



Letter of Transmittal

To: ODOT
 200 NE 21st Street
 Oklahoma City, Oklahoma 73105

Project: US-81 Chickasha Bypass

Client Project No: J/P No. 24428(04)

Attention: Kyle McKinley, Project Manager

Date: August 18, 2017

TL No:

We Transmit	For Your	The Following
<input checked="" type="checkbox"/> Attached <input type="checkbox"/> Under separate cover via <input type="checkbox"/> In accordance with your request	<input type="checkbox"/> Approval <input checked="" type="checkbox"/> Review and Comment <input type="checkbox"/> Use <input type="checkbox"/> Distribution to Parties <input type="checkbox"/> Record <input type="checkbox"/> Information <input checked="" type="checkbox"/> Signature	<input type="checkbox"/> Traffic Report <input checked="" type="checkbox"/> Access Justification Report <input type="checkbox"/> Change Order <input type="checkbox"/> Shop Drawing Prints <input type="checkbox"/> Samples <input type="checkbox"/> Product Literature <input type="checkbox"/> Design Analysis <input type="checkbox"/> Calculations <input type="checkbox"/> LEED <input type="checkbox"/> CDs

Copies	Date	Rev. No.	Description
1	08/18/2017		Hard-Copy of DRAFT AJR
1	08/18/2017		E-copy ODOT File Upload

Remarks:

Please review and let us know if you need anything else.

Signed *Benham Design, LLC*
Ken Morris

Copies to:

Comment	Section	Page(s)/ Location	Comment (paraphrased)	Addressed?	Response	Received by:
1	Section E. FHWA Policy Point 2: Transportation System Management	Page 16, Paragraph 1	ADD to end of Section E. <i>"These TSM measures are accounted for in the no-build analysis."</i>	Y		ODOT
2	Crash Analysis	Page 21	Comment. <i>"2016 data were incomplete at the time that the crash query was run. This is indicated in the attached sheets. Use 2011-2015 instead and update your analysis."</i>	Y		ODOT
3	Sign Layout Exhibit	Sheet 1 of 5	Comment. <i>"81B in a US shield instead of Interstate 81B (several instances)"</i>	Y		ODOT
4	Sign Layout Exhibit	Sheet 2 of 5	Comment. <i>"On Chickasha/Duncan signs, use El Reno/Duncan instead. Chickasha is accessed via 81B."</i>	Y		ODOT
5	Sign Layout Exhibit	Sheet 4 of 5	Comment. <i>"Remove 2 mile sign (overlaps other interchanges) and change Grand 1 Mile to 1/2 Mile."</i>	Y		ODOT

DRAFT Access Justification Report

US-81 Realignment

Project Number 24428(04)

Prepared for the:

Oklahoma Department
of Transportation



Prepared by:



August 2017

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Interstate 44 / H.E. Bailey Turnpike Interchange

US-81 Realignment
Chickasha, Oklahoma

ACCESS JUSTIFICATION REPORT

Submitted by:

ODOT

The Oklahoma Department of Transportation

Roadway Division Engineer

Date

Concur:

Federal Highway Administration (FHWA)

Division Administrator

Date

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List of Acronyms

AASHTO	American Association of State Highway and Transportation Officials
AJR	Access Justification Report
CMF	Crash Modification Factor
EA	Environmental Assessment
FHWA	Federal Highway Administration
HCM	Highway Capacity Manual
HCS	Highway Capacity Software
HSM	Highway Safety Manual
Hwy	Highway
HOV	High Occupancy Vehicle
I-44	Interstate 44
LOS	Level of Service
L RTP	Long Range Transportation Plan
MTP	Metropolitan Transportation Plan
MUTCD	Manual on Uniform Traffic Control Devices
NEPA	National Environmental Policy Act
ODOT	Oklahoma Department of Transportation
OTA	Oklahoma Turnpike Authority
SH-19	State Highway 19
STIP	Statewide Transportation Improvement Program
TDM	Travel Demand Management
TMA	Transportation Management Area
TSM	Transportation System Management

Executive Summary

In accordance with Federal Highway Administration (FHWA) policies regarding interstate access approvals, this request was initiated by the Oklahoma Department of Transportation (ODOT) to outline the implications of a proposed new access along Interstate 44 (I-44) / H.E. Bailey Turnpike in Grady County, Oklahoma. The new access is part of a proposed new US-81 alignment along the west side of Chickasha.

This report evaluates the need for the proposed access and documents technical analyses associated with the new interchange using the eight policy criteria outlined by the FHWA.

The new access is one of six interchanges associated with the four-lane divided access-controlled US-81 project that begins south of existing SH-19 and traverses west and north before it ties into existing US-62.

Traffic operational analysis results of both upstream and downstream interchanges of the proposed access along I-44 / H.E. Bailey Turnpike (east-west) indicate LOS B or better through the 2040 design year. However, there are deteriorating LOS along US-81 at the Choctaw Road and Grand Avenue intersections.

Due to the proximity of the proposed access to OTA's existing toll plaza, a queuing analysis was conducted. Results indicate that the proposed access at I-44 / H.E. Bailey Turnpike and the realigned US-81 will not adversely affect toll plaza operations.

The proposed "Build" with I-44 / H.E. Bailey Turnpike access alternative (i.e., presence of the new US-81 alignment with access to I-44) aims to improve traffic operations and safety for both local and through traffic traveling through Chickasha. However, modeling results indicate the intersection of the current US-81 alignment with Grand Avenue and Choctaw Road is anticipated to operate at undesirable levels.

A. Introduction

ODOT proposes a new US-81 alignment near the City of Chickasha, in Grady County. The overall US-81 Project extends approximately 8.24 miles, from south of existing US-81 north to US-62 / SH-9. While the new cloverleaf interchange with the new US-81 alignment and I-44 / H.E. Bailey Turnpike is the focus of this report, the US-81 Project also includes four service interchanges at US-62, Iowa Avenue, Grand Avenue, Country Club Road and one system interchange that connects to the existing US-81 at the southern terminus. Refer to **Appendix A** for an overall view of the US-81 Project extents.

This report focuses solely on the proposed access at I-44 and the new US-81 alignment (referred to as the “proposed interchange”).

Interchanges along I-44 adjacent to the proposed access are located upstream approximately 3 miles within the City of Chickasha and approximately 32 miles downstream within the City of Elgin, including a partial interchange half way at Fletcher. The proposed access location shown on **Exhibit 1**.



Exhibit 1: Study Area Extents

B. Project Background

Project History of the Corridor

Dating back to 1978, proposed US-81 alignment routes around the City of Chickasha were evaluated, but ruled out unjustified due to lack of demand and/or program funding. A more recent 2007 study justified the need for a new US-81 alignment route, citing the difficulty with accommodating an increasing demand of trucks and other heavy vehicles generated by increased oil and gas drilling activity.

Existing Conditions

Existing US-81 through the study area is characterized by varying speeds, surrounding land use, lane configuration, and median type. The urbanized section of US-81 through Chickasha serves as a primary arterial providing access to businesses and other commercial areas. Outside of that urbanized area, existing US-81 is primarily a four-lane divided highway. The posted speed limit through the corridor ranges from 45 mph south near the SH-19 intersection to speeds as low as 25 mph through the urbanized area. Beginning at the existing US-81 and SH-19 intersection extending north through town and west along Choctaw Road, there are 14 signalized intersections approximately a mile or less apart at cross street locations.

US-81 is part of the National Highway System and serves as an integral regional route for both intrastate and interstate commerce. According to ODOT's Roadway Classification system, US-81 is classified as an Other Principal Arterial within the study area. After traversing north through downtown Chickasha, existing US-81 intersects with Choctaw Road (US-62 / SH-9) and extends west for a few miles before continuing north as US-81.

According to past studies and field conditions, one of the primary challenges with the existing US-81 through Chickasha is the number of trucks and other heavy vehicles traveling through downtown. Currently, trucks and other heavy vehicles passing through Chickasha are required to utilize existing US-81 streets through downtown where low speeds and inadequate intersection geometry leads to high congestion. Furthermore, the US-81 section through the study area experiences a crash rate double that of similar facilities in the state.

After analyzing several alignments for the realigned US-81 project, a preferred alignment and associated interchange locations were selected with input from the public and various stakeholders over the course of several public meetings. Among others, the goal for selecting the preferred alignment was to minimize social, environmental, and economic impacts.

Five-year (2011-2015) historic crash data for the existing US-81 corridor indicated rear end and angle type collisions were the predominant crash types resulting in fatalities, injuries, and property damage along existing US-81 through the study area. When compared to similar facilities statewide, collision data indicate existing US-81 has a crash rate twice that of the statewide average.

Baseline & Future Traffic Volumes

Raw traffic data was collected and balanced for the baseline (2012) year and subsequently used to forecast design year (2040) projections for the proposed improvements. Annual Average Daily Traffic (AADT), morning (AM) and evening (PM) peak hour counts, and intersection turning movement counts were conducted at major intersections and roadway segments along existing US-81. Traffic data obtained from ODOT and OTA were used as cross-checks for accuracy.

Future (2040) design year traffic for the existing and proposed system was obtained by projecting the balanced 2012 design traffic volumes using future trip generations based on induced traffic, potential land use changes in the vicinity of the area and an Origin-Destination study. The baseline (2012) and future (2040) AADT, AM/PM peak hours, turning movement and truck volumes for both the existing and realigned US-81 conditions under the No-Build and Build (i.e., with the presence of a new US-81 alignment) scenarios are shown in **Appendix B**. This report evaluates the access at I-44 and thus primarily utilizes the ODOT approved “Build” traffic counts for analysis. However, when evaluating existing intersections along US-81, the future (2040) “No Build” counts were used to compare the effects of the new US-81 alignment on existing facilities.

Project Purpose

The proposed new US-81 alignment project improvements are to address the following:

1. Safety improvements
2. Local system congestion and operations

3. Mobility for local and through traffic

It is anticipated the US-81 project will improve mobility of through traffic, decrease local system congestion and improve safety, primarily by reducing truck traffic on existing US-81. This report focuses on one of the six proposed interchanges that will provide access to all movements to and from the realigned US-81 and the I-44 / H.E. Bailey Turnpike. The construction of the proposed interchange is based upon relocating the existing H.E. Bailey toll plaza, as discussed in Policy Point 1.

The total estimated cost for the overall proposed US-81 project (Right of Way, Utilities, Design and Construction) will be evaluated as part of an upcoming design project. According to ODOT's 8 year construction plan, programming costs to date only include right of way and utilities as follows:

- Right of Way: \$4.94 million FFY 2018
- Utilities: \$2.68 million FFY 2018
- Construction: not included in ODOT's current 8-year plan

Report Purpose

This AJR evaluates the viability of new access at the proposed interchange, using FHWA's and ODOT's Interstate System Access policy criteria, under two scenarios:

- *Scenario 1:* "Build" Configuration with No Access to I-44 (i.e., Realigned US-81 with grade separation at I-44) and existing US-81 under "No Build" (See Policy Point 1).
- *Scenario 2:* "Build" Configuration with Access to I-44 (i.e., Realigned US-81 with full cloverleaf at I-44) and existing US-81 under "Build" (See Policy Point 3).

The FHWA Interstate System Access Informational Guide identifies eight categories to be addressed for concept approval. The policy points are focused on the proposed access at I-44 / H.E.

Bailey Turnpike, one of several interchanges within the proposed US-81 project. The policy points are:

1. Existing Facilities
2. Transportation System Management
3. Operational and Crash Analyses
4. Access Connections and Design
5. Land Use and Transportation Plans
6. Comprehensive Interstate Network Study
7. Coordination with Transportation System Improvements
8. Status of the NEPA

D. FHWA Policy Point 1: Existing Facilities

“The need being addressed by the request cannot be adequately satisfied by existing interchanges to the Interstate, and/or local roads and streets in the corridor can neither provide the desired access, nor can they be reasonably improved (such as access control along surface streets, improving traffic control, modifying ramp terminals and intersections, adding turn bays or lengthening storage) to satisfactorily accommodate the design-year traffic demands (23 CFR 625.2(a))”.

To determine the effects of new access on the existing turnpike, analyses were conducted to evaluate future (2040) traffic operations. For the overall corridor, traffic counts were conducted at 47 locations to determine baseline (2012) and future (2040) design traffic. However, for the purpose of this report, it is assumed the realigned US-81 project is built and thus the 2040 design year counts were used throughout this report for analysis of the access point. The model results are presented in **Appendix D**.

This section focuses on the presence of the US-81 alignment “Build” scenario without access to I-44 / H.E. Bailey Turnpike. Refer to Policy Point 3 for analysis of the new alignment with access to I-44 / H.E. Bailey Turnpike.

Existing Facilities

Existing US-81 through Chickasha

Existing US-81 traverses through downtown Chickasha, where trucks and other heavy vehicles are restricted to using densely developed streets with relatively lower speeds. Urban traffic demand and lower speeds adversely affect travel time and delay through downtown.

Interstate 44 / H.E. Bailey Turnpike

The I-44 / H.E. Bailey Turnpike is a four lane limited access tollway that is part of the Oklahoma Turnpike Authority's (OTA) road network. The existing interchange of I-44 / H.E. Bailey Turnpike and US-81 is a folded diamond with signalized ramp terminals that provide access to all movements.

The City of Elgin is approximately 32 miles southwest of Chickasha in Comanche County. The interchange at Elgin along the turnpike is a diamond interchange.

Heading east from Elgin, the 32-mile-long study segment includes OTA's Chickasha toll plaza and concludes at the existing US-81 and I-44 / H.E. Bailey Turnpike. The segment location is shown on **Exhibit 2**.

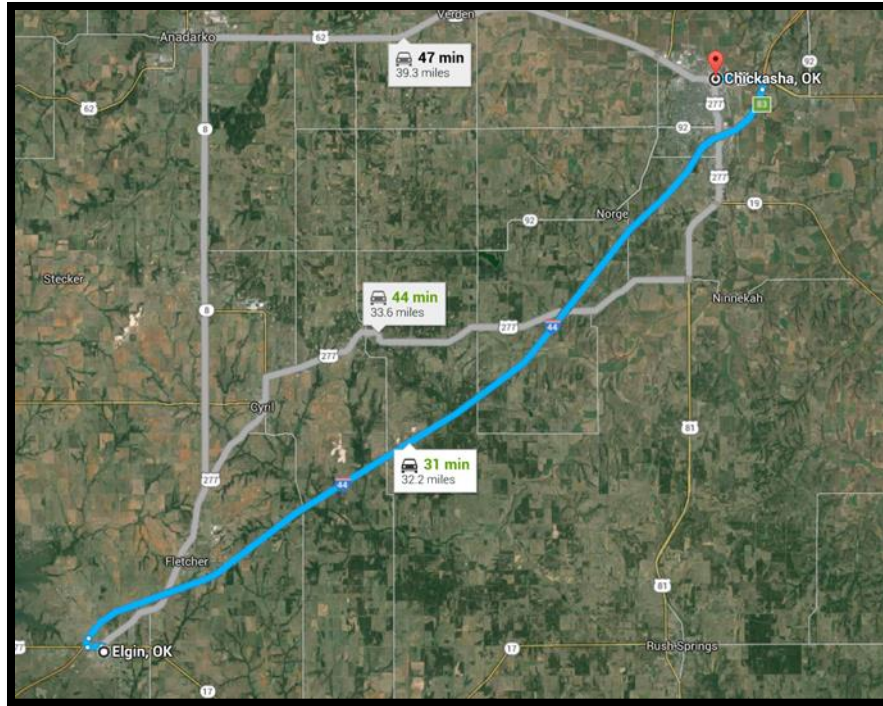


Exhibit 2: Segment Study Area Up- and Down- Stream of the New Access

Existing OTA Toll Plaza along I-44

OTA’s existing Chickasha toll plaza was recently relocated along I-44 (H.E. Bailey) approximately 14 miles downstream from the existing I-44/US-81 interchange. Data obtained from OTA indicates (as of 2016) an approximate ADT of 11,250 vehicles along the segment area.

As shown in **Exhibit 3**, the toll plaza was relocated approximately 11 miles south of its previous location to mile post 66.62 to modernize the plaza and avoid future conflicts with the proposed interchange. OTA’s awarded the new toll plaza contract on May 24, 2016 at an estimated construction cost of \$14.76 million under OTA Project Number HEB-MC-59. The proposed work includes the demolition of the existing plaza and the new construction of a new plaza near Cyril.

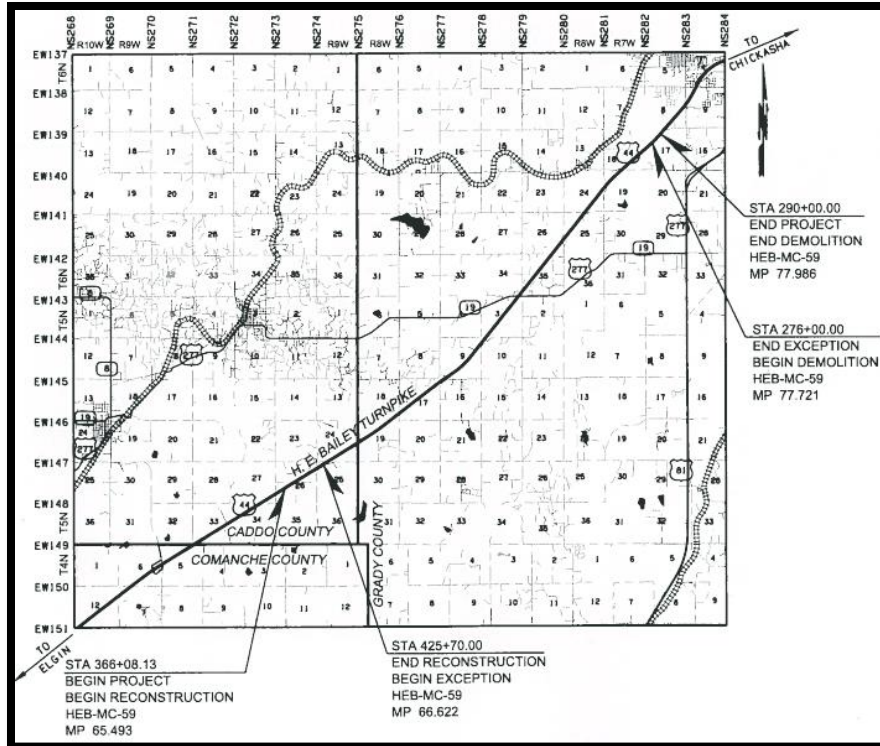


Exhibit 3: Existing Toll Plaza in Proximity to New Access

Operational Analysis – Existing Toll Plaza

The new toll plaza was modeled in anticipation that it will be relocated prior to the realigned US-81 construction to evaluate toll operations. Preliminary design plans indicate a modernized design with mainline electronic toll collection (ETC) lanes to maintain the 75 mph posted speed.

Field observations were conducted during a typical weekday under normal conditions to assess traffic at the toll plaza during peak periods and observe operating characteristics that included:

- Assess average service times in cash lanes
- Assess average and maximum queues under peak conditions
- Identify proportions of drivers by lane type (i.e., ETC, cash or ACM)
- Observe overall operations of existing toll configuration

Field observations were conducted in 15 minute increments during peak periods in the morning, mid-afternoon and evening. Overall, there were minimal queues throughout each period in both directions. The majority of queues occurred during anomalies such as the platooning of specific

vehicle groups (e.g., military convoys), personnel shift changes, and passenger vehicle/operator interactions. Thus, while periodic queuing may exist, the current toll plaza configuration adequately serves the traffic demand. Raw data collected is shown in the following **Exhibit 4** and **Exhibit 5**.

Exhibit 4: Toll Plaza Raw Data

Period	Time		Eastbound				Westbound			
	From	To	ETC	ACM	CASH	Total	ETC	ACM	CASH	Total
Morning	8:00 AM	8:15 AM	51	5	19	75	49	4	12	65
	8:15 AM	8:30 AM	59	7	23	89	65	8	19	92
	8:30 AM	8:45 AM	59	2	17	78	65	4	13	82
	8:45 AM	9:00 AM	70	10	27	107	44	8	17	69
	Average		60	6	22	87	56	6	15	77
Lunch	11:00 AM	11:15 AM	33	7	24	64	42	5	37	84
	11:20 AM	11:35 AM	34	5	22	61	50	5	23	78
	12:00 PM	12:15 PM	52	9	26	87	64	6	27	97
	12:30 PM	12:45 PM	52	10	34	96	49	11	34	94
	12:45 PM	1:00 PM	66	7	27	100	53	4	32	89
	Average		51	8	27	86	54	7	29	90
Evening	4:00 PM	4:15 PM	79	9	31	119	77	8	22	107
	4:30 PM	4:45 PM	85	6	23	114	65	7	28	100
	5:00 PM	5:15 PM	82	10	41	133	58	7	32	97
	5:30 PM	5:45 PM	78	8	28	114	55	12	21	88
	Average		81	8	31	120	64	9	26	98

Exhibit 5: Toll Plaza Field Visit Vehicle Classification Raw Data

Time		Vehicle Classification											
		Eastbound						Westbound					
		Pass		ACM		CASH		Pass		ACM		CASH	
From	To	CARS	TRUCKS	CARS	TRUCKS	CARS	TRUCKS	CARS	TRUCKS	CARS	TRUCKS		
12:45 PM	1:00 PM	55	11	7	0	23	4	39	14	4	0	22	10
4:00 PM	4:15 PM	66	13	9	0	27	4	72	5	8	0	20	2
4:30 PM	4:45 PM	74	11	6	0	23	0	57	8	7	0	24	4
5:00 PM	5:15 PM	76	6	10	0	32	9	54	4	7	0	26	6
5:30 PM	5:45 PM	73	5	8	0	24	4	50	5	12	0	19	2

The majority of traffic utilizes ETC lanes in both directions. On average, over 66% of traffic utilized ETC lanes during the morning and evening 15-minute peak periods compared to approximately 60% during the mid-afternoon peak period. There were very low volumes observed utilizing ACM lanes, in which most were passenger vehicles. On average, there were

about 98 vehicles processed over the 15-minute peak periods traveling eastbound and 88 vehicles traveling westbound.

The current toll plaza configuration (i.e., prior to relocation) adequately serves the traveling public headed eastbound and westbound along the turnpike. On average, queues were minimal and cash lane processing is less than 30 seconds. Trucks, vehicles and convoys' periodically took longer to process in the cash lanes due to conflicts.

Operational Analysis – Realigned US-81 Configuration with No Access to I-44

A segment analysis to determine impacts to nearby influence areas was conducted beginning at the Elgin interchange extending eastbound to the existing I-44 / US-81 interchange. This analysis assumed the proposed US-81 project is built with no access to I-44 (i.e., grade separated only). Also, intersections that were analyzed along existing US-81 utilized future No Build traffic counts to evaluate the proposed US-81 project effects on existing US-81 presented in Policy Point 3.

This section was broken down into two separate analyses:

- (1) Existing US-81 under “No Build” scenario – Synchro Intersection Analysis
- (2) The proposed new interchange access including adjacent upstream and downstream interchanges under the “Build” scenario with No Access to I-44 / H.E. Bailey Turnpike scenario – HCS Facilities Analysis

Analysis assumptions include:

- Speed (along existing US-81): 25-45 mph
- Speed (along I-44): 75 mph
- Lane width: 12 ft.
- I-44 Mainline number of lanes: 4
- Peak Hour Factor: 0.95
- Truck traffic: 5-25% (depending on segment location)
- I-44 On/Off ramps: 30-45 mph
- Peak hour traffic as % of AADT: 10% (used to compute peak hour at particular locations where limited data)

- Lane proportions of cash versus ETC: 66% Pike Pass, 33% cash
- Terrain: level

Existing US-81 Synchro Intersection Analysis – “No Build” Scenario

Traffic operational analyses of existing US-81 under No Build conditions (i.e., without the Proposed US-81 project) were conducted using *Synchro 10*. The analysis results for specific intersections are shown in **Exhibit 6**. Synchro results indicate an overall level of service that ranges from LOS A to LOS F for the existing US-81 intersections studied. Model results indicate the intersections of Choctaw Road (US-62/SH-9) and Grand Avenue along existing US-81 will operate at an undesirable LOS F and LOS E during the PM peak periods, respectively.

Overall, existing US-81 mainline intersection analysis indicate the Choctaw Road (US-62/SH-9) and Grand Avenue intersections are anticipated to approach capacity in the design year. These intersections experience significant delays and queueing, verified by field observations. At the Choctaw Road intersection located in downtown Chickasha, the truck volume and inadequate intersection geometry make it difficult for trucks and other heavy vehicles to negotiate turning movements.

Exhibit 6: Intersection LOS | 2040 "No Build" Condition (Existing US-81)

Intersection	Intersection LOS	Intersection Delay	Period	EB LT		EB TH		EB RT		WB LT		WB TH		WB RT		NB LT		NB TH		NB RT		SB LT		SB TH		SB RT	
				LOS	DEL	LOS	DEL	LOS	DEL	LOS	DEL	LOS	DEL	LOS	DEL	LOS	DEL	LOS	DEL	LOS	DEL	LOS	DEL	LOS	DEL	LOS	DEL
US-62	B	11.4	AM	C	23.0	A	7.8	n/a	n/a	n/a	n/a	B	14.7	A	5.2	n/a	n/a	n/a	n/a	n/a	n/a	B	16.7			A	0.1
	B	12.1	PM	C	22.9	A	7.5	n/a	n/a	n/a	n/a	B	16.3	A	5.5	n/a	n/a	n/a	n/a	n/a	n/a	B	19.9	n/a	n/a	A	0.1
Choctaw Road (US-62/SH-9)	D	43.1	AM			B	13.7					E	67.0			D	47.9	D	35.2			C 33.7					
	F	87.6	PM			C	29.4					F	183.7			F	92.6	E	59.4			E 67.4					
GRAND AVE	C	32.0	AM	E	55.6	C	32.1	A	3.7	D	53.1	C	31.1			E	56.8	C	24.6			D	50.6	C	27.4	A	1.5
	E	69.2	PM	F	93.1	F	99.0	B	16.0	F	125.2	E	69.9			F	110.8	D	36.0			E	66.7	F	92.8	B	16.8
I-44 WESTBOUND	B	17.8	AM			B	17.7					C	34.9	A	0.1	B	16.6	C	21.7	A	0.0	D	35.8	A	9.8		
	C	26.5	PM			C	24.0					D	51.3	A	0.1	D	53.0	C	23.7	A	0.0	E	59.9	C	24.7		
I44-EASTBOUND	A	6.8	AM			C	24.0					C	26.5	A	0.0			A	9.6	A	0.5	B	18.3	A	4.4		
	A	9.5	PM			C	25.7					C	30.6	A	0.1			B	13.6	A	0.3	D	44.8	A	4.2		
COUNTRY CLUB RD	B	12.5	AM			B	19.6					A	9.5			C	22.0	A	9.5			C	22.9	B	12.2		
	C	21.6	PM			C	32.8					B	16.4			D	39.7	B	16.2			D	41.7	B	19.9		

LOS Criteria: Auto (s/veh)	
A	<= 10
B	>10-20
C	>20-35
D	>35-55
E	>55-80
F	>80

Note: w/c >1.0 = LOS F
 Source: HCM 2010

Existing Interstate 44 Facilities Analysis – “Build” Scenario with No Access to I-44

I-44 / H.E. Bailey Turnpike was evaluated along the proposed access beginning at the Elgin interchange eastbound to the existing I-44/US-81 interchange. Refer to **Appendix B** for traffic count data of the analysis network and relief route with no access to I-44.

Based on the 2040 design year traffic along I-44 / H.E. Bailey Turnpike, capacity and operations are anticipated to operate at LOS B or better for each segment. Model results for both AM and PM peak periods in both directions are shown on **Exhibit 7**.

Exhibit 7: 2040 NEW US-81 CONFIGURATION WITHOUT ACCESS TO I-44

EASTBOUND ALONG I-44										
Segment Description		Sement ID	Segment Type	AM Peak Hour			PM Peak Hour			
From	To			Avg. Speed (mph)	Density (pc/mi/ln)	LOS	Avg. Speed (mph)	Density (pc/mi/ln)	LOS	
Study Limit	Elgin Off	EB 1	Basic	75	7.7	A	75	9.9	A	
Elgin Off	Elgin Off	EB 2	Diverge	56.5	10.2	B	55.9	13	B	
Elgin Off	Elgin On	EB 3	Basic	75	2.7	A	75	3.5	A	
Elgin On	Elgin On	EB 4	Merge	66.2	2.9	A	66.2	4	A	
Elgin On	Fletcher On	EB 5	Basic	75	3.2	A	75	4.1	A	
Fletcher On	Fletcher On	EB 6	Merge	65.8	4.5	A	65.7	5.7	A	
Fletcher On	Toll Off	EB 7	Basic	75	3.5	A	75	4.5	A	
Toll Off	Toll Off	EB 8	Diverge	60.4	5.5	A	60.2	6.8	A	
Toll Off	Toll On	EB 9	Basic	75	2.4	A	75	3.1	A	
Toll On	Toll On	EB 10	Merge	66.5	3.2	A	66.5	4.4	A	
Toll On	Old US 81 Off	EB 11	Basic	75	3.5	A	75	4.5	A	
Old US 81 Off	Old 81 Off	EB 12	Diverge	62.7	4.7	A	62.8	6	A	
Old 81 Off	Old 81 On	EB 13	Basic	72.9	2.9	A	72.9	4.2	A	
Old 81 On	Old 81 On	EB 14	Merge	66.7	6.6	A	66.7	6.6	A	
Old 81 On	Study Limit	EB 15	Basic	73.8	6.7	A	73.8	6.6	A	
Facility (Avg. Speed (mph) / Travel time (min))				74.4 / 28.3			A	74.5 / 28.3		A
WESTBOUND ALONG I-44										
Segment Description		Sement ID	Segment Type	AM Peak Hour			PM Peak Hour			
From	To			Avg. Speed (mph)	Density (pc/mi/ln)	LOS	Avg. Speed (mph)	Density (pc/mi/ln)	LOS	
Study Limit	Old 81 Off	WB 1	Basic	73.7	9.9	A	73.7	12.7	B	
Old 81 Off	Old 81 Off	WB 2	Diverge	61.9	12.7	B	61.4	16.2	B	
Old 81 Off	Old 81 On	WB 3	Basic	72.9	7.3	A	72.9	9	A	
Old 81 On	Old 81 On	WB 4	Merge	66.6	8.5	A	66.6	9.9	A	
Old 81 On	Toll Off	WB 5	Basic	75	8	A	75	9.1	A	
Toll Off	Toll Off	WB 6	Diverge	59.5	7.3	A	59.1	8.9	A	
Toll Off	Toll On	WB 7	Basic	75	4.8	A	75	5	A	
Toll On	Toll On	WB 8	Merge	67.1	6	A	67.1	7.3	A	
Toll On	Fletcher Off	WB 9	Basic	75	8	A	75	9.1	A	
Fletcher Off	Fletcher Off	WB 10	Diverge	58.6	7.3	A	58.6	8.9	A	
Fletcher Off	Elgin Off	WB 11	Basic	75	7.7	A	75	8.8	A	
Elgin Off	Elgin Off	WB 12	Diverge	62.9	10.1	B	62.9	11.5	B	
Elgin Off	Elgin On	WB 13	Basic	75	7.4	A	75	8.4	A	
Elgin On	Elgin On	WB 14	Merge	66.6	9.5	A	66.5	11.2	B	
Elgin On	Study Limit	WB 15	Basic	75	8.9	A	75	10.3	A	
Facility (Avg. Speed (mph) / Travel time (min))				74.5 / 28.0			A	74.5 / 28.0		A

E. FHWA Policy Point 2: Transportation System Management

“The need being addressed by the request cannot be adequately satisfied by reasonable transportation system management (such as ramp metering, mass transit, and high occupancy vehicle facilities), geometric design, and alternative improvements to the Interstate without the proposed change(s) in access (23 CFR 625.2(a)).”

Improvements were made to existing US-81 including widening of critical sections to accommodate left turn bays and the addition of two-way left turn lanes (TWLT). In addition, several other traffic mitigation measures were studied for implementation at areas along US-81. These mitigation measures include:

- Incident Management
- Geometric changes (lane exclusivity, widening)
- Traffic Signal Coordination
- Signal Preemption

These TSM measures are accounted for in the no-build analyses.

F. FHWA Policy Point 3: Operational and Crash Analyses

An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis shall, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (23 CFR 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, shall be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access must include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request must also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).”

Planning level operational and safety analyses were conducted to evaluate the effects of the realigned US-81 project. Model inputs were based upon planning level analysis data.

This section focuses on the presence of the US-81 alignment “Build” scenario with access to I-44 / H.E. Bailey Turnpike and major intersections along existing US-81. Future “Build” traffic count data were used to compare the effects of the new US-81 alignment and existing US-81 intersections as discussed in Policy Point 1. Detailed analysis reports are presented in **Appendix D**.

Proposed Facilities

The proposed interchange access is one of six interchanges proposed as part of the realigned US-81 project. It is a full cloverleaf design with collector-distributor roads. Prior to the final selection, various interchange alternatives were considered. This alternative was selected based on a host of factors that included environmental constraints, expected demand, access concerns, public comments and more. The proposed interchange access and overall US-81 project is shown in **Appendix A**.

Operational Analysis – Realigned US-81 Configuration with Access to I-44

A segment analysis was conducted beginning at the Elgin interchange extending eastbound to the existing I-44 / US-81 interchange. This analysis assumed the proposed US-81 project is built with access to I-44 (i.e., cloverleaf with C-D roads).

The section was broken down into two separate analyses:

- (1) Existing US-81 under “Build” scenario – Synchro Intersection Analysis
- (2) I-44 / H.E. Bailey Turnpike and the new US-81 Interchange including adjacent upstream and downstream interchanges under “Build” with Access to I-44 scenario – HCS Facilities Analysis

Similar to the “Build” scenario with no I-44 access analysis in Policy Point 1, assumptions include:

- Speed (along existing US-81): 25-45 mph
- Speed (along I-44): 75 mph
- Lane width: 12 ft.
- I-44 Mainline number of lanes: 4

- Peak Hour Factor: 0.95
- Truck traffic: 5-25% (depending on segment location)
- I-44 On/Off ramps: 30-45 mph
- Peak hour traffic as % of AADT: 10% (used to compute peak hour at particular locations where limited data)
- Lane proportions of cash versus ETC: 66% Pike Pass, 33% cash
- Terrain: level

Existing US-81 Synchro Intersection Analysis – “Build” Scenario

This section includes the capacity and LOS analysis of five (5) intersections along existing US-81 including Country Club Road, Grand Avenue, I-44 / H.E. Bailey Turnpike eastbound and westbound ramps and Choctaw Road under the “Build” with access to I-44 scenario and thus not included. The existing intersection west along US-62 was reconfigured to tie into the proposed US-81 realigned section. *Synchro 10* intersection model results for the future 2040 design year are shown in **Exhibit 8**.

Operational analyses results indicate an overall LOS C or better at the existing I-44 ramps and Country Club Road for the 2040 design year. However, the intersections of Choctaw Road (US-62/SH-9) and US-81 and Grand Avenue and US-81 are lowest level of service, operating at an overall LOS E and LOS F in the PM peak periods, respectively.

Existing Interstate 44 Facilities Analysis with Access to I-44

An operational analysis was to evaluate toll plaza operations and potential network effects of the proposed interchange at I-44 /H.E. Bailey Turnpike and the new US-81 alignment. For analysis purposes, the toll plaza was coded as a simple diverge-basic-merge segment. Results indicate LOS B or better throughout the 2040 design year and thus no anticipated adverse effects on traffic operations. Detailed results are shown on **Exhibit 9**.

