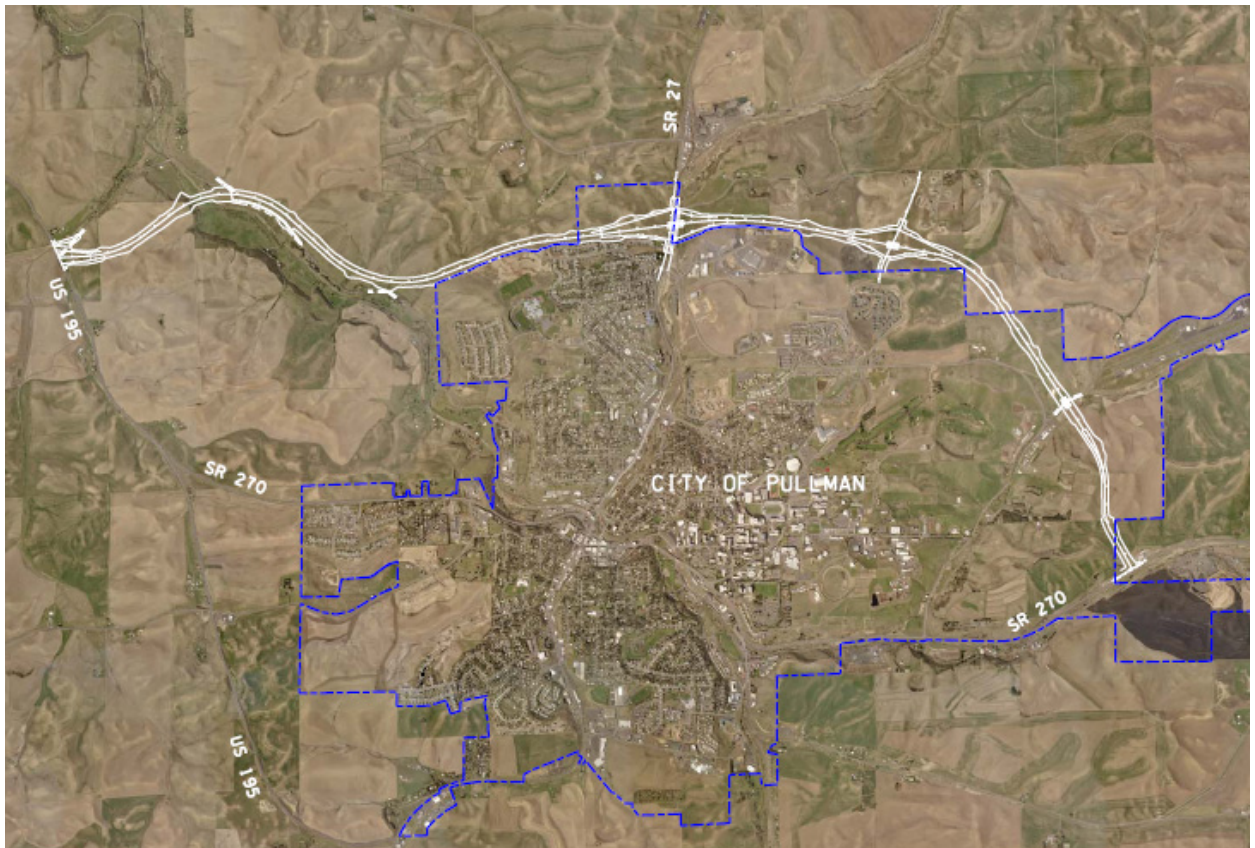


SR 276 Route Development Plan

US 195 to SR 270

MP 0.00 to MP 6.89



**Washington State
Department of Transportation**

**Eastern Region Planning Office
Route Development Team**

February 2007

Route Development Plans (RDPs) are planning studies on state highway facilities. These studies identify deficiencies and recommend improvement solutions to accommodate future investment decisions. The studies include analysis of operating conditions, environmental issues, population and land use changes, customer needs, as well as right-of-way and other issues affecting the future of a state highway and its neighbors.

This Route Development Plan is a recognition of current deficiencies, and is expected to be utilized by the Washington State Department of Transportation (WSDOT) internally as a tool for continued discussion, and to facilitate integration of the needs of the Department of Transportation with the needs of cities, counties, traveling public, and other stakeholders in the development of transportation solutions. Route Development Plans are periodically updated to address and reflect changing issues along a corridor. Specifically, this RDP is expected to be revised and updated within the next ten years or when funding opportunities become available for construction of the SR 276 facility.

Approved:

J.C. Lenzi, P.E. Regional Administrator



**Washington State
Department of Transportation**

Eastern Region

2714 North Mayfair Street
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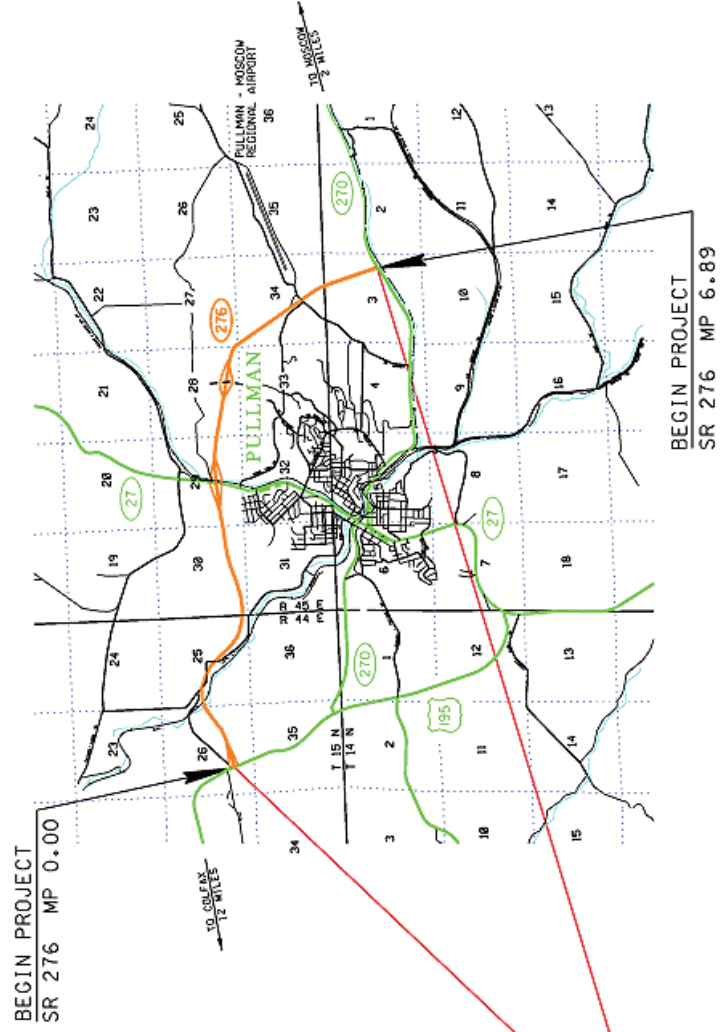
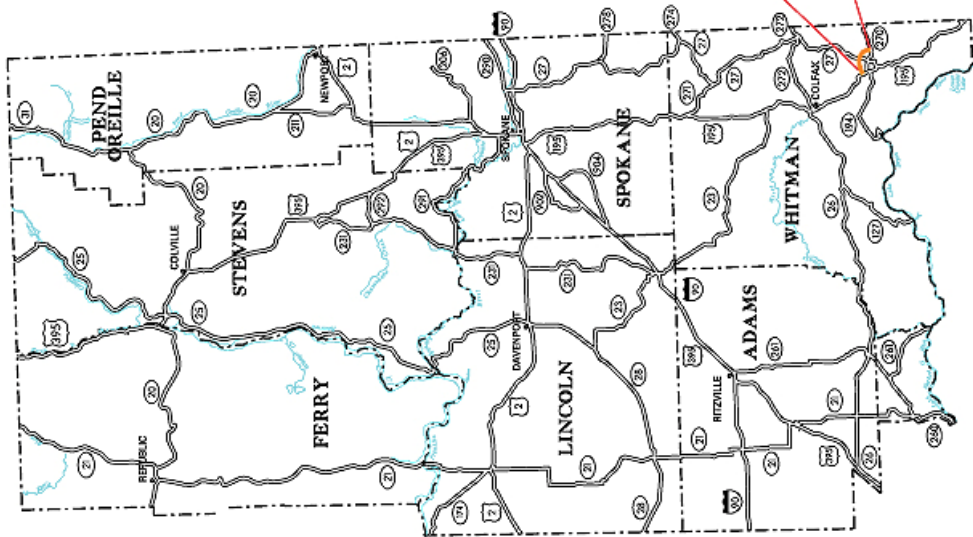
Route Development Team

VICINITY MAP

SR 276 ROUTE DEVELOPMENT PLAN
NORTH PULLMAN BYPASS
MP 0.00 TO MP 6.89



EASTERN REGION



NOT TO SCALE

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Executive Summary

***Eastern Region
SR 276 Route Development Plan
Jct. US 195 To Jct. SR 270***

Route Development Plan Summary

A Route Development Plan (RDP) is a long-range corridor improvement strategy designed to address future, as well as existing, safety and mobility problems on a section of state highway. RDP's include a comprehensive assessment of how a roadway currently functions, as well as a projection of how it may operate 20 years into the future. Public input, safety, mobility, land use and environmental concerns, are the primary elements evaluated in a RDP.

Route Development Plan Location

This Route Development Plan addresses the proposed SR 276 North Pullman Bypass corridor in the City of Pullman and Whitman County. The SR 276 alignment begins at US 195, MP 25.91 and ends at SR 270, MP 5.96. This area is served by state highways SR 270, SR 27, and US 195. US 195 and SR 270 are designated as National Highway System (NHS) routes. Pullman is home to Washington State University (WSU), and the University of Idaho is located just eight miles to the east in Moscow, Idaho. SR 27 and SR 270 are the primary facilities for through traffic in Pullman and intersect in the urban core. SR 270 carries east-west traffic, and the section of SR 270 from MP 0.0 to MP 5.69 will eventually be bypassed by the ultimate SR 276 route. This section will be referred to as the SR 270 Study Area in this document.

Purpose and Need

Transportation concerns in the Pullman area arising from growth, and events at Washington State University and the University of Idaho, have been studied since the 1960's. In the early 1970's the need for a Pullman bypass to relieve congestion in the city's core was established. Right of way and access control was acquired for the proposed SR 276 North Pullman Bypass. Due to lack of funding, a transportation facility has not yet been built within the SR 276 corridor, and funding for the bypass is not identified in the current 20 year Highway System Plan. Portions of the right of way have been leased by adjacent land owners for agricultural use.

The SR 276 corridor is partial access control to the west of SR 27 and full access control to the east. Current aggressive growth and expansion of the City of Pullman has brought development up to the south SR 276 right of way boundary and is now moving north of the corridor. With both residential and commercial development beginning to surround the vacant corridor, the need to define future city arterials and utility crossings in the vicinity of the bypass has become an issue. The purpose of this RDP is to address potential

crossings not identified in the original access report, and potential interim surface arterials and utilities within the SR 276 corridor.

Recommendations

Through the RDP process, three points of concern were identified by WSDOT, local agencies, and private developers. The first was the need to address potential city surface arterials crossing the SR 276 right of way to connect existing and future planned developments to the north and south of the bypass. The second was the possibility for surface arterial construction within the right of way corridor to enhance the city's arterial system. The third was the eventual need for utility crossings and franchises within the SR 276 right of way.

The following general RDP recommendations apply to the corridor as a whole, and will be updated periodically to reflect changing needs and concerns:

Surface Crossings in the SR 276 Corridor

- An additional future at-grade crossing west of SR 27 may be constructed at approximately MP 2.28 with the following requirements:
 - Geometry meets WSDOT recommended plan and profile criteria (See Appendix A)
 - Crossing point meets existing access control spacing criteria
 - Arterial meets City of Pullman's future Transportation Improvement Plan (TIP)
 - Plans reviewed and approved by WSDOT
- Additional crossings east of SR 27 have not been identified or recommended as part of this RDP.

Surface Arterials within the SR 276 Corridor

- Surface arterials within the SR 276 corridor may be constructed with the following requirements:
 - Geometry and cross-section meets WSDOT full design requirements (See Appendix F)
 - Centerline alignment follows the SR 276 plan alignment
 - Plans reviewed and approved by WSDOT

- Local agency is responsible for removal of any appurtenances outside of roadway prism should the ultimate bypass or any portion of the bypass be constructed.

- Bike and/or Pedestrian paths may be constructed subject to removal at local agency expense should the ultimate bypass or any portion of the bypass be constructed.

Utilities in the SR 276 Corridor

- Utilities within the SR 276 right of way will be franchised by WSDOT under the conditions set forth by the Eastern Region Utilities Office.

Introduction

Eastern Region
SR 276 Route Development Plan
Jct. US 195 To Jct. SR 270

WSDOT Planning

Planning at the WSDOT is a continually evolving, and flexible process that seeks to facilitate the development and implementation of sound and innovative strategies, incorporating the dynamic issues and needs that face our transportation system. The goal of WSDOT planning is to create an integrated transportation system capable of supporting a vital economy while maintaining sensitivity to the surrounding environment and promoting a positive quality of life. We endeavor to accomplish this goal by integrating the needs of WSDOT with those of stakeholders including cities, counties, the public, Metropolitan Planning Organizations, and Regional Transportation Planning Organizations. During implementation of recommendations, WSDOT will strive to employ design elements that are sensitive to the surrounding environment.

Mission Statement

Washington's transportation system should serve our citizens' safety and mobility, the state's economic productivity, our communities' livability and our ecosystem's viability.

Route Development Plans are part of the Washington State Department of Transportation (WSDOT) Eastern Region long-range planning program and are also intended to support local jurisdictions in implementation of the Growth Management Act (GMA) *RCW 36.70A*. The RDP also supports the mission of the Washington State Department of Transportation.

Ultimately, the objective of the RDP is to provide:

- Guidance for regional decision makers regarding future projects on a state route;
- Direction for determination of mitigation measures for proposed developments;
- Inclusion of improvement solutions in the State Highway System Plan;
- Guidance for interim projects to ensure the progression towards the long-range objectives;
- Coordination with the public and stakeholders on the future development of this state route;
- Adoption of RDP solutions into regional comprehensive plans.

Pullman Bypass Planning Study History

- 1969 Advance Planning Study SR 195 and SR 270 Pullman Bypass
- 1969 Advance Planning Report Sign Routes 195 and 270 Pullman Bypass
- 1971 Design Report No. 1 SR 270N Pullman Bypass
- 1971 SR 276 Campus Loop Road Design Summary
- 1972 Design Hearing SR 270 Pullman Bypass
- 1973 Design Report SR 270 South Pullman Bypass
- 1978 Whitman County Comprehensive Plan
- 1980 SR 195 Pullman to Colfax Legislative Study
- 1993 Spokane Regional Council Pullman Bypass Transportation Study
- 1994 Pullman/Colfax Advance Planning Study
- 1999 City of Pullman Comprehensive Plan
- 2005 Whitman County Comprehensive Plan Amended
- 2007 SR 276 North Pullman Bypass Route Development Plan

Eastern Region Route Development Public Participation

Timely and consistent stakeholder and public involvement fosters the open exchange of information, and promotes a greater understanding of the needs and concerns of WSDOT, stakeholders and the public. Initially a Technical Advisory Committee was formed to review past studies and plans for the study area, and to identify existing problems and potential improvements. A larger Advisory Group was also established as part of the SR 276 RDP process comprised of representatives from the WSDOT, City of Pullman, Whitman County, Port of Whitman, Washington State University, as well as private developers and engineers, resulting in up to 20 representatives. Ultimately, this public involvement effort leads to RDP alternative solutions supported by WSDOT, stakeholders and the public.

Pullman Vicinity Trend Analysis

Based on data from the Washington State Office of Financial Management, Unincorporated Whitman County has experienced a negative rate of growth. The overall population decreased by 4 percent between 1990 and 2000 and has shown a 0.60 percent overall decrease in population from 2000 to 2005. With this trend, the anticipated development growth within the unincorporated County is low to moderate, consisting primarily of residential development.

Incorporated Whitman County is experiencing moderate growth, with the City of Pullman experiencing the most aggressive expansion. Pullman is the largest city in Whitman County located in the southeast portion of the county and home of Washington State University, which has an enrollment of about 18,000 students at the Pullman campus.

Historically, Pullman's economy has closely paralleled the growth of Washington State University, but in the last few years the economic base has diversified and the city is experiencing increased growth from new business and research sectors. Schweitzer Engineering Laboratories has experienced healthy growth and has over 1000 employees. WSU remains the primary employer in the county with approximately 6300 full and part-time employees.

The following data summarizes the trends in Whitman County, WSU, and the City of Pullman:

Population Change

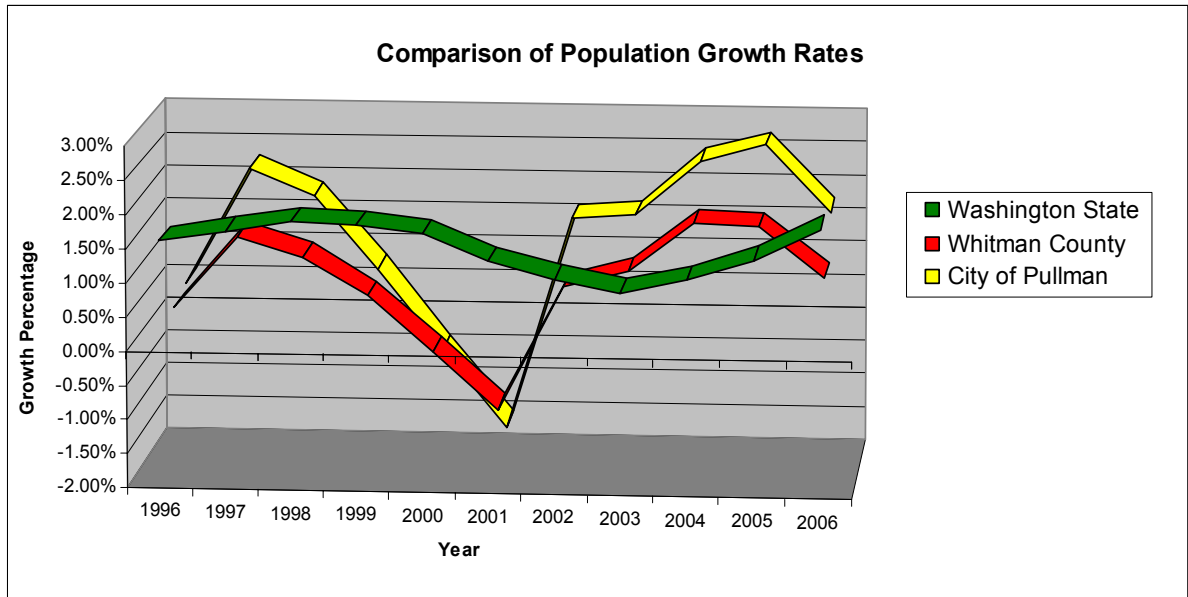
Study Area	1996	2006	Annual Increase	Overall Increase
City of Pullman	23,932	27,030	1.29%	12.95%
Whitman County	39,590	42,800	0.81%	8.11%
Washington State Overall	5,483,100	6,375,600	1.63%	16.28%

Based on Office of Financial Management April 2006 statistics and estimates

Washington State University Enrollment: Pullman Campus

1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
16,589	16,437	16,743	17,020	17,266	17,707	17,912	18,031	17,982	18,013

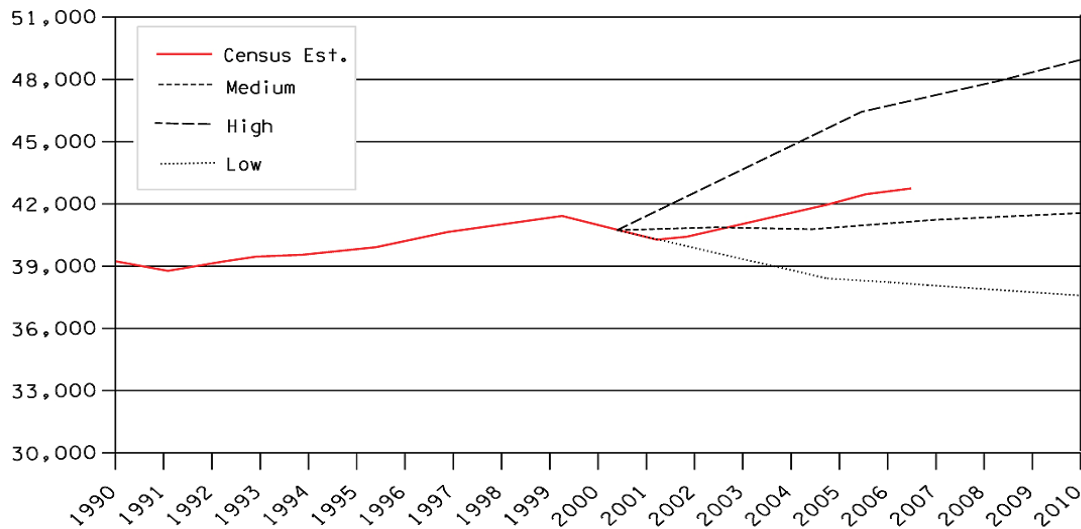
Source: WSU Institutional Research Data



Based on Office of Financial Management April 2006 statistics

Projected Population Growth

Whitman County



Source: OFM; Whitman County Population Forecast

Historic trends have shown only modest growth in Whitman County and the City of Pullman. Over the last five years Pullman has seen moderate expansion, and forecasts for the next 20 years predict continued growth in the region.

Study Area	2006	2025	Annual Increase	Overall Increase
*City of Pullman	27,030	33,650	1.29%	24.49%
**Whitman County	42,800	46,811	0.49%	9.37 %
**Washington State Overall	6,375,600	7,975,471	2.34%	24.49%

**Based on City of Pullman Comprehensive Plan Growth Forecast*

***Based on Office of Financial Management 2002 Intermediate Growth Forecasts*

Growth Management and Land Use

Whitman County and the City of Pullman have developed Comprehensive Plans to define policies and regulations in growth elements including Land Use, Transportation, and Environmentally Critical Resource Areas. These plans provide decision making guidelines, goals, and implementation plans to manage expected growth over the next 5 to 20 years.

The Transportation element's purpose is to provide a statement of planned roadway locations, function, capacity, level of service, environmental impacts, and mobility of goods and people that is cost efficient and economically feasible for all transportation facilities and services. Transportation is closely tied to Land Use growth patterns, especially where expansion in the employment base is taking place. The Transportation element of the Comprehensive Plan for the City of Pullman identifies much of the urban traffic congestion occurring on SR 27 and SR 270 through the city core. The SR 276 North Pullman Bypass is considered to be a major mitigation factor in relieving regional traffic and freight movements through the downtown area. The City arterial plan will continue to develop a 'ring route' around the municipality by using existing arterials such as Terre View Drive and Bishop Boulevard. The City of Pullman Land Use Map is included in (Appendix E).

Existing Conditions

Eastern Region
SR 276 Route Development Plan
Jct. US 195 To Jct. SR 270

SR 276 Right of Way and Access Control

SR 276 right of way and access control was purchased in the 1970's after the Advanced Planning Reports identified a preferred alternate bypass to the north of the City of Pullman. Right of way limits were determined based on proposed alignments and profiles meeting design requirements at the time. The right of way plans and alignments are included in Appendix B of this report. Currently the existing right of way corridor is vacant with no highway construction funded in the current Highway Systems Plan. A portion of the corridor is being leased for agricultural use by abutting land owners.

Access control is established to preserve the safety and efficiency of specific highways and to preserve the public investment. Access control in Washington State is defined as either 'Limited Access' or 'Managed Access'. Limited Access acquires rights of access from abutting property owners, typically by deed, and limits approaches to the facility.

Limited access facilities are further distinguished as having full, partial or modified access control as described below:

Full Access Control Criteria

Fully controlled access highways provide almost complete freedom from disruption by permitting access connections only through interchanges at selected public roads, rest areas, viewpoints, or weighing stations, and by prohibiting all crossings and private connections at grade.

Partial Access Control Criteria

Partial access control may be established when warranted on highways other than Interstate. Partial control provides a considerable degree of protection from traffic interference and protects the highway from future strip-type development. Access control on partially controlled highways is exercised to the degree that, in addition to connections with selected public roads, some crossings and private driveway connections may be permitted at grade. Commercial approaches are not allowed within the limits of partial access control.

Modified Access Control Criteria

Modified access control is intended to prevent further deterioration in the safety and operational characteristics of existing highways due to traffic interference associated with strip development by limiting the number and location of access

points to the highway. In general, modified access control is applied where some degree of control is desired, but existing and potential commercial development preclude the implementation of partial or full control.

Managed Access highways are regulated by the governmental entity having jurisdiction. WSDOT has access connection permitting authority over all state highways outside of incorporated towns and cities. Incorporated towns and cities have access connection permitting authority for the managed access state highways within their boundaries when an adopted ordinance is in place. Managed Access facilities are classified from Class 1, the most restrictive, to Class 5, the least restrictive.

The number of access points per mile, the spacing of interchanges or intersections, and the location of frontage roads or local road connections are determined by characteristics such as functional classification, traffic volume, present and future land use, environment and aesthetics, highway design and operation and economic considerations.

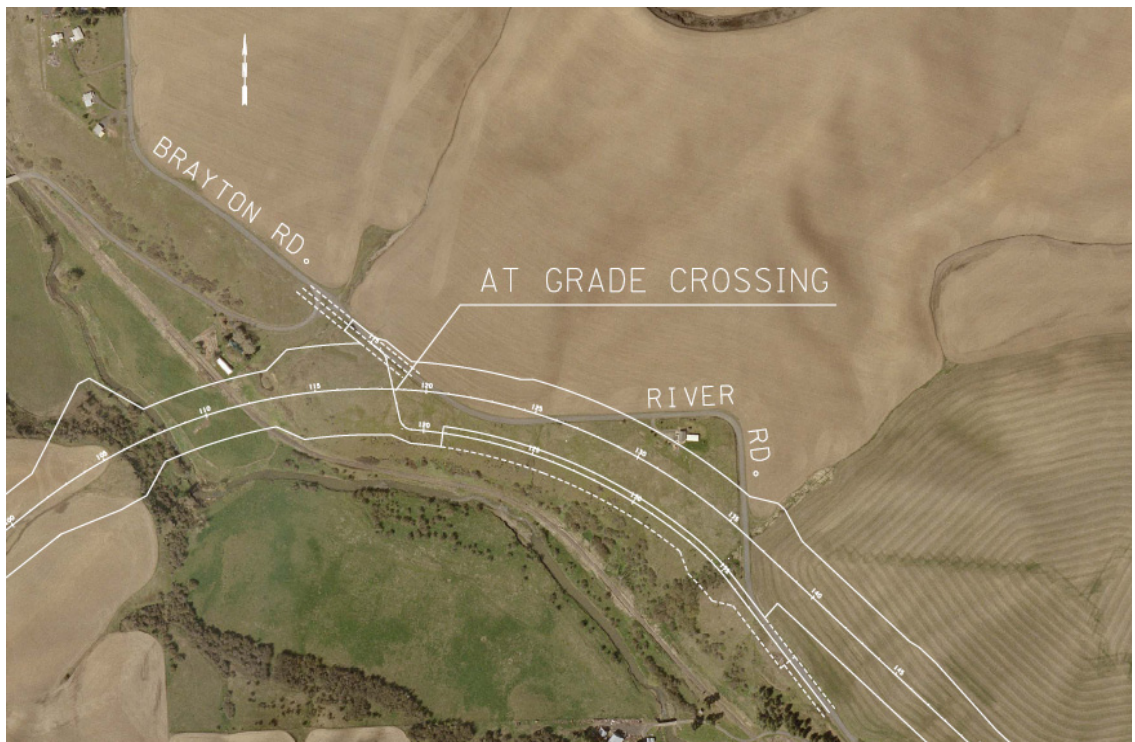
The original 1972 SR 276 Access Report identified 5 access points in the SR 276 facility:



US 195 West Pullman Interchange at SR 276 MP 0.01, US 195 MP 29.91



West At Grade Intersection SR 276 MP 0.99



SR 27 North Pullman Interchange SR 276 MP 3.47



North Campus Interchange SR 276 MP 4.64



SR 270 At Grade Intersection SR 276 MP 6.89, SR 270 MP 5.69



SR 276 has “Partial Access Control” from the West Pullman Interchange to the North Pullman Interchange (US 195 to SR 27), and “Full Access Control” from the North Pullman Interchange to the SR 270 At Grade Interchange (SR 27 to SR 270).

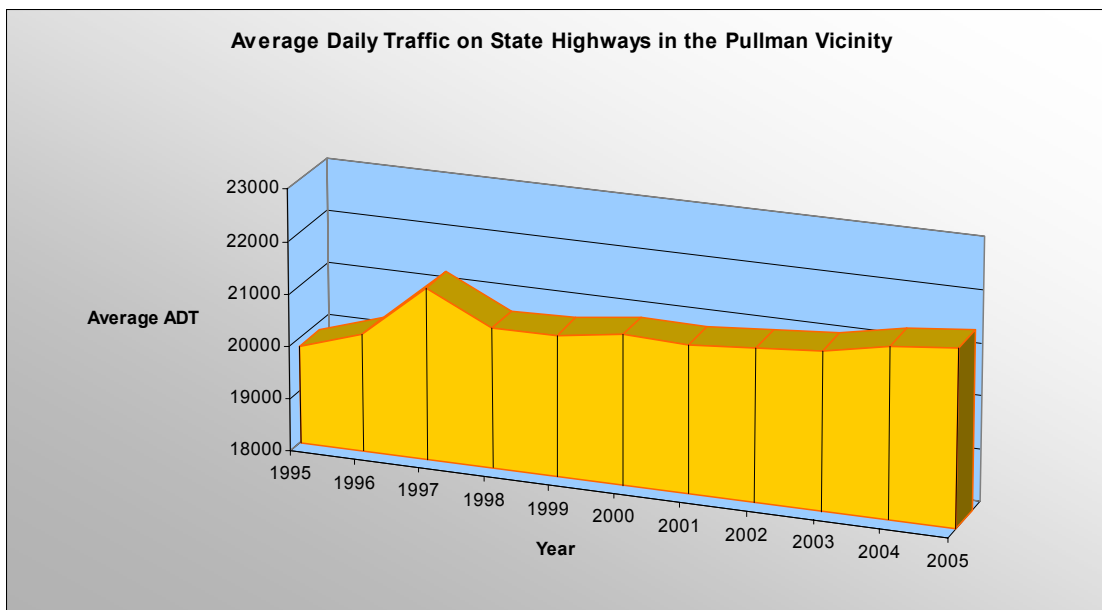
Regional Traffic Volumes

Historically, the population growth rate of Pullman tends to mirror the growth rate for WSU. The growth rate was relatively flat in the 1980s and 1990s. Based on data from the Washington State Office of Financial Management, Pullman has experienced growth averaging 1.29 percent per year from 2000 to 2005. Considering this rate of growth, the anticipated development trends for Pullman would be considered moderate. Pullman, however, is currently experiencing property growth with expansion in housing primarily to the northwest and southwest, multi-family units primarily to the northeast, commercial development primarily to the south, and industrial build up to the north.

Traffic trends on the SR 270 facility were studied to gauge characteristics pertinent to this RDP. Average Daily Traffic comparisons have been limited to the data within the City of Pullman from MP 0.76 to MP 5.56. The SR 270 facility from MP 5.56 to MP 9.89 (Idaho State Line) is outside the limits of the SR 276 Bypass study area.

SR 270 and SR 27 are the principal arterials within the City of Pullman. US 195 is the major north-south connection for Whitman County and bypasses Pullman to the west. SR 270 carries the bulk of the traffic through the city urban area that would ultimately be reduced by the SR 276 North Pullman Bypass. In 2005 the SR 270 and SR 27 intersection was identified as a ‘Bottleneck and Chokepoint’ by the Eastern Region. The City of Pullman identified a deficiency in the Central Business District on SR 27 (Grand Ave.) for a lack of travel lanes through the downtown core. A safety improvement project to widen Grand for a left turn lane at Ritchie St. is currently being considered by the City.

