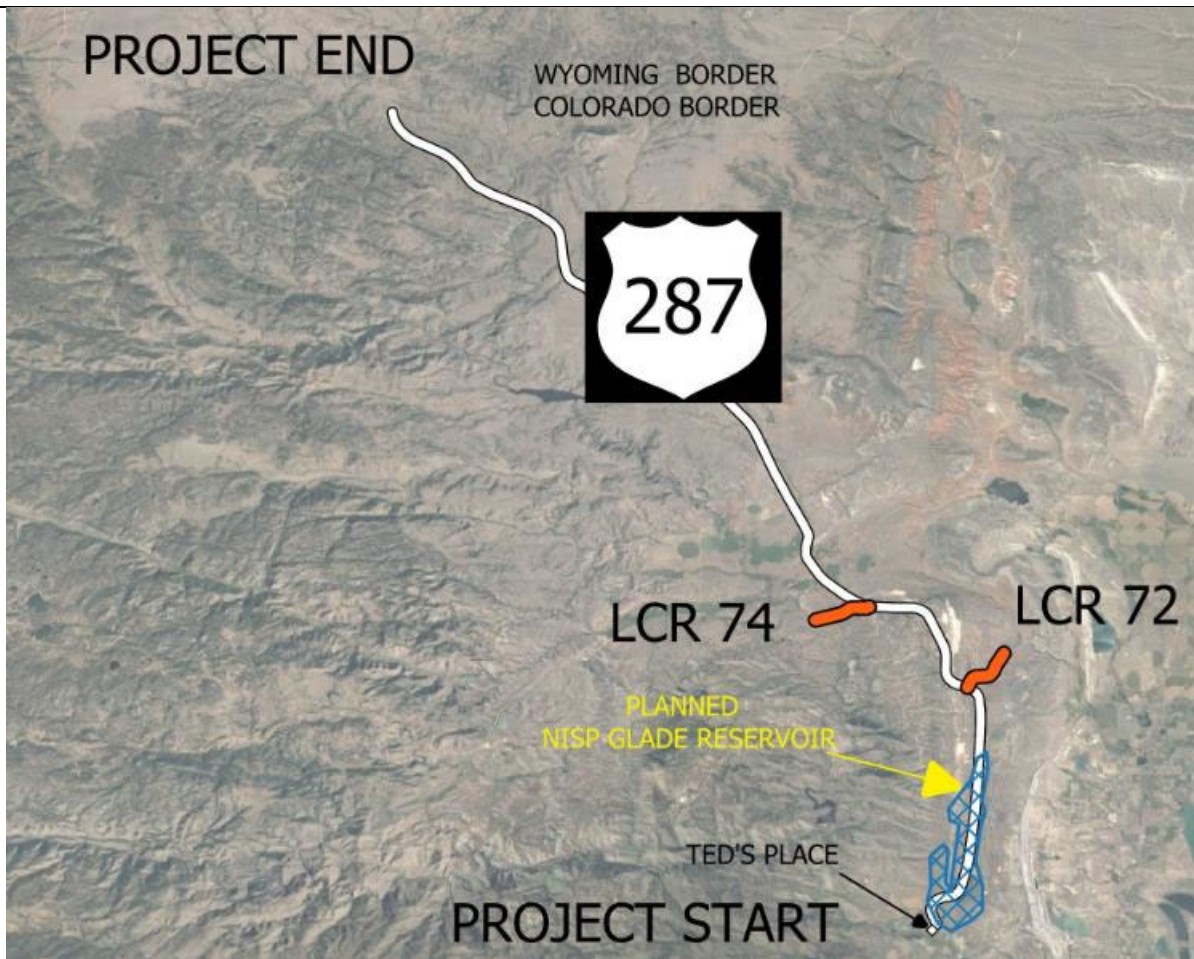


## US 287 From Ted's Place to Wyoming Border

### Safety Assessment Report



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## 1.0 Introduction

In April 2023, CDOT initiated this study to assess safety improvement and mobility needs along US 287 north of Ted’s Place. Study limits are US 287 MP 355 (Ted’s Place) to MP 385 (WY Border), approximately 30 miles in length. Currently, some segments of the US 287 corridor have a higher-than-average crash rate compared to other similar rural highways, making it a good candidate for safety improvement. Crash types being investigated include those occurring at intersections, involving passing maneuvers or along curves, and crashes involving wildlife.

From January 1, 2017 to December 31, 2021, a total of 309 crashes were reported along the corridor. Of these, 223 were property-damage only crashes, 78 crashes resulted in injury and there were 8 fatal crashes. In addition, based upon preliminary data for 2022, 2023, and 2024 there were two (3) additional fatal crashes during this period resulting in six additional deaths and 4 injuries.

US 287 is also a prominent freight corridor and experiences nearly 900 trucks per day traveling along its length.

The scope of the study was as follows:

- Assess the magnitude and nature of the safety problem within the study limits.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, wildlife, and vehicle type.
- Recommend cost effective safety and mobility projects to address identified problems.
- Prioritize recommendations based upon factors such as level of improvement and benefit-cost, and
- Inform the public about the study and take comments regarding existing safety and mobility concerns

Recognizing the importance of the US 287 corridor, CDOT’s 10-year plan already identifies the potential for passing lanes as well as other safety improvements to be constructed in the relatively near future. Once future design and construction funding is identified, the recommendations from this study may be used to identify those improvements most urgently needed.

## 2.0 Existing Conditions

### 2.1 Site Locations and Conditions

This study addresses US 287 from milepost 355 (Ted’s Place) to 385.2 (Wyoming Border). In the study area, US 287 is a rural flat and rolling two-lane undivided United States (US) highway with occasional passing lane sections in both directions. Lane widths are 12 feet and outside shoulder widths range from 1 to 15 feet. The terrain for this corridor is classified as rural flat and rolling. The average daily traffic (ADT) ranges from 4,300 to 9,500 vehicles per day (VPD) with approximately 11.3% to 21.1% truck traffic. The posted speed limit for the corridor is 65 MPH.

### 2.2 Crash History

Crash history for the study period, January 1, 2017 to December 31, 2021, was examined to locate crash patterns and identify crash causes along US 287. A general summary of the crash history for the corridor is presented in Table 1.

In the study period, 309 crashes were reported along US 287. The total includes crashes located at or related to intersections, at driveway accesses, as well as those that are not at intersections. Of the 309 crashes, there were 223 incidents that were property damage only (PDO), 78 incidents that causes injury (109 injured overall) and 8 fatal crashes (12 killed). In addition, based upon preliminary data for 2022, 2023, and 2024 there were two (3) additional fatal crashes during this period resulting in six additional deaths.

**Table 1: Crash History of US287 from MP 355 to Wyoming Border**

Year	PDO Crashes	Injury Crashes	Injuries	Fatal Crashes	Fatalities	Total Crashes
2017	42	9	9	1	1	52
2018	49	21	33	1	1	71
2019	43	17	22	2	3	62
2020	44	19	32	2	2	65
2021	45	12	13	2	5	59
<b>Total</b>	<b>223</b>	<b>78</b>	<b>109</b>	<b>8</b>	<b>12</b>	<b>309</b>
<b>Average/Yr</b>	<b>44.6</b>	<b>15.6</b>	<b>21.8</b>	<b>1.6</b>	<b>2.4</b>	<b>61.8</b>

Figure 1 shows the crash distribution by severity. Seventy-two percent (72%) of the crashes resulted in property damage only (PDO), while 25% resulted in injury, and 3% in fatality.

**Figure 1: Crash Distribution by Severity**

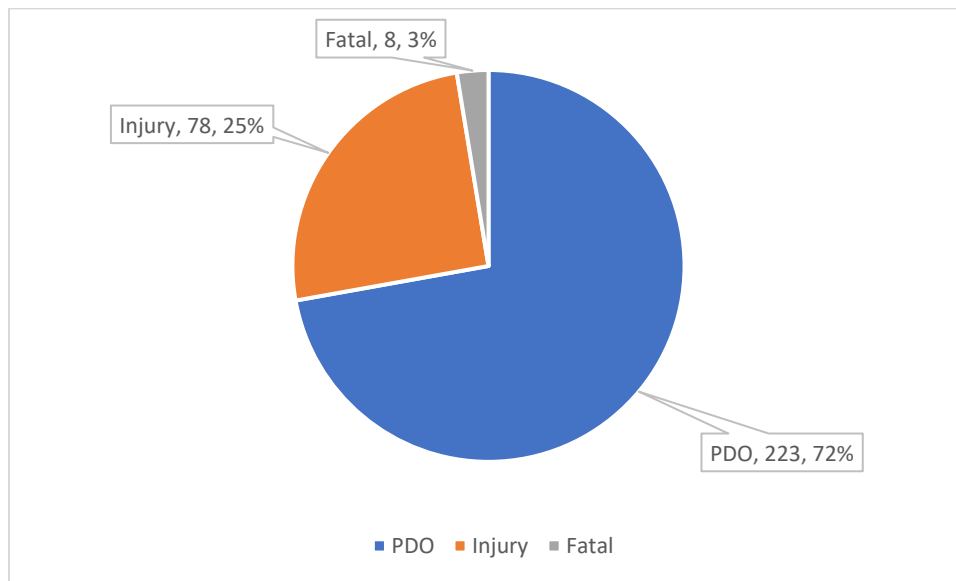


Figure 2 displays the crash distribution by type for the corridor. Wild animal crashes were the most common crash type observed accounting for 33 percent of all crashes. Despite being a frequent crash type, wildlife crashes also often go unreported and therefore may actually be underrepresented in the data. Other common crash types along this corridor include overturning and rear-end collisions, accounting for 10 percent and 8 percent, respectively.



**Figure 2: Crash Distribution by Type**

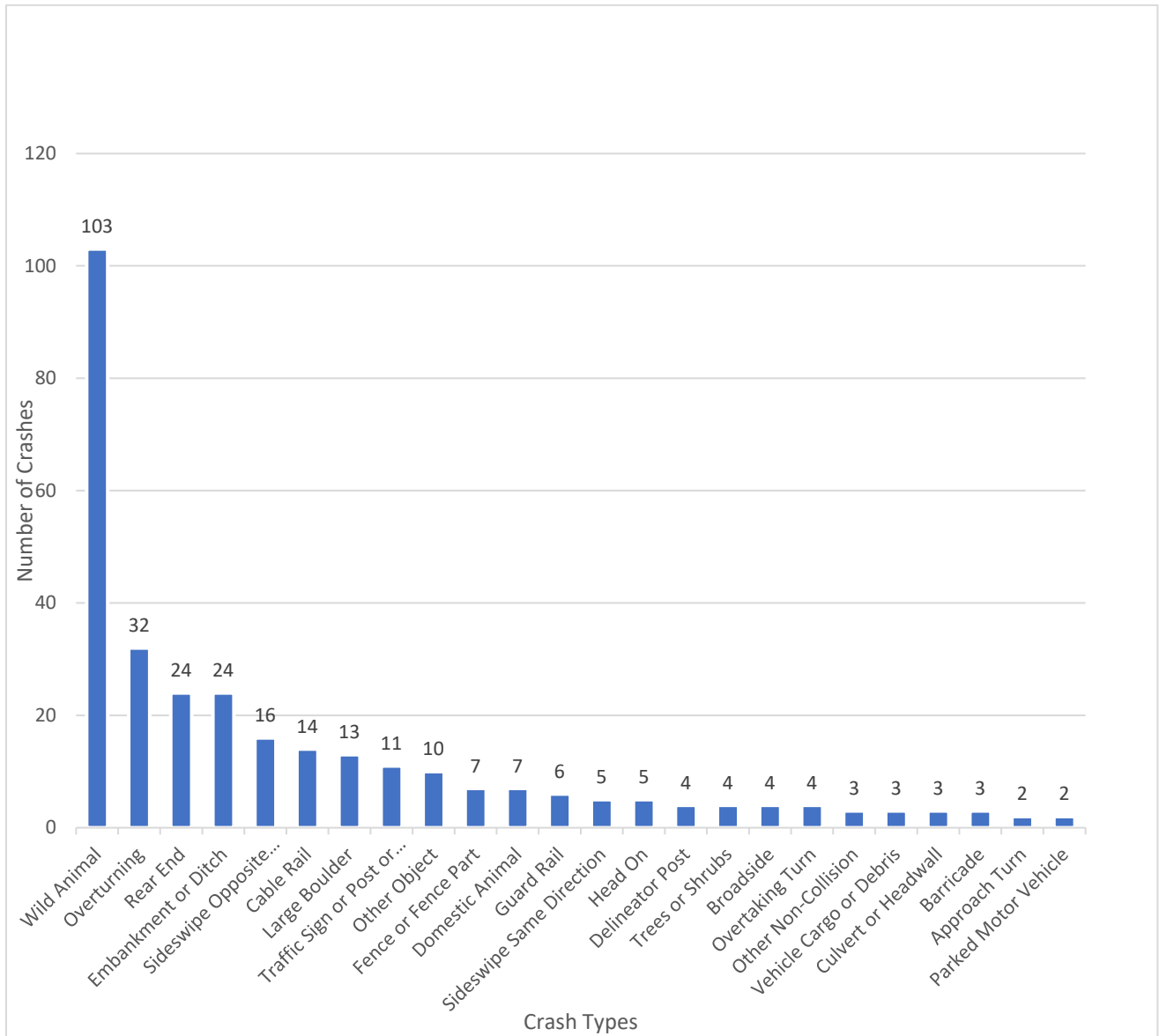
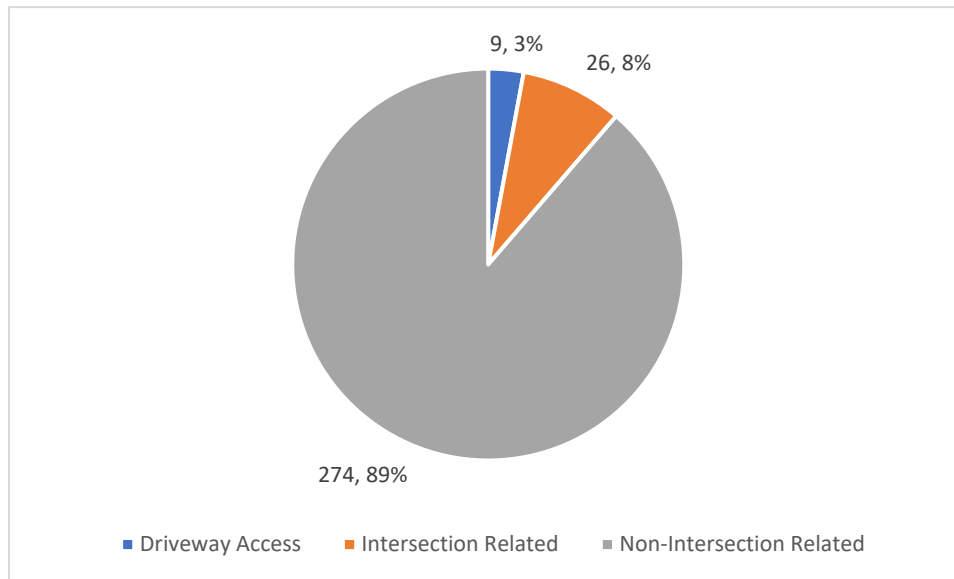


Figure 3 displays the crash distribution by access type. Non-intersection crashes were the most common crash type observed accounting for 89 percent of all crashes. Eight (8) percent were intersection related and 3 percent were at driveway accesses. All wildlife crashes are non-intersection related.

**Figure 3 Crash Distribution by Access Type**



### 2.3 Intersection Safety Analysis

Intersections within the study limit were examined and reviewed using *Highway Safety Manual* Level-of-Service of Safety (LOSS) techniques. Table 2 provides the crash history and LOSS by location for intersections that experienced crashes. The LOSS reflects how the intersection is performing by comparing actual crash experience at the intersection with the expected frequency and severity of crashes for similar Colorado intersections under similar traffic volume and geometric conditions. Those intersections that did not experience crashes within the study period are not included in the tables. Because they have a higher-than-average crash history, locations experiencing LOSS III and LOSS IV conditions may be considered good candidates for safety improvement. The LOSS results in the table are related to the severity (injuries) and total (ALL crashes) at each intersection.





**Table 2: Intersection Crashes and LOSS**

MP	Description	Number of Crashes				LOSS	LOSS
		PDO	Injury Crashes	Fatal Crashes	Total	INJ	ALL
<b>355</b>	W County Rd 54E	1	0	0	1	II	II
<b>355.96</b>	Ted's Place	1	0	0	1	II	II
<b>362.23</b>	RD W (BONNER SPRINGS RANCH RD)	2	0	0	2	II	II
<b>363.23</b>	Owl Canyon Rd (CO RD 72)	1	4	1	6	IV	IV
<b>364.15</b>	RD W (SOARING EAGLE DR/RANCH SPRINGS RD)	1	0	0	1	II	II
<b>367.01</b>	RD W (CO RD 74E) (RED FEATHER LAKES RD)	3	0	0	3	II	III
<b>368.43</b>	RD W (CO RD 76H)	0	1	0	1	II	II
<b>369.95</b>	RD W (CO RD 80C) (CHEROKEE RD)	0	1	0	1	II	III
<b>373.82</b>	RD NE (CO RD 37) Red Mountain Rd	0	2	0	2	III	III
<b>378.91</b>	OLD RANCH RD	0	1	0	1	II	III
<b>380.86</b>	RD NE (CO RD 43F)	0	1	0	1	II	III
<b>381.06</b>	BENEDICTINE WAY	1	0	0	1	II	II
<b>381.3</b>	RD NW (CO RD 45E)	1	0	0	1	II	II
<b>Total</b>		<b>11</b>	<b>10</b>	<b>1</b>	<b>22</b>		
<b>Average/Year</b>		<b>2.2</b>	<b>2</b>	<b>0.2</b>	<b>4.4</b>		

## 2.4 Corridor Safety Analysis

### 2.4.1 Level of Service of Safety

As with the intersection safety analysis, the assessment of the magnitude of safety problems on US 287 highway segments was determined using LOSS techniques. For corridor segments, the LOSS is determined by comparing actual non-intersection crash frequencies and severities with expected norms for similar Colorado highways. Whether the corridor's actual crash experience is above or below the expected norm and by how much determines its LOSS:

- LOSS I – Indicates a low potential for crash reduction (below 20th percentile)
- LOSS II – Indicates a low to moderate potential for crash reduction (20th percentile to mean)
- LOSS III – Indicates a moderate to high potential for crash reduction (mean to 80th percentile)
- LOSS IV – Indicates a high potential for crash reduction (above 80th percentile)

LOSS reflects how the roadway segment is performing in regard to its expected crash frequency and severity at a specific level of ADT. It does not, however, provide any information related to the nature of the safety problem itself. If the safety problem is present, LOSS will only describe its magnitude from the frequency and severity standpoint. Crash patterns that exist where the Total or Severity LOSS exhibit similar spikes and/or are classified as LOSS III or LOSS IV are of particular concern.

Figures 4 and 5 display the safety performance of US 287 by milepost for two-lane and three-lane rural flat and rolling undivided highways. As can be seen, there are multiple corridor locations where the total and severity of crashes is LOSS III and a few locations experiencing LOSS IV.



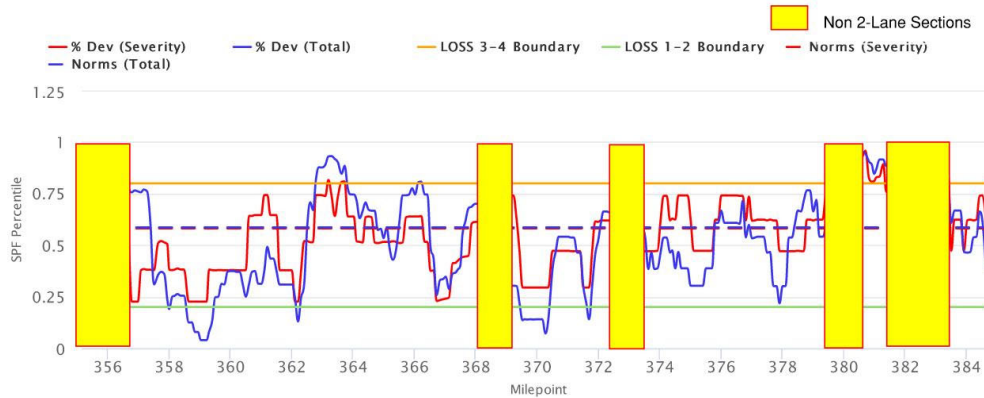
**Figure 4: SPF for 2-Lane**



**CDOT**  
**DiExSys™ Vision Zero Suite**  
**SPF Corridor Analysis Report**

05/05/2023

us287 spf corridor Begin: 355 End: 385.223 From: 1/1/2017 To: 12/31/2021



**Highway Class: CO - Rural Flat and Rolling 2-Lane UnDivided Highways (2016)**

*Any intentional or inadvertent release of this data or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 USC 409.*

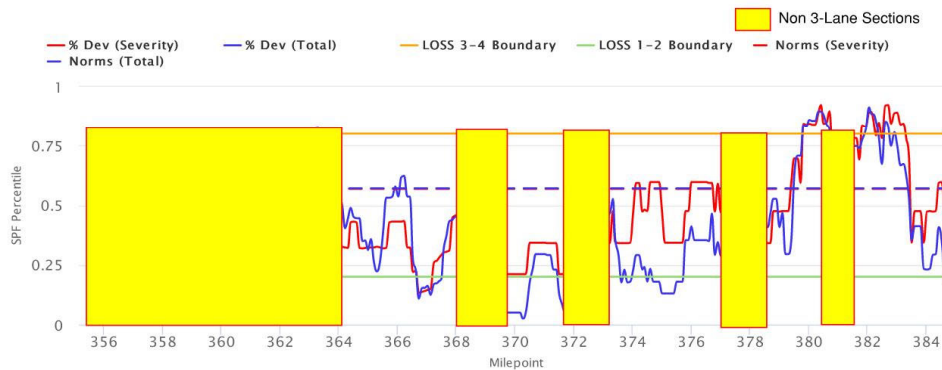
**Figure 5: SPF for 3-Lane**



**CDOT**  
**DiExSys™ Vision Zero Suite**  
**SPF Corridor Analysis Report**

05/05/2023

corridor LOS 3 lane Begin: 355 End: 385.223 From: 1/1/2017 To: 12/31/2021



**Highway Class: CO - Rural Flat and Rolling 3-Lane UnDivided Highways (2016)**

*Any intentional or inadvertent release of this data or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 USC 409.*

#### 2.4.2 Pattern recognition

US 287, within the project limits, was tested for the presence of corridor patterns related to crash type, severity, direction of travel, weather and road conditions, spatial distribution of crashes, time of day and behavioral attributes. Pattern recognition analysis was performed using normative percentages for diagnostics of safety problems for state highways of similar characteristics. For a pattern to be recognized, there must be over 95 percent confidence that the deviation from the normative percentages is statistically significant. The specific patterns found through the corridor are provided in the appendix.

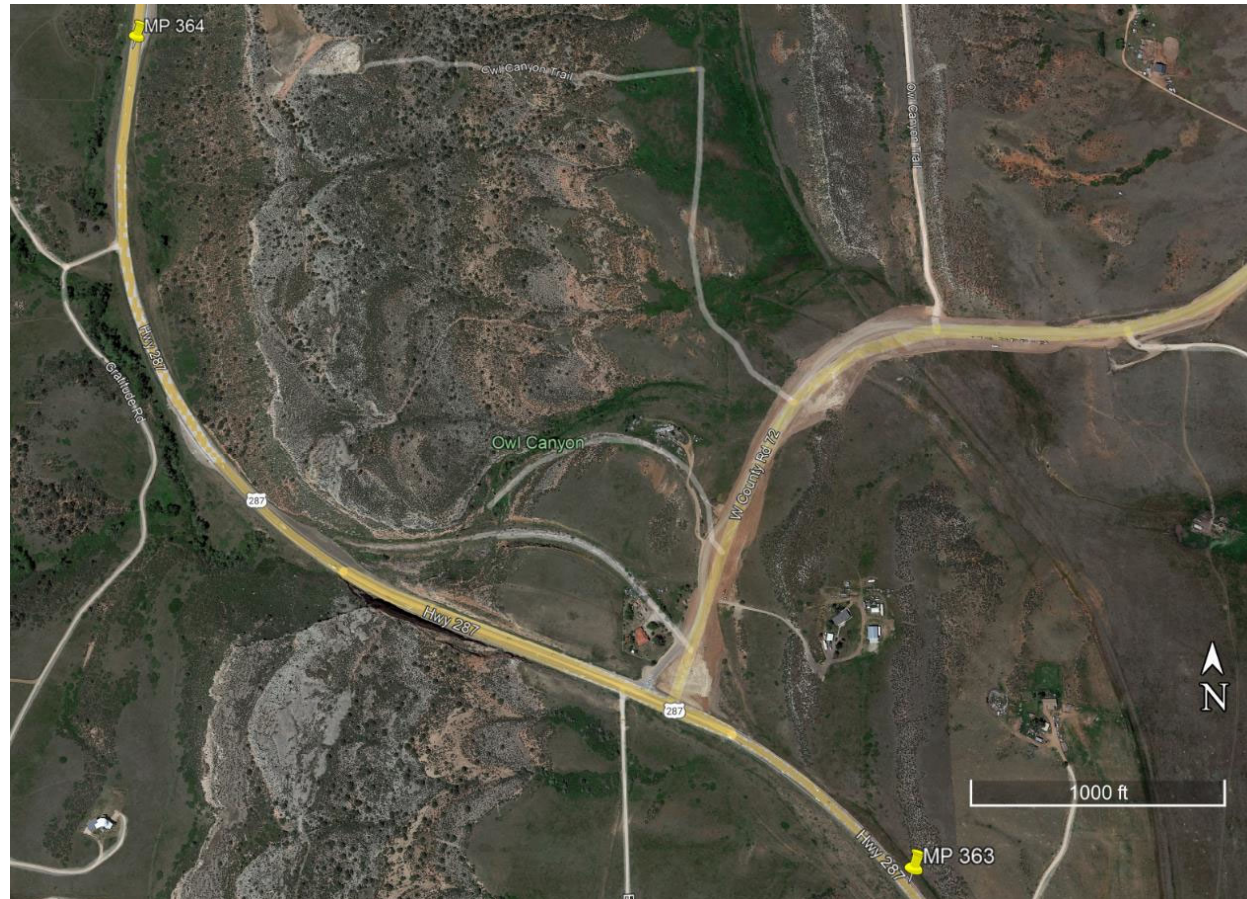
There are multiple locations where patterns are identified. However, of particular concern are the crash patterns that exist where the Total or Severity Level of Service Safety (LOSS) exhibit spikes and/or are classified as LOSS III or LOSS IV.

#### 2.4.3 Pattern Segments

Corridor subsegments were identified based upon observed crash patterns and elevated LOSS. The following subsegments are stretches with crash patterns and based upon elevated LOSS, present good opportunity for safety improvement.

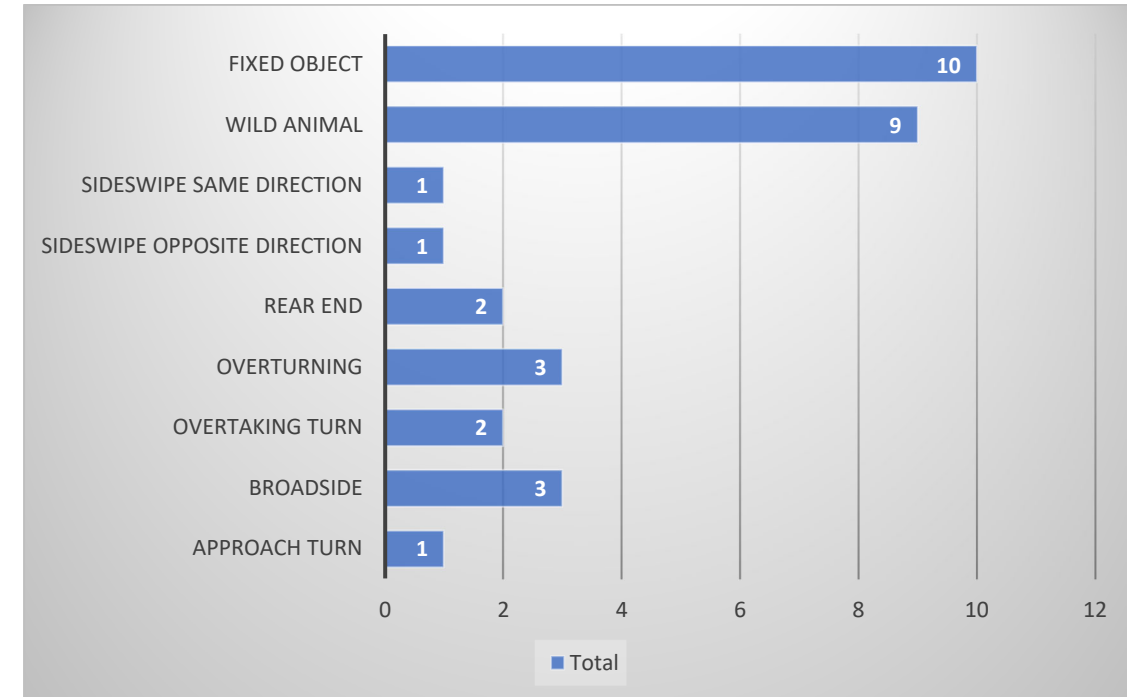
**Pattern Segment 1 MP 363 to 364**

**Figure 6: Pattern Segment 1 Location**



In Pattern Segment 1 (Figure 6) there were 32 total crashes in five years in this approximately 1.0-mile long subsegment of US 287 (primarily LOSS IV for severe and total crashes). There was one crash that resulted in a fatality, 7 crashes that resulted in injury (16 injured overall), and 24 PDO crashes. Table 3 shows the crash types in this stretch.

**Table 3: Pattern Segment 1 Crash Types**



**Potential safety improvements for this subsegment include:**

- Additional wildlife signage
- Owl Canyon (CR 72) Intersection improvements
- Advanced turning movement warning signs
- Enhanced pavement markings

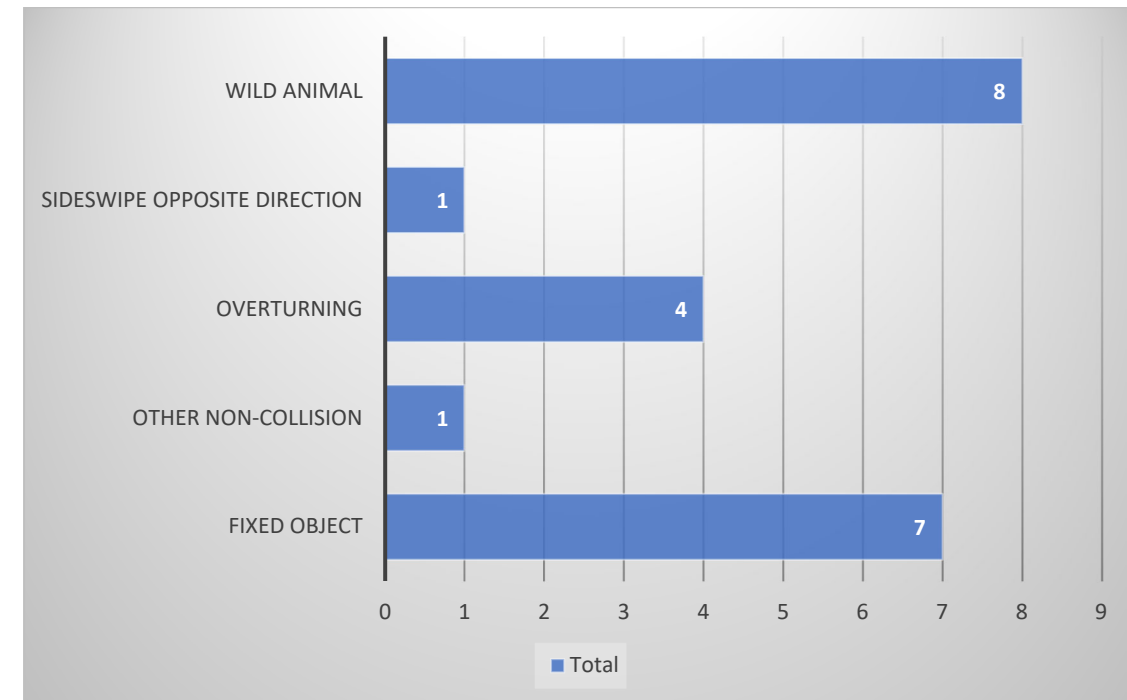
**Pattern Segment 2 MP 365.5 to 367**

**Figure 7: Pattern Segment 2 Location**



In Pattern Segment 2 (Figure 7) there were 21 total crashes in five years in this approximately 1.5-mile long subsegment of US 287 (primarily LOSS III for injury and total crashes). There were no crashes that resulted in a fatality, 3 crashes that resulted in injury (3 injured overall), and 18 PDO crashes. Table 4 shows the crash types in this stretch.

**Table 4: Pattern Segment 2 Crash Types**

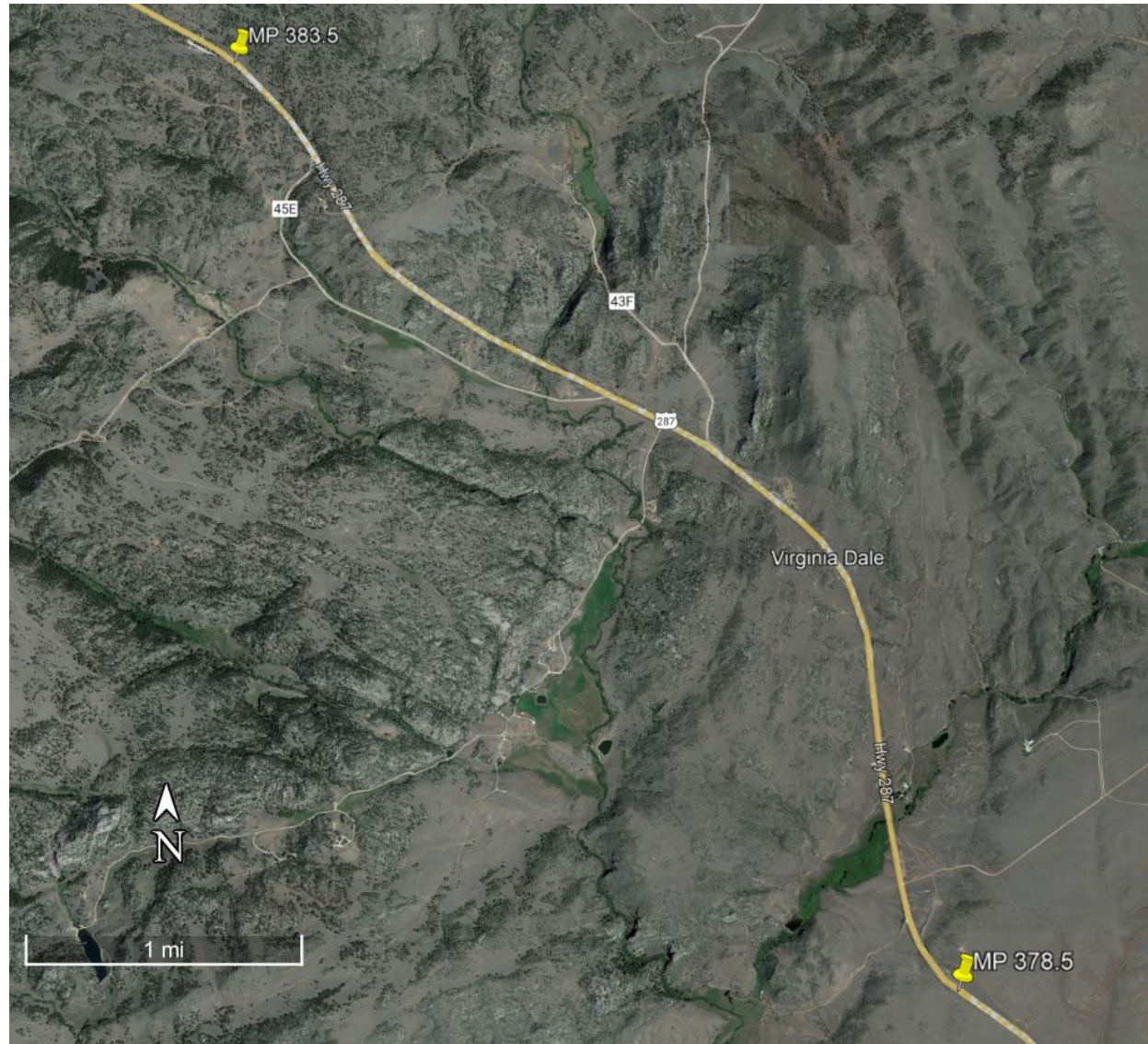


**Potential safety improvements for this subsegment include:**

- Additional wildlife signage
- CO 74 E Intersection improvements
- Additional passing lane
- Curve warning signs
- Increased outside shoulder width within horizontal curve

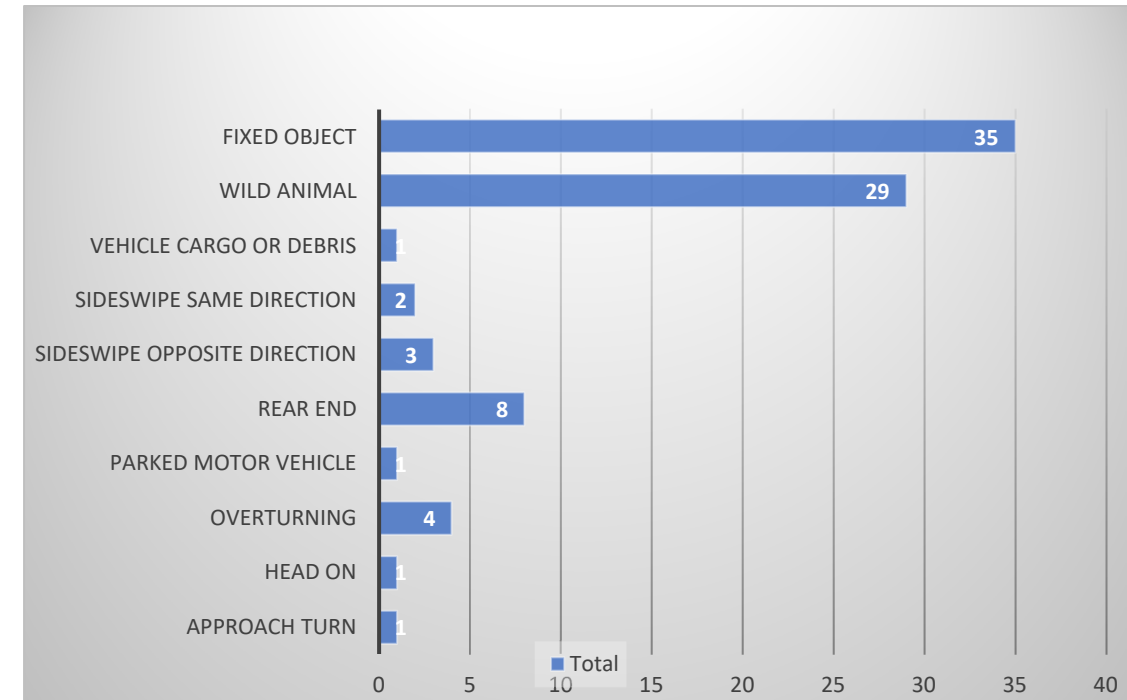
Pattern Segment 3 MP 378.5 to 383.5

Figure 8: Pattern Segment 3 Location



In Pattern Segment 3 (Figure 8) there were 85 total crashes in five years in this approximately 5-mile long subsegment of US 287 (primarily LOSS III- IV for severe and total crashes). There was 1 crash that resulted in 2 fatalities, 26 crashes that resulted in injury (37 injured overall), and 58 PDO crashes. Table 5 shows the crash types in this stretch.