Exhibit 8: Intersection LOS | 2040 "Build" Condition (Existing US-81)

Intersection	Overall LOS	Overall Delay (s)	Period	EB LT		EB TH		EB RT		WB LT		WB TH		WB RT		NB LT		NB TH		NB RT		SB LT		SB TH		SB RT	
				LOS	DEL	LOS	DEL	LOS	DEL	LOS	DEL	LOS	DEL	LOS	DEL	LOS	DEL	LOS	DEL	LOS	DEL	LOS	DEL	LOS	DEL	LOS	DEL
US-62			AM	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
			PM	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Choctaw Road (US-62/SH-9)	D	39.6	AM			A	9.0					E	62.9			D	35.8	D	38.1			C 34.9					
	E	78.1	PM			C	21.5					F	134.1			E	56.8	F	82.5			E 62.6					
GRAND AVE	D	35.2	AM	D	51.0	C	29.6	A	2.3	D	48.1	E	59.7			D	47.8	C	22.3			E	56.6	C	31.3	A	0.2
	F	82.1	PM	F	142.7	F	81.5	B	15.0	F	106.8	F	128.0			F	153.8	D	38.6			F	83.6	F	82.2	B	15.8
I-44 WESTBOUND	B	14.1	AM			B	15.3					C	29.4	A	2.6	C	24.9	B	12.0	A	0.0	C	30.9	A	9.7		
	C	20.9	PM			C	23.0					D	51.2	A	0.1	C	33.8	B	17.7	A	0.0	D	40.5	B	14.8		
I44-EASTBOUND	B	10.8	AM			C	23.6					C	24.1	A	0.0			C	23.4	A	0.4	C	26.7	A	2.1		
	A	8.2	PM			B	19.5					C	24.8	A	0.0			B	13.7	A	0.2	C	25.6	A	2.9		
COUNTRY CLUB RD	B	13.9	AM			C	23					A	9.0			C	25.7	B	11.2			C	24.7	B	12.2		
	C	21.2	PM			C	33.2					B	15.0			D	39.3	B	16.2			D	46.0	C	20.7		

LOS Criteria: Auto (s/veh)	
A	<= 10
B	>10-20
C	>20-35
D	>35-55
E	>55-80
F	>80

Note: v/c >1.0 = LOS F
 Source: HCM 2010

Exhibit 9: 2040 NEW US-81 CONFIGURATION WITH ACCESS TO I-44										
EASTBOUND ALONG I-44										
Segment Description		Sement ID	Segment Type	AM Peak Hour			PM Peak Hour			
From	To			Avg. Speed (mph)	Density (pc/mi/ln)	LOS	Avg. Speed (mph)	Density (pc/mi/ln)	LOS	
Study Limit	Elgin Off	EB 1	Basic	75	7.7	A	73.7	12.7	B	
Elgin Off	Elgin Off	EB 2	Diverge	56.5	10.1	B	61.6	16.2	B	
Elgin Off	Elgin On	EB 3	Basic	75	2.7	A	72.9	9.5	A	
Elgin On	Elgin On	EB 4	Merge	66.2	2.9	A	66.5	10.5	B	
Elgin On	Fletcher On	EB 5	Basic	75	3.2	A	72.9	9.9	A	
Fletcher On	Fletcher On	EB 6	Merge	65.8	4.5	A	62.5	12.7	B	
Fletcher On	Toll Off	EB 7	Basic	75	3.5	A	75	8.5	A	
Toll Off	Toll Off	EB 8	Diverge	60.4	5.5	A	66.6	9.5	A	
Toll Off	Toll On	EB 9	Basic	75	2.4	A	75	8.8	A	
Toll On	Toll On	EB 10	Merge	66.5	3.2	A	59.1	8.4	A	
Toll On	New 81 Off	EB 11	Basic	75	3.5	A	75	4.7	A	
New 81 Off	New 81 Off	EB 12	Diverge	65	4.7	A	67.1	6.9	A	
New 81 Off	New 81 On	EB 13	Basic	75	3.1	A	75	8.8	A	
New 81 On	New 81 On	EB 14	Merge	67.1	4.2	A	58.6	8.4	A	
New 81 On	Old 81 Off	EB 15	Basic	72.9	4.4	A	75	8.4	A	
Old 81 Off	Old 81 Off	EB 16	Diverge	62.8	5.7	A	62.9	11.1	B	
Old 81 Off	Old 81 On	EB 17	Basic	72.9	3.9	A	75	8.1	A	
Old 81 On	Old 81 On	EB 18	Merge	66.7	7.2	A	66.5	10.8	B	
Old 81 On	Study Limit	EB 19	Basic	73.1	7.1	A	75	10	A	
Facility (Avg. Speed (mph) / Travel time (min))				74.1 / 28.9			A	74.2 / 28.6		A
WESTBOUND ALONG I-44										
Segment Description		Sement ID	Segment Type	AM Peak Hour			PM Peak Hour			
From	To			Avg. Speed (mph)	Density (pc/mi/ln)	LOS	Avg. Speed (mph)	Density (pc/mi/ln)	LOS	
Study Limit	Old 81 Off	WB 1	Basic	73.7	9.9	A	73.7	12.7	B	
Old 81 Off	Old 81 Off	WB 2	Diverge	61.9	12.7	B	61.6	16.2	B	
Old 81 Off	Old 81 On	WB 3	Basic	72.9	7.5	A	72.9	9.5	A	
Old 81 On	Old 81 On	WB 4	Merge	66.7	8.2	A	66.5	10.5	B	
Old 81 On	New 81 Off	WB 5	Basic	72.9	8	A	72.9	9.9	A	
New 81 Off	New 81 Off	WB 6	Diverge	62.5	10.2	B	62.5	12.7	B	
New 81 Off	New 81 On	WB 7	Basic	75	6.5	A	75	8.5	A	
New 81 On	New 81 On	WB 8	Merge	66.7	6.9	A	66.6	9.5	A	
New 81 On	Toll Off	WB 9	Basic	75	6.6	A	75	8.8	A	
Toll Off	Toll Off	WB 10	Diverge	59.5	5.5	A	59.1	8.4	A	
Toll Off	Toll On	WB 11	Basic	75	3.4	A	75	4.7	A	
Toll On	Toll On	WB 12	Merge	67.2	4.4	A	67.1	6.9	A	
Toll On	Fletcher Off	WB 13	Basic	75	6.6	A	75	8.8	A	
Fletcher Off	Fletcher Off	WB 14	Diverge	58.6	5.5	A	58.6	8.4	A	
Fletcher Off	Elgin Off	WB 15	Basic	75	6.3	A	75	8.4	A	
Elgin Off	Elgin Off	WB 16	Diverge	62.9	8.3	A	62.9	11.1	B	
Elgin Off	Elgin On	WB 17	Basic	75	6	A	75	8.1	A	
Elgin On	Elgin On	WB 18	Merge	66.7	7.9	A	66.5	10.8	B	
Elgin On	Study Limit	WB 19	Basic	75	7.5	A	75	10	A	
Facility (Avg. Speed (mph) / Travel time (min))				74.2 / 28.6			A	74.2 / 28.6		A

Crash Analysis

A crash analysis was conducted along existing US-81 to evaluate collision history and identify locations with either current or future safety concerns.

Five years of collision data from 2011 to 2015 were obtained from ODOT's SAFE-T database.

For the purpose of analysis, the study area was broken down into four sections as shown in **Exhibit 12**:

Section 1 - US-81 between Half Penny Road north to SH-19

Section 2 - US-81 between SH-19 north to Choctaw Rd. (US-62/SH-9)

Section 3 – Chickasha City limits (west of US-81 & US-62 intersection) east to US-81

Section 4 – US-81 and US-62 intersection North to Chickasha City limits

To summarize:

- There were a total of 784 collisions (536 property damages, 243 injuries and 5 fatalities) during the analysis period. However, the I-44 and US-81 interchange related collisions (67) were broken out and discussed separately in the section *Existing I-44 / H.E. Bailey Ramp Intersections*.
- The majority of the collisions (70%) occurred along the mainline of existing US-81, Section 2.
- Section 2 had the highest total crashes (507), segment crash rate (149.89) and number of fatalities (3 out of 5) of all four study sections that occurred in the study period.
- Collision data indicates Section 2 collisions along segments were nearly 2.5 times the statewide average.
- Intersection-related collisions made up 68% of the total crashes along the study corridor.
- The most predominant crash types along the study corridor were rear end (33%) and angle type (40%) collisions.

- The predominant crashes along the study corridor can be attributed to traffic congestion and queuing, uncoordinated traffic signals, unsignalized intersection traffic control, midblock and driveway turning traffic demands and frequent lane changing.
- Three out of the five observed fatalities were right angle collisions cited as “failure to yield.”
- The other two fatalities were non-intersection related collisions that involved a vehicle rollovers cited as “improper start” and a vehicle traveling in the wrong direction.

The five-year frequencies, type, and severity for the years 2011, 2012, 2013, 2014 and 2015 are summarized and listed in **Exhibit 10** and **Exhibit 11**.

Exhibit 10: Summary Crash Data

Section	Cross-section (lanes)	Length (miles)	AADT	AREA TYPE	Crash Totals					Total
					2011	2012	2013	2014	2015	
1	4	4.5	7,264	R	4	9	14	10	14	51
2	4	4.1	12,262	U	93	87	128	102	97	507
3	4	3.02	7,013	U	25	34	22	29	33	143
4	2	0.9	4,100	U	1	4	7	3	1	16
					123	134	171	144	145	717

Exhibit 11: Summary Crash Severities and Types

Section	Total	Severity			Crash Type									
		Fatal	Injury	PDO	Rear-End	Sideswipe (both directions)	Angle Turning (includes others)	Right Angle	Ped	Head-On	Fixed Object	Rollover	Animal	Other
1	51	1	21	29	10	5	5	7			9	4	3	8
2	507	3	143	361	178	68	132	74	3	2	27	3		20
3	143	1	47	95	45	14	29	39	3		5	2		6
4	16	0	9	7	5	1	4	1			3	1		1
717		5	220	492	238	88	170	121	6	2	44	10	3	35
					33.2%	12.3%	23.7%	16.9%	0.8%	0.3%	6.1%	1.4%	0.4%	4.9%

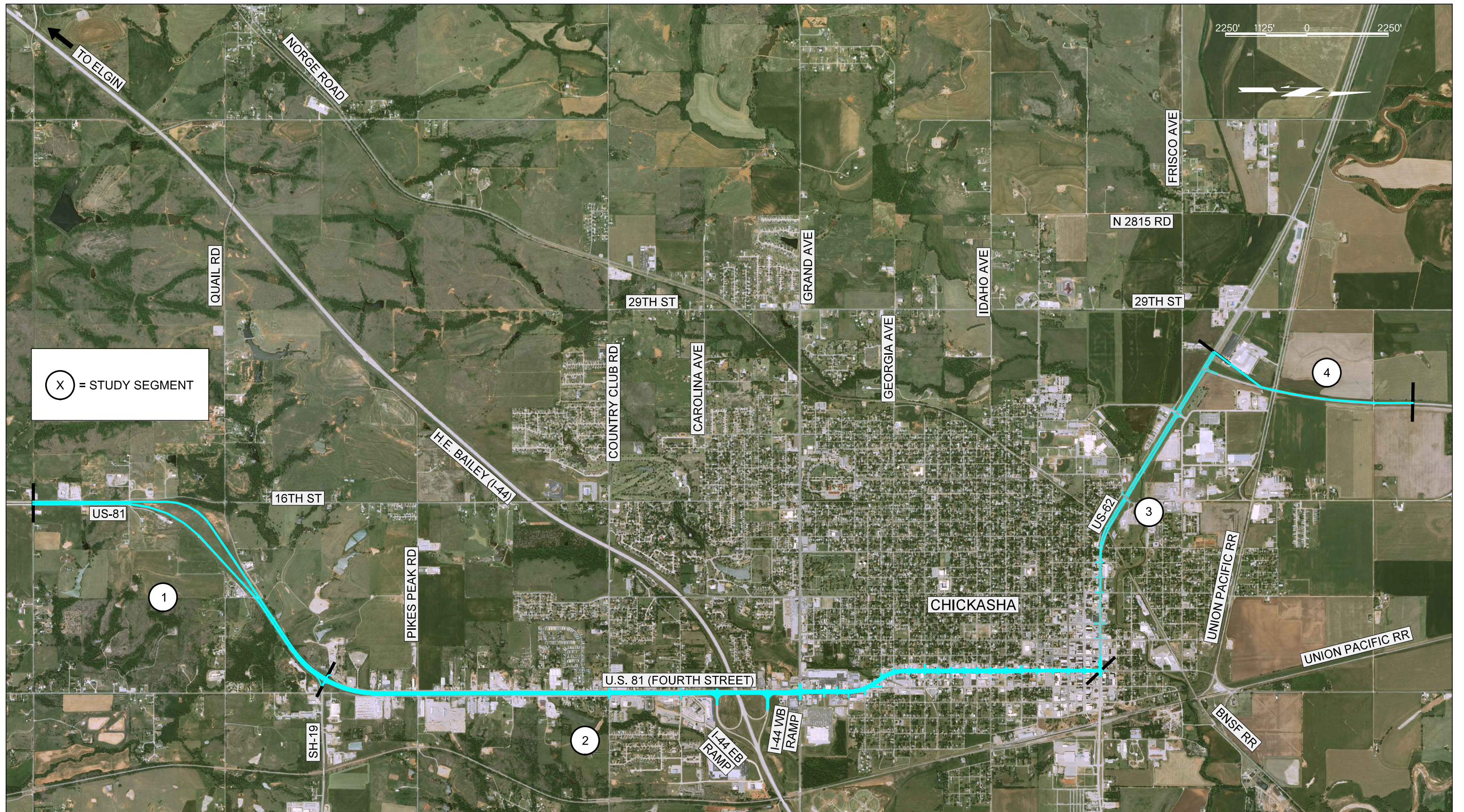


Exhibit 12: Crash Section Locations



Problematic Intersections and Roadway Segments

The relative safety of an intersection or segment can be determined by comparing the severity index of a particular intersection to another along the study corridor. The severity index attempts to evaluate a particular intersection or segment by assigning different values to the various crash types (i.e., property damage only, possible injury, non-incapacitating, incapacitating, fatalities).

The top 3 ranked intersections in regards to severity index that should be prioritized for safety improvements include:

- Chisolm/Walmart Drive,
- Choctaw Road and
- Grand Avenue.

Crash rates for intersections are typically expressed in Number of Collisions per Million Entering Vehicles (MEV) and crash rates for roadway segments are typically expressed in Number of Collisions per 100 Million Vehicle Miles (MVM). Therefore, the crash rates for the segments were analyzed independently and does not include intersections.

The roadway segment crash rates that were generated from the ODOT SAFE-T database indicates:

- Sections 1, 3 and 4 are below the statewide average of similar facilities for segments.
- Section 2 (SH-19 north to Choctaw Road), comprises nearly 70% of collisions over the study period and is over 2.5 times the statewide average for segment collisions.

Crash rates for each of the four segments and detailed collision data per section can be found in **Appendix C: ODOT Collision Data (2011-2015)**.

Existing I-44 / H.E. Bailey Ramp Intersections

The existing I-44 / US-81 interchange ramp terminal intersections were evaluated to determine its current safety performance and to identify problematic areas. Over the study period, there were:

- 67 collisions that occurred at or near ramp terminal intersections.
- Property damage made up (60%) of the crashes with the rest injury related.

- The majority of crashes were cited as intersection related that included rear-end and angle-turning type crashes.

Conceptual Signing Plan

A conceptual signing plan was prepared in accordance with the standards and guidelines recommended by the latest MUTCD. The proposed conceptual signing plans for the project study area is shown on **Exhibit 13**. It is important to note:

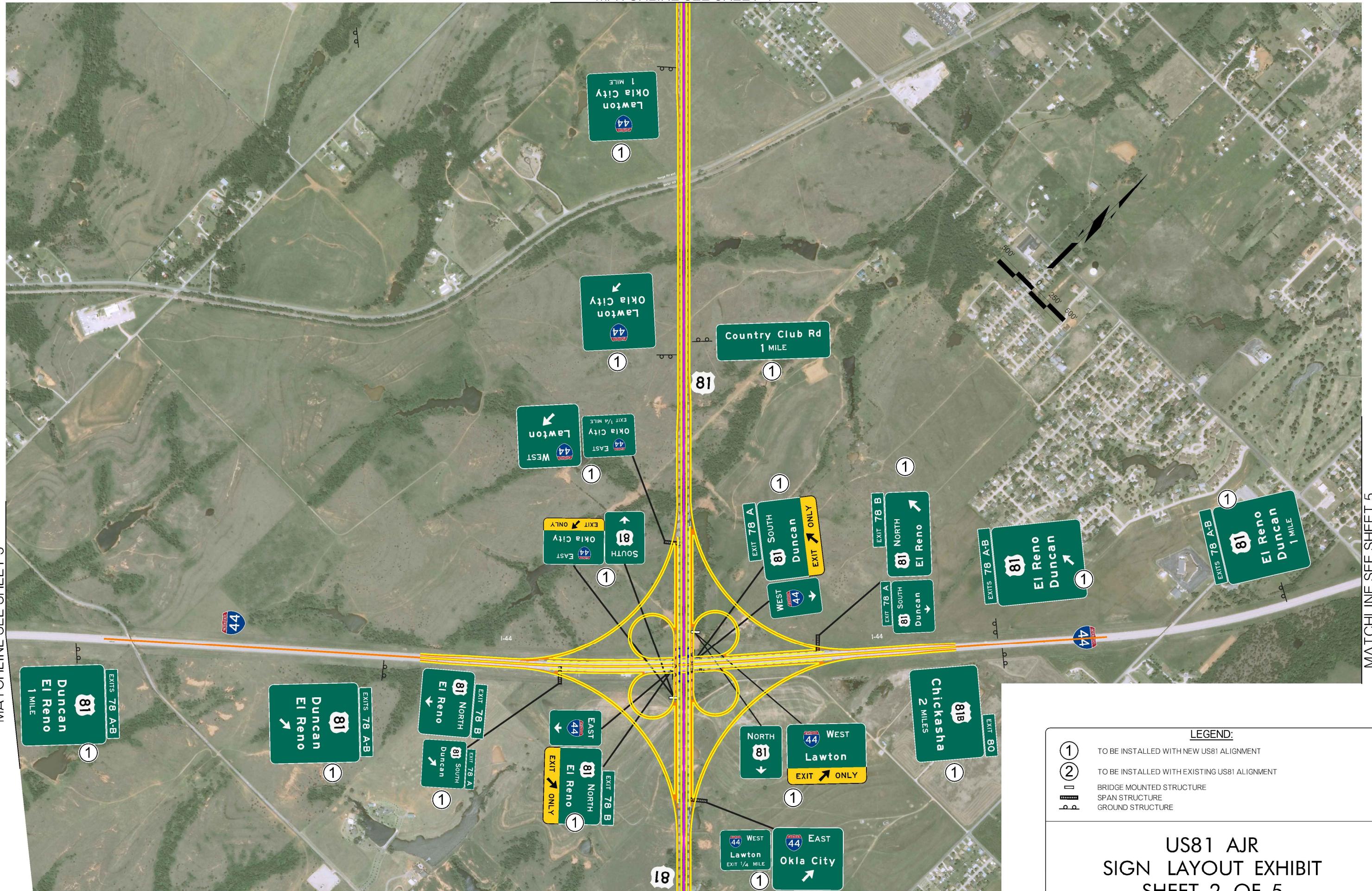
- The conceptual signing plan is not a complete design, but does indicate critical guide signs and both new and modified signs to accommodate the proposed interchange and meet MUTCD requirements.
- The conceptual signing plan does not account for the changes caused by the other ODOT and OTA future planned improvements for the project study area. However, the relocation of the toll plaza and associated signs were accounted for in the signing plan.
- The conceptual signing plan does not address the regulatory, warning, and route marker signage along the freeway mainline or cross streets.



LEGEND:

①	TO BE INSTALLED WITH NEW US81 ALIGNMENT
②	TO BE INSTALLED WITH EXISTING US81 ALIGNMENT
	BRIDGE MOUNTED STRUCTURE
	SPAN STRUCTURE
	GROUND STRUCTURE

US81 AJR
SIGN LAYOUT EXHIBIT
SHEET 1 OF 5



LEGEND:

- ① TO BE INSTALLED WITH NEW US81 ALIGNMENT
- ② TO BE INSTALLED WITH EXISTING US81 ALIGNMENT
- BRIDGE MOUNTED STRUCTURE
- SPAN STRUCTURE
- GROUND STRUCTURE




**US81 AJR
SIGN LAYOUT EXHIBIT
SHEET 2 OF 5**



TO
ELGIN

EXITS 78 A,B
81
 Duncan
 El Reno
 2 MILES

①

- LEGEND:**
- ① TO BE INSTALLED WITH NEW US81 ALIGNMENT
 - ② TO BE INSTALLED WITH EXISTING US81 ALIGNMENT
 -  BRIDGE MOUNTED STRUCTURE
 -  SPAN STRUCTURE
 -  GROUND STRUCTURE

US81 AJR
 SIGN LAYOUT EXHIBIT
 SHEET 3 OF 5

MATCHLINE SEE SHEET 2



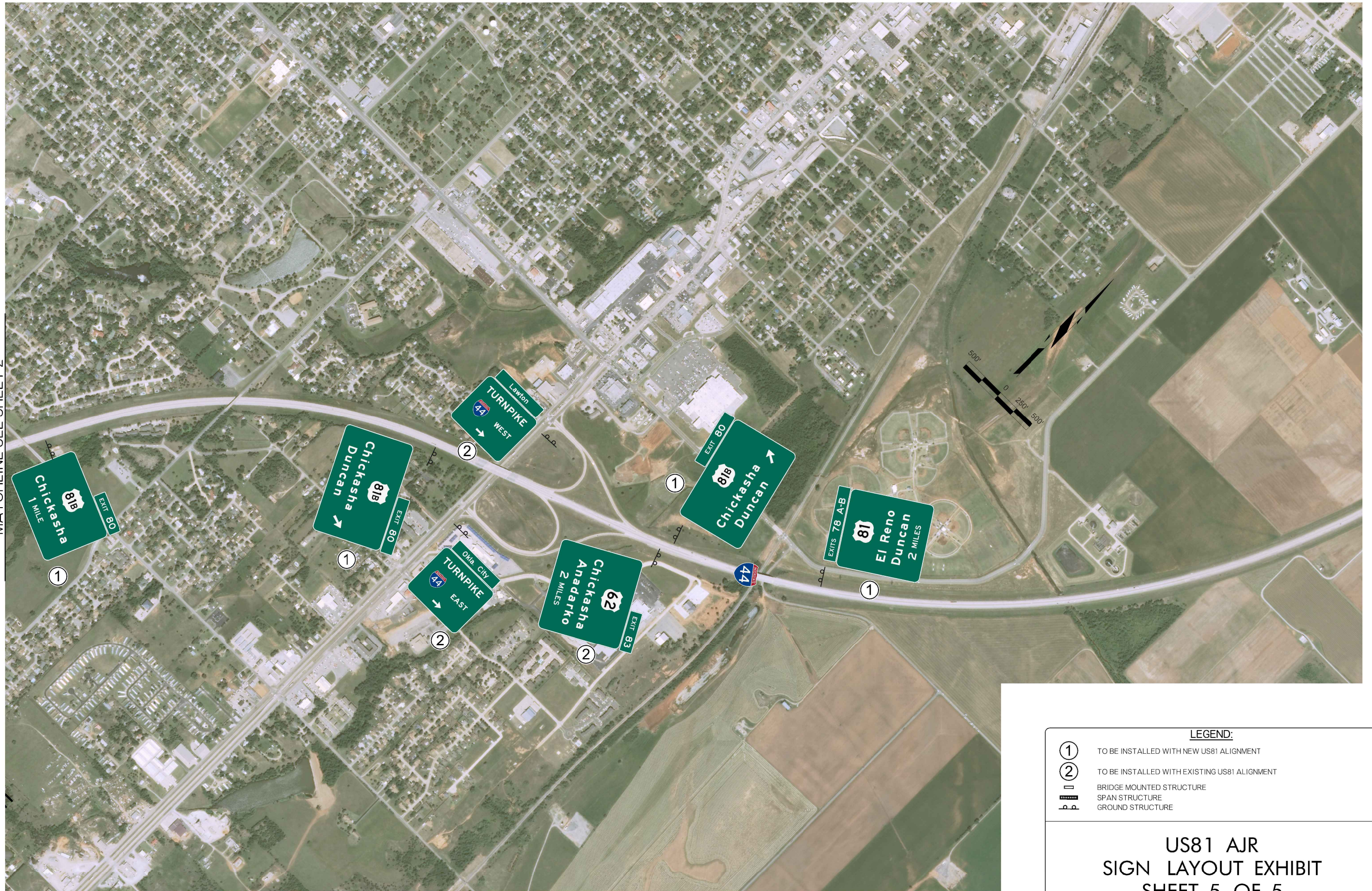
MATCHLINE SEE SHEET 2

LEGEND:

- ① TO BE INSTALLED WITH NEW US81 ALIGNMENT
- ② TO BE INSTALLED WITH EXISTING US81 ALIGNMENT
- ▬ BRIDGE MOUNTED STRUCTURE
- ▬ SPAN STRUCTURE
- ▬ GROUND STRUCTURE

**US81 AJR
SIGN LAYOUT EXHIBIT
SHEET 4 OF 5**

MATCHLINE SEE SHEET 2



LEGEND:

①	TO BE INSTALLED WITH NEW US81 ALIGNMENT
②	TO BE INSTALLED WITH EXISTING US81 ALIGNMENT
	BRIDGE MOUNTED STRUCTURE
	SPAN STRUCTURE
	GROUND STRUCTURE

**US81 AJR
SIGN LAYOUT EXHIBIT
SHEET 5 OF 5**

G. FHWA Policy Point 4: Access Connections and Design Alternatives

“The proposed access connects to a public road only and will provide for all traffic movements. Less than “full interchanges” may be considered on a case-by-case basis for applications requiring special access for managed lanes (e.g., transit, HOV, or high occupancy toll lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)”.

The proposed access is part of the 8.24-mile US-81 project west of Chickasha. It is a cloverleaf full-interchange with collector-distributor roads that accommodate all basic movements needed for the proposed interchange.



Exhibit 14: Proposed I-44/H.E. Bailey Turnpike Interchange

The US-81 Project, including this interchange, will meet or exceed current interstate standards according to the latest version of the AASHTO Policy on Geometric Design of Highways and Streets (Green Book). Although no design exception is anticipated at this level, if there is a situation in the design process where the proposed design is less than what is prescribed by the standards, a design exception will be submitted to FHWA for review and approval.

H. FHWA Policy Point 5: Transportation Land Use Plans

“The proposal considers and is consistent with local and regional land use and transportation plans. Prior to receiving final approval, all requests for new or revised access must be included in an adopted Metropolitan Transportation Plan, in the adopted Statewide or Metropolitan Transportation Improvement Program (STIP or TIP), and the Congestion Management Process within transportation management areas, as appropriate, and as specified in 23 CFR part 450, and the transportation conformity requirements of 40 CFR parts 51 and 93”.

The proposed US-81 Project is consistent with the objectives identified by ODOT in its State-Wide Transportation Improvement Program (TIP). ODOT has programmed right-of-way purchasing and utility relocations for the study area for the fiscal year 2018.

Historic ODOT and OTA data were used in determining future traffic for the 2040 design year. The forecasted 2040 design year traffic anticipates the impacts from land use improvements that

are planned for the City of Chickasha. The US-81 project meets the applicable provisions of 23 CFR part 450 and 40 CFR parts 51 and 93.

I. FHWA Policy Point 6: Comprehensive Interstate Network Study

“In corridors where the potential exists for future multiple interchange additions, a comprehensive corridor or network study must accompany all requests for new or revised access with recommendations that address all of the proposed and desired access changes within the context of a longer-range system or network plan (23 U.S.C. 109(d), 23 CFR 625.2(a), 655.603(d), and 771.111)”.

Currently, a comprehensive interstate network study will not be required because no future interchanges are anticipated adjacent to the proposed US-81/I-44 interchange.

J. FHWA Policy Point 7: Coordination with Transportation System Improvements

“When a new or revised access point is due to a new, expanded, or substantial change in current or planned future development or land use, requests must demonstrate appropriate coordination has occurred between the development and any proposed transportation system improvements (23 CFR 625.2(a) and 655.603(d)). The request must describe the commitments agreed upon to assure adequate collection and dispersion of the traffic resulting from the development with the adjoining local street network and Interstate access point (23 CFR 625.2(a) and 655.603(d))”.

The proposed change in access is not part of a large land use change.

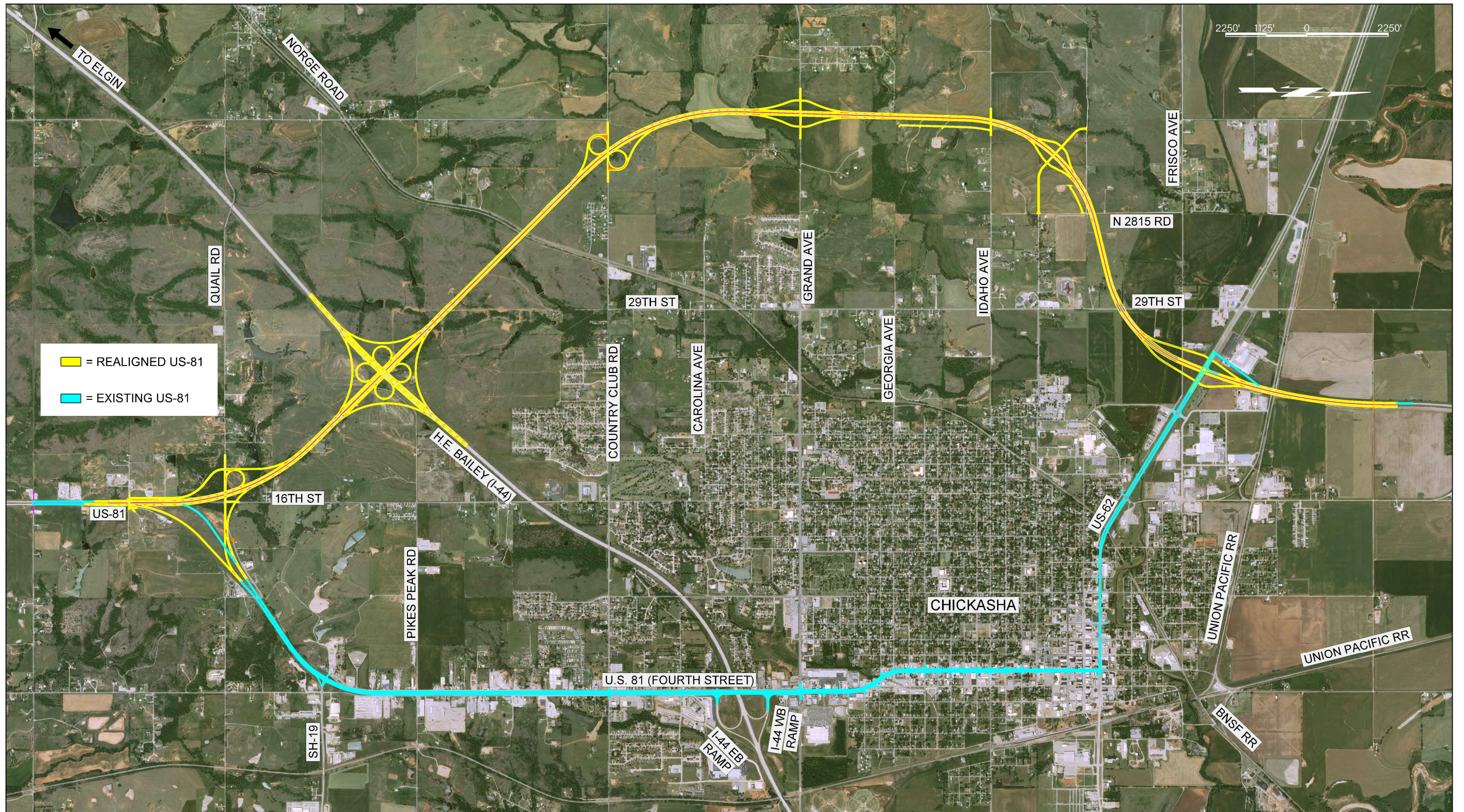
K. FHWA Policy Point 8: Status of the NEPA

“The proposal can be expected to be included as an alternative in the required environmental evaluation, review and processing. The proposal should include supporting information and current status of the environmental processing (23 CFR 771.111)”.

The National Environmental Policy Act (NEPA) process was used to perform an Environmental Assessment (EA). The resulting EA document addresses the anticipated environmental impacts of the preferred alignment, endpoints and interchange locations. These anticipated impacts include historic sites, noise, wetlands, endangered species, and neighborhood and commercial impacts.

Also included in the EA document is a copy of the traffic analysis, including traffic operations and traffic safety. The EA document has been submitted to ODOT and FHWA for review and approval.

APPENDIX A: US-81 Bypass Project Area Extents



US-81 Project Area Extents



APPENDIX B: Balanced Traffic Count Diagrams

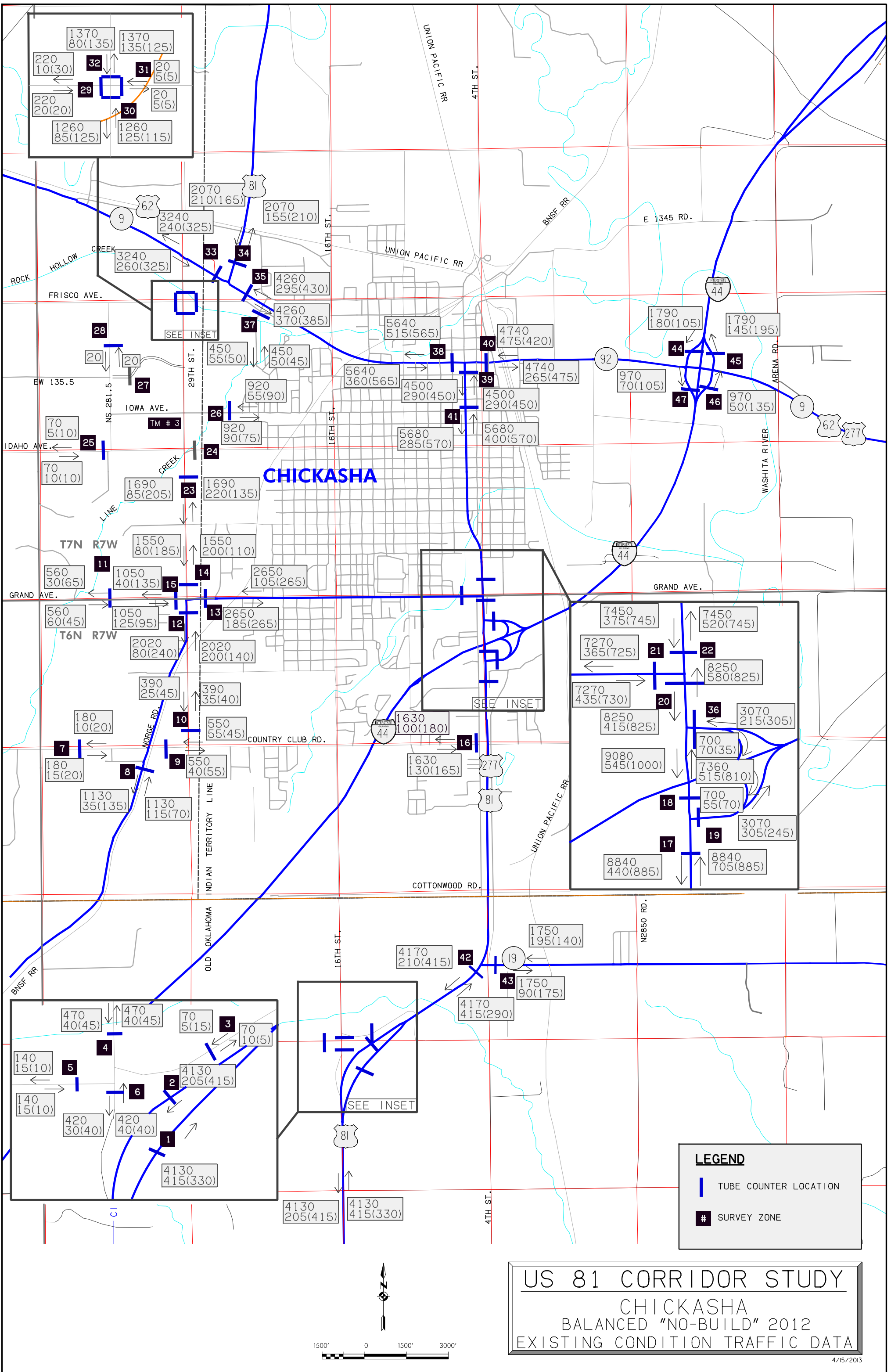
2012 No-Build

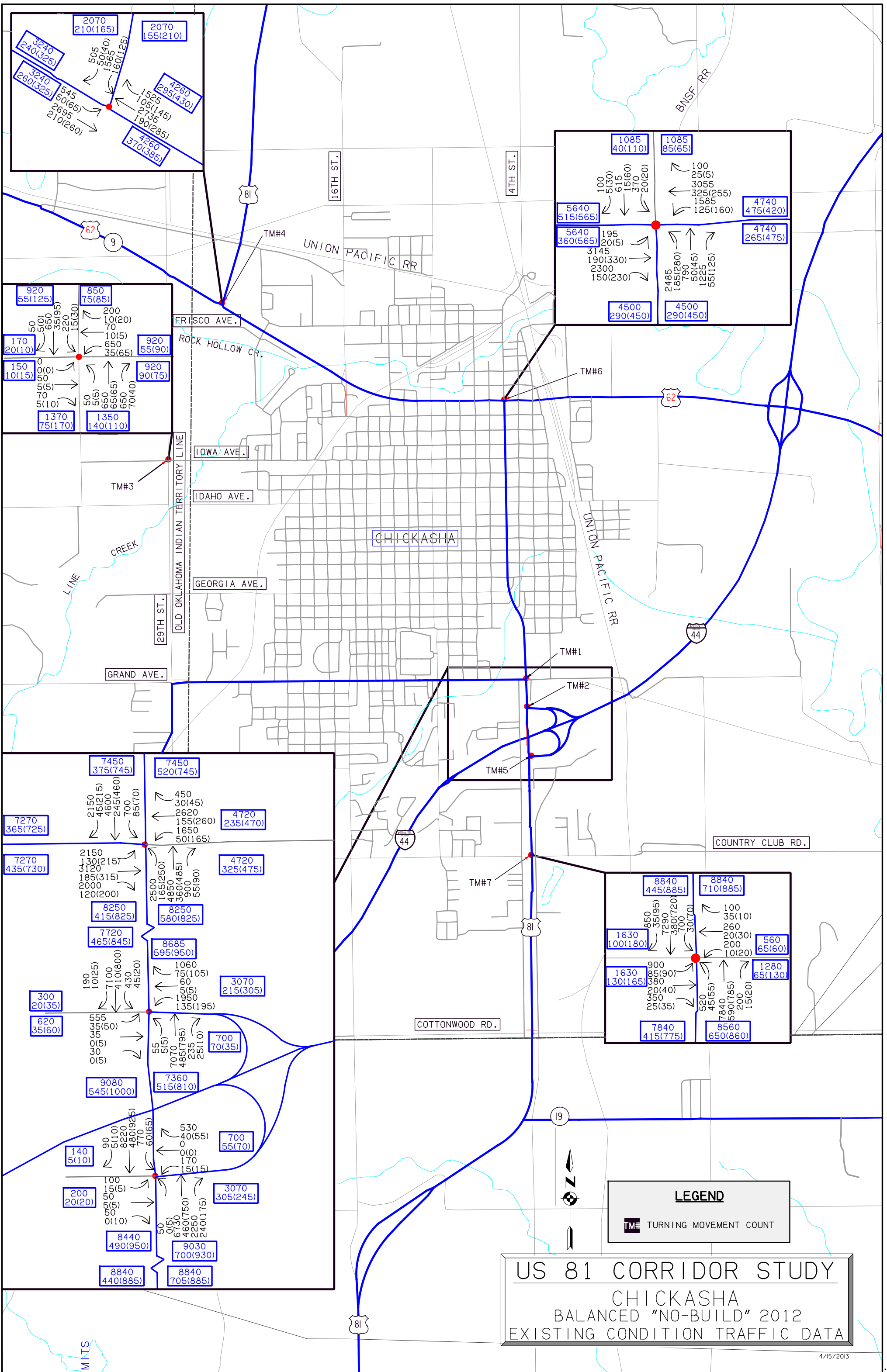
- AADT Volumes (AM/PM)
- Turning Movement Counts
- Truck Data

