |
| 1988 = + 3.6% | 1989 = + 4.5% | 1990 = + 5.8% | 1991 = + 4.1% |
| 1992 = + 4.4% | 1993 = + 3.5% | 1994 = + 2.9% | 1995 = + 9.8% |
| 1996 = + 4.0% | 1997 = + 3.4% | 1998 = + 1.9% | 1999 = + 5.0% |
| 2000 = + 5.9% | 2001 = + 4.4% | 2002 = + 1.4% | 2003 = + 2.5% |

These costs are based upon 1975 cost estimates published by the Federal Department of Transportation and have been adjusted according to the averaged rate of inflation (Portland - CPI) reported by the Oregon Employment Department, Research Section.

PART II

STATE HIGHWAY SYSTEM REFERENCES

REFERENCE TABLE I: HIGHWAY NUMBERS, NAMES AND POSTED ROUTE NUMBERS

This publication lists each highway in the order of its State Highway Number. The following reference table lists the State Highway Number, Highway Name, and posted Route Number to facilitate the identification of a specific highway. Route numbers may traverse the highways in their entirety or only in part. A route number in common with another for less than one mile is not shown.

| HIGHWAY # | HIGHWAY NAME | ROUTE NUMBER(S) |
|-----------|------------------------|---|
| 1 | Pacific Highway | I-5, OR 99, OR 138 |
| 1E | Pacific Highway East | OR 99E |
| 1W | Pacific Highway West | OR 10, OR 99, OR 126, OR 126Bus, OR 99W |
| 2 | Columbia River | I-84, US 30, US 395, US 730 |
| 2W | Lower Columbia River | US 30 |
| 3 | Oswego | OR 43 |
| 4 | The Dalles-California | US 20, US 26, US 97, US 197, OR 140, OR 216 |
| 5 | John Day | US 26, US 395, OR 19, OR 207 |
| 6 | Old Oregon Trail | I-84, US 30, US 395 |
| 7 | Central Oregon | US 20, US 26, US 395, OR 201 |
| 8 | Oregon-Washington | OR 11 |
| 9 | Oregon Coast | US 101 |
| 10 | Wallowa Lake | OR 82 |
| 12 | Baker-Copperfield | I-84, OR 7, OR 86 |
| 14 | Crooked River | OR 27 |
| 15 | McKenzie | OR 126, OR 242, OR 126Bus. |
| 16 | Santiam | US 20, OR 126 |
| 17 | McKenzie-Bend | US 20 |
| 18 | Willamette | OR 58 |
| 19 | Fremont | OR 31, OR 140, US 395 |
| 20 | Klamath Falls-Lakeview | OR 39, OR 140 |
| 21 | Green Springs | OR 66 |
| 22 | Crater Lake | OR 62 |
| 23 | Dairy-Bonanza | OR 70 |
| 25 | Redwood | US 199, OR 99 |
| 26 | Mt. Hood | US 26, US 30, OR 35 |
| 27 | Alea | OR 34 |
| 28 | Pendleton-John Day | OR 37, US 395 |
| 29 | Tualatin Valley | OR 8 |
| 30 | Willamina-Salem | OR 22 |
| 31 | Albany-Corvallis | US 20 |
| 32 | Three Rivers | OR 22 |
| 33 | Corvallis-Newport | US 20, OR 34 |
| 35 | Coos Bay-Roseburg | OR 42, OR 99 |
| 36 | Pendleton-Cold Springs | OR 37 |
| 37 | Wilson River | OR 6 |
| 38 | Oregon Caves | OR 46 |
| 39 | Salmon River | OR 18, OR 22, OR 233 |
| 40 | Beaverton-Hillsdale | OR 10 |
| 41 | Ochoco | US 26, OR 126 |
| 42 | Sherman | US 97 |
| 43 | Monmouth-Independence. | OR 51 |
| 44 | Wapinitia | OR 216 |
| 45 | Umpqua | OR 38, OR 99 |

| HIGHWAY # | HIGHWAY NAME | ROUTE NUMBER(S) |
|------------------|-------------------------|---------------------------------|
| 46 | Necanicum | OR 53 |
| 47 | Sunset | US 26, OR 47 |
| 48 | John Day-Burns | US 395 |
| 49 | Lakeview-Burns | US 395 |
| 50 | Klamath Falls-Malin | OR 39, OR 140, US 97Bus |
| 51 | Wilsonville-Hubbard | NONE |
| 52 | Heppner | OR 74, OR 207 |
| 53 | Warm Springs | US 26 |
| 54 | Umatilla-Stanfield | US 395 |
| 58 | Albany-Junction City | OR 99E |
| 59 | Sandy Boulevard | US 30Bus. |
| 60 | Rogue River | OR 99 |
| 61 | Stadium | I-405, US 30 |
| 62 | Florence-Eugene | OR 126 |
| 63 | Rogue Valley | OR 99 |
| 64 | East Portland Freeway | I-205, OR 213 |
| 66 | La Grande-Baker | US 30, OR 203 |
| 67 | Pendleton | US 30 |
| 68 | Cascade (N. Section) | OR 213 |
| 69 | Beltline | OR 69, OR 126 |
| 70 | McNary | I-82 |
| 71 | Whitney | OR 7 |
| 72 | Salem | OR 22, OR 99EBus |
| 73 | North Umpqua | OR 138 |
| 100 | Historic Columbia River | I-84, US 30 |
| 102 | Nehalem | US 26, OR 47, OR 202, US 101Bus |
| 103 | Fishhawk Falls | NONE |
| 104 | Ft. Stevens | NONE |
| 105 | Warrenton-Astoria | US 101Bus. |
| 110 | Mist-Clatskanie | OR 47 |
| 120 | Swift | NONE |
| 123 | Northeast Portland | US 30 Bypass |
| 130 | Little Nestucca | NONE |
| 131 | Netarts | NONE |
| 140 | Hillsboro-Silverton | OR 219, OR 214 |
| 141 | Beaverton-Tualatin | NONE |
| 142 | Farmington | OR 10 |
| 143 | Scholls | OR 210 |
| 144 | Beaverton-Tigard | OR 217 |
| 150 | Salem-Dayton | OR 221 |
| 151 | Yamhill-Newberg | OR 240 |
| 153 | Bellevue-Hopewell | NONE |
| 155 | Amity-Dayton | OR 233 |
| 157 | Willamina-Sheridan | OR 18Bus. |
| 160 | Cascade (S. Section) | OR 213 |
| 161 | Woodburn-Estacada | OR 211 |
| 162 | North Santiam | OR 22 |
| 163 | Silver Creek Falls | OR 214 |
| 164 | Jefferson | NONE |
| 171 | Clackamas | OR 211, OR 212, OR 224 |
| 172 | Eagle Creek-Sandy | OR 211 |
| 173 | Timberline | NONE |

| HIGHWAY # | HIGHWAY NAME | ROUTE NUMBER(S) |
|------------------|----------------------------|------------------------|
| 174 | Clackamas-Boring | OR 212 |
| 180 | Eddyville-Blodgett | NONE |
| 181 | Siletz | OR 229 |
| 182 | Otter Rock | NONE |
| 189 | Dallas-Rickreall | OR 223 |
| 191 | Kings Valley | OR 223 |
| 193 | Independence | OR 51 |
| 194 | Monmouth | NONE |
| 200 | Territorial | OR 36 |
| 201 | Alesea-Deadwood | NONE |
| 210 | Corvallis-Lebanon | OR 34 |
| 211 | Albany-Lyons | OR 226 |
| 212 | Halsey-Sweet Home | OR 228 |
| 215 | Clear Lake-Belknap Springs | OR 126 |
| 222 | Springfield-Creswell | NONE |
| 225 | McVay | NONE |
| 226 | Goshen-Divide | OR 99 |
| 227 | Eugene-Springfield | I-105, OR 126 |
| 228 | Springfield | NONE |
| 229 | Mapleton-Junction City | OR 36 |
| 230 | Tiller-Trail | OR 227 |
| 231 | Elkton-Sutherlin | OR 138 |
| 233 | West Diamond Lake | OR 230 |
| 234 | Oakland-Shady | OR 99 |
| 240 | Cape Arago | NONE |
| 241 | Coos River | NONE |
| 242 | Powers | NONE |
| 243 | Empire-Coos Bay | NONE |
| 244 | Coquille-Bandon | OR 42 |
| 250 | Cape Blanco | NONE |
| 251 | Port Orford | NONE |
| 255 | Carpenterville | NONE |
| 260 | Rogue River Loop | NONE |
| 270 | Lake of the Woods | OR 140 |
| 271 | Sams Valley | OR 99, OR 234 |
| 272 | Jacksonville | OR 238 |
| 273 | Siskyou | NONE |
| 281 | Hood River | NONE |
| 282 | Odell | NONE |
| 290 | Sherars Bridge | OR 216 |
| 291 | Shaniko-Fossil | OR 218 |
| 292 | Mosier-The Dalles | US 30 |
| 293 | Antelope | NONE |
| 300 | Wasco-Heppner | OR 206, OR 207 |
| 301 | Celilo-Wasco | OR 206 |
| 320 | Lexington-Echo | OR 207 |
| 321 | Heppner-Spray | OR 207 |
| 330 | Weston-Elgin | OR 204 |
| 331 | Umatilla Mission | NONE |
| 332 | Sunnyside-Umapine | NONE |
| 333 | Hermiston | OR 207 |
| 334 | Athena-Holdman | NONE |

| HIGHWAY # | HIGHWAY NAME | ROUTE NUMBER(S) |
|------------------|--------------------------|------------------------|
| 335 | Havana-Helix | NONE |
| 339 | Freewater | NONE |
| 340 | Medical Springs | OR 203 |
| 341 | Ukiah-Hilgard | OR 244 |
| 342 | Cove | OR 237 |
| 350 | Little Sheep Creek | NONE |
| 351 | Joseph-Wallowa Lake | NONE |
| 360 | Madras-Prineville | US 26 |
| 361 | Culver | NONE |
| 370 | O'Neil | NONE |
| 371 | Powell Butte | NONE |
| 372 | Century Drive | NONE |
| 380 | Paulina | NONE |
| 390 | Service Creek-Mitchell . | OR 207 |
| 402 | Kimberly-Long Creek | NONE |
| 410 | Sumpter | NONE |
| 413 | Halfway-Cornucopia | NONE |
| 414 | Pine Creek | NONE |
| 415 | Dooley Mountain | OR 245 |
| 420 | Midland | NONE |
| 422 | Chiloquin | NONE |
| 424 | South Klamath Falls | OR 140 |
| 425 | East Diamond Lake | OR 138 |
| 426 | Hatfield | OR 39 |
| 429 | Crescent Lake | NONE |
| 431 | Warner | OR 140 |
| 440 | Frenchglen | OR 205 |
| 442 | Steens | OR 78 |
| 449 | Huntington | US 30 |
| 450 | Succor Creek | OR 201 |
| 451 | Vale-West | NONE |
| 453 | Adrian-Arena Valley | NONE |
| 454 | Adrian-Caldwell | NONE |
| 455 | Olds Ferry-Ontario | US 30, OR 201 |
| 456 | I.O.N | US 95 |

REFERENCE TABLE 2: POSTED ROUTE NUMBERS TO STATE HIGHWAY NUMBERS

The following cross reference lists the Posted Highway Route Number, Highway Name and State Highway Number. A state highway may traverse all or a portion of the posted Highway Route Number. A route common with a highway for less than one mile is not shown.

POSTED INTERSTATE ROUTE NUMBER TO STATE HIGHWAY NUMBER

| INTERSTATE # | HIGHWAY NAME | HIGHWAY # |
|--------------|----------------------------|-----------|
| I-5 | Pacific Highway | 1 |
| I-82 | McNary | 70 |
| I-84 | Columbia River | 2 |
| I-84 | Old Oregon Trail | 6 |
| I-84 | Baker-Copperfield | 12 |
| I-84 | Historic Columbia River | 100 |
| I-105 | Eugene-Springfield Highway | 227 |
| I-205 | East Portland Freeway | 64 |
| I-405 | Stadium | 61 |

POSTED US ROUTE NUMBER TO STATE HIGHWAY NUMBER

| US ROUTE | HIGHWAY NAME | HIGHWAY # |
|-------------|-------------------------|-----------|
| US 101 | Oregon Coast | 9 |
| US 101 Bus | Nehalem | 102 |
| US 101 Bus. | Warrenton-Astoria | 105 |
| US 197 | The Dalles-California | 4 |
| US 199 | Redwood | 25 |
| US 20 | The Dalles-California | 4 |
| US 20 | Central Oregon | 7 |
| US 20 | Santiam | 16 |
| US 20 | McKenzie-Bend | 17 |
| US 20 | Albany-Corvallis | 31 |
| US 20 | Corvallis-Newport | 33 |
| US 26 | The Dalles-California | 4 |
| US 26 | John Day | 5 |
| US 26 | Central Oregon | 7 |
| US 26 | Mt. Hood | 26 |
| US 26 | Ochoco | 41 |
| US 26 | Sunset | 47 |
| US 26 | Warm Springs | 53 |
| US 26 | Nehalem | 102 |
| US 26 | Madras-Prineville | 360 |
| US 30 | Columbia River | 2 |
| US 30 | Lower Columbia River | 2W |
| US 30 | Old Oregon Trail | 6 |
| US 30 | Mt. Hood | 26 |
| US 30 | Stadium | 61 |
| US 30 | La Grande-Baker | 66 |
| US 30 | Pendleton | 67 |
| US 30 | Historic Columbia River | 100 |
| US 30 | Mosier-The Dalles | 292 |
| US 30 | Huntington | 449 |
| US 30 | Olds Ferry-Ontario | 455 |
| US 30 Bus. | Sandy Boulevard | 59 |

| US ROUTE | HIGHWAY NAME | HIGHWAY # |
|-----------------|-----------------------|------------------|
| US 30 Bypass | Northeast Portland | 123 |
| US 395 | Columbia River | 2 |
| US 395 | John Day | 5 |
| US 395 | Old Oregon Trail | 6 |
| US 395 | Central Oregon | 7 |
| US 395 | Fremont | 19 |
| US 395 | Pendleton-John Day | 28 |
| US 395 | John Day-Burns | 48 |
| US 395 | Lakeview-Burns | 49 |
| US 395 | Umatilla-Stanfield | 54 |
| US 730 | Columbia River | 2 |
| US 95 | I.O.N | 456 |
| US 97 | The Dalles-California | 4 |
| US 97 | Sherman | 42 |
| US 97 Bus. | Klamath Falls-Malin | 50 |

POSTED OREGON ROUTE NUMBER TO STATE HIGHWAY NUMBER

| OR ROUTE | HIGHWAY NAME | HIGHWAY # |
|-----------------|------------------------|------------------|
| OR 3 | Enterprise-Lewiston | 11 |
| OR 6 | Wilson River | 37 |
| OR 7 | Baker-Copperfield | 12 |
| OR 7 | Whitney | 71 |
| OR 8 | Tualatin Valley | 29 |
| OR 10 | Pacific Highway West | 1W |
| OR 10 | Farmington | 142 |
| OR 11 | Oregon-Washington | 8 |
| OR 18 | Salmon River | 39 |
| OR 18 Bus. | Willamina-Sheridan | 157 |
| OR 19 | John Day | 5 |
| OR 22 | Willamina-Salem | 30 |
| OR 22 | Three Rivers | 32 |
| OR 22 | Salmon River | 39 |
| OR 22 | Salem | 72 |
| OR 22 | North Santiam | 162 |
| OR 27 | Crooked River | 14 |
| OR 31 | Fremont | 19 |
| OR 34 | Alesea | 27 |
| OR 34 | Corvallis-Newport | 33 |
| OR 34 | Corvallis-Lebanon | 210 |
| OR 35 | Mt. Hood | 26 |
| OR 36 | Territorial | 200 |
| OR 36 | Mapleton-Junction City | 229 |
| OR 37 | Pendleton-John Day | 28 |
| OR 37 | Pendleton-Cold Springs | 36 |
| OR 38 | Umpqua | 45 |
| OR 39 | Klamath Falls-Lakeview | 20 |
| OR 39 | Klamath Falls-Malin | 50 |
| OR 39 | Hatfield | 426 |
| OR 42 | Coos Bay-Roseburg | 35 |
| OR 42 | Coquille-Bandon | 244 |
| OR 43 | Oswego | 3 |
| OR 46 | Oregon Caves | 38 |

| OR ROUTE | HIGHWAY NAME | HIGHWAY # |
|-----------------|----------------------------|------------------|
| OR 47 | Sunset | 47 |
| OR 47 | Nehalem | 102 |
| OR 47 | Mist-Clatskanie | 110 |
| OR 51 | Monmouth-Independence. | 43 |
| OR 51 | Independence | 193 |
| OR 53 | Necanicum | 46 |
| OR 58 | Willamette | 18 |
| OR 62 | Crater Lake | 22 |
| OR 66 | Green Springs | 21 |
| OR 69 | Beltline | 69 |
| OR 70 | Dairy-Bonanza | 23 |
| OR 74 | Heppner | 52 |
| OR 78 | Steens | 442 |
| OR 82 | Wallowa Lake | 10 |
| OR 86 | Baker-Copperfield | 12 |
| OR 99 | Pacific Highway | 1 |
| OR 99 | Pacific Highway West | 1W |
| OR 99 | Redwood | 25 |
| OR 99 | Coos Bay-Roseburg | 35 |
| OR 99 | Umpqua | 45 |
| OR 99 | Rogue River | 60 |
| OR 99 | Rogue Valley | 63 |
| OR 99 | Goshen-Divide | 226 |
| OR 99 | Oakland-Shady | 234 |
| OR 99 | Sams Valley | 271 |
| OR 99E | Pacific Highway East | 1E |
| OR 99E | Albany-Junction City | 58 |
| OR 99E Bus. | Salem | 72 |
| OR 99E | Hillsboro-Silverton | 140 |
| OR 99W | Pacific Highway West | 1W |
| OR 126 | Pacific Highway West | 1W |
| OR 126 Bus. | Pacific Highway West | 1W |
| OR 126 | McKenzie | 15 |
| OR 126 Bus. | McKenzie | 15 |
| OR 126 | Santiam | 16 |
| OR 126 | Ochoco | 41 |
| OR 126 | Florence-Eugene | 62 |
| OR 126 | Clear Lake-Belknap Springs | 215 |
| OR 126 | Eugene-Springfield | 227 |
| OR 138 | Pacific Highway | 1 |
| OR 138 | North Umpqua | 73 |
| OR 138 | Elkton-Sutherlin | 231 |
| OR 138 | East Diamond Lake | 425 |
| OR 140 | The Dalles-California | 4 |
| OR 140 | Fremont | 19 |
| OR 140 | Klamath Falls-Lakeview | 20 |
| OR 140 | Klamath Falls-Malin | 50 |
| OR 140 | Lake of the Woods | 270 |
| OR 140 | South Klamath Falls | 424 |
| OR 140 | Warner | 431 |
| OR 201 | Central Oregon | 7 |

| OR ROUTE | HIGHWAY NAME | HIGHWAY # |
|-----------------|--------------------------|------------------|
| OR 201 | Succor Creek | 450 |
| OR 201 | Olds Ferry-Ontario | 455 |
| OR 202 | Nehalem | 102 |
| OR 203 | La Grande-Baker | 66 |
| OR 203 | Medical Springs | 340 |
| OR 204 | Weston-Elgin | 330 |
| OR 205 | Frenchglen | 440 |
| OR 206 | Wasco-Heppner | 300 |
| OR 206 | Celilo-Wasco | 301 |
| OR 207 | John Day | 5 |
| OR 207 | Heppner | 52 |
| OR 207 | Wasco-Heppner | 300 |
| OR 207 | Lexington-Echo | 320 |
| OR 207 | Heppner-Spray | 321 |
| OR 207 | Hermiston | 333 |
| OR 207 | Service Creek-Mitchell . | 390 |
| OR 210 | Scholls | 143 |
| OR 211 | Woodburn-Estacada | 161 |
| OR 211 | Clackamas | 171 |
| OR 211 | Eagle Creek-Sandy | 172 |
| OR 212 | Clackamas | 171 |
| OR 212 | Clackamas-Boring | 174 |
| OR 213 | East Portland Freeway | 64 |
| OR 213 | Cascade (N. Section) | 68 |
| OR 213 | Cascade (S. Section) | 160 |
| OR 214 | Hillsboro-Silverton | 140 |
| OR 214 | Silver Creek Falls | 163 |
| OR 216 | The Dalles-California | 4 |
| OR 216 | Wapinitia | 44 |
| OR 216 | Sherars Bridge | 290 |
| OR 217 | Beaverton-Tigard | 144 |
| OR 218 | Shaniko-Fossil | 291 |
| OR 219 | Hillsboro-Silverton | 140 |
| OR 221 | Salem-Dayton | 150 |
| OR 223 | Dallas-Rickreall | 189 |
| OR 223 | Kings Valley | 191 |
| OR 224 | Clackamas | 171 |
| OR 226 | Albany-Lyons | 211 |
| OR 227 | Tiller-Trail | 230 |
| OR 228 | Halsey-Sweet Home | 212 |
| OR 229 | Siletz | 181 |
| OR 230 | West Diamond Lake | 233 |
| OR 233 | Salmon River | 39 |
| OR 233 | Amity-Dayton | 155 |
| OR 234 | Sams Valley | 271 |
| OR 237 | Cove | 342 |
| OR 238 | Jacksonville | 272 |
| OR 240 | Yamhill-Newberg | 151 |
| OR 242 | McKenzie | 15 |
| OR 244 | Ukiah-Hilgard | 341 |
| OR 245 | Dooley Mountain | 415 |

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PART III
HIGHWAY CRASH RATES

COMMENTS

CRASH RATE FORMULA

The crash rate represents the number of crashes per million vehicle miles traveled (VMT). VMT is calculated by multiplying the highway segment length, average annual daily traffic, and the number of days the segment was open for travel. The rate is computed using the following criteria, where:

- **NUMBER OF CRASHES** = the number of crashes that occurred on the given length of section during the current data year;
- **SEGMENT LENGTH** = the roadway length in miles, to the nearest one-hundredth;
- **ADT** = the average annual daily traffic for the length of section; and
- **NUMBER OF DAYS** = the number of days during the year that the roadway was open for travel.

The formula may be depicted one of two ways:

$$\text{CRASH RATE} = \frac{(\text{NUMBER OF CRASHES}) * 1,000,000}{(\text{LENGTH OF SECTION}) * (\text{ADT}) * (\text{NUMBER OF DAYS})}$$

or

$$\text{CRASH RATE} = \frac{(\text{NUMBER OF CRASHES}) * 1,000,000}{(\text{VMT})}$$

RATES for HIGHWAYS CONTAINING COUPLETS

Some highways contain couplets. A couplet is defined as the two roadways of a divided highway, usually named differently though bearing the same highway number, running approximately parallel to each other, providing for traffic flow in opposite directions, and separated by accessible land. The couplet roadway that bears traffic in the direction of increasing milepoints is on the **Add mileage** side of the highway, and the couplet roadway that bears traffic in the opposite direction is on the **Non-Add mileage** side of highway. In this publication, the letters "CP" next to a mileage length denotes the **Non-Add** roadway of a couplet. Rates for the individual roadways of a couplet are calculated according to the Crash Rate formula above.

In the following Highway Crash Rate portion of this publication, **Non-Add** couplet mileage is displayed within section groupings. However, **Non-Add** couplet mileage *is not* included when totaling the mileage for the group. Section mileage totals represent

Add mileage only. However, Non-Add mileage, crashes and ADT **are** used in calculating the weighted average ADT and crash rate for the section, as well as for the total highway.

SEGMENT CRASH COUNTS

A blank in the 'Crash' column indicates no crashes were recorded for the segment during the current data year. Crashes that occurred at indeterminate ("unknown") milepoints within an urban or rural area are included in the summary for each highway.

EQUATIONS and OVERLAPPING ('Z') MILEAGE

Milepoint equations exist in areas where a highway was shortened due to realignment, somewhere other than at the beginning or ending milepoint. Section lengths displaying a lower number in the Miles column than is calculated by subtracting the begin milepoint from the end milepoint, are indicative of the existence of at least one milepoint equation in that milepoint range, or some combination of equations and 'Z' mileage. See Highway 33, milepoint range 23.18 to 34.32.

Overlapping mileage, also known as 'Z' mileage, is created when a highway is lengthened due to realignment, somewhere other than at the beginning or ending milepoint. Section lengths displaying a higher number in the Miles column than is calculated by subtracting the begin milepoint from the end milepoint, are indicative of the existence of 'Z' mileage in that milepoint range, or some combination of equations and 'Z' mileage. See Highway 33, milepoint range 39.39 to 44.57.

JURISDICTIONAL CATEGORIES

Section breaks occur at urban transportation boundaries, and when entering or exiting city limits. This results in the following four jurisdictional categories:

- **Urban City:** segment falls on or inside urban transportation boundary, and at or inside city limits.
- **Suburban Area:** segment falls on or inside urban boundary, but outside city limits.
- **Rural City:** segment falls outside urban boundary, but inside city limits.
- **Rural Area:** segment falls outside urban boundary and outside city limits.

Data for these areas are summarized for each highway, as are crashes that occurred at indeterminate ("unknown") milepoints within an urban or rural area.

HIGHWAY 1, PACIFIC

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---|--|--|-------|--------|--------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| RURAL AREA - CALIFORNIA STATE LINE TO ASHLAND | | | | | | | | | | | |
| 0.00 | CALIFORNIA STATE LINE TO JCT SISKIYOU HWY 273 | 5.32 | 3 | 6,329 | .24 | .49 | .65 | 1 | .08 | .32 | .49 |
| 5.32 | SISKIYOU JCT HWY 273 TO ROGUE VALLEY HWY 63 | 6.57 | 7 | 6,692 | .43 | 1.00 | .57 | 6 | .37 | .68 | .31 |
| 11.89 | HWY 63 TO BEGIN ASHLAND UA | 1.33 | | 5,671 | | .36 | | | | .36 | |
| | TOTAL CALIFORNIA STATE LINE TO ASHLAND | 13.22 | 10 | 6,443 | .32 | .75 | .56 | 7 | .23 | .52 | .36 |
| SUBURBAN AREA - ASHLAND UA | | | | | | | | | | | |
| 13.22 | ENTER UA TO ASHLAND SCL | .08 | | 5,671 | | | | | | | |
| | TOTAL ASHLAND UA | .08 | | 5,671 | | | | | | | |
| URBAN CITY - ASHLAND - SOUTHERN SECTION | | | | | | | | | | | |
| 13.30 | SCL /CROWSON RD TO GREEN SPRINGS HWY 21 | .88 | 1 | 5,721 | .54 | .55 | | 1 | .54 | | |
| | TOTAL ASHLAND - SOUTHERN SECTION | .88 | 1 | 5,721 | .54 | .56 | | 1 | .54 | | |
| SUBURBAN AREA - ASHLAND TO ASHLAND | | | | | | | | | | | |
| 14.18 | GREEN SPRINGS HWY 21 TO NORTH SECTION /ASHLAND | 2.42 | | 10,111 | | .55 | .59 | | | .27 | .59 |
| | TOTAL ASHLAND TO ASHLAND | 2.42 | | 10,111 | | .55 | .60 | | | .28 | .60 |
| URBAN CITY - ASHLAND - NORTHERN SECTION | | | | | | | | | | | |
| 16.60 | ASHLAND - NORTHERN SECTION | .09 | | 10,111 | | | | | | | |
| | TOTAL ASHLAND - NORTHERN SECTION | .09 | | 10,111 | | | | | | | |
| SUBURBAN AREA - ASHLAND TO END UA | | | | | | | | | | | |
| 16.69 | ASHLAND CL TO END UA | .72 | | 10,111 | | | | | | | |
| | TOTAL ASHLAND TO END UA | .72 | | 10,111 | | | | | | | |
| RURAL AREA - ASHLAND UA TO MEDFORD UA | | | | | | | | | | | |
| 17.41 | END UA TO U-XING VALLEYVIEW RD | 1.70 | 1 | 10,140 | .15 | .78 | .42 | 1 | .15 | | |
| 19.11 | U-XING VALLEYVIEW RD TO W VALLEY VIEW U-XING | 2.08 | | 14,961 | | .21 | | | | .21 | |
| 21.19 | W VALLEYVIEW RD TO BEGIN MEDFORD UA | 2.00 | 1 | 16,260 | .08 | .20 | .22 | | | | |
| | TOTAL ASHLAND UA TO MEDFORD UA | 5.78 | 2 | 13,993 | .07 | .33 | .18 | 1 | .03 | .08 | |
| SUBURBAN AREA - MEDFORD UA TO PHOENIX | | | | | | | | | | | |
| 23.19 | ENTER UA TO PHOENIX SCL | .63 | | 16,267 | | | | | | | |
| | TOTAL MEDFORD UA TO PHOENIX | .63 | | 16,267 | | | | | | | |
| URBAN CITY - PHOENIX | | | | | | | | | | | |
| 23.82 | PHOENIX SCL TO NCL | .47 | | 16,267 | | .88 | | | | | |
| | TOTAL PHOENIX | .47 | | 16,267 | | .88 | | | | | |
| SUBURBAN AREA - PHOENIX TO MEDFORD | | | | | | | | | | | |
| 24.29 | PHOENIX NCL TO MEDFORD SCL | 1.04 | | 7,089 | | | .43 | | | | |
| | TOTAL PHOENIX TO MEDFORD | 1.04 | | 7,089 | | | .43 | | | | |
| URBAN CITY - MEDFORD | | | | | | | | | | | |
| 25.33 | SCL TO BARNETT U-XING | 2.24 | 2 | 6,003 | .40 | | | 2 | .40 | | |
| 27.57 | BARNETT RD U-XING TO CRATER LAKE HWY22 U-XING | 2.72 | 7 | 6,858 | 1.02 | .29 | .57 | 3 | .44 | .14 | .28 |
| 30.29 | CRATER LAKE U-XING TO NCL | .46 | 1 | 4,299 | 1.38 | 1.42 | 1.48 | | | 1.42 | 1.48 |
| | TOTAL MEDFORD | 5.42 | 10 | 6,287 | .80 | .24 | .40 | 5 | .40 | .16 | .24 |
| SUBURBAN AREA - MEDFORD TO CENTRAL POINT | | | | | | | | | | | |
| 30.75 | MEDFORD TO CENTRAL POINT | 1.07 | 1 | 4,299 | .59 | .61 | | 1 | .59 | | |
| | TOTAL MEDFORD TO CENTRAL POINT | 1.07 | 1 | 4,299 | .60 | .61 | | 1 | .60 | | |

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | URBAN CITY - CENTRAL POINT | | | | | | | | | | |
| 31.82 | CENTRAL POINT | 2.15 | 1 | 5,468 | .23 | .30 | | 1 | .23 | .30 | |
| | TOTAL CENTRAL POINT | 2.15 | 1 | 5,468 | .23 | .31 | | 1 | .23 | .31 | |
| | RURAL AREA - CENTRAL POINT TO ROGUE RIVER | | | | | | | | | | |
| 33.97 | CENTRAL POINT TO UXING ROGUE VALLEY HWY 63 | 1.49 | | 6,360 | | | .89 | | | | .44 |
| 35.46 | U-XING HWY 63 TO U-XING SAMS VALLEY HWY SPUR | 5.37 | 3 | 6,354 | .24 | .08 | | | | .08 | |
| 40.83 | U-XING HWY 271 SPUR TO U-XING ROGUE RIVER HY60 | 2.94 | 1 | 6,044 | .15 | .15 | .11 | 1 | .15 | .15 | .11 |
| 43.77 | U-XING HWY 60 TO O-XING HWY 60 | 1.68 | 2 | 6,181 | .52 | .54 | .20 | 1 | .26 | .54 | .20 |
| 45.45 | O-XING HWY 60 TO ROGUE RIVER | 2.87 | | 6,013 | | .49 | | | | .16 | |
| | TOTAL CENTRAL POINT TO ROGUE RIVER | 14.35 | 6 | 6,203 | .18 | .23 | .11 | 2 | .06 | .16 | .08 |
| | RURAL CITY - ROGUE RIVER | | | | | | | | | | |
| 48.32 | SCL TO DEPOT ST | .50 | | 6,009 | | | | | | | |
| 48.82 | DEPOT ST TO NCL | .65 | | 7,055 | | | | | | | |
| | TOTAL ROGUE RIVER | 1.15 | | 6,600 | | | | | | | |
| | RURAL AREA - ROGUE RIVER TO GRANTS PASS UA | | | | | | | | | | |
| 49.47 | ROGUE RIVER TO JOSEPHINE COUNTY | 2.72 | | 7,055 | | .14 | | | | | |
| 52.19 | JOSEPHINE CO TO BEGIN GRANTS PASS UA | 3.27 | 3 | 7,055 | .35 | .24 | .63 | 2 | .23 | .12 | .25 |
| | TOTAL ROGUE RIVER TO GRANTS PASS UA | 5.99 | 3 | 7,055 | .19 | .20 | .35 | 2 | .13 | .07 | .14 |
| | SUBURBAN AREA - GRANTS PASS UA TO GRANTS PASS | | | | | | | | | | |
| 55.46 | ENTER UA TO U-XING REDWOOD HWY 25 SPUR | .32 | | 7,055 | | | | | | | |
| 55.78 | U-XING REDWOOD HWY 25 SPUR TO GRANTS PASS SCL | 1.14 | | 5,436 | | .44 | | | | .44 | |
| | TOTAL GRANTS PASS UA TO GRANTS PASS | 1.46 | | 5,791 | | .33 | | | | .33 | |
| | URBAN CITY - GRANTS PASS | | | | | | | | | | |
| 56.92 | SCL TO U-XING REDWOOD HWY 25 | 1.14 | | 5,436 | | | .49 | | | | .49 |
| 58.06 | U-XING REDWOOD HWY 25 TO NCL | .41 | | 5,455 | | | | | | | |
| | TOTAL GRANTS PASS | 1.55 | | 5,441 | | | .34 | | | | .34 |
| | SUBURBAN AREA - GRANTS PASS TO END UA | | | | | | | | | | |
| 58.47 | NCL TO END GRANTS PASS UA | .90 | | 5,455 | | | | | | | |
| | TOTAL GRANTS PASS TO END UA | .90 | | 5,455 | | | | | | | |
| | RURAL AREA - GRANTS PASS UA TO CANYONVILLE | | | | | | | | | | |
| 59.37 | GRANTS PASS UA TO LOUSE CREEK INTERCHANGE | 2.08 | 3 | 5,455 | .72 | .20 | .21 | 2 | .48 | | |
| 61.45 | LOUSE CREEK INTERCHANGE TO U-XING MONUMENT DR | 4.83 | | 7,510 | | .22 | .08 | | | .07 | |
| 66.28 | U-XING MONUMENT DR TO U-XING SUNNY VALLEY LOOP | 5.11 | 3 | 7,062 | .22 | .46 | .79 | 2 | .15 | .23 | .35 |
| 71.39 | SUNNY VALLEY TO SOUTH WOLF CREEK INTERCHANGE | 4.64 | 5 | 7,671 | .38 | .51 | .59 | 1 | .07 | .43 | .29 |
| 76.03 | SOUTH WOLF CREEK INTERCHANGE TO WOLF CREEK INT | .58 | | 6,581 | | .64 | .67 | | | | |
| 76.61 | WOLF CREEK INTERCHANGE TO DOUGLAS COUNTY | 3.72 | 3 | 6,855 | .32 | .19 | .30 | 2 | .21 | .09 | .10 |
| 80.33 | DOUGLAS COUNTY TO U-XING BARTON ROAD | 2.96 | | 6,773 | | .12 | | | | .12 | |
| 83.29 | U-XING BARTON ROAD TO U-XING QUINES CREEK ROAD | 2.85 | 1 | 6,577 | .14 | .26 | .13 | 1 | .14 | | .13 |
| 86.14 | U-XING QUINES CREEK RD TO U-XING STARVOUT ROAD | 1.99 | 2 | 6,452 | .42 | .20 | .21 | 1 | .21 | | .21 |
| 88.13 | STARVOUT ROAD TO CANYONVILLE | 9.84 | 6 | 6,592 | .25 | .24 | .29 | 1 | .04 | .08 | .16 |
| | TOTAL GRANTS PASS UA TO CANYONVILLE | 38.60 | 23 | 6,868 | .24 | .29 | .32 | 10 | .10 | .13 | .15 |
| | RURAL CITY - CANYONVILLE | | | | | | | | | | |
| 97.97 | SCL TO O-XING, 1ST ST | .54 | | 6,619 | | .73 | | | | | |
| 98.51 | O-XING, 1ST ST TO NCL | .62 | | 7,087 | | 1.19 | .61 | | | .59 | .61 |
| | TOTAL CANYONVILLE | 1.16 | | 6,869 | | .99 | .34 | | | .33 | .34 |

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - CANYONVILLE TO ROSEBURG UA | | | | | | | | | | |
| 99.13 | CANYONVILLE TO U-XING RIDDLE ROAD | 4.82 | 2 | 7,519 | .15 | .25 | .17 | 1 | .07 | .25 | |
| 103.95 | RIDDLE INT TO U-XING BOOMER HILL ROAD | 6.41 | 6 | 6,915 | .37 | .42 | .54 | 4 | .24 | .36 | .36 |
| 110.36 | BOOMER HILL RD TO U-XING COOS BAY-ROSEBURG HY 35 | 9.15 | 11 | 6,983 | .47 | .40 | .25 | 6 | .25 | .11 | .11 |
| 119.51 | WINSTON / ORE99 BUS TO BEGIN ROSEBURG UA | 2.80 | 3 | 7,717 | .38 | .50 | .31 | 2 | .25 | .40 | .20 |
| | TOTAL CANYONVILLE TO ROSEBURG UA | 23.18 | 22 | 7,164 | .36 | .40 | .33 | 13 | .21 | .24 | .17 |
| | SUBURBAN AREA - ROSEBURG UA TO ROSEBURG | | | | | | | | | | |
| 122.31 | ENTER UA TO ROSEBURG SCL | 1.61 | 1 | 7,869 | .21 | .43 | .22 | 1 | .21 | .43 | .22 |
| | TOTAL ROSEBURG UA TO ROSEBURG | 1.61 | 1 | 7,869 | .22 | .44 | .22 | 1 | .22 | .44 | .22 |
| | URBAN CITY - ROSEBURG | | | | | | | | | | |
| 123.92 | SCL TO U-XING GARDEN VALLEY BLVD | 1.16 | 2 | 7,964 | .59 | .89 | .91 | | | | .61 |
| 125.08 | GARDEN VALLEY TO NCL | 1.27 | | 6,989 | | .31 | | | | | |
| | TOTAL ROSEBURG | 2.43 | 2 | 7,454 | .30 | .61 | .43 | | | | .29 |
| | SUBURBAN AREA - ROSEBURG TO END UA | | | | | | | | | | |
| 126.35 | NCL TO END ROSEBURG UA | .69 | | 6,989 | | .57 | | | | | .57 |
| | TOTAL ROSEBURG TO END UA | .69 | | 6,989 | | .58 | | | | | .58 |
| | RURAL AREA - ROSEBURG UA TO SUTHERLIN | | | | | | | | | | |
| 127.04 | END ROSEBURG UA TO U-XING DEL-RIO ROAD | 2.18 | 2 | 7,649 | .32 | .33 | .14 | 1 | .16 | | |
| 129.22 | U-XING DEL-RIO ROAD TO SUTHERLIN | 5.61 | 3 | 7,011 | .20 | .07 | .06 | 1 | .06 | .07 | .06 |
| | TOTAL ROSEBURG UA TO SUTHERLIN | 7.79 | 5 | 7,190 | .24 | .15 | .09 | 2 | .10 | .05 | .04 |
| | URBAN CITY - SUTHERLIN | | | | | | | | | | |
| 134.83 | SUTHERLIN SCL TO DEADY INTERCHANGE /ORE235 | .31 | 1 | 7,011 | 1.26 | | | | | | |
| 135.14 | DEADY INT /ORE235 TO SUTHERLIN INT /HWY 231 | 1.38 | 3 | 5,937 | 1.00 | | | 1 | .33 | | |
| 136.52 | SUTHERLIN INTERCHANGE /HWY 231 ORE225 TO NCL | .43 | | 7,320 | | | | | | | |
| | TOTAL SUTHERLIN | 2.12 | 4 | 6,375 | .81 | | | 1 | .20 | | |
| | RURAL AREA - SUTHERLIN UA TO COTTAGE GROVE UA | | | | | | | | | | |
| 136.95 | NCL TO END SUTHERLIN UA | .41 | | 7,320 | | 2.02 | | | | | |
| 137.36 | END SUTHERLIN UA TO HWY 234/ ORE99 BUS | 2.90 | | 7,078 | | | .31 | | | | .31 |
| 140.26 | HWY 234/ ORE99 BUS TO U-XING METZ HILL ROAD | 1.92 | | 7,189 | | .68 | | | | .45 | |
| 142.18 | U-XING METZ HILL ROAD TO S RICE HILL INTERCHANGE | 4.07 | 3 | 8,801 | .22 | .15 | .32 | 1 | .07 | .07 | .24 |
| 146.25 | S RICE HILL INTERCHANGE TO RICE HILL INTERCHANGE | 1.95 | 2 | 8,686 | .32 | | .17 | 2 | .32 | | .17 |
| 148.20 | RICE HILL INTERCHANGE TO YONCALLA INT/ HWY 236 | 2.13 | | 8,785 | | .30 | .15 | | | .15 | .15 |
| 150.33 | YONCALLA INTERCHANGE TO ANLAUF | 12.22 | 2 | 8,206 | .05 | .14 | | 1 | .02 | .05 | |
| 162.55 | ANLAUF TO U-XING BEAR CREEK ROAD | .88 | 2 | 9,343 | .66 | | .34 | 1 | .33 | | |
| 163.43 | CURTIN INTERCHANGE TO LANE COUNTY | 4.58 | 2 | 9,564 | .12 | | .74 | | | | .46 |
| 168.01 | LANE COUNTY TO U-XING MCVAY HWY 226 | .74 | | 9,289 | | | | | | | |
| 168.75 | U-XING MCVAY HWY 226 TO BEGIN COTTAGE GROVE UA | 3.96 | 2 | 8,666 | .15 | .16 | .13 | 2 | .15 | .08 | |
| | TOTAL SUTHERLIN UA TO COTTAGE GROVE UA | 35.76 | 13 | 8,453 | .12 | .16 | .20 | 7 | .06 | .07 | .13 |
| | SUBURBAN AREA - COTTAGE GROVE UA TO COTTAGE GROVE | | | | | | | | | | |
| 172.71 | ENTER UA TO COTTAGE GROVE SCL | .57 | | 5,739 | | .85 | | | | | |
| | TOTAL COTTAGE GROVE UA TO COTTAGE GROVE | .57 | | 5,739 | | .86 | | | | | |
| | URBAN CITY - COTTAGE GROVE | | | | | | | | | | |
| 173.28 | COTTAGE GROVE SCL TO NCL | 2.09 | | 6,397 | | | .43 | | | | .21 |
| | TOTAL COTTAGE GROVE | 2.09 | | 6,397 | | | .43 | | | | .22 |
| | SUBURBAN AREA - COTTAGE GROVE TO END UA | | | | | | | | | | |
| 175.37 | COTTAGE GROVE NCL TO END UA | .03 | | 7,921 | | | | | | | |
| | TOTAL COTTAGE GROVE TO END UA | .03 | | 7,921 | | | | | | | |

HIGHWAY 1, PACIFIC

(CONTINUED)

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|--------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - COTTAGE GROVE UA TO CRESWELL | | | | | | | | | | |
| 175.40 | NCL COTTAGE GROVE TO U-XING SAGINAW E ROAD | 1.36 | 1 | 7,921 | .25 | .25 | | 1 | .25 | .25 | |
| 176.76 | U-XING SAGINAW E RD TO CRESWELL | 5.87 | 9 | 7,963 | .52 | .23 | .17 | 3 | .17 | .17 | .17 |
| | TOTAL COTTAGE GROVE UA TO CRESWELL | 7.23 | 10 | 7,955 | .48 | .24 | .14 | 4 | .19 | .19 | .14 |
| | RURAL CITY - CRESWELL | | | | | | | | | | |
| 182.63 | CRESWELL | .60 | | 8,641 | | | | | | | |
| | TOTAL CRESWELL | .60 | | 8,641 | | | | | | | |
| | RURAL AREA - CRESWELL TO EUGENE UA | | | | | | | | | | |
| 183.23 | CRESWELL TO O-XING WILLAMETTE HWY 18 | 5.11 | 3 | 8,933 | .18 | .12 | .11 | | | | .06 |
| 188.34 | O-XING HWY 18 TO BEGIN EUGENE UA | 1.51 | 3 | 9,921 | .54 | .18 | | 1 | .18 | .18 | |
| | TOTAL CRESWELL TO EUGENE UA | 6.62 | 6 | 9,158 | .27 | .14 | .09 | 1 | .05 | .09 | |
| | SUBURBAN AREA - EUGENE UA TO EUGENE | | | | | | | | | | |
| 189.85 | ENTER UA TO MCVAY HWY 225 /ORE231 | .91 | | 8,954 | | .34 | | | | | |
| 190.76 | U-XING MCVAY HWY 225 TO EUGENE | .94 | | 10,574 | | | | | | | |
| | TOTAL EUGENE UA TO EUGENE | 1.85 | | 9,777 | | .15 | | | | | |
| | URBAN CITY - EUGENE | | | | | | | | | | |
| 191.70 | SCL TO U-XING GLENWOOD BLVD | .28 | | 10,978 | | | | | | | |
| 191.98 | JUDKINS PT INTERCHANGE TO JCT PACIFIC HWY WEST | .29 | 3 | 11,736 | 2.41 | | .74 | | | | |
| 192.27 | JCT PACIFIC HWY WEST TO WILLAMETTE RIVER BRIDGE | .48 | | 10,462 | | .54 | .52 | | | | .54 |
| | TOTAL EUGENE | 1.05 | 3 | 10,951 | .71 | .24 | .45 | | | | .24 |
| | URBAN CITY - CITIES OF EUGENE AND SPRINGFIELD | | | | | | | | | | |
| 192.75 | WILLAMETTE BR TO U-XING EUGENE-SPR HWY 227 | 1.19 | | 10,462 | | .66 | | | | | .22 |
| 193.94 | U-XING HWY 227 TO BELTLINE ROAD INTERCHANGE | 1.51 | 5 | 11,372 | .79 | .32 | .65 | 3 | .47 | .16 | .52 |
| 195.45 | BELTLINE O-XING TO EUGENE-SPRINGFIELD NCL | .35 | 1 | 10,882 | .71 | | | 1 | .71 | | |
| | TOTAL CITIES OF EUGENE AND SPRINGFIELD | 3.05 | 6 | 10,961 | .49 | .41 | .36 | 4 | .33 | .16 | .29 |
| | SUBURBAN AREA - EUGENE-SPRINGFIELD TO END UA | | | | | | | | | | |
| 195.80 | NCL EUGENE-SPRINGFIELD TO END UA | 1.60 | | 10,882 | | .15 | | | | | |
| | TOTAL EUGENE-SPRINGFIELD TO END UA | 1.60 | | 10,882 | | .16 | | | | | |
| | RURAL AREA - EUGENE-SPRINGFIELD UA TO ALBANY UA | | | | | | | | | | |
| 197.40 | END EUGENE UA COBURG INTERCHANGE | 1.75 | 2 | 10,882 | .28 | .14 | .13 | | | | .14 |
| 199.15 | COBURG INTERCHANGE TO LINN COUNTY | 4.40 | 2 | 10,298 | .12 | .06 | | 1 | .06 | .06 | |
| 203.55 | LINN COUNTY TO U-XING DIAMOND HILL DRIVE | 5.51 | 2 | 10,298 | .09 | .05 | .11 | | | | |
| 209.06 | DIAMOND HILL TO U-X HALSEY-SWEET HOME HWY 212 | 7.51 | 3 | 9,925 | .11 | .06 | .10 | | | | .07 |
| 216.57 | U-XING HWY 212 TO U-X CORVALLIS-LEBANON HY 210 | 11.52 | 7 | 8,931 | .18 | .28 | .07 | 3 | .07 | .09 | .04 |
| 228.09 | LEBANON INTERCHANGE /ORE34 TO ALBANY UA | 3.46 | 3 | 9,785 | .24 | .08 | .08 | 1 | .08 | | |
| | TOTAL EUGENE-SPRINGFIELD UA TO ALBANY UA | 34.15 | 19 | 9,733 | .16 | .14 | .09 | 5 | .04 | .05 | .03 |
| | SUBURBAN AREA - ALBANY UA TO ALBANY | | | | | | | | | | |
| 231.55 | ENTER UA TO ALBANY SCL | 1.44 | | 9,785 | | .19 | | | | | .19 |
| | TOTAL ALBANY UA TO ALBANY | 1.44 | | 9,785 | | .19 | | | | | .19 |
| | URBAN CITY - ALBANY | | | | | | | | | | |
| 232.99 | SCL TO U-XING SANTIAM HWY 16 | .24 | 1 | 9,785 | 1.16 | | | | | | |
| 233.23 | SANTIAM HWY 16 /US20 TO NCL | .96 | 1 | 9,848 | .28 | .28 | .31 | | | | .31 |
| | TOTAL ALBANY | 1.20 | 2 | 9,835 | .46 | .23 | .25 | | | | .25 |

HIGHWAY 1, PACIFIC

(CONTINUED)

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|--------------------------------------|---|--|-------|--------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| SUBURBAN AREA - ALBANY TO END UA | | | | | | | | | | | |
| 234.19 | NCL TO END ALBANY UA | .21 | | 12,421 | | | | | | | |
| | TOTAL ALBANY TO END UA | .21 | | 12,421 | | | | | | | |
| RURAL AREA - ALBANY UA TO SALEM UA | | | | | | | | | | | |
| 234.40 | ALBANY-MILLERSBURG CL TO U-XING MURDER CREEK RD | 1.27 | 2 | 13,026 | .33 | | .35 | 2 | .33 | | .17 |
| 235.67 | U-XING MURDER CREEK RD TO MARION COUNTY | 4.99 | 6 | 12,983 | .25 | .19 | .25 | 1 | .04 | .09 | .05 |
| 240.66 | MARION CO TO U-XING JEFFERSON HWY 164 | 4.02 | 7 | 12,816 | .37 | .30 | .30 | 2 | .10 | .06 | .12 |
| 244.68 | JEFFERSON HWY 164 TO ILLAHEE X-ING | 2.42 | 1 | 13,184 | .08 | .19 | .19 | 1 | .08 | | .09 |
| 247.10 | ILLAHEE X-ING TO BEGIN SALEM UA | 1.61 | 1 | 12,857 | .13 | .44 | .14 | | | | |
| | TOTAL ALBANY UA TO SALEM UA | 14.31 | 17 | 12,960 | .25 | .23 | .26 | 6 | .09 | .05 | .09 |
| SUBURBAN AREA - SALEM UA TO SALEM | | | | | | | | | | | |
| 248.71 | ENTER UA TO SCL | .48 | 1 | 11,388 | .50 | 1.49 | .50 | | | .99 | |
| | TOTAL SALEM UA TO SALEM | .48 | 1 | 11,388 | .50 | 1.50 | .51 | | | 1.00 | |
| URBAN CITY - SALEM | | | | | | | | | | | |
| 249.19 | SCL TO U-XING SANTIAM HWY 162 | 4.68 | 8 | 11,813 | .39 | .33 | .34 | 5 | .24 | .22 | .05 |
| 253.88 | SANTIAM INTERCHANGE TO U-XING MARKET ST | 2.40 | 6 | 13,214 | .51 | .09 | .20 | 4 | .34 | | .20 |
| 256.28 | MARKET ST INT TO U-XING CHEMAWA RD NE | 3.94 | 7 | 13,425 | .36 | .32 | .05 | 3 | .15 | .32 | |
| 260.22 | CHEMAWA RD TO NCL | .31 | | 14,011 | | | | | | | |
| | TOTAL SALEM | 11.33 | 21 | 12,730 | .40 | .26 | .20 | 12 | .23 | .20 | .07 |
| SUBURBAN AREA - SALEM TO END UA | | | | | | | | | | | |
| 260.53 | NCL TO END SALEM UA | .50 | 1 | 14,011 | .39 | | | | | | |
| | TOTAL SALEM TO END UA | .50 | 1 | 14,011 | .39 | | | | | | |
| RURAL AREA - SALEM UA TO WOODBURN | | | | | | | | | | | |
| 261.03 | NCL TO U-XING BROOKLAKE ROAD | 2.46 | 3 | 14,011 | .23 | .08 | .25 | 1 | .07 | | .16 |
| 263.49 | BROOKS INTERCHANGE TO SCL WOODBURN | 7.46 | 6 | 13,972 | .15 | .11 | .12 | 2 | .05 | .02 | |
| | TOTAL SALEM UA TO WOODBURN | 9.92 | 9 | 13,982 | .18 | .11 | .16 | 3 | .06 | .02 | .05 |
| URBAN CITY - WOODBURN | | | | | | | | | | | |
| 270.95 | SCL TO U-XING HILLSBORO-SILVERTON HWY 140 | .91 | 1 | 13,981 | .21 | | .50 | | | | .25 |
| 271.86 | HILLSBORO-SILVERTON HWY 140 U-XING TO NCL | 1.01 | 2 | 14,758 | .36 | .19 | .19 | | | | .19 |
| | TOTAL WOODBURN | 1.92 | 3 | 14,390 | .30 | .11 | .33 | | | | .22 |
| RURAL AREA - WOODBURN TO WILSONVILLE | | | | | | | | | | | |
| 272.87 | WOODBURN CL TO CLACKAMAS COUNTY | 7.94 | 6 | 14,893 | .13 | .14 | .14 | 5 | .11 | .04 | .04 |
| 280.81 | CLACKAMAS COUNTY TO U-XING AIRSTRIP ROAD | 1.79 | 2 | 15,258 | .20 | .30 | .31 | 2 | .20 | .20 | .10 |
| 282.60 | HUBBARD INTERCHANGE TO WILSONVILLE | .51 | 1 | 16,705 | .32 | 1.07 | .27 | 1 | .32 | .26 | |
| | TOTAL WOODBURN TO WILSONVILLE | 10.24 | 9 | 15,047 | .16 | .24 | .19 | 8 | .14 | .09 | .06 |
| URBAN CITY - WILSONVILLE | | | | | | | | | | | |
| 283.11 | SCL TO WASHINGTON COUNTY | 2.77 | 2 | 15,913 | .12 | .23 | .06 | 1 | .06 | .05 | .06 |
| 285.88 | WASHINGTON COUNTY TO NCL | .59 | 2 | 16,289 | .57 | .57 | | 1 | .28 | .57 | |
| | TOTAL WILSONVILLE | 3.36 | 4 | 15,979 | .20 | .30 | .05 | 2 | .10 | .15 | .05 |
| RURAL AREA - WILSONVILLE TO TUALATIN | | | | | | | | | | | |
| 286.47 | WILSONVILLE TO TUALATIN /ENTER PORTLAND UA | .94 | 1 | 17,056 | .17 | .68 | .34 | 1 | .17 | .17 | .17 |
| | TOTAL WILSONVILLE TO TUALATIN | .94 | 1 | 17,056 | .17 | .69 | .35 | 1 | .17 | .17 | .17 |

HIGHWAY 1, PACIFIC

(CONTINUED)

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|--------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | URBAN CITY - TUALATIN | | | | | | | | | | |
| 287.41 | SCL TO U-XING EAST PORTLAND FWY / I-205 | 1.07 | 3 | 17,056 | .45 | .30 | .61 | 1 | .15 | | .61 |
| 288.48 | JCT EAST PORTLAND FWY TO TUALATIN RIVER BRIDGE | 1.37 | 5 | 18,781 | .53 | .53 | 1.08 | 4 | .42 | .39 | .54 |
| 289.85 | TUALATIN R BRIDGE TO O-XING L. BOONES FERRY ROAD | .63 | 3 | 20,163 | .64 | 1.08 | .82 | 3 | .64 | .81 | .82 |
| 290.48 | O-XING, LOWER BOONES FERRY ROAD TO NCL | .06 | 2 | 19,952 | 4.57 | | | 2 | 4.57 | | |
| | TOTAL TUALATIN | 3.13 | 13 | 18,492 | .62 | .55 | .84 | 10 | .47 | .33 | .62 |
| | URBAN CITY - TIGARD | | | | | | | | | | |
| 290.54 | TIGARD SCL TO U-XING UPPER BOONES FERRY ROAD | .76 | 5 | 19,953 | .90 | | .46 | 3 | .54 | | |
| 291.30 | UPPER BOONES FERRY RD TO NCL TIGARD/MULT CO | 2.13 | 11 | 16,075 | .88 | .89 | .30 | 8 | .64 | .29 | .30 |
| | TOTAL TIGARD | 2.89 | 16 | 17,095 | .89 | .62 | .35 | 11 | .61 | .21 | .21 |
| | URBAN CITY - PORTLAND | | | | | | | | | | |
| 293.43 | TIGARD TO U-XING CAPITOL HWY / ORE99W | 1.61 | 11 | 10,143 | 1.84 | 1.05 | .46 | 3 | .50 | .75 | .15 |
| 295.04 | SW CAPITOL HWY INT TO TERWILLIGER BLVD INT | 2.14 | 1 | 10,675 | .11 | .43 | .65 | 1 | .11 | .10 | .32 |
| 297.18 | TERWILLIGER BLVD INT TO JCT STADIUM FWY /I-405 | 2.34 | 7 | 12,285 | .66 | .25 | .86 | 4 | .38 | .25 | .51 |
| 299.52 | JCT STADIUM FWY TO CONN TO BANFIELD -NBD | 1.61 | 13 | 11,348 | 1.94 | 1.92 | 1.78 | 10 | 1.49 | 1.10 | 1.51 |
| 301.13 | CONN TO BANFIELD/NBD/TO JCT BANFIELD /HWY 2 -NBD | .78 | 2 | 8,658 | .81 | .31 | .90 | 1 | .40 | | .90 |
| 301.91 | JCT BANFIELD /HWY 2 /NBD TO EXIT RAMP STEEL BR | .69 | 5 | 20,023 | .99 | 3.93 | 1.17 | 2 | .39 | 2.55 | .78 |
| 302.60 | EXIT RAMP STEEL BR TO JCT STADIUM FWY 1-405 | .87 | 8 | 16,057 | 1.56 | .40 | 1.43 | 6 | 1.17 | .20 | .61 |
| 303.47 | STADIUM FWY /HWY 61 /I-405 TO U-XING N GOING ST | .51 | 1 | 16,605 | .32 | 1.34 | .33 | 1 | .32 | .33 | |
| 303.98 | U-XING N GOING ST TO U-XING N KILLINGSWORTH ST | .45 | 3 | 19,264 | .94 | 2.19 | .44 | 2 | .63 | 1.31 | .44 |
| 304.43 | U-XING N KILLINGSWORTH TO U-XING N AINSWORTH ST | .26 | | 17,175 | | | .73 | | | | .73 |
| 304.69 | U-XING N AINSWORTH TO N LOMBARD ST /US30 BY-PASS | .75 | 5 | 16,537 | 1.10 | .51 | .79 | 2 | .44 | .25 | .52 |
| 305.44 | N LOMBARD ST TO WASHINGTON STATE LINE | 2.94 | 20 | 15,005 | 1.24 | 2.31 | 1.67 | 10 | .62 | 1.45 | .79 |
| | TOTAL PORTLAND | 14.95 | 76 | 13,301 | 1.05 | 1.27 | 1.05 | 42 | .58 | .75 | .63 |

SUMMARY OF HIGHWAY 1, PACIFIC

| | | | | | | | | |
|---------------|--------|-----|--------|-----|--|--|-----|-----|
| URBAN CITY | 60.08 | 162 | 11,672 | .63 | | | 89 | .35 |
| SUBURBAN AREA | 17.30 | 4 | 8,870 | .07 | | | 2 | .04 |
| TOTAL URBAN | 77.38 | 166 | 11,046 | .53 | | | 91 | .29 |
| RURAL CITY | 2.91 | | 7,128 | | | | | |
| RURAL AREA | 228.08 | 155 | 8,907 | .21 | | | 72 | .10 |
| TOTAL RURAL | 230.99 | 155 | 8,885 | .21 | | | 72 | .10 |
| TOTAL HIGHWAY | 308.37 | 321 | 9,427 | .30 | | | 163 | .15 |

HIGHWAY 2, COLUMBIA RIVER

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---|---|--|-------|--------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - PORTLAND | | | | | | | | | | | |
| 0.00 | JCT EAST BANK FWY TO U-XING NE UNION AVE | .46 | 2 | 8,305 | 1.43 | | 2.94 | | | | 2.94 |
| 0.46 | U-XING NE UNION AVE TO END INTERCHANGE | .12 | | 8,305 | | | | | | | |
| 0.58 | GRAND AVE ON RAMP TO CONN FROM NE 16TH AVE | .75 | 3 | 8,773 | 1.24 | .43 | 1.68 | 1 | .41 | | 1.26 |
| 1.33 | CONN FROM NE 16TH AVE TO SANDY BLVD /HWY 59 | 1.10 | 1 | 8,363 | .29 | 1.03 | .76 | 1 | .29 | .25 | .76 |
| 2.43 | SANDY BLVD HWY 59 TO O-XING NE 58TH AVE CONN | 1.13 | 2 | 6,661 | .72 | .65 | .87 | | | .21 | .43 |
| 3.56 | O-XING NE 58TH CONN TO U-XING NE HALSEY ST | .70 | | 6,346 | | | 1.47 | | | | 1.10 |
| 4.26 | NE HALSEY ST TO CASCADE HWY 68 | .75 | 1 | 6,224 | .58 | 1.42 | .70 | 1 | .58 | 1.06 | .35 |
| 5.01 | HWY 68 TO O-XING MULTNOMAH ST CONN | .54 | 2 | 9,891 | 1.02 | .49 | | 1 | .51 | .49 | |
| 5.55 | O-XING MULTNOMAH ST CONN TO U-XING NE 102ND AVE | 1.18 | | 5,086 | | | .39 | | | | .39 |
| 6.73 | NE 102ND AVE TO NE 122ND AVE | 1.02 | 2 | 52,102 | .10 | | .20 | 1 | .05 | | .10 |
| 10.08 | 122ND AVE TO O-XING NE 148TH AVE | 1.35 | | 76,135 | | | .25 | | | | .25 |
| 11.43 | O-XING 148TH AVE TO GRESHAM | .69 | | 76,135 | | | .49 | | | | .49 |
| | TOTAL PORTLAND | 9.79 | 13 | 26,255 | .14 | .42 | .68 | 5 | .05 | .19 | .52 |
| URBAN CITY - GRESHAM | | | | | | | | | | | |
| 12.12 | GRESHAM WCL TO O-XING NE 181ST AVE | .91 | 4 | 76,135 | .15 | .37 | 1.12 | 3 | .11 | .37 | .37 |
| 13.03 | NE 181ST AVE TO FAIRVIEW | 1.02 | 1 | 8,103 | .33 | .17 | .71 | | | | |
| | TOTAL GRESHAM | 1.93 | 5 | 40,180 | .18 | .24 | .85 | 3 | .11 | .12 | .12 |
| URBAN CITY - FAIRVIEW | | | | | | | | | | | |
| 14.05 | FAIRVIEW WCL TO O-XING NE 223RD AVE | 1.17 | 2 | 6,956 | .67 | | .18 | 1 | .33 | | |
| 15.22 | O-XING NE 223RD AVE TO ECL | .56 | | 6,425 | | | | | | | |
| | TOTAL FAIRVIEW | 1.73 | 2 | 6,784 | .47 | | .13 | 1 | .23 | | |
| URBAN CITY - WOOD VILLAGE | | | | | | | | | | | |
| 15.78 | WCL WOOD VILLAGE TO U-XING NE 238TH AVE | .19 | | 6,425 | | | | | | | |
| 15.97 | U-XING 238TH AVE TO ECL WOOD VILLAGE | .28 | | 4,857 | | | 2.22 | | | | 1.11 |
| | TOTAL WOOD VILLAGE | .47 | | 5,491 | | | 1.16 | | | | .58 |
| URBAN CITY - TROUTDALE | | | | | | | | | | | |
| 16.25 | TROUTDALE TO JCT HWY 123 /US30 BY-PASS | .14 | | 4,857 | | | | | | | |
| 16.39 | HWY 123 /US30 BY-PASS TO O-XING TROUTDALE CONN | .98 | | 4,480 | | .50 | .51 | | | .50 | |
| 17.37 | O-XING TROUTDALE CONN TO TROUTDALE ECL | .38 | 1 | 5,590 | 1.28 | | | | | | |
| | TOTAL TROUTDALE | 1.50 | 1 | 4,796 | .38 | .31 | .32 | | | .31 | |
| RURAL AREA - TROUTDALE TO CASCADE LOCKS | | | | | | | | | | | |
| 17.75 | ECL TROUTDALE TO JORDAN ROAD INTERCHANGE | .07 | | 6,868 | | | 5.93 | | | | 5.93 |
| 17.82 | JORDAN RD INTERCHANGE TO CORBETT RD INTERCHANGE | 4.28 | 2 | 6,062 | .21 | .21 | .21 | 1 | .10 | | .21 |
| 22.10 | CORBETT ROAD INTERCHANGE TO ROOSTER ROCK INT | 2.89 | | 4,376 | | | .19 | | | | |
| 24.99 | ROOSTER ROCK INTERCHANGE TO BRIDAL VEIL INT | 3.09 | 1 | 4,326 | .20 | .37 | | | | | |
| 28.08 | BRIDAL VEIL INTERCHANGE TO MULTNOMAH FALLS | 3.31 | | 4,181 | | .18 | .35 | | | | .17 |
| 31.39 | MULTNOMAH FALLS TO CROWN POINT /HWY 125 | 4.15 | 2 | 4,143 | .31 | | | 1 | .15 | | |
| 35.54 | HWY 125 TO O-XING TO BONNEVILLE DAM | 4.73 | 1 | 4,171 | .13 | .25 | .25 | 1 | .13 | | |
| 40.27 | O-XING TO BONNEVILLE DAM TO HOOD RIVER COUNTY | 1.81 | | 4,110 | | .28 | .82 | | | .28 | |
| 42.08 | HOOD RIVER COUNTY TO CASCADE LOCKS | 1.46 | 1 | 4,064 | .46 | | .34 | | | | .34 |
| | TOTAL TROUTDALE TO CASCADE LOCKS | 25.79 | 7 | 4,520 | .16 | .17 | .26 | 3 | .07 | .02 | .11 |
| RURAL CITY - CASCADE LOCKS | | | | | | | | | | | |
| 43.54 | CASCADE LOCKS | 3.56 | 1 | 3,771 | .20 | .27 | .25 | 1 | .20 | .27 | .25 |
| | TOTAL CASCADE LOCKS | 3.56 | 1 | 3,771 | .20 | .27 | .26 | 1 | .20 | .27 | .26 |

