

May 8, 2023

Project #:27656

Tamra Mabbott, Planning Director Morrow County 215 NW Main Avenue Irrigon, OR 97844

RE: Zone Change/Data Center Transportation Assessment

Dear Tamra:

This letter presents the transportation analysis to support a proposed land use amendment that would change approximately 275 acres zoned Exclusive Farm Use (EFU) in Morrow County to General Industrial (MG). The zone change is necessary to allow for the proposed construction of a 1,125,000 square-foot data center complex. The analysis documented herein addresses Oregon's Transportation Planning Rule (TPR) and Morrow County's MCZO 3.070(E) Traffic Impact Analysis study requirements under the General Industrial zone.

Based on the results of the transportation analysis, the proposed zone change and the subsequent development of the data center complex is not anticipated to result in a significant effect on the surrounding transportation network or require near- or long-term offsite transportation improvements. Additional details of our analyses are summarized herein.

PROJECT BACKGROUND

The 275-acre property primarily consists of Tax Lot 28 of Map 3N 24E (see Figure 1). The site is not actively being used for farming/agricultural purposes despite the Exclusive Farm Use (EFU) zoning and has historically been underutilized due to its size and configuration. In order to support the proposed development of a data center on the site, the applicant is proposing to rezone the site to Morrow County's General Industrial (MG) zone.

A change in zoning must be shown to meet the applicable criteria in Oregon Administrative Rule 660-012-0060, also known as the TPR. Per the TPR, an analysis of whether the zone change has the potential to create a significant effect to a transportation facility must be reviewed. The following report addresses the TPR requirements and the specific transportation-related impacts of a proposed data center operation.



Figure 1 – Site Vicinity Map and Study Intersections

STUDY SCOPE & ANALYSIS METHODOLOGY

The proposed land use action is a unique case in that the existing use of the property already represents a reasonable maximum development scenario under the existing EFU zoning. As such, the focus of this analysis is on incremental impacts of the allowed uses under the proposed General Industrial zoning.

STUDY SCOPE

This analysis identifies the transportation-related impacts associated with the application of the General Industrial zone. The study was prepared in accordance with scoping direction from Morrow County staff. The study scope and overall study area for this project were selected based on an analysis of current and future traffic volumes at study intersections and discussions with County staff. The analysis addresses the following:

- Existing land use and transportation system conditions within the site vicinity;
- Review of regional traffic growth, seasonal traffic patterns, in-process developments, and planned transportation improvements;
- □ Site trip generation and distribution estimates for reasonable worst-case development scenarios for the proposed General Industrial zone;
- Planning horizon year 2043 traffic operations under existing EFU zoning and proposed General Industrial zone scenarios;
- Transportation system adequacy to accommodate the proposed reasonable worst case development scenarios for the proposed General Industrial zone;
- □ Assessment of zone change compliance with the TPR (OAR Section 660-12-060); and,
- □ Conclusions and recommendations.

STUDY INTERSECTIONS

The study intersections were identified in collaboration with County staff. Figure 1 illustrates the location of the study intersections that are listed below. For ease of review, each intersection is referenced within this report using a numerical ID.

- 1. I-84 WB Ramp Terminal / Tower Road
- 2. I-84 EB Ramp Terminal / Tower Road
- 3. Tower Road / Kunze Lane
- 4. Tower Road / Proposed Site Accesses

TRAFFIC ANALYSIS TIME PERIODS

Study intersection operations were analyzed during the weekday morning (intersection peak hour between 7:00-9:00 AM) and evening peak hour (intersection peak hour between 4:00-6:00 PM).

ANALYSIS METHODOLOGY

The unsignalized intersection operational analyses presented in this report were prepared following *Highway Capacity Manual 7th Edition* (Reference 1) analysis procedures using Vistro software.

APPLICABLE MOBILITY STANDARDS

Intersection operating targets adopted by the Oregon Department of Transportation (ODOT) and Morrow County are summarized below.

ODOT MOBILITY TARGETS

ODOT uses volume-to-capacity (v/c) ratios to assess intersection operations. Table 6 of the *Oregon Highway Plan* (OHP) provides maximum volume-to-capacity ratio mobility targets for all signalized/roundabout and unsignalized intersections located outside the major metropolitan areas. Table 1 summarizes the v/c ratio that will be used to identify the existing and potential future operations at the ODOT owned/maintained I-84 ramp terminal intersections.

Table 1 - ODOT Mobility Targets

Intersection	OHP Mobility Target
I-84 WB Ramp Terminal / Tower Road	V/C \leq 0.70 off ramp approach
I-84 EB Ramp Terminal / Tower Road	V/C \leq 0.70 off ramp approach

MORROW COUNTY OPERATINGSTANDARDS

The operational standard for intersections involving County roadways is based on level-of-service (LOS). The County's standard is LOS "C" or better for unincorporated areas (i.e., intersections along Tower Road and Kunze Lane).

EXISTING CONDITIONS TRAFFIC ANALYSIS

The existing conditions analysis identifies field conditions and the current operational, traffic control, and geometric characteristics of the roadways and other transportation facilities within the study vicinity. These conditions will be compared with future year conditions later in this report. Kittelson staff visited the study area and inventoried the existing transportation system to identify lane configurations, traffic control devices, bicycle and pedestrian facilities, transit stops, and geometric features at the study intersections in October of 2022.

SITE CONDITIONS AND ADJACENT LAND USES

The site is located approximately 9 miles south of I-84 along the east side of Tower Road. The land is not currently being used for farming or agricultural purposes. All immediately adjacent uses consist of irrigated farm lands, most under circle pivot irrigation systems. The Carty Generating Station is located south of the site while the Six Mile Dairy is located approximately two miles to the northwest.

TRANSPORTATION FACILITIES

Table 2 summarizes the attributes of key roadways in the site vicinity. Figure 2 illustrates the existing lane configurations and traffic control devices at the study intersections.

Table 2 – Existing Transportation Facilities

Roadway	Jurisdictional Authority	Functional Classification ¹	Number of Auto Lanes	Posted Speed (mph)	Sidewalks Present?	Bike Lanes Present?	On-Street Parking Allowed?
I-84	ODOT	Interstate Highway	4	70	No	No	No
Tower Road	Morrow County	Minor Collector	2	55	No	No	No
Kunze Lane	Morrow County	Major Collector	2	45	No	Yes	No

¹Source: Oregon Highway Plan and Morrow County Transportation System Plan

INTERSECTION CRASH HISTORY

ODOT provided crash records for the study intersections for the five-year period from January 1, 2016 through December 31, 2020. Table 3 summarizes the ODOT crash data. As shown in the table, there was only one reported crash at the I-84 WB ramp terminal, four crashes at the I-84 EB ramp terminal, and no crashes at the Tower Road/Kunze Lane intersection. Of these crashes, there were no patterns or other characteristics to suggest any geometric-related safety mitigation measures. *Appendix A contains the crash data summary sheets.*

Table 2	Donortod Crack	Listony	lanuary 1	2016	December	21 2020
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				/		- //

			Crash Type						
Study Intersection	Rear End	Turning	Angle	Fixed Object	Other	PDO	Injury	Fatal	Total
I-84 WB Ramp Terminal/ Tower Road	0	1	0	0	0	1	0	0	1
I-84 EB Ramp Terminal/ Tower Road	1	0	0	2	1	3	1	0	4
Tower Road/ Kunze Lane	0	0	0	0	0	0	0	0	0



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Exhibit 11 Page 6 of 95

EXISTING CONDITIONS

Turning movement counts at the study intersections were conducted on a mid-week day in early October 2022. *Appendix B contains the intersection turning movement countsheets*.

SEASONAL ADJUSTMENT

To determine an appropriate seasonal factor, three methodologies were investigated as outlined in ODOT's *Analysis Procedures Manual* (APM): On-Site ATR Method, ATR Characteristic Table Method, ATR Seasonal Trend Method.

On-Site ATR Method

The On-Site ATR Method is used when an Automatic Traffic Recorder (ATR) is within or near the project area. There are two ATRs within relatively close proximity of the site. Each of these ATRs are located along the I-84 corridor. A seasonal factor for each ATR was calculated for comparison purposes to the other methodologies described herein. As shown in Table 4, the average seasonal factor for application is 1.25%.

Table 4 - Seasonal Adjustment Calculations for ATRs

	2021	2019	2018	2017	2016	Average				
ATR 11-009										
Count Month (October)	102	100	102	105	99	101.3				
Peak Month	132	132	130	136	130	131.3				
		ATR	25-008							
Count Month (October)	102	105	103	105	102	103.3				
Peak Month	124	124	122	126	122	123.3				

ATR 11-009 Season Adjustment Factor = 131.3%/101.3% = 1.30%

□ ATR 25-008 Seasonal Adjustment Factor = 123.3%/103.3% = 1.19%

ATR Characteristics Table

The ATR Characteristic Table provides general characteristics for each ATR in Oregon and is typically used when there is not a nearby ATR within the immediate study area. Since two of the study intersections are interchange ramp terminals, a review of the Characteristic Table did not find an ATR that closely matches the unique study area conditions. As such, the ATR Seasonal Trend Method was evaluated as described in the following section.

ATR Seasonal Trend Method

The seasonal trend table is used when there is not an ATR nearby or in a representative area. This method averages seasonal trend groupings from the ATR Characteristics Table. For movements at the study interchange (which has significant industrial and employment generators with limited freeway oriented retail uses), an average of the "commuter" and "summer" trends was deemed appropriate and consistent with other recent development-driven traffic studies in the area. As shown in Table 5, the average of the seasonal adjustment factor calculations for the Commuter and Summer trends would be a factor of 1.08.

Table 5 – ATR Seasonal Trend Method for Commuter and Summer Trends

	October Count Month	Seasonal Trend Peak Period Factor
Commuter	0.9614	0.9335
Summer	0.9357	0.8299

- The peak period seasonal factor is 0.9335 for the Commuter trend and 0.8299 for the Summer Trend.
- □ The October count date seasonal factor is 0.9614 for the Commuter trend and 0.9357 for the Summer trend.
- □ The Commuter seasonal adjustment is 0.9614/0.9355 = 1.03 and the Summer seasonal adjustment is 0.9357/0.8299 = 1.13.
- An average of the Commuter and Summer season adjustments is 1.08

As described in the previous sections, a comparison of the On-Site ATR Method and the ATR Seasonal Trend Method revealed a higher seasonal factor derived from the On-Site ATR Method. However, since the ATRs used in this method primarily reflect freeway traffic volumes and the Tower Road interchange does not serve a large number of freeway-oriented uses with the exception of a single truck strop, the ATR Seasonal Trend Method was deemed to be a more representative method. For the purposes of this analysis, a seasonal factor of 1.08 has been applied to existing traffic volumes.

EXISTING INTERSECTION OPERATIONS

Figure 3 illustrates the seasonally adjusted 2022 existing traffic volumes at the study intersections while Table 6 summarizes the corresponding traffic operations during the weekday AM and PM peak hours. As shown in Table 6 and detailed in *Appendix C* (which includes the existing conditions operations analysis worksheets), the study intersection operations satisfy applicable ODOT performance targets and County standards during the AM and PM peak hours.

		We	ekday AM Peal	Weekday PM Peak Hour					
Intersection	Critical Approach/ Lane	v/c	Approach Delay (sec)	Approach LOS	v/c	Approach Delay (sec)	Approach LOS		
I-84 WB Ramp Terminal/ Tower Road	Westbound	0.15	11.0	В	0.14	11.2	В		
I-84 EB Ramp Terminal/ Tower Road	Eastbound	0.06	9.5	А	0.12	9.6	А		
Tower Road/ Kunze Lane	Westbound	0.03	9.1	А	0.01	9.5	А		

Table 6 – Existing Traffic Conditions



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Exhibit 11 Page 9 of 95

YEAR 2043 TRAFFIC CONDITIONS

This section of the report contains a detailed assessment of the long-term traffic impacts associated with the existing and proposed zoning. For the proposed zoning, it evaluates the impacts of a data center complex which would be allowed under the proposed General Industrial zone. The analysis of long-term traffic conditions is required by the State's Transportation Planning Rule (TPR, OAR Section 660-12-0060), given that the proposed zone change would require an amendment to an acknowledged land use regulation and may have the potential to significantly affect a transportation facility.

To test for a significant effect and development-related impacts, an analysis of traffic conditions was conducted under the existing EFU land use designation (assuming potential farming use of the site) and the proposed General Industrial zone (assuming the development of a data center complex).

Based on the required analysis, the impacts of traffic generated by the potential General Industrial zone (using the proposed data center complex as a reasonable worst-case proxy) were examined in the following manner:

- Anticipated future traffic growth patterns were identified for the weekday AM and PM peak hour under the 2043 planning horizon year. This horizon year assumes no rezone and is indicative of future conditions with no land use modifications beyond those allowed under the Exclusive Farm Use designation.
- A reasonable worst-case land development scenario (data center complex) was developed under the proposed General Industrial zone. Estimates of average daily, weekday AM, and weekday PM peak hour site trips were prepared for the potential General Industrial zone using the proposed data center complex.
- A site trip distribution pattern was derived through a review of existing traffic volumes and the site's location to the regional transportation network.
- □ Weekday AM and PM peak hour site-generated trips from the proposed data center complex were assigned to the surrounding streets and study intersections.
- Planning horizon year 2043 traffic volumes and operations were analyzed for the weekday AM and PM peak hour under the existing zoning conditions and for the proposed General Industrial zone designation.

YEAR 2043 EXISTING ZONING SCENARIO TRAFFIC FORECAST

To achieve a reasonable estimate of existing zoning scenario traffic levels during the 2043 planning horizon year, a 2% per year growth rate was applied to the study intersection traffic volumes. This growth rate is consistent with other recent traffic studies performed in the regional vicinity.

The resulting Year 2043 existing zoning scenario traffic volumes forecast for the weekday AM and PM peak hour are illustrated in Figure 4. The volumes shown reflect background traffic levels without any changes to the underlying zoning on the subject site.



Exhibit 11 Page 11 of 95

YEAR 2043 EXISTING ZONING INTERSECTION OPERATIONS

Study intersection operations under the 2043 Existing Zoning Scenario were assessed to understand the base future year operations assuming no changes are made to the site zoning and the land continues under its existing farming/agricultural zoning (which would not generate a measurable amount of daily traffic demand). Table 7 summarizes the operational analyses for the weekday AM and PM peak hours reflective of anticipated regional and local traffic volume growth. As shown, all study intersections are forecast to continue to operate acceptably during both the weekday AM and PM peak hours. *Appendix D includes the 2043 existing zoning intersection operations analysis worksheets.*

		We	ekday AM Peal	k Hour	We	Hour	
Intersection	Critical Approach/ Lane	v/c	Approach Delay (sec)	Approach LOS	v/c	Approach Delay (sec)	Approach LOS
I-84 WB Ramp Terminal/ Tower Road	Westbound	0.23	12.2	В	0.22	12.7	В
I-84 EB Ramp Terminal/ Tower Road	Eastbound	0.09	10.0	А	0.17	10.1	В
Tower Road/ Kunze Lane	Westbound	0.02	10.1	В	0.01	11.7	В

Table 7 – 2043 Existing Zoning Traffic Conditions

PROPOSED GENERAL INDUSTRIAL ZONE

The Morrow County General Industrial zone allows retail, wholesale, construction businesses, cold storage plants, distribution centers, warehousing, vet clinics, laboratories, manufacturing, food processing, and data centers. For 275-acre sites (in this case, only 190 acres are buildable), manufacturing, distribution centers, and food processing facilities are logical and "reasonable maximum" uses from a trip generation standpoint. However, it was determined in this case that they are not logical/reasonable uses given the site is located approximately 9 miles from the convenience of the I-84 regional travel corridor on a rural county road with limited regional connectivity. For these reasons, it was determined that the proposed 1,125,000 square foot data center complex represents a worst-case development scenario for the site. Anticipated operational features of the proposed data center complex would include:

- One story data center located on a consolidated campus site.
- □ Two secured access driveways located along the Tower Road.

A trip generation estimate was prepared for the proposed data center based on information provided in the *Trip Generation Manual*, 11th *Edition*, published by the Institute of Transportation Engineers (ITE). ITE land use code 160 (Data Center) was used as a basis for the estimate. Table 8 summarizes the estimates for the daily, weekday AM, and weekday PM peak hours.

	Weekda	y AM Peak H	lour	Weekda	y PM Peak H	lour			
Land Use	ITE Code	Size (Sq. Ft.)	Daily Trips	Total	In	Out	Total	In	Out
Data Center	160	1,125,000	1,114	124	68	56	101	30	71

Table 8 – Data Center Trip Generation Estimates

SITE TRIP DISTRIBUTION AND ASSIGNMENT

The site-generated trips from the proposed data center complex were distributed onto the study area roadway system via an assumed future site driveway along the Tower Road site frontage. From there, the regional distribution was determined via a combination of existing traffic patterns and destinations afforded by the regional transportation facilities within the site vicinity. Figure 5 illustrates the resulting trip distribution pattern and site-generated trip assignment at the study intersections.

YEAR 2043 GENERAL INDUSTRIAL ZONE INTERSECTION OPERATIONS

To reflect conditions anticipated under the proposed General Industrial zone, the weekday AM and PM peak hour site generated traffic volumes shown in Figure 5 was added to the existing zoning traffic volumes shown in Figure 4 to arrive at the cumulative 2043 traffic volumes shown in Figure 6.

Operations of the study intersections under 2043 conditions (with the site developed as a data center complex) are summarized in Table 9 for the weekday AM and PM peak hours. As shown, all of the study intersections are forecast to continue to operate acceptably during both the weekday AM and PM peak hours. *Appendix E includes the 2043 total traffic conditions intersection operations analysis worksheets.*

		We	ekday AM Peak	Hour	Weekday PM Peak Hour					
Intersection	Critical Approach/ Lane	v/c	Approach Delay (sec)	Approach LOS	V/C	Approach Delay (sec)	Approach LOS			
I-84 WB Ramp Terminal/ Tower Road	Westbound	0.32	13.2	В	0.27	13.4	В			
I-84 EB Ramp Terminal/ Tower Road	Eastbound	0.10	10.4	В	0.18	10.3	В			
Tower Road/ Kunze Lane	Westbound	0.08	10.5	В	0.03	11.9	В			
Tower Road/ Site Access	Westbound	0.07	8.9	А	0.12	10.7	В			

Table 9 – 2043 General Industrial Zoning (with a Data Center) Traffic Conditions



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Exhibit 11 Page 14 of 95



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Exhibit 11 Page 15 of 95

TRANSPORTATION PLANNING RULE COMPLIANCE

This section addresses the Oregon Administrative Rule Section 660-12-0060 of the Oregon Transportation Planning Rule (TPR) requirements for the proposed zone change.

TRANSPORTATION PLANNING RULE

OAR Section 660-12-0060 Plan and Land Use Regulation Amendments of the TPR sets forth the criteria for evaluating plan and land use regulation amendments. The criteria establish the determination of significant effect on a transportation system resulting from a land use action; where a significant effect is identified, the criteria establish the means for achieving compliance. The relevant portion of this section of the TPR is reproduced below in italics followed by the response for this project in standard text.

660-12-0060 Plan and Land Use Regulation Amendments

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

Response: The proposed General Industrial zone will not require or result in any changes to the functional classification of any transportation facility in the vicinity of the site.

(b) Change standards implementing a functional classification system; or

Response: The proposed General Industrial zone will not require changes to the standards that implement the functional classification system.

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

Response: The proposed General Industrial zone would result in future traffic volumes that remain consistent with the functional classifications of the roadways in the study area.

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

Response: The proposed General Industrial zone would not degrade operations of the study intersections below adopted performance targets.

MCZO 3.070(E) TRAFFIC IMPACT ANALYSIS

As noted herein, the transportation system/study intersections can accommodate the peak-hour transportation-related impacts of the proposed data center complex and its assumed site access connection to Tower Road. Although the analysis is a long-term 20-year assessment completed primarily to address the impacts of the zone change, it can be deduced that all of the study intersections will operate acceptably during both the weekday AM and PM peak hours upon a near-term buildout of the data center complex. As such, no additional operations analysis is required to address MCZO 3.070(E).

To support a follow up land use application for the data center complex, the following section includes an assessment of preliminary sight distance at the site access connection of Tower Road.

PRELIMINARY INTERSECTION SIGHT DISTANCE

Intersection sight distance (ISD) was evaluated at the proposed site access roadway connection along Tower Road. For this assessment, preliminary intersection sight distance measurements were evaluated using the recommended observation reference points¹ outlined in *A Policy on Geometric Design of Highways and Streets*. While there is no posted speed along this section of Tower Road, 55 mph was used. As noted in *A Policy on Geometric Design of Highways and Streets*, the minimum passenger car intersection sight distance requirement for a 55-mph design speed is 610 feet (left-turn from stop) and 530 feet (right- turn from stop).

From the approximate location of the proposed site access driveway approach to Tower Road, there is adequate sight distance (>850 feet) looking to the north and adequate sight distance (>930 feet) looking to the south.