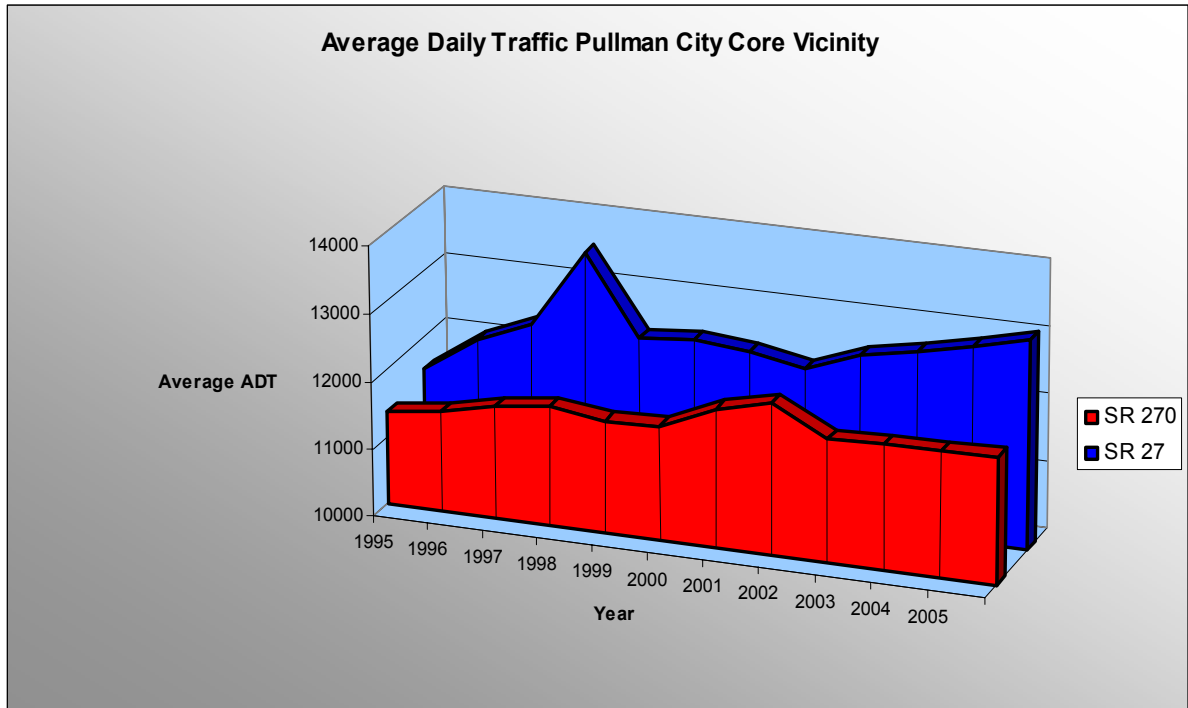
A ten year accumulation of WSDOT’s average daily traffic count data in the Pullman vicinity is represented in the graphic below:



Source: WSDOT Annual Traffic Reports 1995-2005

Over a ten year period overall Average Daily Traffic (ADT) in the City of Pullman on all State facilities shows a moderate 7.5% increase. Data over the last five years suggest a continued steady growth pattern, especially in the SR 27 corridor where residential and commercial development is pushing to the north of SR 270.

The following graphic illustrates the average ADT growth patterns in the urban Pullman environment between SR 27 and SR 270.



Source: WSDOT Annual Traffic Reports 1995-2005

Traffic Growth Forecasts

Combined forecasted average traffic growth on state highways in the Pullman vicinity by the WSDOT Transportation Data Office (TDO) is 2.34% per annum for the next 20 years. The sector showing the greatest traffic increases is the SR 27 corridor north of SR 270 and up to the limits of the SR 276 right of way.

The following table is a representative cross-section of projected roadway average daily traffic volumes based on 10 year growth trends:

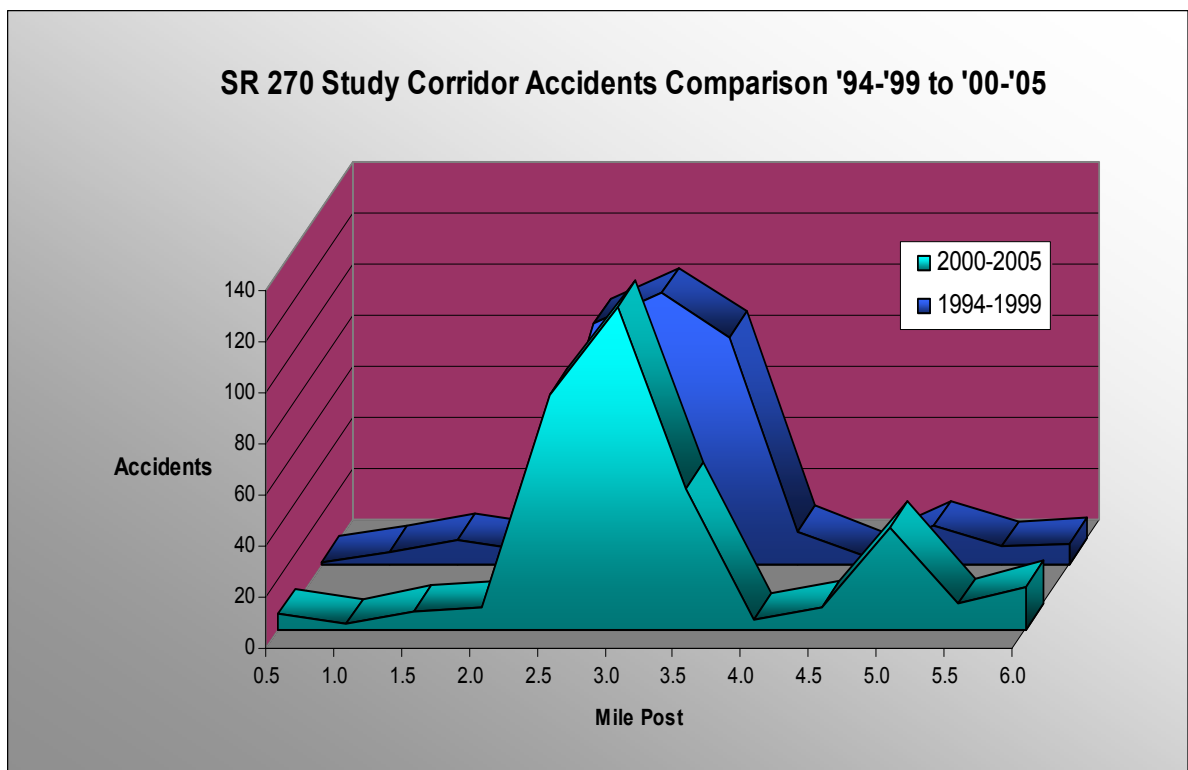
Projected Growth in Pullman Urban Core

State Route	Location	Mile Post	2005 ADT	2025 ADT	Annual Increase	20 Year Increase
SR 270	SR270 East Of Wawawai	1.57	6,318	11,500	4.1%	83%
SR 270	Davis West Of Grand	2.27	8,808	14,850	3.4%	69%
SR 270	Grand North Of Main	2.34	19,494	26,650	1.8%	37%
SR 270	Paradise East Of Grand EB	2.40	8,115	8,950	0.5%	10%
SR 270	Main East Of Stadium	3.18	16,378	20,050	1.1%	22%
SR 27	Grand South Of Paradise	2.27B	15,529	16,650	0.4%	7%
SR 27	Grand at SR270	0.00	16,843	17,450	0.2%	4%
SR 27	Grand North Of Stadium	0.74	12,244	22,300	4.1%	82%
SR 27	Grand North Of Larry	1.31	8,481	18,850	6.1%	222%

Based on Transportation Data Office Forecast Nov. 2006. The complete TDO spreadsheet with Pullman vicinity forecast data is available in Appendix C.

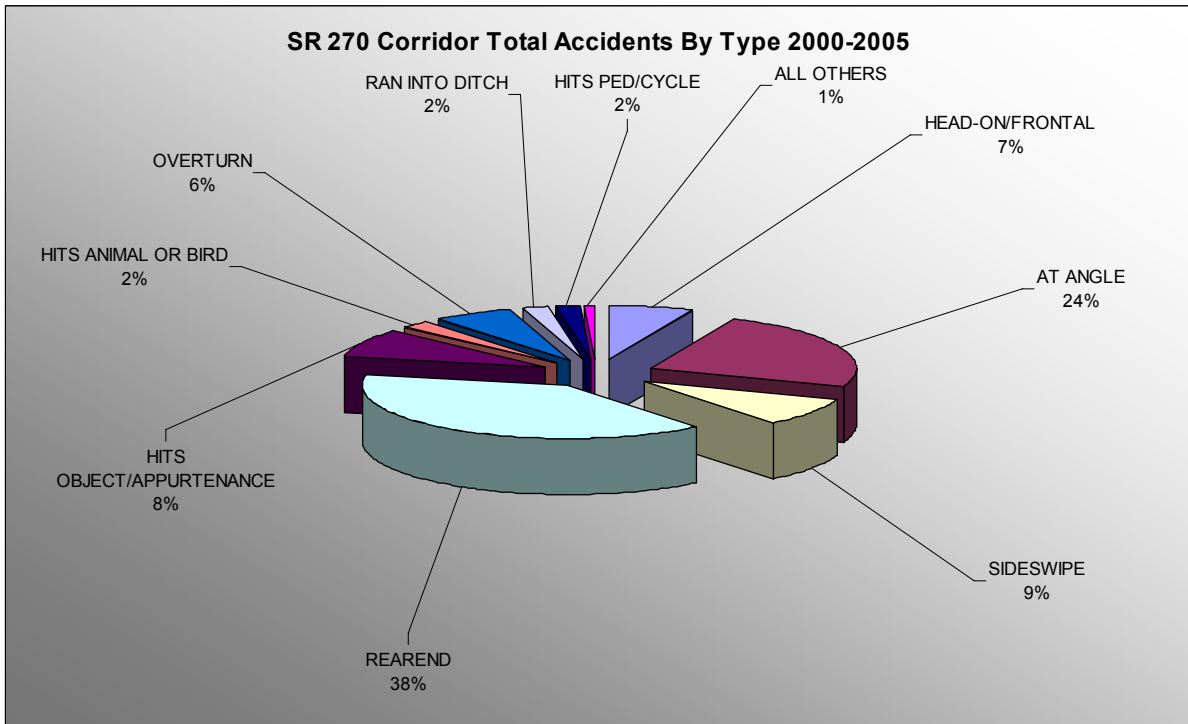
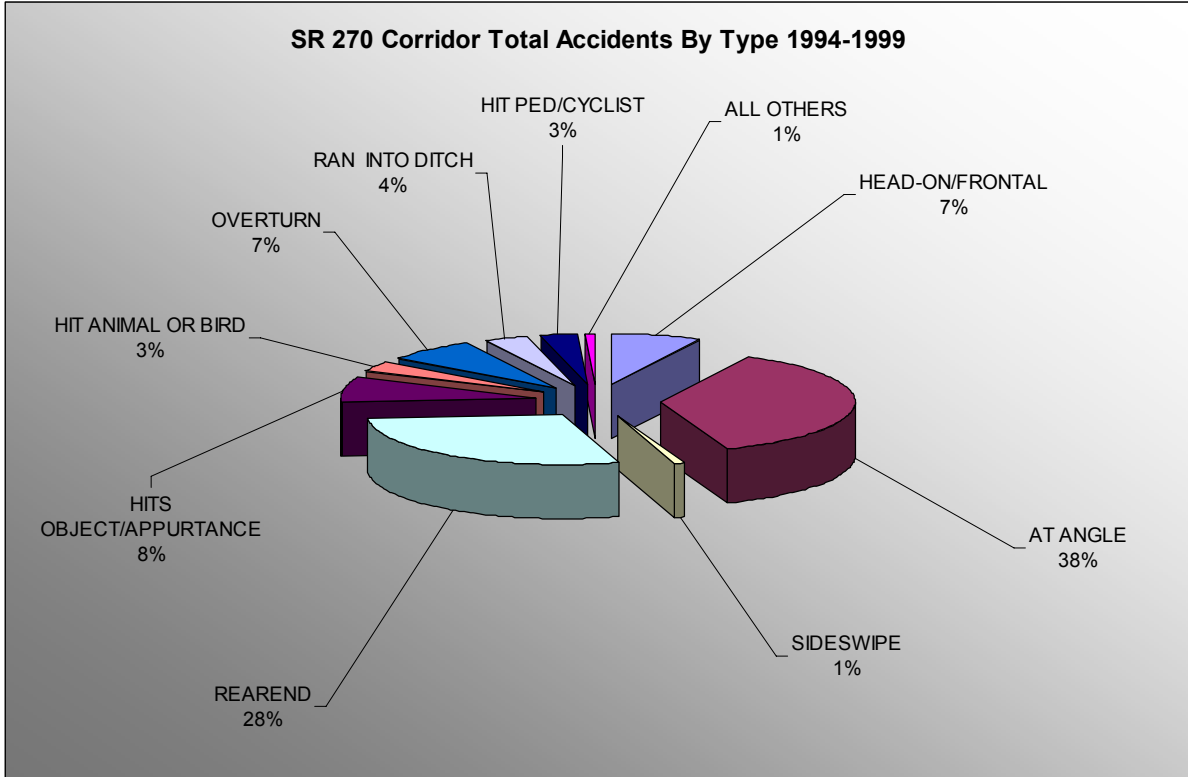
Accidents

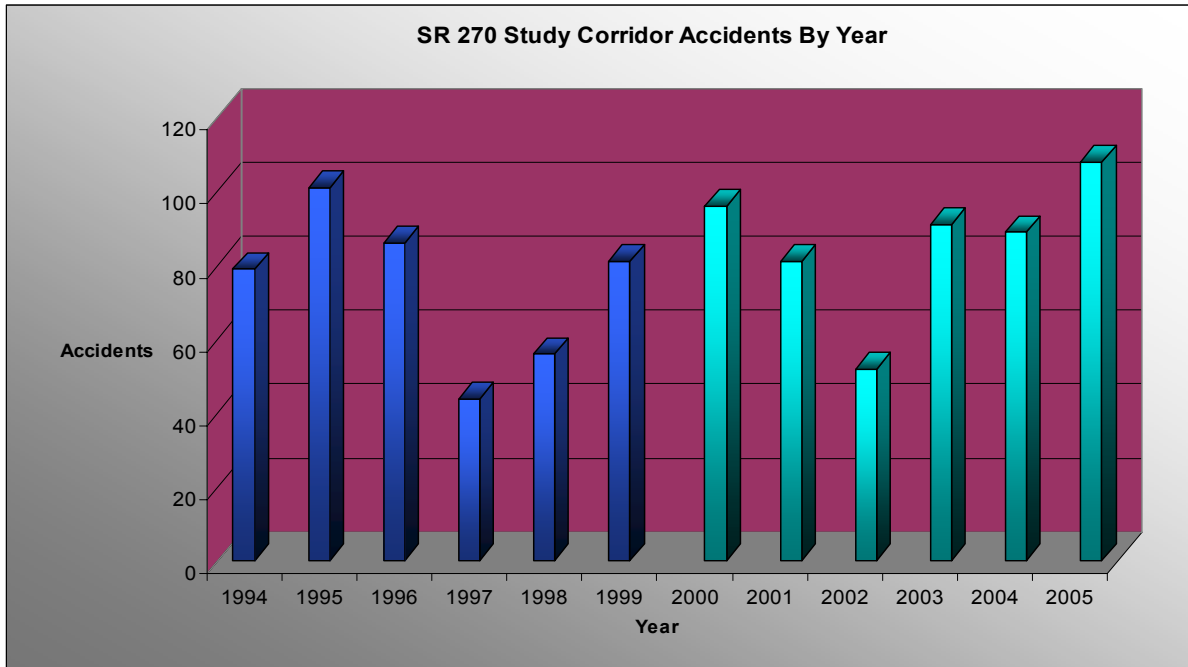
Accidents within the SR 270 corridor study area are the most likely to be reduced by the SR 276 Bypass due to a decrease in Average Daily Traffic. A comparison of two time periods from 1994-1999 and 2000-2005 show that accidents have increased over the last six year period by approximately 6%. Accident patterns are similar, with the bulk of occurrences in the couplet area in the urban core of Pullman and the intersections of SR 27 and SR 270 from MP 2 to MP 4.



The 2007-2009 Biennium High Accident Location (HAL) report identified SR 270 Couplet MP 2.76 to MP 2.90 and SR 270 MP 4.40 to MP 4.50 as locations that qualified as HALs. A HAL is a spot location under one mile in length which has an average accident rate of at least 3 per year and at least 10 severity points over a 10 year period. Severity points are based on the nature and type of injury or vehicle damage sustained in an accident.

Accident patterns by type of accident are also similar over the two time periods, with most accidents being 'rearend' or 'at angle' turning movements.





There are no clear accident trends developing over the last 12 years in the SR 270 study corridor. Although accidents have increased in the 2000-2005 period, the societal cost has decreased, indicating a decrease in severity. There were no fatalities within the SR 270 study area in either time periods.

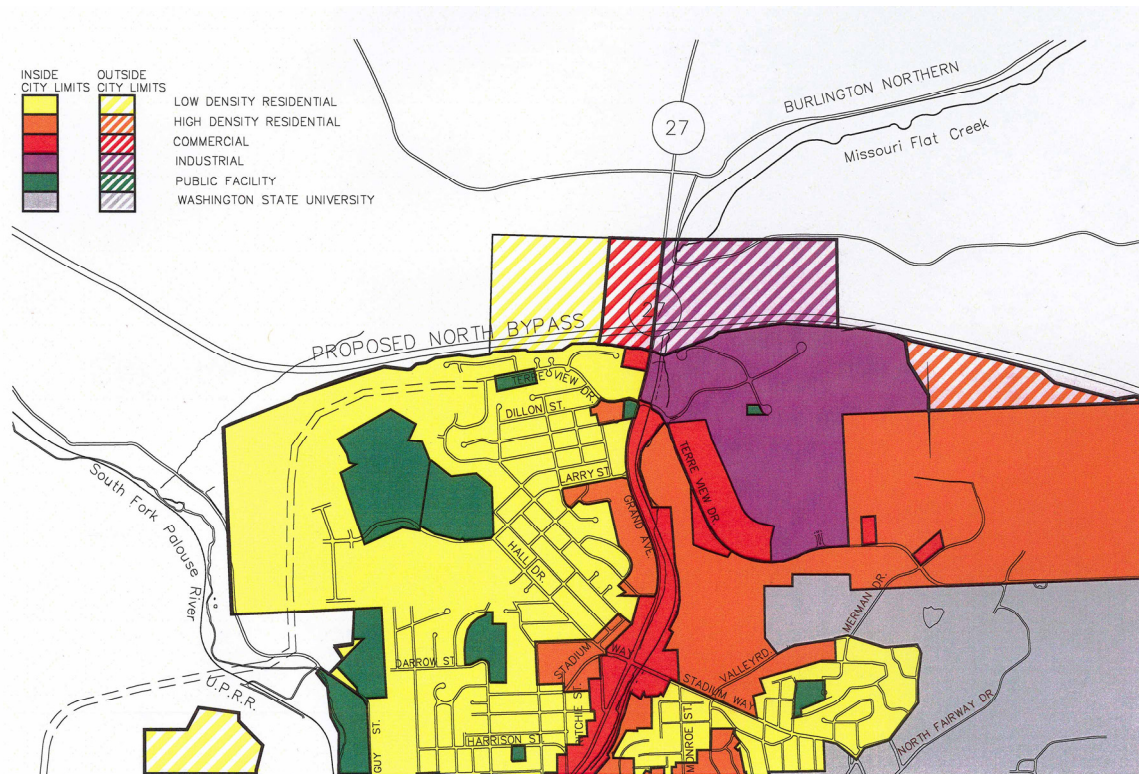
SR 270 connects the two university communities of Pullman and Moscow, Idaho and is heavily traveled by people commuting to work and involved in general commerce. Currently WSDOT is improving capacity and safety by widening SR 270 from MP 3.69 to MP 9.96 from a two-lane roadway to a four-lane facility with a 14-foot wide median lane configuration. This project extends partially into the SR 270 corridor study area and will serve to improve mobility and safety. The project will add a general-purpose lane in each direction and will provide a 14-foot center turn lane with rumble strips to enable traffic to access adjacent properties and to separate opposing traffic. This will improve traffic flow and safety

- This project will substantially improve safety by creating additional lanes.
- The project will increase capacity and reduce travel times.

Construction is expected to be complete in Fall 2007.

Pullman Growth and Expansion

The graphic below is a portion of the City of Pullman Land Use Map (Appendix E) illustrating the development pressure surrounding the SR 270 North Pullman Bypass. City limits have recently extended to the north side of the bypass right of way. Both population and traffic growth forecasts indicate that there will be a sustained expansion in the city for the next several years and beyond. It is apparent that the expansion will continue to the north, abutting the SR 276 corridor limits.



Considerable interest in future city arterials to serve new development has prompted inquiries into the potential use of the SR 276 right of way. This includes crossing points for the city arterials and/or construction of surface arterials within the right of way corridor that could eventually be incorporated into ultimate bypass roadway prism.

Findings & Recommendations

*Eastern Region
SR 276 Route Development Plan
Jct. US 195 To Jct. SR 270*

Findings

The growth taking place in the City of Pullman in the vicinity of the SR 276 undeveloped right of way is placing increasing pressure on the development of city arterials to serve the needs of the community. Twenty year traffic forecasts imply significant growth in the northern sectors of the city, especially along the SR 27 corridor vicinity of the SR 276 right of way. This Route Development Plan identifies the northwest sector of the city as the area where a city arterial should be considered. The conceptual city arterial plan recognizes a need for connectivity between growing residential segments west of the SR 27 alignment across the SR 276 right of way. A conceptual arterial in this area shows potential to alleviate trips on SR 27 as the City grows north of the state right of way.

With the existing and additional growth projected for Pullman, the potential for local agency and developer interests to use the SR 276 corridor for City surface arterials or shared use paths is being pursued. Although the ultimate design for the SR 276 alignment is a divided four lane facility, it may eventually take shape through phased local projects that meet the ultimate design criteria, but can be constructed to meet more localized needs. This could take place by agreement and approval of WSDOT. The outcome of such an agreement would meet immediate needs and eventually remain in place until the completed bypass is constructed.

As growth takes place in Pullman it is apparent that utility services must be expanded to meet residential and commercial needs. This need must also be addressed along the SR 276 corridor where city services are not abutting the right of way.

Recommendations

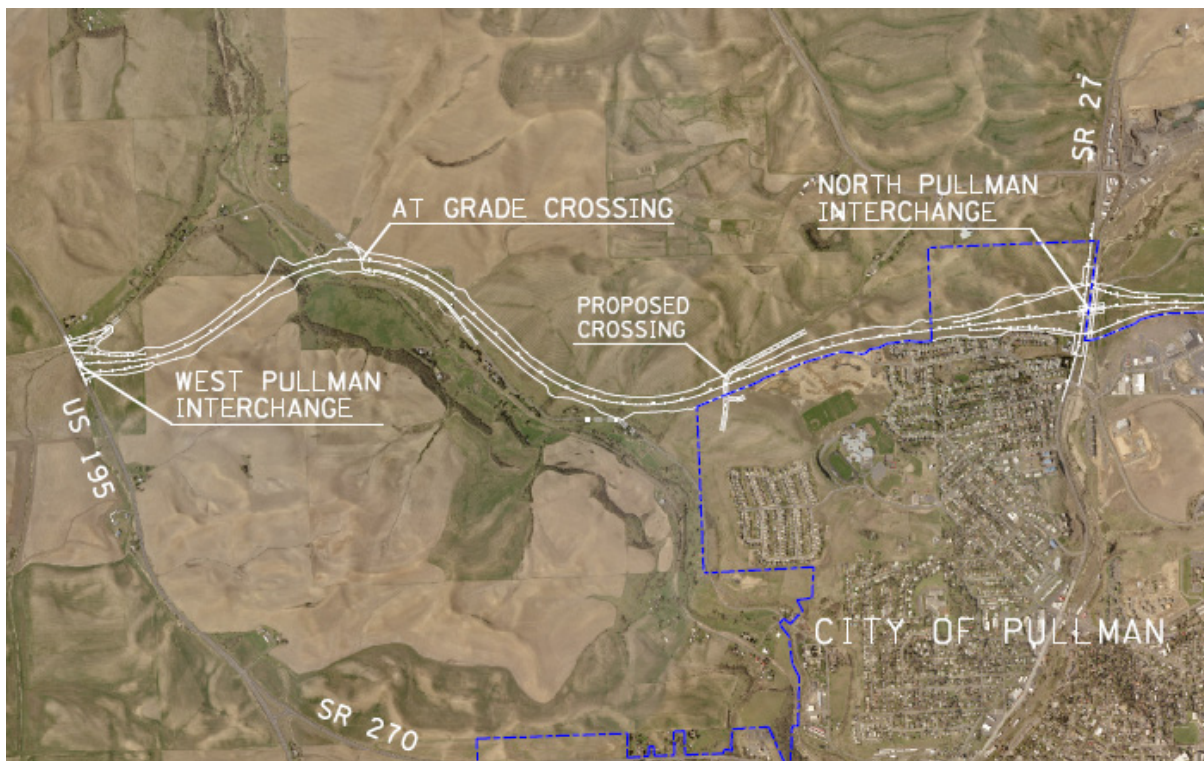
Three points of concern were identified by WSDOT, local agencies, and private developers. The first was potential city surface arterials crossing the SR 276 right of way to connect existing and future planned developments to the north and south. The second was surface arterial construction within the right of way corridor to enhance the city's arterial system. The third was utility crossings and franchises within the SR 276 right of way.

The following RDP recommendations apply to the corridor as a whole, and will be updated periodically to reflect changing needs and concerns:

1. A Surface Crossing in the SR 276 Corridor

- An additional future at-grade crossing west of SR 27 may be constructed at approximately MP 2.28 with the following requirements:
 - Geometry meets WSDOT recommended plan and profile criteria.
 - Crossing point meets existing access control spacing criteria.
 - Arterial consistent with the City of Pullman's future Transportation Improvement Plan.
 - Plans reviewed and approved by WSDOT.
- Additional crossings east of SR 27 have not been identified or recommended as part of this RDP.

With development in the City of Pullman already abutting the existing south right of way of SR 276, new growth will begin to move to the north side of SR 276. Development has localized along the SR 27 corridor to meet mobility and access needs as expansion continues. This study identified the need for the City's arterial system to provide for future transportation needs to the west of SR 27. A proposed crossing at MP 2.28 on the SR 276 alignment that meets WSDOT corridor and access guidelines and is consistent with the City of Pullman's arterial network plan is illustrated below:



Pictured below is a conceptual alignment and approximate corridor defined for the proposed crossing. For a plan and profile sheet for this crossing see Appendix A



2. Surface Arterials in the SR 276 Corridor

Allowance for the City of Pullman and Private Developers to construct transportation facilities within the SR 276 right of way will be considered. The intent for any such construction would be to integrate any City or private roadway into the ultimate bypass alignment and cross-section.

- Surface arterials within the SR 276 corridor would be constructed with the following requirements:
 - Any proposed project is subject to WSDOT approval.
 - Geometry and cross-section meets WSDOT full design requirements (See Appendix B).
 - Centerline alignment follows the SR 276 plan alignment.
 - Contract Plans reviewed and approved by WSDOT.
 - Local agency is responsible for removal of any appurtenances outside of roadway prism should ultimate bypass be constructed.
- Bike and/or Pedestrian paths may be constructed subject to removal at local agency expense should the ultimate bypass or any portion of the bypass be constructed.

3. *Utilities Crossing in the SR 276 Corridor*

- Utilities within the SR 276 right of way will be franchised/permited by WSDOT with the following requirement:
 - Utility will be located by a legal description based on SR 276 mile post and/or stationing, 1/4 1/4, Section, Township, & Range.
 - Control points for future reference will be established for Right of Way centerline stationing and Lt. & Rt. R/W lines. This work will meet standards as established by WSDOT.
 - Utility will extend to both right of way limits and be perpendicular to the SR 276 alignment. No longitudinal utilities will be allowed within access control.
 - Utility will be subject to relocation by the franchisee at no cost to WSDOT if conflicts occur as a result of future construction.
 - Underground utilities will be entirely encased from R/W line to R/W line within access control as per the "Requirements Involving Underground Utility Encroachment" guidelines.
 - Utility elevation and cross section will be based on the proposed SR 276 profile as established in the 1972 SR 276 Access Report or modified by WSDOT Eastern Region.
 - Utility will meet all other WSDOT franchise/permit requirements and be approved through the Eastern Region Utilities Office.

**Appendix A-
SR 276 Proposed
Arterial Crossing**

*Eastern Region
SR 276 Route Development Plan
Jct. US 195 To Jct. SR 270*

Appendix B- Right of Way Plans

*Eastern Region
SR 276 Route Development Plan
Jct. US 195 To Jct. SR 270*

SECTION	SHEET	TOTAL SHEETS
1	1	1

DATE: 10/15/72
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]

WEST PULLMAN INTERCHANGE

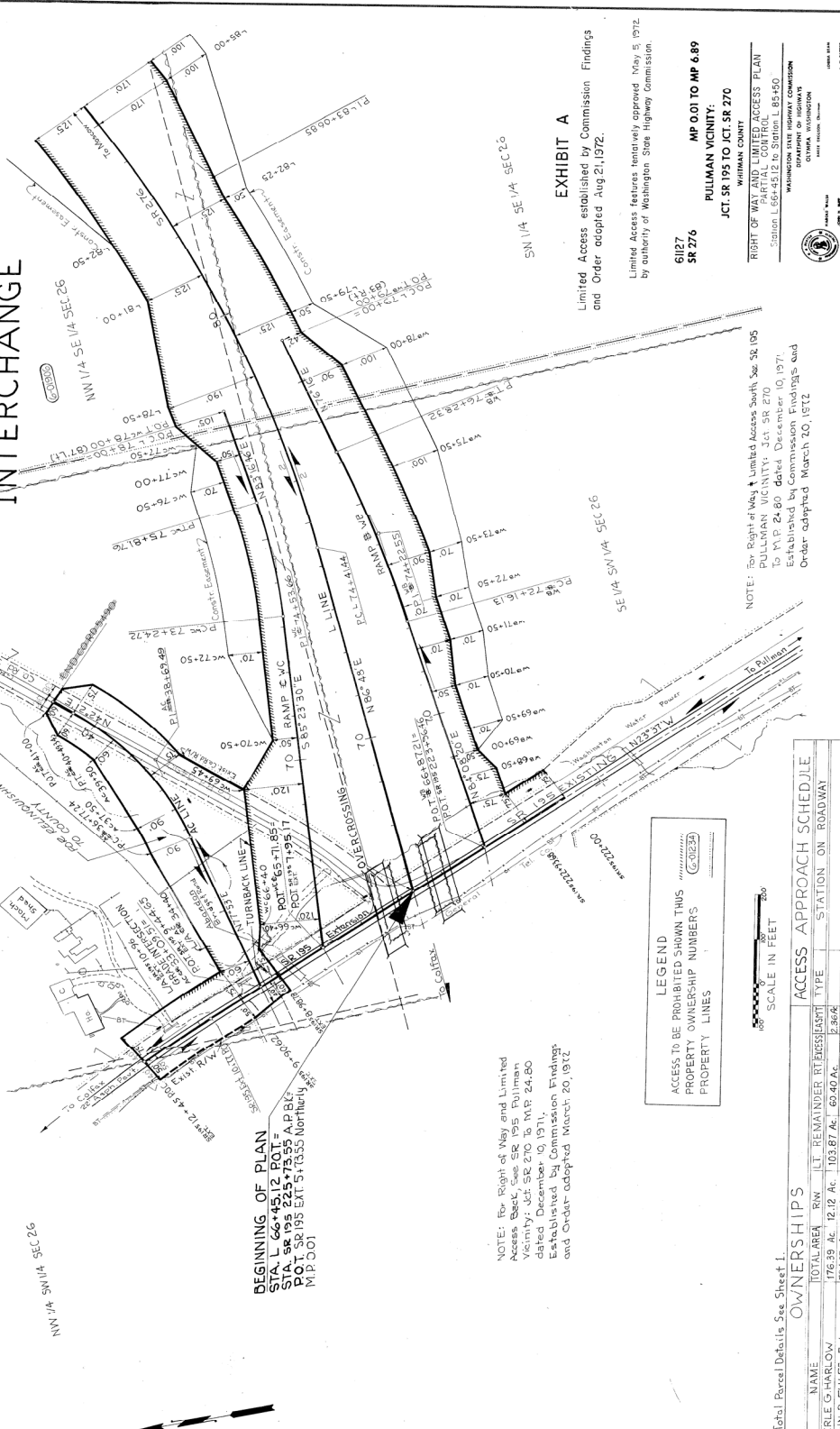
T15N R44E WM.
 NE 1/4 - SW 1/4 SEC 26

NOTE: For Right of Way and Limited Access established by Commission Findings and Order adopted March 20, 1972.

NOTE: For Right of Way and Limited Access established by Commission Findings and Order adopted August 21, 1972.

NOTE: For Right of Way and Limited Access established by Commission Findings and Order adopted August 21, 1972.

NOTE: For Right of Way and Limited Access established by Commission Findings and Order adopted August 21, 1972.



CURVE DATA

STATION	R	L
1+82.00	347.21	141.85
1+87.74+22.55	7152.70	141.85
1+91.74+53.66	117.19	13007.12
1+95.74+84.77	35.32	13007.12
1+99.74+115.88	7.31	2865.18

BEGINNING OF PLAN
 STA. L 66+45.12 P.O.T.
 STA. R 195+22.55 A.P.B.C.
 P.O.T. 32.195 EXT. 51.355 Northerly
 M.P. 0.01

NOTE: For Right of Way and Limited Access established by Commission Findings and Order adopted March 20, 1972.