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - CASCADE LOCKS TO HOOD RIVER | | | | | | | | | | |
| 47.10 | CASCADE LOCKS TO WYETH | 3.89 | 1 | 4,066 | .17 | | | 1 | .17 | | |
| 50.99 | WYETH TO VIENTO PARK INTERCHANGE | 5.05 | | 4,117 | | .08 | .25 | | | .08 | .16 |
| 56.04 | VIENTO PARK INTERCHANGE TO MT HOOD HWY 26 /ORE35 | 6.02 | 1 | 4,111 | .11 | .07 | .13 | | | .07 | .06 |
| 62.06 | MT HOOD HWY 26 /ORE35 TO HOOD RIVER | | | 4,075 | | | | | | | |
| | TOTAL CASCADE LOCKS TO HOOD RIVER | 15.75 | 2 | 4,100 | .08 | .06 | .13 | 1 | .04 | .06 | .08 |
| | RURAL CITY - HOOD RIVER | | | | | | | | | | |
| 62.85 | WCL TO 2ND ST INTERCHANGE | 1.07 | 1 | 4,075 | .62 | .40 | .38 | | | .40 | |
| 63.92 | 2ND ST INT TO EAST HOOD RIVER INTERCHANGE | | | 5,392 | | | | | | | |
| 64.44 | EAST HOOD RIVER INTERCHANGE TO ECL | | | 6,663 | | | | | | | |
| | TOTAL HOOD RIVER | 1.90 | 1 | 4,858 | .30 | .21 | .20 | | | .21 | |
| | RURAL AREA - HOOD RIVER TO MOSIER | | | | | | | | | | |
| 64.75 | HOOD RIVER TO WASCO COUNTY | 2.97 | | 6,663 | | | .29 | | | | |
| 67.72 | WASCO COUNTY TO MOSIER | 1.90 | | 6,663 | | .22 | | | | | |
| | TOTAL HOOD RIVER TO MOSIER | 4.87 | | 6,663 | | .09 | .18 | | | | |
| | RURAL CITY - MOSIER | | | | | | | | | | |
| 69.62 | WCL TO MOSIER-THE DALLES HWY 292 | | | 6,663 | | | | | | | |
| 69.79 | MOSIER-THE DALLES HWY 292 TO ECL | | | 5,192 | | | | | | | |
| | TOTAL MOSIER | 1.01 | | 5,440 | | | | | | | |
| | RURAL AREA - MOSIER TO THE DALLES UA | | | | | | | | | | |
| 70.63 | MOSIER TO ROWENA INTERCHANGE | 5.99 | | 5,192 | | .08 | .16 | | | .08 | .16 |
| 76.62 | ROWENA INTERCHANGE TO THE DALLES UA | 4.77 | 1 | 5,245 | .10 | | | | | | |
| | TOTAL MOSIER TO THE DALLES UA | 10.76 | 1 | 5,215 | .05 | .05 | .09 | | | .05 | .09 |
| | SUBURBAN AREA - THE DALLES UA TO THE DALLES | | | | | | | | | | |
| 81.39 | ENTER UA TO THE DALLES WCL | | | 5,174 | | | .58 | | | | .58 |
| | TOTAL THE DALLES UA TO THE DALLES | .87 | | 5,174 | | | .58 | | | | .58 |
| | URBAN CITY - THE DALLES | | | | | | | | | | |
| 82.26 | WCL TO CONN MOSIER-THE DALLES HWY 292 | 1.29 | | 4,902 | | .85 | | | | | |
| 83.55 | CONN HWY 292 TO O-XING W 2ND ST /HWY 292 | .60 | 2 | 5,008 | 1.82 | | | 1 | .91 | | |
| 84.15 | O-XING W 2ND ST /HWY 292 TO U-XING BREWERY GR | 1.36 | 1 | 5,377 | .37 | | | | | | |
| 85.51 | U-XING BREWERY GRADE TO THE DALLES-CALIF HWY 4 | 1.50 | | 5,377 | | | | | | | |
| 87.01 | THE DALLES-CALIFORNIA HWY 4 /US197 TO ECL | | | 4,357 | | .81 | 1.67 | | | .81 | .83 |
| | TOTAL THE DALLES | 5.53 | 3 | 5,082 | .29 | .29 | .19 | 1 | .10 | .10 | .09 |
| | RURAL AREA - THE DALLES TO RUFUS | | | | | | | | | | |
| 87.79 | ECL TO THE DALLES DAM INTERCHANGE | 1.04 | | 4,357 | | | | | | | |
| 88.83 | THE DALLES DAM INT TO JCT CELILO-WASCO HWY 301 | 8.12 | 1 | 4,217 | .08 | | | 1 | .08 | | |
| 96.95 | CELILO-WASCO HWY 301 TO SHERMAN COUNTY | 2.97 | | 4,060 | | | .23 | | | | .23 |
| 99.92 | SHERMAN CO TO SHERMAN HWY 42 /US97 /BIGGS JCT | 4.64 | 1 | 4,049 | .14 | .14 | .30 | | | | |
| 104.56 | SHERMAN HWY 42 /US97 TO RUFUS | 3.60 | | 4,201 | | .17 | .16 | | | | .16 |
| | TOTAL THE DALLES TO RUFUS | 20.37 | 2 | 4,160 | .06 | .06 | .13 | 1 | .03 | | .07 |
| | RURAL CITY - RUFUS | | | | | | | | | | |
| 108.16 | WCL TO RUFUS INTERCHANGE | 1.79 | | 4,201 | | | | | | | |
| 109.95 | RUFUS INTERCHANGE TO ECL | | | 4,163 | | | | | | | |
| | TOTAL RUFUS | 1.94 | | 4,198 | | | | | | | |

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - RUFUS TO ARLINGTON | | | | | | | | | | |
| 110.10 | RUFUS TO GILLIAM COUNTY | 4.45 | | 4,160 | | .14 | | | | | |
| 114.55 | GILLIAM COUNTY TO QUINTON INTERCHANGE | 8.76 | 1 | 4,125 | .07 | | .20 | | | | .13 |
| 123.31 | QUINTON INT TO BLALOCK INTERCHANGE | 6.12 | | 4,125 | | | | | | | |
| 129.43 | BLALOCK INTERCHANGE TO ARLINGTON | 8.13 | 2 | 4,132 | .16 | .15 | .22 | 1 | .08 | | .07 |
| | TOTAL RUFUS TO ARLINGTON | 27.46 | 3 | 4,133 | .07 | .07 | .13 | 1 | .02 | | .07 |
| | RURAL CITY - ARLINGTON | | | | | | | | | | |
| 137.56 | WCL TO JOHN DAY HWY 5 /ORE19 | .03 | | 4,125 | | | | | | | |
| 137.59 | JOHN DAY HWY 5 /ORE19 TO CONN TO HWY 5 /ORE19 | .43 | | 4,121 | | | | | | | |
| 138.02 | CONN TO JOHN DAY HWY 5 /ORE19 TO ECL | .77 | | 4,049 | | | .84 | | | | .84 |
| | TOTAL ARLINGTON | 1.23 | | 4,076 | | | .52 | | | | .52 |
| | RURAL AREA - ARLINGTON TO BOARDMAN | | | | | | | | | | |
| 138.79 | ARLINGTON TO HEPPNER HWY 52 /ORE74 | 8.33 | 1 | 4,049 | .08 | | .15 | 1 | .08 | | .07 |
| 147.12 | HEPPNER HWY 52 /ORE74 TO MORROW COUNTY | 2.38 | | 3,859 | | | | | | | |
| 149.50 | MORROW COUNTY TO THREE MILE CANYON INTERCHANGE | 2.25 | | 3,839 | | | | | | | |
| 151.75 | THREE MILE CANYON INT TO TOWER ROAD INTERCHANGE | 7.55 | | 3,947 | | .09 | | | | | |
| 159.30 | TOWER ROAD INTERCHANGE TO BOARDMAN | 4.14 | 3 | 4,346 | .45 | | | 1 | .15 | | |
| | TOTAL ARLINGTON TO BOARDMAN | 24.65 | 4 | 4,030 | .11 | .03 | .06 | 2 | .06 | | .03 |
| | RURAL CITY - BOARDMAN | | | | | | | | | | |
| 163.44 | WCL TO U-XING, BOARDMAN INTERCHANGE | .72 | | 4,346 | | | | | | | |
| 164.16 | U-XING BOARDMAN INTERCHANGE TO ECL | 1.78 | | 5,090 | | | | | | | |
| | TOTAL BOARDMAN | 2.50 | | 4,876 | | | | | | | |
| | RURAL AREA - BOARDMAN TO IRRIGON | | | | | | | | | | |
| 165.94 | BOARDMAN TO JCT OLD OREGON TRAIL HWY 6 /US30 | 1.64 | | 5,903 | | | | | | | |
| 167.58 | JCT OLD OREGON TRAIL HWY 6 TO IRRIGON | 7.59 | 1 | 1,006 | .35 | .33 | .34 | 1 | .35 | .33 | |
| | TOTAL BOARDMAN TO IRRIGON | 9.23 | 1 | 1,876 | .16 | .16 | .16 | 1 | .16 | .16 | |
| | RURAL CITY - IRRIGON | | | | | | | | | | |
| 175.17 | NCL TO S MAIN ST | .32 | | 1,433 | | | | | | | |
| 175.49 | S MAIN ST TO ECL | 1.12 | | 1,351 | | 4.67 | 2.27 | | | | |
| | TOTAL IRRIGON | 1.44 | | 1,369 | | 3.70 | 1.79 | | | | |
| | RURAL AREA - IRRIGON TO UMATILLA | | | | | | | | | | |
| 176.61 | ECL TO UMATILLA COUNTY | 2.09 | | 1,293 | | | | | | | |
| 178.70 | UMATILLA COUNTY TO UMATILLA | 3.90 | 1 | 1,336 | .52 | | .62 | | | | .62 |
| | TOTAL IRRIGON TO UMATILLA | 5.99 | 1 | 1,321 | .35 | | .42 | | | | .42 |
| | RURAL CITY - UMATILLA | | | | | | | | | | |
| 182.60 | WCL UMATILLA TO UMATILLA BRIDGE SPUR | 1.43 | | 684 | | | | | | | |
| 184.03 | UMATILLA BR SPUR TO U-STANFIELD HWY 54 /ORE32 | .77 | | 2,476 | | 1.46 | 3.55 | | | 1.46 | 3.55 |
| 184.80 | UMATILLA-STANFIELD HWY 54 / ORE32 TO ECL UMATILL | 2.05 | | 2,520 | | .54 | | | | | |
| | TOTAL UMATILLA | 4.25 | | 1,894 | | .70 | .36 | | | .35 | .36 |
| | RURAL AREA - UMATILLA TO WASHINGTON STATE LINE | | | | | | | | | | |
| 186.85 | ECL UMATILLA TO JCT HERMISTON HWY 333 /ORE207 | 4.49 | | 1,297 | | .47 | | | | | |
| 191.34 | HERMISTON HWY TO PENDLETON-COLD SPRINGS HWY 36 | 2.12 | 1 | 1,696 | .76 | | .68 | 1 | .76 | | |
| 193.46 | HWY 36 /US395 TO WASHINGTON STATE LINE | 9.82 | | 986 | | .28 | .50 | | | .28 | .25 |
| | TOTAL UMATILLA TO WASHINGTON STATE LINE | 16.43 | 1 | 1,163 | .14 | .29 | .39 | 1 | .14 | .14 | .13 |

SUMMARY OF HIGHWAY 2, COLUMBIA RIVER

| | | | | | | |
|---------------|--------|----|--------|-----|----|-----|
| URBAN CITY | 20.95 | 24 | 18,339 | .17 | 10 | .07 |
| SUBURBAN AREA | .87 | | 5,174 | | | |
| TOTAL URBAN | 21.82 | 24 | 17,814 | .17 | 10 | .07 |
| RURAL CITY | 17.83 | 2 | 3,562 | .09 | 1 | .04 |
| RURAL AREA | 161.30 | 22 | 3,792 | .10 | 10 | .04 |
| TOTAL RURAL | 179.13 | 24 | 3,769 | .10 | 11 | .04 |
| TOTAL HIGHWAY | 200.95 | 48 | 5,294 | .12 | 21 | .05 |

HIGHWAY 3, OSWEGO

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | |
|---------------|--|--|-------|-----|------|------|------|
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 |
| | URBAN CITY - PORTLAND | | | | | | |
| 0.00 | SW KELLY AVE TO SW GIBBS ST - SBD | .10 | | 804 | | | |
| 0.10 | SW GIBBS ST TO HWY 1W CONN - SBD | .14 | | 804 | | | |
| 0.24 | HWY 1W CONN TO END COUPLET - SBD | .40 | | 539 | | | |
| 0.64 | END COUPLET TO SW TAYLORS FERRY ROAD | 1.50 | | 908 | | | |
| 2.20 | SW TAYLORS FERRY ROAD TO SOUTH CITY LIMITS | 1.44 | | 793 | | | |
| | TOTAL PORTLAND | 3.58 | | 814 | | | |
| | SUBURBAN AREA - PORTLAND TO LAKE OSWEGO | | | | | | |
| 3.64 | PORTLAND TO PALATINE HILL ROAD | .50 | | 710 | | | |
| 4.14 | PALATINE HILL ROAD TO LAKE OSWEGO | 1.65 | | 630 | | | |
| | TOTAL PORTLAND TO LAKE OSWEGO | 2.15 | | 649 | | | |
| | URBAN CITY - LAKE OSWEGO | | | | | | |
| 5.79 | N CITY LIMITS TO 'A' AVE | .34 | | 730 | | | |
| 6.13 | 'A' AVENUE TO OSWEGO CREEK BR. | .64 | | 847 | | | |
| 6.77 | OSWEGO CREEK BR TO S CITY LIMITS | 1.27 | | 526 | | | |
| | TOTAL LAKE OSWEGO | 2.25 | | 648 | | | |
| | URBAN CITY - WEST LINN | | | | | | |
| 8.04 | CITY LIMITS TO WEST 'A' STREET | 2.21 | | 512 | | | |
| 10.25 | WEST 'A' STREET TO EAST CITY LIMITS | 1.18 | | 502 | | | |
| | TOTAL WEST LINN | 3.39 | | 509 | | | |
| | URBAN CITY - OREGON CITY | | | | | | |
| 11.43 | WEST CITY LIMITS TO 7TH STREET | .12 | | 343 | | | |
| 11.55 | 7TH ST TO JCT HWY 99E | .11 | | 224 | | | |
| | TOTAL OREGON CITY | .23 | | 286 | | | |

SUMMARY OF HIGHWAY 3, OSWEGO

| | | |
|---------------|-------|-----|
| URBAN CITY | 9.45 | 652 |
| SUBURBAN AREA | 2.15 | 649 |
| TOTAL URBAN | 11.60 | 651 |
| RURAL CITY | .00 | |
| RURAL AREA | .00 | |
| TOTAL RURAL | .00 | |
| TOTAL HIGHWAY | 11.60 | 651 |

HIGHWAY 4, THE DALLES-CALIFORNIA

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---|---|--|-------|-------|------------------------|-------|------|-------|-------|-------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| SUBURBAN AREA - WASHINGTON STATE LINE TO THE DALLES | | | | | | | | | | | |
| 0.00 | WASHINGTON STATE LINE TO THE DALLES | .40 | | 386 | | | | | | | |
| | TOTAL WASHINGTON STATE LINE TO THE DALLES | .40 | | 386 | | | | | | | |
| URBAN CITY - THE DALLES | | | | | | | | | | | |
| 0.40 | NCL TO O-XING COLUMBIA RIVER HWY 2 / I-84 | .23 | | 386 | | | | | | | |
| 0.64 | O-XING COLUMBIA RIVER HWY 2 TO SCL | .66 | | 391 | | | | | | | |
| | TOTAL THE DALLES | .89 | | 390 | | | | | | | |
| RURAL AREA - THE DALLES TO DUFUR | | | | | | | | | | | |
| 1.28 | SCL TO MARKET ROAD NORTH JCT | 8.18 | | 181 | | | | | | | |
| 9.46 | MARKET ROAD NORTH JCT TO DUFUR | 3.28 | | 111 | | | | | | | |
| | TOTAL THE DALLES TO DUFUR | 11.46 | | 161 | | | | | | | |
| RURAL CITY - DUFUR | | | | | | | | | | | |
| 12.74 | DUFUR | .61 | | 123 | | | | | | | |
| | TOTAL DUFUR | .61 | | 123 | | | | | | | |
| RURAL AREA - DUFUR TO MAUPIN | | | | | | | | | | | |
| 13.35 | DUFUR TO SHEARS BRIDGE HWY 290 /ORE216 | 15.66 | | 182 | | | | | | | |
| 33.89 | SHEARS BR HWY 290 TO WAPINITIA HWY 44 /ORE216 | 7.16 | | 132 | | | | | | | |
| 42.61 | WAPINITIA HWY 44 /ORE216 TO MAUPIN | 1.32 | | 145 | | | | | | | |
| | TOTAL DUFUR TO MAUPIN | 24.14 | | 165 | | | | | | | |
| RURAL CITY - MAUPIN | | | | | | | | | | | |
| 43.96 | MAUPIN | 3.46 | 1 | 116 | 6.82 | | | 1 | 6.82 | | |
| | TOTAL MAUPIN | 3.46 | 1 | 116 | 6.83 | | | 1 | 6.83 | | |
| RURAL AREA - MAUPIN TO MADRAS | | | | | | | | | | | |
| 47.42 | MAUPIN TO CRITERION SHCOOL | 10.51 | | 62 | | | 4.34 | | | | 4.34 |
| 57.93 | CRITERION SCHOOL TO SHERMAN HWY 42 /US97 | 9.24 | | 57 | | 5.29 | 9.88 | | | 5.29 | 4.94 |
| 67.17 | SHERMAN HWY 42 /US97 TO JEFFERSON COUNTY | 7.09 | 3 | 288 | 4.02 | 5.40 | 5.34 | 3 | 4.02 | 2.70 | 5.34 |
| 74.26 | JEFFERSON COUNTY TO NE LOUCKS ROAD | 17.18 | 1 | 420 | .37 | 1.57 | .80 | | | 1.17 | .80 |
| | TOTAL MAUPIN TO MADRAS | 44.02 | 4 | 237 | 1.05 | 2.42 | 2.46 | 3 | .79 | 1.62 | 2.18 |
| URBAN CITY - MADRAS | | | | | | | | | | | |
| 91.44 | NE LOUCKS ROAD TO NE CEDAR ST | .28 | | 735 | | | | | | | |
| 91.72 | NE CEDAR ST TO WARM SPRINGS HWY 53 /US26 | .22 | 1 | 1,182 | 10.53 | | | 1 | 10.53 | | |
| 91.94 | HWY 53 /US26 TO BEGIN ONE-WAY COUplet -SBD | .15 | 1 | 2,470 | 7.39 | 7.54 | | | | | |
| 92.09 | BEGIN COUplet TO CULVER HWY 361 -SBD | .37 | | 1,330 | | | | | | | |
| 92.46 | CULVER HWY 361 TO END COUplet -SBD | .66 | | 1,273 | | | | | | | |
| 93.12 | END COUplet TO SCL | .89 | | 1,845 | | | .59 | | | | .59 |
| | TOTAL MADRAS | 2.57 | 2 | 1,483 | 1.44 | .78 | .35 | 1 | .72 | | .35 |
| RURAL AREA - MADRAS TO REDMOND UA | | | | | | | | | | | |
| 96.93 | MADRAS TO MADRAS-PRINEVILLE HWY 360 /US26 | .27 | | 1,749 | | 16.35 | | | | 16.35 | |
| 97.20 | MADRAS-PRINEVILLE HWY 360 TO CULVER HWY 361 | 8.53 | | 879 | | 1.13 | .58 | | | .85 | .29 |
| 105.73 | CULVER HWY 361 TO DESCHUTES COUNTY | 7.10 | 2 | 840 | .91 | .30 | .62 | | | | .31 |
| 112.83 | DESCHUTES COUNTY TO ONEIL HWY 370 | 5.68 | 2 | 1,096 | .88 | .29 | .29 | | | .29 | |
| 118.52 | ONEIL HWY 370 TO BEGIN REDMOND UA | .50 | | 1,553 | | | | | | | |
| | TOTAL MADRAS TO REDMOND UA | 22.08 | 4 | 948 | .52 | .74 | .47 | | | .56 | .19 |
| SUBURBAN AREA - REDMOND UA TO REDMOND | | | | | | | | | | | |
| 119.02 | ENTER UA TO REDMOND NCL | .96 | | 2,062 | | | | | | | |
| | TOTAL REDMOND UA TO REDMOND | .96 | | 2,062 | | | | | | | |

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-------|------------------------|------|-------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | URBAN CITY - REDMOND | | | | | | | | | | |
| 119.98 | NCL TO BEGIN COUplet -SBD | .44 | 1 | 2,062 | 3.01 | | | | | | |
| 120.42 | BEGIN COUplet TO EVERGREEN AVE -SBD | .87 | 2 | 1,205 | 5.22 | | 1.11 | | | | 1.11 |
| 121.29 | EVERGREEN AVE TO MCKENZIE HWY 15 /ORE126 -SBD | .21 | | 1,319 | | | | | | | |
| 121.50 | MCKENZIE HWY 15 /ORE126 TO END COUplet -SBD | .08 | | 1,452 | | | 11.04 | | | | |
| 121.58 | END COUplet TO SW WICKIUP ROAD | 1.58 | 2 | 2,526 | 1.37 | 2.12 | .55 | | | 1.41 | |
| 123.16 | SW WICKIUP ROAD TO SCL | .61 | | 2,296 | | | | | | | |
| | TOTAL REDMOND | 3.79 | 5 | 2,042 | 1.77 | .97 | .72 | | | .65 | .24 |
| | SUBURBAN AREA - REDMOND TO END UA | | | | | | | | | | |
| 123.77 | SCL TO END UA | .64 | | 2,321 | | | | | | | |
| | TOTAL REDMOND TO END UA | .64 | | 2,321 | | | | | | | |
| | RURAL AREA - REDMOND UA TO BEND UA | | | | | | | | | | |
| 124.41 | REDMOND UA TO BEND-DESCHUTES MARKET ROAD | 5.77 | 1 | 2,206 | .21 | .22 | .17 | | | | |
| 130.18 | BEND-DESCHUTES MARKET RD TO BEGIN BEND UA | 1.93 | | 2,296 | | | .53 | | | | |
| | TOTAL REDMOND UA TO BEND UA | 7.70 | 1 | 2,229 | .16 | .31 | .14 | | | | |
| | SUBURBAN AREA - BEND UA TO BEND | | | | | | | | | | |
| 132.11 | ENTER UA TO BEND NCL | 1.45 | | 2,296 | | | | | | | |
| | TOTAL BEND UA TO BEND | 1.45 | | 2,296 | | | | | | | |
| | URBAN CITY - BEND | | | | | | | | | | |
| 133.56 | NCL TO ROBAL RD | 1.04 | | 2,602 | | .90 | | | | .90 | |
| 134.60 | ROBAL RD TO EMPIRE BLVD | .86 | | 3,151 | | | | | | | |
| 135.46 | EMPIRE BLVD TO REVERE AVE | 1.67 | 3 | 3,012 | 1.63 | | 1.57 | 3 | 1.63 | | 1.57 |
| 137.13 | REVERE AVE TO COLORADO AVE | 1.11 | | 2,916 | | 1.80 | 1.18 | | | 1.80 | |
| 138.24 | COLORADO AVE TO POWERS RD | 1.73 | | 2,212 | | | 1.49 | | | | 1.49 |
| 139.97 | POWERS RD TO SCL | 1.61 | 1 | 1,623 | 1.04 | 3.20 | 1.21 | 1 | 1.04 | 3.20 | 1.21 |
| | TOTAL BEND | 8.02 | 4 | 2,509 | .54 | .83 | 1.01 | 4 | .54 | .83 | .88 |
| | SUBURBAN AREA - BEND TO END UA | | | | | | | | | | |
| 142.24 | BEND SCL TO END UA | 1.21 | | 1,845 | | | | | | | |
| | TOTAL BEND TO END UA | 1.21 | | 1,845 | | | | | | | |
| | RURAL AREA - BEND UA TO KLAMATH FALLS UA | | | | | | | | | | |
| 143.45 | END UA TO LAVA RIVERS CAVES PARK | 7.26 | 2 | 1,343 | .56 | | .50 | 2 | .56 | | .25 |
| 150.71 | LAVA RIVER CAVES PARK TO FIRST ST | 16.82 | 11 | 844 | 2.12 | .49 | .52 | 4 | .77 | | .13 |
| 167.53 | FIRST ST TO MORSON ST | .60 | 1 | 704 | 6.48 | | | | | | |
| 168.13 | MORSON ST TO FREMONT HWY 19 /ORE31 | 1.55 | | 637 | | | | | | | |
| 169.68 | FREMONT HWY 19 /ORE31 TO KLAMATH COUNTY | 2.51 | 4 | 1,412 | 3.09 | .77 | 2.39 | 2 | 1.54 | | .79 |
| 172.19 | KLAMATH COUNTY TO SUNSET DRIVE | 11.85 | 6 | 1,296 | 1.07 | .35 | .36 | 4 | .71 | .17 | .18 |
| 184.04 | SUNSET DRIVE TO PORTER ST | 1.08 | 1 | 1,296 | 1.95 | 1.99 | | | | 1.99 | |
| 185.12 | PORTER ST TO BEGIN 2 LANE ROADWAY | .65 | | 1,504 | | | 2.82 | | | 2.82 | |
| 185.77 | BEGIN 2 LANES TO WILLAMETTE HWY 18 /ORE58 | 9.38 | 2 | 1,338 | .43 | 1.09 | | 1 | .21 | .65 | |
| 195.15 | WILLAMETTE HWY 18 TO ODOT MAINTENANCE STATION | 7.64 | | 1,809 | | .15 | .79 | | | | .31 |
| 202.79 | MAINTENANCE STATION TO START OF FRONTAGE ROAD | .95 | 1 | 1,809 | 1.59 | 2.44 | 2.62 | | | | 1.31 |
| 203.74 | FRONTAGE ROAD TO EAST DIAMOND LAKE HWY 425 | 9.35 | 4 | 1,773 | .66 | .37 | .39 | 1 | .16 | .25 | .39 |
| 213.09 | DIAMOND LAKE HWY 425 TO CHILOQUIN HWY 422 N JCT | 34.45 | 9 | 1,044 | .68 | .68 | 1.18 | 3 | .22 | .39 | .71 |
| 247.54 | CHILOQUIN HWY 422 /N JCT TO HWY 422 /S JCT | 1.55 | 1 | 1,067 | 1.65 | | | 1 | 1.65 | | |
| 249.09 | HWY 422 /S JCT TO CRATER LAKE HWY 22 /ORE62 | 2.76 | 2 | 1,275 | 1.55 | | | 2 | 1.55 | | |
| 251.86 | CRATER LAKE HWY 22 TO ALGOMA ROAD | 13.80 | 1 | 1,588 | .12 | .81 | .79 | | | .65 | .39 |
| 265.66 | ALGOMA ROAD TO BEGIN KLAMATH FALLS UA | 5.61 | 1 | 1,626 | .30 | | .61 | | | | .61 |
| | TOTAL BEND UA TO KLAMATH FALLS UA | 127.81 | 46 | 1,279 | .77 | .52 | .68 | 20 | .34 | .26 | .37 |

HIGHWAY 4, THE DALLES-CALIFORNIA

(CONTINUED)

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | | |
|---------------|--|--|-------|-------|------------------------|------|------|-------|------|------|------|--|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 | |
| | SUBURBAN AREA - KLAMATH FALLS UA TO KLAMATH FALLS | | | | | | | | | | | |
| 271.27 | ENTER UA TO KLAMATH FALLS NCL | .26 | | 2,110 | | | | | | | | |
| | TOTAL KLAMATH FALLS UA TO KLAMATH FALLS | .26 | | 2,110 | | | | | | | | |
| | URBAN CITY - KLAMATH FALLS | | | | | | | | | | | |
| 271.53 | NCL TO NEVADA AVE INTERCHANGE | 2.09 | 1 | 1,808 | .72 | 2.63 | 1.48 | | | 1.75 | .74 | |
| 273.62 | NEVADA AVE INT TO SCL | 1.86 | 1 | 1,490 | .98 | | 2.49 | 1 | .98 | | | |
| | TOTAL KLAMATH FALLS | 3.95 | 2 | 1,658 | .84 | 1.52 | 1.86 | 1 | .42 | 1.02 | .47 | |
| | SUBURBAN AREA - KLAMATH FALLS TO END UA | | | | | | | | | | | |
| 275.48 | SCL TO END UA | 3.41 | 3 | 2,148 | 1.12 | .52 | .48 | 1 | .37 | .52 | .48 | |
| | TOTAL KLAMATH FALLS TO END UA | 3.41 | 3 | 2,148 | 1.12 | .52 | .48 | 1 | .37 | .52 | .48 | |
| | RURAL AREA - KLAMATH FALLS UA TO CALIFORNIA STATE LINE | | | | | | | | | | | |
| 279.31 | END KLAMATH FALLS UA TO MIDLAND HWY 420 | .85 | 1 | 1,638 | 1.96 | | 2.01 | 1 | 1.96 | | | |
| 280.16 | MIDLAND HWY 420 TO MIDLAND | 2.10 | 2 | 1,414 | 1.84 | .92 | 2.79 | 1 | .92 | .92 | 1.86 | |
| 282.26 | MIDLAND TO CALIFORNIA STATE LINE | 9.47 | 2 | 1,287 | .44 | .22 | .23 | 2 | .44 | | | |
| | TOTAL KLAMATH FALLS UA TO CALIFORNIA STATE LINE | 12.42 | 5 | 1,332 | .83 | .34 | .85 | 4 | .66 | .17 | .34 | |

SUMMARY OF HIGHWAY 4, THE DALLES-CALIFORNIA

| | | | | | | | | |
|---------------|--------|----|-------|------|--|--|----|------|
| URBAN CITY | 19.22 | 13 | 2,007 | .92 | | | 6 | .43 |
| SUBURBAN AREA | 8.33 | 3 | 2,047 | .48 | | | 1 | .16 |
| TOTAL URBAN | 27.55 | 16 | 2,019 | .79 | | | 7 | .34 |
| RURAL CITY | 4.07 | 1 | 117 | 5.75 | | | 1 | 5.75 |
| RURAL AREA | 249.63 | 60 | 939 | .70 | | | 27 | .32 |
| TOTAL RURAL | 253.70 | 61 | 926 | .71 | | | 28 | .33 |
| TOTAL HIGHWAY | 281.25 | 77 | 1,033 | .73 | | | 35 | .33 |

HIGHWAY 5, JOHN DAY

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL CITY - ARLINGTON | | | | | | | | | | |
| 0.00 | COLUMBIA RIVER HWY 2 /US30 TO SCL | 1.17 | | 830 | | | | | | | |
| | TOTAL ARLINGTON | 1.17 | | 830 | | | | | | | |
| | RURAL AREA - ARLINGTON TO CONDON | | | | | | | | | | |
| 1.07 | ARLINGTON TO OLEX | 16.00 | 1 | 262 | .65 | | | 1 | .65 | | |
| 17.01 | OLEX TO AIRPORT ROAD | 20.48 | | 101 | | | | | | | |
| | TOTAL ARLINGTON TO CONDON | 36.48 | 1 | 172 | .44 | | | 1 | .44 | | |
| | RURAL CITY - CONDON | | | | | | | | | | |
| 37.50 | NCL TO WASCO-HEPPNER HWY 300 / MAIN ST | .54 | | 185 | | | | | | | |
| 38.04 | WASCO-HEPPNER HWY 300 TO BAYARD ST | .38 | | 454 | | | | | | | |
| 38.42 | BAYARD ST TO SCL | .26 | | 219 | | | | | | | |
| | TOTAL CONDON | 1.18 | | 279 | | | | | | | |
| | RURAL AREA - CONDON TO FOSSIL | | | | | | | | | | |
| 38.68 | CONDON TO WHEELER COUNTY | 12.75 | | 134 | | | | | | | |
| 52.06 | WHEELER COUNTY TO FOSSIL | 5.51 | | 134 | | | | | | | |
| | TOTAL CONDON TO FOSSIL | 18.26 | | 134 | | | | | | | |
| | RURAL CITY - FOSSIL | | | | | | | | | | |
| 57.57 | WCL TO SHANIKO-FOSSIL HWY 291 /ORE218 | .58 | | 102 | | | | | | | |
| 58.15 | SHANIKO-FOSSIL HWY 291 /ORE218 TO ECL | .52 | | 170 | | | | | | | |
| | TOTAL FOSSIL | 1.10 | | 134 | | | | | | | |
| | RURAL AREA - FOSSIL TO SPRAY | | | | | | | | | | |
| 59.64 | FOSSIL TO SERVICE CREEK-MITCHELL HWY 390 /ORE207 | 18.92 | | 139 | | | | | | | |
| 78.56 | SERVICE CREEK-MITCHELL HWY 390 TO SPRAY | 12.20 | | 114 | | | | | | | |
| | TOTAL FOSSIL TO SPRAY | 31.12 | | 129 | | | | | | | |
| | RURAL CITY - SPRAY | | | | | | | | | | |
| 92.18 | SPRAY | .62 | | 180 | | | | | | | |
| | TOTAL SPRAY | .62 | | 180 | | | | | | | |
| | RURAL AREA - SPRAY TO DAYVILLE | | | | | | | | | | |
| 92.80 | SPRAY TO HEPPNER-SPRAY HWY 321 /ORE207 | 2.65 | | 131 | | | | | | | |
| 95.56 | HEPPNER-SPRAY HWY 321 TO GRANT COUNTY | 9.17 | | 110 | | | | | | | |
| 104.73 | GRANT COUNTY TO KIMBERLY-LONG CREEK HWY 402 | .50 | | 87 | | | | | | | |
| 105.23 | KIMBERLY-LONG CR HWY 402 TO OCHOCO HWY 41 /US26 | 18.48 | 1 | 120 | 1.23 | | .91 | 1 | 1.23 | | .91 |
| 124.17 | OCHOCO HWY 41 /US26 TO DAYVILLE | 6.26 | | 210 | | | | | | | |
| | TOTAL SPRAY TO DAYVILLE | 37.06 | 1 | 133 | .56 | | .49 | 1 | .56 | | .49 |
| | RURAL CITY - DAYVILLE | | | | | | | | | | |
| 130.43 | DAYVILLE | 1.37 | | 151 | | | | | | | |
| | TOTAL DAYVILLE | 1.37 | | 151 | | | | | | | |
| | RURAL AREA - DAYVILLE TO MT VERNON | | | | | | | | | | |
| 131.80 | DAYVILLE TO MT VERNON | 21.92 | | 152 | .64 | .63 | | | .64 | .63 | |
| | TOTAL DAYVILLE TO MT VERNON | 21.92 | | 152 | .64 | .64 | | | .64 | .64 | |
| | RURAL CITY - MT VERNON | | | | | | | | | | |
| 153.79 | WCL TO PENDLETON-JOHN DAY HWY 28 /US395 | .24 | | 226 | | | | | | | |
| 154.03 | PENDLETON-JOHN DAY HWY 28 /US395 TO ECL | .26 | | 325 | | | | | | | |
| | TOTAL MT VERNON | .50 | | 277 | | | | | | | |

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|------|-------|-------|------|------|-------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - MT VERNON TO JOHN DAY | | | | | | | | | | |
| 154.29 | MT VERNON TO JOHN DAY | 7.22 | | 372 | | | | 1.31 | | | 1.31 |
| | TOTAL MT VERNON TO JOHN DAY | 7.22 | | 372 | | | | 1.32 | | | 1.32 |
| | RURAL CITY - JOHN DAY | | | | | | | | | | |
| 161.51 | WCL TO JOHN DAY-BURNS HWY 48 /US395 | .78 | | 680 | | | | 8.78 | | | |
| 162.29 | JOHN DAY-BURNS HWY 48 TO ECL | 1.90 | | 284 | | | | | | | |
| | TOTAL JOHN DAY | 2.68 | | 399 | | | | 2.12 | | | |
| | RURAL AREA - JOHN DAY TO PRAIRIE CITY | | | | | | | | | | |
| 164.19 | JOHN DAY TO PRAIRIE CITY | 10.70 | | 240 | | | | | | | |
| | TOTAL JOHN DAY TO PRAIRIE CITY | 10.70 | | 240 | | | | | | | |
| | RURAL CITY - PRAIRIE CITY | | | | | | | | | | |
| 174.89 | PRAIRIE CITY | .70 | | 206 | | | | | | | |
| | TOTAL PRAIRIE CITY | .70 | | 206 | | | | | | | |
| | RURAL AREA - PRAIRIE CITY TO UNITY | | | | | | | | | | |
| 175.59 | PRAIRIE CITY TO WHITNEY HWY 71 | 15.04 | 1 | 123 | 1.48 | 1.67 | .82 | 1 | 1.48 | 1.67 | .82 |
| 190.67 | WHITNEY HWY 71 TO BAKER COUNTY | 8.93 | | 48 | | | 6.97 | | | | |
| 199.61 | BAKER COUNTY TO JCT DOOLEY MT HWY 415 /ORE7 | 10.30 | | 44 | | | | | | | |
| 210.54 | DOOLEY MT HWY 415 TO UNITY | 1.00 | | 57 | | | | | | | |
| | TOTAL PRAIRIE CITY TO UNITY | 35.27 | 1 | 79 | .98 | 1.35 | 1.33 | 1 | .98 | 1.35 | .67 |
| | RURAL CITY - UNITY | | | | | | | | | | |
| 211.64 | UNITY | 1.27 | | 58 | | | | | | | |
| | TOTAL UNITY | 1.27 | | 58 | | | | | | | |
| | RURAL AREA - UNITY TO VALE | | | | | | | | | | |
| 212.91 | UNITY TO MALHEUR CO. LINE | 9.99 | | 43 | | | | | | | |
| 222.90 | MALHEUR COUNTY TO S WILLOW CREEK ROAD | 7.80 | | 42 | | | 11.70 | | | | 11.70 |
| 230.70 | S WILLOW CREEK ROAD TO IRONSIDE | .41 | | 45 | | | | | | | |
| 231.11 | IRONSIDE TO BROGAN | 23.04 | | 45 | | | | | | | |
| 254.16 | BROGAN TO JAMIESON / NORWOOD DRIVE | 6.09 | | 63 | | | | | | | |
| 260.68 | NORWOOD DRIVE TO 4TH AVE | 13.12 | | 96 | | 2.26 | | | | | |
| 273.80 | 4TH AVE TO VALE | 3.91 | | 197 | | | | | | | |
| | TOTAL UNITY TO VALE | 64.36 | | 66 | | .74 | .72 | | | | .72 |
| | RURAL CITY - VALE | | | | | | | | | | |
| 277.71 | NCL TO WASHINGTON ST E. | .44 | | 240 | | | | | | | |
| 278.15 | WASHINGTON ST E. TO "A" ST E. | .06 | | 264 | | | | | | | |
| | TOTAL VALE | .50 | | 243 | | | | | | | |

SUMMARY OF HIGHWAY 5, JOHN DAY

| | | | | | | | | | | | |
|---------------|--------|---|-----|-----|--|--|---|-----|--|--|--|
| URBAN CITY | .00 | | | | | | | | | | |
| SUBURBAN AREA | .00 | | | | | | | | | | |
| TOTAL URBAN | .00 | | | | | | | | | | |
| RURAL CITY | 11.09 | | 299 | | | | | | | | |
| RURAL AREA | 262.39 | 3 | 127 | .25 | | | 3 | .25 | | | |
| TOTAL RURAL | 273.48 | 3 | 134 | .22 | | | 3 | .22 | | | |
| TOTAL HIGHWAY | 273.48 | 3 | 134 | .22 | | | 3 | .22 | | | |

HIGHWAY 6, OLD OREGON TRAIL

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|--|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| RURAL AREA - COLUMBIA RIVER HWY 2 /US30 TO PENDLETON | | | | | | | | | | | |
| 167.58 | COLUMBIA RIVER HWY 2 TO UMATILLA COUNTY | 9.78 | 1 | 3,564 | .07 | .24 | .22 | | | .08 | .15 |
| 177.36 | UMATILLA COUNTY TO ORDANCE INTERCHANGE | .62 | | 3,639 | | | | | | | |
| 177.98 | ORDANCE INTERCHANGE TO WESTLAND INTERCHANGE | 2.42 | | 3,838 | | | | | | | |
| 180.40 | WESTLAND INT TO HERMISTON INTERCHANGE /HWY 333 | 2.46 | | 3,844 | | .60 | .63 | | | .30 | .31 |
| 182.86 | HERMISTON INT TO STANFIELD INTERCHANGE /HWY 54 | 5.97 | 2 | 3,052 | .30 | .15 | .15 | 1 | .15 | .15 | |
| 188.83 | STANFIELD INT TO ECHO JCT INTERCHANGE /HWY 320 | 4.70 | 1 | 4,226 | .13 | | | 1 | .13 | | |
| 193.53 | ECHO JCT INTERCHANGE TO BEGIN PENDLETON UA | 13.28 | 5 | 4,377 | .23 | .04 | .09 | 2 | .09 | .04 | |
| | TOTAL COLUMBIA RIVER HWY 2 /US30 TO PENDLETON | 39.23 | 9 | 3,876 | .16 | .13 | .14 | 4 | .07 | .07 | .05 |
| SUBURBAN AREA - PENDLETON UA TO PENDLETON | | | | | | | | | | | |
| 206.81 | ENTER UA TO PENDLETON WCL | .43 | 1 | 4,431 | 1.43 | 1.48 | | 1 | 1.43 | 1.48 | |
| | TOTAL PENDLETON UA TO PENDLETON | .43 | 1 | 4,431 | 1.44 | 1.49 | | 1 | 1.44 | 1.49 | |
| URBAN CITY - PENDLETON | | | | | | | | | | | |
| 207.27 | WCL TO PENDLETON INTERCHANGE /HWY 67 | .20 | | 4,431 | | | | | | | |
| 207.47 | WEST PENDLETON INT TO EMIGRANT AVE INT /HWY 28 | 2.07 | | 4,255 | | .64 | .33 | | | .32 | .33 |
| 209.54 | EMIGRANT AVE INT TO SOUTH PENDLETON INTERCHANGE | 1.42 | 2 | 3,963 | .97 | .49 | .48 | | | | .48 |
| 210.96 | SOUTH PENDLETON INTERCHANGE TO ECL | .14 | | 4,390 | | | | | | | |
| | TOTAL PENDLETON | 3.83 | 2 | 4,161 | .34 | .53 | .36 | | | .18 | .36 |
| SUBURBAN AREA - PENDLETON TO END UA | | | | | | | | | | | |
| 211.10 | ECL TO END PENDLETON UA | .44 | | 4,390 | | | | | | | |
| | TOTAL PENDLETON TO END UA | .44 | | 4,390 | | | | | | | |
| RURAL AREA - PENDLETON UA TO LA GRANDE | | | | | | | | | | | |
| 211.54 | END UA TO EAST PENDLETON INTERCHANGE /HWY67 | 1.51 | | 4,390 | | | | | | | |
| 213.05 | EAST PENDLETON INT TO MISSION JCT INT /HWY 331 | 2.99 | 2 | 4,924 | .37 | | | | | | |
| 216.04 | MISSION JCT INT /HWY 331 TO DEADMANS PASS INT | 12.90 | 19 | 3,978 | 1.01 | .38 | .47 | 9 | .48 | .14 | .31 |
| 228.94 | DEADMANS PASS INT TO E EMIGRANT PARK INTERCHANGE | 6.11 | 3 | 3,838 | .35 | .31 | .35 | 2 | .23 | .10 | .11 |
| 235.05 | EAST EMIGRANT PARK INT TO MEACHAM INTERCHANGE | 3.72 | 2 | 3,911 | .37 | .84 | .19 | 1 | .18 | .50 | .19 |
| 238.77 | MEACHAM INTERCHANGE TO KAMELA INTERCHANGE | 5.05 | 8 | 3,911 | 1.10 | .49 | .57 | 2 | .27 | .49 | .42 |
| 243.82 | KAMELA INTERCHANGE TO UNION COUNTY | .17 | | 3,951 | | | | | | | |
| 243.99 | UNION COUNTY TO GLOVER INTERCHANGE | 4.95 | 5 | 3,951 | .70 | .37 | .43 | 3 | .42 | .12 | |
| 248.94 | GLOVER INTERCHANGE TO UKIAH-HILGARDE INTERCHANGE | 3.89 | | 3,991 | | .15 | .37 | | | .15 | .18 |
| 252.83 | UKIAH-HILGARDE HWY 341 TO UPPER PERRY INT | 3.57 | 1 | 4,827 | .15 | 2.08 | .46 | | | 1.38 | |
| 256.40 | UPPER PERRY INT TO LOWER PERRY INTERCHANGE | .86 | 3 | 4,783 | 1.99 | .97 | 1.99 | 3 | 1.99 | .97 | 1.99 |
| 257.26 | LOWER PERRY INT TO N LAGRANDE INT /W JCT HWY 66 | 1.96 | 4 | 4,947 | 1.13 | .82 | .84 | 3 | .84 | .41 | .84 |
| 259.22 | WEST JCT LAGRANDE-BAKER HWY 66 TO LA GRANDE | .20 | | 4,100 | | | | | | | |
| | TOTAL PENDLETON UA TO LA GRANDE | 47.88 | 47 | 4,136 | .65 | .47 | .42 | 23 | .32 | .28 | .24 |
| URBAN CITY - LAGRANDE | | | | | | | | | | | |
| 259.42 | WCL TO O-XING N SPRUCE ST | 1.51 | 1 | 4,100 | .44 | | | 1 | .44 | | |
| 260.93 | O-XING SPRUCE ST TO EAST LAGRANDE INT /HWY 10 | .91 | | 4,100 | | 1.41 | | | | .70 | |
| 261.84 | EAST LAGRANDE INT /HWY 10 TO ECL | .57 | | 4,282 | | 1.08 | | | | | |
| | TOTAL LAGRANDE | 2.99 | 1 | 4,135 | .22 | .64 | | 1 | .22 | .21 | |
| SUBURBAN AREA - LA GRANDE TO END UA | | | | | | | | | | | |
| 262.41 | ECL TO END LA GRANDE UA | .54 | | 4,282 | | | | | | | |
| | TOTAL LA GRANDE TO END UA | .54 | | 4,282 | | | | | | | |

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - LA GRANDE UA TO NORTH POWDER | | | | | | | | | | |
| 262.95 | END UA TO EAST JCT LAGRANDE-BAKER HWY 6 | 1.97 | | 4,282 | | .31 | | | | | |
| 264.92 | E JCT LAGRANDE-BAKER HWY 66 TO FOOTHILL ROAD INT | 3.34 | 2 | 4,217 | .38 | .59 | | 2 | .38 | .59 | |
| 268.26 | FOOTHILL ROAD INT TO LADD CANYON RD INTERCHANGE | 5.65 | 4 | 4,191 | .46 | .35 | 1.18 | 3 | .34 | .23 | .94 |
| 273.91 | LADD CANYON ROAD INT TO CLOVER CREEK INTERCHANGE | 4.73 | 5 | 4,128 | .70 | 1.14 | .42 | 3 | .42 | .86 | .28 |
| 278.64 | CLOVER CR INTERCHANGE TO WOLF CR RD INTERCHANGE | 5.00 | 4 | 4,172 | .52 | .27 | .53 | 2 | .26 | | .40 |
| 283.64 | WOLF CREEK ROAD INTERCHANGE TO NORTH POWDER | 1.84 | | 4,128 | | .36 | 1.08 | | | .36 | .36 |
| | TOTAL LA GRANDE UA TO NORTH POWDER | 22.53 | 15 | 4,180 | .44 | .53 | .59 | 10 | .29 | .36 | .41 |
| | RURAL CITY - NORTH POWDER | | | | | | | | | | |
| 285.48 | NORTH POWDER | .27 | 1 | 4,105 | 2.47 | 2.51 | | 1 | 2.47 | 2.51 | |
| | TOTAL NORTH POWDER | .27 | 1 | 4,105 | 2.47 | 2.51 | | 1 | 2.47 | 2.51 | |
| | RURAL AREA - NORTH POWDER TO BAKER CITY UA | | | | | | | | | | |
| 285.75 | SCL TO BAKER COUNTY | .45 | | 4,039 | | | | | | | |
| 286.20 | BAKER COUNTY TO BAKER VALLEY REST AREA | 9.09 | 1 | 4,039 | .07 | .29 | .36 | 1 | .07 | .14 | .29 |
| 295.29 | BAKER VALLEY REST AREA TO CHANDLER LANE INT | 3.39 | 2 | 4,039 | .40 | 1.00 | .39 | 1 | .20 | .60 | .39 |
| 298.68 | CHANDLER LANE INT TO HWY 12 /ENTER UA | 4.03 | | 4,217 | | .16 | .16 | | | .16 | |
| | TOTAL NORTH POWDER TO BAKER CITY UA | 16.96 | 3 | 4,081 | .12 | .40 | .31 | 2 | .08 | .24 | .24 |
| | SUBURBAN AREA - BAKER CITY UA TO BAKER CITY | | | | | | | | | | |
| 302.71 | HWY 12 /ENTER UA TO BAKER CITY NCL | .50 | 1 | 4,083 | 1.34 | | | 1 | 1.34 | | |
| | TOTAL BAKER CITY UA TO BAKER CITY | .50 | 1 | 4,083 | 1.34 | | | 1 | 1.34 | | |
| | URBAN CITY - BAKER CITY | | | | | | | | | | |
| 303.21 | NCL TO CAMPBELL ST INTERCHANGE | .92 | | 4,083 | | | 1.45 | | | | .72 |
| 304.13 | CAMPBELL ST INTERCHANGE TO ECL /END UA | 2.11 | | 4,281 | | .93 | | | | .93 | |
| | TOTAL BAKER CITY | 3.03 | | 4,221 | | .66 | .51 | | | .66 | .26 |
| | RURAL AREA - BAKER CITY TO ONTARIO | | | | | | | | | | |
| 306.24 | BAKER TO ENCINA INT / LA GRANDE-BAKER HWY 66 | 7.40 | 5 | 4,536 | .40 | .33 | .17 | 4 | .32 | .25 | .08 |
| 313.64 | ENCINA INTERCHANGE TO PLEASANT VALLEY | 3.83 | 1 | 4,444 | .16 | .16 | .42 | | | .16 | .42 |
| 317.47 | PLEASANT VALLEY TO DURKEE INTERCHANGE | 9.96 | 3 | 4,496 | .18 | .26 | .48 | 3 | .18 | .13 | .40 |
| 327.43 | DURKEE INTERCHANGE TO NELSON POINT INTERCHANGE | 3.24 | | 4,148 | | .20 | .24 | | | .20 | .24 |
| 330.67 | NELSON PT INTERCHANGE TO WEATHERBY INTERCHANGE | 5.09 | 5 | 4,355 | .61 | .12 | .92 | 3 | .37 | | .61 |
| 335.76 | WEATHERBY INT TO JORDAN CREEK INTERCHANGE | 2.35 | 3 | 4,303 | .81 | .55 | 1.02 | 3 | .81 | .55 | 1.02 |
| 338.11 | JORDAN CREEK INT TO DIXIE INTERCHANGE /US30 | 2.31 | 3 | 4,303 | .82 | 1.12 | 1.39 | 2 | .55 | 1.12 | 1.39 |
| 340.42 | DIXIE INTERCHANGE TO LIME INTERCHANGE /HWY 449 | 2.49 | 1 | 4,225 | .26 | .26 | .32 | | | .26 | .32 |
| 342.91 | LIME INTERCHANGE TO N HUNTINGTON INTERCHANGE | 2.92 | 1 | 3,804 | .24 | .22 | 1.65 | | | | .82 |
| 345.83 | NORTH HUNTINGTON INTERCHANGE TO MALHEUR COUNTY | 6.17 | | 3,712 | | .12 | .24 | | | .12 | .24 |
| 352.00 | MALHEUR COUNTY TO BENSON CREEK INT /HWY 449 | 1.04 | | 3,712 | | | 1.46 | | | | 1.46 |
| 353.04 | BENSON CR INT TO OLDS FERRY INTERCHANGE /HWY 455 | 3.13 | 2 | 4,036 | .43 | | .67 | 2 | .43 | | .44 |
| 356.17 | OLDS FERRY INT TO MOORES HOLLOW INTERCHANGE | 5.98 | 2 | 3,897 | .23 | .36 | .49 | 2 | .23 | .24 | .37 |
| 362.15 | MOORES HOLLOW INT TO STANTON BLVD INTERCHANGE | 9.30 | 1 | 4,093 | .07 | .16 | .43 | | | .08 | .25 |
| 371.45 | STANTON BLVD INT TO NORTH ONTARIO INT /HWY 455 | 3.10 | | 4,671 | | | .45 | | | | .22 |
| 374.55 | NORTH ONTARIO INTERCHANGE TO ONTARIO CL | .08 | | 5,153 | | | | | | | |
| | TOTAL BAKER CITY TO ONTARIO | 68.39 | 27 | 4,216 | .26 | .25 | .55 | 19 | .18 | .18 | .41 |
| | URBAN CITY - ONTARIO | | | | | | | | | | |
| 374.63 | NW CL TO IDAHO AVE INT /US30 /HWY 455 SPUR | 2.09 | | 5,153 | | .29 | | | | .29 | |
| 376.72 | IDAHO AVE INTERCHANGE TO SCL | .79 | | 4,339 | | | | | | | |
| | TOTAL ONTARIO | 2.88 | | 4,930 | | .22 | | | | .22 | |
| | SUBURBAN AREA - ONTARIO TO END UA | | | | | | | | | | |
| 377.51 | SCL T END ONTARIO UA | .25 | | 4,339 | | | | | | | |
| | TOTAL ONTARIO TO END UA | .25 | | 4,339 | | | | | | | |

HIGHWAY 6, OLD OREGON TRAIL

(CONTINUED)

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - ONTARIO UA TO IDAHO STATE LINE | | | | | | | | | | |
| 377.76 | END ONTARIO UA TO IDAHO ST LINE | .25 | 1 | 4,339 | 2.52 | 2.62 | | | | | |
| | TOTAL ONTARIO UA TO IDAHO STATE LINE | .25 | 1 | 4,339 | 2.53 | 2.63 | | | | | |

SUMMARY OF HIGHWAY 6, OLD OREGON TRAIL

| | | | | | | | | |
|---------------|--------|-----|-------|------|--|--|----|------|
| URBAN CITY | 12.73 | 3 | 4,343 | .15 | | | 1 | .05 |
| SUBURBAN AREA | 2.16 | 2 | 4,294 | .59 | | | 2 | .59 |
| TOTAL URBAN | 14.89 | 5 | 4,336 | .21 | | | 3 | .13 |
| RURAL CITY | .27 | 1 | 4,105 | 2.47 | | | 1 | 2.47 |
| RURAL AREA | 195.24 | 102 | 4,112 | .35 | | | 58 | .20 |
| TOTAL RURAL | 195.51 | 103 | 4,112 | .35 | | | 59 | .20 |
| TOTAL HIGHWAY | 210.40 | 108 | 4,128 | .34 | | | 62 | .20 |

HIGHWAY 7, CENTRAL OREGON

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|--------------------------------|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - BEND | | | | | | | | | | | |
| 0.51 | HWY 4 /US97 TO GREENWOOD & 8TH STS | .43 | | 1,036 | | | | | | | |
| 0.94 | GREENWOOD & 8TH ST TO ECL | 2.11 | 2 | 848 | 3.06 | | | 2 | 3.06 | | |
| | TOTAL BEND | 2.54 | 2 | 880 | 2.45 | | | 2 | 2.45 | | |
| SUBURBAN AREA - BEND TO END UA | | | | | | | | | | | |
| 3.05 | BEND ECL TO END UA | .51 | | 584 | | | | | | | |
| | TOTAL BEND TO END UA | .51 | | 584 | | | | | | | |
| RURAL AREA - BEND UA TO HINES | | | | | | | | | | | |
| 3.56 | END UA TO JCT POWELL BUTTE HWY 371 | 1.19 | | 462 | | | | | | | |
| 4.75 | POWELL BUTTE JCT HWY 371 TO ROAD TO CHINA HAT | 15.80 | 1 | 687 | .25 | | .96 | 1 | .25 | | .32 |
| 20.96 | ROAD TO CHINA HAT TO CROOKED RIVER HWY 14 /ORE27 | 13.97 | 1 | 362 | .54 | .76 | | 1 | .54 | | |
| 35.65 | CROOKED RIVER HWY 14 TO BROTHERS /CAMP CR ROAD | 7.04 | | 332 | | | | | | | |
| 42.69 | BROTHERS TO LAKE COUNTY | 26.56 | 8 | 316 | 2.61 | .35 | .61 | 8 | 2.61 | | .61 |
| 69.25 | LAKE COUNTY TO HARNEY COUNTY | 14.54 | 4 | 310 | 2.43 | | 1.12 | 2 | 1.21 | | .56 |
| 83.79 | HARNEY COUNTY TO JCT LAKEVIEW-BURNS HWY 49 | 20.83 | 1 | 310 | .42 | .42 | .37 | 1 | .42 | .42 | .37 |
| 104.62 | JCT LAKEVIEW-BURNS HWY 49 /US395 TO HINES | 23.08 | 3 | 549 | .64 | .58 | .92 | 3 | .64 | .58 | .61 |
| | TOTAL BEND UA TO HINES | 123.01 | 18 | 413 | .97 | .32 | .66 | 16 | .86 | .19 | .42 |
| RURAL CITY - HINES | | | | | | | | | | | |
| 127.70 | HINES | 2.40 | | 683 | | | | | | | |
| | TOTAL HINES | 2.40 | | 683 | | | | | | | |
| RURAL CITY - BURNS | | | | | | | | | | | |
| 130.10 | WCL TO JCT STEENS HWY 442 /ORE78 | 1.40 | | 548 | | | | | | | |
| 131.50 | STEENS HWY 442 TO NCL | 1.01 | | 240 | | | | | | | |
| | TOTAL BURNS | 2.41 | | 419 | | | | | | | |
| RURAL AREA - BURNS TO VALE | | | | | | | | | | | |
| 132.51 | BURNS TO JCT JOHN DAY-BURNS HWY 48 /US395 | 1.57 | | 154 | | | | | | | |
| 134.08 | JCT JOHN DAY-BURNS HWY 48 /395 TO BUCHANAN ROAD | 20.80 | | 410 | | .32 | .96 | | | | |
| 154.88 | BUCHANAN ROAD TO MALHEUR COUNTY | 25.20 | 3 | 345 | .94 | | .73 | 2 | .63 | | |
| 180.15 | MALHEUR COUNTY TO JUNTURA-RIVERSIDE ROAD | 9.12 | | 351 | | | 1.42 | | | | 1.42 |
| 189.27 | JUNTURA-RIVERSIDE ROAD TO DRAKE ST | .51 | | 351 | | | | | | | |
| 189.78 | DRAKE ST TO HARPER JCT | 33.24 | 4 | 358 | .92 | .23 | .18 | 3 | .69 | .23 | |
| 223.16 | HARPER JCT TO JCT VALE-WEST HWY 451 | 14.57 | 3 | 437 | 1.29 | | .59 | 1 | .43 | | .59 |
| 238.78 | JCT VALE-WEST HWY 451 TO VALE | 6.71 | 1 | 651 | .62 | .67 | | 1 | .62 | | |
| | TOTAL BURNS TO VALE | 111.72 | 11 | 389 | .69 | .19 | .57 | 7 | .44 | .06 | .19 |
| RURAL CITY - VALE | | | | | | | | | | | |
| 245.49 | WCL TO BEGIN COUplet / A ST | .22 | | 703 | | | | | | | |
| 245.71 | BEGIN COUplet / A ST TO JCT HWY 451 -EBD | .05 | | 865 | | | | | | | |
| 245.76 | VALE-WEST HWY 451 TO JCT HWY 5 /US26 -EBD | .63 | | 1,013 | | | | 2.42 | | | 2.42 |
| 246.39 | JOHN DAY HWY 5 /US26 TO ECL -EBD | .13 | | 275 | | | | | | | |
| | TOTAL VALE | 1.03 | | 846 | | | | 1.82 | | | 1.82 |
| RURAL AREA - VALE TO NYSSA | | | | | | | | | | | |
| 246.52 | VALE TO END COUplet -EBD | .30 | | 238 | | | | | | | |
| 246.79 | EAST END COUplet TO LINCOLN DRIVE | 8.40 | | 420 | | .53 | 2.15 | | | .53 | 2.15 |
| 255.19 | LINCOLN DRIVE TO JCT HWY 455 /ORE201 | 3.00 | | 417 | | | | | | | |
| 258.19 | OLDS FERRY-ONTARIO HWY 455 TO NYSSA | 7.21 | | 312 | | 4.26 | | | | 1.42 | |
| | TOTAL VALE TO NYSSA | 18.91 | | 375 | | 1.34 | 1.35 | | | .67 | 1.35 |

HIGHWAY 7, CENTRAL OREGON

(CONTINUED)

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL CITY - NYSSA | | | | | | | | | | |
| 265.40 | NCL TO JCT SUCCOR CREEK HWY 450 /ORE201 | .57 | | 319 | | | | | | | |
| 265.97 | SUCCOR CREEK HWY 450 TO ECL | .78 | | 379 | | | | | | | |
| | TOTAL NYSSA | 1.35 | | 354 | | | | | | | |
| | RURAL AREA - NYSSA TO IDAHO STATE LINE | | | | | | | | | | |
| 266.75 | NYSSA TO IDAHO STATE LINE | .07 | | 345 | | | | | | | |
| | TOTAL NYSSA TO IDAHO STATE LINE | .07 | | 345 | | | | | | | |

SUMMARY OF HIGHWAY 7, CENTRAL OREGON

| | | | | | | | |
|---------------|--------|----|-----|------|--|----|------|
| URBAN CITY | 2.54 | 2 | 880 | 2.45 | | 2 | 2.45 |
| SUBURBAN AREA | .51 | | 584 | | | | |
| TOTAL URBAN | 3.05 | 2 | 830 | 2.16 | | 2 | 2.16 |
| RURAL CITY | 7.19 | | 556 | | | | |
| RURAL AREA | 253.71 | 29 | 400 | .78 | | 23 | .62 |
| TOTAL RURAL | 260.90 | 29 | 404 | .75 | | 23 | .60 |
| TOTAL HIGHWAY | 263.95 | 31 | 409 | .79 | | 25 | .63 |

HIGHWAY 8, OREGON-WASHINGTON

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | | |
|---------------|---|--|-------|-------|------------------------|-------|------|-------|------|------|------|--|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 | |
| | URBAN CITY - PENDLETON | | | | | | | | | | | |
| -1.77 | JCT HWY 6 TO HWY 28 /BEGIN COM ALIGN HWY 67 | 1.07 | | 536 | | | | | | | | |
| -0.70 | BEGIN COMMON ALIGN HWY 67 TO END COM ALIGN | .70 | | 0 | | | | | | | | |
| 0.00 | END COMMON ALIGN HWY 67 TO ECL | .71 | | 739 | | | | | | | | |
| | TOTAL PENDLETON | 2.48 | | 443 | | | | | | | | |
| | SUBURBAN AREA - PENDLETON TO END UA | | | | | | | | | | | |
| 0.71 | ECL TO END UA AT UMATILLA INDIAN RESERVATION | .28 | | 464 | | | | | | | | |
| | TOTAL PENDLETON TO END UA | .28 | | 464 | | | | | | | | |
| | RURAL AREA - PENDLETON TO ADAMS | | | | | | | | | | | |
| 0.99 | END UA /UMATILLA INDIAN RES TO HWY 331 | 3.43 | | 464 | | | | | | | | |
| 4.42 | UMATILLA MISSION HWY 331 TO HAVANA-HELIX HWY 335 | 1.77 | | 570 | | | | | | | | |
| 6.19 | HAVANA-HELIX HWY 335 TO WCL ADAMS | 5.59 | | 539 | | | | | | | | |
| | TOTAL PENDLETON TO ADAMS | 10.79 | | 520 | | | | | | | | |
| | RURAL CITY - ADAMS | | | | | | | | | | | |
| 11.78 | ADAMS | .36 | | 517 | | 33.67 | | | | | | |
| | TOTAL ADAMS | .36 | | 517 | | 33.67 | | | | | | |
| | RURAL AREA - ADAMS TO MILTON-FREEWATER | | | | | | | | | | | |
| 12.14 | ADAMS TO ATHENA-HOLDMAN HWY 334 | 5.21 | | 552 | | 2.20 | | | | | | |
| 17.39 | ATHENA-HOLDMAN HWY 334 TO WESTON-ELGIN HWY 330 | 3.06 | | 492 | | 4.16 | 5.11 | | 4.16 | 2.55 | | |
| 20.45 | WESTON-ELGIN HWY 330 TO MILTON-FREEWATER SCL | 6.14 | 1 | 627 | .71 | | 2.50 | | | 2.50 | | |
| | TOTAL ADAMS TO MILTON-FREEWATER | 14.41 | 1 | 571 | .33 | 1.53 | 2.06 | | .77 | 1.55 | | |
| | URBAN CITY - MILTON-FREEWATER | | | | | | | | | | | |
| 26.59 | SCL TO FREEWATER HWY 339 | 1.04 | | 1,191 | | | 1.14 | | | 1.14 | | |
| 30.62 | FREEWATER HWY 339 TO NCL | 1.02 | | 1,330 | | | 3.82 | | | 3.82 | | |
| | TOTAL MILTON-FREEWATER | 2.06 | | 1,260 | | | 1.76 | | | 1.76 | | |
| | SUBURBAN AREA - MILTON-FREEWATER TO END UA | | | | | | | | | | | |
| 31.64 | NCL TO END MILTON-FREEWATER UA | .28 | | 1,404 | | | | | | | | |
| | TOTAL MILTON-FREEWATER TO END UA | .28 | | 1,404 | | | | | | | | |
| | RURAL AREA - MILTON-FREEWATER UA TO WASHINGTON STATE LI | | | | | | | | | | | |
| 31.92 | MILTON-FREEWATER TO SUNNYSIDE-UMAPINE HWY 332 | .72 | | 1,433 | | | | | | | | |
| 32.64 | SUNNYSIDE-UMAPINE HWY 322 TO FERNDALE ROAD | 1.27 | | 1,446 | | | | | | | | |
| 33.91 | FERNDALE ROAD TO WASHINGTON STATE LINE | 1.41 | 1 | 1,510 | 1.28 | 2.91 | | | | 2.91 | | |
| | TOTAL MILTON-FREEWATER UA TO WASHINGTON STATE LI | 3.40 | 1 | 1,470 | .55 | 1.24 | | | | 1.24 | | |
| | SUMMARY OF HIGHWAY 8, OREGON-WASHINGTON | | | | | | | | | | | |
| | URBAN CITY | 4.54 | | 814 | | | | | | | | |
| | SUBURBAN AREA | .56 | | 934 | | | | | | | | |
| | TOTAL URBAN | 5.10 | | 827 | | | | | | | | |
| | RURAL CITY | .36 | | 517 | | | | | | | | |
| | RURAL AREA | 28.60 | 2 | 659 | .29 | | | | | | | |
| | TOTAL RURAL | 28.96 | 2 | 657 | .29 | | | | | | | |
| | TOTAL HIGHWAY | 34.06 | 2 | 682 | .24 | | | | | | | |