To provide and maintain adequate intersection sight distance post development, it is recommended that any proposed signage or landscaping be appropriately located such that the minimum intersection sight distance can be maintained. To confirm adequate sight lines, it is further recommended that a final sight distance evaluation be performed post access road construction and prior to site beginning formal operations.

SITE ACCESS TRAFFIC CONTROL

To accommodate future traffic movements on the site access road, a STOP (R1-1) sign should be installed on the westbound access driveway approach to Tower Road in accordance with County standards and the *Manual on Uniform Traffic Control Devices (MUTCD)* in conjunction with site development.

¹ For passenger cars, an eye height of 3.5 feet, an object height of 3.5 feet, and an observation point located 14.5 feet from the edge of the cross-street travel lane.

CONCLUSIONS

Based on the results of the transportation analysis outlined in this report, the proposed General Industrial zone and the assumed data center complex is not anticipated to result in a significant effect on the surrounding transportation network or require offsite mitigation under long-term planning conditions or near-term buildout conditions. To support the land use application for a data center complex, the following is recommended:

- Construct a new site access driveway along the Tower Road site frontage. A STOP (R1-1) sign should be installed on the westbound approach to Tower Road in accordance with Morrow County standards and the *Manual on Uniform Traffic Control* Devices (MUTCD) in conjunction with site development.
- To provide and maintain adequate intersection sight distance at the site access road connection to Tower Road, locate any proposed signage or landscaping appropriately such that the minimum intersection sight distance can be maintained. To confirm adequate sight lines, it is further recommended that a final sight distance evaluation be performed post site access driveway construction and prior to site occupancy.

We trust this traffic impact analysis adequately addresses impacts associated with the proposed General Industrial zone and proposed data center complex. Please contact us if you have any questions or comments regarding the contents of this report or the analyses performed.

Sincerely, KITTELSON & ASSOCIATES, INC.

Matt Hughart

Matt Hughart, AICP Principal Planner

Julia Kuhn, P.E. Senior Principal Engineer

Appendix A Crash Data

OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at Tower Rd & Interstate 84, Columbia River Hwy (#002) East Bound Off Ramps in Morrow County, OR. January 1, 2016 through December 31, 2020

						0								
	FATAL	NON- FATAL	PROPERTY DAMAGE	TOTAL	PEOPLE	PEOPLE		DRY	WET			INTER-	INTER- SECTION	OFF-
COLLISION TYPE	CRASHES	CRASHES	ONLY	CRASHES	KILLED	INJURED	TRUCKS	SURF	SURF	DAY	DARK	SECTION	RELATED	ROAD
YEAR: 2019														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2019 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2017														
BACKING	0	0	1	1	0	0	1	0	0	0	1	1	0	0
FIXED / OTHER OBJECT	0	0	2	2	0	0	0	0	1	0	2	2	0	2
2017 TOTAL	0	0	3	3	0	0	1	0	1	0	3	3	0	2
FINAL TOTAL	0	1	3	4	0	1	1	1	1	1	3	4	0	2

Disclaimers: Effective 2016, collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants. Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

Exhibit 11 Page 20 of 95

OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT CONTINUOUS SYSTEM CRASH LISTING

002 COLUMBIA RIVER D

Intersectional Crashes at Tower Rd & Interstate 84, Columbia River Hwy (#002) East Bound Off Ramps in Morrow County, OR. January 1, 2016 through December 31, 2020

R S U P G S W SER# E A / CO DATE COUNTY INVEST E L MH R DAY/TIME CITY UNLOC? D C J L K LAT/LONG URBAN AREA	RD# FC CONN # CMPT/MLG FIRST STREET MILEPNT SECOND STREET LRS INTERSECTION SEQ#	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) I LEGS T (#LANES) C	INT-REL OI IRAF- R CNTL D	FFRD WTHR CRASH TYP NDBT SURF COLL TYP RVWY LIGHT SVRTY	SPCL USE TRLR QTY MOVE OWNER FROM V VEH TYPE TO	PRTC INJ P# TYPE SVRTY	A S G E LICNS P E X RES 1	ED LOC ERROR	ACTN	EVENT	CAUSE
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No 45 49 43.10 -119 48 3.75	159.30 0002GP100S00	06	0		N DLIT PDO	PSNGR CAR	01 DRVR NONE	00 U UNK UNK	000	000		00
00166 N N N 12/13/2017 MORROW STATE N Wed 6P	1 01 1 CN 0	INTER E	CROSS N	I TOP SIGN	Y CLR FIX OBJ N UNK FIX	01 NONE 9 STRGHT N/A W E	ſ			000	043	03 00
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ACTION CODE TRANSLATION LIST

ACTION	SHORT	
CODE	DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
800	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUING OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
040	W/ TRAFIC	NON-MOTORISI WALKING, KUNNING, KIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	SIANDING UK LIING IN KUADWAI
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF RUAD
UJZ	MERGING	MERGING

Exhibit 11 Page 22 of 95

ACTION CODE TRANSLATION LIST

ACTIONSHORTCODEDESCRIPTIONLONG DESCRIPTION055SPRAYBLINDED BY WATER SPRAY088OTHEROTHER ACTION099UNKUNKNOWN ACTION

CAUSE	SHORT

CODE	DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
8 0	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHFT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST

SHORT DESCRIPTION	LONG DESCRIPTION
OTH	MISCELLANEOUS
BACK	BACKING
PED	PEDESTRIAN
ANGL	ANGLE
HEAD	HEAD-ON
REAR	REAR-END
SS-M	SIDESWIPE - MEETING
SS-0	SIDESWIPE - OVERTAKING
TURN	TURNING MOVEMENT
PARK	PARKING MANEUVER
NCOL	NON-COLLISION
FIX	FIXED OBJECT OR OTHER OBJECT
	SHORT DESCRIPTION OTH BACK PED ANGL HEAD REAR SS-M SS-O TURN PARK NCOL FIX

CRASH TYPE CODE TRANSLATION LIST

CRASH	SHORT	
TYPE	DESCRIPTION	LONG DESCRIPTION
&	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
В	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
С	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
Е	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
Н	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN, ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

DRIVER RESIDENCE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION	RES CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)	1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
1	OR-Y	VALID OREGON LICENSE	2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY	3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
3	SUSP	SUSPENDED/REVOKED	4	N-RES	NON-RESIDENT
4	EXP	EXPIRED	9	UNK	UNKNOWN IF OREGON RESIDENT
8	N-VAL.	OTHER NON-VALID LICENSE			

8 N-VAL OTHER NON-VALID LICENSE 9 UNK UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

ERROR CODE TRANSLATION LIST

ERROR	SHORT	
CODE	DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FALLED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
020	N/PAS ZN	PAGEING IN THU PASSING ZUNE
020	PAS TKAP	PASSING IN FRONT OF ONCOMING TRAFFIC
030	WDNCGIDE	רבעודער סא אוידער א פאארע סער איז אוידער א איז דער א איז דער א איז איז איז איז איז איז איז איז איז א
059	MUNGOIDE	DRIVING ON WRONG SIDE OF INE KOAD (2-WAI UNDIVIDED ROADWAIS)

ERROR SHORT

CODE	DESCRIPTION	FULL DESCRIPTION
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTEDSPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT SHORT

01 PEL/AUMAP COCUMENT FEL/, HUMPHE ON WAR NUMBERD FROM NEWING VEHICLE 02 INTERFERE RASEBURGE IN VEHICLE IN VEHICLE INTERFERED WITH DATURE 031 PEDISTRIAN INDIRECTLY INTERFERED WITH DATURE 041 INDERT PED PEDISTRIAN INDIRECTLY INVOLUED (NOT STRUCK) 045 SUB-PED "SUB-PED": PEDISTRIAN INDIRECTLY INVOLUED (NOT STRUCK) 046 INDERT DEL PEDIALYCLIST INDIRECTLY INVOLUED (NOT STRUCK) 047 INDERT DEL PEDIALYCLIST INDIRECTLY INVOLUED (NOT STRUCK) 048 PEDIALYCLIST INDIRECTLY INVOLUED (NOT STRUCK) 049 PEDIALYCLIST DENDE ON INDERNOVA VORLICLA (NOLOPARIS ONLY, MUST HAVE PHYSICAL CONTACT W/ VEHICLE 041 PEDIALYCLIST DENDE ON INDERNOVA PEDIALYCLIST DENDE ONLY 041 PEDIALYCLIST DE DENDE ON INDERNOVA PEDIALYCLIST DE DENDE ON INDERNOVA 041 SET MOTN VEHICLE STRUCK TANNA 043 PEDIALYCLIST PEDIAL DE DENDE ON INDERNOVA PEDIALYCLIST DE PEDIALYCLIST STRUCK TANNA 044 PEDIALYCLIST STRUCK TANNA PEDIALYCLIST STRUCK TANNA 045 DETACH TAL PEDIALYCLIST DEDDE D	CODE	DESCRIPTION	LONG DESCRIPTION			
ODD INTERFER PASSBACER INTERFERED WITH DEVER 003 BUIG INTER ANIMAL OR INTERCT IN UNDER DUNOT STRUCK) 004 INDRCT FED PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK) 005 SUM-FED "ENDERTING INDURED SUBJECTLY INVOLVED (NOT STRUCK) 006 INDRCT PLK FEDELACYCLIST INDIRECTLY INVOLVED (NOT STRUCK) 007 PASSBACER ON ADAMONICAL BALING TOWED ON FORMERS ONLY, MUST HAVE FRYSICAL CONTACT W/ VEHI 008 OUTPET SUBJECT IN ONLY ADAMONICAL BALING TOWER ONLY MUST HAVE FRYSICAL CONTACT W/ VEHI 009 OUTPET SUBJECT IN ONLY ADAMONICAL BALING TOWER ONLY MUST HAVE FRYSICAL CONTACT W/ VEHI 019 OUTPET SUBJECT IN ONLY ADAMONICAL DAMONICAL POLY SUBJECT IN ONLY ADAMONICAL POLY 011 SUBJECT IN ONLY ADAMONICAL POLY NOTHING VEHICLE SUBJECT IN ONLY ADAMONICAL POLY 012 WY ORDED VEHICLE STRUCK POLY NOTHER VEHICLE SUBJECT 013 FORTOR VEHICLE STRUCK POLY NOTHER VEHICLE SUBJECT 014 FORTOR VEHICLE STRUCK POLY SUBJECT POLY SUBJECT 015 FR RUN AT OR ON LIGHT-FAIL REAR POLY COULD AND ANY ON CHANNER <td>001</td> <td>FEL/JUMP</td> <td>OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE</td>	001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE			
1005 INNE ANISAL OR INSECT IN VEHICLE INVERTED ATH DETVER 1006 INFORT PED PEDESTEIAN INDIRECTLY INVOLUED (NOT STRUCK) 1007 INDIRECTLY INVOLUED (NOT STRUCK) 1008 INDERT ELK PEDALOYCLIST INDIRECTLY INVOLUED (NOT STRUCK) 1008 INDERT ELK PEDALOYCLIST INDIRECTLY INVOLUED (NOT STRUCK) 1018 INDERT ELK PEDALOYCLIST INDIRECTLY INVOLUED (NOT STRUCK) 1018 INDERT ELK PEDALOYCLIST INDIRECTLY INVOLUED (NOT STRUCK) 1018 IND OPERTURED STRUCK INAL PEDALOYCLIST BEINS INVOLUED (NOT STRUCK) 1018 IND OPERTURED STRUCK INAL PEDALOYCLIST BEINS INVOLUED (NOT STRUCK) 1018 INT OWERD VEHICLE STRUCK INAL PEDALOYCLIST OF PEDESTRIAN 1018 INT V TORED VEHICLE FORCED STRUCK INAL PEDALOYCLIST OF PEDESTRIAN 1018 INT N TARIN STRUCK VEHICLE PEDALOYCLIST OF PEDESTRIAN 1018 INT N RACK VEHICLE STRUCK TRAIN PEDALOYCLIST OF PEDESTRIAN 1018 INT N RACK VEHICLE STRUCK RAINADO CAR ON RAGMAY PETALOY VEHICLE STRUCK RAINADO CAR ON RAGMAY 1019 INT RA CAR VEHICLE STRUCK RAINADO CAR ON RAGMAY PETALOY NAL VEHICLE STRUCK RAINADO CAR ON RAGMAY 1020 INT OF TARLER CONTECTION BROKE PETALOY NAL VEHICLE STRUCK RAINADO CAR ON RAGMAY 1031 INTERCT CHAR ONE OFF PETALOTING ANDIECT STRUCK RAINADO CAR ON RAGMAY <td>002</td> <td>INTERFER</td> <td>PASSENGER INTERFERED WITH DRIVER</td>	002	INTERFER	PASSENGER INTERFERED WITH DRIVER			
Open Telestical Indication Indication (Indication) State Perior 005 SUB-PED SUB-PED <td>003</td> <td>BUG INTE</td> <td>ANIMAL OR INSECT IN VEHICLE INTEFERED WITH DRIVER</td>	003	BUG INTE	ANIMAL OR INSECT IN VEHICLE INTEFERED WITH DRIVER			
005 SUB-FED. "SUB-FED." "SUB-FED." 006 SUB-FED. "SUB-FED." "SUB-FED." 007 HITCHIKR HITCHIKR HITCHIKR 008 DENOR TOW GENTING ON/OFF STOFFED/FARKED VEHICLE (SCUUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHI 019 DN/OFF V GENTING ON/OFF STOFFED/FARKED VEHICLE (SCUUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHI 011 MY FORED VEHICLE FOR NON-MOTOR HAMPHIC LEVENT 012 MY TOWED VEHICLE FOR VEHICLE HAMPHIC LEVENT 013 FORCED VEHICLE FOR VEHICLE HAMPHIC LEVENT 014 SET MOTH VEHICLE FORCED BY IMPACT INTO ANTHER VEHICLE, FEDALVCILIST OR PEDESTRIAN 015 FORCED VEHICLE FORCED AN INC. ANTHER VEHICLE ALL MARKERS, ETC.) 016 FOR NON AT OR ON MAILBOAD ECHI-OF-AN 017 FAR NON WITLBOAD ECHIC FORMANY 018 HIT R CAR VEHICLE STRUCK FAILBOAD CAR ON RACHWAY 019 HIT R CAR VEHICLE STRUCK ONTHER VEHICLE OVERTURNED 021 JOCKNIFE JACKNIFE, TRAILER CONNECTION BROKE 022 ON BROKE TRAILING OSECT STRUCK OTHER VEHICLE,	003	INDROT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRICK)			
 CILDECT DIK CENTRELIGY LINUTLIST INDIRATIVY INVOLVED (NOT STROCK) CILDECT DIK CILDECT DIK	005	SIIB-DED	SUB_DEDITA INTERPETATION DIDED SUBSECTION TO COLLISION FTC			
0007 HITCHIER HITCHIER HITCHIER 008 PASSENGER OK DNA-MORDIST BEING TOWED OR PUSHED ON CONVEYANCE 009 ON/OFF V GRTITING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY, MUST HAVE PHYSICAL CONTACT W/ VEHI 010 SUB OTRN OVERTUINES ON NOM-FORSTOPPED/PARKED VEHICLE (OCCUPANTS ONLY, MUST HAVE PHYSICAL CONTACT W/ VEHI 011 MV FORED VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN 012 MV TOWED VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN 013 PORCED VEHICLE STRUCK TRAIN 014 DET MOYN VEHICLE STRUCK TRAIN 015 RR ROW AT OR ON CALIBORDA RIGHT-OF-WAY 016 LI RL ROW AT OR ON CALIBORDA CAN ON ROADWAY 020 JACKNIFFE, THALIER OR TOWED VEHICLE, OVERTURNED 021 THE ART TRAILER OR TOWED VEHICLE STRUCK TRANED 022 ON ROKET TR TRAILER COLOR OPENNED INTO ADJACENT TRAFFTE (TESTICK 021 THE ART VEHICLE STRUCK TRAIN 022 ON ROKET TRAILER OR TOWED VEHICLE STRUCK TRANED 023 DETACH TRL DETACH TRL 024 TEAL ORT	005	INDROT BIK	DEDALCYCLIST INDIDECTIV INVOLVED (NOT STELICK)			
 CARLE TOWN EASSENTEE OR NON-MOTORIST ELING TOWED OR FUGEELOCONVEXANCE GOVOFF V BOTEN OVERTIUMED AFTER FIRST HARMAUL EVENT MY TOWED VENICE TOWN OVERTURNED AFTER FIRST HARMAUL EVENT MY TOWED VENICE TOWED OR HAD BEEN TOWING ANOTHER VENICLE FORCED VENICE TOWED OR HAD BEEN TOWING ANOTHER VENICLE FORCED VENICE TOWED OR HAD BEEN TOWING ANOTHER VENICLE, FEDALCYCLIST OR FEDESTRIAN SET MOTN VENICE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.) FR ROW AT OR ON ILGET-RAIL RIGHT-OF-WAY TA RI ROW AT OR ON ILGET-RAIL RIGHT-OF-WAY THER V TAINI STRUCK VENICE VITT RR CAR VENICES TETUCK TALL VITT RR CAR VENICES TOWED ON TOWED VENICLE STRUCK TOWING VENICLE TAL, OTRN THAILER ON TOWED VENICLE OVERTURNED VITT RR CAR VENICES TOWED VENICLE OVERTURNED VITT RR CAR VENICES TOWED THAN VENICLE OVERTURNED VITT RA TAR TOWED VENICLE OVERTURNED VITT RICAR TOWED VENICLE OVERTURNED VITT RA TAR TOWED VENICLE OVERTURNED VITT RICAR TOWED VENICLE OVERTURNED VITT RA TAR TOWED VENICLE VITT RICAR TOWED VENICLE OVERTURNED VITT RA TAR VENICE VENICE VENICE (LAW OFFICE AND VENICE VENICEL (LAW VITT RA TAR VENICE VENICE VITT RA TAR TAR VENICE VENICE VITT RA TAR VENICE VENICE VITT RA TAR VENICE VITT RA	000	HITCHIKR	HERELEGATION INDIRECTION INVOLVED (NOT STROCK)			
00/0F V GETTING GNORE STORED/FARKED VENICLE (OCCUPANTS ONLY MUSCIAL CONTACT W/ VENIC 01 SUB OTEN VENICLE BEING TUBERD 01 MV FUSHD VENICLE BEING TUBERD 01 MV TORED VENICLE BEING TUBERD 01 MV TORED VENICLE FORED DEN TOMING ANOTHER VENICLE 013 FORCED VENICLE FORED DEN TOMING ANOTHER VENICLE, FEDALZCLIST OR FEDESTRIAN 014 SET MOTN VENICLE FORCED DEN THRACT INTO ANOTHER VENICLE, FEDALZCLIST OR FEDESTRIAN 014 SET MOTN VENICLE SET IN MOTION BY NON-DENVER (CHILL BELEASED BRAKES, ETC.) 015 RR ROM AT OR ON BATTER TRAILER OR TOWER VENICLE STELENT 014 SET MOTN VENICLE STRUCK RAILROAD CAR ON RADWAY VENICLE STRUCK RAILROAD CAR ON RADWAY 020 JACKNIFE, THAILER OR TOWED VENICLE STRUCK TOWING VENICLE NON-MOTORIST, OR OBJECT 021 TAL OTN TALACHED TRAILING OBJECT STRUCK OTHER VENICLE, NON-MOTORIST, OR OBJECT 021 TAL OTN TALACHED TRAILING OBJECT STRUCK OTHER VENICLE, NON-MOTORIST, OR OBJECT 022 TAL OTN TALACHED TRAILING OBJECT STRUCK OTHER VENICLE, NON-MOTORIST, OR OBJECT 023 DETACH TRL DETACHED TRA	007	DENCE TOW	DISCENCED OF NON-MOTOFIST DETNC TOWER OF DISCHER ON CONVEYINCE			
000000000000000000000000000000000000	000	PSNGR IOW	PROSENGER ON NORTHOTORISI BEING TOWED OR FUSIED ON CONVELENCE			
011 SUG VIEW OVENIUMBED REING FUENED 011 MY TONED VEHICLE EING FUENED 012 MY TONED VEHICLE EING FUENED 013 FORED VEHICLE STEIN FUENED 014 SET MOTN VEHICLE STEIN MOTION BY MON-PORTURE (CHILD RELEASED DARKES, ETC.) 015 RE NOW AT OR ON RAILROAD RENT-OF-WAY 016 LE RL EOW AT OR ON LIGHT-ALL RIGHT-OF-WAY 017 RE HIT V TAAIN STOUCK VEHICLE 018 V HIT RR VEHICLE STRUCK RAIL 019 V. HIT RR VEHICLE STRUCK RAILESA 019 V. HIT RR VEHICLE STRUCK RAILESA 019 JACKNIFE JACKNIFE 011 DACKNIFE JACKNIFE 012 JACKNIFE JACKNIFE 013 DACKNIFE JACKNIFE 014 VEHICLE STRUCK RAILESA COMENTAL 015 DACKNIFE JACKNIFE 014 DACKNIFE JACKNIFE 015 DACK TOWN DACKT DETION DACKT 011 DACKNIFE TAREATIER 012 DACKNIFE TAREATIER <t< td=""><td>009</td><td>CUD OUDN</td><td>GETTING ON/OFF SIGPFED/PARKED VEHICLE (OCCOPANIS ONLI; MOSI HAVE PHISICAL CONTACT W/ VEHI</td></t<>	009	CUD OUDN	GETTING ON/OFF SIGPFED/PARKED VEHICLE (OCCOPANIS ONLI; MOSI HAVE PHISICAL CONTACT W/ VEHI			
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 NY TOWED VEHICLE TOWED OK HAD BEEN TOWING ANOTHER VEHICLE, FEDALOTCLIST OR PEDESTRIAN VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.) SET MOTIN VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.) R R ROW AT OR ON LIGHT-RAIL RIGHT-OF-WAY R RIT V TRAIN STRUCK VEHICLE V HIT RR V VEHICLE STRUCK NALLOAD CAR ON ROADWAY JACKNIFE JACKNNIFE, TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE R RIT V TRAIN STRUCK VEHICLE STRUCK ALLOAD CAR ON ROADWAY JACKNIFE JACKNNIFE, TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE R ROW AND ROADWAY VEHICLE OF TRAILER OR OFEN VEHICLE, NON-MOTORIST, OR OBJECT V LIT R R CAR TRAILER CONNECTION BROKE C N BROKE TRAILER CONNECTION BROKE V DOGN ON VEHICLE DOG OFENED INTO ADJACENT TRAFFIC LANE V DOGN ON VEHICLE DOG OFENED INTO ADJACENT TRAFFIC LANE V DOGN ON VEHICLE DOG OFENED INTO ADJACENT TRAFFIC LANE V DOGN ON VEHICLE DOG OFENED INTO ADJACENT TRAFFIC LANE MEELOFT WHEEL CAME OFF VENCL DOGN OFENED INTO ADJACENT TRAFFIC LANE V DOGN ON VEHICLE DOGN OFENED INTO ADJACENT TRAFFIC LANE MEELOFT WHEEL CAME OFF MIELO TRAILING OFENED INTO ADJACENT TRAFFIC LANE MELOFT HIELOFT AND KOM SIMILAR MIELOFT WHEEL CARD, LOAD MOVED OR SHIFTED TIREFAIL MIELOFT HIELOFT AD GANN SIMILAR MIELOFT WHEEL CARD ROKEY MIELOFT WHEEL CARD ROKEY MIELOFT WHEEL CARD ROKEY MIELOFT WIELOFT ADAMN VEHICLE MIELOFT WIELOFT ADAMN VEHICLE MIELOFT AND KANNIFIC ANALY AND THE ADAMN VEHICLE CULVERT, OFEN LAW ANT THE ADAMN VEHICLE CULVERT, OFEN LAW AND THE ADAMN VEHICLE MIELOFT WIELOFT ADTENNIA WARTHIN MANCH AND ROKEY SIDEWALKS ON BRIDGES CULVERT, OFEN LANG OR READERS ON BRIDGES CULVERT, OFEN LANG OR READERS ON BRIDGES MIELOFT HIELOFTAL MEDICAN MENTLY MANDIA BARKERR (KAIS	011	MV PUSHD	VEHICLE BEING PUSHED			
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 SET MOTM VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELESSD BRAKES, ETC.) SET MOTM AT OR ON RAILROAD RIGH-OF-WAY (NOT LIGHT RAIL) LT RL ROW AT OR ON LIGHT-BAIL RIGHT-OF-WAY (NOT LIGHT RAIL) LT RL ROW AT OR ON LIGHT-BAIL RIGHT-OF-WAY (NOT LIGHT RAIL) LT RL ROW AT OR ON LIGHT-BAIL RIGHT OF-WAY (NOT LIGHT RAIL) VHIT RR CAR VEHICLE STRUCK TRAIN VHIT RR CAR VEHICLE STRUCK TRAIN VHIT RR CAR VEHICLE STRUCK TRAILROAD CAR ON ROADWAY JACKNIFE JACKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE TAL OTRN TRAILER OR TOWED VEHICLE OVERTURNED JACKNIFE JACKNIFE; TRAILER OR TOWED VEHICLE VEHICLE, NON-MOTORIST, OR OBJECT VEHICLE DORO OPENED INTO ADJACENT TRAFFIC LANE WHEELOFF WHEEL CAME OFF MHEELOFF WHEEL CAME OFF HOOD UF HOOD FLEW UF LOAD SHIFT LOST LOAD, LOAD MOVED OR SHIFTED THEFAIL TIRE FAILURE THEFAIL TIRE FAILURE THEFAIL TIRE FAILURE HORSE MORES AND RIDER HERSKID DERR OR ELK, WAPITI ANNL VEH ANIMAL GAME (INCLUDES BIRDS; NOT DEER OR ELK) DEER ELK DEER OR ELK, WAPITI ANNL VEH ANIMAL DRAWN VEHICLE OUVERT CULVERT, CENTLOW OR HIGH MANHOLE ATENUATIN IMPACT ATTENUATOR ATENUATIN IMPACT ATTENUATOR ATENUATIN MALOR OF OF GUARDRAIL GARDANI MERTER MALL RETAINING WAL OG NEATH FOR CHANNELLEATION GORE CORE MALL MARK STATEMENTER (RAISED OR METAL) ARENDIAN BARRIER (RAISED OR METAL) ARENDIAN BARRIER (RAISED OR METAL) ARENDIAN BARRIER (RAISED OR METAL) ARENT MEDIAN BARRIER (RAISED OR METAL) ARENTER MEDIAN BARRIER (RAISED OR METAL) ARENTER MEDIAN BARRIER (RAISED OR METAL) BRIDGE RAIL (NOT MEATER MEDIAN BARRIER) BARDING FILLER ON ROUDE OR APPR	013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN			
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031DIGGNDIGEN, CONF,	030	LVSTOCK	STOCK. COM CALE BILL STEED SHEED FTC			
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054 ST LIGHT POLE - STREET LIGHT ONLY 055 TRF SGNL POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY 056 SGN BRDG POLE - SIGN BRIDGE 057 STOPSIGN STOP OR YIELD SIGN	053	POLE UTL	POLE - POWER OR TELEPHONE			
055 TRF SGNL POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY 056 SGN BRDG POLE - SIGN BRIDGE 057 STOPSIGN STOP OR YIELD SIGN	0.5.4	ST LIGHT	POLE - STREET LIGHT ONLY			
056 SGN BRDG POLE - SIGN BRIDGE 057 STOPSIGN STOP OR YIELD SIGN	055	TRF SGNI	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY			
057 STOPSIGN STOP OR YIELD SIGN	056	SGN BRDG	POLE - SIGN BRIDGE			
	0.57	STOPSIGN	STOP OR YIELD SIGN			

