

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

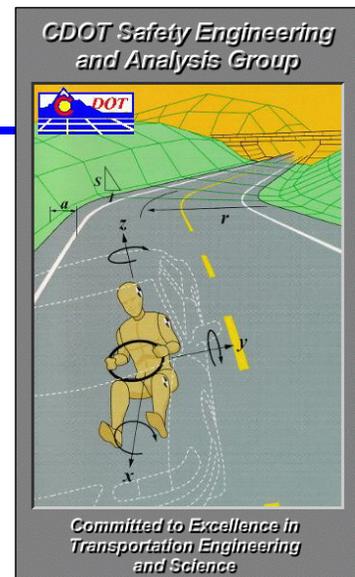
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DATE: December 15, 2006

TO: Karen Rowe, Region 2

FROM: Dwayne Wilkinson
HQ Safety and Traffic Engineering

SUBJECT: **Abbreviated Safety Analysis**
SH050B (MP 329.00 to MP 359.00)



The purpose of this abbreviated safety analysis is to analyze the rural two lane portion of the SH 50B corridor from the City of Pueblo to the City of Manzanola. An opportunity exists for the detection of safety problems and the implementation of selected improvements where it is justified by accident experience.

SH 50 is classified as a Federal Aid Primary (FAP) Rural Principal Arterial though the entire corridor. The corridor traverses flat to rolling terrain along an east to west alignment. The average ADT for the corridor is 4,281 with 13% to 17.5% trucks. The majority of the corridor is a two lane section with 12 foot travel lanes and eight to 10 foot shoulders. The right-of-way varies from 80 feet to 200 feet throughout the corridor.

A detailed summary for the area was created using the most recent five years of accident history available. In five years, there were 220 reported accidents within the study limits; 140 property damage only accidents, 78 injury accidents, injuring 118 people and two fatal accidents, killing two people. The overall Weighted Hazardous Index for the study area over the five year period was well below the state average for similar types of roadway (-1.47).



Left – Photo from approximate MP 337.50 depicting the typical two-lane section through the corridor.

Table 1 summarizes the Weighted Hazard Indices (WHI) and Accident Rates over the study period and provides comparison to the state wide average for other FAP Rural Highways. The table shows that the study area of SH50 consistently performs better than average in terms of Property Damage Only, Injury, Fatal and Total accident rates. Overall, the performance is considered better than average as indicated by a negative WHI.

Table 1
SH050B, MP 329.00 - MP 359.00

| Period | Weighted Hazard Index | (Accident Rates on SH050B) | | | |
|---|-----------------------|----------------------------|-------------|---------------|-------------|
| | | Property Damage Only* | Injury* | Fatal (x100)* | Total |
| 2000 | -1.10 | 0.65 | 0.28 | 0.00 | 0.93 |
| 2001 | -2.27 | 0.57 | 0.20 | 0.00 | 0.77 |
| 2002 | -1.55 | 0.48 | 0.33 | 1.92 | 0.83 |
| 2003 | -1.02 | 0.52 | 0.39 | 2.27 | 0.93 |
| 2004 | -1.40 | 0.51 | 0.36 | 0.00 | 0.87 |
| Average | -1.47 | 0.55 | 0.31 | 0.84 | 0.87 |
| 2003 Average Statewide Rate for FAP Rural Highways | | 1.03 | 0.40 | 2.58 | 1.46 |

* Rates are in accidents per million vehicle-miles of travel, except fatal. Fatal rates are in accidents per hundred-million miles of travel

Figure 1 illustrates the 30 miles of the study and its relative WHI. The relative change in WHI can be misleading where the overall WHI is less than or equal to the statewide average (zero), as it is in this portion of SH50. The peaks in this case do not necessarily mean that a particular location is hazardous, just that these locations have experienced a greater frequency of and more severe accidents than other locations in the study segments. The majority of the peaks on the WHI Graph coincide with county road intersections. Increases of WHI are expected at intersections on rural highways.

Figure 1

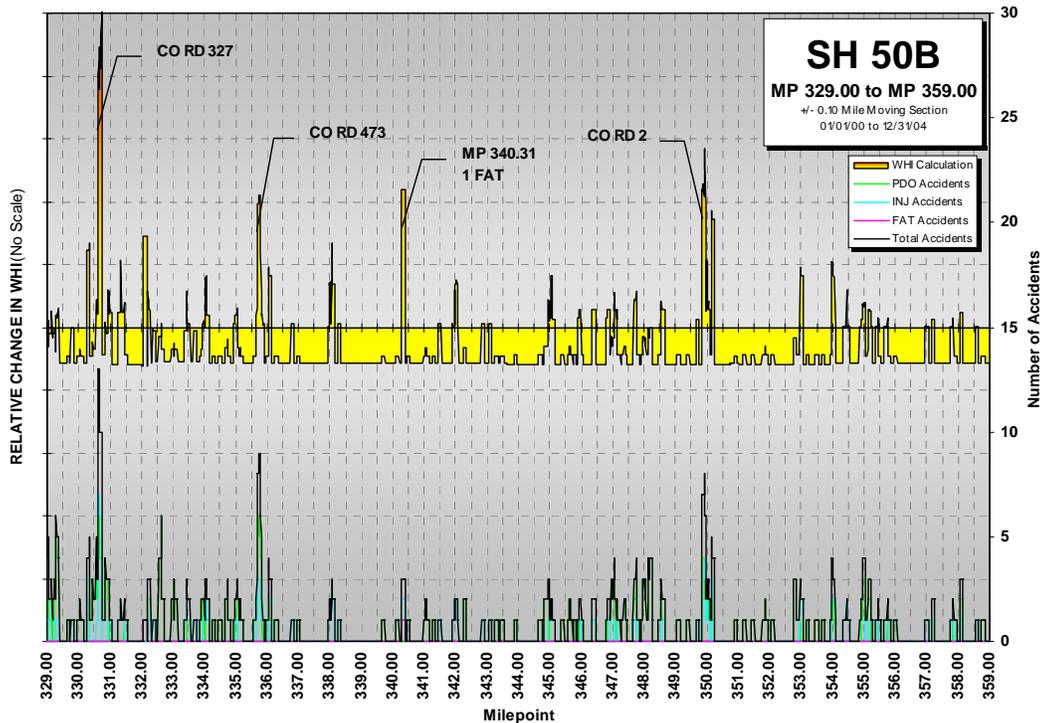
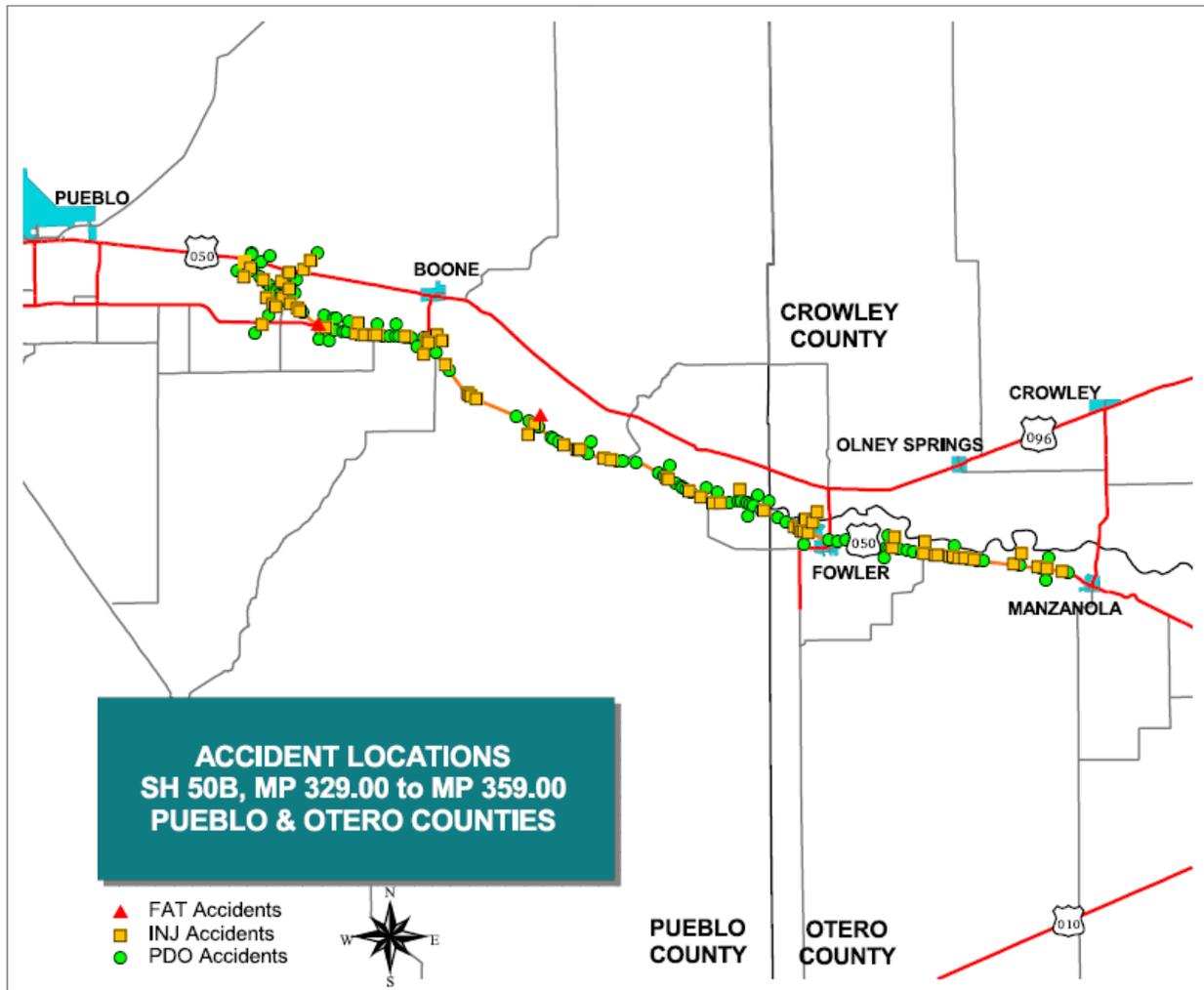


Figure 2 below shows the locations of the 220 reported accidents within the corridor and their corresponding severity.

Figure 2



There were two fatal accidents reported during the study period within the corridor. The first occurred at MP 340 in November of 2002 when the driver of a westbound vehicle attempted to pass a slower moving truck and collided head on with an eastbound vehicle. The crash occurred at dusk, on dry pavement, in a no-passing zone. The driver of the vehicle attempting to pass the truck was killed. Alcohol was not a contributing factor in this crash.

The second fatal accident occurred in February of 2003 near MP 332. The driver of a passenger vehicle was killed when she failed to negotiate a curve and exited the roadway and collided with a tree. The accident occurred at night on dry pavement. Alcohol was not a contributing factor in this crash.

Within the 30 mile corridor, the following two lane segments were further reviewed to identify locations for safety improvements:

- MP 329.53 to MP 332.07
- MP 332.34 to MP 350.63
- MP 351.31 to MP 354.88
- MP 355.46 to MP 359.00

The existing four-lane roadway sections and the portion of the corridor through the City of Fowler were excluded from the analysis.

Each of the two lane portions of SH 50 were then divided into two to four mile segments to be further analyzed through the use of Safety Performance Functions (SPF). The SPF reflects the complex relationship between traffic exposure measured in ADT, and accident count for a unit of road section measured in accidents per mile per year. The SPF models provide an estimate of the normal or expected accident frequency and severity for a range of ADT among similar facilities. Two kinds of Safety Performance Functions were calibrated. The first one addresses the total number of accidents and the second one looks only at accidents involving an injury or fatality. It allows us to assess the magnitude of the safety problem from the frequency and severity standpoint.

Development of the SPF lends itself well to the conceptual formulation of the Level of Service of Safety (LOSS). The concept of level of service uses qualitative measures that characterize safety of a roadway segment in reference to its expected performance and severity. If the level of safety predicted by the SPF will represent a normal or expected number of accidents at a specific level of ADT, then the degree of deviation from the norm can be stratified to represent specific levels of safety.

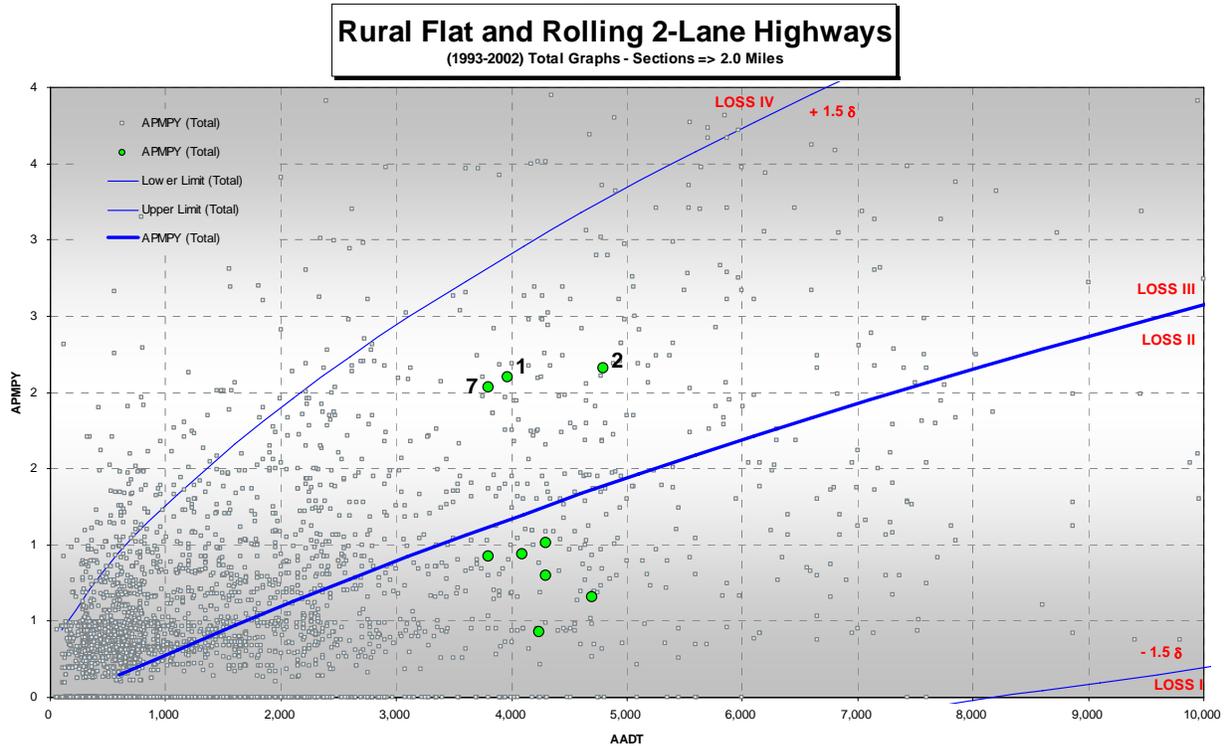
- LOSS-I - Indicates low potential for accident reduction
- LOSS-II- Indicates better than expected safety performance
- LOSS-III - Indicates less than expected safety performance
- LOSS-IV - Indicates high potential for accident reduction

Nine segments were analyzed using the three most recent years of accident data (averaged together).

1. MP 329.53 – MP 332.08 (2.55 miles)
2. MP 332.34 – MP 335.75 (3.41 miles)
3. MP 335.77 – MP 338.00 (2.30 miles)
4. MP 338.01 – MP 341.00 (2.99 miles)
5. MP 341.01 – MP 344.00 (2.99 miles)
6. MP 344.01 – MP 347.00 (2.99 miles)
7. MP 347.01 – MP 350.63 (3.62 miles)
8. MP 351.31 – MP 354.87 (3.56 miles)
9. MP 355.46 – MP 359.00 (3.54 miles)

Figure 3 depicts the SPF calibrated specifically for rural flat and rolling two-lane highways. SPF total and SPF inj+fat analysis describes the magnitude of the safety problem from a frequency and severity standpoint.

Figure 3

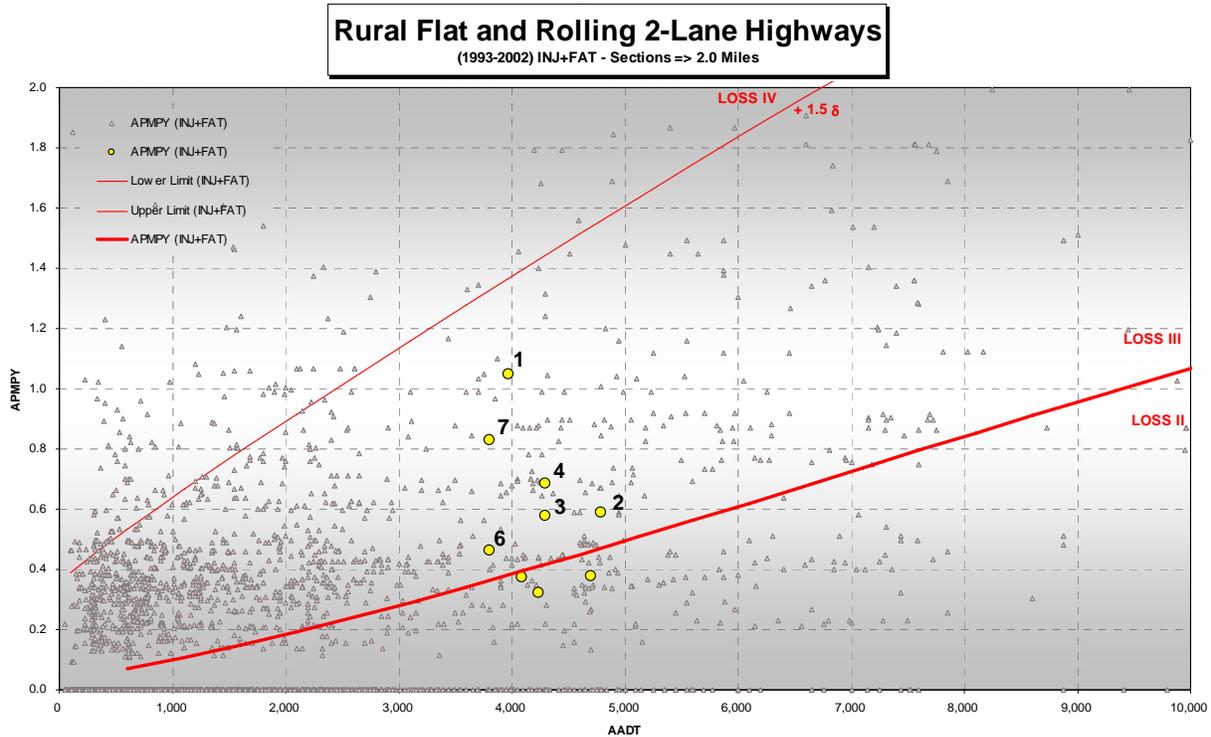


It can be seen from **figure 3** that this section of SH 50 is generally performing as expected for total accident frequency when compared to other similar rural 2-lane flat and rolling highways in Colorado. All nine segments are either in the LOSS II or III category. Segments in the LOSS III category are just slightly above the mean.

Somewhat higher accident frequency for segments one, two and seven indicate that there may be a potential to reduce the total number of accidents in these segments.

Figure 4 depicts the SPF graph calibrated for injury and fatal accidents only. Six of the segments within the study area have accident severity slightly above the average for the state. Segments one, four and seven are significantly higher than the other points which are just above the mean of expected accident severity for the corridor. Each of the six segments that indicate a potential for reducing the severity of accidents within the corridor will be evaluated in order of severity.

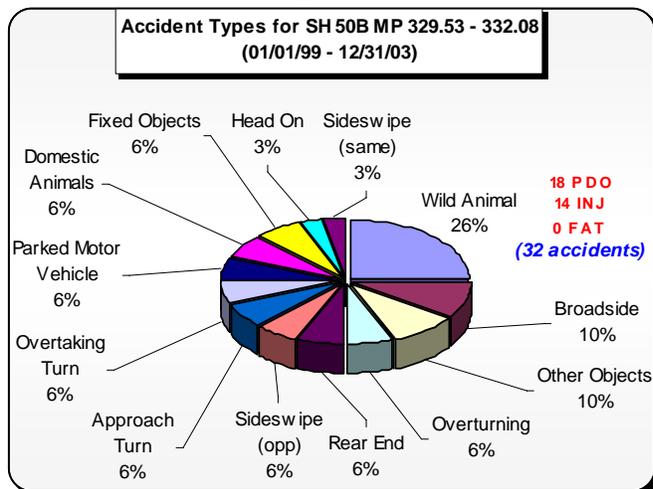
Figure 4



Segment 1 - MP 329.53 to MP 332.08

There were 32 reported accidents in segment one during the study period; 18 property damage only accidents and 14 injury accidents, injuring 23 people. **Figure 5** shows the distribution of accident types for the segment.

Figure 5



Animal accidents (wild and domestic) account for nearly one third of the total accidents within the study period, however this is within the expected range when compared with similar roadways within the state. Intersection related accident types such as broadside, rear end, and approach turn, are occurring at a higher rate than expected, however, this segment includes the intersection of SH 50 and County Road 327. Therefore these types of crashes can be expected.

Right angle collisions and opposite direction collisions have the highest potential for being severe. Of the three broadside accidents, two involved vehicles on the county road attempting to cross SH 50 when they were struck by an east or west bound vehicle. The third broadside involved a vehicle attempting to make a left turn in front of on coming traffic. The two approach turn accidents also

involved vehicles misjudging the gap in traffic and attempting to make a left hand turn. All five of these crashes occurred near the intersection of County Road 327.

There were two sideswipe opposite direction crashes reported. The first occurred near MP 330.30 and involved a passenger vehicle attempting to pass a slower moving vehicle when it collided with an opposing vehicle which was attempting an evasive maneuver to avoid the on coming vehicle. This accident happened at night on dry pavement.

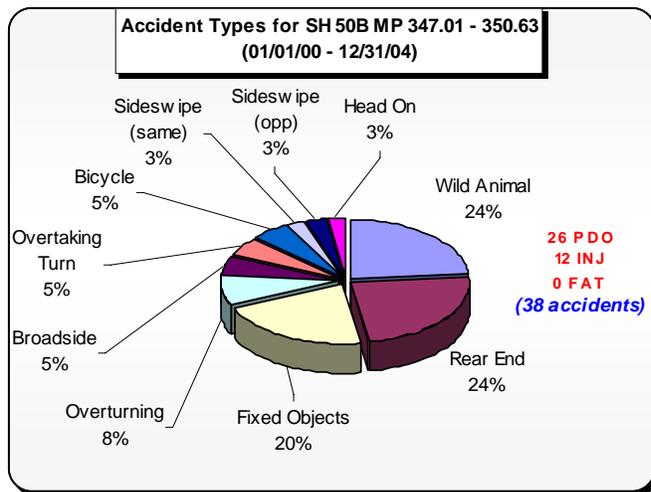
The second sideswipe opposite direction accident occurred at approximate MP 331.40. This accident happened at night on wet pavement, during a storm (snow, sleet and/or hail). The eastbound driver appeared to loose control, drifting into the westbound lanes.

There was one head on collision that occurred at MP 331.30. The driver of the eastbound vehicle lost control of his vehicle on snowy pavement during a snow storm. After colliding with the first westbound vehicle, the car continued out of control and struck a second westbound vehicle.

Segment 7 - MP 347.01 to MP 350.63

There were 38 reported accidents in segment seven during the study period; 26 property damage only accidents and 12 injury accidents, injuring 18 people. **Figure 6** shows the distribution of accident types for the segment.

Figure 6



Again, wild animal accidents account for a majority of the accident types reported in this segment. Rear end accidents account for the same percentage of total accidents as the wild animal crashes, and are occurring at a higher than expected rate when compared to similar facilities in the state. However, there are four county road intersections and a variety of private drive accesses within this segment rear end crashes are expected.

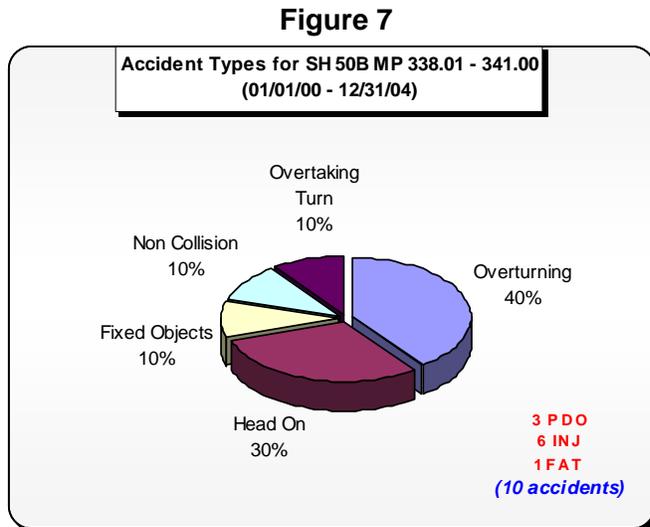
There was one head on collision reported in this segment during the study period. It occurred at MP 349.97 just after the eastbound vehicle entered the roadway

from County Road 2. The westbound driver swerved into the eastbound lanes and collided with the oncoming vehicle. This collision occurred at dawn on dry pavement.