Table 5: Pattern Segment 3 Crash Types



Potential safety improvements for this subsegment include:

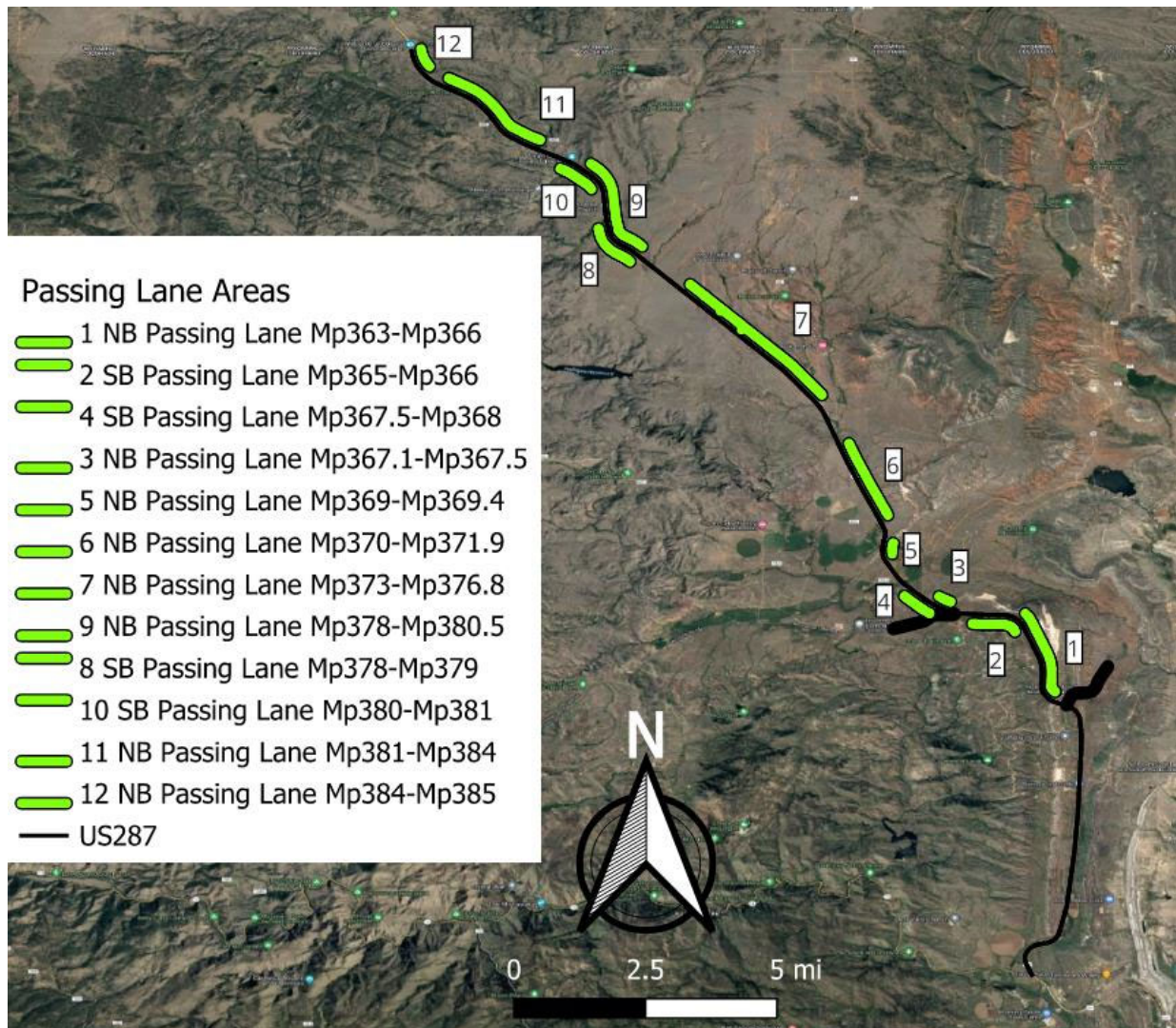
- Wildlife crossing, fencing, and additional signage
- Advanced turning movement warning signs
- Additional passing lane
- Curve warning signs
- Increased outside shoulder widths
- Intersection improvements

## 2.5 Corridor Operations

### 2.5.1 Passing Lanes

US 287 from milepost 355 to 385.2 has twelve areas with an auxiliary passing lane. Eight (8) of the 12 locations are in the northbound direction. Figure 9 shows the existing locations.

**Figure 9: Existing Passing Lane Locations**





### 2.5.2 Two-Lane Highway Level of Service

The quality of traffic operations along the US 287 corridor was evaluated for five different highway segments. The segments were selected based on characteristics such as traffic volume, percent trucks, and existing terrain. Segments are organized from south to north and include an assessment of whether the segment presents a good opportunity for a southbound passing lane. In the northbound direction there are a number of existing passing lanes and based on the operational analysis the northbound direction of travel functions at a good operational level-of-service.

The following factors were considered to determine each segment’s operational Level of Service (LOS).

#### **Traffic Volumes**

The Design Hourly Volumes (DH) will determine if an unusually slow-moving vehicle is likely to have a large effect on other vehicles. The DHVs are per CDOT’s Online Transportation Information System (OTIS) website. Existing and future (Year 2041) traffic conditions were considered.

#### **Average Speed**

This measures the average speed of following vehicles through the segment. The lower the speed vs the posted speed limit, the lower the level of service the segment receives. Table 6 describes the level of service ranging from A to F.

**Table 6: Average Speed LOS**

<b>Level of Service</b>	<b>Speed Distribution</b>
A	Speed > 60
B	50 < Speed <= 60
C	40 < Speed <= 50
D	30 < Speed <= 40
E	20 < Speed <= 30
F	Speed <= 20

### **Follower Density**

Follower density indicates how vehicles are clustered together in the area where passing is not allowed. The range of follower density is from zero to one hundred. This is considered when the overall level of service is calculated. Table 7 describes the level of service ranging from A to E.

**Table 7: Percent Vehicle Following LOS**

<b>Level of Service</b>	<b>Follower Density</b>
A	<= 2
B	> 2 - 4
C	> 4 - 8
D	> 8 - 12
E	> 12

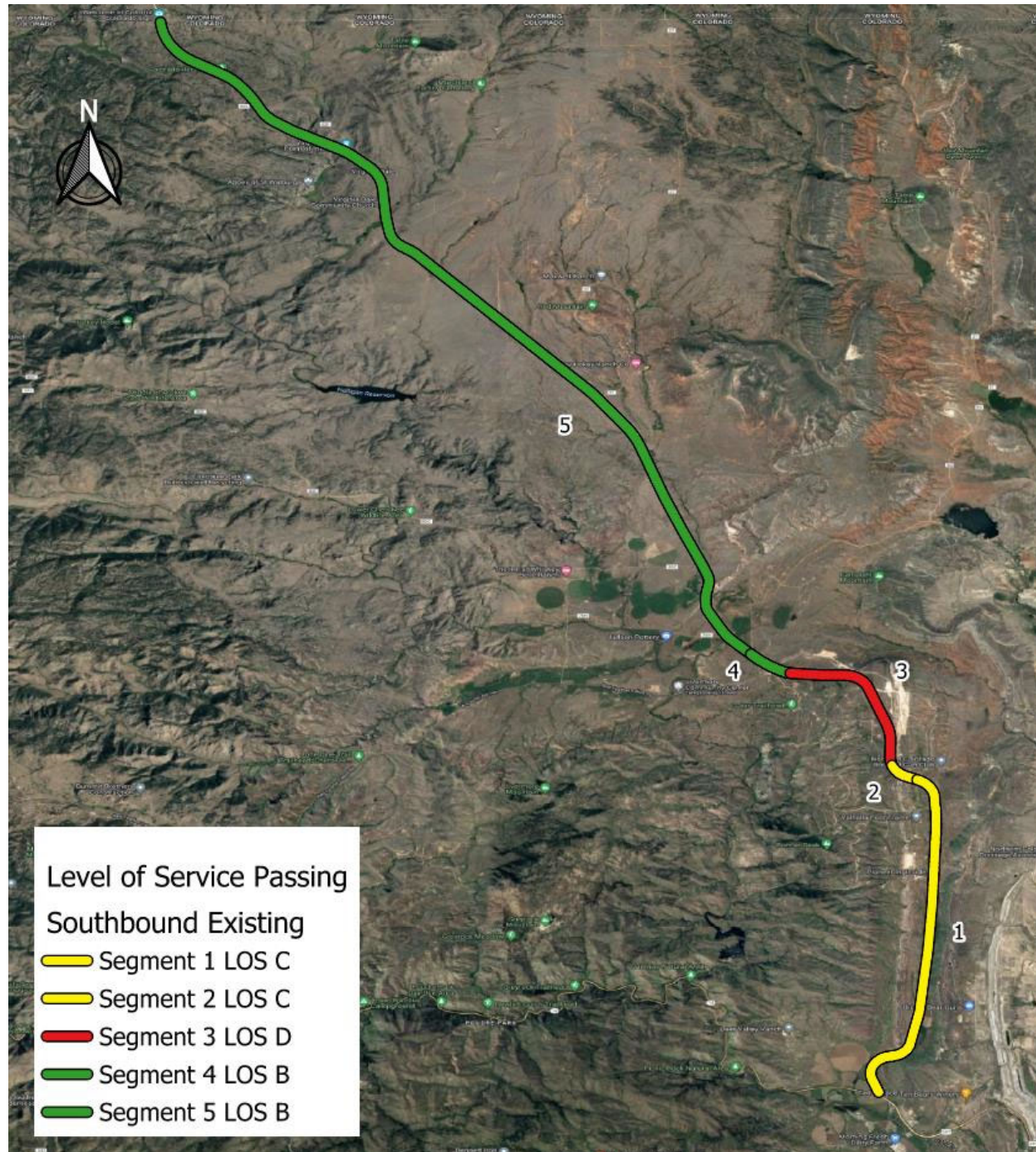
Based on existing conditions US 287 is functioning at a level of service (LOS) of B for a two-lane highway.

The following segment summaries are broken up into two scenarios, 2041 no build and 2041 proposed.

2.5.2.1 2041 No Build

Figure 10 shows the 2041-year projections with existing conditions following Table 8 describing the results.

**Figure 10: 2041 No Build Conditions LOS**



**Table 8: 2041 No Build LOS Results**

Segment Begin	Starting Mile Post	Ending Mile Post	Length (Miles)	Level of Service
1	355.96	363.28	7.42	C
2	363.28	363.8	0.52	C
3	363.8	367.01	3.21	D
4	367.01	367.84	0.83	B
5	367.84	385.22	17.38	B
<b>Overall Corridor LOS</b>				<b>C</b>

**Passing Lane Segment Conditions**

**Passing Lane Segment 1 MP 355.96 to 363.28**

Starting from Ted’s Place (MP 355.96), the conditions remain consistent north for 7.42 miles with no passing lanes. Segment 1 is a rural flat plan two-lane highway with a speed limit of 65 mph. The Average Annual Daily Traffic (AADT) for this section is 9,600, with a truck percentage of 14.6 percent. The existing LOS for this section is C. This segment is affected by the Northern Integrated Supply Project (NISP) U.S. Highway 287 Realignment. As a result, this segment overall is a good candidate for an additional passing lane.

**Passing Lane Segment 2 MP 363.28 to 363.8**

Segment 2 starts near Owl Cayon Rd (LCR 72) and ends .52 miles north of Owl Cayon Rd (LCR 72). This segment has no existing passing lanes. This segment is a rural mountainous two-lane highway with a speed limit of 65 mph. The Average Annual Daily Traffic (AADT) for this section ranges from 8,200 to 9,600 vehicles per day, with a truck percentage of 14.8 percent. The existing LOS for this section is C. As a result of geographic conditions, this segment is not good a candidate for an additional southbound passing lane.

**Passing Lane Segment 3 MP 363.8 to 367.01**

Segment 3 starts .52 miles north of Owl Cayon Rd (LCR 72) and ends 4 miles north near RD W (CO RD 74E) (Red Feather Lakes Rd). This segment has an existing 3 mile long northbound passing lane (MP 363 to 366) and a 1 mile long southbound passing lane (MP 365 to 366). This segment is a rural, flat, two-lane highway with a speed limit of 65 mph. The Average Annual Daily Traffic (AADT) for this section is 8,200 vehicles per day, with a truck percentage of 14.8 percent. The existing LOS for this section is C. As a result of geographic and LOS conditions, this segment is an overall good candidate for an additional southbound passing lane.

**Passing Lane Segment 4 MP 367.01 to 367.84**

Segment 4 starts around Red Feather Lakes Rd (Larimer County Rd 74E) and ends .83 mile north near milepost 368. This segment has an existing 0.4 mile long north bound passing lane (MP 367.4 to 367.5) and a 1 mile long southbound passing lane (MP 367.5 to 368) within this segment. This segment is a rural, flat, two-lane highway with a speed limit of 65 mph. The Average Annual Daily Traffic (AADT) for this section is 5,700, with a truck percentage of 18.1 percent. The existing LOS for this section is B. Since this segment already has passing lanes, it isn’t a good candidate for a passing lane adjustment.

**Passing Lane Segment 5 MP 367.84 to 385.22**

Segment 5 starts north of W CR 80 and ends at the Colorado and Wyoming border. This segment has 6 existing north bound passing lanes and 2 southbound passing lanes. This segment is a rural flat plan two-lane highway with a speed limit of 65 mph. The Average Annual Daily Traffic (AADT) for this section is 4,300 with a truck percentage of 21 percent. The existing LOS for this section is B. As a result of the geographic location, this segment is an overall good candidate for an additional southbound passing lane. The Southbound section between milepost 368 and 378 is relatively flat.

Table 9 summarizes each segment’s opportunity for a passing lane adjustment.

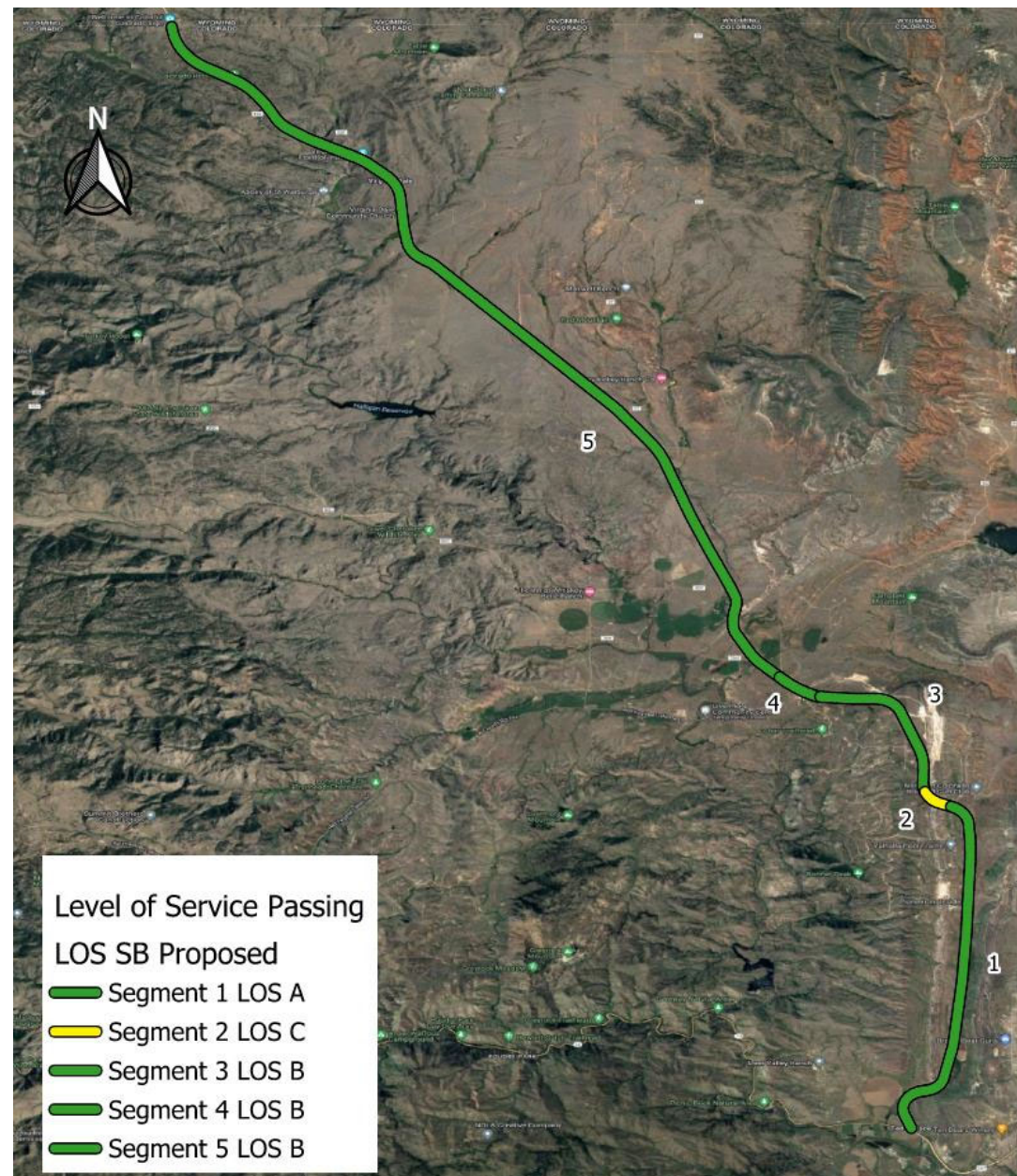
**Table 9: Summary of Passing Area Segments**

Segment Begin	Starting Mile Post	Ending Mile Post	Length (Miles)	Existing Southbound Passing Lane	Comments
1	355.86	363.28	7.42	No	Room for improvement since this is within NISP project limits
2	363.28	363.8	0.52	NO	No room for improvement due to terrain.
3	363.8	367.01	3.21	Yes	There's an opportunity to extend the southbound passing lane.
4	367.01	367.84	0.83	Yes	Already has southbound passing lane.
5	367.84	385.22	17.38	Yes	Existing northbound and southbound passing lanes. Good candidate for additional southbound passing lane.

2.5.2.2 2041 Proposed

Figure 11 shows the 2041-year projections with proposed conditions following with Table 10 describing the results.

**Figure 11: 2041 Proposed Conditions LOS**



**Table 10: 2041 Proposed Passing Conditions LOS**

Segment Begin	Starting Mile Post	Ending Mile Post	Length (Miles)	Level of Service	Comments
1	355.86	363.28	7.42	A	Add 1.2-mile southbound passing lane 3 miles north of LCR 14
2	363.28	363.8	0.52	C	No room for improvement due to terrain.
3	363.8	367.01	3.21	A	Extending southbound passing lane to MP 365.6.
4	367.01	367.84	0.83	B	Acceptable LOS.
5	367.84	385.22	17.38	B	Acceptable LOS. There is an opportunity to improve this section due to terrain.
<b>Overall Corridor LOS</b>				<b>A</b>	

Overall, the LOS will improve from C to A after making the proposed improvements.

## 3.0 Corridor Safety Improvement Projects

The safety improvement projects are determined using the crash data (Appendix A), pattern recognition (Appendix D), level of service safety, public involvement, and stake holder involvement. The public involvement matrix can be found in Appendix E. The projects are grouped as corridor passing lanes, general maintenance, intersection improvements, and non-intersection improvements.

### 3.1 Corridor Passing Lanes

The southbound passing lane projects are described in the segments from the 2041 proposed scenario. The project exhibits are located in Appendix B. Implementing these projects will result in a LOS of A for 2041.

#### 3.1.1 NISP Area Passing Lane:

Adding a 1.2-mile southbound passing lane north of the intersection of US 287 and LCR 14 would improve the level of service from C to A. It is recommended to add this passing lane.

#### 3.1.2 MP 363.5 – 365.6:

Extending the southbound passing lane to milepost 363.8 would improve the level of service from D to A. It is recommended to extend the southbound passing lane.

#### 3.1.3 MP 374.3 – 376.1:

There is an opportunity to add a passing lane to this area due to the terrain. It is recommended to add a southbound passing lane milepost 374.3 to milepost 376.1.

### 3.2 General Maintenance

These projects can be accomplished through CDOT's Division of Maintenance and Operations.

#### 3.2.1 Snow Fencing

MP 370 to 373 on the west side of US 287. CDOT maintenance reports this area gets a high snow accumulation due to the terrain. This measure would help reduce weather related crashes in this segment. Snow fencing has been shown to reduce property damage crashes by 23 percent within segments experiencing weather-related crashes.

#### 3.2.2 Resurfacing and Crack Sealing

CDOT Online Transportation Information System (OTIS) gives roadway pavement conditions. This is the classification of the pavement condition and acceptable driving condition based on an assessment of smoothness, pavement distress, and safety, in the primary direction of travel. For this corridor, the overall pavement condition is moderate to low level. It is recommended that roadway resurfacing, and crack sealing is completed. Resurfacing poor pavements may reduce crashes by as much as 20 percent.

### 3.3 Intersection Improvements

The following sections discuss intersections with high crash frequency and / or moderate to potential for crash reduction. Concepts and Opinions of Probable Cost for these projects are provided in Appendix B & C.



### 3.3.1 LCR 43F

US 287 MP 380.86

**Classification:** Undivided Unsignalized 3-leg Intersection

**AADT:** 4,300

**Total Crashes:** 1 injury crash

**LOSS:** II (injury), III (all collisions)

**Crash Pattern:** None

**Recommendation:** Northbound right turn deceleration lane, southbound left turn deceleration lane.

### 3.3.2 LCR 74E Red Feather Lakes

US 287 MP 367.01

**Classification:** Undivided Unsignalized 3-leg Intersection

**AADT:** 8,200

**Total Crashes:** 3 (0 injury crashes)

**LOSS:** II (injury), III (all collisions)

**Crash Pattern:** Fixed object, Off road

**Recommendation:** Intersection restriping raised curb and gutter at intersection, southbound right turn striping realignment, northbound left turn deceleration lane restripe.

### 3.3.3 Old Ranch Road

US 287 MP 378.91

**Classification:** Undivided Unsignalized 3-leg Intersection

**AADT:** 4,300

**Total Crashes:** 1 injury crash

**LOSS:** II (injury), III (all collisions)

**Crash Pattern:** None

**Recommendation:** Northbound right turn deceleration lane.

### 3.3.4 Red Mountain Road

US 287 MP 373.82

**Classification:** Undivided Unsignalized 3-leg Intersection

**AADT:** 4,300

**Total Crashes:** 2 (2 injury crashes, 1 fatal crash\*)

**LOSS:** III (all collisions)

**Crash Pattern:** None detected. However, occurring to public feedback, this location experiences “near misses” when traffic is turning onto the highway.

**Recommendation:** Southbound left turn deceleration lane.

\*Fatal crash occurred outside of the analysis timeframe but is considered in the benefit-cost and prioritization calculations



### 3.3.5 Bonner Springs Ranch Rd

US 287 MP 362.23

**Classification:** Undivided Unsignalized 3-leg Intersection

**AADT:** 7100

**Total Crashes:** 2 (0 injury crashes)

**LOSS:** II (all collisions)

**Crash Pattern:** None detected. However, according to public feedback, this location experiences “near misses” when traffic is turning onto the highway.

**Recommendation:** A northbound left turn deceleration lane, southbound right turn deceleration lane

### 3.3.6 Rest Area Entrance

US 287 MP 383.5

**Classification:** Undivided Unsignalized 3-leg Intersection

**AADT:** 4,300

**Total Crashes:** 2 (1 PDO crash, 1 fatal crash\*)

**LOSS:** III (all collisions)

**Crash Pattern:** Approach turn

**Recommendation:** intersection realignment with High Lonesome Rd and southbound right turn deceleration lane.

\*Fatal crash occurred outside of the analysis timeframe but is considered in the benefit-cost and prioritization calculations

### 3.3.7 CO 72 (Owl Canyon Rd)

US 287 MP 363.23

**Classification:** Undivided Unsignalized 3-leg Intersection

**AADT:** 8,200

**Total Crashes:** 6 (4 injury crashes, 1 fatal crash)

**LOSS:** IV (all collisions)

**Crash Pattern:** Sideswipe same direction, broadside, approach turn, and overturning.

**Recommendation:** Pavement resurfacing, intersection restriping, advanced southbound turn movement warning signs, advanced intersection warning signs, and no passing warning signs.





### 3.4 Non-Intersection Improvements

The following sections discuss non-intersections improvements with high crash frequency and / or moderate potential for crash reduction.

#### 3.4.1 Cross Slope Correction

A flat spot analysis was performed along US 287 within the project limits. The CDOT design guide requires a minimum of 2 percent cross slope for proper drainage. An area is considered a flat spot when the cross slope along the roadway is less than 2 percent. Flat spots can cause weather related crashes due to improper drainage.

**Current Conditions:** There are 9 areas totaling 6.56 miles that have flat spots and weather-related crashes.

**Recommendations:** Improve each area 's cross slope. Ranging from 1.5 percent to 2.0 percent to match areas existing cross slope.

#### 3.4.1.2 High Friction Surface Treatment

High Friction Surface Treatment (HFST) is a safety and pavement surface treatment that increases pavement friction to reduce crashes related to weather.. This is an alternative treatment to the Cross Slope Correction. Table 11 lists the pavement condition considerations from the **High Friction Surface Treatment Site Selection and Installation Guide** from the Federal Highway Administration.

**Table 11: HFST Guidelines on Asphalt Pavements**

Existing Concrete Pavement Condition	HFST Allowable Usage
Project Length ≤ 1,500 feet	YES
Project Length > 1,500 feet	MAYBE
Permanent Concrete Patching	YES
Non-permanent Concrete Patching	NO
Low Severity Cracking (hairline or smaller)	YES
Low Severity Joint Spalling (1 inch or less)	YES
Joint Spalling	NO
Broken Slabs	NO
Faulted Joints	NO

Applying the guidance provided in Table 9, the roadway surface design life (DL) from CDOT OTIS was evaluated. In order to be considered a candidate for HFST, the current pavement condition needs to be moderate to high, which translates to a DL of 6 to 10 years.

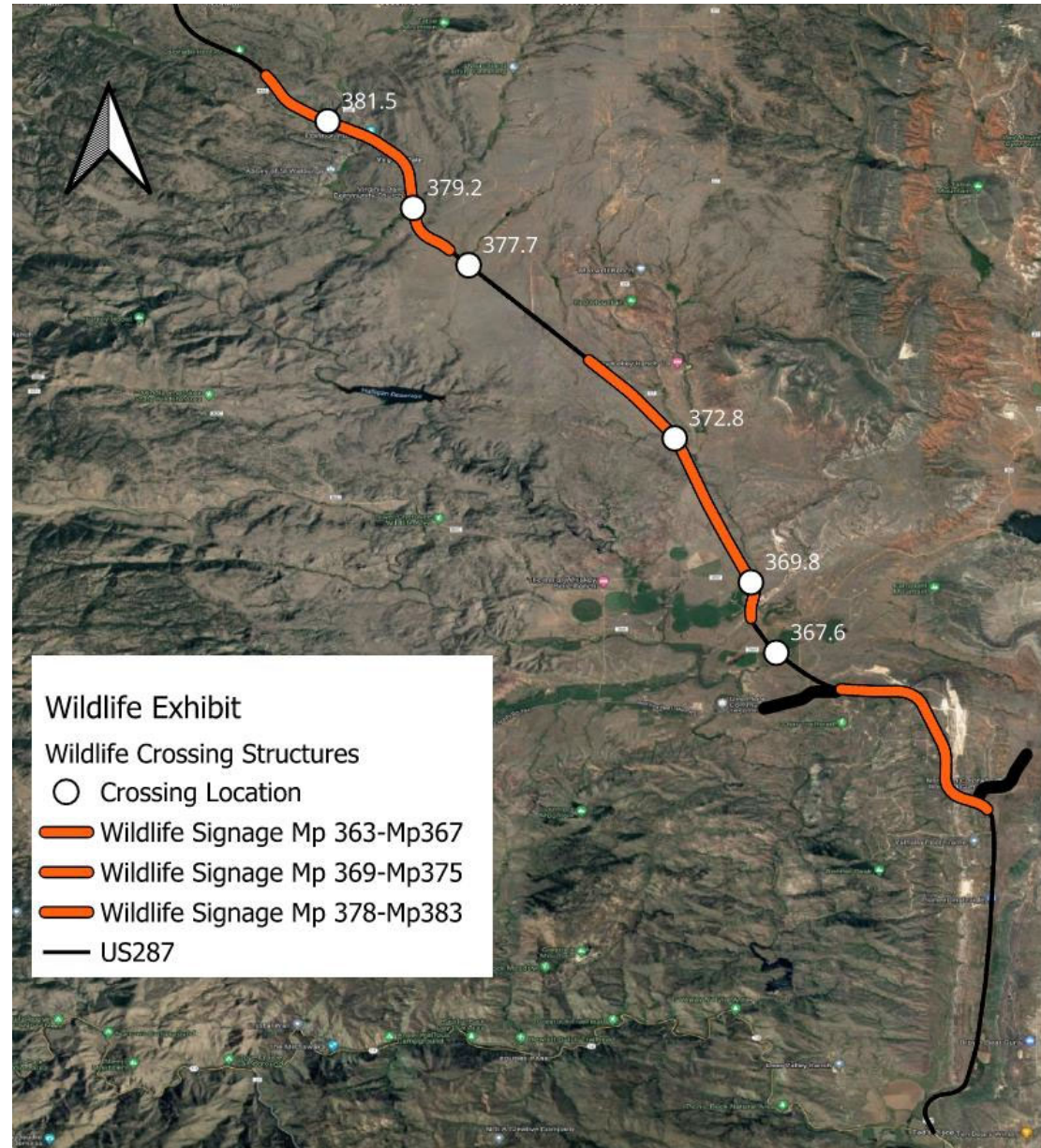
Of the segments identified previously for cross slope correction, the segment of US 287 from milepost 376.5 to 378.25 (southbound) is a candidate for HFST since the DL falls in the 6 to 10 years of DL.

**Recommendations:** Use HFST for this section if field verification confirms that the pavement condition along this stretch makes it a good candidate.

### 3.4.2 Wildlife Areas

Within the US 287 corridor, there are 3 areas with a crash pattern related to wildlife. Figure 12 shows those areas based on milepost. It also shows current wildlife crossing locations.

**Figure 12: Wildlife Exhibit**



#### **Milepost 363 to 367 (Priority 3)**

**Current Conditions:** This section has a combination of rolling hills and flat terrain. There are no wildlife fencing or crossings in this section. There is only cattle fencing.

**Recommendations:** Construct a wildlife crossing and wildlife fencing in this section. Low priority for this effort. This should be treated as a stand along project with support of Colorado Parks & Wildlife, Larimer County and private landowners. Work with landowner to modify current fencing/install wildlife permeable/friendly fencing.

#### **Milepost 369 to 372 (Priority 2)**

**Current Conditions:** This section has mostly flat terrain but includes roadway rock cuts on both the southern reaches near MP 369 and northern reaches near MP 372. There is a fenced and gated bridge and a minor structure used for stock underpass in this section. Both structures are open underneath, but fenced off where ROW and private land meet. Fencing along roadway is cattle fencing.

**Recommendations:** Fencing needs to be improved to facilitate wildlife movement. Add wildlife-exclusion fencing from the edge of the structure and continue to approximately MP 369 to the south and to approximately MP 372 to the north. Deer jump-outs should be constructed at ½ mile intervals for the entire reach between MP 369 to 372. Deer guards should be placed at each access point onto US 287. Work with landowner to modify current fencing/install wildlife permeable/friendly fencing.

#### **Milepost 371 to 375**

Based on conversation with Colorado Parks and Wildlife (CPW). Pronghorns are the most common species that occur within this area. Given pronghorn's reluctance to utilize underpasses, including under bridge structures, this area lends itself to an overpass and should be treated as a stand-alone project with support of CPW, Larimer County and private landowners.

#### **Milepost 378 to 383 (Priority 1)**

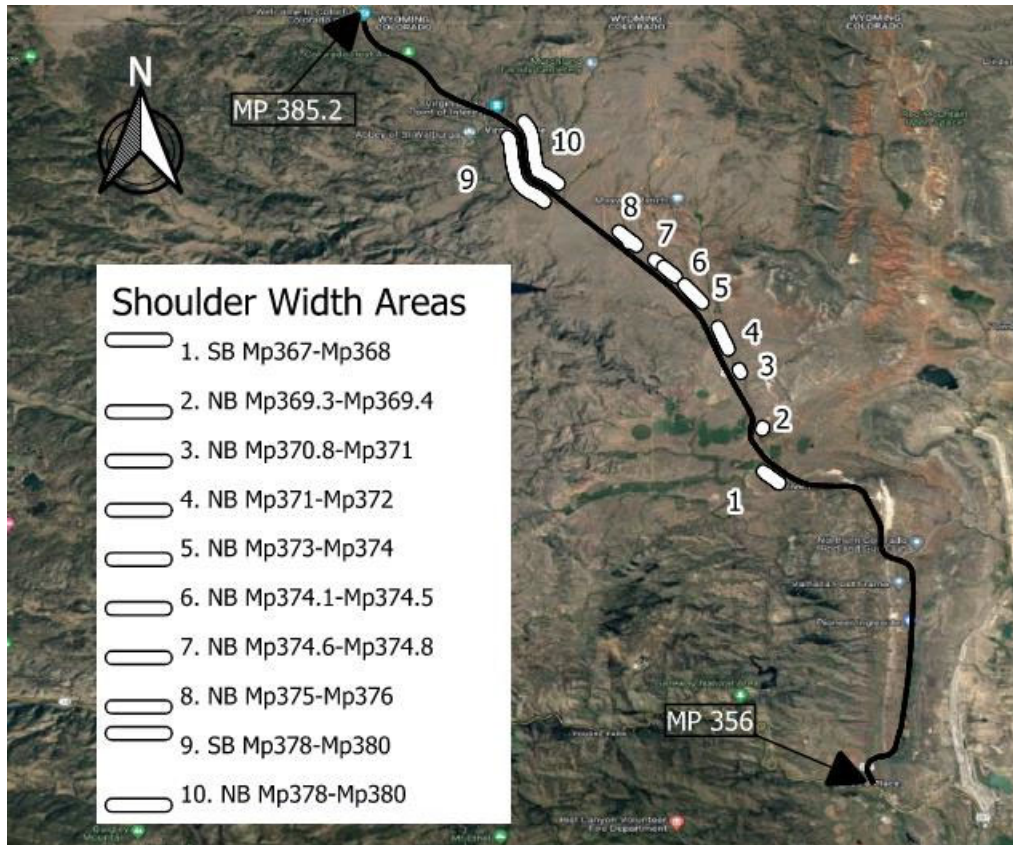
**Current Conditions:** This section has a combination of rolling hills and flat terrain. There are two open bridge wildlife structures in this section. The structures are open underneath. The open structure at milepost 379.2 is fenced off where ROW and private land meet. The open structure at milepost 381.5 is a deep ravine. Fencing along roadway is cattle fencing at both locations.

**Recommendations:** Install wildlife-exclusion fencing from the south edge of structure at 379.2 and continue south for a half a mile. From the north edge of structure 379.2 install wildlife exclusions fencing north to the structure at 381.5 and continue to half a mile north of the structure. Deer jump-outs should be constructed at ½ mile intervals for the entire reach between 379.2 and 381.5. Deer guards should be placed at each access point onto US 287. Work with landowner to modify current fencing/install wildlife permeable/friendly fencing.

### 3.4.3 Shoulder widening

Outside paved shoulders need to accommodate for vehicle breakdowns and emergency services. Bringing the outside paved shoulders up to design standard has shown to reduce crashes in that area. The CDOT Design guide recommends a minimum of 6ft outside paved shoulder for this corridor. Figure 13 shows the areas where the paved shoulder is less than 6 feet.

**Figure 12: Existing Shoulder Width Areas**



**Current Conditions:** There are 10 areas totaling 7.47 miles that have outside paved shoulders less than 6 feet wide.

**Recommendations:** Improve each area's shoulder to a 6-foot minimum.



## 4.0 Corridor Projects Cost Benefit Analysis

Each recommendation’s benefit-cost ratio (BCR) was determined in accordance with CDOT procedures (see Appendix F for conceptual opinion of probable cost and summary of the BCR procedure)

**Table 12: Project Benefit-Cost Ratios**

Project	Cost (\$)	Crash Reduction Factor	BCR
1. N CO RD 43F	2,490,000	20%	B/C < 0.25
2. Red Feather Lakes CR74	2,100,000	25%	B/C < 0.25
3. Old Ranch Road	1,040,000	20%	B/C < 0.25
4. Red Mountain Road	3,360,000	20%	0.25 < B/C < 1.0
5. Bonner Springs Ranch Road	3,950,000	20%	B/C < 0.25
6. Rest Area High Lonesome Road	1,490,000	20%	0.25 < B/C < 1.0
7. Passing Lane (MP 374.3 - 376.1)	10,720,000	32%	0.25 < B/C < 1.0
8. W CO Rd 72 (Owl Canyon Road)	3,200,000	25%	0.25 < B/C < 1.0
9. Passing Lane (MP 363.5 – 365.6)	13,300,000	32%	B/C < 0.25
10. Crown Improvement	4,730,000	7%	B/C < 0.25
11. Shoulder Width Improvements	4,190,000	7%	B/C < 0.25
12. Wildlife crossing (MP 363–367)	2,090,000	45%	0.25 < B/C < 1.0
13. Wildlife fencing (MP 369-372.5)	2,600,000	45%	0.25 < B/C < 1.0
14. Wildlife fencing (MP 379- 382)	1,500,000	45%	B/C > 1.0
15. Passing Lane (1.2 Miles in NISP)	4,670,000	32%	B/C < 0.25

In order to be eligible for FASTER safety program funding, a project must have a minimum benefit-cost ratio (BCR) of 0.25. Ideally, projects have benefits that are equal to or exceed their costs (BCR>=1.0). Four of the projects have BCR above 0.25 and one project has a BCR above 1.0. These projects qualified for additional points during the project prioritization step.

## 5.0 Project Prioritization

A prioritization process was developed to determine the relative implementation priority of the projects. The prioritization is not intended to be followed literally, only to provide insight into overall project development and implementation process. The amount and type of available project funding, for example, will influence which projects will occur and when.

The prioritization was based on several factors, including:

- The magnitude of the safety problem
- Countermeasure effectiveness
- Systemic safety improvement
- Public and agency feedback
- Other factors
- Project benefit-cost

Each project was evaluated against the above criteria using a point scale of 0 to 5. The maximum number of points available was 27. A summary of each prioritization criteria follows:

**Criterion 1: Magnitude of the Safety Problem.** The purpose of this criterion is to identify whether the project is located along a segment of highway or at an intersection that is currently experiencing a safety problem. Level-of-Service of Safety (LOSS) was used to determine whether a safety problem currently exists. LOSS III or LOSS IV locations were assigned points. Both severity and frequency of crashes was considered in this criterion.

**Criterion 2: Countermeasure effectiveness.** This criterion measures the ability of the project to address an identifiable crash pattern. For example, a segment of the corridor may have a higher-than-expected off-road right crash pattern. Projects within this segment that reduce the likelihood of these crashes (as measured by a documented Crash Modification Factor) receive points based on the project's ability to mitigate the crash pattern. If a project receives points for Criterion 2 Countermeasure Effectiveness it is not eligible for points under Criterion 3 Systemic Safety Improvement.

**Criterion 3: Systemic Safety Improvement.** This measures the ability of the project to preventatively address factors known to contribute to increased crash risk. A documented crash problem or pattern is not required to receive points under this criterion. For example, substandard highway shoulders are typically considered a contributing factor to off-road crashes. Projects that widen substandard shoulders would receive points under this criterion regardless of whether there is a pattern of crashes today.

**Criterion 4: Public and Agency Feedback.** Throughout the study process, locations of safety concern were identified by agency staff as well as the public. Projects located within areas of safety concern were awarded points if the project was identified as a problem by staff, the public, or both.

**Criterion 5: Other Factors.** This criterion allows for the scoring of additional points if there are significant other factors that aren't otherwise measured by other criteria. For example, projects within areas having recently experienced a severe or fatal crash not otherwise captured in Criterion 1 could score points in this category.

Criterion 6: **Project Benefit-Cost.** The purpose of this criterion is to award points to projects that have a favorable benefit-cost.