Exhibit 11 Page 27 of 95

EVENT	SHORT	
CODE	DESCRIPTION	LONG DESCRIPTION
058	OTH SICN	OTHER STON INCLUDING STREET STONS
050	HYDRANT	UNDANT
055	MARKER	HIDRANI Defineator of Marker (reference roses)
061	MATLEOY	MITERY
062	TALIDON	
0.62	VEC OVED	TREE, STORE OF SHRUES
063	WIRE / CBL	WIDE OF ORDER VEGETATION OVERHEAD, FIC.
065	TEMP SCN	TEMPORARY SIGN OF BARRIEN NOAN FTC
005	DEPM SCN	DEFENSIVE STON OF BARTICADE IN OFF DAL
000	SLIDE	SITES FAILEN OF FAILURG DOCKS
068	FRON OBJ	FORETCH ORSTRUCTION/DERRIS IN DOAD (NOT CRAVET)
000	FOR WORK	FOLLIDMENT WORKING IN OFF DOD
000	OTH FOR	ACTIVE FOULDMENT IN OFF FOAD (INCLUDES DARKED TRAILED BOAT)
070	MAIN FOR	WERCHED SWEEDER SNOW DION OF SANDING FOULDMENT
071	OTHER WALL	Whether, Structure South Wall
072	TRRGI. PVMT	OTHER RIMP (NOT SPEED RIMP) DOTHOLE OR DAVEMENT IRREGULARITY (DER DAR)
073	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN SIGNAL HEAD FTC) . NOT BRIDGE
075	CAVE IN	BRIDGE OF ROAD CAVE IN
076	HT WATER	HIGH WATER
070	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
070	DITCH	CUT SLOPE OF DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHTCLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)

113 S CAR ROW AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY

EVENT SHORT

CODE	DESCRIPTION	LONG DESCRIPTION
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)
135	RAIL OCC	INJURED OCCUPANT OF RAILWAY TRAIN, LIGHT RAIL, STREET CAR OR CABLE CAR

HIGHWAY COMPONENT TRANSLATION LIST

FUNC CLASS DESCRIPTION

- 01 RURAL PRINCIPAL ARTERIAL - INTERSTATE
- 02 RURAL PRINCIPAL ARTERIAL - OTHER
- 06 RURAL MINOR ARTERIAL
- 07 RURAL MAJOR COLLECTOR
- 08 RURAL MINOR COLLECTOR
- 09 RURAL LOCAL
- 11 URBAN PRINCIPAL ARTERIAL - INTERSTATE
- 12 URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
- 14 URBAN PRINCIPAL ARTERIAL - OTHER
- 16 URBAN MINOR ARTERIAL
- 17 URBAN MAJOR COLLECTOR
- 18 URBAN MINOR COLLECTOR
- 19 URBAN LOCAL

SHORT

DESC

KILL

INJA

INJB

INJC

PRI

NO<5

NONE

CODE

1

2

3

4 5

7 9

- 78 UNKNOWN RURAL SYSTEM
- 79 UNKNOWN RURAL NON-SYSTEM
- 98 UNKNOWN URBAN SYSTEM
- 99 UNKNOWN URBAN NON-SYSTEM

DESCRIPTION CODE

- 0 MAINLINE STATE HIGHWAY
- 1 COUPLET
- 3 FRONTAGE ROAD
- CONNECTION 6 8
- HIGHWAY OTHER

INJURY SEVERITY CODE TRANSLATION LIST

LONG DESCRIPTION

FATAL INJURY (K)

POSSIBLE INJURY (C)

DIED PRIOR TO CRASH

NO APPARENT INJURY (O)

LIGHT CONDITION CODE TRANSLATION LIST

MILEAGE TYPE CODE TRANSLATION LIST

	SHORT	
CODE	DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

	SHORT	
CODE	DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

SUSPECTED SERIOUS INJURY (A)

NO INJURY - 0 TO 4 YEARS OF AGE

SUSPECTED MINOR INJURY (B)

CODE LONG DESCRIPTION

- 0 REGULAR MILEAGE
- Т TEMPORARY
- Υ SPUR
- Ζ OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

SHORT

CODE	DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY
9	PARKNG	PARKING MANEUVER

NON-MOTORIST LOCATION CODE TRANSLATION LIST

CODE LONG DESCRIPTION

00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST

	SHORT		
CODE	DESC	LONG DESCRIPTION	
0	UNK	UNKNOWN	
1	INTER	INTERSECTION	
2	ALLEY	DRIVEWAY OR ALLEY	
3	STRGHT	STRAIGHT ROADWAY	
4	TRANS	TRANSITION	
5	CURVE	CURVE (HORIZONTAL CURVE)	
6	OPENAC	OPEN ACCESS OR TURNOUT	
7	GRADE	GRADE (VERTICAL CURVE)	
8	BRIDGE	BRIDGE STRUCTURE	
9	TUNNEL	TUNNEL	

PARTICIPANT TYPE CODE TRANSLATION LIST

	SHORT	
CODE	DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYA
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	OTHR	OTHER TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
03	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
04	STOP SIGN	STOP SIGN
05	SLOW SIGN	SLOW SIGN
06	REG-SIGN	REGULATORY SIGN
07	YIELD	YIELD SIGN
08	WARNING	WARNING SIGN
09	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
23	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
24	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
25	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
26	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
27	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
28	SP RR STOP	SPECIAL RR STOP SIGN
29	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
040	AUTO. FLAG	AUTOMATED FLAGGER ASSISTANCE DEVICE
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
92	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
93	ACCEL LANE	ACCELERATION OR DECELERATION LANES
94	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
95	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS

VEHICLE TYPE CODE TRANSLATION LIST

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION	CODE	SHORT DESC	LONG DESCRIPTION
0.0	PDO	NOT COLLECTED FOR PDO CRASHES	0	UNK	UNKNOWN
01	PSNGR CAR	PASSENGER CAR PICKUP LIGHT DELIVERY ETC	1	CLR	CLEAR
02	BOBTATI.	TRUCK TRACTOR WITH NO TRAILERS (BORTAIL)	2	CLD	CLOUDY
02	FARM TROTR	FADM TRACTOR OF SEIF_DRODELLED FADM FOULDMENT	3	RAIN	RAIN
0.1	CENT TOW	TRUE TRACTOR OF SELF INCLEDED FRAM EQUITMENT	4	SLT	SLEET
04	JEMI IOW	TRUCK TRACTOR WITH TRATLER/MOBILE HOME IN TOW	5	FOG	FOG
05	IRUCK	IROCK WITH NON-DETACHABLE BED, PANEL, EIC.	6	SNOW	SNOW
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE	7	DUST	DUST
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)	8	SMOK	SMOKE
08	OTH BUS	OTHER BUS	a	724	ASH
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE	9	ASII	ASII
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.			
11	MOTRHOME	MOTORHOME			
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)			
13	ATV	ATV			
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)			

15 SNOWMOBILE SNOWMOBILE

99 UNKNOWN UNKNOWN VEHICLE TYPE

Exhibit 11 Page 32 of 95

OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at Tower Rd & Interstate 84, Columbia River Hwy (#002) West Bound Off Ramps in Morrow County, OR.

				eanaary i	2010 000	9	,							
		NON-	PROPERTY										INTER-	
	FATAL	FATAL	DAMAGE	TOTAL	PEOPLE	PEOPLE		DRY	WET			INTER-	SECTION	OFF-
COLLISION TYPE	CRASHES	CRASHES	ONLY	CRASHES	KILLED	INJURED	TRUCKS	SURF	SURF	DAY	DARK	SECTION	RELATED	ROAD
YEAR: 2020														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2020 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
FINAL TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0

Disclaimers: Effective 2016, collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants. Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

Exhibit 11 Page 33 of 95

OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT CONTINUOUS SYSTEM CRASH LISTING

		110	1001 01(1711	CONTIN	NUOUS SYSTEM	4 CRASH LIS	TING	1110 0111	±				
002 COLUMBIA RIVER D R	Intersectional Crashes	at Tower H	Rd & Inter Jai	state 84 nuary 1,	, Columbia 2016 throug	River Hwy gh December	(#002) West B 31, 2020	ound Off	E Ramps in Morro	ow County, O	DR.		
S U P G S W SER# E A / CO DATE COUNTY INVEST E L M HR DAY/TIME CITY UNLOC? D C J LK LAT/LONG URBAN AREA	RD# FC CONN # CMPT/MLG FIRST STREET MILEPNT SECOND STREET LRS INTERSECTION SEQ#	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD WTHR RNDBT SURF DRVWY LIGH	CRASH TY COLL TYP T SVRTY	SPCL USE P TRLR QTY OWNER V# VEH TYPE	MOVE FROM TO	PRTC INJ P# TYPE SVRTY	A S G E LICNS E X RES	PED LOC ERROR	ACTN EVENT	CAUSE
00112 N N N N 11/04/2020 MORROW STATE N Wed 4P	1 01 5 CN 0	INTER UN	CROSS	N UNKNOWN	N CLR N DRY	S-1TURN TURN	01 NONE 9 N/A	STRGHT S N	1			000	22,07 00
No 45 49 48.39 -119 48 4.66	158.87 0002GT100S00	01	0		N DAY	PDO	PSNGR CAR		01 DRVR NONE	00 U UNK UNK	000	000	00
							02 NONE 9 N/A	TURN-L S W	1			000	00
							PSNGR CAR		01 DRVR NONE	00 U UNK	000	000	00

UNK

Exhibit 11 Page 34 of 95

PAGE: 1

ACTION CODE TRANSLATION LIST

ACTION	SHORT	
CODE	DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
800	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUING OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
040	W/ TRAFIC	NON-MOTORISI WALKING, KUNNING, KIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	SIANDING UK LIING IN KUADWAI
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF RUAD
UJZ	MERGING	MERGING

Exhibit 11 Page 35 of 95

ACTION CODE TRANSLATION LIST

ACTIONSHORTCODEDESCRIPTIONLONG DESCRIPTION055SPRAYBLINDED BY WATER SPRAY088OTHEROTHER ACTION099UNKUNKNOWN ACTION
CAUSE	SHORT

CODE	DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
8 0	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHFT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST

SHORT DESCRIPTION	LONG DESCRIPTION
OTH	MISCELLANEOUS
BACK	BACKING
PED	PEDESTRIAN
ANGL	ANGLE
HEAD	HEAD-ON
REAR	REAR-END
SS-M	SIDESWIPE - MEETING
SS-0	SIDESWIPE - OVERTAKING
TURN	TURNING MOVEMENT
PARK	PARKING MANEUVER
NCOL	NON-COLLISION
FIX	FIXED OBJECT OR OTHER OBJECT
	SHORT DESCRIPTION OTH BACK PED ANGL HEAD REAR SS-M SS-O TURN PARK NCOL FIX

CRASH TYPE CODE TRANSLATION LIST

CRASH	SHORT	
TYPE	DESCRIPTION	LONG DESCRIPTION
&	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
В	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
С	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
Е	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
Н	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN, ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

DRIVER RESIDENCE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION	RES CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)	1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
1	OR-Y	VALID OREGON LICENSE	2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY	3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
3	SUSP	SUSPENDED/REVOKED	4	N-RES	NON-RESIDENT
4	EXP	EXPIRED	9	UNK	UNKNOWN IF OREGON RESIDENT
8	N-VAL	OTHER NON-VALID LICENSE			

8 N-VAL OTHER NON-VALID LICENSE 9 UNK UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

ERROR CODE TRANSLATION LIST

ERROR	SHORT	
CODE	DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FALLED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
020	N/PAS ZN	PAGEING IN THU PASSING ZUNE
020	PAS TKAP	PASSING IN FRONT OF ONCOMING TRAFFIC
030	WDNCGIDE	רבעודער סא אוידער א פאארע סער איז אוידער א איז דער א איז דער א איז דער א געשע טארן איז איז איז איז איז איז איז רעגעערגער א געערגער א געער א
059	MUNGOIDE	DRIVING ON WRONG SIDE OF INE KOAD (2-WAI UNDIVIDED ROADWAIS)