The sideswipe same direction accident occurred at MP 347.70 in the westbound direction. The driver was attempting to pass two vehicles on the right shoulder when the vehicles collided. This crash occurred during the day on dry pavement.

Segment 4 - MP 338.01 to MP 341.00

There were 10 reported accidents in segment four during the study period; three property damage only accidents, six injury accidents, injuring nine people and one fatal accident, killing one person. **Figure 7** shows the distribution of accident types for the segment.



Both overturning and head on accidents are occurring at a higher than expected rate for this type of facility; 40% and 30% respectively.

Of the four overturning accidents, two occurred at night, and the other two during the day, and all occurred on dry pavement. Alcohol and/or drugs, driver inexperience, driver unfamiliar with the area and driver asleep at the wheel were cited as contributing factors in each accident. One of the overturning accidents occurred when the driver had to reenter his lane after attempting to pass a slower moving vehicle to avoid a head on

collision. The evasive maneuver caused the driver to lose control, exit the roadway and roll down the embankment.

The fatal head on crash in this area was discussed earlier in this document. However, there were two additional head on crashes in segment four. The first occurred at MP 338.02 when a drunk driver was traveling westbound in the eastbound lane and the eastbound vehicle was unable to maneuver out of the way. This accident occurred during the day on dry pavement.

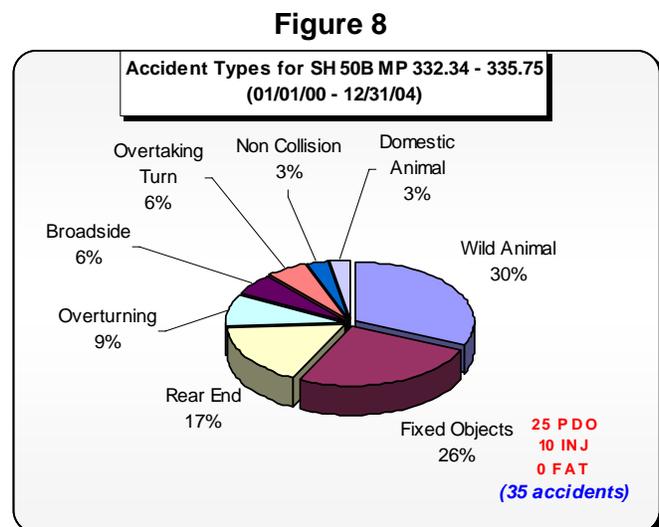
The second head on crash occurred near MP 340 when a westbound vehicle lost control on icy pavement during a snow storm and collided with an eastbound vehicle. This crash occurred at night and speed may have been a factor due to the roadway and weather conditions present at the time.

Segment 2 - MP 332.34 to MP 335.75

There were 35 reported accidents in segment two during the study period; 25 property damage only accidents and 10 injury accidents, injuring 15 people. **Figure 8** shows the distribution of accident types for the segment.

Of the accident types, only rear end crashes are occurring at a higher than expected rate in this segment.

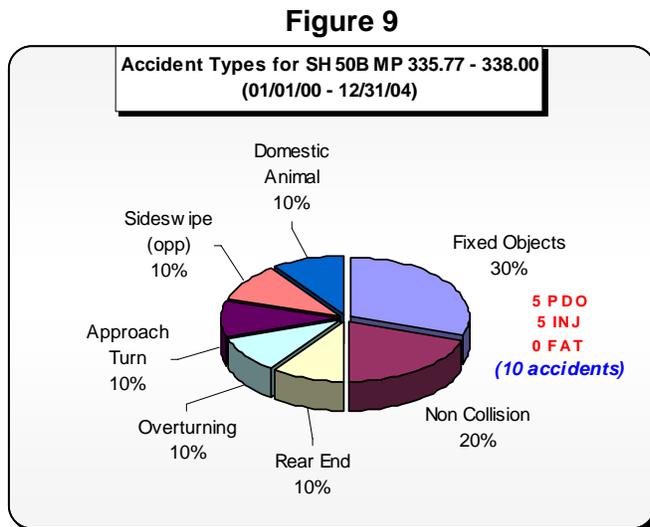
A review of the accident narratives showed that one approach turn accident was the



result of a vehicle attempting to pass another vehicle as it was making a turn onto a private drive.

Segment 3 - MP 335.77 to MP 338.00

There were 10 reported accidents in segment three during the study period; five property damage only accidents and five injury accidents, injuring seven people. **Figure 9** shows the distribution of accident types for the segment.



While all of the percentages for the different accident types were within the expected range for roadways of this type, the type of fixed object involved in all three of the fixed object accidents was occurring at a higher than expected rate.

In each of the crashes, between MP 336.00 and MP 336.10, an eastbound vehicle left the right side of the road and collided with a fence along the south side of the road. A fast moving hail storm was a contributing factor in one of the crashes, the driver was asleep at the wheel for the second crash, and alcohol was suspected as a contributing factor in the third crash.

Two of the crashes occurred within six months of each other in 2002 and the third was almost a year later in 2003.

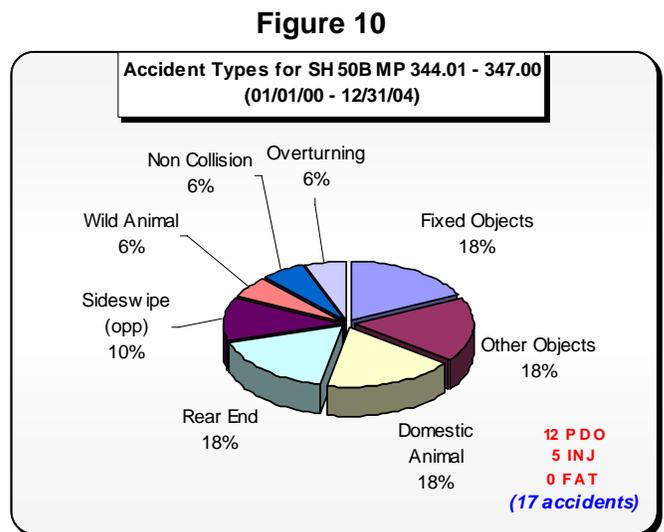
The one sideswipe opposite direction crash in this segment occurred during the summer of 2003 at night on dry pavement. A westbound traveling vehicle struck an eastbound traveling vehicle while both vehicles were going straight. Driver inexperience was a contributing factor in the crash.

Segment 6 - MP 344.01 to MP 347.00

There were 14 reported accidents in segment six during the study period; 12 property damage only accidents and five injury accidents, injuring six people. **Figure 10** shows the distribution of accident types for the segment.

The number of rear end, domestic animal and other object crashes are occurring at a higher than expected rate for this type of roadway. There are two intersections within the segment; therefore a certain number of rear end accidents can be expected.

The animals involved in the three crashes domestic animal crashes included two calves



and one horse. The video log indicates that both the north and south adjacent properties are pasture lands, which appear to be fenced.

Three crashes involved debris in the roadway that had fallen off other vehicles. Plywood, a bale of wire fencing and a ratchet tie were all involved in these property damage only accidents.

There were two sideswipe opposite crashes reported during the study period in segment 6. The first occurred when a drunk driver traveling westbound failed to remain in the westbound lane and sideswiped an oncoming vehicle. This accident occurred at night, during a rain storm on wet pavement.

The second sideswipe crash occurred at MP 347.00. An eastbound driver was attempting to pass several slower moving vehicles when a westbound driver had to maneuver to avoid a head on collision. The eastbound vehicle struck the drivers side of the westbound vehicle and continued on. This crash occurred during the day on dry pavement.

CONCLUSIONS AND RECOMENDATIONS

These conclusions and recommendations are based on the analysis of five years of accident history and review of the video log. The Region is advised to verify through field survey, the observations made in this report regarding physical features, roadside characteristics and traffic control devices.

The entire corridor appears to be operating at an acceptable level of safety services as indicated by the low WHI and the accident rates consistently below the statewide average.

The region may want to consider adding W2-1 signs with supplemental road name plaques at the major county road crossings to draw attention to the upcoming intersections, if not currently existing. In addition to the W2-1 signs on SH 50, the region should also install W3-1a signs on the crossing county roads to emphasize the stop condition ahead.

While the number of wild animal collisions is not higher than expected in segments one, two and seven, the region may want to consider installing W11-3 signs in these segments.

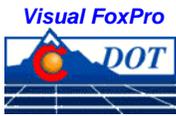
The location of passing zones should be evaluated to determine if they are adequate under the current MUTCD and CDOT Standards.

While there were accidents caused by drivers attempting to pass slower moving vehicles, the number was not statistically significant to recommend countermeasures at this time. However, the number of crashes that were reported under this situation does not reflect the number of near misses or unreported property damage only crashes as a result of drivers attempting to pass but were able to recover. The region should consider commissioning a Speed Differential Study to determine locations where Passing Lanes may be an appropriate countermeasure to drivers attempting to pass slower moving vehicles.

If you have any comments on the content or format of this information, please provide them to us by 01/31/06. If we do not hear from you by this date, we will assume that the information has satisfied your request.

Should any questions arise concerning this information, or if further assistance is needed, please do not hesitate to contact me at (303) 512-5134 or Katie Dawson of my staff at (303) 757-9333.

attachment



**Colorado Department of Transportation
Transportation Safety and Traffic Engineering
Detailed Accident Summary Report**

12/08/2006

Job #: 20061208104203

Highway: 50B Begin:329.00 End:359.00 From:01/01/2000 To:12/31/2004

| Severity | Multi-Vehicle | Location |
|---------------------------|-------------------|--------------------------------------|
| PDO: 140 | One Vehicle: 138 | On Road: 139 Off in Median: 1 |
| INJ: 78 118 :Injured | Two Vehicles: 77 | Off Road Left: 28 Unknown: 1 |
| FAT: 2 2 :Killed | Three or More: 5 | Off Road Right: 51 |
| Total: 220 | Unknown: 0 | Off Road at Tee: 0 Total: 220 |
| | Total: 220 | |

| Accident Type | | |
|--------------------------|------------------------|-------------------------------|
| Overturning: 26 | Domestic Animal: 11 | Tree: 0 |
| Other Non Collision: 6 | Wild Animal: 40 | Large Boulder: 0 |
| School Age Peds: 0 | Light/Utility Pole: 4 | Rocks in Roadway: 0 |
| Other Pedestrians: 0 | Traffic Signal Pole: 0 | Barricade: 0 |
| Broadside: 9 | Sign: 6 | Wall/Building: 0 |
| Head On: 5 | Bridge Rail: 2 | Crash Cushion: 0 |
| Rear End: 25 | Guard Rail: 7 | Mailbox: 2 |
| Sideswipe (Same): 4 | Median Barrier: 0 | Other Fixed Object: 0 |
| Sideswipe (Opposite): 10 | Bridge Abutment: 0 | Involving Other Object: 8 |
| Approach Turn: 4 | Column/Pier: 0 | Road Maintenance Equipment: 1 |
| Overtaking Turn: 14 | Culvert/Headwall: 0 | Unknown: 0 |
| Parked Motor Vehicle: 3 | Embankment: 12 | Total: 220 |
| Railway Vehicle: 0 | Curb: 1 | Total Fixed Objects: 52 |
| Bicycle: 2 | Delineator Post: 10 | Total Other Objects: 9 |
| Motorized Bicycle: 0 | Fence: 8 | |

| Lighting Conditions | |
|----------------------|--|
| Daylight: 104 | |
| Dawn or Dusk: 13 | |
| Dark - Lighted: 1 | |
| Dark - Unlighted: 99 | |
| Unknown: 3 | |
| Total: 220 | |

| Weather Conditions | | |
|---------------------|------------|--|
| None: 177 | Dust: 0 | |
| Rain: 9 | Wind: 1 | |
| Snow/Sleet/Hail: 28 | Unknown: 3 | |
| Fog: 2 | | |
| Total: 220 | | |

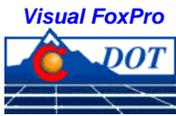
| Road Description | |
|-----------------------------|--|
| At Intersection: 33 | |
| At Driveway Access: 23 | |
| Intersection Related: 13 | |
| Non Intersection Urban: 2 | |
| In Alley: 0 | |
| Non Intersection Rural: 146 | |
| Highway Interchange: 2 | |
| Unknown: 1 | |
| Total: 220 | |

| Road Conditions | |
|--------------------------------|--|
| Dry: 167 | |
| Wet: 13 | |
| Muddy: 0 | |
| Snowy: 6 | |
| Icy: 30 | |
| Slushy: 0 | |
| Foreign Material: 0 | |
| With Road Treatment: 0 | |
| Dry w/Icy Road Treatment: 0 | |
| Wet w/Icy Road Treatment: 0 | |
| Snowy w/Icy Road Treatment: 0 | |
| Icy w/Icy Road Treatment: 0 | |
| Slushy w/Icy Road Treatment: 0 | |
| Unknown: 4 | |
| Total: 220 | |

| Mainline/Ramps/Frontage Rds | |
|------------------------------|-------------------|
| Mainline: 219 | |
| Crossroad (Ramp A): 0 | |
| Frontage Rd: 0 | |
| Ramps | |
| B: 0 | H: 0 |
| C: 1 | I: 0 |
| D: 0 | J: 0 |
| E: 0 | K: 0 |
| F: 0 | T: 0 |
| G: 0 | |
| Intsrx Frontage/Ramps | |
| M: 0 | N: 0 |
| O: 0 | P: 0 |
| HOV Lanes: 0 | |
| Ukwnn: 0 | Total: 220 |

| Accident Rates | |
|---------------------------------|--|
| PDO: 0.60 MVMT Total: 0.94 MVMT | |
| Injury: 0.33 MVMT | |
| Fatal: 0.85 100 MVMT | |

ADT: 4281 WHI: -1.15 Length: 29.91 Coris File: tcoris2005.dbf



**Colorado Department of Transportation
Transportation Safety and Traffic Engineering
Detailed Accident Summary Report**

12/08/2006

Job #: 20061208104545

Highway: 50B Begin:400.00 End:427.00 From:01/01/2000 To:12/31/2004

| Vehicle Type | Veh 1 | Veh 2 | Veh 3 |
|-----------------------------------|------------|-----------|----------|
| Passenger Car/Van: | 61 | 18 | 4 |
| Passenger Car/Van w/Trl: | 3 | 1 | 0 |
| Pickup Truck/Utility Van: | 41 | 3 | 1 |
| Pickup Truck/Utility Van w/Trl: | 13 | 4 | 0 |
| Truck 10k lbs or Less: | 4 | 0 | 0 |
| Trucks > 10k lbs/Bus > 15 People: | 22 | 5 | 0 |
| School Bus < 15 People: | 0 | 0 | 0 |
| Non School Bus < 15 People: | 0 | 0 | 0 |
| Motorhome: | 2 | 0 | 0 |
| Motorcycle: | 3 | 0 | 0 |
| Bicycle: | 0 | 0 | 0 |
| Motorized Bicycle: | 0 | 0 | 0 |
| Farm Equipment: | 0 | 0 | 0 |
| Hit and Run - Unknown: | 1 | 0 | 0 |
| Other: | 0 | 0 | 0 |
| Unknown: | 2 | 1 | 0 |
| Total: | 152 | 32 | 5 |

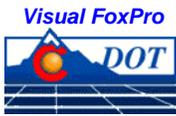
| Vehicle Movement | Veh 1 | Veh 2 | Veh 3 |
|------------------------------|------------|-----------|----------|
| Going Straight: | 120 | 18 | 2 |
| Slowing: | 3 | 1 | 1 |
| Stopped in Traffic: | 0 | 5 | 1 |
| Making Right Turn: | 3 | 1 | 0 |
| Making Left Turn: | 4 | 2 | 0 |
| Making U-Turn: | 2 | 0 | 0 |
| Passing: | 7 | 2 | 0 |
| Backing: | 1 | 0 | 0 |
| Enter/Leave Parked Position: | 1 | 0 | 0 |
| Starting in Traffic: | 1 | 0 | 0 |
| Parked: | 0 | 0 | 0 |
| Changing Lanes: | 1 | 0 | 0 |
| Avoiding Object in Road: | 3 | 2 | 1 |
| Weaving: | 2 | 0 | 0 |
| Other: | 1 | 0 | 0 |
| Unknown: | 3 | 1 | 0 |
| Total: | 152 | 32 | 5 |

| Contributing Factor | Veh 1 | Veh 2 | Veh 3 |
|----------------------------------|------------|-----------|----------|
| No Apparent Contributing Factor: | 111 | 31 | 5 |
| Asleep at the Wheel: | 12 | 0 | 0 |
| Illness: | 1 | 0 | 0 |
| Distracted by Passenger: | 1 | 0 | 0 |
| Driver Inexperience: | 8 | 0 | 0 |
| Driver Fatigue: | 0 | 0 | 0 |
| Driver Preoccupied: | 10 | 0 | 0 |
| Driver Unfamiliar with Area: | 4 | 0 | 0 |
| Driver Emotionally Upset: | 1 | 0 | 0 |
| Evading Law Enforcement Officer: | 1 | 0 | 0 |
| Physical Disability: | 1 | 0 | 0 |
| Unknown: | 2 | 1 | 0 |
| Total: | 152 | 32 | 5 |

| Direction | Veh 1 | Veh 2 | Veh 3 |
|---------------|------------|-----------|----------|
| North: | 2 | 0 | 0 |
| Northeast: | 0 | 0 | 0 |
| East: | 72 | 19 | 5 |
| Southeast: | 0 | 0 | 0 |
| South: | 3 | 0 | 0 |
| Southwest: | 0 | 0 | 0 |
| West: | 72 | 12 | 0 |
| Northwest: | 0 | 0 | 0 |
| Unknown: | 3 | 1 | 0 |
| Total: | 152 | 32 | 5 |

| Condition of Driver | Veh 1 | Veh 2 | Veh 3 |
|----------------------------------|------------|-----------|----------|
| No Impairment Suspected: | 136 | 31 | 4 |
| Alcohol Involved: | 7 | 0 | 0 |
| RX Drugs or Medication Involved: | 1 | 0 | 0 |
| Illegal Drugs Involved: | 1 | 0 | 0 |
| Alcohol and Drugs Involved: | 0 | 0 | 0 |
| Driver/Pedestrian not Observed: | 6 | 0 | 1 |
| Unknown: | 1 | 1 | 0 |
| Total: | 152 | 32 | 5 |

ADT: 3112 WHI: -1.03 Length: 26.87 Coris File: tcoris2005.dbf



**Colorado Department of Transportation
Transportation Safety and Traffic Engineering
General Accident Summary Report**

12/13/2006

Job #: 20061213142144

Highway: 50B **Begin:** 329.00 **End:** 359.00 **From:** 01/01/2002 **To:** 12/31/2002

| Severity | |
|---------------|---------------------|
| PDO: | 25 |
| INJ: | 17 22 :Injured |
| FAT: | 1 1 :Killed |
| Total: | 43 |

| Number of Vehicles | |
|--------------------|-----------|
| One Vehicle: | 26 |
| Two Vehicles: | 15 |
| Three or More: | 2 |
| Unknown: | 0 |
| Total: | 43 |

| Location | |
|---------------|-----------|
| On Road: | 22 |
| Off Road: | 20 |
| Unknown: | 1 |
| Total: | 43 |

| Accident Type | | |
|----------------------|---|-------------------------|
| Overturning: | 7 | Sideswipe (Same): 1 |
| Other Non Collision: | 1 | Sideswipe (Opposite): 0 |
| Pedestrians: | 0 | Approach Turn: 0 |
| Broadside: | 3 | Overtaking Turn: 2 |
| Head On: | 3 | Parked Motor Vehicle: 1 |
| Rear End: | 5 | Railway Vehicle: 0 |
| | | Bicycles: 0 |
| | | Domestic Animal: 0 |
| | | Wild Animal: 9 |
| | | Fixed Objects: 11 |
| | | Other Objects: 0 |
| | | Unknown: 0 |
| | | Total: 43 |

| Lighting Conditions | |
|---------------------|-----------|
| Daylight: | 19 |
| Dawn or Dusk: | 4 |
| Dark - Lighted: | 1 |
| Dark - Unlighted: | 17 |
| Unknown: | 2 |
| Total: | 43 |

| Mainline/Ramps/Frontage Rds | |
|-----------------------------|-----------|
| Mainline: | 43 |
| Ramps: | 0 |
| Frontage Roads: | 0 |
| Intsx Frontage/Ramps: | 0 |
| HOV Lanes: | 0 |
| Unknown: | 0 |
| Total: | 43 |

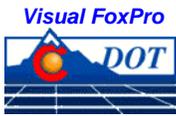
| Weather Conditions | |
|--------------------|-----------|
| None: | 32 |
| Rain: | 2 |
| Snow/Sleet/Hail: | 6 |
| Fog: | 1 |
| Dust: | 0 |
| Wind: | 0 |
| Unknown: | 2 |
| Total: | 43 |

| Vehicle Types | Vehicle 1 | Vehicle 2 | Vehicle 3 |
|--------------------------------------|-----------|-----------|-----------|
| Passenger Car/Van: | 27 | 9 | 0 |
| Passenger Car/Van w/Trl: | 1 | 0 | 0 |
| Pickup Truck/Utility Van: | 13 | 4 | 1 |
| Pickup Truck/Utility Van w/Trl: | 1 | 2 | 0 |
| Truck 10k lbs or Less: | 0 | 1 | 0 |
| Trucks > 10k lbs/Busses > 15 People: | 0 | 0 | 0 |
| School Bus < 15 People: | 0 | 0 | 0 |
| Non School Bus < 15 People: | 0 | 0 | 0 |
| Motorhome: | 0 | 0 | 0 |
| Motorcycle: | 0 | 0 | 1 |
| Bicycle: | 0 | 0 | 0 |
| Motorized Bicycle: | 0 | 0 | 0 |
| Farm Equipment: | 0 | 0 | 0 |
| Hit and Run - Unknown: | 0 | 0 | 0 |
| Other: | 0 | 0 | 0 |
| Unknown: | 1 | 1 | 0 |
| Total: | 43 | 17 | 2 |

| Road Conditions | |
|----------------------|-----------|
| Dry: | 28 |
| Wet: | 2 |
| Muddy: | 0 |
| Snowy: | 1 |
| Icy: | 9 |
| Slushy: | 0 |
| Foreign Material: | 0 |
| With Road Treatment: | 0 |
| Unknown: | 3 |
| Total: | 43 |

| Accident Rates | |
|----------------|-------------------------|
| PDO: | 0.48 * * MVMT |
| INJ: | 0.33 * ** 100 MVMT |
| FAT: | 1.92 ** |
| Total: | 0.82 * |