HIGHWAY 9, OREGON COAST

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - WASHINGTON STATE LINE TO ASTORIA | | | | | | | | | | |
| 0.00 | WASHINGTON STATE LINE TO ASTORIA | 2.79 | | 599 | | | 1.88 | | | | |
| | TOTAL WASHINGTON STATE LINE TO ASTORIA | 2.79 | | 599 | | | 1.89 | | | | |
| | URBAN CITY - ASTORIA | | | | | | | | | | |
| 2.79 | NCL TO JCT COLUMBIA RIVER HWY 2W /US30 | 1.01 | | 599 | | | | | | | |
| 3.80 | JCT HWY 2W TO BEG INT NEHALEM HWY 102 /ORE202 | .34 | | 1,035 | | | | | | | |
| 4.14 | BEGIN INTERCHANGE NEHALEM HWY 102 TO WCL | .83 | | 1,280 | | | | | | | |
| | TOTAL ASTORIA | 2.18 | | 926 | | | | | | | |
| | RURAL CITY - WARRENTON | | | | | | | | | | |
| 4.97 | ASTORIA TO N CONN FR WARRENTON-ASTORIA HWY 105 | 1.59 | | 1,288 | | | | | | | |
| 6.56 | WARRENTON-ASTORIA HWY 105 TO WARRENTON CL | 2.16 | 1 | 812 | 1.56 | | | 1 | 1.56 | | |
| | TOTAL WARRENTON | 3.75 | 1 | 1,014 | .72 | | | 1 | .72 | | |
| | RURAL AREA - WARRENTON TO GEARHART | | | | | | | | | | |
| 8.72 | WARRENTON TO JCT FORT STEVENS HWY 104 | .76 | | 788 | | | | | | | |
| 9.48 | JCT HWY 104 TO POOLS BRIDGE /GLENWOOD O-XING | 1.35 | | 1,145 | | | .70 | | | | .70 |
| 12.82 | GLENWOOD O-XING TO GEARHART | 5.48 | 1 | 1,104 | .45 | .45 | | | | .45 | |
| | TOTAL WARRENTON TO GEARHART | 7.59 | 1 | 1,080 | .33 | .33 | .27 | | | .33 | .27 |
| | RURAL CITY - GEARHART | | | | | | | | | | |
| 18.30 | GEARHART | .99 | 2 | 1,165 | 4.75 | | 2.22 | | | | |
| | TOTAL GEARHART | .99 | 2 | 1,165 | 4.75 | | 2.22 | | | | |
| | URBAN CITY - SEASIDE | | | | | | | | | | |
| 19.29 | NCL TO HOLLADAY DRIVE | 2.33 | | 1,114 | | 2.00 | 2.04 | | | 1.00 | 2.04 |
| 21.62 | HOLLADAY DRIVE TO SCL | 2.66 | 1 | 1,053 | .97 | | | | | | |
| | TOTAL SEASIDE | 4.99 | 1 | 1,081 | .51 | 1.15 | 1.14 | | | .58 | 1.14 |
| | RURAL AREA - SEASIDE TO CANNON BEACH | | | | | | | | | | |
| 24.40 | SEASIDE TO SUNSET HWY 47 /US26 | .53 | | 989 | | | | | | | |
| 24.96 | SUNSET HWY 47 TO N JCT CANNON BEACH FRONTAGE RD | 3.15 | 1 | 1,022 | .85 | | 1.54 | | | | |
| 28.19 | N JCT CANNON BEACH FR ROAD TO CANNON BEACH NCL | .67 | | 781 | | | | | | | |
| | TOTAL SEASIDE TO CANNON BEACH | 4.35 | 1 | 981 | .64 | | 1.17 | | | | |
| | RURAL CITY - CANNON BEACH | | | | | | | | | | |
| 28.86 | NCL TO CANNON BEACH INT /SUNSET BLVD O-XING | .67 | | 759 | | | | | | | |
| 29.53 | CANNON BEACH INTERCHANGE TO SCL | 1.42 | 1 | 558 | 3.45 | | | 1 | 3.45 | | |
| | TOTAL CANNON BEACH | 2.09 | 1 | 622 | 2.11 | | | 1 | 2.11 | | |
| | RURAL AREA - CANNON BEACH TO NEHALEM | | | | | | | | | | |
| 30.95 | CANNON BEACH TO SOUTH JCT CANNON BEACH FR ROAD | .58 | | 496 | | | | | | | |
| 31.53 | S JCT CANNON BEACH FR ROAD TO TILLAMOOK COUNTY | 5.56 | | 527 | | 2.03 | 2.07 | | | 2.03 | |
| 37.11 | TILLAMOOK COUNTY TO 26TH STREET | 5.98 | | 486 | | | | | | | |
| 43.09 | 26TH STREET TO NEHALEM | 1.64 | | 647 | | | | | | | |
| | TOTAL CANNON BEACH TO NEHALEM | 13.76 | | 522 | | .75 | .77 | | | .75 | |
| | RURAL CITY - NEHALEM | | | | | | | | | | |
| 44.73 | NEHALEM | .80 | | 557 | | 9.23 | 8.87 | | | 9.23 | |
| | TOTAL NEHALEM | .80 | | 557 | | 9.23 | 8.87 | | | 9.23 | |
| | RURAL AREA - NEHALEM TO ROCKAWAY BEACH | | | | | | | | | | |
| 45.53 | SCL TO ROCKAWAY BEACH NCL | 8.00 | | 499 | | 1.13 | 1.13 | | | | 1.13 |
| | TOTAL NEHALEM TO ROCKAWAY BEACH | 8.00 | | 499 | | 1.13 | 1.14 | | | | 1.14 |

HIGHWAY 9, OREGON COAST

(CONTINUED)

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-------|------------------------|------|------|-------|-------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL CITY - ROCKAWAY BEACH | | | | | | | | | | |
| 49.26 | NCL TO END Z MILEAGE /Z49.57 | .56 | | 732 | | | | | | | |
| 49.57 | END Z MILEAGE TO NE 12TH AVE | .20 | | 567 | | | | | | | |
| 49.77 | NE 12TH AVE TO NW 9TH AVE | .24 | | 567 | | | | | | | |
| 50.01 | NW 9TH AVE TO WASHINGTON ST | 1.66 | | 638 | | | | | | | |
| 51.67 | WASHINGTON ST TO STARK ST | .10 | | 638 | | | | | | | |
| | TOTAL ROCKAWAY BEACH | 2.76 | | 646 | | | | | | | |
| | RURAL AREA - ROCKAWAY BEACH TO GARIBALDI | | | | | | | | | | |
| 51.77 | STARK ST TO MINEHAHA ST | .09 | | 638 | | | | | | | |
| 51.86 | MINEHAHA TO GARIBALDI | 3.11 | | 673 | | | | | | | |
| | TOTAL ROCKAWAY BEACH TO GARIBALDI | 3.20 | | 672 | | | | | | | |
| | RURAL CITY - GARIBALDI | | | | | | | | | | |
| 54.97 | GARIBALDI | 2.57 | | 650 | | | 1.77 | | | | 1.77 |
| | TOTAL GARIBALDI | 2.57 | | 650 | | | 1.78 | | | | 1.78 |
| | RURAL AREA - GARIBALDI TO BAY CITY | | | | | | | | | | |
| 57.54 | GARIBALDI TO BAY CITY | 1.67 | | 617 | | | | | | | |
| | TOTAL GARIBALDI TO BAY CITY | 1.67 | | 617 | | | | | | | |
| | RURAL CITY - BAY CITY | | | | | | | | | | |
| 59.21 | BAY CITY | 1.65 | | 654 | | | | | | | |
| | TOTAL BAY CITY | 1.65 | | 654 | | | | | | | |
| | RURAL AREA - BAY CITY TO TILLAMOOK | | | | | | | | | | |
| 60.86 | BAY CITY TO TILLAMOOK | 3.16 | 1 | 809 | 1.07 | 2.22 | .94 | 1 | 1.07 | | |
| | TOTAL BAY CITY TO TILLAMOOK | 3.16 | 1 | 809 | 1.07 | 2.23 | .94 | 1 | 1.07 | | |
| | RURAL CITY - TILLAMOOK | | | | | | | | | | |
| 64.23 | NCL TO MAIN AVE & FIRST /BEGIN COUPLER | 1.41 | 1 | 1,329 | 1.46 | 1.58 | | 1 | 1.46 | | |
| 65.64 | FIRST ST TO WILSON RIVER HWY 37 /THIRD AVE-SBD | .10 | | 861 | | | | | | | |
| 65.74 | WILSON RIVER HWY 37 TO SCL -SBD | .52 | 1 | 541 | 9.73 | | | 1 | 9.73 | | |
| | TOTAL TILLAMOOK | 2.03 | 2 | 1,104 | 2.44 | 1.30 | | 2 | 2.44 | | |
| | RURAL AREA - TILLAMOOK TO LINCOLN CITY | | | | | | | | | | |
| 66.26 | TILLAMOOK TO SOUTH END COUPLER-SBD | .17 | 1 | 374 | 43.09 | | | 1 | 43.09 | | |
| 66.43 | SOUTH END COUPLER TO LONG PRAIRIE ROAD | 1.73 | | 656 | | | | | | | |
| 68.16 | LONG PRAIRIE ROAD TO PLEASANT VALLEY | 4.95 | 1 | 512 | 1.08 | | | 1 | 1.08 | | |
| 73.11 | PLEASANT VALLEY TO BEAVER | 7.33 | 1 | 415 | .90 | .83 | .84 | 1 | .90 | .83 | .84 |
| 80.44 | BEAVER TO THREE RIVERS HWY 32 /ORE22 /HEBO | 4.50 | | 395 | | 1.40 | 1.42 | | | 1.40 | |
| 84.94 | THREE RIVERS HWY 32 /ORE22 /HEBO TO HWY 130 | 6.43 | 1 | 363 | 1.17 | | | | | | |
| 91.37 | LITTLE NESTUCCA HWY 130 TO NESKOWIN | 5.53 | | 307 | | | | | | | |
| 97.70 | NESKOWIN TO LINCOLN COUNTY | 5.06 | 1 | 337 | 1.60 | | | | | | |
| 102.80 | LINCOLN COUNTY TO SALMON RIVER HWY 39 /ORE18 | 2.41 | | 343 | | | | | | | |
| 105.21 | SALMON RIVER HWY 39 TO BEGIN LINCOLN CITY UA | .50 | | 1,174 | | | | | | | |
| | TOTAL TILLAMOOK TO LINCOLN CITY | 38.61 | 5 | 407 | .87 | .33 | .33 | 3 | .52 | .33 | .16 |
| | SUBURBAN AREA - LINCOLN CITY UA TO LINCOLN CITY | | | | | | | | | | |
| 110.82 | ENTER UA TO LINCOLN CITY NCL | .99 | | 1,257 | | | | 2.54 | | | |
| | TOTAL LINCOLN CITY UA TO LINCOLN CITY | .99 | | 1,257 | | | | 2.55 | | | |

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | URBAN CITY - LINCOLN CITY | | | | | | | | | | |
| 111.81 | NCL TO HOLMES ROAD | 1.87 | | 1,118 | | | | | | | |
| 113.68 | HOLMES ROAD TO S 52ND STREET | 3.07 | | 1,050 | | | | | | | |
| 116.75 | S 52ND ST TO SCHOONER CREEK | 1.42 | | 803 | | | | | | | |
| 118.17 | SCHOONER CR TO SCL | .54 | | 647 | | 4.78 | | | | | |
| | TOTAL LINCOLN CITY | 6.90 | | 986 | | .29 | | | | | |
| | RURAL AREA - LINCOLN CITY TO DEPOE BAY | | | | | | | | | | |
| 118.71 | LINCOLN CITY TO HWY 181 /ORE229 /KERNVILLE | 1.31 | | 605 | | | | | | | |
| 120.02 | HWY 181 /ORE229 /KERNVILLE TO DEPOE BAY | 6.31 | | 624 | | | .56 | | | | |
| | TOTAL LINCOLN CITY TO DEPOE BAY | 7.62 | | 621 | | | .45 | | | | |
| | RURAL CITY - DEPOE BAY | | | | | | | | | | |
| 126.45 | DEPOE BAY | 2.12 | | 437 | | | | | | | |
| | TOTAL DEPOE BAY | 2.12 | | 437 | | | | | | | |
| | RURAL AREA - DEPOE BAY TO NEWPORT | | | | | | | | | | |
| 128.57 | DEPOE BAY TO OTTER ROCK HWY 182 | 3.88 | | 449 | | | | | | | |
| 132.45 | OTTER ROCK HWY 182 TO NEWPORT | 4.08 | 1 | 530 | 1.26 | | | | | | |
| | TOTAL DEPOE BAY TO NEWPORT | 7.96 | 1 | 491 | .70 | | | | | | |
| | URBAN CITY - NEWPORT | | | | | | | | | | |
| 136.53 | NEWPORT CL TO NW OCEAN VIEW DRIVE | 1.11 | | 726 | | | | | | | |
| 137.64 | NW OCEAN VIEW DRIVE TO CORVALLIS-NEWPORT HWY 33 | 2.73 | 1 | 1,164 | .86 | .99 | | 1 | .86 | .99 | |
| 140.37 | CORVALLIS-NEWPORT HWY 33 /US20 TO FERRY SLIP RD | 2.09 | | 899 | | | 1.40 | | | | 1.40 |
| 142.46 | FERRY SLIP ROAD TO SCL | 4.00 | | 633 | | | .56 | | | | .56 |
| | TOTAL NEWPORT | 9.93 | 1 | 845 | .33 | .33 | .53 | 1 | .33 | .33 | .53 |
| | RURAL AREA - NEWPORT TO WALDPORT | | | | | | | | | | |
| 146.46 | NEWPORT SCL TO LOST CRK FRONTAGE RD | .75 | | 553 | | | | | | | |
| 147.21 | LOST CRK FRONTAGE RD TO ART STREET | 3.38 | | 504 | | | .87 | | | | |
| 150.59 | ART ST TO SEAL ROCK ST | .44 | | 449 | | | | | | | |
| 151.03 | SEAL ROCK ST TO WALDPORT | 4.43 | | 452 | | 1.24 | | | | 1.24 | |
| | TOTAL NEWPORT TO WALDPORT | 9.00 | | 480 | | .58 | .34 | | | .58 | |
| | RURAL CITY - WALDPORT | | | | | | | | | | |
| 155.46 | NCL TO ALSEA HWY 27 /ORE34 | .44 | | 520 | | | | | | | |
| 155.90 | ALSEA HWY 27 / ORE34 TO SCL | .92 | 1 | 416 | 7.15 | | | 1 | 7.15 | | |
| | TOTAL WALDPORT | 1.36 | 1 | 450 | 4.48 | | | 1 | 4.48 | | |
| | RURAL AREA - WALDPORT TO YACHATS | | | | | | | | | | |
| 156.82 | WALDPORT TO NCL YACHATS | 6.59 | | 318 | | 1.37 | | | | 1.37 | |
| | TOTAL WALDPORT TO YACHATS | 6.59 | | 318 | | 1.37 | | | | 1.37 | |
| | RURAL CITY - YACHATS | | | | | | | | | | |
| 163.41 | YACHATS | 2.07 | 1 | 193 | 6.85 | | | | | | |
| | TOTAL YACHATS | 2.07 | 1 | 193 | 6.86 | | | | | | |
| | RURAL AREA - YACHATS TO FLORENCE UA | | | | | | | | | | |
| 165.48 | YACHATS TO LANE COUNTY | 2.13 | | 132 | | | | | | | |
| 167.61 | LANE COUNTY TO CAPE CREEK BRIDGE | 10.63 | | 118 | | | | | | | |
| 178.29 | CAPE CREEK BRIDGE TO SUTTON LAKE BRIDGE | 6.49 | | 119 | | 2.08 | | | | 2.08 | |
| 184.78 | SUTTON LAKE BRIDGE TO BEGIN FLORENCE UA | 2.33 | | 232 | | | | | | | |
| | TOTAL YACHATS TO FLORENCE UA | 21.58 | | 132 | | .65 | | | | .65 | |

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-------|------------------------|-------|-------|-------|-------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | SUBURBAN AREA - FLORENCE UA TO FLORENCE | | | | | | | | | | |
| 187.11 | ENTER UA TO FLORENCE NCL | .27 | | 382 | | | | | | | |
| | TOTAL FLORENCE UA TO FLORENCE | .27 | | 382 | | | | | | | |
| | URBAN CITY - FLORENCE | | | | | | | | | | |
| 187.38 | NCL TO JCT FLORENCE-EUGENE HWY 62 /ORE126 | 2.91 | | 763 | | | | | | | |
| 190.29 | HWY62 / ORE126 TO SCL | .69 | | 1,471 | | | | | | | |
| | TOTAL FLORENCE | 3.60 | | 899 | | | | | | | |
| | RURAL AREA - FLORENCE TO DUNES CITY | | | | | | | | | | |
| 190.98 | FLORENCE TO DUNES CITY | 4.14 | | 864 | | | .60 | | | | .60 |
| | TOTAL FLORENCE TO DUNES CITY | 4.14 | | 864 | | | .60 | | | | .60 |
| | RURAL CITY - DUNES CITY | | | | | | | | | | |
| 195.12 | DUNES CITY | .25 | | 513 | | | | | | | |
| | TOTAL DUNES CITY | .25 | | 513 | | | | | | | |
| | RURAL AREA - DUNES CITY TO REEDSPORT | | | | | | | | | | |
| 195.37 | DUNES CITY TO WEST LAKE ROAD | 1.34 | | 508 | | | | | | | |
| 196.71 | W LAKE ROAD TO DOUGLAS COUNTY | 1.87 | | 520 | | 6.65 | 2.46 | | | | 6.65 |
| 198.58 | DOUGLAS COUNTY TO TAHKENITCH FOREST CAMP | 4.99 | | 478 | | | 1.89 | | | | |
| 203.57 | TAHKENITCH FOREST CAMP TO GARDNER | 5.70 | | 464 | | | | | | | |
| 209.27 | GARDNER TO PITT STREET | .36 | | 512 | | | | | | | |
| 209.63 | PITT ST TO REEDSPORT | 1.48 | 1 | 546 | 3.39 | | 2.64 | 1 | 3.39 | | |
| | TOTAL DUNES CITY TO REEDSPORT | 15.74 | 1 | 488 | .36 | .75 | 1.13 | 1 | .36 | .75 | |
| | RURAL CITY - REEDSPORT | | | | | | | | | | |
| 211.11 | NCL TO JCT UMPQUA HWY 45 /ORE38 | .47 | | 604 | | | | | | | |
| 211.58 | UMPQUA HWY 45 /ORE38 TO SCL | 1.82 | | 1,500 | | | 1.05 | | | | 1.05 |
| | TOTAL REEDSPORT | 2.29 | | 1,316 | | | .93 | | | | .93 |
| | RURAL AREA - REEDSPORT TO LAKESIDE | | | | | | | | | | |
| 213.40 | REEDSPORT TO WINCHESTER BAY | 2.34 | | 1,195 | | | 1.06 | | | | |
| 215.74 | WINCHESTER BAY TO COOS COUNTY | 4.84 | | 1,033 | | .60 | .62 | | | | .62 |
| 220.58 | COOS COUNTY TO LAKESIDE | .79 | 1 | 985 | 3.52 | | | | | | |
| | TOTAL REEDSPORT TO LAKESIDE | 7.97 | 1 | 1,076 | .32 | .34 | .71 | | | | .36 |
| | RURAL CITY - LAKESIDE | | | | | | | | | | |
| 221.37 | LAKESIDE | .72 | 1 | 1,003 | 3.79 | | | | | | |
| | TOTAL LAKESIDE | .72 | 1 | 1,003 | 3.79 | | | | | | |
| | RURAL AREA - LAKESIDE TO NORTH BEND | | | | | | | | | | |
| 222.09 | LAKESIDE TO HAUSER | 7.18 | | 1,093 | | .36 | .37 | | | | .36 |
| 229.27 | HAUSER TO NORTH BEND | 4.76 | 1 | 1,212 | .47 | .79 | .82 | | | | .39 |
| | TOTAL LAKESIDE TO NORTH BEND | 11.94 | 1 | 1,140 | .20 | .57 | .58 | | | | .38 |
| | URBAN CITY - NORTH BEND | | | | | | | | | | |
| 234.03 | NCL TO COLORADO AVE | .93 | | 1,339 | | | 1.57 | | | | |
| 234.96 | COLORADO AVE TO BEGIN COUplet | .13 | | 1,322 | | 11.20 | 10.95 | | | | |
| 235.09 | BEGIN COUplet TO JCT CAPE ARAGO HWY 240 -SBD | .32 | 2 | 775 | 22.09 | | | 1 | 11.04 | | |
| 235.41 | CAPE ARAGO HWY 240 TO END COUplet -SBD | .65 | | 2,559 | | | 1.50 | | | | 1.50 |
| 236.06 | END COUplet TO SCL | .71 | | 3,554 | | | | | | | |
| | TOTAL NORTH BEND | 2.74 | 2 | 2,136 | .94 | .42 | 1.21 | 1 | .47 | | .40 |

HIGHWAY 9, OREGON COAST

(CONTINUED)

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|--|--|--|-------|-------|------------------------|-------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - COOS BAY | | | | | | | | | | | |
| 236.77 | NCL TO BEGIN COUPLET | .83 | | 3,733 | | | | | | | |
| 237.60 | BEGIN COUPLET TO COMMERCIAL AVE /HWY 243 -SBD | .61 | | 2,825 | | 1.62 | | | | | |
| 238.21 | COMMERCIAL AVE TO ANDERSON AVE /HWY 243 -SBD | .10 | | 2,129 | | | | | | | |
| 238.31 | ANDERSON AVE TO KRUSE AVE /END COUPLET -SBD | .77 | | 2,466 | | | | | | | |
| 239.08 | KRUSE AVE /END COUPLET TO SCL | .14 | | 4,819 | | | | | | | |
| | TOTAL COOS BAY | 2.45 | | 3,105 | | .36 | | | | | |
| SUBURBAN AREA - COOS BAY TO END UA | | | | | | | | | | | |
| 239.22 | SCL TO END UA /JCT COOS RIVER HWY 241 | .25 | | 4,819 | | | | | | | |
| | TOTAL COOS BAY TO END UA | .25 | | 4,819 | | | | | | | |
| RURAL AREA - COOS BAY TO BANDON | | | | | | | | | | | |
| 239.48 | END UA /COOS RIVER HWY 241 TO LORAIN AVE | .88 | | 2,849 | | 1.15 | | | | | |
| 240.36 | LORAIN AVE TO JCT COOS BAY-ROSEBURG HWY 35 | 3.91 | 4 | 2,752 | 1.01 | .53 | .55 | 2 | .50 | .53 | |
| 244.27 | JCT COOS BAY-ROSEBURG HWY 35 TO BANDON | 16.37 | 2 | 804 | .41 | .40 | .21 | 1 | .20 | .20 | |
| | TOTAL COOS BAY TO BANDON | 21.16 | 6 | 1,249 | .62 | .53 | .32 | 3 | .31 | .32 | |
| RURAL CITY - BANDON | | | | | | | | | | | |
| 260.64 | NCL TO JCT COQUILLE-BANDON HWY 244 | .93 | 1 | 934 | 3.15 | | | 1 | 3.15 | | |
| 273.37 | COQUILLE-BANDON HWY 244 /ORE42-S TO FILLMORE AVE | .52 | | 1,383 | | | | | | | |
| 273.89 | FILLMORE AVE TO SCL | .95 | | 1,239 | | | 2.26 | | | | 2.26 |
| | TOTAL BANDON | 2.40 | 1 | 1,152 | .99 | | .96 | 1 | .99 | | .96 |
| RURAL AREA - BANDON TO PORT ORFORD | | | | | | | | | | | |
| 274.84 | BANDON TO CURRY COUNTY | 10.94 | | 637 | | .79 | .40 | | | .79 | .40 |
| 285.78 | CURRY COUNTY TO LANGLOIS MOUNTAIN ROAD | 1.87 | | 566 | | | | | | | |
| 287.65 | LANGLOIS MT ROAD TO DENMARK ROAD | 2.88 | | 491 | | | | | | | |
| 290.58 | DENMARK ROAD TO CAPE BLANCO HWY 250 | 5.90 | | 481 | | | | | | | |
| 296.48 | CAPE BLANCO HWY 250 TO PORT ORFORD | 3.35 | | 519 | | | | | | | |
| | TOTAL BANDON TO PORT ORFORD | 24.94 | | 562 | | .37 | .19 | | | .37 | .19 |
| RURAL CITY - PORT ORFORD | | | | | | | | | | | |
| 299.83 | NCL TO PORT ORFORD HWY 251 | .99 | | 582 | | | | | | | |
| 300.99 | PORT ORFORD HWY 251 TO ECL | .49 | | 487 | | 12.18 | | | | | |
| | TOTAL PORT ORFORD | 1.48 | | 551 | | 3.49 | | | | | |
| RURAL AREA - PORT ORFORD TO GOLD BEACH | | | | | | | | | | | |
| 301.48 | PORT ORFORD TO HUMBUG MT STATE PARK BOUNDARY | 2.13 | | 385 | | | | | | | |
| 303.61 | HUMBUG MT STATE PARK BOUNDARY TO EUCHRE CREEK | 13.36 | 1 | 370 | .55 | .56 | .58 | 1 | .55 | .56 | .58 |
| 316.98 | EUCHRE CREEK TO GOLD BEACH | 10.87 | | 433 | | .58 | | | | .58 | |
| | TOTAL PORT ORFORD TO GOLD BEACH | 26.36 | 1 | 397 | .26 | .53 | .27 | 1 | .26 | .53 | .27 |
| RURAL CITY - GOLD BEACH | | | | | | | | | | | |
| 327.85 | GOLD BEACH | 3.44 | | 892 | | .80 | | | | .80 | |
| | TOTAL GOLD BEACH | 3.44 | | 892 | | .80 | | | | .80 | |
| RURAL AREA - GOLD BEACH TO BROOKINGS | | | | | | | | | | | |
| 331.30 | HUNTER CREEK ROAD TO SEBASTIAN STATE PARK ROAD | 3.57 | | 425 | | | | | | | |
| 334.87 | SEBASTIAN PARK TO DAWSON ROAD | 19.96 | | 385 | | .28 | | | | .28 | |
| 354.83 | DAWSON ROAD TO BROOKINGS | .44 | | 913 | | | | | | | |
| | TOTAL GOLD BEACH TO BROOKINGS | 23.97 | | 401 | | .23 | | | | .23 | |

HIGHWAY 9, OREGON COAST

(CONTINUED)

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL CITY - BROOKINGS | | | | | | | | | | |
| 355.27 | NCL TO BEGIN 4 LANE | 1.00 | | 929 | | | | | | | |
| 356.27 | BEGIN 4 LNE TO PACIFIC AVE-END JIGGLE BAR MEDIAN | .81 | | 1,186 | | | | | | | |
| 357.08 | PACIFIC AVE TO OAK STREET | .41 | 2 | 1,677 | 7.96 | | | | | | |
| 357.49 | OAK ST TO SCL | .49 | | 1,204 | | | | | | | |
| | TOTAL BROOKINGS | 2.71 | 2 | 1,169 | 1.73 | | | | | | |
| | RURAL AREA - BROOKINGS TO CALIFORNIA STATE LINE | | | | | | | | | | |
| 357.98 | BROOKINGS TO SOUTH END CHETCO RIVER BRIDGE | .11 | | 1,234 | | | | | | | |
| 358.09 | SOUTH END CHETCO RIVER BRIDGE TO DELAVAN CREEK | .59 | | 926 | | | | | | | |
| 358.68 | DELAVAN CREEK TO WINCHUCK ROAD | 3.54 | | 634 | | .93 | | | | .93 | |
| 362.22 | WINCHUCK ROAD TO CALIFORNIA STATE LINE | .89 | | 476 | | | 4.42 | | | | |
| | TOTAL BROOKINGS TO CALIFORNIA STATE LINE | 5.13 | | 653 | | .66 | .68 | | | .66 | |
| | SUMMARY OF HIGHWAY 9, OREGON COAST | | | | | | | | | | |
| | URBAN CITY | 32.79 | 4 | 1,199 | .28 | | | 2 | .14 | | |
| | SUBURBAN AREA | 1.51 | | 1,690 | | | | | | | |
| | TOTAL URBAN | 34.30 | 4 | 1,220 | .26 | | | 2 | .13 | | |
| | RURAL CITY | 35.70 | 12 | 818 | 1.13 | | | 6 | .56 | | |
| | RURAL AREA | 277.23 | 19 | 584 | .32 | | | 9 | .15 | | |
| | TOTAL RURAL | 312.93 | 31 | 611 | .44 | | | 15 | .21 | | |
| | TOTAL HIGHWAY | 347.23 | 35 | 671 | .41 | | | 17 | .20 | | |

HIGHWAY 10, WALLOWA LAKE

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-------|------------------------|------|------|-------|-------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | URBAN CITY - LA GRANDE | | | | | | | | | | |
| 0.00 | JCT LAGRANDE-BAKER HWY 66 /US30 TO N BALM ST | .39 | | 501 | | | | | | | |
| 0.39 | N BALM TO U-XING OLD ORE TRAIL HWY 6 /I-84 | .50 | | 649 | | | | | | | |
| 0.89 | U-XING OLD OREGON TRAIL HWY 6 TO ISLAND CITY | .72 | | 1,006 | | | | | | | |
| | TOTAL LA GRANDE | 1.61 | | 773 | | | | | | | |
| | URBAN CITY - ISLAND CITY | | | | | | | | | | |
| 1.61 | LA GRANDE TO COVE HWY 342 /ORE237 | .80 | | 800 | | | | | | | |
| 2.41 | COVE HWY 342 /ORE237/ TO NCL | .40 | | 939 | | | | | | | |
| | TOTAL ISLAND CITY | 1.20 | | 846 | | | | | | | |
| | RURAL AREA - ISLAND CITY TO IMBLER | | | | | | | | | | |
| 2.81 | ISLAND CITY TO IMBLER | 9.17 | 1 | 572 | .52 | | .64 | | | | |
| | TOTAL ISLAND CITY TO IMBLER | 9.17 | 1 | 572 | .52 | | .65 | | | | |
| | RURAL CITY - IMBLER | | | | | | | | | | |
| 11.98 | IMBLER | .52 | | 473 | | | | | | | |
| | TOTAL IMBLER | .52 | | 473 | | | | | | | |
| | RURAL AREA - IMBLER TO ELGIN | | | | | | | | | | |
| 12.50 | IMBLER TO ELGIN | 6.98 | | 410 | | | | | | | |
| | TOTAL IMBLER TO ELGIN | 6.98 | | 410 | | | | | | | |
| | RURAL CITY - ELGIN | | | | | | | | | | |
| 19.48 | SCL TO JCT WESTON-ELGIN HWY 330 /ORE204 | .54 | 1 | 437 | 11.60 | | | 1 | 11.60 | | |
| 20.25 | WESTON-ELGIN HWY 330 /ORE204 TO ECL | .35 | | 173 | | | | | | | |
| | TOTAL ELGIN | .89 | 1 | 333 | 9.24 | | | 1 | 9.24 | | |
| | RURAL AREA - ELGIN TO WALLOWA | | | | | | | | | | |
| 20.60 | ELGIN TO MINAM HILL SUMMIT | 8.04 | | 124 | | | | | | | |
| 28.64 | MINAM HILL SUMMIT TO WALLOWA COUNTY | 4.36 | | 113 | | 5.56 | | | | 5.56 | |
| 33.00 | WALLOWA COUNTY TO WALLOWA | 13.07 | 1 | 115 | 1.82 | 1.82 | | 1 | 1.82 | 1.82 | |
| | TOTAL ELGIN TO WALLOWA | 25.47 | 1 | 117 | .92 | 1.83 | | 1 | .92 | 1.83 | |
| | RURAL CITY - WALLOWA | | | | | | | | | | |
| 46.46 | WALLOWA | 1.21 | | 147 | | | | | | | |
| | TOTAL WALLOWA | 1.21 | | 147 | | | | | | | |
| | RURAL AREA - WALLOWA TO LOSTINE | | | | | | | | | | |
| 47.67 | WALLOWA TO LOSTINE | 6.78 | | 142 | | | | | | | |
| | TOTAL WALLOWA TO LOSTINE | 6.78 | | 142 | | | | | | | |
| | RURAL CITY - LOSTINE | | | | | | | | | | |
| 54.45 | LOSTINE | 1.10 | | 174 | | | | | | | |
| | TOTAL LOSTINE | 1.10 | | 174 | | | | | | | |
| | RURAL AREA - LOSTINE TO ENTERPRISE | | | | | | | | | | |
| 55.55 | LOSTINE TO ENTERPRISE | 8.45 | | 191 | | | | | | | |
| | TOTAL LOSTINE TO ENTERPRISE | 8.45 | | 191 | | | | | | | |
| | RURAL CITY - ENTERPRISE | | | | | | | | | | |
| 64.00 | WCL TO ENTERPRISE-LEWISTON HWY 11 /ORE3 | 1.01 | | 269 | | | | | | | |
| 65.07 | ENTERPRISE-LEWISTON HWY 11 TO ECL | 1.22 | | 349 | | | | | | | |
| | TOTAL ENTERPRISE | 2.23 | | 313 | | | | | | | |

HIGHWAY 10, WALLOWA LAKE

(CONTINUED)

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|-----------------------------------|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - ENTERPRISE TO JOSEPH | | | | | | | | | | |
| 66.29 | ENTERPRISE TO JOSEPH | 4.69 | | 323 | | | | | | | |
| | TOTAL ENTERPRISE TO JOSEPH | 4.69 | | 323 | | | | | | | |
| | RURAL CITY - JOSEPH | | | | | | | | | | |
| 70.98 | N MAIN ST TO END HWY /WALLOWA AVE | .44 | | 347 | | | | | | | |
| | TOTAL JOSEPH | .44 | | 347 | | | | | | | |

SUMMARY OF HIGHWAY 10, WALLOWA LAKE

| | | | | | | | | | | | |
|---------------|-------|---|-----|------|--|--|---|------|--|--|--|
| URBAN CITY | 2.81 | | 804 | | | | | | | | |
| SUBURBAN AREA | .00 | | | | | | | | | | |
| TOTAL URBAN | 2.81 | | 804 | | | | | | | | |
| RURAL CITY | 6.39 | 1 | 276 | 1.55 | | | 1 | 1.55 | | | |
| RURAL AREA | 61.54 | 2 | 247 | .36 | | | 1 | .18 | | | |
| TOTAL RURAL | 67.93 | 3 | 250 | .48 | | | 2 | .32 | | | |
| TOTAL HIGHWAY | 70.74 | 3 | 272 | .43 | | | 2 | .29 | | | |

HIGHWAY 11, ENTERPRISE-LEWISTON

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - WASHINGTON STATE LINE TO ENTERPRISE | | | | | | | | | | |
| 0.00 | OR-WA STATE LINE TO SLED SPGS STAGE STATION | 21.38 | | 62 | | | | | | | |
| 21.38 | SLED SPGS STAGE STATION TO ENTERPRISE NCL | 21.21 | | 109 | | | | | | | |
| | TOTAL WASHINGTON STATE LINE TO ENTERPRISE | 42.59 | | 85 | | | | | | | |
| | RURAL CITY - ENTERPRISE | | | | | | | | | | |
| 42.67 | NCL TO JCT WALLOWA LAKE HWY 10 /WEST ST | .52 | | 367 | | | | | | | |
| | TOTAL ENTERPRISE | .52 | | 367 | | | | | | | |

SUMMARY OF HIGHWAY 11, ENTERPRISE-LEWISTON

| | | |
|---------------|-------|-----|
| URBAN CITY | .00 | |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .00 | |
| RURAL CITY | .52 | 367 |
| RURAL AREA | 42.59 | 85 |
| TOTAL RURAL | 43.11 | 89 |
| TOTAL HIGHWAY | 43.11 | 89 |

HIGHWAY 12, BAKER-COPPERFIELD

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | | |
|---------------|---|--|-------|-------|------------------------|------|-------|-------|------|------|-------|--|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 | |
| | URBAN CITY - BAKER CITY | | | | | | | | | | | |
| 0.00 | JCT LA GRANDE-BAKER HWY 66 TO CLARK ST | .61 | | 304 | | | | | | | | |
| 0.61 | CLARK ST TO EAST JCT OLD ORE TRAIL HWY 6 | .96 | | 1,210 | | | | | | | | |
| 1.57 | E JCT HWY 6 TO NCL /BEGIN COM ALIGN HWY 6 /I-84 | .00 | | 0 | | | | | | | | |
| | TOTAL BAKER CITY | 1.57 | | 858 | | | | | | | | |
| | SUBURBAN AREA - BAKER CITY TO END UA | | | | | | | | | | | |
| 2.15 | BEGIN COM ALIGN HWY 6 /I-84 TO END COM ALIGN | .00 | | 0 | | | | | | | | |
| 2.43 | END COM ALIGN HWY 6 /I-84 TO END URBAN AREA | .59 | | 359 | | | 46.43 | | | | 46.43 | |
| | TOTAL BAKER CITY TO END UA | .59 | | 359 | | | 46.44 | | | | 46.44 | |
| | RURAL AREA - BAKER CITY TO RICHLAND | | | | | | | | | | | |
| 2.77 | END BAKER CITY UA TO ATWOOD ROAD | .25 | | 252 | | | | | | | | |
| 3.02 | ATWOOD RD TO MIDDLE BRIDGE ROAD | 14.22 | | 98 | | | 3.05 | | | | 3.05 | |
| 17.24 | MIDDLE BRIDGE ROAD TO RICHLAND WCL | 23.75 | | 50 | | | | | | | | |
| | TOTAL BAKER CITY TO RICHLAND | 38.22 | | 69 | | | 1.34 | | | | 1.34 | |
| | RURAL CITY - RICHLAND | | | | | | | | | | | |
| 41.36 | RICHLAND | .28 | | 171 | | | | | | | | |
| | TOTAL RICHLAND | .28 | | 171 | | | | | | | | |
| | RURAL AREA - RICHLAND TO IDAHO STATE LINE | | | | | | | | | | | |
| 42.27 | RICHLAND TO HALFWAY SPUR | 11.31 | | 99 | | | | | | | | |
| 53.58 | HALFWAY SPUR TO JCT PINE CREEK HWY 414 | .81 | | 56 | | | | | | | | |
| 54.39 | PINE CREEK HWY 414 TO OXBOW DAM ROAD | 16.09 | | 109 | | | | | | | | |
| 70.48 | OXBOW DAM ROAD TO IDAHO STATE LINE | .32 | | 76 | | | | | | | | |
| | TOTAL RICHLAND TO IDAHO STATE LINE | 28.53 | | 103 | | | | | | | | |
| | SUMMARY OF HIGHWAY 12, BAKER-COPPERFIELD | | | | | | | | | | | |
| | URBAN CITY | 1.57 | | 858 | | | | | | | | |
| | SUBURBAN AREA | .59 | | 359 | | | | | | | | |
| | TOTAL URBAN | 2.16 | | 722 | | | | | | | | |
| | RURAL CITY | .28 | | 171 | | | | | | | | |
| | RURAL AREA | 66.75 | | 84 | | | | | | | | |
| | TOTAL RURAL | 67.03 | | 84 | | | | | | | | |
| | TOTAL HIGHWAY | 69.19 | | 104 | | | | | | | | |

HIGHWAY 14, CROOKED RIVER

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL CITY - PRINEVILLE | | | | | | | | | | |
| 0.00 | OCHOCO HWY 41 /US26 TO SECOND ST | .06 | | 343 | | | | | | | |
| 0.06 | SECOND ST TO SE 5TH ST | .31 | | 320 | | | | | | | |
| 0.37 | SE 5TH ST TO SCL /LYNN BLVD | .22 | | 223 | | | | | | | |
| | TOTAL PRINEVILLE | .59 | | 286 | | | | | | | |
| | RURAL AREA - PRINEVILLE TO CENTRAL OREGON HWY 7 /US20 | | | | | | | | | | |
| 0.59 | PRINEVILLE TO RESERVOIR ROAD | 20.46 | | 11 | | | | | | | |
| 21.13 | RESERVOIR ROAD TO DESCHUTES COUNTY | 15.44 | | 2 | | | | | | | |
| 34.22 | DESCHUTES COUNTY TO CROOK COUNTY | 2.50 | | 1 | | | | | | | |
| 36.72 | CROOK COUNTY TO DESCHUTES COUNTY | 4.27 | | 1 | | | | | | | |
| 40.99 | DESCHUTES COUNTY TO CENTRAL ORE HWY 7 /US20 | 1.52 | | 1 | | | | | | | |
| | TOTAL PRINEVILLE TO CENTRAL OREGON HWY 7 /US20 | 44.19 | | 6 | | | | | | | |
| | SUMMARY OF HIGHWAY 14, CROOKED RIVER | | | | | | | | | | |
| | URBAN CITY | .00 | | | | | | | | | |
| | SUBURBAN AREA | .00 | | | | | | | | | |
| | TOTAL URBAN | .00 | | | | | | | | | |
| | RURAL CITY | .59 | | 286 | | | | | | | |
| | RURAL AREA | 44.19 | | 6 | | | | | | | |
| | TOTAL RURAL | 44.78 | | 10 | | | | | | | |
| | TOTAL HIGHWAY | 44.78 | | 10 | | | | | | | |

HIGHWAY 15, MCKENZIE

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|--|---|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - EUGENE | | | | | | | | | | | |
| -0.06 | PACIFIC HWY WEST 1W /ORE99W TO ECL | .30 | | 891 | | | | | | | |
| | TOTAL EUGENE | .30 | | 891 | | | | | | | |
| SUBURBAN AREA - EUGENE TO SPRINGFIELD | | | | | | | | | | | |
| 0.24 | ECL TO BEGIN COUplet | .89 | 1 | 966 | 3.18 | | | | | | |
| 1.12 | BEGIN COUplet TO MCVAY HWY 225 /ORE231 -EBD | .07 | | 756 | | | | | | | |
| 1.19 | MCVAY HWY 225 /ORE231 TO SPRINGFIELD WCL -EBD | .15 | | 756 | | | | | | | |
| | TOTAL EUGENE TO SPRINGFIELD | 1.11 | 1 | 924 | 2.67 | | | | | | |
| URBAN CITY - SPRINGFIELD | | | | | | | | | | | |
| 1.34 | WCL TO JCT PIO. PKWY W. /HWY 228 -EBD | .23 | | 736 | | | | | | | |
| 1.57 | PIO. PKWY W. TO PIO. PKWY E. /HWY 228 -EBD | .06 | | 882 | | | | | | | |
| 1.63 | PIO. PKWY E. /HWY 228 TO 14TH ST - EBD | .83 | | 685 | | | | | | | |
| 2.46 | 14TH ST TO END COUplet -EBD | .50 | | 631 | | | | | | | |
| 2.96 | END COUplet TO SPRINGFIELD-CRESWELL HWY 222 | 1.65 | | 1,165 | | | | | | | |
| 4.61 | HWY 222 TO JCT EUGENE-SPRINGFIELD HWY 227 | 1.62 | | 976 | | | | | | | |
| 6.23 | SPRINGFIELD-CRESTWELL HWY 227 TO ECL | 2.59 | | 1,846 | | .58 | | | | | |
| | TOTAL SPRINGFIELD | 7.48 | | 1,255 | | .30 | | | | | |
| SUBURBAN AREA - SPRINGFIELD TO END UA | | | | | | | | | | | |
| 8.82 | ECL TO END EUGENE-SPRINGFIELD UA | 1.44 | | 972 | | | | | | | |
| | TOTAL SPRINGFIELD TO END UA | 1.44 | | 972 | | | | | | | |
| RURAL AREA - SPRINGFIELD UA TO SISTERS | | | | | | | | | | | |
| 10.26 | END UA TO THIENES LANE | 2.26 | 1 | 836 | 1.45 | | | | | | |
| 12.52 | THIENES LANE TO LEABURG | 7.42 | | 1,092 | | .43 | .44 | | .43 | .44 | |
| 19.94 | LEABURG TO DEXTER ST | 20.90 | | 807 | | .69 | | | .46 | | |
| 40.84 | DEXTER ST TO JCT CLEAR LAKE-BELKNAP SPR | 13.95 | | 620 | | | | | | | |
| 55.46 | CLEAR LAKE-BELKNAP SPR HWY 215 TO LINN COUNTY | 21.19 | | 62 | | | | | | | |
| 76.65 | LINN COUNTY TO DESCHUTES COUNTY | .49 | | 62 | | | | | | | |
| 77.14 | DESCHUTES COUNTY TO SISTERS | 13.97 | | 77 | | | | | | | |
| | TOTAL SPRINGFIELD UA TO SISTERS | 80.18 | 1 | 473 | .07 | .40 | .10 | | .30 | .10 | |
| RURAL CITY - SISTERS | | | | | | | | | | | |
| 91.29 | WCL TO JCT SOUTH SANTIAM HWY 16 /US20 | .99 | | 292 | | | | | | | |
| 92.28 | SOUTH SANTIAM HWY 16 TO ECL | 1.10 | | 842 | | | | | | | |
| | TOTAL SISTERS | 2.09 | | 581 | | | | | | | |
| RURAL AREA - SISTERS TO REDMOND | | | | | | | | | | | |
| 93.38 | HWY 17 TO JCT CLINE FALLS ST PARK | 14.39 | | 331 | | 2.03 | 1.04 | | 1.01 | 1.04 | |
| 107.77 | CLINE FALLS STATE PARK TO REDMOND | 2.88 | | 733 | | | | | | | |
| | TOTAL SISTERS TO REDMOND | 17.27 | | 398 | | 1.41 | .72 | | .71 | .72 | |
| URBAN CITY - REDMOND | | | | | | | | | | | |
| 110.65 | WCL TO THE DALLES-CALIF HWY 4 /US97 -SBD | 1.24 | | 1,188 | | | 3.06 | | | | 3.06 |
| 111.89 | HWY 4 /US97 -SBD TO HWY 4 /US97 -NBD | .05 | | 657 | | | | | | | |
| | TOTAL REDMOND | 1.29 | | 1,167 | | | 3.00 | | | | 3.00 |

SUMMARY OF HIGHWAY 15, MCKENZIE

| | | | | |
|---------------|--------|---|-------|------|
| URBAN CITY | 9.07 | | 1,231 | |
| SUBURBAN AREA | 2.55 | 1 | 951 | 1.13 |
| TOTAL URBAN | 11.62 | 1 | 1,170 | .20 |
| RURAL CITY | 2.09 | | 581 | |
| RURAL AREA | 97.45 | 1 | 460 | .06 |
| TOTAL RURAL | 99.54 | 1 | 462 | .06 |
| TOTAL HIGHWAY | 111.16 | 2 | 536 | .09 |

HIGHWAY 16, SANTIAM

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------------------------------|---|--|-------|-------|------------------------|-------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - ALBANY | | | | | | | | | | | |
| -0.03 | JCT HWY 58 /GEARY ST TO O-XING HWY 1 /I-5 | 1.10 | 1 | 978 | 2.54 | | 3.17 | 1 | 2.54 | | 3.17 |
| 1.07 | O-XING PACIFIC HWY 1 /I-5 TO ECL | .77 | | 497 | | 17.18 | | | | | |
| | TOTAL ALBANY | 1.87 | 1 | 780 | 1.88 | 4.61 | 2.32 | 1 | 1.88 | | 2.32 |
| RURAL AREA - ALBANY TO LEBANON UA | | | | | | | | | | | |
| 1.84 | ECL TO ALBANY-LYONS HWY 211 /ORE226 | 4.71 | | 478 | | 1.47 | 1.49 | | | | 1.47 |
| 6.55 | ALBANY-LYONS HWY 211 TO BEGIN LEBANON UA | 5.14 | | 416 | | 1.35 | | | | | |
| | TOTAL ALBANY TO LEBANON UA | 9.85 | | 446 | | 1.42 | .71 | | | | .71 |
| SUBURBAN AREA - LEBANON UA TO LEBANON | | | | | | | | | | | |
| 11.69 | ENTER UA TO LEBANON WCL | .55 | | 499 | | | | | | | |
| | TOTAL LEBANON UA TO LEBANON | .55 | | 499 | | | | | | | |
| URBAN CITY - LEBANON | | | | | | | | | | | |
| 12.24 | WCL LEBANON TO JCT CORVALLIS-LEBANON HWY 210 | .65 | | 572 | | 6.66 | | | | | 6.66 |
| 12.89 | JCT HWY 210 /ORE34 TO BEGIN COUplet | .04 | | 574 | | | | | | | |
| 12.93 | BEGIN COUplet TO SHERMAN ST -EBD | .34 | | 311 | | | | | | | |
| 13.27 | SHERMAN ST TO END COUplet -EBD | .33 | | 548 | | | | | | | |
| 13.73 | SOUTH END COUplet TO SCL | 1.91 | 2 | 1,058 | 2.71 | 1.37 | | 1 | 1.35 | 1.37 | |
| | TOTAL LEBANON | 3.27 | 2 | 826 | 2.03 | 2.01 | | 1 | 1.01 | 2.01 | |
| SUBURBAN AREA - LEBANON TO END UA | | | | | | | | | | | |
| 15.64 | SCL TO END LEBANON UA | .32 | | 1,167 | | | | | | | |
| | TOTAL LEBANON TO END UA | .32 | | 1,167 | | | | | | | |
| RURAL AREA - LEBANON UA TO SWEET HOME | | | | | | | | | | | |
| 15.96 | END LEBANON UA TO SODAVILLE ROAD | .50 | | 971 | | | | | | | |
| 16.46 | SODAVILLE ROAD TO SWEET HOME | 10.17 | | 796 | | .33 | | | | | |
| | TOTAL LEBANON UA TO SWEET HOME | 10.67 | | 804 | | .32 | | | | | |
| URBAN CITY - SWEET HOME | | | | | | | | | | | |
| 26.63 | WCL TO JCT HALSEY-SWEET HOME HWY 212 /ORE228 | .44 | | 874 | | | | | | | |
| 27.07 | HALSEY-SWEET HOME HWY 212 TO WILEY CREEK ROAD | 3.22 | 1 | 782 | 1.08 | | 2.46 | | | | 1.64 |
| 30.29 | WILEY CREEK ROAD TO RIGGS HILL ROAD | .87 | 1 | 326 | 9.65 | | | 1 | 9.65 | | |
| 31.16 | RIGGS HILL ROAD TO SWEET HOME CL | .15 | | 303 | | | | | | | |
| | TOTAL SWEET HOME | 4.68 | 2 | 691 | 1.70 | | 2.01 | 1 | .85 | | 1.34 |
| RURAL AREA - SWEET HOME TO SISTERS | | | | | | | | | | | |
| 31.31 | ECL SWEET HOME TO SOUTH SANTIAM RIVER | 14.80 | | 148 | | 1.24 | | | | | |
| 46.12 | S SANTIAM RVR TO CLEAR LAKE HWY 215 /ORE126 | 25.40 | | 77 | | | 1.41 | | | | 1.41 |
| 71.52 | HWY 215 /ORE126 TO N SANTIAM HWY 162 /ORE22 | 3.36 | | 201 | | | | | | | |
| 74.88 | N SANTIAM HWY 162 /ORE22 TO JEFFERSON COUNTY | 5.92 | 2 | 655 | 1.41 | | | | | | |
| 80.80 | JEFFERSON COUNTY TO DESCHUTES COUNTY | 10.03 | 5 | 695 | 1.96 | 1.60 | 1.64 | 1 | .39 | .80 | .82 |
| 90.85 | DESCHUTES COUNTY TO SISTERS | 8.89 | | 1,345 | | | .24 | | | | .24 |
| | TOTAL SWEET HOME TO SISTERS | 68.40 | 7 | 404 | .69 | .50 | .62 | 1 | .10 | .20 | .41 |
| RURAL CITY - SISTERS | | | | | | | | | | | |
| 99.74 | SISTERS | .62 | | 1,598 | | | | | | | |
| | TOTAL SISTERS | .62 | | 1,598 | | | | | | | |

SUMMARY OF HIGHWAY 16, SANTIAM

| | | | | | | |
|---------------|--------|----|-------|------|---|------|
| URBAN CITY | 9.82 | 5 | 753 | 1.85 | 3 | 1.11 |
| SUBURBAN AREA | .87 | | 745 | | | |
| TOTAL URBAN | 10.69 | 5 | 752 | 1.70 | 3 | 1.02 |
| RURAL CITY | .62 | | 1,598 | | | |
| RURAL AREA | 88.92 | 7 | 457 | .47 | 1 | .07 |
| TOTAL RURAL | 89.54 | 7 | 464 | .46 | 1 | .07 |
| TOTAL HIGHWAY | 100.23 | 12 | 495 | .66 | 4 | .22 |

HIGHWAY 17, MCKENZIE-BEND

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL CITY - SISTERS | | | | | | | | | | |
| 0.00 | MCKENZIE HWY 15 /ORE126 TO CL | .15 | | 1,093 | | | | | | | |
| | TOTAL SISTERS | .15 | | 1,093 | | | | | | | |
| | RURAL AREA - SISTERS TO BEND UA | | | | | | | | | | |
| 0.15 | SISTERS TO CLINE FALLS ROAD | 14.63 | | 930 | | .29 | | | | .29 | |
| 14.78 | CLINE FALLS ROAD TO JCT REDMOND-BEND HWY 375 | 1.93 | | 1,042 | | | | | | | |
| 16.71 | JCT REDMOND-BEND HWY 375 TO BEGIN BEND UA | .78 | | 1,384 | | | | | | | |
| | TOTAL SISTERS TO BEND UA | 17.34 | | 963 | | .23 | | | | .23 | |
| | SUBURBAN AREA - BEND UA TO BEND | | | | | | | | | | |
| 17.49 | ENTER UA TO BEND NCL | .78 | | 1,384 | | | | | | | |
| | TOTAL BEND UA TO BEND | .78 | | 1,384 | | | | | | | |
| | URBAN CITY - BEND | | | | | | | | | | |
| 18.27 | NCL TO JCT THE DALLES-CALIF HWY 4 /BEND PKWY | .33 | | 1,955 | | | | | | | |
| 18.60 | JCT HWY 4 /BEND PKWY TO BEND RIVER MALL AVE | .75 | | 2,884 | | | | | | | |
| 19.35 | RIVER MALL AVE TO DIVISION ST /US20 BUS | .37 | | 3,194 | | | | | | | |
| 19.72 | DIVISION ST TO GREENWOOD AVE/CENTRAL ORE HY 7 | 1.27 | | 2,154 | | | | | | | |
| | TOTAL BEND | 2.72 | | 2,473 | | | | | | | |

SUMMARY OF HIGHWAY 17, MCKENZIE-BEND

| | | |
|---------------|-------|-------|
| URBAN CITY | 2.72 | 2,473 |
| SUBURBAN AREA | .78 | 1,384 |
| TOTAL URBAN | 3.50 | 2,230 |
| RURAL CITY | .15 | 1,093 |
| RURAL AREA | 17.34 | 963 |
| TOTAL RURAL | 17.49 | 964 |
| TOTAL HIGHWAY | 20.99 | 1,175 |

HIGHWAY 18, WILLAMETTE

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - PACIFIC HWY 1 /ORE99 TO OAKRIDGE | | | | | | | | | | |
| -0.31 | PACIFIC HWY 1 TO CLOVERDALE ROAD | 2.94 | 1 | 1,066 | .87 | | | 1 | .87 | | |
| 2.64 | CLOVERDALE ROAD TO SPRINGFIELD-CRESWELL HWY 222 | 3.10 | 2 | 1,265 | 1.39 | | | 2 | 1.39 | | |
| 5.74 | HWY 222 TO JASPER-LOWELL RD | 7.45 | 2 | 865 | .85 | .65 | | 1 | .42 | .32 | |
| 13.19 | JASPER-LOWELL RD TO PATTERSON MT RD | 11.48 | 6 | 999 | 1.43 | .72 | .35 | 6 | 1.43 | .72 | .35 |
| 24.67 | PATTERSON MTN ROAD TO OAKRIDGE | 9.46 | 2 | 1,053 | .55 | .55 | .62 | 1 | .27 | .27 | .62 |
| | TOTAL PACIFIC HWY 1 /ORE99 TO OAKRIDGE | 34.43 | 13 | 1,015 | 1.02 | .53 | .27 | 11 | .86 | .38 | .27 |
| | RURAL CITY - OAKRIDGE | | | | | | | | | | |
| 34.13 | WEST CITY LIMITS TO WEST PORTAL DR | .18 | | 1,053 | | | | | | | |
| 34.31 | WEST PORTAL DR TO EAST CITY LIMITS | 2.18 | | 1,591 | | | .51 | | | | |
| | TOTAL OAKRIDGE | 2.36 | | 1,550 | | | .49 | | | | |
| | RURAL AREA - OAKRIDGE TO THE DALLES-CALIFORNIA HWY 4 /US97 | | | | | | | | | | |
| 36.49 | ECL TO MCCREDIE CREEK | 8.91 | 3 | 998 | .92 | .58 | .35 | 3 | .92 | .58 | .35 |
| 45.40 | MCCREDIE CREEK TO KLAMATH COUNTY | 16.67 | 4 | 932 | .70 | 1.09 | .37 | 4 | .70 | .72 | .40 |
| 62.07 | KLAMATH COUNTY TO JCT CRESCENT LAKE HWY 429 | 7.34 | 2 | 997 | .74 | .77 | .80 | 1 | .37 | .38 | .40 |
| 69.41 | HWY 429 TO JCT THE DALLES-CAL HWY 4/US97 | 17.04 | 5 | 1,051 | .76 | .62 | .49 | 2 | .30 | .31 | .49 |
| | TOTAL OAKRIDGE TO THE DALLES-CALIFORNIA HWY 4 /US97 | 49.96 | 14 | 994 | .77 | .78 | .48 | 10 | .55 | .50 | .30 |

SUMMARY OF HIGHWAY 18, WILLAMETTE

| | | | | | | | | | | | |
|---------------|-------|----|-------|-----|--|--|--|----|-----|--|--|
| URBAN CITY | .00 | | | | | | | | | | |
| SUBURBAN AREA | .00 | | | | | | | | | | |
| TOTAL URBAN | .00 | | | | | | | | | | |
| RURAL CITY | 2.36 | | 1,550 | | | | | | | | |
| RURAL AREA | 84.39 | 27 | 1,002 | .87 | | | | 21 | .68 | | |
| TOTAL RURAL | 86.75 | 27 | 1,017 | .84 | | | | 21 | .65 | | |
| TOTAL HIGHWAY | 86.75 | 27 | 1,017 | .84 | | | | 21 | .65 | | |

HIGHWAY 19, FREMONT

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|--------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - THE DALLES-CALIFORNIA HWY 4 /US97 TO PAISLEY | | | | | | | | | | |
| 0.00 | THE DALLES-CALIF HWY 4 /US97 TO KLAMATH COUNTY | 2.31 | | 352 | | | | | | | |
| 2.31 | KLAMATH COUNTY TO LAKE COUNTY | 15.90 | | 237 | | | | | | | |
| 18.21 | LAKE COUNTY TO SILVER CRK BRIDGE | 28.54 | | 156 | | | | | | | |
| 46.75 | SILVER CRK BRIDGE TO FOSTER FLAT ROAD | 1.33 | | 148 | | | | | | | |
| 48.08 | FOSTER FLAT ROAD TO SUMMER LAKE REST AREA | 21.01 | | 131 | | | 1.30 | | | | |
| 69.09 | SUMMER LAKE REST AREA TO PAISLEY | 29.13 | | 104 | | .88 | .93 | | .88 | .93 | |
| | TOTAL THE DALLES-CALIFORNIA HWY 4 /US97 TO PAISLEY | 98.22 | | 153 | | .18 | .38 | | .18 | .19 | |
| | RURAL CITY - PAISLEY | | | | | | | | | | |
| 98.22 | CHEWAUCAN RIVER BR TO SCL | .67 | | 138 | | | | | | | |
| | TOTAL PAISLEY | .67 | | 138 | | | | | | | |
| | RURAL AREA - PAISLEY TO LAKEVIEW | | | | | | | | | | |
| 98.89 | PAISLEY TO HWY 49 /US395/ VALLEY FALLS | 21.68 | | 100 | | 1.23 | | | | 1.23 | |
| 120.57 | HWY 49 /US395/VALLEY FALLS TO WARNER HWY 431 | 17.77 | 1 | 187 | .82 | 1.64 | .82 | 1 | .82 | | |
| 138.34 | WARNER HWY 431 TO TRUCK SCALES / "J" STREET | 3.81 | | 243 | | | 4.01 | | | | 4.01 |
| 142.15 | TRUCK SCALES / "J" STREET TO LAKEVIEW | .49 | | 362 | | | | | | | |
| | TOTAL PAISLEY TO LAKEVIEW | 43.75 | 1 | 151 | .42 | 1.29 | .86 | 1 | .42 | .43 | .43 |
| | RURAL CITY - LAKEVIEW | | | | | | | | | | |
| 142.64 | NCL TO KLAMATH FALLS-LAKEVIEW HWY 20 /ORE66 | .39 | | 364 | | | | | | | |
| 143.03 | HWY 20 /ORE66 TO CENTER & MAIN STS | .27 | | 615 | | | | | | | |
| 143.30 | CENTER & MAIN STS TO SCL | .75 | | 527 | | | | | | | |
| | TOTAL LAKEVIEW | 1.41 | | 499 | | | | | | | |
| | RURAL AREA - LAKEVIEW TO CALIFORNIA STATE LINE | | | | | | | | | | |
| 144.05 | LAKEVIEW TO SOUTH 12 STREET | .40 | | 336 | | | | | | | |
| 144.45 | SOUTH 12 STREET TO CALIFORNIA STATE LINE | 13.28 | 1 | 142 | 1.45 | 1.45 | | | | | |
| | TOTAL LAKEVIEW TO CALIFORNIA STATE LINE | 13.68 | 1 | 148 | 1.36 | 1.36 | | | | | |

SUMMARY OF HIGHWAY 19, FREMONT

| | | | | | | | | | | | |
|---------------|--------|---|-----|-----|--|--|--|---|-----|--|--|
| URBAN CITY | .00 | | | | | | | | | | |
| SUBURBAN AREA | .00 | | | | | | | | | | |
| TOTAL URBAN | .00 | | | | | | | | | | |
| RURAL CITY | 2.08 | | 383 | | | | | | | | |
| RURAL AREA | 155.65 | 2 | 152 | .23 | | | | 1 | .12 | | |
| TOTAL RURAL | 157.73 | 2 | 155 | .22 | | | | 1 | .11 | | |
| TOTAL HIGHWAY | 157.73 | 2 | 155 | .22 | | | | 1 | .11 | | |

HIGHWAY 20, KLAMATH FALLS-LAKEVIEW

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | | |
|---------------|---|--|-------|-------|------------------------|------|------|-------|------|------|------|--|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 | |
| | URBAN CITY - KLAMATH FALLS | | | | | | | | | | | |
| -0.14 | HWY 4 TO BEGIN COUPLETT EBD & CITY JURISDICTION | .33 | | 289 | | | | | | | | |
| 0.95 | END CITY JURISDICTION TO ADAMS ST | .50 | | 585 | | | | | | | | |
| 1.45 | ADAMS ST TO MIDLAND HWY 420 | .68 | 1 | 651 | 6.18 | 4.54 | | | | 4.54 | | |
| 2.13 | MIDLAND HWY 420 TO SCL | .24 | | 605 | | | | | | | | |
| | TOTAL KLAMATH FALLS | 1.75 | 1 | 558 | 2.81 | 2.07 | | | | 2.07 | | |
| | SUBURBAN AREA - KLAMATH FALLS TO END UA | | | | | | | | | | | |
| 2.37 | KLAMATH FALLS SCL TO USRS CANAL | .88 | | 641 | | | | | | | | |
| 3.25 | USRS CANAL TO KLAMATH FALLS-MALIN HY 50 /ORE39 | 2.29 | | 486 | | 1.74 | | | | 1.74 | | |
| 5.54 | KLAMATH FALLS-MALIN HWY 50 TO END UA | 1.71 | | 1,236 | | 1.26 | | | | 1.26 | | |
| | TOTAL KLAMATH FALLS TO END UA | 4.88 | | 777 | | 1.21 | | | | 1.21 | | |
| | RURAL AREA - KLAMATH FALLS TO LAKEVIEW | | | | | | | | | | | |
| 7.25 | END KLAMATH FALLS UA TO RR GRADE X-ING | 2.26 | | 729 | | | | | | | | |
| 9.51 | RR GRADE X-ING TO S POE VALLEY ROAD | .59 | | 688 | | | | | | | | |
| 10.10 | S POE VALLEY RD TO JCT DAIRY-BONANZA HWY 23 | 8.92 | 2 | 520 | 1.18 | | | 1 | .59 | | | |
| 19.02 | DAIRY-BONANZA HWY 23 TO GODOWA SPRINGS ROAD | 21.75 | 1 | 293 | .42 | 1.26 | .44 | | | .84 | .44 | |
| 40.77 | GODOWA SPRINGS ROAD TO SPRING CREEK | .50 | | 247 | | | | | | | | |
| 41.27 | SPRING CREEK TO ODOT MAINTENANCE STATION | 12.22 | 2 | 215 | 2.08 | 2.08 | | 2 | 2.08 | 2.08 | | |
| 53.49 | ODOT MAINTENANCE STATION TO LAKE COUNTY | 9.86 | | 173 | | | | | | | | |
| 63.39 | LAKE COUNTY TO EAST NATIONAL FOREST BOUNDARY | 22.11 | | 148 | | | .83 | | | | | |
| 85.53 | EAST NAT'L FOREST BOUNDARY TO RD TO WESTSIDE | 5.09 | | 205 | | | 2.66 | | | | | |
| 90.62 | ROAD TO WESTSIDE TO LAKEVIEW | 5.29 | | 354 | | | | | | | | |
| | TOTAL KLAMATH FALLS TO LAKEVIEW | 88.59 | 5 | 268 | .58 | .57 | .35 | 3 | .35 | .45 | .12 | |
| | RURAL CITY - LAKEVIEW | | | | | | | | | | | |
| 95.91 | LAKEVIEW CL TO JCT FREMONT HWY 19 /US395 | .46 | | 800 | | | | | | | | |
| | TOTAL LAKEVIEW | .46 | | 800 | | | | | | | | |
| | SUMMARY OF HIGHWAY 20, KLAMATH FALLS-LAKEVIEW | | | | | | | | | | | |
| | URBAN CITY | 1.75 | 1 | 558 | 2.81 | | | | | | | |
| | SUBURBAN AREA | 4.88 | | 777 | | | | | | | | |
| | TOTAL URBAN | 6.63 | 1 | 719 | .57 | | | | | | | |
| | RURAL CITY | .46 | | 800 | | | | | | | | |
| | RURAL AREA | 88.59 | 5 | 268 | .58 | | | 3 | .35 | | | |
| | TOTAL RURAL | 89.05 | 5 | 270 | .57 | | | 3 | .34 | | | |
| | TOTAL HIGHWAY | 95.68 | 6 | 301 | .57 | | | 3 | .28 | | | |