ERROR SHORT

	DHOIL	
CODE	DESCRIPTION	FULL DESCRIPTION
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT SHORT

01 PEL/AUMAP COCUMENT FEL/, HUMPHE ON WAR NUMBERD FROM NEWING VEHICLE 02 INTERFERE RASEBURGE IN VEHICLE IN VEHICLE INTERFERED WITH DATURE 031 PEDISTRIAN INDIRECTLY INTERFERED WITH DATURE 041 INDERT PED PEDISTRIAN INDIRECTLY INVOLUED (NOT STRUCK) 045 SUB-PED "SUB-PED": PEDISTRIAN INDIRECTLY INVOLUED (NOT STRUCK) 046 INDERT DEL PEDIALYCLIST INDIRECTLY INVOLUED (NOT STRUCK) 047 INDERT DEL PEDIALYCLIST INDIRECTLY INVOLUED (NOT STRUCK) 048 PEDIALYCLIST INDIRECTLY INVOLUED (NOT STRUCK) 049 PEDIALYCLIST DENDE ON INDERNOVA VORLICLA (NOLOPARIS ONLY, MUST HAVE PHYSICAL CONTACT W/ VEHICLE 041 PEDIALYCLIST DENDE ON INDERNOVA PEDIALYCLIST DENDE ONLY 041 PEDIALYCLIST DE DENDE ON INDERNOVA PEDIALYCLIST DE DENDE ON INDERNOVA 041 SET MOTN VEHICLE STRUCK TANNA 043 PEDIALYCLIST PEDIAL DE DENDE ON INDERNOVA PEDIALYCLIST DE PEDIALYCLIST STRUCK TANNA 044 PEDIALYCLIST STRUCK TANNA PEDIALYCLIST STRUCK TANNA 045 DETACH TAL PEDIALYCLIST DEDDE D	CODE	DESCRIPTION	LONG DESCRIPTION
ODD INTERFER PASSBACER INTERFERED WITH DEVER 003 BUIG INTER ANIMAL OR INTERCT IN UNDER DUNOT STRUCK) 004 INDRCT FED PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK) 005 SUM-FED "ENDERTING INDURED SUBJECTLY INVOLVED (NOT STRUCK) 006 INDRCT PLK FEDELACYCLIST INDIRECTLY INVOLVED (NOT STRUCK) 007 PASSBACER ON ADAMONICAL BALING TOWED ON FORMERS ONLY, MUST HAVE FRYSICAL CONTACT W/ VEHI 008 OUTPET SUBJECT IN ONLY ADAMONICAL BALING TOWER ONLY MUST HAVE FRYSICAL CONTACT W/ VEHI 009 OUTPET SUBJECT IN ONLY ADAMONICAL BALING TOWER ONLY MUST HAVE FRYSICAL CONTACT W/ VEHI 019 OUTPET SUBJECT IN ONLY ADAMONICAL DAMONICAL POLY SUBJECT IN ONLY ADAMONICAL POLY 011 SUBJECT IN ONLY ADAMONICAL POLY NOTHING VEHICLE SUBJECT IN ONLY ADAMONICAL POLY 012 WY ORDED VEHICLE STRUCK POLY NOTHER VEHICLE SUBJECT 013 FORTOR VEHICLE STRUCK POLY NOTHER VEHICLE SUBJECT 014 FORTOR VEHICLE STRUCK POLY SUBJECT POLY SUBJECT 015 FR RUN AT OR ON LIGHT-FAIL REAR POLY COULD AND ANY ON CHANNER <td>001</td> <td>FEL/JUMP</td> <td>OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE</td>	001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
1005 INNE ANISAL OR INSECT IN VEHICLE INVERTED ATH DETVER 1006 INFORT PED PEDESTEIAN INDIRECTLY INVOLUED (NOT STRUCK) 1007 INDIRECTLY INVOLUED (NOT STRUCK) 1008 INDERT ELK PEDALOYCLIST INDIRECTLY INVOLUED (NOT STRUCK) 1008 INDERT ELK PEDALOYCLIST INDIRECTLY INVOLUED (NOT STRUCK) 1018 INDERT ELK PEDALOYCLIST INDIRECTLY INVOLUED (NOT STRUCK) 1018 INDERT ELK PEDALOYCLIST INDIRECTLY INVOLUED (NOT STRUCK) 1018 IND OPERTURED STRUCK INAL PEDALOYCLIST BEINS INVOLUED (NOT STRUCK) 1018 IND OPERTURED STRUCK INAL PEDALOYCLIST BEINS INVOLUED (NOT STRUCK) 1018 INT OWERD VEHICLE STRUCK INAL PEDALOYCLIST OF PEDESTRIAN 1018 INT V TORED VEHICLE FORCED STRUCK INAL PEDALOYCLIST OF PEDESTRIAN 1018 INT N TARIN STRUCK VEHICLE PEDALOYCLIST OF PEDESTRIAN 1018 INT N RACK VEHICLE STRUCK TRAIN PEDALOYCLIST OF PEDESTRIAN 1018 INT N RACK VEHICLE STRUCK RAINADO CAR ON RAGMAY PETALOY VEHICLE STRUCK RAINADO CAR ON RAGMAY 1019 INT RA CAR VEHICLE STRUCK RAINADO CAR ON RAGMAY PETALOY NAL VEHICLE STRUCK RAINADO CAR ON RAGMAY 1020 INT OF TARLER CONTECTION BROKE PETALOY NAL VEHICLE STRUCK RAINADO CAR ON RAGMAY 1031 INTERCT CHAR ONE OFF PETALOTING ANDIECT STRUCK RAINADO CAR ON RAGMAY <td>002</td> <td>INTERFER</td> <td>PASSENGER INTERFERED WITH DRIVER</td>	002	INTERFER	PASSENGER INTERFERED WITH DRIVER
Open Telestical Indication Indication (Indication) State Perior 005 SUB-PED SUB-PED <td>003</td> <td>BUG INTE</td> <td>ANIMAL OR INSECT IN VEHICLE INTEFERED WITH DRIVER</td>	003	BUG INTE	ANIMAL OR INSECT IN VEHICLE INTEFERED WITH DRIVER
005 SUB-FED. "SUB-FED." "SUB-FED." 006 SUB-FED. "SUB-FED." "SUB-FED." 007 HITCHIKR HITCHIKR HITCHIKR 008 DENOR TOW GENTING ON/OFF STOFFED/FARKED VEHICLE (SCUUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHI 019 DN/OFF V GENTING ON/OFF STOFFED/FARKED VEHICLE (SCUUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHI 011 MY FORED VEHICLE FOR NON-MOTOR HAMPHIC LEVENT 012 MY TOWED VEHICLE FOR VEHICLE HAMPHIC LEVENT 013 FORCED VEHICLE FOR VEHICLE HAMPHIC LEVENT 014 SET MOTH VEHICLE FORCED BY IMPACT INTO ANTHER VEHICLE, FEDALVCILIST OR PEDESTRIAN 015 FORCED VEHICLE FORCED AN INC. ANTHER VEHICLE ALL MARKERS, ETC.) 016 FOR NON AT OR ON MAILBOAD ECHI-OF-AN 017 FAR NON WITLBOAD ECHIC FORMANY 018 HIT R CAR VEHICLE STRUCK FAILBOAD CAR ON RACHWAY 019 HIT R CAR VEHICLE STRUCK ONTHER VEHICLE OVERTURNED 021 JOCKNIFE JACKNIFE, TRAILER CONNECTION BROKE 022 ON BROKE TRAILING OSECT STRUCK OTHER VEHICLE,	003	INDROT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRICK)
 CILDECT DIK CENTRELIGY LINUTLIST INDIRATIVY INVOLVED (NOT STROCK) CILDECT DIK CILDECT DIK	005	SIIB-DED	"SUB_DED", DEDESTDIAN INJUDED SUBSECTIENT TO COLLISION FTC
0007 HITCHIER HITCHIER HITCHIER 008 PASSENGER OK DNA-MORDIST BEING TOWED OR PUSHED ON CONVEYANCE 009 ON/OFF V GRTITING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY, MUST HAVE PHYSICAL CONTACT W/ VEHI 010 SUB OTRN OVERTUINES ON NOM-FORSTOPPED/PARKED VEHICLE (OCCUPANTS ONLY, MUST HAVE PHYSICAL CONTACT W/ VEHI 011 MV FORED VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN 012 MV TOWED VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN 013 PORCED VEHICLE STRUCK TRAIN 014 DET MOYN VEHICLE STRUCK TRAIN 015 RR ROW AT OR ON CALIBORDA RIGHT-OF-WAY 016 LI RL ROW AT OR ON CALIBORDA CAN ON ROADWAY 020 JACKNIFFE, THALIER OR TOWED VEHICLE, OVERTURNED 021 THE ART TRAILER OR TOWED VEHICLE STRUCK TRANED 022 ON ROKET TR TRAILER COLOR OPENNED INTO ADJACENT TRAFFTE (TESTICK 021 THE ART VEHICLE STRUCK TRAIN 022 ON ROKET TRAILER OR TOWED VEHICLE STRUCK TRANED 023 DETACH TRL DETACH TRL 024 TEAL ORT	005	INDROT BIK	DEDALCYCLIST INDIDECTIV INVOLVED (NOT STELICK)
 CARLE TOWN EASSENTEE OR NON-MOTORIST ELING TOWED OR FUGEELOCONVEXANCE GOVOFF V BOTEN OVERTIUMED AFTER FIRST HARMAUL EVENT MY TOWED VENICE TOWN OVERTURNED AFTER FIRST HARMAUL EVENT MY TOWED VENICE TOWED OR HAD BEEN TOWING ANOTHER VENICLE FORCED VENICE TOWED OR HAD BEEN TOWING ANOTHER VENICLE FORCED VENICE TOWED OR HAD BEEN TOWING ANOTHER VENICLE, FEDALCYCLIST OR FEDESTRIAN SET MOTN VENICE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.) FR ROW AT OR ON ILGET-RAIL RIGHT-OF-WAY TA RI ROW AT OR ON ILGET-RAIL RIGHT-OF-WAY THER V TAINI STRUCK VENICE VITT RR CAR VENICES TETUCK TALL VITT RR CAR VENICES TOWED ON TOWED VENICLE STRUCK TOWING VENICLE TAL, OTRN THAILER ON TOWED VENICLE OVERTURNED VITT RR CAR VENICES TOWED VENICLE OVERTURNED VITT RR CAR VENICES TOWED THAN VENICLE OVERTURNED VITT RA TAR TOWED VENICLE OVERTURNED VITT RICAR TOWED VENICLE OVERTURNED VITT RA TAR TOWED VENICLE OVERTURNED VITT RICAR TOWED VENICLE OVERTURNED VITT RA TAR TOWED VENICLE VITT RICAR TOWED VENICLE OVERTURNED VITT RA TAR VENICE VENICE VENICE (LAW OFFICE AND VENICE VENICEL (LAW VITT RA TAR VENICE VENICE VITT RA TAR TAR VENICE VENICE VITT RA TAR VENICE VENICE VITT RA TAR VENICE VITT RA	000	INDACI BIN	HERELEGATION INDIRECTION INVOLVED (NOT STROCK)
00/0F V GETTING GNORE STORED/FARKED VENICLE (OCCUPANTS ONLY MUSCIAL CONTACT W/ VENIC 01 SUB OTEN VENICLE BEING TUBERD 01 MV FUSHD VENICLE BEING TUBERD 01 MV TORED VENICLE BEING TUBERD 01 MV TORED VENICLE FORED DEN TOMING ANOTHER VENICLE 013 FORCED VENICLE FORED DEN TOMING ANOTHER VENICLE, FEDALZCLIST OR FEDESTRIAN 014 SET MOTN VENICLE FORCED DEN THRACT INTO ANOTHER VENICLE, FEDALZCLIST OR FEDESTRIAN 014 SET MOTN VENICLE SET IN MOTION BY NON-DENVER (CHILL BELEASED BRAKES, ETC.) 015 RR ROM AT OR ON BATTER TRAILER OR TOWER VENICLE STELENT 014 SET MOTN VENICLE STRUCK RAILROAD CAR ON RADWAY VENICLE STRUCK RAILROAD CAR ON RADWAY 020 JACKNIFE, THAILER OR TOWED VENICLE STRUCK TOWING VENICLE NON-MOTORIST, OR OBJECT 021 TAL OTN TALACHED TRAILING OBJECT STRUCK OTHER VENICLE, NON-MOTORIST, OR OBJECT 021 TAL OTN TALACHED TRAILING OBJECT STRUCK OTHER VENICLE, NON-MOTORIST, OR OBJECT 022 TAL OTN TALACHED TRAILING OBJECT STRUCK OTHER VENICLE, NON-MOTORIST, OR OBJECT 023 DETACH TRL DETACHED TRA	007	DENCE TOW	DISCENCED OF NON-MOTOFIST DETNC TOWER OF DISCHER ON CONVEYINCE
000000000000000000000000000000000000	000	PSNGR IOW	PROSENGER ON NORTHOTORISI BEING TOWED OR FUSIED ON CONVELENCE
011 SUG VIEW OVENIUMBED REING FUENED 011 MY TONED VEHICLE EING FUENED 012 MY TONED VEHICLE EING FUENED 013 FORED VEHICLE STEIN FUENED 014 SET MOTN VEHICLE STEIN MOTION BY MON-PORTURE (CHILD RELEASED DARKES, ETC.) 015 RE NOW AT OR ON RAILROAD RENT-OF-WAY 016 LE RL EOW AT OR ON LIGHT-ALL RIGHT-OF-WAY 017 RE HIT V TAAIN STOUCK VEHICLE 018 V HIT RR VEHICLE STRUCK RAIL 019 V. HIT RR VEHICLE STRUCK RAILESA 019 V. HIT RR VEHICLE STRUCK RAILESA 019 JACKNIFE JACKNIFE 011 DACKNIFE JACKNIFE 012 JACKNIFE JACKNIFE 013 DACKNIFE JACKNIFE 014 VEHICLE STRUCK RAILESA COMENTAL 015 DACKNIFE JACKNIFE 014 DACKNIFE JACKNIFE 015 DACK TOWN DACKT DETION DACKT 011 DACKNIFE TAREATIER 012 DACKNIFE TAREATIER <t< td=""><td>009</td><td>CUD OUDN</td><td>GETTING ON/OFF SIGPFED/PARKED VEHICLE (OCCOPANIS ONLI; MOSI HAVE PHISICAL CONTACT W/ VEHI</td></t<>	009	CUD OUDN	GETTING ON/OFF SIGPFED/PARKED VEHICLE (OCCOPANIS ONLI; MOSI HAVE PHISICAL CONTACT W/ VEHI
011 MV FUSHD VEHICLE BEING PUSHD 012 MVY TOWED VEHICLE FORED BY IMPACT INTO ANOTHER VEHICLE PEDALYCLIST OR PEDESTIAN 013 FORCED VEHICLE FORED BY IMPACT INTO ANOTHER VEHICLE PEDALYCLIST OR PEDESTIAN 014 SET MOYN VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.) 015 RT ROW AT OR ON BAILMOAD RIGHT-OF-WAY (NOT LIGHT RAIL) 016 LT RL ROW AT OR ON LIGHT-RAIN INCOMPAY 017 RR HIT V TRAIN STRUCK VEHICLE 018 V HIT RR VEHICLE STRUCK RAILROAD CAR ON ROADWAY 020 JACKNIFE TARLER OR TOWED VEHICLE OVERTURNED 021 TRI OTRN TRAILER OR TOWED VEHICLE OVERTURNED 022 CN BROKE TRAILER CONNECTURN DENCE 023 DETACH TK DETACHT TRAILER CONNECTURN DENCE 024 VOOR OFN VEHICLE FORCED ON DENCE 025 WEELDOFF WHEEL CAME OFP 026 HOOD UP HOOD VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE 027 HOOD UP HOOD SHIT LOAD SHIT 028 LICAD SLADA LOAD MOVED OR SHITES STACKNON DENCE 029 THE	010	SUB OTRN	OVERTURNED AFTER FIRST HARMFOL EVENT
 NY TOWED VEHICLE TOWED OK HAD BEEN TOWING ANOTHER VEHICLE, FEDALOTCLIST OR PEDESTRIAN VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.) SET MOTIN VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.) R R ROW AT OR ON LIGHT-RAIL RIGHT-OF-WAY R RIT V TRAIN STRUCK VEHICLE V HIT RR V VEHICLE STRUCK NALLOAD CAR ON ROADWAY JACKNIFE JACKNNIFE, TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE R RIT V TRAIN STRUCK VEHICLE STRUCK ALLOAD CAR ON ROADWAY JACKNIFE JACKNNIFE, TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE R ROW AND ROADWAY VEHICLE OF TRAILER OR OFEN VEHICLE, NON-MOTORIST, OR OBJECT V LIT R R CAR TRAILER CONNECTION BROKE C N BROKE TRAILER CONNECTION BROKE V DOGN ON VEHICLE DOG OFENED INTO ADJACENT TRAFFIC LANE V DOGN ON VEHICLE DOG OFENED INTO ADJACENT TRAFFIC LANE V DOGN ON VEHICLE DOG OFENED INTO ADJACENT TRAFFIC LANE V DOGN ON VEHICLE DOG OFENED INTO ADJACENT TRAFFIC LANE MEELOFT WHEEL CAME OFF VENCL DOGN OFENED INTO ADJACENT TRAFFIC LANE V DOGN ON VEHICLE DOGN OFENED INTO ADJACENT TRAFFIC LANE MEELOFT WHEEL CAME OFF MIELO TRAILING OFENED INTO ADJACENT TRAFFIC LANE MELOFT HIELOFT AND KOM SIMILAR MIELOFT WHEEL CARD, LOAD MOVED OR SHIFTED TIREFAIL MIELOFT HIELOFT AD GANN SIMILAR MIELOFT WHEEL CARD ROKEY MIELOFT WHEEL CARD ROKEY MIELOFT WHEEL CARD ROKEY MIELOFT WIELOFT ADAMN VEHICLE MIELOFT WIELOFT ADAMN VEHICLE MIELOFT AND KANNIFIC ANALY AND THE ADAMN VEHICLE CULVERT, OFEN LAW ANT THE ADAMN VEHICLE CULVERT, OFEN LAW AND THE ADAMN VEHICLE MIELOFT WIELOFT ADTENNIA WARTHIN MANCH AND ROKEY SIDEWALKS ON BRIDGES CULVERT, OFEN LANG OR READERS ON BRIDGES CULVERT, OFEN LANG OR READERS ON BRIDGES MIELOFT HIELOFTAL MEDICAN MENTLY MANDIA BARKERR (KAIS	011	MV PUSHD	VEHICLE BEING PUSHED
013 FORCED VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, FEDLOPCLIST OR PEDESTRIAN 014 SET MORN AT OR ON FAILBOAD RIGHT-OF-WAY (NOT LIGHT FAIL) 015 RR ROW AT OR ON FAILBOAD RIGHT-OF-WAY (NOT LIGHT FAIL) 016 LIT RE ROW AT OR ON HAILBOAD RIGHT-OF-WAY (NOT LIGHT FAIL) 017 RR HIT V TRAIN STRUCK VEHICLE 018 V HIT RR VEHICLE STRUCK TRAIN 020 JACKNIFE JACKNIFE, TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE 021 TAL ORN TRAILER OR TOWED VEHICLE OVERTURNED 022 CN BROKE TRAILER OR TOWED VEHICLE OVERTURNED 023 DETACH TI DETACHED TRAILING ODJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT 024 V DOOR OPU VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LAME 025 WHEELDFF WHEEL CAME OFF 026 HOOD UP HOOD FIEW UP 027 THEFAIL TIRE FAILURE 031 LUST CON, CALF, BULL, STEER, SHEEP, ETC. 032 HORSE, MULE, OR DONKEY 033 HRSEARTD HORSE, MULE, OR DONKEY 034 HASSEARD HORSE, MULE, OR DONKEY 035 DEER ELK	012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
 SET MOTM VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELESSD BRAKES, ETC.) SET MOTM AT OR ON RAILROAD RIGH-OF-WAY (NOT LIGHT RAIL) LT RL ROW AT OR ON LIGHT-BAIL RIGHT-OF-WAY (NOT LIGHT RAIL) LT RL ROW AT OR ON LIGHT-BAIL RIGHT-OF-WAY (NOT LIGHT RAIL) LT RL ROW AT OR ON LIGHT-BAIL RIGHT OF-WAY (NOT LIGHT RAIL) VHIT RR CAR VEHICLE STRUCK TRAIN VHIT RR CAR VEHICLE STRUCK TRAIN VHIT RR CAR VEHICLE STRUCK TRAILROAD CAR ON ROADWAY JACKNIFE JACKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE TAL OTRN TRAILER OR TOWED VEHICLE OVERTURNED JACKNIFE JACKNIFE; TRAILER OR TOWED VEHICLE VEHICLE, NON-MOTORIST, OR OBJECT VEHICLE DORO OPENED INTO ADJACENT TRAFFIC LANE WHEELOFF WHEEL CAME OFF MHEELOFF WHEEL CAME OFF HOOD UF HOOD FLEW UF LOAD SHIFT LOST LOAD, LOAD MOVED OR SHIFTED THEFAIL TIRE FAILURE THEFAIL TIRE FAILURE THEFAIL TIRE FAILURE HORSE MORES AND RIDER HERSKID DERR OR ELK, WAPITI ANNL VEH ANIMAL GAME (INCLUDES BIRDS; NOT DEER OR ELK) DEER ELK DEER OR ELK, WAPITI ANNL VEH ANIMAL DRAWN VEHICLE OUVERT CULVERT, CENTLOW OR HIGH MANHOLE ATENUATIN IMPACT ATTENUATOR ATENUATIN IMPACT ATTENUATOR ATENUATIN MALOR OF OF GUARDRAIL GARDANI MERTER MALL RETAINING WAL OG NEATH FOR CHANNELLEATION GORE CORE MALL MARK STATEMENTER (RAISED OR METAL) ARENDIAN BARRIER (RAISED OR METAL) ARENDIAN BARRIER (RAISED OR METAL) ARENDIAN BARRIER (RAISED OR METAL) ARENT MEDIAN BARRIER (RAISED OR METAL) ARENTER MEDIAN BARRIER (RAISED OR METAL) ARENTER MEDIAN BARRIER (RAISED OR METAL) BRIDGE RAIL (NOT MEATER MEDIAN BARRIER) BARDING FILLER ON ROUDE OR APPR	013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
015 ER ROW AT OR ON RATIEROAD RIGHT-OF-WAY (NOT LIGHT RAIL) 016 LT RL ROW AT OR ON LIGHT-RAIL RIGHT-OF-WAY (NOT LIGHT RAIL) 017 RR HIT V TRAIN STRUCK VEBICLE 018 V HIT RR VEHICLE STRUCK TRAIN 019 HIT RR CAR VEHICLE STRUCK TRAIN 020 JACKNIFE TARLIER OR TOWED VEHICLE STRUCK TOWING VEHICLE 021 TRL OTRN TRAILER OR TOWED VEHICLE OVERTURNED 022 ON BORGE TARLIER CONNECTION BROKE 023 DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT 024 V DORO FON VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE 025 WHEELOPF WHEEL CAME OFF 026 LOAD SHIFT LOST DOAD, LOAD MOVED OR SHIFTED 027 TIREFAIL TIRE FAILURE 028 LOAD SHIFT DEST CAT, DOG AND SIMILAR 031 LVSTOCK STOCK: COW, CALF, BUIL, STEER, SHEEP, ETC. 032 HORSE MUEL OR DONKEY 033 HERSERID HORSE AND RIDER 034 GAME WILL ANDAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK) 035 DEER ELK DEER OR ELK, MAPHTI <t< td=""><td>014</td><td>SET MOTN</td><td>VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)</td></t<>	014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
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017 RR HIT V TRAIN STRUCK VEHICLE 018 V HIT RR VEHICLE STRUCK TARIN 019 HIT RR CAR VEHICLE STRUCK TARILEO OR TOWED VEHICLE STRUCK TOWING VEHICLE 020 JACKNIFE; TRAILER OR TOWED VEHICLE OVERTURNED 021 TRL OTRN TRAILER OR TOWED VEHICLE OVERTURNED 022 CN BROKE TRAILER CONNECTION BROKE 023 DETACH TEL DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT 024 V DOOR OPN VEHICLE DOOR OPERED INTO ADJACENT TRAFFIC LANE 025 WHEELOFF WHEEL ADMO OPERED INTO ADJACENT TRAFFIC LANE 026 HOOD OP WHEEL ADMO OPERED INTO ADJACENT TRAFFIC LANE 027 TIREFAIL TIRE FAILURE 028 LOAD SHIFT LOST LOAD, LOAD MOVED OR SHIFTED 029 TIREFAIL TIRE FAILURE 030 PET PET: C.AT, DOG AND SIMILAR 031 LVSTOCK STOCK: COW, CALF, BULL, STEER, SHEEP, ETC. 032 HORSE HORSE, MULE, OR DONNEY 033 HORSE AND RIDER MILDAINAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK) 034 GAME WILDAINAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK) 035	016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
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031DIGGNDIGEN, CONF,	030	LVSTOCK	STOCK. COM CALE BILL STEED SHEED FTC
032HORSEHORSEHORSE033HRSEGRIDHORSE AND RIDER034GAMEWILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)035DEER ELKDEER OR ELK, WAPITI036ANNU VEHANIMAL-DRAWN VEHICLE037CULVERTCULVERT, OPEN LOW OR HIGH MANHOLE038ATENUATNIMPACT ATTENUATOR039PK METERPARKING METER040CURBCURB (ALSO NARROW SIDEWALKS ON BRIDGES)041JIGGLEJIGGLE OG OF GUARDRAIL043GARDRAILGUARD RAIL (NOT METAL MEDIAN BARRIER)044BARRIERMEDIAN BARRIER (RAISED OR METAL)045WALLRETAINING WALL OR TUNNEL WALL046BR RAILBRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)047BR ABUTMNTBRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)048BR COLMBRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)050ISLANDTRAFFIC RAISED ISLAND051POLE - TYPE UNKNOWN052POLE UNKPOLE - TYPE UNKNOWN053POLE UTLPOLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY055TRF SGNLPOLE - SIGN BRIDGE054STO DER OF VIELD SIGNAL AND PED SIGNAL ONLY055STOP DR VIELD SIGNN	032	NODGE	LODER MULT OD DONEY
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034035DEERWIED ANTMAL, GARD (INCLUDES DIADS, NOT DEER OK ELK)035DEER ELKDEER OK ELK, WAPITI036ANML VEHANIMAL-DRAWN VEHICLE037CULVERTCULVERT, OPEN LOW OR HIGH MANHOLE038ATENUATNIMPACT ATTENUATOR039PK METERPARKING METER040CURBCURB (ALSO NARROW SIDEWALKS ON BRIDGES)041JIGGLEJIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION042GDRL ENDLEADING EDGE OF GUARDRAIL043GARDRAILGUARD RAIL (NOT METAL MEDIAN BARRIER)044BARRIERMEDIAN BARRIER (RAISED OR METAL)045WALLRETAINING WALL OR TUNNEL WALL046BR RAILBRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)047BR ABUTMNTBRIDGE PILLAR OR COLUMN048BR COLMNBRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)050ISLANDTRAFFIC RAISED ISLAND051GOREGORE052POLE UNKPOLE - TYPE UNKNOWN053POLE UTLPOLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY055TRF SGNLPOLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY056SGN BRDGPOLE - SIGN BRIDGE057STOP FOR YIELD SIGN058STOL OR YIELD SIGN	034	CAME	HORSE AND RIDER (INCLUDES DIDRS, NOT DEED OD EIK)
033DEEK OK ELK, WAFIII036ANML VEHANIMAL-DRAWN VEHICLE037CULVERTCULVERT, OPEN LOW OR HIGH MANHOLE038ATENUATNIMPACT ATTENUATOR039PK METERPARKING METER040CURBCURB041JIGGLEJIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION042GDRL ENDLEADING EDGE OF GUARDRAIL043GARDRAILGUARD RAIL (NOT METAL MEDIAN BARRIER)044BARRIERMEDIAN BARRIER (RAISED OR METAL)045WALLRETAINING WALL OR TUNNEL WALL046BR RAILBRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)047BR ABUTMNTBRIDGE ABUTMENT (INCLUED "APPROACH END" THRU 2013)048BR COLMNBRIDGE FILLAR OR COLUMN049BR GIRDRBRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)051GOREGORE052POLE UNKPOLE - TYPE UNKNOWN053POLE UNKPOLE - TYPE UNKNOWN054ST LIGHTPOLE - STREET LIGHT ONLY055TRF SCNLPOLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY056SCO BRDGPOL + SIGN BRIDGE057STOPO RO YIELD SIGN	025	DEED EIV	WILD ANTIMAL, GAME (INCLODES BIRDS, NOT DEER OK ELK)
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037COLVERTCOLVERT, OPEN LOW OR HIGH MANHOLE038ATENUATNIMPACT ATTENUATOR039PK METERPARKING METER040CURBCURB (ALSO NARROW SIDEWALKS ON BRIDGES)041JIGGLEJIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION042GDRL ENDLEADING EDEC OF GUARDRAIL043GARDRAILGUARD RAIL (NOT METAL MEDIAN BARRIER)044BARRIERMEDIAN BARRIER (RAISED OR METAL)045WALLRETAINING WALL OR TUNNEL WALL046BR RAILBRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)047BR ABUTMNTBRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)048BR COLMNBRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)050ISLANDTRAFFIC RAISED ISLAND051GOREGORE052POLE UNKPOLE - TYPE UNKNOWN053POLE UTLPOLE - TOMER OR TELEPHONE054ST LIGHTPOLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY055TRF SGNLPOLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY056SGN BRDGPOLE - SIGN BRIDGE057STOPSIGINSTOP OR YIELD SIGN	036	ANML VEH	ANIMAL-DRAWN VEHICLE
038ATTENDATNIMFACT ATTENDATOR039PK METERPARKING METER040CURBCURB (ALSO NARROW SIDEWALKS ON BRIDGES)041JIGGLEJIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION042GDRL ENDLEADING EDGE OF GUARDRAIL043GARDRAILGUARD RAIL (NOT METAL MEDIAN BARRIER)044BARRIERMEDIAN BARRIER (RAISED OR METAL)045WALLRETAINING WALL OR TUNNEL WALL046BR RAILBRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)047BR ABUTMNTBRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)048BR COLMNBRIDGE PILLAR OR COLUMN049BR GIRDRBRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)050ISLANDTRAFFIC RAISED ISLAND051GOREGORE052POLE UNKPOLE - TYPE UNKNOWN053POLE UTLPOLE - STREET LIGHT ONLY054ST LIGHTPOLE - STREET LIGHT ONLY055TRF SGNLPOLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY056SGN BRDGPOLE - SIGN BRIDGE057STOPSIGNSTOP OR YIELD SIGN	037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
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040CURBCURBCURB (ALSO NARROW SIDEWALKS ON BRIDGES)041JIGGLEJIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION042GDRL ENDLEADING EDCE OF GUARDRAIL043GARDRAILGUARD RAIL (NOT METAL MEDIAN BARRIER)044BARRIERMEDIAN BARRIER (RAISED OR METAL)045WALLRETAINING WALL OR TUNNEL WALL046BR RAILBRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)047BR ABUTMNTBRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)048BR COLMNBRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)050ISLANDTRAFFIC RAISED ISLAND051GOREGORE052POLE UNKPOLE - TYPE UNKNOWN053POLE UTLPOLE - TOWER OR TELEPHONE054ST LIGHTPOLE - STREET LIGHT ONLY055TRF SGNLPOLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY056SGN BRDGPOLE - SIGN BRIDGE057STOPORSIGNSTOP OR YIELD SIGN	039	PK METER	PARKING METER
041JIGGLEJIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION042GDRL ENDLEADING EDGE OF GUARDRAIL043GARDRAILGUARD RAIL (NOT METAL MEDIAN BARRIER)044BARRIERMEDIAN BARRIER (RAISED OR METAL)045WALLRETAINING WALL OR TUNNEL WALL046BR RAILBRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)047BR ABUTMNTBRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)048BR COLMNBRIDGE PILLAR OR COLUMN049BR GIRDRBRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)050ISLANDTRAFFIC RAISED ISLAND051GOREGORE052POLE UNKPOLE - TYPE UNKNOWN053POLE UTLPOLE - POWER OR TELEPHONE054ST LIGHTPOLE - STREET LIGHT ONLY055TRF SGNLPOLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY056SGN BRDGPOLE - SIGN BRIDGE057STOPSIGNSTOP OR VIELD SIGN	040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
042GDRL ENDLEADING EDGE OF GUARDRAIL043GARDRAILGUARD RAIL (NOT METAL MEDIAN BARRIER)044BARRIERMEDIAN BARRIER (RAISED OR METAL)045WALLRETAINING WALL OR TUNNEL WALL046BR RAILBRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)047BR ABUTMNTBRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)048BR COLMNBRIDGE FILLAR OR COLUMN049BR GIRDRBRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)050ISLANDTRAFFIC RAISED ISLAND051GOREGORE052POLE UNKPOLE - TYPE UNKNOWN053POLE UTLPOLE - TOPE OR TELEPHONE054ST LIGHTPOLE - STREET LIGHT ONLY055TRF SGNLPOLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY056SGN BRDGPOLE - SIGN BRIDGE057STOPSIGNSTOP OR YIELD SIGN	041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
043GARDRAILGUARD RAIL (NOT METAL MEDIAN BARRIER)044BARRIERMEDIAN BARRIER (RAISED OR METAL)045WALLRETAINING WALL OR TUNNEL WALL046BR RAILBRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)047BR ABUTMNTBRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)048BR COLMNBRIDGE FILLAR OR COLUMN049BR GIRDRBRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)050ISLANDTRAFFIC RAISED ISLAND051GOREGORE052POLE UNKPOLE - TYPE UNKNOWN053POLE UILPOLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY055TRF SGNLPOLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY056SGN BRDGPOLE - SIGN BRIDGE057STOPSIGNSTOP OR YIELD SIGN	042	GDRL END	LEADING EDGE OF GUARDRAIL
044BARRIERMEDIAN BARRIER (RAISED OR METAL)045WALLRETAINING WALL OR TUNNEL WALL046BR RAILBRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)047BR ABUTMNTBRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)048BR COLMNBRIDGE PILLAR OR COLUMN049BR GIRDRBRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)050ISLANDTRAFFIC RAISED ISLAND051GOREGORE052POLE UNKPOLE - TYPE UNKNOWN053POLE UTLPOLE - POWER OR TELEPHONE054ST LIGHTPOLE - STREET LIGHT ONLY055TRF SGNLPOLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY056SGN BRDGPOLE - SIGN BRIDGE057STOPPSIGNSTOP OR YIELD SIGN	043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
045WALLRETAINING WALL OR TUNNEL WALL046BR RAILBRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)047BR ABUTMNTBRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)048BR COLMNBRIDGE PILLAR OR COLUMN049BR GIRDRBRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)050ISLANDTRAFFIC RAISED ISLAND051GOREGORE052POLE UNKPOLE - TYPE UNKNOWN053POLE UTLPOLE - POWER OR TELEPHONE054ST LIGHTPOLE - STREET LIGHT ONLY055TRF SGNLPOLE - TAAFFIC SIGNAL AND PED SIGNAL ONLY056SGN BRDGPOLE - SIGN BRIDGE057STOPSIGNSTOP OR YIELD SIGN	044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
046BR RAILBRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)047BR ABUTMNTBRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)048BR COLMNBRIDGE PILLAR OR COLUMN049BR GIRDRBRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)050ISLANDTRAFFIC RAISED ISLAND051GOREGORE052POLE UNKPOLE - TYPE UNKNOWN053POLE UTLPOLE - POWER OR TELEPHONE054ST LIGHTPOLE - STREET LIGHT ONLY055TRF SGNLPOLE - TAFFIC SIGNAL AND PED SIGNAL ONLY056SGN BRDGPOLE - SIGN BRIDGE057STOPSIGNSTOP OR YIELD SIGN	045	WALL	RETAINING WALL OR TUNNEL WALL
047BR ABUTMNTBRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)048BR COLMNBRIDGE PILLAR OR COLUMN049BR GIRDRBRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)050ISLANDTRAFFIC RAISED ISLAND051GOREGORE052POLE UNKPOLE - TYPE UNKNOWN053POLE UTLPOLE - POWER OR TELEPHONE054ST LIGHTPOLE - STREET LIGHT ONLY055TRF SGNLPOLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY056SGN BRDGPOLE - SIGN BRIDGE057STOPSIGNSTOP OR YIELD SIGN	046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
048BR COLMNBRIDGE PILLAR OR COLUMN049BR GIRDRBRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)050ISLANDTRAFFIC RAISED ISLAND051GOREGORE052POLE UNKPOLE - TYPE UNKNOWN053POLE UTLPOLE - POWER OR TELEPHONE054ST LIGHTPOLE - STREET LIGHT ONLY055TRF SGNLPOLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY056SGN BRDGPOLE - SIGN BRIDGE057STOPSIGNSTOP OR YIELD SIGN	047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
049BR GIRDRBRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)050ISLANDTRAFFIC RAISED ISLAND051GOREGORE052POLE UNKPOLE - TYPE UNKNOWN053POLE UTLPOLE - POWER OR TELEPHONE054ST LIGHTPOLE - STREET LIGHT ONLY055TRF SGNLPOLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY056SGN BRDGPOLE - SIGN BRIDGE057STOPSIGNSTOP OR YIELD SIGN	048	BR COLMN	BRIDGE PILLAR OR COLUMN
050ISLANDTRAFFIC RAISED ISLAND051GOREGORE052POLE UNKPOLE - TYPE UNKNOWN053POLE UTLPOLE - POWER OR TELEPHONE054ST LIGHTPOLE - STREET LIGHT ONLY055TRF SGNLPOLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY056SGN BRDGPOLE - SIGN BRIDGE057STOPSIGNSTOP OR YIELD SIGN	049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
051GOREGORE052POLE UNKPOLE - TYPE UNKNOWN053POLE UTLPOLE - POWER OR TELEPHONE054ST LIGHTPOLE - STREET LIGHT ONLY055TRF SGNLPOLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY056SGN BRDGPOLE - SIGN BRIDGE057STOPSIGNSTOP OR YIELD SIGN	050	ISLAND	TRAFFIC RAISED ISLAND
052POLE UNKPOLE - TYPE UNKNOWN053POLE UTLPOLE - POWER OR TELEPHONE054ST LIGHTPOLE - STREET LIGHT ONLY055TRF SGNLPOLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY056SGN BRDGPOLE - SIGN BRIDGE057STOPSIGNSTOP OR YIELD SIGN	051	GORE	GORE
053 POLE UTL POLE - POWER OR TELEPHONE 054 ST LIGHT POLE - STREET LIGHT ONLY 055 TRF SGNL POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY 056 SGN BRDG POLE - SIGN BRIDGE 057 STOPSIGN STOP OR YIELD SIGN	052	POLE UNK	POLE - TYPE UNKNOWN
054 ST LIGHT POLE - STREET LIGHT ONLY 055 TRF SGNL POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY 056 SGN BRDG POLE - SIGN BRIDGE 057 STOPSIGN STOP OR YIELD SIGN	053	POLE UTL	POLE - POWER OR TELEPHONE
055 TRF SGNL POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY 056 SGN BRDG POLE - SIGN BRIDGE 057 STOPSIGN STOP OR YIELD SIGN	0.5.4	ST LIGHT	POLE - STREET LIGHT ONLY
056 SGN BRDG POLE - SIGN BRIDGE 057 STOPSIGN STOP OR YIELD SIGN	055	TRF SGNI	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
057 STOPSIGN STOP OR YIELD SIGN	056	SGN BRDG	POLE - SIGN BRIDGE
	0.57	STOPSIGN	STOP OR YIELD SIGN