ADT: 4777 **WHI:** -1.55 **Length:** 29.91 **Coris File:** tcoris2003.dbf



**Colorado Department of Transportation
Transportation Safety and Traffic Engineering
General Accident Summary Report**

12/13/2006

Job #: 20061213142255

Highway: 50B **Begin:** 329.00 **End:** 359.00 **From:** 01/01/2004 **To:** 12/31/2004

| Severity | | | |
|---------------|-----------|----|---------|
| PDO: | 24 | | |
| INJ: | 17 | 23 | Injured |
| FAT: | 0 | 0 | :Killed |
| Total: | 41 | | |

| Number of Vehicles | |
|--------------------|-----------|
| One Vehicle: | 26 |
| Two Vehicles: | 14 |
| Three or More: | 1 |
| Unknown: | 0 |
| Total: | 41 |

| Location | |
|---------------|-----------|
| On Road: | 30 |
| Off Road: | 11 |
| Unknown: | 0 |
| Total: | 41 |

| Accident Type | | | | | |
|----------------------|---|-----------------------|---|------------------|-----------|
| Overturning: | 5 | Sideswipe (Same): | 1 | Bicycles: | 0 |
| Other Non Collision: | 0 | Sideswipe (Opposite): | 3 | Domestic Animal: | 2 |
| Pedestrians: | 0 | Approach Turn: | 1 | Wild Animal: | 9 |
| Broadside: | 2 | Overtaking Turn: | 2 | Fixed Objects: | 7 |
| Head On: | 1 | Parked Motor Vehicle: | 0 | Other Objects: | 3 |
| Rear End: | 5 | Railway Vehicle: | 0 | Unknown: | 0 |
| | | | | Total: | 41 |

| Lighting Conditions | |
|---------------------|-----------|
| Daylight: | 16 |
| Dawn or Dusk: | 2 |
| Dark - Lighted: | 0 |
| Dark - Unlighted: | 23 |
| Unknown: | 0 |
| Total: | 41 |

| Mainline/Ramps/Frontage Rds | |
|-----------------------------|-----------|
| Mainline: | 41 |
| Ramps: | 0 |
| Frontage Roads: | 0 |
| Intsx Frontage/Ramps: | 0 |
| HOV Lanes: | 0 |
| Unknown: | 0 |
| Total: | 41 |

| Weather Conditions | |
|--------------------|-----------|
| None: | 32 |
| Rain: | 3 |
| Snow/Sleet/Hail: | 5 |
| Fog: | 0 |
| Dust: | 0 |
| Wind: | 1 |
| Unknown: | 0 |
| Total: | 41 |

| Vehicle Types | Vehicle 1 | Vehicle 2 | Vehicle 3 |
|--------------------------------------|-----------|-----------|-----------|
| Passenger Car/Van: | 24 | 9 | 1 |
| Passenger Car/Van w/Trl: | 0 | 0 | 0 |
| Pickup Truck/Utility Van: | 11 | 4 | 0 |
| Pickup Truck/Utility Van w/Trl: | 3 | 1 | 0 |
| Truck 10k lbs or Less: | 0 | 0 | 0 |
| Trucks > 10k lbs/Busses > 15 People: | 3 | 1 | 0 |
| School Bus < 15 People: | 0 | 0 | 0 |
| Non School Bus < 15 People: | 0 | 0 | 0 |
| Motorhome: | 0 | 0 | 0 |
| Motorcycle: | 0 | 0 | 0 |
| Bicycle: | 0 | 0 | 0 |
| Motorized Bicycle: | 0 | 0 | 0 |
| Farm Equipment: | 0 | 0 | 0 |
| Hit and Run - Unknown: | 0 | 0 | 0 |
| Other: | 0 | 0 | 0 |
| Unknown: | 0 | 0 | 0 |
| Total: | 41 | 15 | 1 |

| Road Conditions | |
|----------------------|-----------|
| Dry: | 33 |
| Wet: | 4 |
| Muddy: | 0 |
| Snowy: | 1 |
| Icy: | 3 |
| Slushy: | 0 |
| Foreign Material: | 0 |
| With Road Treatment: | 0 |
| Unknown: | 0 |
| Total: | 41 |

| Accident Rates | | |
|----------------|---------|----------------------|
| PDO: | 0.51 * | * MVMT |
| INJ: | 0.36 * | ** 100 MVMT |
| FAT: | 0.00 ** | Total: 0.87 * |

ADT: 4281 **WHI:** -1.40 **Length:** 29.91 **Coris File:** tcoris2005.dbf

Highway CORIS
SH 50B, MP 329.00 to MP 359.00

| HWY | MP | Description | rcode | func_class | fed_aid | % Trucks | ADT | ADT Year | # Lanes |
|------|--------|---|-------|----------------------------|---------------------|----------|------|----------|---------|
| 050B | 329 | SIGN BRIDGE STR K-19-Y EB LANES MILEPOST 329 | Rural | Principal Arterial - Other | Federal Aid Primary | 13.1 | 6558 | 2003 | 4 |
| 050B | 329.1 | RAMP ON | Rural | Principal Arterial - Other | Federal Aid Primary | 13.1 | 6558 | 2003 | 4 |
| 050B | 329.14 | ORDNANCE DEPOT ROAD INTERCHANGE RD N UNDERPASS STR K-19 | Rural | Principal Arterial - Other | Federal Aid Primary | 13.1 | 6558 | 2003 | 4 |
| 050B | 329.22 | RAMP OFF | Rural | Principal Arterial - Other | Federal Aid Primary | 13.1 | 6558 | 2003 | 4 |
| 050B | 329.33 | JCT SH 96 E RD S (CO RD 487) | Rural | Principal Arterial - Other | Federal Aid Primary | 16.8 | 3632 | 2003 | 4 |
| 050B | 329.53 | CHANGE WIDTH | Rural | Principal Arterial - Other | Federal Aid Primary | 16.8 | 3632 | 2003 | 2 |
| 050B | 330 | MILEPOST 330 | Rural | Principal Arterial - Other | Federal Aid Primary | 16.8 | 3632 | 2003 | 2 |
| 050B | 330.68 | RD N AND S (CO RD 327) | Rural | Principal Arterial - Other | Federal Aid Primary | 17.8 | 2665 | 2003 | 2 |
| 050B | 331 | ARKANSAS RIVER STR L-19-H MILEPOST 331 | Rural | Principal Arterial - Other | Federal Aid Primary | 17.8 | 2665 | 2003 | 2 |
| 050B | 332 | MILEPOST 332 | Rural | Principal Arterial - Other | Federal Aid Primary | 17.8 | 2665 | 2003 | 2 |
| 050B | 332.08 | BEGIN CHANNELIZED INTERSECTION | Rural | Principal Arterial - Other | Federal Aid Primary | 17.8 | 2665 | 2003 | 2 |
| 050B | 332.21 | RAMP OFF | Rural | Principal Arterial - Other | Federal Aid Primary | 17.8 | 2665 | 2003 | 4 |
| 050B | 332.25 | JCT SH 50 PUEBLO BUSINESS LOOP SH 50 W | Rural | Principal Arterial - Other | Federal Aid Primary | 14.8 | 5395 | 2003 | 4 |
| 050B | 332.33 | SIGN BRIDGE STR L-19-AC WB LANES | Rural | Principal Arterial - Other | Federal Aid Primary | 14.8 | 5395 | 2003 | 4 |
| 050B | 332.35 | END CHANNELIZED INTERSECTION | Rural | Principal Arterial - Other | Federal Aid Primary | 14.8 | 5395 | 2003 | 4 |
| 050B | 332.35 | RAMP ON | Rural | Principal Arterial - Other | Federal Aid Primary | 14.8 | 5395 | 2003 | 4 |
| 050B | 332.68 | RD S (56TH LN) (CO RD 471) | Rural | Principal Arterial - Other | Federal Aid Primary | 14.8 | 5395 | 2003 | 2 |
| 050B | 333 | RD N (CO RD 476) MILEPOST 333 | Rural | Principal Arterial - Other | Federal Aid Primary | 14.8 | 5395 | 2003 | 2 |
| 050B | 333.48 | RD N (BASAL RD) (CO RD 491) | Rural | Principal Arterial - Other | Federal Aid Primary | 14.8 | 5395 | 2003 | 2 |
| 050B | 334 | MILEPOST 334 | Rural | Principal Arterial - Other | Federal Aid Primary | 14.8 | 5395 | 2003 | 2 |
| 050B | 334.02 | RD S (CO RD 39) | Rural | Principal Arterial - Other | Federal Aid Primary | 17 | 3983 | 2003 | 2 |
| 050B | 335 | MILEPOST 335 | Rural | Principal Arterial - Other | Federal Aid Primary | 17 | 3983 | 2003 | 2 |
| 050B | 335.04 | RD S (CO RD 474) | Rural | Principal Arterial - Other | Federal Aid Primary | 17 | 3983 | 2003 | 2 |
| 050B | 335.69 | RD S (CO RD 473) | Rural | Principal Arterial - Other | Federal Aid Primary | 17 | 3983 | 2003 | 2 |
| 050B | 335.76 | JCT SH 209 N RD W (CO RD 474) | Rural | Principal Arterial - Other | Federal Aid Primary | 17.5 | 4085 | 2003 | 2 |
| 050B | 335.86 | HUERFANO RIVER STR L-19-B | Rural | Principal Arterial - Other | Federal Aid Primary | 17.5 | 4085 | 2003 | 2 |
| 050B | 336 | MILEPOST 336 | Rural | Principal Arterial - Other | Federal Aid Primary | 17.5 | 4085 | 2003 | 2 |
| 050B | 336.03 | RD SW (CO RD 709) | Rural | Principal Arterial - Other | Federal Aid Primary | 17.5 | 4085 | 2003 | 2 |
| 050B | 336.3 | RD S (CO RD 702) | Rural | Principal Arterial - Other | Federal Aid Primary | 17.5 | 4085 | 2003 | 2 |
| 050B | 336.98 | RD E AND W (CO RD 708) | Rural | Principal Arterial - Other | Federal Aid Primary | 17.5 | 4085 | 2003 | 2 |
| 050B | 337 | MILEPOST 337 | Rural | Principal Arterial - Other | Federal Aid Primary | 17.5 | 4085 | 2003 | 2 |
| 050B | 337.6 | RD E AND W (CHERRY LN) (CO RD 706) | Rural | Principal Arterial - Other | Federal Aid Primary | 17.5 | 4085 | 2003 | 2 |
| 050B | 337.9 | RD N AND S (59TH LN) (CO RD 711) | Rural | Principal Arterial - Other | Federal Aid Primary | 17.5 | 4085 | 2003 | 2 |
| 050B | 338 | MILEPOST 338 | Rural | Principal Arterial - Other | Federal Aid Primary | 17.5 | 4085 | 2003 | 2 |
| 050B | 338.71 | RD S (CO RD 713) | Rural | Principal Arterial - Other | Federal Aid Primary | 17.5 | 4085 | 2003 | 2 |
| 050B | 339 | MILEPOST 339 | Rural | Principal Arterial - Other | Federal Aid Primary | 17.5 | 4085 | 2003 | 2 |
| 050B | 339.37 | RD N (CO RD 3731) | Rural | Principal Arterial - Other | Federal Aid Primary | 17.5 | 4085 | 2003 | 2 |
| 050B | 340 | MILEPOST 340 | Rural | Principal Arterial - Other | Federal Aid Primary | 17.5 | 4085 | 2003 | 2 |
| 050B | 340.14 | RD S (61ST LN) (CO RD 715) | Rural | Principal Arterial - Other | Federal Aid Primary | 17.5 | 4085 | 2003 | 2 |
| 050B | 341 | MILEPOST 341 | Rural | Principal Arterial - Other | Federal Aid Primary | 17.5 | 4085 | 2003 | 2 |
| 050B | 341.39 | RD S (CO RD 717) | Rural | Principal Arterial - Other | Federal Aid Primary | 17.5 | 4085 | 2003 | 2 |
| 050B | 341.88 | RD S (62ND LN) (CO RD 719) | Rural | Principal Arterial - Other | Federal Aid Primary | 17.5 | 4085 | 2003 | 2 |
| 050B | 342 | MILEPOST 342 | Rural | Principal Arterial - Other | Federal Aid Primary | 17.5 | 4085 | 2003 | 2 |
| 050B | 342.86 | RD NE AND W (HUCKLEBERRY RD) (CO RD 710) | Rural | Principal Arterial - Other | Federal Aid Primary | 17.5 | 4085 | 2003 | 2 |
| 050B | 343 | MILEPOST 343 | Rural | Principal Arterial - Other | Federal Aid Primary | 17.5 | 4085 | 2003 | 2 |

Highway CORIS
SH 50B, MP 329.00 to MP 359.00

| HWY | MP | Description | rucode | func_class | fed_aid | % Trucks | ADT | ADT Year | # Lanes |
|------|--------|---|--------|----------------------------|---------------------|----------|------|----------|---------|
| 050B | 343.36 | RD S (64TH LN) (CO RD 721) | Rural | Principal Arterial - Other | Federal Aid Primary | 17.5 | 4085 | 2003 | 2 |
| 050B | 343.66 | RD NE (CO RD 613) (NEPESTA) | Rural | Principal Arterial - Other | Federal Aid Primary | 15.5 | 3479 | 2003 | 2 |
| 050B | 344 | MILEPOST 344 | Rural | Principal Arterial - Other | Federal Aid Primary | 15.5 | 3479 | 2003 | 2 |
| 050B | 344.65 | ROCKY FORD HIGHLINE CANAL STR L-20-B | Rural | Principal Arterial - Other | Federal Aid Primary | 15.5 | 3479 | 2003 | 2 |
| 050B | 345 | MILEPOST 345 | Rural | Principal Arterial - Other | Federal Aid Primary | 15.5 | 3479 | 2003 | 2 |
| 050B | 345.62 | RD S (66TH LN) (CO RD 716) | Rural | Principal Arterial - Other | Federal Aid Primary | 15.5 | 3479 | 2003 | 2 |
| 050B | 346 | MILEPOST 346 | Rural | Principal Arterial - Other | Federal Aid Primary | 15.5 | 3479 | 2003 | 2 |
| 050B | 346.73 | RD N (CO RD 733) RD S (67TH LN) (CO RD 723) | Rural | Principal Arterial - Other | Federal Aid Primary | 15.5 | 3479 | 2003 | 2 |
| 050B | 347 | MILEPOST 347 | Rural | Principal Arterial - Other | Federal Aid Primary | 15.5 | 3479 | 2003 | 2 |
| 050B | 347.07 | FARMERS OXFORD DITCH STR L-20-C | Rural | Principal Arterial - Other | Federal Aid Primary | 15.5 | 3479 | 2003 | 2 |
| 050B | 347.54 | CHICOSA CREEK STR L-20-AN | Rural | Principal Arterial - Other | Federal Aid Primary | 15.5 | 3479 | 2003 | 2 |
| 050B | 347.72 | RD S (68TH LN) (CO RD 725) | Rural | Principal Arterial - Other | Federal Aid Primary | 15.5 | 3479 | 2003 | 2 |
| 050B | 348 | MILEPOST 348 | Rural | Principal Arterial - Other | Federal Aid Primary | 15.5 | 3479 | 2003 | 2 |
| 050B | 348.84 | PUEBLO-OTERO COUNTY LINE | Rural | Principal Arterial - Other | Federal Aid Primary | 15.5 | 3479 | 2003 | 2 |
| 050B | 349 | MILEPOST 349 | Rural | Principal Arterial - Other | Federal Aid Primary | 15.5 | 3479 | 2003 | 2 |
| 050B | 349.88 | RD S (CO RD 2) | Rural | Principal Arterial - Other | Federal Aid Primary | 15.5 | 3479 | 2003 | 2 |
| 050B | 350 | MILEPOST 350 | Rural | Principal Arterial - Other | Federal Aid Primary | 15.5 | 3479 | 2003 | 2 |
| 050B | 350.25 | RD S (CO RD 2.25) | Rural | Principal Arterial - Other | Federal Aid Primary | 15.5 | 3479 | 2003 | 2 |
| 050B | 350.55 | RD E (CO RD LL.4) | Rural | Principal Arterial - Other | Federal Aid Primary | 15.5 | 3479 | 2003 | 2 |
| 050B | 350.64 | ENTER FOWLER CITY LIMITS | Rural | Principal Arterial - Other | Federal Aid Primary | 15.5 | 3479 | 2003 | 2 |
| 050B | 350.71 | RD W (CRANSTON AVE) (CO RD LL.3) | Rural | Principal Arterial - Other | Federal Aid Primary | 15.5 | 3479 | 2003 | 2 |
| 050B | 350.76 | RD N AND S (8TH ST) | Rural | Principal Arterial - Other | Federal Aid Primary | 13.2 | 4503 | 2003 | 2 |
| 050B | 350.83 | RD N AND S (7TH ST) | Rural | Principal Arterial - Other | Federal Aid Primary | 13.2 | 4503 | 2003 | 2 |
| 050B | 350.91 | JCT SH 167 N AND S (MAIN ST) | Rural | Principal Arterial - Other | Federal Aid Primary | 12 | 5377 | 2003 | 2 |
| 050B | 350.98 | RD N AND S (6TH ST) | Rural | Principal Arterial - Other | Federal Aid Primary | 13 | 4116 | 2003 | 2 |
| 050B | 351 | MILEPOST 351 | Rural | Principal Arterial - Other | Federal Aid Primary | 13 | 4116 | 2003 | 2 |
| 050B | 351.05 | RD N AND S (5TH ST) | Rural | Principal Arterial - Other | Federal Aid Primary | 13 | 4116 | 2003 | 2 |
| 050B | 351.12 | RD S (4TH ST) | Rural | Principal Arterial - Other | Federal Aid Primary | 13 | 4116 | 2003 | 2 |
| 050B | 351.19 | RD S (3RD ST) | Rural | Principal Arterial - Other | Federal Aid Primary | 13 | 4116 | 2003 | 2 |
| 050B | 351.25 | RD S (2ND ST) | Rural | Principal Arterial - Other | Federal Aid Primary | 13 | 4116 | 2003 | 2 |
| 050B | 351.32 | LEAVE FOWLER CITY LIMITS | Rural | Principal Arterial - Other | Federal Aid Primary | 13 | 4116 | 2003 | 2 |
| 050B | 351.47 | RD N (CO RD LL.4) RD S (CO RD 3.5) | Rural | Principal Arterial - Other | Federal Aid Primary | 13 | 4116 | 2003 | 2 |
| 050B | 352 | MILEPOST 352 | Rural | Principal Arterial - Other | Federal Aid Primary | 13 | 4116 | 2003 | 2 |
| 050B | 352.45 | RD N AND S (CO RD 4.5) | Rural | Principal Arterial - Other | Federal Aid Primary | 13 | 4116 | 2003 | 2 |
| 050B | 352.56 | HUNGERFORD HOLLOW CREEK STR L-21-W | Rural | Principal Arterial - Other | Federal Aid Primary | 13 | 4116 | 2003 | 2 |
| 050B | 353 | MILEPOST 353 | Rural | Principal Arterial - Other | Federal Aid Primary | 13 | 4116 | 2003 | 2 |
| 050B | 353.01 | RD S (CO RD 5) | Rural | Principal Arterial - Other | Federal Aid Primary | 13 | 4116 | 2003 | 2 |
| 050B | 353.23 | RD N (CO RD 5.25) | Rural | Principal Arterial - Other | Federal Aid Primary | 13 | 4116 | 2003 | 2 |
| 050B | 353.53 | RD S (CO RD 5.5) | Rural | Principal Arterial - Other | Federal Aid Primary | 13 | 4116 | 2003 | 2 |
| 050B | 354 | MILEPOST 354 | Rural | Principal Arterial - Other | Federal Aid Primary | 13 | 4116 | 2003 | 2 |
| 050B | 354.03 | RD S (CO RD 6) | Rural | Principal Arterial - Other | Federal Aid Primary | 13.2 | 4612 | 2003 | 2 |
| 050B | 354.4 | OTERO CANAL STR L-21-A | Rural | Principal Arterial - Other | Federal Aid Primary | 13.2 | 4612 | 2003 | 2 |
| 050B | 354.89 | CHANGE WIDTH | Rural | Principal Arterial - Other | Federal Aid Primary | 13.2 | 4612 | 2003 | 2 |
| 050B | 355 | MILEPOST 355 | Rural | Principal Arterial - Other | Federal Aid Primary | 13.2 | 4612 | 2003 | 4 |
| 050B | 355.1 | APISHAPA RIVER STRS L-21-G EB AND L-21-B WB | Rural | Principal Arterial - Other | Federal Aid Primary | 13.2 | 4612 | 2003 | 4 |

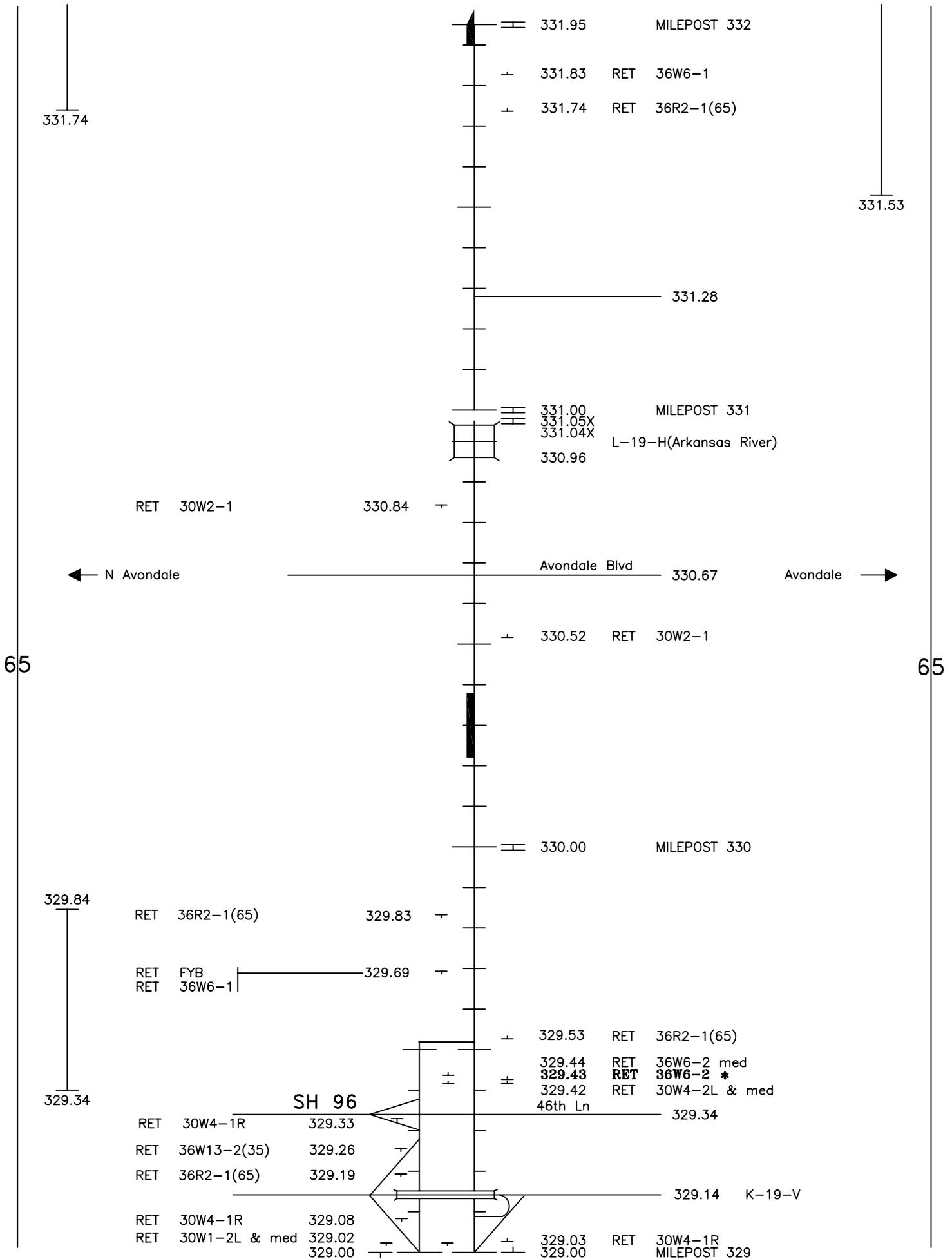
Highway CORIS
SH 50B, MP 329.00 to MP 359.00

| HWY | MP | Description | rcode | func_class | fed_aid | % Trucks | ADT | ADT Year | # Lanes |
|------|--------|--|-------|----------------------------|---------------------|----------|------|----------|---------|
| 050B | 355.2 | OTERO CANAL STRS L-21-I EB AND L-21-C WB | Rural | Principal Arterial - Other | Federal Aid Primary | 13.2 | 4612 | 2003 | 4 |
| 050B | 355.21 | RD SW (CO RD 7) | Rural | Principal Arterial - Other | Federal Aid Primary | 13.2 | 4612 | 2003 | 4 |
| 050B | 355.41 | CHANGE WIDTH | Rural | Principal Arterial - Other | Federal Aid Primary | 13.2 | 4612 | 2003 | 4 |
| 050B | 355.45 | END DIVIDED | Rural | Principal Arterial - Other | Federal Aid Primary | 13.2 | 4612 | 2003 | 2 |
| 050B | 356 | MILEPOST 356 | Rural | Principal Arterial - Other | Federal Aid Primary | 13.2 | 4612 | 2003 | 2 |
| 050B | 356.07 | RD S (CO RD 8) | Rural | Principal Arterial - Other | Federal Aid Primary | 13.2 | 4612 | 2003 | 2 |
| 050B | 356.5 | OTERO CANAL STR L-21-B | Rural | Principal Arterial - Other | Federal Aid Primary | 13.2 | 4612 | 2003 | 2 |
| 050B | 357 | MILEPOST 357 | Rural | Principal Arterial - Other | Federal Aid Primary | 13.2 | 4612 | 2003 | 2 |
| 050B | 357.09 | RD N AND S (CO RD 9) | Rural | Principal Arterial - Other | Federal Aid Primary | 13.2 | 4612 | 2003 | 2 |
| 050B | 357.59 | RD N (CO RD 9.5) | Rural | Principal Arterial - Other | Federal Aid Primary | 13.2 | 4612 | 2003 | 2 |
| 050B | 358 | MILEPOST 358 | Rural | Principal Arterial - Other | Federal Aid Primary | 13.2 | 4612 | 2003 | 2 |
| 050B | 358.1 | RD S (CO RD 10) | Rural | Principal Arterial - Other | Federal Aid Primary | 13.2 | 4612 | 2003 | 2 |
| 050B | 358.27 | RD N (CO RD 10.25) | Rural | Principal Arterial - Other | Federal Aid Primary | 13.2 | 4612 | 2003 | 2 |
| 050B | 358.46 | SMITH HOLLOW STR L-21-E | Rural | Principal Arterial - Other | Federal Aid Primary | 13.2 | 4612 | 2003 | 2 |
| 050B | 359 | MILEPOST 359 | Rural | Principal Arterial - Other | Federal Aid Primary | 13.2 | 4612 | 2003 | 2 |