**Table 13: Project Prioritization summary**

Project	Criterion Score						Prioritization Score
	1	2	3	4	5	6	
1. N CO RD 43F	3	0	5	0	0	0	8
2. Red Feather Lakes CR74	1	0	5	3	2	0	11
3. Old Ranch Road	1	0	5	0	0	0	6
4. Red Mountain Road	3	0	5	3	2	2	15
5. Bonner Springs Ranch Road	0	0	5	5	2	0	12
6. Rest Area High Lonesome Road	0	0	5	0	2	2	9
7. Passing Lane (MP 374.3 - 376.1)	0	0	5	5	2	2	14
8. W CO Rd 72 (Owl Canyon Road)	5	5	0	5	0	2	17
9. Passing Lane (MP 363.5 – 365.6)	0	0	5	5	2	0	12
10. Crown Improvement	3	5	0	0	0	0	8
11. Shoulder Width Improvements	3	5	0	0	0	0	8
12. Wildlife crossing (MP 363–367)	0	5	0	3	2	2	12
13. Wildlife fencing (MP 369 – 372)	2	5	0	3	2	0	12
14. Wildlife fencing (MP 379- 382)	5	5	0	3	2	5	20
15. Passing Lane (1.2 Miles in NISP)	0	0	5	3	2	0	10

## 6.0 Summary and Recommendations

In April 2023, CDOT initiated this study to assess safety improvement and mobility needs along US287 North of Ted’s Place. Currently, some segments of the US 287 corridor have a higher-than-average crash rate compared to other similar rural highways, making it a good candidate for safety improvement.

Several potential safety improvement projects were identified and subjected to a prioritization process that considered a range of criteria including public feedback. These projects generally ranged from maintenance projects to construction of auxiliary lanes at intersections to highway widening to provide passing lanes.

CDOT’s 10-year plan already identifies the potential for passing lanes as well as other safety improvements to be constructed in the relatively near future. Once future design and construction funding is identified, the recommendations from this study can be used to identify those improvements most urgently needed.

## Appendices

- A. Crash Data
- B. Geometric Concepts
- C. Cost Data
- D. Corridor Patterns
- E. Public Comments Matrix
- F. Benefit Cost Calculations
- G. Prioritization Matrix



# Appendix A: Crash Data

**CRASH LISTING**

#	Hwy	MP	Date	Time	Sever-ity	Location	Road Description	# of Veh	Road Contour	Road Condition	Lighting	Weather	Ramp	Accident Type	Dir	Vehicle Type	Drugs/Alcohol	Human Factor	Speed	Vehicle Movement
1	287C	355	7/28/2018	3:55 PM	No Injury (PDO)	On Road	Non-Intersection	2	Straight On Level	Dry	Daylight	None	N	Sideswipe Same Direction	North	Passenger Car/Van	No Impairment Suspected	Aggressive Driving	60	Passing
2	287C	355	9/8/2018	3:00 PM	No Injury (PDO)	On Road	Intersection Related	2	Straight On Level	Dry	Daylight	None	N	Overtaking Turn	North	SUV	No Impairment Suspected	No Apparent Contributing Factor	20	Making Left Turn
3	287C	355	8/10/2021	12:00 AM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Dry	Dark Un-Lighted	None	N	Wild Animal	South	SUV	No Impairment Suspected	No Apparent Contributing Factor	50	Going Straight
4	287C	355	11/1/2021	10:39 AM	No Injury (PDO)	Off Road Left	Non-Intersection	1	Curve On Grade	Wet	Daylight	Snow/Sleet/Hail	N	Deliniateor Post	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	55	Going Straight
5	287C	355	11/27/2021	12:00 AM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Grade	Dry	Dark Un-Lighted	None	N	Wild Animal	South	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	60	Going Straight
6	287C	355.1	5/28/2020	10:15 PM	No Injury (PDO)	On Road	Intersection Related	2	Straight On Level	Dry	Dark Lighted	None	N	Sideswipe Opposite Direction	North	Hit and Run - Unknown	No Impairment Suspected	No Apparent Contributing Factor	0	Other
7	287C	355.1	11/5/2018	9:45 AM	No Injury (PDO)	Off Road Left	Non-Intersection	1	Straight On Level	Icy	Daylight	Snow/Sleet/Hail	N	Embankment or Ditch	South	Passenger Car/Van	No Impairment Suspected	Driver Inexperience	45	Going Straight
8	287C	355.1	5/18/2017	6:00 PM	Evident Non-Incapacitating (B)	Off Road Right	Non-Intersection	1	Curve On Grade	Slushy	Daylight	Snow/Sleet/Hail	N	Overtuning	West	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Drove Wrong Way
9	287C	355.1	12/13/2017	8:50 AM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Daylight	None	N	Wild Animal	South	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	60	Going Straight
10	287C	355.2	11/16/2018	6:35 AM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Daylight	None	N	Wild Animal	South	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
11	287C	355.21	11/21/2021	9:10 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Grade	Dry	Dark Un-Lighted	None	N	Wild Animal	South	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
12	287C	355.3	6/4/2017	1:30 PM	No Injury (PDO)	Off Road Left	Intersection	1	Curve On Level	Dry	Daylight	None	N	Overtuning	South	Pickup Truck/Utility Van	No Impairment Suspected	Driver Unfamiliar with Area	55	Making Right Turn
13	287C	355.36	7/3/2017	8:52 PM	No Injury (PDO)	Off Road Left	Non-Intersection	1	Curve On Grade	Dry	Dark Un-Lighted	None	N	Overtuning	North	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Drove Wrong Way
14	287C	355.4	5/31/2017	3:00 PM	No Injury (PDO)	Off Road Left	Non-Intersection	1	Curve On Grade	Dry	Daylight	None	N	Fence or Fence Part	North	SUV	No Impairment Suspected	No Apparent Contributing Factor	0	Drove Wrong Way
15	287C	355.5	9/13/2018	5:04 AM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	None	N	Wild Animal	North	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
16	287C	355.7	7/15/2020	7:25 AM	Possible/Complaint of Injury (C)	Off Road Left	Non-Intersection	1	Curve On Grade	Dry	Dawn or Dusk	Fog/Smog/Smoke	N	Overtuning	North	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	75	Drove Wrong Way
17	287C	355.7	11/10/2018	9:55 AM	Evident Non-Incapacitating (B)	Off Road Left	Non-Intersection	1	Straight On Level	Dry	Daylight	None	N	Overtuning	North	SUV	No Impairment Suspected	Other Factor(Describe in Narrative)	65	Going Straight
18	287C	355.8	6/12/2018	3:03 PM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Level	Dry	Daylight	None	N	Wild Animal	South	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	65	Avoiding Object/Vehicle in Roadway
19	287C	355.85	5/4/2021	12:00 AM	No Injury (PDO)	Off Road Right	Intersection	1	Curve On Level	Wet	Dark Un-Lighted	Rain	N	Embankment or Ditch	South	Pickup Truck/Utility Van	No Impairment Suspected	Driver Unfamiliar with Area	60	Going Straight
20	287C	355.9	7/29/2020	11:00 AM	Evident Non-Incapacitating (B)	Off Road Right	Non-Intersection	1	Straight On Level	Dry	Daylight	None	N	Traffic Sign or Post or Overhead Sign Structure	North	Passenger Car/Van	No Impairment Suspected	Driver Unfamiliar with Area	65	Going Straight
21	287C	355.96	11/18/2019	6:00 PM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Dry	Dark Un-Lighted	None	N	Wild Animal	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	60	Going Straight
22	287C	355.98	11/17/2018	9:00 AM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Curve On Grade	Icy	Daylight	Snow/Sleet/Hail	N	Fence or Fence Part	South	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	60	Drove Wrong Way
23	287C	355.99	5/12/2018	11:05 AM	No Injury (PDO)	On Road	At Driveway Access	2	Straight On Level	Dry	Daylight	None	N	Rear End	North	SUV	No Impairment Suspected	Driver Preoccupied	5	Backing
24	287C	356	10/7/2019	3:32 AM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Dark Lighted	None	N	Wild Animal	North	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
25	287C	356	6/12/2018	9:45 AM	No Injury (PDO)	On Road	Non-Intersection	2	Curve On Level	Dry	Daylight	None	N	Sideswipe Opposite Direction	North	Passenger Car/Van	No Impairment Suspected	Asleep at the Wheel	65	Going Straight
26	287C	356	2/24/2021	9:45 PM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Curve On Grade	Snowy	Dark Un-Lighted	Snow/Sleet/Hail	N	Traffic Sign or Post or Overhead Sign Structure	South	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	No Apparent Contributing Factor	55	Going Straight
27	287C	356.01	11/24/2017	10:45 AM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Curve On Grade	Dry	Daylight	None	N	Trees or Shrubs	South	Passenger Car/Van	No Impairment Suspected	Driver Inexperience	60	Drove Wrong Way
28	287C	356.2	10/30/2020	3:10 PM	No Injury (PDO)	On Road	Non-Intersection	2	Curve On Grade	Dry	Daylight	None	N	Sideswipe Same Direction	North	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	No Apparent Contributing Factor	65	Weaving
29	287C	356.2	4/27/2017	9:40 AM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Level	Dry	Daylight	None	N	Wild Animal	North	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
30	287C	356.2	6/13/2017	11:35 PM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Dry	Dark Un-Lighted	None	N	Wild Animal	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	55	Going Straight
31	287C	356.2	1/9/2021	11:32 AM	Evident Non-Incapacitating (B)	On Road	Non-Intersection	3	Curve On Grade	Icy	Daylight	Snow/Sleet/Hail	N	Sideswipe Opposite Direction	North	SUV	No Impairment Suspected	No Apparent Contributing Factor	60	Drove Wrong Way
32	287C	356.3	9/29/2020	6:45 AM	Possible/Complaint of Injury (C)	On Road	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	None	N	Wild Animal	South	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
33	287C	356.3	9/29/2018	7:45 PM	Possible/Complaint of Injury (C)	On Road	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	None	N	Wild Animal	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	60	Going Straight
34	287C	356.5	2/19/2018	4:11 PM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Curve On Level	Icy	Daylight	Snow/Sleet/Hail	N	Embankment or Ditch	South	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	55	Going Straight
35	287C	356.5	10/13/2018	6:47 PM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Wet	Dark Un-Lighted	Rain	N	Wild Animal	North	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
36	287C	356.6	6/12/2019	10:45 AM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Dry	Dark Un-Lighted	None	N	Wild Animal	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
37	287C	356.9	2/10/2019	7:00 PM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Level	Dry	Dark Un-Lighted	None	N	Large Boulder	North	SUV	No Impairment Suspected	No Apparent Contributing Factor	40	Going Straight
38	287C	356.9	2/10/2019	7:00 PM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Level	Dry	Dark Un-Lighted	None	N	Large Boulder	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	55	Going Straight
39	287C	356.9	11/2/2019	9:00 AM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Level	Dry	Daylight	None	N	Wild Animal	South	SUV	No Impairment Suspected	No Apparent Contributing Factor	60	Going Straight
40	287C	356.9	6/6/2020	5:30 AM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Dry	Daylight	None	N	Wild Animal	South	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	60	Going Straight
41	287C	357	8/24/2019	10:40 AM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Dry	Daylight	None	N	Wild Animal	South	Passenger Car/Van w/Trailer	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
42	287C	357	10/31/2019	1:15 PM	No Injury (PDO)	On Road	Non-Intersection	2	Straight On Level	Dry	Daylight	None	N	Sideswipe Opposite Direction	South	Hit and Run - Unknown	No Impairment Suspected	No Apparent Contributing Factor	0	Weaving
43	287C	357	11/22/2019	6:10 PM	No Injury (PDO)	On Road	Non-Intersection	2	Straight On Level	Dry	Dark Un-Lighted	None	N	Sideswipe Opposite Direction	South	Hit and Run - Unknown	No Impairment Suspected	No Apparent Contributing Factor	0	Weaving
44	287C	357	4/14/2018	10:57 AM	No Injury (PDO)	On Road	Non-Intersection	2	Straight On Grade	Dry	Daylight	Wind	N	Vehicle Cargo or Debris	North	Hit and Run - Unknown	No Impairment Suspected	No Apparent Contributing Factor	0	Going Straight
45	287C	357	5/18/2021	12:00 AM	No Injury (PDO)	On Road	Intersection	1	Straight On Level	Dry	Dawn or Dusk	None	N	Wild Animal	North	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	45	Going Straight
46	287C	357	11/12/2021	6:30 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	None	N	Wild Animal	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	75	Going Straight
47	287C	357.01	7/23/2020	9:00 PM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Level	Dry	Dark Un-Lighted	None	N	Wild Animal	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	60	Going Straight
48	287C	357.2	2/1/2018	9:48 AM	No Injury (PDO)	Off Road Left	Non-Intersection	1	Straight On Level	Slushy	Daylight	None	N	Large Boulder	North	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	No Apparent Contributing Factor	50	Weaving
49	287C	357.4	7/15/2018	4:30 PM	No Injury (PDO)	Off Road Left	Non-Intersection	1	Straight On Grade	Wet	Daylight	Rain	N	Embankment or Ditch	North	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	No Apparent Contributing Factor	60	Going Straight
50	287C	357.4	5/31/2017	8:55 AM	No Injury (PDO)	On Road	Non-Intersection	2	Curve On Grade	Dry	Daylight	None	N	Sideswipe Opposite Direction	South	SUV	No Impairment Suspected	Asleep at the Wheel	67	Going Straight
51	287C	357.5	5/13/2019	7:40 AM	Evident Non-Incapacitating (B)	On Road	Non-Intersection	4	Straight On Grade	Dry	Daylight	None	N	Rear End	South	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	No Apparent Contributing Factor	50	Going Straight
52	287C	358.04	8/1/2020	5:50 AM	No Injury (PDO)	Off Road Left	Non-Intersection	1	Straight On Level	Dry	Daylight	None	N	Wild Animal	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
53	287C	358.1	8/24/2017	6:15 AM	Possible/Complaint of Injury (C)	Off Road Left	Non-Intersection	1	Curve On Level	Dry	Daylight	None	N	Overtuning	North	Passenger Car/Van	No Impairment Suspected	Aggressive Driving	65	Passing
54	287C	358.213	10/8/2021	12:00 AM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Grade	Dry	Dark Un-Lighted	None	N	Wild Animal	South	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
55	287C	358.5	8/9/2020	4:17 AM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	None	N	Wild Animal	South	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	No Apparent Contributing Factor	55	Going Straight
56	287C	355.9	2/28/2021	12:00 AM	Evident Non-Incapacitating (B)	On Road	At Driveway Access	2	Straight On Level	Dry	Daylight	None	N	Overtaking Turn	North	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	No Apparent Contributing Factor	40	Passing
57	287C	359.8	2/16/2018	6:59 PM	Evident Non-Incapacitating (B)	On Road	Non-Intersection	2	Straight On Grade	Dry	Dark Un-Lighted	None	N	Other Non-Collision	North	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
58	287C	359.9	10/26/2020	11:32 AM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Straight On Level	Snowy	Daylight	None	N	Deliniateor Post	South	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Drove Wrong Way
59	287C	360	11/23/2019	7:15 AM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Grade	Dry	Dawn or Dusk	None	N	Wild Animal	North	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
60	287C	360	6/27/2021	11:35 AM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Daylight	None	N	Other Object	North	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
61	287C	360.1	4/24/2017	8:25 PM</																

#	Hwy	MP	Date	Time	Severity	Location	Road Description	# of Veh	Road Contour	Road Condition	Lighting	Weather	Ramp	Accident Type	Dir	Vehicle Type	Drugs/Alcohol	Human Factor	Speed	Vehicle Movement
79	287C	362.93	7/1/2017	1:15 PM	No Injury (PDO)	On Road	At Driveway Access	2	Curve On Grade	Dry	Daylight	None	N	Overtaking Turn	South	Pickup Truck/Utility Van w/Trailer	No Impairment Suspected	No Apparent Contributing Factor	65	Passing
80	287C	362.97	6/20/2020	7:00 PM	No Injury (PDO)	On Road	Non-Intersection	2	Straight On Grade	Dry	Daylight	None	N	Rear End	South	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
81	287C	363	10/16/2020	11:30 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	None	N	Wild Animal	North	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
82	287C	363	6/20/2018	6:30 PM	No Injury (PDO)	On Road	Non-Intersection	2	Curve On Grade	Dry	Daylight	None	N	Sideways Same Direction	North	Pickup Truck/Utility Van	No Impairment Suspected	Other Factor(Describe in Narrative)	65	Changing Lanes
83	287C	363	5/30/2021	12:09 PM	No Injury (PDO)	Off Road Left	Non-Intersection	1	Curve On Level	Wet	Daylight	Rain	N	Barricade	South	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	No Apparent Contributing Factor	65	Drove Wrong Way
84	287C	363	12/14/2021	3:30 PM	No Injury (PDO)	Off Road Left	Non-Intersection	1	Curve On Grade	Dry	Daylight	None	N	Embankment or Ditch	North	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	Driver Preoccupied	65	Going Straight
85	287C	363.1	1/12/2018	10:00 PM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Dry	Dark Un-Lighted	None	N	Wild Animal	North	SUV	No Impairment Suspected	No Apparent Contributing Factor	60	Going Straight
86	287C	363.1	5/23/2018	5:05 AM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Dry	Dawn or Dusk	None	N	Wild Animal	South	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
87	287C	363.1	5/23/2018	5:05 AM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Dry	Dawn or Dusk	None	N	Wild Animal	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	60	Going Straight
88	287C	363.1	7/23/2021	3:16 PM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Curve On Grade	Wet	Daylight	Rain	N	Other Object	South	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	No Apparent Contributing Factor	65	Drove Wrong Way
89	287C	363.2	7/24/2020	7:45 AM	Fatal (K)	On Road	Intersection Related	2	Straight On Grade	Dry	Daylight	None	N	Broadside	West	SUV	Alcohol	DUI/DWAI/PUID	35	Making Left Turn
90	287C	363.22	11/17/2021	12:15 PM	No Injury (PDO)	Off Road Right	Intersection	1	Straight On Grade	Dry	Daylight	None	N	Overtuning	South	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	No Apparent Contributing Factor	15	Making Left Turn
91	287C	363.23	12/1/2019	2:30 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Muddy	Daylight	None	N	Rear End	South	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	Driver Preoccupied	2	Drove Wrong Way
92	287C	363.23	11/23/2020	9:15 PM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Curve On Level	Dry	Dark Un-Lighted	None	N	Overtuning	South	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	Driver Inexperience	45	Weaving
93	287C	363.23	4/11/2018	6:25 PM	Possible/Complaint of Injury (C)	On Road	Intersection Related	2	Straight On Grade	Dry	Daylight	None	N	Overtaking Turn	West	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	5	Passing
94	287C	363.23	7/21/2018	4:40 PM	Evident Non-Incapacitating (B)	On Road	Intersection	2	Curve On Grade	Dry	Dark Un-Lighted	None	N	Broadside	West	SUV	No Impairment Suspected	Driver Inexperience	5	Making Left Turn
95	287C	363.23	11/19/2017	6:06 PM	Evident Non-Incapacitating (B)	On Road	Non-Intersection	3	Straight On Grade	Dry	Dark Un-Lighted	None	N	Approach Turn	South	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	0	Making U-Turn
96	287C	363.23	12/1/2017	11:58 AM	Evident Non-Incapacitating (B)	Off Road Right	Non-Intersection	1	Curve On Grade	Dry	Daylight	None	N	Overtuning	East	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	No Apparent Contributing Factor	35	Going Straight
97	287C	363.3	6/21/2019	4:20 PM	Evident, Incapacitating (A)	On Road	Intersection	2	Straight On Grade	Wet	Daylight	Rain	N	Broadside	West	Passenger Car/Van	No Impairment Suspected	Driver Unfamiliar with Area	8	Making Left Turn
98	287C	363.3	11/9/2020	4:48 PM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Curve On Grade	Icy	Dawn or Dusk	Snow/Sleet/Hail	N	Traffic Sign or Post or Overhead Sign Structure	South	Pickup Truck/Utility Van	No Impairment Suspected	Driver Inexperience	50	Going Straight
99	287C	363.3	1/4/2020	7:00 PM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Dry	Dark Un-Lighted	None	N	Wild Animal	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
100	287C	363.32	5/11/2021	12:20 PM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Wet	Daylight	Snow/Sleet/Hail	N	Large Boulder	South	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
101	287C	363.5	11/20/2018	11:00 PM	No Injury (PDO)	On Road	Non-Intersection	2	Curve On Grade	Dry	Dark Un-Lighted	None	N	Wild Animal	South	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	No Apparent Contributing Factor	60	Avoiding Object/Vehicle in Roadway
102	287C	363.6	1/24/2021	12:00 AM	Evident Non-Incapacitating (B)	Off Road Left	Non-Intersection	1	Curve On Grade	Dry	Daylight	None	N	Guard Rail	North	Passenger Car/Van	No Impairment Suspected	Driver Preoccupied	65	Going Straight
103	287C	363.63	3/29/2019	6:31 PM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Curve On Level	Wet	Dawn or Dusk	Snow/Sleet/Hail	N	Embankment or Ditch	North	SUV	No Impairment Suspected	Aggressive Driving	60	Going Straight
104	287C	363.67	3/20/2017	5:15 PM	No Injury (PDO)	Off Road Left	Non-Intersection	1	Curve On Level	Dry	Daylight	None	N	Trees or Shrubs	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
105	287C	363.7	1/28/2017	6:48 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	None	N	Wild Animal	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	60	Going Straight
106	287C	363.7	4/27/2021	3:54 PM	No Injury (PDO)	Off Road Left	Non-Intersection	1	Curve On Grade	Wet	Daylight	Rain	Y (E)	Large Boulder	South	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	Driver Unfamiliar with Area	55	Going Straight
107	287C	363.93	12/19/2017	8:15 AM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Daylight	None	Y (B)	Wild Animal	North	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
108	287C	364	9/8/2019	4:00 PM	No Injury (PDO)	Off Road Left	Non-Intersection	1	Curve On Grade	Dry	Dark Un-Lighted	None	N	Fence or Fence Part	North	Pickup Truck/Utility Van	No Impairment Suspected	Driver Inexperience	65	Drove Wrong Way
109	287C	364	7/23/2019	9:00 PM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Dry	Daylight	None	N	Wild Animal	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
110	287C	364	12/8/2018	6:45 PM	Possible/Complaint of Injury (C)	On Road	Non-Intersection	3	Straight On Grade	Dry	Dark Un-Lighted	None	N	Sideways Opposite Direction	North	Pickup Truck/Utility Van	No Impairment Suspected	Illness	60	Other
111	287C	364.12	8/27/2020	1:10 PM	Evident Non-Incapacitating (B)	On Road	Non-Intersection	2	Straight On Level	Dry	Daylight	None	Y (E)	Parked Motor Vehicle	North	SUV	No Impairment Suspected	Illness	0	Going Straight
112	287C	364.15	5/31/2019	11:00 PM	No Injury (PDO)	Off Road Right	Intersection	1	Straight On Grade	Dry	Dark Un-Lighted	None	N	Embankment or Ditch	South	SUV	No Impairment Suspected	Driver Inexperience	30	Making Right Turn
113	287C	364.2	4/12/2018	6:48 AM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	None	N	Wild Animal	South	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
114	287C	364.23	5/6/2017	7:00 AM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Dry	Daylight	None	N	Wild Animal	South	SUV	No Impairment Suspected	No Apparent Contributing Factor	50	Going Straight
115	287C	364.3	10/26/2020	5:45 PM	No Injury (PDO)	On Road	Non-Intersection	2	Straight On Grade	10	Daylight	None	N	Sideways Opposite Direction	South	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
116	287C	364.5	11/27/2020	10:55 AM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Daylight	None	Y (B)	Wild Animal	South	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	60	Going Straight
117	287C	364.64	12/8/2021	12:00 AM	No Injury (PDO)	Off Road Left	Non-Intersection	1	Hillcrest	Dry	Dark Un-Lighted	None	N	Embankment or Ditch	North	Passenger Car/Van	Alcohol	Asleep at the Wheel	50	Going Straight
118	287C	364.7	11/27/2020	7:10 AM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Daylight	None	Y (B)	Wild Animal	North	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
119	287C	364.8	1/23/2017	6:43 AM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	None	N	Wild Animal	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
120	287C	364.9	3/1/2020	6:32 PM	Possible/Complaint of Injury (C)	On Road	Non-Intersection	1	Straight On Level	Snowy	Dark Un-Lighted	Snow/Sleet/Hail	N	Wild Animal	South	SUV	No Impairment Suspected	No Apparent Contributing Factor	50	Going Straight
121	287C	365	10/25/2018	7:00 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	None	N	Wild Animal	North	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
122	287C	365	2/9/2021	8:50 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Grade	Dry	Dark Un-Lighted	None	N	Wild Animal	North	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	No Apparent Contributing Factor	55	Going Straight
123	287C	365	12/3/2021	6:56 PM	Evident Non-Incapacitating (B)	On Road	Non-Intersection	2	Straight On Grade	Dry	Dark Un-Lighted	None	N	Head On	South	Ht and Run - Unknown	Unknown	Unknown	0	Drove Wrong Way
124	287C	365.2	11/7/2017	12:30 AM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Grade	Snowy	Dark Un-Lighted	Snow/Sleet/Hail	N	Other Object	South	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	Other Factor(Describe in Narrative)	40	Drove Wrong Way
125	287C	365.2	11/1/2017	4:30 PM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Straight On Level	Slushy	Dawn or Dusk	Snow/Sleet/Hail	N	Fence or Fence Part	South	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	55	Avoiding Object/Vehicle in Roadway
126	287C	365.5	6/30/2019	6:00 AM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Straight On Level	Dry	Dawn or Dusk	None	N	Overtuning	South	SUV	No Impairment Suspected	No Apparent Contributing Factor	60	Going Straight
127	287C	365.8	7/24/2020	9:05 PM	Possible/Complaint of Injury (C)	On Road	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	None	N	Wild Animal	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
128	287C	365.8	1/23/2021	1:00 PM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Dry	Daylight	None	N	Other Object	North	SUV	No Impairment Suspected	No Apparent Contributing Factor	60	Going Straight
129	287C	366	7/2/2019	1:00 PM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Straight On Grade	Dry	Daylight	None	N	Traffic Sign or Post or Overhead Sign Structure	South	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
130	287C	366	12/28/2020	10:20 AM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Curve On Grade	Icy	Daylight	Snow/Sleet/Hail	N	Overtuning	South	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Drove Wrong Way
131	287C	366	2/9/2018	8:00 PM	Evident, Incapacitating (A)	Off Road Right	Non-Intersection	1	Straight On Grade	Snowy	Dark Un-Lighted	Snow/Sleet/Hail	N	Culvert or Headwall	South	Pickup Truck/Utility Van	No Impairment Suspected	Other Factor(Describe in Narrative)	65	Drove Wrong Way
132	287C	366	12/26/2018	11:50 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Grade	Dry	Dark Un-Lighted	Wind	N	Wild Animal	North	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
133	287C	366	3/25/2021	12:00 AM	No Injury (PDO)	Off Road Left	Non-Intersection	1	Curve On Grade	Icy	Dawn or Dusk	None	N	Overtuning	North	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Drove Wrong Way
134	287C	366	5/23/2021	12:00 AM	PDO	Off Road Right	Non-Intersection	1	Curve On Grade	Wet	Dark Un-Lighted	None	N	Embankment or Ditch	North	Passenger Car/Van	Unknown	Unknown	65	Drove Wrong Way
135	287C	366.1	10/23/2020	6:47 PM	No Injury (PDO)	On Road	Non-Intersection	2	Curve On Grade	Dry	Dark Un-Lighted	None	N	Other Non-Collision	North	SUV	No Impairment Suspected	Unknown	65	Drove Wrong Way
136	287C	366.1	1/21/2017	3:35 PM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Dry	Daylight	None	N	Wild Animal	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	60	Going Straight
137	287C	366.11	8/23/2021	12:00 AM	No Injury (PDO)	On Road	Non-Intersection	3	Curve On Grade	Dry	Daylight	None	N	Sideways Opposite Direction	North	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
138	287C	366.2	1/8/2019	5:27 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Grade	Dry	Dark Un-Lighted	None	N	Wild Animal	South	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
139	287C	366.2																		

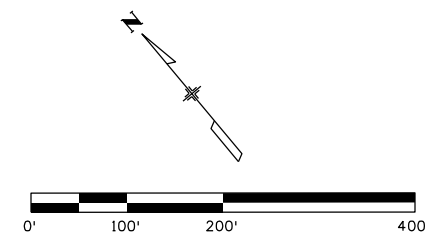
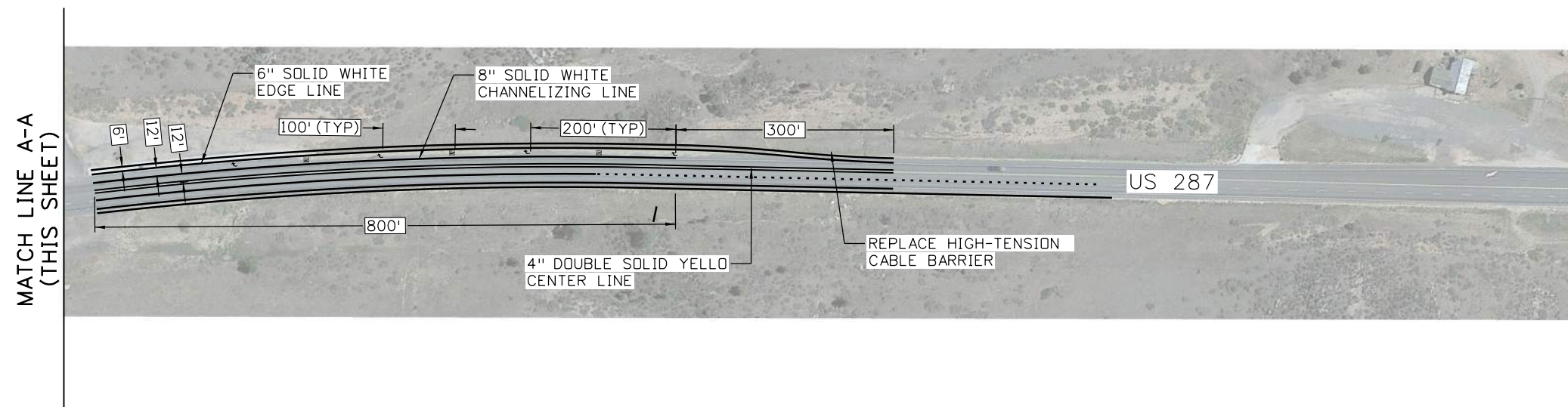
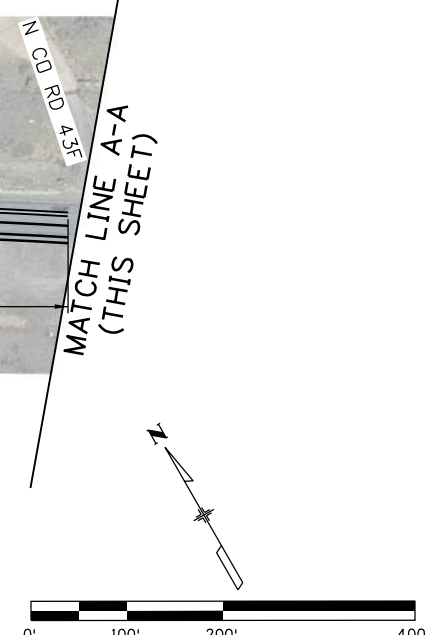
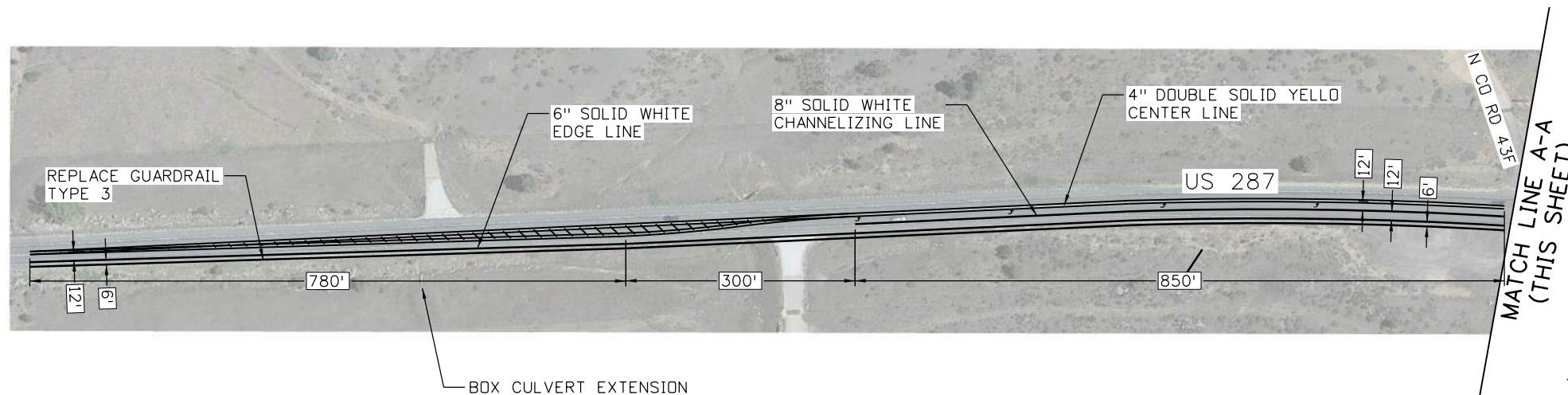
#	Hwy	MP	Date	Time	Sever-ity	Location	Road Description	# of Veh	Road Contour	Road Condition	Lighting	Weather	Ramp	Accident Type	Dir	Vehicle Type	Drugs/Alcohol	Human Factor	Speed	Vehicle Movement
169	287C	371	12/17/2021	6:05 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Grade	Dry	Dark Un-Lighted	None	N	Wild Animal	North	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
170	287C	371.1	9/4/2020	11:50 AM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Grade	Dry	Daylight	None	N	Domestic Animal	North	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Changing Lanes
171	287C	371.13	6/11/2019	5:50 PM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Straight On Grade	Dry	Daylight	None	N	Embankment or Ditch	North	SUV	No Impairment Suspected	Asleep at the Wheel	65	Going Straight
172	287C	372	10/17/2018	6:45 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	None	N	Wild Animal	South	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	70	Going Straight
173	287C	372.25	11/11/2019	8:15 PM	Possible/Complaint of Injury (C)	On Road	Non-Intersection	1	Straight On Grade	Dry	Dark Un-Lighted	None	N	Other Object	South	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
174	287C	372.25	11/11/2019	8:10 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Grade	Dry	Dark Un-Lighted	None	N	Domestic Animal	South	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
175	287C	372.3	11/21/2020	7:19 AM	PDO	On Road	Non-Intersection	1	Straight On Grade	Dry	Down or Dusk	None	N	Wild Animal	North	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
176	287C	372.3	5/1/2018	2:07 PM	Evident, Incapacitating (A)	Off Road Right	Non-Intersection	1	Straight On Grade	Slushy	Daylight	Snow/Sleet/Hail	N	Embankment or Ditch	North	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
177	287C	372.4	1/8/2019	5:45 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Grade	Dry	Dark Un-Lighted	None	N	Wild Animal	South	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	70	Going Straight
178	287C	372.5	8/22/2020	10:30 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	None	N	Wild Animal	South	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	No Apparent Contributing Factor	60	Going Straight
179	287C	372.6	11/1/2021	2:19 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Grade	Dry	Daylight	None	N	Wild Animal	North	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
180	287C	372.9	6/9/2019	10:27 AM	Evident Non-Incapacitating (B)	On Road	Non-Intersection	2	Curve On Grade	Dry	Daylight	None	N	Sideways Opposite Direction	South	Passenger Car/Van	No Impairment Suspected	Aggressive Driving	90	Passing
181	287C	372.9	8/31/2019	8:11 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	None	N	Other Object	North	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
182	287C	372.9	8/31/2019	8:11 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	None	N	Other Object	North	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
183	287C	372.98	5/14/2020	1:20 PM	No Injury (PDO)	On Road	Non-Intersection	2	Straight On Grade	Dry	Daylight	None	N	Sideways Opposite Direction	North	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	No Apparent Contributing Factor	63	Going Straight
184	287C	373	1/13/2021	3:55 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Daylight	Wind	N	Overturning	North	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	No Apparent Contributing Factor	60	Going Straight
185	287C	373.02	8/21/2020	1:50 AM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	None	N	Wild Animal	South	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
186	287C	373.1	12/7/2018	3:00 PM	No Injury (PDO)	On Road	Non-Intersection	2	Straight On Level	Dry	Daylight	None	N	Rear End	South	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	68	Going Straight
187	287C	373.2	5/15/2020	7:30 AM	Evident Non-Incapacitating (B)	Off Road Right	Intersection	1	Straight On Grade	Dry	Daylight	None	N	Overturning	South	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	No Apparent Contributing Factor	25	Making Left Turn
188	287C	373.3	8/22/2017	12:12 AM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	None	N	Wild Animal	South	SUV	No Impairment Suspected	No Apparent Contributing Factor	60	Going Straight
189	287C	373.43	8/5/2017	4:00 AM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	None	N	Wild Animal	North	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	No Apparent Contributing Factor	60	Avoiding Object/Vehicle in Roadway
190	287C	373.8	9/2/2018	7:30 PM	Evident, Incapacitating (A)	On Road	Non-Intersection	2	Straight On Level	Dry	Down or Dusk	None	N	Rear End	South	SUV	Alcohol and Drugs	DUI/DWI/PUID	65	Going Straight
191	287C	373.82	8/9/2020	11:55 AM	Evident Non-Incapacitating (B)	On Road	Intersection Related	2	Straight On Grade	Dry	Daylight	None	N	Broadside	West	Passenger Car/Van	No Impairment Suspected	Other Factor(Describe in Narrative)	15	Making Left Turn
192	287C	373.9	9/5/2020	2:15 PM	Possible/Complaint of Injury (C)	On Road	Intersection Related	2	Straight On Level	Dry	Daylight	None	N	Rear End	North	Pickup Truck/Utility Van	No Impairment Suspected	Driver Preoccupied	40	Changing Lanes
193	287C	374	2/19/2021	5:21 PM	No Injury (PDO)	On Road	Non-Intersection	2	Straight On Level	Snowy w/Visible Snowy Treatment	Down or Dusk	Wind	N	Rear End	South	Passenger Car/Van	No Impairment Suspected	Driver Inexperience	45	Slowing
194	287C	374.15	9/22/2021	12:00 AM	No Injury (PDO)	On Road	Intersection Related	2	Straight On Level	Dry	Daylight	None	N	Rear End	South	SUV	No Impairment Suspected	No Apparent Contributing Factor	5	Going Straight
195	287C	374.2	4/8/2017	7:00 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Down or Dusk	None	N	Wild Animal	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	50	Going Straight
196	287C	374.21	5/22/2019	1:05 PM	Fatal (K)	On Road	AI Driveway Access	2	Straight On Grade	Dry	Daylight	None	N	Rear End	South	SUV	No Impairment Suspected	Driver Inexperience	75	Going Straight
197	287C	374.5	7/20/2019	11:03 PM	Evident Non-Incapacitating (B)	Off Road Right	Non-Intersection	1	Straight On Grade	Wet	Dark Un-Lighted	None	N	Culvert or Headwall	North	Pickup Truck/Utility Van	No Impairment Suspected	Distraacted by Passenger	70	Drove Wrong Way
198	287C	374.5	5/15/2020	9:35 AM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Straight On Grade	Dry	Daylight	None	N	Overturning	North	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	Driver Preoccupied	55	Going Straight
199	287C	374.6	8/10/2020	9:05 PM	Possible/Complaint of Injury (C)	Off Road Right	Non-Intersection	1	Straight On Grade	Dry	Dark Un-Lighted	None	N	Large Boulder	North	Passenger Car/Van	No Impairment Suspected	Illness	65	Going Straight
200	287C	375.1	5/24/2019	7:30 AM	Evident Non-Incapacitating (B)	On Road	Non-Intersection	1	Straight On Grade	Dry	Down or Dusk	None	N	Wild Animal	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
201	287C	375.5	9/11/2020	5:50 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Daylight	None	N	Wild Animal	South	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
202	287C	375.6	3/19/2019	2:20 PM	No Injury (PDO)	On Road	Non-Intersection	2	Straight On Level	Dry	Daylight	Wind	N	Rear End	South	Hit and Run - Unknown	No Impairment Suspected	No Apparent Contributing Factor	60	Going Straight
203	287C	376	1/21/2019	8:15 PM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Straight On Grade	Icy	Dark Un-Lighted	Wind	N	Guard Rail	North	SUV	No Impairment Suspected	Other Factor(Describe in Narrative)	65	Drove Wrong Way
204	287C	376.08	9/22/2018	2:45 AM	Evident Non-Incapacitating (B)	Off Road Right	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	None	N	Deileator Post	North	SUV	No Impairment Suspected	Asleep at the Wheel	65	Going Straight
205	287C	376.28	11/1/2017	5:40 AM	Evident Non-Incapacitating (B)	Off Road Right	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	Wind	N	Overturning	North	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	Other Factor(Describe in Narrative)	65	Going Straight
206	287C	376.3	6/11/2018	9:20 PM	No Injury (PDO)	Off Road Left	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	None	N	Overturning	North	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Drove Wrong Way
207	287C	376.3	3/11/2017	2:50 PM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Straight On Grade	Dry	Daylight	None	N	Fence or Fence Part	North	Pickup Truck/Utility Van	No Impairment Suspected	Asleep at the Wheel	65	Weaving
208	287C	376.42	2/27/2021	4:38 PM	Fatal (K)	On Road	Non-Intersection	2	Straight On Grade	Icy	Down or Dusk	Wind	N	Sideways Opposite Direction	South	Pickup Truck/Utility Van	Illegal Drugs	Unknown	60	Drove Wrong Way
209	287C	376.5	4/21/2018	12:30 AM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Straight On Grade	Slushy	Daylight	Snow/Sleet/Hail	N	Overturning	North	Pickup Truck/Utility Van	No Impairment Suspected	Driver Inexperience	65	Going Straight
210	287C	377	7/8/2020	5:05 PM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Straight On Level	Dry	Daylight	None	N	Culvert or Headwall	North	Pickup Truck/Utility Van	No Impairment Suspected	Asleep at the Wheel	65	Drove Wrong Way
211	287C	377.06	4/2/2020	6:50 AM	Evident, Incapacitating (A)	Off Road Left	Non-Intersection	1	Straight On Level	Icy	Down or Dusk	Snow/Sleet/Hail	N	Overturning	South	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Drove Wrong Way
212	287C	377.2	3/28/2018	9:24 AM	No Injury (PDO)	Off Road Left	Non-Intersection	1	Straight On Grade	Icy	Daylight	None	N	Overturning	North	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
213	287C	377.2	8/31/2017	2:30 AM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	None	N	Other Object	North	Passenger Car/Van	No Impairment Suspected	Asleep at the Wheel	65	Going Straight
214	287C	377.4	7/17/2018	7:15 PM	Fatal (K)	On Road	Non-Intersection	2	Straight On Level	Dry	Down or Dusk	None	N	Head On	North	Pickup Truck/Utility Van	Alcohol and Drugs	DUI/DWI/PUID	65	Other
215	287C	377.5	7/16/2018	10:02 PM	No Injury (PDO)	Off Road Left	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	None	N	Embankment or Ditch	North	Passenger Car/Van	No Impairment Suspected	Other Factor(Describe in Narrative)	65	Drove Wrong Way
216	287C	378	4/22/2018	11:15 AM	Evident, Incapacitating (A)	Off Road Right	Non-Intersection	1	Straight On Level	Dry	Daylight	None	N	Embankment or Ditch	North	Passenger Car/Van	Alcohol and Drugs	DUI/DWI/PUID	80	Going Straight
217	287C	378.5	8/30/2019	8:40 AM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Dry	Daylight	None	N	Wild Animal	North	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
218	287C	378.5	6/26/2017	5:45 AM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Curve On Grade	Dry	Daylight	None	N	Traffic Sign or Post or Overhead Sign Structure	South	Passenger Car/Van	No Impairment Suspected	Asleep at the Wheel	65	Going Straight
219	287C	378.62	2/27/2020	4:00 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Grade	Dry	Daylight	Wind	N	Wild Animal	South	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
220	287C	378.7	10/17/2018	5:49 AM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Dry	Dark Un-Lighted	None	N	Wild Animal	South	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	60	Going Straight
221	287C	378.7	11/5/2018	5:25 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	Wind	N	Wild Animal	North	SUV	No Impairment Suspected	No Apparent Contributing Factor	30	Going Straight
222	287C	378.9	10/5/2018	8:30 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Dark Un-Lighted	None	N	Wild Animal	South	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
223	287C	378.94	6/26/2018	1:14 PM	Evident, Incapacitating (A)	On Road	Intersection Related	2	Straight On Grade	Dry	Daylight	None	N	Overturning	North	Other	No Impairment Suspected	No Apparent Contributing Factor	65	Making Right Turn
224	287C	379	10/13/2021	12:00 AM	Possible/Complaint of Injury (C)	Off Road Right	Non-Intersection	1	Curve On Grade	Icy	Dark Un-Lighted	Wind	N	Embankment or Ditch	North	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	No Apparent Contributing Factor	55	Going Straight
225	287C	379	10/13/2021	11:50 AM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Grade	Dry	Daylight	None	N	Other Object	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	5	Drove Wrong Way
226	287C	379.1	6/22/2018	11:00 AM	No Injury (PDO)	Off Road Left	Non-Intersection	1	Curve On Grade	Dry	Daylight	None	N	Guard Rail	North	SUV w/Trailer	No Impairment Suspected	No Apparent Contributing Factor	60	Going Straight
227	287C	379.2	5/22/2018	8:20 PM	Possible/Complaint of Injury (C)	Off Road Right	Non-Intersection	1	Straight On Level	Wet	Dark Un-Lighted	Rain	N	Overturning	North	Passenger Car/Van	No Impairment Suspected	Driver Inexperience	70	Going Straight
228	287C	379.5	11/1/2021	12:00 AM	No Injury (PDO)	Off Road Left	Non-Intersection	1	Straight On Grade	Dry	Daylight	None	N	Large Boulder	North	SUV	No Impairment Suspected	Driver Preoccupied	70	Going Straight</