HIGHWAY 21, GREEN SPRINGS

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---|---|--|-------|-------|------------------------|------|-------|-------|-------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - ASHLAND | | | | | | | | | | | |
| 0.73 | JCT HWY 63 /SISKIYOU BLVD TO SOUTH ASHLAND INT | .60 | | 1,055 | | | | | | | |
| 1.33 | SOUTH ASHLAND INTERCHANGE /I-5 TO WESTWOOD LN | .58 | | 529 | | | | | | | |
| 1.91 | WEDGEWOOD LN TO ECL | .52 | | 373 | | | | | | | |
| | TOTAL ASHLAND | 1.70 | | 667 | | | | | | | |
| SUBURBAN AREA - ASHLAND TO END UA | | | | | | | | | | | |
| 2.43 | ASHLAND ECL TO END ASHLAND UA | .07 | | 297 | | | | | | | |
| | TOTAL ASHLAND TO END UA | .07 | | 297 | | | | | | | |
| RURAL AREA - ASHLAND UA TO KLAMATH FALLS | | | | | | | | | | | |
| 2.50 | END UA TO SISKIYOU HWY 273 | 3.96 | | 188 | | | | | | | |
| 6.46 | SISKIYOU HWY 273 TO COPCO ROAD | 18.72 | | 42 | | | 3.56 | | | | 3.56 |
| 24.55 | COPCO ROAD TO KLAMATH COUNTY | 3.32 | | 21 | | | | | | | |
| 27.87 | KLAMATH CO TO JOHN BOYCE RES | 15.99 | | 38 | | | 4.07 | | | | 4.07 |
| 43.86 | JOHN BOYCE RES TO KENO-WORDEN RD | 6.05 | 2 | 54 | 16.77 | | | 2 | 16.77 | | |
| 49.91 | KENO-WORDEN ROAD TO CLOVER CREEK ROAD | .75 | | 215 | | | | | | | |
| 50.66 | CLOVER CREEK ROAD TO BEGIN KLAMATH FALLS UA | 6.77 | 1 | 311 | 1.30 | 1.30 | 1.30 | 1 | 1.30 | 1.30 | |
| | TOTAL ASHLAND UA TO KLAMATH FALLS | 55.56 | 3 | 86 | 1.71 | .58 | 1.71 | 3 | 1.71 | .58 | 1.14 |
| SUBURBAN AREA - KLAMATH FALLS UA TO KLAMATH FALLS | | | | | | | | | | | |
| 57.43 | ENTER KLAMATH FALLS UA TO WCL | .74 | | 515 | | | | | | | |
| | TOTAL KLAMATH FALLS UA TO KLAMATH FALLS | .74 | | 515 | | | | | | | |
| URBAN CITY - KLAMATH FALLS | | | | | | | | | | | |
| 58.17 | WCL TO JCT LAKE OF THE WOODS HWY 270 | .69 | | 744 | | | | | | | |
| 58.86 | JCT LAKE OF THE WOODS HWY 270 TO DELAP RD | .08 | | 907 | | | | | | | |
| | TOTAL KLAMATH FALLS | .77 | | 761 | | | | | | | |
| SUBURBAN AREA - KLAMATH FALLS TO THE DALLES-CALIF HWY 4 /US97 | | | | | | | | | | | |
| 58.94 | DELAP RD TO JCT THE DALLES-CAL HWY 4 /US97 | .11 | | 907 | | | 27.36 | | | | |
| | TOTAL KLAMATH FALLS TO THE DALLES-CALIF HWY 4 /US97 | .11 | | 907 | | | 27.37 | | | | |

SUMMARY OF HIGHWAY 21, GREEN SPRINGS

| | | | | | | | | | | | |
|---------------|-------|---|-----|------|--|--|--|---|------|--|--|
| URBAN CITY | 2.47 | | 696 | | | | | | | | |
| SUBURBAN AREA | .92 | | 545 | | | | | | | | |
| TOTAL URBAN | 3.39 | | 655 | | | | | | | | |
| RURAL CITY | .00 | | | | | | | | | | |
| RURAL AREA | 55.56 | 3 | 86 | 1.71 | | | | 3 | 1.71 | | |
| TOTAL RURAL | 55.56 | 3 | 86 | 1.71 | | | | 3 | 1.71 | | |
| TOTAL HIGHWAY | 58.95 | 3 | 119 | 1.17 | | | | 3 | 1.17 | | |

HIGHWAY 22, CRATER LAKE

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - MEDFORD | | | | | | | | | | | |
| 0.05 | JCT OLD ROGUE VLY HY TO I-5 BIDDLE INTERCHNG | .42 | 1 | 1,990 | 3.27 | 3.27 | | 1 | 3.27 | 3.27 | |
| 0.47 | I-5 BIDDLE INTERCHNG TO KINGSLEY DR | 2.87 | 2 | 2,188 | .87 | .87 | .45 | 1 | .43 | .43 | .45 |
| 3.34 | KINGSLEY DR TO HERRING LN /NCL | .89 | 1 | 2,121 | 1.45 | 1.46 | 4.61 | 1 | 1.45 | 1.46 | 3.07 |
| | TOTAL MEDFORD | 4.18 | 4 | 2,154 | 1.22 | 1.22 | 1.27 | 3 | .91 | .91 | .95 |
| RURAL AREA - MEDFORD TO EAGLE POINT | | | | | | | | | | | |
| 4.23 | HERRING LN TO LAKE OF WOODS HWY 270 | 1.80 | 1 | 2,075 | .73 | .74 | .78 | 1 | .73 | | .78 |
| 6.03 | LAKE OF THE WOODS HWY 270 TO WHITE CITY | 1.29 | | 1,350 | | | | | | | |
| 7.32 | WHITE CITY TO EAGLE POINT | 2.12 | 1 | 1,036 | 1.24 | | | 1 | 1.24 | | |
| | TOTAL MEDFORD TO EAGLE POINT | 5.21 | 2 | 1,473 | .71 | .39 | .41 | 2 | .71 | | .41 |
| RURAL CITY - EAGLE POINT | | | | | | | | | | | |
| 9.44 | SCL TO CRATER CANAL | 1.02 | | 671 | | | | | | | |
| | TOTAL EAGLE POINT | 1.02 | | 671 | | | | | | | |
| RURAL AREA - EAGLE POINT TO SHADY COVE | | | | | | | | | | | |
| 10.46 | CRATER CANAL TO JCT SAMS VALLEY HWY 271 / ORE234 | 3.17 | 1 | 654 | 1.32 | | 1.54 | 1 | 1.32 | | 1.54 |
| 13.63 | SAMS VALLEY HWY 271 TO SHADY COVE | 4.58 | | 510 | | | | | | | |
| | TOTAL EAGLE POINT TO SHADY COVE | 7.75 | 1 | 569 | .62 | | .69 | 1 | .62 | | .69 |
| RURAL CITY - SHADY COVE | | | | | | | | | | | |
| 18.21 | SCL TO ROGUE RIVER DRIVE | 1.87 | | 514 | | | | | | | |
| 20.09 | ROGUE RIVER DRIVE TO NCL | 1.01 | | 595 | | | | | | | |
| | TOTAL SHADY COVE | 2.88 | | 542 | | | | | | | |
| RURAL AREA - SHADY COVE TO JCT THE DALLES-CALIF HWY 4 /US | | | | | | | | | | | |
| 21.10 | SHADY COVE NCL TO JCT TILLER-TRAIL HWY 230 | 1.32 | | 388 | | | | | | | |
| 22.42 | TILLER-TRAIL HWY 230 TO MILL CREEK DRIVE | 20.61 | 3 | 189 | 2.11 | | | 3 | 2.11 | | |
| 44.21 | MILL CREEK DRIVE TO GINKGO ROAD | 4.61 | | 109 | | | 4.60 | | | | |
| 49.84 | GINKGO ROAD TO WEST DIAMOND LAKE HWY 233 | 7.44 | | 105 | | | 3.79 | | | | |
| 57.28 | HWY 233 TO W CRATER LK/BEGIN NATL PARK JURIS | 8.17 | | 95 | | | | | | | |
| 83.63 | BEGIN STATE JURISDICTION TO OLD SUN MTN HWY | 7.71 | | 63 | | 5.55 | | | | 5.55 | |
| 91.38 | OLD SUN MT HWY TO CHILOQUIN HWY 422 | 7.17 | | 122 | | | | | | | |
| 98.55 | CHILOQUIN HWY 422 TO THE DALLES-CALIF HY 4/US97 | 5.40 | | 129 | | | | | | | |
| | TOTAL SHADY COVE TO JCT THE DALLES-CALIF HWY 4 /US97 | 62.43 | 3 | 137 | .96 | .32 | .63 | 3 | .96 | .32 | |
| SUMMARY OF HIGHWAY 22, CRATER LAKE | | | | | | | | | | | |
| | URBAN CITY | 4.18 | 4 | 2,154 | 1.22 | | | 3 | .91 | | |
| | SUBURBAN AREA | .00 | | | | | | | | | |
| | TOTAL URBAN | 4.18 | 4 | 2,154 | 1.22 | | | 3 | .91 | | |
| | RURAL CITY | 3.90 | | 576 | | | | | | | |
| | RURAL AREA | 75.39 | 6 | 273 | .80 | | | 6 | .80 | | |
| | TOTAL RURAL | 79.29 | 6 | 288 | .72 | | | 6 | .72 | | |
| | TOTAL HIGHWAY | 83.47 | 10 | 382 | .86 | | | 9 | .77 | | |

HIGHWAY 23, DAIRY-BONANZA

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - KLAMATH FALLS-LAKEVIEW HWY 20 /ORE66 TO BONA | | | | | | | | | | |
| 0.00 | KLAMATH FALLS-LAKEVIEW HWY TO BONANZA | 5.94 | | 116 | | | | | | | |
| | TOTAL KLAMATH FALLS-LAKEVIEW HWY 20 /ORE66 TO BONANZ | 5.94 | | 116 | | | | | | | |
| | RURAL CITY - BONANZA | | | | | | | | | | |
| 5.94 | BONANZA | 1.03 | 1 | 172 | 15.46 | | | | | | |
| | TOTAL BONANZA | 1.03 | 1 | 172 | 15.46 | | | | | | |

SUMMARY OF HIGHWAY 23, DAIRY-BONANZA

| | | | | | | | | | | | |
|---------------|------|---|-----|-------|--|--|--|--|--|--|--|
| URBAN CITY | .00 | | | | | | | | | | |
| SUBURBAN AREA | .00 | | | | | | | | | | |
| TOTAL URBAN | .00 | | | | | | | | | | |
| RURAL CITY | 1.03 | 1 | 172 | 15.46 | | | | | | | |
| RURAL AREA | 5.94 | | 116 | | | | | | | | |
| TOTAL RURAL | 6.97 | 1 | 124 | 3.16 | | | | | | | |
| TOTAL HIGHWAY | 6.97 | 1 | 124 | 3.16 | | | | | | | |

HIGHWAY 25, REDWOOD

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | | |
|---------------|---|--|-------|-------|------------------------|------|------|-------|------|------|------|--|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 | |
| | URBAN CITY - GRANTS PASS | | | | | | | | | | | |
| -2.74 | BEGIN COUPLETT PACIFIC HWY 1/I-5 TO E ST -SBD | 1.80 | | 784 | | | | | | | | |
| -0.94 | E ST TO ROGUE RIVER HWY 60 /ORE99 -SBD | .95 | | 2,793 | | | | | | | | |
| 0.01 | HWY 60 TO JACKSONVILLE HWY 272 /ORE238 -SBD | .19 | | 4,642 | | | | | | | | |
| 0.20 | JACKSONVILLE HWY 272 TO END COUPLETT -SBD | .15 | 2 | 4,597 | 7.94 | | | 2 | 7.94 | | | |
| 0.35 | END COUPLETT TO FAIRGROUNDS ROAD | .44 | 1 | 5,343 | 1.16 | | 1.00 | | | | 1.00 | |
| 0.79 | FAIRGROUNDS ROAD TO REDWOOD AVE | .25 | 1 | 5,547 | 1.97 | | | | | | | |
| 1.04 | REDWOOD AVE TO SCL | .67 | 1 | 3,982 | 1.02 | | .88 | 1 | 1.02 | | | |
| | TOTAL GRANTS PASS | 4.45 | 5 | 2,706 | 1.14 | | .39 | 3 | .68 | | .20 | |
| | SUBURBAN AREA - GRANTS PASS TO END UA | | | | | | | | | | | |
| 1.71 | SCL TO END GRANTS PASS UA | 1.88 | | 1,596 | | .73 | .64 | | | | .64 | |
| | TOTAL GRANTS PASS TO END UA | 1.88 | | 1,596 | | .74 | .65 | | | | .65 | |
| | RURAL AREA - GRANTS PASS UA TO CAVE JUNCTION | | | | | | | | | | | |
| 3.59 | END UA TO MIDWAY AVE | .85 | 1 | 1,007 | 3.20 | | | | | | | |
| 4.44 | MIDWAY AVE TO JCT ROGUE RIVER LOOP HWY 260 | 2.65 | 1 | 778 | 1.32 | .91 | | | | | | |
| 7.09 | ROGUE RIVER LOOP HWY 260 TO ELLIOTT CREEK RD | 3.91 | | 605 | | | | | | | | |
| 11.30 | ELLIOTT CREEK RD TO DEER CR RD/ILLINOIS RIVER RD | 8.88 | 2 | 580 | 1.06 | | 1.28 | 2 | 1.06 | | .85 | |
| 20.18 | ILLINOIS RIVER RD TO HOLTON RD | 6.55 | 1 | 621 | .67 | | .55 | 1 | .67 | | .55 | |
| 26.86 | HOLTON ROAD TO CAVE JCT | .85 | | 716 | | | | | | | | |
| | TOTAL GRANTS PASS UA TO CAVE JUNCTION | 23.69 | 5 | 638 | .91 | .14 | .54 | 3 | .54 | | .40 | |
| | RURAL CITY - CAVE JUNCTION | | | | | | | | | | | |
| 27.71 | NCL TO OREGON CAVES HWY 38 /ORE46 | 1.24 | | 761 | | 5.21 | | | | | 2.60 | |
| 28.95 | OREGON CAVES HWY 38 TO SCL | .42 | | 890 | | | | | | | | |
| | TOTAL CAVE JUNCTION | 1.66 | | 794 | | 3.84 | | | | | 1.92 | |
| | RURAL AREA - CAVE JUNCTION TO CALIFORNIA STATE LINE | | | | | | | | | | | |
| 29.37 | CAVE JCT TO ILLINOIS VALLEY | 4.22 | 1 | 630 | 1.03 | 3.13 | 1.03 | | | | 1.04 | |
| 33.71 | ILLINOIS VALLEY TO CALIFORNIA STATE LINE | 7.98 | 1 | 429 | .80 | .78 | | 1 | .80 | .78 | | |
| | TOTAL CAVE JUNCTION TO CALIFORNIA STATE LINE | 12.20 | 2 | 499 | .90 | 1.80 | .45 | 1 | .45 | .90 | | |
| | SUMMARY OF HIGHWAY 25, REDWOOD | | | | | | | | | | | |
| | URBAN CITY | 4.45 | 5 | 2,706 | 1.14 | | | 3 | .68 | | | |
| | SUBURBAN AREA | 1.88 | | 1,596 | | | | | | | | |
| | TOTAL URBAN | 6.33 | 5 | 2,376 | .91 | | | 3 | .55 | | | |
| | RURAL CITY | 1.66 | | 794 | | | | | | | | |
| | RURAL AREA | 35.89 | 7 | 590 | .90 | | | 4 | .52 | | | |
| | TOTAL RURAL | 37.55 | 7 | 599 | .85 | | | 4 | .49 | | | |
| | TOTAL HIGHWAY | 43.88 | 12 | 856 | .88 | | | 7 | .51 | | | |

HIGHWAY 26, MT. HOOD

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|----------------------------------|---|--|-------|-------|------------------------|-------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - PORTLAND | | | | | | | | | | | |
| -0.10 | HWY 1W TO WEST END ROSS ISLAND BR | .41 | | 437 | | | | | | | |
| 0.31 | W END TO E END ROSS ISLAND BR /O-XING HWY 1E | .70 | | 2,105 | | 1.09 | 3.21 | | | 1.09 | 3.21 |
| 1.01 | EAST END ROSS ISLAND BR TO U-XING SPRR | .60 | 1 | 1,747 | 2.61 | | | | | | |
| 1.61 | U-XING SPRR TO SE 39TH AVE | 1.30 | 2 | 1,455 | 2.89 | 1.53 | .77 | 2 | 2.89 | 1.53 | .77 |
| 2.91 | SE 39TH AVE TO SE FOSTER ROAD | .54 | 1 | 1,405 | 3.61 | 1.65 | | 1 | 3.61 | 1.65 | |
| 3.45 | SE FOSTER ROAD TO SE 86TH AVE | 1.82 | | 1,391 | | 3.45 | 2.27 | | | 1.15 | 2.27 |
| 5.32 | SE 86TH AVE TO SE 136TH AVE | 2.48 | 1 | 1,107 | .99 | | | 1 | .99 | | |
| 7.90 | SE 136TH AVE TO SE 157TH AVE | 1.08 | | 949 | | | | | | | |
| 8.98 | SE 157TH AVE TO GRESHAM | .98 | 1 | 975 | 2.86 | | 2.93 | 1 | 2.86 | | 2.93 |
| | TOTAL PORTLAND | 9.91 | 6 | 1,272 | 1.30 | 1.12 | .92 | 5 | 1.09 | .80 | .92 |
| URBAN CITY - GRESHAM | | | | | | | | | | | |
| 9.96 | GRESHAM WCL TO W POWELL LOOP | .62 | | 1,000 | | 4.30 | | | | 4.30 | |
| 10.58 | W POWELL LOOP TO SW BIRDSDALE AVE | .95 | | 923 | | | | | | | |
| 11.53 | SW BIRDSDALE AVE TO MAIN AVE | 1.18 | | 990 | | 2.40 | | | | 2.40 | |
| 12.82 | MAIN AVE TO ECL | 2.72 | | 1,278 | | .77 | 1.58 | | | .77 | .79 |
| | TOTAL GRESHAM | 5.47 | | 1,123 | | 1.32 | .88 | | | 1.32 | .44 |
| RURAL AREA - GRESHAM TO SANDY | | | | | | | | | | | |
| 15.54 | GRESHAM TO CLACKAMAS COUNTY | 1.23 | 1 | 1,190 | 1.87 | | | | | | |
| 16.77 | CLACKAMAS COUNTY TO CLACKAMAS-BORING HWY 174 | 2.77 | | 1,086 | | .86 | | | | .86 | |
| 19.54 | CLACKAMAS-BORING HWY 174 TO SE KELSO ROAD | 1.56 | | 1,111 | | | | | | | |
| 21.10 | SE KELSO ROAD TO SANDY WCL | 1.50 | | 3,511 | | | | | | | |
| | TOTAL GRESHAM TO SANDY | 7.06 | 1 | 1,625 | .24 | .29 | | | | .29 | |
| RURAL CITY - SANDY | | | | | | | | | | | |
| 22.60 | WCL TO SE BLUFF RD /BEGIN COUplet | 1.27 | | 3,706 | | .56 | .58 | | | .56 | .58 |
| 23.87 | BEGIN COUplet TO EAGLE CREEK-SANDY HWY 172 -EBD | .53 | | 1,769 | | | | | | | |
| 24.40 | EAGLE CRK-SANDY HWY 172 TO END COUplet -EBD | .21 | | 1,417 | | 17.73 | | | | 8.86 | |
| 24.61 | END COUplet TO ECL | 1.29 | 1 | 2,638 | .80 | | | 1 | .80 | | |
| | TOTAL SANDY | 3.30 | 1 | 2,832 | .29 | .90 | .26 | 1 | .29 | .60 | .26 |
| RURAL AREA - SANDY TO HOOD RIVER | | | | | | | | | | | |
| 26.12 | SANDY ECL TO ALDER CREEK BRIDGE | 7.11 | 2 | 2,052 | .37 | | | 2 | .37 | | |
| 33.23 | ALDER CREEK BRIDGE TO SALMON RIVER BRIDGE | 4.03 | | 1,722 | | | | | | | |
| 37.26 | SALMON RIVER BRIDGE TO E. LOLO PASS RD | 4.33 | | 1,620 | | | | | | | |
| 41.59 | E. LOLO PASS RD TO ZIG ZAG RIVER | 3.56 | | 1,087 | | .87 | | | | .87 | |
| 46.02 | ZIG ZAG RIVER TO GOVERNMENT CAMP RD | 6.86 | 3 | 1,000 | 1.19 | .73 | .99 | 1 | .39 | .48 | .49 |
| 52.88 | GOVERNMENT CAMP RD TO JCT TIMBERLINE HWY 173 | 1.35 | 1 | 1,079 | 1.88 | 1.30 | | | | | |
| 54.23 | TIMBERLINE HWY 173 TO WARM SPRINGS HWY 53 /US26 | 2.20 | | 1,007 | | .83 | | | | .83 | |
| 57.52 | WARM SPRINGS HWY 53 TO HOOD RIVER COUNTY | 2.15 | | 163 | | | | | | | |
| 59.67 | HOOD RIVER CO TO CRYSTAL SPRING CREEK | 17.26 | | 134 | | .51 | | | | .51 | |
| 76.93 | CRYSTAL SPRING CREEK TO HOOD RIVER HWY 281 | 6.06 | | 99 | | | | | | | |
| 85.02 | HOOD RIVER HWY 281 TO ODELL HWY 282 | 6.72 | 1 | 293 | 1.39 | | | 1 | 1.39 | | |
| 95.25 | ODELL HWY 282 TO HOOD RIVER | 6.36 | 1 | 415 | 1.03 | | | 1 | 1.03 | | |
| | TOTAL SANDY TO HOOD RIVER | 67.99 | 8 | 747 | .43 | .23 | .11 | 5 | .27 | .17 | .05 |

SUMMARY OF HIGHWAY 26, MT. HOOD

| | | | | | | |
|---------------|-------|----|-------|-----|----|-----|
| URBAN CITY | 15.38 | 6 | 1,219 | .88 | 5 | .73 |
| SUBURBAN AREA | .00 | | | | | |
| TOTAL URBAN | 15.38 | 6 | 1,219 | .88 | 5 | .73 |
| RURAL CITY | 3.30 | 1 | 2,832 | .29 | 1 | .29 |
| RURAL AREA | 75.05 | 9 | 830 | .40 | 5 | .22 |
| TOTAL RURAL | 78.35 | 10 | 914 | .38 | 6 | .23 |
| TOTAL HIGHWAY | 93.73 | 16 | 964 | .48 | 11 | .33 |

HIGHWAY 27, ALSEA

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL CITY - WALDPOR | | | | | | | | | | |
| 0.00 | WALDPOR | 1.62 | | 206 | | | | | | | |
| | TOTAL WALDPOR | 1.62 | | 206 | | | | | | | |
| | RURAL AREA - WALDPOR TO CORVALLIS-NEWPORT HWY 33 /US20 | | | | | | | | | | |
| 1.62 | WALDPOR TO ALSEA RIVER | 5.44 | | 97 | | | | | | | |
| 7.06 | ALSEA RIVER TO BENTON COUNTY | 20.43 | | 39 | | | | | | | |
| 27.52 | BENTON COUNTY TO ALSEA-DEADWOOD HWY 201 | 12.15 | | 35 | 6.63 | | | | | 6.63 | |
| 39.81 | JCT HWY 201 /ALSEA TO FISH HATCHERY ROAD | 3.18 | | 116 | | | | | | | |
| 42.99 | FISH HATCHERY ROAD TO SUMMIT | 4.78 | | 102 | | | | | | | |
| 47.77 | SUMMIT TO HIDE CREEK ROAD | 2.77 | | 106 | 8.52 | | | | | 8.52 | |
| 52.32 | HIDE CREEK TO CORVALLIS-NEWPORT HWY 33 /US20 | 6.24 | | 159 | | | | | | | |
| | TOTAL WALDPOR TO CORVALLIS-NEWPORT HWY 33 /US20 | 54.99 | | 71 | 1.41 | | | | | 1.41 | |

SUMMARY OF HIGHWAY 27, ALSEA

| | | |
|---------------|-------|-----|
| URBAN CITY | .00 | |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .00 | |
| RURAL CITY | 1.62 | 206 |
| RURAL AREA | 54.99 | 71 |
| TOTAL RURAL | 56.61 | 75 |
| TOTAL HIGHWAY | 56.61 | 75 |

HIGHWAY 28, PENDLETON-JOHN DAY

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---|---|--|-------|-------|--------------------------|------|------|-------|-------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - PENDLETON | | | | | | | | | | | |
| 0.05 | BEGIN CPLT/JCT HWY 8 /9TH ST TO EMIGRANT AVE -SBD | .03 | | 173 | | | | | | | |
| 0.08 | EMIGRANT AVE TO S MAIN ST - SBD | .46 | | 136 | | | | | | | |
| 0.54 | S MAIN TO END COUPLET -SBD | 1.09 | 1 | 243 | 10.34 | | | 1 | 10.34 | | |
| 1.63 | END COUPLET TO U-XING OLD ORE TRAIL HWY 6 | .05 | | 677 | | | | | | | |
| 1.68 | U-XING OLD OREGON TRAIL HWY 6 TO SCL | .98 | | 590 | | | 2.33 | | | | |
| | TOTAL PENDLETON | 2.61 | 1 | 362 | 2.90 | | 1.33 | 1 | 2.90 | | |
| SUBURBAN AREA - PENDLTON TO END UA | | | | | | | | | | | |
| 2.74 | SCL TO END PENDLETON UA | .52 | | 1,038 | | 6.86 | | | | 6.86 | |
| | TOTAL PENDLTON TO END UA | .52 | | 1,038 | | 6.86 | | | | 6.86 | |
| RURAL AREA - PENDLETON UA TO PILOT ROCK | | | | | | | | | | | |
| 3.26 | PENDLETON UA TO PILOT ROCK | 11.38 | | 643 | | | | | | | |
| | TOTAL PENDLETON UA TO PILOT ROCK | 11.38 | | 643 | | | | | | | |
| RURAL CITY - PILOT ROCK | | | | | | | | | | | |
| 14.64 | PILOT ROCK | 1.23 | | 522 | | | | | | | |
| | TOTAL PILOT ROCK | 1.23 | | 522 | | | | | | | |
| RURAL AREA - PILOT ROCK TO LONG CREEK | | | | | | | | | | | |
| 16.19 | PILOT ROCK TO JCT HEPPNER HWY 52 /ORE74 | 7.46 | | 158 | | | | | | | |
| 23.65 | HEPPNER HWY 52 TO JCT UKIAH-HILGARD HWY 341 | 25.92 | 1 | 108 | .97 | 1.62 | 4.06 | | | .81 | 3.25 |
| 49.57 | UKIAH-HILGARD HWY 341 TO GRANT COUNTY | 14.34 | 1 | 44 | 4.34 | 2.03 | | 1 | 4.34 | 2.03 | |
| 63.96 | GRANT COUNTY TO LONG CREEK NCL | 25.79 | 1 | 43 | 2.47 | 1.41 | | | | | |
| | TOTAL PILOT ROCK TO LONG CREEK | 73.51 | 3 | 78 | 1.44 | 1.37 | 1.73 | 1 | .48 | .68 | 1.38 |
| RURAL CITY - LONG CREEK | | | | | | | | | | | |
| 89.75 | NCL TO JCT KIMBERLY-LONG CREEK HWY 402 | .51 | | 49 | | | | | | | |
| 90.26 | KIMBERLY-LONG CREEK HWY 402 TO SCL | .57 | | 58 | | | | | | | |
| | TOTAL LONG CREEK | 1.08 | | 54 | | | | | | | |
| RURAL AREA - LONG CREEK TO MT VERNON | | | | | | | | | | | |
| 90.83 | LONG CREEK SCL TO BEECH CREEK | 8.46 | | 51 | | | | | | | |
| 100.41 | BEECH CREEK TO MT VERNON NCL | 18.95 | | 53 | | | | | | | |
| | TOTAL LONG CREEK TO MT VERNON | 27.41 | | 52 | | | | | | | |
| RURAL CITY - MT VERNON | | | | | | | | | | | |
| 119.78 | NCL TO JCT JOHN DAY HWY 5 /US26 | .73 | | 75 | | | | | | | |
| | TOTAL MT VERNON | .73 | | 75 | | | | | | | |

SUMMARY OF HIGHWAY 28, PENDLETON-JOHN DAY

| | | | | | | | | | | | |
|---------------|--------|---|-------|------|--|--|---|------|--|--|--|
| URBAN CITY | 2.61 | 1 | 362 | 2.90 | | | 1 | 2.90 | | | |
| SUBURBAN AREA | .52 | | 1,038 | | | | | | | | |
| TOTAL URBAN | 3.13 | 1 | 474 | 1.85 | | | 1 | 1.85 | | | |
| RURAL CITY | 3.04 | | 248 | | | | | | | | |
| RURAL AREA | 112.30 | 3 | 129 | .57 | | | 1 | .19 | | | |
| TOTAL RURAL | 115.34 | 3 | 132 | .54 | | | 1 | .18 | | | |
| TOTAL HIGHWAY | 118.47 | 4 | 141 | .66 | | | 2 | .33 | | | |

HIGHWAY 29, TUALATIN VALLEY

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| SUBURBAN AREA - BEAVERTON UA TO BEAVERTON | | | | | | | | | | | |
| 0.05 | BEGIN HWY TO BEAVERTON CL | .24 | | 1,132 | | | | | | | |
| | TOTAL BEAVERTON UA TO BEAVERTON | .24 | | 1,132 | | | | | | | |
| URBAN CITY - BEAVERTON | | | | | | | | | | | |
| 0.29 | SUNSET HWY 47 TO SW CANYON DRIVE | 1.14 | | 1,007 | | 2.11 | | | | | 2.11 |
| 1.43 | SW CANYON DRIVE TO SW HALL BLVD | 2.07 | | 1,405 | | 1.97 | | | | | .98 |
| 3.50 | HALL BLVD TO SW BROADWAY | .45 | 1 | 1,482 | 4.10 | | | 1 | 4.10 | | |
| 3.95 | SW BROADWAY TO SW 170TH AVE | 1.90 | 1 | 1,716 | .84 | .80 | | 1 | .84 | .80 | |
| | TOTAL BEAVERTON | 5.56 | 2 | 1,436 | .69 | 1.34 | | 2 | .69 | 1.01 | |
| SUBURBAN AREA - BEAVERTON TO HILLSBORO | | | | | | | | | | | |
| 5.84 | SW 170TH AVE TO SW 178TH AVE | .42 | 1 | 1,792 | 3.64 | | | | | | |
| 6.26 | SW 178TH AVE TO SW 187TH AVE | .47 | | 1,784 | | 3.12 | | | | | 3.12 |
| 6.73 | SW 187TH AVE TO SW 209TH AVE | 1.04 | 1 | 1,732 | 1.52 | 1.41 | | 1 | 1.52 | 1.41 | |
| 7.77 | SW 209TH AVE TO HILLSBORO CL | .51 | 1 | 1,937 | 2.77 | 2.53 | 5.11 | 1 | 2.77 | 2.53 | 2.55 |
| | TOTAL BEAVERTON TO HILLSBORO | 2.44 | 3 | 1,795 | 1.88 | 1.77 | 1.20 | 2 | 1.25 | 1.77 | .60 |
| URBAN CITY - HILLSBORO | | | | | | | | | | | |
| 8.28 | SW 219TH AVE TO HILLSBORO / SW 229TH AVE | .53 | 1 | 1,714 | 3.01 | | | 1 | 3.01 | | |
| 8.81 | ECL /SW 229TH AVE TO BEGIN COUplet | 3.60 | 4 | 1,381 | 2.20 | .51 | 1.06 | 3 | 1.65 | .51 | |
| 12.41 | BEGIN CPLT /10TH AV TO HWY 140 -WBD | .88 | | 900 | | | | | | | |
| 13.29 | HILLSBORO-SILVERTON HY 140 TO END CPLT -WBD | .86 | | 742 | | 3.36 | 1.83 | | | 3.36 | 1.83 |
| 14.15 | END COUplet TO WCL | .16 | | 1,642 | | | | | | | |
| | TOTAL HILLSBORO | 6.03 | 5 | 1,256 | 1.81 | .66 | .85 | 4 | 1.45 | .66 | .28 |
| SUBURBAN AREA - HILLSBORO TO CORNELIUS | | | | | | | | | | | |
| 14.31 | HILLSBORO TO CORNELIUS | .90 | | 1,627 | | | | | | | |
| | TOTAL HILLSBORO TO CORNELIUS | .90 | | 1,627 | | | | | | | |
| URBAN CITY - CORNELIUS | | | | | | | | | | | |
| 15.21 | ECL TO BEGIN COUplet | .69 | 2 | 1,565 | 5.07 | 2.21 | | 1 | 2.53 | | |
| 15.90 | BEGIN COUplet TO N 12TH AVE -WBD | .66 | | 830 | | | | | | | |
| 16.56 | N 12TH AVE TO WCL -WBD | .66 | | 855 | | | 1.25 | | | | 1.25 |
| | TOTAL CORNELIUS | 2.01 | 2 | 1,091 | 2.50 | .61 | .51 | 1 | 1.25 | | .51 |
| URBAN CITY - FOREST GROVE | | | | | | | | | | | |
| 17.22 | ECL /PACIFIC AVE TO MT. VIEW LN /END CPLT -WBD | .24 | | 840 | | | | | | | |
| 17.46 | END CPLT /MT. VIEW LN TO QUINCE ST | .42 | | 1,637 | | | | | | | |
| 17.88 | QUINCE ST TO FERN HILL ROAD | .68 | 1 | 525 | 7.67 | | | 1 | 7.67 | | |
| 18.56 | FERN HILL ROAD TO SCL | .76 | | 529 | | 2.45 | | | | | |
| | TOTAL FOREST GROVE | 2.10 | 1 | 785 | 1.66 | .61 | | 1 | 1.66 | | |
| RURAL AREA - FOREST GROVE TO GASTON | | | | | | | | | | | |
| 19.32 | FOREST GROVE TO JCT NEHALEM HWY 102 | .67 | | 548 | | | 2.88 | | | | |
| 19.99 | JCT NEHALEM HWY 102 TO SPRR U-XING | 3.30 | 1 | 507 | 1.63 | | | 1 | 1.63 | | |
| 23.97 | SPRR U-XING TO GASTON | 1.35 | | 438 | | | | | | | |
| | TOTAL FOREST GROVE TO GASTON | 5.32 | 1 | 495 | 1.04 | | .29 | 1 | 1.04 | | |
| RURAL CITY - GASTON | | | | | | | | | | | |
| 25.32 | NCL TO YAMHILL COUNTY LINE /SCL | .40 | | 386 | | | | | | | |
| | TOTAL GASTON | .40 | | 386 | | | | | | | |
| RURAL AREA - GASTON TO YAMHILL | | | | | | | | | | | |
| 25.72 | GASTON SCL TO YAMHILL | 7.63 | 1 | 269 | 1.33 | 1.22 | | 1 | 1.33 | 1.22 | |
| | TOTAL GASTON TO YAMHILL | 7.63 | 1 | 269 | 1.33 | 1.23 | | 1 | 1.33 | 1.23 | |

HIGHWAY 29, TUALATIN VALLEY

(CONTINUED)

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL CITY - YAMHILL | | | | | | | | | | |
| 34.14 | NCL TO YAMHILL-NEWBERG HWY 151 /ORE240 | .33 | | 260 | | | | | | | |
| 34.47 | YAMHILL-NEWBERG HWY 151 /ORE240 TO SCL | .47 | | 243 | | | | | | | |
| | TOTAL YAMHILL | .80 | | 250 | | | | | | | |
| | RURAL AREA - YAMHILL TO CARLTON | | | | | | | | | | |
| 34.94 | YAMHILL TO CARLTON | 2.43 | | 245 | | | 3.29 | | | | |
| | TOTAL YAMHILL TO CARLTON | 2.43 | | 245 | | | 3.29 | | | | |
| | RURAL CITY - CARLTON | | | | | | | | | | |
| 37.37 | CARLTON | 1.16 | | 220 | | | | | | | |
| | TOTAL CARLTON | 1.16 | | 220 | | | | | | | |
| | RURAL AREA - CARLTON TO PACIFIC HWY WEST 1W /ORE99W | | | | | | | | | | |
| 38.53 | CARLTON TO PACIFIC HWY WEST 1W /ORE99W | 3.93 | 1 | 200 | 3.48 | | | 1 | 3.48 | | |
| | TOTAL CARLTON TO PACIFIC HWY WEST 1W /ORE99W | 3.93 | 1 | 200 | 3.49 | | | 1 | 3.49 | | |

SUMMARY OF HIGHWAY 29, TUALATIN VALLEY

| | | | | | | | |
|---------------|-------|----|-------|------|--|----|------|
| URBAN CITY | 15.70 | 10 | 1,235 | 1.41 | | 8 | 1.13 |
| SUBURBAN AREA | 3.58 | 3 | 1,708 | 1.34 | | 2 | .90 |
| TOTAL URBAN | 19.28 | 13 | 1,323 | 1.40 | | 10 | 1.07 |
| RURAL CITY | 2.36 | | 258 | | | | |
| RURAL AREA | 19.31 | 3 | 314 | 1.36 | | 3 | 1.36 |
| TOTAL RURAL | 21.67 | 3 | 308 | 1.23 | | 3 | 1.23 |
| TOTAL HIGHWAY | 40.95 | 16 | 786 | 1.36 | | 13 | 1.11 |

HIGHWAY 30, WILLAMINA-SALEM

2003 CRASHES PER MILLION VEHICLE MILES

| START M.P. | SECTION DESCRIPTION | - - TOTAL MOTOR CARRIER CRASHES - - | | | | | | - - TRUCK AT FAULT - - | | | |
|---------------|--|-------------------------------------|-------|-------|-------|------|-------|------------------------|-------|------|------|
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - SALMON RIVER HWY 39 /ORE18 TO SALEM | | | | | | | | | | |
| 0.00 | SALMON RIVER HWY 39 /ORE18 TO DOLPH CORNER | 11.77 | 4 | 521 | 1.78 | .91 | .45 | 2 | .89 | .45 | .45 |
| 11.79 | DOLPH CORNER TO KINGS VALLEY HWY 191 | 1.04 | | 583 | | | | | | | |
| 12.83 | HWY 191 TO DALLAS-RICKREALL HWY 189 /ORE223 | 3.04 | | 525 | | | | | | | |
| 15.87 | HWY 189 TO PACIFIC HWY 1W WEST /ORE99W | .25 | 1 | 1,080 | 10.14 | | 10.95 | 1 | 10.14 | | |
| 16.12 | PACIFIC HWY 1W TO INDEPENDENCE HWY 193 /ORE51 | 4.25 | | 1,309 | | .46 | | | | .46 | |
| 20.37 | INDEPENDENCE HWY 193 TO WCL SALEM | 3.05 | | 1,661 | | .51 | | | | .51 | |
| | TOTAL SALMON RIVER HWY 39 /ORE18 TO SALEM | 23.40 | 5 | 822 | .71 | .56 | .28 | 3 | .43 | .42 | .14 |
| | URBAN CITY - SALEM | | | | | | | | | | |
| 23.61 | WCL TO WEST END EDGEWATER ST | .47 | | 1,969 | | 2.83 | | | | 2.83 | |
| 24.08 | WEST END EDGEWATER ST TO ROSEMONT AVE | .83 | | 2,151 | | | | | | | |
| 24.91 | ROSEMONT AVE TO BEGIN COUPLET /ROADBED 3 | .52 | 1 | 1,379 | 3.82 | | | | | | |
| 25.44 | BEGIN COUPLET /RDBED 3 TO CONN HWY 150 -EBD | .37 | | 1,411 | | | | | | | |
| 25.81 | CONN HWY 150 TO MARION COUNTY LINE -EBD | .09 | | 2,008 | | | | | | | |
| 25.90 | COUNTY LINE TO HWY 72/99E BUS/END CPLT -EBD | .24 | | 2,008 | | 5.90 | | | | | |
| | TOTAL SALEM | 2.52 | 1 | 1,830 | .59 | 1.64 | | | | .82 | |

SUMMARY OF HIGHWAY 30, WILLAMINA-SALEM

| | | | | | | | | | | | |
|---------------|-------|---|-------|-----|--|--|--|---|-----|--|--|
| URBAN CITY | 2.52 | 1 | 1,830 | .59 | | | | | | | |
| SUBURBAN AREA | .00 | | | | | | | | | | |
| TOTAL URBAN | 2.52 | 1 | 1,830 | .59 | | | | | | | |
| RURAL CITY | .00 | | | | | | | | | | |
| RURAL AREA | 23.40 | 5 | 822 | .71 | | | | 3 | .43 | | |
| TOTAL RURAL | 23.40 | 5 | 822 | .71 | | | | 3 | .43 | | |
| TOTAL HIGHWAY | 25.92 | 6 | 920 | .69 | | | | 3 | .34 | | |

HIGHWAY 31, ALBANY-CORVALLIS

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | URBAN CITY - CORVALLIS | | | | | | | | | | |
| 0.10 | VAN BUREN BLVD TO ECL | 1.42 | | 384 | | | | | | | |
| | TOTAL CORVALLIS | 1.42 | | 384 | | | | | | | |
| | SUBURBAN AREA - CORVALLIS TO END UA | | | | | | | | | | |
| 1.52 | ECL TO END CORVALLIS UA | 2.25 | 1 | 574 | 2.12 | | 2.18 | | | | |
| | TOTAL CORVALLIS TO END UA | 2.25 | 1 | 574 | 2.12 | | 2.19 | | | | |
| | RURAL AREA - CORVALLIS UA TO ALBANY | | | | | | | | | | |
| 3.77 | END CORVALLIS UA TO NE GRANGER AVE | 1.86 | | 657 | | | | | | | |
| 5.63 | NE GRANGER AVE TO ALBANY | 2.78 | 1 | 776 | 1.26 | | | 1 | 1.26 | | |
| | TOTAL CORVALLIS UA TO ALBANY | 4.64 | 1 | 728 | .81 | | | 1 | .81 | | |
| | URBAN CITY - ALBANY | | | | | | | | | | |
| 8.42 | NCL TO BEGIN COUPLET | 1.87 | 1 | 790 | 1.85 | | | | | | |
| 10.29 | BEGIN COUPLET TO LINN COUNTY -EBD | .15 | | 825 | | | | | | | |
| 10.44 | LINN COUNTY TO 1ST AVE -EBD | .13 | | 825 | | | | | | | |
| 10.57 | 1ST AVE TO ALBANY-JUNCTION CITY HWY 58 -EBD | .71 | | 741 | | | | | | | |
| | TOTAL ALBANY | 2.86 | 1 | 781 | 1.23 | | | | | | |

SUMMARY OF HIGHWAY 31, ALBANY-CORVALLIS

| | | | | | | | | | | | |
|---------------|-------|---|-----|------|--|--|--|---|-----|--|--|
| URBAN CITY | 4.28 | 1 | 649 | .99 | | | | | | | |
| SUBURBAN AREA | 2.25 | 1 | 574 | 2.12 | | | | | | | |
| TOTAL URBAN | 6.53 | 2 | 623 | 1.35 | | | | | | | |
| RURAL CITY | .00 | | | | | | | | | | |
| RURAL AREA | 4.64 | 1 | 728 | .81 | | | | 1 | .81 | | |
| TOTAL RURAL | 4.64 | 1 | 728 | .81 | | | | 1 | .81 | | |
| TOTAL HIGHWAY | 11.17 | 3 | 667 | 1.10 | | | | 1 | .37 | | |

HIGHWAY 32, THREE RIVERS

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - HWY 9 /US101 TO SALMON RIVER HWY 39 /ORE18 | | | | | | | | | | |
| 0.00 | OREGON COAST HWY 9 /US101 TO JCT HWY 130 | 10.63 | 1 | 372 | .69 | | 1.47 | 1 | .69 | | |
| 10.63 | JCT LITTLE NESTUCCA HWY 130 TO YAMHILL COUNTY | .33 | | 420 | | | | | | | |
| 10.96 | YAMHILL COUNTY TO POLK COUNTY | 12.88 | 7 | 459 | 3.24 | 1.66 | 3.14 | 7 | 3.24 | 1.66 | 3.14 |
| 23.84 | POLK COUNTY TO SALMON RIVER HWY 39 /ORE18 | 1.13 | | 462 | | | | | | | |
| | TOTAL HWY 9 /US101 TO SALMON RIVER HWY 39 /ORE18 | 24.97 | 8 | 422 | 2.08 | .92 | 2.30 | 8 | 2.08 | .92 | 1.72 |

SUMMARY OF HIGHWAY 32, THREE RIVERS

| | | | | | | | | | | | |
|---------------|-------|---|-----|------|--|--|--|---|------|--|--|
| URBAN CITY | .00 | | | | | | | | | | |
| SUBURBAN AREA | .00 | | | | | | | | | | |
| TOTAL URBAN | .00 | | | | | | | | | | |
| RURAL CITY | .00 | | | | | | | | | | |
| RURAL AREA | 24.97 | 8 | 422 | 2.08 | | | | 8 | 2.08 | | |
| TOTAL RURAL | 24.97 | 8 | 422 | 2.08 | | | | 8 | 2.08 | | |
| TOTAL HIGHWAY | 24.97 | 8 | 422 | 2.08 | | | | 8 | 2.08 | | |

HIGHWAY 33, CORVALLIS-NEWPORT

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - NEWPORT | | | | | | | | | | | |
| 0.00 | JCT OREGON COAST HWY 9 /US101 TO ECL | 1.73 | | 2,662 | | | | | | | |
| | TOTAL NEWPORT | 1.73 | | 2,662 | | | | | | | |
| RURAL AREA - NEWPORT TO TOLEDO | | | | | | | | | | | |
| 1.73 | NEWPORT ECL TO JOHN NYE ROAD | .69 | | 2,445 | | | | | | | |
| 2.42 | JOHN NYE ROAD TO TOLEDO | 3.00 | 1 | 2,371 | .38 | 1.20 | 1.23 | 1 | .38 | 1.20 | 1.23 |
| | TOTAL NEWPORT TO TOLEDO | 3.69 | 1 | 2,385 | .31 | .98 | 1.00 | 1 | .31 | .98 | 1.00 |
| RURAL CITY - TOLEDO | | | | | | | | | | | |
| 5.42 | TOLEDO WCL TO ECL | .19 | | 2,130 | | | | | | | |
| | TOTAL TOLEDO | .19 | | 2,130 | | | | | | | |
| RURAL AREA - TOLEDO TO CORVALLIS UA | | | | | | | | | | | |
| 5.61 | TOLEDO ECL TO JCT SILETZ HWY 181 /ORE229 | .13 | | 1,115 | | | | | | | |
| 5.74 | SILETZ HWY 181 TO OLALLA CREEK | 3.64 | | 936 | | 1.05 | 1.07 | | | | |
| 9.38 | OLALLA CREEK TO SAM CREEK ROAD | 2.93 | | 817 | | 1.36 | | | | | |
| 14.89 | SAM CREEK ROAD TO CHITWOOD | 3.22 | 1 | 797 | 1.06 | 1.34 | 4.11 | | | 1.34 | 2.74 |
| 18.11 | CHITWOOD TO JCT EDDYVILLE-BLODGETT HWY 180 | 5.07 | | 796 | | .85 | .87 | | | .85 | .87 |
| 23.18 | EDDYVILLE-BLODGETT HWY 180 TO BENTON COUNTY | 10.67 | 1 | 803 | .31 | .82 | .79 | | | .41 | |
| 34.35 | BENTON COUNTY TO JCT EDDYVILLE-BLODGETT HWY 180 | 4.47 | | 892 | | .86 | .79 | | | | .79 |
| 39.39 | HWY 180 TO KINGS VALLEY HWY 191 /ORE223 | 5.29 | | 441 | | | .57 | | | | .57 |
| 44.57 | KINGS VALLEY HY 191 TO HY 27 /BEGIN CORVALLIS UA | 4.18 | 2 | 558 | 2.34 | | | 1 | 1.17 | | |
| | TOTAL TOLEDO TO CORVALLIS UA | 39.60 | 4 | 752 | .37 | .66 | .78 | 1 | .09 | .28 | .43 |
| SUBURBAN AREA - CORVALLIS UA TO PHILOMATH | | | | | | | | | | | |
| 49.75 | ENTER UA /ALSEA HWY 27 /ORE34 TO PHILOMATH | .36 | | 815 | | | | | | | |
| | TOTAL CORVALLIS UA TO PHILOMATH | .36 | | 815 | | | | | | | |
| URBAN CITY - PHILOMATH | | | | | | | | | | | |
| 50.11 | MAIN ST TO ECL | 2.08 | 4 | 938 | 5.61 | 1.32 | .67 | 3 | 4.21 | .66 | .67 |
| | TOTAL PHILOMATH | 2.08 | 4 | 938 | 5.62 | 1.32 | .68 | 3 | 4.21 | .66 | .68 |
| URBAN CITY - CORVALLIS | | | | | | | | | | | |
| 52.19 | PHILOMATH ECL TO SW 53RD ST | 1.30 | | 1,057 | | 1.72 | | | | 1.72 | |
| 53.49 | SW 53RD ST TO SW 35TH ST | 1.16 | | 1,180 | | 3.38 | | | | 1.69 | |
| 54.65 | SW 35TH ST TO BROOK DRIVE | .50 | | 1,274 | | | | | | | |
| 55.15 | BROOK DRIVE TO AVERY PARK ROAD /SW 15TH ST | .30 | | 1,344 | | | | | | | |
| 55.45 | AVERY PARK ROAD TO PACIFIC HWY WEST 1W /ORE99W | 1.35 | 1 | 1,267 | 1.60 | 1.38 | | | | | |
| | TOTAL CORVALLIS | 4.61 | 1 | 1,192 | .50 | 1.72 | | | | .86 | |
| SUMMARY OF HIGHWAY 33, CORVALLIS-NEWPORT | | | | | | | | | | | |
| URBAN CITY | | 8.42 | 5 | 1,431 | 1.14 | | | 3 | .68 | | |
| SUBURBAN AREA | | .36 | | 815 | | | | | | | |
| TOTAL URBAN | | 8.78 | 5 | 1,406 | 1.11 | | | 3 | .67 | | |
| RURAL CITY | | .19 | | 2,130 | | | | | | | |
| RURAL AREA | | 43.29 | 5 | 891 | .36 | | | 2 | .14 | | |
| TOTAL RURAL | | 43.48 | 5 | 896 | .35 | | | 2 | .14 | | |
| TOTAL HIGHWAY | | 52.26 | 10 | 982 | .53 | | | 5 | .27 | | |

HIGHWAY 35, COOS BAY-ROSEBURG

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | | |
|---------------|--|--|-------|-------|------------------------|------|------|-------|------|------|------|--|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 | |
| | RURAL AREA - OREGON COAST HWY 9 /US101 TO COQUILLE | | | | | | | | | | | |
| 0.00 | OREGON COAST HWY 9 TO GARDEN VALLEY ROAD | 7.67 | 2 | 1,134 | .62 | .50 | | 2 | .62 | .25 | | |
| 7.69 | GARDEN VALLEY ROAD TO COQUILLE | 1.96 | | 1,202 | | 1.97 | | | | .98 | | |
| | TOTAL OREGON COAST HWY 9 /US101 TO COQUILLE | 9.63 | 2 | 1,148 | .50 | .80 | | 2 | .50 | .40 | | |
| | RURAL CITY - COQUILLE | | | | | | | | | | | |
| 9.65 | COQUILLE | 2.44 | 1 | 1,130 | .99 | | | 1 | .99 | | | |
| | TOTAL COQUILLE | 2.44 | 1 | 1,130 | .99 | | | 1 | .99 | | | |
| | RURAL AREA - COQUILLE TO MYRTLE POINT | | | | | | | | | | | |
| 12.80 | COQUILLE TO NORWAY ROAD | 5.03 | | 961 | | 1.29 | | | | .43 | | |
| 17.83 | NORWAY ROAD TO MYRTLE POINT | 2.18 | | 921 | | | | | | | | |
| | TOTAL COQUILLE TO MYRTLE POINT | 7.21 | | 949 | | .91 | | | | .30 | | |
| | RURAL CITY - MYRTLE POINT | | | | | | | | | | | |
| 20.01 | NCL TO 8TH & SPRUCE ST | .51 | | 806 | | | | | | | | |
| 20.58 | 8TH & SPRUCE ST TO SCL | 1.32 | | 746 | | 6.61 | | | | 4.40 | | |
| | TOTAL MYRTLE POINT | 1.83 | | 763 | | 4.58 | | | | 3.05 | | |
| | RURAL AREA - MYRTLE POINT TO WINSTON | | | | | | | | | | | |
| 21.90 | MYRTLE PT TO POWERS HWY 242 | 1.49 | | 612 | | | 2.78 | | | | 2.78 | |
| 23.43 | POWERS HWY 242 TO REMOTE LN | 13.97 | 3 | 602 | .97 | 1.41 | 1.41 | 3 | .97 | 1.41 | 1.41 | |
| 37.40 | REMOTE LN TO DOUGLAS COUNTY | 6.06 | | 567 | | 2.63 | .69 | | | .87 | .69 | |
| 44.95 | DOUGLAS COUNTY TO UPPER CAMAS ROAD | 10.55 | 1 | 617 | .42 | .52 | 2.08 | 1 | .42 | | 1.04 | |
| 55.50 | UPPER CAMAS ROAD TO CAMAS MT SUMMIT | 1.64 | | 739 | | | | | | | | |
| 57.14 | CAMAS MT SUMMIT TO TENMILE | 5.35 | 2 | 784 | 1.30 | | 2.69 | 2 | 1.30 | | 1.79 | |
| 64.07 | TENMILE TO WINSTON | 6.95 | 1 | 926 | .42 | .43 | | 1 | .42 | | | |
| | TOTAL MYRTLE POINT TO WINSTON | 46.01 | 7 | 676 | .62 | .93 | 1.28 | 7 | .62 | .52 | .99 | |
| | RURAL CITY - WINSTON | | | | | | | | | | | |
| 71.01 | WCL TO MAIN ST | 2.36 | 1 | 1,132 | 1.02 | | 2.45 | | | | 1.22 | |
| 73.37 | MAIN ST TO ECL | 1.07 | | 2,043 | | | 3.31 | | | | 1.65 | |
| | TOTAL WINSTON | 3.43 | 1 | 1,416 | .56 | | 2.82 | | | | 1.41 | |
| | RURAL AREA - WINSTON TO PACIFIC HWY 1 /I-5 | | | | | | | | | | | |
| 74.44 | WINSTON ECL TO WINSTON INTERCHANGE /HWY 234 | 1.78 | 2 | 1,424 | 2.16 | 1.06 | | 1 | 1.08 | | | |
| 76.22 | WINSTON INTERCHANGE TO PACIFIC HWY 1 /I-5 | .98 | | 1,509 | | 1.98 | 3.95 | | | 1.98 | 3.95 | |
| | TOTAL WINSTON TO PACIFIC HWY 1 /I-5 | 2.76 | 2 | 1,454 | 1.37 | 1.38 | 1.39 | 1 | .68 | .69 | 1.39 | |
| | SUMMARY OF HIGHWAY 35, COOS BAY-ROSEBURG | | | | | | | | | | | |
| | URBAN CITY | | | | .00 | | | | | | | |
| | SUBURBAN AREA | | | | .00 | | | | | | | |
| | TOTAL URBAN | | | | .00 | | | | | | | |
| | RURAL CITY | 7.70 | 2 | 1,170 | .61 | | | 1 | .30 | | | |
| | RURAL AREA | 65.61 | 11 | 808 | .57 | | | 10 | .52 | | | |
| | TOTAL RURAL | 73.31 | 13 | 846 | .57 | | | 11 | .49 | | | |
| | TOTAL HIGHWAY | 73.31 | 13 | 846 | .57 | | | 11 | .49 | | | |

HIGHWAY 36, PENDLETON-COLD SPRINGS

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - COLUMBIA RIVER BOAT LANDING TO PENDLETON | | | | | | | | | | |
| 0.00 | COLUMBIA RIVER BOAT LANDING TO HWY 2 /US30 | .74 | | 38 | | | | | | | |
| 0.74 | COLUMBIA RIVER HWY 2 /US730 TO HWY 334 | 19.06 | 1 | 51 | 2.81 | | | | | | |
| 20.14 | ATHENA-HOLDMAN HWY 334 TO PENDLETON NCL | 9.85 | | 72 | | | 4.79 | | | | 4.79 |
| | TOTAL COLUMBIA RIVER BOAT LANDING TO PENDLETON | 29.65 | 1 | 58 | 1.60 | | 2.08 | | | | 2.08 |
| | URBAN CITY - PENDLETON | | | | | | | | | | |
| 29.99 | NCL TO JCT PENDLETON HWY 67 /US30 | .76 | | 177 | | | | | | | |
| | TOTAL PENDLETON | .76 | | 177 | | | | | | | |

SUMMARY OF HIGHWAY 36, PENDLETON-COLD SPRINGS

| | | | | | | | | | | | |
|---------------|-------|---|-----|------|--|--|--|--|--|--|--|
| URBAN CITY | .76 | | 177 | | | | | | | | |
| SUBURBAN AREA | .00 | | | | | | | | | | |
| TOTAL URBAN | .76 | | 177 | | | | | | | | |
| RURAL CITY | .00 | | | | | | | | | | |
| RURAL AREA | 29.65 | 1 | 58 | 1.60 | | | | | | | |
| TOTAL RURAL | 29.65 | 1 | 58 | 1.60 | | | | | | | |
| TOTAL HIGHWAY | 30.41 | 1 | 61 | 1.49 | | | | | | | |

HIGHWAY 37, WILSON RIVER

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL CITY - TILLAMOOK | | | | | | | | | | |
| 0.00 | BEGIN COUplet TO HWY 9/US101/PACIFIC AVE -EBD | .03 | | 1,146 | | | | | | | |
| 0.03 | HWY 9/US101/PACIFIC AVE TO END COUplet -EBD | .26 | | 894 | | | | | | | |
| 0.29 | END COUplet TO ECL | .69 | | 894 | | | | | | | |
| | TOTAL TILLAMOOK | .98 | | 902 | | | | | | | |
| | RURAL AREA - TILLAMOOK TO SUNSET HWY 47 /US26 | | | | | | | | | | |
| 0.98 | TILLAMOOK ECL TO OLSON RD | 1.55 | | 980 | | | 1.48 | | | | |
| 2.53 | OLSON RD TO WASHINGTON COUNTY | 29.98 | 1 | 857 | .10 | .28 | .19 | 1 | .10 | .09 | |
| 32.88 | WASHINGTON COUNTY TO GALES CREEK ROAD | 9.35 | | 886 | | .88 | | | | | .59 |
| 42.23 | GALES CREEK ROAD TO NEHALEM HWY 102 /ORE47 | 6.86 | 1 | 959 | .41 | | .37 | 1 | .41 | | |
| 49.09 | NEHALEM HWY 102 TO SUNSET HWY 47 /US26 | 2.53 | | 2,048 | | | | | | | |
| | TOTAL TILLAMOOK TO SUNSET HWY 47 /US26 | 50.27 | 2 | 940 | .12 | .31 | .21 | 2 | .12 | .16 | |

SUMMARY OF HIGHWAY 37, WILSON RIVER

| | | | | | | | | | | | |
|---------------|-------|---|-----|-----|--|--|--|---|-----|--|--|
| URBAN CITY | .00 | | | | | | | | | | |
| SUBURBAN AREA | .00 | | | | | | | | | | |
| TOTAL URBAN | .00 | | | | | | | | | | |
| RURAL CITY | .98 | | 902 | | | | | | | | |
| RURAL AREA | 50.27 | 2 | 940 | .12 | | | | 2 | .12 | | |
| TOTAL RURAL | 51.25 | 2 | 939 | .11 | | | | 2 | .11 | | |
| TOTAL HIGHWAY | 51.25 | 2 | 939 | .11 | | | | 2 | .11 | | |

HIGHWAY 38, OREGON CAVES

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL CITY - CAVE JUNCTION | | | | | | | | | | |
| 0.00 | JCT REDWOOD HWY 25 TO WCL | .62 | | 158 | | | | | | | |
| | TOTAL CAVE JUNCTION | .62 | | 158 | | | | | | | |
| | RURAL AREA - CAVE JUNCTION TO OREGON CAVES | | | | | | | | | | |
| 0.62 | CAVE JUNCTION WCL TO KELLY CREEK | 4.75 | | 63 | | | | | | | |
| 5.37 | KELLY CREEK TO LITTLE GRAYBACK CR BR | 4.61 | | 19 | | | | | | | |
| 9.98 | LITTLE GRAYBACK CR BR TO ROAD TO CAVE CR CMPGRND | 5.62 | | 6 | | | | | | | |
| 15.60 | RD TO CAVE CR CAMPGROUND TO OREGON CAVES | 3.73 | | 5 | | | | | | | |
| | TOTAL CAVE JUNCTION TO OREGON CAVES | 18.71 | | 23 | | | | | | | |

SUMMARY OF HIGHWAY 38, OREGON CAVES

| | | |
|---------------|-------|-----|
| URBAN CITY | .00 | |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .00 | |
| RURAL CITY | .62 | 158 |
| RURAL AREA | 18.71 | 23 |
| TOTAL RURAL | 19.33 | 28 |
| TOTAL HIGHWAY | 19.33 | 28 |

HIGHWAY 39, SALMON RIVER

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | | |
|---------------|--|--|-------|-------|------------------------|------|------|-------|------|------|------|--|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 | |
| | RURAL AREA - OREGON COAST HWY 9 /US101 TO SHERIDAN | | | | | | | | | | | |
| -0.22 | OREGON COAST HWY 9 TO ALVORD ROAD /OTIS JCT | 1.48 | | 1,107 | | | 2.17 | | | | 2.17 | |
| 1.26 | ALVORD RD TO TILLAMOOK COUNTY | 9.00 | 1 | 920 | .33 | .84 | 1.30 | 1 | .33 | | .86 | |
| 10.26 | TILLAMOOK COUNTY TO POLK COUNTY | 4.64 | 1 | 961 | .61 | | .79 | | | | .79 | |
| 14.90 | POLK CO TO FIRE HALL RD | 5.62 | | 1,017 | | | .60 | | | | | |
| 20.67 | FIRE HALL RD TO GRANDE RONDE RD | .51 | | 1,117 | | 6.12 | | | | | | |
| 21.18 | GRAND RONDE TO THREE RIVERS HWY 32 | 1.86 | | 1,671 | | | | | | | | |
| 23.04 | THREE RIVERS HWY 32 TO S YAMHILL RIVER | .06 | | 1,796 | | | | | | | | |
| 23.10 | S YAMHILL RIVER TO COUNTY ROAD CONNECTION | 1.29 | | 1,811 | | 1.48 | | | | 1.48 | | |
| 24.40 | CO ROAD CONN TO WALLACE BR INTERCHANGE /ORE22 | 2.77 | 1 | 1,806 | .54 | | 1.41 | | | | 1.41 | |
| 27.17 | WALLACE BRIDGE INTERCHANGE /ORE22 TO YAMHILL CO | 2.59 | | 635 | | | 3.41 | | | | 1.70 | |
| 29.76 | YAMHILL COUNTY TO HARMONY ROAD | .87 | | 638 | | | | | | | | |
| 30.63 | HARMONY ROAD TO SHERIDAN | 2.05 | | 676 | | | | | | | | |
| | TOTAL OREGON COAST HWY 9 /US101 TO SHERIDAN | 32.74 | 3 | 1,063 | .24 | .38 | .99 | 1 | .08 | .09 | .69 | |
| | RURAL CITY - SHERIDAN | | | | | | | | | | | |
| 32.68 | SHERIDAN | .54 | | 685 | | | | | | | | |
| | TOTAL SHERIDAN | .54 | | 685 | | | | | | | | |
| | RURAL AREA - SHERIDAN TO MCMINNVILLE UA | | | | | | | | | | | |
| 33.22 | SHERIDAN TO JCT WILLAMINA-SHERIDAN HWY 157 | .89 | 1 | 721 | 4.26 | | | | | | | |
| 34.11 | HWY 157 TO BELLVUE-HOPEWELL HWY 153 | 2.82 | | 1,141 | | .73 | 1.94 | | | | .73 | |
| 36.93 | HWY 153 TO OLDSVILLE RD | 3.51 | | 1,024 | | | .70 | | | | | |
| 40.44 | OLDSVILLE RD TO HWY 1W /BEGIN MCMINNVILLE UA | 3.35 | | 1,116 | | | | | | | | |
| | TOTAL SHERIDAN TO MCMINNVILLE UA | 10.57 | 1 | 1,059 | .24 | .20 | .77 | | | | .20 | |
| | SUBURBAN AREA - MCMINNVILLE UA TO MCMINNVILLE | | | | | | | | | | | |
| 43.79 | ENTER UA /HWY 1W TO BOOTH BEND RD | 1.40 | | 884 | | | | | | | | |
| 45.19 | BOOTH BEND RD TO MCMINNVILLE SCL | 1.23 | | 743 | | | | | | | | |
| | TOTAL MCMINNVILLE UA TO MCMINNVILLE | 2.63 | | 818 | | | | | | | | |
| | URBAN CITY - MCMINNVILLE | | | | | | | | | | | |
| 46.42 | SCL TO LOOP RD /ECL /END MCMINNVILLE UA | 2.11 | 1 | 1,047 | 1.24 | 1.93 | | | | | .96 | |
| | TOTAL MCMINNVILLE | 2.11 | 1 | 1,047 | 1.24 | 1.93 | | | | | .97 | |
| | RURAL AREA - MCMINNVILLE UA TO JCT HWY 1W /ORE99W | | | | | | | | | | | |
| 48.53 | LOOP RD /END UA TO LAFAYETTE HWY 154 | 1.38 | | 1,050 | | 2.02 | | | | | | |
| 49.91 | LAFAYETTE HWY 154 TO NBD SALEM-DAYTON HWY 150 | 1.32 | 1 | 987 | 2.10 | | 2.53 | 1 | 2.10 | | | |
| 51.23 | SALEM-DAYTON HWY 150 TO JCT HWY 1W /ORE99W | 1.48 | | 1,058 | | | | | | | | |
| | TOTAL MCMINNVILLE UA TO JCT HWY 1W /ORE99W | 4.18 | 1 | 1,033 | .63 | .64 | .84 | 1 | .63 | | | |
| | SUMMARY OF HIGHWAY 39, SALMON RIVER | | | | | | | | | | | |
| | URBAN CITY | 2.11 | 1 | 1,047 | 1.24 | | | | | | | |
| | SUBURBAN AREA | 2.63 | | 818 | | | | | | | | |
| | TOTAL URBAN | 4.74 | 1 | 920 | .63 | | | | | | | |
| | RURAL CITY | .54 | | 685 | | | | | | | | |
| | RURAL AREA | 47.49 | 5 | 1,059 | .27 | | | 2 | .11 | | | |
| | TOTAL RURAL | 48.03 | 5 | 1,055 | .27 | | | 2 | .11 | | | |
| | TOTAL HIGHWAY | 52.77 | 6 | 1,043 | .30 | | | 2 | .10 | | | |