2040 Build

- AADT Volumes (AM/PM)
- Turning Movement Counts
- Truck Data

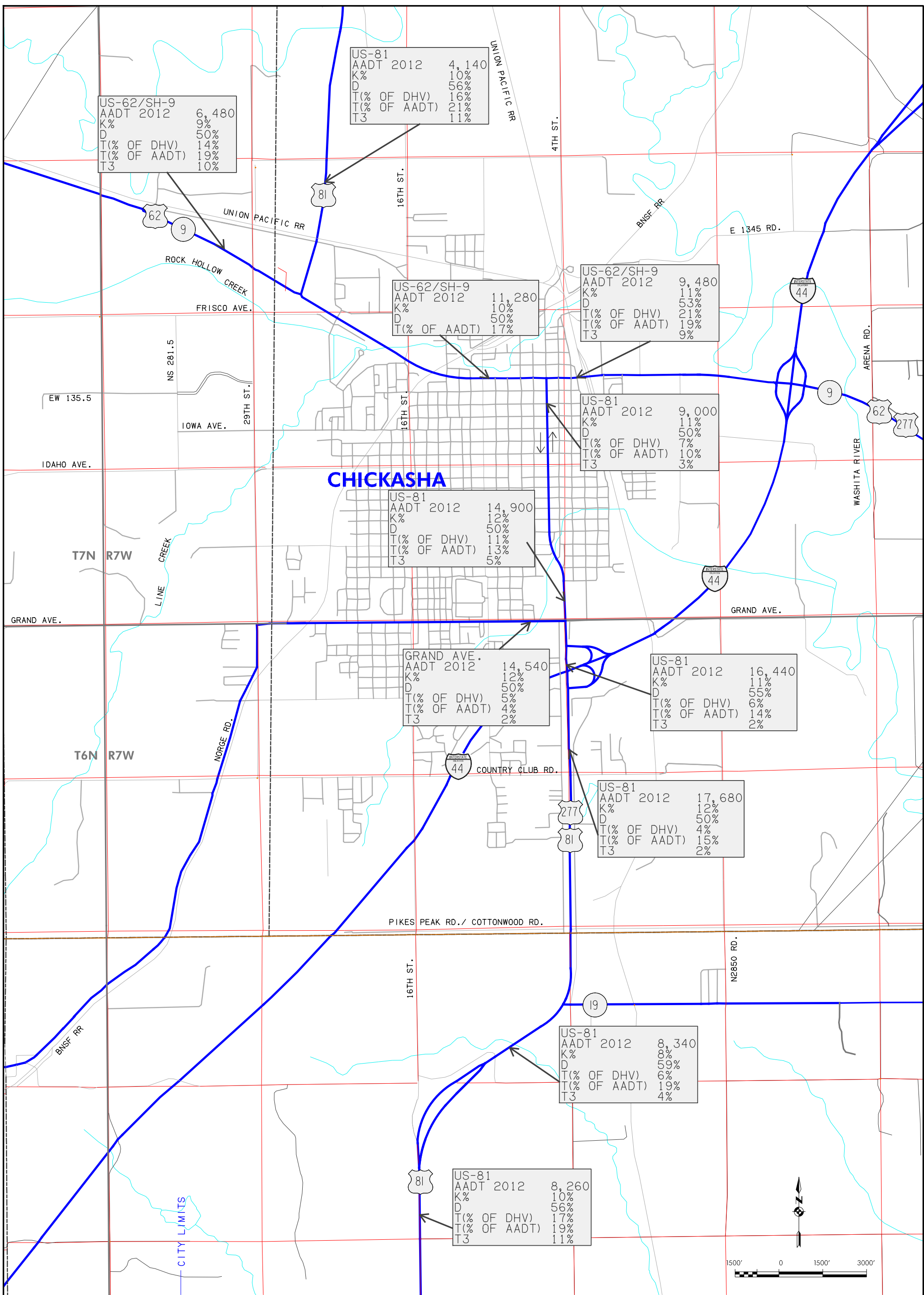
2012/2040 Build (with No Access to I-44)





LEGEND
 TURNING MOVEMENT COUNT

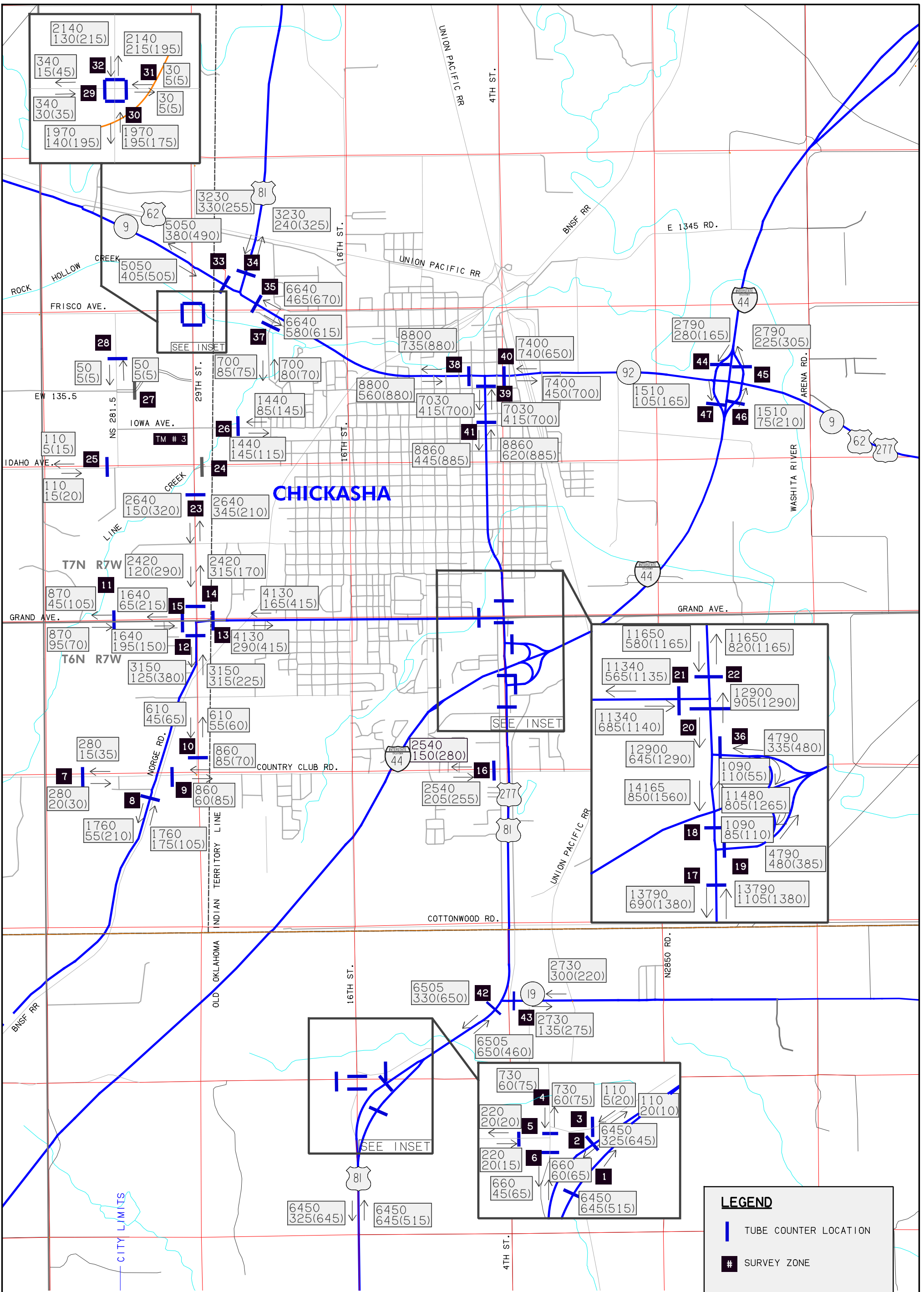
US 81 CORRIDOR STUDY
CHICKASHA
 BALANCED "NO-BUILD" 2012
 EXISTING CONDITION TRAFFIC DATA



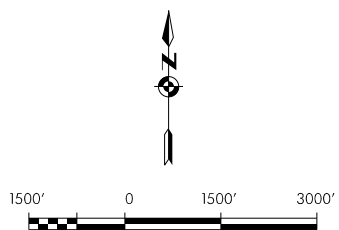
TRUCK DATA FOR THE PROPOSED CHICKASHA BYPASS ROUTE

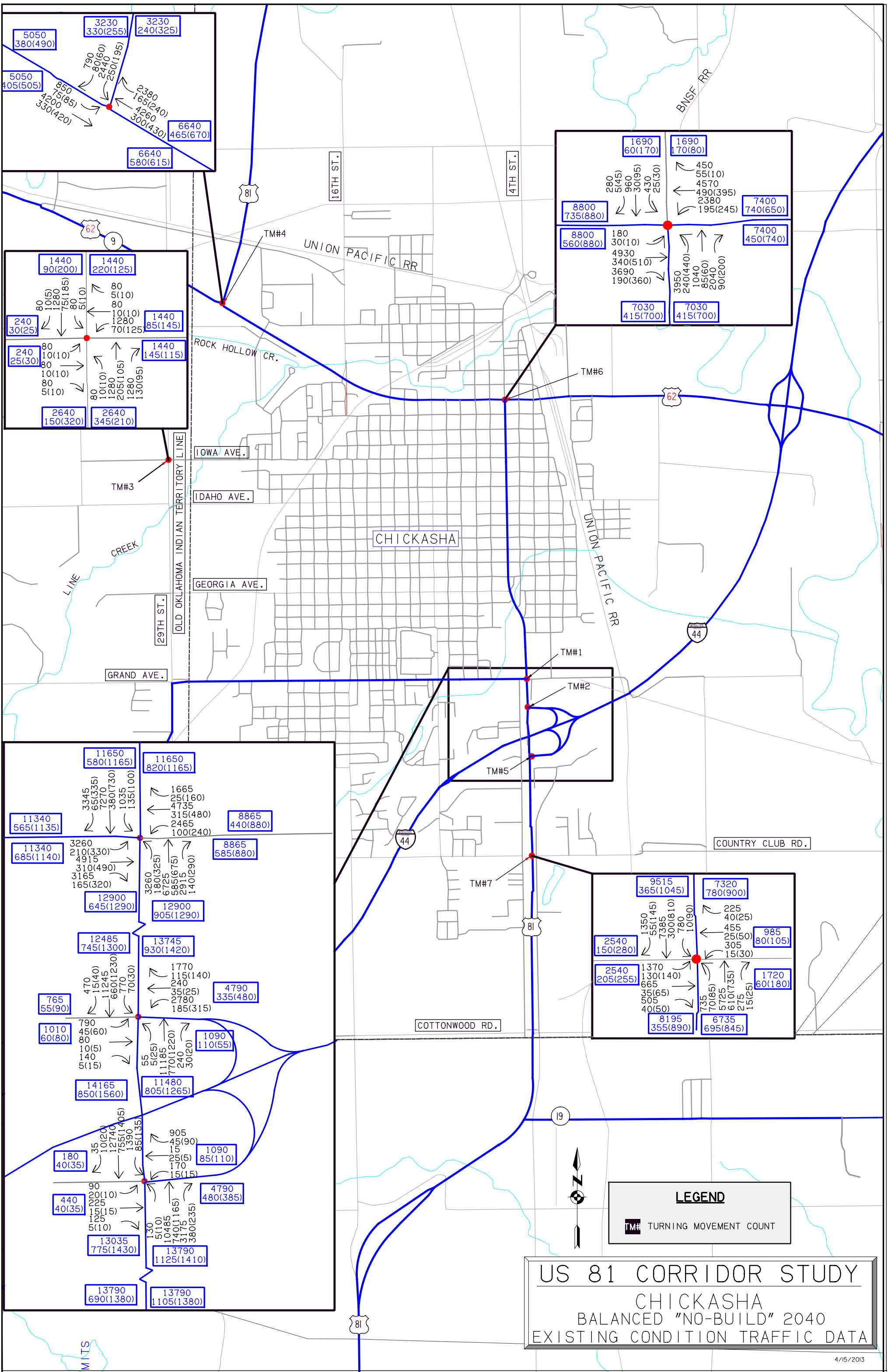
	I-44	US 81	Arterials & Ramps	Chickasha
T (AADT) =	21%	19%	9%	19%
T (DHV) =	18%	17%	6%	16%
T3 =	14%	11%	3%	10%

US 81 CORRIDOR STUDY
 CHICKASHA
 BALANCED "NO-BUILD" 2012
 TRUCK PERCENTAGE TRAFFIC DATA



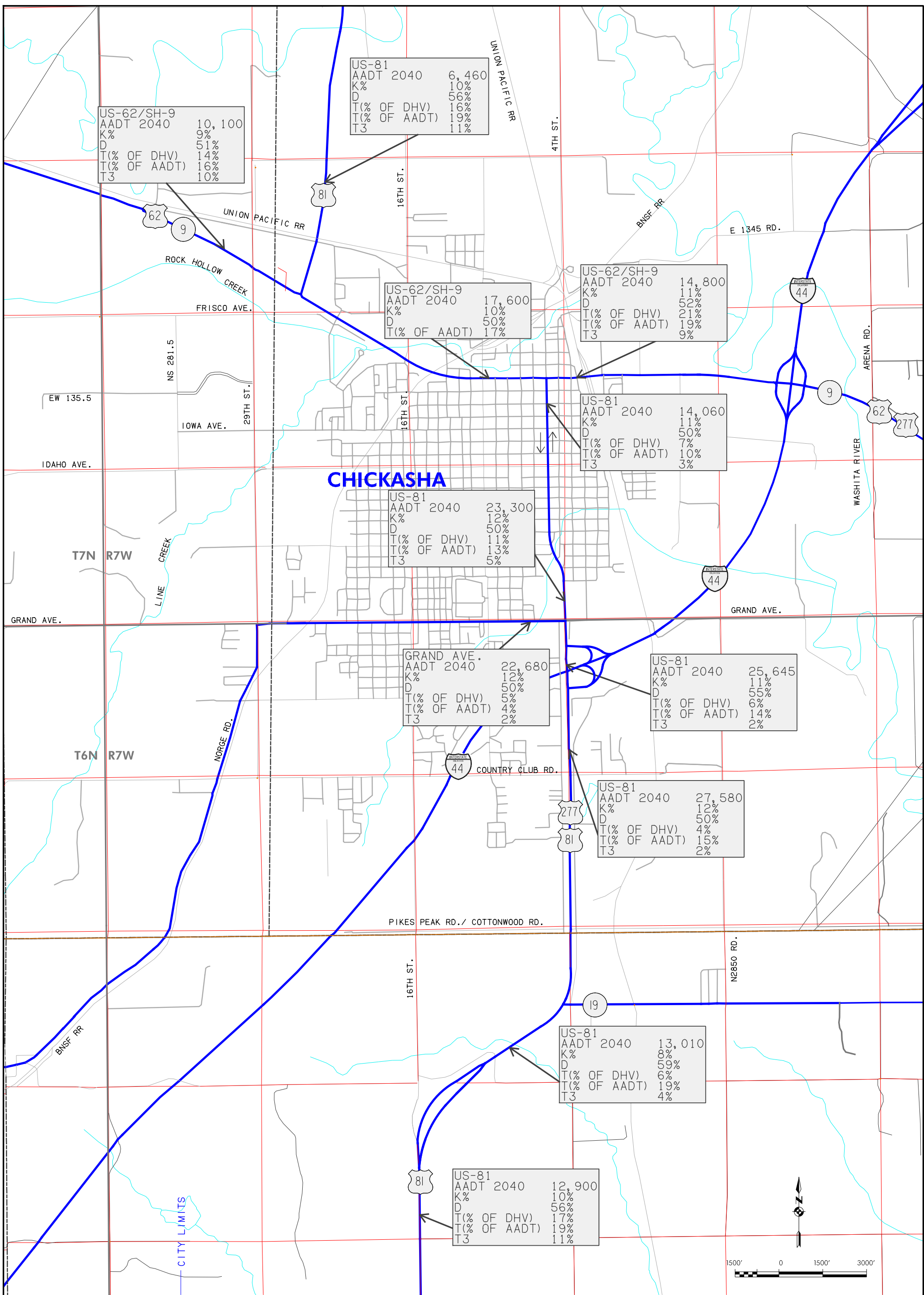
US 81 CORRIDOR STUDY
 CHICKASHA
 BALANCED "NO-BUILD" 2040
 EXISTING CONDITION TRAFFIC DATA





US 81 CORRIDOR STUDY
 CHICKASHA
 BALANCED "NO-BUILD" 2040
 EXISTING CONDITION TRAFFIC DATA

LEGEND
 TMC# TURNING MOVEMENT COUNT



US-62/SH-9
 AADT 2040 10,100
 K% 9%
 D 51%
 T(% OF DHV) 14%
 T(% OF AADT) 16%
 T3 10%

US-81
 AADT 2040 6,460
 K% 10%
 D 56%
 T(% OF DHV) 16%
 T(% OF AADT) 19%
 T3 11%

US-62/SH-9
 AADT 2040 17,600
 K% 10%
 D 50%
 T(% OF AADT) 17%

US-62/SH-9
 AADT 2040 14,800
 K% 11%
 D 52%
 T(% OF DHV) 21%
 T(% OF AADT) 19%
 T3 9%

US-81
 AADT 2040 14,060
 K% 11%
 D 50%
 T(% OF DHV) 7%
 T(% OF AADT) 10%
 T3 3%

US-81
 AADT 2040 23,300
 K% 12%
 D 50%
 T(% OF DHV) 11%
 T(% OF AADT) 13%
 T3 5%

GRAND AVE.
 AADT 2040 22,680
 K% 12%
 D 50%
 T(% OF DHV) 5%
 T(% OF AADT) 4%
 T3 2%

US-81
 AADT 2040 25,645
 K% 11%
 D 55%
 T(% OF DHV) 6%
 T(% OF AADT) 14%
 T3 2%

US-81
 AADT 2040 27,580
 K% 12%
 D 50%
 T(% OF DHV) 4%
 T(% OF AADT) 15%
 T3 2%

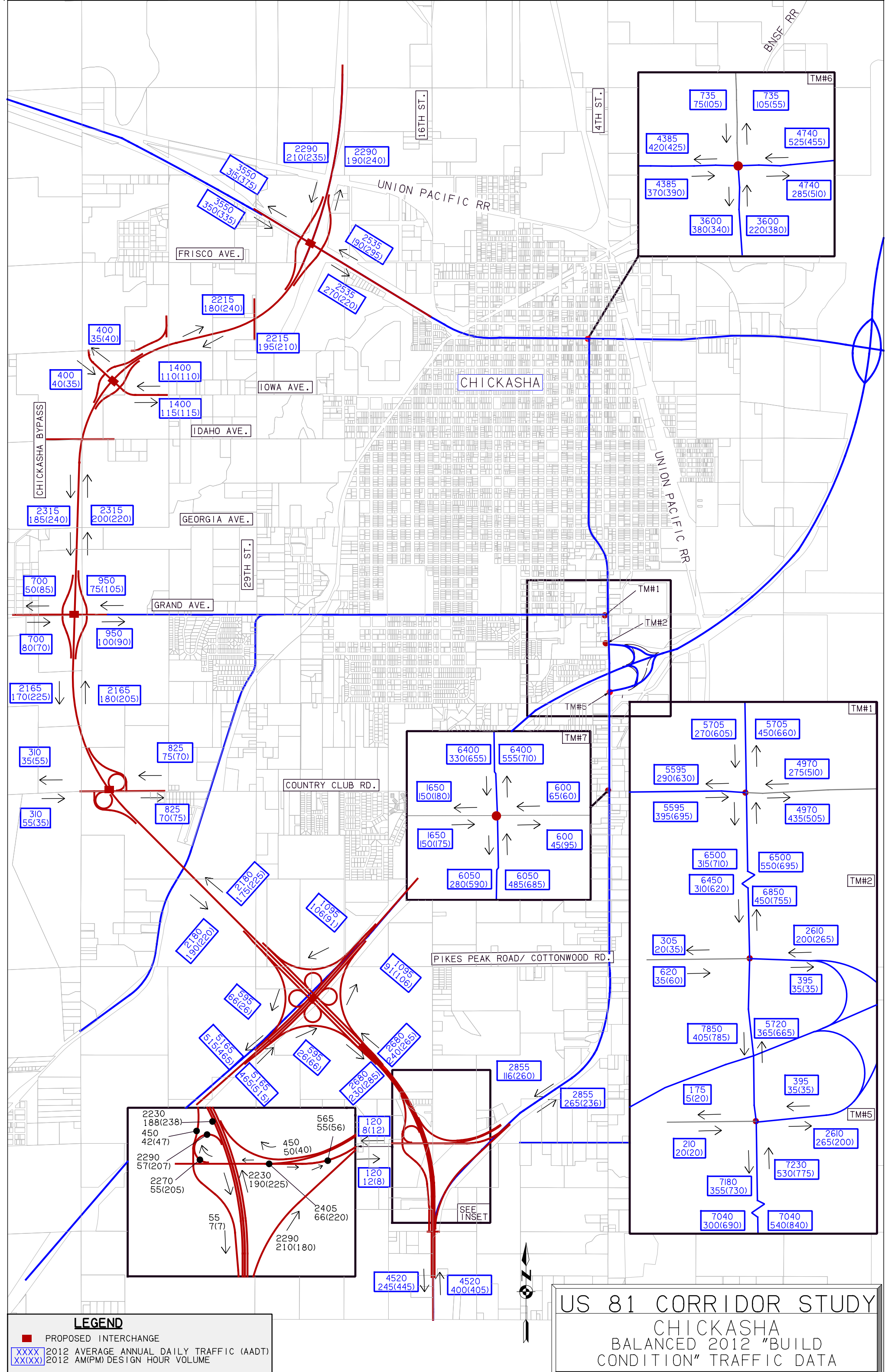
US-81
 AADT 2040 13,010
 K% 8%
 D 59%
 T(% OF DHV) 6%
 T(% OF AADT) 19%
 T3 4%

US-81
 AADT 2040 12,900
 K% 10%
 D 56%
 T(% OF DHV) 17%
 T(% OF AADT) 19%
 T3 11%

TRUCK DATA FOR THE PROPOSED CHICKASHA BYPASS ROUTE

	I-44	US 81	Arterials & Ramps	Chickasha
T (AADT) =	21%	19%	9%	19%
T (DHV) =	18%	17%	6%	16%
T3 =	14%	11%	3%	10%

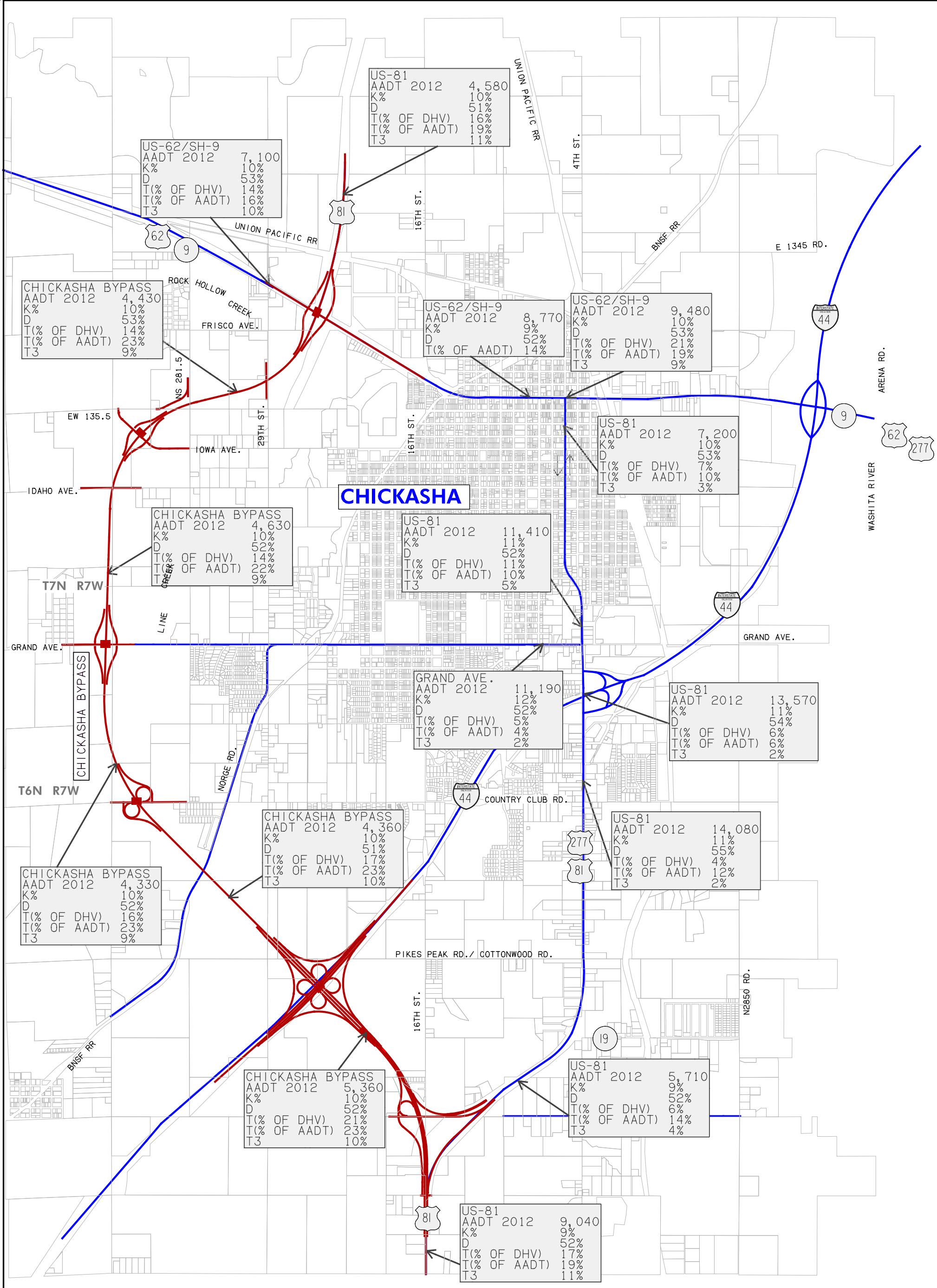
US 81 CORRIDOR STUDY
 CHICKASHA
 BALANCED "NO-BUILD" 2040
 TRUCK PERCENTAGE TRAFFIC DATA



LEGEND

- PROPOSED INTERCHANGE
- XXXX 2012 AVERAGE ANNUAL DAILY TRAFFIC (AADT)
- XX(XX) 2012 AM(PM) DESIGN HOUR VOLUME

US 81 CORRIDOR STUDY
 CHICKASHA
 BALANCED 2012 "BUILD
 CONDITION" TRAFFIC DATA



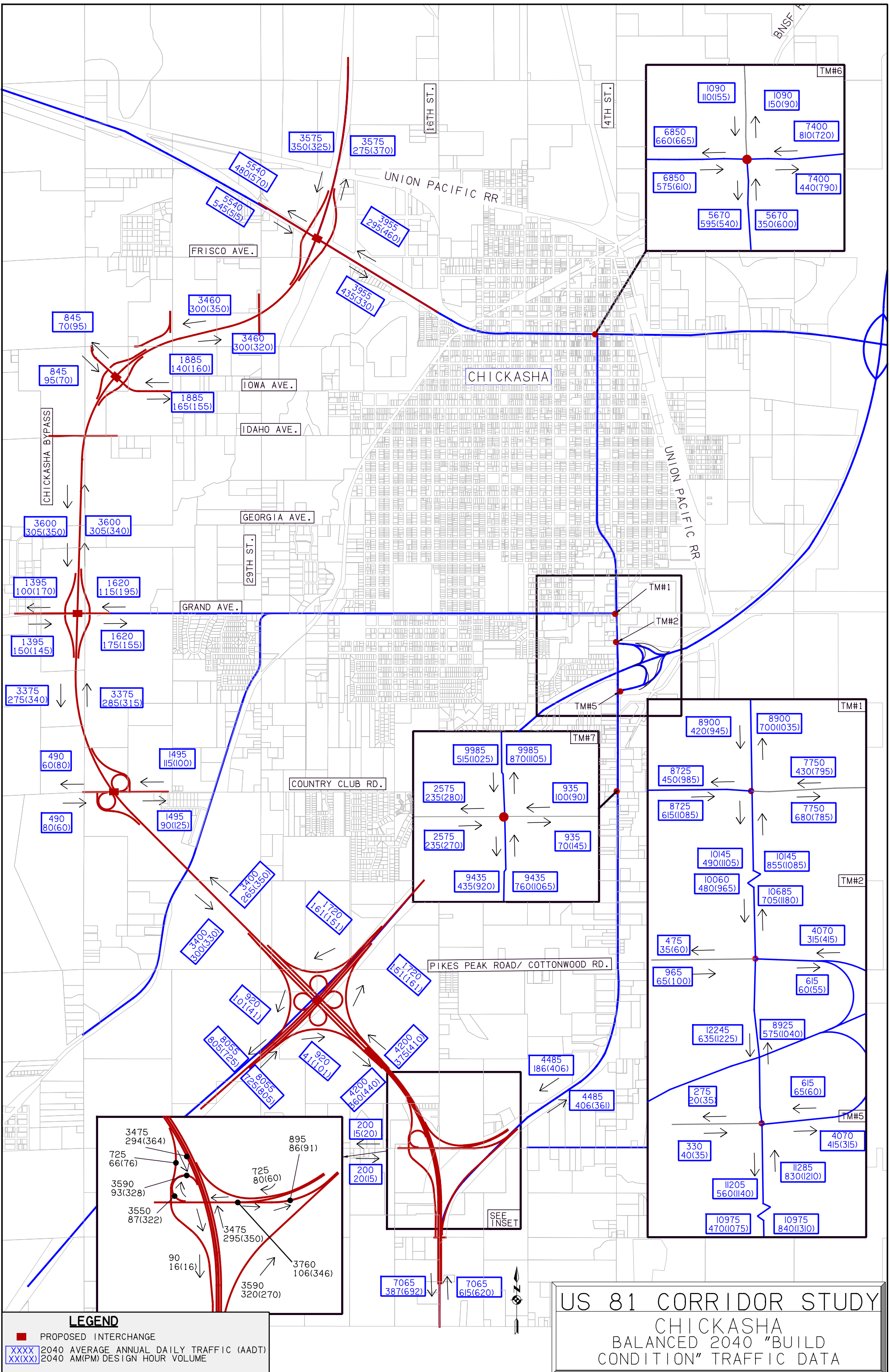
TRUCK DATA FOR THE PROPOSED CHICKASHA BYPASS ROUTE

	I-44	US 81	Arterials & Ramps	Chickasha
T (AADT) =	21%	19%	9%	19%
T (DHV) =	18%	17%	6%	16%
T3 =	14%	11%	3%	10%



US 81 CORRIDOR STUDY
CHICKASHA
 BALANCED "BUILD" 2012
 TRUCK PERCENTAGE TRAFFIC DATA

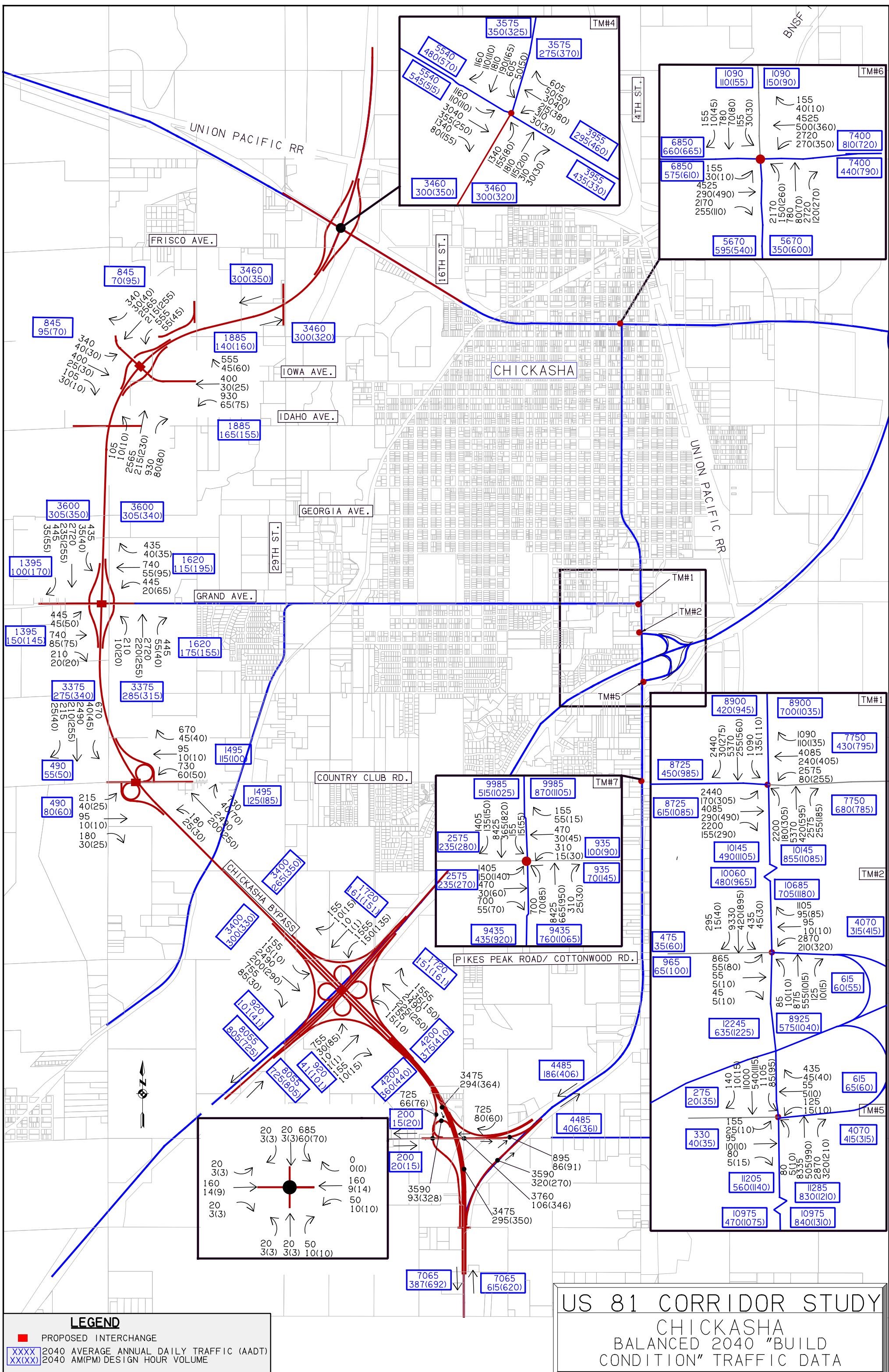
##DATE##



LEGEND

- PROPOSED INTERCHANGE
- XXXX 2040 AVERAGE ANNUAL DAILY TRAFFIC (AADT)
- XX(XX) 2040 AM/PM DESIGN HOUR VOLUME

US 81 CORRIDOR STUDY
 CHICKASHA
 BALANCED 2040 "BUILD
 CONDITION" TRAFFIC DATA



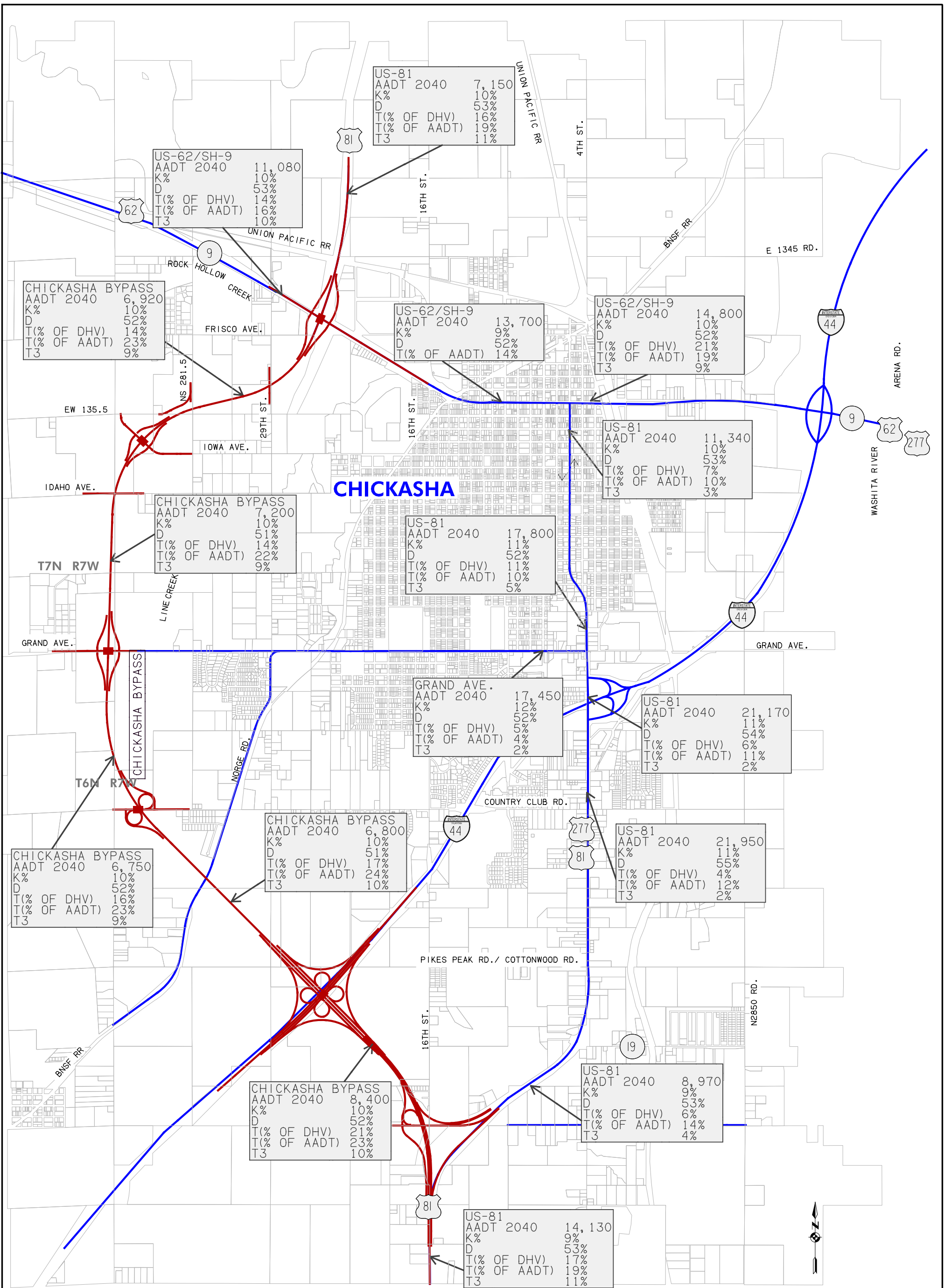
LEGEND

■ PROPOSED INTERCHANGE

XXXX 2040 AVERAGE ANNUAL DAILY TRAFFIC (AADT)