NOTE: For Right of Way and Limited Access established by Commission Findings and Order adopted August 21, 1972.

NOTE: For Right of Way and Limited Access established by Commission Findings and Order adopted August 21, 1972.

NOTE: For Right of Way and Limited Access established by Commission Findings and Order adopted August 21, 1972.

NOTE: For Right of Way and Limited Access established by Commission Findings and Order adopted August 21, 1972.

LEGEND
 ACCESS TO BE PROHIBITED SHOWN THUS
 PROPERTY OWNERSHIP NUMBERS
 PROPERTY LINES

SCALE IN FEET
 0 50 100

NOTE: For Total Parcel Details See Sheet 1.

NOTE: For Total Parcel Details See Sheet 1.

ACCESS APPROACH SCHEDULE

PARCEL NO.	NAME	TOTAL AREA	R/W	ULT. REMAINDER INTERESTS	TYPE	STATION ON ROADWAY
6-0905	MERLE G. HARLOW	175.88 Ac.	12.02 Ac.	163.87 Ac.	2.86%	
6-0906	JOHN R. FULFS, Est.	184.27 Ac.	18.10 Ac.	166.17 Ac.	4.37%	

NOTE: For Right of Way and Limited Access established by Commission Findings and Order adopted August 21, 1972.

NOTE: For Right of Way and Limited Access established by Commission Findings and Order adopted August 21, 1972.

EXHIBIT A

Limited Access established by Commission Findings and Order adopted Aug 21, 1972.

Limited Access features tentatively approved May 5, 1972 by authority of Washington State Highway Commission.

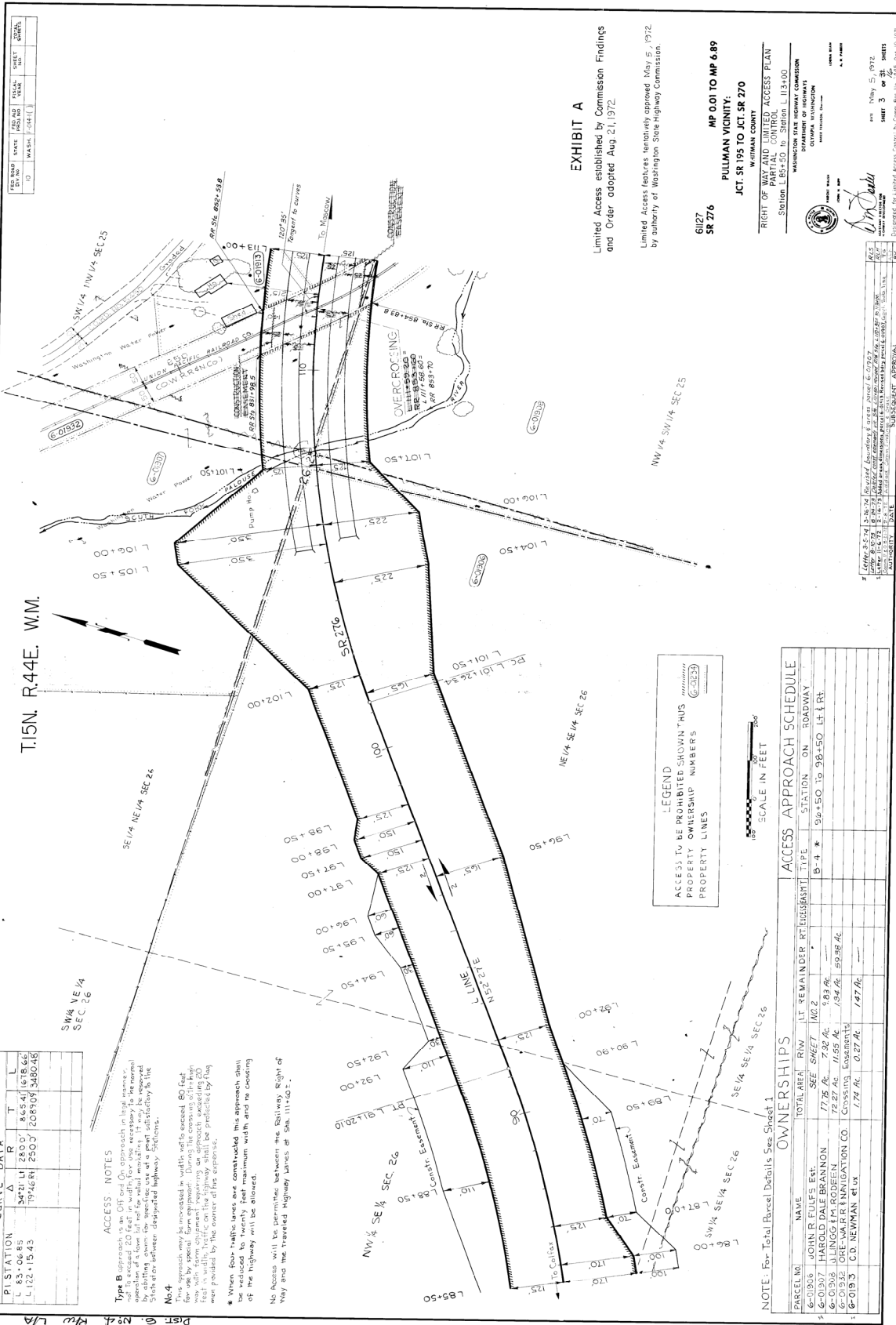
6127 SR 276 MP 0.01 TO MP 6.89
 PULLMAN VICINITY:
 JCT. SR 195 TO JCT. SR 270
 WITKIN COUNTY

RIGHT OF WAY AND LIMITED ACCESS PLAN
 PARTIAL CONTROL
 Station L 66+45.12 to Station L 85+50
 WASHINGTON STATE HIGHWAY COMMISSION
 DEPARTMENT OF HIGHWAYS
 OLYMPIA, WASHINGTON

DATE: May 5, 1972
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]

NOTE: For Right of Way and Limited Access established by Commission Findings and Order adopted March 20, 1972.

NOTE: For Right of Way and Limited Access established by Commission Findings and Order adopted March 20, 1972.



CURVE DATA

STATION	R	T	L
L 83+06.83	347.31	28.07	8.45
L 122+15.43	719.46	81.250	208.810

ACCESS NOTES

Type B approach is an O.R. and O.R. approach on both sides. If width is exceeded 20 feet in width, for use necessary for the normal operation of the highway, the width shall be increased. If it is not, the station shall be marked with a 'W' and the width shall be marked. Station shall be marked with a 'W' and the width shall be marked. Station shall be marked with a 'W' and the width shall be marked.

No. 4

This approach may be increased in width not to exceed 60 feet for use by special farm equipment. During the course of the highway, the width of the highway shall be increased to the normal width of the highway. The width of the highway shall be increased to the normal width of the highway. The width of the highway shall be increased to the normal width of the highway.

When farm traffic lanes are constructed, the approach shall be reduced to twenty feet maximum width and the contour of the highway will be allowed.

No access will be permitted between the Railway Right of Way and the traveled highway lanes of Sta. 111+60.1.

T.15N. R.44E. W.M.

SECTION	STATE	AREA	YEAR	SCALE	DATE
10	WASH.	2-041(1)			

EXHIBIT A

Limited Access established by Commission Findings and Order adopted Aug 21, 1972.

Limited Access features tentatively approved May 6, 1972 by authority of Washington State Highway Commission.

SIP27
SR 276
MP 0.01 TO MP 6.89
PULLMAN VICINITY
JCT. SR 195 TO JCT. SR 270
WITMAN COUNTY

RIGHT OF WAY AND LIMITED ACCESS PLAN
STATION L 85+50 TO STATION L 113+00
WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
PULLMAN, WASHINGTON

DATE: May 5, 1972
SHEET 3 OF 31 SHEETS

Prepared for Limited Access Control by Comm. Res. No. 248, Oct. 10, 1971.

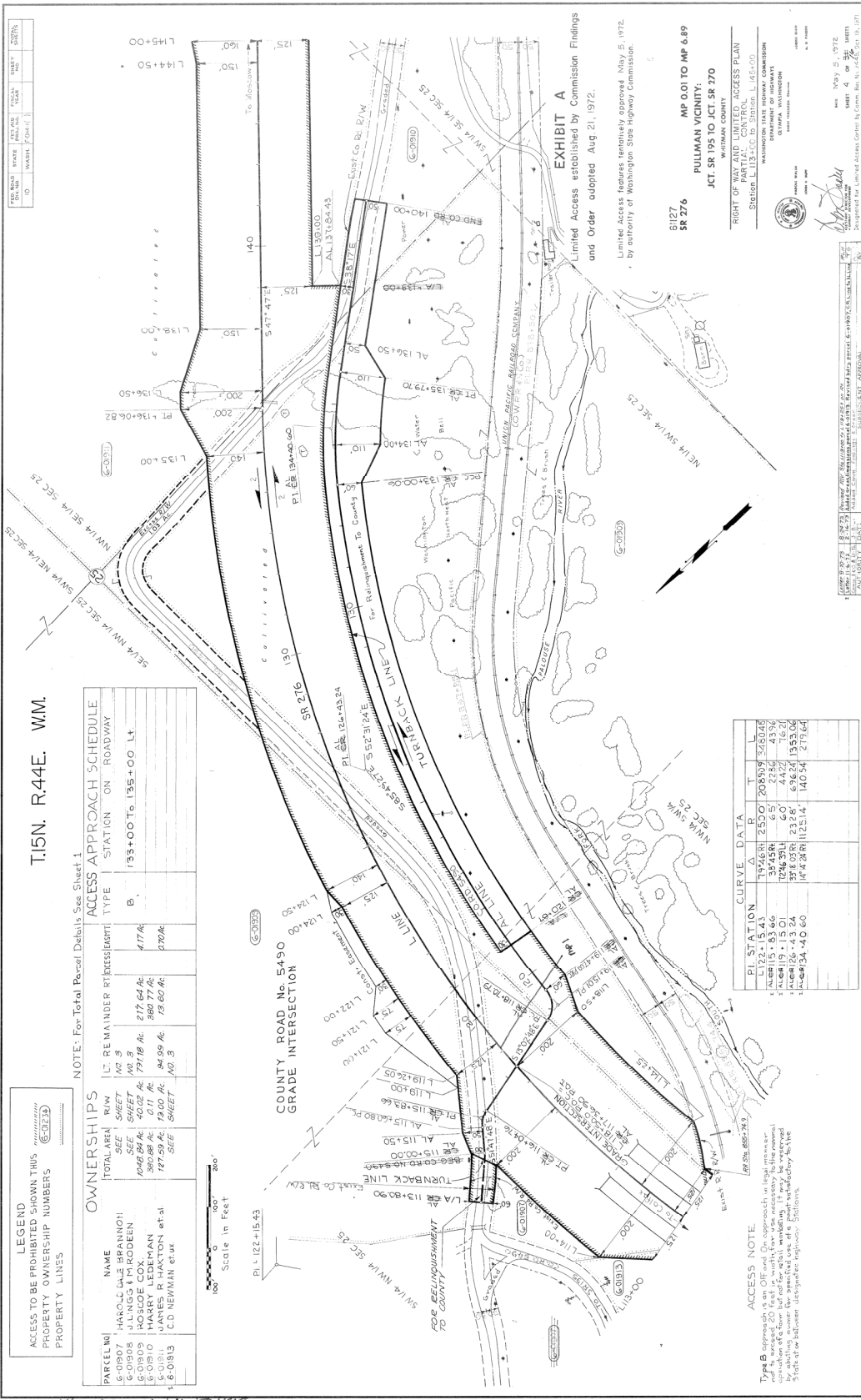
ACCESS APPROACH SCHEDULE

PARCEL NO.	NAME	TOTAL AREA	R/W	LT	REMAINDER	RT	STATION	ON	ROADWAY
6-01906	JOHN B. EULESS, E&H	77.36	102.2	182.2	182.2	182.2	92+50 TO 98+50	LT & RT	
6-01907	HAROLD DALE BRANNON	17.36	182.2	182.2	182.2	182.2	98+50 TO 104+50	LT & RT	
6-01908	JULIUS G. F. M. BRANNON	72.27	182.2	182.2	182.2	182.2	104+50 TO 110+50	LT & RT	
6-01909	ORE-WAR R. NAVIGATION CO.	1.74	182.2	182.2	182.2	182.2	110+50 TO 116+50	LT & RT	
6-01910	C.D. NEWMAN, et al	1.74	182.2	182.2	182.2	182.2	116+50 TO 122+50	LT & RT	

OWNERSHIPS

PARCEL NO.	NAME	TOTAL AREA	R/W	LT	REMAINDER	RT	STATION	ON	ROADWAY
6-01906	JOHN B. EULESS, E&H	77.36	102.2	182.2	182.2	182.2	92+50 TO 98+50	LT & RT	
6-01907	HAROLD DALE BRANNON	17.36	182.2	182.2	182.2	182.2	98+50 TO 104+50	LT & RT	
6-01908	JULIUS G. F. M. BRANNON	72.27	182.2	182.2	182.2	182.2	104+50 TO 110+50	LT & RT	
6-01909	ORE-WAR R. NAVIGATION CO.	1.74	182.2	182.2	182.2	182.2	110+50 TO 116+50	LT & RT	
6-01910	C.D. NEWMAN, et al	1.74	182.2	182.2	182.2	182.2	116+50 TO 122+50	LT & RT	

NOTE: For Total Parcel Details See Sheet 1



T:15N. R:44E. WM.

NOTE: For Total Parcel Details See Sheet 1

PARCEL NO.	OWNER'S NAME	AREA (Ac.)	REMARKS
1	WASCO & BARRAN	140.3	SEE SHEET 100.3
2	JUNGS & M. BOGREN	417.4	SEE SHEET 100.3
3	ROSCOE COX	217.64	SEE SHEET 100.3
4	HARRY LEDEMAN	380.77	SEE SHEET 100.3
5	W. W. WILSON et al	127.50	SEE SHEET 100.3
6	C.D. NEWMAN et al	19.60	SEE SHEET 100.3

TYPE	STATION	ON ROADWAY
A	133+00 To 135+00	14
B	135+00 To 136+00	14

LEGEND
 ACCESS TO BE PROHIBITED SHOWN THIS PROPERTY OWNERSHIP NUMBERS
 PROPERTY LINES

Scale in Feet
 0 100 200

PI. STATION	Δ	T	L
132+15.43	134.68	25.00	208.92
132+15.43	134.68	25.00	208.92
132+15.43	134.68	25.00	208.92
132+15.43	134.68	25.00	208.92
132+15.43	134.68	25.00	208.92
132+15.43	134.68	25.00	208.92
132+15.43	134.68	25.00	208.92
132+15.43	134.68	25.00	208.92
132+15.43	134.68	25.00	208.92
132+15.43	134.68	25.00	208.92

ACCESS NOTE
 Type A approach is an Off and On approach in legal immemorial prescription and is not subject to being voided if any be received by the State. Type B approach is a legal immemorial prescription and is not subject to being voided if any be received by the State. The above approach is subject to being voided if any be received by the State.

EXHIBIT A
 Limited Access established by Commission Findings and Order adopted Aug 21, 1972.

Limited Access features tentatively approved May 5, 1972, by authority of Washington State Highway Commission.

61127 SR 276 MP 0.01 TO MP 6.89
 PULLMAN VICINITY:
 JCT. SR 195 TO JCT. SR 270

RIGHT OF WAY AND LIMITED ACCESS PLAN
 WASHINGTON STATE HIGHWAY COMMISSION
 OLYMPIA, WASHINGTON



DATE: MAY 5, 1972
 SHEET 4 OF 32
 DRAWING NO. 61127 SR 276

COIA 58 276

SECTION	STATION	DATE	BY	CHECKED
169+67.73	177+00	1972		

SECTION	STATION	DATE	BY	CHECKED
177+00	185+00	1972		

SECTION	STATION	DATE	BY	CHECKED
185+00	193+00	1972		

SECTION	STATION	DATE	BY	CHECKED
193+00	200+00	1972		

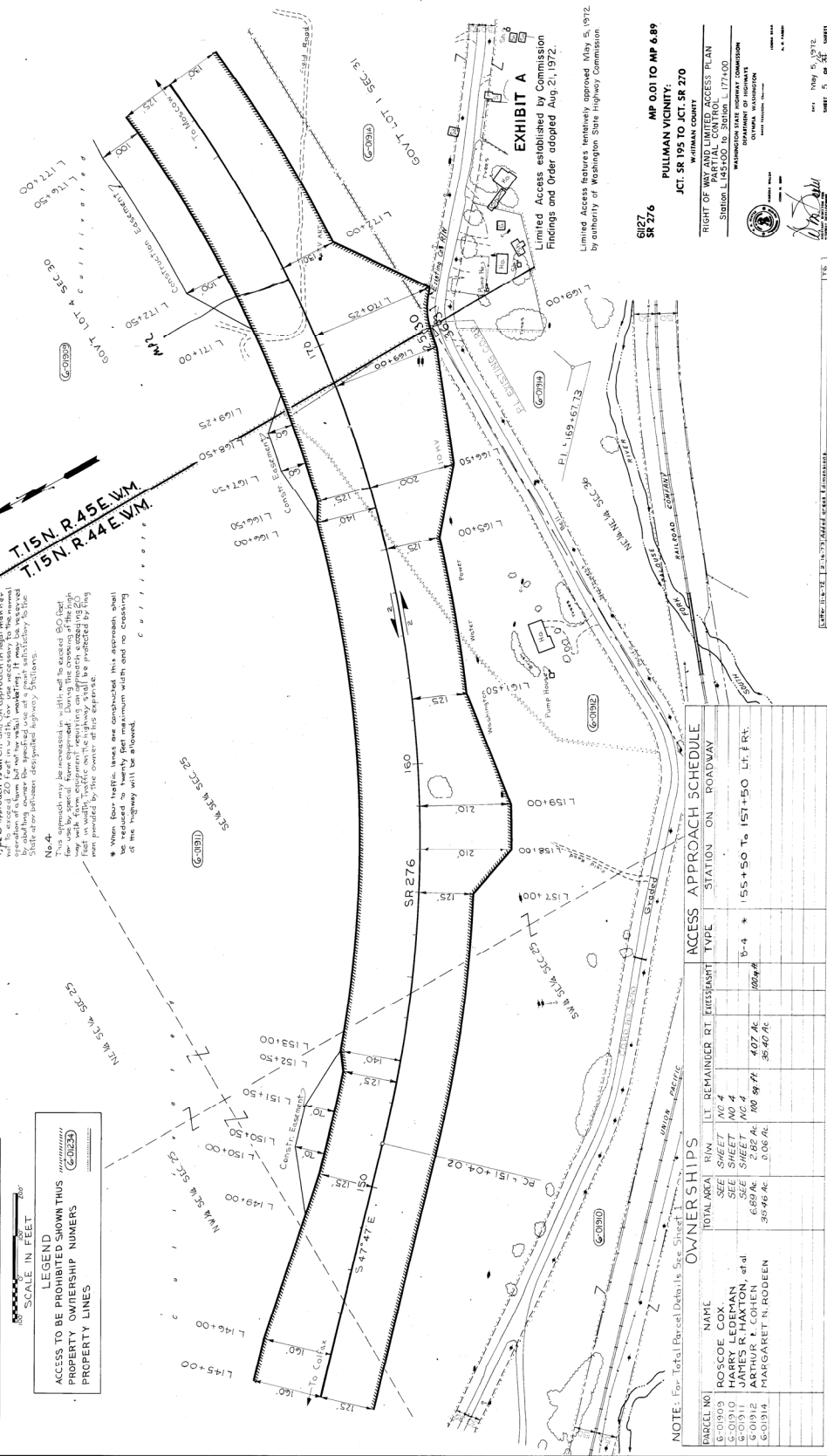
SECTION	STATION	DATE	BY	CHECKED
200+00	207+00	1972		

SECTION	STATION	DATE	BY	CHECKED
207+00	214+00	1972		

SECTION	STATION	DATE	BY	CHECKED
214+00	221+00	1972		

SECTION	STATION	DATE	BY	CHECKED
221+00	228+00	1972		

SECTION	STATION	DATE	BY	CHECKED
228+00	235+00	1972		



T.15N. R.44E. W.M.
T.15N. R.45E. W.M.

ACCESS NOTES
 Type B approach is an off and on approach in legal sense near operation of a farm but not for rural marketing. It may be improved State or Federal designated highway stations.
 No. 4
 This approach may be increased in width with be erected 80 feet low side by special leave approved. During the crossing of the high road in width traffic on the highway shall be prohibited by flag men provided by the owner at his expense.
 * When four heft. lanes are constructed this approach shall be reduced to width of maximum width and no crossing at the highway will be allowed.

ACCESS TO BE PROHIBITED SHOWN THUS
PROPERTY OWNERSHIP NUMBERS
PROPERTY LINES

LEGEND
 ACCESS TO BE PROHIBITED SHOWN THUS
 PROPERTY OWNERSHIP NUMBERS
 PROPERTY LINES

SCALE IN FEET
 0 20 40 60 80 100

CURVE DATA

STATION	DELTA	PI	PC	PT	LC	LC	LC
169+67.73	63.42'	LH	3000'	186.3	T1	335.52	

OWNER SHIPS

BARREL NO	NAME	TOTAL AREA	RT	REMAINDER RT	TYPE
G-0310	OSCOFF COX	1.14	1.14	0.00	B-4
G-0311	HARRY LEDEMAN	2.62	2.62	0.00	B-4
G-0312	JAMES R. HAKTON, et al	6.69	6.69	0.00	B-4
G-0314	ARTHUR T. COHEN	3.06	3.06	0.00	B-4
G-0314	MARGARET N. RODEEN	3.06	3.06	0.00	B-4

ACCESS APPROACH SCHEDULE

STATION	ON	ROKWAY
155+50	To	157+50
157+50	To	160+00
160+00	To	163+00
163+00	To	166+00
166+00	To	169+00
169+00	To	172+00
172+00	To	175+00
175+00	To	178+00
178+00	To	181+00
181+00	To	184+00
184+00	To	187+00
187+00	To	190+00
190+00	To	193+00
193+00	To	196+00
196+00	To	199+00
199+00	To	202+00
202+00	To	205+00
205+00	To	208+00
208+00	To	211+00
211+00	To	214+00
214+00	To	217+00
217+00	To	220+00
220+00	To	223+00
223+00	To	226+00
226+00	To	229+00
229+00	To	232+00
232+00	To	235+00

EXHIBIT A
 Limited Access established by Commission Findings and Order adopted Aug 21, 1972.

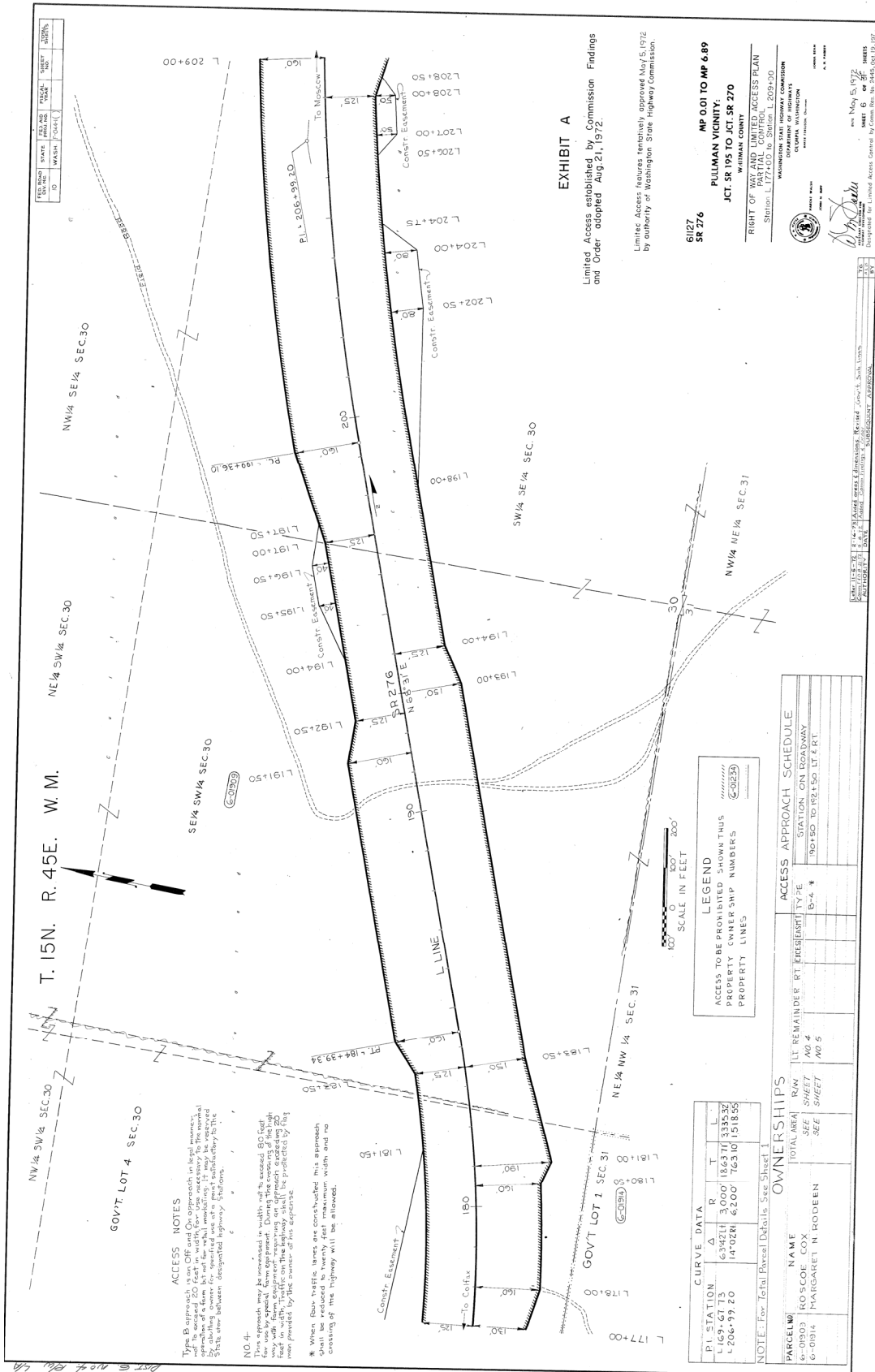
Limited Access features tentatively approved May 5, 1972 by authority of Washington State Highway Commission.

6127 SR 276 MP 0.01 TO MP 6.89
JCT. SR 195 TO JCT. SR 270

PULLMAN VICINITY:
 RIGHT OF WAY ADJACENT COUNTY
 PARTIAL CONTROL
 Station L 145+00 to Station L 177+00
 WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
 OLYMPIA, WASHINGTON

Prepared by **James Rogers** Control by **Gene** (No. 245, Oct 15, 1971)
 SHEET 5 OF 22
 DATE: May 5, 1972
 SHEET 5 OF 22

205-A



NO.	DATE	BY	REVISION
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

ACCESS NOTES

This approach is shown on the approach in legal documents and is subject to the same restrictions as the highway. It may be removed or altered by the owner of the land. It may be removed or altered by the owner of the land. It may be removed or altered by the owner of the land.

NO. 4 - This approach may be increased in width and to exceed 80 feet in width. It may be increased in width and to exceed 80 feet in width. It may be increased in width and to exceed 80 feet in width.

When box trucks, trailers, and other vehicles are crossing the highway, the maximum width of the highway will be allowed.

EXHIBIT A

Limited Access established by Commission Findings and Order adopted Aug. 21, 1972.

Limited Access features tentatively approved Map S.1972 by authority of Washington State Highway Commission.

61827
SR 276
MP 0.01 TO MP 6.89
PULLMAN VICINITY
JCT. SR 195 TO JCT. SR 270
WITMAN COUNTY

RIGHT OF WAY AND LIMITED ACCESS PLAN
PARTIAL CONTROL
STATION 1. L 177+00 TO 209+00
WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
PULLMAN, WASHINGTON



Station 1. L 177+00 TO 209+00
WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
PULLMAN, WASHINGTON

LEGEND

ACCESS TO BE PROHIBITED	SHOWN THUS
PROPERTY CENTER SHIP NUMBERS	(C-0123)
PROPERTY LINES	(P-0123)

CURVE DATA

PI STATION	Δ	R	T	L
169+67.73	6.9424	3,000'	18.6371	3335.3'
1706+99.20	14.0281	6,200'	763.10	1518.55'

NOTE: For Detail Easement Details, See Sheet 1

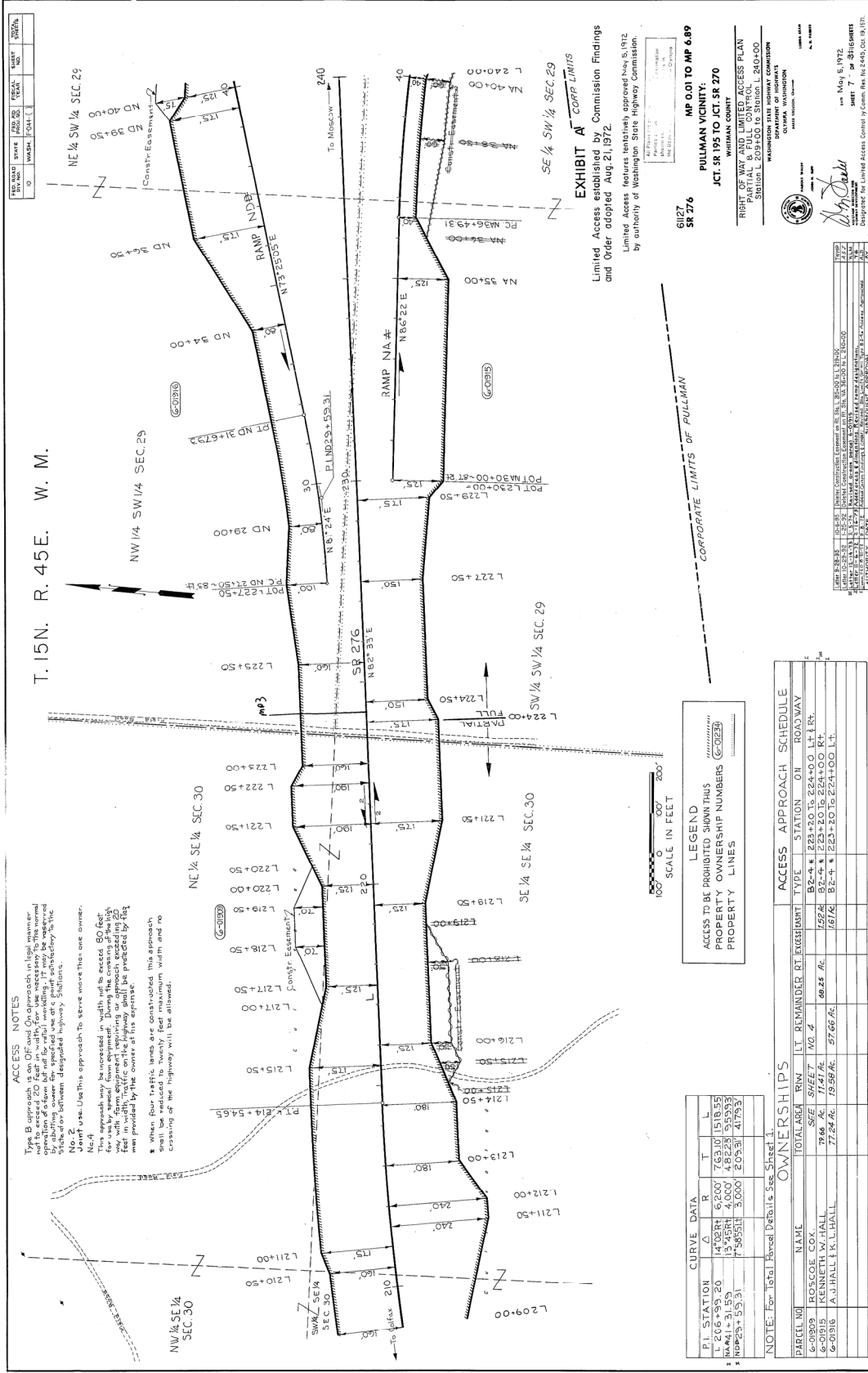
ACCESS APPROACH SCHEDULE

STATION ON ROADWAY	TYPE
190+50 TO 192+50	B-4
192+50 TO 194+50	B-5
194+50 TO 196+50	B-6
196+50 TO 198+50	B-7
198+50 TO 200+50	B-8
200+50 TO 202+50	B-9
202+50 TO 204+50	B-10
204+50 TO 206+50	B-11
206+50 TO 208+50	B-12
208+50 TO 209+00	B-13

OWNERSHIPS

PARCEL NO.	NAME	TOTAL AREA	R/W
6-0803	ROSCOE COX	SEE SHEET	SEE SHEET
6-0814	MARGARET N. RODEEN	SEE SHEET	SEE SHEET

Map S.1972
Sheet 6 of 8
Prepared by: United States Highway Commission
Date: August 21, 1972



T. 15N. R. 45E. W. M.

EXHIBIT A' CORP LIMITS

Limited Access established by Commission Findings and Order adopted Aug. 21, 1972.