#	Hwy	MP	Date	Time	Sever-ity	Location	Road Description	# of Veh	Road Contour	Road Condition	Lighting	Weather	Ramp	Accident Type	Dir	Vehicle Type	Drugs/Alcohol	Human Factor	Speed	Vehicle Movement
260	287C	381.2	7/13/2017	5:40 AM	Possible/Complaint of Injury (C)	Off Road Right	Non-Intersection	1	Straight On Grade	Dry	Dawn or Dusk	None	N	Guard Rail	South	Passenger Car/Van	No Impairment Suspected	Driver Emotionally Upset	65	Going Straight
261	287C	381.3	5/29/2017	10:30 AM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Grade	Dry	Daylight	None	N	Wild Animal	Northwest	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	67	Going Straight
262	287C	381.3	6/10/2017	2:05 AM	No Injury (PDO)	On Road	Intersection	2	Straight On Grade	Dry	Dark Un-Lighted	None	N	Sideways Opposite Direction	South	SUV	Alcohol	DUI/DWI/AIUIJ	60	Other
263	287C	381.3	12/11/2017	8:55 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Grade	Dry	Dark Un-Lighted	None	N	Wild Animal	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
264	287C	381.6	10/28/2020	6:34 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Grade	Dry	Dark Un-Lighted	None	N	Wild Animal	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
265	287C	381.6	11/3/2021	12:00 AM	No Injury (PDO)	Off Road Left	Non-Intersection	1	Straight On Grade	Icy	Dawn or Dusk	None	N	Wild Animal	North	Pickup Truck/Utility Van	No Impairment Suspected	Unknown	65	Avoiding Object/Vehicle in Roadway
266	287C	381.7	3/20/2020	4:30 PM	Possible/Complaint of Injury (C)	On Road	Non-Intersection	2	Straight On Grade	Snowy	Daylight	Snow/Sleet/Hail	N	Rear End	North	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	Driver Inexperience	40	Going Straight
267	287C	381.73	11/1/2021	12:00 AM	Evident Non-Incapacitating (B)	Off Road Right	Non-Intersection	1	Straight On Grade	Icy	Daylight	None	N	Embankment or Ditch	North	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	60	Going Straight
268	287C	381.9	9/1/2019	2:30 PM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Straight On Grade	Wet	Daylight	Rain	N	Traffic Sign or Post or Overhead Sign Structure	South	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	55	Going Straight
269	287C	381.9	10/21/2019	1:15 AM	Evident Non-Incapacitating (B)	Off Road Right	Non-Intersection	1	Straight On Grade	Icy	Dark Un-Lighted	Snow/Sleet/Hail	N	Embankment or Ditch	South	SUV	No Impairment Suspected	No Apparent Contributing Factor	30	Going Straight
270	287C	381.9	10/18/2020	5:35 AM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Straight On Grade	Wet	Dark Un-Lighted	Rain	N	Cable Rail	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	50	Going Straight
271	287C	381.9	3/24/2021	12:00 AM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Dry	Daylight	None	N	Wild Animal	South	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
272	287C	381.94	3/20/2020	4:40 PM	No Injury (PDO)	Off Road in Median	Non-Intersection	2	Straight On Grade	Icy	Daylight	Snow/Sleet/Hail	N	Sideways Opposite Direction	North	Hit and Run - Unknown	No Impairment Suspected	No Apparent Contributing Factor	0	Changing Lanes
273	287C	382	7/28/2019	1:30 PM	Possible/Complaint of Injury (C)	Off Road Right	Non-Intersection	1	Curve On Grade	Dry	Daylight	None	N	Large Boulder	South	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	69	Going Straight
274	287C	382	5/28/2021	8:48 PM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Dry	Dawn or Dusk	None	N	Wild Animal	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	75	Going Straight
275	287C	382	11/6/2021	6:30 PM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Dry	Dark Un-Lighted	None	N	Wild Animal	North	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
276	287C	382.01	4/27/2018	11:45 PM	No Injury (PDO)	On Road	Intersection Related	1	Straight On Grade	Dry	Dark Un-Lighted	None	N	Wild Animal	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
277	287C	382.2	3/21/2017	7:00 AM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Dry	Dawn or Dusk	None	N	Wild Animal	South	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	0	Going Straight
278	287C	382.3	11/25/2019	2:00 PM	No Injury (PDO)	On Road	Non-Intersection	2	Curve On Grade	Snowy	Daylight	Snow/Sleet/Hail	N	Parked Motor Vehicle	South	Passenger Car/Van	No Impairment Suspected	Driver Unfamiliar with Area	55	Slowing
279	287C	382.3	4/15/2020	10:15 PM	Possible/Complaint of Injury (C)	On Road	Non-Intersection	2	Straight On Grade	Snowy	Dark Un-Lighted	Snow/Sleet/Hail	N	Rear End	South	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	Driver Inexperience	25	Drove Wrong Way
280	287C	382.3	6/19/2018	12:45 PM	Evident, incapacitating (A)	Off Road Left	Non-Intersection	1	Curve On Grade	Wet	Daylight	Rain	N	Overturning	South	SUV	No Impairment Suspected	No Apparent Contributing Factor	60	Drove Wrong Way
281	287C	382.4	6/5/2018	8:10 AM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Dry	Daylight	None	N	Wild Animal	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	68	Going Straight
282	287C	382.4	8/21/2018	3:00 PM	No Injury (PDO)	Off Road Left	Non-Intersection	1	Curve On Grade	Wet	Daylight	Rain	N	Embankment or Ditch	South	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	65	Drove Wrong Way
283	287C	382.5	8/29/2019	2:45 PM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Straight On Grade	Dry	Daylight	None	N	Cable Rail	North	SUV	No Impairment Suspected	Other Factor(Describe in Narrative)	60	Drove Wrong Way
284	287C	382.5	11/25/2019	12:19 PM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Curve On Grade	Icy	Daylight	Snow/Sleet/Hail	N	Guard Rail	South	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Drove Wrong Way
285	287C	382.52	8/6/2021	2:20 PM	Possible/Complaint of Injury (C)	Off Road Left	Non-Intersection	1	Straight On Grade	Wet	Daylight	Rain	N	Barriade	South	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Drove Wrong Way
286	287C	382.55	8/8/2019	1:00 AM	PDO	On Road	Non-Intersection	1	Curve On Grade	Dry	Dark Un-Lighted	None	N	Wild Animal	South	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Drove Wrong Way
287	287C	382.8	2/14/2021	12:00 AM	Evident Non-Incapacitating (B)	Off Road Right	Non-Intersection	1	Straight On Grade	Icy	Daylight	None	N	Other Object	South	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
288	287C	382.85	1/18/2021	6:42 PM	Fatal (K)	On Road	Non-Intersection	2	Straight On Grade	Icy	Dark Un-Lighted	None	N	Sideways Opposite Direction	South	Passenger Car/Van	No Impairment Suspected	Driver Inexperience	65	Drove Wrong Way
289	287C	382.9	9/2/2019	10:06 AM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Curve On Grade	Dry	Daylight	None	N	Cable Rail	South	Passenger Car/Van	No Impairment Suspected	Asleep at the Wheel	60	Drove Wrong Way
290	287C	383	6/28/2020	7:45 PM	Evident Non-Incapacitating (B)	On Road	Non-Intersection	2	Straight On Grade	Dry	Daylight	None	N	Rear End	North	Passenger Car/Van	No Impairment Suspected	Distracted by Passenger	60	Going Straight
291	287C	383	4/15/2018	1:27 PM	Evident, incapacitating (A)	Off Road Right	Non-Intersection	1	Straight On Grade	Dry	Daylight	None	N	Large Boulder	North	Passenger Car/Van	No Impairment Suspected	Asleep at the Wheel	13	Going Straight
292	287C	383	6/9/2017	4:15 AM	No Injury (PDO)	Off Road Left	At Driveway Access	1	Curve On Grade	Dry	Dark Un-Lighted	None	N	Trees or Shrubs	South	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	Illness	5	Making Left Turn
293	287C	383	10/28/2017	3:25 AM	No Injury (PDO)	Off Road Left	Non-Intersection	1	Curve On Grade	Dry	Dark Un-Lighted	None	N	Cable Rail	South	Pickup Truck/Utility Van	No Impairment Suspected	Asleep at the Wheel	65	Going Straight
294	287C	383	3/4/2021	3:20 PM	Possible/Complaint of Injury (C)	On Road	Non-Intersection	2	Curve On Grade	Dry	Daylight	None	N	Vehicle Cargo or Debris	South	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	No Apparent Contributing Factor	60	Going Straight
295	287C	383.1	12/7/2020	6:55 AM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Dawn or Dusk	None	N	Wild Animal	South	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
296	287C	383.1	12/16/2017	1:45 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Grade	Dry	Daylight	None	N	Wild Animal	North	SUV	No Impairment Suspected	No Apparent Contributing Factor	70	Going Straight
297	287C	383.37	11/14/2021	10:58 AM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Straight On Grade	Dry	Daylight	Wind	N	Cable Rail	North	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
298	287C	383.4	11/23/2017	6:45 AM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Dry	Dawn or Dusk	None	N	Wild Animal	North	SUV	No Impairment Suspected	No Apparent Contributing Factor	60	Going Straight
299	287C	383.4	11/23/2017	11:00 AM	Evident Non-Incapacitating (B)	On Road	Non-Intersection	1	Curve On Grade	Dry	Daylight	Wind	N	Wild Animal	North	Pickup Truck/Utility Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
300	287C	383.42	9/26/2021	7:45 PM	No Injury (PDO)	On Road	Non-Intersection	1	Curve On Grade	Dry	Dark Un-Lighted	None	N	Wild Animal	South	Passenger Car/Van	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
301	287C	383.6	11/21/2020	9:25 PM	No Injury (PDO)	On Road	At Driveway Access	2	Straight On Grade	Dry	Dark Un-Lighted	None	N	Approach Turn	North	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	Driver Unfamiliar with Area	55	Making Left Turn
302	287C	384	12/11/2020	8:20 AM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Straight On Grade	Snowy	Daylight	Snow/Sleet/Hail	N	Traffic Sign or Post or Overhead Sign Structure	South	Passenger Car/Van	No Impairment Suspected	Driver Unfamiliar with Area	55	Going Straight
303	287C	384.03	11/5/2018	7:50 AM	No Injury (PDO)	Off Road Right	Non-Intersection	1	Straight On Level	Icy	Daylight	None	N	Large Boulder	South	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	No Apparent Contributing Factor	40	Going Straight
304	287C	384.1	10/9/2019	9:50 AM	Possible/Complaint of Injury (C)	On Road	Non-Intersection	1	Curve On Grade	Dry	Daylight	None	N	Wild Animal	North	SUV	No Impairment Suspected	No Apparent Contributing Factor	65	Going Straight
305	287C	384.1	4/29/2018	6:45 PM	No Injury (PDO)	On Road	Non-Intersection	1	Straight On Level	Dry	Daylight	None	N	Wild Animal	South	SUV	No Impairment Suspected	No Apparent Contributing Factor	70	Going Straight
306	287C	384.5	9/6/2021	12:00 AM	Evident Non-Incapacitating (B)	Off Road Right	Non-Intersection	1	Curve On Grade	Dry	Daylight	None	N	Traffic Sign or Post or Overhead Sign Structure	South	SUV	No Impairment Suspected	Driver Preoccupied	65	Weaving
307	287C	384.7	5/11/2021	12:00 AM	No Injury (PDO)	Off Road Left	Non-Intersection	1	Curve On Grade	Snowy	Dark Un-Lighted	Snow/Sleet/Hail	N	Embankment or Ditch	South	Trucks over 10k/Buses over 15 Passengers	No Impairment Suspected	Driver Inexperience	60	Drove Wrong Way
308	287C	384.9	10/23/2019	8:05 AM	Possible/Complaint of Injury (C)	Off Road Right	Non-Intersection	1	Straight On Level	Dry w/Visible Slushy Treatment	Daylight	Snow/Sleet/Hail	N	Traffic Sign or Post or Overhead Sign Structure	South	SUV	No Impairment Suspected	Driver Fatigue	35	Drove Wrong Way
309	287C	384.9	2/13/2021	3:20 PM	PDO	Off Road Right	Non-Intersection	1	Straight On Grade	Icy	Daylight	Snow/Sleet/Hail	N	Barriade	North	Passenger Car/Van	Unknown	Unknown	65	Going Straight

# Appendix B: Geometric Concepts



Know what's below.  
Call before you dig.



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**PRELIMINARY  
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Print Date: 11/21/2023  
 File Name: SHEET\_N CD Rd 4.3F.dgn  
 Horiz. Scale: 1:200  
 Unit Information

**Stofus**  
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 Greenwood Village, CO 80111  
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Detailer:	
Sheet Subset:	Subset Sheets:

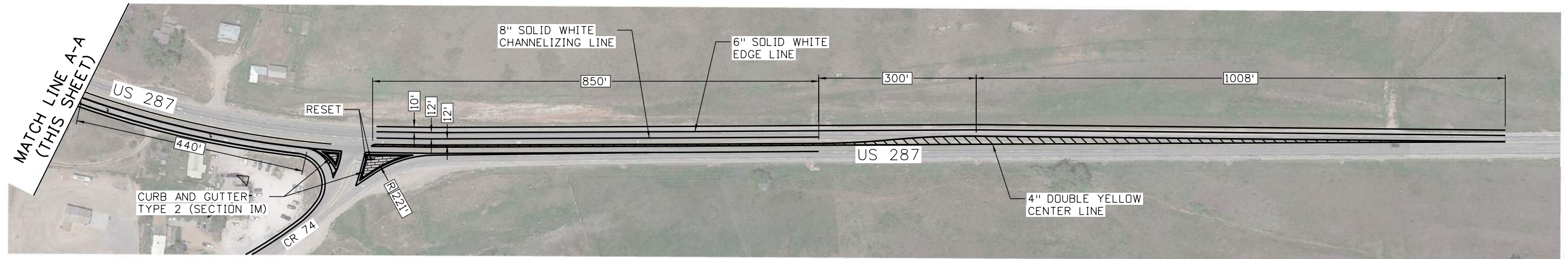
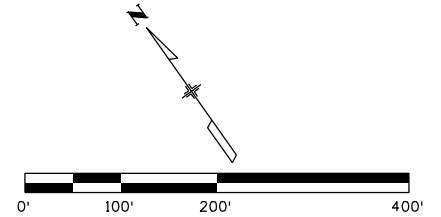
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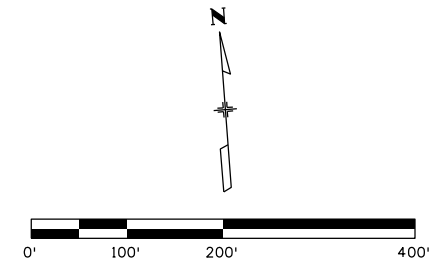
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**PRELIMINARY  
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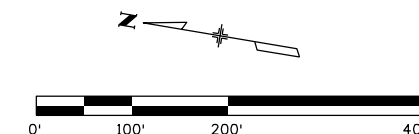
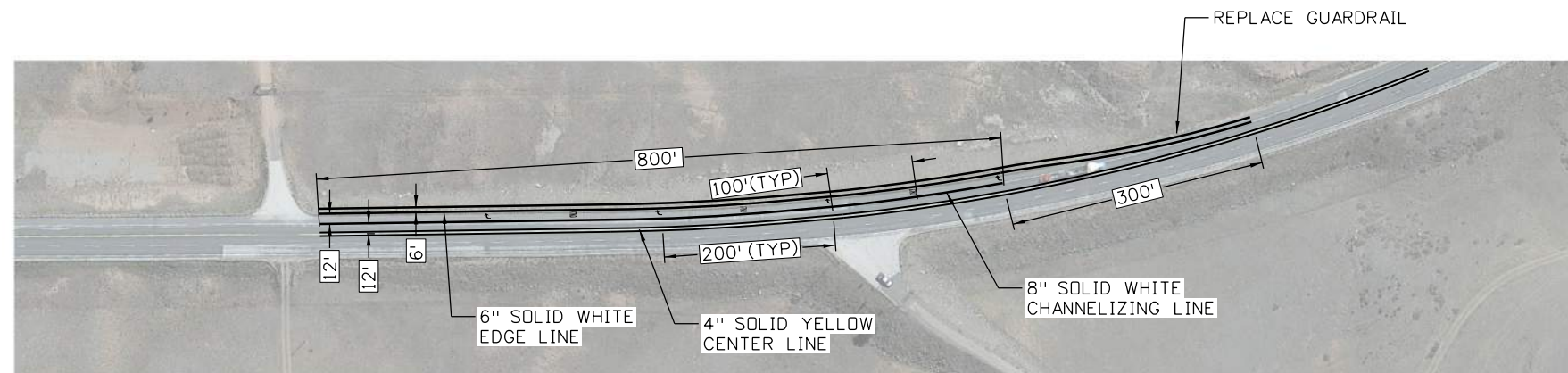
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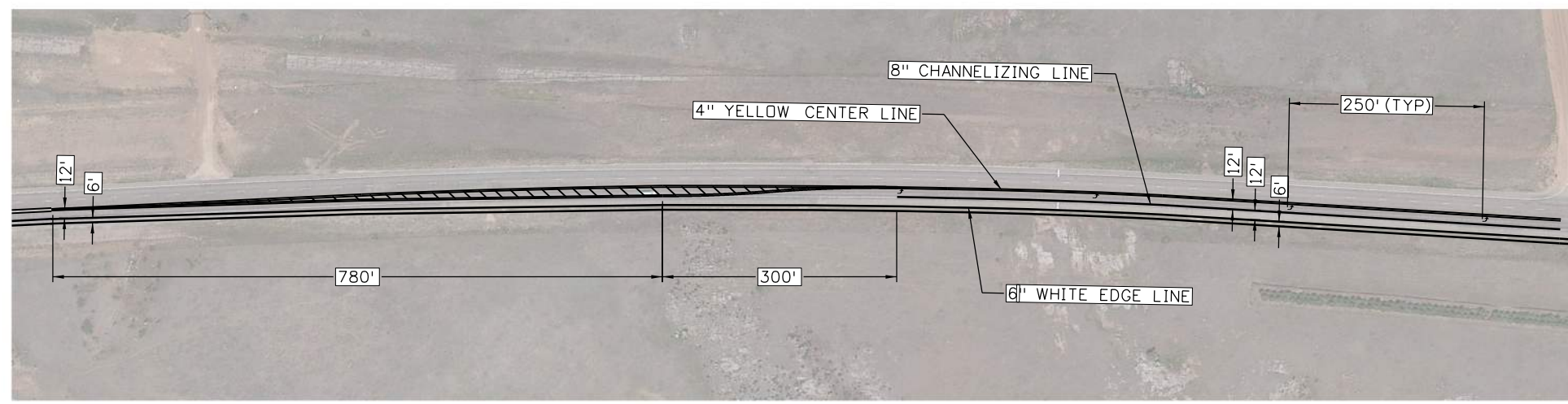
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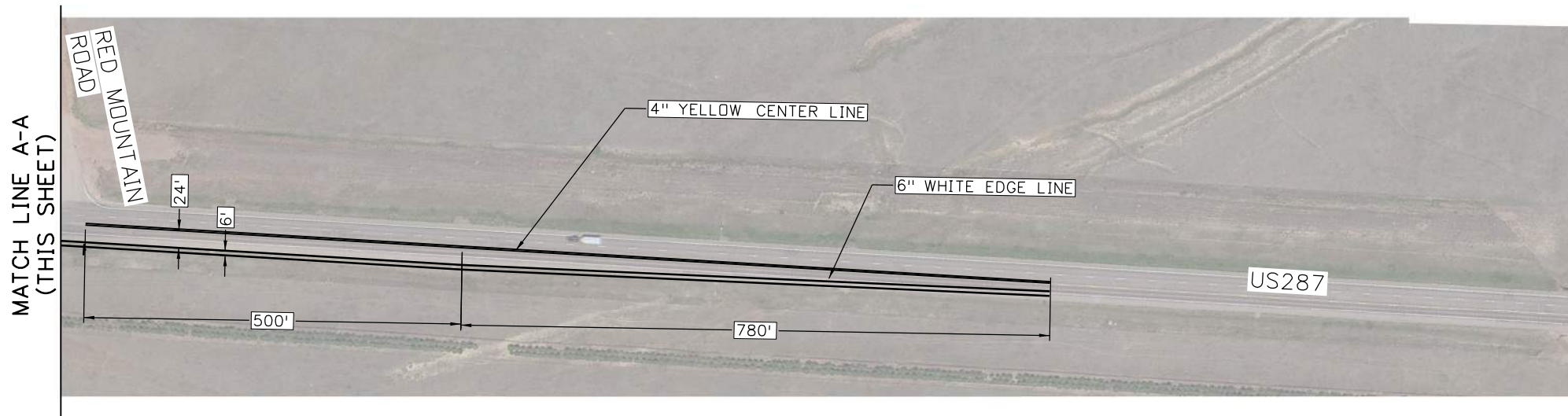
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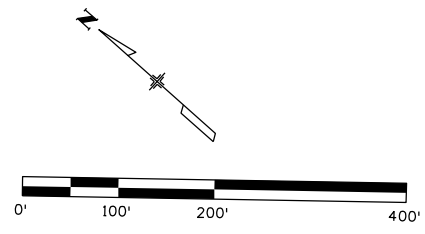
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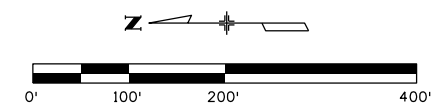
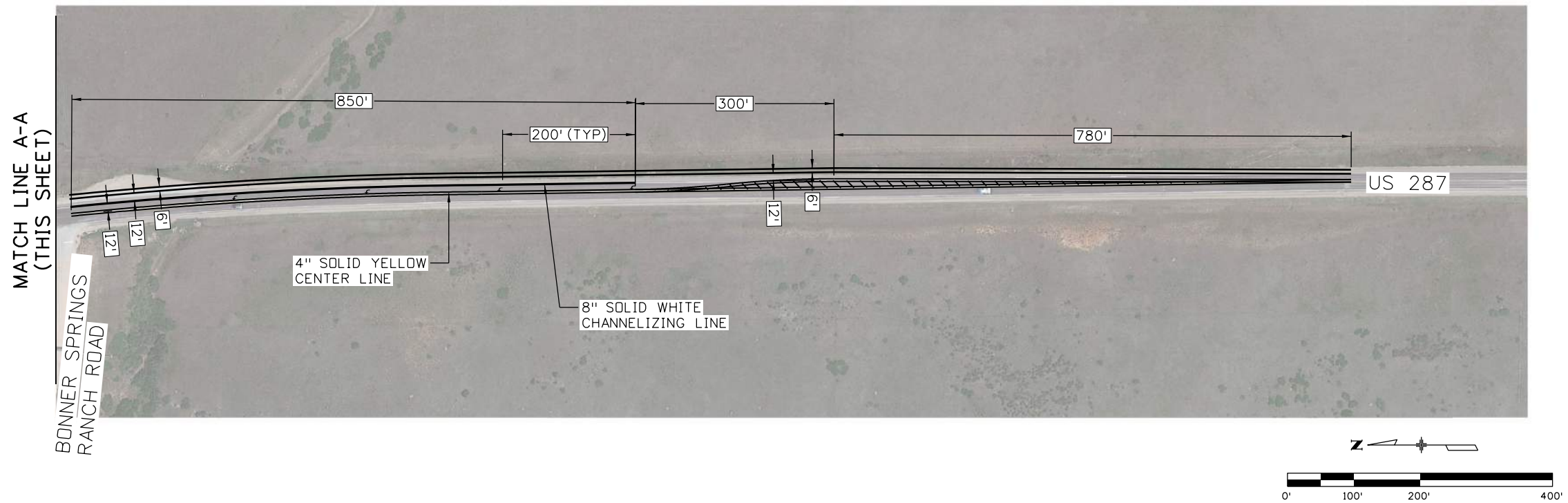
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RED MOUNTAIN ROAD			
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Detailer:			
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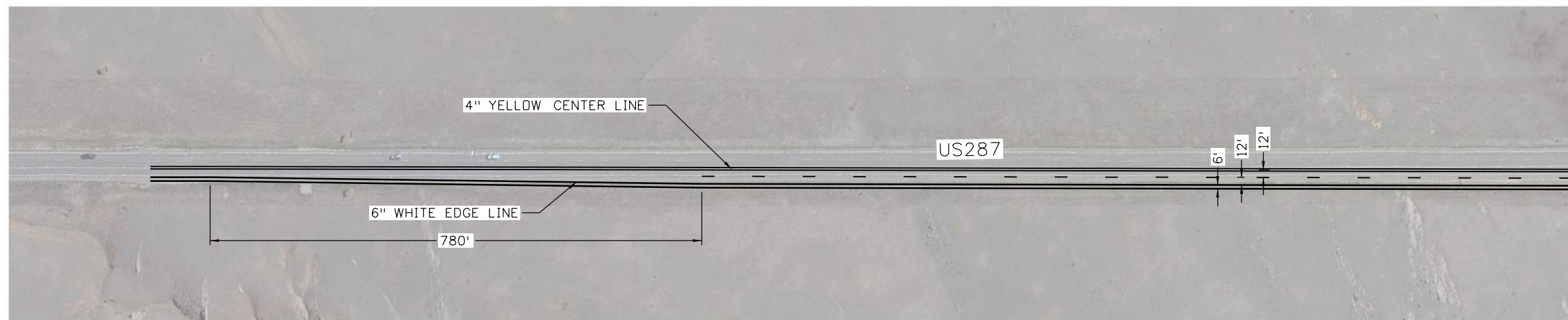
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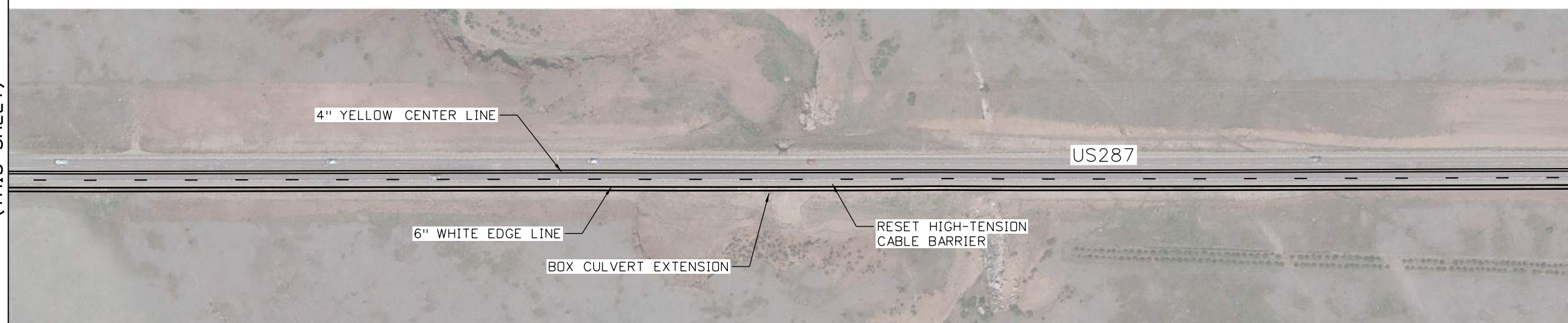




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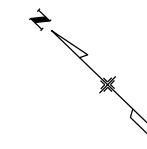


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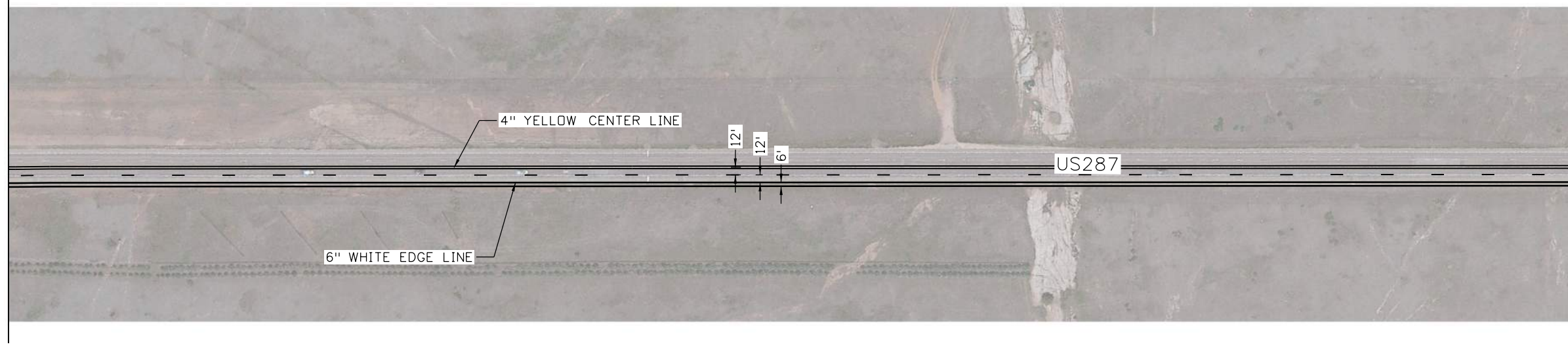
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Detailer:			
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Project No./Code
Sheet Number



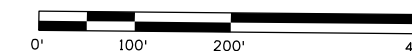
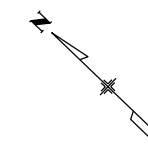
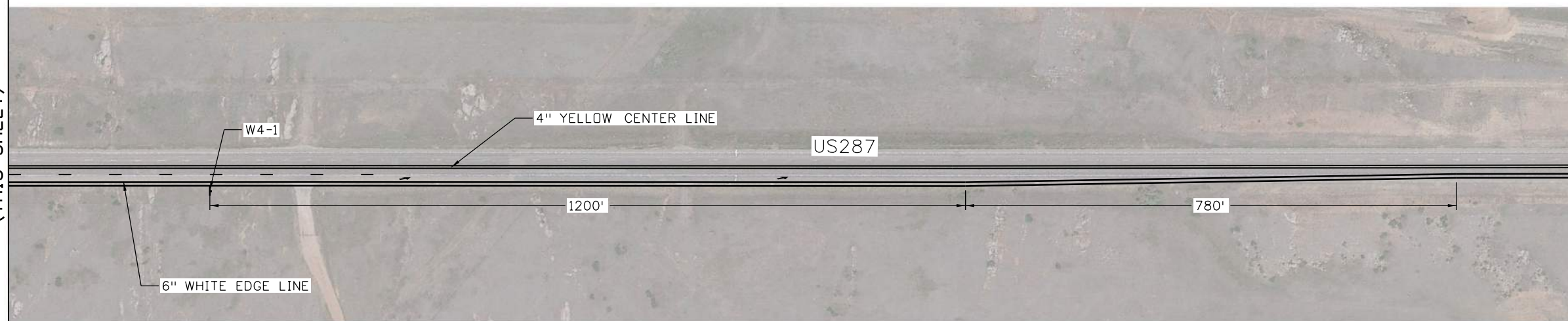
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Sheet Revisions		
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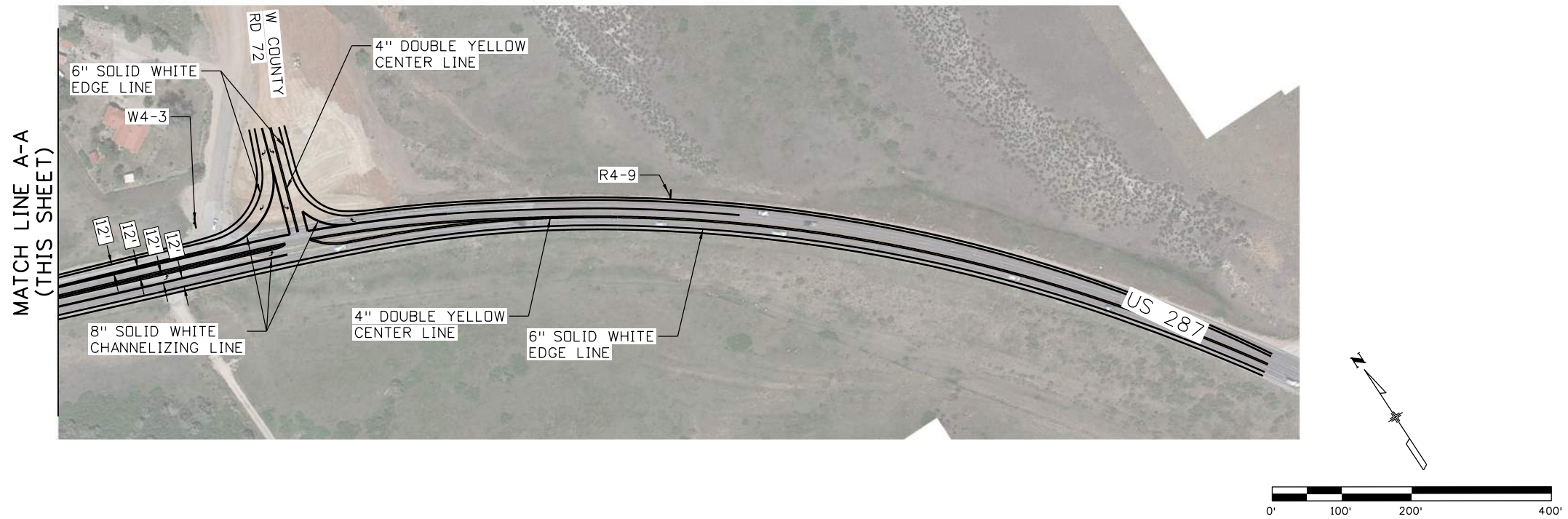
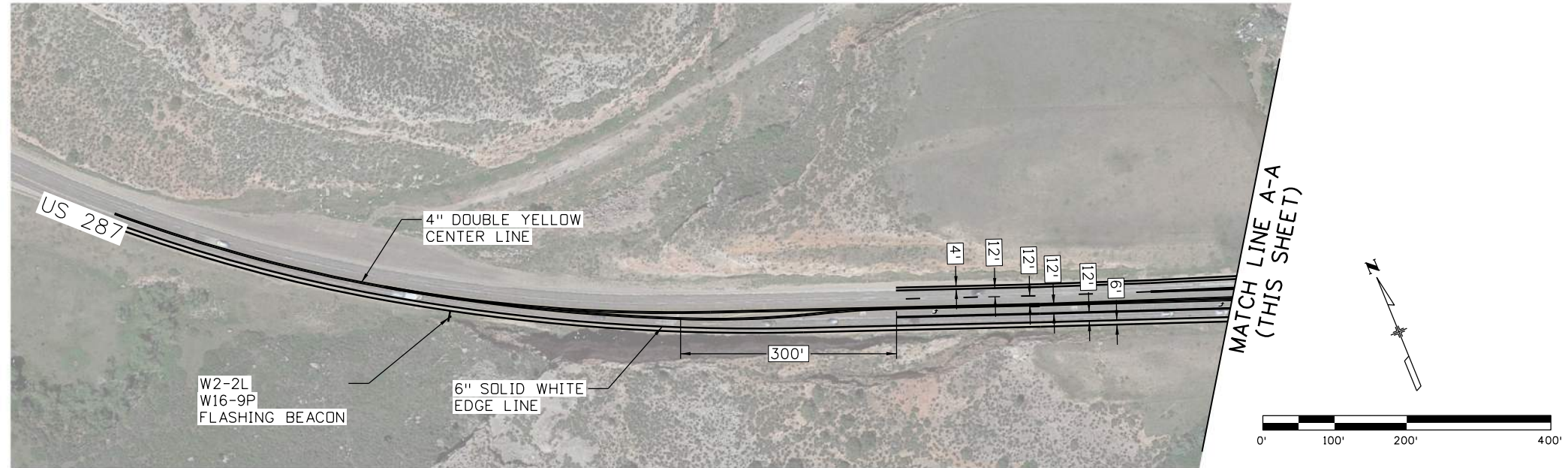
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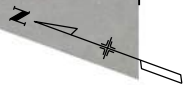
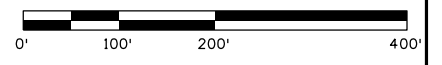
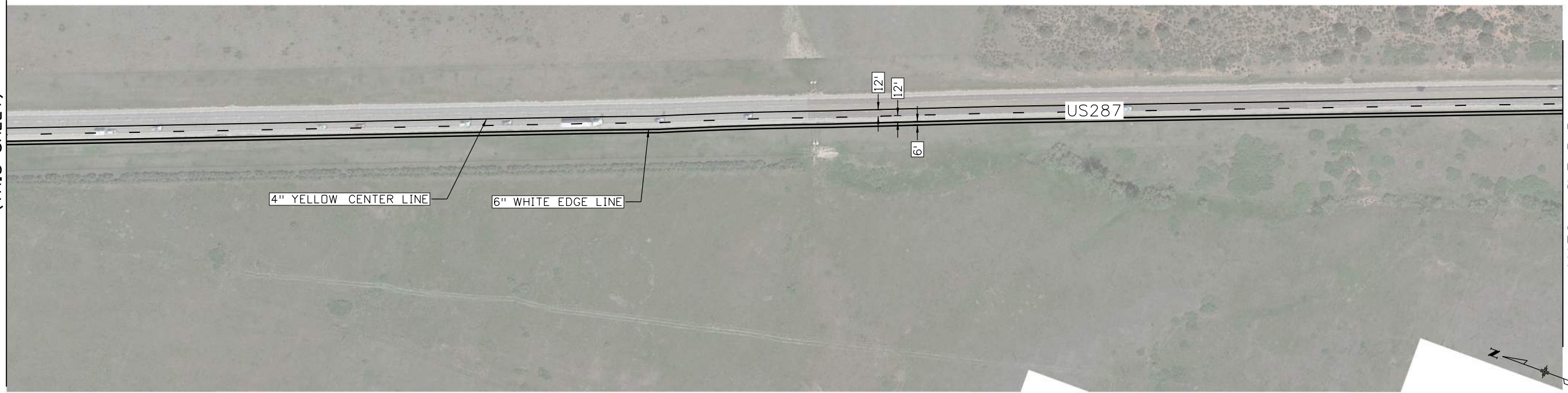