XX(XX) 2040 AM/PM DESIGN HOUR VOLUME

US 81 CORRIDOR STUDY
CHICKASHA
 BALANCED 2040 "BUILD
 CONDITION" TRAFFIC DATA



TRUCK DATA FOR THE PROPOSED CHICKASHA BYPASS ROUTE

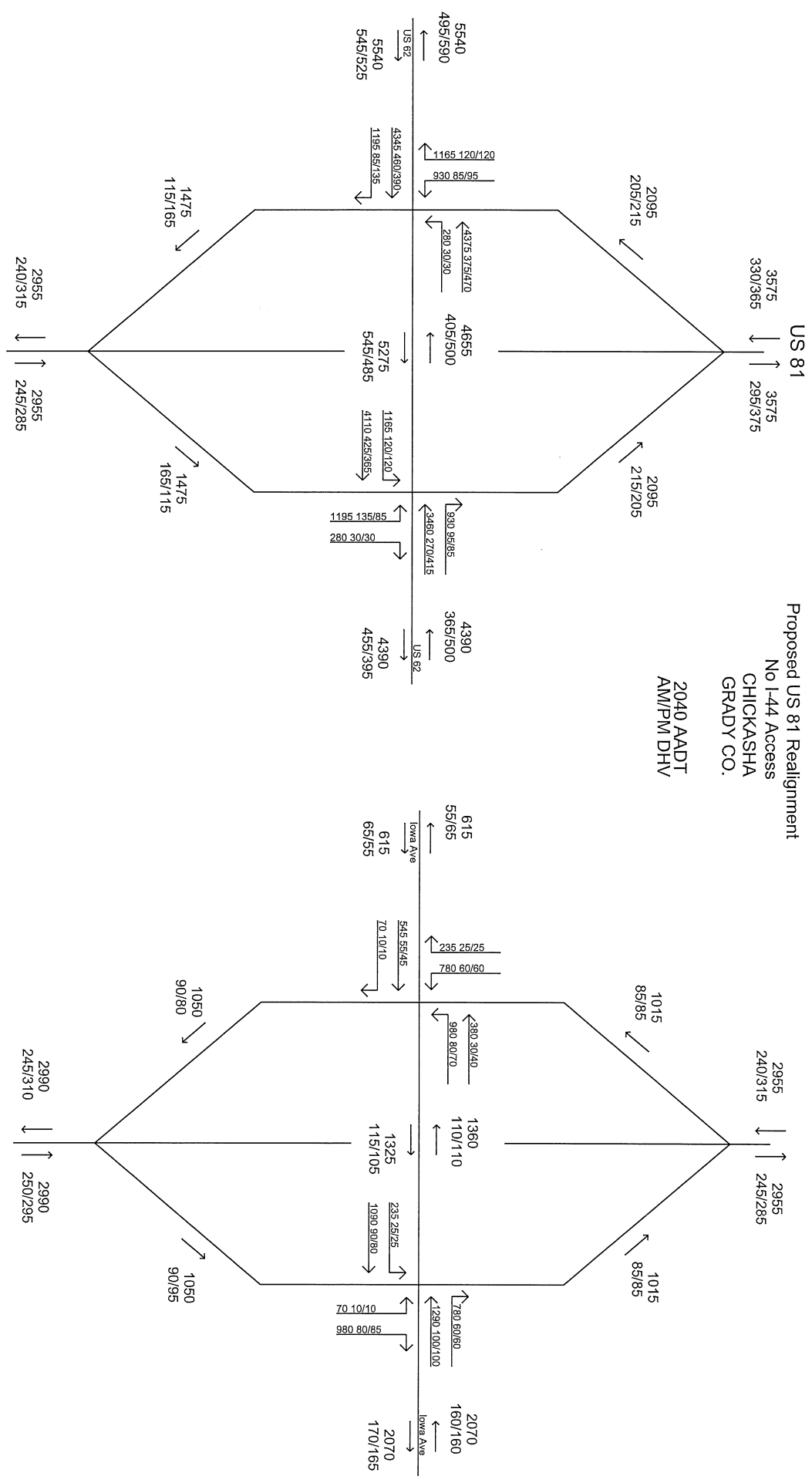
	I-44	US 81	Arterials & Ramps	Chickasha
T (AADT) =	21%	19%	9%	19%
T (DHV) =	18%	17%	6%	16%
T3 =	14%	11%	3%	10%

US 81 CORRIDOR STUDY

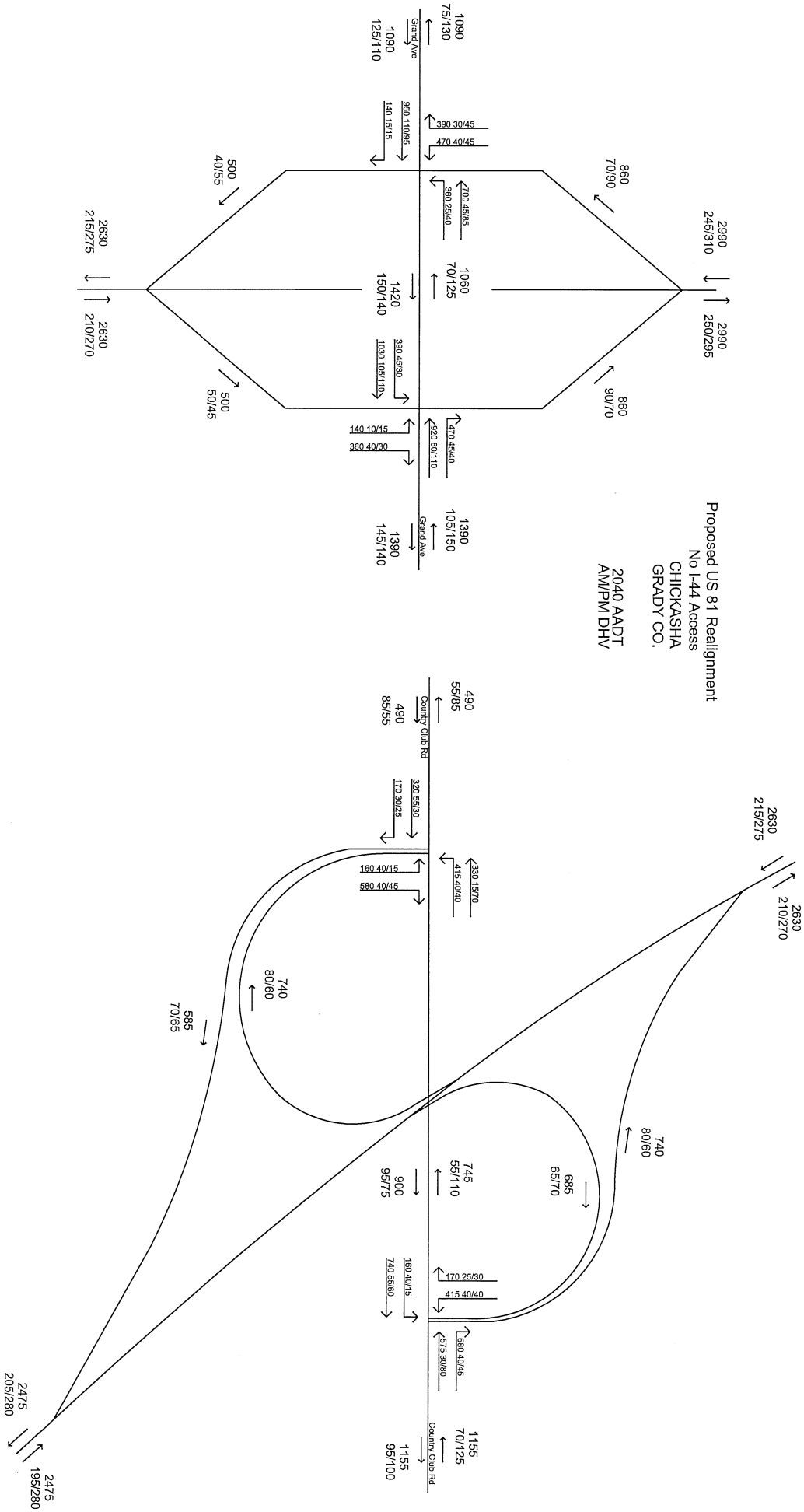
CHICKASHA
BALANCED "BUILD" 2040
TRUCK PERCENTAGE TRAFFIC DATA

Proposed US 81 Realignment
 No I-44 Access
 CHICKASHA
 GRADY CO.

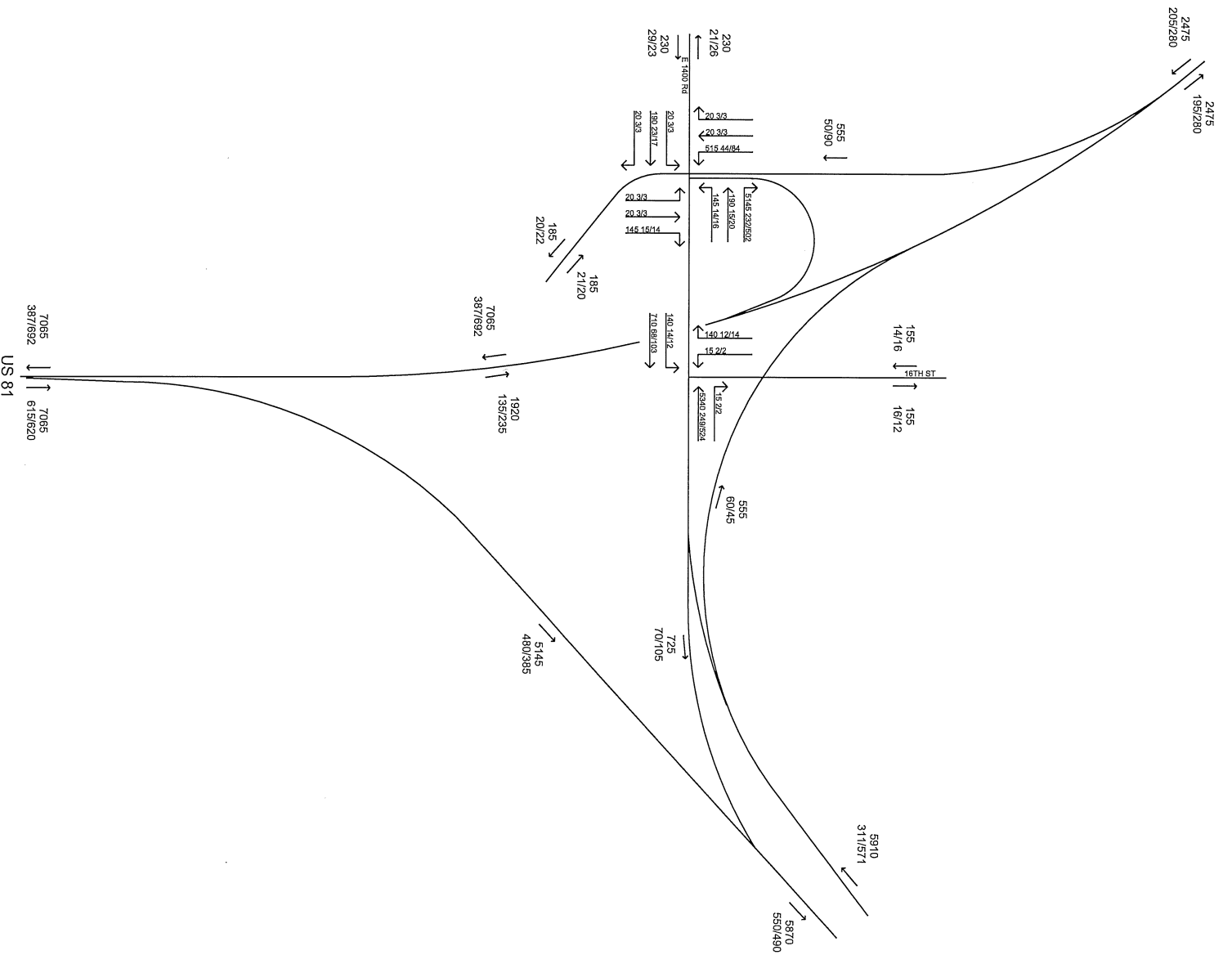
2040 AADT
 AM/PM DHV

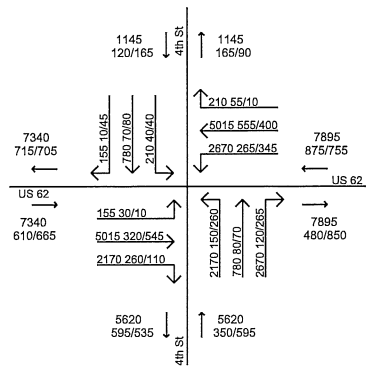


Proposed US 81 Realignment
 No 1-44 Access
 CHICKASHA
 GRADY CO.
 2040 AADT
 AM/PM DHV



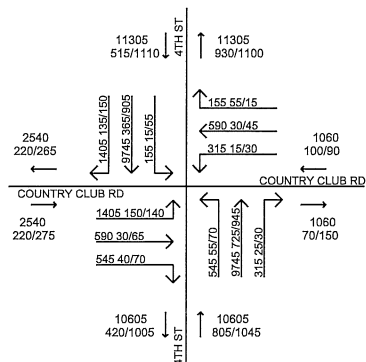
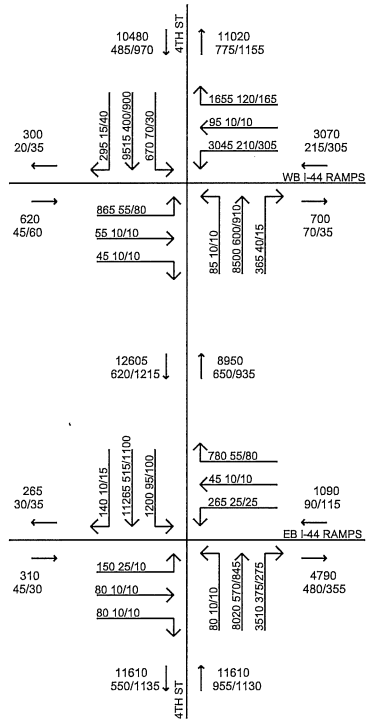
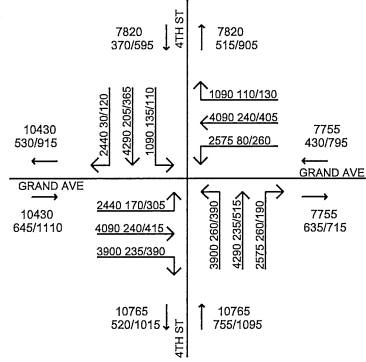
Proposed US 81 Realignment
 No 1-44 Access
 CHICKASHA
 GRADY CO.
 2040 AADT
 AM/PM/DHV





Proposed US 81 Realignment
 No I-44 Access
 CHICKASHA
 GRADY CO.

2040 AADT
 AM/PM DHV



APPENDIX C: ODOT Collision Data (2011-2015)



Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/08/2017
 by Robert Powell

Study Map & Totals

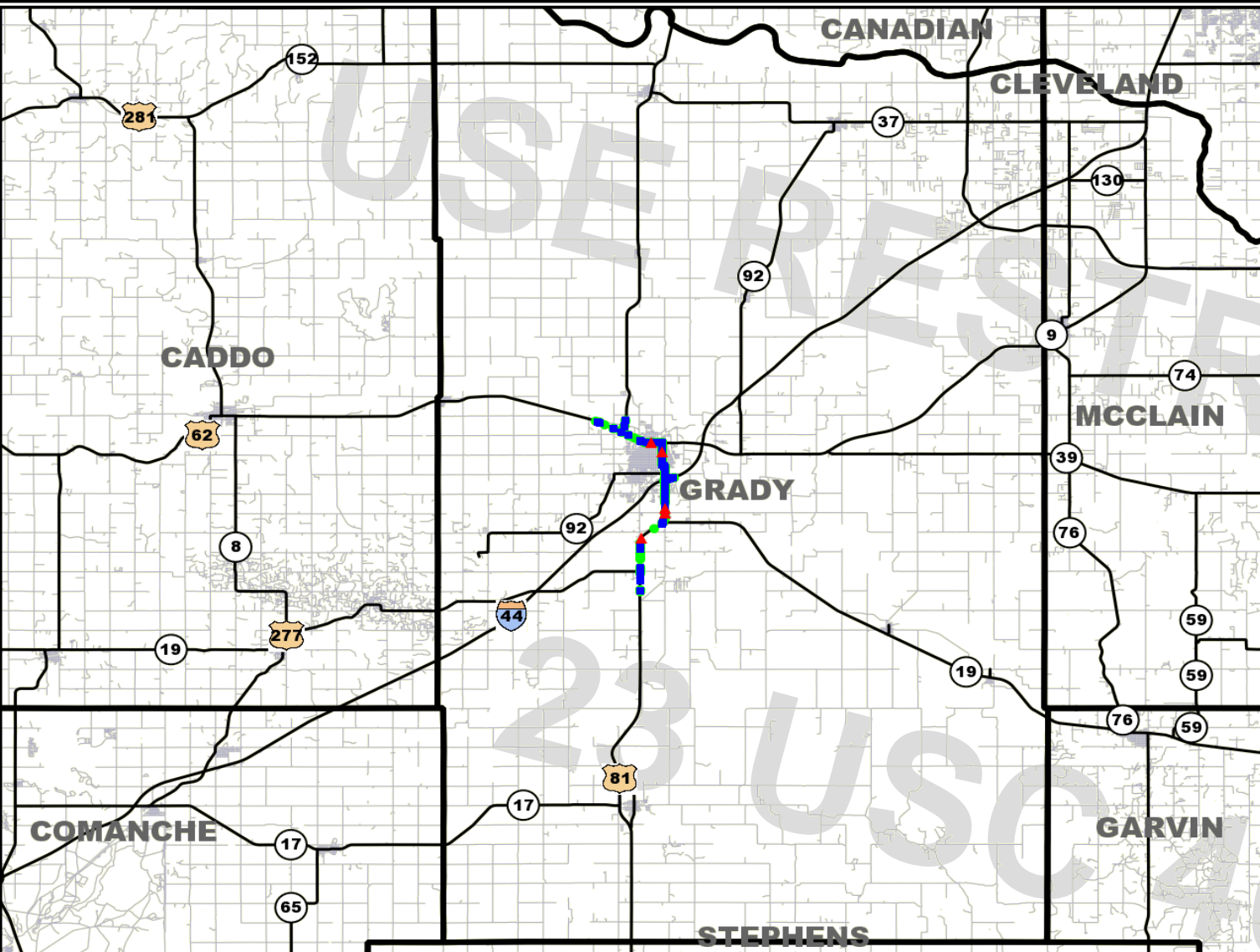
Legend

- ▲ Fatality
- Injury
- Property Damage



Remarks:

*BOTH SEGMENT & INTERSECTION
 RELATED (W/ INTERCHANGE
 RELATED INCLUDED)*



ALL SEGMENTS (1-4)

Date Range: 01-01-2011 thru 01-01-2016

	2011						2012						2013					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions	1	4	17	29	83	134	1	3	16	25	104	149	2	5	22	33	119	181
Persons	1	4	23	48		76	1	3	23	34		61	2	6	35	52		95



STUDY TOTALS (CONT.)

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/08/2017 by Robert Powell

	2014						2015						2016*					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions		8	15	31	106	160	1	2	13	20	124	160						0
Persons		8	21	44		73	1	2	18	30		51						0

* DENOTES A YEAR FOR WHICH DATA MAY BE INCOMPLETE.

	Study Total					
	Fatality	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury	Property Damage	Total
Collisions	5	22	83	138	536	784
Persons	5	23	120	208		356



STUDY TOTALS - BY CITY AND HWY CLASS

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/08/2017 by Robert Powell

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016

STUDY TOTALS

Year	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
2011	1	50	83	134									1	50	83	134
2012	1	44	104	149									1	44	104	149
2013	2	60	119	181									2	60	119	181
2014		54	106	160										54	106	160
2015	1	35	124	160									1	35	124	160
Total:	5	243	536	784				0				0	5	243	536	784

County: (26) GRADY

	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
(15) CHICKASHA	3	221	503	727									3	221	503	727
(50) NINNEKAH	2	22	33	57									2	22	33	57
Total:	5	243	536	784				0				0	5	243	536	784

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/08/2017 by Robert Powell

Collisions By Type Of Collision

Type Of Collision	2011				2012				2013				2014				2015			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Rear-End (front-to-rear)		24	34	58		16	33	49		19	35	54		19	38	57		14	40	54
Head-On (front-to-front)											2	2								
Right Angle (front-to-side)	1	11	4	16	1	10	13	24	1	15	16	32		15	15	30		8	19	27
Angle Turning		9	18	27		10	24	34		5	36	41		11	32	43		8	30	38
Other Angle			1	1																
Sideswipe Same Direction		1	9	10		1	17	18		4	16	20		2	13	15		3	17	20
Sideswipe Opposite Direction			2	2			1	1						1	1	2			2	2
Fixed Object		3	9	12		5	6	11		8	4	12		2	4	6		2	7	9
Pedestrian						1		1		2		2		2		2				
Pedal Cycle		1		1																
Animal							2	2			1	1								
Overturn/Rollover		1	1	2			2	2		3		3		1	1	2	1		1	2
Vehicle-Train																				
Other Single Vehicle Crash			1	1			1	1												
Other			4	4		1	5	6	1	4	9	14		1	2	3			8	8
Total	1	50	83	134	1	44	104	149	2	60	119	181		54	106	160	1	35	124	160
Percent	0.1	6.4	10.6	17.1	0.1	5.6	13.3	19.0	0.3	7.7	15.2	23.1		6.9	13.5	20.4	0.1	4.5	15.8	20.4

Collisions By Type Of Collision

Type Of Collision	2016*				Total				Pct
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	
Rear-End (front-to-rear)						92	180	272	34.7
Head-On (front-to-front)							2	2	0.3
Right Angle (front-to-side)					3	59	67	129	16.5
Angle Turning						43	140	183	23.3
Other Angle							1	1	0.1
Sideswipe Same Direction						11	72	83	10.6
Sideswipe Opposite Direction						1	6	7	0.9
Fixed Object						20	30	50	6.4
Pedestrian						5		5	0.6
Pedal Cycle						1		1	0.1
Animal							3	3	0.4
Overturn/Rollover					1	5	5	11	1.4
Vehicle-Train									
Other Single Vehicle Crash							2	2	0.3
Other					1	6	28	35	4.5
Total					5	243	536	784	100
Percent					0.6	31.0	68.4	100	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/08/2017 by Robert Powell

Units By Unit Type

Unit Type	2011				2012				2013				2014				2015			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Train																				
Pedestrian						1		1		2		2		2		2				
Animal							2	2			1	1								
Pedal Cycle		1		1						1		1								
Parked Vehicle			1	1		1	1	2		1	2	3			1	1		1	1	
CMV		2	6	8	1	9	20	30		3	17	20		1	19	20		5	25	30
Other Single Vehicle		5	11	16		6	9	15		12	7	19		4	2	6	1	2	8	11
Other Multi-Vehicle	2	91	138	231	2	72	170	244	5	99	209	313		105	191	296		68	213	281
Total	2	99	156	257	3	89	202	294	5	118	236	359		112	213	325	1	75	247	323
Percent	0.1	6.4	10.0	16.5	0.2	5.7	13.0	18.9	0.3	7.6	15.1	23.0		7.2	13.7	20.9	0.1	4.8	15.9	20.7

Units By Unit Type

Unit Type	2016*				Total				
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Pct
Train									
Pedestrian						5		5	0.3
Animal							3	3	0.2
Pedal Cycle						2		2	0.1
Parked Vehicle						2	6	8	0.5
CMV					1	20	87	108	6.9
Other Single Vehicle					1	29	37	67	4.3
Other Multi-Vehicle					9	435	921	1365	87.6
Total					11	493	1054	1558	100
Percent					0.7	31.6	67.7	100	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.

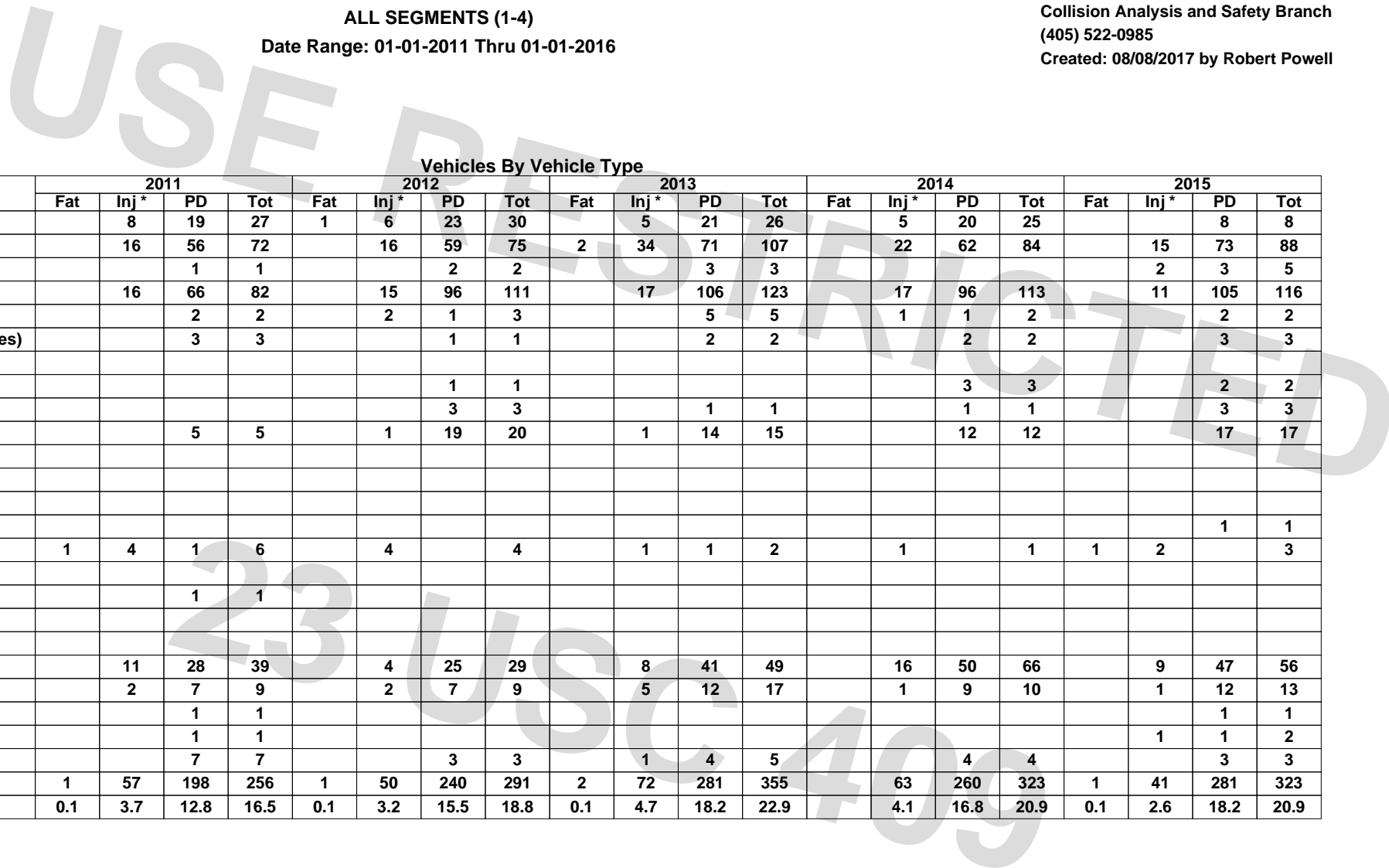


TABULATION OF COLLISIONS

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/08/2017 by Robert Powell



Vehicle Type	2011				2012				2013				2014				2015			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Passenger Vehicle-2 Door		8	19	27	1	6	23	30		5	21	26		5	20	25			8	8
Passenger Vehicle-4 Door		16	56	72		16	59	75	2	34	71	107		22	62	84		15	73	88
Passenger Vehicle-Convertible			1	1			2	2			3	3						2	3	5
Pickup Truck		16	66	82		15	96	111		17	106	123		17	96	113		11	105	116
Single-Unit Truck (2 axles)			2	2		2	1	3			5	5		1	1	2			2	2
Single-Unit Truck (3 or more axles)			3	3			1	1			2	2			2	2			3	3
School Bus																				
Truck/Trailer							1	1							3	3			2	2
Truck-Tractor (bobtail)							3	3			1	1			1	1			3	3
Truck-Tractor/Semi-Trailer			5	5		1	19	20		1	14	15			12	12			17	17
Truck-Tractor/Double																				
Truck-Tractor/Triple																				
Bus/Large Van (9-15 seats)																				
Bus (16+ seats)																			1	1
Motorcycle	1	4	1	6		4		4		1	1	2		1		1	1	2		3
Motor Scooter/Moped																				
Motor Home			1	1																
Farm Machinery																				
ATV																				
Sport Utility Vehicle (SUV)		11	28	39		4	25	29		8	41	49		16	50	66		9	47	56
Passenger Van		2	7	9		2	7	9		5	12	17		1	9	10		1	12	13
Truck More Than 10,000 lbs.			1	1															1	1
Van (10,000 lbs. or less)			1	1														1	1	2
Other			7	7			3	3		1	4	5			4	4			3	3
Total	1	57	198	256	1	50	240	291	2	72	281	355	63	260	323	1	41	281	323	
Percent	0.1	3.7	12.8	16.5	0.1	3.2	15.5	18.8	0.1	4.7	18.2	22.9	4.1	16.8	20.9	0.1	2.6	18.2	20.9	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/08/2017 by Robert Powell

Vehicles By Vehicle Type

Vehicle Type	2016*				Total				
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Pct
Passenger Vehicle-2 Door					1	24	91	116	7.5
Passenger Vehicle-4 Door					2	103	321	426	27.5
Passenger Vehicle-Convertible						2	9	11	0.7
Pickup Truck						76	469	545	35.2
Single-Unit Truck (2 axles)						3	11	14	0.9
Single-Unit Truck (3 or more axles)							11	11	0.7
School Bus									
Truck/Trailer							6	6	0.4
Truck-Tractor (bobtail)							8	8	0.5
Truck-Tractor/Semi-Trailer						2	67	69	4.5
Truck-Tractor/Double									
Truck-Tractor/Triple									
Bus/Large Van (9-15 seats)									
Bus (16+ seats)							1	1	0.1
Motorcycle					2	12	2	16	1.0
Motor Scooter/Moped									
Motor Home							1	1	0.1
Farm Machinery									
ATV									
Sport Utility Vehicle (SUV)						48	191	239	15.4
Passenger Van						11	47	58	3.7
Truck More Than 10,000 lbs.							2	2	0.1
Van (10,000 lbs. or less)						1	2	3	0.2
Other						1	21	22	1.4
Total					5	283	1260	1548	100
Percent					0.3	18.3	81.4	100	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/08/2017 by Robert Powell

Day And Time Of Occurrence Of Collisions

Day	Hour Of The Day																								Tot	Pcnt						
	AM												PM																			
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12								
Sunday	1			1	1			2		2	2	9	6	4	3	2	7	3	2	2		3	1		51	6.5						
Monday					1	1	4	7	6		8	15	8	10	9	17	6	4	5	4	2		1	1	109	13.9						
Tuesday				1	1	2	9	9	7	3	13	17	10	9	10	11	15	3	6	3	4	3			137	17.5						
Wednesday		2				2	5	7	4	4	4	15	7	13	13	9	11	8	1	4	3	4	1	2	119	15.2						
Thursday	1			1	1	1	5	8	10	8	18	17	12	8	12	10	9	12	6	6	1	4	1	1	153	19.5						
Friday		1		1	1	2	4	2	3	7	9	8	17	9	12	9	5	12	7	4	6	2		1	123	15.7						
Saturday	2	1					2	5	4	6	9	12	6	5	10	5	4	5	2	3	4	1	6		92	11.7						
	Early Morning - Sunrise						Morning Peak						Mid Morning/Afternoon						PM Peak						Evening - Late Night						Tot	
Total	25						103						379						167						110						784	
Percent	3.2						13.1						48.3						21.3						14.0						100	

Roadway/Lighting

Roadway Conditions	Lighting Conditions					Total	Percent
	Daylight	Darkness	Twilight	Lighted	Unknown		
Dry	574	22	10	92		698	89.0
Wet (Water)	36	4	4	15		59	7.5
Ice, Snow, or Slush	18	3		3		24	3.1
Mud, Dirt, Gravel, or Sand	1					1	0.1
Other	1	1				2	0.3
Total	630	30	14	110		784	100
Percent	80.4	3.8	1.8	14.0		100	

Weather Conditions

Weather Conditions	Total	Percent
Clear	614	78.3
Clouds Present	108	13.8
Raining/Fog	39	5.0
Snowing/Sleet/Hail	23	2.9
Other		
Total	784	100



TABULATION OF COLLISIONS

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016

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Drivers By Driver Conditions

Unsafe/Unlawful	Apparently Normal			Alcohol Involved						Sleep Suspected			Drug Use Indicated			Unknown Condition			Total					
				Ability Impaired			Odor Detected																	
	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Total	Pcnt	
Failed to Yield		1																		1		1	0.1	
Failed to Stop	2	63	90			1					1		1	1	3	5	3	66	98	167	10.8			
Failed to Signal		27	31					1			1				1	3		29	35	64	4.2			
Improper Turn		11	61			1			1							4		11	67	78	5.1			
Improper Start			3													1			1	3	4	0.3		
Improper Stop		1																	1	1	1	0.1		
Improper Backing			11			1										3			15	15	1.0			
Improper Parking			1																1	1	0.1			
Improper Passing			6																6	6	0.4			
Improper Lane Change		11	63										1			3		11	67	78	5.1			
Left of Center			3																3	3	0.2			
Following Too Close		38	77												1	5		39	82	121	7.9			
Unsafe Speed		10	19		1						1	1				1		12	21	33	2.1			
DWI			1		4	7		2					2	6		1		9	14	23	1.5			
Inattention		39	73			1					7	2				2	5		48	81	129	8.4		
Negligent Driving			11																11	11	0.7			
Defective Vehicle		1	9																1	9	10	0.6		
Wrong Way			1												1	1		1	1	1	3	0.2		
No Improper Action	6	238	491			1							1	4		2	5	6	241	501	748	48.6		
Other		10	24									1				4	5		14	30	44	2.9		
Total	8	450	975		5	12		3	1		8	6		3	12	3	15	39	11	484	1045	1540	100	
Percent	0.5	29.2	63.3		0.3	0.8		0.2	0.1		0.5	0.4		0.2	0.8	0.2	1.0	2.5	0.7	31.4	67.9	100		

Severities Indicate Highest Severity in Collision

Collisions By Special Feature

Special Feature	Total			
	Fat	Inj *	PD	Tot
Bridge		2	2	2
Work Zone		5	15	20
Cross Median				
Train Collision				

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



COLLISION CONCENTRATION LISTING

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016

Program Provided by:
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COUNTY	CITY	HWY CL	INT ID	CS/ST.1	HWY	INT-REL/TERM-LOC	CITY STREET NAME	-----INTERSECTING-----		MILE/ST.2	SEV INDEX	NUM COLLS	RANK
								CITY STREET NAME	HWY				
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	CHISOLM/WALMART DR		02.62	78	49	1
(26)GRADY	(15)CHICKASHA	7	05	02	US-62	INTER	CHOCTAW AVE.	4 ST.	US-81	09.38	76	66	2
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	GRAND AVE.		02.50	63	49	3
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	COUNTRY CLUB RD.		01.50	60	39	4
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	ALMAR DR.		01.87	49	35	5
(26)GRADY	(15)CHICKASHA	2	15	08	US-81	TERM LOC LFT	4 ST.	H.E.BAILEY UP*1*	I-44	02.17	39	24	6
(26)GRADY	(50)NINNEKAH	7	10	06	US-81	INTER		HARRIS RD/142(38)	US-277	19.37	39	22	7
(26)GRADY	(15)CHICKASHA	2	15	08	US-81	TERM LOC RIT	4 ST.	H.E.BAILEY UP*1*	I-44	02.17	36	23	8
(26)GRADY	(15)CHICKASHA	7		02	US-62	INTER	CHOCTAW AVE.	9 ST.		08.98	29	15	9
(26)GRADY	(15)CHICKASHA	7		02	US-62	INTER	CHOCTAW AVE.	16 ST/HARLY DAY DR		08.51	28	16	10
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	MISSOURI AVE.		03.19	25	18	11
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	MINNESOTA AVE.		03.70	24	19	12
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	CHICKASHA AVE.		04.02	22	16	13
(26)GRADY	(15)CHICKASHA	7		02	US-62	INTER	CHOCTAW AVE.	DON ALLEN		07.94	22	9	14
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	IDAHO/ADA SIPUEL		03.54	19	7	15
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	KANSAS AVE.		03.94	18	13	16
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	3 ST. VIRGINIA		02.90	17	9	17
(26)GRADY	(15)CHICKASHA	3	15	08	US-81		4 ST.	H.E.BAILEY UP*1*	I-44	02.17	16	11	18
(26)GRADY	(50)NINNEKAH	7		06	US-81					20.50	15	5	19
(26)GRADY	(15)CHICKASHA	7		02	US-62	INTER	CHOCTAW AVE.	5 ST.		09.30	14	9	20
(26)GRADY	(15)CHICKASHA	7		02	US-62	INTER	CHOCTAW AVE.	6 ST.		09.22	13	12	21
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	IOWA AVE.		03.78	13	7	22
(26)GRADY	(15)CHICKASHA	2	15	08	US-81	INTER	4 ST.	H.E.BAILEY UP*1*	I-44	02.17	11	7	23
(26)GRADY	(15)CHICKASHA	7	04	02	US-62	INTER	CHOCTAW AVE.	WEST INTERSECTION	US-81	07.65	11	6	24
(26)GRADY	(15)CHICKASHA	7		12	US-81	INTER	US-81 NORTH	OLD US-62		00.37	10	5	25
(26)GRADY	(15)CHICKASHA	7		02	US-62	INTER	CHOCTAW AVE.	LINVILLE RD/29 ST.		07.29	9	6	26
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER		PIKE/COTTONWOOD(44		00.50	9	5	27
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	DAKOTA AVE.		03.62	9	3	28
(26)GRADY	(15)CHICKASHA	7		02	US-62	INTER	CHOCTAW AVE.	10 ST.		08.90	8	5	29
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.69	8	5	30
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.60	7	6	31
(26)GRADY	(15)CHICKASHA	7	09	06	US-81	INTER			SH-19	22.30	7	5	32
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.44	7	4	33