HIGHWAY 40, BEAVERTON-HILLSDALE

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---------------------------------------|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | URBAN CITY - BEAVERTON | | | | | | | | | | |
| 0.97 | BEGIN INTERCHANGE TO O-XING HWY 144 | .04 | | 1,101 | | | | | | | |
| 1.01 | U-XING HWY 144 TO SW LAURELWOOD AVE | 1.56 | 3 | 1,045 | 5.04 | | 6.02 | 3 | 5.04 | | |
| | TOTAL BEAVERTON | 1.60 | 3 | 1,046 | 4.91 | | 5.86 | 3 | 4.91 | | |
| | SUBURBAN AREA - BEAVERTON TO PORTLAND | | | | | | | | | | |
| 2.57 | SW LAURELWOOD AVE TO PORTLAND CL | .76 | | 990 | | 3.26 | | | | | |
| | TOTAL BEAVERTON TO PORTLAND | .76 | | 990 | | 3.27 | | | | | |
| | URBAN CITY - PORTLAND | | | | | | | | | | |
| 3.33 | PORTLAND CL TO MULTNOMAH COUNTY | .08 | | 963 | | | | | | | |
| | TOTAL PORTLAND | .08 | | 963 | | | | | | | |

SUMMARY OF HIGHWAY 40, BEAVERTON-HILLSDALE

| | | | | | | | | |
|---------------|------|---|-------|------|--|--|---|------|
| URBAN CITY | 1.68 | 3 | 1,042 | 4.69 | | | 3 | 4.69 |
| SUBURBAN AREA | .76 | | 990 | | | | | |
| TOTAL URBAN | 2.44 | 3 | 1,026 | 3.28 | | | 3 | 3.28 |
| RURAL CITY | .00 | | | | | | | |
| RURAL AREA | .00 | | | | | | | |
| TOTAL RURAL | .00 | | | | | | | |
| TOTAL HIGHWAY | 2.44 | 3 | 1,026 | 3.28 | | | 3 | 3.28 |

HIGHWAY 41, OCHOCO

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|--|---|--|-------|-------|------------------------|------|-------|-------|------|------|-------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - REDMOND | | | | | | | | | | | |
| -0.06 | S CANAL BLVD TO GLACIER AVE | .08 | | 491 | | | | | | | |
| 0.02 | GLACIER AVE TO S JACKSON ST | .47 | | 584 | | | | | | | |
| 0.49 | S JACKSON ST TO ECL | 1.83 | | 525 | | | 4.25 | | | | 4.25 |
| | TOTAL REDMOND | 2.38 | | 536 | | | 3.26 | | | | 3.26 |
| RURAL AREA - REDMOND TO PRINEVILLE | | | | | | | | | | | |
| 2.32 | REDMOND TO CROOK COUNTY | 1.26 | | 616 | | | | | | | |
| 3.58 | CROOK COUNTY TO POWELL BUTTE HWY 371 | 3.26 | | 654 | | | | | | | |
| 6.84 | POWELL BUTTE HWY 371 TO PRINEVILLE WCL | 7.97 | 1 | 673 | .51 | .74 | .76 | | | | |
| | TOTAL REDMOND TO PRINEVILLE | 12.49 | 1 | 662 | .33 | .49 | .49 | | | | |
| URBAN CITY - PRINEVILLE | | | | | | | | | | | |
| 14.81 | WCL TO ONEIL HWY 370 | 3.16 | | 849 | | 1.70 | | | | 1.70 | |
| 17.97 | ONEIL HWY 370 TO CROOKED RIVER HWY 14 /ORE27 | .76 | | 1,166 | | | 4.21 | | | | 4.21 |
| 18.75 | CROOKED RIVER HWY 14 TO PAULINA HWY 380 | 1.00 | | 998 | | 8.21 | | | | | |
| 19.75 | PAULINA HWY 380 TO PRINEVILLE CL | 1.00 | | 737 | | | | | | | |
| | TOTAL PRINEVILLE | 5.92 | | 896 | | 2.33 | .78 | | | .78 | .78 |
| RURAL AREA - PRINEVILLE TO MITCHELL | | | | | | | | | | | |
| 20.75 | ST FOREST DIST HQ /HWY 380 TO BARNES BUTTE ROAD | .24 | | 474 | | | | | | | |
| 20.99 | BARNES BUTTE ROAD TO JOHNSON CREEK ROAD | 1.76 | | 348 | | | | | | | |
| 22.75 | JOHNSON CREEK ROAD TO OCHOCO FOREST BOUNDARY | 10.70 | 1 | 244 | 1.04 | | | | | | |
| 33.45 | OCHOCO FOREST BOUNDARY TO WHEELER COUNTY | 16.58 | | 139 | | 1.10 | 1.10 | | | 1.10 | 1.10 |
| 50.03 | WHEELER COUNTY TO MITCHELL | 15.77 | | 116 | | | 1.52 | | | | 1.52 |
| | TOTAL PRINEVILLE TO MITCHELL | 45.05 | 1 | 166 | .37 | .35 | .69 | | | .35 | .69 |
| RURAL CITY - MITCHELL | | | | | | | | | | | |
| 65.80 | WCL TO SERVICE CREEK-MITCHELL HWY 390 /ORE207 | .14 | | 116 | | | | | | | |
| 65.94 | SERVICE CREEK-MITCHELL HWY 390 /ORE207 TO ECL | .94 | | 114 | | | | | | | |
| | TOTAL MITCHELL | 1.08 | | 114 | | | | | | | |
| RURAL AREA - MITCHELL TO JOHN DAY HWY 5 /ORE19 | | | | | | | | | | | |
| 66.88 | MITCHELL TO GRANT COUNTY LINE | 28.93 | 2 | 84 | 2.25 | | | 1 | 1.12 | | |
| 96.89 | GRANT CNTY LINE TO JCT JOHN DAY HWY 5 /ORE19 | 1.47 | 1 | 79 | 23.59 | | 46.59 | | | | 23.29 |
| | TOTAL MITCHELL TO JOHN DAY HWY 5 /ORE19 | 30.40 | 3 | 84 | 3.23 | | 2.04 | 1 | 1.08 | | 1.02 |

SUMMARY OF HIGHWAY 41, OCHOCO

| | | | | | | | | | | | |
|---------------|-------|---|-----|-----|--|--|---|-----|--|--|--|
| URBAN CITY | 8.30 | | 793 | | | | | | | | |
| SUBURBAN AREA | .00 | | | | | | | | | | |
| TOTAL URBAN | 8.30 | | 793 | | | | | | | | |
| RURAL CITY | 1.08 | | 114 | | | | | | | | |
| RURAL AREA | 87.94 | 5 | 208 | .75 | | | 1 | .15 | | | |
| TOTAL RURAL | 89.02 | 5 | 207 | .74 | | | 1 | .15 | | | |
| TOTAL HIGHWAY | 97.32 | 5 | 257 | .55 | | | 1 | .11 | | | |

HIGHWAY 42, SHERMAN

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - OREGON STATE LINE TO MORO | | | | | | | | | | |
| -0.43 | OREGON STATE LINE TO CONN RT HWY 2 -SBD | .26 | | 1,771 | | | | | | | |
| -0.17 | CONN RT HWY 2 TO SOUTH END OF INTERCHANGE | .17 | | 2,159 | | | | | | | |
| 0.00 | SOUTH END OF INTERCHANGE TO JCT HWY 301 SPUR | .03 | | 1,120 | | | | | | | |
| 0.03 | JCT HWY 301 SPUR TO JCT WASCO-HEPPNER HWY 300 | 7.34 | 3 | 1,120 | .99 | 2.22 | .39 | 3 | .99 | 1.33 | .39 |
| 7.50 | JCT HWY 300 TO U-XING CELILO-WASCO HWY 301 | 1.32 | 1 | 1,048 | 1.98 | | | 1 | 1.98 | | |
| 8.82 | U-XING CELILO-WASCO HWY 301 TO MORO | 8.88 | 3 | 940 | .98 | 1.81 | | 3 | .98 | 1.36 | |
| | TOTAL OREGON STATE LINE TO MORO | 18.00 | 7 | 1,045 | 1.02 | 1.78 | .16 | 7 | 1.02 | 1.19 | .16 |
| | RURAL CITY - MORO | | | | | | | | | | |
| 17.96 | MORO | .78 | | 991 | | | | | | | |
| | TOTAL MORO | .78 | | 991 | | | | | | | |
| | RURAL AREA - MORO TO GRASS VALLEY | | | | | | | | | | |
| 18.88 | MORO TO GRASS VALLEY | 8.52 | 3 | 1,008 | .95 | .88 | .96 | 2 | .63 | .44 | .96 |
| | TOTAL MORO TO GRASS VALLEY | 8.52 | 3 | 1,008 | .96 | .88 | .97 | 2 | .64 | .44 | .97 |
| | RURAL CITY - GRASS VALLEY | | | | | | | | | | |
| 27.40 | NCL TO SHEARS BRIDGE HWY 290 /ORE216 | .95 | 1 | 843 | 3.42 | | | 1 | 3.42 | | |
| 28.35 | SHEARS BRIDGE HWY 290 /ORE216 TO SCL | .08 | | 759 | | | | | | | |
| | TOTAL GRASS VALLEY | 1.03 | 1 | 836 | 3.18 | | | 1 | 3.18 | | |
| | RURAL AREA - GRASS VALLEY TO SHANIKO | | | | | | | | | | |
| 28.43 | GRASS VALLEY TO KENT /FIRST ST | 12.38 | 6 | 830 | 1.59 | 1.10 | | 5 | 1.33 | 1.10 | |
| 40.98 | KENT FIRST ST TO WASCO COUNTY LINE | 7.83 | 2 | 795 | .88 | 1.21 | .43 | 1 | .44 | 1.21 | .43 |
| 48.81 | WASCO COUNTY LINE TO SHANIKO | 7.23 | 2 | 795 | .95 | | 1.42 | 2 | .95 | | 1.42 |
| | TOTAL GRASS VALLEY TO SHANIKO | 27.44 | 10 | 811 | 1.23 | .85 | .49 | 8 | .99 | .85 | .49 |
| | RURAL CITY - SHANIKO | | | | | | | | | | |
| 56.04 | NCL TO SHANIKO-FOSSIL HWY 291 /ORE218 | .53 | 1 | 795 | 6.50 | | | | | | |
| 56.57 | SHANIKO-FOSSIL HWY 291 /ORE218 TO WCL | .15 | | 867 | | | | | | | |
| | TOTAL SHANIKO | .68 | 1 | 811 | 4.97 | | | | | | |
| | RURAL AREA - SHANIKO TO THE DALLAS-CALIF HWY 4 /US97 | | | | | | | | | | |
| 56.72 | SHANIKO TO THE DALLAS-CALIF HWY | 11.92 | 4 | 867 | 1.06 | .73 | 1.32 | 4 | 1.06 | .73 | 1.05 |
| | TOTAL SHANIKO TO THE DALLAS-CALIF HWY 4 /US97 | 11.92 | 4 | 867 | 1.06 | .73 | 1.32 | 4 | 1.06 | .73 | 1.06 |

SUMMARY OF HIGHWAY 42, SHERMAN

| | | | | | | | | | | | |
|---------------|-------|----|-----|------|--|--|--|----|------|--|--|
| URBAN CITY | .00 | | | | | | | | | | |
| SUBURBAN AREA | .00 | | | | | | | | | | |
| TOTAL URBAN | .00 | | | | | | | | | | |
| RURAL CITY | 2.49 | 2 | 878 | 2.51 | | | | 1 | 1.25 | | |
| RURAL AREA | 65.88 | 24 | 910 | 1.10 | | | | 21 | .96 | | |
| TOTAL RURAL | 68.37 | 26 | 909 | 1.15 | | | | 22 | .97 | | |
| TOTAL HIGHWAY | 68.37 | 26 | 909 | 1.15 | | | | 22 | .97 | | |

HIGHWAY 43, MONMOUTH-INDEPENDENCE

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | URBAN CITY - MONMOUTH | | | | | | | | | | |
| 0.00 | JCT PACIFIC HWY WEST 1W TO ECL | .76 | | 568 | | | | | | | |
| | TOTAL MONMOUTH | .76 | | 568 | | | | | | | |
| | SUBURBAN AREA - MONMOUTH TO INDEPENDENCE | | | | | | | | | | |
| 0.76 | MONMOUTH TO INDEPENDENCE | .03 | | 614 | | | | | | | |
| | TOTAL MONMOUTH TO INDEPENDENCE | .03 | | 614 | | | | | | | |
| | URBAN CITY - INDEPENDENCE | | | | | | | | | | |
| 0.79 | ECL TO JCT INDEPENDENCE HWY 193 | 1.56 | | 538 | 4.70 | 3.30 | | | 4.70 | 3.30 | |
| | TOTAL INDEPENDENCE | 1.56 | | 538 | 4.71 | 3.31 | | | 4.71 | 3.31 | |

SUMMARY OF HIGHWAY 43, MONMOUTH-INDEPENDENCE

| | | |
|---------------|------|-----|
| URBAN CITY | 2.32 | 548 |
| SUBURBAN AREA | .03 | 614 |
| TOTAL URBAN | 2.35 | 549 |
| RURAL CITY | .00 | |
| RURAL AREA | .00 | |
| TOTAL RURAL | .00 | |
| TOTAL HIGHWAY | 2.35 | 549 |

HIGHWAY 44, WAPINITIA

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - WARM SPRINGS HWY 53 /US26 TO HWY 4 /US197 | | | | | | | | | | |
| 0.18 | WARM SPRINGS HWY 53 / US26 TO PINE GROVE | 12.90 | | 26 | | | | | | | |
| 13.08 | PINE GROVE TO JCT THE DALLE-CALIF HWY 4 | 12.95 | | 35 | | | | | | | |
| | TOTAL WARM SPRINGS HWY 53 /US26 TO HWY 4 /US197 | 25.85 | | 31 | | | | | | | |

SUMMARY OF HIGHWAY 44, WAPINITIA

| | | |
|---------------|-------|----|
| URBAN CITY | .00 | |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .00 | |
| RURAL CITY | .00 | |
| RURAL AREA | 25.85 | 31 |
| TOTAL RURAL | 25.85 | 31 |
| TOTAL HIGHWAY | 25.85 | 31 |

HIGHWAY 45, UMPQUA

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|-------------------------------|---|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL CITY - REEDSPORT | | | | | | | | | | |
| 0.00 | JCT OREGON COAST HWY 9 /US101 TO ECL | 1.62 | | 584 | | | | | | | |
| | TOTAL REEDSPORT | 1.62 | | 584 | | | | | | | |
| | RURAL AREA - REEDSPORT TO ELKTON | | | | | | | | | | |
| 1.62 | REEDSPORT TO EAST END SCOTTSBURG BRIDGE | 14.83 | | 741 | | .51 | .79 | | | .25 | .79 |
| 16.52 | EAST END SCOTTSBURG BR TO SCOTTSBURG ROAD | .36 | | 769 | | | | | | | |
| 16.88 | SCOTTSBURG ROAD TO WEATHERLY CREEK ROAD | 5.87 | 2 | 771 | 1.21 | | | 2 | 1.21 | | |
| 22.75 | WEATHERLY CREEK ROAD TO ELKTON | 13.12 | | 748 | | .46 | .24 | | | .23 | .24 |
| | TOTAL REEDSPORT TO ELKTON | 34.18 | 2 | 749 | .21 | .39 | .41 | 2 | .21 | .20 | .41 |
| | RURAL CITY - ELKTON | | | | | | | | | | |
| 35.87 | WCL TO ELKTON-SUTHERLIN HWY 231 /ORE225 | .52 | | 838 | | | | | | | |
| | TOTAL ELKTON | .52 | | 838 | | | | | | | |
| | RURAL AREA - ELKTON TO DRAIN | | | | | | | | | | |
| 36.39 | ELKTON-SUTHERLIN HWY 231 /ORE225 TO DRAIN | 13.74 | 2 | 522 | .76 | | .73 | 1 | .38 | | .73 |
| | TOTAL ELKTON TO DRAIN | 13.74 | 2 | 522 | .76 | | .73 | 1 | .38 | | .73 |
| | RURAL CITY - DRAIN | | | | | | | | | | |
| 50.20 | WCL TO YONCALLA HWY 236 /ORE235 | .05 | | 694 | | | | | | | |
| 50.25 | YONCALLA HWY 236 /ORE235 TO NCL | .95 | | 682 | | | | | | | |
| | TOTAL DRAIN | 1.00 | | 683 | | | | | | | |
| | RURAL AREA - DRAIN TO ANLAUF INTERCHANGE /PACIFIC HWY 1 | | | | | | | | | | |
| 51.20 | DRAIN TO TERRITORIAL ROAD | 5.07 | 1 | 567 | .95 | | 1.52 | 1 | .95 | | |
| 56.37 | TERRITORIAL ROAD TO ANLAUF INTERCHANGE /HWY 1 | .76 | 1 | 528 | 6.82 | | | 1 | 6.82 | | |
| | TOTAL DRAIN TO ANLAUF INTERCHANGE /PACIFIC HWY 1 | 5.83 | 2 | 562 | 1.67 | | 1.31 | 2 | 1.67 | | |
| SUMMARY OF HIGHWAY 45, UMPQUA | | | | | | | | | | | |
| | URBAN CITY | .00 | | | | | | | | | |
| | SUBURBAN AREA | .00 | | | | | | | | | |
| | TOTAL URBAN | .00 | | | | | | | | | |
| | RURAL CITY | 3.14 | | 657 | | | | | | | |
| | RURAL AREA | 53.75 | 6 | 671 | .46 | | | 5 | .38 | | |
| | TOTAL RURAL | 56.89 | 6 | 670 | .43 | | | 5 | .36 | | |
| | TOTAL HIGHWAY | 56.89 | 6 | 670 | .43 | | | 5 | .36 | | |

HIGHWAY 46, NECANICUM

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - SUNSET HWY 47 /US26 TO NEHALEM JCT | | | | | | | | | | |
| 0.04 | SUNSET HWY 47 /US26 TO TILLAMOOK CNTY LINE | 11.26 | | 94 | 4.67 | 1.48 | | | | 2.33 | |
| 11.38 | TILLAMOOK CNTY LINE TO MOHLER | 6.63 | 1 | 140 | 2.95 | | | | | | |
| 18.01 | MOHLER TO NEHALEM JCT /US101 | 1.02 | | 290 | | | | | | | |
| | TOTAL SUNSET HWY 47 /US26 TO NEHALEM JCT | 18.91 | 1 | 121 | 1.20 | 2.26 | .71 | | | 1.13 | |

SUMMARY OF HIGHWAY 46, NECANICUM

| | | | | | | | | | | | |
|---------------|-------|---|-----|------|--|--|--|--|--|--|--|
| URBAN CITY | .00 | | | | | | | | | | |
| SUBURBAN AREA | .00 | | | | | | | | | | |
| TOTAL URBAN | .00 | | | | | | | | | | |
| RURAL CITY | .00 | | | | | | | | | | |
| RURAL AREA | 18.91 | 1 | 121 | 1.20 | | | | | | | |
| TOTAL RURAL | 18.91 | 1 | 121 | 1.20 | | | | | | | |
| TOTAL HIGHWAY | 18.91 | 1 | 121 | 1.20 | | | | | | | |

HIGHWAY 47, SUNSET

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-------|------------------------|------|------|-------|-------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - OREGON COAST HWY 9 /US101 TO NORTH PLAINS | | | | | | | | | | |
| -0.10 | OREGON COAST HWY 9 TO NECANICUM HWY 46 /ORE53 | 9.52 | 1 | 583 | .49 | | | 1 | .49 | | |
| 9.42 | HWY 46 TO JEWELL JCT /FISHHAWK FALLS HWY 103 | 12.39 | 2 | 612 | .72 | .36 | .36 | 1 | .36 | | .36 |
| 21.81 | FISHHAWK FALLS HWY 103 TO TILLAMOOK COUNTY | 8.94 | 2 | 671 | .91 | | .92 | | | | .92 |
| 30.75 | TILLAMOOK COUNTY TO WASHINGTON COUNTY | 3.41 | | 671 | | | | | | | |
| 34.16 | WASHINGTON COUNTY TO COLUMBIA COUNTY | .29 | | 661 | | | | | | | |
| 34.45 | COLUMBIA COUNTY TO WASHINGTON COUNTY | .80 | | 661 | | | | | | | |
| 35.26 | WASHINGTON CO TO EAST JCT NEHALEM HWY 102 /ORE47 | 10.22 | | 694 | | | | | | | |
| 45.48 | EAST JCT NEHALEM HWY 102 TO WEST JCT HWY 102 | 3.83 | 1 | 1,205 | .59 | | .62 | | | | |
| 49.31 | WEST JCT HWY 102 TO JCT WILSON RIVER HWY 37/ORE6 | 4.02 | 1 | 1,132 | .60 | | | 1 | .60 | | |
| 53.33 | WILSON RIVER HWY 37 /ORE6 TO NORTH PLAINS | 2.90 | | 2,186 | | | | | | | |
| | TOTAL OREGON COAST HWY 9 /US101 TO NORTH PLAINS | 56.32 | 7 | 794 | .43 | .06 | .25 | 3 | .18 | | .19 |
| | RURAL CITY - NORTH PLAINS | | | | | | | | | | |
| 56.23 | WCL TO GLENCOE ROAD INTERCHANGE | .93 | | 2,250 | | 2.63 | | | | 1.31 | |
| 57.16 | GLENCOE ROAD INTERCHANGE TO ECL | .33 | | 3,671 | | | | | | | |
| | TOTAL NORTH PLAINS | 1.26 | | 2,622 | | 1.67 | | | | .83 | |
| | RURAL AREA - NORTH PLAINS TO HILLSBORO | | | | | | | | | | |
| 57.49 | ECL TO NW 242ND AVE | 3.56 | | 3,912 | | .39 | | | | | .19 |
| | TOTAL NORTH PLAINS TO HILLSBORO | 3.56 | | 3,912 | | .40 | | | | | .20 |
| | URBAN CITY - HILLSBORO | | | | | | | | | | |
| 61.05 | NW 242ND AVE TO U-XING CORNELIUS PASS ROAD | 1.42 | | 5,292 | | | | | | | |
| 62.47 | U-XING CORNELIUS PASS ROAD TO BEAVERTON WCL | 2.27 | 2 | 3,162 | .76 | .32 | .16 | 2 | .76 | .16 | |
| | TOTAL HILLSBORO | 3.69 | 2 | 3,982 | .37 | .22 | .11 | 2 | .37 | .11 | |
| | URBAN CITY - BEAVERTON | | | | | | | | | | |
| 64.74 | WCL TO BETHANY BLVD | 1.17 | | 4,061 | | | | | | | |
| 65.91 | BETHANY BLVD TO MURRAY RD INTERCHANGE E END | 1.23 | 1 | 4,641 | .47 | .93 | .36 | | | | .36 |
| 67.14 | MURRAY ROAD INT TO CEDAR HILLS BLVD INTERCHAGE | 1.20 | | 5,831 | | | 1.02 | | | | .34 |
| 68.34 | CEDAR HILLS INTRCH TO ECL | 2.31 | 3 | 5,748 | .61 | .40 | .19 | 2 | .41 | .40 | |
| | TOTAL BEAVERTON | 5.91 | 4 | 5,200 | .36 | .30 | .34 | 2 | .18 | .15 | .13 |
| | SUBURBAN AREA - BEAVERTON TO PORTLAND | | | | | | | | | | |
| 70.65 | ECL TO MULTNOMAH CNTY LINE /PORTLAND WCL | .27 | | 5,403 | | | | | | | |
| | TOTAL BEAVERTON TO PORTLAND | .27 | | 5,403 | | | | | | | |
| | URBAN CITY - PORTLAND | | | | | | | | | | |
| 70.92 | WCL TO SYLVAN INTERCHANGE | .38 | 1 | 7,842 | .91 | 1.80 | | 1 | .91 | .90 | |
| 71.30 | SYLVAN INTERCHANGE TO HIGHLAND ROAD INTERCHANGE | .87 | | 9,461 | | 1.00 | .33 | | | .33 | .33 |
| 72.17 | HIGHLAND INTERCHANGE TO BEGIN COUPLET | 1.14 | 1 | 9,585 | .25 | | .50 | 1 | .25 | | .25 |
| 73.31 | BEGIN COUPLET TO CONN #2 HWY 61 /I-405 -EBD | .58 | | 2,240 | | 8.23 | .56 | | | 4.11 | .56 |
| 73.89 | CONN #2 HWY 61 TO SW 13TH & MARKET STS -EBD | .08 | | 506 | | | | | | | |
| 73.97 | SW 13TH & MARKET STS TO SW 4TH AVE -EBD | .44 | 2 | 528 | 23.58 | | | 2 | 23.58 | | |
| 74.41 | SW 4TH AVE TO JCT HWY 1W/ORE99W/Front Ave -EBD | .21 | | 541 | | | | | | | |
| | TOTAL PORTLAND | 3.70 | 4 | 6,439 | .46 | 1.03 | .38 | 4 | .46 | .46 | .29 |

SUMMARY OF HIGHWAY 47, SUNSET

| | | | | | | |
|---------------|-------|----|-------|-----|----|-----|
| URBAN CITY | 13.30 | 10 | 5,207 | .40 | 8 | .32 |
| SUBURBAN AREA | .27 | | 5,403 | | | |
| TOTAL URBAN | 13.57 | 10 | 5,211 | .39 | 8 | .31 |
| RURAL CITY | 1.26 | | 2,622 | | | |
| RURAL AREA | 59.88 | 7 | 980 | .33 | 3 | .14 |
| TOTAL RURAL | 61.14 | 7 | 1,014 | .31 | 3 | .13 |
| TOTAL HIGHWAY | 74.71 | 17 | 1,776 | .35 | 11 | .23 |

HIGHWAY 48, JOHN DAY-BURNS

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-------|--------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL CITY - JOHN DAY | | | | | | | | | | |
| 0.00 | JCT JOHN DAY HWY 5 /US26 TO SCL | .57 | | 1,063 | | | | | | | |
| | TOTAL JOHN DAY | .57 | | 1,063 | | | | | | | |
| | RURAL AREA - JOHN DAY TO CANYON CITY | | | | | | | | | | |
| 0.57 | JOHN DAY TO CANYON CITY | .38 | | 973 | | | | | | | |
| | TOTAL JOHN DAY TO CANYON CITY | .38 | | 973 | | | | | | | |
| | RURAL CITY - CANYON CITY | | | | | | | | | | |
| 0.95 | CANYON CITY | 1.58 | | 583 | | | | | | | |
| | TOTAL CANYON CITY | 1.58 | | 583 | | | | | | | |
| | RURAL AREA - CANYON CITY TO SENECA | | | | | | | | | | |
| 2.53 | CANYON CITY TO MALHEUR NAT'L FOREST BOUNDARY | 5.88 | | 211 | | 2.28 | | | | 2.28 | |
| 8.41 | NAT'L FOREST BOUNDARY TO SENECA | 16.19 | 1 | 139 | 1.21 | 1.15 | | 1 | 1.21 | 1.15 | |
| | TOTAL CANYON CITY TO SENECA | 22.07 | 1 | 158 | .78 | 1.53 | | 1 | .78 | 1.53 | |
| | RURAL CITY - SENECA | | | | | | | | | | |
| 24.75 | SENECA | .77 | | 119 | | | | | | | |
| | TOTAL SENECA | .77 | | 119 | | | | | | | |
| | RURAL AREA - SENECA TO CENTRAL OREGON HWY 7 /US20 | | | | | | | | | | |
| 25.52 | SENECA TO HARNEY CNTY LINE | 14.83 | | 99 | | 1.98 | 1.98 | | | 1.98 | 1.98 |
| 40.38 | HARNEY CNTY LINE TO NAT'L FOREST BOUNDARY | 15.80 | | 112 | | | 2.66 | | | | |
| 56.18 | NAT'L FOREST BOUNDARY TO CENTRAL ORE HWY 7 | 11.43 | | 145 | | 2.75 | 2.66 | | | | 2.66 |
| | TOTAL SENECA TO CENTRAL OREGON HWY 7 /US20 | 42.06 | | 116 | | 1.60 | 2.39 | | | .80 | 1.60 |

SUMMARY OF HIGHWAY 48, JOHN DAY-BURNS

| | | | | | | | | | | | |
|---------------|-------|---|-----|-----|--|--|--|---|-----|--|--|
| URBAN CITY | .00 | | | | | | | | | | |
| SUBURBAN AREA | .00 | | | | | | | | | | |
| TOTAL URBAN | .00 | | | | | | | | | | |
| RURAL CITY | 2.92 | | 554 | | | | | | | | |
| RURAL AREA | 64.51 | 1 | 136 | .31 | | | | 1 | .31 | | |
| TOTAL RURAL | 67.43 | 1 | 154 | .26 | | | | 1 | .26 | | |
| TOTAL HIGHWAY | 67.43 | 1 | 154 | .26 | | | | 1 | .26 | | |

HIGHWAY 49, LAKEVIEW-BURNS

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - CENTRAL ORE HWY 7 /US20 TO FREMONT HWY 19 /O | | | | | | | | | | |
| 0.00 | CENTRAL ORE HWY 7 TO WAGONTIRE | 28.46 | | 55 | | | | | | | |
| 28.55 | WAGONTIRE TO ALKALI LAKE | 21.72 | 1 | 52 | 2.42 | | | 1 | 2.42 | | |
| 50.37 | ALKALI LAKE TO LAKE ALBERT | 20.85 | | 51 | | | | | | | |
| 71.22 | LAKE ALBERT TO JCT FREMONT HWY 19 /ORE 31 | 18.64 | | 59 | | | 4.89 | | | | 4.89 |
| | TOTAL CENTRAL ORE HWY 7 /US20 TO FREMONT HWY 19 /OR | 89.67 | 1 | 54 | .56 | | 1.14 | 1 | .56 | | 1.14 |

SUMMARY OF HIGHWAY 49, LAKEVIEW-BURNS

| | | | | | | | | | | | |
|---------------|-------|---|----|-----|--|--|--|---|-----|--|--|
| URBAN CITY | .00 | | | | | | | | | | |
| SUBURBAN AREA | .00 | | | | | | | | | | |
| TOTAL URBAN | .00 | | | | | | | | | | |
| RURAL CITY | .00 | | | | | | | | | | |
| RURAL AREA | 89.67 | 1 | 54 | .56 | | | | 1 | .56 | | |
| TOTAL RURAL | 89.67 | 1 | 54 | .56 | | | | 1 | .56 | | |
| TOTAL HIGHWAY | 89.67 | 1 | 54 | .56 | | | | 1 | .56 | | |

HIGHWAY 50, KLAMATH FALLS-MALIN

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|-------|------|-------|------|-------|------|--|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 | |
| | URBAN CITY - KLAMATH FALLS | | | | | | | | | | | |
| -6.92 | NCL TO BIEHN ST / CAMPUS WAY | .51 | | 201 | | 24.52 | | | | 24.52 | | |
| -6.41 | BIEHN ST TO ESPLANDE ST /JOHN DAY HWY 50 SPUR | 1.44 | | 537 | | | | | | | | |
| -4.97 | ESPLANDE ST /HWY 50 SPUR TO MAIN ST | .51 | | 624 | | | | | | | | |
| -4.46 | MAIN ST TO WASHBURN WAY | .53 | | 725 | | | | | | | | |
| -3.93 | WASHBURN WAY TO SCL | .73 | | 431 | | | | | | | | |
| | TOTAL KLAMATH FALLS | 3.72 | | 509 | | 1.45 | | | | 1.45 | | |
| | SUBURBAN AREA - KLAMATH FALLS TO END UA | | | | | | | | | | | |
| -3.20 | SCL TO SHASTA WAY | .31 | | 499 | | | | | | | | |
| -2.89 | SHASTA WAY TO BEGIN COM ALIGN HWY 20 /ORE140 | .65 | | 313 | | | | | | | | |
| -2.24 | BEGIN COM ALIGN HWY 20 /ORE140 TO END COM ALIGN | .00 | | 0 | | | | | | | | |
| 0.00 | END COM ALIGN HWY 20 TO END URBAN AREA | .77 | | 183 | | | | | | | | |
| | TOTAL KLAMATH FALLS TO END UA | 1.73 | | 288 | | | | | | | | |
| | RURAL AREA - KLAMATH FALLS UA TO MERRILL | | | | | | | | | | | |
| 0.77 | END UA TO DEHLINGER ROAD | 5.05 | | 183 | | 8.89 | | | | 8.89 | | |
| 5.82 | DEHLINGER ROAD TO MERRILL | 7.35 | 1 | 163 | 2.28 | | .50 | | | | .50 | |
| | TOTAL KLAMATH FALLS UA TO MERRILL | 12.40 | 1 | 171 | 1.29 | 3.87 | .29 | | | 3.87 | .29 | |
| | RURAL CITY - MERRILL | | | | | | | | | | | |
| 13.17 | MERRILL | 1.32 | | 142 | | | | | | | | |
| | TOTAL MERRILL | 1.32 | | 142 | | | | | | | | |
| | RURAL AREA - MERRILL TO MALIN | | | | | | | | | | | |
| 14.49 | MERRILL TO HATFIELD HWY 426 /ORE39 | 2.02 | | 130 | | | | | | | | |
| 16.51 | HATFIELD HWY 426 /ORE39 TO MALIN | 7.27 | 1 | 46 | 8.19 | | | 1 | 8.19 | | | |
| | TOTAL MERRILL TO MALIN | 9.29 | 1 | 64 | 4.59 | | | 1 | 4.59 | | | |
| | RURAL CITY - MALIN | | | | | | | | | | | |
| 23.78 | MALIN | .53 | | 42 | | | | | | | | |
| | TOTAL MALIN | .53 | | 42 | | | | | | | | |
| | RURAL AREA - MALIN TO CALIFORNIA STATE LINE | | | | | | | | | | | |
| 24.31 | MALIN TO CALIFORNIA STATE LINE | 2.79 | | 11 | | | | | | | | |
| | TOTAL MALIN TO CALIFORNIA STATE LINE | 2.79 | | 11 | | | | | | | | |
| | SUMMARY OF HIGHWAY 50, KLAMATH FALLS-MALIN | | | | | | | | | | | |
| | URBAN CITY | 3.72 | | 509 | | | | | | | | |
| | SUBURBAN AREA | 1.73 | | 288 | | | | | | | | |
| | TOTAL URBAN | 5.45 | | 439 | | | | | | | | |
| | RURAL CITY | 1.85 | | 113 | | | | | | | | |
| | RURAL AREA | 24.48 | 2 | 112 | 1.99 | | | 1 | 1.00 | | | |
| | TOTAL RURAL | 26.33 | 2 | 112 | 1.85 | | | 1 | .93 | | | |
| | TOTAL HIGHWAY | 31.78 | 2 | 168 | 1.02 | | | 1 | .51 | | | |

HIGHWAY 51, WILSONVILLE-HUBBARD

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - PACIFIC HWY 1 /I-5 TO PACIFIC HWY EAST 1E/ORE99E | | | | | | | | | | |
| -0.31 | PACIFIC HWY 1 /I-5 TO MARION COUNTY | 1.78 | | 893 | | | | | | | |
| 1.47 | MARION COUNTY TO PACIFIC HWY EAST 1E /ORE99E | 4.16 | 1 | 618 | 1.06 | 1.13 | | | | 1.13 | |
| | TOTAL PACIFIC HWY 1 /I-5 TO PACIFIC HWY EAST 1E/ORE99E | 5.94 | 1 | 700 | .66 | .70 | | | | .70 | |

SUMMARY OF HIGHWAY 51, WILSONVILLE-HUBBARD

| | | | | | | | | | | | |
|---------------|------|---|-----|-----|--|--|--|--|--|--|--|
| URBAN CITY | .00 | | | | | | | | | | |
| SUBURBAN AREA | .00 | | | | | | | | | | |
| TOTAL URBAN | .00 | | | | | | | | | | |
| RURAL CITY | .00 | | | | | | | | | | |
| RURAL AREA | 5.94 | 1 | 700 | .66 | | | | | | | |
| TOTAL RURAL | 5.94 | 1 | 700 | .66 | | | | | | | |
| TOTAL HIGHWAY | 5.94 | 1 | 700 | .66 | | | | | | | |

HIGHWAY 52, HEPPNER

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|--------------------------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - COLUMBIA RIVER HWY 2 /US30 TO IONE | | | | | | | | | | |
| 0.00 | COLUMBIA RIVER HWY 2 /US30 TO MORROW COUNTY | 8.44 | | 11 | | | | | | | |
| 8.44 | MORROW COUNTY TO IONE | 19.15 | | 12 | | | | | | | |
| | TOTAL COLUMBIA RIVER HWY 2 /US30 TO IONE | 27.59 | | 12 | | | | | | | |
| | RURAL CITY - IONE | | | | | | | | | | |
| 27.61 | IONE WCL TO ECL | 1.11 | | 41 | | | | | | | |
| | TOTAL IONE | 1.11 | | 41 | | | | | | | |
| | RURAL AREA - IONE TO LEXINGTON | | | | | | | | | | |
| 28.72 | ECL IONE TO NCL LEXINGTON | 7.40 | | 47 | | | | | | | |
| | TOTAL IONE TO LEXINGTON | 7.40 | | 47 | | | | | | | |
| | RURAL CITY - LEXINGTON | | | | | | | | | | |
| 36.12 | NCL TO LEXINGTON-ECHO HWY 320 /ORE 207 | .30 | | 54 | | | | | | | |
| 36.42 | LEXINGTON-ECHO HWY 320 TO SCL | .31 | | 131 | | | | | | | |
| | TOTAL LEXINGTON | .61 | | 93 | | | | | | | |
| | RURAL AREA - LEXINGTON TO HEPPNER | | | | | | | | | | |
| 36.76 | SCL LEXINGTON TO NCL HEPPNER | 8.22 | | 127 | | | | | | | |
| | TOTAL LEXINGTON TO HEPPNER | 8.22 | | 127 | | | | | | | |
| | RURAL CITY - HEPPNER | | | | | | | | | | |
| 45.00 | NCL TO WASCO-HEPPNER HWY 300 /ORE207 | .89 | | 175 | | | | | | | |
| 45.89 | WASCO-HEPPNER HWY 300 TO ECL | .87 | | 75 | | | | | | | |
| | TOTAL HEPPNER | 1.76 | | 126 | | | | | | | |
| | RURAL AREA - HEPPNER TO PENDLETON-JOHN DAY HWY 28 /US395 | | | | | | | | | | |
| 46.76 | ECL HEPPNER TO UMATILLA COUNTY | 25.94 | | 15 | | | | | | | |
| 72.70 | UMATILLA CO TO PENDLETON-JOHN DAY HWY 28 /US395 | 10.42 | | 11 | | | | | | | |
| | TOTAL HEPPNER TO PENDLETON-JOHN DAY HWY 28 /US395 | 36.36 | | 14 | | | | | | | |
| SUMMARY OF HIGHWAY 52, HEPPNER | | | | | | | | | | | |
| | URBAN CITY | .00 | | | | | | | | | |
| | SUBURBAN AREA | .00 | | | | | | | | | |
| | TOTAL URBAN | .00 | | | | | | | | | |
| | RURAL CITY | 3.48 | | 93 | | | | | | | |
| | RURAL AREA | 79.57 | | 28 | | | | | | | |
| | TOTAL RURAL | 83.05 | | 31 | | | | | | | |
| | TOTAL HIGHWAY | 83.05 | | 31 | | | | | | | |

HIGHWAY 53, WARM SPRINGS

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - MT HOOD HWY 26 /US26 TO MADRAS | | | | | | | | | | |
| 57.45 | MT HOOD HWY 26 TO WASCO COUNTY | 4.61 | 2 | 885 | 1.34 | .88 | .44 | 1 | .67 | .88 | .44 |
| 62.15 | WASCO COUNTY TO WAPINITIA HWY 44 /ORE216 | 9.12 | 1 | 767 | .39 | | .78 | | | | .52 |
| 71.27 | WAPINITIA HWY 44 /ORE216 TO JEFFERSON COUNTY | 25.15 | 2 | 706 | .30 | .61 | .21 | 2 | .30 | .30 | .10 |
| 96.48 | JEFFERSON COUNTY TO KAHNEETA RESORT ROAD | 6.79 | 1 | 816 | .49 | | | | | | |
| 103.27 | KAHNEETA RESORT ROAD TO INDIAN LAND BOUNDARY | 1.97 | 2 | 1,019 | 2.72 | 1.58 | | 1 | 1.36 | | |
| 105.24 | WARM SPRINGS BOUNDARY TO GUMWOOD LANE | 6.09 | 2 | 1,003 | .89 | | | 1 | .44 | | |
| 111.31 | GUMWOOD LANE TO MADRAS | 5.86 | 1 | 1,284 | .36 | | 1.23 | | | | .41 |
| | TOTAL MT HOOD HWY 26 /US26 TO MADRAS | 59.59 | 11 | 839 | .60 | .37 | .38 | 5 | .27 | .21 | .21 |
| | URBAN CITY - MADRAS | | | | | | | | | | |
| 117.17 | NCL TO JCT THE DALLES-CALIF HWY 4 /US97 | .41 | | 2,004 | | 3.59 | 3.65 | | | 3.59 | |
| | TOTAL MADRAS | .41 | | 2,004 | | 3.60 | 3.65 | | | 3.60 | |

SUMMARY OF HIGHWAY 53, WARM SPRINGS

| | | | | | | | | | | | |
|---------------|-------|----|-------|-----|--|--|--|---|-----|--|--|
| URBAN CITY | .41 | | 2,004 | | | | | | | | |
| SUBURBAN AREA | .00 | | | | | | | | | | |
| TOTAL URBAN | .41 | | 2,004 | | | | | | | | |
| RURAL CITY | .00 | | | | | | | | | | |
| RURAL AREA | 59.59 | 11 | 839 | .60 | | | | 5 | .27 | | |
| TOTAL RURAL | 59.59 | 11 | 839 | .60 | | | | 5 | .27 | | |
| TOTAL HIGHWAY | 60.00 | 11 | 847 | .59 | | | | 5 | .27 | | |

HIGHWAY 54, UMATILLA-STANFIELD

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-------|------------------------|------|-------|-------|------|------|-------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - JCT COLUMBIA RIVER HWY 2 TO HERMISTON UA | | | | | | | | | | |
| 0.04 | COLUMBIA RIVER HWY TO BEGIN HERMISTON UA | 3.74 | 2 | 987 | 1.48 | .90 | .93 | 2 | 1.48 | | .46 |
| | TOTAL JCT COLUMBIA RIVER HWY 2 TO HERMISTON UA | 3.74 | 2 | 987 | 1.48 | .90 | .93 | 2 | 1.48 | | .47 |
| | SUBURBAN AREA - HERMISTON UA TO HERMISTON | | | | | | | | | | |
| 3.78 | ENTER UA TO HERMISTON NCL | .44 | 1 | 1,139 | 5.46 | | | | | | |
| | TOTAL HERMISTON UA TO HERMISTON | .44 | 1 | 1,139 | 5.47 | | | | | | |
| | URBAN CITY - HERMISTON | | | | | | | | | | |
| 4.22 | NCL TO W MAIN ST | 1.24 | 2 | 1,370 | 3.22 | 6.38 | 7.70 | 2 | 3.22 | 3.19 | 7.70 |
| 5.46 | W MAIN ST TO SCL | 2.99 | 4 | 894 | 4.09 | 1.05 | 3.98 | 4 | 4.09 | | |
| | TOTAL HERMISTON | 4.23 | 6 | 1,034 | 3.76 | 3.17 | 5.51 | 6 | 3.76 | 1.27 | 3.15 |
| | RURAL AREA - HERMISTON TO STANFIELD | | | | | | | | | | |
| 8.45 | HERMISTON TO STANFIELD | .80 | | 726 | | | | | | | |
| | TOTAL HERMISTON TO STANFIELD | .80 | | 726 | | | | | | | |
| | RURAL CITY - STANFIELD | | | | | | | | | | |
| 9.25 | STANFIELD | 3.19 | | 648 | | 2.70 | | | | 2.70 | |
| | TOTAL STANFIELD | 3.19 | | 648 | | 2.71 | | | | 2.71 | |
| | RURAL AREA - STANFIELD TO OLD OREGON TRAIL HWY 6 /US30 | | | | | | | | | | |
| 12.44 | STANFIELD TO OLD OREGON TRAIL HWY 6 | .46 | | 576 | | | 13.53 | | | | 13.53 |
| | TOTAL STANFIELD TO OLD OREGON TRAIL HWY 6 /US30 | .46 | | 576 | | | 13.54 | | | | 13.54 |

SUMMARY OF HIGHWAY 54, UMATILLA-STANFIELD

| | | | | | | | | | | |
|---------------|-------|---|-------|------|--|--|---|------|--|--|
| URBAN CITY | 4.23 | 6 | 1,034 | 3.76 | | | 6 | 3.76 | | |
| SUBURBAN AREA | .44 | 1 | 1,139 | 5.47 | | | | | | |
| TOTAL URBAN | 4.67 | 7 | 1,043 | 3.94 | | | 6 | 3.37 | | |
| RURAL CITY | 3.19 | | 648 | | | | | | | |
| RURAL AREA | 5.00 | 2 | 907 | 1.21 | | | 2 | 1.21 | | |
| TOTAL RURAL | 8.19 | 2 | 806 | .83 | | | 2 | .83 | | |
| TOTAL HIGHWAY | 12.86 | 9 | 892 | 2.15 | | | 8 | 1.91 | | |

HIGHWAY 58, ALBANY-JUNCTION CITY

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---|--|--|-------|-------|------------------------|------|------|-------|------|------|-------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| SUBURBAN AREA - NORTH ALBANY INTERCHANGE /I-5 TO ALBANY | | | | | | | | | | | |
| 0.00 | NORTH ALBANY INTERCHANGE TO ALBANY | .20 | | 1,275 | | | | 5.07 | | | 5.07 |
| | TOTAL NORTH ALBANY INTERCHANGE /I-5 TO ALBANY | .20 | | 1,275 | | | | 5.07 | | | 5.07 |
| URBAN CITY - ALBANY | | | | | | | | | | | |
| 0.20 | NCL TO BEGIN COUplet | 1.10 | | 1,192 | | | | | | | |
| 1.30 | BEGIN COUplet TO GEARY ST -SBD | .12 | | 910 | | | | 12.01 | | | |
| 1.42 | GEARY ST TO MAIN ST -SBD | .38 | 1 | 1,065 | 6.76 | | | | | | |
| 1.80 | MAIN ST TO END CPLT -SBD | .31 | | 1,071 | | | | 1.94 | | | |
| 2.11 | END COUplet TO ALBANY-CORVALLIS HY 31 /US20 | .14 | | 1,934 | | | | | | | |
| 2.25 | HWY 31 /US20 TO FERRY ST | .49 | | 1,827 | | | | 2.82 | | | |
| 2.74 | FERRY ST TO QUEEN ST | .27 | | 1,465 | | | | | | | |
| 3.01 | QUEEN ST TO 34TH AVE | 1.01 | 3 | 1,309 | 6.21 | | | 2 | 4.14 | | |
| 4.02 | 34TH AVE TO 53RD AVE | .91 | | 1,160 | | | | 1.25 | | | |
| 4.93 | 53RD AVE TO BETA DRIVE & SCL | 1.37 | 1 | 974 | 2.05 | | | | | | |
| | TOTAL ALBANY | 6.10 | 5 | 1,218 | 1.84 | | .82 | 2 | .74 | | |
| RURAL AREA - ALBANY TO TANGENT | | | | | | | | | | | |
| 6.30 | ALBANY TO TANGENT | 1.01 | 2 | 828 | 6.55 | 2.50 | 7.39 | | | 2.50 | 4.93 |
| | TOTAL ALBANY TO TANGENT | 1.01 | 2 | 828 | 6.55 | 2.50 | 7.40 | | | 2.50 | 4.93 |
| RURAL CITY - TANGENT | | | | | | | | | | | |
| 7.31 | TANGENT CL TO U-XING CORVALLIS-LEBANON HWY210 | .49 | 1 | 828 | 6.75 | 5.71 | 5.59 | 1 | 6.75 | 5.71 | 5.59 |
| 7.81 | U-XING CORVALLIS-LEBANON HWY 210 /ORE34 TO NCL | 1.51 | | 656 | | | | | | | |
| | TOTAL TANGENT | 2.00 | 1 | 698 | 1.96 | 1.71 | 1.73 | 1 | 1.96 | 1.71 | 1.73 |
| RURAL AREA - TANGENT TO HALSEY | | | | | | | | | | | |
| 9.32 | TANGENT TO B ST | 5.15 | | 768 | | | | | | | |
| 14.47 | B ST TO HALSEY | 4.82 | | 676 | | | | | | | |
| | TOTAL TANGENT TO HALSEY | 9.97 | | 724 | | | | | | | |
| RURAL CITY - HALSEY | | | | | | | | | | | |
| 19.29 | NCL TO HALSEY-SWEET HOME HWY 212 /ORE228 | .07 | | 724 | | | | | | | |
| 19.36 | HALSEY-SWEET HOME HWY 212 /ORE228 TO SCL | .95 | | 816 | | | | 13.10 | | | 13.10 |
| | TOTAL HALSEY | 1.02 | | 810 | | | | 11.81 | | | 11.81 |
| RURAL AREA - HALSEY TO HARRISBURG | | | | | | | | | | | |
| 20.31 | HALSEY SCL TO HARRISBURG | 7.84 | | 678 | | | | | | | |
| | TOTAL HALSEY TO HARRISBURG | 7.84 | | 678 | | | | | | | |
| RURAL CITY - HARRISBURG | | | | | | | | | | | |
| 28.17 | HARRISBURG | .92 | | 1,435 | | | | | | | |
| | TOTAL HARRISBURG | .92 | | 1,435 | | | | | | | |
| RURAL AREA - HARRISBURG TO JUNCTION CITY | | | | | | | | | | | |
| 29.09 | HARRISBURG TO JUNCTION CITY | 3.24 | | 1,713 | | | | | | | |
| | TOTAL HARRISBURG TO JUNCTION CITY | 3.24 | | 1,713 | | | | | | | |
| RURAL CITY - JUNCTION CITY | | | | | | | | | | | |
| 32.33 | JUNCTION CITY - PACIFIC HWY WEST, 1W | .04 | | 1,622 | | | | | | | |
| | TOTAL JUNCTION CITY | .04 | | 1,622 | | | | | | | |

SUMMARY OF HIGHWAY 58, ALBANY-JUNCTION CITY

| | | | | | | |
|---------------|-------|---|-------|------|---|-----|
| URBAN CITY | 6.10 | 5 | 1,218 | 1.84 | 2 | .74 |
| SUBURBAN AREA | .20 | | 1,275 | | | |
| TOTAL URBAN | 6.30 | 5 | 1,220 | 1.78 | 2 | .71 |
| RURAL CITY | 3.98 | 1 | 906 | .76 | 1 | .76 |
| RURAL AREA | 22.06 | 2 | 857 | .29 | | |
| TOTAL RURAL | 26.04 | 3 | 865 | .36 | 1 | .12 |
| TOTAL HIGHWAY | 32.34 | 8 | 934 | .73 | 3 | .27 |

HIGHWAY 60, ROGUE RIVER

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | URBAN CITY - GRANTS PASS | | | | | | | | | | |
| 0.00 | JCT REDWOOD HWY 25 TO SCL | .82 | | 399 | | | | | | | |
| | TOTAL GRANTS PASS | .82 | | 399 | | | | | | | |
| | SUBURBAN AREA - GRANTS PASS TO END UA | | | | | | | | | | |
| 0.82 | SCL TO END GRANTS PASS UA | 1.26 | | 306 | | | | | | | |
| | TOTAL GRANTS PASS TO END UA | 1.26 | | 306 | | | | | | | |
| | RURAL AREA - GRANTS PASS UA TO ROGUE RIVER | | | | | | | | | | |
| 2.08 | END UA TO JACKSON COUNTY | 3.43 | | 184 | | | | | | | |
| 5.51 | JACKSON COUNTY TO ROGUE RIVER | 3.19 | 1 | 155 | 5.54 | | 3.65 | 1 | 5.54 | | |
| | TOTAL GRANTS PASS UA TO ROGUE RIVER | 6.62 | 1 | 170 | 2.43 | | 1.60 | 1 | 2.43 | | |
| | RURAL CITY - ROGUE RIVER | | | | | | | | | | |
| 8.70 | ROGUE RIVER | .25 | | 161 | | | | | | | |
| | TOTAL ROGUE RIVER | .25 | | 161 | | | | | | | |
| | RURAL AREA - ROGUE RIVER TO PACIFIC HWY 1 /I-5 | | | | | | | | | | |
| 8.95 | ROGUE RIVER TO BIRDSEYE CREEK ROAD | 1.88 | | 139 | | | | | | | |
| 10.83 | BIRDSEYE CREEK ROAD TO PACIFIC HWY 1 /I-5 | 4.12 | | 66 | | | | | | | |
| | TOTAL ROGUE RIVER TO PACIFIC HWY 1 /I-5 | 6.00 | | 89 | | | | | | | |

SUMMARY OF HIGHWAY 60, ROGUE RIVER

| | | | | | | | | | | | |
|---------------|-------|---|-----|------|--|--|---|------|--|--|--|
| URBAN CITY | .82 | | 399 | | | | | | | | |
| SUBURBAN AREA | 1.26 | | 306 | | | | | | | | |
| TOTAL URBAN | 2.08 | | 343 | | | | | | | | |
| RURAL CITY | .25 | | 161 | | | | | | | | |
| RURAL AREA | 12.62 | 1 | 131 | 1.65 | | | 1 | 1.65 | | | |
| TOTAL RURAL | 12.87 | 1 | 132 | 1.61 | | | 1 | 1.61 | | | |
| TOTAL HIGHWAY | 14.95 | 1 | 161 | 1.14 | | | 1 | 1.14 | | | |

HIGHWAY 61, STADIUM FREEWAY

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|--------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | URBAN CITY - HWY 1/I-5 S JCT TO HWY 1/I-5 N JCT | | | | | | | | | | |
| -0.04 | HWY 1 MP 299.56 TO U-XING OSWEGO HWY 3 -NBD | .31 | | 5,279 | | | 1.10 | | | | 1.10 |
| 0.27 | U-XING HWY 3 TO U-XING SW 4TH AVE | .62 | 3 | 5,184 | 2.55 | 1.15 | | 2 | 1.70 | .57 | |
| 0.89 | U-XING SW 4TH AVE TO U-XING SW 12TH ANE | .51 | 3 | 8,634 | 1.86 | | 1.22 | 1 | .62 | | .61 |
| 1.40 | SW 12TH AVE TO U-XING MORRISON ST | .67 | 3 | 9,478 | 1.29 | 1.14 | 1.13 | 3 | 1.29 | .38 | 1.13 |
| 2.07 | U-XING SW MORRISON ST TO U-XING NW GLISAN | .38 | 4 | 8,385 | 3.43 | .80 | .80 | 3 | 2.57 | | .80 |
| 2.45 | U-XING NW GLISAN TO NW LOVEJOY ST | .25 | | 11,062 | | 1.04 | | | | 1.04 | |
| 2.70 | NW LOVEJOY ST TO BEGIN DIVIDED HWY | .38 | | 12,802 | | 2.38 | .94 | | | 2.38 | .47 |
| 3.08 | BEGIN DIVIDED HWY TO WEST END FREMONT BRIDGE | .04 | 2 | 12,802 | 10.70 | 9.04 | | 1 | 5.35 | | |
| 3.12 | WEST END FREMONT BRIDGE TO RUSSELL ST | .47 | 4 | 12,802 | 1.82 | 1.53 | 1.15 | 2 | .91 | 1.15 | 1.15 |
| 3.59 | RUSSELL ST TO JCT PACIFIC HWY 1 /I-5 | .62 | 1 | 12,802 | .34 | .58 | .29 | | | .29 | .29 |
| | TOTAL HWY 1/I-5 S JCT TO HWY 1/I-5 N JCT | 4.25 | 20 | 9,620 | 1.34 | 1.15 | .74 | 12 | .80 | .69 | .63 |

SUMMARY OF HIGHWAY 61, STADIUM FREEWAY

| | | | | | | | | |
|---------------|------|----|-------|------|--|--|----|-----|
| URBAN CITY | 4.25 | 20 | 9,620 | 1.34 | | | 12 | .80 |
| SUBURBAN AREA | .00 | | | | | | | |
| TOTAL URBAN | 4.25 | 20 | 9,620 | 1.34 | | | 12 | .80 |
| RURAL CITY | .00 | | | | | | | |
| RURAL AREA | .00 | | | | | | | |
| TOTAL RURAL | .00 | | | | | | | |
| TOTAL HIGHWAY | 4.25 | 20 | 9,620 | 1.34 | | | 12 | .80 |

HIGHWAY 62, FLORENCE-EUGENE

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|--|--|--|-------|-------|------------------------|------|------|-------|-------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - FLORENCE | | | | | | | | | | | |
| 0.02 | OREGON COAST HWY 9 /US101 TO ECL | .41 | | 744 | | | | | | | |
| | TOTAL FLORENCE | .41 | | 744 | | | | | | | |
| SUBURBAN AREA - FLORENCE TO END UA | | | | | | | | | | | |
| 0.43 | ECL TO END FLORENCE UA | .64 | | 622 | | | | | | | |
| | TOTAL FLORENCE TO END UA | .64 | | 622 | | | | | | | |
| RURAL AREA - FLORENCE UA TO VENETA | | | | | | | | | | | |
| 1.07 | END UA TO HILLCREST DR | 12.89 | 1 | 590 | .36 | .31 | .31 | | | | .31 |
| 13.96 | HILLCREST DR TO JCT HWY 229 | .44 | | 539 | | | | | | | |
| 14.40 | HWY 229 TO E MAPLETON ROAD | .25 | 1 | 492 | 22.27 | | | 1 | 22.27 | | |
| 14.65 | E MAPLETON RD TO RICHARDSON UPRIVER RD CONN | 13.37 | 2 | 380 | 1.07 | .38 | | 1 | .53 | | |
| 28.02 | RICHARDSON UPRIVER CONN TO KIRK CRK FRONTAGE | 6.07 | | 400 | | | | | | | |
| 34.09 | KIRK CRK FRONTAGE RD TO TORRENCE RD | 6.64 | | 415 | | .72 | | | | .72 | |
| 40.78 | TORRENCE RD TO VENETA WCL | 5.26 | | 546 | | .76 | 1.50 | | | | .75 |
| | TOTAL FLORENCE UA TO VENETA | 44.92 | 4 | 470 | .52 | .41 | .31 | 2 | .26 | .20 | .10 |
| RURAL CITY - VENETA | | | | | | | | | | | |
| 46.20 | VENETA WCL TO TERRITORIAL HWY 200 /ORE36 | .72 | | 568 | | | | | | | |
| 46.92 | TERRITORIAL HWY 200 TO VENETA ECL | 1.24 | | 1,128 | | | | | | | |
| | TOTAL VENETA | 1.96 | | 922 | | | | | | | |
| RURAL AREA - VENETA TO END HWY 62 | | | | | | | | | | | |
| 47.97 | VENETA ECL TO END HWY 62 /BEGIN BELTLINE | 4.72 | | 1,389 | | | | .35 | | | |
| | TOTAL VENETA TO END HWY 62 | 4.72 | | 1,389 | | | | .35 | | | |
| SUMMARY OF HIGHWAY 62, FLORENCE-EUGENE | | | | | | | | | | | |
| | URBAN CITY | .41 | | 744 | | | | | | | |
| | SUBURBAN AREA | .64 | | 622 | | | | | | | |
| | TOTAL URBAN | 1.05 | | 670 | | | | | | | |
| | RURAL CITY | 1.96 | | 922 | | | | | | | |
| | RURAL AREA | 49.64 | 4 | 557 | .40 | | | 2 | .20 | | |
| | TOTAL RURAL | 51.60 | 4 | 571 | .37 | | | 2 | .19 | | |
| | TOTAL HIGHWAY | 52.65 | 4 | 573 | .36 | | | 2 | .18 | | |

HIGHWAY 63, ROGUE VALLEY

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-------|--------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - PACIFIC HWY TO CENTRAL POINT | | | | | | | | | | |
| 0.00 | PACIFIC HWY 1 /I-5 TO CENTRAL POINT | 1.42 | | 965 | | | | | | | |
| | TOTAL PACIFIC HWY TO CENTRAL POINT | 1.42 | | 965 | | | | | | | |
| | URBAN CITY - CENTRAL POINT | | | | | | | | | | |
| 1.42 | NCL TO PINE STREET | 1.32 | | 1,057 | | | | | | | |
| 2.74 | PINE ST TO BEALL LN | .93 | 2 | 977 | 6.03 | | | 2 | 6.03 | | |
| | TOTAL CENTRAL POINT | 2.25 | 2 | 1,024 | 2.38 | | | 2 | 2.38 | | |
| | URBAN CITY - MEDFORD | | | | | | | | | | |
| 3.67 | BEALL LN TO BEGIN CITY JURISDICTION | 1.81 | 3 | 1,157 | 3.92 | 1.46 | 1.48 | 3 | 3.92 | 1.46 | 1.48 |
| 7.88 | BEGIN STATE JURISDICTION TO BELKNAP ROAD | .44 | | 3,531 | | | | | | | |
| | TOTAL MEDFORD | 2.25 | 3 | 1,621 | 2.25 | .98 | 1.19 | 3 | 2.25 | .98 | 1.19 |
| | SUBURBAN AREA - MEDFORD TO PHOENIX | | | | | | | | | | |
| 8.57 | BELKNAP ROAD TO S STAGE ROAD | 1.22 | | 3,083 | | | | | | | |
| 9.79 | S STAGE ROAD TO PHOENIX / COLEMAN CREEK | 1.24 | | 3,441 | | | | | | | |
| | TOTAL MEDFORD TO PHOENIX | 2.46 | | 3,263 | | | | | | | |
| | URBAN CITY - PHOENIX | | | | | | | | | | |
| 11.03 | NCL TO BEGIN COUplet | .34 | | 3,349 | | | | | | | |
| 11.37 | BEGIN COUplet TO END COUplet -WBD | .56 | | 1,540 | | | | | | | |
| 11.93 | END COUplet TO SCL | .44 | | 421 | | | | | | | |
| | TOTAL PHOENIX | 1.34 | | 1,632 | | | | | | | |
| | RURAL AREA - PHOENIX TO TALENT | | | | | | | | | | |
| 12.37 | PHOENIX SCL TO CLOVER ROAD | 1.49 | | 418 | | | | | | | |
| | TOTAL PHOENIX TO TALENT | 1.49 | | 418 | | | | | | | |
| | RURAL CITY - TALENT | | | | | | | | | | |
| 13.86 | CLOVER RD TO SCL | 1.59 | | 385 | | | 4.16 | | | | 4.16 |
| | TOTAL TALENT | 1.59 | | 385 | | | 4.16 | | | | 4.16 |
| | RURAL AREA - TALENT TO ASHLAND UA | | | | | | | | | | |
| 15.45 | TALENT TO BEGIN ASHLAND UA /VALLEYVIEW RD | 1.57 | | 358 | | | | | | | |
| | TOTAL TALENT TO ASHLAND UA | 1.57 | | 358 | | | | | | | |
| | SUBURBAN AREA - ASHLAND UA TO ASHLAND | | | | | | | | | | |
| 17.02 | ENTER UA /VALLEYVIEW RD TO NCL | .84 | | 542 | | | | | | | |
| | TOTAL ASHLAND UA TO ASHLAND | .84 | | 542 | | | | | | | |
| | URBAN CITY - ASHLAND | | | | | | | | | | |
| 17.86 | NCL TO E MAIN ST /BEGIN COUplet | 1.14 | | 532 | | | | | | | |
| 19.00 | E MAIN ST TO GRESHAM ST/BEGIN CITY JURIS -SBD | .46 | | 375 | | | | | | | |
| 20.84 | END CITY JURISDICTION /WALKER AVE TO SCL | 1.12 | | 228 | | | | | | | |
| | TOTAL ASHLAND | 2.72 | | 380 | | | | | | | |
| | RURAL AREA - ASHLAND TO PACIFIC HWY | | | | | | | | | | |
| 21.96 | ASHLAND TO CROWSON ROAD | .44 | | 102 | | | | | | | |
| 22.40 | CROWSON ROAD TO PACIFIC HWY 1 /I-5 | 1.72 | | 47 | | | | | | | |
| | TOTAL ASHLAND TO PACIFIC HWY | 2.16 | | 58 | | | | | | | |

SUMMARY OF HIGHWAY 63, ROGUE VALLEY

| | | | | | | |
|---------------|-------|---|-------|------|---|------|
| URBAN CITY | 8.56 | 5 | 1,072 | 1.49 | 5 | 1.49 |
| SUBURBAN AREA | 3.30 | | 2,571 | | | |
| TOTAL URBAN | 11.86 | 5 | 1,489 | .78 | 5 | .78 |
| RURAL CITY | 1.59 | | 385 | | | |
| RURAL AREA | 6.64 | | 404 | | | |
| TOTAL RURAL | 8.23 | | 400 | | | |
| TOTAL HIGHWAY | 20.09 | 5 | 1,043 | .65 | 5 | .65 |