AUTHORIZED SPEED LIMITS AND RECOMMENDED TRAFFIC CONTROL DEVICES



AUTHORIZED
SPEED
LIMITS



AUTHORIZED
SPEED
LIMITS

Traffic Engineer

Date: _____



⊥ = EXTG NO-PASSING ZONE



*MISSING ON 1-22-98
SIGNLOG ON 1-22-98

| | | | | |
|--|-------------|-------------|--------------|------------------------------------|
| | FILE | MEMO | SHEET | Implemented with changes as marked |
| | 880.050.05 | 5978 | 6 | Date: _____ By: _____ |

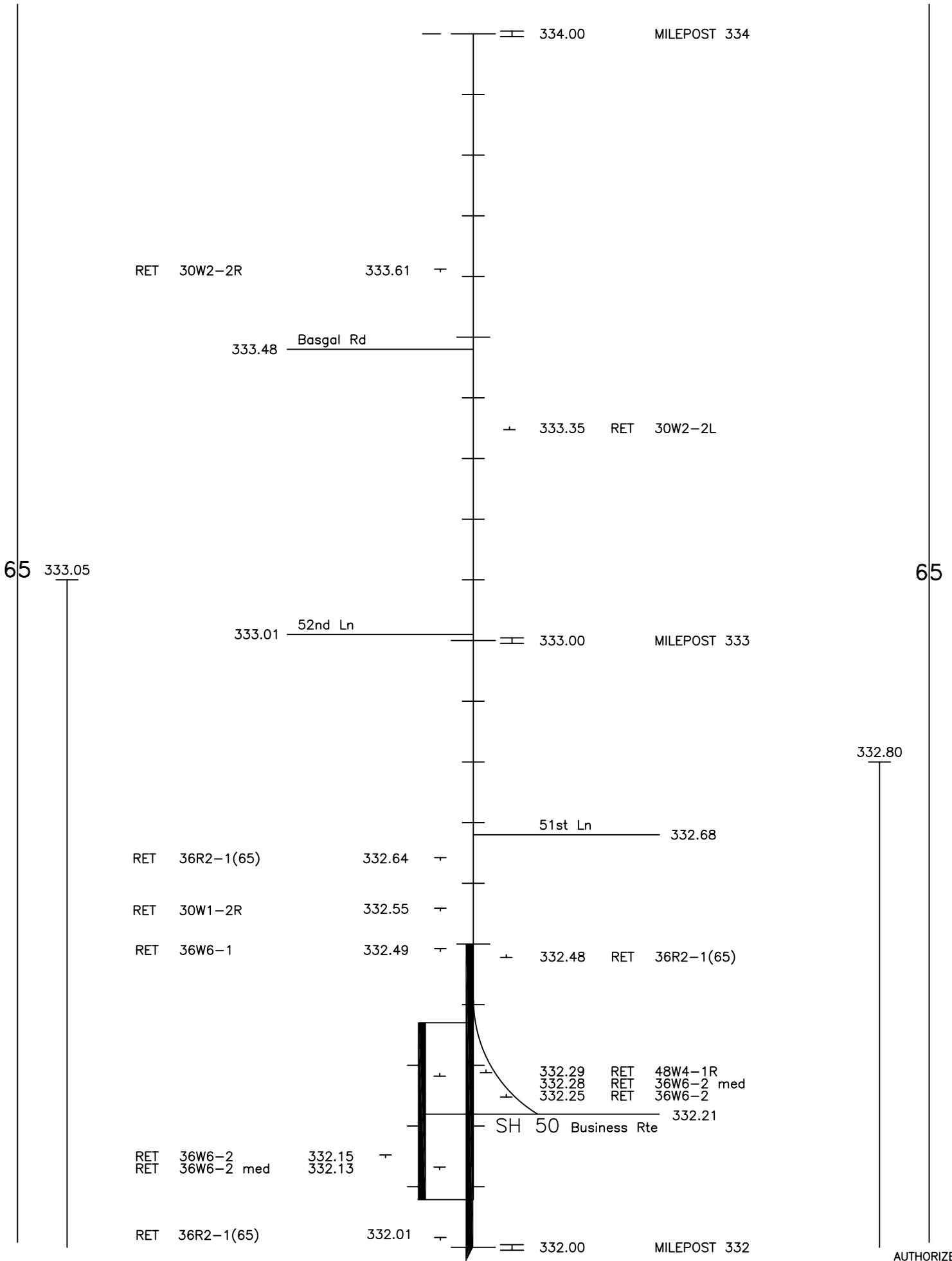
SH 50 FROM SH 25 IN PUEBLO TO SH 350 IN LA JUNTA

SUPERSEDES SHEET 6, MEMO 5937, 7-24-96

AUTHORIZED SPEED LIMITS AND RECOMMENDED TRAFFIC CONTROL DEVICES



AUTHORIZED
SPEED
LIMITS



Traffic Engineer

Date: _____



I = EXTG NO-PASSING ZONE



SIGNLOG ON 1-22-98

| | | | | |
|--|-------------|-------------|--------------|------------------------------------|
| | FILE | MEMO | SHEET | Implemented with changes as marked |
| | 880.050.05 | 5978 | 7 | Date: _____ By: _____ |

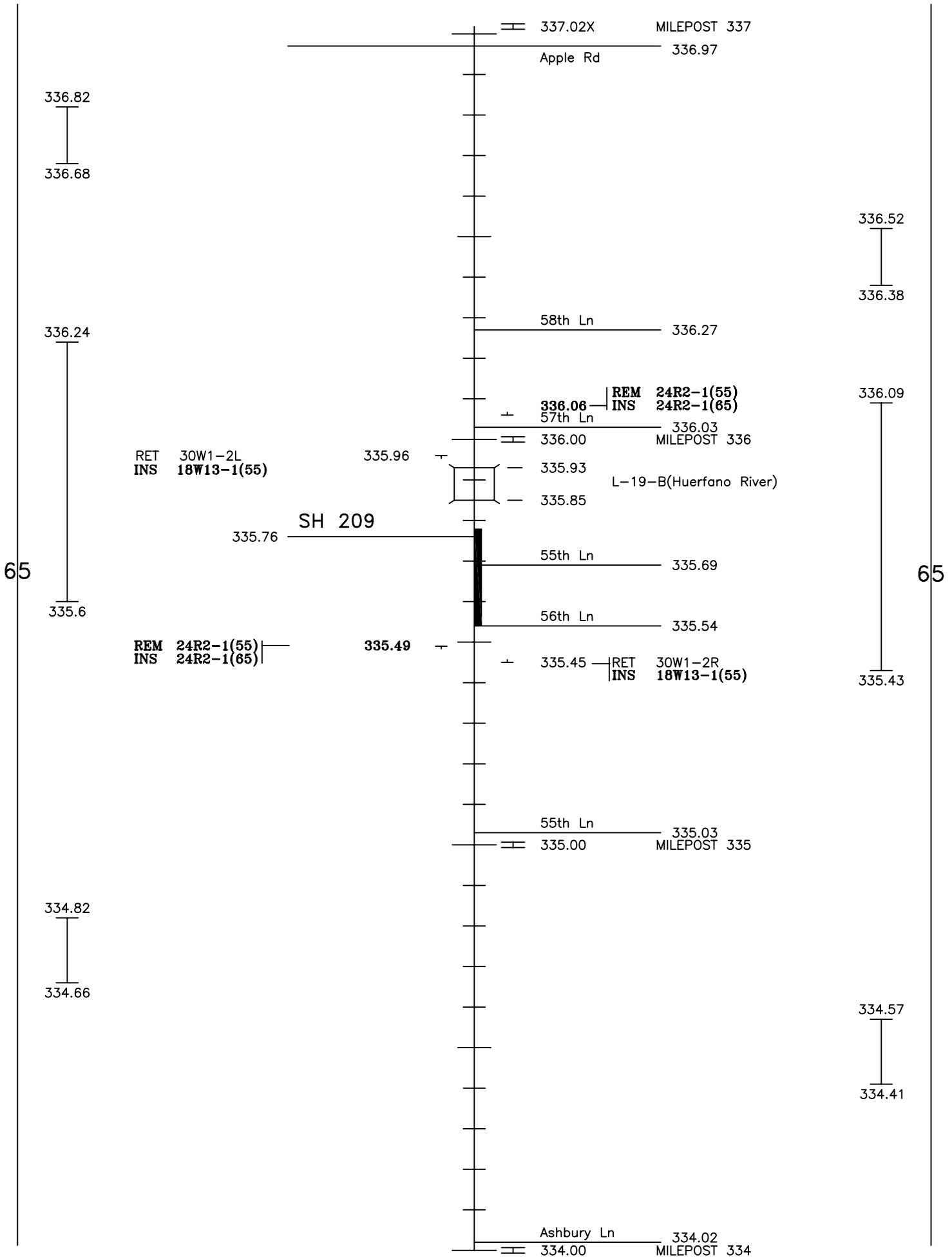
SH 50 FROM SH 25 IN PUEBLO TO SH 350 IN LA JUNTA

SUPERSEDES SHEET 7, MEMO 5937, 7-24-96

AUTHORIZED SPEED LIMITS AND RECOMMENDED TRAFFIC CONTROL DEVICES



AUTHORIZED
SPEED
LIMITS



AUTHORIZED
SPEED
LIMITS

Traffic Engineer

Date: _____



⏏ = EXTG NO-PASSING ZONE



SIGNLOG ON 05-07-96

| | | | | |
|--|-------------|-------------|--------------|------------------------------------|
| | FILE | MEMO | SHEET | Implemented with changes as marked |
| | 880.050.05 | 5937 | 8 | Date: _____ By: _____ |

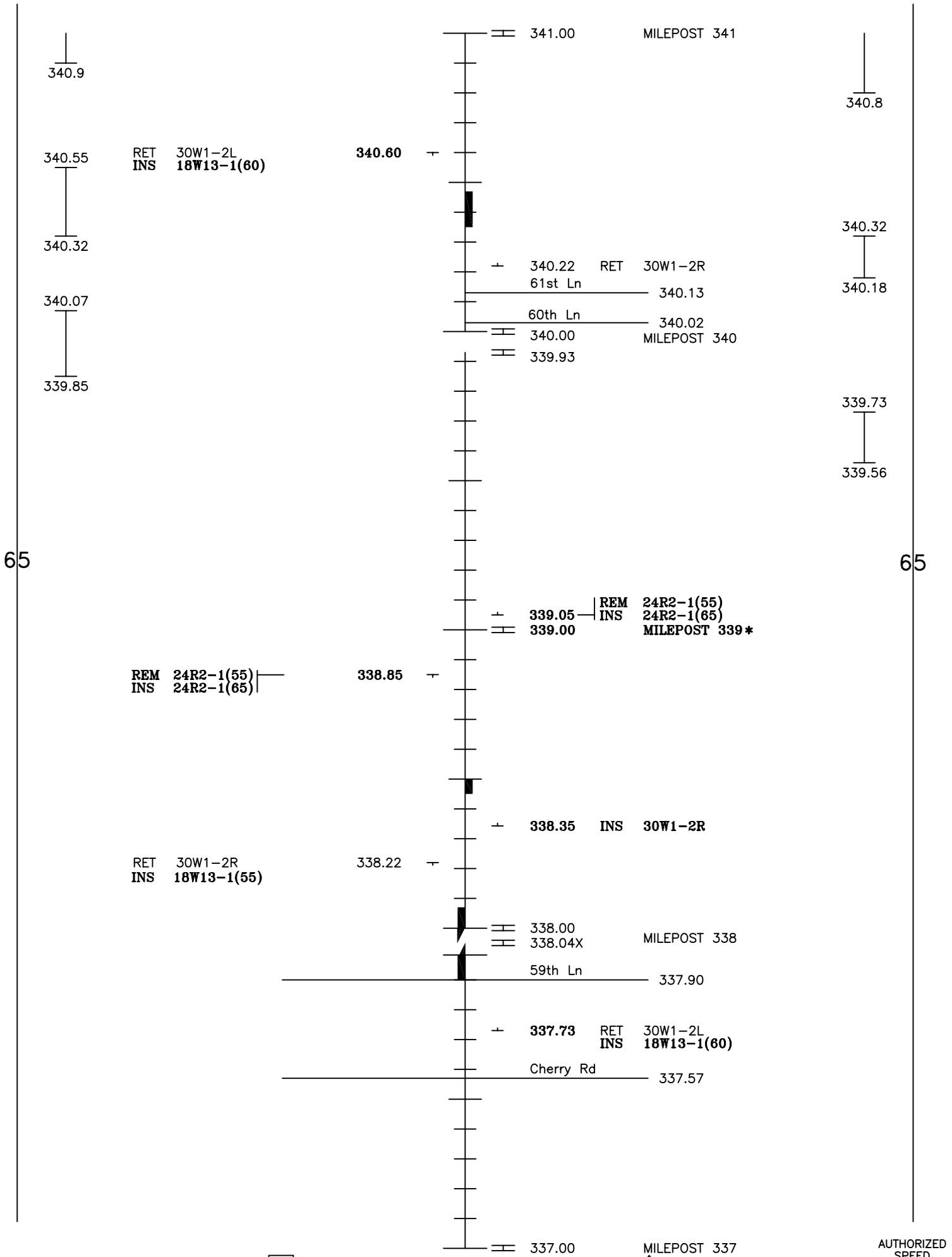
SH 50 FROM SH 25 IN PUEBLO TO SH 350 IN LA JUNTA

SUPERSEDES SHEET 8, MEMO 5817, 9-16-94

AUTHORIZED SPEED LIMITS AND RECOMMENDED TRAFFIC CONTROL DEVICES



AUTHORIZED
SPEED
LIMITS



AUTHORIZED
SPEED
LIMITS

Traffic Engineer
Date: _____



⏏ = EXTG NO-PASSING ZONE



*MISSING ON 05-07-96
SIGNLOG ON 05-07-96

| | | | | |
|--|-------------|-------------|--------------|------------------------------------|
| | FILE | MEMO | SHEET | Implemented with changes as marked |
| | 880.050.05 | 5937 | 9 | Date: _____ By: _____ |

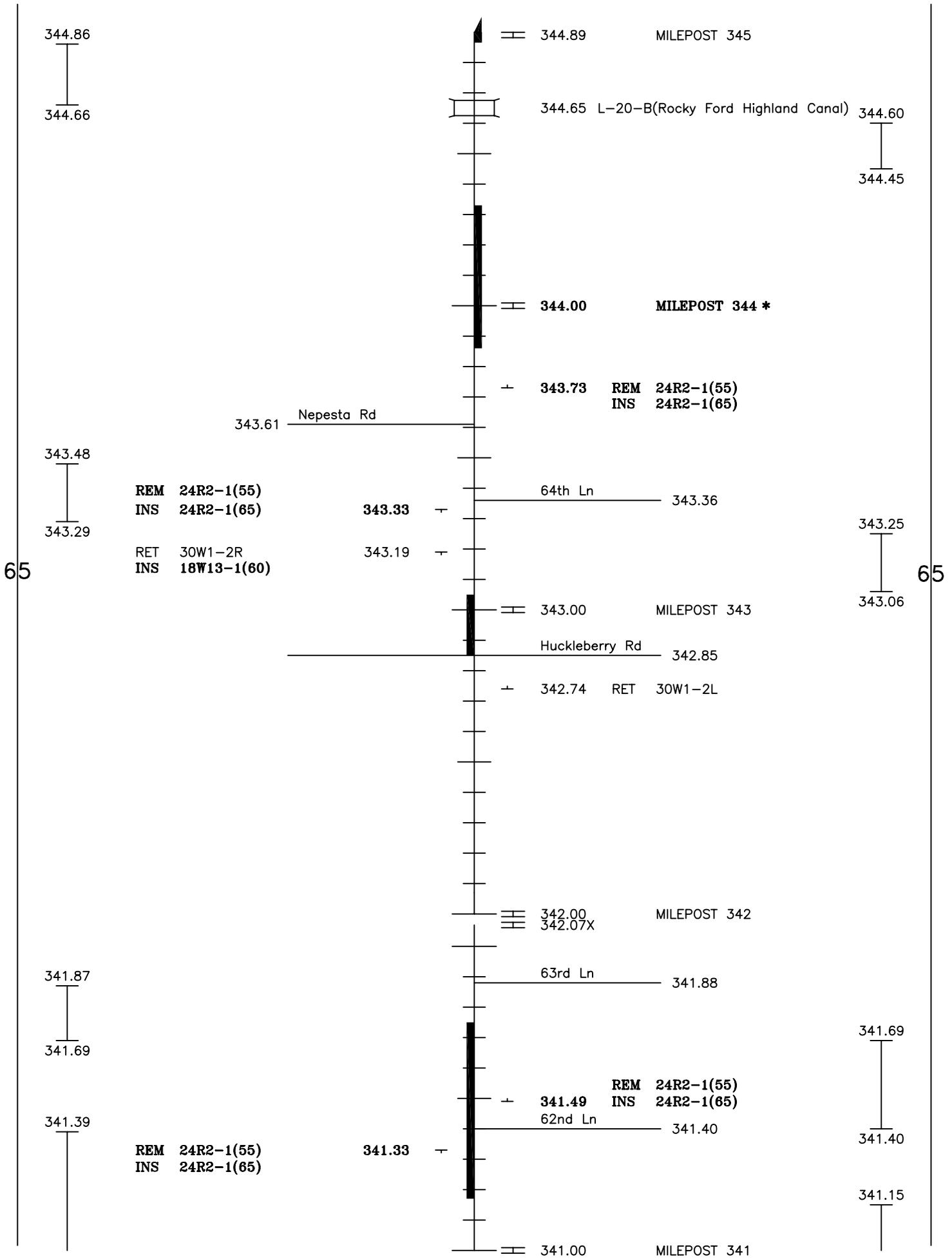
SH 50 FROM SH 25 IN PUEBLO TO SH 350 IN LA JUNTA

SUPERSEDES SHEET 9, MEMO 5817R, 11-7-94

AUTHORIZED SPEED LIMITS AND RECOMMENDED TRAFFIC CONTROL DEVICES



AUTHORIZED SPEED LIMITS



Traffic Engineer
Date: _____



I = EXTG NO-PASSING ZONE



*MISSING ON 05-07-96
SIGNLOG ON 05-07-96

| | | | | |
|--|-------------|-------------|--------------|------------------------------------|
| | FILE | MEMO | SHEET | Implemented with changes as marked |
| | 880.050.05 | 5937 | 10 | Date: _____ By: _____ |

SH 50 FROM SH 25 IN PUEBLO TO SH 350 IN LA JUNTA

SUPERSEDES SHEET 10, MEMO 5817, 09-16-94

AUTHORIZED SPEED LIMITS AND RECOMMENDED TRAFFIC CONTROL DEVICES



AUTHORIZED
SPEED
LIMITS

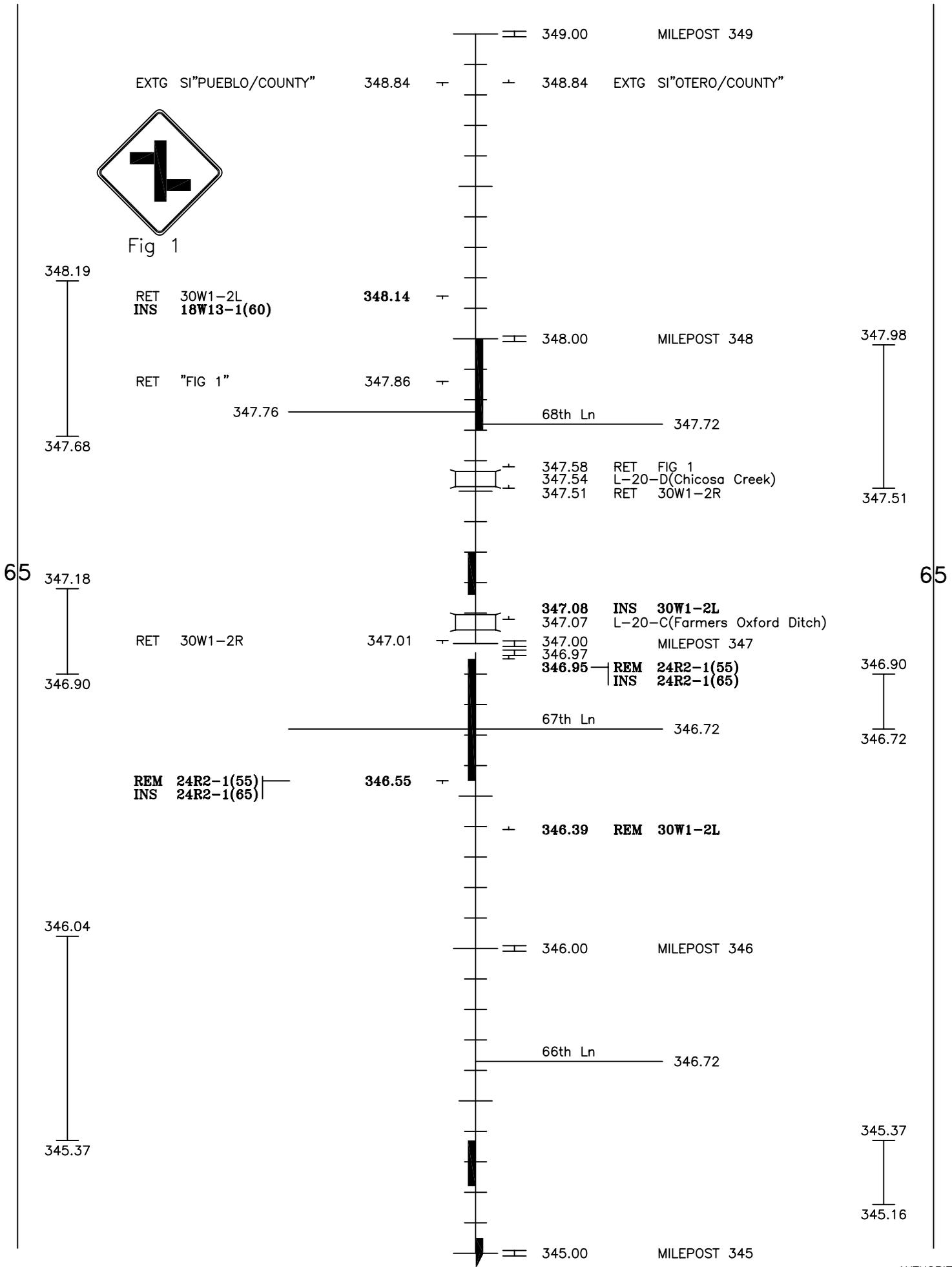


Fig 1

Traffic Engineer
Date: _____



⏏ = EXTG NO-PASSING ZONE



*MISSING ON 05-07-96
SIGNLOG ON 05-07-96

AUTHORIZED
SPEED
LIMITS

| | | | | |
|--|-------------|-------------|--------------|------------------------------------|
| | FILE | MEMO | SHEET | Implemented with changes as marked |
| | 880.050.05 | 5937 | 11 | Date: _____ By: _____ |