Limited Access features tentatively approved May 5, 1972 by authority of Washington State Highway Commission.

6127
SR 276

MP 0.01 TO MP 6.89
JCT. SR 195 TO JCT. SR 270
WHITMAN COUNTY
WASHINGTON STATE HIGHWAY COMMISSION
OLYMPIA, WASHINGTON

RIGHT OF WAY AND LIMITED ACCESS PLAN
STATION L 209+00 TO STATION L 240+00
WASHINGTON STATE HIGHWAY COMMISSION
OLYMPIA, WASHINGTON

DATE: MAY 5, 1972
SHEET 7 OF 8 SHEETS

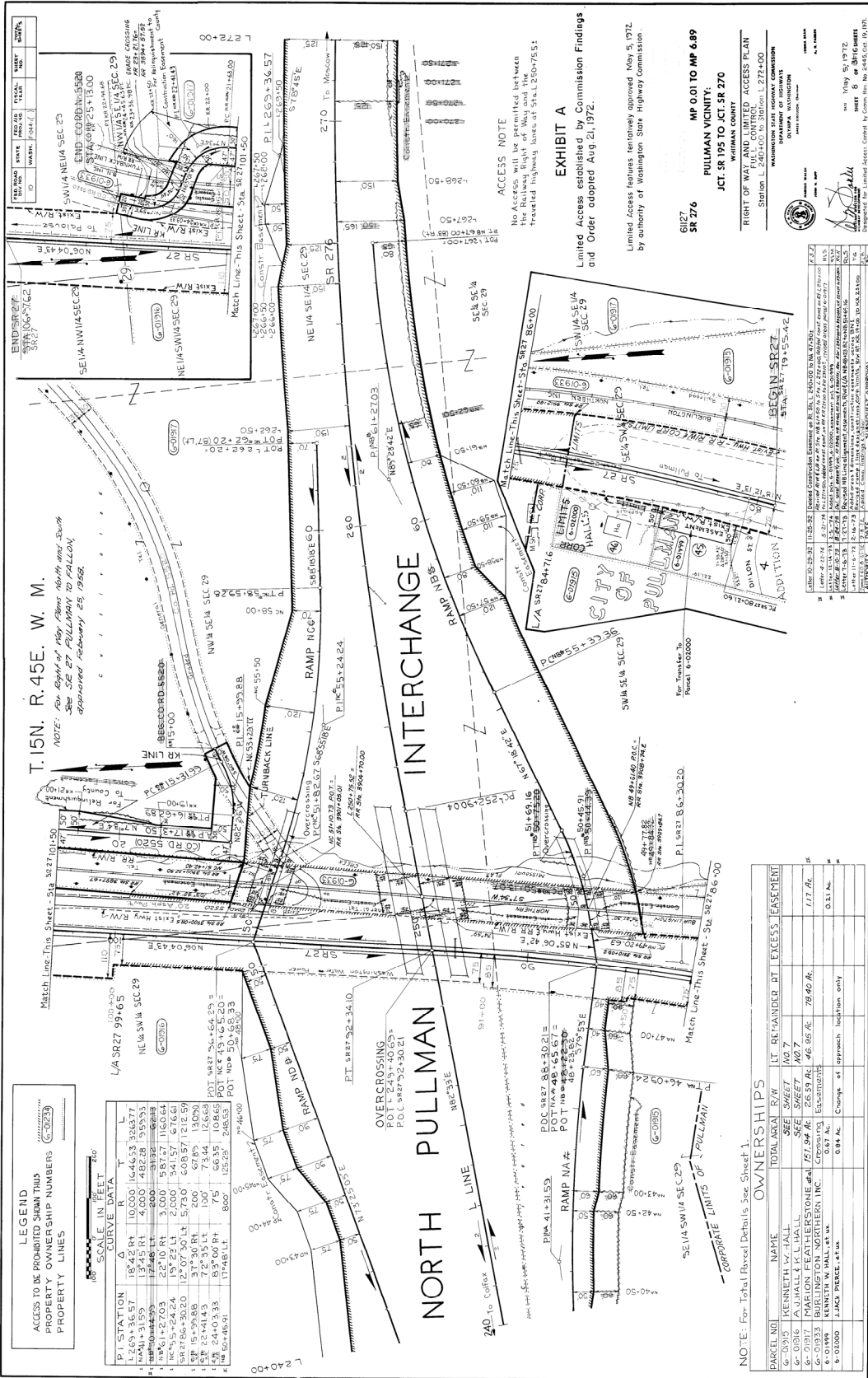
Prepared by: [Signature]

Checked by: [Signature]

Approved by: [Signature]

Contract No. Limited Access Control by Comm. No. 2445, Oct. 19, 1971.

CORPORATE LIMITS OF PULLMAN



LEGEND
ACCESS TO BE PROMPTED SIGN THIS PROPERTY OWNERSHIP NUMBERS (C-0219) PROPERTY LINES

SCALE IN FEET 20'

PT. STATION	CHURVE DATA	L
L 265+36.57	18.42 RT	10.000
M 31+31.59	13.45 RT	4.000
P 31+31.59	4812.08	13.9353
END OF CURVE	12.00	0.000
START OF CURVE	15.74 RT	2.000
END OF CURVE	15.74 RT	2.000
START OF CURVE	12.07 RT	5.730
END OF CURVE	31.30 RT	67.85
START OF CURVE	72.35 RT	100
END OF CURVE	174.81 RT	8400

OWNERSHIP

PARCEL NO.	NAME	TOTAL AREA	R/W	LT. REMAINDER	RT. EXCESS	EASEMENT
C-0219	KENNETH W. HALL	167.94 AC	167.94 AC	46.95 AC	117.99 AC	
C-0219	A. J. HALL & K. L. HALL	167.94 AC	167.94 AC	46.95 AC	117.99 AC	
C-0219	BURLINGTON NORTHERN INC.	0.67 AC	0.67 AC			0.21 AC
C-0219	KENNETH W. HALL, et al.	0.84 AC	0.84 AC			
C-0219	JACK PERCE, et al.	0.84 AC	0.84 AC			

ACCESS NOTE
No Access will be permitted between the Right of Way and the Treated Highway Lane at Sta. L 265+75.5.

ACCESS NOTE
No Access will be permitted between the Right of Way and the Treated Highway Lane at Sta. L 265+75.5.

EXHIBIT A
Limited Access established by Commission Findings and Order adopted Aug. 21, 1972.

Limited Access features tentatively approved May 5, 1972 by authority of Washington State Highway Commission.

MP 0.01 TO MP 6.89
PULLMAN VICINITY:
JCT. SR 195 TO JCT. SR 270
WHITMAN COUNTY
RIGHT OF WAY AND LIMITED ACCESS PLAN
Station L 240+00 to Station L 272+00
WASHINGTON STATE HIGHWAY COMMISSION
OLYMPIA, WASHINGTON

6127 SR 276
MP 0.01 TO MP 6.89
PULLMAN VICINITY:
JCT. SR 195 TO JCT. SR 270
WHITMAN COUNTY
RIGHT OF WAY AND LIMITED ACCESS PLAN
Station L 240+00 to Station L 272+00
WASHINGTON STATE HIGHWAY COMMISSION
OLYMPIA, WASHINGTON

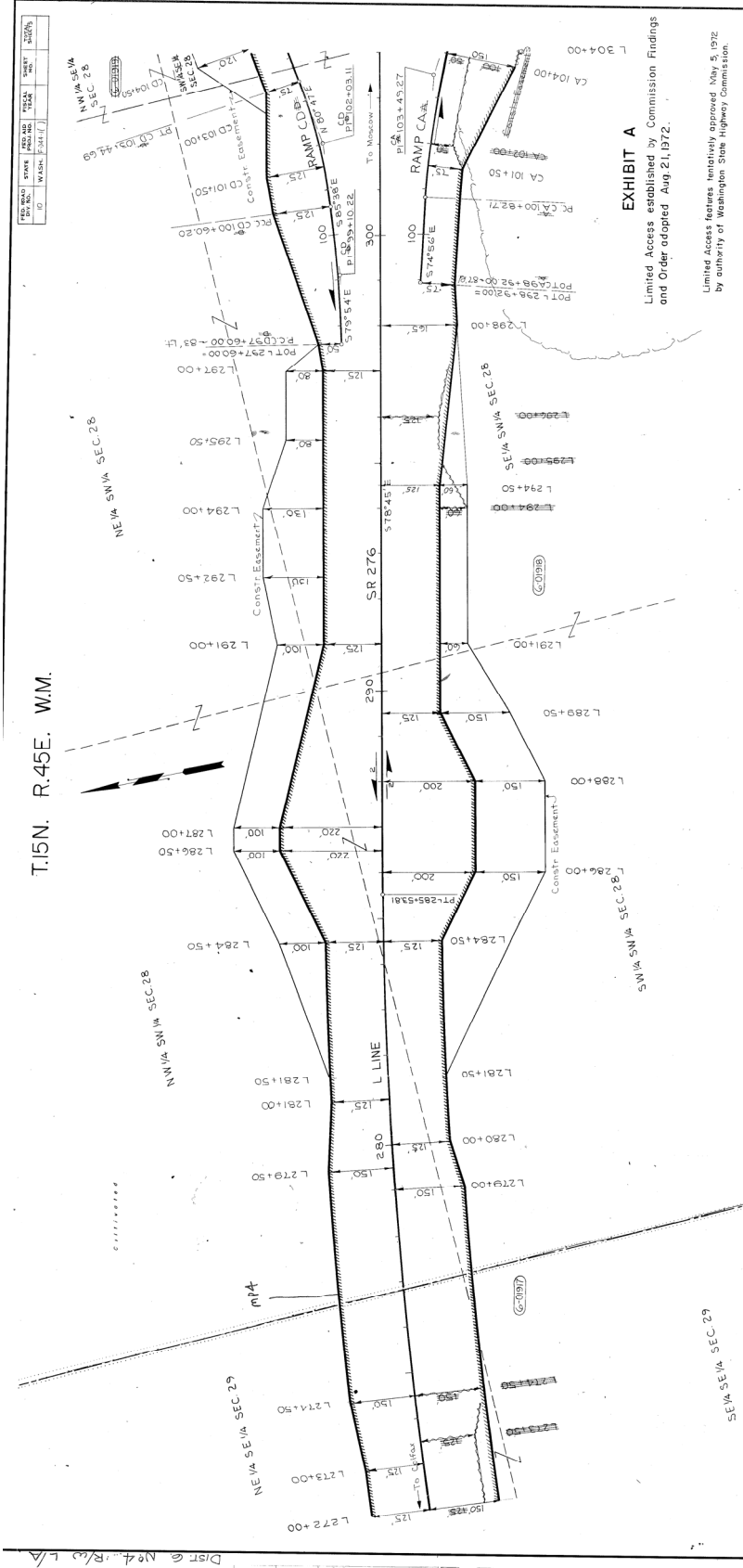
DATE: 11-17-72
DRAWN BY: [Signature]
CHECKED BY: [Signature]
APPROVED BY: [Signature]
TITLE: [Title]
PROJECT: [Project Name]

NOTE: For Total Travel Details See Sheet 1.

OWNERSHIP

PARCEL NO.	NAME	TOTAL AREA	R/W	LT. REMAINDER	RT. EXCESS	EASEMENT
C-0219	KENNETH W. HALL	167.94 AC	167.94 AC	46.95 AC	117.99 AC	
C-0219	A. J. HALL & K. L. HALL	167.94 AC	167.94 AC	46.95 AC	117.99 AC	
C-0219	BURLINGTON NORTHERN INC.	0.67 AC	0.67 AC			0.21 AC
C-0219	KENNETH W. HALL, et al.	0.84 AC	0.84 AC			
C-0219	JACK PERCE, et al.	0.84 AC	0.84 AC			

DATE: 11-17-72
DRAWN BY: [Signature]
CHECKED BY: [Signature]
APPROVED BY: [Signature]
TITLE: [Title]
PROJECT: [Project Name]



T.15N. R.45E. W.M.

EXHIBIT A
 Limited Access established by Commission Findings
 and Order adopted Aug. 21, 1972.

Limited Access features tentatively approved May 5, 1972
 by authority of Washington State Highway Commission.

6197
 SR 276
 MP 0.01 TO MP 6.89
 PULLMAN VICINITY:
 JCT. SR 195 TO JCT. SR 270

RIGHT OF WAY AND LIMITED ACCESS PLAN
 FULL CONTROL
 Station L 272+00 to Station L 304+00



DATE: May 5, 1972
 SHEET 9 OF 9
 SHEETS

LEGEND
 ACCESS TO BE PROHIBITED SHOWN WITH
 PROPERTY OWNERSHIP NUMBERS
 PROPERTY LINES

CURVE DATA

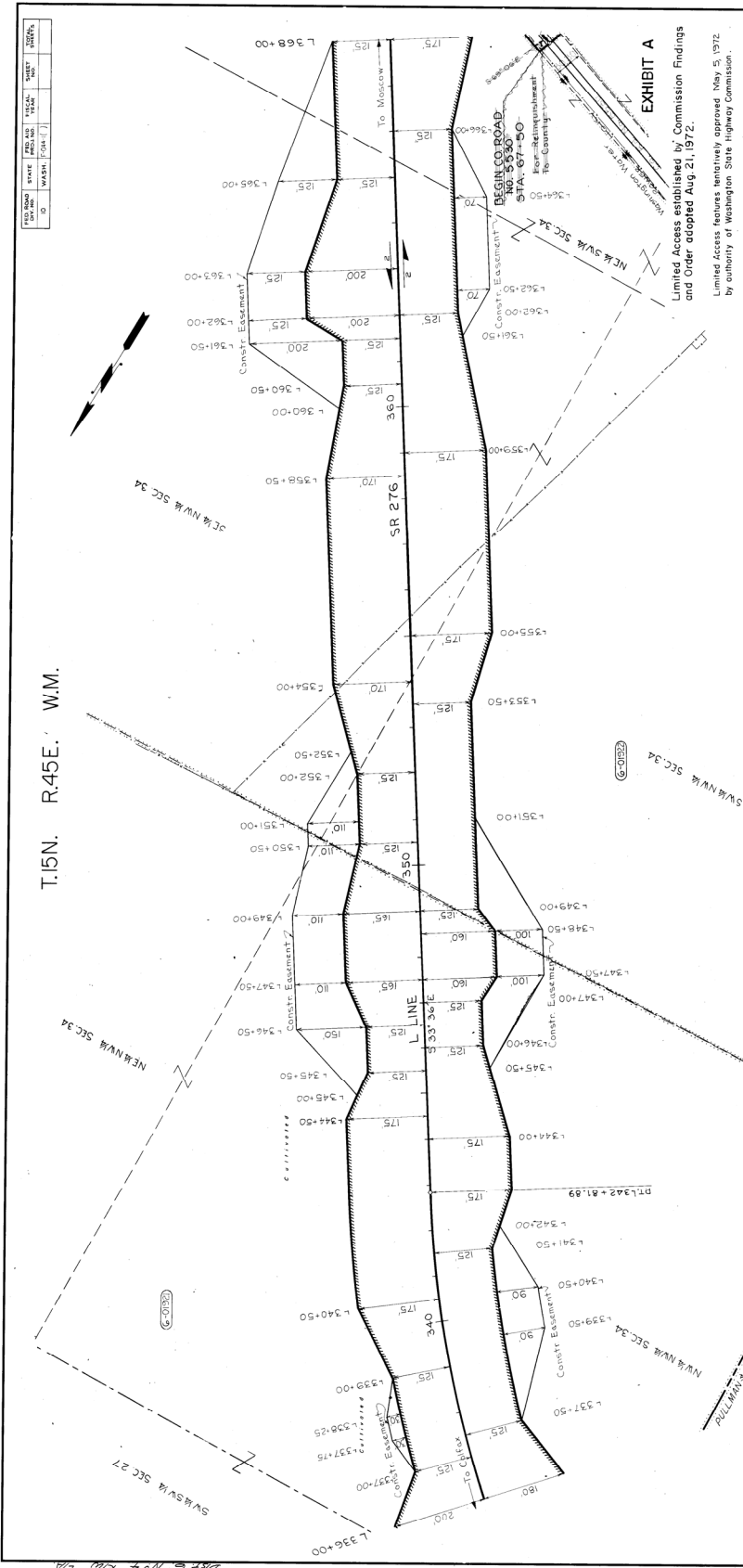
PL. STATION	Δ	R	T	L
L 269+36.57	18°22'00"	1000.00	164.65	326.37
L 271+00.00	57°11'00"	2000.00	246.56	530.00
L 273+00.00	102°03'11"	13°35'14"	1200.00	1426.31
L 274+50.00				2000.00

NOTE: For Isola Travel Details See Sheet 1

OWNERSHIPS

PARCEL NO.	NAME	TOTAL AREA	R/W	LT. REMAINDER	RT. INGRESS	EASEMENT
G-0917	MARION FEATHERSTONE et al.	312.33 Ac.	6417 Ac.	172.01 Ac.	7709 Ac.	1061 Ac.
G-0918	DOROTHY RAY BURNHAM					
G-0919	NOT USED					

SCALE IN FEET
 0 100 200



T.15N. R.45E. W.M.

EXHIBIT A
 Limited Access established by Commission Findings and Order adopted Aug. 21, 1972.
 Limited Access features tentatively approved May 5, 1972 by authority of Washington State Highway Commission.

61127
 SR 276
 MP 0.01 TO MP 6.89
 PULLMAN VICINITY
 JCT. SR 195 TO JCT. SR 270
 WHITMAN COUNTY

RIGHT OF WAY AND LIMITED ACCESS PLAN
 Station L 335+00 to Station L 368+00
 WASHINGTON STATE HIGHWAY COMMISSION
 PULLMAN, WASHINGTON



DATE: 11/13/72 BY: J. H. BOYD, ENGINEER
 CHECKED: J. H. BOYD, ENGINEER
 AUTHORITY: STATE

LEGEND
 ACCESS TO BE PROHIBITED - SHOWN THUS
 PROPERTY OWNERSHIP NUMBERS (G-01334)
 PROPERTY LINES

SCALE IN FEET
 100' 200' 300'

STATION	CURVE DATA	AREA	PERCENT
L 333+51.22	45°09'4"	2500'	1039.37
L 337+00.00	103°07'0"	1970.04'	

PARCEL NO.	NAME	TOTAL AREA	R/W	LT. REMAINDER	RT. EXCESS	EASEMENT
G-01320	HAROLD BOYD et al.	SEE SHEET	MO 16			
G-01321	HAROLD BOYD et al.	SEE SHEET	MO 10			
G-01322	WASH STATE UNIVERSITY	585.97 AC.	42.55 AC.	279.31 AC.	308.71 AC.	17.75 AC.

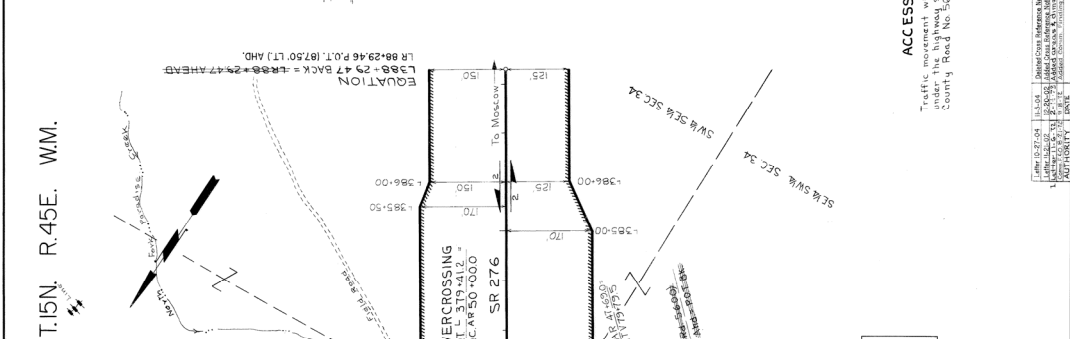
NOTE: For Total Parcel Details See Sheet 1

PROJECT NO.	DATE	BY	APPROVED BY	DATE
10		WASH. STATE		

FOR PULLMAN AND LATA SOUTHWEST SEC. 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300.

FOR PULLMAN AND LATA SOUTHWEST SEC. 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300.

APPROVED AND ADAPTED, DECEMBER 26, 2008.



ACCESS NOTE

Under the terms of the easement, the easement holder shall be permitted to use the easement for the purpose of maintaining and improving the highway structures at Station L 388+00 to Station LR 88+28.47.

County Road No. 5600-HE5, 379+41.2.

LEGEND

ACCESS TO BE PROHIBITED SHOWN THIS PROPERTY OWNERSHIP NUMBERS (C-0234)

PROPERTY LINES

PARCEL NO.	NAME	TOTAL AREA	R/W	LT. REMAINDER	BT. EXCESS	EASEMENT
G-0234	THASOLD BOYD et al	400	126.6'	247.84		
AR 50	23405RH	12.10'	266.09'	324.59'		

NOTE: For Total Parcel Details See Sheet 3

PI STATION	A	R	T
69+58.20	39.500R	400'	126.6'
50+37.09	23405RH	12.10'	266.09'

EXHIBIT A

Limited Access established by Commission Findings and Order adopted Aug 21, 1972.

Limited Access features tentatively approved May 5, 1972 by authority of Washington State Highway Commission.

6127 SR 276 MP 0.01 TO MP 6.89

JCT. SR 195 TO JCT. SR 270

PULLMAN VICINITY:

WHITMAN COUNTY

RIGHT OF WAY AND LIMITED ACCESS PLAN

Station L 388+00 to Station LR 88+28.47

WASHINGTON STATE HIGHWAY COMMISSION

DESIGNED BY: [Signature]

CHECKED BY: [Signature]

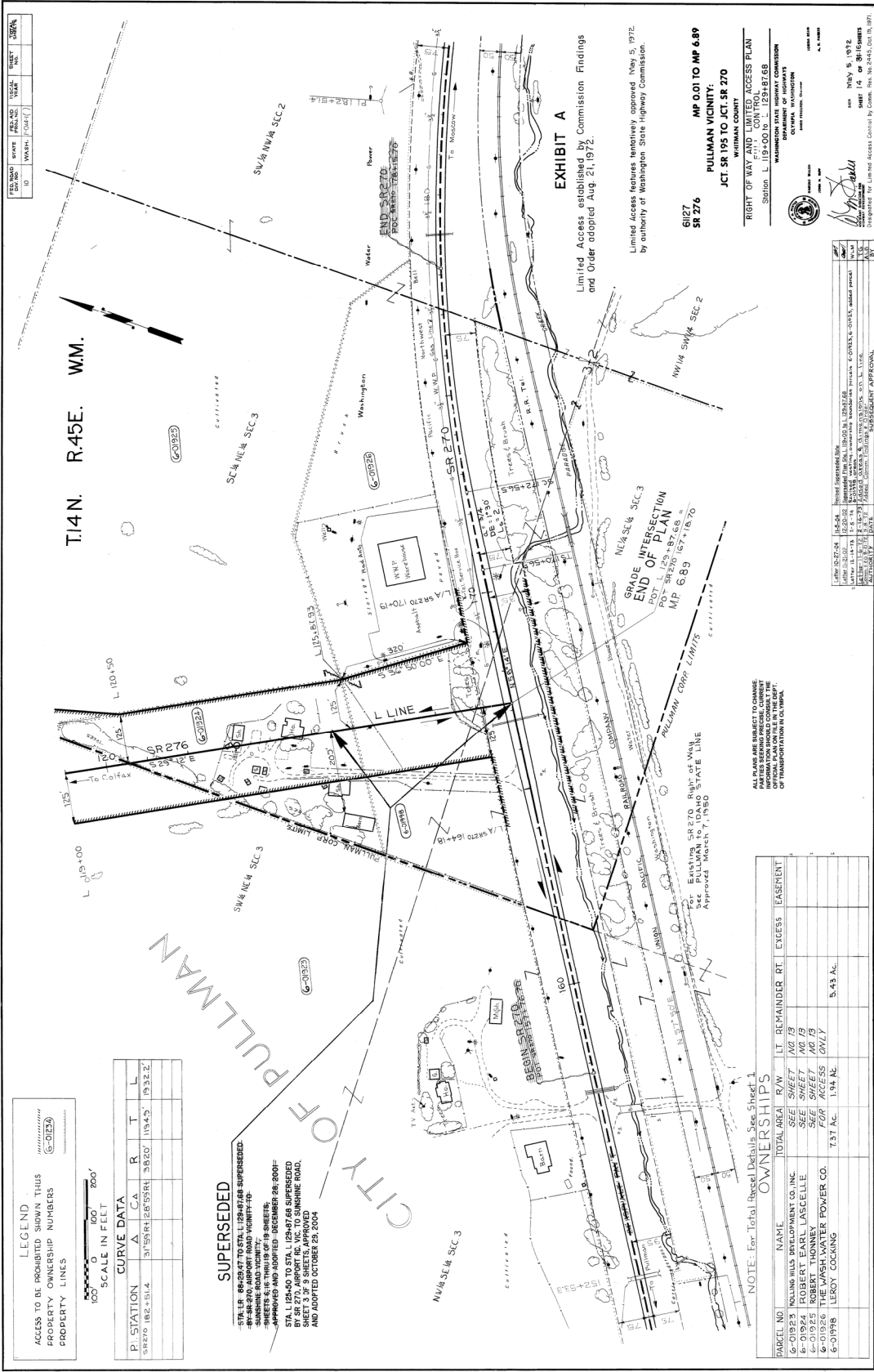
DATE: May 5, 1972

APPROVED BY: [Signature]

DATE: May 12, 1972

Designated for Limited Access Control by Commission Order No. 2445, Oct 19, 1971.

DATE	BY	DATE	BY



PROJECT NO.	DATE	BY	CHKD.
100-000000	10/21/04	J. W. WILSON	J. W. WILSON

T.14 N. R.45E. W.M.

L 0+19+00
L 100+50

CURVE DATA			
P.I. STATION	A	C.A.	R
SR270 182+51.4	31	SR R/L 268.59 R/L	3620
SR270 194+5	194.5		1932.2

SUPERSEDED

STA. LR 88+63.47 TO STA. L 128+67.68 SUPERSEDED.
 SR 276, APPROX ROAD VICINITY TO
 STATION 128+67.68 SUPERSEDED.
 SHEETS 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

SR 276

L LINE

WATER

SEWER

SW 1/4 NE 1/4 SEC 2

SW 1/4 NE 1/4 SEC 3

NE 1/4 SEC 4

NE 1/4 SEC 5

NE 1/4 SEC 6

NE 1/4 SEC 7

NE 1/4 SEC 8

NE 1/4 SEC 9

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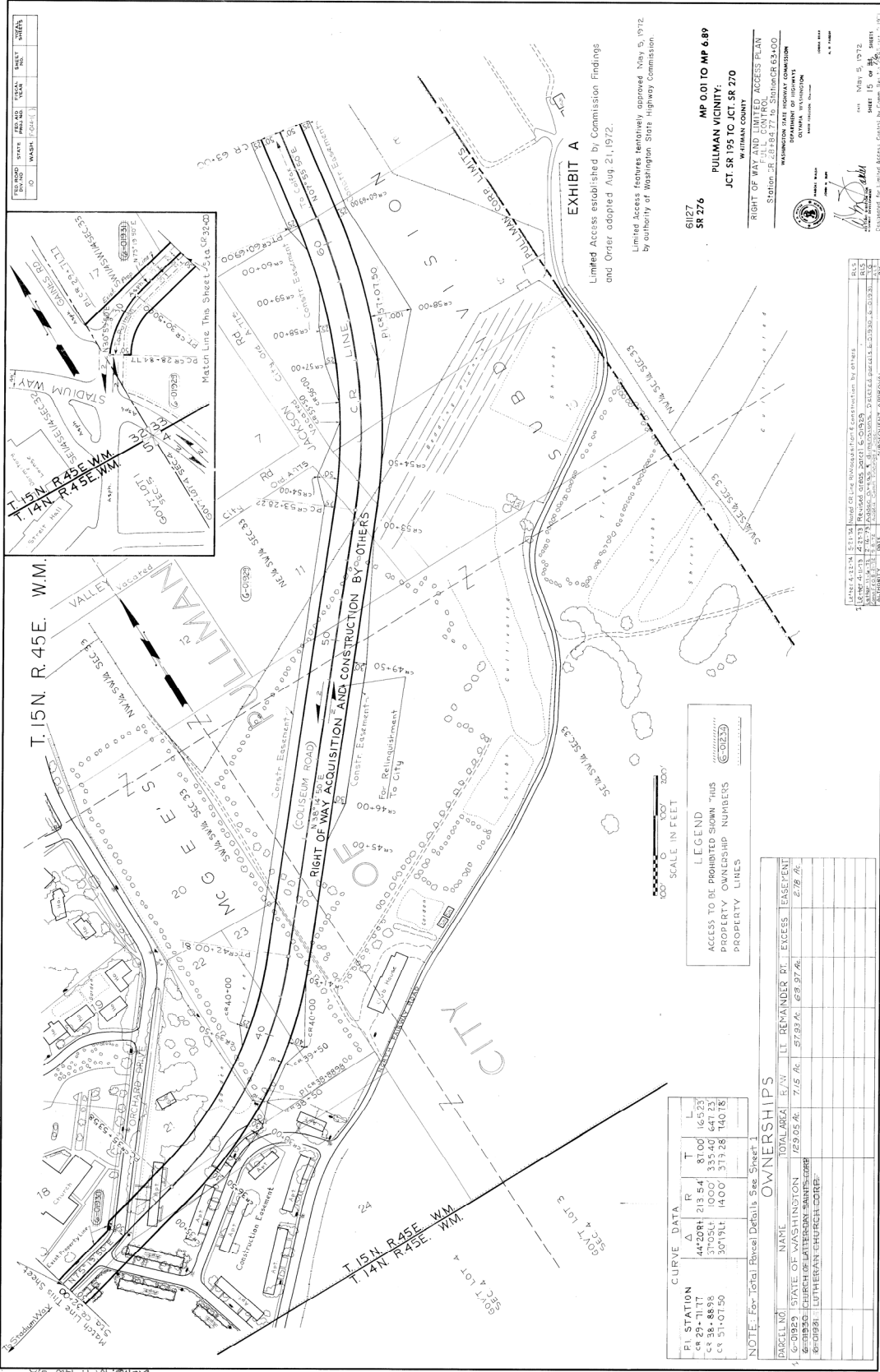
NE 1/4 SEC 135

NE 1/4 SEC 136

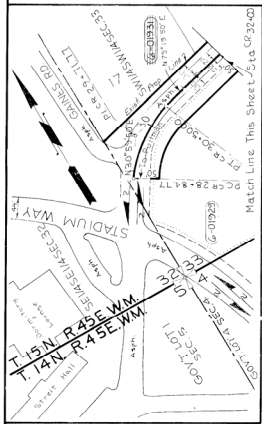
NE 1/4 SEC 137

NE 1/4 SEC 138

NE 1/4 SEC 139



SECTION	STATE	AREA	NEAR	SHEET	TOTAL
0	WASH.	02413		15	15



61127
SR 276

MP 0.01 TO MP 6.89
PULLMAN VICINITY
JCT. SR 195 TO JCT. SR 270
WHITMAN COUNTY

RIGHT OF WAY AND LIMITED ACCESS PLAN
Station 28+71.6 to CONTROL POINT 68+00
WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
PULLMAN, WASHINGTON

DATE: MAY 5, 1972
SHEET 15 OF 15 SHEETS
Prepared by Central Access Control by James H. ...