COLLISION CONCENTRATION LISTING

ALL SEGMENTS (1-4)

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COUNTY	CITY	HWY CL	INT ID	CS/ ST.1	HWY	INT-REL/ TERM-LOC	CITY STREET NAME	-----INTERSECTING-----		MILE/ ST.2	SEV INDEX	NUM COLLS	RANK
								CITY STREET NAME	HWY				
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.09	7	3	34
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	ARKANSAS AVE.		03.11	6	6	35
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.56	6	4	36
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	TEXAS AVE.		03.41	6	4	37
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.55	6	3	38
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.82	5	5	39
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.68	5	4	40
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.75	5	4	41
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	ALABAMA AVE.		02.80	5	4	42
(26)GRADY	(15)CHICKASHA	7		02	US-62	INTER	CHOCTAW AVE.	11 ST.		08.82	5	3	43
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			09.35	5	3	44
(26)GRADY	(50)NINNEKAH	7		06	US-81					19.27	5	3	45
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.52	5	3	46
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.58	5	2	47
(26)GRADY	(50)NINNEKAH	7		06	US-81					21.10	5	1	48
(26)GRADY	(15)CHICKASHA	7		08	US-81					00.70	5	1	49
(26)GRADY	(15)CHICKASHA	7		02	US-62	INTER	CHOCTAW AVE.	8 ST.		09.06	4	4	50
(26)GRADY	(50)NINNEKAH	7		06	US-81					19.57	4	3	51
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.74	4	3	52
(26)GRADY	(15)CHICKASHA	7		12	US-81	INTER	US-81 NORTH	REDDING RD.		00.65	4	3	53
(26)GRADY	(50)NINNEKAH	7		06	US-81					20.60	4	2	54
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.42	4	2	55
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.99	4	2	56
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	GEORGIA AVE.		03.04	4	2	57
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.08	4	2	58
(26)GRADY	(50)NINNEKAH	7		06	US-81					22.20	4	1	59
(26)GRADY	(15)CHICKASHA	7		08	US-81					00.80	4	1	60
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			04.04	4	1	61
(26)GRADY	(15)CHICKASHA	7		12	US-81		US-81 NORTH			00.33	4	1	62
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			09.34	3	3	63
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.60	3	3	64
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.51	3	3	65
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.61	3	3	66
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.76	3	3	67
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.17	3	3	68



COLLISION CONCENTRATION LISTING

ALL SEGMENTS (1-4)

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COUNTY	CITY	HWY CL	INT ID	CS/ ST.1	HWY	INT-REL/ TERM-LOC	CITY STREET NAME	-----INTERSECTING-----		MILE/ ST.2	SEV INDEX	NUM COLLS	RANK
								CITY STREET NAME	HWY				
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.18	3	3	69
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			08.86	3	2	70
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.30	3	2	71
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.52	3	2	72
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.01	3	2	73
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	WASHINGTON AVE.		03.33	3	2	74
(26)GRADY	(15)CHICKASHA	7		02	US-62	INTER	CHOCTAW AVE.	INDUSTRIAL		06.56	3	1	75
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			06.66	3	1	76
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			08.57	3	1	77
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			09.03	3	1	78
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			09.12	3	1	79
(26)GRADY	(50)NINNEKAH	7		06	US-81					18.37	3	1	80
(26)GRADY	(50)NINNEKAH	7		06	US-81					18.90	3	1	81
(26)GRADY	(50)NINNEKAH	7		06	US-81					19.44	3	1	82
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			00.99	3	1	83
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.46	3	1	84
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.98	3	1	85
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.20	3	1	86
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.30	3	1	87
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.50	3	1	88
(26)GRADY	(15)CHICKASHA	7		12	US-81		US-81 NORTH			00.02	3	1	89
(26)GRADY	(15)CHICKASHA	7		02	US-62	INTER	CHOCTAW AVE.	7 ST.		09.14	2	2	90
(26)GRADY	(50)NINNEKAH	7		06	US-81			LTL. WASHITA RIVER		18.44	2	2	91
(26)GRADY	(50)NINNEKAH	7		06	US-81					19.41	2	2	92
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.89	2	2	93
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.47	2	2	94
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.54	2	2	95
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.59	2	2	96
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.64	2	2	97
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.77	2	2	98
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.88	2	2	99
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.94	2	2	100
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	TENNESSEE AVE.		02.96	2	2	101
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	FLORIDA AVE.		03.26	2	2	102
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.40	2	2	103



COLLISION CONCENTRATION LISTING

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								CITY STREET NAME	HWY				
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	COLORADO AVE.		03.86	2	2	104
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.96	2	2	105
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			08.89	2	1	106
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			08.99	2	1	107
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			09.01	2	1	108
(26)GRADY	(15)CHICKASHA	7		08	US-81					00.40	2	1	109
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.47	2	1	110
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.54	2	1	111
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.82	2	1	112
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.36	2	1	113
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.40	2	1	114
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.57	2	1	115
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.79	2	1	116
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.87	2	1	117
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.10	2	1	118
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.36	2	1	119
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.69	2	1	120
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.92	2	1	121
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			06.50	1	1	122
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			06.65	1	1	123
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			06.89	1	1	124
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			08.00	1	1	125
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			08.24	1	1	126
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			08.41	1	1	127
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			08.52	1	1	128
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			08.71	1	1	129
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			08.76	1	1	130
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			08.80	1	1	131
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			09.24	1	1	132
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			09.26	1	1	133
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			09.29	1	1	134
(26)GRADY	(50)NINNEKAH	7		06	US-81					18.34	1	1	135
(26)GRADY	(50)NINNEKAH	7		06	US-81					19.42	1	1	136
(26)GRADY	(50)NINNEKAH	7		06	US-81					20.00	1	1	137
(26)GRADY	(50)NINNEKAH	7		06	US-81					20.10	1	1	138



COLLISION CONCENTRATION LISTING

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/08/2017 by Robert Powell

COUNTY	CITY	HWY CL	INT ID	CS/ST.1	HWY	INT-REL/TERM-LOC	CITY STREET NAME	-----INTERSECTING-----		MILE/ST.2	SEV INDEX	NUM COLLS	RANK
								CITY STREET NAME	HWY				
(26)GRADY	(50)NINNEKAH	7		06	US-81					20.29	1	1	139
(26)GRADY	(50)NINNEKAH	7		06	US-81	INTER		OLD FRED/141(40)		20.30	1	1	140
(26)GRADY	(50)NINNEKAH	7		06	US-81	INTER		16 ST.		20.80	1	1	141
(26)GRADY	(50)NINNEKAH	7		06	US-81					20.84	1	1	142
(26)GRADY	(50)NINNEKAH	7		06	US-81					21.80	1	1	143
(26)GRADY	(50)NINNEKAH	7		06	US-81					22.25	1	1	144
(26)GRADY	(50)NINNEKAH	7		06	US-81					22.27	1	1	145
(26)GRADY	(15)CHICKASHA	7		08	US-81					00.20	1	1	146
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	MED OPEN		01.00	1	1	147
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.05	1	1	148
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.10	1	1	149
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.40	1	1	150
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.42	1	1	151
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.48	1	1	152
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.53	1	1	153
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	CRANTON DR.		01.69	1	1	154
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.			01.74	1	1	155
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.77	1	1	156
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.	BEG 40 MPH		01.78	1	1	157
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.80	1	1	158
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.85	1	1	159
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.88	1	1	160
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.97	1	1	161
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.27	1	1	162
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.41	1	1	163
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.43	1	1	164
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.46	1	1	165
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.48	1	1	166
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.49	1	1	167
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.	BEG 35 MPH		02.53	1	1	168
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.58	1	1	169
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.63	1	1	170
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.65	1	1	171
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.67	1	1	172
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.78	1	1	173



COLLISION CONCENTRATION LISTING

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016

Program Provided by:
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 (405) 522-0985
 Created: 08/08/2017 by Robert Powell

COUNTY	CITY	HWY CL	INT ID	CS/ST.1	HWY	INT-REL/TERM-LOC	CITY STREET NAME	-----INTERSECTING-----		MILE/ST.2	SEV INDEX	NUM COLLS	RANK
								CITY STREET NAME	HWY				
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.81	1	1	174
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.86	1	1	175
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.89	1	1	176
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.91	1	1	177
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.00	1	1	178
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.06	1	1	179
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.13	1	1	180
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.14	1	1	181
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.21	1	1	182
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.22	1	1	183
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.39	1	1	184
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.47	1	1	185
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.55	1	1	186
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.57	1	1	187
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.60	1	1	188
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.66	1	1	189
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.71	1	1	190
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.72	1	1	191
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.73	1	1	192
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.76	1	1	193
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.77	1	1	194
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.90	1	1	195
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.93	1	1	196
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.99	1	1	197
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			04.06	1	1	198
(26)GRADY	(15)CHICKASHA	7		12	US-81		US-81 NORTH			00.04	1	1	199
(26)GRADY	(15)CHICKASHA	7		12	US-81		US-81 NORTH			00.25	1	1	200
(26)GRADY	(15)CHICKASHA	8	09	06	US-81			SH-19		22.30	1	1	201



Program Provided by:

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Collision Rate Analysis

ALL SEGMENTS (1-4)

Time Period: 01-01-2011 to 01-01-2016 (1827 days)

RATE = No. of Collisions per 100 Million Vehicle Miles

Road Characteristics

Rate Type	Location Rates	Statewide Rates ** (2013 - 2015)
Overall Collision:	325.57	133.28
Fatal Collision:	2.08	1.00
Vis. Injury Collision *:	43.60	16.85

Roadway Length (miles):	12.52
Roadway Width (feet):	24 - 72
Avg. Daily Traffic (Veh/Day):	10528
Number of Lanes *:	FOUR LANES
Access Control *:	PARTIAL
Urban Area Type *:	URBAN
Rural or Municipal *:	MUNICIPAL
Median Type *:	OPEN WITH SHOULDERS
Median Width (feet):	0

Collision History Summary (Number of Years = 5)

	# Collisions		# People
Involving Fatality:	5	Killed:	5
Vis. Injury *:	105	Vis. Injured *:	143
Poss. Injury:	138	Poss. Injured:	208
Property Damage Only:	536		
TOTAL:	784		

* Predominate value.

$$\text{RATE} = \frac{100,000,000 \times \text{NO. OF COLLISIONS}}{\text{ADT} \times \text{LENGTH} \times \text{NO. OF DAYS IN REPORT}}$$

* Includes Incapacitating and Non-Incapacitating Injuries.

** Statewide rates are computed based on similiar roadways pertaining to number of lanes, divided or undivided, rural or urban, and access control.



HIGHWAY SYSTEM COLLISION LISTING

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/08/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
(26) GRADY		(15) CHICKASHA			HWY: US-62, CHOCTAW AVE.		AT: US-81,			WEST INTERSECTION									
26	15	02	04	07.65	WEST INTERSECTION		YES	Y	W	-	1			ROLLOVER	UNSAF-SPD	DARK	DRY	PDO	02-29-2012
26	15	02	04	07.65	WEST INTERSECTION		YES	Y	W	W	3	1		REAR-END	INATT	DYLGT	DRY	P INJ	07-12-2012
(26) GRADY		(15) CHICKASHA			HWY: US-81, US-81 NORTH		AT: US-62,			CHOCTAW AVE.									
26	15	12	04	00.00	CHOCTAW AVE.		YES	Y	S	S	3	2		REAR-END	INATT	DYLGT	DRY	P INJ	11-27-2012
26	15	12	04	00.00	CHOCTAW AVE.		YES	Y	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	ICE	P INJ	12-28-2012
26	15	12	04	00.00	CHOCTAW AVE.		YES	Y	W	-	1	1		F-O CURB	DEF-VEH	DARK	DRY	N-I INJ	03-28-2013
26	15	12	04	00.00	CHOCTAW AVE.		YES	Y	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-11-2014
(26) GRADY		(15) CHICKASHA			HWY: US-62, CHOCTAW AVE.		AT: US-81,			4 ST.									
26	15	02	05	09.38	4 ST.		YES	Y	W	E	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	10-03-2011
26	15	02	05	09.38	4 ST.		YES	Y	E	-	1			OTHER	OTHER	DYLGT	DRY	PDO	03-23-2012
26	15	02	05	09.38	4 ST.		YES	Y	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	07-05-2012
26	15	02	05	09.38	4 ST.		YES	Y	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	07-12-2012
26	15	02	05	09.38	4 ST.		YES	Y	E	E	2	1		REAR-END	D-W-I	DYLGT	DRY	N-I INJ	07-20-2012
26	15	02	05	09.38	4 ST.		YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	08-03-2012
26	15	02	05	09.38	4 ST.		YES	Y	S	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	08-06-2012
26	15	02	05	09.38	4 ST.		YES	Y	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-05-2012
26	15	02	05	09.38	4 ST.		YES	Y	N	N	2			REAR-END	NEG-DRIVING	DYLGT	DRY	PDO	11-05-2012
26	15	02	05	09.38	4 ST.		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-14-2013
26	15	02	05	09.38	4 ST.		YES	Y	W	E	3			ANGLE-TURNING	L-CENTER	DARK	DRY	PDO	08-14-2013
26	15	02	05	09.38	4 ST.		YES	Y	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	11-01-2013
26	15	02	05	09.38	4 ST.		YES	Y	W	W	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	11-14-2013
26	15	02	05	09.38	4 ST.		YES	Y	W	W	2			ANGLE-TURNING	IMP-LN-CHG	DYLGT	DRY	PDO	12-19-2013
26	15	02	05	09.38	4 ST.		YES	Y	W	W	2			REAR-END	IMP-BACK	DYLGT	DRY	PDO	01-07-2014
26	15	02	05	09.38	4 ST.		YES	Y	E	E	2	2		REAR-END	INATT	DARK	DRY	P INJ	01-07-2014
26	15	02	05	09.38	4 ST.		YES	Y	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	04-18-2014
26	15	02	05	09.38	4 ST.		YES	Y	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	06-03-2014
26	15	02	05	09.38	4 ST.		YES	Y	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-11-2014
26	15	02	05	09.38	4 ST.		YES	Y	W	W	2	1		REAR-END	F-STOP	DYLGT	DRY	I INJ	08-17-2014
26	15	02	05	09.38	4 ST.		YES	Y	E	E	3			REAR-END	INATT	DYLGT	DRY	PDO	11-27-2014
26	15	02	05	09.38	4 ST.		YES	Y	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	01-14-2015
26	15	02	05	09.38	4 ST.		YES	Y	N	N	2			SIDESWIPE-SAME	IMP-TURN	DYLGT	DRY	PDO	01-20-2015
26	15	02	05	09.38	4 ST.		YES	Y	S	E	2			RIGHT-ANGLE	F-YIELD	DARK	DRY	PDO	02-10-2015
26	15	02	05	09.38	4 ST.		YES	Y	E	E	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	SNOW	PDO	02-28-2015
26	15	02	05	09.38	4 ST.		YES	Y	E	E	3			REAR-END	INATT	DYLGT	DRY	PDO	03-06-2015
26	15	02	05	09.38	4 ST.		YES	Y	W	W	3			REAR-END	INATT	DYLGT	WET	PDO	04-27-2015
26	15	02	05	09.38	4 ST.		YES	Y	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	06-16-2015
26	15	02	05	09.38	4 ST.		YES	Y	E	E	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	08-07-2015
26	15	02	05	09.38	4 ST.		YES	Y	W	W	2			REAR-END	INATT	DARK	DRY	PDO	10-24-2015

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



HIGHWAY SYSTEM COLLISION LISTING

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 Created: 08/08/2017 by Robert Powell

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016

USE THIS

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	02	05	09.38	4 ST.		YES	Y	W	W	2			ANGLE-TURNING	IMP-LN-CHG	DYLGT	DRY	PDO	12-22-2015

(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: US-62, CHOCTAW AVE.

26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	03-10-2011
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	S	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	04-13-2011
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			ANGLE-TURNING	NEG-DRVING	DYLGT	DRY	PDO	04-16-2011
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	05-24-2011
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	05-31-2011
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-24-2011
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-27-2011
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	10-22-2011
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	10-24-2011
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	11-15-2011
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	E	N	2			ANGLE-TURNING	UNSAF-SPD	DARK	WET	PDO	03-19-2012
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	06-23-2012
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	S	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	08-26-2012
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	03-02-2013
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	03-14-2013
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	WET	PDO	05-21-2013
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	08-09-2013
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	11-04-2013
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	S	S	2			OTH-BACKING	INATT	DUSK	DRY	PDO	12-12-2013
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	12-16-2013
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			REAR-END	DEF-VEH	DYLGT	DRY	PDO	02-05-2014
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			ANGLE-TURNING	NEG-DRVING	DYLGT	DRY	PDO	02-17-2014
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			ANGLE-TURNING	NEG-DRVING	DYLGT	DRY	PDO	03-17-2014
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			ANGLE-TURNING	NEG-DRVING	DYLGT	DRY	PDO	05-18-2014
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			ANGLE-TURNING	NEG-DRVING	DYLGT	DRY	PDO	05-24-2014
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	05-31-2014
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	12-13-2014
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	04-21-2015
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	07-20-2015
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	08-26-2015
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	E	E	2			SIDESWIPE-SAME	IMP-TURN	DYLGT	DRY	PDO	09-10-2015
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	10-23-2015
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	12-01-2015
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	12-29-2015
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	E	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	ICE	PDO	12-30-2015

(26) GRADY (15) CHICKASHA HWY: US-81 AT: SH-19

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HIGHWAY SYSTEM COLLISION LISTING

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/08/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	06	09	22.30	SH-19		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	WET	PDO	05-22-2015
(26) GRADY (15) CHICKASHA HWY: US-81																			
26	15	08	09	00.00			YES	Y			2			ANGLE-TURNING	IMP-LN-CHG	DYLGT	DRY	PDO	11-01-2012
26	15	08	09	00.00			YES	Y			2			RIGHT-ANGLE	F-STOP	DARK	DRY	PDO	11-08-2014
26	15	08	09	00.00			YES	Y			2	1		ANGLE-TURNING	F-STOP	DYLGT	DRY	N-I INJ	01-06-2015
(26) GRADY (50) NINNEKAH HWY: AT: US-81																			
26	50	18	09	00.00	US-81		YES	Y	W	W	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	07-05-2012
(26) GRADY (15) CHICKASHA HWY:																			
26	15	18	09	00.01		M/L RAMP GOR	NO	Y	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	11-02-2012
(26) GRADY (50) NINNEKAH HWY: US-81 AT: US-277, HARRIS RD/142(38)																			
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y			2	1		REAR-END	F-YIELD	DYLGT	DRY	P INJ	03-12-2012
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DARK	DRY	PDO	06-28-2012
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y	N	N	2	1		SIDESWIPE-SAME	NO-IMP-ACT	DARK	DRY	P INJ	03-31-2013
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y	N	E	2	1		RIGHT-ANGLE	F-YIELD	DARK	DRY	N-I INJ	04-13-2013
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y			2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	08-20-2013
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y	S	-	1	1		ROLLOVER		DYLGT	DRY	P INJ	09-24-2013
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y	W	S	2	3		RIGHT-ANGLE	F-YIELD	DARK	DRY	I INJ	01-28-2014
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y	N	N	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	03-11-2014
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y			2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	I INJ	04-30-2014
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y			2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	07-10-2014
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y			2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	10-17-2014
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y			2			REAR-END	UNSAF-SPD	DUSK	WET	PDO	11-22-2014
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y			2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	WET	PDO	12-05-2014
26	50	06	10	19.37	HARRIS RD/142(38)	WKZONE	YES	Y	S	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	03-16-2015
26	50	06	10	19.37	HARRIS RD/142(38)	WKZONE	YES	Y	N	-	1			OTHER	INATT	DARK	DRY	PDO	04-28-2015
26	50	06	10	19.37	HARRIS RD/142(38)	TURN LN MRGE	YES	Y			2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	08-13-2015
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y			2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	10-15-2015
(26) GRADY (50) NINNEKAH HWY: AT: US-81																			
26	50	14	10	08.58	US-81		YES	Y	N	N	2			REAR-END	NEG-DRVING	DYLGT	DRY	PDO	03-26-2012
26	50	14	10	08.58	US-81		YES	Y	W	N	2			OTHER	F-YIELD	DARK	DRY	PDO	03-07-2013
26	50	14	10	08.58	US-81		YES	Y	E	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	06-27-2013
26	50	14	10	08.58	US-81		YES	Y	W	E	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	03-04-2014
26	50	14	10	08.58	US-81		YES	Y			2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	05-21-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: I-44, H.E.BAILEY UP																			
26	15	08	15	02.17	H.E.BAILEY UP	TERM LOC RIT WKZONE	YES	Y	N	E	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	07-03-2011
26	15	08	15	02.17	H.E.BAILEY UP	TERM LOC RIT WKZONE	YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	07-12-2011

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Date Range: 01-01-2011 Thru 01-01-2016

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08	15	02.17	H.E.BAILEY UP	TERM LOC RIT	YES	Y	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	07-25-2011
26	15	08	15	02.17	H.E.BAILEY UP	RAMP	YES	Y	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	02-04-2012
26	15	08	15	02.17	H.E.BAILEY UP	RAMP	YES	Y	S	S	2	1		REAR-END	IMP-LN-CHG	DARK	DRY	N-I INJ	02-16-2012
(26) GRADY (15) CHICKASHA HWY: , H. E. BAILEY TPK AT: 80.46																			
26	15	42	15	12.97			NO	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	10-26-2014
(26) GRADY (15) CHICKASHA HWY: , H. E. BAILEY TPK AT: US-81, 80.48, US-81 OP																			
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	01-21-2011
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	Y	N	S	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	04-05-2011
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	Y	N	S	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	N-I INJ	04-25-2011
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	Y	N	N	2	1		REAR-END	INATT	DARK	DRY	P INJ	05-24-2011
26	15	42	15	12.99	US-81 OP	TERM LOC LFT WKZONE	YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-28-2011
26	15	42	15	12.99	US-81 OP	TERM LOC RIT WKZONE	YES	Y	S	S	2	3		REAR-END	INATT	DYLGT	DRY	P INJ	08-11-2011
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	Y	W	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-24-2011
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	Y	N	N	2	2		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	09-26-2011
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	Y	N	S	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	09-28-2011
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	11-28-2011
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	Y	W	S	2			ANGLE-TURNING	F-YIELD	DUSK	DRY	PDO	01-25-2012
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	03-09-2012
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	Y	N	N	2			REAR-END	IMP-BACK	DYLGT	DRY	PDO	03-18-2012
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	Y	N	N	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-27-2012
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	Y	N	S	2	1		ANGLE-TURNING	F-STOP	DARK	DRY	N-I INJ	08-06-2012
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	Y	N	N	3	2		REAR-END	UNSAF-SPD	DYLGT	WET	N-I INJ	10-13-2012
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	Y	N	W	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	10-17-2012
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	Y	S	S	2			REAR-END	INATT	DARK	DRY	PDO	02-14-2013
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	Y	S	S	2			REAR-END	D-W-I	DARK	DRY	PDO	03-12-2013
26	15	42	15	12.99	US-81 OP	TERM LOC RIT TURN LN GORE	YES	Y	N	E	2	2		REAR-END	F-YIELD	DYLGT	DRY	P INJ	03-20-2013
26	15	42	15	12.99	US-81 OP	TURN LN GORE	YES	Y	E	-	1			REAR-END	UNSAF-SPD	DYLGT	DRY	PDO	03-28-2013
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	Y	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	08-16-2013
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	Y	N	W	2			RIGHT-ANGLE	F-STOP	DARK	DRY	PDO	01-11-2014
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	Y	N	N	2	2		REAR-END	FOL-CLOSE	DYLGT	WET	P INJ	03-15-2014
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	Y	S	W	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	05-11-2014
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	Y	W	S	2			ANGLE-TURNING	F-STOP	DYLGT	WET	PDO	05-25-2014
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	Y	S	E	2			RIGHT-ANGLE	OTHER	DYLGT	DRY	PDO	05-30-2014
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	Y	N	N	3	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	07-04-2014
26	15	42	15	12.99	US-81 OP	TERM LOC UND	YES	Y	S	S	3			ANGLE-TURNING	IMP-LN-CHG	DYLGT	DRY	PDO	08-15-2014

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Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	Y	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	09-20-2014
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	10-23-2014
26	15	42	15	12.99	US-81 OP	TERM LOC RIT AT-GR SVC RD	YES	Y	E	N	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	10-23-2014
26	15	42	15	12.99	US-81 OP	TERM LOC UND	YES	Y	N	E	2			ANGLE-TURNING	F-STOP	DARK	DRY	PDO	11-12-2014
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	Y	N	W	3	1		ANGLE-TURNING	F-STOP	DYLGT	DRY	N-I INJ	12-02-2014
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	Y	N	N	2			REAR-END	DEF-VEH	DYLGT	DRY	PDO	12-12-2014
26	15	42	15	12.99	US-81 OP	TERM LOC RIT WKZONE	YES	Y	N	N	2			REAR-END	INATT	DYLGT	WET	PDO	03-19-2015
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	Y	N	N	2	2		REAR-END	INATT	DYLGT	DRY	I INJ	04-07-2015
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	Y	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-29-2015
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	Y	N	E	3			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	05-06-2015
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	Y	N	W	2			RIGHT-ANGLE	D-W-I	DARK	WET	PDO	05-16-2015
26	15	42	15	12.99	US-81 OP	TERM LOC UND	YES	Y	S	S	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-14-2015
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	Y	N	N	2	3		REAR-END	F-STOP	DYLGT	DRY	I INJ	09-21-2015
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	Y	N	N	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	10-02-2015
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	10-10-2015
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	Y	S	S	3			REAR-END	UNSAF-SPD	DARK	DRY	PDO	12-11-2015
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	Y	N	N	3	2		REAR-END	INATT	DARK	DRY	P INJ	12-22-2015
26	15	42	15	12.99	US-81 OP		YES	Y	S	E	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	12-23-2015
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	Y	S	S	2			RIGHT-ANGLE	F-STOP	DARK	DRY	PDO	12-23-2015
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	Y	W	-	1			F-O TRAFF-SIGN		DYLGT	ICE	PDO	12-26-2015
(26) GRADY (15) CHICKASHA HWY: , H. E. BAILEY TPK AT: 80.49																			
26	15	42	15	13.00			NO	Y	S	S	2			REAR-END	NEG-DRVING	DYLGT	DRY	PDO	05-15-2012
(26) GRADY (15) CHICKASHA HWY: , H. E. BAILEY TPK AT: 80.50																			
26	15	42	15	13.01			NO	Y	E	-	1			ROLLOVER	UNSAF-SPD	DYLGT	DRY	PDO	01-30-2014
(26) GRADY (15) CHICKASHA HWY: , H. E. BAILEY TPK AT: US-81, 80.50, US-81 WB ENT																			
26	15	42	15	13.02	US-81 WB ENT	LOOP	NO	Y	W	-	1			F-O GUARDRL-FACE	UNSAF-SPD	DARK	SNOW	PDO	02-12-2012
26	15	42	15	13.02	US-81 WB ENT	AT-GR SVC RD	NO	Y	S	S	2			OTH-BACKING	IMP-BACK	DYLGT	DRY	PDO	07-25-2013
(26) GRADY (15) CHICKASHA HWY: , H. E. BAILEY TPK AT: 80.55																			
26	15	42	15	13.07			NO	Y	W	-	1	1		F-O TRAFF-SIGN	INATT	DYLGT	DRY	I INJ	04-12-2012
(26) GRADY (15) CHICKASHA HWY: , H. E. BAILEY TPK AT: 80.57																			
26	15	42	15	13.09			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	08-14-2012
(26) GRADY (15) CHICKASHA HWY: , H. E. BAILEY TPK AT: 80.67																			
26	15	42	15	13.19			NO	Y	E	-	1	1		F-O BARR-CONCRETE	NO-IMP-ACT	DYLGT	ICE	P INJ	11-22-2013
(26) GRADY (15) CHICKASHA HWY: , H. E. BAILEY TPK AT: 80.80																			
26	15	42	15	13.32			NO	Y	E	-	1	2		F-O RET-WALL	UNSAF-SPD	DARK	ICE	P INJ	12-20-2013
(26) GRADY (15) CHICKASHA HWY: , H. E. BAILEY TPK AT: US-81, 80.86, US-81 EB ENT																			

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Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	42	15	13.38	US-81 EB ENT	RAMP	NO	Y	N	-	1			F-O CURB	D-W-I	DYLGT	DRY	PDO	09-16-2011
26	15	42	15	13.38	US-81 EB ENT	M/L RAMP MRG	NO	Y	E	E	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	03-23-2012
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 00.06 before INDUSTRIAL																			
26	15	02		06.50			NO	Y	E	-	1			ROLLOVER	UNSAF-SPD	DYLGT	DRY	PDO	04-08-2011
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: INDUSTRIAL																			
26	15	02		06.56	INDUSTRIAL		YES	Y	S	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	09-09-2015
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 00.09 after INDUSTRIAL																			
26	15	02		06.65			NO	Y	W	W	2			SIDESWIPE-SAME	IMP-PASS	DYLGT	DRY	PDO	12-03-2015
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 00.09 before BEG 55 MPH																			
26	15	02		06.66			NO	Y	W	W	2	2		REAR-END	INATT	DYLGT	DRY	N-I INJ	06-03-2015
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 00.14 after BEG 55 MPH																			
26	15	02		06.89			NO	Y	W	W	2			REAR-END	SLEEPY	DYLGT	DRY	PDO	08-23-2014
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: LINVILLE RD/29 ST.																			
26	15	02		07.29	LINVILLE RD/29 ST.		YES	Y	E	E	2	3		REAR-END	SLEEPY	DYLGT	DRY	P INJ	06-07-2011
26	15	02		07.29	LINVILLE RD/29 ST.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	05-12-2012
26	15	02		07.29	LINVILLE RD/29 ST.		YES	Y	W	E	2	1		ANGLE-TURNING	OTHER	DYLGT	DRY	P INJ	12-31-2012
26	15	02		07.29	LINVILLE RD/29 ST.		YES	Y	W	E	2			ANGLE-TURNING	OTHER	DYLGT	DRY	PDO	05-15-2013
26	15	02		07.29	LINVILLE RD/29 ST.		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	07-31-2014
26	15	02		07.29	LINVILLE RD/29 ST.		YES	Y	E	E	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	07-22-2015
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: DON ALLEN																			
26	15	02		07.94	DON ALLEN		YES	Y	N	N	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	03-16-2011
26	15	02		07.94	DON ALLEN		YES	Y	S	E	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	05-04-2011
26	15	02		07.94	DON ALLEN		YES	Y	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	SLUSH	PDO	12-28-2012
26	15	02		07.94	DON ALLEN		YES	Y	E	N	2	4		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	11-19-2013
26	15	02		07.94	DON ALLEN		YES	Y	S	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	02-14-2014
26	15	02		07.94	DON ALLEN		YES	Y	W	E	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	I INJ	04-10-2014
26	15	02		07.94	DON ALLEN		YES	Y	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	05-04-2015
26	15	02		07.94	DON ALLEN		YES	Y	S	E	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	07-27-2015
26	15	02		07.94	DON ALLEN		YES	Y	N	W	3	4		RIGHT-ANGLE	F-YIELD	DARK	DRY	N-I INJ	10-08-2015
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 00.06 after DON ALLEN																			
26	15	02		08.00			NO	Y	E	E	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	WET	PDO	09-16-2011
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 00.03 before HOLLOW CR.																			
26	15	02		08.24			NO	Y	S	N	2			SIDESWIPE-OPP	L-CENTER	DYLGT	DRY	PDO	01-31-2011
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 00.07 after BEG 40 MPH																			
26	15	02		08.41			NO	Y	W	-	1			F-O GUARDRL-FACE	UNSAF-SPD	DARK	ICE	PDO	01-10-2011
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 16 ST/HARLY DAY DR																			
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	03-24-2011
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	W	S	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	N-I INJ	09-01-2011

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HIGHWAY SYSTEM COLLISION LISTING

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 Created: 08/08/2017 by Robert Powell

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016

USE

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	S	W	2	3		RIGHT-ANGLE	F-STOP	DYLGT	DRY	N-I INJ	01-05-2012
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	N	E	2	1		RIGHT-ANGLE	OTHER	DYLGT	DRY	P INJ	06-08-2012
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	S	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	10-30-2012
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	W	S	2	2		RIGHT-ANGLE	F-STOP	DYLGT	DRY	I INJ	03-25-2013
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	S	S	2	1		REAR-END	UNSAF-SPD	DYLGT	ICE	N-I INJ	11-22-2013
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	02-07-2014
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	W	N	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	06-23-2014
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	S	W	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	07-10-2014
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	N	W	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	N-I INJ	08-05-2014
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	02-09-2015
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	S	S	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-01-2015
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	N	N	2			REAR-END	F-STOP	DYLGT	DRY	PDO	04-20-2015
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	10-22-2015
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	E	N	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	12-23-2015
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE.							AT: 00.01 after 16 ST/HARLY DAY DR												
26	15	02		08.52			NO	Y	E	-	1			F-O GUARDRL-FACE	NO-IMP-ACT	DYLGT	DRY	PDO	04-16-2012
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE.							AT: 00.05 before LINE CR.												
26	15	02		08.57			NO	Y	W	W	3	2		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	03-05-2013
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE.							AT: 00.03 before 12 ST. OP												
26	15	02		08.71			NO	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	09-02-2011
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE.							AT: 00.02 after 12 ST. OP												
26	15	02		08.76			NO	Y	W	-	1			F-O UTIL-POLE	INATT	DYLGT	DRY	PDO	04-08-2015
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE.							AT: 00.01 before BEG 30 MPH												
26	15	02		08.80			NO	Y	W	-	1			F-O UTIL-POLE	INATT	DYLGT	DRY	PDO	04-11-2011
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE.							AT: 11 ST.												
26	15	02		08.82	11 ST.		YES	Y	N	W	2	2		RIGHT-ANGLE	F-YIELD	DARK	DRY	N-I INJ	12-05-2011
26	15	02		08.82	11 ST.		YES	Y	S	S	2			OTH-BACKING	IMP-BACK	DYLGT	DRY	PDO	02-28-2012
26	15	02		08.82	11 ST.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	07-13-2013
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE.							AT: 00.04 after 11 ST.												
26	15	02		08.86			NO	Y	E	E	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	04-21-2011
26	15	02		08.86	DRIVEWAY		NO	Y	E	E	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	03-13-2013
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE.							AT: 00.01 before 10 ST.												
26	15	02		08.89	DRIVEWAY		NO	Y	N	W	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	07-01-2012
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE.							AT: 10 ST.												
26	15	02		08.90	10 ST.		YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	03-01-2012
26	15	02		08.90	10 ST.		YES	Y	W	W	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	12-05-2012
26	15	02		08.90	10 ST.		YES	Y	W	E	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	11-18-2013
26	15	02		08.90	10 ST.		YES	Y	S	E	2	1		RIGHT-ANGLE	IMP-TURN	DYLGT	DRY	N-I INJ	02-26-2014

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USE

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	02		08.90	10 ST.		YES	Y	W	W	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	03-26-2015
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 9 ST.																			
26	15	02		08.98	9 ST.		YES	Y	W	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	03-01-2011
26	15	02		08.98	9 ST.		YES	Y	S	W	2		1	RIGHT-ANGLE	F-YIELD	DYLGT	DRY	FAT	04-12-2011
26	15	02		08.98	9 ST.		YES	Y	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	12-04-2012
26	15	02		08.98	9 ST.		YES	Y	S	N	2	1		ANGLE-TURNING	F-YIELD	DYLGT	WET	N-I INJ	12-30-2012
26	15	02		08.98	9 ST.		YES	Y	S	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	WET	P INJ	01-09-2013
26	15	02		08.98	9 ST.		YES	Y	N	E	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	03-21-2013
26	15	02		08.98	9 ST.		YES	Y	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	04-08-2013
26	15	02		08.98	9 ST.		YES	Y	W	-	1	1		PEDESTRIAN	NO-IMP-ACT	DYLGT	DRY	P INJ	04-16-2013
26	15	02		08.98	9 ST.		YES	Y	S	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	09-30-2013
26	15	02		08.98	9 ST.		YES	Y	E	W	2	2		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	12-04-2013
26	15	02		08.98	9 ST.		YES	Y	N	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	08-14-2014
26	15	02		08.98	9 ST.		YES	Y	S	W	2	1		RIGHT-ANGLE	F-STOP	DARK	ICE	P INJ	11-16-2014
26	15	02		08.98	9 ST.		YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	02-18-2015
26	15	02		08.98	9 ST.		YES	Y	N	N	2			OTH-BACKING	IMP-BACK	DYLGT	DRY	PDO	03-25-2015
26	15	02		08.98	9 ST.		YES	Y	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	WET	PDO	04-28-2015
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 00.01 after 9 ST.																			
26	15	02		08.99			NO	Y	S	-	1	1		PEDESTRIAN	NO-IMP-ACT	DYLGT	DRY	P INJ	03-02-2012
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 00.03 after 9 ST.																			
26	15	02		09.01			NO	Y	W	W	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	03-29-2011
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 00.03 before 8 ST.																			
26	15	02		09.03			NO	Y	E	-	1	1		PEDESTRIAN	NO-IMP-ACT	DYLGT	DRY	N-I INJ	04-29-2014
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 8 ST.																			
26	15	02		09.06	8 ST.		YES	Y	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	11-28-2011
26	15	02		09.06	8 ST.		YES	Y	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	10-08-2012
26	15	02		09.06	8 ST.		YES	Y	N	N	2			REAR-END	IMP-BACK	DYLGT	DRY	PDO	02-05-2013
26	15	02		09.06	8 ST.		YES	Y	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	01-29-2015
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 00.02 before 7 ST.																			
26	15	02		09.12			NO	Y	E	E	2	1		REAR-END	D-W-I	DARK	DRY	N-I INJ	08-29-2012
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 7 ST.																			
26	15	02		09.14	7 ST.		YES	Y	W	W	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	04-13-2011
26	15	02		09.14	7 ST.		YES	Y	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	09-23-2014
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 6 ST.																			
26	15	02		09.22	6 ST.		YES	Y	W	W	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	03-24-2011
26	15	02		09.22	6 ST.		YES	Y	E	E	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	02-22-2012
26	15	02		09.22	6 ST.		YES	Y	-	-	2			OTHER	IMP-PARK	DYLGT	DRY	PDO	07-03-2013
26	15	02		09.22	6 ST.		YES	Y	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	02-13-2014