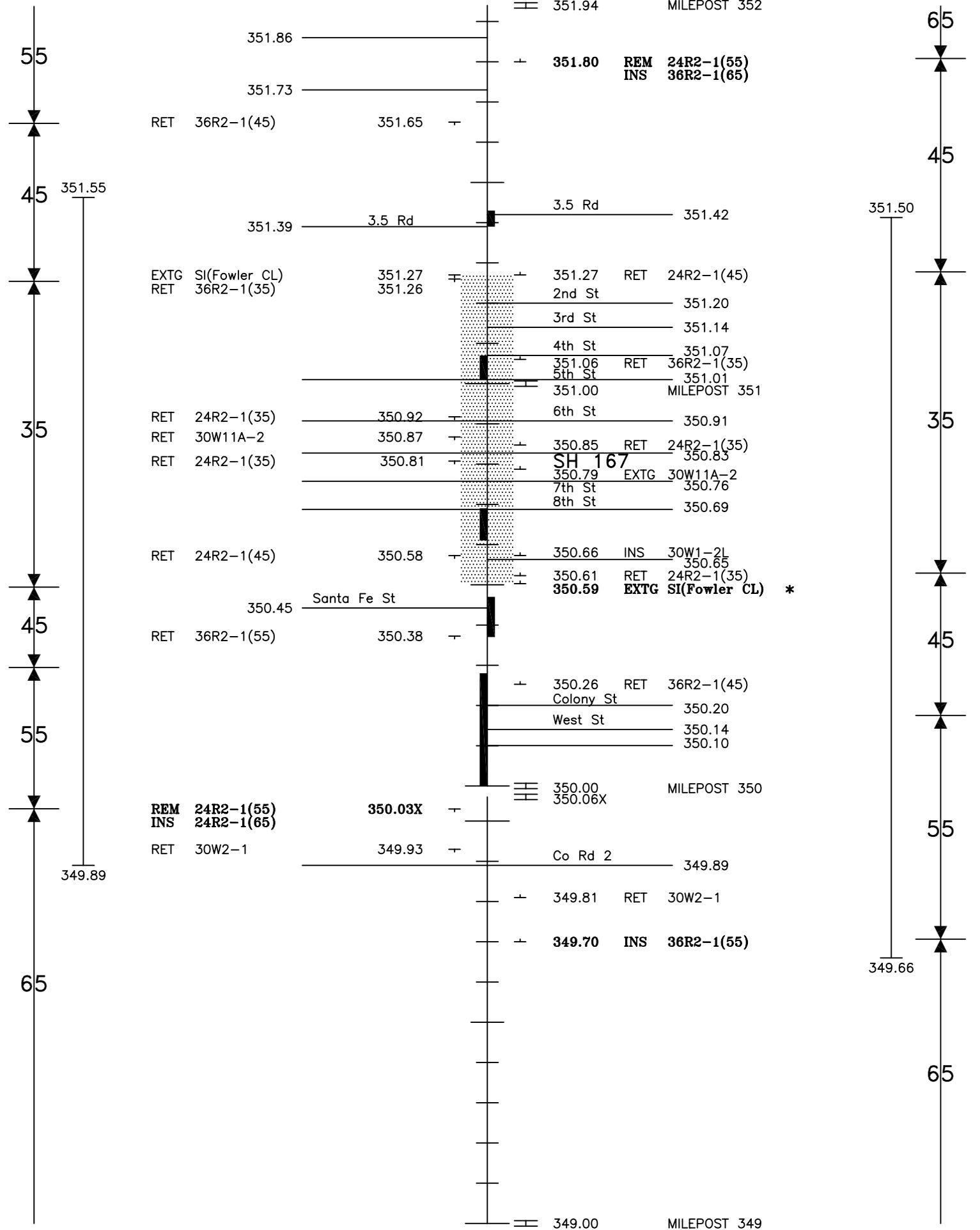
SH 50 FROM SH 25 IN PUEBLO TO SH 350 IN LA JUNTA

SUPERSEDES SHEET 9, MEMO 5817R, 11-7-94

AUTHORIZED SPEED LIMITS AND RECOMMENDED TRAFFIC CONTROL DEVICES



AUTHORIZED SPEED LIMITS



Traffic Engineer
Date: _____



⏏ = EXTG NO-PASSING ZONE



*MISSING ON 05-07-96
SIGNLOG ON 05-07-96

| FILE | MEMO | SHEET | Implemented with changes as marked |
|------------|------|-------|------------------------------------|
| 880.050.05 | 5937 | 12 | Date: _____ By: _____ |

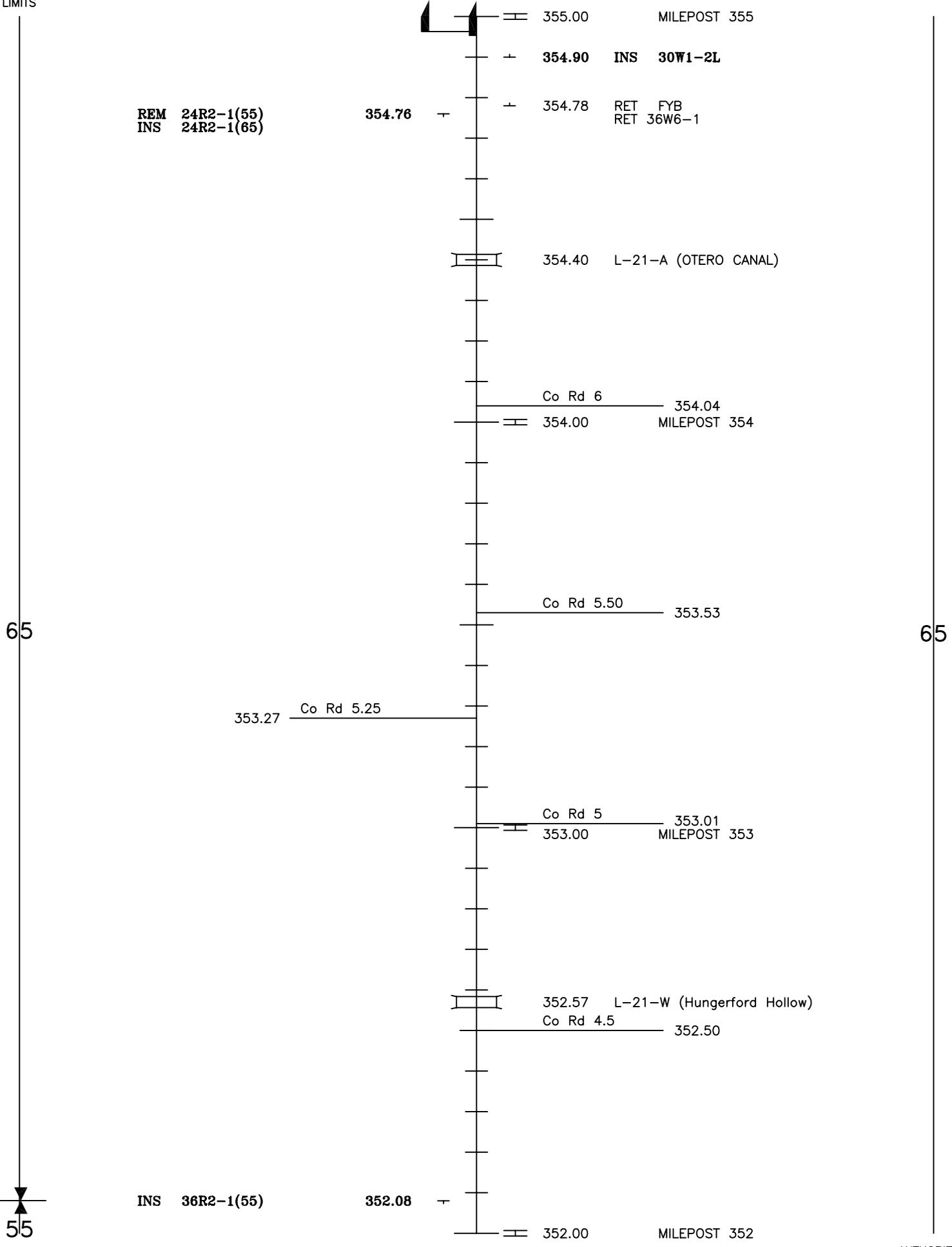
SH 50 FROM SH 25 IN PUEBLO TO SH 350 IN LA JUNTA

SUPERSEDES SHEET 12, MEMO 5817 , 09-16-94

AUTHORIZED SPEED LIMITS AND RECOMMENDED TRAFFIC CONTROL DEVICES



AUTHORIZED
SPEED
LIMITS



65

65

55

AUTHORIZED
SPEED
LIMITS

Traffic Engineer



Date: _____

SIGNLOG ON 09-16-96

| | | | | |
|--|-------------|-------------|--------------|--|
| | FILE | MEMO | SHEET | Implemented with changes as marked Date: _____ By: _____ |
| | 880.050.05 | 5937 | 13 | |

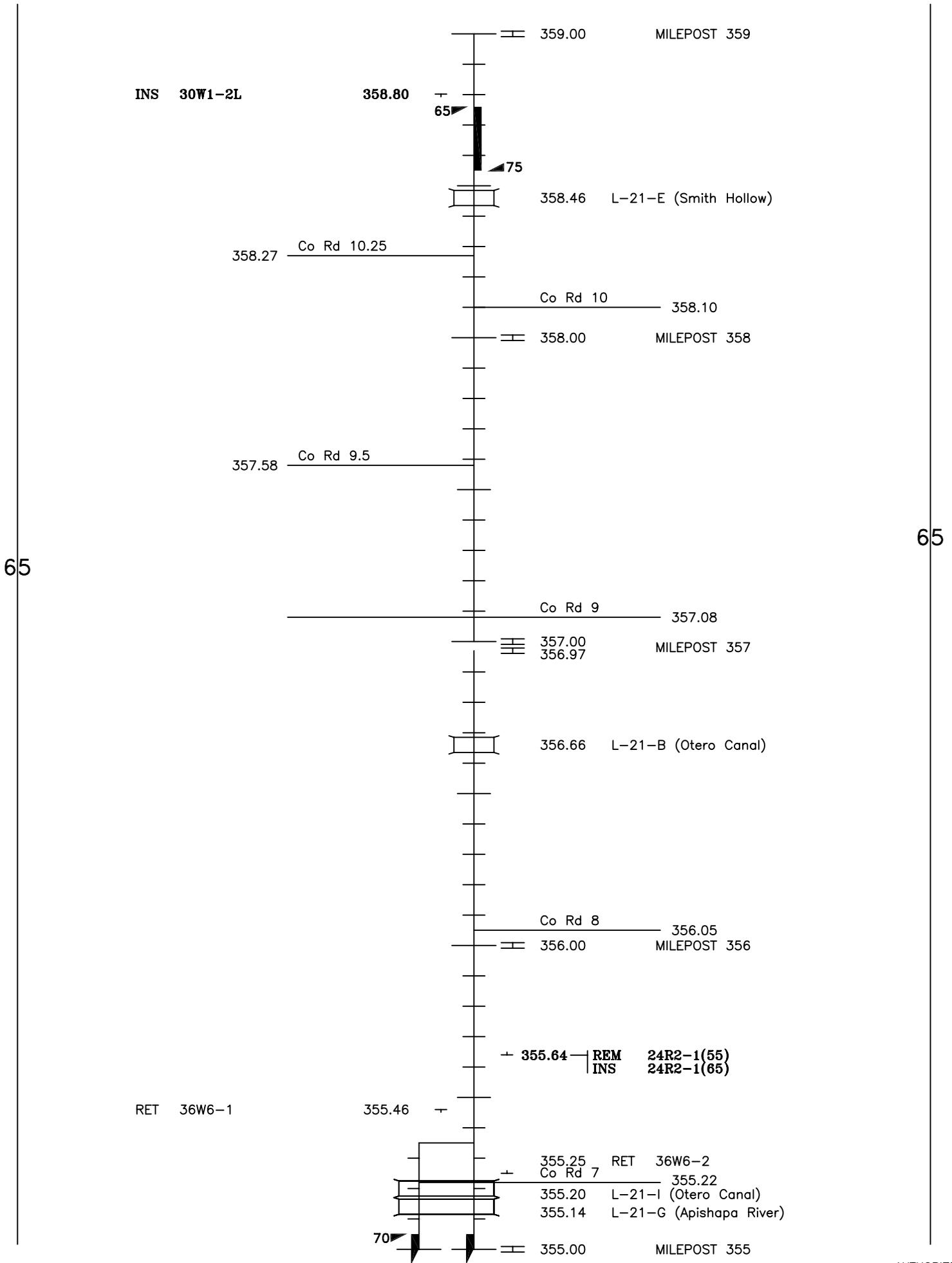
SH 50 FROM SH 25 IN PUEBLO TO SH 350 IN LA JUNTA

SUPERSEDES SHEET 13 MEMO 5817, 09-16-94

AUTHORIZED SPEED LIMITS AND RECOMMENDED TRAFFIC CONTROL DEVICES



AUTHORIZED
SPEED
LIMITS



65

65

AUTHORIZED
SPEED
LIMITS

Traffic Engineer



Date: _____

SIGNLOG ON 4-15-96

| | | | | |
|--|-------------|-------------|--------------|--|
| | FILE | MEMO | SHEET | Implemented with changes as marked Date: _____ By: _____ |
| | 880.050.05 | 5937 | 14 | |

SH SH 50 FROM SH 25 IN PUEBLO TO SH 350 IN LA JUNTA

SUPERSEDES SHEET 14, MEMO 5822, 10-12-94

Accident Listing
SH 50B, MP 329.00 to MP 359.00
(01/01/2000 - 12/31/2004)

| hwy | mp | date | time | location | road_desc | vehicles | contour | condition | lighting | weather | ramp | event_1 |
|------|--------|------------|------|-----------|------------------------|----------|-------------------|-----------|----------------|-----------------|-------|------------------------------|
| 050B | 329 | 12/18/2002 | 2020 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | SNOWY | DARK-UNLIGHTED | SNOW/SLEET/HAIL | N | OVERTURNING |
| 050B | 329 | 5/16/2003 | 2030 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 329 | 12/4/2003 | 1345 | OFF LEFT | INTERSECTION RELATED | 1 | CURVE ON-GRADE | DRY | DAYLIGHT | NONE | N | GUARD RAIL |
| 050B | 329.1 | 10/5/2003 | 1220 | OFF LEFT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | OVERTURNING |
| 050B | 329.1 | 1/8/2001 | 0530 | ON | HIGHWAY INTERCHANGE | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 329.2 | 7/2/2004 | 0300 | OFF LEFT | NON-INTERSECTION RURAL | 1 | CURVE ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | OVERTURNING |
| 050B | 329.24 | 2/11/2002 | 1825 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-LIGHTED | NONE | N | WILD ANIMAL |
| 050B | 329.29 | 9/23/2003 | 1709 | OFF LEFT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | DELINEATOR POST |
| 050B | 329.33 | 2/28/2003 | 0650 | OFF RIGHT | AT INTERSECTION | 1 | STRAIGHT ON-LEVEL | ICY | DAYLIGHT | SNOW/SLEET/HAIL | N | DELINEATOR POST |
| 050B | 329.33 | 4/30/2003 | 0205 | OFF LEFT | AT INTERSECTION | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | DELINEATOR POST |
| 050B | 329.33 | 5/9/2004 | 2050 | OFF LEFT | INTERSECTION RELATED | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | DELINEATOR POST |
| 050B | 329.33 | 11/9/2001 | 0655 | OFF RIGHT | HIGHWAY INTERCHANGE | 1 | STRAIGHT ON-GRADE | ICY | DAYLIGHT | FOG | Y (C) | CURB |
| 050B | 329.67 | 2/25/2002 | 1015 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | ICY | DAYLIGHT | NONE | N | OVERTURNING |
| 050B | 329.8 | 9/16/2003 | 1145 | ON | NON-INTERSECTION RURAL | 3 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | REAR-END |
| 050B | 330 | 6/28/2001 | 1720 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | INVOLVING OTHER OBJECT |
| 050B | 330.1 | 7/1/2000 | 0445 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DAWN OR DUSK | NONE | N | WILD ANIMAL |
| 050B | 330.3 | 1/12/2004 | 1745 | ON | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | SIDESWIPE OPPOSITE DIRECTION |
| 050B | 330.3 | 5/31/2000 | 2050 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 330.3 | 12/12/2001 | 0800 | OFF LEFT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | ICY | DAYLIGHT | SNOW/SLEET/HAIL | N | GUARD RAIL |
| 050B | 330.3 | 5/1/2003 | 2130 | OFF LEFT | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | WET | DARK-UNLIGHTED | RAIN | N | GUARD RAIL |
| 050B | 330.4 | 7/3/2001 | 0115 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 330.5 | 11/24/2004 | 1817 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 330.5 | 8/26/2003 | 2030 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | INVOLVING OTHER OBJECT |
| 050B | 330.6 | 10/23/2004 | 0030 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | OVERTURNING |
| 050B | 330.6 | 3/16/2000 | 2328 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | DOMESTIC ANIMAL |
| 050B | 330.6 | 3/21/2003 | 1000 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | WET | DAYLIGHT | RAIN | N | WILD ANIMAL |
| 050B | 330.68 | 4/16/2002 | 1430 | ON | AT INTERSECTION | 2 | STRAIGHT ON-GRADE | DRY | DAYLIGHT | NONE | N | BROADSIDE |
| 050B | 330.68 | 3/9/2003 | 1445 | ON | AT INTERSECTION | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | BROADSIDE |
| 050B | 330.68 | 12/22/2003 | 1700 | ON | AT INTERSECTION | 2 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | BROADSIDE |
| 050B | 330.68 | 5/27/2000 | 1040 | ON | AT INTERSECTION | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | REAR-END |
| 050B | 330.68 | 8/29/2004 | 2010 | ON | AT INTERSECTION | 2 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | SIDESWIPE SAME DIRECTION |
| 050B | 330.68 | 9/20/2001 | 0650 | ON | INTERSECTION RELATED | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | APPROACH TURN |
| 050B | 330.68 | 1/29/2000 | 2040 | ON | AT INTERSECTION | 2 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | OVERTAKING TURN |
| 050B | 330.68 | 1/29/2000 | 2040 | ON | AT INTERSECTION | 2 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | OVERTAKING TURN |
| 050B | 330.68 | 1/29/2000 | 2045 | ON | AT INTERSECTION | 2 | STRAIGHT ON-GRADE | DRY | DARK-UNLIGHTED | NONE | N | PARKED MOTOR VEHICLE |
| 050B | 330.68 | 1/29/2000 | 2045 | ON | AT INTERSECTION | 2 | STRAIGHT ON-GRADE | DRY | DARK-UNLIGHTED | NONE | N | PARKED MOTOR VEHICLE |
| 050B | 330.8 | 10/16/2003 | 1855 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | INVOLVING OTHER OBJECT |
| 050B | 330.88 | 6/3/2000 | 2120 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 330.9 | 3/17/2000 | 1845 | ON | AT DRIVEWAY ACCESS | 1 | STRAIGHT ON-LEVEL | WET | DARK-UNLIGHTED | RAIN | N | DOMESTIC ANIMAL |
| 050B | 330.9 | 11/26/2001 | 0600 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 331 | 5/29/2004 | 1000 | ON | AT DRIVEWAY ACCESS | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | APPROACH TURN |
| 050B | 331.3 | 12/22/2004 | 1000 | ON | AT DRIVEWAY ACCESS | 3 | STRAIGHT ON-LEVEL | SNOWY | DAYLIGHT | SNOW/SLEET/HAIL | N | HEAD-ON |
| 050B | 331.4 | 3/15/2000 | 1944 | ON | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | WET | DARK-UNLIGHTED | SNOW/SLEET/HAIL | N | SIDESWIPE OPPOSITE DIRECTION |
| 050B | 331.5 | 5/27/2004 | 2045 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 332.12 | 2/21/2003 | 0630 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | CURVE ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | EMBANKMENT |
| 050B | 332.25 | 8/18/2003 | 1510 | ON | AT INTERSECTION | 1 | CURVE ON-GRADE | DRY | DAYLIGHT | NONE | N | OVERTURNING |
| 050B | 332.25 | 5/9/2000 | 0620 | ON | AT INTERSECTION | 2 | CURVE ON-LEVEL | DRY | DAYLIGHT | NONE | N | OVERTAKING TURN |
| 050B | 332.25 | 11/17/2004 | 2020 | ON | INTERSECTION RELATED | 1 | CURVE ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | DOMESTIC ANIMAL |
| 050B | 332.4 | 10/22/2004 | 0945 | OFF LEFT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | SIGN |
| 050B | 332.58 | 9/13/2002 | 1930 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DAWN OR DUSK | NONE | N | WILD ANIMAL |

Accident Listing
SH 50B, MP 329.00 to MP 359.00
(01/01/2000 - 12/31/2004)

| hwy | mp | date | time | event_2 | dir_1 | vehicle_1 | driver_1 | factor_1 | speed_1 |
|------|--------|------------|------|---------------------|-------|------------------------------------|---------------|--------------------------|---------|
| 050B | 329 | 12/18/2002 | 2020 | | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | DRIVER INEXPERIENCE | 55 |
| 050B | 329 | 5/16/2003 | 2030 | | E | TRUCK GVW > 10K/BUSSES > 15 PEOPLE | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 329 | 12/4/2003 | 1345 | | E | TRUCK GVW > 10K/BUSSES > 15 PEOPLE | NO IMPAIRMENT | DRIVER INEXPERIENCE | 20 |
| 050B | 329.1 | 10/5/2003 | 1220 | | E | PICKUP TRUCK/UTILITY VAN W/TRL | NO IMPAIRMENT | DRIVER PREOCCUPIED | 65 |
| 050B | 329.1 | 1/8/2001 | 0530 | | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 329.2 | 7/2/2004 | 0300 | | E | PASS CAR/VAN | ALCOHOL | NONE APPARENT | 65 |
| 050B | 329.24 | 2/11/2002 | 1825 | | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 30 |
| 050B | 329.29 | 9/23/2003 | 1709 | | W | PASS CAR/VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 40 |
| 050B | 329.33 | 2/28/2003 | 0650 | OTHER NON-COLLISION | W | PASS CAR/VAN | NO IMPAIRMENT | DRIVER INEXPERIENCE | 30 |
| 050B | 329.33 | 4/30/2003 | 0205 | OVERTURNING | E | PASS CAR/VAN | ALCOHOL | NONE APPARENT | 65 |
| 050B | 329.33 | 5/9/2004 | 2050 | | UK | TRUCK GVW > 10K/BUSSES > 15 PEOPLE | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 329.33 | 11/9/2001 | 0655 | BRIDGE RAIL | N | PASS CAR/VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 55 |
| 050B | 329.67 | 2/25/2002 | 1015 | | W | PASS CAR/VAN | NOT OBSERVED | NONE APPARENT | UK |
| 050B | 329.8 | 9/16/2003 | 1145 | | W | PASS CAR/VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 65 |
| 050B | 330 | 6/28/2001 | 1720 | | E | TRUCK GVW > 10K/BUSSES > 15 PEOPLE | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 330.1 | 7/1/2000 | 0445 | | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 330.3 | 1/12/2004 | 1745 | GUARD RAIL | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 65 |
| 050B | 330.3 | 5/31/2000 | 2050 | | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 55 |
| 050B | 330.3 | 12/12/2001 | 0800 | | E | PASS CAR/VAN | NO IMPAIRMENT | DRIVER INEXPERIENCE | 55 |
| 050B | 330.3 | 5/1/2003 | 2130 | REAR-END | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 70 |
| 050B | 330.4 | 7/3/2001 | 0115 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 330.5 | 11/24/2004 | 1817 | | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 330.5 | 8/26/2003 | 2030 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 330.6 | 10/23/2004 | 0030 | | W | PASS CAR/VAN | ALCOHOL | ASLEEP AT WHEEL | 65 |
| 050B | 330.6 | 3/16/2000 | 2328 | | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 330.6 | 3/21/2003 | 1000 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 330.68 | 4/16/2002 | 1430 | | N | PASS CAR/VAN | NO IMPAIRMENT | DRIVER FATIGUE | 20 |
| 050B | 330.68 | 3/9/2003 | 1445 | OVERTURNING | N | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | DRIVER INEXPERIENCE | 10 |
| 050B | 330.68 | 12/22/2003 | 1700 | | E | PASS CAR/VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 35 |
| 050B | 330.68 | 5/27/2000 | 1040 | SIGN | W | PICKUP TRUCK/UTILITY VAN W/TRL | NO IMPAIRMENT | DRIVER PREOCCUPIED | 65 |
| 050B | 330.68 | 8/29/2004 | 2010 | OTHER FIXED OBJECT | W | PASS CAR/VAN | NOT OBSERVED | DRIVER UNFAMILIAR W/AREA | 45 |
| 050B | 330.68 | 9/20/2001 | 0650 | | E | PASS CAR/VAN | NO IMPAIRMENT | DRIVER INEXPERIENCE | 20 |
| 050B | 330.68 | 1/29/2000 | 2040 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 75 |
| 050B | 330.68 | 1/29/2000 | 2040 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 75 |
| 050B | 330.68 | 1/29/2000 | 2045 | | UK | UNKNOWN | UNKNOWN | UNKNOWN | UK |
| 050B | 330.68 | 1/29/2000 | 2045 | | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 00 |
| 050B | 330.8 | 10/16/2003 | 1855 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 330.88 | 6/3/2000 | 2120 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 330.9 | 3/17/2000 | 1845 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 330.9 | 11/26/2001 | 0600 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 331 | 5/29/2004 | 1000 | | W | PASS CAR/VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 15 |
| 050B | 331.3 | 12/22/2004 | 1000 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 60 |
| 050B | 331.4 | 3/15/2000 | 1944 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 331.5 | 5/27/2004 | 2045 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 332.12 | 2/21/2003 | 0630 | TREE | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 332.25 | 8/18/2003 | 1510 | | W | TRUCK GVW > 10K/BUSSES > 15 PEOPLE | NO IMPAIRMENT | UNKNOWN | 40 |
| 050B | 332.25 | 5/9/2000 | 0620 | OVERTURNING | E | PASS CAR/VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 10 |
| 050B | 332.25 | 11/17/2004 | 2020 | | E | PASS CAR/VAN | NOT OBSERVED | NONE APPARENT | 60 |
| 050B | 332.4 | 10/22/2004 | 0945 | | W | PASS CAR/VAN | NO IMPAIRMENT | ASLEEP AT WHEEL | 55 |
| 050B | 332.58 | 9/13/2002 | 1930 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |