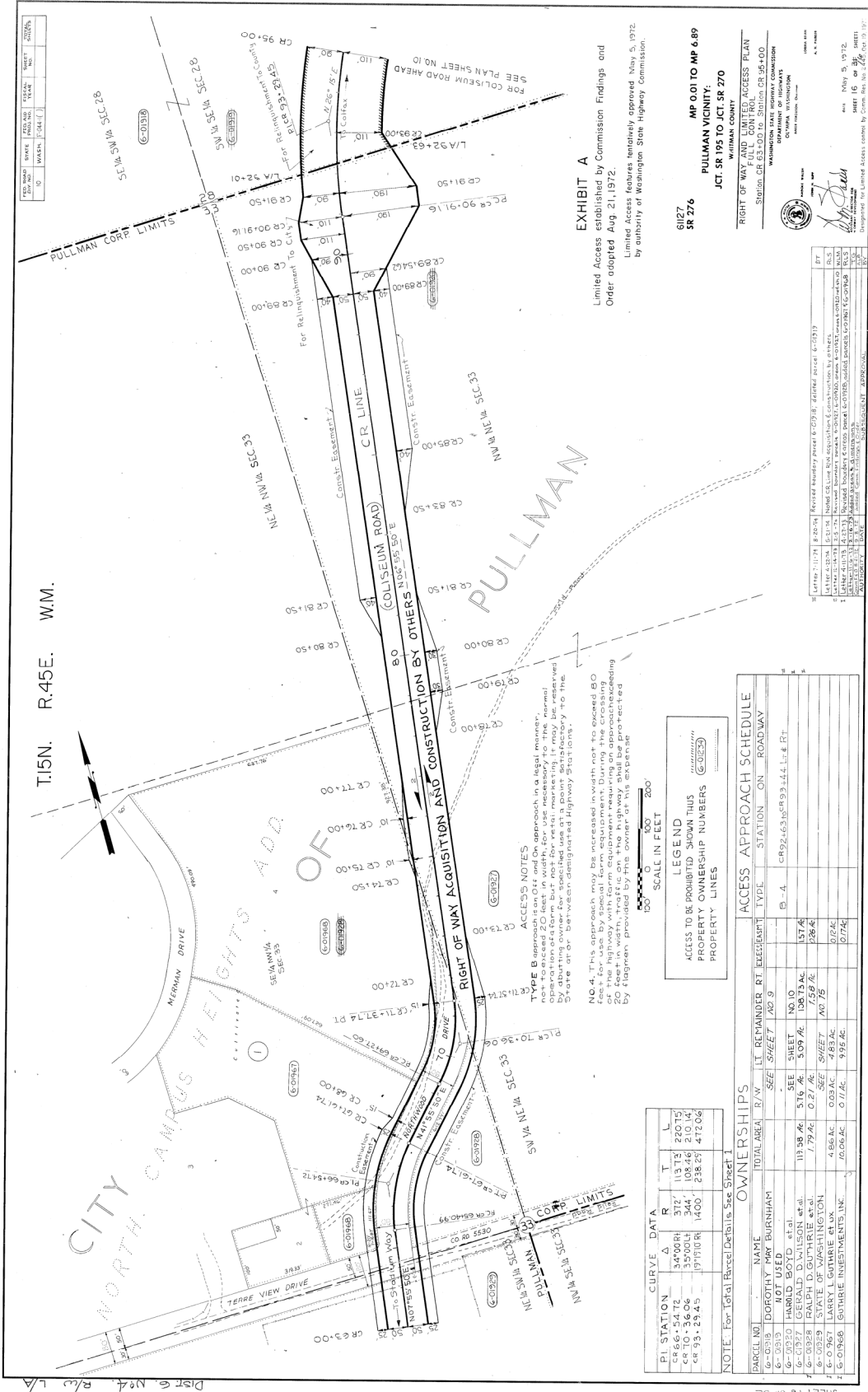
SCALE IN FEET
0 100 200 300

LEGEND
ACCESS TO BE PROHIBITED SHOWN "IUS"
PROPERTY OWNERSHIP NUMBERS
PROPERTY LINES

PI STATION	Δ	R	T	L
44+20R1	213.54	87.00	165.23	
48+38	88.93	3705.4	1000	535.40
51+07.50			3074.1	1400
				317.28
				1407.6

NOTE: For Total Right-of-Way Details See Sheet 1

PARCELLING	NAME	TOTAL AREA	R/W	LT. REMAINDER PT. EXCESS	EASEMENT
6-0929	STATE OF WASHINGTON	129.05 A.	71.5 A.	57.03 A.	69.97 A.
6-0930	CHURCH OF LUTHERAN SAINTS COMM.				2.78 A.
6-0931	LUTHERAN CHURCH COMM.				



PROJ. NO.	DATE	BY	CHKD.
100-1000	10/22/72	J. L. W.	J. L. W.
100-1000	10/22/72	J. L. W.	J. L. W.

T.15N. R.45E. W.M.

EXHIBIT A
 Limited Access established by Commission Findings and Order adopted Aug. 21, 1972.
 Limited Access features tentatively approved May 5, 1972 by authority of Washington State Highway Commission.

6127
 SR 276
 MP 0.01 TO MP 6.89
 PULLMAN VICINITY
 JCT. SR 195 TO JCT. SR 270
 WILKINSON COUNTY

RIGHT OF WAY AND LIMITED ACCESS PLAN
 SHEETS CR 93-100 TO SHEET CR 95+00
 WASHINGTON STATE HIGHWAY COMMISSION
 OLYMPIA, WASHINGTON

DATE: 10/22/72
 DRAWN BY: J. L. W.
 CHECKED BY: J. L. W.
 TITLE: EXHIBIT A
 SHEET 16 OF 27
 DATE: MAY 5, 1972

ACCESS NOTES
 TYPE B approach is on dirt and on approach in a legal manner. The approach is for use by special farm equipment. During the crossing operation of a farm but not for vehicle marking. It may be removed by abutting owner for specified use at a point satisfactory to the State after a reasonable designated highway structure.
 NO. 4. This approach may be increased in width not to exceed 80 feet for use by special farm equipment. During the crossing operation of a farm but not for vehicle marking. It may be removed by abutting owner for specified use at a point satisfactory to the State after a reasonable designated highway structure.

SCALE IN FEET
 0 100 200

LEGEND
 ACCESS TO BE PROVIDED SHOWN THUS
 PROPERTY OWNERSHIP NUMBERS
 PROPERTY LINES

CURVE DATA

PI STATION	A	R	T	L
68+00.00	300.00	344.00	113.13	220.15
68+70.34	350.00	344.00	113.13	220.15
68+93.49	1711.00	1400.00	238.25	472.06

NOTE: For Detail Parcel Details See Sheet 1

OWNERSHIPS

PARCEL NO.	NAME	TOTAL AREA	R/W	LT.	REMAINDER	RT.	REMARKS
6-09315	DOROTHY	NOT USED					
6-09320	HAROLD BOYD et al.	113.38 AC.	516 AC.	5.09 AC.	157 AC.		
6-09327	GERALD D. WILSON et al.	1.79 AC.	0.27 AC.	0.02 AC.	1.56 AC.		
6-09328	RALPH D. GUTHRIE et al.	4.86 AC.	0.03 AC.	0.02 AC.	4.81 AC.		
6-09367	LARRY L. GUTHRIE et al.	0.06 AC.	0.11 AC.	0.02 AC.	0.14 AC.		
6-09368	GUTHRIE INVESTMENTS, INC.	0.06 AC.	0.11 AC.	0.02 AC.	0.14 AC.		

ACCESS APPROACH SCHEDULE

NO.	STATION	ON	ROADWAY	TYPE
B-4	CR 92+63 to CR 93+44	LT. & RT.		

100-1000
 10/22/72
 J. L. W.
 J. L. W.

100-1000
 10/22/72
 J. L. W.
 J. L. W.

100-1000
 10/22/72
 J. L. W.
 J. L. W.

100-1000
 10/22/72
 J. L. W.
 J. L. W.

Appendix C

TDO Forecasts

Eastern Region
SR 276 Route Development Plan
Jct. US 195 To Jct. SR 270

SR 276 SR 195 MP 24 vic. to SR 270 MP 5.73 vic.									
SRID	MP	2005B ARM	Street	Cross Street	WSDOT TDO 1990 AADT	WSDOT TDO 2005 AADT	1990-2005 Growth per Year	Est. 2025 AADT	
27	0.00B	0.00	SR 27	n/o SR 195	3,111	4,583	0.1%	4,700	
27	1.26B	1.26	Grand	s/o Bishop	8,863				
27	1.26B	1.26	Grand	n/o Bishop	9,142				
27	2.27B	2.27	Grand	s/o Paradise	14,744	15,529	0.4%	16,650	
27	0.00	2.40	Grand	n/o Davis/SR 270	16,400	16,843	0.2%	17,450	
27	0.74	3.14	Grand	s/o Stadium	9,958	15,073	3.4%	25,400	
27	0.74	3.14	Grand	n/o Stadium	7,582	12,244	4.1%	22,300	
27	1.31	3.71	Grand	s/o Larry	6,436	10,436	4.4%	19,700	
27	1.31	3.71	Grand	n/o Larry	4,575	8,481	6.1%	18,850	
27	2.20	4.60	SR 27	s/o Albion/Whelan	1,731	2,592	3.8%	4,600	
195	19.96	20.26	SR 27	s/o SR 195	3,876	4,448	2.7%	8,450	
195	19.96	20.26	SR 195	s/o SR 27	2,435	3,728	3.5%	6,350	
195	22.39	22.75	SR 195	s/o SR 270	2,103	3,119	3.2%	5,150	
195	22.39	22.75	SR 195	n/o SR 270	4,969	7,198	3.0%	11,500	
195	25.92	24.07	SR 195	n/o Armstrong	5,038	6,938	2.5%	10,450	
270	0.00	0.00	sr 270	e/o SR 195	3,236	4,448	2.5%	6,650	
270	1.57	1.57	SR 270	w/o Waw-Pull	4,526	6,431	2.8%	10,050	
270	1.57	1.57	SR 270	e/o Waw-Pull	3,913	6,318	4.1%	11,500	
270	2.27	2.27	Davis	w/o Grand	5,813	8,808	3.4%	14,850	
270	2.34	2.34	Grand	n/o Main	15,294	19,494	1.8%	26,650	
270	2.40	2.40	Paradise	e/o Grand, eastbound	7,530	8,115	0.5%	8,950	
270	2.66	2.66	Paradise	s/o Main, eastbound	7,889	7,230	-0.6%	6,400	
270	2.67	2.67	Main	e/o Paradise	11,713	12,486	0.4%	13,600	
270	3.18	3.18	Main	w/o Stadium	12,884	11,987	-0.5%	10,850	
270	3.18	3.18	Main	e/o Stadium	14,033	16,378	1.1%	20,050	
270	3.43	3.43	Main	n/o Johnson/Bishop	13,660				
270	3.43	3.43	Main	e/o Johnson/Bishop	10,226				
270	4.50	4.50	SR 270	w/o Airport	9,619	11,352	1.2%	14,100	
270	4.50	4.50	SR 270	e/o Airport	7,721	12,893	4.5%	24,400	
270	7.36	7.36	SR 270	w/o Sunshine	9,394	12,976	2.5%	19,550	
270	9.07		SR 270	e/o Airport Rd	9,985	14,025	2.7%	21,600	
270COPULLMN	2.90	0.23	Main	e/o Grand, westbound	6,835	8,355	1.5%	10,850	
							2.34%	Average 10 Yr. Growth Rate	

These forecast 2025 traffic volumes are based on growth over the past fifteen years and approximations of traffic redistribution. These numbers may differ significantly from volumes developed by traffic modeling software which can take into consideration such factors as congestion redistribution, land use patterns, economic and population growth, etc. While these numbers may be adequate for planning purpose, further analysis and network modeling is recommended prior to contract design.

Appendix D- Accidents

*Eastern Region
SR 276 Route Development Plan
Jct. US 195 To Jct. SR 270*

TRIPS Accident Data 01/01/1989 to 12/31/2005
 SR 270 MP 0.00 to 9.89

State Route	Diagram	Severity	Injury	Severity Code	Collision Type	Number of Injured	Number of Fatalities	Pedal Cyclists	Number of Vehicles	Road Surface	On/Off Road Code	Weather	Lighting	Light Condition	WSPCType	Cause	WSP Collision 1 Type	Circumstance 1
270	SM/P	0	16-REAREND - WAS STRUCK	INJURY	35000	0	0	0	2	WET	OVRCST	DARK STREET LIGHTS ON	SMDIR-B STR-1 MOV-REND	IMPROPER TURN				
270	0	12-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	2	DRY	OVRCST	DAYLIGHT	ENTERING AT ANGLE	FAIL TO YIELD ROW TO VEH				
270	0	03-AT ANGLE	PROP DMG	6000	0	0	0	0	2	DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	EXCEED SAFE SPEED				
270	0	04-SIDESWIPE	PROP DMG	6000	0	0	0	0	2	DRY	CLEAR	DAYLIGHT	SMDIR-ALL OTHERS	EXCEED SAFE SPEED				
270	0	08-02-AT ANGLE	INJURY	35000	1	0	0	0	2	SNOW	SNOW	DARK STREET LIGHTS ON	OP DIR-ALL OTHERS	EXCEED SAFE SPEED				
270	0	5 32-HITS ANIMAL OR BIRD	PROP DMG	6000	0	0	0	0	1	DRY	CLEAR	DAWN	NON-DOMESTIC ANIMAL	NO VIOLATION				
270	0	99 33-HITS APPURTENANCE	PROP DMG	6000	0	0	0	0	1	SNOW	SNOW	DARK STREET LIGHTS ON	STRIKES FIXED OBJECT	NO VIOLATION				
270	1	07-FRONTAL	INJURY	35000	1	0	0	0	2	DRY	CLEAR	DAYLIGHT	ENTER DRIVEWAY	IMPROPER TURN				
270	1	16 33-HITS APPURTENANCE	INJURY	65000	1	0	0	0	1	WET	FOG	DARK NO STREET LIGHTS	STRIKES FIXED OBJECT	INATTENTION				
270	1	22 03-AT ANGLE	PROP DMG	6000	0	0	0	0	2	DRY	CLEAR	DAYLIGHT	OP DIR-1 LTRN-1 STR	NO VIOLATION				
270	1	28 60-RAN INTO DITCH	INJURY	65000	1	0	0	0	1	DRY	CLEAR	DAYLIGHT	STRIKES FIXED OBJECT	EXCEED SAFE SPEED				
270	1	28 02-AT ANGLE	INJURY	65000	1	0	0	0	2	DRY	CLEAR	DAYLIGHT	OP DIR-ALL OTHERS	FAIL TO YIELD ROW TO VEH				
270	1	35 32-HITS ANIMAL OR BIRD	PROP DMG	6000	0	0	0	0	1	DRY	CLEAR	DARK STREET LIGHTS ON	NON-DOMESTIC ANIMAL	NO VIOLATION				
270	1	42 32-HITS ANIMAL OR BIRD	INJURY	65000	1	0	0	0	1	DRY	CLEAR	DARK STREET LIGHTS ON	NON-DOMESTIC ANIMAL	NO VIOLATION				
270	1	51 32-HITS ANIMAL OR BIRD	PROP DMG	6000	0	0	0	0	1	DRY	CLEAR	DARK STREET LIGHTS ON	NON-DOMESTIC ANIMAL	NO VIOLATION				
270	1	51 32-HITS ANIMAL OR BIRD	PROP DMG	6000	0	0	0	0	1	DRY	CLEAR	DAWN	NON-DOMESTIC ANIMAL	NO VIOLATION				
270	1	57 12-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	2	DRY	CLEAR	DAYLIGHT	OP DIR-1 LTRN-1 STR	NO VIOLATION				
270	1	57 33-HITS APPURTENANCE	PROP DMG	6000	0	0	0	0	1	DRY	CLEAR	DAYLIGHT	STRIKES FIXED OBJECT	INATTENTION				
270	1	57 16-REAREND - WAS STRUCK	INJURY	35000	1	0	0	0	2	DRY	CLEAR	DAYLIGHT	SMDIR-B STR-B MOV-REND	NO VIOLATION				
270	1	57 33-HITS APPURTENANCE	PROP DMG	6000	0	0	0	0	1	DRY	CLEAR	DAYLIGHT	STRIKES FIXED OBJECT	INATTENTION				
270	1	58 06-REAREND	INJURY	35000	1	0	0	0	3	DRY	CLEAR	DAYLIGHT	SMDIR-B STR-1 MOV-REND	EXCEED SAFE SPEED				
270	1	73 06-REAREND	INJURY	35000	1	0	0	0	2	DRY	CLEAR	DAYLIGHT	SMDIR-B STR-B MOV-REND	OTHER				
270	1	84 32-HITS ANIMAL OR BIRD	PROP DMG	6000	0	0	0	0	1	ICE	CLEAR	DAYLIGHT	NON-DOMESTIC ANIMAL	NO VIOLATION				
270	2	03 35-WORKING OBJECT INVOLVED	INJURY	65000	1	0	0	0	1	WET	RAIN	DARK STREET LIGHTS ON	STRIKES OTHER OBJECT	INATTENTION				
270	2	04 04-SIDESWIPE	PROP DMG	6000	0	0	0	0	2	DRY	CLEAR	DAYLIGHT	SMDIR-B STR-B MOV-SDSWP	FAIL TO YIELD ROW TO VEH				
270	2	06 33-HITS APPURTENANCE	INJURY	35000	1	0	0	0	1	ICE	OVRCST	DAYLIGHT	STRIKES FIXED OBJECT	EXCEED SAFE SPEED				
270	2	12 33-HITS APPURTENANCE	INJURY	65000	1	0	0	0	1	ICE	CLEAR	DAYLIGHT	STRIKES FIXED OBJECT	UNDER INFLUENCE OF ALCOH				
270	2	13 06-REAREND	PROP DMG	6000	0	0	0	0	2	DRY	CLEAR	DAYLIGHT	SMDIR-B STR-1 MOV-REND	FOLLOW TOO CLOSELY				
270	2	13 33-HITS APPURTENANCE	PROP DMG	6000	0	0	0	0	1	DRY	CLEAR	DAYLIGHT	STRIKES FIXED OBJECT	EXCEED SPEED LIMIT				
270	2	16 60-RAN INTO DITCH	PROP DMG	6000	0	0	0	0	1	ICE	CLEAR	DARK STREET LIGHTS ON	STRIKES FIXED OBJECT	EXCEED SAFE SPEED				
270	2	19 13-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	2	DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	EXCEED SAFE SPEED				
270	2	19 07-FRONTAL	INJURY	65000	2	0	0	0	2	WET	OVRCST	DAYLIGHT	ENTERING AT ANGLE	FAIL TO YIELD ROW TO VEH				
270	2	19 34-HITS OTHER OBJECT	PROP DMG	6000	0	0	0	0	1	WET	CLEAR	DAYLIGHT	STRIKES FIXED OBJECT	UNDER INFLUENCE OF ALCOH				
270	2	19 12-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	2	DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	FAIL TO YIELD ROW TO VEH				
270	2	19 02-AT ANGLE	PROP DMG	6000	0	0	0	0	2	DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	FAIL TO YIELD ROW TO VEH				
270	2	19 12-AT ANGLE - WAS STRUCK	INJURY	35000	1	0	0	0	2	DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	DISREGARD STOP SIGN				
270	2	219 02-AT ANGLE	PROP DMG	6000	0	0	0	0	2	ICE	SNOW	DARK STREET LIGHTS ON	1 VEH PARKED-1 VEH MOV	EXCEED SAFE SPEED				
270	2	27 16-REAREND - WAS STRUCK	PROP DMG	6000	0	0	0	0	2	DRY	CLEAR	DAYLIGHT	SMDIR-B STR-1 MOV-REND	EXCEED SAFE SPEED				
270	2	27 16-REAREND - WAS STRUCK	INJURY	35000	2	0	0	0	2	DRY	CLEAR	DARK STREET LIGHTS ON	SMDIR-B STR-1 MOV-REND	NO VIOLATION				
270	2	27 02-AT ANGLE	PROP DMG	6000	0	0	0	0	2	DRY	CLEAR	DAYLIGHT	SMDIR-B STR-B MOV-SDSWP	NO VIOLATION				
270	2	27 16-REAREND - WAS STRUCK	PROP DMG	6000	0	0	0	0	2	DRY	CLEAR	DAYLIGHT	SMDIR-B STRN-1 MOV-REND	NO VIOLATION				
270	2	27 16-REAREND - WAS STRUCK	PROP DMG	6000	0	0	0	0	2	DRY	OVRCST	DAYLIGHT	SMDIR-B STR-1 MOV-REND	NO VIOLATION				
270	2	27 06-REAREND	PROP DMG	6000	0	0	0	0	2	DRY	CLEAR	DAYLIGHT	SMDIR-B STR-1 MOV-REND	FOLLOW TOO CLOSELY				
270	2	27 07-FRONTAL	PROP DMG	6000	0	0	0	0	2	DRY	OVRCST	DAYLIGHT	SMDIR-B STR-1 MOV-REND	IMPROPER BACKING				
270	2	27 13-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	2	DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	NO VIOLATION				

270	2.27	16-REAR-REND - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	NO VIOLATION
270	2.27	06-REAR-REND - WAS STRUCK	INJURY	35000	1	0	0	0	0	35000	3 DRY	OVRCSST	DARK STREET LIGHTS ON	SM DIR-8 STR-1 MOV-REND	EXCEED SPEED LIMIT
270	2.27	16-REAR-REND - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DUSK	SM DIR-8 STR-1 MOV-REND	NO VIOLATION
270	2.27	07-FRONTAL	INJURY	65000	1	0	0	0	0	65000	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	FAIL TO YIELD ROW TO VEH
270	2.27	16-REAR-REND - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-8 MOV-REND	NO VIOLATION
270	2.27	15-SIDESWPE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-8 MOV-SDSWP	NO VIOLATION
270	2.27	06-REAR-REND	INJURY	35000	1	0	0	0	0	35000	2 SNOW	OVRCSST	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	NO VIOLATION
270	2.27	06-REAR-REND	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	APPARENTLY ASLEEP
270	2.27	06-REAR-REND	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	INATTENTION
270	2.27	13-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	6000	2 WET	RAIN	DARK STREET LIGHTS ON	OP DIR-1 LTRN-1 RTRN	FAIL TO YIELD ROW TO VEH
270	2.27	06-REAR-REND	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DARK STREET LIGHTS ON	SM DIR-8 STR-1 MOV-REND	UNDER INFLUENCE OF ALCOH
270	2.27	12-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DARK STREET LIGHTS ON	SM DIR-8 STR-1 MOV-REND	NO VIOLATION
270	2.27	13-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	FAIL TO YIELD ROW TO VEH
270	2.27	06-REAR-REND	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	INATTENTION
270	2.27	14-SIDESWPE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-8 MOV-SDSWP	FAIL TO YIELD ROW TO VEH
270	2.27	12-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	OP DIR-1 LTRN-1 STR	NO VIOLATION
270	2.27	06-REAR-REND	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 LTRN-1 MOV-REND	INATTENTION
270	2.27	03-AT ANGLE	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	ENTER DRIVEWAY	NO VIOLATION
270	2.27	16-REAR-REND - WAS STRUCK	INJURY	35000	1	0	0	0	0	35000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	NO VIOLATION
270	2.27	06-REAR-REND	INJURY	35000	1	0	0	0	0	35000	3 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	INATTENTION
270	2.27	13-AT ANGLE - WAS STRUCK	INJURY	35000	2	0	0	0	0	70000	2 DRY	CLEAR	DARK STREET LIGHTS ON	ENTERING AT ANGLE	OTHER
270	2.27	12-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-1 RTRN-1 STR	FAIL TO YIELD ROW TO VEH
270	2.27	16-REAR-REND - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	NO VIOLATION
270	2.28	03-AT ANGLE	PROP DMG	6000	0	0	0	0	0	6000	2 WET	OVRCSST	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	FAIL TO YIELD ROW TO VEH
270	2.3	02-AT ANGLE	PROP DMG	6000	0	0	0	0	0	6000	3 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-8 MOV-SDSWP	FAIL TO YIELD ROW TO VEH
270	2.32	07-FRONTAL	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	1 VEH PARKED-1 VEH MOV	IMPROPER BACKING
270	2.32	06-REAR-REND	INJURY	35000	1	0	0	0	0	35000	3 WET	RAIN	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	FOLLOW TOO CLOSELY
270	2.34	06-REAR-REND	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-8 MOV-REND	FOLLOW TOO CLOSELY
270	2.34	06-REAR-REND	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 RTRN-8 MOV-REND	FOLLOW TOO CLOSELY
270	2.34	12-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 RTRN-8 MOV-REND	FOLLOW TOO CLOSELY
270	2.34	16-REAR-REND - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	6000	2 WET	OVRCSST	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	DISREGARD STOP/GO LIGHT
270	2.34	06-REAR-REND	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	NO VIOLATION
270	2.34	16-REAR-REND - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	FOLLOW TOO CLOSELY
270	2.34	12-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	6000	2 WET	RAIN	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	OTHER
270	2.34	71-VEH HITS PEDESTRIAN	INJURY	65000	1	0	0	0	0	65000	1 DRY	CLEAR	DAYLIGHT	PED HIT BY VEH TURN LEFT	FAIL TO YIELD ROW TO PED
270	2.34	06-REAR-REND	INJURY	35000	1	0	0	0	0	35000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-8 MOV-REND	FOLLOW TOO CLOSELY
270	2.34	16-REAR-REND - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	OVRCSST	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	OTHER
270	2.34	06-REAR-REND	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	EXCEED SAFE SPEED
270	2.34	16-REAR-REND - WAS STRUCK	INJURY	35000	1	0	0	0	0	35000	2 DRY	CLEAR	DUSK	SM DIR-8 STR-1 MOV-REND	NO VIOLATION
270	2.34	04-SIDESWPE	PROP DMG	6000	0	0	0	0	0	6000	2 WET	CLEAR	DAYLIGHT	SM DIR-8 STR-8 MOV-SDSWP	IMPROPER PASSING
270	2.34	03-AT ANGLE	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	DISREGARD STOP/GO LIGHT
270	2.34	04-SIDESWPE	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	NO VIOLATION
270	2.34	03-AT ANGLE	INJURY	35000	1	0	0	0	0	35000	2 WET	SLEET	DAYLIGHT	SM DIR-8 STR-8 MOV-SDSWP	DISREGARD STOP/GO LIGHT
270	2.37	05-SIDESWPE	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-8 MOV-SDSWP	FAIL TO YIELD ROW TO VEH
270	2.39	07-FRONTAL	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	ENTER PARKED POSITION	INATTENTION
270	2.4	06-REAR-REND	PROP DMG	6000	0	0	0	0	0	6000	4 DRY	OVRCSST	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	INATTENTION
270	2.4	06-REAR-REND	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 RTRN-1 MOV-REND	FOLLOW TOO CLOSELY
270	2.4	06-REAR-REND	PROP DMG	6000	0	0	0	0	0	6000	2 WET	RAIN	DARK STREET LIGHTS ON	SM DIR-8 STR-1 MOV-REND	INATTENTION
270	2.4	06-REAR-REND	INJURY	35000	1	0	0	0	0	35000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	NO VIOLATION
270	2.4	05-SIDESWPE	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-8 MOV-SDSWP	FAIL TO YIELD ROW TO VEH
270	2.4	71-VEH HITS PEDESTRIAN	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	INATTENTION
270	2.4	04-SIDESWPE	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	INATTENTION
270	2.4	06-REAR-REND	INJURY	65000	1	0	0	0	0	65000	2 WET	OVRCSST	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	FOLLOW TOO CLOSELY
270	2.4	06-REAR-REND	PROP DMG	6000	0	0	0	0	0	6000	2 WET	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	EXCEED SAFE SPEED
270	2.4	06-REAR-REND	INJURY	35000	1	0	0	0	0	35000	2 WET	RAIN	DAYLIGHT	SM DIR-8 STR-8 MOV-SDSWP	FAIL TO YIELD ROW TO VEH
270	2.4	05-SIDESWPE	PROP DMG	6000	0	0	0	0	0	6000	1 WET	CLEAR	DAYLIGHT	SM DIR-8 STR-8 MOV-SDSWP	INATTENTION
270	2.4	71-VEH HITS PEDESTRIAN	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	1 VEH PARKED-1 VEH MOV	IMPROPER TURN
270	2.4	06-REAR-REND	INJURY	35000	1	0	0	0	0	35000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	DEFECTIVE EQUIPMENT
270	2.4	14-SIDESWPE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 LTRN-8 MOV-SDSWP	IMPROPER PASSING
270	2.4	06-REAR-REND	PROP DMG	6000	0	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-8 MOV-REND	FOLLOW TOO CLOSELY
270	2.4	06-REAR-REND	PROP DMG	6000	0	0	0	0	0	6000	3 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	EXCEED SAFE SPEED

270	2.4	73-VEH HITS PEDAL/CYCLIST	INJURY	65000	1	0	0	1	130000	1 DRY	CLEAR	DAYLIGHT	VEH HIT BICYCLIST	NO VIOLATION
270	2.41	06-REAR END	INJURY	35000	4	0	0	0	140000	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	FOLLOW TOO CLOSELY
270	2.42	16-REAR END - WAS STRUCK	PROP DMG	6000	0	0	0	0	6000	2 DRY	OVRCST	DUSK	SM DIR-B STR-8 MOV-REND	NO VIOLATION
270	2.42	16-REAR END - WAS STRUCK	INJURY	35000	1	0	0	0	35000	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	NO VIOLATION
270	2.43	12-AT ANGLE - WAS STRUCK	INJURY	35000	3	0	0	0	105000	2 DRY	CLEAR	DAYLIGHT	SM DIR-1 LTRN-1 STR	IMPROPER TURN
270	2.44	03-AT ANGLE	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DARK STREET LIGHTS ON	SM DIR-1 LTRN-1 STR	IMPROPER TURN
270	2.44	03-AT ANGLE	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	ENTER DRIVEWAY	IMPROPER TURN
270	2.45	03-AT ANGLE	PROP DMG	6000	0	0	0	0	6000	2 WET	CLEAR	DAYLIGHT	SM DIR-B STR-8 MOV-SDSWP	FAIL TO YIELD ROW TO VEH
270	2.48	04-SIDESWIPE	PROP DMG	6000	0	0	0	0	6000	2 WET	RAIN	DAYLIGHT	SM DIR-B STR-8 MOV-SDSWP	INATTENTION
270	2.48	13-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	6000	2 WET	RAIN	DAWN	LEAVE PARKED POSITION	NO VIOLATION
270	2.5	03-AT ANGLE	PROP DMG	6000	0	0	0	0	6000	2 WET	RAIN	OTHER	SM DIR-B STR-8 MOV-SDSWP	NO VIOLATION
270	2.5	07-FRONTAL	PROP DMG	6000	0	0	0	0	6000	2 WET	CLEAR	DAYLIGHT	LEAVE DRIVEWAY	IMPROPER BACKING
270	2.51	06-REAR END	PROP DMG	6000	0	0	0	0	6000	3 WET	OVRCST	DARK STREET LIGHTS ON	SM DIR-B STR-1 MOV-REND	EXCEED SAFE SPEED
270	2.51	03-AT ANGLE	PROP DMG	6000	0	0	0	0	6000	2 WET	RAIN	DARK STREET LIGHTS ON	ENTERING AT ANGLE	NO VIOLATION
270	2.51	13-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	6000	2 WET	CLEAR	DUSK	SM DIR-1 LTRN-1 STR	NO VIOLATION
270	2.51	05-SIDESWIPE	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-1 LTRN-1 STR	FAIL TO YIELD ROW TO VEH
270	2.51	03-AT ANGLE	INJURY	65000	3	0	0	0	195000	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	DISREGARD STOP/GO LIGHT
270	2.51	12-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	DISREGARD STOP/GO LIGHT
270	2.51	03-AT ANGLE	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	DISREGARD STOP/GO LIGHT
270	2.51	71-VEH HITS PEDESTRIAN	INJURY	65000	1	0	0	0	65000	1 DRY	CLEAR	DAYLIGHT	PED HIT BY VEH TURN LEFT	FAIL TO YIELD ROW TO VEH
270	2.51	07-FRONTAL	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	FAIL TO YIELD ROW TO VEH
270	2.51	34-HITS OTHER OBJECT	PROP DMG	6000	0	0	0	0	6000	1 WET	CLEAR	DAYLIGHT	STRIKES FIXED OBJECT	IMPROPER TURN
270	2.51	03-AT ANGLE	INJURY	65000	2	0	0	0	130000	2 UNKN	CLEAR	DAYLIGHT	ENTERING AT ANGLE	OTHER
270	2.51	16-REAR END - WAS STRUCK	PROP DMG	6000	0	0	0	0	6000	2 DRY	FOG	DARK STREET LIGHTS ON	SM DIR-B STR-1 MOV-REND	INATTENTION
270	2.53	05-SIDESWIPE	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	1 VEH PARKED-1 VEH MOV	IMPROPER TURN
270	2.56	03-AT ANGLE	INJURY	35000	1	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-1 LTRN-1 STR	FAIL TO YIELD ROW TO VEH
270	2.56	07-FRONTAL	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	OP DIR-1 LTRN-1 STR	NO VIOLATION
270	2.56	15-SIDESWIPE - WAS STRUCK	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-1 LTRN-1 STR	FAIL TO YIELD ROW TO VEH
270	2.56	02-AT ANGLE	PROP DMG	6000	0	0	0	0	6000	2 WET	RAIN	DAYLIGHT	ENTERING AT ANGLE	NO VIOLATION
270	2.56	73-VEH HITS PEDAL/CYCLIST	INJURY	65000	1	0	1	0	130000	1 DRY	CLEAR	DAYLIGHT	VEH HIT BICYCLIST	FAIL TO YIELD ROW TO VEH
270	2.56	13-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	DISREGARD STOP SIGN
270	2.56	02-AT ANGLE	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	FAIL TO YIELD ROW TO VEH
270	2.56	02-AT ANGLE	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	OP DIR-1 LTRN-1 STR	FAIL TO YIELD ROW TO VEH
270	2.56	34-HITS OTHER OBJECT	PROP DMG	6000	0	0	0	0	6000	1 ICE	OVRCST	DAYLIGHT	STRIKES FIXED OBJECT	OTHER
270	2.56	06-REAR END	INJURY	35000	1	0	0	0	35000	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	INATTENTION
270	2.56	06-REAR END	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	1 VEH PARKED-1 VEH MOV	APPARENTLY ASLEEP
270	2.59	03-AT ANGLE	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	ENTER DRIVEWAY	FAIL TO YIELD ROW TO VEH
270	2.59	02-AT ANGLE	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	LEAVE DRIVEWAY	FAIL TO YIELD ROW TO VEH
270	2.59	05-SIDESWIPE	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	ENTER DRIVEWAY	IMPROPER TURN
270	2.6	33-HITS APPURTENANCE	INJURY	65000	1	0	0	0	65000	1 DRY	CLEAR	DUSK	STRIKES FIXED OBJECT	UNDER INFLUENCE OF ALCOH
270	2.6	02-AT ANGLE	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-8 MOV-SDSWP	INATTENTION
270	2.6	34-HITS OTHER OBJECT	PROP DMG	6000	0	0	0	0	6000	1 DRY	CLEAR	DAYLIGHT	STRIKES FIXED OBJECT	EXCEED SPEED LIMIT
270	2.6	05-SIDESWIPE	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DARK STREET LIGHTS ON	SM DIR-B STR-8 MOV-SDSWP	UNDER INFLUENCE OF ALCOH
270	2.61	34-HITS OTHER OBJECT	PROP DMG	6000	0	0	0	0	6000	1 WET	RAIN	DARK STREET LIGHTS ON	STRIKES FIXED OBJECT	EXCEED SAFE SPEED
270	2.61	34-HITS OTHER OBJECT	PROP DMG	6000	0	0	0	0	6000	1 WET	CLEAR	DAYLIGHT	STRIKES FIXED OBJECT	EXCEED SPEED LIMIT
270	2.62	03-AT ANGLE	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-8 MOV-SDSWP	FAIL TO YIELD ROW TO VEH
270	2.63	33-HITS APPURTENANCE	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	STRIKES FIXED OBJECT	OTHER
270	2.64	13-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	6000	2 WET	RAIN	DAYLIGHT	ENTER DRIVEWAY	NO VIOLATION
270	2.65	02-AT ANGLE	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-8 MOV-SDSWP	OVER CENTERLINE
270	2.66	03-AT ANGLE	PROP DMG	6000	0	0	0	0	6000	2 WET	OVRCST	DAYLIGHT	LEAVE PARKED POSITION	FAIL TO YIELD ROW TO VEH
270	2.67	04-SIDESWIPE	PROP DMG	6000	0	0	0	0	6000	2 WET	CLEAR	DAYLIGHT	SM DIR-1 LTRN-1 STR	INATTENTION
270	2.68	06-REAR END	PROP DMG	6000	0	0	0	0	6000	2 WET	RAIN	DAYLIGHT	ENTER DRIVEWAY	FOLLOW TOO CLOSELY
270	2.68	34-HITS OTHER OBJECT	PROP DMG	6000	0	0	0	0	6000	1 DRY	CLEAR	DARK STREET LIGHTS ON	STRIKES FIXED OBJECT	IMPROPER TURN
270	2.7	16-REAR END - WAS STRUCK	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	ENTER DRIVEWAY	NO VIOLATION
270	2.72	02-AT ANGLE	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	FAIL TO YIELD ROW TO VEH
270	2.72	14-SIDESWIPE - WAS STRUCK	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DUSK	SM DIR-B STR-8 MOV-SDSWP	NO VIOLATION
270	2.74	06-REAR END	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-8 MOV-SDSWP	FOLLOW TOO CLOSELY
270	2.74	16-REAR END - WAS STRUCK	INJURY	35000	1	0	0	0	35000	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	NO VIOLATION
270	2.74	12-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DARK STREET LIGHTS ON	ENTERING AT ANGLE	DISREGARD STOP/GO LIGHT
270	2.74	06-REAR END	PROP DMG	6000	0	0	0	0	6000	2 SNOW	SNOW	DARK STREET LIGHTS ON	SM DIR-B STR-1 MOV-REND	FOLLOW TOO CLOSELY