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Print Date: 11/21/2023
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<small>5690 DTC Boulevard, Suite 330W Greenwood Village, CO 80111 Phone: 303-221-2330 Fax: 303-221-2331 www.stofusandassociates.com</small>

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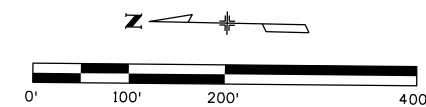
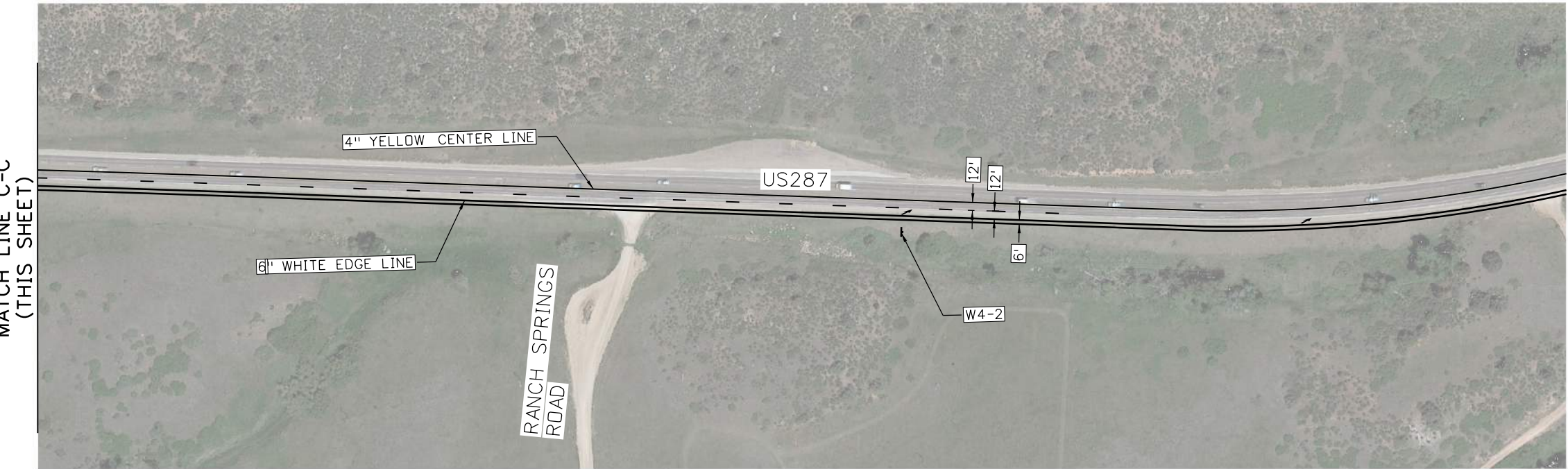
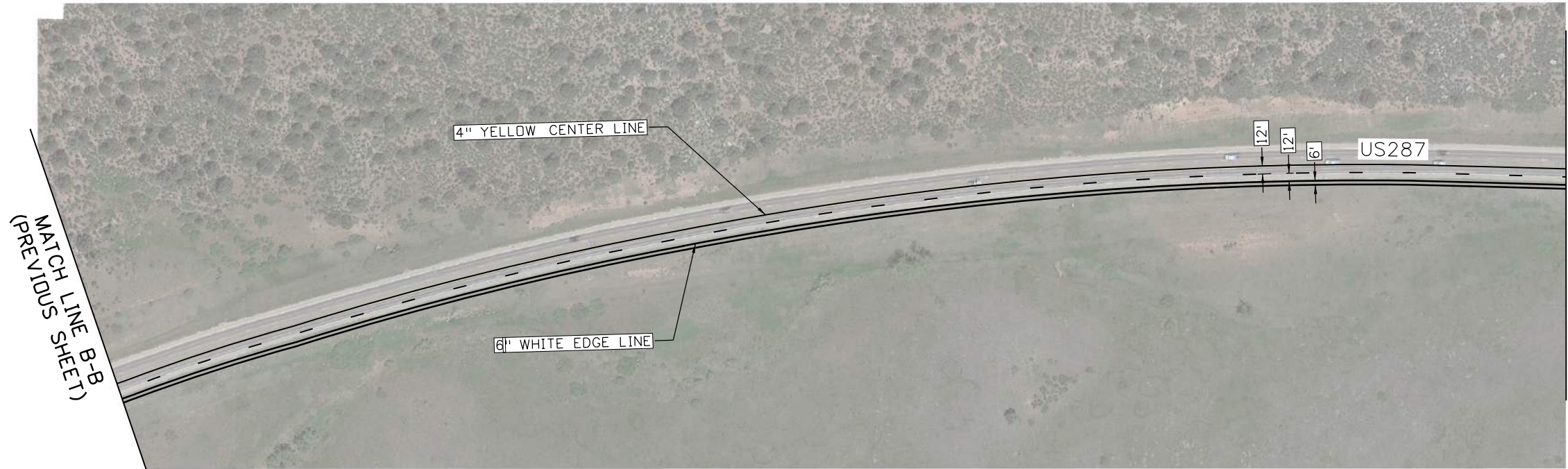
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Detailer:			
Sheet Subset:	Subset Sheets:		

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Print Date: 11/21/2023
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Region 4      CB

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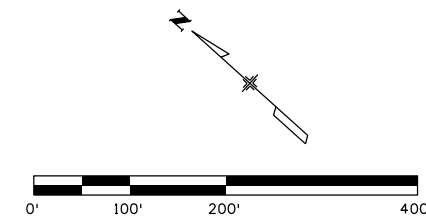
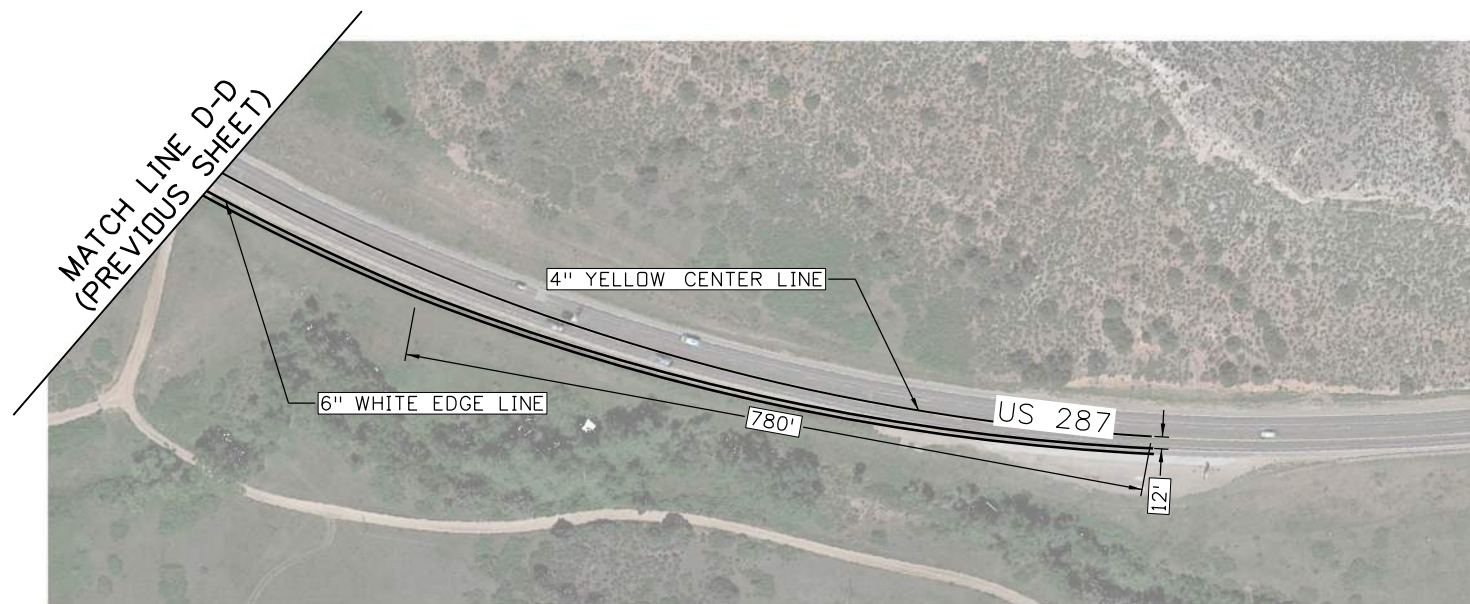
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Region 4      CB

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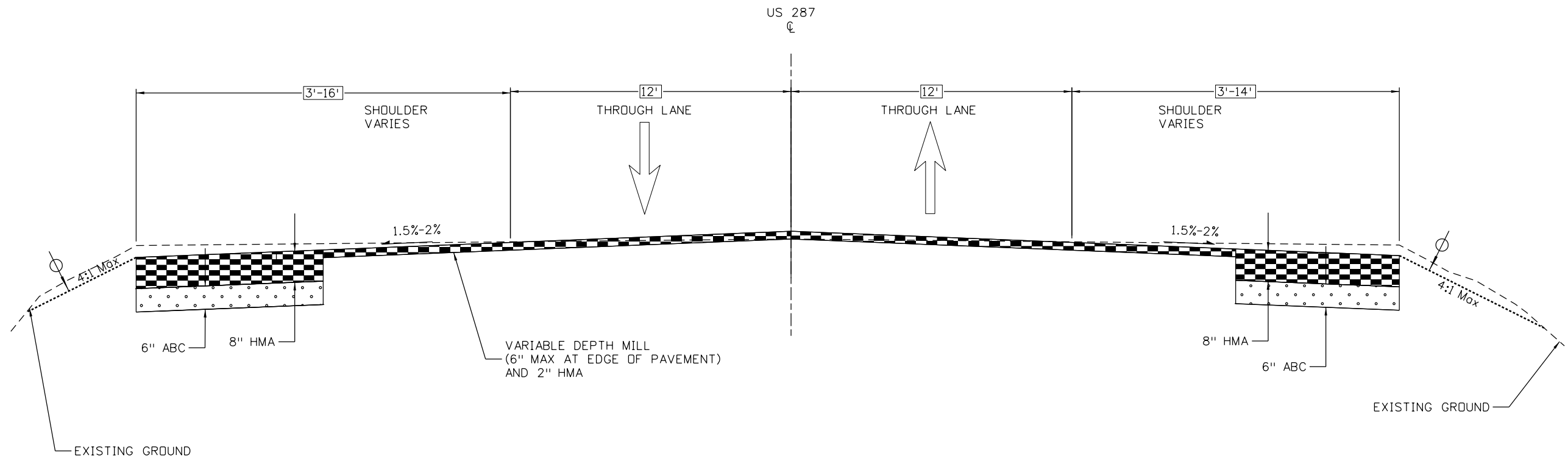
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Know what's below.  
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Begin Milepost	End Milepost	Lane width	Shoulder Width	Direction	Existing Cross-Slope		Proposed cross-slope	Variable Depth Mill (inches)
374.92	377.99	12 ft	3 ft to 14 ft	SB	-0.69%	to 0.99%	1.5%	1 to 6
379.22	379.27	12 ft	4 ft	SB	-0.57%	to 0.76%	1.5%	2 to 5
380.44	380.53	12 ft	8 ft	SB	0.13%	to 0.79%	2.0%	4 to 6
384.14	384.32	12 ft	13 ft to 16 ft	SB	-0.73%	to 0.92%	1.5%	1 to 5
374.98	377.76	12 ft	3 ft to 14 ft	NB	-0.95%	to 0.22%	2.0%	4
379.20	379.26	12 ft	4 ft	NB	-0.97%	to -0.18%	2.0%	3 to 5
380.43	380.53	12 ft	8 ft	NB	-0.91%	to 0.19%	1.5%	2 to 5
381.25	381.27	12 ft	14 ft	NB	-0.98%	to -0.59%	2.0%	3 to 4
383.94	384.15	13 ft	15ft	NB	-1.42%	to 0.51%	1.5%	0.3-6



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**PRELIMINARY  
PLANS NOT FOR  
CONSTRUCTION**

Print Date: 11/21/2023
File Name: SHEET_CrossSlope.dgn NTS
Horiz. Scale:
Unit Information
<b>Stofus</b>
5690 DTC Boulevard, Suite 330W Greenwood Village, CO 80111 Phone: 303-221-2330 Fax: 303-221-2331 www.stofusandassociates.com

Sheet Revisions		
Date:	Comments	Init.

Colorado Department of Transportation

10601 West 10th Street  
Greeley, CO 80634  
Phone: 720-497-6918  
Fax: 720-497-6901

Region 4 CB

<b>As Constructed</b>
No Revisions:
Revised:
Void:

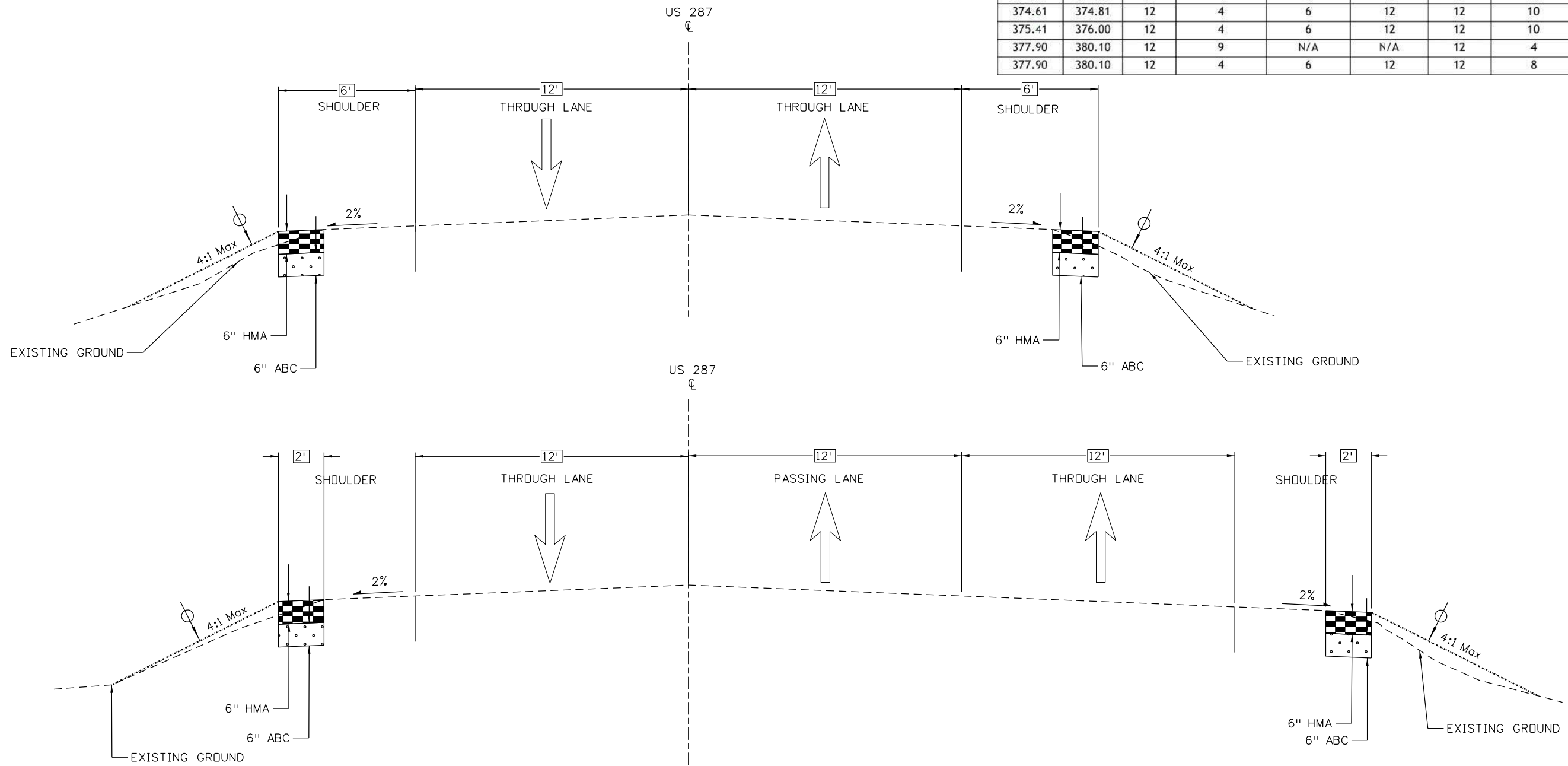
<b>CROWN IMPROVEMENT</b>			
Designer:	Structure Numbers		
Detailer:			
Sheet Subset:	Subset Sheets:		

<b>Project No./Code</b>
Sheet Number



Know what's below.  
Call before you dig.

Start Milepost	End Milepost	NB Lane width	Existing NB Shoulder Width	Proposed NB Shoulder Width	NB Passing Lane Width	SB Lane width	Existing SB Shoulder Width	Proposed SB Shoulder Width	SB Passing Lane Width
367.73	368.03	12	10	N/A	N/A	12	4	6	12
369.34	369.44	12	4	6	12	12	10	N/A	N/A
370.80	371.00	12	5	6	12	12	10	N/A	N/A
371.61	372.30	12	6	N/A	12	12	10	N/A	N/A
373.08	373.67	12	4	6	12	12	10	N/A	N/A
374.11	374.51	12	4	6	12	12	10	N/A	N/A
374.61	374.81	12	4	6	12	12	10	N/A	N/A
375.41	376.00	12	4	6	12	12	10	N/A	N/A
377.90	380.10	12	9	N/A	N/A	12	4	6	12
377.90	380.10	12	4	6	12	12	8	N/A	N/A



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**PRELIMINARY  
PLANS NOT FOR  
CONSTRUCTION**

Print Date: 11/21/2023  
File Name: SHEET\_Shoulder.dgn  
Horiz. Scale: NTS  
Unit Information  
**Stofus**  
5690 DTC Boulevard, Suite 330W  
Greenwood Village, CO 80111  
Phone: 303-221-2330  
Fax: 303-221-2331  
www.stofusandassociates.com

Sheet Revisions		
Date:	Comments	Init.



Colorado Department of Transportation  
Region 4  
10601 West 10th Street  
Greeley, CO 80634  
Phone: 720-497-6918  
Fax: 720-497-6901  
CB

As Constructed  
No Revisions:  
Revised:  
Void:

**SHOULDER WIDTH IMPROVEMENT**  
Designer:  
Detailer:  
Sheet Subset:  
Structure Numbers:  
Subset Sheets:

Project No./Code  
Sheet Number

# Appendix C: Cost Data

<b>COLORADO DEPARTMENT OF TRANSPORTATION R4</b> <b>FIR ENGINEER'S OPINION OF PROBABLE COST</b> <b>US 287 and N CO RD 43F</b>		Project #	
		 	
Project Name	US 287 and N CO RD 43F	Date:	02/07/24
County of	Larimer County	P.E. Project code	
Type	Roadway Pavement	Length In Feet	3,081
Prepared by	Stolfus & Associates, Inc.	Length In Miles	0.58
		Thickness in inches	Pavement: 8" HMA
			Base: 6" ABC

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ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
201-00000	CLEARING AND GRUBBING	L S	1	\$55,000	\$55,000.00
202-00220	REMOVAL OF ASPHALT MAT	SY	556	\$6	\$3,336.00
202-01130	REMOVAL OF GUARDRAIL TYPE 3	LF	996	\$7	\$6,972.00
202-01200	REMOVAL OF HIGH-TENSION CABLE BARRIER	LF	817	\$15	\$12,255.00
203-00060	EMBANKMENT MATERIAL (COMPLETE IN PLACE)	CY	12,342	\$30	\$370,260.00
304-06007	AGGREGATE BASE COURSE (CLASS 6)	CY	610	\$66	\$40,430.80
403-34821	HOT MIX ASPHALT (GRADING SX) (100) (PG 58-28)	TON	1,700	\$135	\$229,500.00
603	EXTEND CONCRETE BOX CULVERT	LF	12	\$2,500	\$30,000.00
603	CONCRETE BOX HEADWALLS AND WINGWALLS	EA	1	\$40,000	\$40,000.00
606-00302	GUARDRAIL TYPE 3 (31 INCH MIDWEST GUARDRAIL SYSTEM)	LF	963	\$40	\$38,520.00
606-01385	TRANSITION TYPE 3J	EACH	1	\$2,700	\$2,700.00
606-20010	HIGH-TENSION CABLE BARRIER	LF	825	\$60	\$49,500.00
627-00008	MODIFIED EPOXY PAVEMENT MARKING	GAL	60	\$110	\$6,600.00
627-30205	THERMOPLASTIC PAVEMENT MARKING (WORD-SYMBOL)	SF	211	\$20	\$4,220.00

**Total Major Items** **\$890,000**

Item	Percent Range	Percent Selected	Costs \$
<b>Major Items</b>			<b>\$890,000</b> (A)
Erosion Control / Landscaping / SWMP	1 to 5% of (A)	5%	\$45,000 (B)
Construction Surveying	1 to 5% of (A)	5%	\$45,000 (C)
Construction Phasing & Traffic Control	10 to 25% of (A)+(B)+(C)	20%	\$196,000 (D)
Utilities	1 to 10% of (A)	5%	\$45,000 (E)
Signing	1 to 5% of (A)	2%	\$18,000 (F)
Mobilization	10% of (A)+(B)+(C)+(D)+(E)+(F)	10%	\$124,000 (G)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION BID ITEMS COST, CBI</b>	<b>(A)+(B)+(C)+(D)+(E)+(F)+(G)</b>		<b>\$1,363,000</b> (H)
Force Account - Miscellaneous	1 to 10% of (H)	5%	\$69,000 (I)
Contingency (Inflation)	10 of (H)	10%	\$137,000 (J)
Contingency (Unknowns)	30 of (H)	30%	\$409,000 (K)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION ITEMS COST, CI</b>	<b>(H)+(I)+(J)+(K)</b>		<b>\$1,978,000</b> (L)
Construction Engineering, CE & Indirects	26% of (L)	26.00%	\$515,000 (M)
<b>TOTAL PROJECT OPINION OF PROBABLE COST</b>	<b>(L)+(M)</b>		<b>\$2,490,000</b> (N)

<b>COLORADO DEPARTMENT OF TRANSPORTATION R4</b> <b>FIR ENGINEER'S OPINION OF PROBABLE COST</b> <b>US 287 and Red Mountain Rd</b>		Project #	
		 	

Project Name	US 287 and Red Mountain Rd	Date:	02/07/24	P.E. Project code	
County of	Larimer County	Length In Feet	3,275	Length In Miles 0.62	
Type		Roadway Pavement			
Prepared by	Stolfus & Associates, Inc.	Thickness in inches	Pavement: 8" HMA	Base: 6" ABC	

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ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
202-00220	REMOVAL OF ASPHALT MAT	SY	728	\$6	<b>\$4,368.00</b>
203-00060	EMBANKMENT MATERIAL (COMPLETE IN PLACE)	CY	24,017	\$30	<b>\$720,510.00</b>
304-06007	AGGREGATE BASE COURSE (CLASS 6)	CY	1,100	\$66	<b>\$72,908.00</b>
403-34821	HOT MIX ASPHALT (GRADING SX) (100) (PG 58-28)	TON	2,900	\$135	<b>\$391,500.00</b>
627-00008	MODIFIED EPOXY PAVEMENT MARKING	GAL	52	\$110	<b>\$5,720.00</b>
627-30205	THERMOPLASTIC PAVEMENT MARKING (WORD-SYMBOL)	SF	152	\$20	<b>\$3,040.00</b>

<b>Total Major Items</b>					<b>\$1,200,000</b>
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Item	Percent Range	Percent Selected	Costs \$
<b>Major Items</b>			<b>\$1,200,000 (A)</b>
Erosion Control / Landscaping / SWMP	1 to 5% of (A)	5%	\$60,000 (B)
Construction Surveying	1 to 5% of (A)	5%	\$60,000 (C)
Construction Phasing & Traffic Control	10 to 25% of (A)+(B)+(C)	20%	\$264,000 (D)
Utilities	1 to 10% of (A)	5%	\$60,000 (E)
Signing	1 to 5% of (A)	2%	\$24,000 (F)
Mobilization	10% of (A)+(B)+(C)+(D)+(E)+(F)	10%	\$167,000 (G)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION BID ITEMS COST, CBI</b>	<b>(A)+(B)+(C)+(D)+(E)+(F)+(G)</b>		<b>\$1,835,000 (H)</b>
Force Account - Miscellaneous	1 to 10% of (H)	5%	\$92,000 (I)
Contingency (Inflation)	10 of (H)	10%	\$184,000 (J)
Contingency (Unknowns)	30 of (H)	30%	\$551,000 (K)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION ITEMS COST, CI</b>	<b>(H)+(I)+(J)+(K)</b>		<b>\$2,662,000 (L)</b>
Construction Engineering, CE & Indirects	26% of (L)	26.00%	\$693,000 (M)
<b>TOTAL PROJECT OPINION OF PROBABLE COST</b>	<b>(L)+(M)</b>		<b>\$3,360,000 (N)</b>

<b>COLORADO DEPARTMENT OF TRANSPORTATION R4</b> <b>FIR ENGINEER'S OPINION OF PROBABLE COST</b> <b>US 287 Passing Lanes MP 363.5-365.7</b>	Project #		
	 <b>COLORADO</b> Department of Transportation		

Project Name	US 287 Passing Lanes MP 363.5-365.7	Date: 02/07/24	P.E. Project code	
County of	Larimer County		Length In Feet 11,223	Length In Miles 2.13
Type		Roadway Pavement		
Prepared by	Stolfus & Associates, Inc.	Thickness in inches	Pavement: 8" HMA	Base: 6" ABC

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ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
202-00220	REMOVAL OF ASPHALT MAT	SY	2,494	\$6	\$14,964.00
203-00060	EMBANKMENT MATERIAL (COMPLETE IN PLACE)	CY	100,176	\$30	\$3,005,280.00
304-06007	AGGREGATE BASE COURSE (CLASS 6)	CY	4,048	\$66	\$268,301.44
403-34821	HOT MIX ASPHALT (GRADING SX) (100) (PG 58-28)	TON	10,700	\$135	\$1,444,500.00
627-00008	MODIFIED EPOXY PAVEMENT MARKING	GAL	178	\$110	\$19,580.00
627-30205	THERMOPLASTIC PAVEMENT MARKING (WORD-SYMBOL)	SF	84	\$20	\$1,680.00

<b>Total Major Items</b>					<b>\$4,760,000</b>
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Item	Percent Range	Percent Selected	Costs \$
<b>Major Items</b>			<b>\$4,760,000 (A)</b>
Erosion Control / Landscaping / SWMP	1 to 5% of (A)	5%	\$238,000 (B)
Construction Surveying	1 to 5% of (A)	5%	\$238,000 (C)
Construction Phasing & Traffic Control	10 to 25% of (A)+(B)+(C)	20%	\$1,048,000 (D)
Utilities	1 to 10% of (A)	5%	\$238,000 (E)
Signing	1 to 5% of (A)	2%	\$96,000 (F)
Mobilization	10% of (A)+(B)+(C)+(D)+(E)+(F)	10%	\$662,000 (G)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION BID ITEMS COST, CBI</b>	<b>(A)+(B)+(C)+(D)+(E)+(F)+(G)</b>		<b>\$7,280,000 (H)</b>
Force Account - Miscellaneous	1 to 10% of (H)	5%	\$364,000 (I)
Contingency (Inflation)	10 of (H)	10%	\$728,000 (J)
Contingency (Unknowns)	30 of (H)	30%	\$2,184,000 (K)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION ITEMS COST, CI</b>	<b>(H)+(I)+(J)+(K)</b>		<b>\$10,556,000 (L)</b>
Construction Engineering, CE & Indirects	26% of (L)	26.00%	\$2,745,000 (M)
<b>TOTAL PROJECT OPINION OF PROBABLE COST</b>	<b>(L)+(M)</b>		<b>\$13,300,000 (N)</b>



<b>COLORADO DEPARTMENT OF TRANSPORTATION R4</b> <b>FIR ENGINEER'S OPINION OF PROBABLE COST</b> <b>US 287 and Bonner Springs Rd</b>		Project #	
		 	



Project Name	US 287 and Bonner Springs Rd	Date: 02/07/24	P.E. Project code	
County of	Larimer County		Length In Feet 4,186	Length In Miles 0.79
Type		Roadway Pavement		
Prepared by	Stolfus & Associates, Inc.	Thickness in inches	Pavement: 8" HMA	Base: 6" ABC

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ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
202-00220	REMOVAL OF ASPHALT MAT	SY	768	\$11	\$8,448.00
203-00060	EMBANKMENT MATERIAL (COMPLETE IN PLACE)	CY	30,840	\$30	\$925,200.00
304-06007	AGGREGATE BASE COURSE (CLASS 6)	CY	1,058	\$66	\$70,124.24
403-34821	HOT MIX ASPHALT (GRADING SX) (100) (PG 58-28)	TON	2,900	\$135	\$391,500.00
627-00008	MODIFIED EPOXY PAVEMENT MARKING	GAL	60	\$110	\$6,600.00
627-30205	THERMOPLASTIC PAVEMENT MARKING (WORD-SYMBOL)	SF	68	\$20	\$1,360.00



<b>Total Major Items</b>					<b>\$1,410,000</b>
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Item	Percent Range	Percent Selected	Costs \$
<b>Major Items</b>			<b>\$1,410,000 (A)</b>
Erosion Control / Landscaping / SWMP	1 to 5% of (A)	5%	\$71,000 (B)
Construction Surveying	1 to 5% of (A)	5%	\$71,000 (C)
Construction Phasing & Traffic Control	10 to 25% of (A)+(B)+(C)	20%	\$311,000 (D)
Utilities	1 to 10% of (A)	5%	\$71,000 (E)
Signing	1 to 5% of (A)	2%	\$29,000 (F)
Mobilization	10% of (A)+(B)+(C)+(D)+(E)+(F)	10%	\$197,000 (G)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION BID ITEMS COST, CBI</b>	<b>(A)+(B)+(C)+(D)+(E)+(F)+(G)</b>		<b>\$2,160,000 (H)</b>
Force Account - Miscellaneous	1 to 10% of (H)	5%	\$108,000 (I)
Contingency (Inflation)	10 of (H)	10%	\$216,000 (J)
Contingency (Unknowns)	30 of (H)	30%	\$648,000 (K)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION ITEMS COST, CI</b>	<b>(H)+(I)+(J)+(K)</b>		<b>\$3,132,000 (L)</b>
Construction Engineering, CE & Indirects	26% of (L)	26.00%	\$815,000 (M)
<b>TOTAL PROJECT OPINION OF PROBABLE COST</b>	<b>(L)+(M)</b>		<b>\$3,950,000 (N)</b>

<b>COLORADO DEPARTMENT OF TRANSPORTATION R4</b> <b>FIR ENGINEER'S OPINION OF PROBABLE COST</b> <b>US 287 and LCR 72 (Owl Canyon Road)</b>		Project #	
		 <b>COLORADO</b> Department of Transportation	
			
Project Name	US 287 and LCR 72 (Owl Canyon Road)	Date: 02/21/24	P.E. Project code
County of	Larimer County	Length In Feet 3,081	Length In Miles 0.58
Type		Roadway Pavement	
Prepared by	Stolfus & Associates, Inc.	Thickness in inches	Pavement: 8" HMA
			Base: 6" ABC



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ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
202-00240	REMOVAL OF ASPHALT MAT (PLANING)	SY	16,803	\$6	<b>\$100,818.00</b>
403-34821	HOT MIX ASPHALT (GRADING SX) (100) (PG 58-28)	TON	7,398	\$135	<b>\$998,730.00</b>
627-00008	MODIFIED EPOXY PAVEMENT MARKING	GAL	89	\$110	<b>\$9,790.00</b>
627-30205	THERMOPLASTIC PAVEMENT MARKING (WORD-SYMBOL)	SF	136	\$20	<b>\$2,720.00</b>
<b>Total Major Items</b>					<b>\$1,120,000</b>
Item		Percent Range	Percent Selected	Costs \$	
<b>Major Items</b>				<b>\$1,120,000 (A)</b>	
Erosion Control / Landscaping / SWMP		1 to 5% of (A)	5%	\$56,000 (B)	
Construction Surveying		1 to 5% of (A)	5%	\$56,000 (C)	
Construction Phasing & Traffic Control		10 to 25% of (A)+(B)+(C)	20%	\$247,000 (D)	
Utilities		1 to 10% of (A)	5%	\$56,000 (E)	
Signing		1 to 5% of (A)	5%	\$56,000 (F)	
Mobilization		10% of (A)+(B)+(C)+(D)+(E)+(F)	10%	\$160,000 (G)	
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION BID ITEMS COST, CBI</b>		<b>(A)+(B)+(C)+(D)+(E)+(F)+(G)</b>		<b>\$1,751,000 (H)</b>	
Force Account - Miscellaneous		1 to 10% of (H)	5%	\$88,000 (I)	
Contingency (Inflation)		10 of (H)	10%	\$176,000 (J)	
Contingency (Unknowns)		30 of (H)	30%	\$526,000 (K)	
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION ITEMS COST, CI</b>		<b>(H)+(I)+(J)+(K)</b>		<b>\$2,541,000 (L)</b>	
Construction Engineering, CE & Indirects		26% of (L)	26.00%	\$661,000 (M)	
<b>TOTAL PROJECT OPINION OF PROBABLE COST</b>		<b>(L)+(M)</b>		<b>\$3,200,000 (N)</b>	

<b>COLORADO DEPARTMENT OF TRANSPORTATION R4</b> <b>FIR ENGINEER'S OPINION OF PROBABLE COST</b> <b>US 287 and Old Ranch Road</b>		Project #	
		 	
Project Name	US 287 and Old Ranch Road	Date: 02/07/24	P.E. Project code
County of	Larimer County	Length In Feet 1,318	Length In Miles 0.25
Type	Roadway Pavement		
Prepared by	Stolfus & Associates, Inc.	Thickness in inches	Pavement: 8" HMA      Base: 6" ABC

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ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
202-00220	REMOVAL OF ASPHALT MAT	SY	218	\$11	<b>\$2,398.00</b>
202-01135	REMOVAL OF GUARDRAIL THRIE BEAM	LF	1,054	\$20	<b>\$21,080.00</b>
203-00060	EMBANKMENT MATERIAL (COMPLETE IN PLACE)	CY	6,484	\$30	<b>\$194,520.00</b>
304-06007	AGGREGATE BASE COURSE (CLASS 6)	CY	193	\$66	<b>\$12,792.04</b>
403-34821	HOT MIX ASPHALT (GRADING SX) (100) (PG 58-28)	TON	600	\$135	<b>\$81,000.00</b>
606-00302	GUARDRAIL TYPE 3 (31 INCH MIDWEST GUARDRAIL SYSTEM)	LF	1,013	\$40	<b>\$40,520.00</b>
606-01385	TRANSITION TYPE 3J	EACH	1	\$2,700	<b>\$2,700.00</b>
606-02005	END ANCHORAGE (FLARED)	EACH	1	\$4,970	<b>\$4,970.00</b>
627-00008	MODIFIED EPOXY PAVEMENT MARKING	GAL	18	\$110	<b>\$1,980.00</b>
627-30205	THERMOPLASTIC PAVEMENT MARKING (WORD-SYMBOL)	SF	143	\$20	<b>\$2,860.00</b>
<b>Total Major Items</b>					<b>\$370,000</b>
Item	Percent Range	Percent Selected	Costs \$		
<b>Major Items</b>			<b>\$370,000</b> (A)		
Erosion Control / Landscaping / SWMP	1 to 5% of (A)	5%	\$19,000 (B)		
Construction Surveying	1 to 5% of (A)	5%	\$19,000 (C)		
Construction Phasing & Traffic Control	10 to 25% of (A)+(B)+(C)	20%	\$82,000 (D)		
Utilities	1 to 10% of (A)	5%	\$19,000 (E)		
Signing	1 to 5% of (A)	2%	\$8,000 (F)		
Mobilization	10% of (A)+(B)+(C)+(D)+(E)+(F)	10%	\$52,000 (G)		
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION BID ITEMS COST, CBI</b>	<b>(A)+(B)+(C)+(D)+(E)+(F)+(G)</b>		<b>\$569,000</b> (H)		
Force Account - Miscellaneous	1 to 10% of (H)	5%	\$29,000 (I)		
Contingency (Inflation)	10 of (H)	10%	\$57,000 (J)		
Contingency (Unknowns)	30 of (H)	30%	\$171,000 (K)		
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION ITEMS COST, CI</b>	<b>(H)+(I)+(J)+(K)</b>		<b>\$826,000</b> (L)		
Construction Engineering, CE & Indirects	26% of (L)	26.00%	\$215,000 (M)		
<b>TOTAL PROJECT OPINION OF PROBABLE COST</b>	<b>(L)+(M)</b>		<b>\$1,040,000</b> (N)		



<b>COLORADO DEPARTMENT OF TRANSPORTATION R4</b> <b>FIR ENGINEER'S OPINION OF PROBABLE COST</b> <b>US 287 and Red Feather Lakes Rd</b>		Project #	
		 	
Project Name	US 287 and Red Feather Lakes Rd	Date: 02/07/24	P.E. Project code
County of	Larimer County	Length In Feet 5,610	Length In Miles 1.06
Type		Roadway Pavement	
Prepared by	Stolfus & Associates, Inc.	Thickness in inches	Pavement: 8" HMA      Base: 6" ABC