Exhibit 11 Page 40 of 95

EVENT	SHORT	
CODE	DESCRIPTION	LONG DESCRIPTION
058	OTH SICN	OTHER STON INCLUDING STREET STONS
050	HYDRANT	UNDANT
055	MARKER	HIDRANI Defineator of Marker (reference roses)
061	MATLEOY	MITERY
062	TALIDON	
0.62	VEC OVED	TREE, STORE OF SHRUES
063	WIRE / CBL	WIDE OF ORDER VEGETATION OVERHEAD, FIC.
065	TEMP SCN	TEMPORARY SIGN OF BARRIEN NOAN FTC
005	DEPM SCN	DEFENSIVE STON OF BARTICADE IN OFF DAL
000	SLIDE	SITES FAILEN OF FAILURG DOCKS
068	FRON OBJ	FORETCH ORSTRUCTION/DERRIS IN DOAD (NOT CRAVET)
000	FOR WORK	FOLLIDMENT WORKING IN OFF DOD
000	OTH FOR	ACTIVE FOULDMENT IN OFF FOAD (INCLUDES DARKED TRAILED BOAT)
070	MAIN FOR	WERCHED STREET SWEEDER SNOW DION OF SANDING FOULDMENT
071	OTHER WALL	Whether, Structure South Wall
072	TRRGI. PVMT	OTHER RIMP (NOT SPEED RIMP) DOTHOLE OR DAVEMENT IRREGULARITY (DER DAR)
073	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN SIGNAL HEAD FTC) . NOT BRIDGE
075	CAVE IN	BRIDGE OF ROAD CAVE IN
076	HT WATER	HIGH MATER
070	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
070	DITCH	CUT SLOPE OF DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHTCLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)

113 S CAR ROW AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY

EVENT SHORT

CODE	DESCRIPTION	LONG DESCRIPTION
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)
135	RAIL OCC	INJURED OCCUPANT OF RAILWAY TRAIN, LIGHT RAIL, STREET CAR OR CABLE CAR

HIGHWAY COMPONENT TRANSLATION LIST

FUNC CLASS DESCRIPTION

- 01 RURAL PRINCIPAL ARTERIAL - INTERSTATE
- 02 RURAL PRINCIPAL ARTERIAL - OTHER
- 06 RURAL MINOR ARTERIAL
- 07 RURAL MAJOR COLLECTOR
- 08 RURAL MINOR COLLECTOR
- 09 RURAL LOCAL
- 11 URBAN PRINCIPAL ARTERIAL - INTERSTATE
- 12 URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
- 14 URBAN PRINCIPAL ARTERIAL - OTHER
- 16 URBAN MINOR ARTERIAL
- 17 URBAN MAJOR COLLECTOR
- 18 URBAN MINOR COLLECTOR
- 19 URBAN LOCAL

SHORT

DESC

KILL

INJA

INJB

INJC

PRI

NO<5

NONE

CODE

1

2

3

4 5

7 9

- 78 UNKNOWN RURAL SYSTEM
- 79 UNKNOWN RURAL NON-SYSTEM
- 98 UNKNOWN URBAN SYSTEM
- 99 UNKNOWN URBAN NON-SYSTEM

DESCRIPTION CODE

- 0 MAINLINE STATE HIGHWAY
- 1 COUPLET
- 3 FRONTAGE ROAD
- CONNECTION 6 8
- HIGHWAY OTHER

INJURY SEVERITY CODE TRANSLATION LIST

LONG DESCRIPTION

FATAL INJURY (K)

POSSIBLE INJURY (C)

DIED PRIOR TO CRASH

NO APPARENT INJURY (O)

LIGHT CONDITION CODE TRANSLATION LIST

MILEAGE TYPE CODE TRANSLATION LIST

	SHORT	
CODE	DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

	SHORT	
CODE	DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

SUSPECTED SERIOUS INJURY (A)

NO INJURY - 0 TO 4 YEARS OF AGE

SUSPECTED MINOR INJURY (B)

CODE LONG DESCRIPTION

- 0 REGULAR MILEAGE
- Т TEMPORARY
- Υ SPUR
- Ζ OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

SHORT

CODE	DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY
9	PARKNG	PARKING MANEUVER

NON-MOTORIST LOCATION CODE TRANSLATION LIST

CODE LONG DESCRIPTION

00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDEMID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST

	SHORT		
CODE	DESC	LONG DESCRIPTION	
0	UNK	UNKNOWN	
1	INTER	INTERSECTION	
2	ALLEY	DRIVEWAY OR ALLEY	
3	STRGHT	STRAIGHT ROADWAY	
4	TRANS	TRANSITION	
5	CURVE	CURVE (HORIZONTAL CURVE)	
6	OPENAC	OPEN ACCESS OR TURNOUT	
7	GRADE	GRADE (VERTICAL CURVE)	
8	BRIDGE	BRIDGE STRUCTURE	
9	TUNNEL	TUNNEL	