Accident Listing
 SH 50B, MP 329.00 to MP 359.00
 (01/01/2000 - 12/31/2004)

| hwy | mp | date | time | veh_move_1 | dir_2 | vehicle_2 | driver_2 | factor_2 | speed_2 | veh_move_2 |
|------|--------|------------|------|-------------------------|-------|--------------------------|---------------|--------------------|---------|--------------------|
| 050B | 329 | 12/18/2002 | 2020 | GOING STRAIGHT | | | | | | |
| 050B | 329 | 5/16/2003 | 2030 | GOING STRAIGHT | | | | | | |
| 050B | 329 | 12/4/2003 | 1345 | MAKING U-TURN | | | | | | |
| 050B | 329.1 | 10/5/2003 | 1220 | GOING STRAIGHT | | | | | | |
| 050B | 329.1 | 1/8/2001 | 0530 | GOING STRAIGHT | | | | | | |
| 050B | 329.2 | 7/2/2004 | 0300 | GOING STRAIGHT | | | | | | |
| 050B | 329.24 | 2/11/2002 | 1825 | GOING STRAIGHT | | | | | | |
| 050B | 329.29 | 9/23/2003 | 1709 | GOING STRAIGHT | | | | | | |
| 050B | 329.33 | 2/28/2003 | 0650 | MAKING RIGHT TURN | | | | | | |
| 050B | 329.33 | 4/30/2003 | 0205 | GOING STRAIGHT | | | | | | |
| 050B | 329.33 | 5/9/2004 | 2050 | UNKNOWN | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 | GOING STRAIGHT |
| 050B | 329.33 | 11/9/2001 | 0655 | GOING STRAIGHT | | | | | | |
| 050B | 329.67 | 2/25/2002 | 1015 | GOING STRAIGHT | | | | | | |
| 050B | 329.8 | 9/16/2003 | 1145 | GOING STRAIGHT | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 00 | STOPPED IN TRAFFIC |
| 050B | 330 | 6/28/2001 | 1720 | GOING STRAIGHT | | | | | | |
| 050B | 330.1 | 7/1/2000 | 0445 | GOING STRAIGHT | | | | | | |
| 050B | 330.3 | 1/12/2004 | 1745 | PASSING | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 | GOING STRAIGHT |
| 050B | 330.3 | 5/31/2000 | 2050 | GOING STRAIGHT | | | | | | |
| 050B | 330.3 | 12/12/2001 | 0800 | GOING STRAIGHT | | | | | | |
| 050B | 330.3 | 5/1/2003 | 2130 | GOING STRAIGHT | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 | GOING STRAIGHT |
| 050B | 330.4 | 7/3/2001 | 0115 | GOING STRAIGHT | | | | | | |
| 050B | 330.5 | 11/24/2004 | 1817 | GOING STRAIGHT | | | | | | |
| 050B | 330.5 | 8/26/2003 | 2030 | GOING STRAIGHT | | | | | | |
| 050B | 330.6 | 10/23/2004 | 0030 | CHANGING LANES | | | | | | |
| 050B | 330.6 | 3/16/2000 | 2328 | GOING STRAIGHT | | | | | | |
| 050B | 330.6 | 3/21/2003 | 1000 | AVOIDING OBJECT IN ROAD | | | | | | |
| 050B | 330.68 | 4/16/2002 | 1430 | GOING STRAIGHT | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 | GOING STRAIGHT |
| 050B | 330.68 | 3/9/2003 | 1445 | MAKING LEFT TURN | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 70 | GOING STRAIGHT |
| 050B | 330.68 | 12/22/2003 | 1700 | MAKING RIGHT TURN | N | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 00 | STOPPED IN TRAFFIC |
| 050B | 330.68 | 5/27/2000 | 1040 | GOING STRAIGHT | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 00 | STOPPED IN TRAFFIC |
| 050B | 330.68 | 8/29/2004 | 2010 | OTHER | W | PASS CAR/VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 65 | OTHER |
| 050B | 330.68 | 9/20/2001 | 0650 | MAKING LEFT TURN | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 45 | GOING STRAIGHT |
| 050B | 330.68 | 1/29/2000 | 2040 | PASSING | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 25 | MAKING LEFT TURN |
| 050B | 330.68 | 1/29/2000 | 2040 | PASSING | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 25 | MAKING LEFT TURN |
| 050B | 330.68 | 1/29/2000 | 2045 | UNKNOWN | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 65 | GOING STRAIGHT |
| 050B | 330.68 | 1/29/2000 | 2045 | PARKED | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 65 | GOING STRAIGHT |
| 050B | 330.8 | 10/16/2003 | 1855 | GOING STRAIGHT | | | | | | |
| 050B | 330.88 | 6/3/2000 | 2120 | GOING STRAIGHT | | | | | | |
| 050B | 330.9 | 3/17/2000 | 1845 | GOING STRAIGHT | | | | | | |
| 050B | 330.9 | 11/26/2001 | 0600 | GOING STRAIGHT | | | | | | |
| 050B | 331 | 5/29/2004 | 1000 | MAKING LEFT TURN | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 | GOING STRAIGHT |
| 050B | 331.3 | 12/22/2004 | 1000 | GOING STRAIGHT | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 40 | GOING STRAIGHT |
| 050B | 331.4 | 3/15/2000 | 1944 | GOING STRAIGHT | W | MOTOR HOME | NO IMPAIRMENT | NONE APPARENT | 65 | GOING STRAIGHT |
| 050B | 331.5 | 5/27/2004 | 2045 | GOING STRAIGHT | | | | | | |
| 050B | 332.12 | 2/21/2003 | 0630 | GOING STRAIGHT | | | | | | |
| 050B | 332.25 | 8/18/2003 | 1510 | MAKING LEFT TURN | | | | | | |
| 050B | 332.25 | 5/9/2000 | 0620 | MAKING LEFT TURN | E | TRUCK GVW <= 10K LBS | NO IMPAIRMENT | NONE APPARENT | 50 | GOING STRAIGHT |
| 050B | 332.25 | 11/17/2004 | 2020 | GOING STRAIGHT | | | | | | |
| 050B | 332.4 | 10/22/2004 | 0945 | GOING STRAIGHT | | | | | | |
| 050B | 332.58 | 9/13/2002 | 1930 | GOING STRAIGHT | | | | | | |

Accident Listing
SH 50B, MP 329.00 to MP 359.00
(01/01/2000 - 12/31/2004)

| hwy | mp | date | time | location | road_desc | vehicles | contour | condition | lighting | weather | ramp | event_1 |
|------|--------|------------|------|-----------|------------------------|----------|-------------------|-----------|----------------|-----------------|------|------------------------------|
| 050B | 332.58 | 12/30/2001 | 0645 | OFF LEFT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | SNOWY | DAYLIGHT | SNOW/SLEET/HAIL | N | EMBANKMENT |
| 050B | 332.58 | 8/25/2001 | 1926 | OFF LEFT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | FENCE |
| 050B | 332.6 | 10/29/2004 | 1935 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | WIND | N | WILD ANIMAL |
| 050B | 332.68 | 7/26/2000 | 0330 | ON | AT INTERSECTION | 2 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | BROADSIDE |
| 050B | 332.68 | 8/17/2001 | 1805 | OFF RIGHT | INTERSECTION RELATED | 1 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | EMBANKMENT |
| 050B | 332.98 | 10/30/2001 | 1805 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 333 | 10/11/2004 | 2040 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 333.1 | 2/6/2003 | 1000 | OFF LEFT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | ICY | DAYLIGHT | SNOW/SLEET/HAIL | N | OVERTURNING |
| 050B | 333.1 | 2/8/2001 | 0540 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-GRADE | ICY | DARK-UNLIGHTED | SNOW/SLEET/HAIL | N | OTHER NON-COLLISION |
| 050B | 333.4 | 4/29/2004 | 1230 | ON | AT DRIVEWAY ACCESS | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | OVERTAKING TURN |
| 050B | 333.5 | 9/19/2003 | 0725 | ON | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | REAR-END |
| 050B | 333.5 | 9/8/2002 | 2240 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-GRADE | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 333.7 | 9/20/2004 | 0110 | ON | AT DRIVEWAY ACCESS | 2 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | BROADSIDE |
| 050B | 333.9 | 11/1/2004 | 1830 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 333.95 | 1/24/2002 | 1045 | ON | AT DRIVEWAY ACCESS | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | OVERTAKING TURN |
| 050B | 334.01 | 2/8/2001 | 0800 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | ICY | DAYLIGHT | SNOW/SLEET/HAIL | N | OVERTURNING |
| 050B | 334.1 | 12/12/2004 | 2005 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 334.1 | 8/9/2000 | 0425 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | GUARD RAIL |
| 050B | 334.3 | 11/23/2002 | 1705 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 334.5 | 11/8/2003 | 2010 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 334.7 | 11/16/2002 | 1850 | UNKNOWN | UNKNOWN | 1 | UNKNOWN | UNKNOWN | UNKNOWN | UNKNOWN | N | WILD ANIMAL |
| 050B | 334.7 | 1/11/2000 | 1831 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | UNKNOWN | UNKNOWN | UNKNOWN | UNKNOWN | N | DELINEATOR POST |
| 050B | 334.8 | 10/26/2002 | 0305 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-GRADE | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 335 | 2/11/2004 | 1656 | OFF RIGHT | AT INTERSECTION | 1 | STRAIGHT ON-LEVEL | ICY | DAWN OR DUSK | SNOW/SLEET/HAIL | N | MAILBOX |
| 050B | 335.04 | 12/3/2002 | 2045 | OFF RIGHT | AT INTERSECTION | 1 | STRAIGHT ON-LEVEL | ICY | DARK-UNLIGHTED | SNOW/SLEET/HAIL | N | SIGN |
| 050B | 335.1 | 2/2/2003 | 2245 | OFF LEFT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-GRADE | ICY | DARK-UNLIGHTED | SNOW/SLEET/HAIL | N | OVERTURNING |
| 050B | 335.2 | 8/12/2000 | 1430 | ON | AT DRIVEWAY ACCESS | 2 | STRAIGHT ON-GRADE | DRY | DAYLIGHT | NONE | N | REAR-END |
| 050B | 335.6 | 8/6/2004 | 1627 | ON | AT DRIVEWAY ACCESS | 2 | STRAIGHT ON-LEVEL | WET | DAYLIGHT | RAIN | N | REAR-END |
| 050B | 335.71 | 7/20/2000 | 1659 | ON | INTERSECTION RELATED | 2 | CURVE ON-LEVEL | WET | DAYLIGHT | NONE | N | REAR-END |
| 050B | 335.71 | 7/8/2000 | 0610 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | CURVE ON-LEVEL | DRY | DAYLIGHT | NONE | N | DELINEATOR POST |
| 050B | 335.72 | 8/26/2004 | 2005 | ON | NON-INTERSECTION RURAL | 1 | CURVE ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | DOMESTIC ANIMAL |
| 050B | 335.75 | 7/20/2000 | 1554 | ON | INTERSECTION RELATED | 2 | CURVE ON-LEVEL | DRY | DAYLIGHT | NONE | N | REAR-END |
| 050B | 335.75 | 2/21/2003 | 1855 | ON | INTERSECTION RELATED | 4 | CURVE ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | REAR-END |
| 050B | 335.76 | 2/23/2000 | 1545 | ON | AT INTERSECTION | 2 | CURVE ON-LEVEL | DRY | DAYLIGHT | NONE | N | SIDESWIPE SAME DIRECTION |
| 050B | 335.76 | 7/29/2004 | 1030 | ON | AT INTERSECTION | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | SIDESWIPE OPPOSITE DIRECTION |
| 050B | 335.76 | 4/19/2002 | 0830 | ON | AT INTERSECTION | 2 | CURVE ON-LEVEL | DRY | DAYLIGHT | NONE | N | OVERTAKING TURN |
| 050B | 335.79 | 8/23/2002 | 1635 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | OTHER NON-COLLISION |
| 050B | 335.86 | 6/30/2003 | 2100 | ON | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | SIDESWIPE OPPOSITE DIRECTION |
| 050B | 336 | 9/5/2003 | 0900 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | FENCE |
| 050B | 336.1 | 12/4/2004 | 1845 | ON | AT DRIVEWAY ACCESS | 2 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | REAR-END |
| 050B | 336.1 | 4/7/2002 | 2045 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | UNKNOWN | UNKNOWN | UNKNOWN | UNKNOWN | N | FENCE |
| 050B | 336.1 | 11/24/2002 | 1940 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | FENCE |
| 050B | 336.3 | 7/13/2001 | 1140 | ON | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | OTHER NON-COLLISION |
| 050B | 336.8 | 10/31/2002 | 2219 | OFF RIGHT | NON-INTERSECTION URBAN | 1 | STRAIGHT ON-LEVEL | ICY | DARK-UNLIGHTED | SNOW/SLEET/HAIL | N | OVERTURNING |
| 050B | 337 | 3/6/2000 | 2128 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | DOMESTIC ANIMAL |
| 050B | 337.97 | 2/21/2000 | 1655 | OFF LEFT | NON-INTERSECTION RURAL | 2 | CURVE ON-LEVEL | DRY | DAYLIGHT | NONE | N | APPROACH TURN |
| 050B | 338.02 | 4/14/2002 | 1830 | ON | NON-INTERSECTION RURAL | 2 | CURVE ON-LEVEL | DRY | DAYLIGHT | NONE | N | HEAD-ON |
| 050B | 338.1 | 5/18/2002 | 0155 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | OVERTURNING |
| 050B | 338.11 | 12/20/2004 | 1232 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | CURVE ON-LEVEL | DRY | DAYLIGHT | NONE | N | OVERTURNING |
| 050B | 338.3 | 6/11/2004 | 1700 | ON | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | OVERTAKING TURN |

Accident Listing
SH 50B, MP 329.00 to MP 359.00
(01/01/2000 - 12/31/2004)

| hwy | mp | date | time | event_2 | dir_1 | vehicle_1 | driver_1 | factor_1 | speed_1 |
|------|--------|------------|------|------------------------------|-------|------------------------------------|---------------|--------------------------|---------|
| 050B | 332.58 | 12/30/2001 | 0645 | | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 332.58 | 8/25/2001 | 1926 | | E | PASS CAR/VAN | NO IMPAIRMENT | DRIVER INEXPERIENCE | 80 |
| 050B | 332.6 | 10/29/2004 | 1935 | | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 332.68 | 7/26/2000 | 0330 | | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 65 |
| 050B | 332.68 | 8/17/2001 | 1805 | | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 35 |
| 050B | 332.98 | 10/30/2001 | 1805 | | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 60 |
| 050B | 333 | 10/11/2004 | 2040 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 55 |
| 050B | 333.1 | 2/6/2003 | 1000 | | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | DRIVER INEXPERIENCE | 50 |
| 050B | 333.1 | 2/8/2001 | 0540 | | E | PASS CAR/VAN | NO IMPAIRMENT | DRIVER INEXPERIENCE | 65 |
| 050B | 333.4 | 4/29/2004 | 1230 | MAILBOX | E | PICKUP TRUCK/UTILITY VAN W/TRL | NO IMPAIRMENT | NONE APPARENT | 10 |
| 050B | 333.5 | 9/19/2003 | 0725 | | W | PASS CAR/VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 25 |
| 050B | 333.5 | 9/8/2002 | 2240 | | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 333.7 | 9/20/2004 | 0110 | | S | PASS CAR/VAN | ALCOHOL | DRIVER UNFAMILIAR W/AREA | UK |
| 050B | 333.9 | 11/1/2004 | 1830 | | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 333.95 | 1/24/2002 | 1045 | | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 65 |
| 050B | 334.01 | 2/8/2001 | 0800 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 55 |
| 050B | 334.1 | 12/12/2004 | 2005 | | W | PICKUP TRUCK/UTILITY VAN W/TRL | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 334.1 | 8/9/2000 | 0425 | OVERTURNING | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | ASLEEP AT WHEEL | 65 |
| 050B | 334.3 | 11/23/2002 | 1705 | | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 334.5 | 11/8/2003 | 2010 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 334.7 | 11/16/2002 | 1850 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 334.7 | 1/11/2000 | 1831 | CULVERT/HEADWALL | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | UNKNOWN | UK |
| 050B | 334.8 | 10/26/2002 | 0305 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 335 | 2/11/2004 | 1656 | FENCE | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | DRIVER INEXPERIENCE | 40 |
| 050B | 335.04 | 12/3/2002 | 2045 | FENCE | W | PASS CAR/VAN | NO IMPAIRMENT | DRIVER INEXPERIENCE | 55 |
| 050B | 335.1 | 2/2/2003 | 2245 | | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 55 |
| 050B | 335.2 | 8/12/2000 | 1430 | | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 50 |
| 050B | 335.6 | 8/6/2004 | 1627 | | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 55 |
| 050B | 335.71 | 7/20/2000 | 1659 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 45 |
| 050B | 335.71 | 7/8/2000 | 0610 | | E | PASS CAR/VAN W/TRL | NO IMPAIRMENT | DRIVER INEXPERIENCE | 60 |
| 050B | 335.72 | 8/26/2004 | 2005 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 335.75 | 7/20/2000 | 1554 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 30 |
| 050B | 335.75 | 2/21/2003 | 1855 | SIDESWIPE OPPOSITE DIRECTION | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 65 |
| 050B | 335.76 | 2/23/2000 | 1545 | OVERTURNING | E | TRUCK GVW > 10K/BUSSES > 15 PEOPLE | NO IMPAIRMENT | NONE APPARENT | 50 |
| 050B | 335.76 | 7/29/2004 | 1030 | | E | PICKUP TRUCK/UTILITY VAN W/TRL | NO IMPAIRMENT | DRIVER PREOCCUPIED | 65 |
| 050B | 335.76 | 4/19/2002 | 0830 | | E | PASS CAR/VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 65 |
| 050B | 335.79 | 8/23/2002 | 1635 | | W | PICKUP TRUCK/UTILITY VAN W/TRL | NO IMPAIRMENT | NONE APPARENT | 55 |
| 050B | 335.86 | 6/30/2003 | 2100 | | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | DRIVER INEXPERIENCE | 65 |
| 050B | 336 | 9/5/2003 | 0900 | | E | PASS CAR/VAN | NO IMPAIRMENT | ASLEEP AT WHEEL | 55 |
| 050B | 336.1 | 12/4/2004 | 1845 | | E | PASS CAR/VAN | NO IMPAIRMENT | DRIVER UNFAMILIAR W/AREA | 55 |
| 050B | 336.1 | 4/7/2002 | 2045 | | E | UNKNOWN | NO IMPAIRMENT | UNKNOWN | UK |
| 050B | 336.1 | 11/24/2002 | 1940 | | E | PASS CAR/VAN | ALCOHOL | NONE APPARENT | 45 |
| 050B | 336.3 | 7/13/2001 | 1140 | | W | TRUCK GVW > 10K/BUSSES > 15 PEOPLE | NOT OBSERVED | NONE APPARENT | 65 |
| 050B | 336.8 | 10/31/2002 | 2219 | | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | DRIVER INEXPERIENCE | 60 |
| 050B | 337 | 3/6/2000 | 2128 | | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 337.97 | 2/21/2000 | 1655 | | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 65 |
| 050B | 338.02 | 4/14/2002 | 1830 | | W | PASS CAR/VAN | ALCOHOL | DRIVER PREOCCUPIED | 65 |
| 050B | 338.1 | 5/18/2002 | 0155 | | E | PASS CAR/VAN | ALCOHOL/DRUGS | UNKNOWN | 80 |
| 050B | 338.11 | 12/20/2004 | 1232 | | E | PASS CAR/VAN | NO IMPAIRMENT | DRIVER INEXPERIENCE | 70 |
| 050B | 338.3 | 6/11/2004 | 1700 | | W | PASS CAR/VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 05 |

Accident Listing
SH 50B, MP 329.00 to MP 359.00
(01/01/2000 - 12/31/2004)

| hwy | mp | date | time | veh_move_1 | dir_2 | vehicle_2 | driver_2 | factor_2 | speed_2 | veh_move_2 |
|------|--------|------------|------|-------------------|-------|------------------------------------|---------------|--------------------------|---------|--------------------|
| 050B | 332.58 | 12/30/2001 | 0645 | GOING STRAIGHT | | | | | | |
| 050B | 332.58 | 8/25/2001 | 1926 | GOING STRAIGHT | | | | | | |
| 050B | 332.6 | 10/29/2004 | 1935 | GOING STRAIGHT | | | | | | |
| 050B | 332.68 | 7/26/2000 | 0330 | GOING STRAIGHT | N | PICKUP TRUCK/UTILITY VAN W/TRL | NO IMPAIRMENT | DRIVER UNFAMILIAR W/AREA | 00 | STOPPED IN TRAFFIC |
| 050B | 332.68 | 8/17/2001 | 1805 | MAKING LEFT TURN | | | | | | |
| 050B | 332.98 | 10/30/2001 | 1805 | GOING STRAIGHT | | | | | | |
| 050B | 333 | 10/11/2004 | 2040 | GOING STRAIGHT | | | | | | |
| 050B | 333.1 | 2/6/2003 | 1000 | GOING STRAIGHT | | | | | | |
| 050B | 333.1 | 2/8/2001 | 0540 | GOING STRAIGHT | | | | | | |
| 050B | 333.4 | 4/29/2004 | 1230 | MAKING LEFT TURN | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 65 | PASSING |
| 050B | 333.5 | 9/19/2003 | 0725 | GOING STRAIGHT | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 00 | STOPPED IN TRAFFIC |
| 050B | 333.5 | 9/8/2002 | 2240 | GOING STRAIGHT | | | | | | |
| 050B | 333.7 | 9/20/2004 | 0110 | BACKING | W | TRUCK GVW > 10K/BUSSES > 15 PEOPLE | NO IMPAIRMENT | NONE APPARENT | 65 | GOING STRAIGHT |
| 050B | 333.9 | 11/1/2004 | 1830 | GOING STRAIGHT | | | | | | |
| 050B | 333.95 | 1/24/2002 | 1045 | PASSING | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 15 | MAKING LEFT TURN |
| 050B | 334.01 | 2/8/2001 | 0800 | GOING STRAIGHT | | | | | | |
| 050B | 334.1 | 12/12/2004 | 2005 | GOING STRAIGHT | | | | | | |
| 050B | 334.1 | 8/9/2000 | 0425 | GOING STRAIGHT | | | | | | |
| 050B | 334.3 | 11/23/2002 | 1705 | GOING STRAIGHT | | | | | | |
| 050B | 334.5 | 11/8/2003 | 2010 | GOING STRAIGHT | | | | | | |
| 050B | 334.7 | 11/16/2002 | 1850 | GOING STRAIGHT | | | | | | |
| 050B | 334.7 | 1/11/2000 | 1831 | GOING STRAIGHT | | | | | | |
| 050B | 334.8 | 10/26/2002 | 0305 | GOING STRAIGHT | | | | | | |
| 050B | 335 | 2/11/2004 | 1656 | GOING STRAIGHT | | | | | | |
| 050B | 335.04 | 12/3/2002 | 2045 | GOING STRAIGHT | | | | | | |
| 050B | 335.1 | 2/2/2003 | 2245 | GOING STRAIGHT | | | | | | |
| 050B | 335.2 | 8/12/2000 | 1430 | GOING STRAIGHT | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 50 | SLOWING |
| 050B | 335.6 | 8/6/2004 | 1627 | GOING STRAIGHT | E | PICKUP TRUCK/UTILITY VAN W/TRL | NO IMPAIRMENT | NONE APPARENT | 10 | MAKING RIGHT TURN |
| 050B | 335.71 | 7/20/2000 | 1659 | GOING STRAIGHT | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 10 | SLOWING |
| 050B | 335.71 | 7/8/2000 | 0610 | GOING STRAIGHT | | | | | | |
| 050B | 335.72 | 8/26/2004 | 2005 | GOING STRAIGHT | | | | | | |
| 050B | 335.75 | 7/20/2000 | 1554 | GOING STRAIGHT | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 20 | MAKING LEFT TURN |
| 050B | 335.75 | 2/21/2003 | 1855 | GOING STRAIGHT | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 20 | MAKING LEFT TURN |
| 050B | 335.76 | 2/23/2000 | 1545 | GOING STRAIGHT | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 00 | STOPPED IN TRAFFIC |
| 050B | 335.76 | 7/29/2004 | 1030 | GOING STRAIGHT | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 55 | GOING STRAIGHT |
| 050B | 335.76 | 4/19/2002 | 0830 | PASSING | E | PICKUP TRUCK/UTILITY VAN W/TRL | NO IMPAIRMENT | NONE APPARENT | 45 | MAKING LEFT TURN |
| 050B | 335.79 | 8/23/2002 | 1635 | GOING STRAIGHT | | | | | | |
| 050B | 335.86 | 6/30/2003 | 2100 | GOING STRAIGHT | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 65 | GOING STRAIGHT |
| 050B | 336 | 9/5/2003 | 0900 | GOING STRAIGHT | | | | | | |
| 050B | 336.1 | 12/4/2004 | 1845 | GOING STRAIGHT | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 20 | MAKING LEFT TURN |
| 050B | 336.1 | 4/7/2002 | 2045 | GOING STRAIGHT | | | | | | |
| 050B | 336.1 | 11/24/2002 | 1940 | GOING STRAIGHT | | | | | | |
| 050B | 336.3 | 7/13/2001 | 1140 | GOING STRAIGHT | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 65 | GOING STRAIGHT |
| 050B | 336.8 | 10/31/2002 | 2219 | GOING STRAIGHT | | | | | | |
| 050B | 337 | 3/6/2000 | 2128 | GOING STRAIGHT | | | | | | |
| 050B | 337.97 | 2/21/2000 | 1655 | PASSING | E | PASS CAR/VAN | UNKNOWN | NONE APPARENT | 60 | GOING STRAIGHT |
| 050B | 338.02 | 4/14/2002 | 1830 | MAKING RIGHT TURN | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 50 | MAKING LEFT TURN |
| 050B | 338.1 | 5/18/2002 | 0155 | GOING STRAIGHT | | | | | | |
| 050B | 338.11 | 12/20/2004 | 1232 | GOING STRAIGHT | | | | | | |
| 050B | 338.3 | 6/11/2004 | 1700 | MAKING LEFT TURN | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 55 | GOING STRAIGHT |