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26	15	02		09.22	6 ST.		YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	03-17-2014
26	15	02		09.22	6 ST.		YES	Y	W	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	03-28-2014
26	15	02		09.22	6 ST.		YES	Y	E	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-04-2014
26	15	02		09.22	6 ST.		YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	11-07-2014
26	15	02		09.22	6 ST.		YES	Y	W	S	2			RIGHT-ANGLE	F-STOP	DYLGT	SNOW	PDO	12-27-2014
26	15	02		09.22	6 ST.		YES	Y	W	E	2			ANGLE-TURNING	UNSAF-SPD	DYLGT	SNOW	PDO	02-28-2015
26	15	02		09.22	6 ST.		YES	Y	W	W	2			SIDESWIPE-SAME	D-W-I	DYLGT	DRY	PDO	03-26-2015
26	15	02		09.22	6 ST.		YES	Y	N	N	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-22-2015
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 00.02 after 6 ST.																			
26	15	02		09.24			NO	Y	E	E	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	05-29-2012
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 00.04 after 6 ST.																			
26	15	02		09.26			NO	Y		-	1			F-O OTHER	OTHER	DYLGT	OTHER	PDO	12-08-2012
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 00.01 before 5 ST.																			
26	15	02		09.29			NO	Y	E	E	2			SIDESWIPE-SAME	IMP-START	DAWN	DRY	PDO	02-15-2011
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 5 ST.																			
26	15	02		09.30	5 ST.		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	01-04-2011
26	15	02		09.30	5 ST.		YES	Y	W	W	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	I INJ	06-28-2011
26	15	02		09.30	5 ST.		YES	Y	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	04-19-2012
26	15	02		09.30	5 ST.		YES	Y	N	W	2	1		RIGHT-ANGLE	F-YIELD	DARK	DRY	P INJ	10-29-2012
26	15	02		09.30	5 ST.		YES	Y	W	W	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	11-02-2012
26	15	02		09.30	5 ST.		YES	Y	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	06-11-2013
26	15	02		09.30	5 ST.		YES	Y	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	WET	PDO	07-17-2014
26	15	02		09.30	5 ST.		YES	Y	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	12-15-2014
26	15	02		09.30	5 ST.		YES	Y	N	E	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	05-12-2015
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 00.04 after 5 ST.																			
26	15	02		09.34			NO	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-03-2011
26	15	02		09.34	DRIVEWAY		NO	Y	W	-	2			OTH-BACKING	IMP-BACK	DYLGT	DRY	PDO	06-30-2014
26	15	02		09.34			NO	Y	W	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	12-01-2015
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 00.03 before 4 ST.																			
26	15	02		09.35	DRIVEWAY		NO	Y	N	E	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	WET	P INJ	12-13-2011
26	15	02		09.35	DRIVEWAY		NO	Y	N	E	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	01-24-2012
26	15	02		09.35			NO	Y	W	-	2			OTHER	IMP-TURN	DYLGT	DRY	PDO	11-08-2012
(26) GRADY (50) NINNEKAH HWY: US-81 AT: 00.01 before LTL. WASHITA O/FLO																			
26	50	06		18.34			NO	Y	N	-	1			F-O GUARDRL-END	OTHER	DYLGT	DRY	PDO	07-17-2015
(26) GRADY (50) NINNEKAH HWY: US-81 AT: 00.02 after LTL. WASHITA O/FLO																			
26	50	06		18.37			NO	Y		-	1	1		F-O GUARDRL-FACE	INATT	DYLGT	DRY	N-I INJ	06-08-2013
(26) GRADY (50) NINNEKAH HWY: US-81 AT: LTL. WASHITA RIVER																			
26	50	06		18.44	LTL. WASHITA RIVER	BRIDGE	NO	Y	S	-	1			F-O GUARDRL-FACE	NO-IMP-ACT	DARK	WET	PDO	11-28-2015

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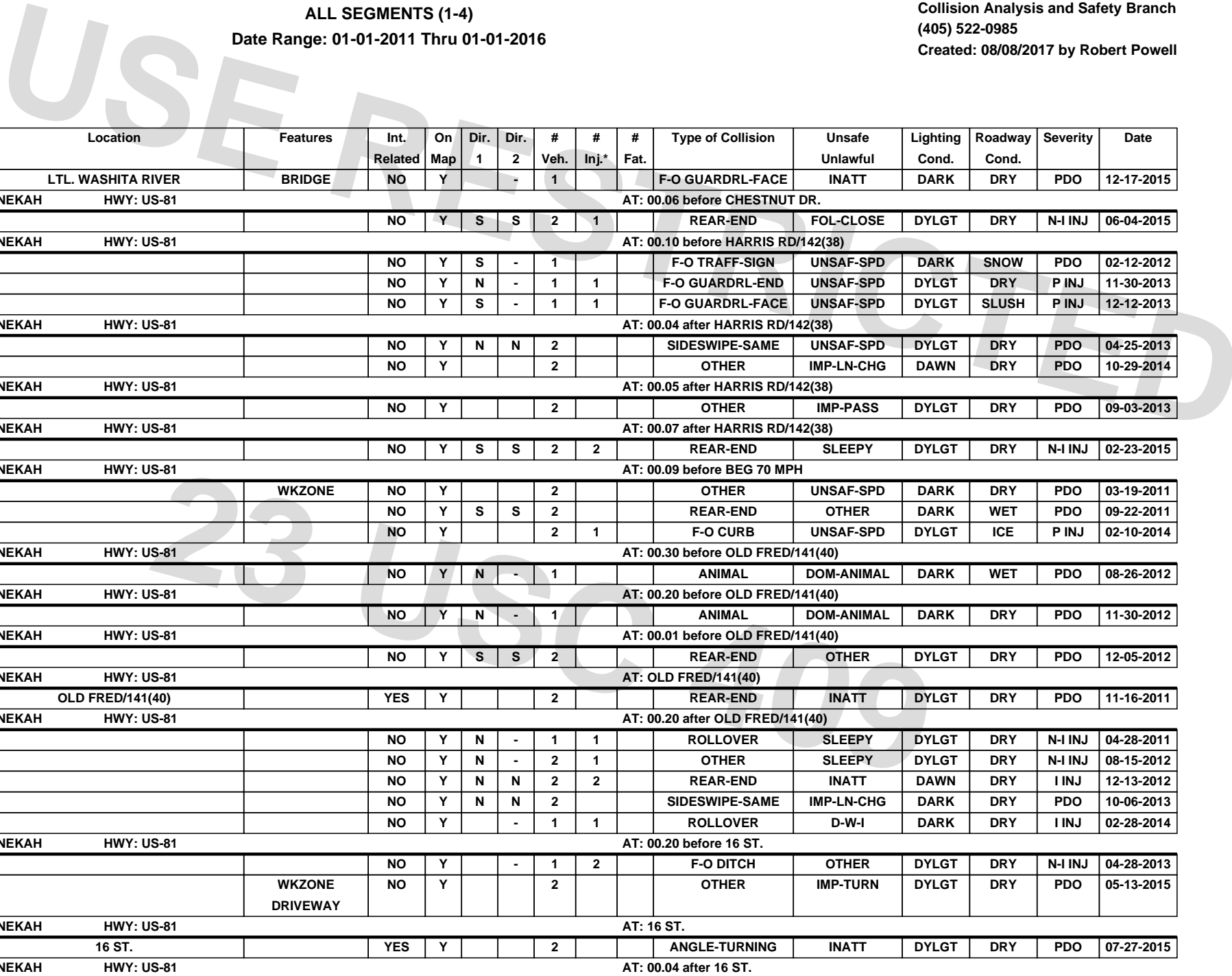


HIGHWAY SYSTEM COLLISION LISTING

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/08/2017 by Robert Powell

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016



Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	50	06		18.44	LTL. WASHITA RIVER	BRIDGE	NO	Y		-	1			F-O GUARDRL-FACE	INATT	DARK	DRY	PDO	12-17-2015
(26) GRADY (50) NINNEKAH HWY: US-81 AT: 00.06 before CHESTNUT DR.																			
26	50	06		18.90			NO	Y	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	06-04-2015
(26) GRADY (50) NINNEKAH HWY: US-81 AT: 00.10 before HARRIS RD/142(38)																			
26	50	06		19.27			NO	Y	S	-	1			F-O TRAFF-SIGN	UNSAF-SPD	DARK	SNOW	PDO	02-12-2012
26	50	06		19.27			NO	Y	N	-	1	1		F-O GUARDRL-END	UNSAF-SPD	DYLGT	DRY	P INJ	11-30-2013
26	50	06		19.27			NO	Y	S	-	1	1		F-O GUARDRL-FACE	UNSAF-SPD	DYLGT	SLUSH	P INJ	12-12-2013
(26) GRADY (50) NINNEKAH HWY: US-81 AT: 00.04 after HARRIS RD/142(38)																			
26	50	06		19.41			NO	Y	N	N	2			SIDESWIPE-SAME	UNSAF-SPD	DYLGT	DRY	PDO	04-25-2013
26	50	06		19.41			NO	Y			2			OTHER	IMP-LN-CHG	DAWN	DRY	PDO	10-29-2014
(26) GRADY (50) NINNEKAH HWY: US-81 AT: 00.05 after HARRIS RD/142(38)																			
26	50	06		19.42			NO	Y			2			OTHER	IMP-PASS	DYLGT	DRY	PDO	09-03-2013
(26) GRADY (50) NINNEKAH HWY: US-81 AT: 00.07 after HARRIS RD/142(38)																			
26	50	06		19.44			NO	Y	S	S	2	2		REAR-END	SLEEPY	DYLGT	DRY	N-I INJ	02-23-2015
(26) GRADY (50) NINNEKAH HWY: US-81 AT: 00.09 before BEG 70 MPH																			
26	50	06		19.57		WKZONE	NO	Y			2			OTHER	UNSAF-SPD	DARK	DRY	PDO	03-19-2011
26	50	06		19.57			NO	Y	S	S	2			REAR-END	OTHER	DARK	WET	PDO	09-22-2011
26	50	06		19.57			NO	Y			2	1		F-O CURB	UNSAF-SPD	DYLGT	ICE	P INJ	02-10-2014
(26) GRADY (50) NINNEKAH HWY: US-81 AT: 00.30 before OLD FRED/141(40)																			
26	50	06		20.00			NO	Y	N	-	1			ANIMAL	DOM-ANIMAL	DARK	WET	PDO	08-26-2012
(26) GRADY (50) NINNEKAH HWY: US-81 AT: 00.20 before OLD FRED/141(40)																			
26	50	06		20.10			NO	Y	N	-	1			ANIMAL	DOM-ANIMAL	DARK	DRY	PDO	11-30-2012
(26) GRADY (50) NINNEKAH HWY: US-81 AT: 00.01 before OLD FRED/141(40)																			
26	50	06		20.29			NO	Y	S	S	2			REAR-END	OTHER	DYLGT	DRY	PDO	12-05-2012
(26) GRADY (50) NINNEKAH HWY: US-81 AT: OLD FRED/141(40)																			
26	50	06		20.30	OLD FRED/141(40)		YES	Y			2			REAR-END	INATT	DYLGT	DRY	PDO	11-16-2011
(26) GRADY (50) NINNEKAH HWY: US-81 AT: 00.20 after OLD FRED/141(40)																			
26	50	06		20.50			NO	Y	N	-	1	1		ROLLOVER	SLEEPY	DYLGT	DRY	N-I INJ	04-28-2011
26	50	06		20.50			NO	Y	N	-	2	1		OTHER	SLEEPY	DYLGT	DRY	N-I INJ	08-15-2012
26	50	06		20.50			NO	Y	N	N	2	2		REAR-END	INATT	DAWN	DRY	I INJ	12-13-2012
26	50	06		20.50			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	10-06-2013
26	50	06		20.50			NO	Y		-	1	1		ROLLOVER	D-W-I	DARK	DRY	I INJ	02-28-2014
(26) GRADY (50) NINNEKAH HWY: US-81 AT: 00.20 before 16 ST.																			
26	50	06		20.60			NO	Y		-	1	2		F-O DITCH	OTHER	DYLGT	DRY	N-I INJ	04-28-2013
26	50	06		20.60		WKZONE DRIVEWAY	NO	Y			2			OTHER	IMP-TURN	DYLGT	DRY	PDO	05-13-2015
(26) GRADY (50) NINNEKAH HWY: US-81 AT: 16 ST.																			
26	50	06		20.80	16 ST.		YES	Y			2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	07-27-2015
(26) GRADY (50) NINNEKAH HWY: US-81 AT: 00.04 after 16 ST.																			

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HIGHWAY SYSTEM COLLISION LISTING

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016

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 Created: 08/08/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	50	06		20.84			NO	Y	S	-	1			ANIMAL	DEER	DARK	DRY	PDO	11-16-2013
(26) GRADY		(50) NINNEKAH		HWY: US-81		AT: 00.30 after 16 ST.													
26	50	06		21.10			NO	Y			3	2	1	OTHER	WRNG-WAY	DARK	WET	FAT	03-08-2013
(26) GRADY		(50) NINNEKAH		HWY: US-81		AT: 00.04 after BEG 65 MPH													
26	50	06		21.80			NO	Y	S	-	1			ROLLOVER	INATT	DARK	DRY	PDO	10-06-2012
(26) GRADY		(50) NINNEKAH		HWY: US-81		AT: 00.10 after BEG 45 MPH													
26	50	06		22.20			NO	Y			4	3		OTHER	WRNG-WAY	DYLGT	DRY	I INJ	07-10-2013
(26) GRADY		(50) NINNEKAH		HWY: US-81		AT: 00.15 after BEG 45 MPH													
26	50	06		22.25		WKZONE	NO	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	05-04-2015
(26) GRADY		(50) NINNEKAH		HWY: US-81		AT: 00.17 after BEG 45 MPH													
26	50	06		22.27			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	09-04-2015
(26) GRADY		(15) CHICKASHA		HWY: US-81		AT: 00.20 after BEG 45 MPH													
26	15	08		00.20			NO	Y	N	-	1			F-O DITCH	OTHER	DAWN	DRY	PDO	04-06-2011
(26) GRADY		(15) CHICKASHA		HWY: US-81		AT: 00.10 before PIKE/COTTONWOOD(44													
26	15	08		00.40			NO	Y		-	1	1		F-O FENCE	SLEEPY	DYLGT	DRY	P INJ	01-27-2011
(26) GRADY		(15) CHICKASHA		HWY: US-81		AT: PIKE/COTTONWOOD(44													
26	15	08		00.50	PIKE/COTTONWOOD(44		YES	Y	N	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	02-20-2012
26	50	08		00.50	PIKE/COTTONWOOD(44		YES	Y	E	S	3	3	1	RIGHT-ANGLE	F-YIELD	DYLGT	DRY	FAT	11-29-2012
26	15	08		00.50	PIKE/COTTONWOOD(44		YES	Y	E	S	2			RIGHT-ANGLE	F-YIELD	DARK	SLUSH	PDO	12-07-2013
26	15	08		00.50	PIKE/COTTONWOOD(44		YES	Y			2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	04-02-2014
26	15	08		00.50	PIKE/COTTONWOOD(44		YES	Y	E	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-06-2015
(26) GRADY		(15) CHICKASHA		HWY: US-81		AT: 00.20 after PIKE/COTTONWOOD(44													
26	15	08		00.70			NO	Y	N	-	1		1	ROLLOVER	IMP-START	DARK	DRY	FAT	01-07-2015
(26) GRADY		(15) CHICKASHA		HWY: US-81		AT: 00.20 before MED OPEN													
26	15	08		00.80			NO	Y	N	-	1	1		PEDESTRIAN	NO-IMP-ACT	DARK	DRY	I INJ	06-06-2013
(26) GRADY		(15) CHICKASHA		HWY: US-81, 4 ST.		AT: 00.01 before MED OPEN													
26	15	08		00.99			NO	Y	W	S	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	06-07-2012
(26) GRADY		(15) CHICKASHA		HWY: US-81, 4 ST.		AT: MED OPEN													
26	15	08		01.00	MED OPEN		YES	Y	N	E	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	08-03-2011
(26) GRADY		(15) CHICKASHA		HWY: US-81, 4 ST.		AT: 00.05 after MED OPEN													
26	15	08		01.05			NO	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	04-15-2011
(26) GRADY		(15) CHICKASHA		HWY: US-81, 4 ST.		AT: 00.10 after MED OPEN													
26	15	08		01.10			NO	Y	N	N	2			SIDESWIPE-SAME	WRNG-WAY	DYLGT	DRY	PDO	03-17-2014
(26) GRADY		(15) CHICKASHA		HWY: US-81, 4 ST.		AT: 00.20 before COUNTRY CLUB RD.													
26	15	08		01.30			NO	Y	S	S	3	1		REAR-END	INATT	DYLGT	DRY	P INJ	02-09-2013
26	15	08		01.30		WKZONE	NO	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	03-11-2015
(26) GRADY		(15) CHICKASHA		HWY: US-81, 4 ST.		AT: 00.10 before COUNTRY CLUB RD.													
26	15	08		01.40			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	05-19-2014
(26) GRADY		(15) CHICKASHA		HWY: US-81, 4 ST.		AT: 00.08 before COUNTRY CLUB RD.													

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HIGHWAY SYSTEM COLLISION LISTING

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016

Program Provided by:
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 Created: 08/08/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		01.42			NO	Y	N	N	2			REAR-END	INATT	DARK	WET	PDO	10-22-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.04 before COUNTRY CLUB RD.														
26	15	08		01.46			NO	Y	N	N	2	1		REAR-END	FOL-CLOSE	DARK	DRY	N-I INJ	12-09-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 before COUNTRY CLUB RD.														
26	15	08		01.47			NO	Y	N	N	3	1		REAR-END	FOL-CLOSE	DYLG	DRY	P INJ	03-28-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 before COUNTRY CLUB RD.														
26	15	08		01.48			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	12-04-2012
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: COUNTRY CLUB RD.														
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	W	2			ANGLE-TURNING	F-YIELD	DYLG	DRY	PDO	07-28-2011
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	-	1			F-O TRAFF-SIGN	UNSAF-SPD	DARK	DRY	PDO	10-05-2011
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	E	E	3	1		REAR-END	INATT	DARK	DRY	N-I INJ	11-09-2011
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	N	2	2		REAR-END	FOL-CLOSE	DYLG	DRY	P INJ	01-05-2012
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DUSK	DRY	PDO	02-06-2012
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	S	2			REAR-END	D-W-I	DARK	WET	PDO	02-18-2012
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	W	2			RIGHT-ANGLE	OTHER	DYLG	DRY	PDO	08-23-2012
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	W	N	2			ANGLE-TURNING	D-W-I	DYLG	DRY	PDO	11-19-2012
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	W	N	2	2		RIGHT-ANGLE	F-STOP	DYLG	DRY	N-I INJ	03-20-2013
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	S	2	1		ANGLE-TURNING	F-YIELD	DARK	WET	N-I INJ	05-08-2013
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	S	2			REAR-END	INATT	DYLG	DRY	PDO	06-14-2013
26	15	08		01.50	COUNTRY CLUB RD.	AT-GR SVC RD	YES	Y	S	E	2			RIGHT-ANGLE	F-YIELD	DYLG	DRY	PDO	07-07-2013
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLG	DRY	PDO	07-23-2013
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	N	3	1		REAR-END	INATT	DYLG	DRY	P INJ	07-30-2013
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	E	2			REAR-END	IMP-BACK	DAWN	DRY	PDO	12-27-2013
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	S	2	1		REAR-END	FOL-CLOSE	DARK	DRY	P INJ	01-28-2014
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	E	N	2	2		RIGHT-ANGLE	F-STOP	DYLG	DRY	P INJ	05-30-2014
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	S	2	1		REAR-END	INATT	DYLG	DRY	P INJ	08-11-2014
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	W	2	2		RIGHT-ANGLE	F-YIELD	DYLG	DRY	I INJ	09-17-2014
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	W	3	1		RIGHT-ANGLE	F-YIELD	DARK	DRY	P INJ	10-31-2014
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	S	2			REAR-END	UNSAF-SPD	DYLG	DRY	PDO	11-20-2014
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	N	2			REAR-END	INATT	DYLG	DRY	PDO	01-05-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLG	DRY	PDO	01-29-2015
26	15	08		01.50	COUNTRY CLUB RD.	AT-GR SVC RD	YES	Y	N	W	2			RIGHT-ANGLE	F-YIELD	DARK	DRY	PDO	02-09-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	E	2			RIGHT-ANGLE	F-YIELD	DYLG	WET	PDO	03-19-2015
26	15	08		01.50	COUNTRY CLUB RD.	AT-GR SVC RD	YES	Y	S	W	2	1		ANGLE-TURNING	F-YIELD	DYLG	DRY	P INJ	05-27-2015
26	15	08		01.50	COUNTRY CLUB RD.	AT-GR SVC RD	YES	Y	N	W	2			ANGLE-TURNING	F-YIELD	DYLG	DRY	PDO	05-29-2015
26	15	08		01.50	COUNTRY CLUB RD.	AT-GR SVC RD	YES	Y	E	E	2			OTH-BACKING	INATT	DYLG	DRY	PDO	06-18-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	E	S	2			RIGHT-ANGLE	F-STOP	DYLG	DRY	PDO	06-25-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	W	2			RIGHT-ANGLE	F-YIELD	DYLG	DRY	PDO	07-03-2015

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Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	N	3			SIDESWIPE-SAME	INATT	DYLGT	DRY	PDO	07-18-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	07-22-2015
26	15	08		01.50	COUNTRY CLUB RD.	AT-GR SVC RD	YES	Y	S	S	2	1		SIDESWIPE-SAME	F-YIELD	DYLGT	DRY	P INJ	07-27-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	E	N	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	N-I INJ	08-05-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	N	4	1		REAR-END	UNSAF-SPD	DYLGT	WET	N-I INJ	08-14-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	W	2			RIGHT-ANGLE	OTHER	DARK	DRY	PDO	09-28-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	E	-	1			F-O TRAFF-SIGNAL	OTHER	DYLGT	DRY	PDO	11-17-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	11-23-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	S	2			OTHER	OTHER	DYLGT	DRY	PDO	12-23-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 after COUNTRY CLUB RD.														
26	15	08		01.52			NO	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	12-01-2012
26	15	08		01.52			NO	Y	N	N	2	1		SIDESWIPE-SAME	INATT	DYLGT	DRY	P INJ	09-15-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 after COUNTRY CLUB RD.														
26	15	08		01.53		DRIVEWAY	NO	Y	W	W	2			ANGLE-TURNING	INATT	DARK	DRY	PDO	03-01-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.04 after COUNTRY CLUB RD.														
26	15	08		01.54			NO	Y	E	-	1	1		F-O FENCE	UNSAF-SPD	DARK	DRY	P INJ	01-06-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.08 after COUNTRY CLUB RD.														
26	15	08		01.58		WKZONE	NO	Y	N	N	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	09-01-2011
26	15	08		01.58			NO	Y	S		2	1		OTHER	D-W-I	DYLGT	DRY	N-I INJ	07-30-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.09 before CRANTON DR.														
26	15	08		01.60			NO	Y	S	-	2			OTH-BACKING	IMP-BACK	DYLGT	DRY	PDO	03-30-2011
26	15	08		01.60			NO	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	03-02-2012
26	15	08		01.60			NO	Y	S	-	1			F-O CURB	NO-IMP-ACT	DYLGT	DRY	PDO	01-24-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: CRANTON DR.														
26	15	08		01.69	CRANTON DR.		YES	Y	S	-	1			F-O OTHER	D-W-I	DARK	DRY	PDO	08-27-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.04 before BEG 40 MPH														
26	15	08		01.74			YES	Y	E	E	2			OTH-BACKING	INATT	DYLGT	DRY	PDO	12-26-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 before BEG 40 MPH														
26	15	08		01.77			NO	Y	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	08-10-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: BEG 40 MPH														
26	15	08		01.78	BEG 40 MPH		NO	Y	N	N	4			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	10-16-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 after BEG 40 MPH														
26	15	08		01.80			NO	Y	N	N	2			SIDESWIPE-SAME	FOL-CLOSE	DYLGT	WET	PDO	02-20-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.04 after BEG 40 MPH														
26	15	08		01.82		WKZONE	NO	Y	N	N	2	1		REAR-END	UNSAF-SPD	DYLGT	DRY	P INJ	07-26-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 before ALMAR DR.														
26	15	08		01.85			NO	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	WET	PDO	02-24-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: ALMAR DR.														

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



HIGHWAY SYSTEM COLLISION LISTING

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/08/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		01.87	ALMAR DR.		YES	Y	S	E	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	02-26-2011
26	15	08		01.87	ALMAR DR.		YES	Y	N	N	3	1		REAR-END	UNSAF-SPD	DYLGT	DRY	N-I INJ	05-27-2011
26	15	08		01.87	ALMAR DR.	WKZONE	YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-16-2011
26	15	08		01.87	ALMAR DR.		YES	Y	S	W	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	08-07-2011
26	15	08		01.87	ALMAR DR.	WKZONE	YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	08-17-2011
26	15	08		01.87	ALMAR DR.	WKZONE	YES	Y	S	N	2	2		ANGLE-TURNING	F-STOP	DYLGT	DRY	I INJ	08-28-2011
26	15	08		01.87	ALMAR DR.		YES	Y	W	-	1			OTH-SINGLE-VEH	DEF-VEH	DYLGT	DRY	PDO	02-28-2012
26	15	08		01.87	ALMAR DR.		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	WET	PDO	06-16-2012
26	15	08		01.87	ALMAR DR.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	12-20-2012
26	15	08		01.87	ALMAR DR.		YES	Y	S	S	2	2		OTHER	D-W-I	DYLGT	WET	N-I INJ	04-02-2013
26	15	08		01.87	ALMAR DR.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	04-11-2013
26	15	08		01.87	ALMAR DR.		YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	04-27-2013
26	15	08		01.87	ALMAR DR.		YES	Y	S	S	2			REAR-END	D-W-I	DYLGT	DRY	PDO	06-15-2013
26	15	08		01.87	ALMAR DR.		YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	06-24-2013
26	15	08		01.87	ALMAR DR.		YES	Y	W	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	09-13-2013
26	15	08		01.87	ALMAR DR.		YES	Y	N	N	2			REAR-END	INATT	DARK	WET	PDO	10-19-2013
26	15	08		01.87	ALMAR DR.		YES	Y	W	S	2			RIGHT-ANGLE	NEG-DRIVING	DARK	DRY	PDO	12-04-2013
26	15	08		01.87	ALMAR DR.		YES	Y	S	E	2	1		RIGHT-ANGLE	F-YIELD	DARK	DRY	P INJ	03-29-2014
26	15	08		01.87	ALMAR DR.		YES	Y	S	S	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	04-13-2014
26	15	08		01.87	ALMAR DR.		YES	Y	N	W	2			RIGHT-ANGLE	F-STOP	DARK	DRY	PDO	05-25-2014
26	15	08		01.87	ALMAR DR.		YES	Y	S	S	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	06-02-2014
26	15	08		01.87	ALMAR DR.	AT-GR SVC RD	YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	06-17-2014
26	15	08		01.87	ALMAR DR.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-30-2014
26	15	08		01.87	ALMAR DR.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	07-01-2014
26	15	08		01.87	ALMAR DR.		YES	Y	N	N	3	2		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	07-10-2014
26	15	08		01.87	ALMAR DR.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DUSK	WET	PDO	08-28-2014
26	15	08		01.87	ALMAR DR.		YES	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	WET	PDO	10-10-2014
26	15	08		01.87	ALMAR DR.		YES	Y	E	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	11-02-2014
26	15	08		01.87	ALMAR DR.		YES	Y	N	N	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	11-06-2014
26	15	08		01.87	ALMAR DR.		YES	Y	E	N	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	12-07-2014
26	15	08		01.87	ALMAR DR.		YES	Y	N	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	12-13-2014
26	15	08		01.87	ALMAR DR.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	04-13-2015
26	15	08		01.87	ALMAR DR.		YES	Y	S	E	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	07-24-2015
26	15	08		01.87	ALMAR DR.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-13-2015
26	15	08		01.87	ALMAR DR.		YES	Y	W	W	2	1		REAR-END	INATT	DYLGT	DRY	N-I INJ	09-13-2015
(26) GRADY		(15) CHICKASHA		HWY: US-81, 4 ST.		AT: 00.01 after ALMAR DR.													
26	15	08		01.88			NO	Y	S	-	1			F-O TRAFF-SIGN	OTHER	DARK	DRY	PDO	01-24-2013
(26) GRADY		(15) CHICKASHA		HWY: US-81, 4 ST.		AT: 00.02 after ALMAR DR.													

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HIGHWAY SYSTEM COLLISION LISTING

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016

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Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		01.89			NO	Y	N	N	3			REAR-END	INATT	DYLGT	DRY	PDO	08-08-2012
26	15	08		01.89			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	05-12-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.09 before H.E.BAILEY RMP														
26	15	08		01.97			NO	Y	S	S	2			REAR-END	IMP-LN-CHG	DYLGT	WET	PDO	05-05-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.05 before H.E.BAILEY RMP														
26	15	08		02.01			NO	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	05-05-2011
26	15	08		02.01			NO	Y	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	12-21-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.04 after MORROW RD.														
26	15	08		02.27			NO	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	11-14-2012
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 after H.E.BAILEY RMP														
26	15	08		02.36			NO	Y	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	08-26-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.07 after H.E.BAILEY RMP														
26	15	08		02.40			NO	Y	N	N	2	2		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	01-30-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.08 after H.E.BAILEY RMP														
26	15	08		02.41			NO	Y	W	-	1			F-O CURB	NO-IMP-ACT	DYLGT	DRY	PDO	01-25-2012
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.08 before GRAND AVE.														
26	15	08		02.42			NO	Y	N	-	1	1		F-O CURB	D-W-I	DYLGT	DRY	P INJ	08-20-2011
26	15	08		02.42			NO	Y	N	N	2	1		REAR-END	FOL-CLOSE	DAWN	DRY	P INJ	02-07-2012
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.07 before GRAND AVE.														
26	15	08		02.43			NO	Y	N	N	2			REAR-END	IMP-LN-CHG	DARK	DRY	PDO	03-10-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.06 before GRAND AVE.														
26	15	08		02.44		DRIVEWAY	NO	Y	E	W	2			HEAD-ON	F-YIELD	DYLGT	DRY	PDO	03-09-2013
26	15	08		02.44		DRIVEWAY	NO	Y	W	W	2	1		SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	N-I INJ	05-11-2013
26	15	08		02.44		DRIVEWAY	NO	Y	W	W	2			REAR-END	IMP-TURN	DYLGT	DRY	PDO	05-17-2013
26	15	08		02.44		DRIVEWAY	NO	Y	S	N	2	2		SIDESWIPE-OPP	IMP-TURN	DYLGT	DRY	P INJ	11-03-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.04 before GRAND AVE.														
26	15	08		02.46			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	12-24-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 before GRAND AVE.														
26	15	08		02.47			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	03-11-2011
26	15	08		02.47			NO	Y	S	S	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	05-08-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 before GRAND AVE.														
26	15	08		02.48		DRIVEWAY	NO	Y	E	W	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	11-29-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 before GRAND AVE.														
26	15	08		02.49			NO	Y	E	E	2			SIDESWIPE-SAME	F-YIELD	DYLGT	DRY	PDO	01-04-2012
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: GRAND AVE.														
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	03-15-2011
26	15	08		02.50	GRAND AVE.		YES	Y	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	03-16-2011
26	15	08		02.50	GRAND AVE.		YES	Y	S	S	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	04-01-2011

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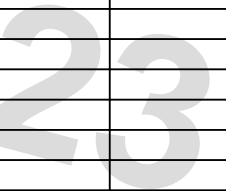


HIGHWAY SYSTEM COLLISION LISTING

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 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/08/2017 by Robert Powell

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016



Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2	3		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	05-14-2011
26	15	08		02.50	GRAND AVE.		YES	Y	W	W	2			REAR-END	NO-IMP-ACT	DYLGT	DRY	PDO	05-27-2011
26	15	08		02.50	GRAND AVE.		YES	Y	S	E	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	06-10-2011
26	15	08		02.50	GRAND AVE.	WKZONE	YES	Y	S	W	2	1		RIGHT-ANGLE	F-STOP	DARK	DRY	P INJ	07-14-2011
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	11-08-2011
26	15	08		02.50	GRAND AVE.		YES	Y	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	11-28-2011
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	12-09-2011
26	15	08		02.50	GRAND AVE.		YES	Y	W	W	3	2		REAR-END	INATT	DYLGT	DRY	N-I INJ	12-09-2011
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	01-06-2012
26	15	08		02.50	GRAND AVE.		YES	Y	W	W	2			REAR-END	DEF-VEH	DYLGT	DRY	PDO	01-11-2012
26	15	08		02.50	GRAND AVE.		YES	Y	W	W	2			OTH-BACKING	IMP-BACK	DARK	DRY	PDO	02-15-2012
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2			REAR-END	IMP-START	DYLGT	DRY	PDO	03-18-2012
26	15	08		02.50	GRAND AVE.		YES	Y	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	03-25-2012
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2			REAR-END	NO-IMP-ACT	DYLGT	DRY	PDO	04-07-2012
26	15	08		02.50	GRAND AVE.		YES	Y	W	W	2			REAR-END	D-W-I	DYLGT	DRY	PDO	07-14-2012
26	15	08		02.50	GRAND AVE.		YES	Y	S	N	2	2		ANGLE-TURNING	IMP-TURN	DARK	DRY	P INJ	09-24-2012
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	12-04-2012
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2	1		REAR-END	UNSAF-SPD	DARK	WET	P INJ	03-08-2013
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	04-01-2013
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DARK	WET	PDO	04-03-2013
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-02-2013
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	07-01-2013
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	07-03-2013
26	15	08		02.50	GRAND AVE.		YES	Y	E	S	2			RIGHT-ANGLE	UNSAF-SPD	DYLGT	SLUSH	PDO	11-22-2013
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	11-26-2013
26	15	08		02.50	GRAND AVE.		YES	Y	W	W	2			REAR-END	D-W-I	DARK	DRY	PDO	11-28-2013
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2			SIDESWIPE-SAME	IMP-PASS	DYLGT	DRY	PDO	12-19-2013
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	ICE	PDO	01-28-2014
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-12-2014
26	15	08		02.50	GRAND AVE.		YES	Y	W	W	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	09-20-2014
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	WET	PDO	10-13-2014
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2			ANGLE-TURNING	INATT	DARK	DRY	PDO	12-06-2014
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	12-11-2014
26	15	08		02.50	GRAND AVE.		YES	Y	W	W	2			REAR-END	OTHER	DARK	DRY	PDO	02-21-2015
26	15	08		02.50	GRAND AVE.		YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	03-02-2015
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-09-2015
26	15	08		02.50	GRAND AVE.		YES	Y	E	-	1	1		F-O CURB	NO-IMP-ACT	DYLGT	MUD	P INJ	05-14-2015
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	06-08-2015

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HIGHWAY SYSTEM COLLISION LISTING

ALL SEGMENTS (1-4)

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Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2			REAR-END	INATT	DYLGT	WET	PDO	06-17-2015
26	15	08		02.50	GRAND AVE.		YES	Y	E	S	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	06-27-2015
26	15	08		02.50	GRAND AVE.		YES	Y	W	E	2			SIDESWIPE-OPP	D-W-I	DARK	WET	PDO	07-07-2015
26	15	08		02.50	GRAND AVE.		YES	Y	N	S	2			ANGLE-TURNING	D-W-I	DARK	DRY	PDO	08-16-2015
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2			REAR-END	IMP-START	DYLGT	DRY	PDO	08-29-2015
26	15	08		02.50	GRAND AVE.		YES	Y	W	N	3	1		SIDESWIPE-SAME	F-YIELD	DYLGT	DRY	P INJ	10-15-2015
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	10-31-2015
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	12-15-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 after GRAND AVE.														
26	15	08		02.51		DRIVEWAY	NO	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	04-01-2013
26	15	08		02.51		DRIVEWAY	NO	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-20-2013
26	15	08		02.51			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	07-27-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 before BEG 35 MPH														
26	15	08		02.52			NO	Y	N	-	1	1		PEDAL-CYCLE	NO-IMP-ACT	DYLGT	DRY	N-I INJ	10-18-2011
26	15	08		02.52			NO	Y	W	W	2			ANGLE-TURNING	OTHER	DYLGT	DRY	PDO	03-18-2014
26	15	08		02.52		DRIVEWAY	NO	Y	N	N	2			SIDESWIPE-SAME	UNSAF-SPD	DYLGT	SNOW	PDO	02-23-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: BEG 35 MPH														
26	15	08		02.53	BEG 35 MPH		NO	Y	N	N	2			SIDESWIPE-SAME	OTHER	DYLGT	DRY	PDO	08-06-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 after BEG 35 MPH														
26	15	08		02.54			NO	Y	N	N	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	03-15-2011
26	15	08		02.54			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	02-12-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 after BEG 35 MPH														
26	15	08		02.55		DRIVEWAY	NO	Y	N	N	2	1		SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	P INJ	01-14-2012
26	15	08		02.55			NO	Y	S	S	2	1		SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	N-I INJ	07-10-2013
26	15	08		02.55		WKZONE DRIVEWAY	NO	Y	W	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	04-20-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 after BEG 35 MPH														
26	15	08		02.56		DRIVEWAY	NO	Y	N	N	2			SIDESWIPE-SAME	F-YIELD	DYLGT	DRY	PDO	04-28-2013
26	15	08		02.56			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	09-19-2013
26	15	08		02.56		MEDIAN OPNIN	NO	Y	S	N	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	N-I INJ	12-15-2014
26	15	08		02.56		DRIVEWAY	NO	Y	W	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	01-06-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.04 after BEG 35 MPH														
26	15	08		02.57			NO	Y	S	S	2	1		REAR-END	FOL-CLOSE	DARK	DRY	P INJ	11-07-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.04 before CHISOLM/WALMART DR														
26	15	08		02.58			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	12-26-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 before CHISOLM/WALMART DR														
26	15	08		02.59			NO	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	12-01-2012
26	15	08		02.59			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	08-31-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 before CHISOLM/WALMART DR														