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ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
202-00220	REMOVAL OF ASPHALT MAT	SY	858	\$11	\$9,438.00
203-00060	EMBANKMENT MATERIAL (COMPLETE IN PLACE)	CY	12,349	\$30	\$370,470.00
304-06007	AGGREGATE BASE COURSE (CLASS 6)	CY	728	\$66	\$48,251.84
403-34821	HOT MIX ASPHALT (GRADING SX) (100) (PG 58-28)	TON	1,900	\$135	\$256,500.00
609-21011	CURB AND GUTTER TYPE 2 (SECTION I-M)	LF	314	\$60	\$18,840.00
610-00020	MEDIAN COVER MATERIAL (PATTERNED CONCRETE)	SF	1,507	\$18	\$27,126.00
627-00008	MODIFIED EPOXY PAVEMENT MARKING	GAL	108	\$110	\$11,880.00
627-30205	THERMOPLASTIC PAVEMENT MARKING (WORD-SYMBOL)	SF	152	\$20	\$3,040.00

**Total Major Items** **\$750,000**

Item	Percent Range	Percent Selected	Costs \$
<b>Major Items</b>			<b>\$750,000 (A)</b>
Erosion Control / Landscaping / SWMP	1 to 5% of (A)	5%	\$38,000 (B)
Construction Surveying	1 to 5% of (A)	5%	\$38,000 (C)
Construction Phasing & Traffic Control	10 to 25% of (A)+(B)+(C)	20%	\$166,000 (D)
Utilities	1 to 10% of (A)	5%	\$38,000 (E)
Signing	1 to 5% of (A)	2%	\$15,000 (F)
Mobilization	10% of (A)+(B)+(C)+(D)+(E)+(F)	10%	\$105,000 (G)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION BID ITEMS COST, CBI</b>	<b>(A)+(B)+(C)+(D)+(E)+(F)+(G)</b>		<b>\$1,150,000 (H)</b>
Force Account - Miscellaneous	1 to 10% of (H)	5%	\$58,000 (I)
Contingency (Inflation)	10 of (H)	10%	\$115,000 (J)
Contingency (Unknowns)	30 of (H)	30%	\$345,000 (K)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION ITEMS COST, CI</b>	<b>(H)+(I)+(J)+(K)</b>		<b>\$1,668,000 (L)</b>
Construction Engineering, CE & Indirects	26% of (L)	26.00%	\$434,000 (M)
<b>TOTAL PROJECT OPINION OF PROBABLE COST</b>	<b>(L)+(M)</b>		<b>\$2,100,000 (N)</b>

<b>COLORADO DEPARTMENT OF TRANSPORTATION R4</b> <b>FIR ENGINEER'S OPINION OF PROBABLE COST</b> <b>US 287 and Rest Area</b>		Project #	
		 	
Project Name	US 287 and Rest Area	Date: 02/07/24	P.E. Project code
County of	Larimer County	Length In Feet 1,709	Length In Miles 0.32
Type		Roadway Pavement	
Prepared by	Stolfus & Associates, Inc.	Thickness in inches	Pavement: 8" HMA      Base: 6" ABC

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ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
202-00220	REMOVAL OF ASPHALT MAT	SY	403	\$11	\$4,433.00
202-01200	REMOVAL OF HIGH-TENSION CABLE BARRIER	LF	800	\$15	\$12,000.00
203-00060	EMBANKMENT MATERIAL (COMPLETE IN PLACE)	CY	10,267	\$30	\$308,010.00
304-06007	AGGREGATE BASE COURSE (CLASS 6)	CY	463	\$66	\$30,687.64
403-34821	HOT MIX ASPHALT (GRADING SX) (100) (PG 58-28)	TON	900	\$135	\$121,500.00
606-20010	HIGH-TENSION CABLE BARRIER	LF	800	\$60	\$48,000.00
627-00008	MODIFIED EPOXY PAVEMENT MARKING	GAL	18	\$110	\$1,980.00

**Total Major Items** **\$530,000**

Item	Percent Range	Percent Selected	Costs \$
<b>Major Items</b>			<b>\$530,000</b> (A)
Erosion Control / Landscaping / SWMP	1 to 5% of (A)	5%	\$27,000 (B)
Construction Surveying	1 to 5% of (A)	5%	\$27,000 (C)
Construction Phasing & Traffic Control	10 to 25% of (A)+(B)+(C)	20%	\$117,000 (D)
Utilities	1 to 10% of (A)	5%	\$27,000 (E)
Signing	1 to 5% of (A)	2%	\$11,000 (F)
Mobilization	10% of (A)+(B)+(C)+(D)+(E)+(F)	10%	\$74,000 (G)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION BID ITEMS COST, CBI</b>	<b>(A)+(B)+(C)+(D)+(E)+(F)+(G)</b>		<b>\$813,000</b> (H)
Force Account - Miscellaneous	1 to 10% of (H)	5%	\$41,000 (I)
Contingency (Inflation)	10 of (H)	10%	\$82,000 (J)
Contingency (Unknowns)	30 of (H)	30%	\$244,000 (K)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION ITEMS COST, CI</b>	<b>(H)+(I)+(J)+(K)</b>		<b>\$1,180,000</b> (L)
Construction Engineering, CE & Indirects	26% of (L)	26.00%	\$307,000 (M)
<b>TOTAL PROJECT OPINION OF PROBABLE COST</b>	<b>(L)+(M)</b>		<b>\$1,490,000</b> (N)

<b>COLORADO DEPARTMENT OF TRANSPORTATION R4</b> <b>FIR ENGINEER'S OPINION OF PROBABLE COST</b> <b>US 287 Shoulder Widening</b>		Project #	
		 	



Project Name	US 287 Shoulder Widening	Date:	02/07/24	P.E. Project code	
County of	Larimer County			Length In Feet	Length In Miles
				35,793	6.78
Type		Roadway Pavement			
Prepared by	Stolfus & Associates, Inc.	Thickness in inches		Pavement:	Base:
				8" HMA	6" ABC

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ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
202-00220	REMOVAL OF ASPHALT MAT	SY	21,254	\$11	\$233,794.00
203-00060	EMBANKMENT MATERIAL (COMPLETE IN PLACE)	CY	30,490	\$30	\$914,700.00
304-06007	AGGREGATE BASE COURSE (CLASS 6)	CY	3,543	\$66	\$234,830.04
403-34821	HOT MIX ASPHALT (GRADING SX) (100) (PG 58-28)	TON	854	\$135	\$115,290.00

<b>Total Major Items</b>					<b>\$1,500,000</b>
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Item	Percent Range	Percent Selected	Costs \$
<b>Major Items</b>			<b>\$1,500,000 (A)</b>
Erosion Control / Landscaping / SWMP	1 to 5% of (A)	5%	\$75,000 (B)
Construction Surveying	1 to 5% of (A)	5%	\$75,000 (C)
Construction Phasing & Traffic Control	10 to 25% of (A)+(B)+(C)	20%	\$330,000 (D)
Utilities	1 to 10% of (A)	5%	\$75,000 (E)
Signing	1 to 5% of (A)	2%	\$30,000 (F)
Mobilization	10% of (A)+(B)+(C)+(D)+(E)+(F)	10%	\$209,000 (G)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION BID ITEMS COST, CBI</b>	<b>(A)+(B)+(C)+(D)+(E)+(F)+(G)</b>		<b>\$2,294,000 (H)</b>
Force Account - Miscellaneous	1 to 10% of (H)	5%	\$115,000 (I)
Contingency (Inflation)	10 of (H)	10%	\$230,000 (J)
Contingency (Unknowns)	30 of (H)	30%	\$689,000 (K)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION ITEMS COST, CI</b>	<b>(H)+(I)+(J)+(K)</b>		<b>\$3,328,000 (L)</b>
Construction Engineering, CE & Indirects	26% of (L)	26.00%	\$866,000 (M)
<b>TOTAL PROJECT OPINION OF PROBABLE COST</b>	<b>(L)+(M)</b>		<b>\$4,190,000 (N)</b>

<b>COLORADO DEPARTMENT OF TRANSPORTATION R4</b> <b>FIR ENGINEER'S OPINION OF PROBABLE COST</b> <b>US 287 Passing Lanes (MP 374.3-376)</b>		Project #	
		 	
Project Name	US 287 Passing Lanes (MP 374.3-376)	Date: 02/07/24	P.E. Project code
County of	Larimer County	Length In Feet 9,777	Length In Miles 1.85
Type	Roadway Pavement		
Prepared by	Stolfus & Associates, Inc.	Thickness in inches	Pavement: 8" HMA      Base: 6" ABC

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ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
201-00000	CLEARING AND GRUBBING	L S	1	\$55,000	\$55,000.00
202-00220	REMOVAL OF ASPHALT MAT	SY	2,173	\$6	\$13,038.00
202-01200	REMOVAL OF HIGH-TENSION CABLE BARRIER	LF	978	\$15	\$14,670.00
203-00060	EMBANKMENT MATERIAL (COMPLETE IN PLACE)	CY	81,623	\$30	\$2,448,690.00
304-06007	AGGREGATE BASE COURSE (CLASS 6)	CY	3,370	\$66	\$223,363.60
403-34821	HOT MIX ASPHALT (GRADING SX) (100) (PG 58-28)	TON	9,000	\$135	\$1,215,000.00
603	EXTEND CONCRETE BOX CULVERT	LF	12	\$2,500	\$30,000.00
603	CONCRETE BOX HEADWALLS AND WINGWALLS	EA	1	\$40,000	\$40,000.00
606-20010	HIGH-TENSION CABLE BARRIER	LF	988	\$60	\$59,280.00
627-00008	MODIFIED EPOXY PAVEMENT MARKING	GAL	124	\$110	\$13,640.00
627-30205	THERMOPLASTIC PAVEMENT MARKING (WORD-SYMBOL)	SF	84	\$20	\$1,680.00

<b>Total Major Items</b>					<b>\$4,120,000</b>
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Item	Percent Range	Percent Selected	Costs \$
<b>Major Items</b>			<b>\$4,120,000 (A)</b>
Erosion Control / Landscaping / SWMP	1 to 5% of (A)	5%	\$206,000 (B)
Construction Surveying	1 to 5% of (A)	5%	\$206,000 (C)
Construction Phasing & Traffic Control	10 to 25% of (A)+(B)+(C)	20%	\$907,000 (D)
Utilities	1 to 10% of (A)	5%	\$206,000 (E)
Signing	1 to 5% of (A)	2%	\$83,000 (F)
Mobilization	10% of (A)+(B)+(C)+(D)+(E)+(F)	10%	\$573,000 (G)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION BID ITEMS COST, CBI</b>	<b>(A)+(B)+(C)+(D)+(E)+(F)+(G)</b>		<b>\$6,301,000 (H)</b>
Force Account - Miscellaneous	1 to 10% of (H)	5%	\$316,000 (I)
Contingency (Inflation)	10 of (H)		(J)
Contingency (Unknowns)	30 of (H)	30%	\$1,891,000 (K)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION ITEMS COST, CI</b>	<b>(H)+(I)+(J)+(K)</b>		<b>\$8,508,000 (L)</b>
Construction Engineering, CE & Indirects	26% of (L)	26.00%	\$2,213,000 (M)
<b>TOTAL PROJECT OPINION OF PROBABLE COST</b>	<b>(L)+(M)</b>		<b>\$10,720,000 (N)</b>

<b>COLORADO DEPARTMENT OF TRANSPORTATION R4</b> <b>FIR ENGINEER'S OPINION OF PROBABLE COST</b> <b>US 287 Passing Lanes (NISP Area)</b>		Project #	
		 	

Project Name	US 287 Passing Lanes (NISP Area)	Date:	02/07/24	P.E. Project code	
County of	Larimer County	Length In Feet	6,336	Length In Miles	1.20
Type		Roadway Pavement			
Prepared by	Stolfus & Associates, Inc.	Thickness in inches		Pavement:	Base:
				8" HMA	6" ABC

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ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
201-00000	CLEARING AND GRUBBING	L S	1	\$55,000	\$55,000.00
203-00060	EMBANKMENT MATERIAL (COMPLETE IN PLACE)	CY	52,896	\$30	\$1,586,880.00
304-06007	AGGREGATE BASE COURSE (CLASS 6)	CY	2,184	\$66	\$144,755.52
403-34821	HOT MIX ASPHALT (GRADING SX) (100) (PG 58-28)	TON	5,832	\$135	\$787,320.00
606-20010	HIGH-TENSION CABLE BARRIER	LF	988	\$60	\$59,280.00
627-00008	MODIFIED EPOXY PAVEMENT MARKING	GAL	77	\$110	\$8,470.00
627-30205	THERMOPLASTIC PAVEMENT MARKING (WORD-SYMBOL)	SF	84	\$20	\$1,680.00

<b>Total Major Items</b>					<b>\$2,650,000</b>
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Item	Percent Range	Percent Selected	Costs \$
<b>Major Items</b>			<b>\$2,650,000</b> (A)
Erosion Control / Landscaping / SWMP	1 to 5% of (A)	2%	\$53,000 (B)
Construction Surveying	1 to 5% of (A)	2%	\$53,000 (C)
Construction Phasing & Traffic Control	10 to 25% of (A)+(B)+(C)		(D)
Utilities	1 to 10% of (A)		(E)
Signing	1 to 5% of (A)	2%	\$53,000 (F)
Mobilization	10% of (A)+(B)+(C)+(D)+(E)+(F)		(G)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION BID ITEMS COST, CBI</b>	<b>(A)+(B)+(C)+(D)+(E)+(F)+(G)</b>		<b>\$2,809,000</b> (H)
Force Account - Miscellaneous	1 to 10% of (H)	2%	\$57,000 (I)
Contingency (Inflation)	10 of (H)		(J)
Contingency (Unknowns)	30 of (H)	30%	\$843,000 (K)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION ITEMS COST, CI</b>	<b>(H)+(I)+(J)+(K)</b>		<b>\$3,709,000</b> (L)
Construction Engineering, CE & Indirects	26% of (L)	26.00%	\$965,000 (M)
<b>TOTAL PROJECT OPINION OF PROBABLE COST</b>	<b>(L)+(M)</b>		<b>\$4,670,000</b> (N)



COLORADO DEPARTMENT OF TRANSPORTATION R4 FIR ENGINEER'S OPINION OF PROBABLE COST US 287 Wildlife Overpass		Project #	
		 	

Project Name	US 287 Wildlife Overpass	Date:	02/07/24	P.E. Project code	
County of	Larimer County			Length In Feet	Length In Miles
Type		Roadway Pavement			
Prepared by	Stolfus & Associates, Inc.	Thickness in inches		Pavement: 8" HMA	Base: 6" ABC

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ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
201-00000	CLEARING AND GRUBBING	L S	1	\$55,000	\$55,000.00
203-00060	EMBANKMENT MATERIAL (COMPLETE IN PLACE)	CY	55,000	\$30	\$1,650,000.00
607-56001	FENCE (ANIMAL PROTECTION)	LF	10,560	\$20	\$211,200.00
606-00302	GUARDRAIL TYPE 3 (31 INCH MIDWEST GUARDRAIL SYSTEM)	LF	300	\$40	\$12,000.00
606-02003	END ANCHORAGE (NONFLARED)	EACH	4	\$5,200	\$20,800.00
603	WILDLIFE CROSSING BRIDGE	SF	14,100	\$200	\$2,820,000.00

**Total Major Items** **\$4,770,000**

Item	Percent Range	Percent Selected	Costs \$
<b>Major Items</b>			<b>\$4,770,000</b> (A)
Erosion Control / Landscaping / SWMP	1 to 5% of (A)	5%	\$239,000 (B)
Construction Surveying	1 to 5% of (A)	5%	\$239,000 (C)
Construction Phasing & Traffic Control	10 to 25% of (A)+(B)+(C)	20%	\$1,050,000 (D)
Utilities	1 to 10% of (A)	5%	\$239,000 (E)
Signing	1 to 5% of (A)	2%	\$96,000 (F)
Mobilization	10% of (A)+(B)+(C)+(D)+(E)+(F)	10%	\$664,000 (G)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION BID ITEMS COST, CBI</b>	<b>(A)+(B)+(C)+(D)+(E)+(F)+(G)</b>		<b>\$7,297,000</b> (H)
Force Account - Miscellaneous	1 to 10% of (H)	5%	\$365,000 (I)
Contingency (Inflation)	10 of (H)		(J)
Contingency (Unknowns)	30 of (H)	30%	\$2,190,000 (K)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION ITEMS COST, CI</b>	<b>(H)+(I)+(J)+(K)</b>		<b>\$9,852,000</b> (L)
Construction Engineering, CE & Indirects	26% of (L)	26.00%	\$2,562,000 (M)
<b>TOTAL PROJECT OPINION OF PROBABLE COST</b>	<b>(L)+(M)</b>		<b>\$12,410,000</b> (N)

COLORADO DEPARTMENT OF TRANSPORTATION R4 FIR ENGINEER'S OPINION OF PROBABLE COST US 287 Wildlife Underpass		Project #	
		 	



Project Name	US 287 Wildlife Underpass	Date:	02/07/24	P.E. Project code	
County of	Larimer County			Length In Feet	Length In Miles
Type		Roadway Pavement			
Prepared by	Stolfus & Associates, Inc.	Thickness in inches		Pavement: 8" HMA	Base: 6" ABC

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ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
201-00000	CLEARING AND GRUBBING	L S	1	\$55,000	\$55,000.00
203-00060	EMBANKMENT MATERIAL (COMPLETE IN PLACE)	CY	5,000	\$30	\$150,000.00
606-00302	GUARDRAIL TYPE 3 (31 INCH MIDWEST GUARDRAIL SYSTEM)	LF	150	\$40	\$6,000.00
606-02003	END ANCHORAGE (NONFLARED)	LF	4	\$5,200	\$20,800.00
607-56001	FENCE (ANIMAL PROTECTION)	LF	10,560	\$20	\$211,200.00
603-74214	42X14 FOOT CONCRETE 3-SIDED CULVERT (PRECAST)	LF	70	\$5,000	\$350,000.00



**Total Major Items** **\$800,000**

Item	Percent Range	Percent Selected	Costs \$
<b>Major Items</b>			<b>\$800,000</b> (A)
Erosion Control / Landscaping / SWMP	1 to 5% of (A)	5%	\$40,000 (B)
Construction Surveying	1 to 5% of (A)	5%	\$40,000 (C)
Construction Phasing & Traffic Control	10 to 25% of (A)+(B)+(C)	20%	\$176,000 (D)
Utilities	1 to 10% of (A)	5%	\$40,000 (E)
Signing	1 to 5% of (A)	2%	\$16,000 (F)
Mobilization	10% of (A)+(B)+(C)+(D)+(E)+(F)	10%	\$112,000 (G)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION BID ITEMS COST, CBI</b>	<b>(A)+(B)+(C)+(D)+(E)+(F)+(G)</b>		<b>\$1,224,000</b> (H)
Force Account - Miscellaneous	1 to 10% of (H)	5%	\$62,000 (I)
Contingency (Inflation)	10 of (H)		(J)
Contingency (Unknowns)	30 of (H)	30%	\$368,000 (K)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION ITEMS COST, CI</b>	<b>(H)+(I)+(J)+(K)</b>		<b>\$1,654,000</b> (L)
Construction Engineering, CE & Indirects	26% of (L)	26.00%	\$431,000 (M)
<b>TOTAL PROJECT OPINION OF PROBABLE COST</b>	<b>(L)+(M)</b>		<b>\$2,090,000</b> (N)

COLORADO DEPARTMENT OF TRANSPORTATION R4 FIR ENGINEER'S OPINION OF PROBABLE COST US 287 Wildlife Fencing Milepost 369 to 372.5		Project #		
		 <b>COLORADO</b> Department of Transportation		
Project Name	US 287 Wildlife Fencing Milepost 369 to 372.5	Date: 02/07/24	P.E. Project code	
County of	Larimer County		Length In Feet	Length In Miles
Type		Roadway Pavement		
Prepared by	Stolfus & Associates, Inc.	Thickness in inches	Pavement: 8" HMA	Base: 6" ABC

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ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
607-11350	FENCE DEER	LF	58,080	\$8	<b>\$456,508.80</b>
201-00000	CLEARING AND GRUBBING	L S	1	\$55,000	<b>\$55,000.00</b>
202-01000	REMOVAL OF FENCE	LF	58,080	\$2	<b>\$144,038.40</b>
607-60002	GAME RAMP	EACH	4	\$6,872	<b>\$27,487.64</b>
607-60117	16 Foot Gate (Special)	EACH	15	\$3,072	<b>\$46,077.15</b>
<b>Total Major Items</b>					<b>\$730,000</b>
Item	Percent Range	Percent Selected	Costs \$		
<b>Major Items</b>			<b>\$730,000 (A)</b>		
Erosion Control / Landscaping / SWMP	1 to 5% of (A)	5%	\$37,000 (B)		
Construction Surveying	1 to 5% of (A)	5%	\$37,000 (C)		
Construction Phasing & Traffic Control	10 to 25% of (A)+(B)+(C)	10%	\$81,000 (D)		
Utilities	1 to 10% of (A)	5%	\$37,000 (E)		
Signing	1 to 5% of (A)	2%	\$15,000 (F)		
Mobilization	10% of (A)+(B)+(C)+(D)+(E)+(F)	10%	\$94,000 (G)		
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION BID ITEMS COST, CBI</b>	<b>(A)+(B)+(C)+(D)+(E)+(F)+(G)</b>		<b>\$1,031,000 (H)</b>		
Force Account - Miscellaneous	1 to 10% of (H)	5%	\$52,000 (I)		
Contingency (Inflation)	10 of (H)				
Contingency (Unknowns)	30 of (H)	30%	\$310,000 (K)		
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION ITEMS COST, CI</b>	<b>(H)+(I)+(J)+(K)</b>		<b>\$1,393,000 (L)</b>		
Construction Engineering, CE & Indirects	26% of (L)	26.00%	\$363,000 (M)		
<b>TOTAL PROJECT OPINION OF PROBABLE COST</b>	<b>(L)+(M)</b>		<b>\$1,760,000 (N)</b>		

COLORADO DEPARTMENT OF TRANSPORTATION R4 FIR ENGINEER'S OPINION OF PROBABLE COST US 287 Wildlife Fencing Milepost 379 to 382		Project #		
		 <b>COLORADO</b> Department of Transportation		
Project Name	US 287 Wildlife Fencing Milepost 379 to 382	Date:	02/07/24	P.E. Project code
County of	Larimer County			Length In Feet
Type		Roadway Pavement		Length In Miles
Prepared by	Stolfus & Associates, Inc.	Thickness in inches	Pavement: 8" HMA	Base: 6" ABC

**In providing opinions of probable construction cost, the Client understands that Stolfus & Associates Inc. has no control over costs or the price of labor, equipment or materials, or over the Contractor's method of pricing, and that the opinions of probable construction costs provided herein are to be made on the basis of our qualifications and experience. These costs do not reflect escalation for future costs. Stolfus & Associates, Inc. makes no warranty, expressed or implied, as to the accuracy of such opinions as compared to bid or actual costs.**

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
607-11350	FENCE DEER	LF	31,680	\$8	<b>\$249,004.80</b>
201-00000	CLEARING AND GRUBBING	L S	1	\$55,000	<b>\$55,000.00</b>
202-01000	REMOVAL OF FENCE	LF	31,680	\$2	<b>\$78,566.40</b>
607-60002	GAME RAMP	EACH	6	\$6,872	<b>\$41,231.46</b>
607-60117	16 Foot Gate (Special)	EACH	16	\$3,072	<b>\$49,148.96</b>
<b>Total Major Items</b>					<b>\$480,000</b>

Item	Percent Range	Percent Selected	Costs \$	
<b>Major Items</b>			<b>\$480,000</b>	<b>(A)</b>
Erosion Control / Landscaping / SWMP	1 to 5% of (A)	5%	\$24,000	(B)
Construction Surveying	1 to 5% of (A)	5%	\$24,000	(C)
Construction Phasing & Traffic Control	10 to 25% of (A)+(B)+(C)	10%	\$53,000	(D)
Utilities	1 to 10% of (A)	5%	\$24,000	(E)
Signing	1 to 5% of (A)	2%	\$10,000	(F)
Mobilization	10% of (A)+(B)+(C)+(D)+(E)+(F)	10%	\$62,000	(G)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION BID ITEMS COST, CBI</b>	<b>(A)+(B)+(C)+(D)+(E)+(F)+(G)</b>		<b>\$677,000</b>	<b>(H)</b>
Force Account - Miscellaneous	1 to 10% of (H)	5%	\$34,000	(I)
Contingency (Inflation)	10 of (H)			(J)
Contingency (Unknowns)	30 of (H)	30%	\$204,000	(K)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION ITEMS COST, CI</b>	<b>(H)+(I)+(J)+(K)</b>		<b>\$915,000</b>	<b>(L)</b>
Construction Engineering, CE & Indirects	26% of (L)	26.00%	\$238,000	(M)
<b>TOTAL PROJECT OPINION OF PROBABLE COST</b>	<b>(L)+(M)</b>		<b>\$1,150,000</b>	<b>(N)</b>

<b>COLORADO DEPARTMENT OF TRANSPORTATION R4</b> <b>FIR ENGINEER'S OPINION OF PROBABLE COST</b> <b>US 287 Crown Improvement</b>		Project #	
		 <b>COLORADO</b> Department of Transportation	

Project Name	US 287 Crown Improvement	Date: 02/07/24	P.E. Project code	
County of	Larimer County		Length In Feet 58,455	Length In Miles 11.07
Type		Roadway Pavement		
Prepared by	Stolfus & Associates, Inc.	Thickness in inches	Pavement: 2" HMA	Base:

**In providing opinions of probable construction cost, the Client understands that Stolfus & Associates Inc. has no control over costs or the price of labor, equipment or materials, or over the Contractor's method of pricing, and that the opinions of probable construction costs provided herein are to be made on the basis of our qualifications and experience. These costs do not reflect escalation for future costs. Stolfus & Associates, Inc. makes no warranty, expressed or implied, as to the accuracy of such opinions as compared to bid or actual costs.**

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
202-00220	REMOVAL OF ASPHALT MAT	SY	13,852	\$11	\$152,372.00
202-00240	REMOVAL OF ASPHALT MAT (PLANING)	SY	79,163	\$3	\$237,489.00
304-06007	AGGREGATE BASE COURSE (CLASS 6)	CY	2,309	\$66	\$153,040.52
403-34821	HOT MIX ASPHALT (GRADING SX) (100) (PG 58-28)	TON	8,212	\$135	\$1,108,620.00
627-00008	MODIFIED EPOXY PAVEMENT MARKING	GAL	336	\$110	\$37,009.18

<b>Total Major Items</b>					<b>\$1,690,000</b>
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Item	Percent Range	Percent Selected	Costs \$
<b>Major Items</b>			<b>\$1,690,000 (A)</b>
Erosion Control / Landscaping / SWMP	1 to 5% of (A)	5%	\$85,000 (B)
Construction Surveying	1 to 5% of (A)	5%	\$85,000 (C)
Construction Phasing & Traffic Control	10 to 25% of (A)+(B)+(C)	20%	\$372,000 (D)
Utilities	1 to 10% of (A)	5%	\$85,000 (E)
Signing	1 to 5% of (A)	2%	\$34,000 (F)
Mobilization	10% of (A)+(B)+(C)+(D)+(E)+(F)	10%	\$236,000 (G)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION BID ITEMS COST, CBI</b>	<b>(A)+(B)+(C)+(D)+(E)+(F)+(G)</b>		<b>\$2,587,000 (H)</b>
Force Account - Miscellaneous	1 to 10% of (H)	5%	\$130,000 (I)
Contingency (Inflation)	10 of (H)	10%	\$259,000 (J)
Contingency (Unknowns)	30 of (H)	30%	\$777,000 (K)
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION ITEMS COST, CI</b>	<b>(H)+(I)+(J)+(K)</b>		<b>\$3,753,000 (L)</b>
Construction Engineering, CE & Indirects	26% of (L)	26.00%	\$976,000 (M)
<b>TOTAL PROJECT OPINION OF PROBABLE COST</b>	<b>(L)+(M)</b>		<b>\$4,730,000 (N)</b>

# Appendix D: Corridor Patterns



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Diagnostics Pattern List Report

us 287

Location - Route: 287 MP: 355 to 355.89 :: From: 1/1/2017 to 12/31/2021

PDO: 12 INJ: 3 FAT: 0

	Patterns
	Vehicles: Single Vehicle Accidents[14] Location: Off Road Left[6]

Location - Route: 287 MP: 355.1 to 356.09 :: From: 1/1/2017 to 12/31/2021

PDO: 14 INJ: 4 FAT: 0

	Patterns
	Vehicles: Single Vehicle Accidents[17] Location: Off Road[10]

Location - Route: 287 MP: 355.2 to 356.21 :: From: 1/1/2017 to 12/31/2021

PDO: 14 INJ: 4 FAT: 0

	Patterns

Location - Route: 287 MP: 355.3 to 356.32 :: From: 1/1/2017 to 12/31/2021

PDO: 13 INJ: 6 FAT: 0

	Patterns

Location - Route: 287 MP: 355.4 to 356.45 :: From: 1/1/2017 to 12/31/2021

PDO: 11 INJ: 6 FAT: 0

	Patterns

Location - Route: 287 MP: 355.5 to 356.59 :: From: 1/1/2017 to 12/31/2021

PDO: 12 INJ: 6 FAT: 0

	Patterns

Location - Route: 287 MP: 355.6 to 356.71 :: From: 1/1/2017 to 12/31/2021

PDO: 13 INJ: 6 FAT: 0

	Patterns

Highway Class: CO - Rural Flat and Rolling 2-Lane UnDivided Highways - AADT 3000 - 8000 ADT (2016)



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us 287

Location - Route: 287 MP: 355.7 to 356.82 :: From: 1/1/2017 to 12/31/2021

PDO: 13 INJ: 4 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 355.8 to 356.94 :: From: 1/1/2017 to 12/31/2021

PDO: 16 INJ: 4 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 355.9 to 356.97 :: From: 1/1/2017 to 12/31/2021

PDO: 16 INJ: 3 FAT: 0

	<b>Patterns</b>
	Location: On Road[15]

Location - Route: 287 MP: 356 to 357.08 :: From: 1/1/2017 to 12/31/2021

PDO: 17 INJ: 3 FAT: 0

	<b>Patterns</b>
	Location: On Road[18] Crash Type: Wild Animal[11]

Location - Route: 287 MP: 356.1 to 357.17 :: From: 1/1/2017 to 12/31/2021

PDO: 16 INJ: 3 FAT: 0

	<b>Patterns</b>
	Location: On Road[18] Crash Type: Wild Animal[11]

Location - Route: 287 MP: 356.2 to 357.17 :: From: 1/1/2017 to 12/31/2021

PDO: 13 INJ: 2 FAT: 0

	<b>Patterns</b>
	Location: On Road[14] Crash Type: Wild Animal[9]

Highway Class: CO - Rural Flat and Rolling 2-Lane UnDivided Highways - AADT 3000 - 8000 ADT (2016)





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us 287

Location - Route: 287 MP: 356.3 to 357.25 :: From: 1/1/2017 to 12/31/2021

PDO: 14 INJ: 0 FAT: 0

<b>Patterns</b>
Location: On Road[12]

Location - Route: 287 MP: 356.4 to 357.34 :: From: 1/1/2017 to 12/31/2021

PDO: 14 INJ: 0 FAT: 0

<b>Patterns</b>
Location: On Road[12]

Location - Route: 287 MP: 356.5 to 357.46 :: From: 1/1/2017 to 12/31/2021

PDO: 14 INJ: 0 FAT: 0

<b>Patterns</b>
Location: On Road[12]

Location - Route: 287 MP: 356.6 to 357.57 :: From: 1/1/2017 to 12/31/2021

PDO: 13 INJ: 1 FAT: 0

<b>Patterns</b>
Location: On Road[12]

Location - Route: 287 MP: 356.7 to 357.65 :: From: 1/1/2017 to 12/31/2021

PDO: 13 INJ: 1 FAT: 0

<b>Patterns</b>
Location: On Road[12]

Location - Route: 287 MP: 356.8 to 357.77 :: From: 1/1/2017 to 12/31/2021

PDO: 13 INJ: 1 FAT: 0

<b>Patterns</b>
Location: On Road[12]

Location - Route: 287 MP: 356.9 to 357.88 :: From: 1/1/2017 to 12/31/2021

PDO: 9 INJ: 1 FAT: 0

<b>Patterns</b>

Highway Class: CO - Rural Flat and Rolling 2-Lane UnDivided Highways - AADT 3000 - 8000 ADT (2016)



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us 287

Location - Route: 287 MP: 359.8 to 360.81 :: From: 1/1/2017 to 12/31/2021

PDO: 5 INJ: 1 FAT: 0

	Patterns

Location - Route: 287 MP: 359.9 to 360.91 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 1 FAT: 0

	Patterns
	Location: On Road[5]

Location - Route: 287 MP: 360 to 361.01 :: From: 1/1/2017 to 12/31/2021

PDO: 3 INJ: 1 FAT: 0

	Patterns

Location - Route: 287 MP: 360.1 to 361.11 :: From: 1/1/2017 to 12/31/2021

PDO: 2 INJ: 2 FAT: 1

	Patterns

Location - Route: 287 MP: 360.2 to 361.21 :: From: 1/1/2017 to 12/31/2021

PDO: 3 INJ: 2 FAT: 1

	Patterns

Location - Route: 287 MP: 360.3 to 361.3 :: From: 1/1/2017 to 12/31/2021

PDO: 3 INJ: 2 FAT: 1

	Patterns

Location - Route: 287 MP: 360.4 to 361.4 :: From: 1/1/2017 to 12/31/2021

PDO: 2 INJ: 2 FAT: 1

	Patterns

Highway Class: CO - Rural Flat and Rolling 2-Lane UnDivided Highways - AADT 3000 - 8000 ADT (2016)



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us 287

Location - Route: 287 MP: 360.5 to 361.5 :: From: 1/1/2017 to 12/31/2021

PDO: 2 INJ: 2 FAT: 1

	<b>Patterns</b>

Location - Route: 287 MP: 360.6 to 361.6 :: From: 1/1/2017 to 12/31/2021

PDO: 2 INJ: 3 FAT: 1

	<b>Patterns</b>

Location - Route: 287 MP: 360.7 to 361.7 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 3 FAT: 1

	<b>Patterns</b>

Location - Route: 287 MP: 360.8 to 361.8 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 2 FAT: 1

	<b>Patterns</b>

Location - Route: 287 MP: 360.9 to 361.9 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 2 FAT: 1

	<b>Patterns</b>

Location - Route: 287 MP: 361 to 362 :: From: 1/1/2017 to 12/31/2021

PDO: 3 INJ: 2 FAT: 1

	<b>Patterns</b>

Location - Route: 287 MP: 361.1 to 362.1 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 1 FAT: 0

	<b>Patterns</b>
	Vehicles:Single Vehicle Accidents[5]

**Highway Class: CO - Rural Flat and Rolling 2-Lane UnDivided Highways - AADT 3000 - 8000 ADT (2016)**



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us 287

Location - Route: 287 MP: 362.6 to 363.58 :: From: 1/1/2017 to 12/31/2021

PDO: 16 INJ: 3 FAT: 1

	<b>Patterns</b>

Location - Route: 287 MP: 362.7 to 363.68 :: From: 1/1/2017 to 12/31/2021

PDO: 18 INJ: 4 FAT: 1

	<b>Patterns</b>
	Lighting: Dawn or Dusk[5] Road Condition: Wet Road[5]

Location - Route: 287 MP: 362.8 to 363.78 :: From: 1/1/2017 to 12/31/2021

PDO: 19 INJ: 4 FAT: 0

	<b>Patterns</b>
	Road Condition: Wet Road[6]

Location - Route: 287 MP: 362.9 to 363.89 :: From: 1/1/2017 to 12/31/2021

PDO: 19 INJ: 3 FAT: 0

	<b>Patterns</b>
	Road Condition: Wet Road[5]

Location - Route: 287 MP: 363 to 364.01 :: From: 1/1/2017 to 12/31/2021

PDO: 17 INJ: 4 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 363.1 to 364.14 :: From: 1/1/2017 to 12/31/2021

PDO: 13 INJ: 5 FAT: 0

	<b>Patterns</b>
	Crash Type: Total Fixed Objects[7]

Location - Route: 287 MP: 363.2 to 364.25 :: From: 1/1/2017 to 12/31/2021

PDO: 15 INJ: 5 FAT: 0

	<b>Patterns</b>

Highway Class: CO - Rural Flat and Rolling 2-Lane UnDivided Highways - AADT 3000 - 8000 ADT (2016)



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us 287

Location - Route: 287 MP: 363.3 to 364.34 :: From: 1/1/2017 to 12/31/2021

PDO: 12 INJ: 3 FAT: 0

	<b>Patterns</b>
	Crash Type: Total Fixed Objects[6]

Location - Route: 287 MP: 363.4 to 364.44 :: From: 1/1/2017 to 12/31/2021

PDO: 11 INJ: 3 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 363.5 to 364.53 :: From: 1/1/2017 to 12/31/2021

PDO: 11 INJ: 3 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 363.6 to 364.62 :: From: 1/1/2017 to 12/31/2021

PDO: 11 INJ: 2 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 363.7 to 364.72 :: From: 1/1/2017 to 12/31/2021

PDO: 9 INJ: 2 FAT: 0

	<b>Patterns</b>
	Location: On Road[9]

Location - Route: 287 MP: 363.8 to 364.82 :: From: 1/1/2017 to 12/31/2021

PDO: 10 INJ: 2 FAT: 0

	<b>Patterns</b>
	Location: On Road[10] Crash Type: Wild Animal[7]

Location - Route: 287 MP: 363.9 to 364.91 :: From: 1/1/2017 to 12/31/2021

PDO: 10 INJ: 3 FAT: 0

	<b>Patterns</b>
	Location: On Road[11] Crash Type: Wild Animal[8]

Highway Class: CO - Rural Flat and Rolling 2-Lane UnDivided Highways - AADT 3000 - 8000 ADT (2016)



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us 287

Location - Route: 287 MP: 364 to 365 :: From: 1/1/2017 to 12/31/2021

PDO: 9 INJ: 3 FAT: 0

	<b>Patterns</b>
	Location: On Road[11] Crash Type: Wild Animal[8]

Location - Route: 287 MP: 364.1 to 365.1 :: From: 1/1/2017 to 12/31/2021

PDO: 9 INJ: 3 FAT: 0

	<b>Patterns</b>
	Location: On Road[11] Crash Type: Wild Animal[8]

Location - Route: 287 MP: 364.2 to 365.2 :: From: 1/1/2017 to 12/31/2021

PDO: 10 INJ: 2 FAT: 0

	<b>Patterns</b>
	Location: On Road[10] Crash Type: Wild Animal[7]

Location - Route: 287 MP: 364.3 to 365.3 :: From: 1/1/2017 to 12/31/2021

PDO: 8 INJ: 2 FAT: 0

	<b>Patterns</b>
	Crash Type: Wild Animal[6] Lighting: Dark - Unlighted[7]

Location - Route: 287 MP: 364.4 to 365.39 :: From: 1/1/2017 to 12/31/2021

PDO: 8 INJ: 2 FAT: 0

	<b>Patterns</b>
	Crash Type: Wild Animal[6] Lighting: Dark - Unlighted[7]

Location - Route: 287 MP: 364.5 to 365.48 :: From: 1/1/2017 to 12/31/2021

PDO: 7 INJ: 2 FAT: 0

	<b>Patterns</b>
	Lighting: Dark - Unlighted[7]

Highway Class: CO - Rural Flat and Rolling 2-Lane UnDivided Highways - AADT 3000 - 8000 ADT (2016)



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us 287

Location - Route: 287 MP: 364.6 to 365.58 :: From: 1/1/2017 to 12/31/2021

PDO: 8 INJ: 2 FAT: 0

	<b>Patterns</b>
	Lighting: Dark - Unlighted[7]

Location - Route: 287 MP: 364.7 to 365.68 :: From: 1/1/2017 to 12/31/2021

PDO: 6 INJ: 2 FAT: 0

	<b>Patterns</b>
	Lighting: Dark - Unlighted[6]