Accident Listing
SH 50B, MP 329.00 to MP 359.00
(01/01/2000 - 12/31/2004)

| hwy | mp | date | time | location | road_desc | vehicles | contour | condition | lighting | weather | ramp | event_1 |
|------|--------|------------|------|-----------|------------------------|----------|-------------------|-----------|----------------|-----------------|------|------------------------------|
| 050B | 339.7 | 10/16/2004 | 0920 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | OVERTURNING |
| 050B | 340.15 | 5/23/2000 | 0100 | OFF LEFT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | DELINEATOR POST |
| 050B | 340.34 | 7/21/2000 | 0120 | OFF LEFT | NON-INTERSECTION RURAL | 1 | CURVE ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | OVERTURNING |
| 050B | 340.34 | 11/19/2002 | 1640 | OFF LEFT | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | DRY | DAWN OR DUSK | NONE | N | HEAD-ON |
| 050B | 340.34 | 2/26/2003 | 0455 | ON | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | ICY | DARK-UNLIGHTED | SNOW/SLEET/HAIL | N | HEAD-ON |
| 050B | 340.5 | 7/24/2001 | 1155 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | OTHER NON-COLLISION |
| 050B | 341.02 | 5/17/2000 | 0230 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | DOMESTIC ANIMAL |
| 050B | 341.1 | 6/10/2001 | 0840 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-GRADE | DRY | DAYLIGHT | NONE | N | WILD ANIMAL |
| 050B | 341.3 | 7/12/2000 | 0555 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-GRADE | DRY | DAWN OR DUSK | NONE | N | INVOLVING OTHER OBJECT |
| 050B | 341.5 | 3/11/2000 | 1320 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-GRADE | DRY | DAYLIGHT | NONE | N | SIGN |
| 050B | 341.93 | 9/8/2003 | 1025 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-GRADE | DRY | DAYLIGHT | NONE | N | EMBANKMENT |
| 050B | 342 | 7/5/2004 | 2212 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | FENCE |
| 050B | 342.04 | 12/12/2001 | 1125 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | SNOWY | DAYLIGHT | SNOW/SLEET/HAIL | N | OVERTURNING |
| 050B | 342.3 | 1/27/2000 | 0925 | OFF LEFT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | ICY | DAYLIGHT | NONE | N | OVERTURNING |
| 050B | 342.3 | 1/27/2000 | 0925 | OFF LEFT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | ICY | DAYLIGHT | NONE | N | OVERTURNING |
| 050B | 342.86 | 2/18/2002 | 1145 | OFF RIGHT | AT INTERSECTION | 2 | STRAIGHT ON-GRADE | DRY | DAYLIGHT | NONE | N | MAILBOX |
| 050B | 343.1 | 1/18/2001 | 1105 | OFF RIGHT | AT INTERSECTION | 2 | STRAIGHT ON-LEVEL | ICY | DAYLIGHT | NONE | N | ROAD MAINTENANCE EQUIPMENT |
| 050B | 343.3 | 2/26/2003 | 2000 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | DELINEATOR POST |
| 050B | 343.48 | 11/22/2001 | 2020 | ON | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-GRADE | DRY | DARK-UNLIGHTED | NONE | N | REAR-END |
| 050B | 343.9 | 11/26/2001 | 0600 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-GRADE | DRY | DARK-UNLIGHTED | NONE | N | OVERTURNING |
| 050B | 344.7 | 4/19/2001 | 2025 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-GRADE | DRY | DARK-UNLIGHTED | NONE | N | DOMESTIC ANIMAL |
| 050B | 344.9 | 1/27/2000 | 0730 | OFF LEFT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | ICY | DAYLIGHT | SNOW/SLEET/HAIL | N | FENCE |
| 050B | 344.9 | 1/27/2000 | 0730 | OFF LEFT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | ICY | DAYLIGHT | SNOW/SLEET/HAIL | N | FENCE |
| 050B | 345.02 | 1/12/2003 | 0020 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 345.1 | 7/16/2004 | 2313 | ON | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | WET | DARK-UNLIGHTED | RAIN | N | SIDESWIPE OPPOSITE DIRECTION |
| 050B | 345.4 | 6/14/2001 | 1350 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | OTHER NON-COLLISION |
| 050B | 345.62 | 8/18/2000 | 2021 | ON | AT INTERSECTION | 1 | STRAIGHT ON-GRADE | DRY | DARK-UNLIGHTED | NONE | N | DOMESTIC ANIMAL |
| 050B | 345.67 | 8/18/2000 | 2020 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-GRADE | DRY | DARK-UNLIGHTED | NONE | N | DOMESTIC ANIMAL |
| 050B | 345.8 | 12/12/2001 | 1500 | ON | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | ICY | DAYLIGHT | SNOW/SLEET/HAIL | N | REAR-END |
| 050B | 345.94 | 8/22/2002 | 1315 | ON | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | REAR-END |
| 050B | 346 | 12/23/2003 | 1030 | ON | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | INVOLVING OTHER OBJECT |
| 050B | 346.4 | 3/31/2001 | 0700 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DAWN OR DUSK | NONE | N | DELINEATOR POST |
| 050B | 346.4 | 3/22/2004 | 1910 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | INVOLVING OTHER OBJECT |
| 050B | 346.85 | 10/31/2002 | 2233 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | ICY | DARK-UNLIGHTED | SNOW/SLEET/HAIL | N | OVERTURNING |
| 050B | 346.9 | 5/28/2004 | 1740 | ON | AT DRIVEWAY ACCESS | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | REAR-END |
| 050B | 347 | 1/11/2001 | 1110 | ON | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-GRADE | DRY | DAYLIGHT | NONE | N | SIDESWIPE OPPOSITE DIRECTION |
| 050B | 347 | 8/13/2004 | 2215 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | INVOLVING OTHER OBJECT |
| 050B | 347.07 | 1/27/2000 | 0605 | OFF RIGHT | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | ICY | DARK-UNLIGHTED | NONE | N | BRIDGE RAIL |
| 050B | 347.1 | 8/29/2002 | 1850 | OFF RIGHT | AT DRIVEWAY ACCESS | 1 | STRAIGHT ON-GRADE | WET | DAYLIGHT | RAIN | N | EMBANKMENT |
| 050B | 347.2 | 1/27/2000 | 0605 | OFF RIGHT | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | ICY | DARK-UNLIGHTED | NONE | N | BRIDGE RAIL |
| 050B | 347.35 | 3/27/2000 | 1205 | ON | AT DRIVEWAY ACCESS | 2 | STRAIGHT ON-GRADE | DRY | DAYLIGHT | NONE | N | OVERTAKING TURN |
| 050B | 347.4 | 6/2/2000 | 1410 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | WILD ANIMAL |
| 050B | 347.7 | 8/29/2002 | 1040 | ON | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | SIDESWIPE SAME DIRECTION |
| 050B | 347.72 | 3/31/2003 | 1650 | ON | AT INTERSECTION | 2 | CURVE ON-LEVEL | DRY | DAYLIGHT | NONE | N | REAR-END |
| 050B | 347.72 | 12/30/2003 | 1641 | ON | AT INTERSECTION | 2 | STRAIGHT ON-GRADE | DRY | DAWN OR DUSK | NONE | N | APPROACH TURN |
| 050B | 347.8 | 6/23/2000 | 0855 | ON | NON-INTERSECTION RURAL | 1 | CURVE ON-GRADE | DRY | DAYLIGHT | NONE | N | WILD ANIMAL |
| 050B | 347.96 | 11/20/2004 | 1720 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | WET | DARK-UNLIGHTED | SNOW/SLEET/HAIL | N | WILD ANIMAL |
| 050B | 348 | 7/25/2003 | 0720 | ON | NON-INTERSECTION RURAL | 1 | CURVE ON-GRADE | DRY | DAYLIGHT | NONE | N | WILD ANIMAL |
| 050B | 348.01 | 12/11/2003 | 1500 | ON | AT DRIVEWAY ACCESS | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | REAR-END |
| 050B | 348.1 | 1/27/2001 | 1530 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | CURVE ON-LEVEL | SNOWY | DAYLIGHT | SNOW/SLEET/HAIL | N | EMBANKMENT |

Accident Listing
SH 50B, MP 329.00 to MP 359.00
(01/01/2000 - 12/31/2004)

| hwy | mp | date | time | event_2 | dir_1 | vehicle_1 | driver_1 | factor_1 | speed_1 |
|------|--------|------------|------|------------------------------|-------|------------------------------------|---------------|--------------------------|---------|
| 050B | 339.7 | 10/16/2004 | 0920 | | E | PASS CAR/VAN | NO IMPAIRMENT | DRIVER UNFAMILIAR W/AREA | 70 |
| 050B | 340.15 | 5/23/2000 | 0100 | OVERTURNING | W | PASS CAR/VAN | NOT OBSERVED | ASLEEP AT WHEEL | 71 |
| 050B | 340.34 | 7/21/2000 | 0120 | | W | PASS CAR/VAN | NO IMPAIRMENT | ASLEEP AT WHEEL | 65 |
| 050B | 340.34 | 11/19/2002 | 1640 | | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 340.34 | 2/26/2003 | 0455 | | W | PASS CAR/VAN | NO IMPAIRMENT | DRIVER INEXPERIENCE | 65 |
| 050B | 340.5 | 7/24/2001 | 1155 | | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 341.02 | 5/17/2000 | 0230 | | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 341.1 | 6/10/2001 | 0840 | | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 341.3 | 7/12/2000 | 0555 | | E | PASS CAR/VAN | NO IMPAIRMENT | UNKNOWN | 65 |
| 050B | 341.5 | 3/11/2000 | 1320 | OVERTURNING | E | PICKUP TRUCK/UTILITY VAN W/TRL | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 341.93 | 9/8/2003 | 1025 | OVERTURNING | W | PASS CAR/VAN | NO IMPAIRMENT | ASLEEP AT WHEEL | 65 |
| 050B | 342 | 7/5/2004 | 2212 | | W | PASS CAR/VAN | NO IMPAIRMENT | ILLNESS | 35 |
| 050B | 342.04 | 12/12/2001 | 1125 | | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 45 |
| 050B | 342.3 | 1/27/2000 | 0925 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 55 |
| 050B | 342.3 | 1/27/2000 | 0925 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 55 |
| 050B | 342.86 | 2/18/2002 | 1145 | | E | PASS CAR/VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 65 |
| 050B | 343.1 | 1/18/2001 | 1105 | | E | OTHER - SEE REPORT | NO IMPAIRMENT | NONE APPARENT | 20 |
| 050B | 343.3 | 2/26/2003 | 2000 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 343.48 | 11/22/2001 | 2020 | | W | PASS CAR/VAN | NO IMPAIRMENT | DRIVER EMOTIONALLY UPSET | 65 |
| 050B | 343.9 | 11/26/2001 | 0600 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 55 |
| 050B | 344.7 | 4/19/2001 | 2025 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 344.9 | 1/27/2000 | 0730 | | W | PASS CAR/VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 50 |
| 050B | 344.9 | 1/27/2000 | 0730 | | W | PASS CAR/VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 50 |
| 050B | 345.02 | 1/12/2003 | 0020 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 345.1 | 7/16/2004 | 2313 | OVERTURNING | W | PASS CAR/VAN | ALCOHOL | DRIVER PREOCCUPIED | 65 |
| 050B | 345.4 | 6/14/2001 | 1350 | | E | TRUCK GVW > 10K/BUSSES > 15 PEOPLE | NO IMPAIRMENT | NONE APPARENT | 60 |
| 050B | 345.62 | 8/18/2000 | 2021 | | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 55 |
| 050B | 345.67 | 8/18/2000 | 2020 | | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 345.8 | 12/12/2001 | 1500 | | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 35 |
| 050B | 345.94 | 8/22/2002 | 1315 | | E | PASS CAR/VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 30 |
| 050B | 346 | 12/23/2003 | 1030 | | UK | TRUCK GVW > 10K/BUSSES > 15 PEOPLE | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 346.4 | 3/31/2001 | 0700 | | E | PASS CAR/VAN | NO IMPAIRMENT | ASLEEP AT WHEEL | 65 |
| 050B | 346.4 | 3/22/2004 | 1910 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 60 |
| 050B | 346.85 | 10/31/2002 | 2233 | | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | DRIVER INEXPERIENCE | 60 |
| 050B | 346.9 | 5/28/2004 | 1740 | | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 10 |
| 050B | 347 | 1/11/2001 | 1110 | | E | PASS CAR/VAN | NOT OBSERVED | NONE APPARENT | UK |
| 050B | 347 | 8/13/2004 | 2215 | | UK | PICKUP TRUCK/UTILITY VAN | NOT OBSERVED | UNKNOWN | 60 |
| 050B | 347.07 | 1/27/2000 | 0605 | SIDESWIPE OPPOSITE DIRECTION | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 55 |
| 050B | 347.1 | 8/29/2002 | 1850 | | W | PICKUP TRUCK/UTILITY VAN | NOT OBSERVED | NONE APPARENT | 60 |
| 050B | 347.2 | 1/27/2000 | 0605 | SIDESWIPE OPPOSITE DIRECTION | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 55 |
| 050B | 347.35 | 3/27/2000 | 1205 | | E | TRUCK GVW <= 10K LBS | NO IMPAIRMENT | DRIVER PREOCCUPIED | 65 |
| 050B | 347.4 | 6/2/2000 | 1410 | | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 347.7 | 8/29/2002 | 1040 | | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 60 |
| 050B | 347.72 | 3/31/2003 | 1650 | | W | PASS CAR/VAN | NO IMPAIRMENT | DRIVER FATIGUE | 65 |
| 050B | 347.72 | 12/30/2003 | 1641 | | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 30 |
| 050B | 347.8 | 6/23/2000 | 0855 | | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 347.96 | 11/20/2004 | 1720 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 60 |
| 050B | 348 | 7/25/2003 | 0720 | | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 60 |
| 050B | 348.01 | 12/11/2003 | 1500 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 348.1 | 1/27/2001 | 1530 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 35 |

Accident Listing
 SH 50B, MP 329.00 to MP 359.00
 (01/01/2000 - 12/31/2004)

| hwy | mp | date | time | veh_move_1 | dir_2 | vehicle_2 | driver_2 | factor_2 | speed_2 | veh_move_2 |
|------|--------|------------|------|------------------|-------|------------------------------------|---------------|---------------|---------|--------------------|
| 050B | 339.7 | 10/16/2004 | 0920 | PASSING | | | | | | |
| 050B | 340.15 | 5/23/2000 | 0100 | GOING STRAIGHT | | | | | | |
| 050B | 340.34 | 7/21/2000 | 0120 | OTHER | | | | | | |
| 050B | 340.34 | 11/19/2002 | 1640 | PASSING | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 | GOING STRAIGHT |
| 050B | 340.34 | 2/26/2003 | 0455 | GOING STRAIGHT | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 40 | GOING STRAIGHT |
| 050B | 340.5 | 7/24/2001 | 1155 | GOING STRAIGHT | | | | | | |
| 050B | 341.02 | 5/17/2000 | 0230 | GOING STRAIGHT | | | | | | |
| 050B | 341.1 | 6/10/2001 | 0840 | GOING STRAIGHT | | | | | | |
| 050B | 341.3 | 7/12/2000 | 0555 | GOING STRAIGHT | | | | | | |
| 050B | 341.5 | 3/11/2000 | 1320 | GOING STRAIGHT | | | | | | |
| 050B | 341.93 | 9/8/2003 | 1025 | GOING STRAIGHT | | | | | | |
| 050B | 342 | 7/5/2004 | 2212 | GOING STRAIGHT | | | | | | |
| 050B | 342.04 | 12/12/2001 | 1125 | PASSING | | | | | | |
| 050B | 342.3 | 1/27/2000 | 0925 | GOING STRAIGHT | | | | | | |
| 050B | 342.3 | 1/27/2000 | 0925 | GOING STRAIGHT | | | | | | |
| 050B | 342.86 | 2/18/2002 | 1145 | GOING STRAIGHT | UK | UNKNOWN | NO IMPAIRMENT | UNKNOWN | UK | UNKNOWN |
| 050B | 343.1 | 1/18/2001 | 1105 | MAKING LEFT TURN | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 50 | GOING STRAIGHT |
| 050B | 343.3 | 2/26/2003 | 2000 | GOING STRAIGHT | | | | | | |
| 050B | 343.48 | 11/22/2001 | 2020 | OTHER | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 | GOING STRAIGHT |
| 050B | 343.9 | 11/26/2001 | 0600 | GOING STRAIGHT | | | | | | |
| 050B | 344.7 | 4/19/2001 | 2025 | GOING STRAIGHT | | | | | | |
| 050B | 344.9 | 1/27/2000 | 0730 | PASSING | | | | | | |
| 050B | 344.9 | 1/27/2000 | 0730 | GOING STRAIGHT | | | | | | |
| 050B | 345.02 | 1/12/2003 | 0020 | GOING STRAIGHT | | | | | | |
| 050B | 345.1 | 7/16/2004 | 2313 | GOING STRAIGHT | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 | GOING STRAIGHT |
| 050B | 345.4 | 6/14/2001 | 1350 | GOING STRAIGHT | | | | | | |
| 050B | 345.62 | 8/18/2000 | 2021 | GOING STRAIGHT | | | | | | |
| 050B | 345.67 | 8/18/2000 | 2020 | GOING STRAIGHT | | | | | | |
| 050B | 345.8 | 12/12/2001 | 1500 | GOING STRAIGHT | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 00 | PARKED |
| 050B | 345.94 | 8/22/2002 | 1315 | GOING STRAIGHT | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 00 | STOPPED IN TRAFFIC |
| 050B | 346 | 12/23/2003 | 1030 | UNKNOWN | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 65 | GOING STRAIGHT |
| 050B | 346.4 | 3/31/2001 | 0700 | GOING STRAIGHT | | | | | | |
| 050B | 346.4 | 3/22/2004 | 1910 | GOING STRAIGHT | | | | | | |
| 050B | 346.85 | 10/31/2002 | 2233 | GOING STRAIGHT | | | | | | |
| 050B | 346.9 | 5/28/2004 | 1740 | MAKING U-TURN | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 49 | GOING STRAIGHT |
| 050B | 347 | 1/11/2001 | 1110 | PASSING | W | PICKUP TRUCK/UTILITY VAN W/TRL | NO IMPAIRMENT | NONE APPARENT | 65 | GOING STRAIGHT |
| 050B | 347 | 8/13/2004 | 2215 | UNKNOWN | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 | GOING STRAIGHT |
| 050B | 347.07 | 1/27/2000 | 0605 | GOING STRAIGHT | E | TRUCK GVW > 10K/BUSSES > 15 PEOPLE | NO IMPAIRMENT | NONE APPARENT | 45 | GOING STRAIGHT |
| 050B | 347.1 | 8/29/2002 | 1850 | GOING STRAIGHT | | | | | | |
| 050B | 347.2 | 1/27/2000 | 0605 | GOING STRAIGHT | E | TRUCK GVW > 10K/BUSSES > 15 PEOPLE | NO IMPAIRMENT | NONE APPARENT | 45 | GOING STRAIGHT |
| 050B | 347.35 | 3/27/2000 | 1205 | GOING STRAIGHT | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 35 | MAKING LEFT TURN |
| 050B | 347.4 | 6/2/2000 | 1410 | GOING STRAIGHT | | | | | | |
| 050B | 347.7 | 8/29/2002 | 1040 | PASSING | W | PICKUP TRUCK/UTILITY VAN W/TRL | NO IMPAIRMENT | NONE APPARENT | 60 | GOING STRAIGHT |
| 050B | 347.72 | 3/31/2003 | 1650 | GOING STRAIGHT | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 00 | STOPPED IN TRAFFIC |
| 050B | 347.72 | 12/30/2003 | 1641 | MAKING LEFT TURN | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 63 | GOING STRAIGHT |
| 050B | 347.8 | 6/23/2000 | 0855 | GOING STRAIGHT | | | | | | |
| 050B | 347.96 | 11/20/2004 | 1720 | GOING STRAIGHT | | | | | | |
| 050B | 348 | 7/25/2003 | 0720 | GOING STRAIGHT | | | | | | |
| 050B | 348.01 | 12/11/2003 | 1500 | GOING STRAIGHT | E | PICKUP TRUCK/UTILITY VAN W/TRL | NO IMPAIRMENT | NONE APPARENT | 10 | MAKING RIGHT TURN |
| 050B | 348.1 | 1/27/2001 | 1530 | GOING STRAIGHT | | | | | | |

Accident Listing
SH 50B, MP 329.00 to MP 359.00
(01/01/2000 - 12/31/2004)

| hwy | mp | date | time | location | road_desc | vehicles | contour | condition | lighting | weather | ramp | event_1 |
|------|--------|------------|------|-----------|------------------------|----------|-------------------|-----------|----------------|-----------------|------|------------------------------|
| 050B | 348.2 | 1/16/2000 | 1800 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | BICYCLE |
| 050B | 348.2 | 1/16/2000 | 1803 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | BICYCLE |
| 050B | 348.2 | 3/9/2004 | 2009 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 348.22 | 7/4/2000 | 0135 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 348.5 | 11/17/2001 | 1710 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 348.6 | 11/27/2002 | 1735 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 348.6 | 5/10/2000 | 0900 | OFF RIGHT | AT DRIVEWAY ACCESS | 1 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | EMBANKMENT |
| 050B | 349.1 | 8/12/2000 | 0220 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | OVERTURNING |
| 050B | 349.4 | 6/8/2002 | 2115 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 349.7 | 11/25/2002 | 0625 | OFF RIGHT | NON-INTERSECTION URBAN | 1 | STRAIGHT ON-LEVEL | ICY | DARK-UNLIGHTED | SNOW/SLEET/HAIL | N | OVERTURNING |
| 050B | 349.88 | 9/27/2002 | 1150 | ON | AT INTERSECTION | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | BROADSIDE |
| 050B | 349.88 | 5/29/2004 | 1050 | ON | AT INTERSECTION | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | BROADSIDE |
| 050B | 349.89 | 2/26/2000 | 0707 | ON | INTERSECTION RELATED | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | REAR-END |
| 050B | 349.9 | 5/4/2002 | 1142 | ON | AT DRIVEWAY ACCESS | 3 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | REAR-END |
| 050B | 349.9 | 7/4/2000 | 1915 | ON | AT DRIVEWAY ACCESS | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | OVERTAKING TURN |
| 050B | 349.91 | 12/3/2001 | 1455 | ON | INTERSECTION RELATED | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | REAR-END |
| 050B | 349.91 | 7/10/2003 | 1000 | OFF RIGHT | INTERSECTION RELATED | 1 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | LIGHT/UTILITY POLE |
| 050B | 349.97 | 10/14/2002 | 0648 | ON | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | DRY | DAWN OR DUSK | NONE | N | HEAD-ON |
| 050B | 350.01 | 5/1/2004 | 0800 | OFF RIGHT | AT DRIVEWAY ACCESS | 1 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | SIGN |
| 050B | 350.04 | 7/24/2004 | 0951 | ON | AT DRIVEWAY ACCESS | 2 | STRAIGHT ON-LEVEL | WET | DAYLIGHT | RAIN | N | REAR-END |
| 050B | 350.1 | 7/13/2002 | 1100 | ON | AT DRIVEWAY ACCESS | 3 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | REAR-END |
| 050B | 350.2 | 2/6/2003 | 0450 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | ICY | DARK-UNLIGHTED | SNOW/SLEET/HAIL | N | OVERTURNING |
| 050B | 350.2 | 7/29/2000 | 1035 | ON | AT DRIVEWAY ACCESS | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | REAR-END |
| 050B | 350.2 | 5/11/2004 | 1230 | ON | AT DRIVEWAY ACCESS | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | REAR-END |
| 050B | 350.2 | 5/12/2002 | 1415 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | CURVE ON-LEVEL | DRY | DAYLIGHT | NONE | N | DELINEATOR POST |
| 050B | 350.91 | 4/19/2002 | 1305 | ON | AT INTERSECTION | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | BROADSIDE |
| 050B | 351.2 | 3/1/2001 | 0645 | ON | AT DRIVEWAY ACCESS | 1 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | OTHER NON-COLLISION |
| 050B | 351.47 | 5/24/2004 | 0720 | ON | AT INTERSECTION | 1 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | WILD ANIMAL |
| 050B | 351.8 | 8/8/2003 | 1355 | OFF LEFT | AT DRIVEWAY ACCESS | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | OVERTAKING TURN |
| 050B | 351.9 | 12/24/2002 | 0415 | ON | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | ICY | DARK-UNLIGHTED | FOG | N | REAR-END |
| 050B | 352.1 | 3/3/2001 | 0400 | OFF LEFT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | EMBANKMENT |
| 050B | 352.8 | 2/11/2004 | 1630 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | ICY | DARK-UNLIGHTED | SNOW/SLEET/HAIL | N | OVERTURNING |
| 050B | 352.8 | 5/23/2001 | 1510 | ON | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | SIDESWIPE OPPOSITE DIRECTION |
| 050B | 352.8 | 7/21/2000 | 2020 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-GRADE | DRY | DAWN OR DUSK | NONE | N | WILD ANIMAL |
| 050B | 352.91 | 6/27/2001 | 1330 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | EMBANKMENT |
| 050B | 353.01 | 8/14/2002 | 2220 | ON | INTERSECTION RELATED | 2 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | REAR-END |
| 050B | 353.01 | 7/24/2001 | 1445 | ON | INTERSECTION RELATED | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | OVERTAKING TURN |
| 050B | 353.2 | 2/11/2004 | 1715 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | ICY | DAWN OR DUSK | SNOW/SLEET/HAIL | N | LIGHT/UTILITY POLE |
| 050B | 353.5 | 7/25/2002 | 1100 | OFF RIGHT | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | UNKNOWN | DAYLIGHT | NONE | N | PARKED MOTOR VEHICLE |
| 050B | 353.7 | 8/28/2000 | 1600 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | WILD ANIMAL |
| 050B | 353.97 | 6/19/2001 | 0800 | ON | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | SIDESWIPE SAME DIRECTION |
| 050B | 354.03 | 1/10/2003 | 1700 | ON | AT INTERSECTION | 2 | STRAIGHT ON-LEVEL | DRY | DAWN OR DUSK | NONE | N | BROADSIDE |
| 050B | 354.03 | 8/2/2000 | 1050 | ON | AT INTERSECTION | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | OVERTAKING TURN |
| 050B | 354.04 | 8/15/2000 | 1720 | ON | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | DRY | DAWN OR DUSK | NONE | N | SIDESWIPE OPPOSITE DIRECTION |
| 050B | 354.4 | 5/19/2003 | 0645 | OFF LEFT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | GUARD RAIL |
| 050B | 354.5 | 12/8/2002 | 1315 | OFF LEFT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | LIGHT/UTILITY POLE |
| 050B | 354.9 | 1/25/2003 | 2035 | ON | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | SIDESWIPE OPPOSITE DIRECTION |
| 050B | 354.98 | 4/16/2003 | 2020 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 355 | 2/25/2001 | 1955 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 355 | 4/26/2001 | 0620 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | WILD ANIMAL |