PARTICIPANT TYPE CODE TRANSLATION LIST

	SHORT	
CODE	DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYA
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	OTHR	OTHER TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
03	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
04	STOP SIGN	STOP SIGN
05	SLOW SIGN	SLOW SIGN
06	REG-SIGN	REGULATORY SIGN
07	YIELD	YIELD SIGN
08	WARNING	WARNING SIGN
09	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
23	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
24	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
25	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
26	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
27	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
28	SP RR STOP	SPECIAL RR STOP SIGN
29	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
040	AUTO. FLAG	AUTOMATED FLAGGER ASSISTANCE DEVICE
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
92	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
93	ACCEL LANE	ACCELERATION OR DECELERATION LANES
94	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
95	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS

VEHICLE TYPE CODE TRANSLATION LIST

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION	CODE	SHORT DESC	LONG DESCRIPTION
0.0	PDO	NOT COLLECTED FOR PDO CRASHES	0	UNK	UNKNOWN
01	PSNGR CAR	PASSENGER CAR PICKUP LIGHT DELIVERY ETC	1	CLR	CLEAR
02	BOBTATI.	TRUCK TRACTOR WITH NO TRAILERS (BORTAIL)	2	CLD	CLOUDY
02	FARM TROTR	FADM TRACTOR OF SEIF_DRODELLED FADM FOULDMENT	3	RAIN	RAIN
0.1	CENT TOW	TRUE TRACTOR OF SELF INCLEDED FRAM EQUITMENT	4	SLT	SLEET
04	JEMI IOW	TRUCK TRACTOR WITH TRATLER/MOBILE HOME IN TOW	5	FOG	FOG
05	IRUCK	IROCK WITH NON-DETACHABLE BED, PANEL, EIC.	6	SNOW	SNOW
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE	7	DUST	DUST
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)	8	SMOK	SMOKE
08	OTH BUS	OTHER BUS	a	724	ASH
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE	9	ASII	ASII
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.			
11	MOTRHOME	MOTORHOME			
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)			
13	ATV	ATV			
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)			

15 SNOWMOBILE SNOWMOBILE

99 UNKNOWN UNKNOWN VEHICLE TYPE

Exhibit 11 Page 45 of 95

Appendix B Traffic Count Summary Worksheets

$\begin{array}{c} 1 & 1 \\ 1 & 0 \\ 48 + 0 \\ 48 + 0 \\ 0 \\ 48 + 0 \\ 91 \\ 46 \end{array}$ $\begin{array}{c} 1 & 1 \\ 10 & 0 \\ 0 \\ 48 + 0 \\ 91 \\ 46 \end{array}$ $\begin{array}{c} 1 & 1 \\ 10 & 0 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10$	$\begin{array}{c} 0 & 0 \\ 0 & 0 & 0 \\ 0 & 0 & 0 \\ 0 & 0 &$						
	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$						
Image: N/A +	• • N/A • • Total	Hourly Totals					
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7:10 AM 7 0 </td <td>13 11</td> <td></td>	13 11						
7:20 AM 6 0 </td <td>13 12</td> <td></td>	13 12						
7:30 AM 3 0 </td <td>10 13</td> <td></td>	10 13						
7:40 AM 5 0 </td <td>13</td> <td></td>	13						
7:50 AM 3 0 </td <td>13 15</td> <td>135</td>	13 15	135					
8:00 AM 4 0 0 0 0 0 0 0 0 7 0 </td <td>11 7</td> <td>139 142</td>	11 7	139 142					
8:10 AM 4 0 </td <td><u>9</u></td> <td>140 138</td>	<u>9</u>	140 138					
8:20 AM 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10	135 133					
8:30 AM 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10	133					
8:35 AIVI 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 9	132					
8:45 AM 5 0 0 0 1 0 0 0 1 0 </td <td>7 8</td> <td>124 119</td>	7 8	124 119					
8:55 AM 5 0 </td <td>12</td> <td>116</td>	12	116					
Flowrates Left Thru Right U Left Thru Right U Left Thru Right U Left	То	otal					
All Vehicles 44 0 0 0 0 4 0 <	1	56 34					
Buses 0 <th></th> <th>0 0</th>		0 0					

Report generated on 12/12/2022 8:05 AM

LOCATION: CITY/STATE:	Tower Morro	Rd I- w, OR	·84 EB R	amps											QC DATE:	JOB Tue, J	#: 1590 Aug 16	07103 2022		
$0 \leftarrow 0 \\ 0 \\ 40 \leftarrow 40 $	$\begin{array}{c} 91 & 47 \\ 0 & 90 & 1 \\ 0 & 0 & 0 & 1 \\ 0 & 0 & 0 & 1 \\ 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 78 \\ 0 & 0 & 0 & 0 & 78 \\ \hline 0 & 40 & 0 & 0 & 78 \\ 0 & 47 & 77 \\ 1 & 124 \\ \end{array}$										$\begin{array}{c} \begin{array}{c} \begin{array}{c} 60.4 & 70.2 \\ 0 & 61.1 & 0 \\ 0 & 0 & 0 \\ \end{array} \\ \begin{array}{c} 0 & 0 & 0 \\ 0 & 0 & 0 \end{array} \\ \begin{array}{c} 0 & 0 & 0 \\ 0 & 0 & 0 \end{array} \\ \end{array} \\ \begin{array}{c} 0 & 0 & 0 \\ 0 & 0 & 0 \end{array} \\ \begin{array}{c} 0 & 0 & 0 \\ 0 & 0 & 0 \end{array} \\ \end{array} \\ \begin{array}{c} 0 & 0 & 0 \\ 0 & 0 & 0 \end{array} \\ \end{array} $ \\ \begin{array}{c} 0 & 0 & 0 \\ 0 & 0 & 0 \end{array} \\ \end{array} \\ \begin{array}{c} 0 & 0 & 0 \\ 0 & 0 & 0 \end{array} \\ \end{array} \\ \begin{array}{c} 0 & 0 & 0 \\ 0 & 0 & 0 \end{array} \\ \end{array} \\ \begin{array}{c} 0 & 0 & 0 \\ 0 & 0 & 0 \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} 0 & 0 & 0 \\ 0 & 0 & 0 \end{array} \\ \end{array} \\ \begin{array}{c} 0 & 0 & 0 \\ 0 & 0 & 0 \end{array} \\ \end{array} \\ \begin{array}{c} 0 & 0 & 0 \\ 0 & 0 & 0 \end{array} \\ \end{array} \\ \begin{array}{c} 0 & 0 & 0 \\ 0 & 0 & 0 \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} 0 & 0 & 0 \\ 0 & 0 & 0 \end{array} \\ \end{array} \\ \begin{array}{c} 0 & 0 & 0 \\ \end{array} \\ \end{array} \\ \begin{array}{c} 0 & 0 & 0 \\ \end{array} \\ \begin{array}{c} 0 & 0 & 0 \\ \end{array} \\ \bigg \\ \end{array} \\ \end{array} \\ \bigg \\ \bigg									
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J N/A→ → J 5-Min Count Period	N/A	Toww (North	+ N/A → er Rd bound)		-	Tow (South	er Rd			∲ -84 El East	B Ramps				B Ramps		⊾ N/A	Hourly		
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7:05 AM 7:10 AM	0	2 6	6 4	0	0	3 5	0	0	0	0	5	0	0 0	0	0	0	16 15 22			
7:20 AM 7:25 AM	0	3 7 4	5	0	0	9 7 6	0	0	0	0	4	0	0	0	0	0	23 23 14			
7:30 AM 7:35 AM	0	4	3 4	0 0	0 1	6 6	0 0	0 0	0 0	0 0	2 1	0 0	0	0 0	0 0	0 0	15 16			
7:40 AM 7:45 AM	0	5	7	0	0	9	0	0	0	0	3	0	0	0	0	0	24 21			
7:50 AM 7:55 AM	0 0	2 10	9 8	0 0	0 0	10 7	0 0	0 0	0 0	0 0	5 1	0 0	0 0	0 0	0 0	0 0	26 26	237		
8:00 AM 8:05 AM	0 0	2 1	6 6	0 0	0	7 7	0 0	0 0	0 0	0 0	4 7	0 0	0 0	0 0	0	0 0	19 21	238 243		
8:10 AM 8:15 AM	0	4	12 6	0	0	7	0	0	0	0	4	0	0	0	0	0	27 16	255 248		
8:20 AM 8:25 AM	0 0	4 2	3 10	0 0	0 0	6 6	0 0	0 0	0 0	0 0	1 2	0 0	0 0	0 0	0 0	0 0	14 20	239 245		
8:30 AM 8:35 AM	0	4 2	6 9	0 0	0	6 10	0	0 0	0	0	2 4	0 0	0	0	0	0 0	18 25	248 257		
8:40 AM 8:45 AM	0	4 3	5 6	0	0	6 1	0	0	0	0 0	4 1	0	0	0 0	0	0	19 11	252 242		
8:50 AM 8:55 AM	0 0	2 6	6 6	0	0 0	6 7	0	0 0	0 0	0 0	8 8	0 0	0 0	0 0	0 0	0 0	22 27	238 239		
Peak 15-Min		North	bound			Sout	hbound			East	bound			West	bound		То	otal		
Flowrates All Vehicles	Left 0	Thru 52	Right 92	0	Left 0	Thru 104	Right 0	0	Left 0	Thru 0	Right 44	0	Left 0	Thru 0	Right 0	0	29	92		
Heavy Trucks Buses	0	36	52		0	56	0		0	0	8		0	0	0		15	52		
Pedestrians Bicycles Scooters	0	0 0	0		0	0 0	0		0	0 0	0		0	0 0	0		())		

Report generated on 12/12/2022 8:05 AM

Peak-Hour: 7:15 AM - 8:15 AM Image: Construction of the second	LOCATION: CITY/STATE:	Tower Morro	Rd K w, OR	lunze Ro	1											QC DATE:	JOB Tue, <i>I</i>	#: 1590 Aug 16	07105 2022		
Image: construction	$\begin{array}{c} 0 & \bullet & 0 \\ & 0 \\ 0 \\ \bullet & 0 \end{array}$	60 0 52 0 52 0 54 0 34 59	48 * * * * * * * * * * * * *	14 ← 21 0 7 ← 10			Pe Pea	ak-Hoo ak 15-M Qual DATA THA	ur: 7: lin: 7:	15 AN 45 AM	I 8: 8:0	15 AM 0 AM		$50 54.2 \\ 0 53.8 25 \\ 0 14.3 14.3 \\ 0 0 \\ 0 0 14.3 40 \\ 0 70.6 100 \\ 49.2 72.2 $							
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7:35 AM 0<	7:15 AM 7:20 AM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	1 3	0	8 11			
7:36 AM 0 2 0 0 3 0<	7:25 AM 7:30 AM	0	0 5	0 2	0 0	0 1	5 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1	0 0	5 10			
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8:05 AM 0 4 0 0 1 5 0 1 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 1 0 0 1 </td <td>7:55 AM 8:00 AM</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>4</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1 2</td> <td>0</td> <td>4</td> <td>0</td> <td>10 9</td> <td>102 102</td>	7:55 AM 8:00 AM	0	1	0	0	0	4	0	0	0	0	0	0	1 2	0	4	0	10 9	102 102		
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0 1 0 0 1 0	8:45 AM	0	2	0	0	0	5 2	0	0	0	0	0	0	1	0	0	0	5	104		
Peak 15-Min Flowrates Northbound Southbound Eastbound Westbound Total All Vehicles 0 40 0 0 8 72 0 0 0 0 4 0 16 0 140 Heavy Trucks 0 36 0 0 40 0 0 0 0 0 0 76 Buses 0	8:50 AM 8:55 AM	0	1 2	0	0	0 3	1 3	0	0	0	0	0	0	0	0	0 1	0	2 9	95 94		
All Vehicles 0 40 0 8 72 0 0 0 0 4 0 16 0 140 Heavy Trucks 0 36 0 0 40 0	Peak 15-Min	L off	North	Bight	11	L off	South	Bight	11	1.044	East	bound Bight	11	1.044	West	bound Right	11	То	tal		
Heavy Trucks 0 36 0 0 40 0 0 0 0 0 0 76 Buses 0	All Vehicles	0	40		0	8	72		0		0		0	4	0	16	0	14	10		
Bicycles 0<	Heavy Trucks Buses Pedestrians	0	36 0	0		0	40 0	0		0	0 0	0		0	0 0	0		7	6)		
	Bicycles Scooters	0	Õ	0		0	Õ	0		0	Õ	0		0	Õ	0		()		

Report generated on 12/12/2022 8:05 AM



Comments:

Report generated on 12/12/2022 8:06 AM

LOCATION:	Tower	Rd I-	·84 EB R	amps							weind		Jelennin	ling pea		JOB	#: 159	07104		
CITY/STATE:	Morro	w, OR		•											DATE: 1	ue, /	Aug 16	2022		
0 🔶 0 4 0 4 86 🔸 86	70 0 68 2 1 1 0 68 2 1 1 0 48 1 1 154	48 • • • • • • • • • • • • •	0 ★ 0 0 0 ★ 184		Peak-Hour: 4:40 PM 5:40 PM Peak 15-Min: 5:25 PM 5:40 PM									$\begin{array}{c} 60 & 60.4 \\ \bullet & 0 \\ 0 & 61.8 \\ 0 \\ \bullet & 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0$						
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5-Min Count Period Beginning At	1.044	(North	bound)		1.044	(South	bound)		1 044	(East	bound)		1.044	(West	tbound)		Total	Hourly Totals		
4:00 PM 4:05 PM 4:10 PM 4:15 PM 4:20 PM 4:25 PM 4:30 PM 4:35 PM	0 0 0 0 0 0 0 0 0 0	4 3 5 5 4 4 4	Fight 10 12 15 14 11 11 10 11	0 0 0 0 0 0 0 0	1 1 0 0 1 0 0 0 0	11 6 3 5 6 3 8 5	Right 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 1 0 0 0 0 0	6 4 6 2 6 5 10	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	Cigni 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	32 26 25 30 26 24 27 30			
4:40 PM 4:45 PM 4:50 PM 5:00 PM 5:05 PM 5:10 PM 5:15 PM 5:20 PM	0 0 0 0 0 0 0	3 3 2 6 4 4 2 4	19 19 20 8 12 11 16 19 15	0000000000	0 0 2 0 0 0 0	7 7 7 3 5 5 2 6 2	0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	12 1 6 4 9 8 13 6					0 0 0 0 0 0 0 0	41 30 33 27 29 30 40 27	347 342 345 350 360 361		
5:25 PM 5:30 PM 5:35 PM 5:40 PM 5:45 PM 5:50 PM 5:55 PM	0 0 0 0 0 0 0	5 4 7 4 1 1 4	15 19 9 12 12 7 12	0 0 0 0 0 0	0 0 0 1 0 2	8 7 9 4 6 2 5	0 0 0 0 0 0 0	0 0 0 0 0 0		0 0 0 0 0 0 0	9 10 4 7 9 11	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0		0 0 0 0 0 0 0 0 0	37 40 29 24 27 19 34	374 387 386 369 366 352 363		
Peak 15-Min Flowrates	Left	North Thru	bound Right	U	Left	South Thru	nbound Right	U	Left	East Thru	bound Right	U	Left	West Thru	bound Right	U	То	tal		
All Vehicles Heavy Trucks Buses	0 0	64 44	172 44	0	0 0	96 48	0	0	0 0	0 0	92 40	0	0 0	0 0	0	0	42 17	24 76		
Pedestrians Bicycles Scooters	0	0 0	0		0	0 0	0		0	0 0	0		0	0 0	0		()		

Comments:

Report generated on 12/12/2022 8:06 AM

LOCATION: CITY/STATE:	Tower Morro	Rd K w, OR	lunze Ro	1											QC DATE:	; JOB Tue, <i>I</i>	#: 1590 Aug 16)7106 2022	
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► J N/A+ + 3	↑ N/A ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓		+ N/A →		-	-¢	→			∲ [ze Rd	-		N/A			N/A	Hourty	
Period Beginning At	Left	(North Thru	bound) Right	U	Left	(South Thru	Bound) Right	U	Left	(Easti Thru	Right	U	Left	(Westa Thru	Right	U	Total	Totals	
4:00 PM 4:05 PM 4:10 PM 4:15 PM 4:20 PM 4:25 PM 4:30 PM 4:35 PM	0 0 0 0 0 0 0	6 5 16 4 8 7 3 10	2 2 4 3 7 5 3	0 0 0 0 0 0 0 0	0 1 2 0 1 0 1 1	1 0 2 0 2 1 4 5	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 2 5 1 0	0 0 0 0 0 0 0	0 0 2 1 0 1 0 0	000000000000000000000000000000000000000	9 8 26 8 16 21 14 19		
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Peak 15-Min Flowrates	Left	North Thru	bound Right	U	Left	South Thru	nbound Right	U	Left	East Thru	bound Right	U	Left	West Thru	bound Right	U	То	tal	
All Vehicles Heavy Trucks Buses	0 0	168 20	72 16	0	32 0	0 0	0	0	0 0	0 0	0	0	0 0	0 0	0	0	27 3	'2 6	
Pedestrians Bicycles Scooters	0	0 0	0		0	0 0	0		0	0 0	0		0	0 0	0		(()	

Report generated on 12/12/2022 8:06 AM

AppendixC Existing Traffic Operations Worksheets

Generated with	PTV	VISTRO
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Control Type:

Analysis Method:

Analysis Period:

Two-way stop

HCM 7th Edition

15 minutes

Version 2022 (SP 0-6)

Zone Change/Data Center Transportation

HCM 7th Weekday AM Peak Hour

Existing Traffic Conditions

Intersection Level Of Service Report

	The Report	
Intersection 1: I-84 WB Ramp Ter	rminal / Tower Road	
stop	Delay (sec / veh):	11.0
Edition	Level Of Service:	В
utes	Volume to Capacity (v/c):	0.154

Name												
Approach	٢	Northboun	d	S	Southboun	d		Eastbound	b	١	Westbound Left Thru Right 2.00 12.00 12.00 0 0 0 0 0 0 0 0 0 0.00 100.00 100.00 0 0 0 0 0 0 0 0 0 0 0.00 0.00 30.00 0.00 0.00 30.00 0.00 0.00 30.00 0.00 0.00 30.00 0.00 1.000 0.00 1.0800 1.0800 0.00 1.0000 1.0000 0.00 0.00 0 0.00 0 0 0.00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 </td	
Lane Configuration		H			F						+	
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		30.00			30.00			30.00			30.00	
Grade [%]		0.00			0.00			0.00			Westbound Left Thru R 2.00 12.00 11 0 0 12 0 0 12 0 0 12 0 0 12 0 0 12 0 0 12 0 0 12 0 0 12 0 0 12 0 0 12 0 0 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1	
Crosswalk	Yes				Yes			Yes			Westbound Left Thru Right 12.00 12.00 12 0 0 0 12.00 12.00 12 0 0 0 0 100.00 100.00 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1.0800 1.0800 1.0 0 10000 1.0000 1.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
Volumes												
Name												
Base Volume Input [veh/h]	47	0	0	0	0	1	0	0	0	91	1	1
Base Volume Adjustment Factor	1.0800	1.0800	1.0000	1.0000	1.0800	1.0800	1.0000	1.0000	1.0000	1.0800	1.0800	1.0800
Heavy Vehicles Percentage [%]	70.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	2.00	60.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	0	0	0	0	1	0	0	0	98	1	1
Peak Hour Factor	0.9000	0.9000	1.0000	1.0000	0.9000	0.9000	1.0000	1.0000	1.0000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	0	0	0	0	0	0	0	0	27	0	0
Total Analysis Volume [veh/h]	57	0	0	0	0	1	0	0	0	109	1	1
Pedestrian Volume [ped/h]		0			0			0			0	



Zone Change/Data Center Transportation

Existing Traffic Conditions

HCM 7th Weekday AM Peak Hour

Version 2022 (SP 0-6) Intersection Settings

interection octange				
Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0
Movement, Approach, & Intersection Res	sults			

t, Appi acn,

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.00
d_M, Delay for Movement [s/veh]	7.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.00	10.77	9.23
Movement LOS	Α	A			A	А				В	В	А
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.55	0.55
95th-Percentile Queue Length [ft/ln]	3.52	3.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.74	13.74	13.74
d_A, Approach Delay [s/veh]		7.97			0.00			0.00			10.98	
Approach LOS		А			А			А			В	
d_I, Intersection Delay [s/veh]						9.	90					
Intersection LOS						E	3					





Version 2022 (SP 0-6)

Zone Change/Data Center Transportation

HCM 7th Weekday AM Peak Hour

Existing Traffic Conditions

Intersection Level Of Service Report

Intersection 2: I-84 EB Ramp Terminal / Tower Road

Two-way stop	Delay (sec / veh):	9.5
HCM 7th Edition	Level Of Service:	А
15 minutes	Volume to Capacity (v/c):	0.058
	Two-way stop HCM 7th Edition 15 minutes	Two-way stopDelay (sec / veh):HCM 7th EditionLevel Of Service:15 minutesVolume to Capacity (v/c):