Location - Route: 287 MP: 364.8 to 365.78 :: From: 1/1/2017 to 12/31/2021

PDO: 5 INJ: 2 FAT: 0

	<b>Patterns</b>
	Lighting: Dark - Unlighted[5]

Location - Route: 287 MP: 364.9 to 365.9 :: From: 1/1/2017 to 12/31/2021

PDO: 6 INJ: 2 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 365 to 366.02 :: From: 1/1/2017 to 12/31/2021

PDO: 9 INJ: 2 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[11] Location: Off Road[7], Off Road Right[6]

Location - Route: 287 MP: 365.1 to 366.12 :: From: 1/1/2017 to 12/31/2021

PDO: 12 INJ: 2 FAT: 0

	<b>Patterns</b>
	Location: Off Road Right[6]

Location - Route: 287 MP: 365.2 to 366.23 :: From: 1/1/2017 to 12/31/2021

PDO: 11 INJ: 3 FAT: 0

	<b>Patterns</b>

Highway Class: CO - Rural Flat and Rolling 2-Lane UnDivided Highways - AADT 3000 - 8000 ADT (2016)



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Location - Route: 287 MP: 365.3 to 366.33 :: From: 1/1/2017 to 12/31/2021

PDO: 11 INJ: 3 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 365.4 to 366.44 :: From: 1/1/2017 to 12/31/2021

PDO: 12 INJ: 3 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 365.5 to 366.55 :: From: 1/1/2017 to 12/31/2021

PDO: 11 INJ: 3 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 365.6 to 366.65 :: From: 1/1/2017 to 12/31/2021

PDO: 13 INJ: 3 FAT: 0

	<b>Patterns</b>
	Lighting:Dark - Unlighted[10]

Location - Route: 287 MP: 365.7 to 366.74 :: From: 1/1/2017 to 12/31/2021

PDO: 13 INJ: 3 FAT: 0

	<b>Patterns</b>
	Lighting:Dark - Unlighted[10]

Location - Route: 287 MP: 365.8 to 366.85 :: From: 1/1/2017 to 12/31/2021

PDO: 12 INJ: 2 FAT: 0

	<b>Patterns</b>
	Lighting:Dark - Unlighted[9]

Location - Route: 287 MP: 365.9 to 366.95 :: From: 1/1/2017 to 12/31/2021

PDO: 12 INJ: 2 FAT: 0

	<b>Patterns</b>
	Lighting:Dark - Unlighted[9]

**Highway Class: CO - Rural Flat and Rolling 2-Lane UnDivided Highways - AADT 3000 - 8000 ADT (2016)**





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us 287

Location - Route: 287 MP: 366 to 367.04 :: From: 1/1/2017 to 12/31/2021

PDO: 7 INJ: 1 FAT: 0

	<b>Patterns</b>
	Location: On Road[8] Crash Type: Wild Animal[6] Lighting: Dark - Unlighted[6]

Location - Route: 287 MP: 366.1 to 367.15 :: From: 1/1/2017 to 12/31/2021

PDO: 6 INJ: 1 FAT: 0

	<b>Patterns</b>
	Location: On Road[6] Crash Type: Wild Animal[5] Lighting: Dark - Unlighted[5]

Location - Route: 287 MP: 366.2 to 367.25 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 0 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 366.3 to 367.35 :: From: 1/1/2017 to 12/31/2021

PDO: 5 INJ: 0 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[5]

Location - Route: 287 MP: 366.4 to 367.46 :: From: 1/1/2017 to 12/31/2021

PDO: 5 INJ: 0 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[5]

Location - Route: 287 MP: 366.5 to 367.55 :: From: 1/1/2017 to 12/31/2021

PDO: 5 INJ: 0 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[5]

Highway Class: CO - Rural Flat and Rolling 2-Lane UnDivided Highways - AADT 3000 - 8000 ADT (2016)



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us 287

Location - Route: 287 MP: 366.6 to 367.65 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 0 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 366.7 to 367.77 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 1 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[5] Location: Off Road[5], Off Road Right[5]

Location - Route: 287 MP: 366.8 to 367.87 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 1 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[5] Location: Off Road[5], Off Road Right[5]

Location - Route: 287 MP: 366.9 to 367.92 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 1 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[5] Location: Off Road[5], Off Road Right[5]

Location - Route: 287 MP: 367 to 367.98 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 1 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[5] Location: Off Road[5], Off Road Right[5]

Location - Route: 287 MP: 367.1 to 368.03 :: From: 1/1/2017 to 12/31/2021

PDO: 6 INJ: 1 FAT: 0

	<b>Patterns</b>
	Location: Off Road[5], Off Road Right[5]

Highway Class: CO - Rural Flat and Rolling 2-Lane UnDivided Highways - AADT 3000 - 8000 ADT (2016)



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Location - Route: 287 MP: 367.2 to 368.12 :: From: 1/1/2017 to 12/31/2021

PDO: 7 INJ: 1 FAT: 0

<b>Patterns</b>
Location:Off Road[5], Off Road Right[5]

Location - Route: 287 MP: 367.3 to 368.22 :: From: 1/1/2017 to 12/31/2021

PDO: 8 INJ: 1 FAT: 0

<b>Patterns</b>
Location:Off Road Right[5]

Location - Route: 287 MP: 367.4 to 368.31 :: From: 1/1/2017 to 12/31/2021

PDO: 7 INJ: 2 FAT: 0

<b>Patterns</b>
Lighting:Dark - Unlighted[7]

Location - Route: 287 MP: 367.5 to 368.39 :: From: 1/1/2017 to 12/31/2021

PDO: 7 INJ: 2 FAT: 0

<b>Patterns</b>
Lighting:Dark - Unlighted[7]

Location - Route: 287 MP: 367.6 to 368.49 :: From: 1/1/2017 to 12/31/2021

PDO: 7 INJ: 2 FAT: 0

<b>Patterns</b>
Lighting:Dark - Unlighted[7]

Location - Route: 287 MP: 367.7 to 368.59 :: From: 1/1/2017 to 12/31/2021

PDO: 7 INJ: 2 FAT: 0

<b>Patterns</b>
Lighting:Dark - Unlighted[7]

Location - Route: 287 MP: 367.8 to 368.68 :: From: 1/1/2017 to 12/31/2021

PDO: 7 INJ: 1 FAT: 0

<b>Patterns</b>
Location:On Road[7] Lighting: Dark - Unlighted[6]

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Location - Route: 287 MP: 367.9 to 368.86 :: From: 1/1/2017 to 12/31/2021

PDO: 7 INJ: 1 FAT: 1

	<b>Patterns</b>
	Lighting: Dark - Unlighted[6]

Location - Route: 287 MP: 368 to 368.99 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 3 FAT: 1

	<b>Patterns</b>

Location - Route: 287 MP: 368.1 to 369.1 :: From: 1/1/2017 to 12/31/2021

PDO: 3 INJ: 3 FAT: 1

	<b>Patterns</b>

Location - Route: 287 MP: 368.2 to 369.21 :: From: 1/1/2017 to 12/31/2021

PDO: 2 INJ: 3 FAT: 1

	<b>Patterns</b>

Location - Route: 287 MP: 368.3 to 369.31 :: From: 1/1/2017 to 12/31/2021

PDO: 1 INJ: 2 FAT: 1

	<b>Patterns</b>

Location - Route: 287 MP: 368.4 to 369.42 :: From: 1/1/2017 to 12/31/2021

PDO: 0 INJ: 2 FAT: 1

	<b>Patterns</b>

Location - Route: 287 MP: 368.5 to 369.53 :: From: 1/1/2017 to 12/31/2021

PDO: 0 INJ: 2 FAT: 1

	<b>Patterns</b>

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Location - Route: 287 MP: 370 to 371 :: From: 1/1/2017 to 12/31/2021

PDO: 3 INJ: 1 FAT: 0

<b>Patterns</b>

Location - Route: 287 MP: 370.1 to 371.1 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 1 FAT: 0

<b>Patterns</b>
Vehicles:Single Vehicle Accidents[5]

Location - Route: 287 MP: 370.2 to 371.2 :: From: 1/1/2017 to 12/31/2021

PDO: 5 INJ: 1 FAT: 0

<b>Patterns</b>
Vehicles:Single Vehicle Accidents[6]

Location - Route: 287 MP: 370.3 to 371.3 :: From: 1/1/2017 to 12/31/2021

PDO: 5 INJ: 1 FAT: 0

<b>Patterns</b>
Vehicles:Single Vehicle Accidents[6]

Location - Route: 287 MP: 370.4 to 371.4 :: From: 1/1/2017 to 12/31/2021

PDO: 5 INJ: 1 FAT: 0

<b>Patterns</b>
Vehicles:Single Vehicle Accidents[6]

Location - Route: 287 MP: 370.5 to 371.5 :: From: 1/1/2017 to 12/31/2021

PDO: 5 INJ: 1 FAT: 0

<b>Patterns</b>
Vehicles:Single Vehicle Accidents[6]

Location - Route: 287 MP: 370.6 to 371.61 :: From: 1/1/2017 to 12/31/2021

PDO: 5 INJ: 1 FAT: 0

<b>Patterns</b>
Vehicles:Single Vehicle Accidents[6]

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Location - Route: 287 MP: 370.7 to 371.71 :: From: 1/1/2017 to 12/31/2021

PDO: 5 INJ: 1 FAT: 0

	Patterns
	Vehicles:Single Vehicle Accidents[6]

Location - Route: 287 MP: 370.8 to 371.81 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 1 FAT: 0

	Patterns
	Vehicles:Single Vehicle Accidents[5]

Location - Route: 287 MP: 370.9 to 371.91 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 1 FAT: 0

	Patterns
	Vehicles:Single Vehicle Accidents[5]

Location - Route: 287 MP: 371 to 372.01 :: From: 1/1/2017 to 12/31/2021

PDO: 3 INJ: 0 FAT: 0

	Patterns

Location - Route: 287 MP: 371.1 to 372.1 :: From: 1/1/2017 to 12/31/2021

PDO: 2 INJ: 0 FAT: 0

	Patterns

Location - Route: 287 MP: 371.2 to 372.18 :: From: 1/1/2017 to 12/31/2021

PDO: 1 INJ: 0 FAT: 0

	Patterns

Location - Route: 287 MP: 371.3 to 372.28 :: From: 1/1/2017 to 12/31/2021

PDO: 2 INJ: 1 FAT: 0

	Patterns

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Location - Route: 287 MP: 371.4 to 372.38 :: From: 1/1/2017 to 12/31/2021

PDO: 3 INJ: 2 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[5]

Location - Route: 287 MP: 371.5 to 372.48 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 2 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[6]

Location - Route: 287 MP: 371.6 to 372.54 :: From: 1/1/2017 to 12/31/2021

PDO: 5 INJ: 2 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[7] Location: On Road[6] Lighting: Dark - Unlighted[5]

Location - Route: 287 MP: 371.7 to 372.63 :: From: 1/1/2017 to 12/31/2021

PDO: 6 INJ: 2 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[8] Location: On Road[7] Crash Type: Wild Animal[5]

Location - Route: 287 MP: 371.8 to 372.72 :: From: 1/1/2017 to 12/31/2021

PDO: 6 INJ: 2 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[8] Location: On Road[7] Crash Type: Wild Animal[5]

Location - Route: 287 MP: 371.9 to 372.81 :: From: 1/1/2017 to 12/31/2021

PDO: 6 INJ: 2 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[8] Location: On Road[7] Crash Type: Wild Animal[5]

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Location - Route: 287 MP: 372 to 372.97 :: From: 1/1/2017 to 12/31/2021

PDO: 7 INJ: 3 FAT: 0

	<b>Patterns</b>
	Location: On Road[9]

Location - Route: 287 MP: 372.1 to 373.09 :: From: 1/1/2017 to 12/31/2021

PDO: 10 INJ: 3 FAT: 0

	<b>Patterns</b>
	Location: On Road[12]

Location - Route: 287 MP: 372.2 to 373.23 :: From: 1/1/2017 to 12/31/2021

PDO: 11 INJ: 3 FAT: 0

	<b>Patterns</b>
	Location: On Road[13]

Location - Route: 287 MP: 372.3 to 373.33 :: From: 1/1/2017 to 12/31/2021

PDO: 10 INJ: 1 FAT: 0

	<b>Patterns</b>
	Location: On Road[11]

Location - Route: 287 MP: 372.4 to 373.43 :: From: 1/1/2017 to 12/31/2021

PDO: 10 INJ: 1 FAT: 0

	<b>Patterns</b>
	Location: On Road[10]

Location - Route: 287 MP: 372.5 to 373.53 :: From: 1/1/2017 to 12/31/2021

PDO: 9 INJ: 1 FAT: 0

	<b>Patterns</b>
	Location: On Road[9]

Location - Route: 287 MP: 372.6 to 373.64 :: From: 1/1/2017 to 12/31/2021

PDO: 8 INJ: 1 FAT: 0

	<b>Patterns</b>
	Location: On Road[8]

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Location - Route: 287 MP: 372.7 to 373.75 :: From: 1/1/2017 to 12/31/2021

PDO: 8 INJ: 1 FAT: 0

	<b>Patterns</b>
	Location: On Road[8]

Location - Route: 287 MP: 372.8 to 373.86 :: From: 1/1/2017 to 12/31/2021

PDO: 8 INJ: 2 FAT: 0

	<b>Patterns</b>
	Location: On Road[9]

Location - Route: 287 MP: 372.9 to 373.91 :: From: 1/1/2017 to 12/31/2021

PDO: 6 INJ: 1 FAT: 0

	<b>Patterns</b>
	Location: On Road[6]

Location - Route: 287 MP: 373 to 374.04 :: From: 1/1/2017 to 12/31/2021

PDO: 5 INJ: 1 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 373.1 to 374.14 :: From: 1/1/2017 to 12/31/2021

PDO: 3 INJ: 1 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 373.2 to 374.24 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 1 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 373.3 to 374.34 :: From: 1/1/2017 to 12/31/2021

PDO: 3 INJ: 1 FAT: 0

	<b>Patterns</b>

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Location - Route: 287 MP: 374.1 to 375.1 :: From: 1/1/2017 to 12/31/2021

PDO: 2 INJ: 3 FAT: 0

	<b>Patterns</b>
	Vehicles:Single Vehicle Accidents[5]

Location - Route: 287 MP: 374.2 to 375.2 :: From: 1/1/2017 to 12/31/2021

PDO: 1 INJ: 3 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 374.3 to 375.3 :: From: 1/1/2017 to 12/31/2021

PDO: 1 INJ: 3 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 374.4 to 375.4 :: From: 1/1/2017 to 12/31/2021

PDO: 1 INJ: 3 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 374.5 to 375.5 :: From: 1/1/2017 to 12/31/2021

PDO: 1 INJ: 2 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 374.6 to 375.6 :: From: 1/1/2017 to 12/31/2021

PDO: 2 INJ: 1 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 374.7 to 375.7 :: From: 1/1/2017 to 12/31/2021

PDO: 2 INJ: 1 FAT: 0

	<b>Patterns</b>

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Location - Route: 287 MP: 374.8 to 375.8 :: From: 1/1/2017 to 12/31/2021

PDO: 2 INJ: 1 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 374.9 to 375.9 :: From: 1/1/2017 to 12/31/2021

PDO: 2 INJ: 1 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 375 to 376 :: From: 1/1/2017 to 12/31/2021

PDO: 3 INJ: 1 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 375.1 to 376.1 :: From: 1/1/2017 to 12/31/2021

PDO: 3 INJ: 1 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 375.2 to 376.2 :: From: 1/1/2017 to 12/31/2021

PDO: 3 INJ: 1 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 375.3 to 376.3 :: From: 1/1/2017 to 12/31/2021

PDO: 5 INJ: 2 FAT: 0

	<b>Patterns</b>
	Location:Off Road[5]

Location - Route: 287 MP: 375.4 to 376.4 :: From: 1/1/2017 to 12/31/2021

PDO: 5 INJ: 2 FAT: 0

	<b>Patterns</b>
	Location:Off Road[5]

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Location - Route: 287 MP: 375.5 to 376.5 :: From: 1/1/2017 to 12/31/2021

PDO: 5 INJ: 2 FAT: 1

	<b>Patterns</b>
	Location: Off Road[6], Off Road Right[5]

Location - Route: 287 MP: 375.6 to 376.6 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 2 FAT: 1

	<b>Patterns</b>
	Location: Off Road[6], Off Road Right[5] Lighting: Dark - Unlighted[5]

Location - Route: 287 MP: 375.7 to 376.7 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 2 FAT: 1

	<b>Patterns</b>
	Location: Off Road[6], Off Road Right[5] Lighting: Dark - Unlighted[5]

Location - Route: 287 MP: 375.8 to 376.8 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 2 FAT: 1

	<b>Patterns</b>
	Location: Off Road[6], Off Road Right[5] Lighting: Dark - Unlighted[5]

Location - Route: 287 MP: 375.9 to 376.9 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 2 FAT: 1

	<b>Patterns</b>
	Location: Off Road[6], Off Road Right[5] Lighting: Dark - Unlighted[5]

Location - Route: 287 MP: 376 to 377 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 2 FAT: 1

	<b>Patterns</b>
	Location: Off Road[6], Off Road Right[5]

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Location - Route: 287 MP: 376.1 to 377.1 :: From: 1/1/2017 to 12/31/2021

**PDO:** 4 **INJ:** 2 **FAT:** 1

<b>Patterns</b>
Location: Off Road[6]

Location - Route: 287 MP: 376.2 to 377.2 :: From: 1/1/2017 to 12/31/2021

**PDO:** 6 **INJ:** 2 **FAT:** 1

<b>Patterns</b>
Location: Off Road[8], Off Road Right[5] Crash Type: Overturning[5]

Location - Route: 287 MP: 376.3 to 377.3 :: From: 1/1/2017 to 12/31/2021

**PDO:** 4 **INJ:** 1 **FAT:** 1

<b>Patterns</b>
Location: Off Road[5]

Location - Route: 287 MP: 376.4 to 377.4 :: From: 1/1/2017 to 12/31/2021

**PDO:** 4 **INJ:** 1 **FAT:** 2

<b>Patterns</b>
Location: Off Road[5]

Location - Route: 287 MP: 376.5 to 377.5 :: From: 1/1/2017 to 12/31/2021

**PDO:** 4 **INJ:** 1 **FAT:** 1

<b>Patterns</b>
Location: Off Road[5]

Location - Route: 287 MP: 376.6 to 377.59 :: From: 1/1/2017 to 12/31/2021

**PDO:** 4 **INJ:** 1 **FAT:** 1

<b>Patterns</b>
Location: Off Road[5]

Location - Route: 287 MP: 376.7 to 377.68 :: From: 1/1/2017 to 12/31/2021

**PDO:** 4 **INJ:** 1 **FAT:** 1

<b>Patterns</b>
Location: Off Road[5]

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Location - Route: 287 MP: 376.8 to 377.78 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 1 FAT: 1

	<b>Patterns</b>
	Location:Off Road[5]

Location - Route: 287 MP: 376.9 to 377.88 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 1 FAT: 1

	<b>Patterns</b>
	Location:Off Road[5]

Location - Route: 287 MP: 377 to 377.98 :: From: 1/1/2017 to 12/31/2021

PDO: 3 INJ: 1 FAT: 1

	<b>Patterns</b>

Location - Route: 287 MP: 377.1 to 378.08 :: From: 1/1/2017 to 12/31/2021

PDO: 3 INJ: 1 FAT: 1

	<b>Patterns</b>

Location - Route: 287 MP: 377.2 to 378.19 :: From: 1/1/2017 to 12/31/2021

PDO: 1 INJ: 1 FAT: 1

	<b>Patterns</b>

Location - Route: 287 MP: 377.3 to 378.29 :: From: 1/1/2017 to 12/31/2021

PDO: 1 INJ: 1 FAT: 1

	<b>Patterns</b>

Location - Route: 287 MP: 377.4 to 378.39 :: From: 1/1/2017 to 12/31/2021

PDO: 1 INJ: 1 FAT: 0

	<b>Patterns</b>

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Location - Route: 287 MP: 377.5 to 378.5 :: From: 1/1/2017 to 12/31/2021

**PDO: 2 INJ: 1 FAT: 0**

	<b>Patterns</b>

Location - Route: 287 MP: 377.6 to 378.6 :: From: 1/1/2017 to 12/31/2021

**PDO: 2 INJ: 1 FAT: 0**

	<b>Patterns</b>

Location - Route: 287 MP: 377.7 to 378.7 :: From: 1/1/2017 to 12/31/2021

**PDO: 5 INJ: 1 FAT: 0**

	<b>Patterns</b>
	Vehicles:Single Vehicle Accidents[6]

Location - Route: 287 MP: 377.8 to 378.8 :: From: 1/1/2017 to 12/31/2021

**PDO: 5 INJ: 1 FAT: 0**

	<b>Patterns</b>
	Vehicles:Single Vehicle Accidents[6]

Location - Route: 287 MP: 377.9 to 378.9 :: From: 1/1/2017 to 12/31/2021

**PDO: 6 INJ: 1 FAT: 0**

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[7] Crash Type:Wild Animal[5]

Location - Route: 287 MP: 378 to 379 :: From: 1/1/2017 to 12/31/2021

**PDO: 7 INJ: 1 FAT: 0**

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[8] Crash Type:Wild Animal[5]

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Location - Route: 287 MP: 378.1 to 379.09 :: From: 1/1/2017 to 12/31/2021

**PDO:** 7 **INJ:** 1 **FAT:** 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[8] Crash Type: Wild Animal[5]

Location - Route: 287 MP: 378.2 to 379.18 :: From: 1/1/2017 to 12/31/2021

**PDO:** 8 **INJ:** 1 **FAT:** 0

	<b>Patterns</b>
	Vehicles:Single Vehicle Accidents[9]

Location - Route: 287 MP: 378.3 to 379.28 :: From: 1/1/2017 to 12/31/2021

**PDO:** 8 **INJ:** 2 **FAT:** 0

	<b>Patterns</b>
	Vehicles:Single Vehicle Accidents[10]

Location - Route: 287 MP: 378.4 to 379.38 :: From: 1/1/2017 to 12/31/2021

**PDO:** 8 **INJ:** 2 **FAT:** 0

	<b>Patterns</b>
	Vehicles:Single Vehicle Accidents[10]

Location - Route: 287 MP: 378.5 to 379.49 :: From: 1/1/2017 to 12/31/2021

**PDO:** 6 **INJ:** 2 **FAT:** 0

	<b>Patterns</b>
	Vehicles:Single Vehicle Accidents[8]

Location - Route: 287 MP: 378.6 to 379.59 :: From: 1/1/2017 to 12/31/2021

**PDO:** 7 **INJ:** 2 **FAT:** 0

	<b>Patterns</b>
	Vehicles:Single Vehicle Accidents[9]

Location - Route: 287 MP: 378.7 to 379.69 :: From: 1/1/2017 to 12/31/2021

**PDO:** 4 **INJ:** 2 **FAT:** 0

	<b>Patterns</b>
	Vehicles:Single Vehicle Accidents[6]

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Location - Route: 287 MP: 378.8 to 379.79 :: From: 1/1/2017 to 12/31/2021

**PDO: 4 INJ: 2 FAT: 0**

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[6]

Location - Route: 287 MP: 378.9 to 379.9 :: From: 1/1/2017 to 12/31/2021

**PDO: 4 INJ: 3 FAT: 0**

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[7] Location: Off Road[5]

Location - Route: 287 MP: 379 to 380.01 :: From: 1/1/2017 to 12/31/2021

**PDO: 8 INJ: 4 FAT: 0**

	<b>Patterns</b>
	Crash Type: Total Fixed Objects[5]

Location - Route: 287 MP: 379.1 to 380.13 :: From: 1/1/2017 to 12/31/2021

**PDO: 10 INJ: 4 FAT: 0**

	<b>Patterns</b>

Location - Route: 287 MP: 379.2 to 380.23 :: From: 1/1/2017 to 12/31/2021

**PDO: 11 INJ: 3 FAT: 0**

	<b>Patterns</b>
	Crash Type: Total Fixed Objects[6]

Location - Route: 287 MP: 379.3 to 380.32 :: From: 1/1/2017 to 12/31/2021

**PDO: 12 INJ: 6 FAT: 0**

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[17] Location: Off Road[10], Off Road Right[8] Crash Type: Cable Rail[5], Total Fixed Objects[10]

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Location - Route: 287 MP: 379.4 to 380.43 :: From: 1/1/2017 to 12/31/2021

PDO: 12 INJ: 6 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[17] Location: Off Road[10], Off Road Right[8] Crash Type: Cable Rail[5], Total Fixed Objects[10]

Location - Route: 287 MP: 379.5 to 380.52 :: From: 1/1/2017 to 12/31/2021

PDO: 13 INJ: 6 FAT: 0

	<b>Patterns</b>
	Location: Off Road Right[9] Crash Type: Cable Rail[6], Total Fixed Objects[10]

Location - Route: 287 MP: 379.6 to 380.63 :: From: 1/1/2017 to 12/31/2021

PDO: 13 INJ: 6 FAT: 0

	<b>Patterns</b>
	Location: Off Road Right[9] Crash Type: Cable Rail[6], Total Fixed Objects[10]

Location - Route: 287 MP: 379.7 to 380.73 :: From: 1/1/2017 to 12/31/2021

PDO: 13 INJ: 6 FAT: 0

	<b>Patterns</b>
	Location: Off Road Right[9] Crash Type: Cable Rail[6], Total Fixed Objects[10]

Location - Route: 287 MP: 379.8 to 380.83 :: From: 1/1/2017 to 12/31/2021

PDO: 14 INJ: 7 FAT: 0

	<b>Patterns</b>
	Location: Off Road[12], Off Road Right[11] Crash Type: Cable Rail[8], Total Fixed Objects[12]

Location - Route: 287 MP: 379.9 to 380.92 :: From: 1/1/2017 to 12/31/2021

PDO: 13 INJ: 8 FAT: 0

	<b>Patterns</b>
	Severity: Injury (INJ)[8] Location: Off Road Right[10] Crash Type: Cable Rail[8], Total Fixed Objects[11] Weather: Snow or Sleet or Hail[7]

Highway Class: CO - Rural Flat and Rolling 2-Lane UnDivided Highways - AADT 3000 - 8000 ADT (2016)



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Location - Route: 287 MP: 380 to 381 :: From: 1/1/2017 to 12/31/2021

**PDO:** 14 **INJ:** 6 **FAT:** 0

	<b>Patterns</b>
	Location: Off Road[11], Off Road Right[9] Crash Type: Cable Rail[8], Total Fixed Objects[11] Weather: Snow or Sleet or Hail[5]

Location - Route: 287 MP: 380.1 to 381.1 :: From: 1/1/2017 to 12/31/2021

**PDO:** 12 **INJ:** 6 **FAT:** 0

	<b>Patterns</b>
	Location: Off Road[10], Off Road Right[9] Crash Type: Cable Rail[8], Total Fixed Objects[10] Weather: Snow or Sleet or Hail[5]

Location - Route: 287 MP: 380.2 to 381.2 :: From: 1/1/2017 to 12/31/2021

**PDO:** 10 **INJ:** 7 **FAT:** 0

	<b>Patterns</b>
	Severity: Injury (INJ)[7] Location: Off Road[10], Off Road Right[9] Crash Type: Cable Rail[7], Total Fixed Objects[10] Weather: Snow or Sleet or Hail[5]

Location - Route: 287 MP: 380.3 to 381.33 :: From: 1/1/2017 to 12/31/2021

**PDO:** 11 **INJ:** 4 **FAT:** 0

	<b>Patterns</b>
	Vehicles: Two Vehicle Accidents[5] Crash Type: Total Fixed Objects[6] Weather: Snow or Sleet or Hail[5]

Location - Route: 287 MP: 380.4 to 381.42 :: From: 1/1/2017 to 12/31/2021

**PDO:** 11 **INJ:** 4 **FAT:** 0

	<b>Patterns</b>
	Vehicles: Two Vehicle Accidents[5] Crash Type: Total Fixed Objects[6] Weather: Snow or Sleet or Hail[5]

**Highway Class:** CO - Rural Flat and Rolling 2-Lane UnDivided Highways - AADT 3000 - 8000 ADT (2016)



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Location - Route: 287 MP: 380.5 to 381.47 :: From: 1/1/2017 to 12/31/2021

PDO: 9 INJ: 4 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 380.6 to 381.5 :: From: 1/1/2017 to 12/31/2021

PDO: 9 INJ: 4 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 380.7 to 381.61 :: From: 1/1/2017 to 12/31/2021

PDO: 11 INJ: 4 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 380.8 to 381.75 :: From: 1/1/2017 to 12/31/2021

PDO: 10 INJ: 5 FAT: 0

	<b>Patterns</b>
	Vehicles: Two Vehicle Accidents[5] Crash Type:Rear End[5]

Location - Route: 287 MP: 380.9 to 381.85 :: From: 1/1/2017 to 12/31/2021

PDO: 10 INJ: 3 FAT: 0

	<b>Patterns</b>

Location - Route: 287 MP: 381 to 382.05 :: From: 1/1/2017 to 12/31/2021

PDO: 10 INJ: 5 FAT: 0

	<b>Patterns</b>
	Location: Off Road Right[6] Crash Type:Total Fixed Objects[6]

Highway Class: CO - Rural Flat and Rolling 2-Lane UnDivided Highways - AADT 3000 - 8000 ADT (2016)



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Location - Route: 287 MP: 381.1 to 382.13 :: From: 1/1/2017 to 12/31/2021

PDO: 10 INJ: 5 FAT: 0

<b>Patterns</b>	
Location:	Off Road Right[6]
Crash Type:	Total Fixed Objects[6]

Location - Route: 287 MP: 381.2 to 382.23 :: From: 1/1/2017 to 12/31/2021

PDO: 11 INJ: 4 FAT: 0

<b>Patterns</b>	
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Location - Route: 287 MP: 381.3 to 382.32 :: From: 1/1/2017 to 12/31/2021

PDO: 10 INJ: 6 FAT: 0

<b>Patterns</b>	
Weather:	Snow or Sleet or Hail[5]

Location - Route: 287 MP: 381.4 to 382.49 :: From: 1/1/2017 to 12/31/2021

PDO: 12 INJ: 6 FAT: 0

<b>Patterns</b>	
Weather:	Snow or Sleet or Hail[5]

Location - Route: 287 MP: 381.5 to 382.6 :: From: 1/1/2017 to 12/31/2021

PDO: 15 INJ: 7 FAT: 0

<b>Patterns</b>	
Location:	Off Road[12]
Crash Type:	Total Fixed Objects[9]
Weather:	Rain[5], Snow or Sleet or Hail[6]
Road Condition:	Wet Road[5]

Location - Route: 287 MP: 381.6 to 382.66 :: From: 1/1/2017 to 12/31/2021

PDO: 13 INJ: 7 FAT: 0

<b>Patterns</b>	
Location:	Off Road[11], Off Road Right[7]
Crash Type:	Total Fixed Objects[9]
Weather:	Rain[5], Snow or Sleet or Hail[6]
Road Condition:	Wet Road[5]

Highway Class: CO - Rural Flat and Rolling 2-Lane UnDivided Highways - AADT 3000 - 8000 ADT (2016)



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Location - Route: 287 MP: 381.7 to 382.68 :: From: 1/1/2017 to 12/31/2021

PDO: 13 INJ: 6 FAT: 0

	<b>Patterns</b>
	Location: Off Road[11], Off Road Right[7] Crash Type: Total Fixed Objects[9] Weather: Rain[5], Snow or Sleet or Hail[5] Road Condition: Wet Road[5]

Location - Route: 287 MP: 381.8 to 382.78 :: From: 1/1/2017 to 12/31/2021

PDO: 13 INJ: 5 FAT: 0

	<b>Patterns</b>
	Location: Off Road[10] Crash Type: Total Fixed Objects[8] Weather: Rain[5], Snow or Sleet or Hail[5] Road Condition: Wet Road[5]

Location - Route: 287 MP: 381.9 to 382.87 :: From: 1/1/2017 to 12/31/2021

PDO: 10 INJ: 5 FAT: 1

	<b>Patterns</b>

Location - Route: 287 MP: 382 to 382.98 :: From: 1/1/2017 to 12/31/2021

PDO: 8 INJ: 4 FAT: 1

	<b>Patterns</b>

Location - Route: 287 MP: 382.1 to 383.11 :: From: 1/1/2017 to 12/31/2021

PDO: 11 INJ: 7 FAT: 1

	<b>Patterns</b>

Location - Route: 287 MP: 382.2 to 383.21 :: From: 1/1/2017 to 12/31/2021

PDO: 10 INJ: 7 FAT: 1

	<b>Patterns</b>
	Severity: Injury (INJ)[7] Crash Type: Total Fixed Objects[7]

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Location - Route: 287 MP: 382.3 to 383.31 :: From: 1/1/2017 to 12/31/2021

PDO: 9 INJ: 5 FAT: 1

<b>Patterns</b>
Crash Type: Total Fixed Objects[7]

Location - Route: 287 MP: 382.4 to 383.42 :: From: 1/1/2017 to 12/31/2021

PDO: 10 INJ: 6 FAT: 1

<b>Patterns</b>
Crash Type: Total Fixed Objects[7]

Location - Route: 287 MP: 382.5 to 383.52 :: From: 1/1/2017 to 12/31/2021

PDO: 8 INJ: 6 FAT: 1

<b>Patterns</b>
Severity: Injury (INJ)[6]

Location - Route: 287 MP: 382.6 to 383.63 :: From: 1/1/2017 to 12/31/2021

PDO: 7 INJ: 5 FAT: 1

<b>Patterns</b>

Location - Route: 287 MP: 382.7 to 383.73 :: From: 1/1/2017 to 12/31/2021

PDO: 7 INJ: 5 FAT: 1

<b>Patterns</b>

Location - Route: 287 MP: 382.8 to 383.84 :: From: 1/1/2017 to 12/31/2021

PDO: 7 INJ: 4 FAT: 1

<b>Patterns</b>

Location - Route: 287 MP: 382.9 to 383.92 :: From: 1/1/2017 to 12/31/2021

PDO: 6 INJ: 4 FAT: 0

<b>Patterns</b>

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Location - Route: 287 MP: 383 to 384 :: From: 1/1/2017 to 12/31/2021

PDO: 6 INJ: 1 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[7] Crash Type: Wild Animal[5]

Location - Route: 287 MP: 383.1 to 384.1 :: From: 1/1/2017 to 12/31/2021

PDO: 6 INJ: 2 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[8] Crash Type: Wild Animal[5]

Location - Route: 287 MP: 383.2 to 384.21 :: From: 1/1/2017 to 12/31/2021

PDO: 6 INJ: 2 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[8] Crash Type: Wild Animal[5]

Location - Route: 287 MP: 383.3 to 384.31 :: From: 1/1/2017 to 12/31/2021

PDO: 6 INJ: 2 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[8] Crash Type: Wild Animal[5]

Location - Route: 287 MP: 383.4 to 384.42 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 1 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[5]

Location - Route: 287 MP: 383.5 to 384.53 :: From: 1/1/2017 to 12/31/2021

PDO: 3 INJ: 2 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[5]

Highway Class: CO - Rural Flat and Rolling 2-Lane UnDivided Highways - AADT 3000 - 8000 ADT (2016)





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Location - Route: 287 MP: 383.6 to 384.63 :: From: 1/1/2017 to 12/31/2021

PDO: 3 INJ: 2 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[5]

Location - Route: 287 MP: 383.7 to 384.74 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 2 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[6]

Location - Route: 287 MP: 383.8 to 384.84 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 2 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[6]

Location - Route: 287 MP: 383.9 to 384.95 :: From: 1/1/2017 to 12/31/2021

PDO: 5 INJ: 3 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[8] Location: Off Road[6], Off Road Right[5] Crash Type: Total Fixed Objects[6]

Location - Route: 287 MP: 384 to 385.05 :: From: 1/1/2017 to 12/31/2021

PDO: 4 INJ: 3 FAT: 0

	<b>Patterns</b>
	Vehicles: Single Vehicle Accidents[7] Location: Off Road[5] Crash Type: Total Fixed Objects[5]

Location - Route: 287 MP: 384.1 to 385.16 :: From: 1/1/2017 to 12/31/2021

PDO: 2 INJ: 2 FAT: 0

	<b>Patterns</b>

Highway Class: CO - Rural Flat and Rolling 2-Lane UnDivided Highways - AADT 3000 - 8000 ADT (2016)

# Appendix E: Public Comments Matrix



28				x-Bonnors Peak			x- @ Bonnors Peak or make a SB Right Turn Lane										
29																	x
30							x- or bike lane	x-Reduce									
31		x-Increase PL further S on NB near Bonnors Peak	x-NB signage before Owl Canyon about I-25 Access	x-Bonnors Peak			x- or bike use										
32		x-Increase PL									x						x
33				x-Bonnors Peak													
34				x-Bonnors Peak			x- @ Bonnors Peak or make a SB Right Turn Lane	x- Reduce in areas									
35	x- refresh	x- Increase PL SB, eliminate shared PL					x- or emergency pull offs				x						x
36			x- School bus stops														x
37																	x
38	x-No passing except in PL	x-Increase PL	x-No passing except in PL				x				x						
39																	x- Concrete barrier
40		x-Increase PL									x						
41											x-54G						x
42		x- Increase PL															x - Concrete barrier
43				x- Bonnors Peak													
44											x						x
45				x- Bonnors Peak													
46											x						x
47				x- Bonnors Peak			x- @ Bonnors Peak or make a SB Right Turn Lane										
48							x- or bike lane										x
49				x- Bonnors Peak													
50				x							x						x
51		x-Increase PL, eliminate shared PL, CR 72 to MM358	x - Advanced warning signs SB before 74E of intersection and merging	x- Turn lanes for Lien Quarry and a NB left turn lane at Tenmile Canyon				x-Reduce at 74E intersection									x- Cherokee Park Road is narrow, possibly





91								x- Reduce near intersections										
92											x							
93			x- Advanced warning signage needed for the Owl Canyon turn															
94		x-Increase PL									x			x				
95		x-Increase PL	x-PL Signage, Headlight signage, VMB					x-Post Min Speed Limit	x									
96								x-Reduce			x							
97											x							
98														x				
99								x-Reduce			x							
100			x-Signage at intersections/high speeds/caution															
101		x-Increase PL, eliminate shared PL	x-Signage at intersections/high speeds/caution	x-All intersections need turn lanes. Specifically NB RT and SB LT turn lanes at Red Mountain Rd(CR37)	x- NB merge lane/better striping or signage													
102																		
103											x							
104			x-Flashing signage indicating private drives ahead. Ped signs near the border for people taking pics at sign															x- Would like retaining wall NB right hand side at WY border to protect his home/family from road
105			x- Signage at intersections/caution	x-turn lanes at intersections					x								x-at intersections	
106											x							
107								x-especially at bridges between forks and cherokee park road										
108			x-Dark Segment, add signage for upcoming intersections					x-Reduce in areas			x							
<b>Total</b>	<b>5</b>	<b>25</b>	<b>18</b>	<b>47</b>	<b>8</b>	<b>2</b>	<b>14</b>	<b>15</b>	<b>4</b>	<b>6</b>	<b>23</b>	<b>2</b>	<b>2</b>	<b>26</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>

# Appendix F: Benefit Cost Calculations



# Project Benefit Cost Calculations

Project Number: 1  
Project Title: N LCR 43 F  
Milepost: 380.86  
Interest Rate: 5%