270	505	16-REAREND - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	3 DRY	CLEAR	DARK NO STREET LIGHTS	SM DIR-B STR-1 MOV-REND	OTHER
270	506	06-REAREND	PROP DMG	6000	0	0	0	0	0	3 DRY	CLEAR	DARK NO STREET LIGHTS	SM DIR-B STR-1 MOV-REND	INATTENTION
270	507	16-REAREND - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	ENTER DRIVEWAY	NO VIOLATION
270	507	50-OVERTURN	PROP DMG	6000	0	0	0	0	0	1 ICE	CLEAR	DAYLIGHT	VEHICLE OVERTURNED	EXCEED SAFE SPEED
270	51	50-OVERTURN	INJURY	65000	2	0	0	0	0	130000	CLEAR	DARK NO STREET LIGHTS	VEHICLE OVERTURNED	EXCEED SAFE SPEED
270	52	06-REAREND	PROP DMG	6000	0	0	0	0	0	3 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	FOLLOW TOO CLOSELY
270	54	33-HITS APPURTENANCE	PROP DMG	6000	0	0	0	0	0	3 DRY	SLEET	DAYLIGHT	SM DIR-B STR-1 MOV-REND	EXCEED SAFE SPEED
270	541	16-REAREND - WAS STRUCK	INJURY	35000	2	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	NO VIOLATION
270	549	14-SIDESWIPE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-B MOV-SDSWP	NO VIOLATION
270	55	50-OVERTURN	INJURY	65000	1	0	0	0	0	65000	CLEAR	DARK NO STREET LIGHTS	VEHICLE OVERTURNED	EXCEED SAFE SPEED
270	55	50-OVERTURN	PROP DMG	6000	0	0	0	0	0	1 SNOW	SNOW	DAYLIGHT	VEHICLE OVERTURNED	EXCEED SAFE SPEED
270	55	32-HITS ANIMAL OR BIRD	PROP DMG	6000	0	0	0	0	0	6000	CLEAR	DARK STREET LIGHTS ON	NON-DOMESTIC ANIMAL	NO VIOLATION
270	551	06-REAREND	INJURY	35000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-B MOV-REND	FOLLOW TOO CLOSELY
270	552	01-HEAD ON	INJURY	500000	2	0	0	0	0	1000000	CLEAR	DAYLIGHT	OP DIR-B MOV-HEAD ON	OVER CENTERLINE
270	557	06-REAREND	INJURY	35000	4	0	0	0	0	140000	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	EXCEED SAFE SPEED
270	559	34-HITS OTHER OBJECT	INJURY	35000	1	0	0	0	0	35000	CLEAR	DARK STREET LIGHTS OFF	STRIKES FIXED OBJECT	INATTENTION
270	56	06-REAREND	PROP DMG	6000	0	0	0	0	0	1 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	INATTENTION
270	56	06-REAREND	INJURY	65000	0	0	0	0	0	6000	CLEAR	DAYLIGHT	SM DIR-B STR-B MOV-REND	FOLLOW TOO CLOSELY
270	565	32-HITS ANIMAL OR BIRD	PROP DMG	6000	0	0	0	0	0	130000	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	NO VIOLATION
270	572	06-REAREND	PROP DMG	6000	0	0	0	0	0	6000	OVRCSST	DARK NO STREET LIGHTS	NON-DOMESTIC ANIMAL	EXCEED SAFE SPEED
270	576	06-REAREND	INJURY	35000	1	0	0	0	0	2 DRY	OVRCSST	DAYLIGHT	SM DIR-B STR-B MOV-REND	FOLLOW TOO CLOSELY
270	582	50-OVERTURN	INJURY	65000	1	0	0	0	0	35000	OVRCSST	DARK NO STREET LIGHTS	SM DIR-B STR-1 MOV-REND	FOLLOW TOO CLOSELY
270	589	50-OVERTURN	INJURY	35000	2	0	0	0	0	1 SNOW	SNOW	DARK NO STREET LIGHTS	VEHICLE OVERTURNED	UNDER INFLUENCE OF ALCOHOL
270	589	50-OVERTURN	INJURY	35000	1	0	0	0	0	1 WET	RAIN	DAYLIGHT	VEHICLE OVERTURNED	EXCEED SAFE SPEED
270	589	50-OVERTURN	INJURY	35000	1	0	0	0	0	35000	OVRCSST	DARK STREET LIGHTS ON	VEHICLE OVERTURNED	OVER CENTERLINE
270	59	04-SIDESWIPE	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	OP DIR-B STR-B MOV-SDSWP	OVER CENTERLINE
270	59	34-HITS OTHER OBJECT	PROP DMG	6000	0	0	0	0	0	6000	OVRCSST	DARK NO STREET LIGHTS	STRIKES OTHER OBJECT	OVER CENTERLINE
270	604	34-HITS OTHER OBJECT	INJURY	35000	1	0	0	0	0	1 DRY	OVRCSST	DAYLIGHT	STRIKES FIXED OBJECT	NO VIOLATION
270	609	50-OVERTURN	INJURY	35000	1	0	0	0	0	35000	CLEAR	DAYLIGHT	STRIKES FIXED OBJECT	APPARENTLY ASLEEP
270	627	12-AT ANGLE - WAS STRUCK	INJURY	500000	5	0	0	0	0	2500000	RAIN	DUSK	VEHICLE OVERTURNED	APPARENTLY ASLEEP
270	628	06-REAREND	PROP DMG	6000	0	0	0	0	0	3 WET	RAIN	DAYLIGHT	OP DIR-ALL OTHERS	OVER CENTERLINE
270	629	50-OVERTURN	INJURY	35000	1	0	0	0	0	6000	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	FOLLOW TOO CLOSELY
270	63	34-HITS OTHER OBJECT	PROP DMG	6000	0	0	0	0	0	1 WET	RAIN	DARK NO STREET LIGHTS	VEHICLE OVERTURNED	EXCEED SAFE SPEED
270	638	04-SIDESWIPE	PROP DMG	6000	0	0	0	0	0	6000	RAIN	DAYLIGHT	STRIKES FIXED OBJECT	EXCEED SAFE SPEED
270	649	32-HITS ANIMAL OR BIRD	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	OP DIR-B STR-B MOV-SDSWP	EXCEED SAFE SPEED
270	65	04-SIDESWIPE	PROP DMG	6000	0	0	0	0	0	6000	CLEAR	DARK NO STREET LIGHTS	NON-DOMESTIC ANIMAL	UNDER INFLUENCE OF ALCOHOL
270	65	34-HITS OTHER OBJECT	PROP DMG	6000	0	0	0	0	0	1 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-SDSWP	NO VIOLATION
270	65	50-OVERTURN	PROP DMG	6000	0	0	0	0	0	3 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-SDSWP	NO VIOLATION
270	666	62-OVER EMBANKMENT	PROP DMG	6000	0	0	0	0	0	6000	CLEAR	DAYLIGHT	STRIKES FIXED OBJECT	DEFECTIVE EQUIPMENT
270	667	06-REAREND	INJURY	35000	1	0	0	0	0	1 DRY	OVRCSST	DAYLIGHT	STRIKES FIXED OBJECT	OTHER
270	671	07-FRONTAL	PROP DMG	6000	0	0	0	0	0	35000	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	INATTENTION
270	671	06-REAREND	FATALITY	500000	3	1	0	0	0	8000	CLEAR	DARK NO STREET LIGHTS	OP DIR-ALL OTHERS	DEFECTIVE EQUIPMENT
270	672	62-OVER EMBANKMENT	PROP DMG	6000	0	0	0	0	0	2000000	CLEAR	DAYLIGHT	ENTER DRIVEWAY	EXCEED SAFE SPEED
270	672	06-REAREND	INJURY	35000	1	0	0	0	0	1 ICE	SLEET	DARK NO STREET LIGHTS	STRIKES FIXED OBJECT	EXCEED SAFE SPEED
270	677	34-HITS OTHER OBJECT	PROP DMG	6000	0	0	0	0	0	35000	CLEAR	DAYLIGHT	SM DIR-B STR-B MOV-REND	EXCEED SAFE SPEED
270	682	06-REAREND	INJURY	65000	2	0	0	0	0	6000	CLEAR	DAYLIGHT	STRIKES FIXED OBJECT	INATTENTION
270	687	06-REAREND	INJURY	35000	1	0	0	0	0	130000	CLEAR	DAYLIGHT	SM DIR-B STR-B MOV-REND	FOLLOW TOO CLOSELY
270	689	06-REAREND	INJURY	65000	1	0	0	0	0	3 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-B MOV-REND	EXCEED SAFE SPEED
270	694	06-REAREND	PROP DMG	6000	0	0	0	0	0	65000	OVRCSST	DAYLIGHT	SM DIR-B STR-1 MOV-REND	FOLLOW TOO CLOSELY
270	697	50-OVERTURN	INJURY	35000	1	0	0	0	0	2 DRY	CLEAR	DARK NO STREET LIGHTS	SM DIR-B STR-1 MOV-REND	FOLLOW TOO CLOSELY
270	7	06-REAREND	PROP DMG	6000	0	0	0	0	0	1 DRY	CLEAR	DAYLIGHT	VEHICLE OVERTURNED	NO VIOLATION
270	702	50-OVERTURN	INJURY	35000	1	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	FOLLOW TOO CLOSELY
270	702	06-REAREND	PROP DMG	6000	0	0	0	0	0	1 WET	RAIN	DARK NO STREET LIGHTS	VEHICLE OVERTURNED	EXCEED SAFE SPEED
270	702	06-REAREND	INJURY	65000	1	0	0	0	0	35000	CLEAR	DAYLIGHT	SM DIR-B STR-B MOV-REND	INATTENTION
270	704	07-FRONTAL	FATALITY	500000	2	1	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	FOLLOW TOO CLOSELY
270	704	06-REAREND	PROP DMG	6000	0	0	0	0	0	1500000	SNOW	DARK NO STREET LIGHTS	OP DIR-B STR-B MOV-SDSWP	EXCEED SAFE SPEED
270	705	06-REAREND	INJURY	35000	2	0	0	0	0	6000	CLEAR	DAYLIGHT	ENTER DRIVEWAY	EXCEED SAFE SPEED
270	706	06-REAREND	PROP DMG	6000	0	0	0	0	0	2 SNOW	RAIN	DARK NO STREET LIGHTS	SM DIR-B STR-1 MOV-REND	OTHER
270	722	02-AT ANGLE	PROP DMG	6000	0	0	0	0	0	2 WET	RAIN	DARK NO STREET LIGHTS	SM DIR-B STR-B MOV-REND	EXCEED SAFE SPEED
270	726	06-REAREND	INJURY	35000	1	0	0	0	0	6000	SNOW	DAYLIGHT	OP DIR-ALL OTHERS	OVER CENTERLINE
270	726	01-HEAD ON	INJURY	35000	1	0	0	0	0	2 SNOW	SNOW	DAYLIGHT	SM DIR-ALL OTHERS	EXCEED SAFE SPEED
270	726	01-HEAD ON	INJURY	35000	1	0	0	0	0	2 SNOW	SNOW	DAYLIGHT	SM DIR-B STR-B MOV-REND	EXCEED SAFE SPEED

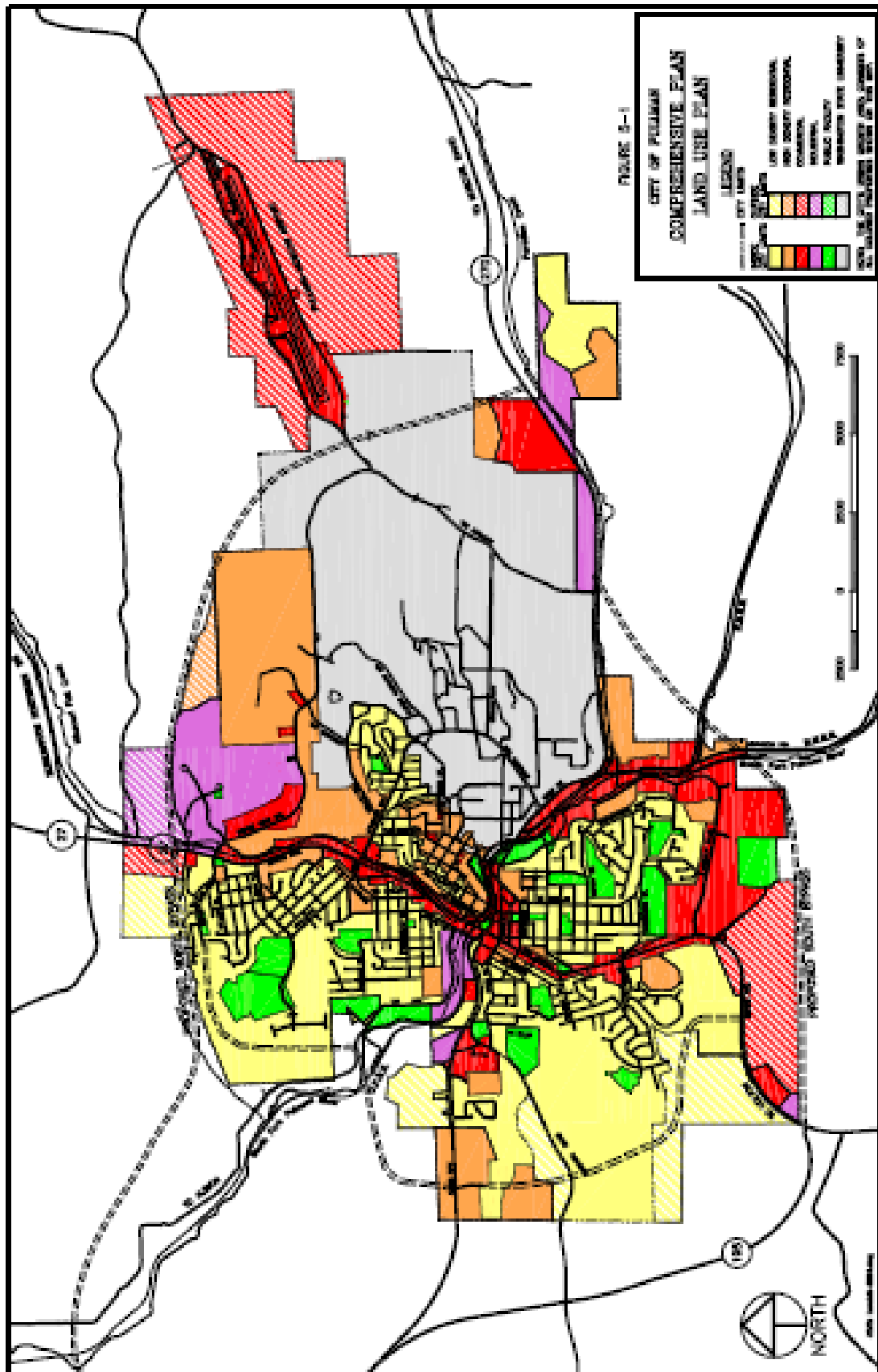
270	7.26 16-REAR-REND - WAS STRUCK	INJURY	35000	3	0	0	0	105000	2 DRY	CLEAR	DARK NO STREET LIGHTS	SM DIR-B STR-1 MOV-REND	NO VIOLATION
270	7.27 13-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	6000	2 SNOW	OVRCSST	DAYLIGHT	OP DIR-ALL OTHERS	EXCEED SAFE SPEED
270	7.36 06-REAR-REND	INJURY	35000	1	0	0	0	35000	3 ICE	OVRCSST	DUSK	SM DIR-B STR-1 MOV-REND	EXCEED SAFE SPEED
270	7.36 50-OVERTURN	PROP DMG	6000	0	0	0	0	6000	1 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	IMPROPER PASSING
270	7.42 03-AT ANGLE	INJURY	65000	3	0	0	0	1950000	2 WET	OVRCSST	DAYLIGHT	SM DIR-B STR-8 MOV-SDSWP	OVER CENTERLINE
270	7.52 32-HIT'S ANIMAL OR BIRD	PROP DMG	6000	0	0	0	0	6000	1 DRY	CLEAR	DARK NO STREET LIGHTS	NON-DOMESTIC ANIMAL	NO VIOLATION
270	7.53 01-HEAD ON	INJURY	65000	2	0	0	0	130000	2 ICE	SNOW	DARK NO STREET LIGHTS	OP DIR-B MOV-HEAD ON	EXCEED SAFE SPEED
270	7.56 50-OVERTURN	PROP DMG	6000	0	0	0	0	6000	1 DRY	CLEAR	DAYLIGHT	VEHICLE OVERTURNED	OTHER
270	7.56 50-OVERTURN	INJURY	65000	5	0	0	0	3250000	1 DRY	CLEAR	DARK NO STREET LIGHTS	STRIKES FIXED OBJECT	IMPROPER PASSING
270	7.8 60-RAN INTO DITCH	PROP DMG	6000	0	0	0	0	6000	1 DRY	CLEAR	DAYLIGHT	STRIKES FIXED OBJECT	NO VIOLATION
270	7.88 50-OVERTURN	PROP DMG	6000	0	0	0	0	6000	1 SNOW	SNOW	DAYLIGHT	VEHICLE OVERTURNED	EXCEED SAFE SPEED
270	7.9 50-OVERTURN	PROP DMG	6000	0	0	0	0	6000	1 DRY	CLEAR	DARK NO STREET LIGHTS	VEHICLE OVERTURNED	APPARENTLY ASLEEP
270	8.04 50-OVERTURN	INJURY	65000	1	0	0	0	65000	1 WET	RAIN	DAYLIGHT	VEHICLE OVERTURNED	EXCEED SAFE SPEED
270	8.13 50-OVERTURN	FATALITY	1000000	0	1	0	0	1000000	1 WET	CLEAR	DAYLIGHT	VEHICLE OVERTURNED	UNDER INFLUENCE OF ALCOHOL
270	8.2 01-HEAD ON	INJURY	65000	3	0	0	0	1950000	2 ICE	SNOW	DUSK	OP DIR-B MOV-HEAD ON	EXCEED SAFE SPEED
270	8.26 50-OVERTURN	INJURY	65000	1	0	0	0	65000	1 DRY	CLEAR	DARK NO STREET LIGHTS	VEHICLE OVERTURNED	UNDER INFLUENCE OF ALCOHOL
270	8.27 60-RAN INTO DITCH	PROP DMG	6000	0	0	0	0	6000	1 WET	RAIN	DARK NO STREET LIGHTS	STRIKES FIXED OBJECT	DEFECTIVE EQUIPMENT
270	8.3 61-RAN INTO RIVER LAKE, ETC.	INJURY	35000	1	0	0	0	35000	1 WET	RAIN	DAWN	STRIKES FIXED OBJECT	UNDER INFLUENCE OF ALCOHOL
270	8.38 06-REAR-REND	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DARK NO STREET LIGHTS	SM DIR-B STR-1 MOV-REND	FOLLOW TOO CLOSELY
270	8.4 34-HIT'S OTHER OBJECT	INJURY	35000	1	0	0	0	35000	1 DRY	CLEAR	DAYLIGHT	STRIKES FIXED OBJECT	APPARENTLY ASLEEP
270	8.48 50-OVERTURN	INJURY	65000	1	0	0	0	65000	1 ICE	CLEAR	DARK NO STREET LIGHTS	VEHICLE OVERTURNED	EXCEED SAFE SPEED
270	8.5 50-OVERTURN	INJURY	35000	1	0	0	0	35000	1 ICE	SNOW	DUSK	VEHICLE OVERTURNED	EXCEED SAFE SPEED
270	8.5 16-REAR-REND - WAS STRUCK	INJURY	35000	3	0	0	0	105000	2 ICE	SNOW	DARK NO STREET LIGHTS	OP DIR-ALL OTHERS	EXCEED SAFE SPEED
270	8.57 06-REAR-REND	INJURY	65000	1	0	0	0	65000	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	OTHER
270	8.57 01-HEAD ON	PROP DMG	6000	0	0	0	0	6000	2 SNOW	SNOW	DARK NO STREET LIGHTS	OP DIR-B MOV-HEAD ON	EXCEED SAFE SPEED
270	8.6 06-REAR-REND	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	NO VIOLATION
270	8.63 16-REAR-REND - WAS STRUCK	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-8 MOV-REND	EXCEED SAFE SPEED
270	8.63 02-AT ANGLE	FATALITY	500000	8	3	0	0	5500000	4 DRY	CLEAR	DARK NO STREET LIGHTS	OP DIR-B STR-8 MOV-SDSWP	UNDER INFLUENCE OF ALCOHOL
270	8.65 34-HIT'S OTHER OBJECT	PROP DMG	6000	0	0	0	0	6000	1 DRY	CLEAR	DAYLIGHT	STRIKES FIXED OBJECT	INATTENTION
270	8.65 34-HIT'S OTHER OBJECT	PROP DMG	6000	0	0	0	0	6000	1 ICE	SNOW	DAYLIGHT	STRIKES FIXED OBJECT	EXCEED SAFE SPEED
270	8.7 99-ALL OTHER SINGLE VEH	PROP DMG	6000	0	0	0	0	6000	1 SNOW	SNOW	DARK NO STREET LIGHTS	ALL OTHER NON-COLLISION	UNDER INFLUENCE OF ALCOHOL
270	8.74 07-FRONTAL	INJURY	65000	2	0	0	0	130000	2 ICE	SAND	DARK NO STREET LIGHTS	OP DIR-B MOV-HEAD ON	EXCEED SAFE SPEED
270	8.8 13-AT ANGLE - WAS STRUCK	INJURY	35000	1	0	0	0	35000	3 SNOW	SNOW	DARK NO STREET LIGHTS	OP DIR-ALL OTHERS	EXCEED SAFE SPEED
270	8.87 50-OVERTURN	PROP DMG	6000	0	0	0	0	6000	1 ICE	CLEAR	DARK NO STREET LIGHTS	VEHICLE OVERTURNED	EXCEED SAFE SPEED
270	8.87 50-OVERTURN	PROP DMG	6000	0	0	0	0	6000	1 ICE	CLEAR	DARK STREET LIGHTS ON	VEHICLE OVERTURNED	EXCEED SAFE SPEED
270	8.88 12-AT ANGLE - WAS STRUCK	INJURY	500000	3	0	0	0	1500000	2 ICE	CLEAR	DARK STREET LIGHTS ON	OP DIR-ALL OTHERS	EXCEED SAFE SPEED
270	8.88 50-OVERTURN	INJURY	65000	1	0	0	0	65000	1 DRY	CLEAR	DARK STREET LIGHTS ON	VEHICLE OVERTURNED	INATTENTION
270	8.89 01-HEAD ON	INJURY	65000	3	0	0	0	195000	2 DRY	CLEAR	DAYLIGHT	OP DIR-B MOV-HEAD ON	INATTENTION
270	8.9 54-FIRE - NO COLLISION	PROP DMG	6000	0	0	0	0	6000	1 DRY	CLEAR	DAYLIGHT	OP DIR-B MOV-HEAD ON	OVER CENTERLINE
270	8.9 27-OBJECT FROM OTHER VEH	PROP DMG	6000	0	0	0	0	6000	2 UNKN	OTHER	DAYLIGHT	FIRE STARTED IN VEHICLE	DEFECTIVE EQUIPMENT
270	8.91 03-AT ANGLE	INJURY	500000	4	0	0	0	2000000	2 SNOW	SNOW	DARK NO STREET LIGHTS	OP DIR-ALL OTHERS	UNDER INFLUENCE OF ALCOHOL
270	8.92 12-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	6000	2 SNOW	SNOW	DARK STREET LIGHTS ON	OP DIR-ALL OTHERS	EXCEED SAFE SPEED
270	8.92 33-HIT'S APPURTENANCE	PROP DMG	6000	0	0	0	0	6000	1 SNOW	SNOW	DARK STREET LIGHTS ON	STRIKES FIXED OBJECT	EXCEED SAFE SPEED
270	8.93 06-REAR-REND	PROP DMG	6000	0	0	0	0	6000	2 ICE	CLEAR	DAYLIGHT	SM DIR-ALL OTHERS	NO VIOLATION
270	8.93 33-HIT'S APPURTENANCE	PROP DMG	500000	2	0	0	0	1000000	1 DRY	CLEAR	DARK NO STREET LIGHTS	SM DIR-B STR-1 MOV-REND	UNDER INFLUENCE OF ALCOHOL
270	8.93 06-REAR-REND	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	FOLLOW TOO CLOSELY
270	8.94 06-REAR-REND	INJURY	35000	1	0	0	0	35000	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	EXCEED SAFE SPEED
270	8.95 06-REAR-REND	PROP DMG	6000	0	0	0	0	6000	3 DRY	OVRCSST	DAYLIGHT	SM DIR-B STR-8 MOV-REND	FOLLOW TOO CLOSELY
270	8.96 04-SIDESWIPE	INJURY	65000	4	0	0	0	2600000	3 DRY	CLEAR	DAYLIGHT	OP DIR-B STR-8 MOV-SDSWP	OVER CENTERLINE
270	8.99 50-OVERTURN	PROP DMG	6000	0	0	0	0	6000	1 ICE	CLEAR	DARK NO STREET LIGHTS	VEHICLE OVERTURNED	EXCEED SAFE SPEED
270	9.01 33-HIT'S APPURTENANCE	PROP DMG	6000	0	0	0	0	6000	1 WET	RAIN	DAYLIGHT	STRIKES FIXED OBJECT	EXCEED SAFE SPEED
270	9.01 06-REAR-REND	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-8 MOV-REND	FOLLOW TOO CLOSELY
270	9.03 33-HIT'S APPURTENANCE	PROP DMG	6000	0	0	0	0	6000	1 ICE	SNOW	DARK STREET LIGHTS ON	STRIKES FIXED OBJECT	EXCEED SAFE SPEED
270	9.03 50-OVERTURN	PROP DMG	6000	0	0	0	0	6000	1 DRY	OVRCSST	DARK STREET LIGHTS ON	VEHICLE OVERTURNED	OTHER
270	9.07 03-AT ANGLE	PROP DMG	6000	0	0	0	0	6000	2 WET	SNOW	DAYLIGHT	ENTERING AT ANGLE	FAIL TO YIELD ROW TO VEH
270	9.07 07-FRONTAL	INJURY	65000	2	0	0	0	130000	2 SNOW	OVRCSST	DARK STREET LIGHTS ON	OP DIR-ALL OTHERS	EXCEED SAFE SPEED
270	9.07 03-AT ANGLE	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	FAIL TO YIELD ROW TO VEH
270	9.07 02-AT ANGLE	PROP DMG	6000	0	0	0	0	6000	2 OTHER	CLEAR	DAYLIGHT	ENTERING AT ANGLE	EXCEED SAFE SPEED
270	9.07 16-REAR-REND - WAS STRUCK	PROP DMG	6000	0	0	0	0	6000	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	NO VIOLATION