Name												
Approach	١	lorthboun	d	S	Southboun	d		Eastbound	ł	\	Vestboun	d
Lane Configuration		F			-			+				
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				30.00			30.00			Left Thru Rig 12.00 12.00 12. 0 0 0 100.00 100.00 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0.00 0.00 0.0 0 0 0 0 0 0 0 1.0000 1.0000 1.000 1.000 1.000 1.000 0<	
Grade [%]		0.00			0.00			0.00			0.00	
Crosswalk		Yes			Yes			Yes			Yes	
Volumes												
Name												
Base Volume Input [veh/h]	0	47	77	1	90	0	0	0	40	0	0	0
Base Volume Adjustment Factor	1.0000	1.0800	1.0800	1.0800	1.0800	1.0000	1.0800	1.0800	1.0800	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	70.00	60.00	0.00	61.00	2.00	0.00	0.00	42.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	51	83	1	97	0	0	0	43	0	0	0
Peak Hour Factor	1.0000	0.8700	0.8700	0.8700	0.8700	1.0000	0.8700	0.8700	0.8700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	15	24	0	28	0	0	0	12	0	0	0
Total Analysis Volume [veh/h]	0	59	95	1	111	0	0	0	49	0	0	0
Pedestrian Volume [ped/h]		0			0			0			0	

Zone Change/Data Center Transportation

Existing Traffic Conditions

HCM 7th Weekday AM Peak Hour

Version 2022 (SP 0-6)

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	7.50	0.00	0.00	10.13	10.87	9.53	0.00	0.00	0.00
Movement LOS		Α	А	A	A		В	В	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.18	0.18	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.04	0.04	0.00	4.61	4.61	4.61	0.00	0.00	0.00
d_A, Approach Delay [s/veh]		0.00			0.07			9.53			0.00	
Approach LOS		А			А			А			A	
d_I, Intersection Delay [s/veh]		1.51										
Intersection LOS						ŀ	٩					





Version 2022 (SP 0-6)

Zone Change/Data Center Transportation

HCM 7th Weekday AM Peak Hour

Existing Traffic Conditions

Intersection Level Of Service Report

Intersection 3: Tower Road / Kunze Lane

Control Type:	Two-way stop	
Analysis Method:	HCM 7th Edition	
Analysis Period:	15 minutes	

Delay (sec / veh):9.6Level Of Service:AVolume to Capacity (v/c):0.012

Name												
Approach	١	lorthboun	d	S	Southboun	d	I	Eastbound	d	١	Vestboun	d
Lane Configuration		+			+			+			+	
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0 0 0			0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		30.00			30.00			30.00			30.00	
Grade [%]		0.00			0.00			0.00			0.00	
Crosswalk		Yes			Yes			Yes			Yes	
Volumes												
Name												
Base Volume Input [veh/h]	0	34	2	8	52	0	0	0	0	7	0	14
Base Volume Adjustment Factor	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800
Heavy Vehicles Percentage [%]	0.00	71.00	100.00	25.00	54.00	0.00	0.00	0.00	0.00	14.00	0.00	14.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	37	2	9	56	0	0	0	0	8	0	15
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	1	3	17	0	0	0	0	2	0	4
Total Analysis Volume [veh/h]	0	44	2	11	67	0	0	0	0	10	0	18
Pedestrian Volume [ped/h]		0			0			0			0	



Zone Change/Data Center Transportation

Existing Traffic Conditions

HCM 7th Weekday AM Peak Hour

Version 2022 (SP 0-6)

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.02
d_M, Delay for Movement [s/veh]	7.33	0.00	0.00	7.54	0.00	0.00	9.45	9.78	8.59	9.60	9.90	8.75
Movement LOS	A	Α	А	A	A	A	A	A	А	А	A	А
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.02	0.02	0.02	0.00	0.00	0.00	0.09	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.46	0.46	0.46	0.00	0.00	0.00	2.36	2.36	2.36
d_A, Approach Delay [s/veh]		0.00			1.06			9.27			9.06	
Approach LOS		А			А			A			А	
d_I, Intersection Delay [s/veh]						2.	21					
Intersection LOS						1	Ą					



Generated with	PTV	VISTRO
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Control Type:

Analysis Method:

Analysis Period:

Two-way stop

HCM 7th Edition

15 minutes

Version 2022 (SP 0-6)

Zone Change/Data Center Transportation

HCM 7th Weekday PM Peak Hour

Existing Traffic Conditions

Intersection Level Of Service Report

Intersection 1: I-84 WB Ramp Terminal / Tower Road Delay (sec / veh): 11.3 Level Of Service: Volume to Capacity (v/c): 0.142

В

Name													
Approach	١	Northboun	d	5	Southbour	ld		Eastbound	d	١	Vestboun	d	
Lane Configuration		- H			F						+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	30.00				30.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	Yes				Yes			Yes			Yes		
Volumes													
Name													
Base Volume Input [veh/h]	47	1	0	0	4	0	0	0	0	66	0	3	
Base Volume Adjustment Factor	1.0800	1.0800	1.0000	1.0000	1.0800	1.0800	1.0000	1.0000	1.0000	1.0800	1.0800	1.0800	
Heavy Vehicles Percentage [%]	63.00	0.00	2.00	2.00	25.00	0.00	2.00	2.00	2.00	62.00	0.00	0.00	
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	51	1	0	0	4	0	0	0	0	71	0	3	
Peak Hour Factor	0.7500	0.7500	1.0000	1.0000	0.7500	0.7500	1.0000	1.0000	1.0000	0.7500	0.7500	0.7500	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	17	0	0	0	1	0	0	0	0	24	0	1	
Total Analysis Volume [veh/h]	68	1	0	0	5	0	0	0	0	95	0	4	
Pedestrian Volume [ped/h]		0			0			0		0			

Zone Change/Data Center Transportation

Existing Traffic Conditions

HCM 7th Weekday PM Peak Hour

Version 2022 (SP 0-6)

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

										1		
V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.00
d_M, Delay for Movement [s/veh]	7.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.26	10.94	9.20
Movement LOS	Α	A			A	А				В	В	А
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.51	0.51	0.51
95th-Percentile Queue Length [ft/ln]	4.09	4.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.66	12.66	12.66
d_A, Approach Delay [s/veh]		7.81		0.00			0.00				11.18	
Approach LOS		А		A				A			В	
d_I, Intersection Delay [s/veh]		9.51										
Intersection LOS						E	В					

Generated with	PTV	VISTRO
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Version 2022 (SP 0-6)

Zone Change/Data Center Transportation

HCM 7th Weekday PM Peak Hour

Existing Traffic Conditions

Intersection Level Of Service Report

Intersection 2: I-84 EB Ramp Terminal / Towe	r F	load	t			
	-			,	• •	

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 7th Edition	Level Of Service:	А
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.115

Name												
Approach	٦	lorthboun	d	S	Southboun	d		Eastbound	d	\	Vestboun	d
Lane Configuration		F			4			+				
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				30.00			30.00		30.00		
Grade [%]	0.00				0.00			0.00		0.00		
Crosswalk	Yes				Yes			Yes			Yes	
Volumes												
Name												
Base Volume Input [veh/h]	0	48	182	2	68	0	0	0	86	0	0	0
Base Volume Adjustment Factor	1.0000	1.0800	1.0800	1.0800	1.0800	1.0000	1.0800	1.0800	1.0800	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	60.00	21.00	0.00	62.00	2.00	0.00	0.00	40.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	52	197	2	73	0	0	0	93	0	0	0
Peak Hour Factor	1.0000	0.9100	0.9100	0.9100	0.9100	1.0000	0.9100	0.9100	0.9100	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	14	54	1	20	0	0	0	26	0	0	0
Total Analysis Volume [veh/h]	0	57	216	2	80	0	0	0	102	0	0	0
Pedestrian Volume [ped/h]		0			0			0		0		

Zone Change/Data Center Transportation

Existing Traffic Conditions

HCM 7th Weekday PM Peak Hour

Version 2022 (SP 0-6)

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	7.77	0.00	0.00	10.62	11.83	9.60	0.00	0.00	0.00	
Movement LOS		A	A	A	A		В	В	A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.39	0.39	0.39	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.08	0.08	0.00	9.74	9.74	9.74	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]		0.00			0.19			9.60			0.00		
Approach LOS		А			А		A A						
d_I, Intersection Delay [s/veh]		2.18											
Intersection LOS						/	Ą						





Version 2022 (SP 0-6)

Zone Change/Data Center Transportation

HCM 7th Weekday PM Peak Hour

Existing Traffic Conditions

Intersection Level Of Service Report

Intersection 3: Tower Road / Kunze Lane

Control Type:	Two-way stop	
Analysis Method:	HCM 7th Edition	
Analysis Period:	15 minutes	

Delay (sec / veh): 10.5 Level Of Service: В Volume to Capacity (v/c): 0.002

Name													
Approach	١	lorthboun	d	S	Southboun	d	I	Eastbound	t	Westbound			
Lane Configuration		+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	30.00				30.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	Yes				Yes			Yes			Yes		
Volumes													
Name													
Base Volume Input [veh/h]	0	124	61	29	6	0	0	0	0	1	0	5	
Base Volume Adjustment Factor	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	
Heavy Vehicles Percentage [%]	0.00	13.00	13.00	14.00	33.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	0	134	66	31	6	0	0	0	0	1	0	5	
Peak Hour Factor	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	0	40	20	9	2	0	0	0	0	0	0	2	
Total Analysis Volume [veh/h]	0	161	80	37	7	0	0	0	0	1	0	6	
Pedestrian Volume [ped/h]		0			0			0			0		



Zone Change/Data Center Transportation

Existing Traffic Conditions

HCM 7th Weekday PM Peak Hour

Version 2022 (SP 0-6) Intersection Settings

····· J ·				
Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	7.21	0.00	0.00	7.92	0.00	0.00	10.57	11.20	8.33	10.54	10.93	9.30
Movement LOS	A	A	А	A	A	А	В	В	A	В	В	А
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.08	0.08	0.08	0.00	0.00	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.91	1.91	1.91	0.00	0.00	0.00	0.65	0.65	0.65
d_A, Approach Delay [s/veh]		0.00			6.66			10.03			9.48	
Approach LOS		А			А			В			А	
d_I, Intersection Delay [s/veh]						1.	23					
Intersection LOS						E	3					



Appendix D Year 2043 Existing Zoning Operations Worksheets

Generated with	PTV	VISTRO
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Control Type:

Analysis Method:

Analysis Period:

Two-way stop

HCM 7th Edition

15 minutes

Version 2022 (SP 0-6)

Zone Change/Data Center Transportation 2042 Background Traffic Conditions

HCM 7th

Weekday AM Peak Hour

Intersection Level Of Service Report Intersection 1: I-84

WB Ramp Terminal / Tower Road Delay (sec / veh): Level Of Service: Volume to Capacity (v/c):				
Delay (sec / veh):	12.2			
Level Of Service:	В			
Volume to Capacity (v/c):	0.234			

Name												
Approach	Ν	lorthboun	d	S	Southboun	d	E	Eastbound	t	V	Vestboun	d
Lane Configuration		-		F						+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		30.00			30.00			30.00			30.00	
Grade [%]		0.00			0.00			0.00			0.00	
Crosswalk		Yes			Yes			Yes			Yes	
Volumes												
Name												
Base Volume Input [veh/h]	47	0	0	0	0	1	0	0	0	91	1	1
Base Volume Adjustment Factor	1.0800	1.0800	1.0000	1.0000	1.0800	1.0800	1.0000	1.0000	1.0000	1.0800	1.0800	1.0800
Heavy Vehicles Percentage [%]	70.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	2.00	60.00	0.00	0.00
Growth Factor	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	0	0	0	0	1	0	0	0	137	1	1
Peak Hour Factor	0.9000	0.9000	1.0000	1.0000	0.9000	0.9000	1.0000	1.0000	1.0000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	0	0	0	0	0	0	0	0	38	0	0
Total Analysis Volume [veh/h]	79	0	0	0	0	1	0	0	0	152	1	1
Pedestrian Volume [ped/h]		0			0			0		0		



Zone Change/Data Center Transportation

2042 Background Traffic Conditions

HCM 7th Weekday AM Peak Hour

Version 2022 (SP 0-6)

intersection octangs				
Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.00
d_M, Delay for Movement [s/veh]	8.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.24	11.91	10.00
Movement LOS	Α	А			А	Α				В	В	Α
95th-Percentile Queue Length [veh/In]	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.91	0.91
95th-Percentile Queue Length [ft/ln]	4.96	4.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.86	22.86	22.86
d_A, Approach Delay [s/veh]		8.02			0.00			0.00			12.22	
Approach LOS		А			А			A			В	
d_I, Intersection Delay [s/veh]						10	.75					
Intersection LOS							В					





Control Type:

Analysis Method:

Analysis Period:

Two-way stop

HCM 7th Edition

15 minutes

Version 2022 (SP 0-6)

Zone Change/Data Center Transportation

HCM 7th

Weekday AM Peak Hour

10.0

2042 Background Traffic Conditions
Intersection Level Of Service Report

 Intersection 2: I-84 EB Ramp Terminal / Tower Road

 stop
 Delay (sec / veh):

 Edition
 Level Of Service:

Volume to Capacity (v/c):

A 0.087

Name												
Approach	٦	lorthboun	d	S	Southboun	d	I	Eastbound	d	Westbound		
Lane Configuration		F			4			+				
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		30.00			30.00			30.00			30.00	
Grade [%]		0.00			0.00			0.00			0.00	
Crosswalk		Yes			Yes			Yes			Yes	
Volumes												
Name												
Base Volume Input [veh/h]	0	47	77	1	90	0	0	0	40	0	0	0
Base Volume Adjustment Factor	1.0000	1.0800	1.0800	1.0800	1.0800	1.0000	1.0800	1.0800	1.0800	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	70.00	60.00	0.00	61.00	2.00	0.00	0.00	42.00	2.00	2.00	2.00
Growth Factor	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	71	116	1	136	0	0	0	60	0	0	0
Peak Hour Factor	1.0000	0.8700	0.8700	0.8700	0.8700	1.0000	0.8700	0.8700	0.8700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	20	33	0	39	0	0	0	17	0	0	0
Total Analysis Volume [veh/h]	0	82	133	1	156	0	0	0	69	0	0	0
Pedestrian Volume [ped/h]		0			0			0			0	

Zone Change/Data Center Transportation

Version 2022 (SP 0-6)

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	7.63	0.00	0.00	10.97	11.86	9.96	0.00	0.00	0.00
Movement LOS		A	А	A	A		В	В	A			
95th-Percentile Queue Length [veh/In]	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.28	0.28	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.04	0.04	0.00	7.11	7.11	7.11	0.00	0.00	0.00
d_A, Approach Delay [s/veh]		0.00			0.05			9.96			0.00	
Approach LOS		А			А			А			А	
d_I, Intersection Delay [s/veh]	1.58											
Intersection LOS						/	Ą					





Version 2022 (SP 0-6)

Zone Change/Data Center Transportation

HCM 7th

Weekday AM Peak Hour

2042 Background Traffic Conditions Intersection Level Of Service Report

Intersection 3: Tower Road / Kunze Lane

Control Type:	Two-way stop	Delay (sec /
Analysis Method:	HCM 7th Edition	Level Of Se
Analysis Period:	15 minutes	Volume to Capa

10.1 veh): ervice: 0.018 acity (v/c):

В

Name												
Approach	Ν	lorthboun	d	S	Southboun	d	I	Eastbound	d	١	Vestboun	d
Lane Configuration		+			+			+		+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		30.00			30.00			30.00			30.00	
Grade [%]		0.00			0.00			0.00			0.00	
Crosswalk		Yes			Yes			Yes			Yes	
Volumes												
Name												
Base Volume Input [veh/h]	0	34	2	8	52	0	0	0	0	7	0	14
Base Volume Adjustment Factor	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800
Heavy Vehicles Percentage [%]	0.00	71.00	100.00	25.00	54.00	0.00	0.00	0.00	0.00	14.00	0.00	14.00
Growth Factor	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	52	3	13	78	0	0	0	0	11	0	21
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	15	1	4	23	0	0	0	0	3	0	6
Total Analysis Volume [veh/h]	0	62	4	15	93	0	0	0	0	13	0	25
Pedestrian Volume [ped/h]		0			0			0		0		

Zone Change/Data Center Transportation

Version 2022 (SP 0-6)

2042 Background Traffic Conditions

Weekday AM Peak Hour

HCM 7th

Intersection Settings

0					
Priority Scheme	Free	Free	Stop	Stop	
Flared Lane			No	No	
Storage Area [veh]	0	0	0	0	
Two-Stage Gap Acceptance			No	No	
Number of Storage Spaces in Median	0	0	0	0	

	-				-		-		-	-		-
V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.03
d_M, Delay for Movement [s/veh]	7.38	0.00	0.00	7.59	0.00	0.00	9.90	10.13	8.71	10.06	10.31	8.91
Movement LOS	A	А	A	A	A	А	A	В	A	В	В	А
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.03	0.03	0.03	0.00	0.00	0.00	0.14	0.14	0.14
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.63	0.63	0.63	0.00	0.00	0.00	3.40	3.40	3.40
d_A, Approach Delay [s/veh]	0.00			1.05		9.58		9.30				
Approach LOS	A			А		A		A				
d_I, Intersection Delay [s/veh]	2.20											
Intersection LOS	В											


Generated with	PTV	VISTRO
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Zone Change/Data Center Transportation

HCM 7th Weekday PM Peak Hour

2042 Background Traffic Conditions Intersection Level Of Service Report

Intersection Level Of Service Report Intersection 1: I-84 WB Ramp Terminal / Tower Road

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	В
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.220

Name												
Approach	١	Northboun	d	S	Southbour	d		Eastbound	d	١	Vestboun	d
Lane Configuration		-			F						+	
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		30.00			30.00			30.00			30.00	
Grade [%]		0.00			0.00			0.00			0.00	
Crosswalk		Yes			Yes			Yes			Yes	
Volumes												
Name												
Base Volume Input [veh/h]	47	1	0	0	4	0	0	0	0	66	0	3
Base Volume Adjustment Factor	1.0800	1.0800	1.0000	1.0000	1.0800	1.0800	1.0000	1.0000	1.0000	1.0800	1.0800	1.0800
Heavy Vehicles Percentage [%]	63.00	0.00	2.00	2.00	25.00	0.00	2.00	2.00	2.00	62.00	0.00	0.00
Growth Factor	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	1	0	0	6	0	0	0	0	99	0	4
Peak Hour Factor	0.7500	0.7500	1.0000	1.0000	0.7500	0.7500	1.0000	1.0000	1.0000	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	0	0	0	2	0	0	0	0	33	0	1
Total Analysis Volume [veh/h]	95	1	0	0	8	0	0	0	0	132	0	5
Pedestrian Volume [ped/h]		0			0			0			0	



Zone Change/Data Center Transportation

2042 Background Traffic Conditions

HCM 7th Weekday PM Peak Hour

Version 2022 (SP 0-6) Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

V/C, Movement V/C Ratio	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.00	0.00
d M. Delay for Movement [s/veh]	8.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.72	12.26	10.01
Movement LOS	A	Α			Α	A				В	В	В
95th-Percentile Queue Length [veh/ln]	0.24	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.86	0.86	0.86
95th-Percentile Queue Length [ft/ln]	5.88	5.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	21.47	21.47	21.47
d_A, Approach Delay [s/veh]		7.92			0.00			0.00			12.62	
Approach LOS		А			А			A			В	
d_I, Intersection Delay [s/veh]						10	.33					
Intersection LOS						E	3					





Control Type:

Analysis Method:

Analysis Period:

Two-way stop

HCM 7th Edition

15 minutes

Version 2022 (SP 0-6)

Zone Change/Data Center Transportation

HCM 7th

Weekday PM Peak Hour

2042 Background Traffic Conditions Intersection Level Of Service Report

Intersection 2: I-84 EB Ramp Terminal / Tower Road Delay (sec / veh): 10.1 Level Of Service: В

Volume to Capacity (v/c):

0.169

Name													
Approach	٩	Northboun	d	S	Southbour	d	I	Eastbound	d	١	Vestboun	d	
Lane Configuration		F			F			+					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]		30.00			30.00			30.00			30.00		
Grade [%]		0.00			0.00			0.00			0.00		
Crosswalk		Yes			Yes			Yes			Yes		
Volumes													
Name													
Base Volume Input [veh/h]	0	48	182	2	68	0	0	0	86	0	0	0	
Base Volume Adjustment Factor	1.0000	1.0800	1.0800	1.0800	1.0800	1.0000	1.0800	1.0800	1.0800	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	2.00	60.00	21.00	0.00	62.00	2.00	0.00	0.00	40.00	2.00	2.00	2.00	
Growth Factor	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	0	73	276	3	102	0	0	0	130	0	0	0	
Peak Hour Factor	1.0000	0.9100	0.9100	0.9100	0.9100	1.0000	0.9100	0.9100	0.9100	1.0000	1.0000	1.0000	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	0	20	76	1	28	0	0	0	36	0	0	0	
Total Analysis Volume [veh/h]	0	80	303	3	112	0	0	0	143	0	0	0	
Pedestrian Volume [ped/h]		0			0			0			0		