Accident Listing
SH 50B, MP 329.00 to MP 359.00
(01/01/2000 - 12/31/2004)

| hwy | mp | date | time | event_2 | dir_1 | vehicle_1 | driver_1 | factor_1 | speed_1 |
|------|--------|------------|------|--------------------|-------|------------------------------------|---------------|--------------------------|---------|
| 050B | 348.2 | 1/16/2000 | 1800 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 348.2 | 1/16/2000 | 1803 | | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 348.2 | 3/9/2004 | 2009 | | E | PASS CAR/VAN | UNKNOWN | DRIVER UNFAMILIAR W/AREA | 65 |
| 050B | 348.22 | 7/4/2000 | 0135 | | E | PASS CAR/VAN | ALCOHOL | NONE APPARENT | 80 |
| 050B | 348.5 | 11/17/2001 | 1710 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 348.6 | 11/27/2002 | 1735 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 348.6 | 5/10/2000 | 0900 | | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 63 |
| 050B | 349.1 | 8/12/2000 | 0220 | | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | ASLEEP AT WHEEL | 65 |
| 050B | 349.4 | 6/8/2002 | 2115 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 55 |
| 050B | 349.7 | 11/25/2002 | 0625 | | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 60 |
| 050B | 349.88 | 9/27/2002 | 1150 | | N | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 10 |
| 050B | 349.88 | 5/29/2004 | 1050 | | N | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 10 |
| 050B | 349.89 | 2/26/2000 | 0707 | | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 50 |
| 050B | 349.9 | 5/4/2002 | 1142 | | W | PASS CAR/VAN | NOT OBSERVED | DRIVER PREOCCUPIED | 65 |
| 050B | 349.9 | 7/4/2000 | 1915 | | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 349.91 | 12/3/2001 | 1455 | | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 349.91 | 7/10/2003 | 1000 | OTHER FIXED OBJECT | W | TRUCK GVW > 10K/BUSSES > 15 PEOPLE | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 349.97 | 10/14/2002 | 0648 | | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 55 |
| 050B | 350.01 | 5/1/2004 | 0800 | | N | TRUCK GVW > 10K/BUSSES > 15 PEOPLE | NO IMPAIRMENT | NONE APPARENT | 20 |
| 050B | 350.04 | 7/24/2004 | 0951 | | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | DRIVER INEXPERIENCE | 45 |
| 050B | 350.1 | 7/13/2002 | 1100 | | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 55 |
| 050B | 350.2 | 2/6/2003 | 0450 | LIGHT/UTILITY POLE | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 50 |
| 050B | 350.2 | 7/29/2000 | 1035 | OVERTURNING | W | MOTORCYCLE | NO IMPAIRMENT | DRIVER PREOCCUPIED | 50 |
| 050B | 350.2 | 5/11/2004 | 1230 | | W | PASS CAR/VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 50 |
| 050B | 350.2 | 5/12/2002 | 1415 | | E | PASS CAR/VAN | NO IMPAIRMENT | DRIVER FATIGUE | 55 |
| 050B | 350.91 | 4/19/2002 | 1305 | | N | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 08 |
| 050B | 351.2 | 3/1/2001 | 0645 | | E | TRUCK GVW > 10K/BUSSES > 15 PEOPLE | NO IMPAIRMENT | NONE APPARENT | 20 |
| 050B | 351.47 | 5/24/2004 | 0720 | | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 50 |
| 050B | 351.8 | 8/8/2003 | 1355 | | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 40 |
| 050B | 351.9 | 12/24/2002 | 0415 | | E | PASS CAR/VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 45 |
| 050B | 352.1 | 3/3/2001 | 0400 | | W | PASS CAR/VAN | ALCOHOL | ASLEEP AT WHEEL | 65 |
| 050B | 352.8 | 2/11/2004 | 1630 | | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 55 |
| 050B | 352.8 | 5/23/2001 | 1510 | | E | PASS CAR/VAN | ALCOHOL | NONE APPARENT | 65 |
| 050B | 352.8 | 7/21/2000 | 2020 | | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 352.91 | 6/27/2001 | 1330 | | E | PASS CAR/VAN W/TRL | NO IMPAIRMENT | DRIVER PREOCCUPIED | 55 |
| 050B | 353.01 | 8/14/2002 | 2220 | | E | PASS CAR/VAN | NO IMPAIRMENT | DRIVER FATIGUE | 60 |
| 050B | 353.01 | 7/24/2001 | 1445 | | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 10 |
| 050B | 353.2 | 2/11/2004 | 1715 | | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 35 |
| 050B | 353.5 | 7/25/2002 | 1100 | | E | PASS CAR/VAN W/TRL | NO IMPAIRMENT | NONE APPARENT | 80 |
| 050B | 353.7 | 8/28/2000 | 1600 | | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 60 |
| 050B | 353.97 | 6/19/2001 | 0800 | | W | HIT & RUN - UNKNOWN | NOT OBSERVED | UNKNOWN | 65 |
| 050B | 354.03 | 1/10/2003 | 1700 | | N | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 10 |
| 050B | 354.03 | 8/2/2000 | 1050 | | W | PASS CAR/VAN | NO IMPAIRMENT | DRIVER INEXPERIENCE | 30 |
| 050B | 354.04 | 8/15/2000 | 1720 | OVERTURNING | E | PICKUP TRUCK/UTILITY VAN | RX/MEDICATION | NONE APPARENT | 65 |
| 050B | 354.4 | 5/19/2003 | 0645 | | W | PASS CAR/VAN | NO IMPAIRMENT | ASLEEP AT WHEEL | 65 |
| 050B | 354.5 | 12/8/2002 | 1315 | | E | PASS CAR/VAN | NO IMPAIRMENT | ILLNESS | 50 |
| 050B | 354.9 | 1/25/2003 | 2035 | OVERTURNING | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 68 |
| 050B | 354.98 | 4/16/2003 | 2020 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 355 | 2/25/2001 | 1955 | | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 60 |
| 050B | 355 | 4/26/2001 | 0620 | | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |

Accident Listing
 SH 50B, MP 329.00 to MP 359.00
 (01/01/2000 - 12/31/2004)

| hwy | mp | date | time | veh_move_1 | dir_2 | vehicle_2 | driver_2 | factor_2 | speed_2 | veh_move_2 |
|------|--------|------------|------|----------------------------------|-------|------------------------------------|---------------|---------------|---------|--------------------|
| 050B | 348.2 | 1/16/2000 | 1800 | GOING STRAIGHT | | | | | | |
| 050B | 348.2 | 1/16/2000 | 1803 | GOING STRAIGHT | | | | | | |
| 050B | 348.2 | 3/9/2004 | 2009 | GOING STRAIGHT | | | | | | |
| 050B | 348.22 | 7/4/2000 | 0135 | GOING STRAIGHT | | | | | | |
| 050B | 348.5 | 11/17/2001 | 1710 | GOING STRAIGHT | | | | | | |
| 050B | 348.6 | 11/27/2002 | 1735 | GOING STRAIGHT | | | | | | |
| 050B | 348.6 | 5/10/2000 | 0900 | PASSING | | | | | | |
| 050B | 349.1 | 8/12/2000 | 0220 | GOING STRAIGHT | | | | | | |
| 050B | 349.4 | 6/8/2002 | 2115 | GOING STRAIGHT | | | | | | |
| 050B | 349.7 | 11/25/2002 | 0625 | GOING STRAIGHT | | | | | | |
| 050B | 349.88 | 9/27/2002 | 1150 | STARTING IN TRAFFIC | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 55 | GOING STRAIGHT |
| 050B | 349.88 | 5/29/2004 | 1050 | MAKING RIGHT TURN | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 20 | GOING STRAIGHT |
| 050B | 349.89 | 2/26/2000 | 0707 | PASSING | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 35 | MAKING LEFT TURN |
| 050B | 349.9 | 5/4/2002 | 1142 | GOING STRAIGHT | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 00 | STOPPED IN TRAFFIC |
| 050B | 349.9 | 7/4/2000 | 1915 | PASSING | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 20 | MAKING LEFT TURN |
| 050B | 349.91 | 12/3/2001 | 1455 | GOING STRAIGHT | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 50 | SLOWING |
| 050B | 349.91 | 7/10/2003 | 1000 | AVOIDING OBJECT IN ROAD | | | | | | |
| 050B | 349.97 | 10/14/2002 | 0648 | GOING STRAIGHT | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 40 | GOING STRAIGHT |
| 050B | 350.01 | 5/1/2004 | 0800 | MAKING RIGHT TURN | | | | | | |
| 050B | 350.04 | 7/24/2004 | 0951 | GOING STRAIGHT | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 00 | STOPPED IN TRAFFIC |
| 050B | 350.1 | 7/13/2002 | 1100 | GOING STRAIGHT | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 00 | STOPPED IN TRAFFIC |
| 050B | 350.2 | 2/6/2003 | 0450 | GOING STRAIGHT | | | | | | |
| 050B | 350.2 | 7/29/2000 | 1035 | GOING STRAIGHT | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 00 | STOPPED IN TRAFFIC |
| 050B | 350.2 | 5/11/2004 | 1230 | GOING STRAIGHT | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 00 | STOPPED IN TRAFFIC |
| 050B | 350.2 | 5/12/2002 | 1415 | GOING STRAIGHT | | | | | | |
| 050B | 350.91 | 4/19/2002 | 1305 | MAKING LEFT TURN | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 28 | GOING STRAIGHT |
| 050B | 351.2 | 3/1/2001 | 0645 | ENTERING/LEAVING PARKED POSITION | | | | | | |
| 050B | 351.47 | 5/24/2004 | 0720 | GOING STRAIGHT | | | | | | |
| 050B | 351.8 | 8/8/2003 | 1355 | PASSING | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 20 | MAKING LEFT TURN |
| 050B | 351.9 | 12/24/2002 | 0415 | PASSING | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 40 | GOING STRAIGHT |
| 050B | 352.1 | 3/3/2001 | 0400 | WEAVING | | | | | | |
| 050B | 352.8 | 2/11/2004 | 1630 | GOING STRAIGHT | | | | | | |
| 050B | 352.8 | 5/23/2001 | 1510 | WEAVING | W | TRUCK GVW > 10K/BUSSES > 15 PEOPLE | NO IMPAIRMENT | NONE APPARENT | 15 | GOING STRAIGHT |
| 050B | 352.8 | 7/21/2000 | 2020 | GOING STRAIGHT | | | | | | |
| 050B | 352.91 | 6/27/2001 | 1330 | GOING STRAIGHT | | | | | | |
| 050B | 353.01 | 8/14/2002 | 2220 | GOING STRAIGHT | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 15 | SLOWING |
| 050B | 353.01 | 7/24/2001 | 1445 | ENTERING/LEAVING PARKED POSITION | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 60 | GOING STRAIGHT |
| 050B | 353.2 | 2/11/2004 | 1715 | GOING STRAIGHT | | | | | | |
| 050B | 353.5 | 7/25/2002 | 1100 | GOING STRAIGHT | E | TRUCK GVW <= 10K LBS | NO IMPAIRMENT | NONE APPARENT | 00 | PARKED |
| 050B | 353.7 | 8/28/2000 | 1600 | GOING STRAIGHT | | | | | | |
| 050B | 353.97 | 6/19/2001 | 0800 | UNKNOWN | UK | PASS CAR/VAN | UNKNOWN | UNKNOWN | 00 | PARKED |
| 050B | 354.03 | 1/10/2003 | 1700 | STARTING IN TRAFFIC | E | UNKNOWN | UNKNOWN | UNKNOWN | 33 | GOING STRAIGHT |
| 050B | 354.03 | 8/2/2000 | 1050 | MAKING RIGHT TURN | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 35 | GOING STRAIGHT |
| 050B | 354.04 | 8/15/2000 | 1720 | PASSING | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 | GOING STRAIGHT |
| 050B | 354.4 | 5/19/2003 | 0645 | GOING STRAIGHT | | | | | | |
| 050B | 354.5 | 12/8/2002 | 1315 | GOING STRAIGHT | | | | | | |
| 050B | 354.9 | 1/25/2003 | 2035 | GOING STRAIGHT | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 | GOING STRAIGHT |
| 050B | 354.98 | 4/16/2003 | 2020 | GOING STRAIGHT | | | | | | |
| 050B | 355 | 2/25/2001 | 1955 | GOING STRAIGHT | | | | | | |
| 050B | 355 | 4/26/2001 | 0620 | GOING STRAIGHT | | | | | | |

Accident Listing
SH 50B, MP 329.00 to MP 359.00
(01/01/2000 - 12/31/2004)

| hwy | mp | date | time | location | road_desc | vehicles | contour | condition | lighting | weather | ramp | event_1 |
|------|--------|------------|------|---------------|------------------------|----------|-------------------|-----------|----------------|-----------------|------|------------------------------|
| 050B | 355.01 | 6/29/2001 | 0355 | OFF IN MEDIAN | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-GRADE | DRY | DARK-UNLIGHTED | NONE | N | SIGN |
| 050B | 355.1 | 4/26/2002 | 1915 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | WET | DAYLIGHT | RAIN | N | GUARD RAIL |
| 050B | 355.17 | 10/24/2002 | 0645 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | ICY | DARK-UNLIGHTED | NONE | N | GUARD RAIL |
| 050B | 355.18 | 6/28/2002 | 0330 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | WILD ANIMAL |
| 050B | 355.21 | 10/24/2002 | 0649 | OFF RIGHT | AT INTERSECTION | 1 | STRAIGHT ON-LEVEL | ICY | DAWN OR DUSK | NONE | N | SIGN |
| 050B | 355.4 | 6/29/2001 | 2130 | OFF LEFT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | WET | DARK-UNLIGHTED | NONE | N | OVERTURNING |
| 050B | 355.5 | 11/22/2003 | 2030 | OFF LEFT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | SNOWY | DARK-UNLIGHTED | SNOW/SLEET/HAIL | N | LIGHT/UTILITY POLE |
| 050B | 355.7 | 3/6/2004 | 0305 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | EMBANKMENT |
| 050B | 355.8 | 2/11/2000 | 0715 | ON | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | ICY | DAYLIGHT | SNOW/SLEET/HAIL | N | REAR-END |
| 050B | 356 | 12/3/2002 | 2300 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | ICY | DARK-UNLIGHTED | SNOW/SLEET/HAIL | N | EMBANKMENT |
| 050B | 357 | 2/25/2001 | 1925 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | DOMESTIC ANIMAL |
| 050B | 357.2 | 11/26/2003 | 0215 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | EMBANKMENT |
| 050B | 357.2 | 10/29/2001 | 1355 | OFF RIGHT | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | FENCE |
| 050B | 357.8 | 8/3/2002 | 1810 | OFF RIGHT | NON-INTERSECTION RURAL | 2 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | OVERTURNING |
| 050B | 357.9 | 4/17/2001 | 2357 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | DOMESTIC ANIMAL |
| 050B | 358.1 | 5/24/2000 | 2025 | ON | AT INTERSECTION | 2 | STRAIGHT ON-LEVEL | WET | DARK-UNLIGHTED | RAIN | N | OVERTAKING TURN |
| 050B | 358.1 | 6/24/2000 | 2120 | ON | AT INTERSECTION | 2 | STRAIGHT ON-LEVEL | DRY | DARK-UNLIGHTED | NONE | N | OVERTAKING TURN |
| 050B | 358.1 | 5/6/2004 | 1305 | ON | NON-INTERSECTION RURAL | 1 | STRAIGHT ON-LEVEL | DRY | DAYLIGHT | NONE | N | INVOLVING OTHER OBJECT |
| 050B | 358.6 | 11/26/2003 | 0825 | OFF LEFT | NON-INTERSECTION RURAL | 1 | CURVE ON-LEVEL | DRY | DAYLIGHT | NONE | N | OVERTURNING |
| 050B | 358.8 | 6/21/2001 | 1525 | ON | NON-INTERSECTION RURAL | 2 | CURVE ON-LEVEL | DRY | DAYLIGHT | NONE | N | SIDESWIPE OPPOSITE DIRECTION |

Accident Listing
SH 50B, MP 329.00 to MP 359.00
(01/01/2000 - 12/31/2004)

| hwy | mp | date | time | event_2 | dir_1 | vehicle_1 | driver_1 | factor_1 | speed_1 |
|------|--------|------------|------|--------------------|-------|------------------------------------|---------------|--------------------------|---------|
| 050B | 355.01 | 6/29/2001 | 0355 | | E | PASS CAR/VAN | ALCOHOL | NONE APPARENT | 65 |
| 050B | 355.1 | 4/26/2002 | 1915 | | E | PASS CAR/VAN | NO IMPAIRMENT | DRIVER INEXPERIENCE | 55 |
| 050B | 355.17 | 10/24/2002 | 0645 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 355.18 | 6/28/2002 | 0330 | | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 60 |
| 050B | 355.21 | 10/24/2002 | 0649 | | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 65 |
| 050B | 355.4 | 6/29/2001 | 2130 | | W | PASS CAR/VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 65 |
| 050B | 355.5 | 11/22/2003 | 2030 | | E | PICKUP TRUCK/UTILITY VAN | NOT OBSERVED | NONE APPARENT | 45 |
| 050B | 355.7 | 3/6/2004 | 0305 | OVERTURNING | E | PASS CAR/VAN | NOT OBSERVED | ASLEEP AT WHEEL | 65 |
| 050B | 355.8 | 2/11/2000 | 0715 | | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | DRIVER PREOCCUPIED | 15 |
| 050B | 356 | 12/3/2002 | 2300 | | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | DRIVER INEXPERIENCE | 45 |
| 050B | 357 | 2/25/2001 | 1925 | | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 55 |
| 050B | 357.2 | 11/26/2003 | 0215 | | E | PASS CAR/VAN | ALCOHOL | DISTRACTED BY PASSENGER | 65 |
| 050B | 357.2 | 10/29/2001 | 1355 | | E | PASS CAR/VAN | NO IMPAIRMENT | ASLEEP AT WHEEL | 65 |
| 050B | 357.8 | 8/3/2002 | 1810 | | W | PASS CAR/VAN | NO IMPAIRMENT | ASLEEP AT WHEEL | 65 |
| 050B | 357.9 | 4/17/2001 | 2357 | | W | TRUCK GVW > 10K/BUSSES > 15 PEOPLE | NO IMPAIRMENT | NONE APPARENT | 60 |
| 050B | 358.1 | 5/24/2000 | 2025 | | W | PICKUP TRUCK/UTILITY VAN W/TRL | NO IMPAIRMENT | NONE APPARENT | 55 |
| 050B | 358.1 | 6/24/2000 | 2120 | | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | DRIVER UNFAMILIAR W/AREA | 30 |
| 050B | 358.1 | 5/6/2004 | 1305 | | UK | TRUCK GVW > 10K/BUSSES > 15 PEOPLE | NO IMPAIRMENT | NONE APPARENT | 60 |
| 050B | 358.6 | 11/26/2003 | 0825 | OTHER FIXED OBJECT | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 60 |
| 050B | 358.8 | 6/21/2001 | 1525 | | E | PASS CAR/VAN | ALCOHOL | NONE APPARENT | 70 |

Accident Listing
SH 50B, MP 329.00 to MP 359.00
(01/01/2000 - 12/31/2004)

| hwy | mp | date | time | veh_move_1 | dir_2 | vehicle_2 | driver_2 | factor_2 | speed_2 | veh_move_2 |
|------|--------|------------|------|----------------|-------|--------------------------|---------------|---------------|---------|------------------|
| 050B | 355.01 | 6/29/2001 | 0355 | GOING STRAIGHT | | | | | | |
| 050B | 355.1 | 4/26/2002 | 1915 | GOING STRAIGHT | | | | | | |
| 050B | 355.17 | 10/24/2002 | 0645 | GOING STRAIGHT | | | | | | |
| 050B | 355.18 | 6/28/2002 | 0330 | GOING STRAIGHT | | | | | | |
| 050B | 355.21 | 10/24/2002 | 0649 | GOING STRAIGHT | | | | | | |
| 050B | 355.4 | 6/29/2001 | 2130 | GOING STRAIGHT | | | | | | |
| 050B | 355.5 | 11/22/2003 | 2030 | GOING STRAIGHT | | | | | | |
| 050B | 355.7 | 3/6/2004 | 0305 | GOING STRAIGHT | | | | | | |
| 050B | 355.8 | 2/11/2000 | 0715 | GOING STRAIGHT | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 50 | GOING STRAIGHT |
| 050B | 356 | 12/3/2002 | 2300 | GOING STRAIGHT | | | | | | |
| 050B | 357 | 2/25/2001 | 1925 | GOING STRAIGHT | | | | | | |
| 050B | 357.2 | 11/26/2003 | 0215 | GOING STRAIGHT | | | | | | |
| 050B | 357.2 | 10/29/2001 | 1355 | GOING STRAIGHT | | | | | | |
| 050B | 357.8 | 8/3/2002 | 1810 | WEAVING | E | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 65 | GOING STRAIGHT |
| 050B | 357.9 | 4/17/2001 | 2357 | GOING STRAIGHT | | | | | | |
| 050B | 358.1 | 5/24/2000 | 2025 | PASSING | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 25 | MAKING LEFT TURN |
| 050B | 358.1 | 6/24/2000 | 2120 | PASSING | W | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 10 | MAKING LEFT TURN |
| 050B | 358.1 | 5/6/2004 | 1305 | UNKNOWN | E | PICKUP TRUCK/UTILITY VAN | NO IMPAIRMENT | NONE APPARENT | 45 | GOING STRAIGHT |
| 050B | 358.6 | 11/26/2003 | 0825 | PASSING | | | | | | |
| 050B | 358.8 | 6/21/2001 | 1525 | PASSING | W | PASS CAR/VAN | NO IMPAIRMENT | NONE APPARENT | 60 | GOING STRAIGHT |