270	9 07 16-REAREND - WAS STRUCK	INJURY	35000	1	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	NO VIOLATION
270	9 07 13-AT ANGLE - WAS STRUCK	INJURY	65000	2	0	0	0	0	0	2 WET	OVRCST	DARK NO STREET LIGHTS	OP DIR-1 LTRN-1 STR	FAIL TO YIELD ROW TO VEH
270	9 07 12-AT ANGLE - WAS STRUCK	INJURY	35000	2	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	FAIL TO YIELD ROW TO VEH
270	9 07 02-AT ANGLE	PROP DMG	6000	0	0	0	0	0	0	2 ICE	FOG	DAYLIGHT	ENTERING AT ANGLE	EXCEED SAFE SPEED
270	9 07 03-AT ANGLE	PROP DMG	6000	0	0	0	0	0	0	2 WET	OVRCST	DUSK	ENTERING AT ANGLE	EXCEED SAFE SPEED
270	9 07 16-REAREND - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	0	2 WET	OVRCST	DAWN	SM DIR-8 STR-1 MOV-REND	NO VIOLATION
270	9 07 60-RAN INTO DITCH	PROP DMG	6000	0	0	0	0	0	0	1 ICE	FOG	DAYLIGHT	STRIKES FIXED OBJECT	EXCEED SAFE SPEED
270	9 07 02-AT ANGLE	PROP DMG	6000	0	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	NO VIOLATION
270	9 07 02-AT ANGLE	PROP DMG	6000	0	0	0	0	0	0	2 DRY	OVRCST	DAYLIGHT	ENTERING AT ANGLE	NO VIOLATION
270	9 07 12-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	0	2 DRY	CLEAR	DARK STREET LIGHTS ON	ENTERING AT ANGLE	FAIL TO YIELD ROW TO VEH
270	9 07 07-FRONTAL	INJURY	1000000	1	0	0	0	0	0	2 WET	OVRCST	DARK STREET LIGHTS ON	ENTERING AT ANGLE	FAIL TO YIELD ROW TO VEH
270	9 07 13-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	DISREGARD STOP/GO LIGHT
270	9 07 06-REAREND	PROP DMG	6000	0	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	FOLLOW TOO CLOSELY
270	9 07 12-AT ANGLE - WAS STRUCK	INJURY	35000	1	0	0	0	0	0	2 WET	RAIN	DARK STREET LIGHTS OFF	ENTERING AT ANGLE	NO VIOLATION
270	9 08 06-REAREND	FATALITY	500000	1	1	0	0	0	0	4 DRY	OVRCST	DAYLIGHT	SM DIR-8 STR-8 MOV-REND	UNDER INFLUENCE OF ALCOH
270	9 17 06-REAREND	PROP DMG	6000	0	0	0	0	0	0	2 WET	RAIN	DAYLIGHT	SM DIR-8 STR-8 MOV-REND	OTHER
270	9 17 06-REAREND	PROP DMG	6000	0	0	0	0	0	0	2 WET	OVRCST	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	INATTENTION
270	9 2 60-RAN INTO DITCH	PROP DMG	6000	0	0	0	0	0	0	1 ICE	SNOW	DARK NO STREET LIGHTS	STRIKES FIXED OBJECT	EXCEED SAFE SPEED
270	9 26 06-REAREND	INJURY	65000	2	0	0	0	0	0	2 WET	RAIN	DAYLIGHT	SM DIR-8 STR-8 MOV-REND	EXCEED SAFE SPEED
270	9 27 33-HITS APPURTENANCE	PROP DMG	6000	0	0	0	0	0	0	1 DRY	CLEAR	DAYLIGHT	STRIKES FIXED OBJECT	INATTENTION
270	9 27 50-OVERTURN	INJURY	35000	1	0	0	0	0	0	1 DRY	CLEAR	DARK NO STREET LIGHTS	VEHICLE OVERTURNED	INATTENTION
270	9 31 13-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	0	2 WET	OVRCST	DAYLIGHT	OP DIR-ALL OTHERS	IMPROPER U-TURN
270	9 32 06-REAREND	PROP DMG	6000	0	0	0	0	0	0	2 WET	CLEAR	DUSK	SM DIR-8 STR-1 MOV-REND	EXCEED SAFE SPEED
270	9 34 06-REAREND	INJURY	35000	1	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	EXCEED SAFE SPEED
270	9 35 06-REAREND	INJURY	65000	3	0	0	0	0	0	3 DRY	OVRCST	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	EXCEED SAFE SPEED
270	9 37 16-REAREND - WAS STRUCK	INJURY	35000	2	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	NO VIOLATION
270	9 37 06-REAREND	PROP DMG	6000	0	0	0	0	0	0	2 DRY	OVRCST	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	NO VIOLATION
270	9 38 16-REAREND - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	FOLLOW TOO CLOSELY
270	9 38 05-SIDESWIPE	PROP DMG	6000	0	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-8 MOV-REND	NO VIOLATION
270	9 39 50-OVERTURN	PROP DMG	6000	0	0	0	0	0	0	1 DRY	CLEAR	DARK NO STREET LIGHTS	SM DIR-8 STR-1 MOV-SDSWP	EXCEED SAFE SPEED
270	9 40 06-REAREND	PROP DMG	6000	0	0	0	0	0	0	2 ICE	CLEAR	DARK NO STREET LIGHTS	VEHICLE OVERTURNED	EXCEED SAFE SPEED
270	9 41 16-REAREND - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	0	2 DRY	OTHER	DARK NO STREET LIGHTS	1 VEH PARKED-1 VEH MOV	EXCEED SAFE SPEED
270	9 41 06-REAREND	INJURY	65000	1	0	0	0	0	0	2 DRY	OVRCST	DARK NO STREET LIGHTS	ENTER DRIVEWAY	EXCEED SAFE SPEED
270	9 41 06-REAREND	INJURY	35000	1	0	0	0	0	0	4 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	FOLLOW TOO CLOSELY
270	9 41 06-REAREND	INJURY	35000	2	0	0	0	0	0	2 WET	RAIN	DAYLIGHT	ENTER DRIVEWAY	DEFECTIVE EQUIPMENT
270	9 41 06-REAREND	PROP DMG	6000	0	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-8 MOV-REND	EXCEED SAFE SPEED
270	9 41 06-REAREND	PROP DMG	6000	0	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-8 MOV-REND	FOLLOW TOO CLOSELY
270	9 42 06-REAREND	PROP DMG	6000	0	0	0	0	0	0	3 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	EXCEED SAFE SPEED
270	9 47 06-REAREND	INJURY	35000	1	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	EXCEED SAFE SPEED
270	9 47 16-REAREND - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	NO VIOLATION
270	9 49 06-REAREND	INJURY	35000	1	0	0	0	0	0	2 DRY	CLEAR	DUSK	SM DIR-8 STR-1 MOV-REND	EXCEED SAFE SPEED
270	9 54 16-REAREND - WAS STRUCK	INJURY	65000	2	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	NO VIOLATION
270	9 7 62-OVER EMBANKMENT	PROP DMG	6000	0	0	0	0	0	0	1 ICE	CLEAR	DAWN	STRIKES FIXED OBJECT	DEFECTIVE EQUIPMENT
270	9 73 06-REAREND	INJURY	35000	1	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-8 MOV-REND	FOLLOW TOO CLOSELY
270	9 78 33-HITS APPURTENANCE	PROP DMG	6000	0	0	0	0	0	0	1 ICE	OVRCST	DAWN	STRIKES FIXED OBJECT	EXCEED SAFE SPEED
270	9 87 27-OBJECT FROM OTHER VEH	PROP DMG	6000	0	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	STRIKES OTHER OBJECT	EXCEED SAFE SPEED
270	9 88 12-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	0	2 WET	FOG	DARK NO STREET LIGHTS	SM DIR-8 STR-8 MOV-REND	FAIL TO YIELD ROW TO VEH
270	273 07-FRONTAL	PROP DMG	6000	0	0	0	0	0	0	2 SNOW	SNOW	DAYLIGHT	1 VEH PARKED-1 VEH MOV	IMPROPER BACKING
270	275 05-SIDESWIPE	PROP DMG	6000	0	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	LEAVE PARKED POSITION	FAIL TO YIELD ROW TO VEH
270	276 13-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	0	2 WET	RAIN	DAYLIGHT	SM DIR-1 LTRN-1 STR	NO VIOLATION
270	276 16-REAREND - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	0	2 UNKN	NOT STATED	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	NO VIOLATION
270	276 02-AT ANGLE	PROP DMG	6000	0	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-1 LTRN-1 STR	NO VIOLATION
270	276 02-AT ANGLE	PROP DMG	6000	0	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	DEFECTIVE EQUIPMENT
270	276 02-AT ANGLE	PROP DMG	6000	0	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	EXCEED SPEED LIMIT
270	276 02-AT ANGLE	PROP DMG	6000	0	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	OTHER
270	276 03-AT ANGLE	PROP DMG	6000	0	0	0	0	0	0	2 DRY	OVRCST	DAYLIGHT	ENTERING AT ANGLE	NO VIOLATION
270	276 05-SIDESWIPE	PROP DMG	6000	0	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-1 LTRN-1 STR	NO VIOLATION
270	277 04-SIDESWIPE	PROP DMG	6000	0	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-8 STR-8 MOV-SDSWP	FAIL TO YIELD ROW TO VEH
270	277 06-REAREND	PROP DMG	6000	0	0	0	0	0	0	2 WET	OVRCST	DAYLIGHT	LEAVE PARKED POSITION	FAIL TO YIELD ROW TO VEH
270	278 07-FRONTAL	PROP DMG	6000	0	0	0	0	0	0	2 DRY	RAIN	DAYLIGHT	SM DIR-8 STR-1 MOV-REND	EXCEED SAFE SPEED
270		PROP DMG	6000	0	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-ALL OTHERS	IMPROPER BACKING

270	278	06-REAREND	PROP DMG	6000	0	0	0	0	0	3 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	FOLLOW TOO CLOSELY
270	279	05-SIDESWPE	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	LEAVE PARKED POSITION	FAIL TO YIELD ROW TO VEH
270	279	17-FRONTAL - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	NO VIOLATION	NO VIOLATION
270	279	06-REAREND	PROP DMG	6000	0	0	0	0	0	2 WET	SNOW	DAYLIGHT	SM DIR-ALL OTHERS	FOLLOW TOO CLOSELY
270	278	14-SIDESWPE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	2 SNOW	OVRCSST	DARK STREET LIGHTS ON	SM DIR-B STR-1 MOV-REND	DISREGARD STOP/GO LIGHT
270	281	02-AT ANGLE	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	1 VEH PARKED-1 VEH MOV	NO VIOLATION
270	281	12-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	2 DRY	OVRCSST	DAYLIGHT	ENTERING AT ANGLE	FAIL TO YIELD ROW TO VEH
270	281	02-AT ANGLE	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	OP DIR-1 LTRN-1 STR	OTHER
270	281	12-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	DISREGARD STOP/GO LIGHT
270	281	13-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	2 DRY	OVRCSST	DAYLIGHT	ENTERING AT ANGLE	DISREGARD STOP/GO LIGHT
270	281	13-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	2 WET	OVRCSST	DARK STREET LIGHTS ON	ENTERING AT ANGLE	NO VIOLATION
270	281	74-PEDALCYCLIST HITS VEH	INJURY	65000	1	0	1	0	0	2 DRY	CLEAR	DAYLIGHT	VEH HIT BICYCLIST	NO VIOLATION
270	281	02-AT ANGLE	INJURY	65000	1	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	OP DIR-1 LTRN-1 STR	FAIL TO YIELD ROW TO VEH
270	281	03-AT ANGLE	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-B MOV-SDSWP	FAIL TO YIELD ROW TO VEH
270	281	06-REAREND	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	FOLLOW TOO CLOSELY
270	281	07-FRONTAL	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	OP DIR-1 LTRN-1 STR	NO VIOLATION
270	281	02-AT ANGLE	INJURY	35000	1	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	DISREGARD STOP/GO LIGHT
270	281	13-AT ANGLE - WAS STRUCK	INJURY	65000	1	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	DISREGARD STOP/GO LIGHT
270	281	13-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	DISREGARD STOP/GO LIGHT
270	281	12-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	NO VIOLATION
270	281	06-REAREND	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	NO VIOLATION
270	281	12-AT ANGLE - WAS STRUCK	PROP DMG	35000	1	0	0	0	0	2 DRY	RAIN	DAYLIGHT	SM DIR-B STR-B MOV-REND	INATTENTION
270	281	15-SIDESWPE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	2 WET	CLEAR	DAYLIGHT	ENTERING AT ANGLE	DISREGARD STOP/GO LIGHT
270	281	07-FRONTAL	INJURY	35000	1	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-B MOV-SDSWP	DISREGARD STOP/GO LIGHT
270	281	12-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	DISREGARD STOP/GO LIGHT
270	281	07-FRONTAL	PROP DMG	6000	0	0	0	0	0	2 DRY	OVRCSST	DAYLIGHT	ENTERING AT ANGLE	NO VIOLATION
270	281	71-VEH HITS PEDESTRIAN	INJURY	35000	1	0	0	0	0	1 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	FAIL TO YIELD ROW TO PED
270	281	16-REAREND - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	2 WET	RAIN	DAYLIGHT	SM DIR-B STR-1 MOV-REND	NO VIOLATION
270	281	02-AT ANGLE	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	DISREGARD STOP/GO LIGHT
270	281	03-AT ANGLE	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	OP DIR-1 LTRN-1 STR	DISREGARD STOP/GO LIGHT
270	281	07-FRONTAL	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	NO VIOLATION
270	282	15-SIDESWPE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	ENTERING AT ANGLE	DISREGARD STOP/GO LIGHT
270	282	06-REAREND	INJURY	35000	5	0	0	0	0	3 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-B MOV-SDSWP	NO VIOLATION
270	282	03-AT ANGLE	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	INATTENTION
270	283	12-AT ANGLE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	2 WET	RAIN	DAYLIGHT	SM DIR-B STR-B MOV-SDSWP	NO VIOLATION
270	283	16-REAREND - WAS STRUCK	INJURY	35000	1	0	0	0	0	2 WET	RAIN	DAYLIGHT	1 VEH PARKED-1 VEH MOV	FAIL TO YIELD ROW TO VEH
270	283	16-REAREND - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	OTHER
270	284	05-SIDESWPE	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	1 VEH PARKED-1 VEH MOV	NO VIOLATION
270	285	15-SIDESWPE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-B MOV-SDSWP	IMPROPER BACKING
270	285	15-SIDESWPE - WAS STRUCK	PROP DMG	6000	0	0	0	0	0	2 WET	CLEAR	DAYLIGHT	SM DIR-B STR-B MOV-SDSWP	INATTENTION
270	285	07-FRONTAL	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-ALL OTHERS	NO VIOLATION
270	287	34-HIT'S OTHER OBJECT	PROP DMG	6000	0	0	0	0	0	1 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	NO VIOLATION
270	288	06-REAREND	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	FOLLOW TOO CLOSELY
270	288	16-REAREND - WAS STRUCK	INJURY	35000	1	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	FAIL TO YIELD ROW TO VEH
270	29	06-REAREND	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	EXCEED SAFE SPEED
270	29	05-SIDESWPE	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	UNDER INFLUENCE OF ALCOH
270	29	06-REAREND	PROP DMG	6000	0	0	0	0	0	2 DRY	CLEAR	DAYLIGHT	SM DIR-B STR-1 MOV-REND	
270	29	33-HIT'S APPURTENANCE	INJURY	65000	1	0	1	0	0	0 DRY	CLEAR	DAYLIGHT	VEH HIT BICYCLIST	
270	29	33-HIT'S APPURTENANCE	INJURY	65000	1	0	0	0	0	1 DRY	OVRCSST	DARK STREET LIGHTS ON	STRIKES FIXED OBJECT	

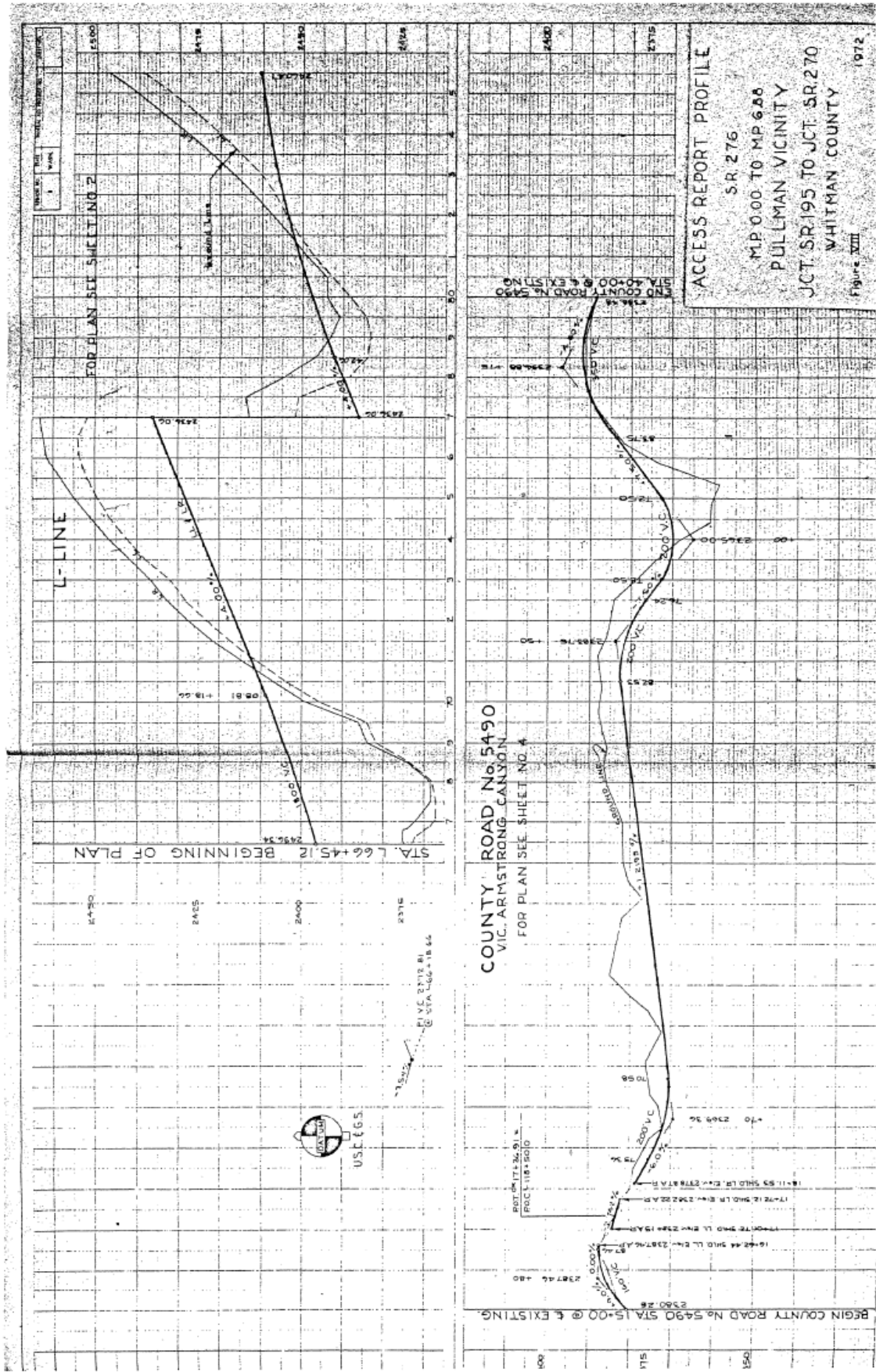
Appendix E- Pullman Land Use Map

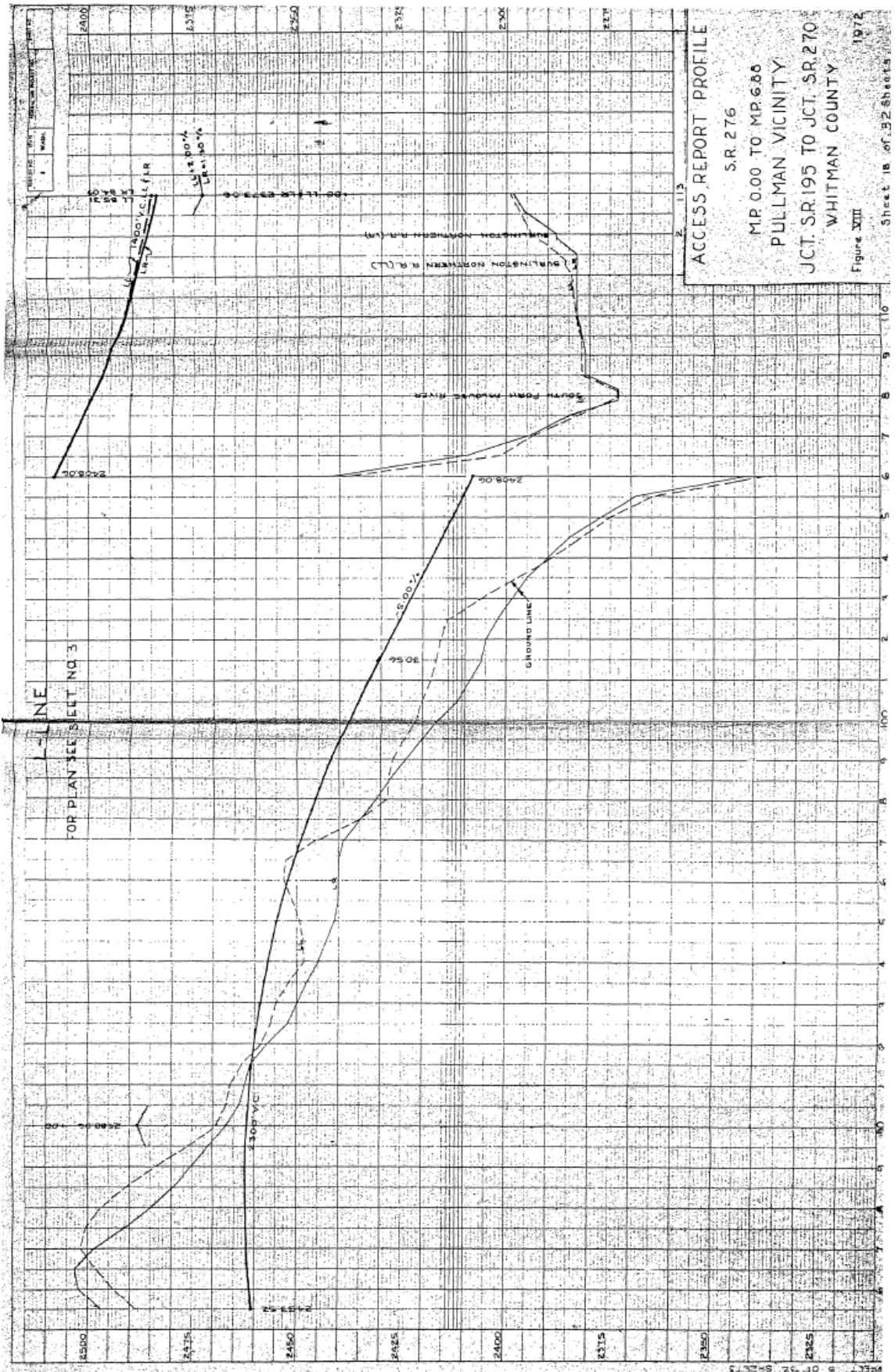
*Eastern Region
SR 276 Route Development Plan
Jct. US 195 To Jct. SR 270*

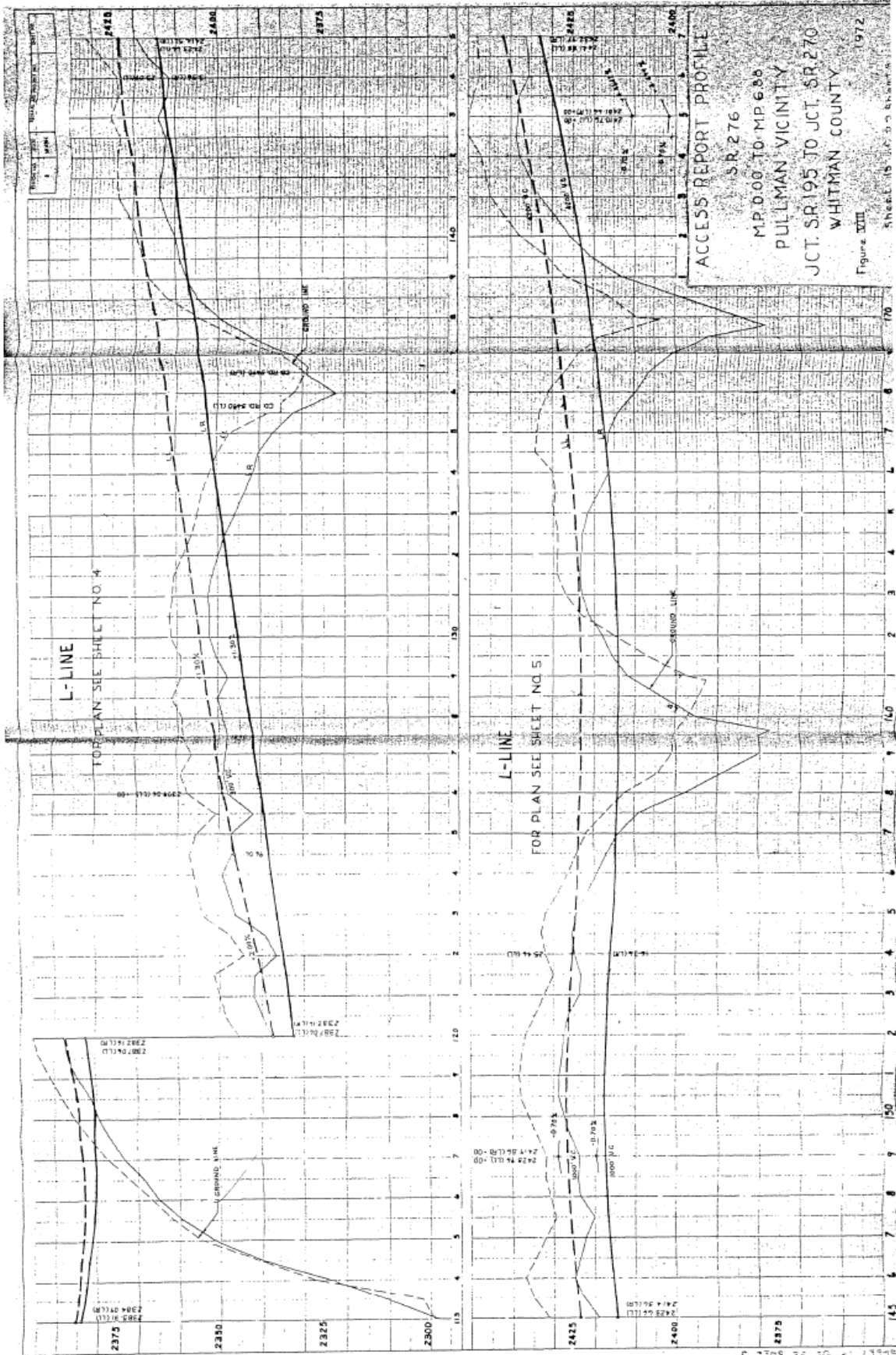


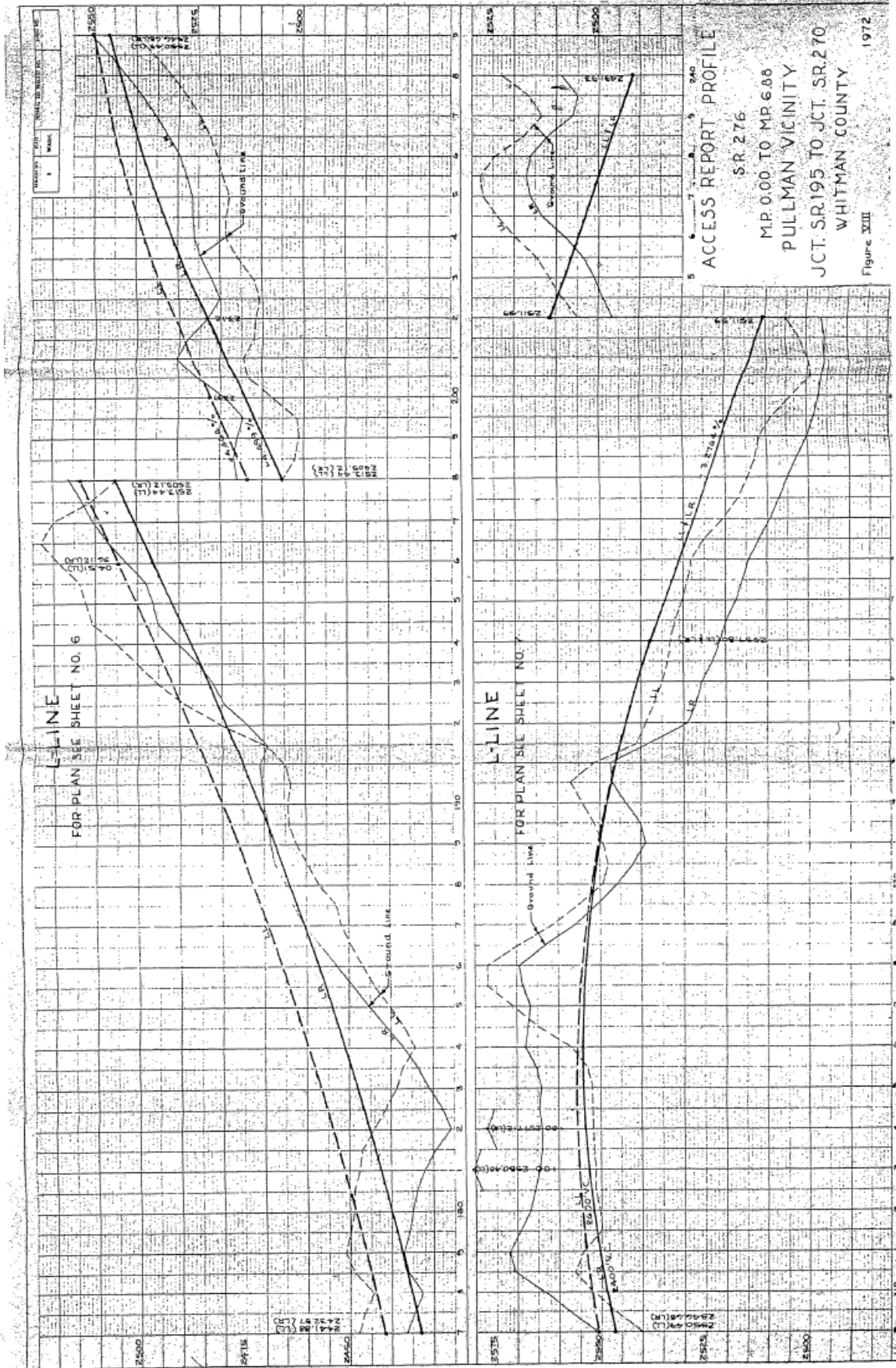
Appendix F- Access Report Profiles

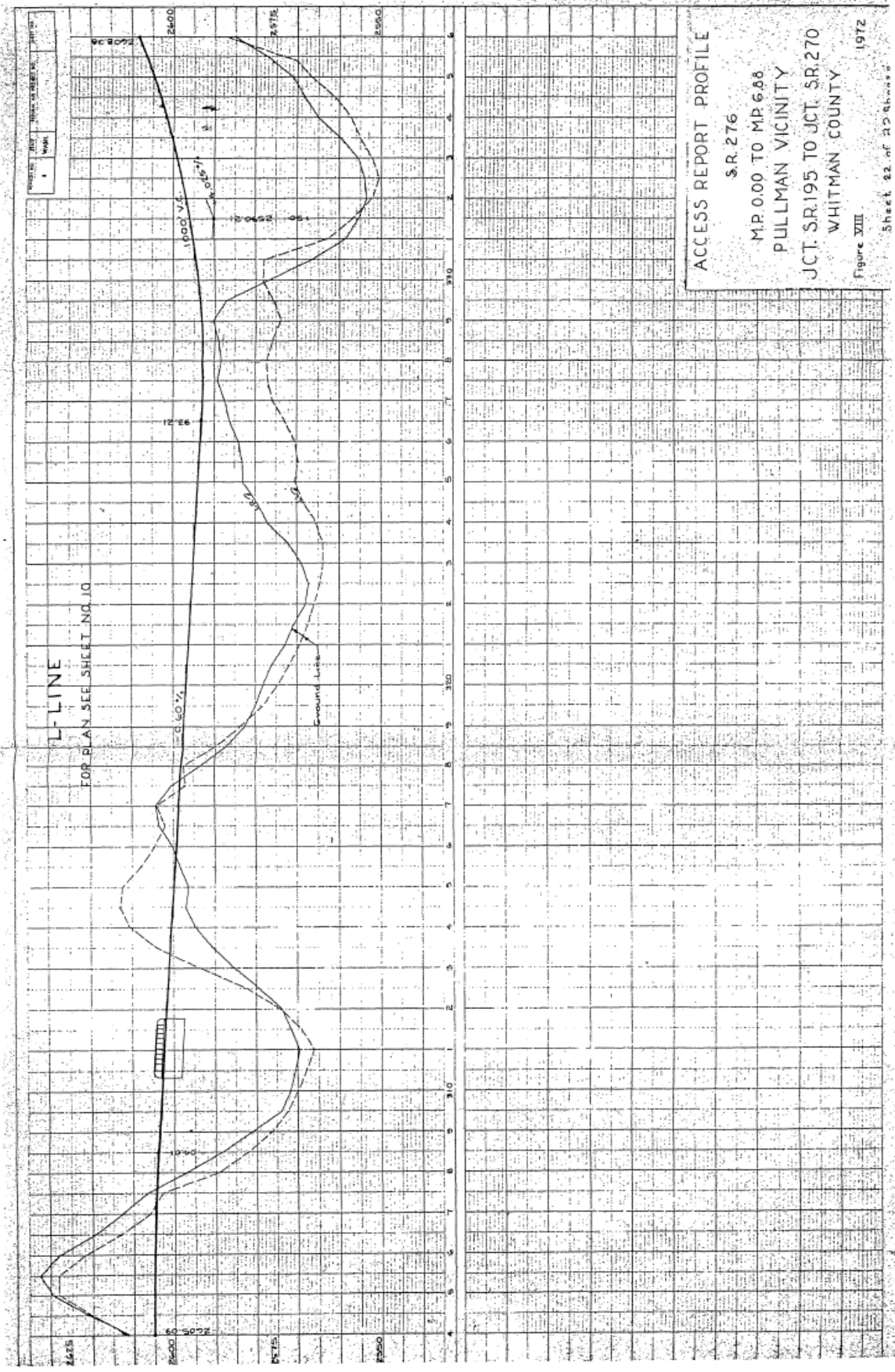
*Eastern Region
SR 276 Route Development Plan
Jct. US 195 To Jct. SR 270*