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HIGHWAY SYSTEM COLLISION LISTING

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 (405) 522-0985
 Created: 08/08/2017 by Robert Powell

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date	
26	15	08		02.60			NO	Y	S	S	2			REAR-END	FOL-CLOSE	DARK	WET	PDO	11-21-2011	
26	15	08		02.60		DRIVEWAY	NO	Y	E	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-28-2012	
26	15	08		02.60			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	02-26-2013	
26	15	08		02.60		DRIVEWAY	NO	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	04-19-2013	
26	15	08		02.60		DRIVEWAY	NO	Y	S	N	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	05-13-2013	
26	15	08		02.60		DRIVEWAY	NO	Y	N	N	2			REAR-END	INATT	DARK	WET	PDO	12-12-2013	
(26) GRADY (15) CHICKASHA					HWY: US-81, 4 ST.				AT: 00.01 before CHISOLM/WALMART DR											
26	15	08		02.61			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	06-08-2012	
26	15	08		02.61		DRIVEWAY	NO	Y	N	N	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	05-24-2013	
26	15	08		02.61			NO	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-14-2014	
(26) GRADY (15) CHICKASHA					HWY: US-81, 4 ST.				AT: CHISOLM/WALMART DR											
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	01-12-2011	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-19-2011	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	S	2			ANGLE-TURNING	OTHER	DYLGT	DRY	PDO	05-24-2011	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	10-25-2011	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	E	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	I INJ	01-10-2012	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	N	2			SIDESWIPE-SAME	IMP-TURN	DYLGT	DRY	PDO	04-07-2012	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	W	W	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	04-14-2012	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	N	3	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	06-01-2012	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	S	2	2		ANGLE-TURNING	F-YIELD	DARK	WET	P INJ	06-05-2012	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	S	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	07-24-2012	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	E	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	08-10-2012	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	N	2			REAR-END	F-STOP	DARK	DRY	PDO	09-17-2012	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-02-2012	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	N	3	1		ANGLE-TURNING	OTHER	DYLGT	DRY	P INJ	10-05-2012	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	11-16-2012	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	W	2	2		RIGHT-ANGLE	F-STOP	DYLGT	DRY	N-I INJ	01-11-2013	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DAWN	DRY	PDO	02-05-2013	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	02-10-2013	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	W	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	05-10-2013	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	05-15-2013	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-31-2013	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	E	N	2			RIGHT-ANGLE	F-STOP	DARK	DRY	PDO	06-20-2013	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	07-09-2013	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	07-10-2013	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	08-09-2013	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	W	W	2			OTH-BACKING	IMP-BACK	DARK	DRY	PDO	08-09-2013	
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	E	2			RIGHT-ANGLE	OTHER	DYLGT	DRY	PDO	08-21-2013	

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HIGHWAY SYSTEM COLLISION LISTING

ALL SEGMENTS (1-4)

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 Collision Analysis and Safety Branch
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 Created: 08/08/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	S	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	08-25-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	09-24-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	S	2			ANGLE-TURNING	INATT	DARK	WET	PDO	10-30-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	ICE	P INJ	12-05-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	12-31-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	E	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	04-09-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	S	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	04-12-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-13-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	04-30-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	S	2	1		ANGLE-TURNING	OTHER	DYLGT	DRY	P INJ	05-22-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	E	2			ANGLE-TURNING	OTHER	DYLGT	DRY	PDO	06-16-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	-	1	1		PEDESTRIAN	INATT	DARK	DRY	I INJ	08-08-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	W	3	2		RIGHT-ANGLE	F-STOP	DYLGT	DRY	N-I INJ	09-04-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	E	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	11-14-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	S	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	11-20-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	12-11-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	02-03-2015
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	N	2	2		ANGLE-TURNING	F-YIELD	DARK	DRY	N-I INJ	03-29-2015
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	E	2			RIGHT-ANGLE	F-STOP	DUSK	WET	PDO	04-27-2015
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	W	2			RIGHT-ANGLE	F-STOP	DYLGT	WET	PDO	05-19-2015
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	W	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	06-10-2015
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-21-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.							AT: 00.01 after CHISOLM/WALMART DR												
26	15	08		02.63			NO	Y	S	S	2			REAR-END	IMP-TURN	DYLGT	DRY	PDO	03-14-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.							AT: 00.02 after CHISOLM/WALMART DR												
26	15	08		02.64			NO	Y	S	S	2			SIDESWIPE-SAME	F-YIELD	DYLGT	DRY	PDO	12-01-2012
26	15	08		02.64	DRIVEWAY		NO	Y	S	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	08-27-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.							AT: 00.03 after CHISOLM/WALMART DR												
26	15	08		02.65		2WAY TRN BAY	NO	Y	N	N	2			REAR-END	UNSAF-SPD	DYLGT	WET	PDO	12-03-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.							AT: 00.05 after CHISOLM/WALMART DR												
26	15	08		02.67			NO	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	01-31-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.							AT: 00.06 after CHISOLM/WALMART DR												
26	15	08		02.68			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	01-27-2011
26	15	08		02.68	DRIVEWAY		NO	Y	N	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	01-19-2014
26	15	08		02.68			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	03-14-2014
26	15	08		02.68	DRIVEWAY		NO	Y	S	S	2	1		ANGLE-TURNING	F-YIELD	DARK	DRY	P INJ	06-01-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.							AT: 00.07 after CHISOLM/WALMART DR												
26	15	08		02.69			NO	Y	E	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	05-14-2011

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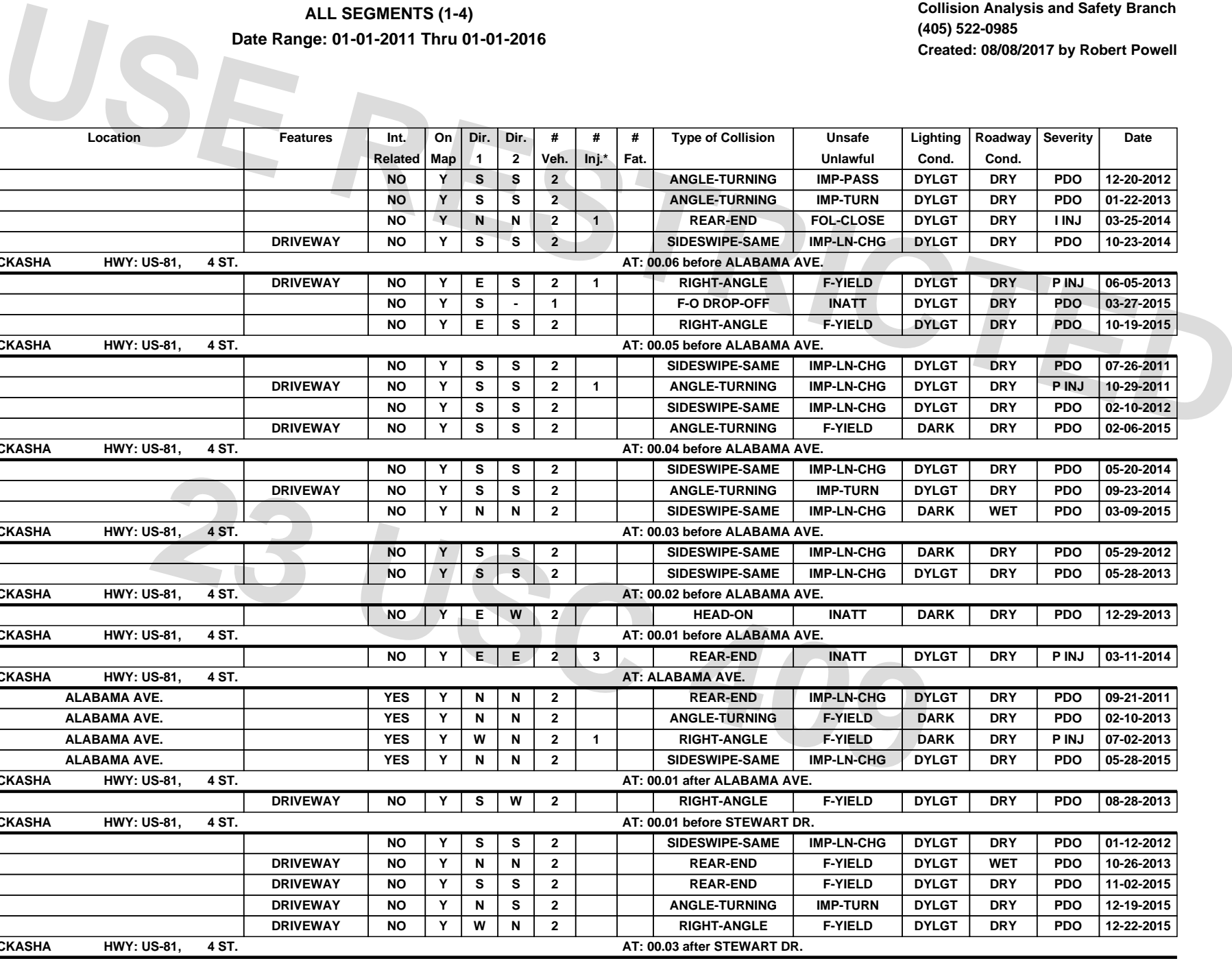


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Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.69			NO	Y	S	S	2			ANGLE-TURNING	IMP-PASS	DYLGT	DRY	PDO	12-20-2012
26	15	08		02.69			NO	Y	S	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	01-22-2013
26	15	08		02.69			NO	Y	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	I INJ	03-25-2014
26	15	08		02.69		DRIVEWAY	NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	10-23-2014
(26) GRADY					(15) CHICKASHA					HWY: US-81, 4 ST.					AT: 00.06 before ALABAMA AVE.				
26	15	08		02.74		DRIVEWAY	NO	Y	E	S	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	06-05-2013
26	15	08		02.74			NO	Y	S	-	1			F-O DROP-OFF	INATT	DYLGT	DRY	PDO	03-27-2015
26	15	08		02.74			NO	Y	E	S	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	10-19-2015
(26) GRADY					(15) CHICKASHA					HWY: US-81, 4 ST.					AT: 00.05 before ALABAMA AVE.				
26	15	08		02.75			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	07-26-2011
26	15	08		02.75		DRIVEWAY	NO	Y	S	S	2	1		ANGLE-TURNING	IMP-LN-CHG	DYLGT	DRY	P INJ	10-29-2011
26	15	08		02.75			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	02-10-2012
26	15	08		02.75		DRIVEWAY	NO	Y	S	S	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	02-06-2015
(26) GRADY					(15) CHICKASHA					HWY: US-81, 4 ST.					AT: 00.04 before ALABAMA AVE.				
26	15	08		02.76			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	05-20-2014
26	15	08		02.76		DRIVEWAY	NO	Y	S	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-23-2014
26	15	08		02.76			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	WET	PDO	03-09-2015
(26) GRADY					(15) CHICKASHA					HWY: US-81, 4 ST.					AT: 00.03 before ALABAMA AVE.				
26	15	08		02.77			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	05-29-2012
26	15	08		02.77			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	05-28-2013
(26) GRADY					(15) CHICKASHA					HWY: US-81, 4 ST.					AT: 00.02 before ALABAMA AVE.				
26	15	08		02.78			NO	Y	E	W	2			HEAD-ON	INATT	DARK	DRY	PDO	12-29-2013
(26) GRADY					(15) CHICKASHA					HWY: US-81, 4 ST.					AT: 00.01 before ALABAMA AVE.				
26	15	08		02.79			NO	Y	E	E	2	3		REAR-END	INATT	DYLGT	DRY	P INJ	03-11-2014
(26) GRADY					(15) CHICKASHA					HWY: US-81, 4 ST.					AT: ALABAMA AVE.				
26	15	08		02.80	ALABAMA AVE.		YES	Y	N	N	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	09-21-2011
26	15	08		02.80	ALABAMA AVE.		YES	Y	N	N	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	02-10-2013
26	15	08		02.80	ALABAMA AVE.		YES	Y	W	N	2	1		RIGHT-ANGLE	F-YIELD	DARK	DRY	P INJ	07-02-2013
26	15	08		02.80	ALABAMA AVE.		YES	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	05-28-2015
(26) GRADY					(15) CHICKASHA					HWY: US-81, 4 ST.					AT: 00.01 after ALABAMA AVE.				
26	15	08		02.81		DRIVEWAY	NO	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	08-28-2013
(26) GRADY					(15) CHICKASHA					HWY: US-81, 4 ST.					AT: 00.01 before STEWART DR.				
26	15	08		02.82			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	01-12-2012
26	15	08		02.82		DRIVEWAY	NO	Y	N	N	2			REAR-END	F-YIELD	DYLGT	WET	PDO	10-26-2013
26	15	08		02.82		DRIVEWAY	NO	Y	S	S	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	11-02-2015
26	15	08		02.82		DRIVEWAY	NO	Y	N	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	12-19-2015
26	15	08		02.82		DRIVEWAY	NO	Y	W	N	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	12-22-2015
(26) GRADY					(15) CHICKASHA					HWY: US-81, 4 ST.					AT: 00.03 after STEWART DR.				

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HIGHWAY SYSTEM COLLISION LISTING

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/08/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.86		DRIVEWAY	NO	Y	S	-	1			F-O UTIL-POLE	OTHER	DYLGT	DRY	PDO	10-26-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 before 3 ST. VIRGINIA														
26	15	08		02.87			NO	Y	S	S	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	05-02-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 before 3 ST. VIRGINIA														
26	15	08		02.88		DRIVEWAY	NO	Y	E	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-03-2013
26	15	08		02.88			NO	Y	S	-	1			ROLLOVER	D-W-I	DYLGT	DRY	PDO	06-22-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 before 3 ST. VIRGINIA														
26	15	08		02.89			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	02-24-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 3 ST. VIRGINIA														
26	15	08		02.90	3 ST. VIRGINIA		YES	Y	S	N	2			SIDESWIPE-OPP	DEF-VEH	DYLGT	DRY	PDO	04-30-2011
26	15	08		02.90	3 ST. VIRGINIA		YES	Y	W	S	2			ANGLE-OTHER	F-YIELD	DYLGT	DRY	PDO	06-13-2011
26	15	08		02.90	3 ST. VIRGINIA		YES	Y	S	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	09-15-2011
26	15	08		02.90	3 ST. VIRGINIA		YES	Y	S	N	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	09-22-2011
26	15	08		02.90	3 ST. VIRGINIA		YES	Y	S	-	1	1		F-O UTIL-POLE	INATT	DARK	DRY	N-I INJ	07-08-2012
26	15	08		02.90	3 ST. VIRGINIA		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-06-2012
26	15	08		02.90	3 ST. VIRGINIA		YES	Y	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	SNOW	P INJ	12-05-2013
26	15	08		02.90	3 ST. VIRGINIA		YES	Y	S	N	2	1		OTHER	F-YIELD	DYLGT	DRY	N-I INJ	04-24-2014
26	15	08		02.90	3 ST. VIRGINIA		YES	Y	S	N	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	10-23-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 after 3 ST. VIRGINIA														
26	15	08		02.91			NO	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	09-02-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 before CONGO CR.														
26	15	08		02.94		DRIVEWAY	NO	Y	E	S	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	10-19-2013
26	15	08		02.94			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	12-10-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: TENNESSEE AVE.														
26	15	08		02.96	TENNESSEE AVE.		YES	Y	S	S	3			SIDESWIPE-OPP	D-W-I	DYLGT	WET	PDO	07-16-2014
26	15	08		02.96	TENNESSEE AVE.		YES	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	03-02-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 after TENNESSEE AVE.														
26	15	08		02.98			NO	Y	S	S	2	1		SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	N-I INJ	07-09-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 after TENNESSEE AVE.														
26	15	08		02.99			NO	Y	S	N	2	1		ANGLE-TURNING	F-YIELD	DYLGT	WET	P INJ	01-10-2011
26	15	08		02.99			NO	Y	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	09-06-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.04 after TENNESSEE AVE.														
26	15	08		03.00			NO	Y	N	N	2			REAR-END	DOM-ANIMAL	DYLGT	DRY	PDO	12-20-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: GEORGIA AVE.														
26	15	08		03.04	GEORGIA AVE.		YES	Y	S	S	2			ANGLE-TURNING	IMP-LN-CHG	DYLGT	DRY	PDO	03-18-2011
26	15	08		03.04	GEORGIA AVE.		YES	Y	S	E	2	2		RIGHT-ANGLE	SLEEPY	DARK	DRY	N-I INJ	07-22-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 after GEORGIA AVE.														
26	15	08		03.06			NO	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	10-24-2012
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 before ARKANSAS AVE.														

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HIGHWAY SYSTEM COLLISION LISTING

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Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		03.08			NO	Y	E	S	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	08-08-2012
26	15	08		03.08		DRIVEWAY	NO	Y	E	S	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	10-24-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 before ARKANSAS AVE.														
26	15	08		03.09			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	12-16-2012
26	15	08		03.09			NO	Y	N	N	2	1		REAR-END	IMP-LN-CHG	DARK	DRY	N-I INJ	03-19-2014
26	15	08		03.09			NO	Y	S	-	1	1		F-O POLE-OTHER	D-W-I	DYLGT	DRY	N-I INJ	07-19-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 before ARKANSAS AVE.														
26	15	08		03.10			NO	Y	S	-	1	1		F-O UTIL-POLE	OTHER	DYLGT	DRY	P INJ	01-01-2012
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: ARKANSAS AVE.														
26	15	08		03.11	ARKANSAS AVE.		YES	Y	N	N	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	06-08-2011
26	15	08		03.11	ARKANSAS AVE.		YES	Y	W	N	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	07-21-2011
26	15	08		03.11	ARKANSAS AVE.		YES	Y	W	N	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	01-23-2012
26	15	08		03.11	ARKANSAS AVE.		YES	Y	E	-	1			F-O OTHER	INATT	DYLGT	DRY	PDO	08-31-2013
26	15	08		03.11	ARKANSAS AVE.		YES	Y	S	S	2			SIDESWIPE-SAME	F-YIELD	DARK	DRY	PDO	10-04-2013
26	15	08		03.11	ARKANSAS AVE.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-01-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 after ARKANSAS AVE.														
26	15	08		03.13		DRIVEWAY	NO	Y	N	N	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	04-18-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 after ARKANSAS AVE.														
26	15	08		03.14			NO	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	11-10-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 before MISSOURI AVE.														
26	15	08		03.17		DRIVEWAY	NO	Y	E	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-04-2012
26	15	08		03.17			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	09-15-2012
26	15	08		03.17			NO	Y	S	N	2			SIDESWIPE-OPP	OTHER	DYLGT	DRY	PDO	08-29-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 before MISSOURI AVE.														
26	15	08		03.18			NO	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	12-01-2011
26	15	08		03.18			NO	Y	S	S	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	01-27-2012
26	15	08		03.18			NO	Y	S	S	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-26-2012
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: MISSOURI AVE.														
26	15	08		03.19	MISSOURI AVE.		YES	Y	S	-	1			F-O TRAFF-SIGN	INATT	DARK	DRY	PDO	02-16-2011
26	15	08		03.19	MISSOURI AVE.		YES	Y	S	S	2	1		REAR-END	OTHER	DYLGT	DRY	N-I INJ	05-31-2011
26	15	08		03.19	MISSOURI AVE.		YES	Y	N	N	2	6		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	08-27-2011
26	15	08		03.19	MISSOURI AVE.		YES	Y	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	09-30-2011
26	15	08		03.19	MISSOURI AVE.		YES	Y	N	W	2			RIGHT-ANGLE	INATT	DYLGT	DRY	PDO	08-10-2012
26	15	08		03.19	MISSOURI AVE.		YES	Y	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	WET	PDO	09-13-2012
26	15	08		03.19	MISSOURI AVE.		YES	Y	N	W	2			RIGHT-ANGLE	F-STOP	DARK	DRY	PDO	09-16-2012
26	15	08		03.19	MISSOURI AVE.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	03-30-2013
26	15	08		03.19	MISSOURI AVE.		YES	Y	E	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	08-09-2013
26	15	08		03.19	MISSOURI AVE.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-13-2013

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Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		03.19	MISSOURI AVE.		YES	Y	S	S	2	6		REAR-END	INATT	DYLGT	DRY	N-I INJ	10-06-2013
26	15	08		03.19	MISSOURI AVE.		YES	Y	N	E	2			RIGHT-ANGLE	F-STOP	DARK	DRY	PDO	12-19-2013
26	15	08		03.19	MISSOURI AVE.		YES	Y	S	W	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	06-11-2014
26	15	08		03.19	MISSOURI AVE.		YES	Y	S	N	2			ANGLE-TURNING	F-STOP	DARK	DRY	PDO	12-26-2014
26	15	08		03.19	MISSOURI AVE.		YES	Y	S	S	2			REAR-END	F-STOP	DYLGT	WET	PDO	03-19-2015
26	15	08		03.19	MISSOURI AVE.		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	WET	PDO	04-27-2015
26	15	08		03.19	MISSOURI AVE.		YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	05-15-2015
26	15	08		03.19	MISSOURI AVE.		YES	Y	N	W	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	11-05-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 after MISSOURI AVE.														
26	15	08		03.20			NO	Y	N	N	2	2		REAR-END	IMP-LN-CHG	DYLGT	DRY	N-I INJ	02-01-2012
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 after MISSOURI AVE.														
26	15	08		03.21			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	02-02-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 after MISSOURI AVE.														
26	15	08		03.22			NO	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	03-18-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: FLORIDA AVE.														
26	15	08		03.26	FLORIDA AVE.		YES	Y	E	S	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	11-19-2013
26	15	08		03.26	FLORIDA AVE.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-30-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 before WASHINGTON AVE.														
26	15	08		03.30			NO	Y	S	-	1	1		F-O RET-WALL	UNSAF-SPD	DYLGT	DRY	N-I INJ	01-17-2012
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: WASHINGTON AVE.														
26	15	08		03.33	WASHINGTON AVE.		YES	Y	E	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	06-28-2012
26	15	08		03.33	WASHINGTON AVE.		YES	Y	E	W	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	07-22-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 after WASHINGTON AVE.														
26	15	08		03.36			NO	Y	N	-	1	1		F-O UTIL-POLE	SLEEPY	DYLGT	DRY	P INJ	07-26-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 before TEXAS AVE.														
26	15	08		03.39	DRIVEWAY		NO	Y	N	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	03-28-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 before TEXAS AVE.														
26	15	08		03.40			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	10-15-2012
26	15	08		03.40			NO	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	10-15-2012
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: TEXAS AVE.														
26	15	08		03.41	TEXAS AVE.		YES	Y	N	-	1			F-O UTIL-POLE	INATT	DARK	DRY	PDO	04-25-2012
26	15	08		03.41	TEXAS AVE.		YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	07-03-2012
26	15	08		03.41	TEXAS AVE.		YES	Y	W	N	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	07-22-2013
26	15	08		03.41	TEXAS AVE.		YES	Y	W	N	2	1		RIGHT-ANGLE	F-YIELD	DARK	DRY	N-I INJ	02-22-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 before OREGON AVE.														
26	15	08		03.47	DRIVEWAY		NO	Y		S	2			OTHER	F-YIELD	DYLGT	DRY	PDO	02-09-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 after OREGON AVE.														
26	15	08		03.50			NO	Y	S	-	1	1		ROLLOVER	INATT	DYLGT	WET	N-I INJ	04-02-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: IDAHO/ADA SIPUEL														

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Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	Y	E	N	2	4		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	03-02-2011
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	Y	W	N	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	04-06-2011
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	Y	W	S	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	I INJ	05-17-2011
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	Y	W	E	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	09-15-2011
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	Y	N	-	1	1		F-O UTIL-POLE	INATT	DYLGT	DRY	N-I INJ	08-16-2012
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	Y	S	S	2	1		SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	ICE	P INJ	02-07-2014
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	Y	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	05-27-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 after IDAHO/ADA SIPUEL														
26	15	08		03.55			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	07-24-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 after IDAHO/ADA SIPUEL														
26	15	08		03.57		DRIVEWAY	NO	Y	W	W	2			SIDESWIPE-SAME	F-YIELD	DYLGT	DRY	PDO	04-04-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 before DAKOTA AVE.														
26	15	08		03.60			NO	Y	W	W	2			OTH-BACKING	IMP-BACK	DYLGT	DRY	PDO	03-01-2012
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: DAKOTA AVE.														
26	15	08		03.62	DAKOTA AVE.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	03-05-2012
26	15	08		03.62	DAKOTA AVE.		YES	Y	N	N	2	1		SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	N-I INJ	05-28-2013
26	15	08		03.62	DAKOTA AVE.		YES	Y	E	S	2	1	1	RIGHT-ANGLE	F-YIELD	DYLGT	DRY	FAT	11-12-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.04 after DAKOTA AVE.														
26	15	08		03.66		ALLEY	NO	Y	W	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	11-13-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 before MINNESOTA AVE.														
26	15	08		03.69			NO	Y	S	S	3	2		REAR-END	INATT	DYLGT	DRY	P INJ	10-13-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: MINNESOTA AVE.														
26	15	08		03.70	MINNESOTA AVE.		YES	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	09-02-2011
26	15	08		03.70	MINNESOTA AVE.		YES	Y	S	W	2			RIGHT-ANGLE	DEF-VEH	DAWN	WET	PDO	01-25-2012
26	15	08		03.70	MINNESOTA AVE.		YES	Y	N	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	03-01-2012
26	15	08		03.70	MINNESOTA AVE.		YES	Y	E	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	04-05-2012
26	15	08		03.70	MINNESOTA AVE.		YES	Y	W	W	3	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	04-12-2012
26	15	08		03.70	MINNESOTA AVE.		YES	Y	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	09-15-2012
26	15	08		03.70	MINNESOTA AVE.		YES	Y	S	E	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	10-28-2012
26	15	08		03.70	MINNESOTA AVE.		YES	Y	N	E	1	1		RIGHT-ANGLE	INATT	DYLGT	WET	PDO	02-15-2013
26	15	08		03.70	MINNESOTA AVE.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	05-09-2013
26	15	08		03.70	MINNESOTA AVE.		YES	Y	N	S	2			REAR-END	INATT	DYLGT	DRY	PDO	01-30-2014
26	15	08		03.70	MINNESOTA AVE.		YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	02-27-2014
26	15	08		03.70	MINNESOTA AVE.		YES	Y	E	W	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	06-17-2014
26	15	08		03.70	MINNESOTA AVE.		YES	Y	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	WET	PDO	07-30-2014
26	15	08		03.70	MINNESOTA AVE.		YES	Y	S	S	2	2		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	08-04-2014
26	15	08		03.70	MINNESOTA AVE.		YES	Y	S	W	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	09-03-2014

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.

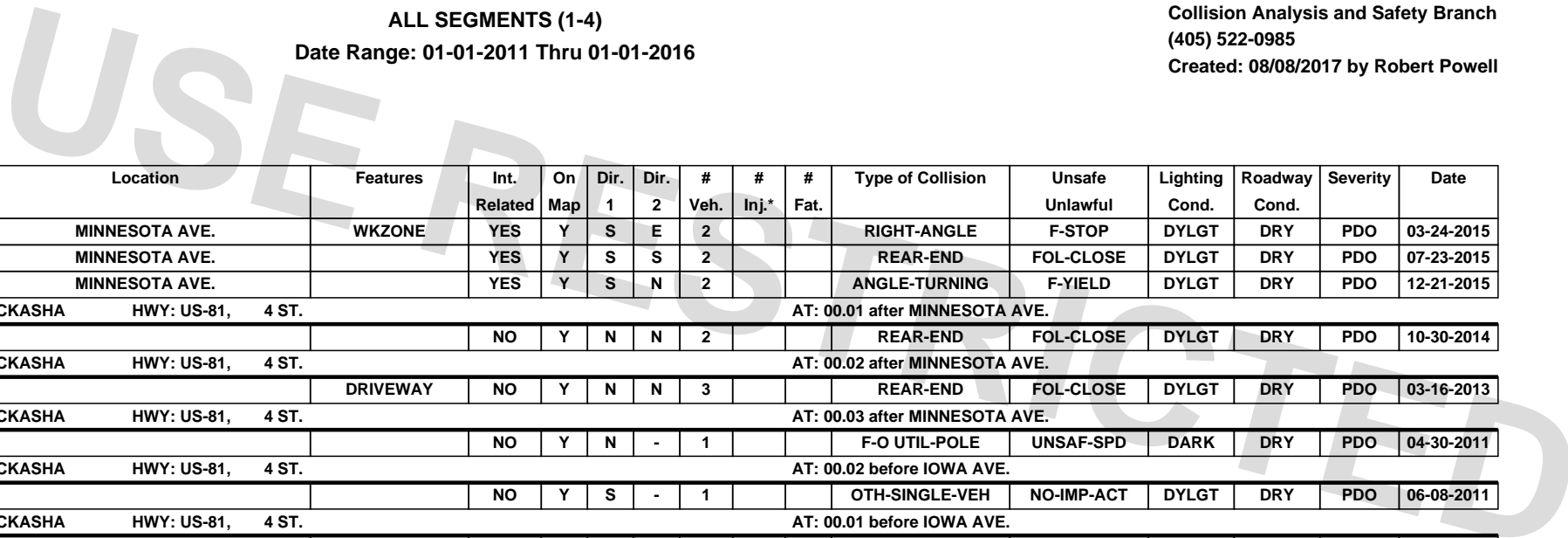


HIGHWAY SYSTEM COLLISION LISTING

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/08/2017 by Robert Powell

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016



Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		03.70	MINNESOTA AVE.	WKZONE	YES	Y	S	E	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	03-24-2015
26	15	08		03.70	MINNESOTA AVE.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	07-23-2015
26	15	08		03.70	MINNESOTA AVE.		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	12-21-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 after MINNESOTA AVE.														
26	15	08		03.71			NO	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	10-30-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 after MINNESOTA AVE.														
26	15	08		03.72		DRIVEWAY	NO	Y	N	N	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	03-16-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 after MINNESOTA AVE.														
26	15	08		03.73			NO	Y	N	-	1			F-O UTIL-POLE	UNSAF-SPD	DARK	DRY	PDO	04-30-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 before IOWA AVE.														
26	15	08		03.76			NO	Y	S	-	1			OTH-SINGLE-VEH	NO-IMP-ACT	DYLGT	DRY	PDO	06-08-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 before IOWA AVE.														
26	15	08		03.77			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	08-22-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: IOWA AVE.														
26	15	08		03.78	IOWA AVE.		YES	Y	W	-	1			F-O CURB	IMP-TURN	DYLGT	DRY	PDO	11-19-2011
26	15	08		03.78	IOWA AVE.		YES	Y	N	N	2	1		REAR-END	IMP-STOP	DYLGT	DRY	P INJ	01-28-2013
26	15	08		03.78	IOWA AVE.		YES	Y	E	S	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	I INJ	02-02-2013
26	15	08		03.78	IOWA AVE.		YES	Y	E	E	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	09-27-2013
26	15	08		03.78	IOWA AVE.		YES	Y	W	-	1			F-O CURB	UNSAF-SPD	DARK	WET	PDO	05-23-2014
26	15	08		03.78	IOWA AVE.	WKZONE	YES	Y	S	S	2			OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	02-10-2015
26	15	08		03.78	IOWA AVE.		YES	Y	E	N	2	1		RIGHT-ANGLE	NO-IMP-ACT	DYLGT	DRY	P INJ	10-01-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: COLORADO AVE.														
26	15	08		03.86	COLORADO AVE.		YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	12-03-2013
26	15	08		03.86	COLORADO AVE.		YES	Y	E	N	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	05-14-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.04 after COLORADO AVE.														
26	15	08		03.90			NO	Y	N	N	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	07-26-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 before KANSAS AVE.														
26	15	08		03.92			NO	Y	N	N	2	1		REAR-END	IMP-LN-CHG	DARK	DRY	P INJ	11-25-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 before KANSAS AVE.														
26	15	08		03.93			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	12-16-2012
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: KANSAS AVE.														
26	15	08		03.94	KANSAS AVE.		YES	Y	N	W	2	2		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	10-12-2011
26	15	08		03.94	KANSAS AVE.		YES	Y	E	N	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	06-07-2012
26	15	08		03.94	KANSAS AVE.		YES	Y	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	05-17-2013
26	15	08		03.94	KANSAS AVE.		YES	Y	E	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-29-2013
26	15	08		03.94	KANSAS AVE.		YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	06-12-2013
26	15	08		03.94	KANSAS AVE.		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	06-24-2013
26	15	08		03.94	KANSAS AVE.		YES	Y	N	E	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	10-23-2013

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



HIGHWAY SYSTEM COLLISION LISTING

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/08/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date	
26	15	08		03.94	KANSAS AVE.		YES	Y	N	N	2	1		SIDESWIPE-SAME	FOL-CLOSE	DYLGT	DRY	P INJ	01-02-2014	
26	15	08		03.94	KANSAS AVE.		YES	Y	N	N	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	02-19-2014	
26	15	08		03.94	KANSAS AVE.		YES	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	07-14-2014	
26	15	08		03.94	KANSAS AVE.		YES	Y	N	S	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	08-30-2014	
26	15	08		03.94	KANSAS AVE.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	09-03-2015	
26	15	08		03.94	KANSAS AVE.		YES	Y	N	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-29-2015	
(26) GRADY (15) CHICKASHA					HWY: US-81, 4 ST.				AT: 00.02 after KANSAS AVE.											
26	15	08		03.96			NO	Y	S	-	1			F-O UTIL-POLE		DARK	DRY	PDO	11-30-2011	
26	15	08		03.96			NO	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	11-14-2014	
(26) GRADY (15) CHICKASHA					HWY: US-81, 4 ST.				AT: 00.03 before CHICKASHA AVE.											
26	15	08		03.99			NO	Y	S	-	2			OTH-BACKING	DEF-VEH	DYLGT	DRY	PDO	05-20-2013	
(26) GRADY (15) CHICKASHA					HWY: US-81, 4 ST.				AT: CHICKASHA AVE.											
26	15	08		04.02	CHICKASHA AVE.		YES	Y	W	W	2			OTH-BACKING	IMP-BACK	DYLGT	DRY	PDO	06-23-2011	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	W	W	2			OTH-BACKING	IMP-BACK	DYLGT	DRY	PDO	02-27-2013	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	N	S	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	03-29-2013	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-10-2013	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	S	S	3	3		REAR-END	INATT	DYLGT	DRY	P INJ	05-16-2013	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	05-24-2013	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	N	W	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	07-08-2013	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	E	E	2			OTH-BACKING	IMP-BACK	DYLGT	DRY	PDO	08-01-2013	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	S	W	2	2		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	09-05-2013	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	N	N	2			SIDESWIPE-SAME	NEG-DRIVING	DYLGT	DRY	PDO	01-14-2014	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	01-31-2014	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	N	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	04-11-2014	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	N	W	2	1		ANGLE-TURNING	F-STOP	DYLGT	DRY	P INJ	07-08-2014	
26	15	08		04.02	CHICKASHA AVE.	INCIDENT	YES	Y	S	-	1			F-O TRAFF-SIGNAL	OTHER	DYLGT	DRY	PDO	10-23-2014	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	N	N	2			OTHER	FOL-CLOSE	DYLGT	DRY	PDO	11-10-2015	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	N	S	3	3		ANGLE-TURNING	F-YIELD	DARK	DRY	N-I INJ	11-13-2015	
(26) GRADY (15) CHICKASHA					HWY: US-81, 4 ST.				AT: 00.02 after CHICKASHA AVE.											
26	15	08		04.04			NO	Y	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	I INJ	12-29-2011	
(26) GRADY (15) CHICKASHA					HWY: US-81, 4 ST.				AT: 00.04 after CHICKASHA AVE.											
26	15	08		04.06			NO	Y	W	S	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	01-13-2011	
(26) GRADY (15) CHICKASHA					HWY: US-81, US-81 NORTH				AT: 00.02 after CHOCTAW AVE.											
26	15	12		00.02			NO	Y	N	-	1	1		ROLLOVER	D-W-I	DARK	OIL	N-I INJ	01-24-2013	
(26) GRADY (15) CHICKASHA					HWY: US-81, US-81 NORTH				AT: 00.04 after CHOCTAW AVE.											
26	15	12		00.04			NO	Y	S	N	2			SIDESWIPE-OPP	DEF-VEH	DYLGT	DRY	PDO	07-27-2012	
(26) GRADY (15) CHICKASHA					HWY: US-81, US-81 NORTH				AT: 00.12 before OLD US-62											
26	15	12		00.25			NO	Y	S	N	2			F-O GROUND	DEF-VEH	DYLGT	DRY	PDO	10-14-2014	
(26) GRADY (15) CHICKASHA					HWY: US-81, US-81 NORTH				AT: 00.04 before OLD US-62											