**Project Service Life:** 20

**Project Cost:** \$ 2,490,000.00

**Average Daily Traffic Growth Rate:** 2%

Crash Costs

Property Damage Only	\$	10,700
Injury	\$	98,900
Fatal	\$	1,766,400

## Step 1: Crash Data

Start Date: 1/1/2017  
End Date: 12/31/2021

Property Damage Only	0		
Injury	1	Injuries	1
Fatal	0	Fatalities	0

## Step 2: Determine Crash Reduction Factors (CRF)

Property Damage Only	20%
Injury	20%
Fatal	20%

## Step 3: Calculate Year Factor

4.997

## Step 4: Calculate Capital Recovery Factor

0.080

## Step 5: Calculate Reduced Annual Crashes

Property Damage Only	0
Injury	0.149
Fatal	0

## Step 6: Calculate Benefit-to-Cost Ratio (B/C)

0.01

# Project Benefit Cost Calculations

Project Number:	2		
Project Title:	Red Feathers Lakes Rd LCR74E		
Milepost:	367.01		
Interest Rate:			5%
<b>Project Service Life:</b>			<b>20</b>
<b>Project Cost:</b>		<b>\$</b>	<b>2,100,000.00</b>
<b>Average Daily Traffic Growth Rate:</b>			<b>2%</b>
	Crash Costs		
	Property Damage Only	<b>\$</b>	<b>10,700</b>
	Injury	<b>\$</b>	<b>98,900</b>
	Fatal	<b>\$</b>	<b>1,766,400</b>
<b>Step 1: Crash Data</b>			
Start Date:	1/1/2017		
End Date:	12/31/2021		
Property Damage Only	3		
Injury	0	Injuries	0
Fatal	0	Fatalities	0
<b>Step 2: Determine Crash Reduction Factors (CRF)</b>			
	Property Damage Only		25%
	Injury		25%
	Fatal		25%
<b>Step 3: Calculate Year Factor</b>			
			<b>4.997</b>
<b>Step 4: Calculate Capital Recovery Factor</b>			
			<b>0.080</b>
<b>Step 5: Calculate Reduced Annual Crashes</b>			
	Property Damage Only		<b>0.446</b>
	Injury		<b>0.000</b>
	Fatal		<b>0.000</b>
<b>Step 6: Calculate Benefit-to-Cost Ratio (B/C)</b>			
			<b>0.01</b>

# Project Benefit Cost Calculations

Project Number:	3		
Project Title:	Old Ranch Rd		
Milepost:	378.91		
Interest Rate:			5%
<b>Project Service Life:</b>			<b>20</b>
<b>Project Cost:</b>		<b>\$</b>	<b>1,040,000.00</b>
<b>Average Daily Traffic Growth Rate:</b>			<b>2%</b>
	Crash Costs		
	Property Damage Only	<b>\$</b>	<b>10,700</b>
	Injury	<b>\$</b>	<b>98,900</b>
	Fatal	<b>\$</b>	<b>1,766,400</b>

## Step 1: Crash Data

Start Date:	1/1/2017		
End Date:	12/31/2021		
Property Damage Only	0		
Injury	1	Injuries	1
Fatal	0	Fatalities	0

## Step 2: Determine Crash Reduction Factors (CRF)

Property Damage Only	20%
Injury	20%
Fatal	20%

## Step 3: Calculate Year Factor

4.997

## Step 4: Calculate Capital Recovery Factor

0.080

## Step 5: Calculate Reduced Annual Crashes

Property Damage Only	0.000
Injury	0.149
Fatal	0.000

## Step 6: Calculate Benefit-to-Cost Ratio (B/C)

0.04

# Project Benefit Cost Calculations

Project Number: 4  
 Project Title: Red Mountain Rd  
 Milepost: 378.91  
 Interest Rate: 5%  
  
**Project Service Life:** 20  
  
**Project Cost:** \$ 3,360,000.00  
  
**Average Daily Traffic Growth Rate:** 2%

Crash Costs  
 Property Damage Only \$ 10,700  
 Injury \$ 98,900  
 Fatal \$ 1,766,400

## Step 1: Crash Data

Start Date: 1/1/2017  
 End Date: 2/22/2024  
 Property Damage Only 0  
 Injury 2 Injuries 8  
 Fatal 1 Fatalities 3

## Step 2: Determine Crash Reduction Factors (CRF)

Property Damage Only 20%  
 Injury 20%  
 Fatal 20%

## Step 3: Calculate Year Factor

7.140

## Step 4: Calculate Capital Recovery Factor

0.080

## Step 5: Calculate Reduced Annual Crashes

Property Damage Only 0.000  
 Injury 0.832  
 Fatal 0.312

## Step 6: Calculate Benefit-to-Cost Ratio (B/C)

0.47

# Project Benefit Cost Calculations

Project Number:	5		
Project Title:	Bonner Springs Ranch Rd		
Milepost:	362.23		
Interest Rate:			5%
<b>Project Service Life:</b>			<b>20</b>
<b>Project Cost:</b>		<b>\$</b>	<b>3,950,000.00</b>
<b>Average Daily Traffic Growth Rate:</b>			<b>2%</b>
	Crash Costs		
	Property Damage Only	<b>\$</b>	<b>10,700</b>
	Injury	<b>\$</b>	<b>98,900</b>
	Fatal	<b>\$</b>	<b>1,766,400</b>

## Step 1: Crash Data

Start Date:	1/1/2017		
End Date:	12/31/2021		
Property Damage Only	2		
Injury	0	Injuries	0
Fatal	0	Fatalities	0

## Step 2: Determine Crash Reduction Factors (CRF)

Property Damage Only	20%
Injury	20%
Fatal	20%

## Step 3: Calculate Year Factor

4.997

## Step 4: Calculate Capital Recovery Factor

0.080

## Step 5: Calculate Reduced Annual Crashes

Property Damage Only	0.297
Injury	0.000
Fatal	0.000

## Step 6: Calculate Benefit-to-Cost Ratio (B/C)

0.00

# Project Benefit Cost Calculations

Project Number: 6  
 Project Title: Rest Area/High Lonesome Rd  
 Milepost: 383.5  
 Interest Rate: 5%  
  
**Project Service Life:** 20  
  
**Project Cost:** \$ 1,490,000.00  
  
**Average Daily Traffic Growth Rate:** 2%

Crash Costs  
 Property Damage Only \$ 10,700  
 Injury \$ 98,900  
 Fatal \$ 1,766,400

## Step 1: Crash Data

Start Date: 1/1/2017  
 End Date: 7/31/2023  
 Property Damage Only 1  
 Injury 0      Injuries 1  
 Fatal 1      Fatalities 1

## Step 2: Determine Crash Reduction Factors (CRF)

Property Damage Only 20%  
 Injury 20%  
 Fatal 20%

## Step 3: Calculate Year Factor

6.578

## Step 4: Calculate Capital Recovery Factor

0.080

## Step 5: Calculate Reduced Annual Crashes

Property Damage Only 0.113  
 Injury 0.113  
 Fatal 0.113

## Step 6: Calculate Benefit-to-Cost Ratio (B/C)

0.35

# Project Benefit Cost Calculations

Project Number:	7		
Project Title:	Southbound Passing Lane		
Milepost:	374.3 - 376.1		
Interest Rate:			5%
<b>Project Service Life:</b>			<b>20</b>
<b>Project Cost:</b>		<b>\$</b>	<b>10,720,000.00</b>
<b>Average Daily Traffic Growth Rate:</b>			<b>2%</b>
	Crash Costs		
	Property Damage Only	<b>\$</b>	<b>10,700</b>
	Injury	<b>\$</b>	<b>98,900</b>
	Fatal	<b>\$</b>	<b>1,766,400</b>

## Step 1: Crash Data

Start Date:	1/1/2017		
End Date:	12/31/2021		
Property Damage Only	9		
Injury	6	Injuries	12
Fatal	1	Fatalities	3

## Step 2: Determine Crash Reduction Factors (CRF)

Property Damage Only	32%
Injury	32%
Fatal	32%

## Step 3: Calculate Year Factor

4.997

## Step 4: Calculate Capital Recovery Factor

0.080

## Step 5: Calculate Reduced Annual Crashes

Property Damage Only	1.338
Injury	1.784
Fatal	0.446

## Step 6: Calculate Benefit-to-Cost Ratio (B/C)

0.36

# Project Benefit Cost Calculations

Project Number: 8  
 Project Title: W LCR 72 (Owl Canyon)  
 Milepost: 363.23  
 Interest Rate: 5%  
  
**Project Service Life:** 20  
  
**Project Cost:** \$ 3,200,000.00  
  
**Average Daily Traffic Growth Rate:** 2%

Crash Costs  
 Property Damage Only \$ 10,700  
 Injury \$ 98,900  
 Fatal \$ 1,766,400

## Step 1: Crash Data

Start Date: 1/1/2017  
 End Date: 12/31/2021  
 Property Damage Only 2  
 Injury 3 Injuries 9  
 Fatal 1 Fatalities 1

## Step 2: Determine Crash Reduction Factors (CRF)

Property Damage Only 25%  
 Injury 25%  
 Fatal 25%

## Step 3: Calculate Year Factor

4.997

## Step 4: Calculate Capital Recovery Factor

0.080

## Step 5: Calculate Reduced Annual Crashes

Property Damage Only 0.297  
 Injury 1.338  
 Fatal 0.149

## Step 6: Calculate Benefit-to-Cost Ratio (B/C)

0.39



# Project Benefit Cost Calculations

Project Number:	9		
Project Title:	Southbound Passing Lane		
Milepost:	363.5 - 365.6		
Interest Rate:			5%
<b>Project Service Life:</b>			<b>20</b>
<b>Project Cost:</b>		<b>\$</b>	<b>13,300,000.00</b>
<b>Average Daily Traffic Growth Rate:</b>			<b>2%</b>
	Crash Costs		
	Property Damage Only	<b>\$</b>	<b>10,700</b>
	Injury	<b>\$</b>	<b>98,900</b>
	Fatal	<b>\$</b>	<b>1,766,400</b>

## Step 1: Crash Data

Start Date:	1/1/2017		
End Date:	12/31/2021		
Property Damage Only	41		
Injury	9	Injuries	12
Fatal	0	Fatalities	0

## Step 2: Determine Crash Reduction Factors (CRF)

Property Damage Only	32%
Injury	32%
Fatal	32%

## Step 3: Calculate Year Factor

4.997

## Step 4: Calculate Capital Recovery Factor

0.080

## Step 5: Calculate Reduced Annual Crashes

Property Damage Only	6.096
Injury	1.784
Fatal	0.000

## Step 6: Calculate Benefit-to-Cost Ratio (B/C)

0.07

# Project Benefit Cost Calculations

Project Number:	10		
Project Title:	Crown Improvement		
Milepost:	N/A		
Interest Rate:			5%
<b>Project Service Life:</b>			<b>20</b>
<b>Project Cost:</b>		<b>\$</b>	<b>4,730,000.00</b>
<b>Average Daily Traffic Growth Rate:</b>			<b>2%</b>
	Crash Costs		
	Property Damage Only	<b>\$</b>	<b>10,700</b>
	Injury	<b>\$</b>	<b>98,900</b>
	Fatal	<b>\$</b>	<b>1,766,400</b>

## Step 1: Crash Data

Start Date:	1/1/2017		
End Date:	12/31/2021		
Property Damage Only	18		
Injury	7	Injuries	11
Fatal	2	Fatalities	4

## Step 2: Determine Crash Reduction Factors (CRF)

Property Damage Only	7%
Injury	7%
Fatal	7%

## Step 3: Calculate Year Factor

4.997

## Step 4: Calculate Capital Recovery Factor

0.080

## Step 5: Calculate Reduced Annual Crashes

Property Damage Only	2.676
Injury	1.041
Fatal	0.297

## Step 6: Calculate Benefit-to-Cost Ratio (B/C)

0.12

# Project Benefit Cost Calculations

Project Number:	11		
Project Title:	Shoulder Width Improvements		
Milepost:	N/A		
Interest Rate:			5%
<b>Project Service Life:</b>			<b>20</b>
<b>Project Cost:</b>		<b>\$</b>	<b>4,190,000.00</b>
<b>Average Daily Traffic Growth Rate:</b>			<b>2%</b>
	Crash Costs		
	Property Damage Only	<b>\$</b>	<b>10,700</b>
	Injury	<b>\$</b>	<b>98,900</b>
	Fatal	<b>\$</b>	<b>1,766,400</b>

## Step 1: Crash Data

Start Date:	1/1/2017		
End Date:	12/31/2021		
Property Damage Only	19		
Injury	8	Injuries	13
Fatal	1	Fatalities	2

## Step 2: Determine Crash Reduction Factors (CRF)

Property Damage Only	7%
Injury	7%
Fatal	7%

## Step 3: Calculate Year Factor

4.997

## Step 4: Calculate Capital Recovery Factor

0.080

## Step 5: Calculate Reduced Annual Crashes

Property Damage Only	2.825
Injury	1.189
Fatal	0.149

## Step 6: Calculate Benefit-to-Cost Ratio (B/C)

0.09

# Project Benefit Cost Calculations

Project Number: 12  
Project Title: Wildlife Under Pass  
Milepost: 363 - 367  
Interest Rate: 5%

**Project Service Life:** 20

**Project Cost:** \$ 2,090,000.00

**Average Daily Traffic Growth Rate:** 2%

Crash Costs

Property Damage Only	\$	10,700
Injury	\$	98,900
Fatal	\$	1,766,400

## Step 1: Crash Data

Start Date: 1/1/2017  
End Date: 12/31/2021

Property Damage Only	46		
Injury	12	Injuries	13
Fatal	0	Fatalities	0

## Step 2: Determine Crash Reduction Factors (CRF)

Property Damage Only	45%
Injury	45%
Fatal	45%

## Step 3: Calculate Year Factor

4.997

## Step 4: Calculate Capital Recovery Factor

0.080

## Step 5: Calculate Reduced Annual Crashes

Property Damage Only	6.839
Injury	1.933
Fatal	0.000

## Step 6: Calculate Benefit-to-Cost Ratio (B/C)

0.71

# Project Benefit Cost Calculations

Project Number:	13		
Project Title:	Wildlife Fencing		
Milepost:	369 - 372.5		
Interest Rate:			5%
<b>Project Service Life:</b>			<b>20</b>
<b>Project Cost:</b>		<b>\$</b>	<b>1,760,000.00</b>
<b>Average Daily Traffic Growth Rate:</b>			<b>2%</b>
	Crash Costs		
	Property Damage Only	<b>\$</b>	<b>10,700</b>
	Injury	<b>\$</b>	<b>98,900</b>
	Fatal	<b>\$</b>	<b>1,766,400</b>

## Step 1: Crash Data

Start Date:	1/1/2017		
End Date:	12/31/2021		
Property Damage Only	21		
Injury	7	Injuries	12
Fatal	0	Fatalities	0

## Step 2: Determine Crash Reduction Factors (CRF)

Property Damage Only	45%
Injury	45%
Fatal	45%

## Step 3: Calculate Year Factor

4.997

## Step 4: Calculate Capital Recovery Factor

0.080

## Step 5: Calculate Reduced Annual Crashes

Property Damage Only	3.122
Injury	1.784
Fatal	0.000

## Step 6: Calculate Benefit-to-Cost Ratio (B/C)

0.67

# Project Benefit Cost Calculations

Project Number:	14		
Project Title:	Wildlife Fencing		
Milepost:	379 - 382		
Interest Rate:			5%
<b>Project Service Life:</b>			<b>20</b>
<b>Project Cost:</b>		<b>\$</b>	<b>1,150,000.00</b>
<b>Average Daily Traffic Growth Rate:</b>			<b>2%</b>
	Crash Costs		
	Property Damage Only	<b>\$</b>	<b>10,700</b>
	Injury	<b>\$</b>	<b>98,900</b>
	Fatal	<b>\$</b>	<b>1,766,400</b>

## Step 1: Crash Data

Start Date:	1/1/2017		
End Date:	12/31/2021		
Property Damage Only	48		
Injury	24	Injuries	36
Fatal	1	Fatalities	2

## Step 2: Determine Crash Reduction Factors (CRF)

Property Damage Only	45%
Injury	45%
Fatal	45%

## Step 3: Calculate Year Factor

4.997

## Step 4: Calculate Capital Recovery Factor

0.080

## Step 5: Calculate Reduced Annual Crashes

Property Damage Only	7.136
Injury	5.352
Fatal	0.297

## Step 6: Calculate Benefit-to-Cost Ratio (B/C)

5.52

# Project Benefit Cost Calculations

Project Number:	15		
Project Title:	Passing Lane (NISP Area)		
Milepost:	N/A (assumed 1.2 mile length)		
Interest Rate:			5%
<b>Project Service Life:</b>			<b>20</b>
<b>Project Cost:</b>		<b>\$</b>	<b>4,670,000.00</b>
<b>Average Daily Traffic Growth Rate:</b>			<b>2%</b>
	Crash Costs		
	Property Damage Only	<b>\$</b>	<b>10,700</b>
	Injury	<b>\$</b>	<b>98,900</b>
	Fatal	<b>\$</b>	<b>1,766,400</b>

## Step 1: Crash Data

Start Date:	1/1/2017		
End Date:	12/31/2021		
Property Damage Only	14.9		
Injury	4	Injuries	4
Fatal	0.4	Fatalities	0.4

## Step 2: Determine Crash Reduction Factors (CRF)

Property Damage Only	32%
Injury	32%
Fatal	32%

## Step 3: Calculate Year Factor

4.997

## Step 4: Calculate Capital Recovery Factor

0.080

## Step 5: Calculate Reduced Annual Crashes

Property Damage Only	2.215
Injury	0.595
Fatal	0.059

## Step 6: Calculate Benefit-to-Cost Ratio (B/C)

0.16

# Appendix G: Prioritization Matrix



# US 287 Safety Study Prioritization

Project Number: 1  
 Project Title: N LCR 43 F

## Criteria 1: Magnitude of the Safety Problem (5 pts)

Measure: Level-of-Service of Safety (Total)

LOSS (Total)	Points
I or II	0
III	1
IV	2

Measure: Level-of-Service of Safety (Severe)

LOSS (Total)	Points
I or II	0
III	2
IV	3

## Criteria 2: Countermeasure Effectiveness (5 pts)

Measure: Mitigates Existing Crash Pattern

Status	Points
No Pattern Exists	0
Pattern Exists and CMF $\geq 1.0$ or unknown	3
Pattern Exists and CMF $< 1.0$	5

## Criteria 3: Systemic Safety Improvement (5 pts)

Measure: Preventatively Addresses Known Contributing Factors

Status	Points
Yes, CMF $< 1.0$	5
Yes	3
No	0

## Criteria 4. Public and Agency Feedback (5 pts)

Measure: Addresses a Location of Concern as Expressed by Project Stakeholders

Project is a Location of Concern	Points
Yes, multiple sources	5
Yes	3
No	0

## Criteria 5: Other Factors (5 pts)

Measure: Subjective points given for items such as recent crashes not yet in the state record system or traffic operations improvement

Status	Points
Significant other factors exist	5
Some specific factors exist	2
No specific factors	0

## Criteria 6: Project Benefit-Cost (5 pts)

B/C Ratio	Points
$\geq 1.0$	5
$1.0 > b/c > 0.25$	2
$0.25 > b/c$	0

<b>Total</b>	<b>8</b>
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# US 287 Safety Study Prioritization

Project Number: 2  
 Project Title: Red Feathers Lakes Rd LCR74E

## **Criteria 1: Magnitude of the Safety Problem (5 pts)**

Measure: Level-of-Service of Safety (Total)

LOSS (Total)	Points
I or II	0
III	1
IV	2

Measure: Level-of-Service of Safety (Severe)

LOSS (Total)	Points
I or II	0
III	2
IV	3

## **Criteria 2: Countermeasure Effectiveness (5 pts)**

Measure: Mitigates Existing Crash Pattern

Status	Points
No Pattern Exists	0
Pattern Exists and CMF $\geq 1.0$ or unknown	3
Pattern Exists and CMF $< 1.0$	5

## **Criteria 3: Systemic Safety Improvement (5 pts)**

Measure: Preventatively Addresses Known Contributing Factors

Status	Points
Yes, CMF $< 1.0$	5
Yes	3
No	0

## **Criteria 4. Public and Agency Feedback (5 pts)**

Measure: Addresses a Location of Concern as Expressed by Project Stakeholders

Project is a Location of Concern	Points
Yes, multiple sources	5
Yes	3
No	0

## **Criteria 5: Other Factors (5 pts)**

Measure: Subjective points given for items such as recent crashes not yet in the state record system or traffic operations improvement

Status	Points
Significant other factors exist	5
Some specific factors exist	2
No specific factors	0

## **Criteria 6: Project Benefit-Cost (5 pts)**

B/C Ratio	Points
$\geq 1.0$	5
$1.0 > b/c > 0.25$	2
$0.25 > b/c$	0

<b>Total</b>	<b>11</b>
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# US 287 Safety Study Prioritization

Project Number: 3  
Project Title: Old Ranch Rd

## Criteria 1: Magnitude of the Safety Problem (5 pts)

Measure: Level-of-Service of Safety (Total)

LOSS (Total)	Points
I or II	0
III	1
IV	2

Measure: Level-of-Service of Safety (Severe)

LOSS (Total)	Points
I or II	0
III	2
IV	3

## Criteria 2: Countermeasure Effectiveness (5 pts)

Measure: Mitigates Existing Crash Pattern

Status	Points
No Pattern Exists	0
Pattern Exists and CMF $\geq 1.0$ or unknown	3
Pattern Exists and CMF $< 1.0$	5

## Criteria 3: Systemic Safety Improvement (5 pts)

Measure: Preventatively Addresses Known Contributing Factors

Status	Points
Yes, CMF $< 1.0$	5
Yes	3
No	0

## Criteria 4. Public and Agency Feedback (5 pts)

Measure: Addresses a Location of Concern as Expressed by Project Stakeholders

Project is a Location of Concern	Points
Yes, multiple sources	5
Yes	3
No	0

## Criteria 5: Other Factors (5 pts)

Measure: Subjective points given for items such as recent crashes not yet in the state record system or traffic operations improvement

Status	Points
Significant other factors exist	5
Some specific factors exist	2
No specific factors	0

## Criteria 6: Project Benefit-Cost (5 pts)

B/C Ratio	Points
$\geq 1.0$	5
$1.0 > b/c > 0.25$	2
$0.25 > b/c$	0

<b>Total</b>	<b>6</b>
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# US 287 Safety Study Prioritization

Project Number: 4  
Project Title: Red Mountain Rd

## Criteria 1: Magnitude of the Safety Problem (5 pts)

Measure: Level-of-Service of Safety (Total)

LOSS (Total)	Points
I or II	0
III	1
IV	2

Measure: Level-of-Service of Safety (Severe)

LOSS (Total)	Points
I or II	0
III	2
IV	3

## Criteria 2: Countermeasure Effectiveness (5 pts)

Measure: Mitigates Existing Crash Pattern

Status	Points
No Pattern Exists	0
Pattern Exists and CMF $\geq 1.0$ or unknown	3
Pattern Exists and CMF $< 1.0$	5

## Criteria 3: Systemic Safety Improvement (5 pts)

Measure: Preventatively Addresses Known Contributing Factors

Status	Points
Yes, CMF $< 1.0$	5
Yes	3
No	0

## Criteria 4. Public and Agency Feedback (5 pts)

Measure: Addresses a Location of Concern as Expressed by Project Stakeholders

Project is a Location of Concern	Points
Yes, multiple sources	5
Yes	3
No	0

## Criteria 5: Other Factors (5 pts)

Measure: Subjective points given for items such as recent crashes not yet in the state record system or traffic operations improvement

Status	Points
Significant other factors exist	5
Some specific factors exist	2
No specific factors	0

## Criteria 6: Project Benefit-Cost (5 pts)

B/C Ratio	Points
$\geq 1.0$	5
$1.0 > b/c > 0.25$	2
$0.25 > b/c$	0

<b>Total</b>	<b>15</b>
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# US 287 Safety Study Prioritization

Project Number: 5  
 Project Title: Bonner Springs Ranch Rd

## **Criteria 1: Magnitude of the Safety Problem (5 pts)**

**Measure:** Level-of-Service of Safety (Total)

LOSS (Total)	Points
I or II	0
III	1
IV	2

**Measure:** Level-of-Service of Safety (Severe)

LOSS (Total)	Points
I or II	0
III	2
IV	3

## **Criteria 2: Countermeasure Effectiveness (5 pts)**

**Measure:** Mitigates Existing Crash Pattern

Status	Points
No Pattern Exists	0
Pattern Exists and CMF $\geq 1.0$ or unknown	3
Pattern Exists and CMF $< 1.0$	5

## **Criteria 3: Systemic Safety Improvement (5 pts)**

**Measure:** Preventatively Addresses Known Contributing Factors

Status	Points
Yes, CMF $< 1.0$	5
Yes	3
No	0

## **Criteria 4. Public and Agency Feedback (5 pts)**

**Measure:** Addresses a Location of Concern as Expressed by Project Stakeholders

Project is a Location of Concern	Points
Yes, multiple sources	5
Yes	3
No	0

## **Criteria 5: Other Factors (5 pts)**

**Measure:** Subjective points given for items such as recent crashes not yet in the state record system or traffic operations improvement

Status	Points
Significant other factors exist	5
Some specific factors exist	2
No specific factors	0

## **Criteria 6: Project Benefit-Cost (5 pts)**

B/C Ratio	Points
$\geq 1.0$	5
$1.0 > b/c > 0.25$	2
$0.25 > b/c$	0

<b>Total</b>	<b>12</b>
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# US 287 Safety Study Prioritization

Project Number: 6  
 Project Title: Rest Area/High Lonesome Rd

## Criteria 1: Magnitude of the Safety Problem (5 pts)

Measure: Level-of-Service of Safety (Total)

LOSS (Total)	Points
I or II	0
III	1
IV	2

Measure: Level-of-Service of Safety (Severe)

LOSS (Total)	Points
I or II	0
III	2
IV	3

## Criteria 2: Countermeasure Effectiveness (5 pts)

Measure: Mitigates Existing Crash Pattern

Status	Points
No Pattern Exists	0
Pattern Exists and CMF $\geq 1.0$ or unknown	3
Pattern Exists and CMF $< 1.0$	5

## Criteria 3: Systemic Safety Improvement (5 pts)

Measure: Preventatively Addresses Known Contributing Factors

Status	Points
Yes, CMF $< 1.0$	5
Yes	3
No	0

## Criteria 4. Public and Agency Feedback (5 pts)

Measure: Addresses a Location of Concern as Expressed by Project Stakeholders

Project is a Location of Concern	Points
Yes, multiple sources	5
Yes	3
No	0

## Criteria 5: Other Factors (5 pts)

Measure: Subjective points given for items such as recent crashes not yet in the state record system or traffic operations improvement

Status	Points
Significant other factors exist	5
Some specific factors exist	2
No specific factors	0

## Criteria 6: Project Benefit-Cost (5 pts)

B/C Ratio	Points
$\geq 1.0$	5
$1.0 > b/c > 0.25$	2
$0.25 > b/c$	0

<b>Total</b>	<b>9</b>
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# US 287 Safety Study Prioritization

Project Number: 7  
 Project Title: Southbound Passing Lane MP 374.3 - 376.1

## Criteria 1: Magnitude of the Safety Problem (5 pts)

Measure: Level-of-Service of Safety (Total)

LOSS (Total)	Points
I or II	0
III	1
IV	2

Measure: Level-of-Service of Safety (Severe)

LOSS (Total)	Points
I or II	0
III	2
IV	3

## Criteria 2: Countermeasure Effectiveness (5 pts)

Measure: Mitigates Existing Crash Pattern

Status	Points
No Pattern Exists	0
Pattern Exists and CMF $\geq 1.0$ or unknown	3
Pattern Exists and CMF $< 1.0$	5

## Criteria 3: Systemic Safety Improvement (5 pts)

Measure: Preventatively Addresses Known Contributing Factors

Status	Points
Yes, CMF $< 1.0$	5
Yes	3
No	0

## Criteria 4. Public and Agency Feedback (5 pts)

Measure: Addresses a Location of Concern as Expressed by Project Stakeholders

Project is a Location of Concern	Points
Yes, multiple sources	5
Yes	3
No	0

## Criteria 5: Other Factors (5 pts)

Measure: Subjective points given for items such as recent crashes not yet in the state record system or traffic operations improvement

Status	Points
Significant other factors exist	5
Some specific factors exist	2
No specific factors	0

## Criteria 6: Project Benefit-Cost (5 pts)

B/C Ratio	Points
$\geq 1.0$	5
$1.0 > b/c > 0.25$	2
$0.25 > b/c$	0

<b>Total</b>	<b>14</b>
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# US 287 Safety Study Prioritization

Project Number: 8  
 Project Title: W County Rd 72 (Owl Canyon)

## **Criteria 1: Magnitude of the Safety Problem (5 pts)**

Measure: Level-of-Service of Safety (Total)

LOSS (Total)	Points
I or II	0
III	1
IV	2

Measure: Level-of-Service of Safety (Severe)

LOSS (Total)	Points
I or II	0
III	2
IV	3

## **Criteria 2: Countermeasure Effectiveness (5 pts)**

Measure: Mitigates Existing Crash Pattern

Status	Points
No Pattern Exists	0
Pattern Exists and CMF $\geq 1.0$ or unknown	3
Pattern Exists and CMF $< 1.0$	5

## **Criteria 3: Systemic Safety Improvement (5 pts)**

Measure: Preventatively Addresses Known Contributing Factors

Status	Points
Yes, CMF $< 1.0$	5
Yes	3
No	0

## **Criteria 4. Public and Agency Feedback (5 pts)**

Measure: Addresses a Location of Concern as Expressed by Project Stakeholders

Project is a Location of Concern	Points
Yes, multiple sources	5
Yes	3
No	0

## **Criteria 5: Other Factors (5 pts)**

Measure: Subjective points given for items such as recent crashes not yet in the state record system or traffic operations improvement

Status	Points
Significant other factors exist	5
Some specific factors exist	2
No specific factors	0

## **Criteria 6: Project Benefit-Cost (5 pts)**

B/C Ratio	Points
$\geq 1.0$	5
$1.0 > b/c > 0.25$	2
$0.25 > b/c$	0

<b>Total</b>	<b>17</b>
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# US 287 Safety Study Prioritization

Project Number: 9  
 Project Title: Southbound passing lane 363.5-365.6

## **Criteria 1: Magnitude of the Safety Problem (5 pts)**

**Measure:** Level-of-Service of Safety (Total)

LOSS (Total)	Points
I or II	0
III	1
IV	2

**Measure:** Level-of-Service of Safety (Severe)

LOSS (Total)	Points
I or II	0
III	2
IV	3

## **Criteria 2: Countermeasure Effectiveness (5 pts)**

**Measure:** Mitigates Existing Crash Pattern

Status	Points
No Pattern Exists	0
Pattern Exists and CMF $\geq 1.0$ or unknown	3
Pattern Exists and CMF $< 1.0$	5

## **Criteria 3: Systemic Safety Improvement (5 pts)**

**Measure:** Preventatively Addresses Known Contributing Factors

Status	Points
Yes, CMF $< 1.0$	5
Yes	3
No	0

## **Criteria 4. Public and Agency Feedback (5 pts)**

**Measure:** Addresses a Location of Concern as Expressed by Project Stakeholders

Project is a Location of Concern	Points
Yes, multiple sources	5
Yes	3
No	0

## **Criteria 5: Other Factors (5 pts)**

**Measure:** Subjective points given for items such as recent crashes not yet in the state record system or traffic operations improvement

Status	Points
Significant other factors exist	5
Some specific factors exist	2
No specific factors	0

## **Criteria 6: Project Benefit-Cost (5 pts)**

B/C Ratio	Points
$\geq 1.0$	5
$1.0 > b/c > 0.25$	2
$0.25 > b/c$	0

<b>Total</b>	<b>12</b>
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# US 287 Safety Study Prioritization

Project Number: 10  
 Project Title: Crown Improvement

## **Criteria 1: Magnitude of the Safety Problem (5 pts)**

Measure: Level-of-Service of Safety (Total)

LOSS (Total)	Points
I or II	0
III	1
IV	2

Measure: Level-of-Service of Safety (Severe)

LOSS (Total)	Points
I or II	0
III	2
IV	3

## **Criteria 2: Countermeasure Effectiveness (5 pts)**

Measure: Mitigates Existing Crash Pattern

Status	Points
No Pattern Exists	0
Pattern Exists and CMF $\geq 1.0$ or unknown	3
Pattern Exists and CMF $< 1.0$	5

## **Criteria 3: Systemic Safety Improvement (5 pts)**

Measure: Preventatively Addresses Known Contributing Factors

Status	Points
Yes, CMF $< 1.0$	5
Yes	3
No	0

## **Criteria 4. Public and Agency Feedback (5 pts)**

Measure: Addresses a Location of Concern as Expressed by Project Stakeholders

Project is a Location of Concern	Points
Yes, multiple sources	5
Yes	3
No	0

## **Criteria 5: Other Factors (5 pts)**

Measure: Subjective points given for items such as recent crashes not yet in the state record system or traffic operations improvement

Status	Points
Significant other factors exist	5
Some specific factors exist	2
No specific factors	0

## **Criteria 6: Project Benefit-Cost (5 pts)**

B/C Ratio	Points
$\geq 1.0$	5
$1.0 > b/c > 0.25$	2
$0.25 > b/c$	0

<b>Total</b>	<b>8</b>
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# US 287 Safety Study Prioritization

Project Number: 11  
 Project Title: Shoulder Improvement

## **Criteria 1: Magnitude of the Safety Problem (5 pts)**

Measure: Level-of-Service of Safety (Total)

LOSS (Total)	Points
I or II	0
III	1
IV	2

Measure: Level-of-Service of Safety (Severe)

LOSS (Total)	Points
I or II	0
III	2
IV	3

## **Criteria 2: Countermeasure Effectiveness (5 pts)**

Measure: Mitigates Existing Crash Pattern

Status	Points
No Pattern Exists	0
Pattern Exists and CMF $\geq 1.0$ or unknown	3
Pattern Exists and CMF $< 1.0$	5

## **Criteria 3: Systemic Safety Improvement (5 pts)**

Measure: Preventatively Addresses Known Contributing Factors

Status	Points
Yes, CMF $< 1.0$	5
Yes	3
No	0

## **Criteria 4. Public and Agency Feedback (5 pts)**

Measure: Addresses a Location of Concern as Expressed by Project Stakeholders

Project is a Location of Concern	Points
Yes, multiple sources	5
Yes	3
No	0

## **Criteria 5: Other Factors (5 pts)**

Measure: Subjective points given for items such as recent crashes not yet in the state record system or traffic operations improvement

Status	Points
Significant other factors exist	5
Some specific factors exist	2
No specific factors	0

## **Criteria 6: Project Benefit-Cost (5 pts)**

B/C Ratio	Points
$\geq 1.0$	5
$1.0 > b/c > 0.25$	2
$0.25 > b/c$	0

<b>Total</b>	<b>8</b>
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# US 287 Safety Study Prioritization

Project Number: 12  
 Project Title: Wildlife Crossing MP 363 - 367

## Criteria 1: Magnitude of the Safety Problem (5 pts)

Measure: Level-of-Service of Safety (Total)

LOSS (Total)	Points
I or II	0
III	1
IV	2

Measure: Level-of-Service of Safety (Severe)

LOSS (Total)	Points
I or II	0
III	2
IV	3

## Criteria 2: Countermeasure Effectiveness (5 pts)

Measure: Mitigates Existing Crash Pattern

Status	Points
No Pattern Exists	0
Pattern Exists and CMF $\geq 1.0$ or unknown	3
Pattern Exists and CMF $< 1.0$	5

## Criteria 3: Systemic Safety Improvement (5 pts)

Measure: Preventatively Addresses Known Contributing Factors

Status	Points
Yes, CMF $< 1.0$	5
Yes	3
No	0

## Criteria 4. Public and Agency Feedback (5 pts)

Measure: Addresses a Location of Concern as Expressed by Project Stakeholders

Project is a Location of Concern	Points
Yes, multiple sources	5
Yes	3
No	0

## Criteria 5: Other Factors (5 pts)

Measure: Subjective points given for items such as recent crashes not yet in the state record system or traffic operations improvement

Status	Points
Significant other factors exist	5
Some specific factors exist	2
No specific factors	0

## Criteria 6: Project Benefit-Cost (5 pts)

B/C Ratio	Points
$\geq 1.0$	5
$1.0 > b/c > 0.25$	2
$0.25 > b/c$	0

<b>Total</b>	<b>12</b>
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# US 287 Safety Study Prioritization

Project Number: 13  
 Project Title: Wildlife Fencing MP 371 - 375

## **Criteria 1: Magnitude of the Safety Problem (5 pts)**

Measure: Level-of-Service of Safety (Total)

LOSS (Total)	Points
I or II	0
III	1
IV	2

Measure: Level-of-Service of Safety (Severe)

LOSS (Total)	Points
I or II	0
III	2
IV	3

## **Criteria 2: Countermeasure Effectiveness (5 pts)**

Measure: Mitigates Existing Crash Pattern

Status	Points
No Pattern Exists	0
Pattern Exists and CMF $\geq 1.0$ or unknown	3
Pattern Exists and CMF $< 1.0$	5

## **Criteria 3: Systemic Safety Improvement (5 pts)**

Measure: Preventatively Addresses Known Contributing Factors

Status	Points
Yes, CMF $< 1.0$	5
Yes	3
No	0

## **Criteria 4. Public and Agency Feedback (5 pts)**

Measure: Addresses a Location of Concern as Expressed by Project Stakeholders

Project is a Location of Concern	Points
Yes, multiple sources	5
Yes	3
No	0

## **Criteria 5: Other Factors (5 pts)**

Measure: Subjective points given for items such as recent crashes not yet in the state record system or traffic operations improvement

Status	Points
Significant other factors exist	5
Some specific factors exist	2
No specific factors	0

## **Criteria 6: Project Benefit-Cost (5 pts)**

B/C Ratio	Points
$\geq 1.0$	5
$1.0 > b/c > 0.25$	2
$0.25 > b/c$	0

<b>Total</b>	<b>12</b>
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# US 287 Safety Study Prioritization

Project Number: 14  
 Project Title: Wildlife Fencing MP 379 - 382

## **Criteria 1: Magnitude of the Safety Problem (5 pts)**

Measure: Level-of-Service of Safety (Total)

LOSS (Total)	Points
I or II	0
III	1
IV	2

Measure: Level-of-Service of Safety (Severe)

LOSS (Total)	Points
I or II	0
III	2
IV	3

## **Criteria 2: Countermeasure Effectiveness (5 pts)**

Measure: Mitigates Existing Crash Pattern

Status	Points
No Pattern Exists	0
Pattern Exists and CMF $\geq 1.0$ or unknown	3
Pattern Exists and CMF $< 1.0$	5

## **Criteria 3: Systemic Safety Improvement (5 pts)**

Measure: Preventatively Addresses Known Contributing Factors

Status	Points
Yes, CMF $< 1.0$	5
Yes	3
No	0

## **Criteria 4. Public and Agency Feedback (5 pts)**

Measure: Addresses a Location of Concern as Expressed by Project Stakeholders

Project is a Location of Concern	Points
Yes, multiple sources	5
Yes	3
No	0

## **Criteria 5: Other Factors (5 pts)**

Measure: Subjective points given for items such as recent crashes not yet in the state record system or traffic operations improvement

Status	Points
Significant other factors exist	5
Some specific factors exist	2
No specific factors	0

## **Criteria 6: Project Benefit-Cost (5 pts)**

B/C Ratio	Points
$\geq 1.0$	5
$1.0 > b/c > 0.25$	2
$0.25 > b/c$	0

<b>Total</b>	<b>20</b>
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# US 287 Safety Study Prioritization

Project Number: 15  
 Project Title: Passing Lane (NISP Area)

## Criteria 1: Magnitude of the Safety Problem (5 pts)

Measure: Level-of-Service of Safety (Total)

LOSS (Total)	Points
I or II	0
III	1
IV	2

Measure: Level-of-Service of Safety (Severe)

LOSS (Total)	Points
I or II	0
III	2
IV	3

## Criteria 2: Countermeasure Effectiveness (5 pts)

Measure: Mitigates Existing Crash Pattern

Status	Points
No Pattern Exists	0
Pattern Exists and CMF $\geq 1.0$ or unknown	3
Pattern Exists and CMF $< 1.0$	5

## Criteria 3: Systemic Safety Improvement (5 pts)

Measure: Preventatively Addresses Known Contributing Factors

Status	Points
Yes, CMF $< 1.0$	5
Yes	3
No	0

## Criteria 4. Public and Agency Feedback (5 pts)

Measure: Addresses a Location of Concern as Expressed by Project Stakeholders

Project is a Location of Concern	Points
Yes, multiple sources	5
Yes	3
No	0

## Criteria 5: Other Factors (5 pts)

Measure: Subjective points given for items such as recent crashes not yet in the state record system or traffic operations improvement

Status	Points
Significant other factors exist	5
Some specific factors exist	2
No specific factors	0

## Criteria 6: Project Benefit-Cost (5 pts)

B/C Ratio	Points
$\geq 1.0$	5
$1.0 > b/c > 0.25$	2
$0.25 > b/c$	0

<b>Total</b>	<b>10</b>
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