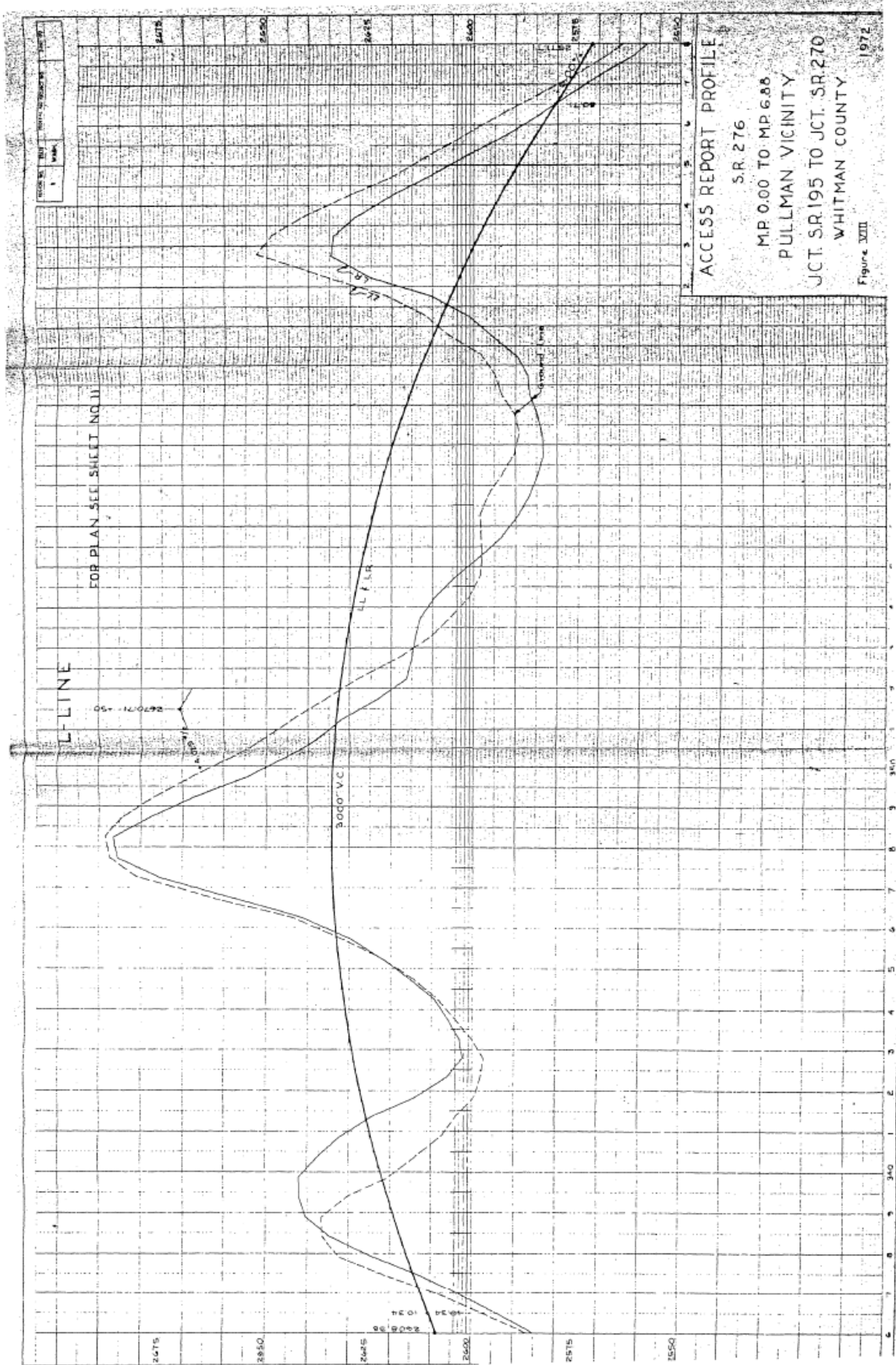


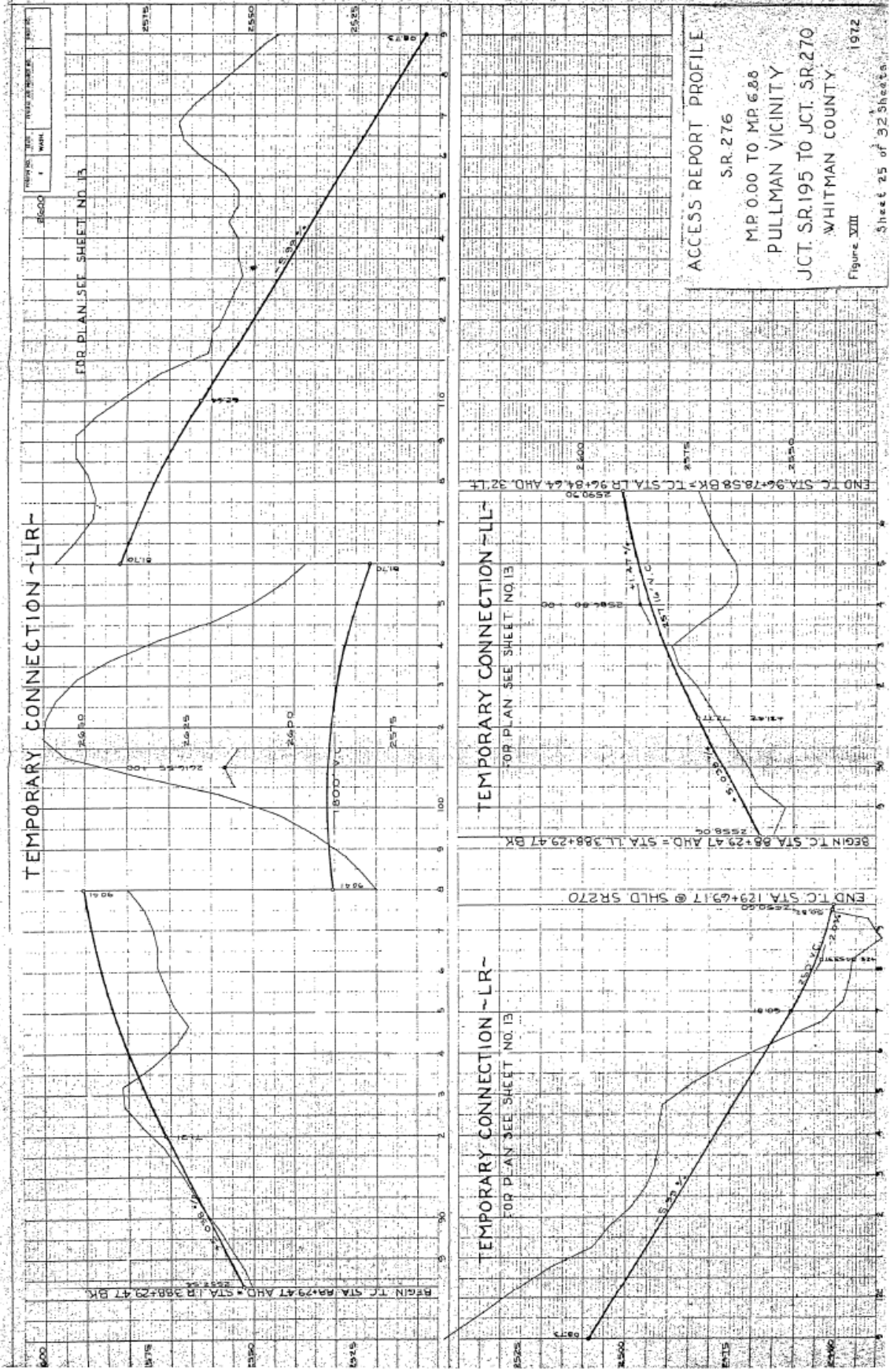


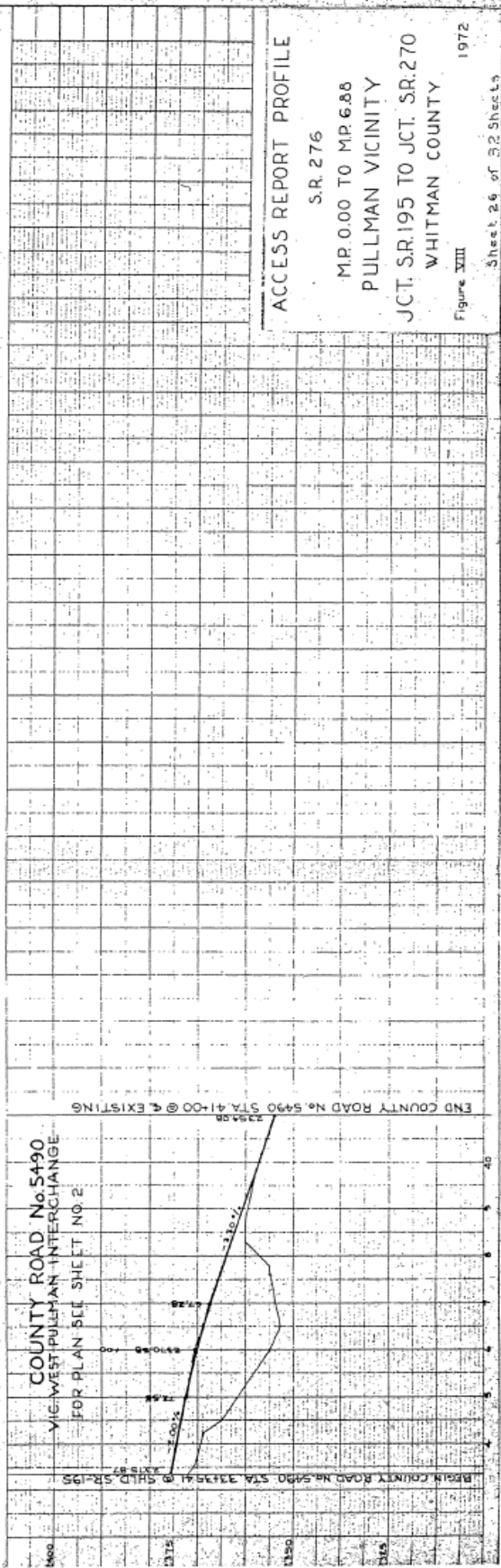
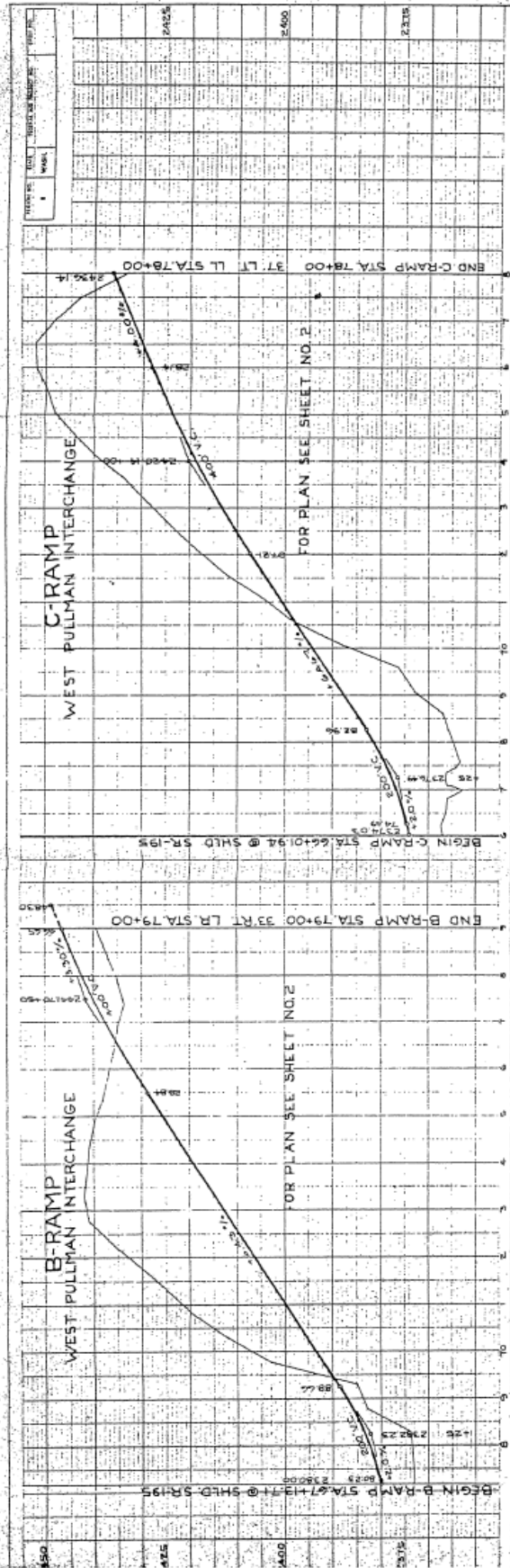












ACCESS REPORT PROFILE

S.R. 276

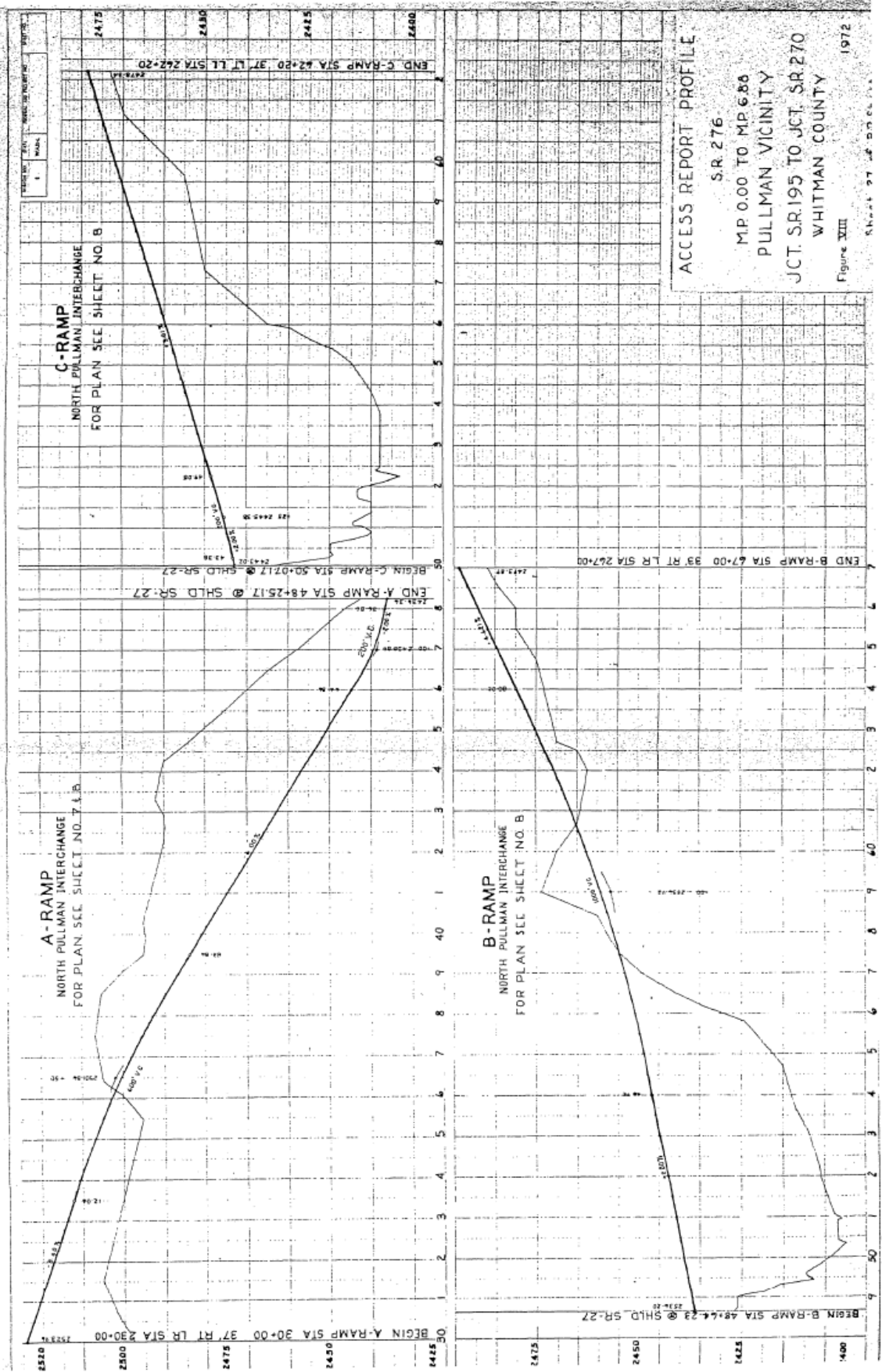
MP. 0.00 TO MP. 6.88

PULLMAN VICINITY

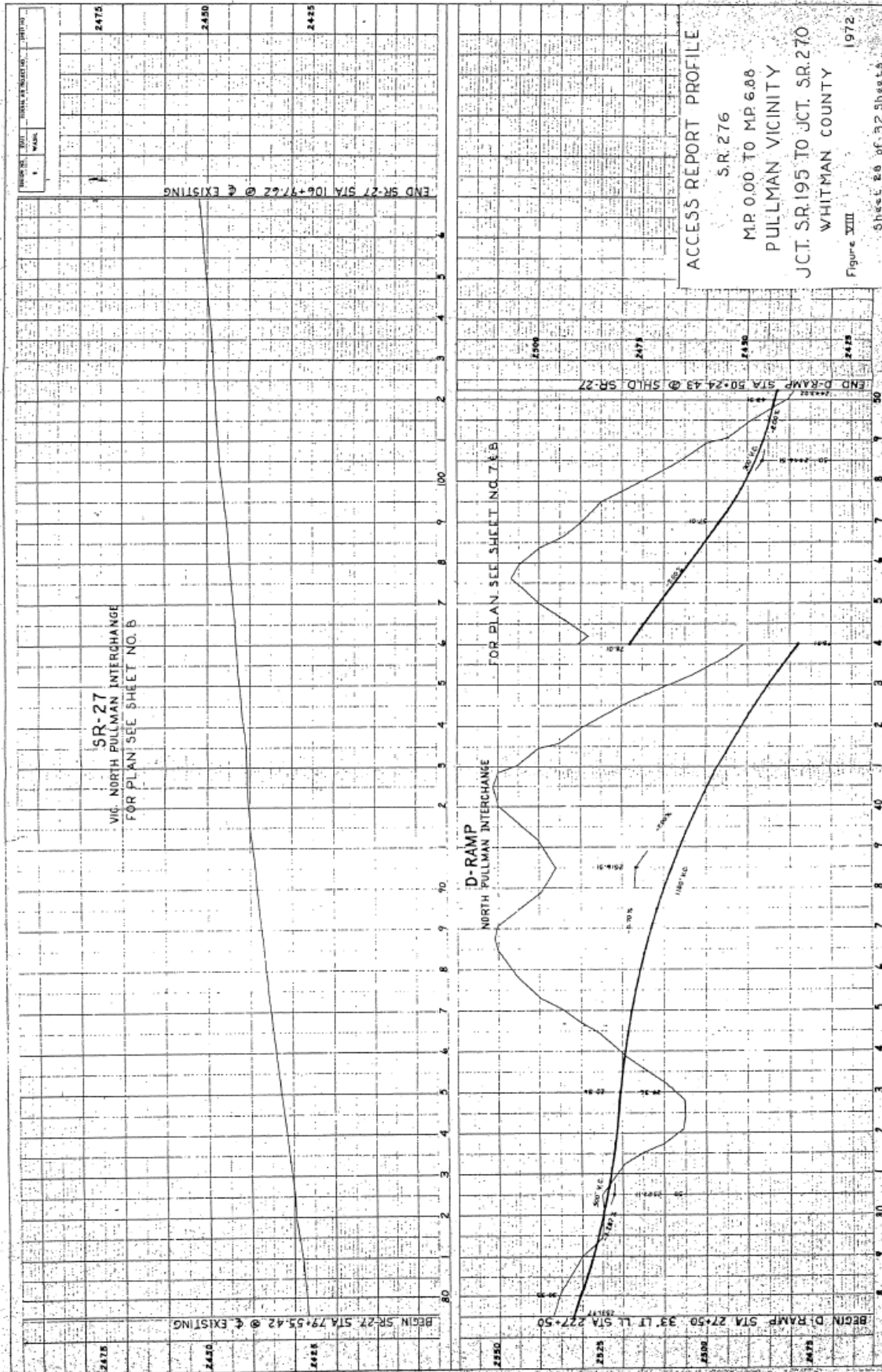
JCT. SR. 195 TO JCT. SR. 270

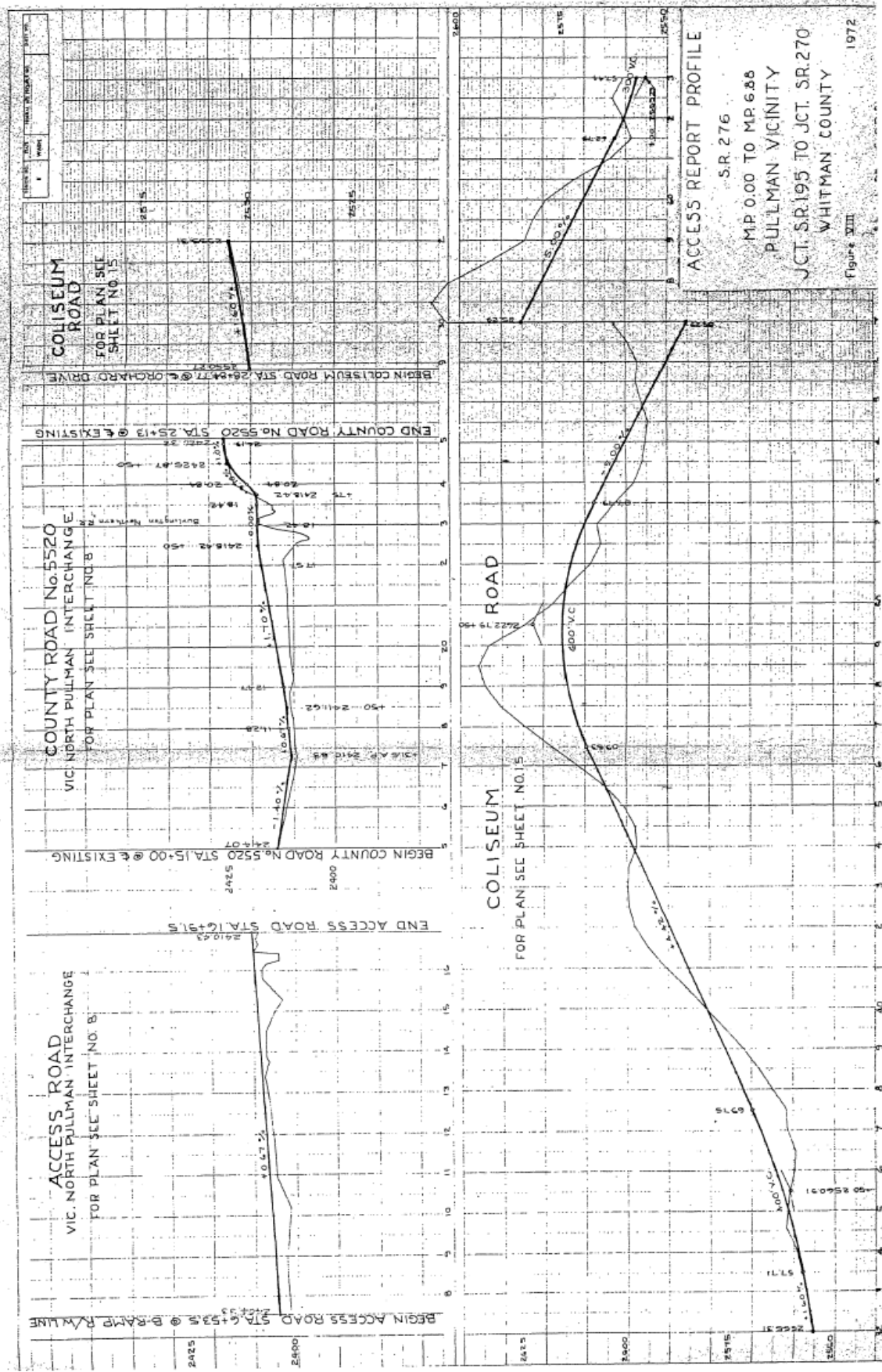
WHITMAN COUNTY

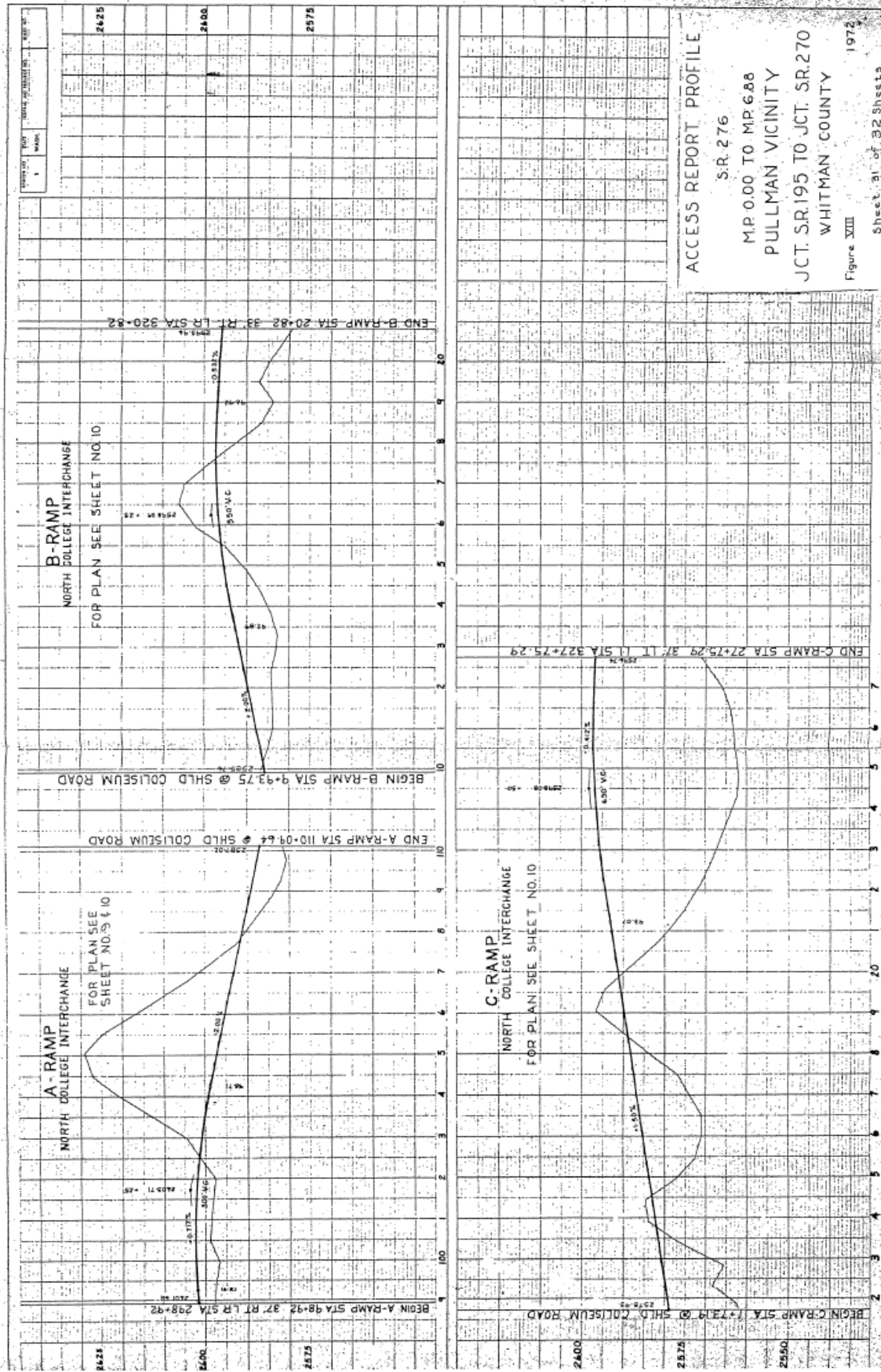
Figure XIII

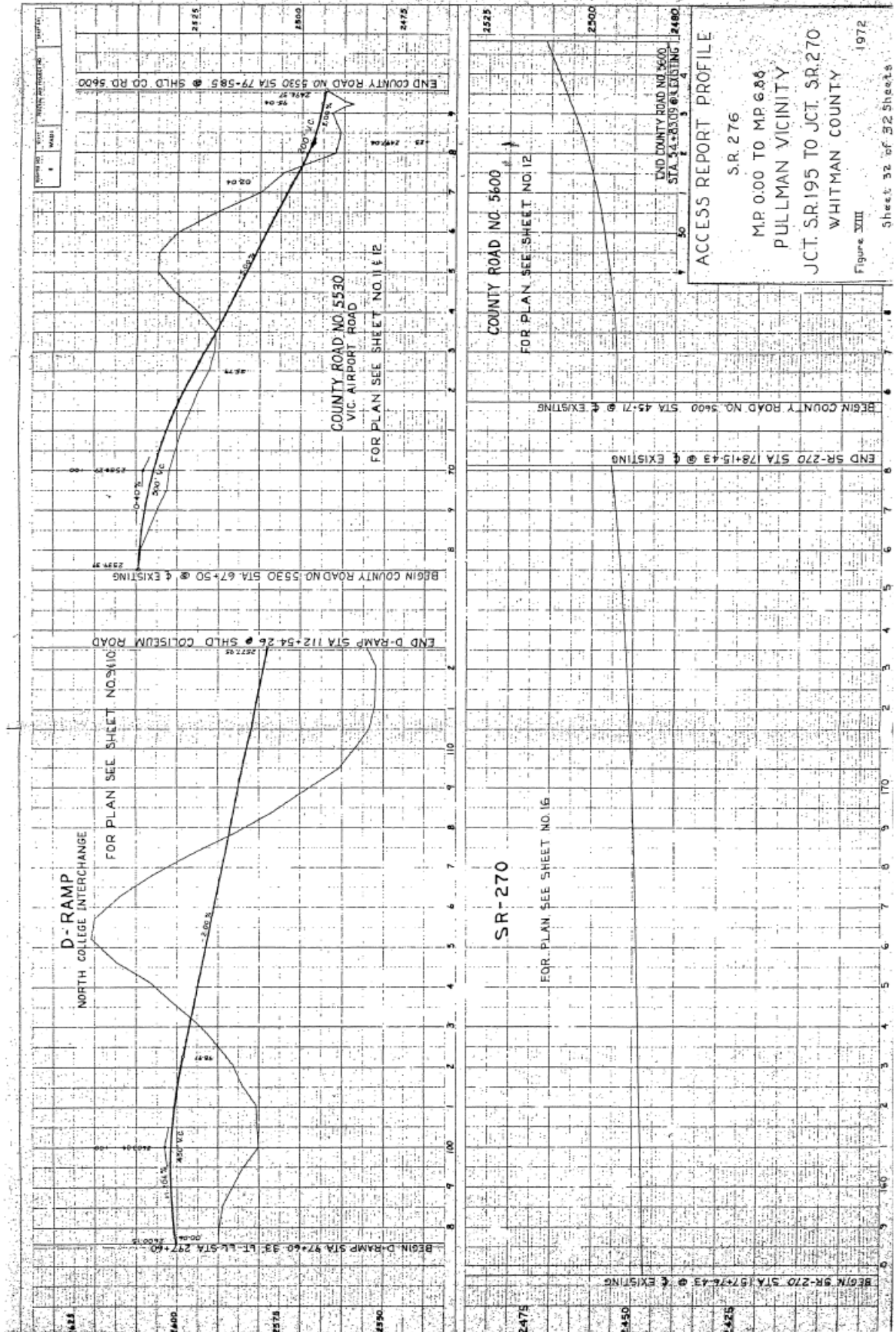


ACCESS REPORT PROFILE
 S.R. 276
 MP 0.00 TO MP 6.86
 PULLMAN VICINITY
 JCT. SR.195 TO JCT. SR.270
 WHITMAN COUNTY
 Figure XIII
 1972









D-RAMP
NORTH COLLEGE INTERCHANGE

FOR PLAN SEE SHEET NO. 1010

COUNTY ROAD NO. 5530
VIC. AIRPORT ROAD

FOR PLAN SEE SHEET NO. 1112

SR-270

FOR PLAN SEE SHEET NO. 16

COUNTY ROAD NO. 5600

FOR PLAN SEE SHEET NO. 12

ACCESS REPORT PROFILE
SR. 276
MP 0.00 TO MP 6.86
PULLMAN VICINITY
JCT. SR.195 TO JCT. SR.270
WHITMAN COUNTY

Figure VIII
1972
Sheet 32 of 52 Sheets