Zone Change/Data Center Transportation

Version 2022 (SP 0-6)

2042 Background Traffic Conditions

HCM 7th Weekday PM Peak Hour

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.04	0.00	0.00	11.79	13.46	10.11	0.00	0.00	0.00
Movement LOS		Α	Α	Α	A		В	В	В			
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.01	0.00	0.60	0.60	0.60	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.13	0.13	0.00	15.12	15.12	15.12	0.00	0.00	0.00
d_A, Approach Delay [s/veh]		0.00			0.21			10.11			0.00	
Approach LOS		А			А			В			A	
d_I, Intersection Delay [s/veh]						2.	29					
Intersection LOS						E	3					





Zone Change/Data Center Transportation

HCM 7th

Weekday PM Peak Hour

2042 Background Traffic Conditions Intersection Level Of Service Report

Intersection 3: Tower Road / Kunze Lane

Control Type:	Two-way stop	Delay (sec /
Analysis Method:	HCM 7th Edition	Level Of Se
Analysis Period:	15 minutes	Volume to Capa

11.7 ' veh): ervice: В 0.002 acity (v/c):

Name												
Approach	Ν	lorthboun	d	S	Southboun	d	I	Eastbound	ł	Westbound Left Thru R 12.00 12.00 12 0 0 12 100.00 100.00 10 0 0 10 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0.00 0 0 0 0 0 0 0 0 0 0 1 0 1 0 0 0		d
Lane Configuration		+			+			+			+	
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		30.00			30.00			30.00			30.00	
Grade [%]		0.00			0.00			0.00			0.00	
Crosswalk		Yes			Yes			Yes			Yes	
Volumes				-								
Name												
Base Volume Input [veh/h]	0	124	61	29	6	0	0	0	0	1	0	5
Base Volume Adjustment Factor	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800
Heavy Vehicles Percentage [%]	0.00	13.00	13.00	14.00	33.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	188	92	43	8	0	0	0	0	1	0	7
Peak Hour Factor	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	57	28	13	2	0	0	0	0	0	0	2
Total Analysis Volume [veh/h]	0	227	111	52	10	0	0	0	0	1	0	8
Pedestrian Volume [ped/h]		0			0			0			0	



Zone Change/Data Center Transportation

2042 Background Traffic Conditions

HCM 7th Weekday PM Peak Hour

Version 2022 (SP 0-6)

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	7.22	0.00	0.00	8.21	0.00	0.00	11.76	12.45	8.34	11.71	11.99	9.79
Movement LOS	A	A	А	A	A	А	В	В	A	В	В	А
95th-Percentile Queue Length [veh/In]	0.00	0.00	0.00	0.12	0.12	0.12	0.00	0.00	0.00	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.95	2.95	2.95	0.00	0.00	0.00	0.94	0.94	0.94
d_A, Approach Delay [s/veh]		0.00			6.89			10.85			10.00	
Approach LOS		А			А			В			В	
d_I, Intersection Delay [s/veh]						1.	26					
Intersection LOS						E	3					



Appendix E Year 2043 General Industrial Zone Operations Worksheets



Zone Change/Data Center Transportation

HCM 7th

Total 2043 Traffic Conditions

Of Service Report

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Weekday AM Peak Hour

Intersection Level Of Service Report

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	Intersection 1: 1-84 WB	Ramp Terminal / Tower Road	
Control Type:	Two-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 7th Edition	Level Of Service:	В
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.321

Name													
Approach	N	lorthbour	nd	S	outhbour	nd	E	Eastboun	d	Westbound			
Lane Configuration	–				F						+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]		30.00			30.00			30.00			30.00		
Grade [%]		0.00			0.00			0.00			0.00		
Crosswalk		Yes			Yes			Yes			Yes		
Volumes													
Name													
Base Volume Input [veh/h]	47	0	0	0	0	1	0	0	0	91	1	1	
Base Volume Adjustment Factor	1.0800	1.0800	1.0000	1.0000	1.0800	1.0800	1.0000	1.0000	1.0000	1.0800	1.0800	1.0800	
Heavy Vehicles Percentage [%]	70.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	2.00	60.00	0.00	0.00	
Growth Factor	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	3	0	0	0	0	0	0	0	0	48	0	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	74	0	0	0	0	1	0	0	0	185	1	1	
Peak Hour Factor	0.9000	0.9000	1.0000	1.0000	0.9000	0.9000	1.0000	1.0000	1.0000	0.9000	0.9000	0.9000	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	21	0	0	0	0	0	0	0	0	51	0	0	
Total Analysis Volume [veh/h]	82	0	0	0	0	1	0	0	0	206	1	1	
Pedestrian Volume [ped/h]		0			0			0		0			



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Zone Change/Data Center Transportation

Total 2043 Traffic Conditions

HCM 7th Weekday AM Peak Hour

Intersection Settings

Priority Scheme	Free				Free			Stop			Stop	
Flared Lane												
Storage Area [veh]		0			0			0			0	
Two-Stage Gap Acceptance											No	
Number of Storage Spaces in Median		0			0			0			0	
Movement, Approach, & Intersection Results												
V/C, Movement V/C Ratio	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.00
d_M, Delay for Movement [s/veh]	8.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.25	12.91	10.95
Movement LOS	А	A			A	А				В	В	В
95th-Percentile Queue Length [veh/ln]	0.21	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.40	1.40	1.40
95th-Percentile Queue Length [ft/ln]	5.17	5.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	34.92	34.92	34.92
d_A, Approach Delay [s/veh]		8.03			0.00			0.00			13.24	
Approach LOS	А				А			А			В	
d_I, Intersection Delay [s/veh]				•		11	.73			•		
Intersection LOS				В								



Zone Change/Data Center Transportation

HCM 7th Weekday AM Peak Hour

> 10.4 B 0.098

Total 2043 Traffic Conditions

Sorvice Benert

Intersection Level Of Service Report

Control Type:	Two-way stop	Delay (sec / veh):
Analysis Method:	HCM 7th Edition	Level Of Service:
Analysis Period:	15 minutes	Volume to Capacity (v/c):

Name												
Approach	N	lorthbour	nd	S	outhbour	nd	E	astboun	d	V	Vestbour	id
Lane Configuration	F							+				
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		30.00			30.00			30.00			30.00	
Grade [%]		0.00			0.00			0.00			0.00	
Crosswalk		Yes			Yes			Yes			Yes	
Volumes												
Name												
Base Volume Input [veh/h]	0	47	77	1	90	0	0	0	40	0	0	0
Base Volume Adjustment Factor	1.0000	1.0800	1.0800	1.0800	1.0800	1.0000	1.0800	1.0800	1.0800	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	70.00	60.00	0.00	61.00	2.00	0.00	0.00	42.00	2.00	2.00	2.00
Growth Factor	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	39	0	48	0	0	0	3	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	74	155	1	184	0	0	0	63	0	0	0
Peak Hour Factor	1.0000	0.8700	0.8700	0.8700	0.8700	1.0000	0.8700	0.8700	0.8700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	21	45	0	53	0	0	0	18	0	0	0
Total Analysis Volume [veh/h]	0	85	178	1	211	0	0	0	72	0	0	0
Pedestrian Volume [ped/h]		0			0			0		0		

Zone Change/Data Center Transportation

Total 2043 Traffic Conditions

HCM 7th Weekday AM Peak Hour

Version 2023 (SP 0-2) Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	7.74	0.00	0.00	11.79	12.87	10.40	0.00	0.00	0.00
Movement LOS		А	А	А	А		В	В	В			
95th-Percentile Queue Length [veh/In]	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.32	0.32	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.04	0.04	0.00	8.07	8.07	8.07	0.00	0.00	0.00
d_A, Approach Delay [s/veh]		0.00			0.04			10.40			0.00	
Approach LOS		А			А			В			А	
d_I, Intersection Delay [s/veh]	1.38											
Intersection LOS						E	3					







Zone Change/Data Center Transportation

HCM 7th

Total 2043 Traffic Conditions

Intersection Level Of Service Report

Weekday AM Peak Hour

Intersection Level Of Service Report Intersection 3: Tower Road / Kunze Lane

Control Type:	
Analysis Method:	
Analysis Period:	

Two-way stop HCM 7th Edition 15 minutes

Tower Road / Kunze Lane	
Delay (sec / veh):	11.3
Level Of Service:	В
Volume to Capacity (v/c):	0.054

Name													
Approach	N	lorthbour	nd	S	outhbour	nd	E	astboun	d	V	Vestboun	d	
Lane Configuration		+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]		30.00			30.00			30.00			30.00		
Grade [%]		0.00			0.00			0.00			0.00		
Crosswalk		Yes			Yes			Yes			Yes		
Volumes													
Name													
Base Volume Input [veh/h]	0	34	2	8	52	0	0	0	0	7	0	14	
Base Volume Adjustment Factor	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	
Heavy Vehicles Percentage [%]	0.00	71.00	100.00	25.00	54.00	0.00	0.00	0.00	0.00	14.00	0.00	14.00	
Growth Factor	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	42	14	0	51	0	0	0	0	17	0	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	0	94	17	13	129	0	0	0	0	28	0	21	
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	0	28	5	4	38	0	0	0	0	8	0	6	
Total Analysis Volume [veh/h]	0	112	20	15	154	0	0	0	0	33	0	25	
Pedestrian Volume [ped/h]		0			0			0		0			

Zone Change/Data Center Transportation

Total 2043 Traffic Conditions

HCM 7th Weekday AM Peak Hour

Version 2023 (SP 0-2) Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.03			
d_M, Delay for Movement [s/veh]	7.50	0.00	0.00	7.74	0.00	0.00	10.88	11.04	9.01	11.29	11.41	9.46			
Movement LOS	А	А	А	А	А	А	В	В	А	В	В	А			
95th-Percentile Queue Length [veh/In]	0.00	0.00	0.00	0.03	0.03	0.03	0.00	0.00	0.00	0.27	0.27	0.27			
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.63	0.63	0.63	0.00	0.00	0.00	6.63	6.63	6.63			
d_A, Approach Delay [s/veh]		0.00			0.69			10.31			10.50				
Approach LOS		А			А			В			В				
d_I, Intersection Delay [s/veh]						2.	02								
Intersection LOS						E	3								



Zone Change/Data Center Transportation

HCM 7th Weekday AM Peak Hour

Total 2043 Traffic Conditions

Intersection Level Of Service Report

Intersection 4: Tower Road / Proposed Site Accesses

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	А
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.066

Name								
Approach	North	bound	South	bound	West	oound		
Lane Configuration	ł	•	+	1	٦	➡		
Turning Movement	Thru	Right	Left	Thru	Left	Right		
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00		
No. of Lanes in Entry Pocket	0	0	0	0	0	0		
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00		
No. of Lanes in Exit Pocket	0	0	0	0	0	0		
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00		
Speed [mph]	30	.00	30	.00	30	.00		
Grade [%]	0.00 0.00				0.	00		
Crosswalk	Y	es	Y	es	Yes			
Volumes								
Name								
Base Volume Input [veh/h]	36	0	0	59	0	0		
Base Volume Adjustment Factor	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800		
Heavy Vehicles Percentage [%]	71.00	2.00	2.00	54.00	2.00	2.00		
Growth Factor	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000		
In-Process Volume [veh/h]	0	0	0	0	0	0		
Site-Generated Trips [veh/h]	0	0	68	0	0	56		
Diverted Trips [veh/h]	0	0	0	0	0	0		
Pass-by Trips [veh/h]	0	0	0	0	0	0		
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0		
Other Volume [veh/h]	0	0	0	0	0	0		
Total Hourly Volume [veh/h]	55	0	68	90	0	56		
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500		
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000		
Total 15-Minute Volume [veh/h]	16	0	20	26	0	16		
Total Analysis Volume [veh/h]	65	0	80	106	0	66		
Pedestrian Volume [ped/h]	()	(0	()		

Zone Change/Data Center Transportation Total 2043 Traffic Conditions

Version 2023 (SP 0-2)

Intersection Settings			
Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0
Manager (Annual A later a dian Baselia			

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.05	0.00	0.00	0.07			
d_M, Delay for Movement [s/veh]	0.00	0.00	7.44	0.00	11.00	8.86			
Movement LOS	A	A	A	A	В	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.14	0.14	0.21	0.21			
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.49	3.49	5.30	5.30			
d_A, Approach Delay [s/veh]	0.	.00	3.	20	8.86				
Approach LOS		A		A	А				
d_I, Intersection Delay [s/veh]	3.72								
Intersection LOS				A					

Weekday AM Peak Hour



Zone Change/Data Center Transportation

HCM 7th Weekday PM Peak Hour

Total 2043 Traffic Conditions

Intersection Level Of Service Report

Intersection 1: I-84 WB Ramp Terminal / Tower Road 13.4 В 0.273

Two-way stop	Delay (sec / veh):
HCM 7th Edition	Level Of Service:
15 minutes	Volume to Capacity (v/c):
	Two-way stop HCM 7th Edition 15 minutes

Name												
Approach	N	lorthbour	nd	S	outhbour	nd	E	Eastboun	d	V	Vestboun	d
Lane Configuration		H		F						+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		30.00			30.00			30.00			30.00	
Grade [%]		0.00			0.00			0.00			0.00	
Crosswalk		Yes Yes				Yes			Yes			
Volumes												
Name												
Base Volume Input [veh/h]	47	1	0	0	4	0	0	0	0	66	0	3
Base Volume Adjustment Factor	1.0800	1.0800	1.0000	1.0000	1.0800	1.0800	1.0000	1.0000	1.0000	1.0800	1.0800	1.0800
Heavy Vehicles Percentage [%]	63.00	0.00	2.00	2.00	25.00	0.00	2.00	2.00	2.00	62.00	0.00	0.00
Growth Factor	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	0	0	0	0	0	0	21	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	1	0	0	6	0	0	0	0	120	0	4
Peak Hour Factor	0.7500	0.7500	1.0000	1.0000	0.7500	0.7500	1.0000	1.0000	1.0000	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	0	0	0	2	0	0	0	0	40	0	1
Total Analysis Volume [veh/h]	100	1	0	0	8	0	0	0	0	160	0	5
Pedestrian Volume [ped/h]		0			0			0		0		



Zone Change/Data Center Transportation Total 2043 Traffic Conditions

Version 2023 (SP 0-2)

Intersection Settings											
Priority Scheme	Free	Free	Stop	Stop							
Flared Lane				No							
Storage Area [veh]	0	0	0	0							
Two-Stage Gap Acceptance				No							
Number of Storage Spaces in Median	0	0	0	0							

V/C, Movement V/C Ratio	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.00	0.00			
d_M, Delay for Movement [s/veh]	8.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.44	12.95	10.61			
Movement LOS	А	А			А	А				В	В	В			
95th-Percentile Queue Length [veh/ln]	0.25	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.13	1.13	1.13			
95th-Percentile Queue Length [ft/ln]	6.22	6.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	28.18	28.18	28.18			
d_A, Approach Delay [s/veh]		7.94		0.00			0.00			13.35					
Approach LOS		А		А			A			В					
d_I, Intersection Delay [s/veh]		10.97													
Intersection LOS						I	В	В							



Zone Change/Data Center Transportation

HCM 7th Weekday PM Peak Hour

Total 2043 Traffic Conditions
Intersection Level Of Service Report

Poport

Intersection 2: I-84 EB Ramp Terminal / Tower Road

	Intersection 2.1-04 ED Manp Terminar/ Tower Road						
Control Type:	Two-way stop	Delay (sec / veh):	10.3				
Analysis Method:	HCM 7th Edition	Level Of Service:	В				
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.176				

Name												
Approach	N	lorthbour	nd	S	outhbour	nd	E	astboun	ıd	V	Vestbour	nd
Lane Configuration		F			4			+				
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		30.00			30.00			30.00			30.00	
Grade [%]		0.00			0.00			0.00		0.00		
Crosswalk		Yes Y			Yes			Yes			Yes	
Volumes												
Name												
Base Volume Input [veh/h]	0	48	182	2	68	0	0	0	86	0	0	0
Base Volume Adjustment Factor	1.0000	1.0800	1.0800	1.0800	1.0800	1.0000	1.0800	1.0800	1.0800	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	60.00	21.00	0.00	62.00	2.00	0.00	0.00	40.00	2.00	2.00	2.00
Growth Factor	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	49	0	21	0	0	0	2	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	77	325	3	123	0	0	0	132	0	0	0
Peak Hour Factor	1.0000	0.9100	0.9100	0.9100	0.9100	1.0000	0.9100	0.9100	0.9100	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	21	89	1	34	0	0	0	36	0	0	0
Total Analysis Volume [veh/h]	0	85	357	3	135	0	0	0	145	0	0	0
Pedestrian Volume [ped/h]		0			0			0		0		

Zone Change/Data Center Transportation

Total 2043 Traffic Conditions

HCM 7th Weekday PM Peak Hour

Version 2023 (SP 0-2) Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.19	0.00	0.00	12.38	14.40	10.32	0.00	0.00	0.00	
Movement LOS		А	А	А	А		В	В	В				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.01	0.00	0.64	0.64	0.64	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.13	0.13	0.00	15.95	15.95	15.95	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]		0.00		0.18			10.32			0.00			
Approach LOS		А			А			В			A		
d_I, Intersection Delay [s/veh]	2.10												
Intersection LOS	В												





Zone Change/Data Center Transportation

HCM 7th

Total 2043 Traffic Conditions

Weekday PM Peak Hour

Intersection Level Of Service Report

Control Type:	Two-way stop
Analysis Method:	HCM 7th Edition
Analysis Period:	15 minutes

Intersection 3: Tower Road / Kunze Lane Delay (sec / veh): 13.0 Level Of Service: В Volume to Capacity (v/c): 0.024

Name												
Approach	N	lorthbour	nd	S	outhbour	nd	Eastbound			Westbound		
Lane Configuration		+		+		+		+				
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		30.00			30.00		30.00			30.00		
Grade [%]		0.00			0.00		0.00			0.00		
Crosswalk		Yes			Yes			Yes			Yes	
Volumes												
Name		-	-		-	-		-			-	-
Base Volume Input [veh/h]	0	124	61	29	6	0	0	0	0	1	0	5
Base Volume Adjustment Factor	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800
Heavy Vehicles Percentage [%]	0.00	13.00	13.00	14.00	33.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	53	18	0	23	0	0	0	0	8	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	241	110	43	31	0	0	0	0	9	0	7
Peak Hour Factor	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	73	33	13	9	0	0	0	0	3	0	2
Total Analysis Volume [veh/h]	0	290	133	52	37	0	0	0	0	11	0	8
Pedestrian Volume [ped/h]		0		0			0		0			



Zone Change/Data Center Transportation

Total 2043 Traffic Conditions

HCM 7th Weekday PM Peak Hour

Version 2023 (SP 0-2) Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.01
d_M, Delay for Movement [s/veh]	7.27	0.00	0.00	8.41	0.00	0.00	12.93	13.66	8.46	13.03	13.18	10.45
Movement LOS	Α	А	А	А	А	Α	В	В	А	В	В	В
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.09	0.09	0.09	0.00	0.00	0.00	0.11	0.11	0.11
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.23	2.23	2.23	0.00	0.00	0.00	2.74	2.74	2.74
d_A, Approach Delay [s/veh]	0.00 4.91 11.68				11.94							
Approach LOS	A A B B											
d_I, Intersection Delay [s/veh]	1.25											
Intersection LOS	В											





Zone Change/Data Center Transportation

HCM 7th

Total 2043 Traffic Conditions

Weekday PM Peak Hour

Intersection Level Of Service Report

	oad / Proposed Site Accesses		
Control Type:	Two-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 7th Edition	Level Of Service:	В
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.118

Name						
Approach	North	bound	South	bound	West	oound
Lane Configuration	F -		1	Ť		
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30	.00	30	.00	30	.00
Grade [%]	0.	00	0.	00	0.	00
Crosswalk	Y	es	Y	es	Yes	
Volumes						
Name						
Base Volume Input [veh/h]	185	0	0	7	0	0
Base Volume Adjustment Factor	1.0800	1.0800	1.0800	1.0800	1.0800	1.0800
Heavy Vehicles Percentage [%]	13.00	2.00	2.00	33.00	2.00	2.00
Growth Factor	1.4000	1.4000	1.4000	1.4000	1.4000	1.4000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	31	0	0	71
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	280	0	31	11	0	71
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	82	0	9	3	0	21
Total Analysis Volume [veh/h]	329	0	36	13	0	84
Pedestrian Volume [ped/h]	0			0	()

Zone Change/Data Center Transportation Total 2043 Traffic Conditions

Version 2023 (SP 0-2)

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.00	0.00	0.12		
d_M, Delay for Movement [s/veh]	0.00	0.00	7.97	0.00	11.91	10.73		
Movement LOS	A	A	A	A	В	В		
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.07	0.07	0.40	0.40		
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.66	1.66	9.97	9.97		
d_A, Approach Delay [s/veh]	0	.00	5.	.86	10	.73		
Approach LOS	A A B							
d_I, Intersection Delay [s/veh]	2.57							
Intersection LOS	В							