HIGHWAY 64, EAST PORTLAND FREEWAY

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------------------------------|--|--|-------|--------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - TUALATIN | | | | | | | | | | | |
| 0.00 | JCT PACIFIC HWY 1 /I-5 TO ECL | .58 | | 8,364 | | | | | | | |
| | TOTAL TUALATIN | .58 | | 8,364 | | | | | | | |
| SUBURBAN AREA - TUALATIN TO WEST LINN | | | | | | | | | | | |
| 0.58 | TUALATIN TO SW 65TH AVE /CLACKAMAS CNTY LINE | .69 | 3 | 8,364 | 1.42 | .62 | .65 | 1 | .47 | | |
| 1.27 | SW 65TH AVE TO U-XING, STAFFORD ROAD | 1.89 | 2 | 8,364 | .34 | .22 | | 1 | .17 | | |
| 3.16 | U-XING STAFFORD ROAD TO WEST LINN | 2.04 | 5 | 8,802 | .76 | | | 4 | .61 | | |
| | TOTAL TUALATIN TO WEST LINN | 4.62 | 10 | 8,557 | .69 | .18 | .09 | 6 | .42 | | |
| URBAN CITY - WEST LINN | | | | | | | | | | | |
| 5.20 | WCL TO O-XING, 10TH ST/S WEST LINN INTERCHG | 1.20 | | 8,802 | | | .35 | | | | .17 |
| 6.40 | S WEST LINN INTRCHG TO O-XING, OSWEGO HWY 3 | 2.42 | 5 | 9,277 | .61 | .24 | .24 | 5 | .61 | .08 | |
| 8.82 | O-XING, OSWEGO HWY 3 /ORE43 TO ECL | .31 | 1 | 8,690 | 1.01 | 3.21 | 1.65 | 1 | 1.01 | 1.60 | 1.10 |
| | TOTAL WEST LINN | 3.93 | 6 | 9,086 | .46 | .44 | .41 | 6 | .46 | .20 | .15 |
| URBAN CITY - OREGON CITY | | | | | | | | | | | |
| 9.13 | WCL TO O-XING, PACIFIC HWY EAST 1E /ORE99E | .16 | | 8,690 | | | 1.07 | | | | |
| 9.29 | O-XING, PACIFIC HWY E. 1E TO U-XING PARK PLACE | .95 | 3 | 9,358 | .92 | .48 | .16 | 3 | .92 | .32 | .16 |
| 10.24 | U-XING PARK PLACE INTERCHG TO GLADSTONE SCL | .50 | 1 | 11,840 | .46 | | .50 | 1 | .46 | | .50 |
| | TOTAL OREGON CITY | 1.61 | 4 | 10,062 | .68 | .27 | .37 | 4 | .68 | .18 | .28 |
| URBAN CITY - GLADSTONE | | | | | | | | | | | |
| 10.74 | SCL TO U-XING SE 82ND | .31 | 2 | 11,840 | 1.49 | .79 | 1.21 | | | .39 | .81 |
| 11.05 | U-XING SE 82ND TO NCL | .70 | 1 | 10,994 | .35 | .38 | .19 | 1 | .35 | .38 | .19 |
| | TOTAL GLADSTONE | 1.01 | 3 | 11,254 | .72 | .51 | .53 | 1 | .24 | .39 | .39 |
| SUBURBAN AREA - GLADSTONE TO PORTLAND | | | | | | | | | | | |
| 11.75 | NCL TO U-XING CLACKAMAS HWY 171 | .92 | 1 | 10,994 | .27 | .57 | .29 | 1 | .27 | .28 | .14 |
| 12.67 | U-XING HWY 171 EBD TO JCT CLACKAMAS HWY 171 | .27 | | 11,702 | | | | | | | |
| 12.94 | JCT CLACKAMAS HWY 171 TO U-XING LAKE ROAD | .64 | 2 | 7,963 | 1.07 | .84 | | | | .56 | |
| 13.58 | U-XING LAKE ROAD TO SUNNYSIDE ROAD INTERCHANGE | .69 | 2 | 7,722 | 1.02 | .53 | 1.08 | | | .53 | .81 |
| 14.27 | SUNNYSIDE ROAD INT TO MULTNOMAH CO /PORTLAND CL | 2.30 | 10 | 8,760 | 1.35 | .28 | .28 | 4 | .54 | .07 | .14 |
| | TOTAL GLADSTONE TO PORTLAND | 4.82 | 15 | 9,097 | .94 | .43 | .33 | 5 | .31 | .23 | .20 |
| URBAN CITY - PORTLAND | | | | | | | | | | | |
| 16.57 | MULTNOMAH COUNTY TO O-XING TRACTION COMPANY | .92 | 3 | 9,614 | .92 | .16 | .16 | 2 | .61 | .16 | |
| 17.49 | O-XING TRACTION COMPANY TO FOSTER ROAD | .36 | | 9,666 | | .41 | | | | | |
| 17.85 | O-XING FOSTER ROAD TO U-XING SE HOLGATE BLVD | .76 | 2 | 9,925 | .72 | .77 | .77 | 2 | .72 | .57 | .38 |
| 18.61 | SE HOLGATE BLVD TO O-XING MT HOOD HWY /SE POWELL | .51 | 3 | 9,006 | 1.78 | .28 | .29 | 1 | .59 | .28 | |
| 19.12 | SE POWELL TO U-XING SE WASHINGTON ST | 1.45 | 1 | 5,665 | .33 | .19 | .19 | 1 | .33 | .09 | .19 |
| 20.57 | WASHINGTON ST TO O-XING COLUMBIA RIVER HWY | 1.02 | 5 | 5,569 | 2.41 | .86 | .17 | 3 | 1.44 | .51 | .17 |
| 21.59 | O-XING COLUMBIA RIVER HWY TO MAYWOOD PARK | 1.46 | 7 | 16,382 | .80 | .32 | .55 | 3 | .34 | .21 | .44 |
| | TOTAL PORTLAND | 6.48 | 21 | 9,610 | .92 | .40 | .33 | 12 | .53 | .26 | .21 |
| URBAN CITY - MAYWOOD PARK | | | | | | | | | | | |
| 23.05 | MAYWOOD PARK | .20 | | 18,260 | | | | | | | |
| | TOTAL MAYWOOD PARK | .20 | | 18,260 | | | | | | | |

HIGHWAY 64, EAST PORTLAND FREEWAY

(CONTINUED)

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|--------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | URBAN CITY - PORTLAND /NORTH SECTION | | | | | | | | | | |
| 23.25 | NE PRESCOTT ST TO O-XING NE PORTLAND HWY | .44 | 1 | 17,008 | .36 | .64 | .32 | 1 | .36 | .32 | |
| 23.69 | O-XING NE PORTLAND HWY TO COLUMBIA SLOUGH BR | .56 | 1 | 9,076 | .53 | .28 | | 1 | .53 | | |
| 24.25 | COLUMBIA SLOUGH BR TO O-XING AIRPORT INTRCHG | .41 | | 8,995 | | | | | | | |
| 24.66 | O-XING AIRPORT INTRCHG TO COLUMBIA RIVER BR | .20 | | 7,973 | | | | | | | |
| 24.86 | BEGIN COLUMBIA RVR BR TO END COLUMBIA RVR BR | .59 | 1 | 7,973 | .58 | .63 | | 1 | .58 | | |
| 25.45 | END COLUMBIA RVR BR TO GLENN JACKSON BRIDGE | .21 | | 7,973 | | | .92 | | | | |
| 25.66 | BEGIN GLENN JACKSON BR TO PORTLAND NCL | .90 | | 7,973 | | | .43 | | | | .43 |
| | TOTAL PORTLAND /NORTH SECTION | 3.31 | 3 | 9,487 | .26 | .26 | .21 | 3 | .26 | .05 | .11 |

SUMMARY OF HIGHWAY 64, EAST PORTLAND FREEWAY

| | | | | | | | | |
|---------------|-------|----|-------|-----|--|--|----|-----|
| URBAN CITY | 17.12 | 37 | 9,664 | .61 | | | 26 | .43 |
| SUBURBAN AREA | 9.44 | 25 | 8,833 | .82 | | | 11 | .36 |
| TOTAL URBAN | 26.56 | 62 | 9,369 | .68 | | | 37 | .41 |
| RURAL CITY | .00 | | | | | | | |
| RURAL AREA | .00 | | | | | | | |
| TOTAL RURAL | .00 | | | | | | | |
| TOTAL HIGHWAY | 26.56 | 62 | 9,369 | .68 | | | 37 | .41 |

HIGHWAY 66, LA GRANDE-BAKER

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|-------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - OLD OREGON TRAIL HWY 6 /US30 TO LA GRANDE UA | | | | | | | | | | |
| -0.04 | OLD OREGON TRAIL HWY 6 TO BEGIN LA GRANDE UA | .23 | | 130 | | | | | | | |
| | TOTAL OLD OREGON TRAIL HWY 6 /US30 TO LA GRANDE UA | .23 | | 130 | | | | | | | |
| | SUBURBAN AREA - LA GRAND UA TO LA GRANDE | | | | | | | | | | |
| 0.19 | ENTER UA TO LA GRANDE NCL | .78 | | 130 | | | | | | | |
| | TOTAL LA GRAND UA TO LA GRANDE | .78 | | 130 | | | | | | | |
| | URBAN CITY - LA GRANDE | | | | | | | | | | |
| 0.97 | NCL TO JCT WALLOWA LAKE HWY 10 /ORE82 | 1.22 | | 408 | | | | | | | |
| 2.19 | JCT WALLOWA LAKE HWY TO /ORE82 TO SCL | .74 | | 471 | | | | | | | |
| | TOTAL LA GRANDE | 1.96 | | 432 | | | | | | | |
| | SUBURBAN AREA - LA GRANDE TO END UA | | | | | | | | | | |
| 2.93 | SCL TO END LA GRANDE UA | 1.49 | | 273 | | | | | | | |
| | TOTAL LA GRANDE TO END UA | 1.49 | | 273 | | | | | | | |
| | RURAL AREA - LA GRANDE UA TO UNION | | | | | | | | | | |
| 4.43 | END UA TO JCT OLD OREGON TRAIL HWY 6 | .89 | | 355 | | 17.84 | | | | 8.92 | |
| 5.32 | JCT OLD OREGON TRAIL HWY 6 TO UNION | 10.22 | | 201 | | | | | | | |
| | TOTAL LA GRANDE UA TO UNION | 11.11 | | 213 | | 2.32 | | | | 1.16 | |
| | RURAL CITY - UNION | | | | | | | | | | |
| 15.58 | NCL TO COVE HWY 342 /ORE237 | .35 | | 160 | | | | | | | |
| 15.93 | COVE HWY 342 TO MEDICAL SPRINGS HWY 340 /ORE203 | .58 | | 177 | | | | | | | |
| 16.51 | MEDICAL SPRINGS HWY 340 /ORE203 TO SCL | .93 | | 87 | | | | | | | |
| | TOTAL UNION | 1.86 | | 129 | | | | | | | |
| | RURAL AREA - UNION TO NORTH POWDER | | | | | | | | | | |
| 17.44 | UNION SCL TO TELOCASET LANE | 7.27 | | 29 | | | | | | | |
| 24.71 | TELOCASET LANE TO NORTH POWDER | 6.38 | | 30 | | 14.80 | | | | | |
| | TOTAL UNION TO NORTH POWDER | 13.65 | | 29 | | 7.05 | | | | | |
| | RURAL CITY - NORTH POWDER | | | | | | | | | | |
| 31.09 | ECL TO JCT OLD OREGON TRAIL HWY 6 /US30 | 1.20 | | 71 | | | | | | | |
| 32.29 | OLD OREGON TRAIL HWY 6 TO SCL | .08 | | 117 | | | | | | | |
| | TOTAL NORTH POWDER | 1.28 | | 74 | | | | | | | |
| | RURAL AREA - NORTH POWDER TO HAINES | | | | | | | | | | |
| 32.37 | NORTH POWDER TO BAKER COUNTY | .49 | | 59 | | | | | | | |
| 32.86 | BAKER COUNTY TO HAINES | 7.19 | | 61 | | | | | | | |
| | TOTAL NORTH POWDER TO HAINES | 7.68 | | 61 | | | | | | | |
| | RURAL CITY - HAINES | | | | | | | | | | |
| 40.05 | NCL TO 3RD STREET | .54 | | 65 | | | | | | | |
| 40.59 | 3RD STREET TO SCL | .60 | | 117 | | | | | | | |
| | TOTAL HAINES | 1.14 | | 92 | | | | | | | |
| | RURAL AREA - HAINES TO BAKER CITY | | | | | | | | | | |
| 41.19 | HAINES TO WINGVILLE ROAD | 5.25 | | 117 | | | | | | | |
| 46.44 | WINGVILLE ROAD TO BAKER CITY | 3.53 | | 148 | | | | | | | |
| | TOTAL HAINES TO BAKER CITY | 8.78 | | 129 | | | | | | | |

HIGHWAY 66, LA GRANDE-BAKER

(CONTINUED)

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|-------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | URBAN CITY - BAKER CITY | | | | | | | | | | |
| 49.97 | NCL TO BROADWAY AVE /10TH STREET | 1.26 | | 391 | | | | | | | |
| 51.23 | BROADWAY AVE TO JCT HWY 12 /BEGIN MAIN ST | .56 | | 362 | | | | | | | |
| 51.79 | JCT HWY 12 /BEGIN MAIN ST TO JCT WHITNEY HWY 71 | .25 | | 227 | | 48.27 | | | | | |
| 52.04 | WHITNEY HWY 71 TO SCL | 1.85 | | 62 | | | | | | | |
| | TOTAL BAKER CITY | 3.92 | | 221 | | 5.20 | | | | | |
| | RURAL AREA - BAKER TO END OF HIGHWAY | | | | | | | | | | |
| 53.89 | SCL TO END OF HIGHWAY | .57 | | 40 | | | | | | | |
| | TOTAL BAKER TO END OF HIGHWAY | .57 | | 40 | | | | | | | |

SUMMARY OF HIGHWAY 66, LA GRANDE-BAKER

| | | |
|---------------|-------|-----|
| URBAN CITY | 5.88 | 291 |
| SUBURBAN AREA | 2.27 | 224 |
| TOTAL URBAN | 8.15 | 273 |
| RURAL CITY | 4.28 | 103 |
| RURAL AREA | 42.02 | 105 |
| TOTAL RURAL | 46.30 | 105 |
| TOTAL HIGHWAY | 54.45 | 130 |

HIGHWAY 67, PENDLETON

2003 CRASHES PER MILLION VEHICLE MILES

| START M.P. | SECTION DESCRIPTION | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
|---------------|---|-------------------------------------|-------|-------|------------------------|------|------|-------|------|------|------|
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | SUBURBAN AREA - OLD OREGON TRAIL HWY 6 /US30 TO PENDLETON | | | | | | | | | | |
| -0.03 | OLD OREGON TRAIL HWY 6 TO PENDLETON | .22 | | 124 | | | | | | | |
| | TOTAL OLD OREGON TRAIL HWY 6 /US30 TO PENDLETON | .22 | | 124 | | | | | | | |
| | URBAN CITY - PENDLETON | | | | | | | | | | |
| 0.19 | WCL TO PENDLETON-COLD SPRINGS HWY 36 /US395 | 1.89 | | 151 | | | | | | | |
| 2.08 | PENDLETON-COLD SPRG HWY 36 TO BEGIN COUPLET | .49 | | 282 | | | | | | | |
| 2.57 | BEGIN COUPLET TO MAIN ST - EBD | .82 | | 259 | | | | | | | |
| 3.39 | MAIN ST TO END COUPLET - EBD | .41 | | 194 | | | | | | | |
| 3.80 | END CPLT /SE COURT PL TO BEGIN COM ALIGN HWY 8 | .12 | | 376 | | | | | | | |
| 3.92 | COMMON ALIGNMENT HWY 8 | .01 | | 1,674 | | | | | | | |
| 4.63 | END COM ALIGN HWY 8 TO ECL | .33 | | 660 | | | | | | | |
| | TOTAL PENDLETON | 4.07 | | 245 | | | | | | | |
| | RURAL AREA - PENDLETON TO OLD OREGON TRAIL HWY 6 /US30 | | | | | | | | | | |
| 4.96 | PENDLETON TO RESERVATION BOUNDARY | .61 | | 476 | | | | | | | |
| 5.57 | RESERVATION BOUNDARY TO OLD ORE TRAIL HWY 6 | 1.03 | | 193 | | | | | | | |
| | TOTAL PENDLETON TO OLD OREGON TRAIL HWY 6 /US30 | 1.64 | | 298 | | | | | | | |

SUMMARY OF HIGHWAY 67, PENDLETON

| | | |
|---------------|------|-----|
| URBAN CITY | 4.07 | 245 |
| SUBURBAN AREA | .22 | 124 |
| TOTAL URBAN | 4.29 | 238 |
| RURAL CITY | .00 | |
| RURAL AREA | 1.64 | 298 |
| TOTAL RURAL | 1.64 | 298 |
| TOTAL HIGHWAY | 5.93 | 255 |

HIGHWAY 68, CASCADE HWY NORTH

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | URBAN CITY - PORTLAND | | | | | | | | | | |
| 0.00 | AIRPORT RD TO NE KILLINGSWORTH INT /US30 BY-PASS | .24 | | 501 | | | | | | | |
| 0.24 | NE KILLINGSWORTH TO SANDY BLVD HWY 59 | .71 | | 756 | | | | | | | |
| 0.95 | SANDY BLVD HWY 59 TO COLUMBIA RIVER HWY 2 /US30 | 1.30 | | 1,298 | | | | | | | |
| 2.25 | COLUMBIA RIVER HWY 2 TO SE STARK ST | 1.00 | | 1,539 | | | | | | | |
| 3.25 | STARK ST TO MT HOOD HWY 26 /US26 | 1.50 | | 1,591 | | | | | | | |
| 4.75 | MT HOOD HWY 26 TO SE FOSTER ROAD | 1.01 | | 1,644 | | | | | | | |
| 5.76 | SE FOSTER ROAD TO SE CLATSOP ST /COUNTY LINE | 1.47 | 1 | 1,335 | 1.39 | | | | | | |
| | TOTAL PORTLAND | 7.23 | 1 | 1,368 | .28 | | | | | | |
| | SUBURBAN AREA - PORTLAND TO END OF HWY | | | | | | | | | | |
| 7.23 | SE CLATSOP ST /COUNTY LINE TO O-XING UPRR | 2.44 | | 1,794 | | | | | | | |
| 9.67 | O-XING UPRR TO JCT LAKE RD /CLACKAMAS HWY 171 | .31 | | 1,795 | | | | | | | |
| 9.98 | JCT LAKE RD /CLACKAMAS HWY 171 TO END HWY 68 | .20 | | 1,795 | | | | | | | |
| | TOTAL PORTLAND TO END OF HWY | 2.95 | | 1,794 | | | | | | | |

SUMMARY OF HIGHWAY 68, CASCADE HWY NORTH

| | | | | |
|---------------|-------|---|-------|-----|
| URBAN CITY | 7.23 | 1 | 1,368 | .28 |
| SUBURBAN AREA | 2.95 | | 1,794 | |
| TOTAL URBAN | 10.18 | 1 | 1,492 | .18 |
| RURAL CITY | .00 | | | |
| RURAL AREA | .00 | | | |
| TOTAL RURAL | .00 | | | |
| TOTAL HIGHWAY | 10.18 | 1 | 1,492 | .18 |

HIGHWAY 69, BELTLINE

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - JCT FLORENCE-EUGENE HWY 62 TO EUGENE UA | | | | | | | | | | |
| 0.00 | JCT FLORENCE-EUGENE HWY TO BEGIN EUGENE UA | .63 | 821 | | | | | | | | |
| | TOTAL JCT FLORENCE-EUGENE HWY 62 TO EUGENE UA | .63 | 821 | | | | | | | | |
| | SUBURBAN AREA - EUGENE UA TO EUGENE | | | | | | | | | | |
| 0.63 | ENTER UA TO GREENHILL RD /EUGENE ECL | .65 | 821 | | | | | | | | |
| | TOTAL EUGENE UA TO EUGENE | .65 | 821 | | | | | | | | |
| | URBAN CITY - EUGENE | | | | | | | | | | |
| 1.28 | GREEN HILL ROAD TO CROW ROAD | .68 | 1,014 | | 1.78 | | | | 1.78 | | |
| 1.96 | CROW ROAD TO ROYAL AVE | 2.65 | 976 | | .48 | | | | .48 | | |
| 4.61 | ROYAL AVE TO BARGER DRIVE | 1.01 | 1,208 | | | | | | | | |
| 5.62 | BARGER DRIVE TO O-XING NORTHWEST EXPRESSWAY | 1.47 | 3,026 | | .39 | | | | .39 | | |
| 7.09 | O-XING NW EXPRESSWAY TO O-XING RIVER ROAD | 1.38 | 4,562 | | .43 | .45 | | | .43 | | |
| 8.47 | O-XING RIVER ROAD TO TO U-XING DELTA HWY | 1.58 | 5,956 | | | .29 | | | | .29 | |
| 10.05 | U-XING DELTA HWY TO O-XING COBURG ROAD | 1.61 | 5,842 | | | | | | | | |
| 11.66 | O-XING COBURG ROAD TO SPRINGFIELD CL /O-XING I-5 | 1.10 | 5,360 | | | .57 | | | | | .57 |
| | TOTAL EUGENE | 11.48 | 3,480 | | .23 | .19 | | | .23 | .13 | |
| | URBAN CITY - SPRINGFIELD | | | | | | | | | | |
| 12.76 | O-XING I-5 /SPRINGFIELD CL TO GATEWAY ST | .24 | 3,167 | | | | | | | | |
| | TOTAL SPRINGFIELD | .24 | 3,167 | | | | | | | | |

SUMMARY OF HIGHWAY 69, BELTLINE

| | | |
|---------------|-------|-------|
| URBAN CITY | 11.72 | 3,474 |
| SUBURBAN AREA | .65 | 821 |
| TOTAL URBAN | 12.37 | 3,334 |
| RURAL CITY | .00 | |
| RURAL AREA | .63 | 821 |
| TOTAL RURAL | .63 | 821 |
| TOTAL HIGHWAY | 13.00 | 3,213 |

HIGHWAY 70, MCNARY

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - WASHINGTON STATE LINE TO UMATILLA | | | | | | | | | | |
| 0.00 | COLUMBIA RIVER /STATE LINE TO UMATILLA | .48 | 3,384 | | | | | | | | |
| | TOTAL WASHINGTON STATE LINE TO UMATILLA | .48 | 3,384 | | | | | | | | |
| | RURAL CITY - UMATILLA | | | | | | | | | | |
| 0.48 | NCL TO O-XING UPRR | .28 | 3,384 | | | | | | | | |
| 0.76 | UPRR O-XING TO O-XING COLUMBIA RIVER HWY 2 | .24 | 3,384 | | | | | | | | |
| 1.00 | HWY 2 O-XING TO CENTER OF UMATILLA RVR BRIDGE | .75 | 1,805 | | | | | | | | |
| 1.75 | UMATILLA RVR BRIDGE TO SCL | .32 | 1,805 | | | | | | | | |
| | TOTAL UMATILLA | 1.59 | 2,321 | | | | | | | | |
| | RURAL AREA - UMATILLA TO JCT OF OLD OREGON TRAIL HWY 6 | | | | | | | | | | |
| 2.07 | SCL TO U-XING WESTLAND-ORDINANCE ROAD | 7.71 | 1,726 | | | | | | | | |
| 9.78 | U-XING WESTLAND-ORDINANCE ROAD TO JCT HWY 6 | 1.43 | 1,969 | | .97 | 1.32 | | | .97 | .66 | |
| | TOTAL UMATILLA TO JCT OF OLD OREGON TRAIL HWY 6 | 9.14 | 1,764 | | .17 | .20 | | | .17 | .10 | |

SUMMARY OF HIGHWAY 70, MCNARY

| | | |
|---------------|-------|-------|
| URBAN CITY | .00 | |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .00 | |
| RURAL CITY | 1.59 | 2,321 |
| RURAL AREA | 9.62 | 1,845 |
| TOTAL RURAL | 11.21 | 1,912 |
| TOTAL HIGHWAY | 11.21 | 1,912 |

HIGHWAY 71, WHITNEY

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|------|-------|-------|------|------|-------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - JOHN DAY HWY TO BAKER CITY | | | | | | | | | | |
| 0.00 | JCT JOHN DAY HWY TO TIPTON SUMMIT | 6.74 | | 37 | | | | | | | |
| 6.74 | TIPTON SUMMIT TO REST STOP | 13.04 | | 35 | | | | | | | |
| 19.78 | REST STOP TO SUMPTER HWY 410 | 5.45 | | 38 | | | 12.56 | | | | 12.56 |
| 25.23 | SUMPTER HWY 410 TO LAKE CREEK ROAD | 14.03 | | 69 | | | | | | | |
| 39.26 | LAKE CREEK ROAD TO DOOLEY MT HWY 415 | 2.59 | | 74 | | | 13.22 | | | | 13.22 |
| 41.85 | JCT DOOLEY MT HWY 415 TO BAKER CITY | 7.34 | | 110 | | | | | | | |
| | TOTAL JOHN DAY HWY TO BAKER CITY | 49.19 | | 59 | | | 1.73 | | | | 1.73 |
| | URBAN CITY - BAKER CITY | | | | | | | | | | |
| 49.19 | CL TO DEWEY AVE U-PASS | 1.33 | | 223 | | | | | | | |
| 50.52 | DEWEY AVE U-PASS TO JCT LAGRANDE-BAKER HWY 66 | .44 | | 342 | | | | | | | |
| | TOTAL BAKER CITY | 1.77 | | 253 | | | | | | | |

SUMMARY OF HIGHWAY 71, WHITNEY

| | | |
|---------------|-------|-----|
| URBAN CITY | 1.77 | 253 |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | 1.77 | 253 |
| RURAL CITY | .00 | |
| RURAL AREA | 49.19 | 59 |
| TOTAL RURAL | 49.19 | 59 |
| TOTAL HIGHWAY | 50.96 | 65 |

HIGHWAY 72, SALEM

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | URBAN CITY - SALEM | | | | | | | | | | |
| 0.00 | JCT PACIFIC HWY 1 /I-5 TO BEGIN COUPLET | 3.34 | | 2,074 | | | | | | | |
| 3.34 | BEGIN CPLT /COMMERCIAL TO END /MILL CRK -SBD | 1.18 | | 1,657 | | | | | | | |
| 4.52 | MILL CREEK TO DIVISION ST | .20 | | 3,715 | | | | | | | |
| 4.72 | DIVISION ST TO BEGIN COUPLET | .61 | | 2,920 | | | | | | | |
| 5.33 | BEGIN COUPLET /STATE ST TO CHURCH ST -SBD | .36 | | 1,064 | | | | | | | |
| 5.69 | CHURCH ST TO END COUPLET -SBD | .14 | | 940 | | | | | | | |
| 5.83 | END COUPLET TO 12TH ST | .37 | | 1,741 | | | | | | | |
| 6.20 | 12TH ST TO 25TH ST SE | 1.32 | | 3,213 | | | | | | | |
| 7.52 | 25TH ST SE TO END SALEM HWY 072 | .96 | | 5,300 | | .75 | | | | .75 | |
| | TOTAL SALEM | 8.48 | | 2,582 | | .18 | | | | .18 | |

SUMMARY OF HIGHWAY 72, SALEM

| | | |
|---------------|------|-------|
| URBAN CITY | 8.48 | 2,582 |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | 8.48 | 2,582 |
| RURAL CITY | .00 | |
| RURAL AREA | .00 | |
| TOTAL RURAL | .00 | |
| TOTAL HIGHWAY | 8.48 | 2,582 |

HIGHWAY 73, NORTH UMPQUA

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | URBAN CITY - ROSEBURG | | | | | | | | | | |
| -1.13 | JCT HWY 1/I-5 TO BEGIN CPLT / OAK ST | .46 | | 2,524 | | | | | | | |
| -0.67 | OAK ST TO BEGIN STEPHENS ST -EBD | .36 | | 924 | | | | | | | |
| -0.31 | STEPHENS ST TO JCT HWY 234 /END CPLT -EBD | .11 | | 0 | | | | | | | |
| -0.20 | JCT OAKLAND-SHADY HWY 234 TO DIAMOND LAKE BLVD | .20 | | 2,704 | | | | | | | |
| 0.00 | DIAMOND LAKE BLVD TO ECL | 1.61 | | 1,799 | | | | 3.43 | | | 2.29 |
| | TOTAL ROSEBURG | 2.74 | | 1,800 | | | | 3.44 | | | 2.29 |
| | SUBURBAN AREA - ROSEBURG TO END UA | | | | | | | | | | |
| 1.61 | ROSEBURG ECL TO END UA | 1.16 | | 1,295 | | | | | | | |
| | TOTAL ROSEBURG TO END UA | 1.16 | | 1,295 | | | | | | | |
| | RURAL AREA - ROSEBURG UA TO W DIAMOND LAKE HWY 233 | | | | | | | | | | |
| 2.77 | END ROSEBURG UA TO MELBA AVE | 1.83 | | 1,069 | | 1.41 | | | | | |
| 4.60 | MELBA AVE TO BLACK MUD SUMMIT | 3.10 | | 776 | | | | | | | |
| 7.70 | BLACK MUD SUMMIT TO WHISTLERS LANE | 5.25 | 1 | 653 | .79 | | | | | | |
| 12.95 | WHISTLERS LANE TO ESTELLA ST | 4.02 | 1 | 604 | 1.12 | | 1.12 | 1 | 1.12 | | |
| 16.97 | ESTELLA ST TO ROCK CREEK BRIDGE | 5.29 | | 279 | | | | | | | |
| 22.26 | ROCK CREEK BR TO UMPQUA FOREST BOUNDARY | 7.89 | | 170 | | | | | | | |
| 30.15 | UMPQUA FOREST BOUNDARY TO STEAMBOAT CREEK | 8.59 | 1 | 135 | 2.36 | | | 1 | 2.36 | | |
| 38.74 | STEAMBOAT CREEK TO MARSTERS BR | 11.29 | 3 | 97 | 7.50 | 2.27 | 2.32 | 2 | 5.00 | 1.13 | 2.32 |
| 50.03 | MARSTERS BR TO WHITEHORSE CAMPGRND RD | 15.85 | | 101 | | | | | | | |
| 65.88 | WHITEHORSE C.G. RD TO JCT E DIAMOND LAKE HWY 425 | 20.12 | 1 | 123 | 1.10 | .49 | .49 | 1 | 1.10 | .49 | |
| | TOTAL ROSEBURG UA TO W DIAMOND LAKE HWY 233 | 83.23 | 7 | 233 | .99 | .43 | .43 | 5 | .71 | .21 | .21 |

SUMMARY OF HIGHWAY 73, NORTH UMPQUA

| | | | | | | | | | | | |
|---------------|-------|---|-------|-----|--|--|--|---|-----|--|--|
| URBAN CITY | 2.74 | | 1,800 | | | | | | | | |
| SUBURBAN AREA | 1.16 | | 1,295 | | | | | | | | |
| TOTAL URBAN | 3.90 | | 1,650 | | | | | | | | |
| RURAL CITY | .00 | | | | | | | | | | |
| RURAL AREA | 83.23 | 7 | 233 | .99 | | | | 5 | .71 | | |
| TOTAL RURAL | 83.23 | 7 | 233 | .99 | | | | 5 | .71 | | |
| TOTAL HIGHWAY | 87.13 | 7 | 296 | .74 | | | | 5 | .53 | | |

HIGHWAY 81, PACIFIC HIGHWAY EAST

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|--|---|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - PORTLAND | | | | | | | | | | | |
| -6.09 | PACIFIC HWY 1 /I-5 TO NE VANCOUVER AVE | 1.41 | | 695 | | | | | | | |
| -4.68 | NE VANCOUVER TO NE LOMBARD /BEGIN CITY JURIS | .93 | | 794 | | | | | | | |
| 1.00 | BEGIN STATE JURIS TO ROSS ISLAND BRIDGE | .48 | | 3,182 | | 3.61 | 1.42 | | | 1.80 | |
| 1.48 | ROSS ISLAND BRIDGE /US26 TO SE REEDWAY | 1.69 | 2 | 4,012 | .80 | 1.22 | .41 | 2 | .80 | .81 | .41 |
| 3.17 | SE REEDWAY TO SCL /CLACKAMAS COUNTY | 1.42 | | 3,804 | | | | | | | |
| | TOTAL PORTLAND | 5.93 | 2 | 2,602 | .36 | .87 | .34 | 2 | .36 | .52 | .17 |
| URBAN CITY - MILWAUKIE | | | | | | | | | | | |
| 4.59 | PORTLAND SCL TO U-XING CLACKAMAS HWY 171 | .87 | 1 | 3,958 | .79 | .81 | 4.14 | 1 | .79 | .81 | 3.31 |
| 5.46 | U-XING HWY 171 TO 17TH ST AND HARRISON ST | .26 | | 3,538 | | | | | | | |
| 5.72 | 17TH ST AND HARRISON ST TO JEFFERSON ST | .16 | | 3,304 | | 5.27 | 5.35 | | | | 5.35 |
| 5.88 | JEFFERSON ST TO SE 26TH AVE /SCL | .66 | 2 | 3,192 | 2.60 | | | 1 | 1.30 | | |
| | TOTAL MILWAUKIE | 1.95 | 3 | 3,589 | 1.17 | .80 | 2.44 | 2 | .78 | .40 | 2.03 |
| SUBURBAN AREA - MILWAUKIE TO GLADSTONE | | | | | | | | | | | |
| 6.54 | SE 26TH AVE TO COURTNEY ROAD | .87 | 1 | 3,070 | 1.02 | | | | | | |
| 7.41 | COURTNEY ROAD TO JENNINGS AVE | 2.39 | 3 | 2,894 | 1.18 | | .40 | 1 | .39 | | .40 |
| 9.80 | JENNINGS AVE TO GLADSTONE | .71 | 1 | 2,894 | 1.33 | 1.36 | | | | 1.36 | |
| | TOTAL MILWAUKIE TO GLADSTONE | 3.97 | 5 | 2,933 | 1.18 | .24 | .24 | 1 | .24 | .24 | .24 |
| URBAN CITY - GLADSTONE | | | | | | | | | | | |
| 10.51 | NCL GLADSTONE TO CLACKAMAS RIVER BR /SCL | .69 | 1 | 2,881 | 1.37 | | | 1 | 1.37 | | |
| | TOTAL GLADSTONE | .69 | 1 | 2,881 | 1.38 | | | 1 | 1.38 | | |
| URBAN CITY - OREGON CITY | | | | | | | | | | | |
| 11.20 | GLADSTONE TO U-XING EAST PORT FREEWAY /HWY 64 | .53 | | 2,821 | | | | | | | |
| 11.73 | U-XING HWY 64 TO JCT CASCADE HWY 160 | .21 | 1 | 3,099 | 4.20 | | 4.49 | | | | 4.49 |
| 11.94 | CASCADE HWY 160 TO JCT OSWEGO HWY 3 | .62 | | 1,751 | | 3.97 | | | | 3.97 | |
| 12.56 | JCT OSWEGO HWY 3 TO S 2ND ST | .46 | | 1,105 | | 3.25 | | | | 3.25 | |
| 13.02 | S 2ND STREET TO SCL | 1.22 | | 1,020 | | | | | | | |
| | TOTAL OREGON CITY | 3.04 | 1 | 1,640 | .55 | 1.29 | .44 | | | 1.29 | .44 |
| SUBURBAN AREA - OREGON CITY TO END UA | | | | | | | | | | | |
| 14.24 | SCL TO END PORTLAND UA | .80 | | 960 | | | | | | | |
| | TOTAL OREGON CITY TO END UA | .80 | | 960 | | | | | | | |
| RURAL AREA - PORTLAND UA TO CANBY UA | | | | | | | | | | | |
| 15.04 | END PORTLAND UA TO BEGIN CANBY UA | 4.31 | | 986 | | .91 | .48 | | | | .45 |
| | TOTAL PORTLAND UA TO CANBY UA | 4.31 | | 986 | | .92 | .48 | | | | .46 |
| SUBURBAN AREA - CANBY UA TO CANBY | | | | | | | | | | | |
| 19.35 | ENTER CANBY UA TO CANBY NCL | .69 | | 1,034 | | | | | | | |
| | TOTAL CANBY UA TO CANBY | .69 | | 1,034 | | | | | | | |
| URBAN CITY - CANBY | | | | | | | | | | | |
| 20.04 | NCL TO IVY ST | 1.10 | 1 | 1,062 | 2.34 | | | 1 | 2.34 | | |
| 21.14 | IVY ST TO SCL | .89 | 1 | 1,327 | 2.31 | | 2.41 | | | | 2.41 |
| | TOTAL CANBY | 1.99 | 2 | 1,181 | 2.33 | | 1.23 | 1 | 1.17 | | 1.23 |
| RURAL AREA - CANBY TO BARLOW | | | | | | | | | | | |
| 22.03 | CANBY TO BARLOW | .70 | 1 | 1,425 | 2.74 | | | | | | |
| | TOTAL CANBY TO BARLOW | .70 | 1 | 1,425 | 2.75 | | | | | | |

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL CITY - BARLOW | | | | | | | | | | |
| 22.73 | BARLOW | .15 | | 1,082 | | | | | | | |
| | TOTAL BARLOW | .15 | | 1,082 | | | | | | | |
| | RURAL AREA - BARLOW TO AURORA | | | | | | | | | | |
| 22.88 | BARLOW TO BEGIN SMV LANE | 1.29 | | 812 | | | | | | | |
| 24.17 | BEGIN SMV LANE TO MARION COUNTY | .50 | | 869 | | | | | | | |
| 24.67 | MARION COUNTY TO AURORA | .16 | | 984 | | | | | | | |
| | TOTAL BARLOW TO AURORA | 1.95 | | 841 | | | | | | | |
| | RURAL CITY - AURORA | | | | | | | | | | |
| 24.83 | AURORA | .99 | | 688 | | | | | | | |
| | TOTAL AURORA | .99 | | 688 | | | | | | | |
| | RURAL AREA - AURORA TO HUBBARD | | | | | | | | | | |
| 25.82 | AURORA TO JCT WILSONVILLE-HUBBARD HWY 51 | 1.27 | | 526 | | | | | | | |
| 27.09 | WHITE SCHOOL INTERCHANGE / HWY51 TO HUBBARD | 1.76 | 2 | 895 | 3.47 | | | 1 | 1.73 | | |
| | TOTAL AURORA TO HUBBARD | 3.03 | 2 | 740 | 2.44 | | | 1 | 1.22 | | |
| | RURAL CITY - HUBBARD | | | | | | | | | | |
| 28.85 | HUBBARD | .91 | | 1,008 | | | | | | | |
| | TOTAL HUBBARD | .91 | | 1,008 | | | | | | | |
| | RURAL AREA - HUBBARD TO WOODBURN | | | | | | | | | | |
| 29.76 | HUBBARD TO NCL WOODBURN /CAROL ROAD NE | 1.11 | | 1,033 | | | | | | | |
| | TOTAL HUBBARD TO WOODBURN | 1.11 | | 1,033 | | | | | | | |
| | URBAN CITY - WOODBURN | | | | | | | | | | |
| 30.87 | NCL TO JCT HWY 140 /ORE214 & HWY 161 /ORE211 | .83 | | 1,111 | | | | | | | |
| 31.70 | JCT HWY 140 & 161 TO HILLSBORO-SILVERTON HWY 140 | 1.17 | | 1,350 | | | | | | | |
| 32.87 | HILLSBORO-SILVERTON HWY 140 /ORE214 TO SCL | .30 | 1 | 955 | 9.56 | | 8.30 | 1 | 9.56 | | 8.30 |
| | TOTAL WOODBURN | 2.30 | 1 | 1,212 | .98 | | .97 | 1 | .98 | | .97 |
| | SUBURBAN AREA - WOODBURN TO END UA | | | | | | | | | | |
| 33.17 | SCL TO END WOODBURN UA | .45 | | 955 | | | | | | | |
| | TOTAL WOODBURN TO END UA | .45 | | 955 | | | | | | | |
| | RURAL AREA - WOODBURN TO SALEM | | | | | | | | | | |
| 33.62 | END UA TO 54TH AVE NE | 7.13 | 1 | 669 | .57 | 1.00 | 2.55 | 1 | .57 | .50 | 1.53 |
| 40.75 | 54TH AVE NE TO BROOKLAKE ROAD | .49 | | 644 | | | 7.76 | | | | 7.76 |
| 41.24 | BROOKLAKE ROAD TO BEGIN SALEM UA | 3.10 | | 659 | | | 1.21 | | | | |
| | TOTAL WOODBURN TO SALEM | 10.72 | 1 | 665 | .38 | .67 | 2.41 | 1 | .38 | .34 | 1.37 |
| | SUBURBAN AREA - SALEM UA TO SALEM | | | | | | | | | | |
| 44.34 | ENTER UA TO HAZELGREEN RD /SALEM NCL | .12 | | 685 | | | | | | | |
| | TOTAL SALEM UA TO SALEM | .12 | | 685 | | | | | | | |
| | URBAN CITY - SALEM | | | | | | | | | | |
| 44.46 | HAZELGREEN RD TO NE LANCASTER DR | .78 | 1 | 1,148 | 3.05 | 5.44 | | | | 2.72 | |
| 45.24 | NE LANCASTER DR TO HAYESVILLE INTERCHANGE /I-5 | .91 | | 1,289 | | 2.06 | | | | | |
| 46.15 | HAYESVILLE INTERCHANGE TO HYACINTH ST | .34 | | 1,799 | | | | | | | |
| | TOTAL SALEM | 2.03 | 1 | 1,320 | 1.02 | 2.72 | | | | .91 | |

SUMMARY OF HIGHWAY 81, PACIFIC HIGHWAY EAST

| | | | | | | |
|---------------|-------|----|-------|------|----|-----|
| URBAN CITY | 17.93 | 11 | 2,076 | .81 | 7 | .52 |
| SUBURBAN AREA | 6.03 | 5 | 2,261 | 1.00 | 1 | .20 |
| TOTAL URBAN | 23.96 | 16 | 2,122 | .86 | 8 | .43 |
| RURAL CITY | 2.05 | | 859 | | | |
| RURAL AREA | 21.82 | 4 | 798 | .63 | 2 | .31 |
| TOTAL RURAL | 23.87 | 4 | 803 | .57 | 2 | .29 |
| TOTAL HIGHWAY | 47.83 | 20 | 1,464 | .78 | 10 | .39 |

HIGHWAY 91, PACIFIC HIGHWAY WEST

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - PORTLAND | | | | | | | | | | | |
| -5.76 | PACIFIC HWY 1 /I-5 NBD TO SCHMEER ROAD | .54 | | 615 | | | | | | | |
| -5.22 | SCHMEER RD TO N ARGYLE ST/BEGIN CITY JURIS. | .47 | | 647 | | | | | | | |
| -0.44 | STATE JURIS /STEEL BR TO CITY JURIS /NW COUCH | .15 | | 901 | | | | | | | |
| 0.85 | STATE JURIS /HY 47 /MARKET ST TO JCT MT HOOD HY 26 | .57 | | 921 | | | | | | | |
| 1.43 | JCT MT HOOD HWY 26 TO U-XING BARBUR BLVD | .54 | | 764 | | | | | | | |
| 1.97 | U-XING BARBUR BLVD TO JCT CAPITOL HWY | 1.22 | | 1,447 | | | | | | | |
| 3.19 | CAPITOL HWY TO SW TERWILLIGER BLVD | .89 | | 769 | | | | | | | |
| 4.08 | SW TERWILLIGER BLVD TO SW CAPITOL HWY INT I-5 | 2.13 | 1 | 1,150 | 1.11 | | | 1 | 1.11 | | |
| 6.21 | SW CAPITOL HY INTERCHANGE TO O-XING PACIFIC HY 1 | 1.21 | | 909 | | | | | | | |
| 7.42 | O-XING PACIFIC HWY 1 TO WASH COUNTY /ECL TIGARD | .19 | | 1,432 | | | | | | | |
| | TOTAL PORTLAND | 7.91 | 1 | 1,009 | .34 | | | 1 | .34 | | |
| URBAN CITY - TIGARD | | | | | | | | | | | |
| 7.61 | ECL TO BEAVERTON-TIGARD HWY 144 | 1.04 | 3 | 2,313 | 3.41 | .42 | .86 | 2 | 2.27 | .42 | .86 |
| 8.65 | HWY 144 TO BEAVERTON-TUALATIN HWY 141 /ORE217 | .17 | | 2,152 | | | | | | | |
| 8.82 | HWY 141 /ORE217 TO SW GARRETT ST | 1.01 | | 1,950 | | | 1.05 | | | | .52 |
| 9.83 | SW GARRETT ST TO SW MCDONALD AVE | .53 | 1 | 1,905 | 2.71 | | | | | | |
| 10.36 | SW MCDONALD AVE TO SW BULL MT ROAD | .35 | 2 | 2,042 | 7.66 | 1.46 | 1.47 | 2 | 7.66 | | 1.47 |
| 10.71 | SW BULL MT ROAD TO SW DURHAM ROAD | .78 | | 2,042 | | | 1.32 | | | | 1.32 |
| | TOTAL TIGARD | 3.88 | 6 | 2,077 | 2.04 | .26 | .91 | 4 | 1.36 | .13 | .78 |
| SUBURBAN AREA - TIGARD TO TUALATIN | | | | | | | | | | | |
| 11.49 | TIGARD TO TUALATIN | .71 | | 2,081 | | | | | | | |
| | TOTAL TIGARD TO TUALATIN | .71 | | 2,081 | | | | | | | |
| URBAN CITY - TUALATIN | | | | | | | | | | | |
| 12.20 | NCL TO TUALATIN ROAD | .39 | | 2,081 | | | | | | | |
| 12.59 | TUALATIN ROAD TO SCL | .65 | | 1,639 | | | 1.02 | | | | 1.02 |
| | TOTAL TUALATIN | 1.04 | | 1,805 | | | .58 | | | | .58 |
| SUBURBAN AREA - TUALATIN TO END PORTLAND UA | | | | | | | | | | | |
| 13.24 | SCL TO END PORTLAND UA | .16 | 1 | 1,639 | 10.44 | | | | | | |
| | TOTAL TUALATIN TO END PORTLAND UA | .16 | 1 | 1,639 | 10.45 | | | | | | |
| RURAL AREA - PORTLAND UA TO SHERWOOD | | | | | | | | | | | |
| 13.40 | END PORTLAND UA TO SHERWOOD | 1.14 | | 1,639 | | | | | | | |
| | TOTAL PORTLAND UA TO SHERWOOD | 1.14 | | 1,639 | | | | | | | |
| RURAL CITY - SHERWOOD | | | | | | | | | | | |
| 14.54 | SHERWOOD NCL TO SIX CORNERS | .69 | 1 | 1,707 | 2.32 | | | 1 | 2.32 | | |
| 15.23 | SIX CORNERS TO MEINECKE ROAD | .72 | | 2,182 | | 1.48 | | | | | 1.48 |
| 15.95 | MEINECKE TO SHERWOOD SCL | .70 | | 2,182 | | | | | | | |
| | TOTAL SHERWOOD | 2.11 | 1 | 2,027 | .64 | .41 | | 1 | .64 | .41 | |
| RURAL AREA - SHERWOOD TO NEWBERG | | | | | | | | | | | |
| 16.65 | SHERWOOD TO YAMHILL COUNTY | 3.22 | 1 | 1,971 | .43 | | .36 | 1 | .43 | | |
| 19.86 | YAMHILL COUNTY TO NEWBERG | 1.67 | | 1,994 | | | | | | | |
| | TOTAL SHERWOOD TO NEWBERG | 4.89 | 1 | 1,979 | .28 | | .24 | 1 | .28 | | |

HIGHWAY 91, PACIFIC HIGHWAY WEST

(CONTINUED)

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - NEWBERG | | | | | | | | | | | |
| 21.53 | ECL TO VILLA RD | 1.35 | | 1,962 | | | | | | | |
| 22.88 | VILLA RD TO HILLSBORO-SILVRN HY 140/E 1ST ST | .17 | 1 | 2,540 | 6.34 | | | | | | |
| 23.05 | HILSBRO-SILVRN HY 140/E 1ST TO BEGIN COUplet | .15 | | 2,452 | | | | | | | |
| 23.20 | BEGIN CPLT /E 1ST ST TO HWY 140 /COLLEGE ST -WBD | .22 | | 1,294 | | | | | | | |
| 23.45 | HWY 140 /COLLEGE ST TO HWY 151 /MAIN ST -WBD | .31 | | 1,193 | | 6.79 | | | | 6.79 | |
| 23.76 | MAIN ST TO END COUplet -WBD | .20 | | 1,470 | | | | | | | |
| 23.96 | END COUplet TO WCL | .33 | | 2,603 | | | | | | | |
| | TOTAL NEWBERG | 2.73 | 1 | 1,925 | .52 | .50 | | | | .50 | |
| RURAL AREA - NEWBERG TO DUNDEE | | | | | | | | | | | |
| 24.29 | WCL TO SOUTH END CHEHALEM CREEK BRIDGE | .07 | | 2,603 | | | | | | | |
| 24.36 | SOUTH END CHEHALEM CREEK BRIDGE TO DUNDEE | 1.25 | | 2,790 | | | | | | | |
| | TOTAL NEWBERG TO DUNDEE | 1.32 | | 2,780 | | | | | | | |
| RURAL CITY - DUNDEE | | | | | | | | | | | |
| 25.52 | DUNDEE | 1.70 | | 2,315 | | | 1.05 | | | | |
| | TOTAL DUNDEE | 1.70 | | 2,315 | | | 1.06 | | | | |
| RURAL AREA - DUNDEE TO LAFAYETTE | | | | | | | | | | | |
| 27.22 | DUNDEE TO JCT SALMON RIVER HWY 39 /ORE18 | 2.57 | 1 | 2,307 | .46 | .59 | | | | | .59 |
| 29.79 | JCT SALMON RIVER HWY 39 /ORE18 TO LAFAYETTE | 2.01 | 1 | 780 | 1.74 | 1.79 | | | | | |
| | TOTAL DUNDEE TO LAFAYETTE | 4.58 | 2 | 1,637 | .73 | .90 | | | | | .45 |
| RURAL CITY - LAFAYETTE | | | | | | | | | | | |
| 31.80 | LAFAYETTE | .95 | 1 | 934 | 3.08 | 3.17 | 7.76 | 1 | 3.08 | 3.17 | 3.88 |
| | TOTAL LAFAYETTE | .95 | 1 | 934 | 3.09 | 3.17 | 7.76 | 1 | 3.09 | 3.17 | 3.88 |
| RURAL AREA - LAFAYETTE TO MCMINNVILLE UA | | | | | | | | | | | |
| 32.75 | LAFAYETTE TO BEGIN DIVIDED HWY | .22 | | 1,138 | | | | | | | |
| 32.97 | BEGIN DIVIDED HWY TO TUALATIN HWY 29 | 1.91 | 1 | 1,219 | 1.17 | | | | | | |
| 34.88 | TUALATIN HWY 29 TO BEGIN MCMINNVILLE UA | .11 | | 1,961 | | | | | | | |
| | TOTAL LAFAYETTE TO MCMINNVILLE UA | 2.24 | 1 | 1,247 | .98 | | | | | | |
| SUBURBAN AREA - MCMINNVILLE UA TO MCMINNVILLE | | | | | | | | | | | |
| 34.99 | ENTER MCMINNVILLE UA TO ECL | .16 | | 1,968 | | | | | | | |
| | TOTAL MCMINNVILLE UA TO MCMINNVILLE | .16 | | 1,968 | | | | | | | |
| URBAN CITY - MCMINNVILLE | | | | | | | | | | | |
| 35.15 | ECL TO BEGIN COUplet /ADAM ST | 1.91 | 1 | 1,976 | .72 | .74 | 1.82 | | | | .74 |
| 37.06 | BEGIN CPLT /ADAM ST TO 3RD ST /HWY 39 SPUR -SBD | .66 | | 1,112 | | | | | | | |
| 37.72 | 3RD ST TO EDMUNSTON ST /END CPLT -SBD | .51 | | 978 | | 2.74 | | | | | 2.74 |
| 38.22 | END CPLT /EDMUNSTON ST TO OLD SHERIDAN ROAD | .74 | | 1,536 | | | | | | | |
| 38.96 | OLD SHERIDAN ROAD TO SCL /END UA | .31 | | 838 | | 5.55 | | | | | |
| | TOTAL MCMINNVILLE | 4.13 | 1 | 1,550 | .43 | 1.02 | .66 | | | | .68 |
| RURAL AREA - MCMINNVILLE UA TO AMITY | | | | | | | | | | | |
| 39.23 | END UA TO AMITY-DAYTON HWY 155 /ORE233 | 4.16 | 1 | 987 | .66 | | 1.61 | 1 | .66 | | |
| 43.43 | AMITY-DAYTON HWY 155 /ORE233 TO AMITY | .72 | | 915 | | | | | | | |
| | TOTAL MCMINNVILLE UA TO AMITY | 4.88 | 1 | 976 | .58 | | 1.39 | 1 | .58 | | |
| RURAL CITY - AMITY | | | | | | | | | | | |
| 44.15 | NCL TO BELLEVUE-HOPEWELL HWY 153 /5TH & TRADE | .53 | | 1,057 | | | | | | | |
| 44.68 | HWY 153 /5TH & TRADE TO HWY 153 /6TH & TRADE | .07 | | 1,026 | | | | | | | |
| 44.75 | BELLEVUE-HOPEWELL HWY 153 /6TH & TRADE TO SCL | .14 | | 828 | | | | | | | |
| | TOTAL AMITY | .74 | | 1,011 | | | | | | | |

HIGHWAY 91, PACIFIC HIGHWAY WEST

(CONTINUED)

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - AMITY TO MONMOUTH UA | | | | | | | | | | |
| 44.89 | AMITY TO POLK COUNTY | 2.63 | 1 | 776 | 1.34 | 1.60 | 1.63 | 1 | 1.34 | | 1.63 |
| 47.52 | POLK COUNTY TO JCT WILLAMINA-SALEM HWY 30 | 9.91 | 1 | 539 | .51 | .61 | .62 | 1 | .51 | .61 | .62 |
| 57.43 | JCT HWY 30 TO DALLAS-RICKREALL HWY 189 | .38 | | 900 | | | | | | | |
| 57.81 | DALLAS-RICKREALL JCT HWY 189 TO MONMOUTH UA | 4.46 | | 1,130 | | .94 | .48 | | | .47 | |
| | TOTAL AMITY TO MONMOUTH UA | 17.38 | 2 | 734 | .43 | .89 | .68 | 2 | .43 | .44 | .45 |
| | SUBURBAN AREA - MONMOUTH-INDEPENDENCE UA TO MONMOUTH | | | | | | | | | | |
| 62.31 | ENTER UA TO MONMOUTH NCL | .50 | | 1,081 | | | | | | | |
| | TOTAL MONMOUTH-INDEPENDENCE UA TO MONMOUTH | .50 | | 1,081 | | | | | | | |
| | URBAN CITY - MONMOUTH | | | | | | | | | | |
| 62.81 | NCL TO MONMOUTH HWY 194 & MON-INDEP HWY 43 | .61 | | 1,034 | | | | | | | |
| 63.42 | HWY 194 & HWY 43 /ORE51 TO SCL /END UA | .43 | | 1,089 | | 5.85 | | | | | |
| | TOTAL MONMOUTH | 1.04 | | 1,057 | | 2.31 | | | | | |
| | RURAL AREA - MONMOUTH UA TO CORVALLIS UA | | | | | | | | | | |
| 63.85 | MONMOUTH TO AIRLIE ROAD | 6.82 | 3 | 939 | 1.28 | | .43 | 3 | 1.28 | | .43 |
| 70.67 | AIRLIE ROAD TO BENTON COUNTY | 1.66 | 1 | 1,076 | 1.53 | | 1.75 | 1 | 1.53 | | |
| 72.33 | BENTON COUNTY TO BEGIN CORVALLIS UA | 2.66 | | 1,076 | | | | | | | |
| | TOTAL MONMOUTH UA TO CORVALLIS UA | 11.14 | 4 | 992 | .99 | | .53 | 4 | .99 | | .27 |
| | SUBURBAN AREA - CORVALLIS UA TO CORVALLIS | | | | | | | | | | |
| 74.99 | ENTER CORVALLIS UA TO ADAIR VILLAGE | .35 | | 1,076 | | | | | | | |
| 75.34 | ADAIR VILLAGE TO CORVALLIS NCL | 5.32 | 2 | 1,333 | .77 | | | 1 | .38 | | |
| | TOTAL CORVALLIS UA TO CORVALLIS | 5.67 | 2 | 1,317 | .73 | | | 1 | .37 | | |
| | URBAN CITY - CORVALLIS | | | | | | | | | | |
| 80.62 | NCL TO CIRCLE BLVD | 1.15 | | 726 | | | | | | | |
| 81.77 | CIRCLE BLVD TO BEGIN CPLT /NW 14TH ST | .87 | 1 | 964 | 3.26 | | 3.38 | 1 | 3.26 | | 3.38 |
| 82.64 | BEGIN CPLT TO WBD HWY 210 /HARRISON BLVD -SBD | .71 | | 512 | | | | | | | |
| 83.35 | HARRISON BLVD TO EBD HWY 210 /VAN BUREN AVE -SBD | .07 | | 702 | | | | | | | |
| 83.42 | VAN BUREN AVE TO JEFFERSON AVE -SBD | .29 | | 714 | | | | | | | |
| 83.71 | JEFFERSON AVE TO HWY 33 /US20 -SBD | .38 | | 668 | | | | | | | |
| 84.09 | CORV-NEWPORT HWY 33 TO S 3RD ST /END CPLT -SBD | .22 | | 654 | | | | | | | |
| 84.31 | END CPLT /BEGIN S 3RD ST TO SE ALEXANDER AVE | .65 | | 3,018 | | | | | | | |
| 84.96 | SE ALEXANDER AVE TO SCL | 1.23 | | 2,268 | | | | | | | |
| | TOTAL CORVALLIS | 5.57 | 1 | 1,336 | .37 | | .35 | 1 | .37 | | .35 |
| | SUBURBAN AREA - CORVALLIS TO END UA | | | | | | | | | | |
| 86.19 | SCL TO END CORVALLIS UA | 1.53 | | 1,303 | | 1.82 | | | | | |
| | TOTAL CORVALLIS TO END UA | 1.53 | | 1,303 | | 1.83 | | | | | |
| | RURAL AREA - CORVALLIS TO MONROE | | | | | | | | | | |
| 87.71 | END UA TO GREENBERRY RD | 3.50 | | 988 | | | | | | | |
| 91.21 | GREENBERRY RD TO MONROE | 9.16 | | 875 | | .90 | .91 | | | .90 | .45 |
| | TOTAL CORVALLIS TO MONROE | 12.66 | | 906 | | .63 | .65 | | | .63 | .32 |
| | RURAL CITY - MONROE | | | | | | | | | | |
| 100.37 | NCL TO TERRITORIAL HWY 200 | .73 | 1 | 1,028 | 3.65 | | | | | | |
| 101.10 | TERRITORIAL HWY 200 TO LONG TOM RIVER | .06 | | 859 | | | | | | | |
| 101.16 | LONG TOM RIVER TO SCL | .17 | | 859 | | | | | | | |
| | TOTAL MONROE | .96 | 1 | 988 | 2.89 | | | | | | |

HIGHWAY 91, PACIFIC HIGHWAY WEST

(CONTINUED)

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | | |
|---------------|---|--|-------|-------|------------------------|------|------|-------|------|------|------|--|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 | |
| | RURAL AREA - MONROE TO JUNCTION CITY /ORE99E | | | | | | | | | | | |
| 101.33 | MONROE TO LANE COUNTY | 3.03 | | 884 | | | | 1.42 | | | 1.42 | |
| 104.36 | LANE COUNTY TO JUNCTION CITY | 4.32 | | 932 | | | | | | | | |
| | TOTAL MONROE TO JUNCTION CITY /ORE99E | 7.35 | | 912 | | | | .57 | | | .57 | |
| | RURAL CITY - JUNCTION CITY | | | | | | | | | | | |
| 108.68 | NCL TO ORE99E / ALBANY-JUNCTION CITY HWY 58 | .08 | | 1,053 | | | | | | | | |
| 108.76 | ALBANY-JUNCTION CITY HWY 58 TO 6TH AVE | .74 | | 1,303 | | | | | | | | |
| 109.47 | 6TH AVE TO SCL | .92 | | 1,459 | | | | | | | | |
| | TOTAL JUNCTION CITY | 1.74 | | 1,374 | | | | | | | | |
| | RURAL AREA - JUNCTION CITY TO EUGENE UA | | | | | | | | | | | |
| 110.39 | JUNCTION CITY TO MAPLETON-JUNCTION CITY HWY 229 | .88 | | 1,451 | | | | | | | | |
| 111.27 | HWY 229 /ORE36 TO BEGIN EUGENE UA | 3.57 | 1 | 1,274 | .60 | | | | | | | |
| | TOTAL JUNCTION CITY TO EUGENE UA | 4.45 | 1 | 1,309 | .47 | | | | | | | |
| | SUBURBAN AREA - EUGENE UA TO EUGENE | | | | | | | | | | | |
| 114.84 | ENTER UA TO EUGENE NCL | 4.01 | 2 | 1,457 | .93 | .76 | .38 | 2 | .93 | .38 | | |
| | TOTAL EUGENE UA TO EUGENE | 4.01 | 2 | 1,457 | .94 | .77 | .39 | 2 | .94 | .38 | | |
| | URBAN CITY - EUGENE | | | | | | | | | | | |
| 118.85 | NCL TO PRAIRIE ROAD | .26 | | 894 | | | | | | | | |
| 119.11 | PRAIRIE ROAD TO ROOSEVELT BLVD | 2.03 | | 1,802 | | | | | | | | |
| 121.14 | ROOSEVELT BLVD TO BEGIN COUplet | .56 | | 1,514 | | 3.28 | 3.26 | | | | | |
| 121.70 | BEGIN COUplet TO POLK ST -SBD | 1.07 | | 1,386 | | 1.87 | | | | 1.87 | | |
| 122.77 | POLK ST TO BLAIR BLVD -SBD | .33 | | 1,804 | | | | | | | | |
| 123.10 | BLAIR BLVD TO END COUplet -SBD | 1.04 | | 1,385 | | | 1.11 | | | | | |
| 124.12 | END COUplet TO MCKENZIE HWY 15 /ORE126 | 1.69 | | 667 | | | | | | | | |
| 125.81 | MCKENZIE HWY 15 TO PACIFIC HWY 1 /I-5 | .56 | | 343 | | | | | | | | |
| | TOTAL EUGENE | 7.54 | | 1,270 | | .58 | .44 | | | | .29 | |
| | SUMMARY OF HIGHWAY 91, PACIFIC HIGHWAY WEST | | | | | | | | | | | |
| | URBAN CITY | 33.84 | 10 | 1,409 | .57 | | | 6 | .34 | | | |
| | SUBURBAN AREA | 12.74 | 5 | 1,405 | .77 | | | 3 | .46 | | | |
| | TOTAL URBAN | 46.58 | 15 | 1,408 | .63 | | | 9 | .38 | | | |
| | RURAL CITY | 8.20 | 3 | 1,608 | .62 | | | 2 | .42 | | | |
| | RURAL AREA | 72.03 | 12 | 1,084 | .42 | | | 8 | .28 | | | |
| | TOTAL RURAL | 80.23 | 15 | 1,138 | .45 | | | 10 | .30 | | | |
| | TOTAL HIGHWAY | 126.81 | 30 | 1,237 | .52 | | | 19 | .33 | | | |

HIGHWAY 92, LOWER COLUMBIA RIVER

2003 CRASHES PER MILLION VEHICLE MILES

| START M.P. | SECTION DESCRIPTION | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
|--|--|-------------------------------------|-------|--------|------------------------|------|------|-------|------|------|------|
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - PORTLAND | | | | | | | | | | | |
| 0.95 | JCT STADIUM FWY HWY 61 /I-405 TO END STRUCTURE | .52 | | 14,776 | | .35 | | | | .35 | |
| 1.47 | END STRUCTURE TO NW SUFFOLK ST | .58 | 1 | 9,588 | .49 | .83 | 1.44 | 1 | .49 | | .96 |
| 2.05 | NW SUFFOLK ST TO NW 29TH AVE | .63 | | 6,135 | | | 2.29 | | | | 1.14 |
| 2.68 | NW 29TH AVE TO PORTLAND TERMINAL RR X-ING | .66 | 3 | 4,901 | 2.54 | .86 | | 3 | 2.54 | .86 | |
| 3.34 | PORTLAND TERMINAL RR X-ING TO NW KITTRIDGE AVE | .58 | 3 | 4,330 | 3.27 | | | 2 | 2.18 | | |
| 3.92 | NW KITTRIDGE AVE TO NW 64TH AVE | 1.19 | 2 | 4,492 | 1.02 | 1.56 | .39 | | | | .52 |
| 5.50 | NW 64TH AVE TO ST JOHN BR /US30 BY-PASS | .91 | | 4,389 | | | | | | | |
| 6.41 | ST JOHNS BR /US30 BY-PASS TO WCL | 3.25 | 1 | 2,391 | .35 | .65 | | 1 | .35 | .43 | |
| | TOTAL PORTLAND | 8.32 | 10 | 4,804 | .69 | .57 | .47 | 7 | .48 | .32 | .23 |
| SUBURBAN AREA - PORTLAND TO END UA | | | | | | | | | | | |
| 9.66 | WCL TO END PORTLAND UA | .32 | | 2,099 | | | | | | | |
| | TOTAL PORTLAND TO END UA | .32 | | 2,099 | | | | | | | |
| RURAL AREA - PORTLAND TO SCAPPOOSE | | | | | | | | | | | |
| 9.98 | END UA TO SAUVIE ISLAND BRIDGE | .85 | | 2,099 | | | | | | | |
| 10.83 | SAUVIE ISLAND BRIDGE TO CORNELIUS PASS ROAD | 2.39 | | 1,877 | | .73 | | | | .36 | |
| 13.22 | CORNELIUS PASS ROAD TO COLUMBIA CNTY LINE | 5.15 | 1 | 1,847 | .28 | .17 | .17 | 1 | .28 | .17 | .17 |
| 18.37 | COLUMBIA CNTY LINE TO SCAPPOOSE | .96 | 1 | 2,271 | 1.25 | .76 | 1.51 | | | | .75 |
| | TOTAL PORTLAND TO SCAPPOOSE | 9.35 | 2 | 1,921 | .31 | .37 | .28 | 1 | .15 | .19 | .19 |
| RURAL CITY - SCAPPOOSE | | | | | | | | | | | |
| 19.35 | SCL TO COLUMBIA AVE | 1.56 | 3 | 2,409 | 2.18 | .43 | .44 | 2 | 1.45 | .43 | |
| 20.91 | COLUMBIA AVE TO NCL | .39 | | 2,362 | | 1.80 | | | | | |
| | TOTAL SCAPPOOSE | 1.95 | 3 | 2,400 | 1.76 | .71 | .36 | 2 | 1.17 | .35 | |
| RURAL AREA - SCAPPOOSE TO ST HELENS UA | | | | | | | | | | | |
| 21.30 | SCAPPOOSE TO OLD PORTLAND ROAD | 3.70 | 1 | 2,174 | .34 | | | | | | |
| 25.00 | OLD PORTLAND ROAD TO BEGIN ST HELENS UA | .91 | | 2,030 | | .90 | .92 | | | | |
| | TOTAL SCAPPOOSE TO ST HELENS UA | 4.61 | 1 | 2,146 | .28 | .17 | .17 | | | | |
| SUBURBAN AREA - ST HELENS UA TO ST HELENS | | | | | | | | | | | |
| 25.91 | ENTER UA TO ST HELENS SCL | 1.25 | | 1,869 | | | | | | | |
| | TOTAL ST HELENS UA TO ST HELENS | 1.25 | | 1,869 | | | | | | | |
| URBAN CITY - ST HELENS | | | | | | | | | | | |
| 27.16 | SCL TO COLUMBIA BLVD | 1.40 | 1 | 1,927 | 1.01 | | .62 | 1 | 1.01 | | .62 |
| 28.56 | COLUMBIA BLVD TO PITTSBURG /NCL | .54 | | 1,702 | | 1.78 | | | | | |
| | TOTAL ST HELENS | 1.94 | 1 | 1,864 | .76 | .45 | .46 | 1 | .76 | | .46 |
| SUBURBAN AREA - ST HELENS TO END UA | | | | | | | | | | | |
| 29.10 | NCL TO END ST HELENS UA | 1.30 | | 1,364 | | | .93 | | | | .93 |
| | TOTAL ST HELENS TO END UA | 1.30 | | 1,364 | | | .94 | | | | .94 |
| RURAL AREA - ST HELENS UA TO COLUMBIA CITY | | | | | | | | | | | |
| 30.40 | END UA TO COLUMBIA CITY | .06 | | 1,305 | | | | | | | |
| | TOTAL ST HELENS UA TO COLUMBIA CITY | .06 | | 1,305 | | | | | | | |
| RURAL CITY - COLUMBIA CITY | | | | | | | | | | | |
| 30.46 | COLUMBIA CITY SCL TO NCL | 1.54 | | 1,029 | | 1.19 | 1.22 | | | | 1.19 |
| | TOTAL COLUMBIA CITY | 1.54 | | 1,029 | | 1.20 | 1.22 | | | | 1.20 |

HIGHWAY 92, LOWER COLUMBIA RIVER

(CONTINUED)

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | | |
|---------------|--|--|-------|-------|------------------------|-------|------|-------|-------|-------|------|--|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 | |
| | RURAL AREA - COLUMBIA CITY TO RAINIER | | | | | | | | | | | |
| 32.00 | COLUMBIA CITY TO JAQUISH ROAD | 7.91 | 2 | 758 | .91 | | .63 | 1 | .45 | | .31 | |
| 39.91 | JAQUISH ROAD TO NICOLAI ROAD | .56 | | 696 | | | | | | | | |
| 40.47 | NICOLAI ROAD TO RAINIER ECL | 5.31 | | 755 | | | | | | | | |
| | TOTAL COLUMBIA CITY TO RAINIER | 13.78 | 2 | 754 | .53 | | .37 | 1 | .26 | | .18 | |
| | URBAN CITY - RAINIER | | | | | | | | | | | |
| 45.88 | ECL TO 2ND ST EAST | 1.03 | | 791 | | | | | | | | |
| 46.91 | 2ND ST EAST TO 4TH ST | .29 | 1 | 876 | 10.78 | | 7.38 | 1 | 10.78 | | 7.38 | |
| 47.20 | 4TH ST TO WCL | 1.55 | | 1,257 | | | 1.93 | | | | 1.93 | |
| | TOTAL RAINIER | 2.87 | 1 | 1,051 | .91 | | 1.89 | 1 | .91 | | 1.89 | |
| | RURAL AREA - RAINIER TO CLATSKANIE | | | | | | | | | | | |
| 48.75 | RAINIER TO PRICE ROAD | 3.83 | | 1,035 | | 1.09 | .56 | | | 1.09 | .56 | |
| 52.58 | PRICE ROAD TO CLATSKANIE | 6.96 | | 907 | | | | | | | | |
| | TOTAL RAINIER TO CLATSKANIE | 10.79 | | 952 | | .42 | .20 | | | .42 | .20 | |
| | RURAL CITY - CLATSKANIE | | | | | | | | | | | |
| 60.62 | ECL TO MIST-CLATSKANIE HWY 110 /ORE47 | 1.08 | | 929 | | 2.18 | 2.18 | | | 2.18 | | |
| 61.70 | JCT MIST-CLATSKANIE HWY 110 TO NCL | .54 | | 838 | | | | | | | | |
| | TOTAL CLATSKANIE | 1.62 | | 899 | | 1.62 | 1.64 | | | 1.62 | | |
| | RURAL AREA - CLATSKANIE TO ASTORIA | | | | | | | | | | | |
| 62.24 | CLATSKANIE TO CLATSOP COUNTY | 7.71 | | 860 | | .42 | .44 | | | | | |
| 69.95 | CLATSOP COUNTY TO WAUNA INT - BEGIN 3 LANE HWY | 2.74 | | 885 | | | | | | | | |
| 72.69 | BEGIN 3 LANE HWY TO END 3 LANE HWY | 2.21 | 1 | 211 | 5.87 | | | 1 | 5.87 | | | |
| 74.90 | END 3 LANE HWY TO KNAPPA JCT | 7.11 | 2 | 214 | 3.60 | 1.83 | | 1 | 1.80 | | | |
| 82.01 | KNAPPA JCT TO ASTORIA | 10.75 | 1 | 306 | .83 | 1.69 | 2.20 | 1 | .83 | 1.69 | 1.47 | |
| | TOTAL CLATSKANIE TO ASTORIA | 30.52 | 4 | 470 | .76 | .79 | .78 | 3 | .57 | .39 | .39 | |
| | URBAN CITY - ASTORIA | | | | | | | | | | | |
| 94.67 | ECL TO BEGIN LEIF ERICKSON DR AT 53RD ST | .80 | 1 | 407 | 8.41 | | | 1 | 8.41 | | | |
| 95.47 | 53RD ST TO 32ND ST | 1.60 | | 544 | | | | | | | | |
| 97.07 | 32ND ST TO BEGIN CPLT /MARINE DR AT 16TH ST | .89 | 1 | 578 | 5.32 | | | | | | | |
| 97.96 | BEGIN CPLT /16TH ST TO END CPLT /8TH ST -WBD | .45 | | 416 | | 14.84 | | | | 14.84 | | |
| 98.41 | BOND & 8TH TO JCT HWY 9 /US101 | .93 | 1 | 854 | 3.44 | | | 1 | 3.44 | | | |
| | TOTAL ASTORIA | 4.67 | 3 | 576 | 3.05 | 1.03 | | 2 | 2.04 | 1.03 | | |
| | SUMMARY OF HIGHWAY 92, LOWER COLUMBIA RIVER | | | | | | | | | | | |
| | URBAN CITY | 17.80 | 15 | 2,769 | .83 | | | 11 | .61 | | | |
| | SUBURBAN AREA | 2.87 | | 1,666 | | | | | | | | |
| | TOTAL URBAN | 20.67 | 15 | 2,616 | .76 | | | 11 | .56 | | | |
| | RURAL CITY | 5.11 | 3 | 1,511 | 1.06 | | | 2 | .71 | | | |
| | RURAL AREA | 69.11 | 9 | 911 | .39 | | | 5 | .22 | | | |
| | TOTAL RURAL | 74.22 | 12 | 952 | .47 | | | 7 | .27 | | | |
| | TOTAL HIGHWAY | 94.89 | 27 | 1,314 | .59 | | | 18 | .40 | | | |

HIGHWAY 100, HISTORIC COLUMBIA RIVER

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - TROUTDALE | | | | | | | | | | | |
| 0.00 | BEGIN HWY TO ECL /END PORTLAND UA | 1.14 | 1 | 121 | 19.86 | | | | | | |
| | TOTAL TROUTDALE | 1.14 | 1 | 121 | 19.86 | | | | | | |
| RURAL AREA - TROUTDALE TO CASCADE LOCKS | | | | | | | | | | | |
| 1.14 | TROUTDALE ECL /END PORTLAND UA TO SE LUCAS RD | 2.93 | | 129 | | | | | | | |
| 4.07 | SE LUCAS RD TO CORBETT HILL ROAD | 2.70 | | 86 | | | | | | | |
| 6.77 | CORBETT HILL ROAD TO BRIDAL VEIL CREEK | 7.40 | | 41 | | | | | | | |
| 14.17 | BRIDAL VEIL CREEK TO ST PETERS DOME PARKING | 7.23 | | 25 | | | | | | | |
| 21.40 | ST PETERS DOME PARKING TO COMMON ALIGN HWY 2 | .85 | | 25 | | | | | | | |
| 22.25 | COMMON ALIGNMENT HWY 2 MP 35.63 TO 43.38 | .00 | | 0 | | | | | | | |
| 30.00 | COMMON ALIGN HWY 2 TO CASCADE LOCKS | .17 | | 99 | | | | | | | |
| | TOTAL TROUTDALE TO CASCADE LOCKS | 21.28 | | 53 | | | | | | | |
| RURAL CITY - CASCADE LOCKS | | | | | | | | | | | |
| 30.17 | WCL TO WA-NA-PA ST /BEGIN LOCATED LINE | 1.11 | | 106 | | | | | | | |
| 31.28 | BEGIN LOCATED LINE /COUNTY JURIS. TO FOREST LN | .00 | | 0 | | | | | | | |
| 33.08 | FOREST LANE /BEGIN COMMON ALIGN HWY 2 TO ECL | .00 | | 0 | | | | | | | |
| | TOTAL CASCADE LOCKS | 1.11 | | 106 | | | | | | | |
| RURAL AREA - CASCADE LOCKS TO HOOD RIVER | | | | | | | | | | | |
| 33.95 | CASCADE LOCKS ECL TO HOOD RIVER WCL | .00 | | 0 | | | | | | | |
| | TOTAL CASCADE LOCKS TO HOOD RIVER | .00 | | 0 | | | | | | | |
| RURAL CITY - HOOD RIVER | | | | | | | | | | | |
| 48.10 | WCL TO END COMMON ALIGNMENT HWY 2 | .00 | | 0 | | | | | | | |
| 48.68 | END COM ALIGN TO BEGIN CASCADE AVE | .51 | | 196 | | | | | | | |
| 49.19 | BEGIN CASCADE AVE TO HOOD RVR BR /ECL | 1.86 | | 245 | | | | | | | |
| | TOTAL HOOD RIVER | 2.37 | | 234 | | | | | | | |
| RURAL AREA - HOOD RIVER TO MOSIER | | | | | | | | | | | |
| 51.05 | HOOD RIVER BR /ECL TO LOCATED LINE | 1.43 | | 38 | | | | | | | |
| 52.48 | LOCATED LINE | .00 | | 0 | | | | | | | |
| 56.91 | END LOCATED LINE /HOOD RIVER RD TO MOSIER | .37 | | 67 | | | | | | | |
| | TOTAL HOOD RIVER TO MOSIER | 1.80 | | 44 | | | | | | | |
| RURAL CITY - MOSIER | | | | | | | | | | | |
| 57.28 | MOSIER | 1.00 | | 30 | | | | | | | |
| | TOTAL MOSIER | 1.00 | | 30 | | | | | | | |
| RURAL AREA - MOSIER TO THE DALLES UA | | | | | | | | | | | |
| 58.28 | MOSIER TO ROWENA FERRY ROAD | 7.88 | | 3 | | | | | | | |
| 66.16 | ROWENA FERRY ROAD TO BEGIN THE DALLES UA | 5.96 | | 21 | | | | | | | |
| | TOTAL MOSIER TO THE DALLES UA | 13.84 | | 11 | | | | | | | |
| SUBURBAN AREA - THE DALLES UA TO THE DALLES | | | | | | | | | | | |
| 72.12 | ENTER UA TO THE DALLES WCL | .25 | | 74 | | | | | | | |
| | TOTAL THE DALLES UA TO THE DALLES | .25 | | 74 | | | | | | | |

SUMMARY OF HIGHWAY 100, HISTORIC COLUMBIA RIVER

| | | | | |
|---------------|-------|---|-----|-------|
| URBAN CITY | 1.14 | 1 | 121 | 19.86 |
| SUBURBAN AREA | .25 | | 74 | |
| TOTAL URBAN | 1.39 | 1 | 113 | 17.51 |
| RURAL CITY | 4.48 | | 157 | |
| RURAL AREA | 36.92 | | 37 | |
| TOTAL RURAL | 41.40 | | 50 | |
| TOTAL HIGHWAY | 42.79 | 1 | 52 | 1.23 |

HIGHWAY 102, NEHALEM

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---|---|--|-------|-------|------------------------|------|-------|-------|------|------|-------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - ASTORIA | | | | | | | | | | | |
| 0.18 | W MARINE DR TO JCT HWY 105 | 1.24 | | 776 | | | | | | | |
| 1.42 | JCT WARRENTON-ASTORIA HWY 105 /US101 BUS TO SCL | 1.37 | | 431 | | | | | | | |
| | TOTAL ASTORIA | 2.61 | | 595 | | | | | | | |
| RURAL AREA - ASTORIA TO VERNONIA | | | | | | | | | | | |
| 2.79 | ASTORIA TO WALLUSKI LOOP RD | 1.57 | | 321 | | | 4.60 | | | | |
| 4.36 | WALLUSKI LOOP RD TO YOUNGS RIVER RD | 5.08 | | 158 | | | | | | | |
| 9.44 | YOUNGS RIVER RD TO N. FORK KLATSKANIE RIVER BR | 6.21 | | 53 | | | | | | | |
| 15.76 | N. FORK KLATSKANIE RIVER BR TO TIDEWATER RD | 5.69 | | 36 | | | | | | | |
| 21.45 | TIDEWATER RD TO FISHHAWK FALLS HWY 103 | 7.75 | | 36 | | | | | | | |
| 29.20 | FISHHAWK FALLS HWY 103 TO NORTHRUP CRK RD | 5.82 | | 45 | | | 9.41 | | | | |
| 35.02 | NORTHRUP CRK RD TO COLUMBIA COUNTY | 4.11 | | 44 | | | | | | | |
| 39.13 | COLUMBIA COUNTY TO MIST-CLATSKANIE HWY 110 | 6.99 | | 82 | | 4.04 | 12.12 | | | 4.04 | 12.12 |
| 46.14 | MIST-CLATSKANIE HWY 110 /ORE47 TO APIARY RD | 7.05 | | 116 | | | 5.01 | | | | 2.50 |
| 53.19 | APIARY RD TO VERNONIA | 7.21 | 2 | 161 | 4.72 | 4.44 | | 2 | 4.72 | 2.22 | |
| | TOTAL ASTORIA TO VERNONIA | 57.48 | 2 | 89 | 1.07 | 1.40 | 3.30 | 2 | 1.07 | .94 | 1.88 |
| RURAL CITY - VERNONIA | | | | | | | | | | | |
| 60.40 | NCL /BEGIN N MIST DR TO RIVER ST | 2.37 | | 353 | | | | | | | |
| | TOTAL VERNONIA | 2.37 | | 353 | | | | | | | |
| RURAL AREA - VERNONIA TO BANKS | | | | | | | | | | | |
| 62.77 | SCL /RIVER ST TO WASHINGTON CNTY LINE | 6.33 | | 284 | | | 1.26 | | | | |
| 69.14 | WASHINGTON CNTY LINE TO SUNSET HWY 47 /US26 | 7.86 | | 294 | | | .94 | | | | .94 |
| 77.00 | BEGIN COMMON ALIGN SUNSET HWY 47 TO PIHL RD | .00 | | 0 | | | | | | | |
| 78.98 | PIHL RD TO END OF COMMON ALIGNMENT | .00 | | 0 | | | | | | | |
| 80.83 | END COMMON ALIGNMENT HWY 47 /US26 TO BANKS NCL | 2.02 | | 305 | | | | | | | |
| | TOTAL VERNONIA TO BANKS | 16.21 | | 291 | | | .94 | | | | .47 |
| RURAL CITY - BANKS | | | | | | | | | | | |
| 82.85 | NCL /CEDAR CANYON RD TO SCL | .73 | | 634 | | | | | | | |
| | TOTAL BANKS | .73 | | 634 | | | | | | | |
| RURAL AREA - BANKS TO FOREST GROVE | | | | | | | | | | | |
| 83.58 | SCL TO BEGIN PORTLAND UA | 5.19 | 1 | 1,019 | .51 | | .83 | 1 | .51 | | .83 |
| | TOTAL BANKS TO FOREST GROVE | 5.19 | 1 | 1,019 | .52 | | .83 | 1 | .52 | | .83 |
| SUBURBAN AREA - PORTLAND UA TO FOREST GROVE | | | | | | | | | | | |
| 88.77 | ENTER UA TO FOREST GROVE NCL | 1.38 | | 1,240 | | | 3.22 | | | | 3.22 |
| | TOTAL PORTLAND UA TO FOREST GROVE | 1.38 | | 1,240 | | | 3.22 | | | | 3.22 |
| URBAN CITY - FOREST GROVE | | | | | | | | | | | |
| 90.16 | FOREST GROVE NCL TO PACIFIC AVE | .48 | | 2,038 | | | | | | | |
| | TOTAL FOREST GROVE | .48 | | 2,038 | | | | | | | |

SUMMARY OF HIGHWAY 102, NEHALEM

| | | | | | | |
|---------------|-------|---|-------|-----|---|-----|
| URBAN CITY | 3.09 | | 819 | | | |
| SUBURBAN AREA | 1.38 | | 1,240 | | | |
| TOTAL URBAN | 4.47 | | 949 | | | |
| RURAL CITY | 3.10 | | 419 | | | |
| RURAL AREA | 78.88 | 3 | 192 | .54 | 3 | .54 |
| TOTAL RURAL | 81.98 | 3 | 200 | .50 | 3 | .50 |
| TOTAL HIGHWAY | 86.45 | 3 | 239 | .40 | 3 | .40 |

HIGHWAY 103, FISHHAWK FALLS

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - NEHALEM HWY 102 /ORE202 TO SUNSET HWY 47 /US | | | | | | | | | | |
| 0.00 | JEWELL TO JEWELL JCT SUNSET HWY 47 /US26 | 9.02 | | 104 | | 3.79 | | | | 3.79 | |
| | TOTAL NEHALEM HWY 102 /ORE202 TO SUNSET HWY 47 /US26 | 9.02 | | 104 | | 3.80 | | | | 3.80 | |

SUMMARY OF HIGHWAY 103, FISHHAWK FALLS

| | | |
|---------------|------|-----|
| URBAN CITY | .00 | |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .00 | |
| RURAL CITY | .00 | |
| RURAL AREA | 9.02 | 104 |
| TOTAL RURAL | 9.02 | 104 |
| TOTAL HIGHWAY | 9.02 | 104 |

HIGHWAY 104, FORT STEVENS

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL CITY - WARRENTON | | | | | | | | | | |
| 0.00 | START OF HWY TO WARRENTON-ASTORIA HWY 105 | 3.32 | 1 | 238 | 3.46 | | | | | | |
| 3.32 | WARRENTON-ASTORIA HWY 105 TO 9TH ST | .58 | | 278 | | | | | | | |
| 3.90 | 9TH ST TO FORT STEVENS HWY 104 SPUR (Y4.44) | .60 | | 240 | | | | | | | |
| 4.50 | FORT STEVENS HWY 104 SPUR TO SCL | .55 | | 266 | | | | | | | |
| | TOTAL WARRENTON | 5.05 | 1 | 246 | 2.21 | | | | | | |
| | RURAL AREA - WARRENTON TO OREGON COAST HWY 9 | | | | | | | | | | |
| 5.05 | SCL TO OREGON COAST HWY 9 | .98 | | 212 | | | | | | | |
| | TOTAL WARRENTON TO OREGON COAST HWY 9 | .98 | | 212 | | | | | | | |

SUMMARY OF HIGHWAY 104, FORT STEVENS

| | | | | | | | |
|---------------|------|---|-----|------|--|--|--|
| URBAN CITY | .00 | | | | | | |
| SUBURBAN AREA | .00 | | | | | | |
| TOTAL URBAN | .00 | | | | | | |
| RURAL CITY | 5.05 | 1 | 246 | 2.21 | | | |
| RURAL AREA | .98 | | 212 | | | | |
| TOTAL RURAL | 6.03 | 1 | 240 | 1.89 | | | |
| TOTAL HIGHWAY | 6.03 | 1 | 240 | 1.89 | | | |

HIGHWAY 105, WARRENTON-ASTORIA

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---|--|--|-------|-----|--------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| RURAL CITY - WARRENTON | | | | | | | | | | | |
| 0.00 | JCT HWY 104 TO CONN HWY 9 /SE MARLIN AVE | .82 | | 580 | | | | | | | |
| 0.82 | SE MARLIN AVE TO CONN OLD HWY 9 | .73 | | 225 | | | | | | | |
| 1.55 | OLD HWY 9 TO ECL | .80 | | 166 | | | | | | | |
| | TOTAL WARRENTON | 2.35 | | 329 | | | | | | | |
| RURAL AREA - WARRENTON TO ASTORIA UA | | | | | | | | | | | |
| 2.35 | WARRENTON TO LEWIS & CLARK RD | 3.38 | 1 | 167 | 4.85 | | | 1 | 4.85 | | |
| 5.73 | MILES CROSSING TO BEGIN ASTORIA UA | 1.18 | | 297 | | | | | | | |
| | TOTAL WARRENTON TO ASTORIA UA | 4.56 | 1 | 201 | 2.99 | | | 1 | 2.99 | | |
| SUBURBAN AREA - ASTORIA UA TO ASTORIA | | | | | | | | | | | |
| 6.91 | ENTER UA TO ASTORIA SCL | .06 | | 306 | | | | | | | |
| | TOTAL ASTORIA UA TO ASTORIA | .06 | | 306 | | | | | | | |
| URBAN CITY - ASTORIA | | | | | | | | | | | |
| 6.97 | SCL TO JCT NEHALEM HWY 102 | .28 | | 306 | | | | | | | |
| | TOTAL ASTORIA | .28 | | 306 | | | | | | | |
| SUMMARY OF HIGHWAY 105, WARRENTON-ASTORIA | | | | | | | | | | | |
| | URBAN CITY | .28 | | 306 | | | | | | | |
| | SUBURBAN AREA | .06 | | 306 | | | | | | | |
| | TOTAL URBAN | .34 | | 306 | | | | | | | |
| | RURAL CITY | 2.35 | | 329 | | | | | | | |
| | RURAL AREA | 4.56 | 1 | 201 | 2.99 | | | 1 | 2.99 | | |
| | TOTAL RURAL | 6.91 | 1 | 244 | 1.62 | | | 1 | 1.62 | | |
| | TOTAL HIGHWAY | 7.25 | 1 | 247 | 1.53 | | | 1 | 1.53 | | |

HIGHWAY 110, MIST-CLATSKANIE

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL CITY - CLATSKANIE | | | | | | | | | | |
| 0.00 | JCT LOWER COLUMBIA RIVER HWY 2W TO CL | .65 | | 339 | | | | | | | |
| | TOTAL CLATSKANIE | .65 | | 339 | | | | | | | |
| | RURAL AREA - CLATSKANIE TO NEHALEM HWY 102 /ORE202 | | | | | | | | | | |
| 0.65 | CLATSKANIE TO NEHALEM HWY 102 | 11.24 | | 206 | .91 | .76 | | | | | |
| | TOTAL CLATSKANIE TO NEHALEM HWY 102 /ORE202 | 11.24 | | 206 | .92 | .76 | | | | | |

SUMMARY OF HIGHWAY 110, MIST-CLATSKANIE

| | | |
|---------------|-------|-----|
| URBAN CITY | .00 | |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .00 | |
| RURAL CITY | .65 | 339 |
| RURAL AREA | 11.24 | 206 |
| TOTAL RURAL | 11.89 | 213 |
| TOTAL HIGHWAY | 11.89 | 213 |

HIGHWAY 120, SWIFT

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | URBAN CITY - PORTLAND | | | | | | | | | | |
| 0.00 | UPRR R/W LINE /N PORTLAND RD TO N MARINE DRIVE | 1.57 | | | 1,152 | | | | | | |
| 1.57 | N MARINE DRIVE TO JCT HWY 1E /ORE99E | 1.14 | | | 2,103 | | | | | | |
| | TOTAL PORTLAND | 2.71 | | | 1,552 | | | | | | |

SUMMARY OF HIGHWAY 120, SWIFT

| | | |
|---------------|------|-------|
| URBAN CITY | 2.71 | 1,552 |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | 2.71 | 1,552 |
| RURAL CITY | .00 | |
| RURAL AREA | .00 | |
| TOTAL RURAL | .00 | |
| TOTAL HIGHWAY | 2.71 | 1,552 |

HIGHWAY 123, NORTHEAST PORTLAND

2003 CRASHES PER MILLION VEHICLE MILES

| START M.P. | SECTION DESCRIPTION | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
|-----------------------|--|-------------------------------------|-------|-------|------------------------|------|------|-------|------|------|------|
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - PORTLAND | | | | | | | | | | | |
| 0.00 | JCT COLUMBIA RIVER HWY 2 TO W END ST JOHNS BR. | .56 | | 1,284 | | 3.88 | | | | | |
| 0.56 | WEST END TO EAST END ST JOHNS BRIDGE | .69 | | 1,284 | | | | | | | |
| 1.25 | EAST END ST JOHNS BRIDGE TO N MOHAWK AVENUE | .49 | | 795 | | | | | | | |
| 1.76 | N MOHAWK AVE TO N GREELEY AVENUE | 2.74 | 1 | 904 | 1.10 | | | | | | |
| 4.50 | N GREELEY AVE TO PACIFIC HWY WEST 1W /ORE99W | .65 | | 1,132 | | | | | | | |
| 5.15 | PACIFIC HWY 1W /ORE99W TO PACIFIC HWY 1 /I-5 | .18 | | 1,320 | | | | | | | |
| 5.33 | PACIFIC HWY 1 /I-5 TO HWY 1E /ORE99E /MLK BLVD | .82 | | 1,145 | | | | | | | |
| 6.15 | HWY 1E /ORE99E /MLK BLVD TO NE SIMPSON ROAD | 3.32 | | 1,111 | | | | | | | |
| 9.47 | NE SIMPSON ST TO NE CULLY BLVD | .17 | | 1,158 | | | | | | | |
| 9.64 | NE CULLY BLVD TO CONN HWY 68 | .73 | | 1,573 | | | | | | | |
| 10.37 | CONN HWY 68 TO SANDY BLVD HWY 59 | .92 | | 1,969 | 1.11 | | | | | | |
| 11.29 | SANDY BLVD HWY 59 TO NE 105TH AVE | .33 | | 1,743 | 3.40 | | | | | 3.40 | |
| 11.60 | NE 105TH AVE TO NE 122ND AVE | .83 | | 1,329 | 1.78 | | | | | | |
| 12.43 | NE 122ND AVE TO ECL | 2.33 | | 817 | 4.15 | | | | | 3.11 | |
| | TOTAL PORTLAND | 14.76 | 1 | 1,139 | .16 | 1.04 | | | | .52 | |
| URBAN CITY - GRESHAM | | | | | | | | | | | |
| 14.76 | GRESHAM CL TO FAIRVIEW | 1.80 | | 563 | | | | | | | |
| | TOTAL GRESHAM | 1.80 | | 563 | | | | | | | |
| URBAN CITY - FAIRVIEW | | | | | | | | | | | |
| 16.56 | WCL TO BEGIN COUNTY JURISDICTION | .27 | | 610 | | | | | | | |
| | TOTAL FAIRVIEW | .27 | | 610 | | | | | | | |

SUMMARY OF HIGHWAY 123, NORTHEAST PORTLAND

| | | | | |
|---------------|-------|---|-------|-----|
| URBAN CITY | 16.83 | 1 | 1,069 | .15 |
| SUBURBAN AREA | .00 | | | |
| TOTAL URBAN | 16.83 | 1 | 1,069 | .15 |
| RURAL CITY | .00 | | | |
| RURAL AREA | .00 | | | |
| TOTAL RURAL | .00 | | | |
| TOTAL HIGHWAY | 16.83 | 1 | 1,069 | .15 |

HIGHWAY 130, LITTLE NESTUCCA

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - OREGON COAST HWY 9 /US101 TO HWY 32 /ORE22 | | | | | | | | | | |
| -0.10 | OREGON COAST HWY 9 TO THREE RIVERS HWY 32 | 9.40 | | | 33 | | | | | | |
| | TOTAL OREGON COAST HWY 9 /US101 TO HWY 32 /ORE22 | 9.40 | | | 33 | | | | | | |

SUMMARY OF HIGHWAY 130, LITTLE NESTUCCA

| | | | |
|---------------|------|--|----|
| URBAN CITY | .00 | | |
| SUBURBAN AREA | .00 | | |
| TOTAL URBAN | .00 | | |
| RURAL CITY | .00 | | |
| RURAL AREA | 9.40 | | 33 |
| TOTAL RURAL | 9.40 | | 33 |
| TOTAL HIGHWAY | 9.40 | | 33 |

HIGHWAY 131, NETARTS

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - OCEANSIDE TO TILLAMOOK | | | | | | | | | | |
| 0.00 | OCEANSIDE TO CRAB AVE /NETARTS | 2.32 | | 48 | | | | | | | |
| 2.32 | CRAB AVE /NETARTS TO TILLAMOOK WCL | 6.09 | | 94 | | | | | | | |
| | TOTAL OCEANSIDE TO TILLAMOOK | 8.41 | | 81 | | | | | | | |
| | RURAL CITY - TILLAMOOK | | | | | | | | | | |
| 8.41 | TILLAMOOK WCL TO JCT OREGON COAST HWY 9 /MAIN ST | .67 | | 157 | | | | | | | |
| | TOTAL TILLAMOOK | .67 | | 157 | | | | | | | |

SUMMARY OF HIGHWAY 131, NETARTS

| | | |
|---------------|------|-----|
| URBAN CITY | .00 | |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .00 | |
| RURAL CITY | .67 | 157 |
| RURAL AREA | 8.41 | 81 |
| TOTAL RURAL | 9.08 | 87 |
| TOTAL HIGHWAY | 9.08 | 87 |

HIGHWAY 140, HILLSBORO-SILVERTON

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|------------------------------------|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - HILLSBORO | | | | | | | | | | | |
| 0.00 | TV HWY 29 /ORE8-WBD TO TV HWY 29 /ORE8-EBD | .09 | | 1,581 | | | | | | | |
| 0.09 | TUALATIN VALLEY HWY 29 /ORE8-EBD TO WOOD ST | .42 | | 1,463 | | | | | | | |
| 0.51 | WOOD ST TO SCL | .81 | | 1,204 | | | | | | | |
| | TOTAL HILLSBORO | 1.32 | | 1,312 | | | | | | | |
| RURAL AREA - HILLSBORO TO NEWBERG | | | | | | | | | | | |
| 1.32 | HILLSBORO TO FARMINGTON HWY 142 /ORE208 | 4.13 | 1 | 1,278 | .51 | | 1.62 | | | | |
| 5.45 | HWY 142 /ORE208 TO SCHOLLS HWY 143 /ORE210 | 4.60 | | 584 | | 1.04 | 1.07 | | | 1.04 | 1.07 |
| 10.05 | SCHOLLS HWY 143 /ORE210 TO YAMHILL COUNTY | 4.90 | | 536 | | 1.06 | | | | 1.06 | |
| 14.95 | YAMHILL COUNTY TO NEWBERG UA /NCL | 3.50 | | 514 | | | | | | | |
| | TOTAL HILLSBORO TO NEWBERG | 17.13 | 1 | 723 | .22 | .45 | .92 | | | .45 | .23 |
| URBAN CITY - NEWBERG | | | | | | | | | | | |
| 18.45 | NCL TO COLLEGE ST/BEGIN CPLT & COM ALIGN HY 1W | 1.74 | | 899 | | | | | | | |
| 20.19 | BEG TO END COM ALIGN /COLLEGE ST TO VILLA RD | .08 | | 828 | | | | | | | |
| 20.73 | VILLA RD TO WILSONVILLE RD /SCL | 1.15 | | 784 | | | | | | | |
| | TOTAL NEWBERG | 2.97 | | 853 | | | | | | | |
| SUBURBAN AREA - NEWBERG TO END UA | | | | | | | | | | | |
| 21.88 | NEWBERG SCL TO END UA | .29 | | 753 | | | | | | | |
| | TOTAL NEWBERG TO END UA | .29 | | 753 | | | | | | | |
| RURAL AREA - NEWBERG UA TO ST PAUL | | | | | | | | | | | |
| 22.17 | END UA TO MARION COUNTY | 1.29 | | 787 | | 5.79 | | | | | 2.89 |
| 23.46 | MARION COUNTY TO ST PAUL | 4.32 | 2 | 624 | 2.03 | 2.10 | | 1 | 1.01 | 2.10 | |
| | TOTAL NEWBERG UA TO ST PAUL | 5.61 | 2 | 661 | 1.48 | 3.09 | | 1 | .74 | 2.31 | |
| RURAL CITY - ST PAUL | | | | | | | | | | | |
| 27.82 | MISSION RD TO SCL | .63 | | 405 | | | | | | | |
| | TOTAL ST PAUL | .63 | | 405 | | | | | | | |
| RURAL AREA - ST PAUL TO WOODBURN | | | | | | | | | | | |
| 28.45 | SCL TO MAHONEY RD | 4.61 | | 325 | | | | | | | |
| 33.06 | MAHONEY ROAD TO WOODBURN WCL | 3.15 | | 367 | | | | | | | |
| | TOTAL ST PAUL TO WOODBURN | 7.76 | | 342 | | | | | | | |
| URBAN CITY - WOODBURN | | | | | | | | | | | |
| 36.21 | WCL TO O-XING PACIFIC HWY 1 /I-5 | .57 | | 1,012 | | 5.00 | | | | | |
| 36.78 | O-XING PACIFIC HWY 1 /I-5 TO BOONES FERRY RD | 1.07 | 2 | 1,484 | 3.45 | | 1.71 | 2 | 3.45 | | 1.71 |
| 37.87 | BOONES FERRY RD TO BEGIN COM ALIGN HWY 1E | 1.42 | | 1,397 | | | | | | | |
| 39.29 | COM ALIGN HWY 1E / Z MILEAGE TO ECL | 1.15 | | 706 | | 3.64 | | | | | |
| | TOTAL WOODBURN | 4.21 | 2 | 1,178 | 1.10 | 1.13 | .56 | 2 | 1.10 | | .56 |
| RURAL AREA - WOODBURN TO MT ANGEL | | | | | | | | | | | |
| 39.66 | Z39.66-Z40.46 /ECL TO END Z MILEAGE SEGMENTS | .80 | | 706 | | 5.30 | | | | | |
| 40.46 | END Z MILEAGE SEGMENTS TO MT ANGEL NCL | 4.97 | 2 | 496 | 2.22 | | | 2 | 2.22 | | |
| | TOTAL WOODBURN TO MT ANGEL | 5.77 | 2 | 525 | 1.81 | .94 | | 2 | 1.81 | | |
| RURAL CITY - MT ANGEL | | | | | | | | | | | |
| 45.50 | NCL TO ACADEMY RD /SCL | .95 | | 541 | | | | | | | |
| | TOTAL MT ANGEL | .95 | | 541 | | | | | | | |

HIGHWAY 140, HILLSBORO-SILVERTON

(CONTINUED)

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|-------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - MT ANGEL TO SILVERTON UA | | | | | | | | | | |
| 46.45 | ACADEMY RD TO BEGIN SILVERTON UA | 2.60 | | 480 | | 2.23 | | | | 2.23 | |
| | TOTAL MT ANGEL TO SILVERTON UA | 2.60 | | 480 | | 2.23 | | | | 2.23 | |
| | SUBURBAN AREA - SILVERTON UA TO SILVERTON | | | | | | | | | | |
| 49.05 | ENTER UA TO JEFFERSON ST /SILVERTON NCL | .57 | | 447 | | 10.92 | | | | | |
| | TOTAL SILVERTON UA TO SILVERTON | .57 | | 447 | | 10.92 | | | | | |
| | URBAN CITY - SILVERTON | | | | | | | | | | |
| 49.62 | NCL /JEFFERSON ST TO BEGIN COUplet /C ST | .62 | | 466 | | | | | | | |
| 50.24 | C ST TO JCT SOUTH CASCADE HWY 160 /OAK ST -SBD | .34 | | 273 | | | | | | | |
| 50.58 | OAK ST TO END COUplet /JCT HWY 163 -SBD | .08 | | 273 | | | | | | | |
| | TOTAL SILVERTON | 1.04 | | 388 | | | | | | | |

SUMMARY OF HIGHWAY 140, HILLSBORO-SILVERTON

| | | | | | | | |
|---------------|-------|---|-------|-----|--|---|-----|
| URBAN CITY | 9.54 | 2 | 1,009 | .57 | | 2 | .57 |
| SUBURBAN AREA | .86 | | 550 | | | | |
| TOTAL URBAN | 10.40 | 2 | 971 | .54 | | 2 | .54 |
| RURAL CITY | 1.58 | | 487 | | | | |
| RURAL AREA | 38.87 | 5 | 593 | .59 | | 3 | .36 |
| TOTAL RURAL | 40.45 | 5 | 588 | .58 | | 3 | .35 |
| TOTAL HIGHWAY | 50.85 | 7 | 667 | .57 | | 5 | .40 |

HIGHWAY 141, BEAVERTON-TUALATIN

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | URBAN CITY - BEAVERTON | | | | | | | | | | |
| 2.57 | NCL /HALL BLVD TO SCHOLLS HWY 143 /ORE 210 | .27 | | 607 | | | | | | | |
| 2.84 | SCHOLLS HWY 143 TO SCL | .21 | | 558 | | | | | | | |
| | TOTAL BEAVERTON | .48 | | 586 | | | | | | | |
| | SUBURBAN AREA - BEAVERTON TO TIGARD | | | | | | | | | | |
| 3.05 | BEAVERTON SCL TO TIGARD / SW LOCUST ST | 1.03 | | 342 | | | | | | | |
| | TOTAL BEAVERTON TO TIGARD | 1.03 | | 342 | | | | | | | |
| | URBAN CITY - TIGARD | | | | | | | | | | |
| 4.08 | SW LOCUST ST TO PACIFIC HWY WEST 1W /ORE99W | .89 | | 282 | | | | | | | |
| 4.97 | HWY 1W /ORE99W TO BEGIN CITY JURISDICTION | 2.10 | | 319 | | | | | | | |
| 7.69 | END CITY JURISDICTION TO SCL | .16 | | 245 | | | | | | | |
| | TOTAL TIGARD | 3.15 | | 305 | | | | | | | |
| | URBAN CITY - DURHAM | | | | | | | | | | |
| 7.85 | NCL TO WILLOWBOTTOM DR | .32 | | 245 | | | | | | | |
| 8.17 | WILLOWBOTTOM DR TO TUALATIN NCL | .49 | | 245 | | | | | | | |
| | TOTAL DURHAM | .81 | | 245 | | | | | | | |
| | URBAN CITY - TUALATIN | | | | | | | | | | |
| 8.66 | NCL TO TUALATIN RVR BR /BEGIN CITY JURIS | .21 | | 482 | | | | | | | |
| 11.52 | BEGIN STATE JURIS /NORWOOD RD TO TUALATIN SCL | .07 | | 210 | | | | | | | |
| | TOTAL TUALATIN | .28 | | 414 | | | | | | | |
| | RURAL AREA - TUALATIN UA TO WILSONVILLE | | | | | | | | | | |
| 11.59 | TUALATIN SCL TO WILSONVILLE NCL | .96 | | 329 | | | | | | | |
| | TOTAL TUALATIN UA TO WILSONVILLE | .96 | | 329 | | | | | | | |
| | URBAN CITY - WILSONVILLE | | | | | | | | | | |
| 12.55 | NCL TO JCT PACIFIC HWY 1 /I-5 | .59 | | 627 | | | | | | | |
| | TOTAL WILSONVILLE | .59 | | 627 | | | | | | | |
| | SUMMARY OF HIGHWAY 141, BEAVERTON-TUALATIN | | | | | | | | | | |
| | URBAN CITY | 5.31 | | 363 | | | | | | | |
| | SUBURBAN AREA | 1.03 | | 342 | | | | | | | |
| | TOTAL URBAN | 6.34 | | 359 | | | | | | | |
| | RURAL CITY | .00 | | | | | | | | | |
| | RURAL AREA | .96 | | 329 | | | | | | | |
| | TOTAL RURAL | .96 | | 329 | | | | | | | |
| | TOTAL HIGHWAY | 7.30 | | 355 | | | | | | | |

HIGHWAY 142, FARMINGTON

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - SW 198TH AVE TO BEAVERTON | | | | | | | | | | |
| 5.88 | BEGIN STATE JURIS./SW 198 AVE TO SW 185 ST | .79 | | 1,460 | | | | | | | |
| 6.67 | SW 185TH ST TO WCL/BEAVERTON | 2.07 | | 2,180 | | | | | | | |
| | TOTAL SW 198TH AVE TO BEAVERTON | 2.86 | | 1,981 | | | | | | | |

SUMMARY OF HIGHWAY 142, FARMINGTON

| | | |
|---------------|------|-------|
| URBAN CITY | .00 | |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .00 | |
| RURAL CITY | .00 | |
| RURAL AREA | 2.86 | 1,981 |
| TOTAL RURAL | 2.86 | 1,981 |
| TOTAL HIGHWAY | 2.86 | 1,981 |

HIGHWAY 143, SCHOLLS

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | URBAN CITY - BEAVERTON | | | | | | | | | | |
| 9.03 | P&WRR /BEGIN STATE JURIS TO HALL BLVD /HY 141 | .57 | | 1,075 | | | | | | | |
| | TOTAL BEAVERTON | .57 | | 1,075 | | | | | | | |

SUMMARY OF HIGHWAY 143, SCHOLLS

| | | |
|---------------|-----|-------|
| URBAN CITY | .57 | 1,075 |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .57 | 1,075 |
| RURAL CITY | .00 | |
| RURAL AREA | .00 | |
| TOTAL RURAL | .00 | |
| TOTAL HIGHWAY | .57 | 1,075 |

HIGHWAY 144, BEAVERTON-TIGARD

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|--|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - BEAVERTON | | | | | | | | | | | |
| 0.00 | NCL TO O-XING BEAVERTON-HILLSDALE HWY 40 /ORE8 | 1.76 | 2 | 4,046 | .76 | .24 | .50 | | | | .24 |
| 1.76 | O-XING BEAVERTON-HILLSDALE HWY 40 TO ALLEN BLVD | .72 | 3 | 4,717 | 2.42 | | | 1 | .80 | | |
| 2.48 | ALLEN BLVD TO SCL /SW DENNY RD | .54 | | 4,558 | | | | | | | |
| 3.02 | SW DENNY RD TO U-XING BEAVERTON-HILLSDALE HWY141 | .80 | | 4,545 | | | | | | | |
| 3.82 | U-XING HWY 141 TO U-XING SCHOLLS HWY 143 | .45 | | 6,732 | | .89 | .92 | | | | .92 |
| 4.27 | U-XING SCHOLLS HWY 143 TO TIGARD | .13 | | 7,623 | | 2.65 | 2.70 | | | | 2.70 |
| | TOTAL BEAVERTON | 4.40 | 5 | 4,690 | .66 | .25 | .33 | 1 | .13 | .08 | .17 |
| URBAN CITY - TIGARD | | | | | | | | | | | |
| 4.40 | NCL TO U-XING 1W /ORE99W | 1.50 | | 5,563 | | .29 | | | | | .29 |
| 5.90 | U-XING 1W TO JCT PACIFIC HWY I-5 | 1.62 | 1 | 7,254 | .23 | .23 | .46 | 1 | .23 | | .23 |
| | TOTAL TIGARD | 3.12 | 1 | 6,441 | .14 | .26 | .26 | 1 | .14 | .13 | .13 |
| SUMMARY OF HIGHWAY 144, BEAVERTON-TIGARD | | | | | | | | | | | |
| | URBAN CITY | 7.52 | 6 | 5,416 | .40 | | | 2 | .13 | | |
| | SUBURBAN AREA | .00 | | | | | | | | | |
| | TOTAL URBAN | 7.52 | 6 | 5,416 | .40 | | | 2 | .13 | | |
| | RURAL CITY | .00 | | | | | | | | | |
| | RURAL AREA | .00 | | | | | | | | | |
| | TOTAL RURAL | .00 | | | | | | | | | |
| | TOTAL HIGHWAY | 7.52 | 6 | 5,416 | .40 | | | 2 | .13 | | |

HIGHWAY 150, SALEM-DAYTON

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-------|------------------------|------|-------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - DAYTON INTERCHANGE /HWY 39 TO DAYTON | | | | | | | | | | |
| 0.00 | DAYTON INTERCHANGE TO DAYTON | .16 | | 202 | | | | | | | |
| | TOTAL DAYTON INTERCHANGE /HWY 39 TO DAYTON | .16 | | 202 | | | | | | | |
| | RURAL CITY - DAYTON | | | | | | | | | | |
| 0.16 | NCL TO AMITY-DAYTON HWY 155 /ORE233 | .32 | | 202 | | | | | | | |
| 0.48 | AMITY-DAYTON HWY 155 TO SCL | .39 | | 190 | | | | | | | |
| | TOTAL DAYTON | .71 | | 195 | | | | | | | |
| | RURAL AREA - DAYTON TO SALEM | | | | | | | | | | |
| 0.87 | DAYTON TO UNION VALE RD | 5.29 | | 148 | | | | | | | |
| 6.16 | UNION VALE RD TO BELLEVUE-HOPEWELL HWY 153 | 3.10 | | 128 | | | 9.50 | | | | |
| 9.26 | BELLEVUE-HOPEWELL HWY 153 TO POLK COUNTY | 1.72 | | 183 | | | 12.06 | | | | |
| 10.98 | POLK COUNTY TO LINCOLN /ZENA ROAD | 4.00 | | 297 | | | | | | | |
| 14.98 | LINCOLN TO SPRING VALLEY ROAD / SALEM NCL | 2.57 | | 453 | | 3.11 | | | | 3.11 | |
| | TOTAL DAYTON TO SALEM | 16.68 | | 231 | | .95 | 1.95 | | | .95 | |
| | URBAN CITY - SALEM | | | | | | | | | | |
| 17.55 | NCL TO BRUSH COLLEGE RD NW | 1.14 | | 544 | | | | | | | |
| 18.69 | BRUSH COLLEGE RD NW TO ORCHARD HEIGHTS RD NW | 1.44 | | 871 | | 2.90 | | | | | |
| 20.13 | ORCHARD HEIGHTS RD NW TO GLENCREEK ROAD NW | .22 | | 1,206 | | | | | | | |
| 20.39 | GLENCREEK ROAD NW TO JCT HWY 30 /ORE 22E | .39 | | 1,673 | | | 3.15 | | | | 3.15 |
| | TOTAL SALEM | 3.19 | | 875 | | 1.19 | 1.06 | | | | 1.06 |

SUMMARY OF HIGHWAY 150, SALEM-DAYTON

| | | |
|---------------|-------|-----|
| URBAN CITY | 3.19 | 875 |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | 3.19 | 875 |
| RURAL CITY | .71 | 195 |
| RURAL AREA | 16.84 | 230 |
| TOTAL RURAL | 17.55 | 229 |
| TOTAL HIGHWAY | 20.74 | 328 |

HIGHWAY 151, YAMHILL-NEWBERG

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|--------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL CITY - YAMHILL | | | | | | | | | | |
| 0.00 | MAPLE ST TO ECL | .57 | | 274 | | | | | | | |
| | TOTAL YAMHILL | .57 | | 274 | | | | | | | |
| | RURAL AREA - YAMHILL TO NEWBERG UA | | | | | | | | | | |
| 0.57 | YAMHILL ECL TO CARLTON | 4.88 | | 211 | | | | | | | |
| 5.45 | CARLTON TO BEGIN NEWBERG UA | 5.43 | 1 | 547 | .92 | | | 1 | .92 | | |
| | TOTAL YAMHILL TO NEWBERG UA | 10.31 | 1 | 388 | .68 | | | 1 | .68 | | |
| | SUBURBAN AREA - NEWBERG UA TO NEWBERG | | | | | | | | | | |
| 10.88 | ENTER UA TO ILLINOIS ST /NEWBERG WCL | .13 | | 743 | | | | | | | |
| | TOTAL NEWBERG UA TO NEWBERG | .13 | | 743 | | | | | | | |
| | URBAN CITY - NEWBERG | | | | | | | | | | |
| 11.01 | WCL /ILLINOIS ST TO JCT HWY 1W /ORE99W | .49 | | 761 | | | | | | | |
| | TOTAL NEWBERG | .49 | | 761 | | | | | | | |

SUMMARY OF HIGHWAY 151, YAMHILL-NEWBERG

| | | | | | | | | | | | |
|---------------|-------|---|-----|-----|--|--|---|-----|--|--|--|
| URBAN CITY | .49 | | 761 | | | | | | | | |
| SUBURBAN AREA | .13 | | 743 | | | | | | | | |
| TOTAL URBAN | .62 | | 757 | | | | | | | | |
| RURAL CITY | .57 | | 274 | | | | | | | | |
| RURAL AREA | 10.31 | 1 | 388 | .68 | | | 1 | .68 | | | |
| TOTAL RURAL | 10.88 | 1 | 382 | .66 | | | 1 | .66 | | | |
| TOTAL HIGHWAY | 11.50 | 1 | 402 | .59 | | | 1 | .59 | | | |

HIGHWAY 153, BELLEVUEW-HOPEWELL

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|-------|------|-------|------|-------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - SALMON RIVER HWY 39 /ORE18 TO AMITY | | | | | | | | | | |
| 0.00 | SALMON RIVER HWY 39 TO AMITY | 5.78 | | 46 | | | | | | | |
| | TOTAL SALMON RIVER HWY 39 /ORE18 TO AMITY | 5.78 | | 46 | | | | | | | |
| | RURAL CITY - AMITY | | | | | | | | | | |
| 5.80 | WCL TO PACIFIC HWY WEST 1W /ORE99W | .43 | | 77 | | 82.74 | | | | 82.74 | |
| 6.23 | COMMON ALIGNMENT PACIFIC HWY WEST 1W /ORE99W | .00 | | 0 | | | | | | | |
| 6.30 | END COMMON ALIGN HWY 1W TO ECL | .46 | | 112 | | | | | | | |
| | TOTAL AMITY | .89 | | 95 | | 32.37 | | | | 32.37 | |
| | RURAL AREA - AMITY TO SALEM-DAYTON HWY 150 /ORE221 | | | | | | | | | | |
| 6.76 | AMITY TO LAFAYETTE HWY 154 | 4.35 | | 67 | | | | | | | |
| 11.11 | LAFAYETTE HWY 154 TO SALEM-DAYTON HWY 150 | 3.25 | | 170 | | | | | | | |
| | TOTAL AMITY TO SALEM-DAYTON HWY 150 /ORE221 | 7.60 | | 111 | | | | | | | |

SUMMARY OF HIGHWAY 153, BELLEVUEW-HOPEWELL

| | | |
|---------------|-------|----|
| URBAN CITY | .00 | |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .00 | |
| RURAL CITY | .89 | 95 |
| RURAL AREA | 13.38 | 83 |
| TOTAL RURAL | 14.27 | 84 |
| TOTAL HIGHWAY | 14.27 | 84 |

HIGHWAY 154, LAFAYETTE

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - SALMON RIVER HWY 39 /ORE18 TO HWY 153 | | | | | | | | | | |
| 0.00 | HWY 39 /ORE18 TO AMITY-DAYTON HWY 155 /ORE233 | .52 | | | 361 | | | | | | |
| 0.52 | HWY 155 /ORE233 TO BELLEVUE-HOPEWELL HWY 153 | 5.74 | | | 422 | | | | | | |
| | TOTAL SALMON RIVER HWY 39 /ORE18 TO HWY 153 | 6.26 | | | 417 | | | | | | |

SUMMARY OF HIGHWAY 154, LAFAYETTE

| | | |
|---------------|------|-----|
| URBAN CITY | .00 | |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .00 | |
| RURAL CITY | .00 | |
| RURAL AREA | 6.26 | 417 |
| TOTAL RURAL | 6.26 | 417 |
| TOTAL HIGHWAY | 6.26 | 417 |

HIGHWAY 155, AMITY-DAYTON

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - PACIFIC HWY WEST 1W /ORE99W TO DAYTON | | | | | | | | | | |
| 0.00 | JCT PACIFIC HWY WEST /1W TO EOLA VILLAGE RD | 3.29 | | 83 | | | | | | | |
| 3.29 | EOLA VILLAGE RD TO JCT LAFAYETTE HWY 154 | 4.15 | | 111 | | | | | | | |
| 7.44 | LAFAYETTE HWY 154 TO DAYTON | .84 | | 68 | | | | | | | |
| | TOTAL PACIFIC HWY WEST 1W /ORE99W TO DAYTON | 8.28 | | 96 | | | | | | | |
| | RURAL CITY - DAYTON | | | | | | | | | | |
| 8.28 | SCL TO SALEM-DAYTON HWY 150 /ORE221 | .91 | | 142 | | | | | | | |
| | TOTAL DAYTON | .91 | | 142 | | | | | | | |

SUMMARY OF HIGHWAY 155, AMITY-DAYTON

| | | |
|---------------|------|-----|
| URBAN CITY | .00 | |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .00 | |
| RURAL CITY | .91 | 142 |
| RURAL AREA | 8.28 | 96 |
| TOTAL RURAL | 9.19 | 100 |
| TOTAL HIGHWAY | 9.19 | 100 |

HIGHWAY 157, WILLAMINA-SHERIDAN

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - WALLACE BRIDGE INTERCHANGE /HWY 39 TO WILLA | | | | | | | | | | |
| 0.00 | WALLACE BR INTERCHANGE TO WILLAMINA | 1.56 | | 848 | | | | | | | |
| | TOTAL WALLACE BRIDGE INTERCHANGE /HWY 39 TO WILLAM | 1.56 | | 848 | | | | | | | |
| | RURAL CITY - WILLAMINA | | | | | | | | | | |
| 1.56 | SCL TO YAMHILL COUNTY | .50 | | 999 | | | | | | | |
| 2.06 | YAMHILL COUNTY TO ECL | 1.11 | | 1,107 | | | | | | | |
| | TOTAL WILLAMINA | 1.61 | | 1,073 | | | | | | | |
| | RURAL AREA - WILLAMINA TO SHERIDAN | | | | | | | | | | |
| 3.17 | WILLAMINA TO SHERIDAN | 2.02 | | 938 | | 1.61 | | | | | 1.61 |
| | TOTAL WILLAMINA TO SHERIDAN | 2.02 | | 938 | | 1.62 | | | | | 1.62 |
| | RURAL CITY - SHERIDAN | | | | | | | | | | |
| 5.19 | SHERIDAN | 2.40 | 1 | 1,030 | 1.10 | 1.24 | 1.24 | 1 | 1.10 | | |
| | TOTAL SHERIDAN | 2.40 | 1 | 1,030 | 1.11 | 1.25 | 1.24 | 1 | 1.11 | | |
| | RURAL AREA - SHERIDAN TO JCT HWY 39 /ORE18 | | | | | | | | | | |
| 7.63 | SHERIDAN TO JCT HWY 39 /ORE 18 | .97 | | 922 | | | | | | | |
| | TOTAL SHERIDAN TO JCT HWY 39 /ORE18 | .97 | | 922 | | | | | | | |

SUMMARY OF HIGHWAY 157, WILLAMINA-SHERIDAN

| | | | | | | | | | | | |
|---------------|------|---|-------|-----|--|--|--|---|-----|--|--|
| URBAN CITY | .00 | | | | | | | | | | |
| SUBURBAN AREA | .00 | | | | | | | | | | |
| TOTAL URBAN | .00 | | | | | | | | | | |
| RURAL CITY | 4.01 | 1 | 1,047 | .65 | | | | 1 | .65 | | |
| RURAL AREA | 4.55 | | 904 | | | | | | | | |
| TOTAL RURAL | 8.56 | 1 | 971 | .33 | | | | 1 | .33 | | |
| TOTAL HIGHWAY | 8.56 | 1 | 971 | .33 | | | | 1 | .33 | | |

HIGHWAY 160, CASCADE HWY SOUTH

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|--|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - OREGON CITY NORTH SECTION | | | | | | | | | | | |
| 0.00 | JCT E PORTLAND FWY FR ROAD TO O-XING REDLAND RD | .84 | | 3,183 | 1.14 | .57 | | | .57 | .57 | |
| 0.84 | O-XING REDLAND ROAD TO SCL | .41 | | 2,812 | | | | | | | |
| | TOTAL OREGON CITY NORTH SECTION | 1.25 | | 3,061 | .80 | .40 | | | .40 | .40 | |
| SUBURBAN AREA - OREGON CITY NORTH TO OREGON CITY SOUTH SEC | | | | | | | | | | | |
| 1.25 | NORTH SECTION TO SOUTH SECTION OF OREGON CITY | 1.38 | | 2,812 | | | | | | | |
| | TOTAL OREGON CITY NORTH TO OREGON CITY SOUTH SECTI | 1.38 | | 2,812 | | | | | | | |
| URBAN CITY - OREGON CITY SOUTH SECTION | | | | | | | | | | | |
| 2.63 | CL TO MOLALLA AVE /CCC ENTRANCE | .96 | 1 | 2,022 | 1.41 | | 1.56 | 1 | 1.41 | | 1.56 |
| 3.59 | MOLALLA AVE /CCC ENTRANCE TO SCL | .88 | 1 | 1,424 | 2.18 | 1.16 | 1.69 | | | | |
| | TOTAL OREGON CITY SOUTH SECTION | 1.84 | 2 | 1,736 | 1.72 | .47 | 1.61 | 1 | .86 | | 1.07 |
| SUBURBAN AREA - OREGON CITY SOUTH SECTION TO END UA | | | | | | | | | | | |
| 4.16 | OREGON CITY SCL TO END PORTLAND UA | .06 | | 1,197 | | | | | | | |
| | TOTAL OREGON CITY SOUTH SECTION TO END UA | .06 | | 1,197 | | | | | | | |
| RURAL AREA - OREGON CITY UA TO MOLALLA | | | | | | | | | | | |
| 4.22 | END PORTLAND UA TO SOUTH CARUS RD | 2.87 | | 1,038 | | .47 | .93 | | | .47 | .46 |
| 7.09 | S CARUS RD TO S FREEMAN RD | 3.39 | | 829 | | .49 | .49 | | | .49 | .49 |
| 10.48 | S FREEMAN RD TO S MULINO RD | .41 | | 809 | | | 3.43 | | | | 3.43 |
| 10.98 | S MULINO RD TO S DARNELL RD | .37 | 1 | 837 | 8.84 | | | 1 | 8.84 | | |
| 11.35 | S DARNELL RD TO S MACKSBURG RD | 1.66 | 1 | 837 | 1.97 | | 2.35 | | | | 2.35 |
| 13.01 | S MACKSBURG RD TO MOLALLA | 2.33 | | 533 | | 4.07 | 1.33 | | | 4.07 | |
| | TOTAL OREGON CITY UA TO MOLALLA | 11.03 | 2 | 822 | .60 | .82 | 1.13 | 1 | .30 | .82 | .80 |
| RURAL CITY - MOLALLA | | | | | | | | | | | |
| 15.34 | MOLALLA | .54 | | 476 | | | | | | | |
| | TOTAL MOLALLA | .54 | | 476 | | | | | | | |
| RURAL AREA - MOLALLA TO SILVERTON | | | | | | | | | | | |
| 15.88 | MOLALLA TO WOODBURN-ESTACADA HWY 161 /ORE211 | .22 | | 448 | | | | | | | |
| 16.10 | WOODBURN-ESTACADA HY 161 /ORE211 TO MARION CO | 8.10 | | 255 | .80 | .81 | | | | .80 | |
| 24.20 | MARION COUNTY TO SILVERTON ECL | 4.37 | | 257 | | | | | | | |
| | TOTAL MOLALLA TO SILVERTON | 12.69 | | 259 | .51 | .51 | | | | .51 | |
| URBAN CITY - SILVERTON | | | | | | | | | | | |
| 28.57 | ECL TO JCT HILLSBORO-SILVERTON HY 140 /N WATER ST | 1.14 | | 352 | | | | | | | |
| | TOTAL SILVERTON | 1.14 | | 352 | | | | | | | |
| SUMMARY OF HIGHWAY 160, CASCADE HWY SOUTH | | | | | | | | | | | |
| | URBAN CITY | 4.23 | 2 | 1,755 | .74 | | | 1 | .37 | | |
| | SUBURBAN AREA | 1.44 | | 2,745 | | | | | | | |
| | TOTAL URBAN | 5.67 | 2 | 2,006 | .48 | | | 1 | .24 | | |
| | RURAL CITY | .54 | | 476 | | | | | | | |
| | RURAL AREA | 23.72 | 2 | 521 | .44 | | | 1 | .22 | | |
| | TOTAL RURAL | 24.26 | 2 | 520 | .43 | | | 1 | .22 | | |
| | TOTAL HIGHWAY | 29.93 | 4 | 801 | .46 | | | 2 | .23 | | |

HIGHWAY 161, WOODBURN-ESTACADA

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|----------------------------------|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - WOODBURN | | | | | | | | | | | |
| 0.00 | JCT PACIFIC HWY EAST 1E TO ECL | .09 | | 768 | | | | | | | |
| | TOTAL WOODBURN | .09 | | 768 | | | | | | | |
| RURAL AREA - WOODBURN TO MOLALLA | | | | | | | | | | | |
| 0.09 | WOODBURN TO CLACKAMAS COUNTY | 2.44 | 1 | 768 | 1.46 | | 2.89 | 1 | 1.46 | | 1.44 |
| 2.63 | CLACKAMAS COUNTY TO CANBY-MARQUAM ROAD | 4.96 | 1 | 684 | .80 | 2.44 | | | | 1.62 | |
| 7.59 | CANBY-MARQUAM RD TO CASCADE HY S 160 /KAYLOR JCT | 3.72 | 1 | 665 | 1.10 | .93 | .93 | | | | .93 |
| 11.31 | CASCADE HWY 160 /ORE213 TO MOLALLA | .94 | | 708 | | | | | | | |
| | TOTAL WOODBURN TO MOLALLA | 12.06 | 3 | 697 | .98 | 1.23 | .92 | 1 | .33 | .62 | .61 |
| RURAL CITY - MOLALLA | | | | | | | | | | | |
| 12.25 | WCL TO MAIN ST & MOLALLA AVE | .51 | | 1,142 | | | | | | | |
| 12.76 | MAIN ST & MOLALLA AVE TO ECL | .85 | | 794 | | 2.91 | | | | 2.91 | |
| | TOTAL MOLALLA | 1.36 | | 925 | | 1.67 | | | | 1.67 | |
| RURAL AREA - MOLALLA TO ESTACADA | | | | | | | | | | | |
| 13.61 | MOLALLA TO COLTON / WALL ST | 7.58 | | 508 | | | 1.03 | | | | .34 |
| 21.18 | COLTON TO S UNGER ROAD | 3.96 | 1 | 277 | 2.49 | | 1.21 | 1 | 2.49 | | |
| 25.15 | S UNGER ROAD TO CLEAR CREEK BRIDGE | 2.07 | | 272 | | | | | | | |
| 27.33 | CLEAR CREEK BRIDGE TO ESTACADA | 6.07 | | 420 | | 1.09 | | | | | |
| | TOTAL MOLALLA TO ESTACADA | 19.68 | 1 | 410 | .34 | .20 | .80 | 1 | .34 | | .20 |
| RURAL CITY - ESTACADA | | | | | | | | | | | |
| 33.40 | CL TO CLACKAMAS HWY 171 /ORE224 | .09 | | 853 | | | | | | | |
| | TOTAL ESTACADA | .09 | | 853 | | | | | | | |

SUMMARY OF HIGHWAY 161, WOODBURN-ESTACADA

| | | | | | | | | | | | |
|---------------|-------|---|-----|-----|--|--|---|-----|--|--|--|
| URBAN CITY | .09 | | 768 | | | | | | | | |
| SUBURBAN AREA | .00 | | | | | | | | | | |
| TOTAL URBAN | .09 | | 768 | | | | | | | | |
| RURAL CITY | 1.45 | | 920 | | | | | | | | |
| RURAL AREA | 31.74 | 4 | 519 | .67 | | | 2 | .33 | | | |
| TOTAL RURAL | 33.19 | 4 | 536 | .62 | | | 2 | .31 | | | |
| TOTAL HIGHWAY | 33.28 | 4 | 537 | .61 | | | 2 | .31 | | | |

HIGHWAY 162, NORTH SANTIAM

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---|---|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - SALEM | | | | | | | | | | | |
| 1.17 | START OF HIGHWAY TO O-XING PACIFIC HWY 1 /I-5 | .25 | 1 | 3,380 | 3.24 | | | | | | |
| 1.42 | PACIFIC HWY 1 TO U-XING LANCASTER DRIVE | .49 | | 3,249 | | | | | | | |
| 1.91 | U-XING LANCASTER DRIVE TO U-XING CORDON ROAD | .91 | | 1,662 | | 1.65 | | | | | |
| 2.82 | U-XING CORDON ROAD TO ECL /END UA | 1.22 | | 1,661 | | | | | | | |
| | TOTAL SALEM | 2.87 | 1 | 2,082 | .46 | .42 | | | | | |
| RURAL AREA - SALEM TO MILL CITY | | | | | | | | | | | |
| 4.04 | ECL /END UA TO JOSEPH ST O-XING | 1.40 | | 1,562 | | | | | | | |
| 5.44 | JOSEPH ST TO SILVER CREEK FALLS HWY 163 /ORE214 | 1.04 | | 1,515 | | | | | | | |
| 6.48 | SILVER CREEK FALLS HWY 163 TO GOLF CLUB ROAD SE | 5.05 | 1 | 1,346 | .40 | | | | | | |
| 11.53 | GOLF CLUB ROAD TO O-XING CASCADE HWY SE | 1.70 | 1 | 1,044 | 1.54 | | | 1 | 1.54 | | |
| 13.23 | O-XING CASCADE HWY SE TO OLD MEHAMA RD | 2.45 | 1 | 973 | 1.14 | | | 1 | 1.14 | | |
| 15.68 | OLD MEHAMA RD TO ALBANY-LYONS HWY 211 /MEHAMA | 6.74 | | 833 | | | | | | | |
| 22.42 | JCT ALBANY-LYONS HWY 211 /MEHAMA TO MILL CITY | 7.04 | | 472 | | | | | | | |
| | TOTAL SALEM TO MILL CITY | 25.42 | 3 | 931 | .35 | | | 2 | .23 | | |
| RURAL CITY - MILL CITY | | | | | | | | | | | |
| 29.46 | MILL CITY | 1.16 | | 492 | | 2.41 | | | | 2.41 | |
| | TOTAL MILL CITY | 1.16 | | 492 | | 2.42 | | | | 2.42 | |
| RURAL AREA - MILL CITY TO GATES | | | | | | | | | | | |
| 30.62 | MILL CITY TO GATES | 1.47 | | 368 | | | | | | | |
| | TOTAL MILL CITY TO GATES | 1.47 | | 368 | | | | | | | |
| RURAL CITY - GATES | | | | | | | | | | | |
| 32.09 | GATES | 1.52 | | 333 | | | | | | | |
| | TOTAL GATES | 1.52 | | 333 | | | | | | | |
| RURAL AREA - GATES TO DETROIT | | | | | | | | | | | |
| 33.61 | GATES TO NIAGARA | 3.61 | | 281 | | | | | | | |
| 37.22 | NIAGARA TO DETROIT DAM | 5.51 | | 274 | | .90 | | | | .90 | |
| 42.73 | DETROIT DAM TO DETROIT | 7.00 | 1 | 283 | 1.38 | .69 | .71 | 1 | 1.38 | .69 | .71 |
| | TOTAL GATES TO DETROIT | 16.12 | 1 | 279 | .61 | .61 | .32 | 1 | .61 | .61 | .32 |
| RURAL CITY - DETROIT | | | | | | | | | | | |
| 49.73 | DETROIT | 1.43 | | 379 | | 3.17 | | | | 3.17 | |
| | TOTAL DETROIT | 1.43 | | 379 | | 3.17 | | | | 3.17 | |
| RURAL AREA - DETROIT TO IDANHA | | | | | | | | | | | |
| 51.16 | DETROIT TO IDANHA | 1.40 | | 742 | | | | | | | |
| | TOTAL DETROIT TO IDANHA | 1.40 | | 742 | | | | | | | |
| RURAL CITY - IDANHA | | | | | | | | | | | |
| 52.56 | IDANHA | 3.08 | | 665 | | | | | | | |
| | TOTAL IDANHA | 3.08 | | 665 | | | | | | | |
| RURAL AREA - IDANHA TO SANTIAM HWY 16 /US20 | | | | | | | | | | | |
| 55.64 | ECL TO LINN COUNTY | 5.15 | 1 | 594 | .89 | | 8.20 | | | | 4.92 |
| 60.79 | LINN COUNTY TO JCT SANTIAM HWY 16 /US20 | 21.02 | 1 | 521 | .25 | .44 | .45 | | | .44 | .45 |
| | TOTAL IDANHA TO SANTIAM HWY 16 /US20 | 26.17 | 2 | 535 | .39 | .35 | 2.15 | | | .35 | 1.43 |

SUMMARY OF HIGHWAY 162, NORTH SANTIAM

| | | | | | | |
|---------------|-------|---|-------|-----|---|-----|
| URBAN CITY | 2.87 | 1 | 2,082 | .46 | | |
| SUBURBAN AREA | .00 | | | | | |
| TOTAL URBAN | 2.87 | 1 | 2,082 | .46 | | |
| RURAL CITY | 7.19 | | 510 | | | |
| RURAL AREA | 70.58 | 6 | 620 | .38 | 3 | .19 |
| TOTAL RURAL | 77.77 | 6 | 610 | .35 | 3 | .17 |
| TOTAL HIGHWAY | 80.64 | 7 | 662 | .36 | 3 | .15 |

HIGHWAY 163, SILVER CREEK FALLS

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - NORTH SANTIAM HWY 162 /ORE22 TO SILVERTON UA | | | | | | | | | | |
| 8.78 | NORTH SANTIAM HWY 162 TO CASCADE HWY SE | 6.81 | | 32 | | | | | | | |
| 15.59 | CASCADE HWY SE TO N FORK ROAD SE | 11.85 | | 21 | | | | | | | |
| 27.44 | N FORK ROAD SE TO BEGIN SILVERTON UA | 11.73 | | 39 | 5.98 | | | | 5.98 | | |
| | TOTAL NORTH SANTIAM HWY 162 /ORE22 TO SILVERTON UA | 30.39 | | 30 | 2.96 | | | | 2.96 | | |
| | SUBURBAN AREA - SILVERTON UA TO SILVERTON | | | | | | | | | | |
| 39.17 | ENTER UA TO SILVERTON SCL | .19 | | 95 | | | | | | | |
| | TOTAL SILVERTON UA TO SILVERTON | .19 | | 95 | | | | | | | |
| | URBAN CITY - SILVERTON | | | | | | | | | | |
| 39.36 | SCL TO JCT HILLSBORO-SILVERTON HWY 140 /ORE214 | 1.48 | | 167 | | | | | | | |
| | TOTAL SILVERTON | 1.48 | | 167 | | | | | | | |
| | SUMMARY OF HIGHWAY 163, SILVER CREEK FALLS | | | | | | | | | | |
| | URBAN CITY | 1.48 | | 167 | | | | | | | |
| | SUBURBAN AREA | .19 | | 95 | | | | | | | |
| | TOTAL URBAN | 1.67 | | 159 | | | | | | | |
| | RURAL CITY | .00 | | | | | | | | | |
| | RURAL AREA | 30.39 | | 30 | | | | | | | |
| | TOTAL RURAL | 30.39 | | 30 | | | | | | | |
| | TOTAL HIGHWAY | 32.06 | | 37 | | | | | | | |

HIGHWAY 164, JEFFERSON

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - JCT PACIFIC HWY 1 /I-5 TO JEFFERSON | | | | | | | | | | |
| 0.00 | JCT PACIFIC HWY 1 /I-5 TO JEFFERSON NCL | 5.28 | | 111 | | | | | | | |
| | TOTAL JCT PACIFIC HWY 1 /I-5 TO JEFFERSON | 5.28 | | 111 | | | | | | | |
| | RURAL CITY - JEFFERSON | | | | | | | | | | |
| 5.28 | NCL TO SCL /LINN COUNTY LINE | .96 | | 253 | | | | | | | |
| | TOTAL JEFFERSON | .96 | | 253 | | | | | | | |
| | RURAL AREA - JEFFERSON TO PACIFIC HWY 1 /I-5 | | | | | | | | | | |
| 6.24 | SCL /LINN COUNTY LINE TO PACIFIC HWY 1 /I-5 | 2.30 | | 233 | | | 5.54 | | | | 5.54 |
| | TOTAL JEFFERSON TO PACIFIC HWY 1 /I-5 | 2.30 | | 233 | | | 5.54 | | | | 5.54 |

SUMMARY OF HIGHWAY 164, JEFFERSON

| | | |
|---------------|------|-----|
| URBAN CITY | .00 | |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .00 | |
| RURAL CITY | .96 | 253 |
| RURAL AREA | 7.58 | 148 |
| TOTAL RURAL | 8.54 | 160 |
| TOTAL HIGHWAY | 8.54 | 160 |

HIGHWAY 171, CLACKAMAS

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|--|---|--|-------|-------|------------------------|-------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| URBAN CITY - MILWAUKIE | | | | | | | | | | | |
| -0.01 | WCL TO HARRISON STREET | .69 | | 1,285 | | | 1.65 | | | | 1.65 |
| 0.68 | HARRISON ST TO MONROE ST | .10 | | 1,820 | | | | | | | |
| 0.78 | MONROE ST TO OAK ST | .15 | | 1,768 | | | | | | | |
| 0.93 | OAK ST TO U-XING SE LAKE ROAD | 1.49 | 1 | 2,085 | .88 | | .95 | 1 | .88 | | .95 |
| 2.42 | U-XING SE LAKE ROAD TO SE RUSK ROAD | .29 | | | | 2,282 | | | | 2.17 | |
| | TOTAL MILWAUKIE | 2.72 | 1 | 1,876 | .54 | .28 | .87 | 1 | .54 | .28 | .87 |
| SUBURBAN AREA - MILWAUKIE TO END PORTLAND UA | | | | | | | | | | | |
| 2.71 | MILWAUKIE TO BEGIN COMMON ALIGN HWY 64 | 1.79 | 3 | 2,595 | 1.76 | .87 | .32 | 3 | 1.76 | .29 | .32 |
| 4.36 | COM ALIGN WITH HWY 64 AND Z MILEAGE | .02 | | 8,473 | | | | | | | |
| 4.91 | END COM ALIGN TO END PORTLAND UA | 4.31 | 6 | 5,062 | .75 | .27 | .29 | 4 | .50 | .27 | .14 |
| | TOTAL MILWAUKIE TO END PORTLAND UA | 6.12 | 9 | 4,352 | .93 | .46 | .27 | 7 | .72 | .28 | .18 |
| RURAL AREA - PORTLAND UA TO ESTACADA | | | | | | | | | | | |
| 8.96 | END PTLD UA TO EAGLE CREEK-SANDY HY 172 /ORE211 | 8.96 | 3 | 506 | 1.81 | .64 | .91 | 1 | .60 | .64 | .91 |
| 17.92 | EAGLE CREEK-SANDY HY 172 TO ESTACADA NCL | 3.03 | | 477 | | | | | | | |
| | TOTAL PORTLAND UA TO ESTACADA | 11.99 | 3 | 499 | 1.37 | .48 | .68 | 1 | .46 | .48 | .68 |
| RURAL CITY - ESTACADA | | | | | | | | | | | |
| 20.95 | NCL TO ELM ROAD | 2.05 | | 388 | | 3.50 | | | | 3.50 | |
| 23.00 | ELM ROAD TO WOODBURN-ESTACADA HWY 161 / ORE211 | .36 | | 381 | | | | | | | |
| 23.36 | WOODBURN-ESTACADA HWY 161 TO ECL | .21 | | 144 | | | | | | | |
| | TOTAL ESTACADA | 2.62 | | 367 | | 2.90 | | | | 2.90 | |
| RURAL AREA - ESTACADA TO END OF HIGHWAY | | | | | | | | | | | |
| 23.90 | ESTACADA ECL TO LADEE ROAD | 6.18 | | 124 | | | | | | | |
| 30.92 | LADEE ROAD TO MT HOOD NAT'L FOREST | .64 | | 66 | | | | | | | |
| 31.56 | MT HOOD NAT'L FOREST TO END HWY /CLACKAMAS RD | 18.26 | | 56 | | | | | | | |
| | TOTAL ESTACADA TO END OF HIGHWAY | 25.08 | | 73 | | | | | | | |
| SUMMARY OF HIGHWAY 171, CLACKAMAS | | | | | | | | | | | |
| | URBAN CITY | 2.72 | 1 | 1,876 | .54 | | | 1 | .54 | | |
| | SUBURBAN AREA | 6.12 | 9 | 4,352 | .93 | | | 7 | .72 | | |
| | TOTAL URBAN | 8.84 | 10 | 3,590 | .86 | | | 8 | .69 | | |
| | RURAL CITY | 2.62 | | 367 | | | | | | | |
| | RURAL AREA | 37.07 | 3 | 211 | 1.05 | | | 1 | .35 | | |
| | TOTAL RURAL | 39.69 | 3 | 221 | .94 | | | 1 | .31 | | |
| | TOTAL HIGHWAY | 48.53 | 13 | 835 | .88 | | | 9 | .61 | | |

HIGHWAY 172, EAGLE CREEK-SANDY

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - CLACKAMAS HWY 171 /ORE211 TO SANDY | | | | | | | | | | |
| -0.23 | CLACKAMAS HWY 171 TO SANDY | 5.62 | | 676 | | | | .69 | | | |
| | TOTAL CLACKAMAS HWY 171 /ORE211 TO SANDY | 5.62 | | 676 | | | | .69 | | | |
| | RURAL CITY - SANDY | | | | | | | | | | |
| 5.39 | SCL TO JCT MT HOOD HWY 26 /ORE35/ MAIN ST | .55 | | 898 | | | | | | | |
| | TOTAL SANDY | .55 | | 898 | | | | | | | |

SUMMARY OF HIGHWAY 172, EAGLE CREEK-SANDY

| | | |
|---------------|------|-----|
| URBAN CITY | .00 | |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .00 | |
| RURAL CITY | .55 | 898 |
| RURAL AREA | 5.62 | 676 |
| TOTAL RURAL | 6.17 | 696 |
| TOTAL HIGHWAY | 6.17 | 696 |

HIGHWAY 173, TIMBERLINE

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - TIMBERLINE LODGE TO MT HOOD HWY 26 | | | | | | | | | | |
| 0.12 | BEGIN DIVIDED HWY TO END DIVIDED HWY | .42 | | 24 | | | | | | | |
| 0.54 | END DIVIDED HWY TO MT HOOD HWY 26 /US26 | 4.90 | | 24 | | | | | | | |
| | TOTAL TIMBERLINE LODGE TO MT HOOD HWY 26 | 5.32 | | 24 | | | | | | | |

SUMMARY OF HIGHWAY 173, TIMBERLINE

| | | |
|---------------|------|----|
| URBAN CITY | .00 | |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .00 | |
| RURAL CITY | .00 | |
| RURAL AREA | 5.32 | 24 |
| TOTAL RURAL | 5.32 | 24 |
| TOTAL HIGHWAY | 5.32 | 24 |

HIGHWAY 174, CLACKAMAS-BORING

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|--|--|--|-------|-----|------------------------|------|------|-------|-------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| SUBURBAN AREA - CLACKAMAS HWY 171 TO END PORTLAND UA | | | | | | | | | | | |
| 0.03 | JCT CLACKAMAS HWY 171 TO END UA | 1.00 | 1 | 265 | 10.33 | 1.62 | | 1 | 10.33 | 1.62 | |
| | TOTAL CLACKAMAS HWY 171 TO END PORTLAND UA | 1.00 | 1 | 265 | 10.34 | 1.63 | | 1 | 10.34 | 1.63 | |
| RURAL AREA - PORTLAND US TO MT HOOD HWY 26 | | | | | | | | | | | |
| 1.03 | END PORTLAND UA TO DAMASCUS | 1.58 | | 242 | | 1.13 | | | | | |
| 2.61 | DAMASCUS TO RUST WAY | .37 | | 346 | | | 3.36 | | | | 3.36 |
| 2.98 | RUST WAY TO 222ND AVE / WETZELLS CORNER | .72 | | 346 | | | | | | | |
| 3.70 | 222ND AVE TO FIREMAN WAY | 2.93 | | 255 | | .56 | | | | .56 | |
| 6.63 | FIREMAN WAY TO JCT MT HOOD HWY 26 | 2.24 | | 164 | | 1.13 | 1.15 | | | 1.13 | 1.15 |
| | TOTAL PORTLAND US TO MT HOOD HWY 26 | 7.84 | | 239 | | .68 | .46 | | | .45 | .46 |

SUMMARY OF HIGHWAY 174, CLACKAMAS-BORING

| | | | | | | | | | | | |
|---------------|------|---|-----|-------|--|--|--|---|-------|--|--|
| URBAN CITY | .00 | | | | | | | | | | |
| SUBURBAN AREA | 1.00 | 1 | 265 | 10.34 | | | | 1 | 10.34 | | |
| TOTAL URBAN | 1.00 | 1 | 265 | 10.34 | | | | 1 | 10.34 | | |
| RURAL CITY | .00 | | | | | | | | | | |
| RURAL AREA | 7.84 | | 239 | | | | | | | | |
| TOTAL RURAL | 7.84 | | 239 | | | | | | | | |
| TOTAL HIGHWAY | 8.84 | 1 | 242 | 1.28 | | | | 1 | 1.28 | | |

HIGHWAY 180, EDDYVILLE-BLODGETT

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---------------------------------------|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - HWY 33 /US20 TO BLODGETT | | | | | | | | | | |
| 0.00 | HWY 33 /US20 TO BRYANT RD | 5.72 | | 18 | | | | | | | |
| 5.74 | BRYANT RD TO CLEM RD | 5.18 | | 8 | | | | | | | |
| 10.92 | CLEM RD TO BENTON COUNTY | 1.61 | | 48 | | | | | | | |
| 12.53 | BENTON COUNTY TO BLODGETT | 6.65 | | 70 | | | | | | | |
| | TOTAL HWY 33 /US20 TO BLODGETT | 19.16 | | 36 | | | | | | | |

SUMMARY OF HIGHWAY 180, EDDYVILLE-BLODGETT

| | | |
|---------------|-------|----|
| URBAN CITY | .00 | |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .00 | |
| RURAL CITY | .00 | |
| RURAL AREA | 19.16 | 36 |
| TOTAL RURAL | 19.16 | 36 |
| TOTAL HIGHWAY | 19.16 | 36 |

HIGHWAY 181, SILETZ

2003 CRASHES PER MILLION VEHICLE MILES

| START M.P. | SECTION DESCRIPTION | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
|---------------|---|-------------------------------------|-------|-----|------------------------|------|------|-------|------|------|------|
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - OREGON COAST HWY 9 /US101 TO SILETZ | | | | | | | | | | |
| -0.21 | HWY 9 TO SIUSLAW NAT'L FOREST | 2.65 | | 156 | | | | | | | |
| 2.44 | SIUSLAW NAT'L FOREST TO CEDAR CREEK | 13.02 | 1 | 81 | 2.59 | | 1 | 2.59 | | | |
| 15.46 | CEDAR CREEK TO SILETZ | 8.02 | | 96 | | | | | | | |
| | TOTAL OREGON COAST HWY 9 /US101 TO SILETZ | 23.69 | 1 | 94 | 1.22 | | 1 | 1.22 | | | |
| | RURAL CITY - SILETZ | | | | | | | | | | |
| 23.48 | SILETZ | .62 | | 520 | | | | | | | |
| | TOTAL SILETZ | .62 | | 520 | | | | | | | |
| | RURAL AREA - SILETZ TO CORVALLIS-NEWPORT HWY 33 /US20 | | | | | | | | | | |
| 24.10 | SILETZ TO CORVALLIS-NEWPORT HWY 33 | 7.14 | | 780 | | | | | | | |
| | TOTAL SILETZ TO CORVALLIS-NEWPORT HWY 33 /US20 | 7.14 | | 780 | | | | | | | |

SUMMARY OF HIGHWAY 181, SILETZ

| | | | | | | | | | | | |
|---------------|-------|---|-----|-----|--|--|---|-----|--|--|--|
| URBAN CITY | .00 | | | | | | | | | | |
| SUBURBAN AREA | .00 | | | | | | | | | | |
| TOTAL URBAN | .00 | | | | | | | | | | |
| RURAL CITY | .62 | | 520 | | | | | | | | |
| RURAL AREA | 30.83 | 1 | 253 | .35 | | | 1 | .35 | | | |
| TOTAL RURAL | 31.45 | 1 | 258 | .34 | | | 1 | .34 | | | |
| TOTAL HIGHWAY | 31.45 | 1 | 258 | .34 | | | 1 | .34 | | | |

HIGHWAY 182, OTTER ROCK

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - OTTER ROCK PARK TO OREGON COAST HWY 9 /US1 | | | | | | | | | | |
| 0.00 | OTTER ROCK PARK TO HWY 9 | .75 | | 69 | | | | | | | |
| | TOTAL OTTER ROCK PARK TO OREGON COAST HWY 9 /US101 | .75 | | 69 | | | | | | | |

SUMMARY OF HIGHWAY 182, OTTER ROCK

| | | |
|---------------|-----|----|
| URBAN CITY | .00 | |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .00 | |
| RURAL CITY | .00 | |
| RURAL AREA | .75 | 69 |
| TOTAL RURAL | .75 | 69 |
| TOTAL HIGHWAY | .75 | 69 |

HIGHWAY 189, DALLAS-RICKREALL

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | URBAN CITY - DALLAS | | | | | | | | | | |
| 0.00 | KINGS VALLEY HWY 191 TO ECL | .60 | | 630 | | | | | | | |
| | TOTAL DALLAS | .60 | | 630 | | | | | | | |
| | SUBURBAN AREA - DALLAS TO END UA | | | | | | | | | | |
| 0.60 | ECL TO END DALLAS UA | 1.47 | | 568 | | | | | | | |
| | TOTAL DALLAS TO END UA | 1.47 | | 568 | | | | | | | |
| | RURAL AREA - DALLAS UA TO WILLAMINA-SALEM HWY 30 /ORE22 | | | | | | | | | | |
| 2.07 | END UA TO WILLAMINA-SALEM HWY 30 | 1.94 | | 527 | | | | | | | |
| | TOTAL DALLAS UA TO WILLAMINA-SALEM HWY 30 /ORE22 | 1.94 | | 527 | | | | | | | |

SUMMARY OF HIGHWAY 189, DALLAS-RICKREALL

| | | |
|---------------|------|-----|
| URBAN CITY | .60 | 630 |
| SUBURBAN AREA | 1.47 | 568 |
| TOTAL URBAN | 2.07 | 586 |
| RURAL CITY | .00 | |
| RURAL AREA | 1.94 | 527 |
| TOTAL RURAL | 1.94 | 527 |
| TOTAL HIGHWAY | 4.01 | 557 |

HIGHWAY 191, KINGS VALLEY

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - WILLAMINA-SALEM HWY 30 /ORE22 TO DALLAS UA | | | | | | | | | | |
| 0.00 | WILLAMINA-SALEM HWY 30 TO BEGIN DALLAS UA | 1.76 | | 259 | | | | | | | |
| | TOTAL WILLAMINA-SALEM HWY 30 /ORE22 TO DALLAS UA | 1.76 | | 259 | | | | | | | |
| | SUBURBAN AREA - DALLAS UA TO DALLAS | | | | | | | | | | |
| 1.76 | ENTER UA TO DALLAS NCL | .15 | | 223 | | | | | | | |
| | TOTAL DALLAS UA TO DALLAS | .15 | | 223 | | | | | | | |
| | URBAN CITY - DALLAS | | | | | | | | | | |
| 1.91 | NCL TO W ELLENDALE AVE | .72 | | 275 | | | | | | | |
| 2.63 | W ELLENDALE AVE TO BEGIN COUPLET | .31 | | 1,604 | | | | | | | |
| 2.94 | BEGIN CPLT /JEFFERSON ST TO COURT ST -SBD | .39 | | 849 | | | | | | | |
| 3.33 | COURT ST TO SE WASHINGTON /END CPLT -SBD | .07 | | 682 | | | | | | | |
| 3.40 | END COUPLET TO SCL /END UA | 1.16 | | 863 | | | | | | | |
| | TOTAL DALLAS | 2.65 | | 783 | | | | | | | |
| | RURAL AREA - DALLAS TO CORVALLIS-NEWPORT HWY 33 /US20 | | | | | | | | | | |
| 4.56 | SCL /END UA TO JCT MONMOUTH HWY 194 | 5.39 | | 434 | | | | | | | |
| 9.95 | MONMOUTH HWY 194 TO BENTON COUNTY LINE | 11.62 | | 103 | | | 2.08 | | | | |
| 21.57 | BENTON COUNTY LINE TO LUCKIAMUTE RIVER | 1.50 | | 74 | | | | | | | |
| 23.07 | LUCKIAMUTE RIVER TO CORVALLIS-NEWPORT HWY 33 | 8.33 | 2 | 122 | 5.39 | | | 1 | 2.69 | | |
| | TOTAL DALLAS TO CORVALLIS-NEWPORT HWY 33 /US20 | 26.84 | 2 | 174 | 1.17 | | .53 | 1 | .59 | | |

SUMMARY OF HIGHWAY 191, KINGS VALLEY

| | | | | | | | | | | | |
|---------------|-------|---|-----|------|--|--|--|---|-----|--|--|
| URBAN CITY | 2.65 | | 783 | | | | | | | | |
| SUBURBAN AREA | .15 | | 223 | | | | | | | | |
| TOTAL URBAN | 2.80 | | 753 | | | | | | | | |
| RURAL CITY | .00 | | | | | | | | | | |
| RURAL AREA | 28.60 | 2 | 179 | 1.07 | | | | 1 | .54 | | |
| TOTAL RURAL | 28.60 | 2 | 179 | 1.07 | | | | 1 | .54 | | |
| TOTAL HIGHWAY | 31.40 | 2 | 230 | .76 | | | | 1 | .38 | | |

HIGHWAY 193, INDEPENDENCE

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - WILLAMINA-SALEM HWY 30 /ORE22 TO INDEPENDENCE | | | | | | | | | | |
| 0.00 | WILLAMINA-SALEM HWY 30 /ORE22 TO OAK POINT CREEK | 2.92 | | | 322 | | | | | | |
| 2.92 | OAK POINT CREEK TO INDEPENDENCE | 1.96 | | | 334 | | | | | | |
| | TOTAL WILLAMINA-SALEM HWY 30 /ORE22 TO INDEPENDENCE | 4.88 | | | 327 | | | | | | |
| | URBAN CITY - INDEPENDENCE | | | | | | | | | | |
| 4.88 | NCL TO JCT MONMOUTH-INDEPENDENCE HWY 43 | 1.46 | | | 349 | | | | | | |
| | TOTAL INDEPENDENCE | 1.46 | | | 349 | | | | | | |

SUMMARY OF HIGHWAY 193, INDEPENDENCE

| | | |
|---------------|------|-----|
| URBAN CITY | 1.46 | 349 |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | 1.46 | 349 |
| RURAL CITY | .00 | |
| RURAL AREA | 4.88 | 327 |
| TOTAL RURAL | 4.88 | 327 |
| TOTAL HIGHWAY | 6.34 | 332 |

HIGHWAY 194, MONMOUTH

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|----------------------------------|---|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - KINGS VALLEY HWY 191 /ORE223 TO MONMOUTH | | | | | | | | | | |
| 0.00 | KINGS VALLEY HWY TO MONMOUTH | 6.44 | | 37 | | | | | | | |
| | TOTAL KINGS VALLEY HWY 191 /ORE223 TO MONMOUTH | 6.44 | | 37 | | | | | | | |
| | URBAN CITY - MONMOUTH | | | | | | | | | | |
| 6.44 | SCL TO JCT HWY 1W & HWY 43 | 1.12 | | 144 | | | | | | | |
| | TOTAL MONMOUTH | 1.12 | | 144 | | | | | | | |
| SUMMARY OF HIGHWAY 194, MONMOUTH | | | | | | | | | | | |
| | URBAN CITY | 1.12 | | 144 | | | | | | | |
| | SUBURBAN AREA | .00 | | | | | | | | | |
| | TOTAL URBAN | 1.12 | | 144 | | | | | | | |
| | RURAL CITY | .00 | | | | | | | | | |
| | RURAL AREA | 6.44 | | 37 | | | | | | | |
| | TOTAL RURAL | 6.44 | | 37 | | | | | | | |
| | TOTAL HIGHWAY | 7.56 | | 53 | | | | | | | |

HIGHWAY 200, TERRITORIAL

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|-------|-------|-------|-------|-------|-------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL CITY - MONROE | | | | | | | | | | |
| -0.06 | JCT PACIFIC HWY WEST 1W /ORE99W TO SCL | .29 | | 31 | | | | | | | |
| | TOTAL MONROE | .29 | | 31 | | | | | | | |
| | RURAL AREA - MONROE TO VENETA | | | | | | | | | | |
| 0.23 | MONROE TO LANE COUNTY | 1.80 | 1 | 49 | 31.06 | | | 1 | 31.06 | | |
| 2.03 | LANE COUNTY TO BEG COMMON ALIGNMENT HWY 229 | 6.59 | | 51 | | | | | | | |
| 8.62 | BEGIN COM ALIGN W/HWY 229 TO END COM ALIGN | 1.44 | | 64 | | | | | | | |
| 10.06 | WEST JCT HWY 229 TO KRUGER PARK ROAD | 4.11 | 1 | 30 | 22.22 | 14.18 | 13.88 | 1 | 22.22 | 14.18 | 13.88 |
| 14.17 | KRUGER PARK RD TO ELMIRA | 4.46 | | 126 | | | 4.01 | | | | 4.01 |
| 18.63 | ELMIRA TO VENETA | .73 | | 238 | | | | | | | |
| | TOTAL MONROE TO VENETA | 19.13 | 2 | 72 | 3.98 | 1.16 | 2.34 | 2 | 3.98 | 1.16 | 2.34 |
| | RURAL CITY - VENETA | | | | | | | | | | |
| 19.36 | NORTH CITY LIMITS TO HWY 62 | .13 | | 298 | | | | | | | |
| 19.49 | HWY 62 TO SOUTH CITY LIMITS | 1.20 | | 225 | | | | | | | |
| | TOTAL VENETA | 1.33 | | 232 | | | | | | | |
| | RURAL AREA - VENETA TO END OF HWY/DOUGLAS COUNTY | | | | | | | | | | |
| 20.69 | VENETA TO CROW | 3.43 | 1 | 52 | 15.36 | | | 1 | 15.36 | | |
| 24.12 | CROW TO LORANE HWY /GILLESPIE CORNERS | 7.94 | | 39 | | | | | | | |
| 32.06 | GILLESPIE CORNERS TO COTTAGE GROVE-LORANE RD | 5.80 | | 61 | | 6.21 | | | | 6.21 | |
| 37.86 | COTTAGE GROVE-LORANE RD TO DOUGLAS CNTY LINE | 4.22 | | 29 | | | | | | | |
| | TOTAL VENETA TO END OF HWY/DOUGLAS COUNTY | 21.39 | 1 | 45 | 2.84 | 2.24 | | 1 | 2.84 | 2.24 | |

SUMMARY OF HIGHWAY 200, TERRITORIAL

| | | | | | | | | | | | |
|---------------|-------|---|-----|------|--|--|--|---|------|--|--|
| URBAN CITY | .00 | | | | | | | | | | |
| SUBURBAN AREA | .00 | | | | | | | | | | |
| TOTAL URBAN | .00 | | | | | | | | | | |
| RURAL CITY | 1.62 | | 196 | | | | | | | | |
| RURAL AREA | 40.52 | 3 | 58 | 3.51 | | | | 3 | 3.51 | | |
| TOTAL RURAL | 42.14 | 3 | 63 | 3.09 | | | | 3 | 3.09 | | |
| TOTAL HIGHWAY | 42.14 | 3 | 63 | 3.09 | | | | 3 | 3.09 | | |

HIGHWAY 201, ALSEA-DEADWOOD

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - ALSEA HWY 27 /ORE34 TO END OF HWY | | | | | | | | | | |
| 0.00 | ALSEA TO LOBSTER VALLEY RD | 9.49 | | 39 | | | | | | | |
| | TOTAL ALSEA HWY 27 /ORE34 TO END OF HWY | 9.49 | | 39 | | | | | | | |

SUMMARY OF HIGHWAY 201, ALSEA-DEADWOOD

| | | | |
|---------------|------|----|--|
| URBAN CITY | .00 | | |
| SUBURBAN AREA | .00 | | |
| TOTAL URBAN | .00 | | |
| RURAL CITY | .00 | | |
| RURAL AREA | 9.49 | 39 | |
| TOTAL RURAL | 9.49 | 39 | |
| TOTAL HIGHWAY | 9.49 | 39 | |

HIGHWAY 210, CORVALLIS-LEBANON

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | URBAN CITY - CORVALLIS | | | | | | | | | | |
| -0.10 | BEGIN CPLT /VAN BUREN AT HY 1W TO JCT HY 31 -EBD | .10 | | 1,066 | | | | | | | |
| 0.00 | HWY 31 /US20 TO ECL -EBD | .13 | 1 | 1,000 | 21.07 | | | | | | |
| | TOTAL CORVALLIS | .23 | 1 | 1,029 | 11.58 | | | | | | |
| | RURAL AREA - CORVALLIS TO TANGENT | | | | | | | | | | |
| 0.13 | CORVALLIS ECL TO END COUplet -EBD | .19 | | 996 | | | | | | | |
| 0.32 | END OF COUplet TO WOLCOTT ROAD | .90 | 1 | 2,822 | 1.07 | 2.73 | 1.08 | 1 | 1.07 | 2.73 | 1.08 |
| 1.22 | WOLCOTT LANE TO TANGENT | 5.31 | 4 | 2,327 | .88 | | | 1 | .22 | | |
| | TOTAL CORVALLIS TO TANGENT | 6.40 | 5 | 2,357 | .91 | .19 | .18 | 2 | .36 | .19 | .18 |
| | RURAL CITY - TANGENT | | | | | | | | | | |
| 6.53 | TANGENT CL TO JCT ALBANY-JUNCTION CITY HWY 58 | 1.12 | | 2,060 | | | | 1.22 | | | |
| 7.65 | JCT ALBANY-JUNCTION CITY HWY 58 TO ECL | .95 | | 1,888 | | | | | | | |
| | TOTAL TANGENT | 2.07 | | 1,981 | | | | .69 | | | |
| | RURAL AREA - TANGENT TO LEBANON UA | | | | | | | | | | |
| 8.60 | TANGENT TO O-XING PACIFIC HWY 1 /I-5 | 1.40 | | 1,883 | | | | | | | |
| 10.00 | O-XING I-5 TO BEGIN LEBANON UA | 6.59 | 2 | 1,135 | .73 | .50 | .37 | | | .25 | |
| | TOTAL TANGENT TO LEBANON UA | 7.99 | 2 | 1,266 | .54 | .40 | .28 | | | .20 | |
| | SUBURBAN AREA - LEBANON UA TO LEBANON | | | | | | | | | | |
| 16.70 | ENTER UA TO LEBANON WCL | .50 | | 530 | | | | | | | |
| | TOTAL LEBANON UA TO LEBANON | .50 | | 530 | | | | | | | |
| | URBAN CITY - LEBANON | | | | | | | | | | |
| 17.23 | WCL TO JCT SANTIAM HWY 16 /US20 | .90 | | 610 | | | | | | | |
| | TOTAL LEBANON | .90 | | 610 | | | | | | | |

SUMMARY OF HIGHWAY 210, CORVALLIS-LEBANON

| | | | | | | | | | | | |
|---------------|-------|---|-------|------|--|--|--|---|-----|--|--|
| URBAN CITY | 1.13 | 1 | 695 | 3.49 | | | | | | | |
| SUBURBAN AREA | .50 | | 530 | | | | | | | | |
| TOTAL URBAN | 1.63 | 1 | 645 | 2.61 | | | | | | | |
| RURAL CITY | 2.07 | | 1,981 | | | | | | | | |
| RURAL AREA | 14.39 | 7 | 1,751 | .76 | | | | 2 | .22 | | |
| TOTAL RURAL | 16.46 | 7 | 1,780 | .65 | | | | 2 | .19 | | |
| TOTAL HIGHWAY | 18.09 | 8 | 1,678 | .72 | | | | 2 | .18 | | |

HIGHWAY 211, ALBANY-LYONS

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|-------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - SANTIAM HWY 16 /US20 TO SCIO | | | | | | | | | | |
| 0.00 | SANTIAM HWY 16 TO COLD SPRINGS ROAD | 2.48 | | 401 | | 2.59 | | | | | |
| 2.48 | COLD SPRINGS ROAD TO CRABTREE DRIVE | .64 | | 401 | | | | | | | |
| 3.12 | CRABTREE DRIVE TO FREEMAN ROAD | 2.61 | | 298 | | | | | | | |
| 6.12 | FREEMAN ROAD TO SCIO | 3.43 | | 286 | | | 2.76 | | | | 2.76 |
| | TOTAL SANTIAM HWY 16 /US20 TO SCIO | 9.16 | | 329 | | .87 | .86 | | | | .86 |
| | RURAL CITY - SCIO | | | | | | | | | | |
| 9.55 | SCL TO MAIN & SE 1ST AVE | .25 | | 302 | | | | | | | |
| 9.80 | MAIN & SE 1ST ST TO ECL | .18 | 1 | 153 | 99.48 | | | 1 | 99.48 | | |
| | TOTAL SCIO | .43 | 1 | 240 | 26.59 | | | 1 | 26.59 | | |
| | RURAL AREA - SCIO TO LYONS | | | | | | | | | | |
| 9.98 | SCIO TO BEGIN 6TH ST | 14.35 | 3 | 121 | 4.73 | | 4.61 | 2 | 3.15 | | 3.07 |
| | TOTAL SCIO TO LYONS | 14.35 | 3 | 121 | 4.73 | | 4.62 | 2 | 3.16 | | 3.08 |
| | RURAL CITY - LYONS | | | | | | | | | | |
| 24.33 | BEGIN 6TH ST TO NCL | 1.07 | | 368 | | | | | | | |
| | TOTAL LYONS | 1.07 | | 368 | | | | | | | |
| | RURAL AREA - LYONS TO NORTH SANTIAM HWY 162 /ORE22 | | | | | | | | | | |
| 25.44 | LYONS NCL TO MARION COUNTY | .02 | | 392 | | | | | | | |
| 25.46 | MARION COUNTY TO NORTH SANTIAM HWY 162 /ORE22 | .25 | | 351 | | | | | | | |
| | TOTAL LYONS TO NORTH SANTIAM HWY 162 /ORE22 | .27 | | 354 | | | | | | | |

SUMMARY OF HIGHWAY 211, ALBANY-LYONS

| | | | | | | | | | | | |
|---------------|-------|---|-----|------|--|--|--|---|------|--|--|
| URBAN CITY | .00 | | | | | | | | | | |
| SUBURBAN AREA | .00 | | | | | | | | | | |
| TOTAL URBAN | .00 | | | | | | | | | | |
| RURAL CITY | 1.50 | 1 | 331 | 5.51 | | | | 1 | 5.51 | | |
| RURAL AREA | 23.78 | 3 | 204 | 1.70 | | | | 2 | 1.13 | | |
| TOTAL RURAL | 25.28 | 4 | 211 | 2.05 | | | | 3 | 1.54 | | |
| TOTAL HIGHWAY | 25.28 | 4 | 211 | 2.05 | | | | 3 | 1.54 | | |

HIGHWAY 212, HALSEY-SWEET HOME

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL CITY - HALSEY | | | | | | | | | | |
| 0.00 | ALBANY-JUNCTION CITY HWY 58 TO ECL | .37 | | 619 | | | | | | | |
| | TOTAL HALSEY | .37 | | 619 | | | | | | | |
| | RURAL AREA - HALSEY TO BROWNSVILLE | | | | | | | | | | |
| 0.37 | HALSEY TO O-XING PACIFIC HWY 1 /I-5 | 2.03 | | 686 | | | | | | | |
| 2.40 | O-XING PACIFIC HWY 1 TO BROWNSVILLE | 3.25 | 3 | 861 | 2.93 | 3.51 | 1.70 | 1 | .97 | | 1.70 |
| | TOTAL HALSEY TO BROWNSVILLE | 5.28 | 3 | 794 | 1.96 | 1.81 | .90 | 1 | .65 | | .90 |
| | RURAL CITY - BROWNSVILLE | | | | | | | | | | |
| 5.65 | BROWNSVILLE | .92 | | 520 | | | | | | | |
| | TOTAL BROWNSVILLE | .92 | | 520 | | | | | | | |
| | RURAL AREA - BROWNSVILLE TO SWEET HOME | | | | | | | | | | |
| 6.57 | BROWNSVILLE TO NYE RD | .82 | | 366 | | | | | | | |
| 7.39 | NYE RD TO NORTH CRAWFORDSVILLE DR | 5.52 | | 379 | | | 2.40 | | | | 2.40 |
| 12.91 | CRAWFORDSVILLE DR TO "A" ST | .37 | | 407 | | | | | | | |
| 13.28 | "A" ST TO CALAPOOIA RIVER | 3.50 | | 421 | | 3.34 | | | | | 3.34 |
| 16.78 | CALAPOOIA RIVER TO SWEET HOME | 3.81 | 1 | 601 | 1.19 | | | 1 | 1.19 | | |
| | TOTAL BROWNSVILLE TO SWEET HOME | 14.02 | 1 | 450 | .43 | .78 | .78 | 1 | .43 | .78 | .78 |
| | URBAN CITY - SWEET HOME | | | | | | | | | | |
| 20.59 | WCL TO SANTIAM HWY 16 /US20 | .81 | | 752 | | | | | | | |
| | TOTAL SWEET HOME | .81 | | 752 | | | | | | | |

SUMMARY OF HIGHWAY 212, HALSEY-SWEET HOME

| | | | | | | | | | | | |
|---------------|-------|---|-----|------|--|--|---|-----|--|--|--|
| URBAN CITY | .81 | | 752 | | | | | | | | |
| SUBURBAN AREA | .00 | | | | | | | | | | |
| TOTAL URBAN | .81 | | 752 | | | | | | | | |
| RURAL CITY | 1.29 | | 548 | | | | | | | | |
| RURAL AREA | 19.30 | 4 | 544 | 1.04 | | | 2 | .52 | | | |
| TOTAL RURAL | 20.59 | 4 | 544 | .98 | | | 2 | .49 | | | |
| TOTAL HIGHWAY | 21.40 | 4 | 552 | .93 | | | 2 | .46 | | | |

HIGHWAY 215, CLEAR LAKE-BELKNAP SPRINGS

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - SANTIAM HWY 16 /ORE20 TO MCKENZIE HWY 15 /US1 | | | | | | | | | | |
| 0.00 | SANTIAM HWY 16 /US20 TO LANE COUNTY | 13.02 | | 321 | | | | | | | |
| 13.02 | LANE COUNTY TO BELKNAP SPRINGS ROAD | 5.81 | | 321 | | | 1.68 | | | | 1.68 |
| 18.83 | BELKNAP SPRINGS ROAD TO MCKENZIE HWY 15 /ORE126 | .98 | | 304 | | | | | | | |
| | TOTAL SANTIAM HWY 16 /ORE20 TO MCKENZIE HWY 15 /US126 | 19.81 | | 320 | | | .49 | | | | .49 |

SUMMARY OF HIGHWAY 215, CLEAR LAKE-BELKNAP SPRINGS

| | | |
|---------------|-------|-----|
| URBAN CITY | .00 | |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .00 | |
| RURAL CITY | .00 | |
| RURAL AREA | 19.81 | 320 |
| TOTAL RURAL | 19.81 | 320 |
| TOTAL HIGHWAY | 19.81 | 320 |

HIGHWAY 222, SPRINGFIELD-CRESWELL

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | URBAN CITY - SPRINGFIELD | | | | | | | | | | |
| 0.80 | JASPER RD TO ECL | .42 | | 347 | | | | | | | |
| | TOTAL SPRINGFIELD | .42 | | 347 | | | | | | | |
| | SUBURBAN AREA - SPRINGFIELD TO END UA | | | | | | | | | | |
| 1.22 | ECL TO END EUGENE-SPRINGFIELD UA | 3.16 | | 494 | | | | | | | |
| | TOTAL SPRINGFIELD TO END UA | 3.16 | | 494 | | | | | | | |
| | RURAL AREA - EUGENE-SPRINGFIELD UA TO CRESWELL | | | | | | | | | | |
| 4.38 | END UA TO JASPER-LOWELL RD | .70 | | 555 | | | | | | | |
| 5.11 | JASPER-LOWELL RD TO BEGIN REGULAR MILEAGE | .41 | | 298 | | | | | | | |
| 5.52 | BEGIN REGULAR MILEAGE TO JCT HWY 18 /ORE 58 | 2.48 | | 222 | | | | | | | |
| 11.63 | WILLAMETTE HWY 18 /ORE 58 TO CRESWELL ECL | 2.00 | | 157 | | | | | | | |
| | TOTAL EUGENE-SPRINGFIELD UA TO CRESWELL | 5.59 | | 246 | | | | | | | |
| | RURAL CITY - CRESWELL | | | | | | | | | | |
| 13.63 | CRESWELL ECL TO CRESWELL INTERCHANGE I-5 | .87 | | 348 | | | | | | | |
| 14.59 | I-5 INTERCHANGE TO GOSHEN-DIVIDE HWY 226 | .29 | | 735 | | | | | | | |
| | TOTAL CRESWELL | 1.16 | | 445 | | | | | | | |

SUMMARY OF HIGHWAY 222, SPRINGFIELD-CRESWELL

| | | |
|---------------|-------|-----|
| URBAN CITY | .42 | 347 |
| SUBURBAN AREA | 3.16 | 494 |
| TOTAL URBAN | 3.58 | 477 |
| RURAL CITY | 1.16 | 445 |
| RURAL AREA | 5.59 | 246 |
| TOTAL RURAL | 6.75 | 280 |
| TOTAL HIGHWAY | 10.33 | 348 |

HIGHWAY 225, MCVAY

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | SUBURBAN AREA - MCKENZIE HWY 15 TO EUGENE | | | | | | | | | | |
| 0.01 | MCKENZIE HWY 15 /FRANKLIN BLVD TO EUGENE CL | .55 | 1 | 548 | 9.09 | | | | | | |
| | TOTAL MCKENZIE HWY 15 TO EUGENE | .55 | 1 | 548 | 9.09 | | | | | | |
| | URBAN CITY - EUGENE | | | | | | | | | | |
| 0.56 | ENTER EUGENE CL TO EXIT CL | .41 | | 529 | | | | | | | |
| | TOTAL EUGENE | .41 | | 529 | | | | | | | |
| | RURAL AREA - EUGENE TO PACIFIC HWY 1 /I-5 | | | | | | | | | | |
| 0.97 | EXIT CL TO BEGIN FRONTAGE RD /FRANKLIN BLVD | .45 | | 496 | | | | | | | |
| 1.42 | BEGIN FRONTAGE RD /FRANKLIN BLVD TO 30TH AVE | .77 | | 560 | | | | | | | |
| 2.19 | 30TH AVE TO PACIFIC HWY 1 /I-5 | .34 | | 604 | | | | | | | |
| | TOTAL EUGENE TO PACIFIC HWY 1 /I-5 | 1.56 | | 551 | | | | | | | |

SUMMARY OF HIGHWAY 225, MCVAY

| | | | | | | | | | | | |
|---------------|------|---|-----|------|--|--|--|--|--|--|--|
| URBAN CITY | .41 | | 529 | | | | | | | | |
| SUBURBAN AREA | .55 | 1 | 548 | 9.09 | | | | | | | |
| TOTAL URBAN | .96 | 1 | 540 | 5.29 | | | | | | | |
| RURAL CITY | .00 | | | | | | | | | | |
| RURAL AREA | 1.56 | | 551 | | | | | | | | |
| TOTAL RURAL | 1.56 | | 551 | | | | | | | | |
| TOTAL HIGHWAY | 2.52 | 1 | 547 | 1.99 | | | | | | | |

HIGHWAY 226, GOSHEN-DIVIDE

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - GOSHEN INTERCHANGE TO CRESWELL | | | | | | | | | | |
| 0.02 | JCT WILLAMETTE HWY 18 TO CRESWELL | 5.37 | | 806 | | 1.34 | | | | .67 | |
| | TOTAL GOSHEN INTERCHANGE TO CRESWELL | 5.37 | | 806 | | 1.35 | | | | .67 | |
| | RURAL CITY - CRESWELL | | | | | | | | | | |
| 5.39 | NCL TO SPRINGFIELD-CRESWELL HWY 222 | .35 | | 922 | | | | | | | |
| 5.74 | SPRINGFIELD-CRESWELL HWY 222 TO SCL | .46 | | 1,151 | | | | | | | |
| | TOTAL CRESWELL | .81 | | 1,052 | | | | | | | |
| | RURAL AREA - CRESWELL TO COTTAGE GROVE UA | | | | | | | | | | |
| 6.20 | CRESWELL TO ENGLAND ROAD | 4.48 | | 694 | | | | | | | |
| 10.68 | ENGLAND RD TO SAGINAW EAST RD | 1.33 | | 734 | | | | | | | |
| 12.01 | SAGINAW EAST RD TO BEGIN COTTAGE GROVE UA | 1.74 | | 782 | | | 2.24 | | | 2.24 | |
| | TOTAL CRESWELL TO COTTAGE GROVE UA | 7.55 | | 721 | | | .51 | | | .51 | |
| | SUBURBAN AREA - COTTAGE GROVE UA TO COTTAGE GROVE | | | | | | | | | | |
| 13.75 | ENTER UA TO COTTAGE GROVE NCL | .04 | | 796 | | | | | | | |
| | TOTAL COTTAGE GROVE UA TO COTTAGE GROVE | .04 | | 796 | | | | | | | |
| | URBAN CITY - COTTAGE GROVE | | | | | | | | | | |
| 13.79 | NCL TO CONN PACIFIC HWY 1 | .28 | | 792 | | | | | | | |
| 14.07 | CONN PACIFIC HWY 1 TO SCL | 2.07 | | 1,369 | | | .90 | | | | |
| | TOTAL COTTAGE GROVE | 2.35 | | 1,300 | | | .85 | | | | |
| | SUBURBAN AREA - COTTAGE GROVE TO END UA | | | | | | | | | | |
| 16.17 | SCL TO END COTTAGE GROVE UA | .04 | | 792 | | | | | | | |
| | TOTAL COTTAGE GROVE TO END UA | .04 | | 792 | | | | | | | |
| | RURAL AREA - COTTAGE GROVE UA TO PACIFIC HWY 1 /I-5 | | | | | | | | | | |
| 16.21 | END UA TO JCT PACIFIC HWY 1 /I-5 | 3.71 | | 520 | | 1.32 | | | | 1.32 | |
| | TOTAL COTTAGE GROVE UA TO PACIFIC HWY 1 /I-5 | 3.71 | | 520 | | 1.33 | | | | 1.33 | |

SUMMARY OF HIGHWAY 226, GOSHEN-DIVIDE

| | | |
|---------------|-------|-------|
| URBAN CITY | 2.35 | 1,300 |
| SUBURBAN AREA | .08 | 794 |
| TOTAL URBAN | 2.43 | 1,284 |
| RURAL CITY | .81 | 1,052 |
| RURAL AREA | 16.63 | 704 |
| TOTAL RURAL | 17.44 | 720 |
| TOTAL HIGHWAY | 19.87 | 789 |

HIGHWAY 227, EUGENE-SPRINGFIELD

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-------|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | URBAN CITY - EUGENE | | | | | | | | | | |
| 0.00 | JCT PACIFIC HWY 1W TO O-XING DELTA HWY | .89 | 1 | 2,685 | 1.14 | | | 1 | 1.14 | | |
| 0.89 | O-XING DELTA HWY TO O-XING COUNTRY CLUB | .82 | | 2,821 | | | | | | | |
| 1.71 | O-XING COUNTRY CLUB RD TO E END COBURG ROAD INT | .64 | | 2,865 | | | | | | | |
| 2.35 | E END COBURG ROAD INT TO BEGIN Q ST INTERCHANGE | .74 | | 2,894 | | | | | | | |
| 3.09 | BEGIN Q ST INT TO O-XING Q ST INTERCHANGE /I-5 | .40 | | 2,912 | | | | | | | |
| | TOTAL EUGENE | 3.49 | 1 | 2,820 | .28 | | | 1 | .28 | | |
| | URBAN CITY - SPRINGFIELD | | | | | | | | | | |
| 3.49 | O-XING PACIFIC HWY 1 TO PIONEER PKWY W | 1.18 | | 3,632 | | | | | | | |
| 4.67 | PIONEER PKWY W TO U-XING MOHAWK BLVD | 1.42 | | 3,150 | | | | | | | |
| 6.09 | MOHAWK BLVD TO O-XING 42ND ST | 1.42 | | 2,350 | | | | | | | |
| 7.51 | 42ND ST TO JCT PACIFIC HWY 1 /I-5 | 2.46 | | 1,533 | | | | | | | |
| | TOTAL SPRINGFIELD | 6.48 | | 2,449 | | | | | | | |

SUMMARY OF HIGHWAY 227, EUGENE-SPRINGFIELD

| | | | | | | | | |
|---------------|------|---|-------|-----|--|--|---|-----|
| URBAN CITY | 9.97 | 1 | 2,579 | .11 | | | 1 | .11 |
| SUBURBAN AREA | .00 | | | | | | | |
| TOTAL URBAN | 9.97 | 1 | 2,579 | .11 | | | 1 | .11 |
| RURAL CITY | .00 | | | | | | | |
| RURAL AREA | .00 | | | | | | | |
| TOTAL RURAL | .00 | | | | | | | |
| TOTAL HIGHWAY | 9.97 | 1 | 2,579 | .11 | | | 1 | .11 |

HIGHWAY 228, SPRINGFIELD

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | URBAN CITY - SPRINGFIELD | | | | | | | | | | |
| 0.00 | BEGIN COUPLET /HWY 227 TO CENTENNIAL BLVD -SBD | .64 | | 600 | | | | | | | |
| 0.64 | CENTENNIAL BL TO HWY 15/ORE126 BUS/MAIN ST -SBD | .73 | | 261 | | | | | | | |
| 1.37 | HWY 15 /MAIN ST TO HWY 15/ORE126 BUS/ A ST -SBD | .03 | | 120 | | | | | | | |
| | TOTAL SPRINGFIELD | 1.40 | | 413 | | | | | | | |

SUMMARY OF HIGHWAY 228, SPRINGFIELD

| | | |
|---------------|------|-----|
| URBAN CITY | 1.40 | 413 |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | 1.40 | 413 |
| RURAL CITY | .00 | |
| RURAL AREA | .00 | |
| TOTAL RURAL | .00 | |
| TOTAL HIGHWAY | 1.40 | 413 |

HIGHWAY 229, MAPLETON-JUNCTION CITY

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - MAPLETON TO PACIFIC HWY WEST 1W /ORE99W | | | | | | | | | | |
| 0.01 | JCT HWY 62 /ORE126 TO SWISSHOME | 8.13 | 1 | 151 | 2.23 | 2.80 | | | | 2.80 | |
| 8.14 | SWISSHOME TO TRIANGLE LAKE | 18.37 | | 74 | | | | | | | |
| 26.51 | TRIANGLE LAKE TO W JCT TERRITORIAL HWY 200/ORE36 | 19.46 | | 219 | | | | | | | |
| 45.97 | BEGIN TO END COM ALIGN /TERRITORIAL HWY 200 | .00 | | 0 | | | | | | | |
| 47.41 | END COM ALIGN TERRITORIAL HWY 200 TO CHESHIRE | .26 | | 423 | | | | | | | |
| 47.67 | CHESHIRE TO JCT PACIFIC HWY WEST 1W /ORE99W | 3.92 | | 459 | | | | | | | |
| | TOTAL MAPLETON TO PACIFIC HWY WEST 1W /ORE99W | 50.14 | 1 | 175 | .31 | .43 | | | | .43 | |

SUMMARY OF HIGHWAY 229, MAPLETON-JUNCTION CITY

| | | | | | | | | | | | |
|---------------|-------|---|-----|-----|--|--|--|--|--|--|--|
| URBAN CITY | .00 | | | | | | | | | | |
| SUBURBAN AREA | .00 | | | | | | | | | | |
| TOTAL URBAN | .00 | | | | | | | | | | |
| RURAL CITY | .00 | | | | | | | | | | |
| RURAL AREA | 50.14 | 1 | 175 | .31 | | | | | | | |
| TOTAL RURAL | 50.14 | 1 | 175 | .31 | | | | | | | |
| TOTAL HIGHWAY | 50.14 | 1 | 175 | .31 | | | | | | | |

HIGHWAY 230, TILLER-TRAIL

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - JACKSON COUNTY TO CRATER LAKE HWY | | | | | | | | | | |
| 41.46 | JACKSON CNTY LINE TO CRATER LAKE HWY 22 /ORE62 | 11.26 | | 33 | | | | | | | |
| | TOTAL JACKSON COUNTY TO CRATER LAKE HWY | 11.26 | | 33 | | | | | | | |

SUMMARY OF HIGHWAY 230, TILLER-TRAIL

| | | | |
|---------------|-------|----|--|
| URBAN CITY | .00 | | |
| SUBURBAN AREA | .00 | | |
| TOTAL URBAN | .00 | | |
| RURAL CITY | .00 | | |
| RURAL AREA | 11.26 | 33 | |
| TOTAL RURAL | 11.26 | 33 | |
| TOTAL HIGHWAY | 11.26 | 33 | |

HIGHWAY 231, ELKTON-SUTHERLIN

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | | |
|---------------|------------------------------------|--|-------|-----|--------------------------|------|------|-------|------|------|------|--|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - - TRUCK AT FAULT - - | | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 | |
| | RURAL CITY - ELKTON | | | | | | | | | | | |
| 0.00 | ELKTON | .08 | | 83 | | | | | | | | |
| | TOTAL ELKTON | .08 | | 83 | | | | | | | | |
| | RURAL AREA - ELKTON TO SUTHERLIN | | | | | | | | | | | |
| 0.08 | ELKTON TO SUTHERLIN | 23.45 | 2 | 76 | 3.07 | 1.73 | 3.48 | 2 | 3.07 | 1.73 | 1.74 | |
| | TOTAL ELKTON TO SUTHERLIN | 23.45 | 2 | 76 | 3.07 | 1.73 | 3.49 | 2 | 3.07 | 1.73 | 1.74 | |
| | URBAN CITY - SUTHERLIN | | | | | | | | | | | |
| 23.53 | WCL TO U-XING PACIFIC HWY 1 /I-5 | .69 | | 208 | | | | | | | | |
| 24.22 | U-XING HWY 1 /I-5 TO COMSTOCK ROAD | .25 | | 407 | | | | | | | | |
| 24.47 | COMSTOCK ROAD TO E CENTRAL AVE | .92 | | 363 | | | | | | | | |
| | TOTAL SUTHERLIN | 1.86 | | 311 | | | | | | | | |

SUMMARY OF HIGHWAY 231, ELKTON-SUTHERLIN

| | | | | | | | | | | | |
|---------------|-------|---|-----|------|--|--|--|---|------|--|--|
| URBAN CITY | 1.86 | | 311 | | | | | | | | |
| SUBURBAN AREA | .00 | | | | | | | | | | |
| TOTAL URBAN | 1.86 | | 311 | | | | | | | | |
| RURAL CITY | .08 | | 83 | | | | | | | | |
| RURAL AREA | 23.45 | 2 | 76 | 3.07 | | | | 2 | 3.07 | | |
| TOTAL RURAL | 23.53 | 2 | 76 | 3.06 | | | | 2 | 3.06 | | |
| TOTAL HIGHWAY | 25.39 | 2 | 93 | 2.31 | | | | 2 | 2.31 | | |

HIGHWAY 233, WEST DIAMOND LAKE

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|-------|------|-------|------|-------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - CRATER LAKE HWY 22 TO SUN MT ROAD | | | | | | | | | | |
| 0.00 | CRATER LAKE HWY 22 TO DOUGLAS COUNTY | 5.99 | | 86 | 5.31 | 10.16 | | | 5.31 | 10.16 | |
| 5.99 | DOUGLAS COUNTY TO FISH CRK RD | 6.17 | | 66 | | 6.34 | | | | | |
| 12.16 | FISH CRK RD TO CRATER RIM VIEWPOINT | 6.34 | | 66 | | | | | | | |
| 18.50 | CRATER RIM VIEWPOINT TO SUN MOUNTAIN RD | 5.30 | | 68 | | | | | | | |
| | TOTAL CRATER LAKE HWY 22 TO SUN MT ROAD | 23.80 | | 71 | 1.61 | 4.58 | | | 1.61 | 3.05 | |

SUMMARY OF HIGHWAY 233, WEST DIAMOND LAKE

| | | |
|---------------|-------|----|
| URBAN CITY | .00 | |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .00 | |
| RURAL CITY | .00 | |
| RURAL AREA | 23.80 | 71 |
| TOTAL RURAL | 23.80 | 71 |
| TOTAL HIGHWAY | 23.80 | 71 |

HIGHWAY 240, CAPE ARAGO

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | URBAN CITY - NORTH BEND | | | | | | | | | | |
| -0.05 | JCT OREGON COAST HWY 9 TO 16TH ST | 1.36 | 1 | 621 | 3.24 | | | 1 | 3.24 | | |
| 1.31 | 16TH ST TO WCL /BEGIN COOS BAY CITY JURIS | .93 | | | 903 | | | | | | |
| | TOTAL NORTH BEND | 2.29 | 1 | 736 | 1.63 | | | 1 | 1.63 | | |
| | RURAL AREA - COOS BAY TO END OF HIGHWAY | | | | | | | | | | |
| 4.49 | COOS BAY WCL TO END SOUTH SLOUGH BRIDGE | 3.96 | | | 327 | | | | | | |
| 8.45 | END SOUTH SLOUGH BR TO CAPE ARAGO ST PARK | 5.70 | | | 50 | | | | | | |
| | TOTAL COOS BAY TO END OF HIGHWAY | 9.66 | | | 164 | | | | | | |

SUMMARY OF HIGHWAY 240, CAPE ARAGO

| | | | | | | | | |
|---------------|-------|---|-----|------|--|--|---|------|
| URBAN CITY | 2.29 | 1 | 736 | 1.63 | | | 1 | 1.63 |
| SUBURBAN AREA | .00 | | | | | | | |
| TOTAL URBAN | 2.29 | 1 | 736 | 1.63 | | | 1 | 1.63 |
| RURAL CITY | .00 | | | | | | | |
| RURAL AREA | 9.66 | | 164 | | | | | |
| TOTAL RURAL | 9.66 | | 164 | | | | | |
| TOTAL HIGHWAY | 11.95 | 1 | 273 | .84 | | | 1 | .84 |

HIGHWAY 241, COOS RIVER

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|---|--|-------|-----|------------------------|------|-------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - OREGON COAST HWY 9 TO E. FORK MILLICOMA RD | | | | | | | | | | |
| 0.00 | ORE COAST HWY 9 TO BEGIN COOS BAY CITY JURIS | .72 | | 725 | | | | | | | |
| 2.23 | BEGIN STATE JURIS TO END CHANDLER BR | 1.55 | | 208 | | | | | | | |
| 3.81 | END CHANDLER BR TO ROOK & HIGGINS PARK | 5.94 | | 70 | | | | | | | |
| 9.78 | ROOK & HIGGINS PARK TO ALLEGANY | 4.23 | | 57 | | | 15.60 | | | | |
| 14.18 | ALLEGANY TO E. FORK MILLICOMA RD | 4.97 | | 29 | | | | | | | |
| | TOTAL OREGON COAST HWY 9 TO E. FORK MILLICOMA RD | 17.41 | | 95 | | | 2.76 | | | | |

SUMMARY OF HIGHWAY 241, COOS RIVER

| | | |
|---------------|-------|----|
| URBAN CITY | .00 | |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .00 | |
| RURAL CITY | .00 | |
| RURAL AREA | 17.41 | 95 |
| TOTAL RURAL | 17.41 | 95 |
| TOTAL HIGHWAY | 17.41 | 95 |

HIGHWAY 242, POWERS

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--------------------------------------|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - HWY 35 /ORE42 TO POWERS | | | | | | | | | | |
| 0.00 | HWY 35 /ORE42 TO WARNER | 5.22 | | 148 | | | 3.52 | | | | 3.52 |
| 5.35 | WARNER TO GAYLORD RD | 4.36 | | 121 | | | | | | | |
| 9.71 | GAYLORD RD TO POWERS | 7.71 | | 83 | | 4.61 | | | | 4.61 | |
| | TOTAL HWY 35 /ORE42 TO POWERS | 17.29 | | 112 | | 1.45 | 1.47 | | | 1.45 | 1.47 |
| | RURAL CITY - POWERS | | | | | | | | | | |
| 17.52 | NCL TO RAILROAD AVE | 1.39 | | 126 | | | | | | | |
| | TOTAL POWERS | 1.39 | | 126 | | | | | | | |

SUMMARY OF HIGHWAY 242, POWERS

| | | |
|---------------|-------|-----|
| URBAN CITY | .00 | |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .00 | |
| RURAL CITY | 1.39 | 126 |
| RURAL AREA | 17.29 | 112 |
| TOTAL RURAL | 18.68 | 113 |
| TOTAL HIGHWAY | 18.68 | 113 |

HIGHWAY 244, COQUILLE-BANDON

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL CITY - BANDON | | | | | | | | | | |
| 0.01 | OREGON COAST HWY 9 /US101 TO OHIO AVE /ECL | .16 | | 335 | | | | | | | |
| | TOTAL BANDON | .16 | | 335 | | | | | | | |
| | RURAL AREA - BANDON TO COQUILLE | | | | | | | | | | |
| 0.17 | BANDON ECL TO RIVERTON / MAIN ST | 10.95 | | 95 | | | | | | | |
| 11.12 | MAIN ST TO COQUILLE | 5.66 | | 109 | | | | | | | |
| | TOTAL BANDON TO COQUILLE | 16.61 | | 100 | | | | | | | |
| | RURAL CITY - COQUILLE | | | | | | | | | | |
| 16.78 | SCL TO COOS BAY-ROSEBURG HWY 35 /ORE42 | .16 | | 211 | | | | | | | |
| | TOTAL COQUILLE | .16 | | 211 | | | | | | | |

SUMMARY OF HIGHWAY 244, COQUILLE-BANDON

| | | |
|---------------|-------|-----|
| URBAN CITY | .00 | |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .00 | |
| RURAL CITY | .32 | 273 |
| RURAL AREA | 16.61 | 100 |
| TOTAL RURAL | 16.93 | 103 |
| TOTAL HIGHWAY | 16.93 | 103 |

HIGHWAY 250, CAPE BLANCO

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - BEGIN HWY TO HWY 9 /US101 | | | | | | | | | | |
| 0.16 | CAPE BLANCO STATE PARK TO JCT HWY 9 /US101 | 5.41 | | 17 | | | | | | | |
| | TOTAL BEGIN HWY TO HWY 9 /US101 | 5.41 | | 17 | | | | | | | |

SUMMARY OF HIGHWAY 250, CAPE BLANCO

| | | | |
|---------------|------|----|--|
| URBAN CITY | .00 | | |
| SUBURBAN AREA | .00 | | |
| TOTAL URBAN | .00 | | |
| RURAL CITY | .00 | | |
| RURAL AREA | 5.41 | 17 | |
| TOTAL RURAL | 5.41 | 17 | |
| TOTAL HIGHWAY | 5.41 | 17 | |

HIGHWAY 251, PORT ORFORD

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL CITY - PORT ORFORD | | | | | | | | | | |
| 0.00 | MARINE RESEARCH STATION TO JCT ORE COAST HWY 9 | .76 | | 9 | | | | | | | |
| | TOTAL PORT ORFORD | .76 | | 9 | | | | | | | |

SUMMARY OF HIGHWAY 251, PORT ORFORD

| | | |
|---------------|-----|---|
| URBAN CITY | .00 | |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .00 | |
| RURAL CITY | .76 | 9 |
| RURAL AREA | .00 | |
| TOTAL RURAL | .76 | 9 |
| TOTAL HIGHWAY | .76 | 9 |

HIGHWAY 255, CARPENTERVILLE

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - HWY 255 | | | | | | | | | | |
| 334.87 | JCT HWY 9 /US101 TO BEGIN COMMON ALIGNMENT | 4.81 | | 0 | | | | | | | |
| 339.68 | COMMON ALIGN ORE COAST HWY 9 /US101 | .00 | | 0 | | | | | | | |
| 341.22 | END COMMON ALIGN HWY 9 TO SUMMIT RIDGE | 7.45 | | 0 | | | | | | | |
| 348.67 | SUMMIT RIDGE RD TO JOHNS PLACE | 7.63 | | 0 | | | | | | | |
| 356.30 | JOHNS PLACE TO JCT HWY 9 /US101 | 5.97 | | 0 | | | | | | | |
| | TOTAL HWY 255 | 25.86 | | 0 | | | | | | | |

SUMMARY OF HIGHWAY 255, CARPENTERVILLE

| | |
|---------------|-------|
| URBAN CITY | .00 |
| SUBURBAN AREA | .00 |
| TOTAL URBAN | .00 |
| RURAL CITY | .00 |
| RURAL AREA | 25.86 |
| TOTAL RURAL | 25.86 |
| TOTAL HIGHWAY | 25.86 |

HIGHWAY 260, ROGUE RIVER LOOP

| START M.P. | SECTION DESCRIPTION | 2003 CRASHES PER MILLION VEHICLE MILES | | | | | | | | | |
|---------------|--|--|-------|-----|------------------------|------|------|-------|------|------|------|
| | | - - TOTAL MOTOR CARRIER CRASHES - - | | | - - TRUCK AT FAULT - - | | | | | | |
| | | MILES | CRASH | ADT | 2003 | 2002 | 2001 | CRASH | 2003 | 2002 | 2001 |
| | RURAL AREA - GRANTS PASS TO REDWOOD HWY 25 | | | | | | | | | | |
| 1.30 | UPPER RIVER RD TO HUNT LANE | 3.88 | | 59 | | | | | | | |
| 5.18 | HUNT LANE TO SHADOW HILLS RD | 5.35 | | 38 | | | | | | | |
| 10.53 | SHADOW HILLS RD TO SHAN CREEK RD | 6.13 | | 39 | | | | | | | |
| 16.71 | SHAN CREEK RD TO JCT REDWOOD HWY 25 | 5.43 | | 59 | | | | | | | |
| | TOTAL GRANTS PASS TO REDWOOD HWY 25 | 20.79 | | 48 | | | | | | | |

SUMMARY OF HIGHWAY 260, ROGUE RIVER LOOP

| | | |
|---------------|-------|----|
| URBAN CITY | .00 | |
| SUBURBAN AREA | .00 | |
| TOTAL URBAN | .00 | |
| RURAL CITY | .00 | |
| RURAL AREA | 20.79 | 48 |
| TOTAL RURAL | 20.79 | 48 |
| TOTAL HIGHWAY | 20.79 | 48 |