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



HIGHWAY SYSTEM COLLISION LISTING

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016

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Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date	
26	15	12		00.33			NO	Y	S	S	3	2		OTHER	D-W-I	DARK	DRY	I INJ	06-10-2013	
(26) GRADY		(15) CHICKASHA		HWY: US-81, US-81 NORTH				AT: OLD US-62												
26	15	12		00.37	OLD US-62		YES	Y	W	N	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	N-I INJ	02-06-2012	
26	15	12		00.37	OLD US-62		YES	Y	S	S	3	1		REAR-END	INATT	DYLGT	DRY	P INJ	07-07-2013	
26	15	12		00.37	OLD US-62		YES	Y	S	S	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-06-2013	
26	15	12		00.37	OLD US-62		YES	Y	S	S	2	2		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	05-25-2014	
26	15	12		00.37	OLD US-62		YES	Y	S	S	2			ANGLE-TURNING	IMP-PASS	DYLGT	WET	PDO	06-15-2015	
(26) GRADY		(15) CHICKASHA		HWY: US-81, US-81 NORTH				AT: REDDING RD.												
26	15	12		00.65	REDDING RD.		YES	Y	S	-	1	1		F-O POLE-OTHER	OTHER	DYLGT	DRY	P INJ	01-12-2011	
26	15	12		00.65	REDDING RD.		YES	Y	S	S	2			ANGLE-TURNING	IMP-PASS	DYLGT	DRY	PDO	01-31-2013	
26	15	12		00.65	REDDING RD.		YES	Y	S	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-14-2013	

23 USC 409

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



STUDY CRITERIA

ALL SEGMENTS (1-4)

Date Range: 01-01-2011 Thru 01-01-2016

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ROADWAY / REGION

	QUERY OVER	SELECTIONS
1	Control Section	County: 26, Control Section: 6, CS Query On: range, Mile Start: 17.80, Mile End: 22.30
2	Control Section	County: 26, Control Section: 8, CS Query On: range, Mile Start: 00.00, Mile End: 04.10
3	Control Section	County: 26, Control Section: 2, CS Query On: range, Mile Start: 06.36, Mile End: 09.38
4	Control Section	County: 26, Control Section: 12, CS Query On: range, Mile Start: 00.00, Mile End: 00.90

DATE

Date Range	01-01-2011 to 01-01-2016
------------	--------------------------

FILTER COLLISIONS

Roadway Type	All Collision Data
Incl. Crashes Assoc. w/ Every Int.	Checked
Environment Fields	

REPORT SECTIONS

Collision Map & Study Totals	(Included)
Collision Analysis Tables	(Included)
- Totals By City, Hwy Class	Checked
- Other Analysis Tables	Checked
Concentration Listing	(Included)
- Sort Concentration List By	Severity Index
Collision Diagram	(Included)
Rate Analysis	(Included)
Collision Listing	(Included)
- Highway Collision Listing	Checked, By Control Section
- City Street Collision Listing	Checked
- County Road Collision Listing	Checked
Query Criteria	(Included)



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Study Map & Totals

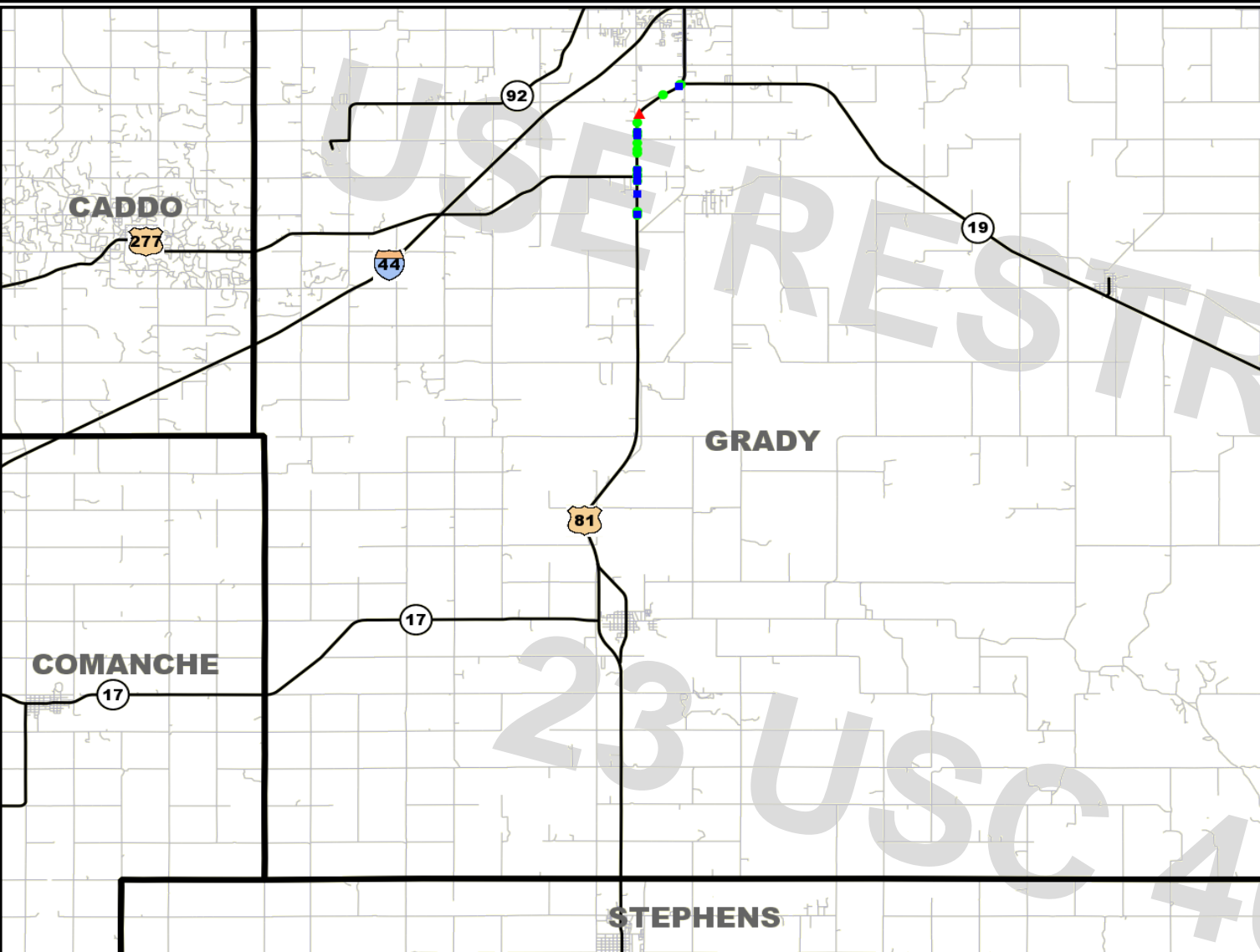
Legend

- ▲ Fatality
- Injury
- Property Damage



Remarks:

SEGMENTS ONLY



SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 thru 12-31-2015

	2011						2012						2013					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions			1		2	3		1	1		5	7	1	1	2	2	4	10
Persons			1			1		1	2		3	3	1	2	4	4		11



STUDY TOTALS (CONT.)

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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	2014						2015					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions		1		1	1	3			2		6	8
Persons		1		1		2			3			3

	Study Total					
	Fatality	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury	Property Damage	Total
Collisions	1	3	6	3	18	31
Persons	1	4	10	5		20



STUDY TOTALS - BY CITY AND HWY CLASS

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
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STUDY TOTALS

Year	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
	Fat	Inj*	PD	Tot	Fat	Inj*	PD	Tot	Fat	Inj*	PD	Tot	Fat	Inj*	PD	Tot
2011		1	2	3										1	2	3
2012		2	5	7										2	5	7
2013	1	5	4	10									1	5	4	10
2014		2	1	3										2	1	3
2015		2	6	8										2	6	8
Total:	1	12	18	31				0				0	1	12	18	31

County: (26) GRADY

	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
	Fat	Inj*	PD	Tot	Fat	Inj*	PD	Tot	Fat	Inj*	PD	Tot	Fat	Inj*	PD	Tot
(50) NINNEKAH	1	12	18	31									1	12	18	31

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Collisions By Type Of Collision

Type Of Collision	2011				2012				2013				2014				2015			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Rear-End (front-to-rear)			1	1		1	1	2										2	1	3
Head-On (front-to-front)																				
Right Angle (front-to-side)																				
Angle Turning																				
Other Angle																				
Sideswipe Same Direction											2	2							1	1
Sideswipe Opposite Direction																				
Fixed Object							1	1		4		4		1		1			3	3
Pedestrian																				
Pedal Cycle																				
Animal							2	2			1	1								
Overturn/Rollover		1		1			1	1						1		1				
Vehicle-Train																				
Other Single Vehicle Crash																				
Other			1	1		1		1	1	1	1	3			1	1			1	1
Total		1	2	3		2	5	7	1	5	4	10		2	1	3		2	6	8
Percent		3.2	6.5	9.7		6.5	16.1	22.6	3.2	16.1	12.9	32.3		6.5	3.2	9.7		6.5	19.4	25.8

Collisions By Type Of Collision

Type Of Collision	Total				
	Fat	Inj *	PD	Tot	Pct
Rear-End (front-to-rear)		3	3	6	19.4
Head-On (front-to-front)					
Right Angle (front-to-side)					
Angle Turning					
Other Angle					
Sideswipe Same Direction			3	3	9.7
Sideswipe Opposite Direction					
Fixed Object		5	4	9	29.0
Pedestrian					
Pedal Cycle					
Animal			3	3	9.7
Overturn/Rollover		2	1	3	9.7
Vehicle-Train					
Other Single Vehicle Crash					
Other	1	2	4	7	22.6
Total	1	12	18	31	100
Percent	3.2	38.7	58.1	100	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Units By Unit Type

Unit Type	2011				2012				2013				2014				2015			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Train																				
Pedestrian																				
Animal							2	2			1	1								
Pedal Cycle																				
Parked Vehicle						1		1												
CMV						2	2	4											2	2
Other Single Vehicle		1		1			4	4		4	1	5		1		1		3	3	
Other Multi-Vehicle			4	4		1		1	3	4	6	13		2	2	4		4	4	8
Total		1	4	5		4	8	12	3	8	8	19		3	2	5		4	9	13
Percent		1.9	7.4	9.3		7.4	14.8	22.2	5.6	14.8	14.8	35.2		5.6	3.7	9.3		7.4	16.7	24.1

Units By Unit Type

Unit Type	Total				
	Fat	Inj *	PD	Tot	Pct
Train					
Pedestrian					
Animal			3	3	5.6
Pedal Cycle					
Parked Vehicle		1		1	1.9
CMV		2	4	6	11.1
Other Single Vehicle		6	8	14	25.9
Other Multi-Vehicle	3	11	16	30	55.6
Total	3	20	31	54	100
Percent	5.6	37.0	57.4	100	

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TABULATION OF COLLISIONS

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Vehicles By Vehicle Type

Vehicle Type	2011				2012				2013				2014				2015				
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	
Passenger Vehicle-2 Door											1	1									
Passenger Vehicle-4 Door							2	2	1	4	2	7							2	2	
Passenger Vehicle-Convertible																					
Pickup Truck			2	2			2	2		3	2	5		2	2	4		1	7	8	
Single-Unit Truck (2 axles)						1		1													
Single-Unit Truck (3 or more axles)																					
School Bus																					
Truck/Trailer																					
Truck-Tractor (bobtail)							1	1													
Truck-Tractor/Semi-Trailer							3	3													
Truck-Tractor/Double																					
Truck-Tractor/Triple																					
Bus/Large Van (9-15 seats)																					
Bus (16+ seats)																					
Motorcycle																					
Motor Scooter/Moped																					
Motor Home																					
Farm Machinery																					
ATV																					
Sport Utility Vehicle (SUV)		1		1		1		1			3	3			1	1			1	1	2
Passenger Van										1		1									
Truck More Than 10,000 lbs.																					
Van (10,000 lbs. or less)																			1		1
Other			2	2						1		1									
Total		1	4	5		2	8	10	1	9	8	18		2	3	5		3	10	13	
Percent		2.0	7.8	9.8		3.9	15.7	19.6	2.0	17.6	15.7	35.3		3.9	5.9	9.8		5.9	19.6	25.5	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
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Vehicles By Vehicle Type

Vehicle Type	Total				
	Fat	Inj *	PD	Tot	Pct
Passenger Vehicle-2 Door			1	1	2.0
Passenger Vehicle-4 Door	1	4	6	11	21.6
Passenger Vehicle-Convertible					
Pickup Truck		6	15	21	41.2
Single-Unit Truck (2 axles)		1		1	2.0
Single-Unit Truck (3 or more axles)					
School Bus					
Truck/Trailer					
Truck-Tractor (bobtail)			1	1	2.0
Truck-Tractor/Semi-Trailer			3	3	5.9
Truck-Tractor/Double					
Truck-Tractor/Triple					
Bus/Large Van (9-15 seats)					
Bus (16+ seats)					
Motorcycle					
Motor Scooter/Moped					
Motor Home					
Farm Machinery					
ATV					
Sport Utility Vehicle (SUV)		3	5	8	15.7
Passenger Van		1		1	2.0
Truck More Than 10,000 lbs.					
Van (10,000 lbs. or less)		1		1	2.0
Other		1	2	3	5.9
Total	1	17	33	51	100
Percent	2.0	33.3	64.7	100	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Day And Time Of Occurrence Of Collisions

Day	Hour Of The Day																								Tot	Pcnt		
	AM												PM															
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12				
Sunday				1														1						4	12.9			
Monday									1			1				1								3	9.7			
Tuesday										1														1	3.2			
Wednesday							2	1	1								1							5	16.1			
Thursday				1		1	1		1			2	1											7	22.6			
Friday		1								1								1		1		1		5	16.1			
Saturday	2	1										2						1						6	19.4			
	Early Morning - Sunrise						Morning Peak						Mid Morning/Afternoon						PM Peak			Evening - Late Night					Tot	Pcnt
Total	7						7						8						5			4					31	100
Percent	22.6						22.6						25.8						16.1			12.9					100	

Roadway/Lighting

Roadway Conditions	Lighting Conditions					Total	Percent
	Daylight	Darkness	Twilight	Lighted	Unknown		
Dry	15	6	2	1		24	77.4
Wet (Water)		4				4	12.9
Ice, Snow, or Slush	2	1				3	9.7
Mud, Dirt, Gravel, or Sand							
Other							
Total	17	11	2	1		31	100
Percent	54.8	35.5	6.5	3.2		100	

Weather Conditions

Weather Conditions	Total	Percent
Clear	20	64.5
Clouds Present	5	16.1
Raining/Fog	2	6.5
Snowing/Sleet/Hail	4	12.9
Other		
Total	31	100



TABULATION OF COLLISIONS

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 Thru 12-31-2015

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Drivers By Driver Conditions

Unsafe/Unlawful	Apparently Normal			Alcohol Involved						Sleep Suspected			Drug Use Indicated			Unknown Condition			Total						
				Ability Impaired			Odor Detected																		
	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Total	Pcnt		
Failed to Yield																									
Failed to Stop																									
Failed to Signal																									
Improper Turn			1																		1	1	2.0		
Improper Start																									
Improper Stop																									
Improper Backing																									
Improper Parking																									
Improper Passing			1																		1	1	2.0		
Improper Lane Change			3																		3	3	6.0		
Left of Center			1																		1	1	2.0		
Following Too Close		1	1																		1	1	2	4.0	
Unsafe Speed		2	2							1	1										3	3	6	12.0	
DWI					1																1		1	2.0	
Inattention										4	1						1	1			5	2	7	14.0	
Negligent Driving																									
Defective Vehicle																									
Wrong Way																1	1				1	1		2	4.0
No Improper Action	2	6	13																		1	7	13	22	44.0
Other			1									1									1	1	3	4	8.0
Total	2	9	23		1						5	3				1	4	2		3	19	28	50	100	
Percent	4.0	18.0	46.0		2.0						10.0	6.0				2.0	8.0	4.0		6.0	38.0	56.0	100		

Severities Indicate Highest Severity in Collision

Collisions By Special Feature

Special Feature	Total			
	Fat	Inj *	PD	Tot
Bridge			2	2
Work Zone			3	3
Cross Median				
Train Collision				

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



COLLISION CONCENTRATION LISTING

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

COUNTY	CITY	HWY CL	INT ID	CS/ST.1	HWY	INT-REL/TERM-LOC	CITY STREET NAME	-----INTERSECTING-----		MILE/ST.2	SEV INDEX	NUM COLLS	RANK
								CITY STREET NAME	HWY				
(26)GRADY	(50)NINNEKAH	7		06	US-81					20.50	15	5	1
(26)GRADY	(50)NINNEKAH	7		06	US-81					19.27	5	3	2
(26)GRADY	(50)NINNEKAH	7		06	US-81					21.10	5	1	3
(26)GRADY	(50)NINNEKAH	7		06	US-81					19.57	4	3	4
(26)GRADY	(50)NINNEKAH	7		06	US-81					20.60	4	2	5
(26)GRADY	(50)NINNEKAH	7		06	US-81					22.20	4	1	6
(26)GRADY	(50)NINNEKAH	7		06	US-81					18.37	3	1	7
(26)GRADY	(50)NINNEKAH	7		06	US-81					18.90	3	1	8
(26)GRADY	(50)NINNEKAH	7		06	US-81					19.44	3	1	9
(26)GRADY	(50)NINNEKAH	7		06	US-81		LTL. WASHITA RIVER			18.44	2	2	10
(26)GRADY	(50)NINNEKAH	7		06	US-81					19.41	2	2	11
(26)GRADY	(50)NINNEKAH	7		06	US-81					18.34	1	1	12
(26)GRADY	(50)NINNEKAH	7		06	US-81					19.42	1	1	13
(26)GRADY	(50)NINNEKAH	7		06	US-81					20.00	1	1	14
(26)GRADY	(50)NINNEKAH	7		06	US-81					20.10	1	1	15
(26)GRADY	(50)NINNEKAH	7		06	US-81					20.29	1	1	16
(26)GRADY	(50)NINNEKAH	7		06	US-81					20.84	1	1	17
(26)GRADY	(50)NINNEKAH	7		06	US-81					21.80	1	1	18
(26)GRADY	(50)NINNEKAH	7		06	US-81					22.25	1	1	19
(26)GRADY	(50)NINNEKAH	7		06	US-81					22.27	1	1	20



Program Provided by:

Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Collision Rate Analysis

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Time Period: 01-01-2011 to 12-31-2015 (1826 days)

RATE = No. of Collisions per 100 Million Vehicle Miles

Road Characteristics

Rate Type	Location Rates	Non-Int. Statewide Rates ** (2013 - 2015)
Overall Collision:	47.28	50.56
Fatal Collision:	1.53	0.35
Vis. Injury Collision *:	13.73	6.85

Roadway Length (miles):	04.50
Roadway Width (feet):	24
Avg. Daily Traffic (Veh/Day):	7980
Number of Lanes *:	FOUR LANES
Access Control *:	PARTIAL
Urban Area Type *:	RURAL
Rural or Municipal *:	MUNICIPAL
Median Type *:	OPEN WITH SHOULDERS
Median Width (feet):	40 - 99

Collision History Summary (Number of Years = 5)

	# Collisions		# People
Involving Fatality:	1	Killed:	1
Vis. Injury *:	9	Vis. Injured *:	14
Poss. Injury:	3	Poss. Injured:	5
Property Damage Only:	18		
TOTAL:	31		

* Predominate value.

$$\text{RATE} = \frac{100,000,000 \times \text{NO. OF COLLISIONS}}{\text{ADT} \times \text{LENGTH} \times \text{NO. OF DAYS IN REPORT}}$$

* Includes Incapacitating and Non-Incapacitating Injuries.

** Statewide rates are computed based on similar roadways pertaining to number of lanes, divided or undivided, rural or urban, and access control.



HIGHWAY SYSTEM COLLISION LISTING

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 Thru 12-31-2015

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Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
(26) GRADY		(50) NINNEKAH		HWY: US-81		AT: 00.01 before LTL. WASHITA O/FLO													
26	50	06		18.34			NO	Y	N	-	1			F-O GUARDRL-END	OTHER	DYLGT	DRY	PDO	07-17-2015
(26) GRADY		(50) NINNEKAH		HWY: US-81		AT: 00.02 after LTL. WASHITA O/FLO													
26	50	06		18.37			NO	Y		-	1	1		F-O GUARDRL-FACE	INATT	DYLGT	DRY	N-I INJ	06-08-2013
(26) GRADY		(50) NINNEKAH		HWY: US-81		AT: LTL. WASHITA RIVER													
26	50	06		18.44	LTL. WASHITA RIVER	BRIDGE	NO	Y	S	-	1			F-O GUARDRL-FACE	NO-IMP-ACT	DARK	WET	PDO	11-28-2015
26	50	06		18.44	LTL. WASHITA RIVER	BRIDGE	NO	Y		-	1			F-O GUARDRL-FACE	INATT	DARK	DRY	PDO	12-17-2015
(26) GRADY		(50) NINNEKAH		HWY: US-81		AT: 00.06 before CHESTNUT DR.													
26	50	06		18.90			NO	Y	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	06-04-2015
(26) GRADY		(50) NINNEKAH		HWY: US-81		AT: 00.10 before HARRIS RD/142(38)													
26	50	06		19.27			NO	Y	S	-	1			F-O TRAFF-SIGN	UNSAF-SPD	DARK	SNOW	PDO	02-12-2012
26	50	06		19.27			NO	Y	N	-	1	1		F-O GUARDRL-END	UNSAF-SPD	DYLGT	DRY	P INJ	11-30-2013
26	50	06		19.27			NO	Y	S	-	1	1		F-O GUARDRL-FACE	UNSAF-SPD	DYLGT	SLUSH	P INJ	12-12-2013
(26) GRADY		(50) NINNEKAH		HWY: US-81		AT: 00.04 after HARRIS RD/142(38)													
26	50	06		19.41			NO	Y	N	N	2			SIDESWIPE-SAME	UNSAF-SPD	DYLGT	DRY	PDO	04-25-2013
26	50	06		19.41			NO	Y			2			OTHER	IMP-LN-CHG	DAWN	DRY	PDO	10-29-2014
(26) GRADY		(50) NINNEKAH		HWY: US-81		AT: 00.05 after HARRIS RD/142(38)													
26	50	06		19.42			NO	Y			2			OTHER	IMP-PASS	DYLGT	DRY	PDO	09-03-2013
(26) GRADY		(50) NINNEKAH		HWY: US-81		AT: 00.07 after HARRIS RD/142(38)													
26	50	06		19.44			NO	Y	S	S	2	2		REAR-END	SLEEPY	DYLGT	DRY	N-I INJ	02-23-2015
(26) GRADY		(50) NINNEKAH		HWY: US-81		AT: 00.09 before BEG 70 MPH													
26	50	06		19.57		WKZONE	NO	Y			2			OTHER	UNSAF-SPD	DARK	DRY	PDO	03-19-2011
26	50	06		19.57			NO	Y	S	S	2			REAR-END	OTHER	DARK	WET	PDO	09-22-2011
26	50	06		19.57			NO	Y			2	1		F-O CURB	UNSAF-SPD	DYLGT	ICE	P INJ	02-10-2014
(26) GRADY		(50) NINNEKAH		HWY: US-81		AT: 00.30 before OLD FRED/141(40)													
26	50	06		20.00			NO	Y	N	-	1			ANIMAL	DOM-ANIMAL	DARK	WET	PDO	08-26-2012
(26) GRADY		(50) NINNEKAH		HWY: US-81		AT: 00.20 before OLD FRED/141(40)													
26	50	06		20.10			NO	Y	N	-	1			ANIMAL	DOM-ANIMAL	DARK	DRY	PDO	11-30-2012
(26) GRADY		(50) NINNEKAH		HWY: US-81		AT: 00.01 before OLD FRED/141(40)													
26	50	06		20.29			NO	Y	S	S	2			REAR-END	OTHER	DYLGT	DRY	PDO	12-05-2012
(26) GRADY		(50) NINNEKAH		HWY: US-81		AT: 00.20 after OLD FRED/141(40)													
26	50	06		20.50			NO	Y	N	-	1	1		ROLLOVER	SLEEPY	DYLGT	DRY	N-I INJ	04-28-2011
26	50	06		20.50			NO	Y	N	-	2	1		OTHER	SLEEPY	DYLGT	DRY	N-I INJ	08-15-2012
26	50	06		20.50			NO	Y	N	N	2	2		REAR-END	INATT	DAWN	DRY	I INJ	12-13-2012
26	50	06		20.50			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	10-06-2013
26	50	06		20.50			NO	Y		-	1	1		ROLLOVER	D-W-I	DARK	DRY	I INJ	02-28-2014
(26) GRADY		(50) NINNEKAH		HWY: US-81		AT: 00.20 before 16 ST.													
26	50	06		20.60			NO	Y		-	1	2		F-O DITCH	OTHER	DYLGT	DRY	N-I INJ	04-28-2013

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



HIGHWAY SYSTEM COLLISION LISTING

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	50	06		20.60		WKZONE DRIVEWAY	NO	Y			2			OTHER	IMP-TURN	DYLGT	DRY	PDO	05-13-2015
(26) GRADY (50) NINNEKAH HWY: US-81 AT: 00.04 after 16 ST.																			
26	50	06		20.84			NO	Y	S	-	1			ANIMAL	DEER	DARK	DRY	PDO	11-16-2013
(26) GRADY (50) NINNEKAH HWY: US-81 AT: 00.30 after 16 ST.																			
26	50	06		21.10			NO	Y			3	2	1	OTHER	WRNG-WAY	DARK	WET	FAT	03-08-2013
(26) GRADY (50) NINNEKAH HWY: US-81 AT: 00.04 after BEG 65 MPH																			
26	50	06		21.80			NO	Y	S	-	1			ROLLOVER	INATT	DARK	DRY	PDO	10-06-2012
(26) GRADY (50) NINNEKAH HWY: US-81 AT: 00.10 after BEG 45 MPH																			
26	50	06		22.20			NO	Y			4	3		OTHER	WRNG-WAY	DYLGT	DRY	I INJ	07-10-2013
(26) GRADY (50) NINNEKAH HWY: US-81 AT: 00.15 after BEG 45 MPH																			
26	50	06		22.25		WKZONE	NO	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	05-04-2015
(26) GRADY (50) NINNEKAH HWY: US-81 AT: 00.17 after BEG 45 MPH																			
26	50	06		22.27			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	09-04-2015

23 USC 409

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



STUDY CRITERIA

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

ROADWAY / REGION

QUERY OVER	SELECTIONS
Control Section	County: 26, Control Section: 6, CS Query On: range, Mile Start: 17.80, Mile End: 22.30

DATE

Date Range	01-01-2011 to 12-31-2015
------------	--------------------------

FILTER COLLISIONS

Roadway Type	All Collision Data
Excl. Intersection Related	Checked
Incl. Crashes Assoc. w/ Int.	Unchecked
Environment Fields	

REPORT SECTIONS

Collision Map & Study Totals	(Included)
Collision Analysis Tables	(Included)
- Totals By City, Hwy Class	Checked
- Other Analysis Tables	Checked
Concentration Listing	(Included)
- Sort Concentration List By	Severity Index
Collision Diagram	(Included)
Rate Analysis	(Included)
Collision Listing	(Included)
- Highway Collision Listing	Checked, By Control Section
- City Street Collision Listing	Checked
- County Road Collision Listing	Checked
Query Criteria	(Included)



Program Provided by:
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 Collision Analysis and Safety Branch
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 by Robert Powell

Study Map & Totals

Legend

- ▲ Fatality
- Injury
- Property Damage



Remarks:

SEGMENTS ONLY

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 thru 12-31-2015

	2011						2012						2013					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions		1	3	8	21	33			3	4	25	32		1	4	6	33	44
Persons		1	3	9		13			4	4		8		1	4	7		12



STUDY TOTALS (CONT.)

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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	2014						2015					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions		1	2	6	22	31	1		1	5	21	28
Persons		1	2	9		12	1		1	6		8

	Study Total					
	Fatality	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury	Property Damage	Total
Collisions	1	3	13	29	122	168
Persons	1	3	14	35		53



TABULATION OF COLLISIONS

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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Collisions By Type Of Collision

Type Of Collision	2011				2012				2013				2014				2015			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Rear-End (front-to-rear)		6	10	16		2	9	11		3	9	12		5	8	13		3	6	9
Head-On (front-to-front)											2	2								
Right Angle (front-to-side)						1		1		1	2	3							2	2
Angle Turning		2	2	4		1	3	4		1	7	8		2	4	6		1	4	5
Other Angle																				
Sideswipe Same Direction		1	4	5		1	11	12		2	10	12						1	5	6
Sideswipe Opposite Direction														1		1			1	1
Fixed Object		2	3	5		2	1	3		1	2	3		1	1	2		1	1	2
Pedestrian										1		1								
Pedal Cycle		1		1																
Animal																				
Overturn/Rollover										1		1					1		1	2
Vehicle-Train																				
Other Single Vehicle Crash			1	1																
Other			1	1			1	1		1	1	2							1	1
Total		12	21	33		7	25	32		11	33	44		9	22	31	1	6	21	28
Percent		7.1	12.5	19.6		4.2	14.9	19.0		6.5	19.6	26.2		5.4	13.1	18.5	0.6	3.6	12.5	16.7

Collisions By Type Of Collision

Type Of Collision	Total				
	Fat	Inj *	PD	Tot	Pct
Rear-End (front-to-rear)		19	42	61	36.3
Head-On (front-to-front)			2	2	1.2
Right Angle (front-to-side)		2	4	6	3.6
Angle Turning		7	20	27	16.1
Other Angle					
Sideswipe Same Direction		5	39	44	26.2
Sideswipe Opposite Direction		1	1	2	1.2
Fixed Object		7	8	15	8.9
Pedestrian		1		1	0.6
Pedal Cycle		1		1	0.6
Animal					
Overturn/Rollover	1	1	1	3	1.8
Vehicle-Train					
Other Single Vehicle Crash			1	1	0.6
Other		1	4	5	3.0
Total	1	45	122	168	100
Percent	0.6	26.8	72.6	100	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
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 Created: 08/10/2017 by Robert Powell

Units By Unit Type

Unit Type	2011				2012				2013				2014				2015				
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	
Train																					
Pedestrian																					
Animal																					
Pedal Cycle		1		1						1		1									
Parked Vehicle			1	1							1	1									
CMV					1	1	2			2	2			3	3		1	2	3		
Other Single Vehicle		3	4	7		2	1	3		3	2	5		1	1	2	1	1	2	4	
Other Multi-Vehicle		18	34	52		9	50	59		17	60	77		17	41	58		10	36	46	
Total		22	39	61		12	52	64		21	65	86		18	45	63		12	40	53	
Percent		6.7	11.9	18.7		3.7	15.9	19.6		6.4	19.9	26.3		5.5	13.8	19.3		0.3	3.7	12.2	16.2

Units By Unit Type

Unit Type	Total				
	Fat	Inj *	PD	Tot	Pct
Train					
Pedestrian					
Animal					
Pedal Cycle		2		2	0.6
Parked Vehicle			2	2	0.6
CMV		2	8	10	3.1
Other Single Vehicle	1	10	10	21	6.4
Other Multi-Vehicle		71	221	292	89.3
Total	1	85	241	327	100
Percent	0.3	26.0	73.7	100	

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TABULATION OF COLLISIONS

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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 Collision Analysis and Safety Branch
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Vehicles By Vehicle Type

Vehicle Type	2011				2012				2013				2014				2015			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Passenger Vehicle-2 Door		1	6	7		1	7	8		1	5	6			4	4			2	2
Passenger Vehicle-4 Door		4	8	12		3	18	21		6	19	25		5	16	21		3	13	16
Passenger Vehicle-Convertible							1	1			1	1								
Pickup Truck		4	14	18		3	20	23		1	21	22		4	15	19		1	18	19
Single-Unit Truck (2 axles)											1	1			1	1				
Single-Unit Truck (3 or more axles)											1	1								
School Bus																				
Truck/Trailer																				
Truck-Tractor (bobtail)															1	1			1	1
Truck-Tractor/Semi-Trailer							2	2			1	1			1	1			2	2
Truck-Tractor/Double																				
Truck-Tractor/Triple																				
Bus/Large Van (9-15 seats)																				
Bus (16+ seats)																				
Motorcycle		1	1	2						1		1		1		1		1		2
Motor Scooter/Moped																				
Motor Home			1	1																
Farm Machinery																				
ATV																				
Sport Utility Vehicle (SUV)		2	11	13			6	6		1	19	20		1	12	13		1	8	9
Passenger Van			3	3			2	2			5	5			2	2			2	2
Truck More Than 10,000 lbs.																				
Van (10,000 lbs. or less)																				
Other			4	4			1	1			2	2								
Total		12	48	60		7	57	64		10	75	85		11	52	63	1	6	46	53
Percent		3.7	14.8	18.5		2.2	17.5	19.7		3.1	23.1	26.2		3.4	16.0	19.4	0.3	1.8	14.2	16.3

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TABULATION OF COLLISIONS

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

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Vehicles By Vehicle Type

Vehicle Type	Total				
	Fat	Inj *	PD	Tot	Pct
Passenger Vehicle-2 Door		3	24	27	8.3
Passenger Vehicle-4 Door		21	74	95	29.2
Passenger Vehicle-Convertible			2	2	0.6
Pickup Truck		13	88	101	31.1
Single-Unit Truck (2 axles)			2	2	0.6
Single-Unit Truck (3 or more axles)			1	1	0.3
School Bus					
Truck/Trailer					
Truck-Tractor (bobtail)			2	2	0.6
Truck-Tractor/Semi-Trailer			6	6	1.8
Truck-Tractor/Double					
Truck-Tractor/Triple					
Bus/Large Van (9-15 seats)					
Bus (16+ seats)					
Motorcycle	1	4	1	6	1.8
Motor Scooter/Moped					
Motor Home			1	1	0.3
Farm Machinery					
ATV					
Sport Utility Vehicle (SUV)		5	56	61	18.8
Passenger Van			14	14	4.3
Truck More Than 10,000 lbs.					
Van (10,000 lbs. or less)					
Other			7	7	2.2
Total	1	46	278	325	100
Percent	0.3	14.2	85.5	100	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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Day And Time Of Occurrence Of Collisions

Day	Hour Of The Day																								Tot	Pcnt		
	AM												PM															
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12				
Sunday								1		2	1	3	1					1	1						10	6.0		
Monday								1			3	3	2	2	2	3	2	1	1	1	2				23	13.7		
Tuesday							3	1	1	1	5	5		1	2	2	5	1	1			1			29	17.3		
Wednesday						2			1		3	2	1	5	3	1	1	3		1	1	1			25	14.9		
Thursday								2		1	6	3	3	2	3	2	2	3	1	2			1		32	19.0		
Friday											1		3	1	4	3	2	3	2	1	1			1	22	13.1		
Saturday									2	2	2	5		2	5	2	3	1					3		27	16.1		
	Early Morning - Sunrise						Morning Peak						Mid Morning/Afternoon						PM Peak			Evening - Late Night					Tot	Pcnt
Total	2						12						90						41			23					168	100
Percent	1.2						7.1						53.6						24.4			13.7					100	

Roadway/Lighting

Roadway Conditions	Lighting Conditions					Total	Percent
	Daylight	Darkness	Twilight	Lighted	Unknown		
Dry	130	6	2	18		156	92.9
Wet (Water)	7			4		11	6.5
Ice, Snow, or Slush	1					1	0.6
Mud, Dirt, Gravel, or Sand							
Other							
Total	138	6	2	22		168	100
Percent	82.1	3.6	1.2	13.1		100	

Weather Conditions

Weather Conditions	Total	Percent
Clear	130	77.4
Clouds Present	29	17.3
Raining/Fog	7	4.2
Snowing/Sleet/Hail	2	1.2
Other		
Total	168	100



TABULATION OF COLLISIONS

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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Drivers By Driver Conditions

Unsafe/Unlawful	Apparently Normal			Alcohol Involved						Sleep Suspected			Drug Use Indicated			Unknown Condition			Total					
				Ability Impaired			Odor Detected																	
	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Total	Pcnt	
Failed to Yield		6	23															2		6	25	31	9.6	
Failed to Stop																								
Failed to Signal																								
Improper Turn		3	8			1														3	9	12	3.7	
Improper Start																1				1		1	0.3	
Improper Stop																								
Improper Backing			2																		2	2	0.6	
Improper Parking																								
Improper Passing			1																		1	1	0.3	
Improper Lane Change		8	34															1		8	35	43	13.3	
Left of Center																								
Following Too Close		8	19															1	1	9	20	29	9.0	
Unsafe Speed		2	3		1															3	3	6	1.9	
DWI													2	1				1		3	1	4	1.2	
Inattention		8	16								1	1						1	1	10	18	28	8.7	
Negligent Driving																								
Defective Vehicle			1																		1	1	0.3	
Wrong Way			1																		1	1	0.3	
No Improper Action		39	114															1	2	40	116	156	48.3	
Other			3															1	4	1	7	8	2.5	
Total		74	225		1	1					1	1		2	1		1	5	11	1	83	239	323	100
Percent		22.9	69.7		0.3	0.3					0.3	0.3		0.6	0.3		0.3	1.5	3.4	0.3	25.7	74.0	100	

Severities Indicate Highest Severity in Collision

Collisions By Special Feature

Special Feature	Total			
	Fat	Inj *	PD	Tot
Bridge				
Work Zone		2	2	4
Cross Median				
Train Collision				

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



COLLISION CONCENTRATION LISTING

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

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COUNTY	CITY	HWY CL	INT ID	CS/ ST.1	HWY	INT-REL/ TERM-LOC	CITY STREET NAME	-----INTERSECTING-----		MILE/ ST.2	SEV INDEX	NUM COLLS	RANK
								CITY STREET NAME	HWY				
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.69	8	5	1
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.60	7	6	2
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.44	7	4	3
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.09	7	3	4
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.56	6	4	5
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.55	6	3	6
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.82	5	5	7
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.68	5	4	8
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.75	5	4	9
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.52	5	3	10
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.58	5	2	11
(26)GRADY	(15)CHICKASHA	7		08	US-81					00.70	5	1	12
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.74	4	3	13
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.42	4	2	14
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.99	4	2	15
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.08	4	2	16
(26)GRADY	(15)CHICKASHA	7		08	US-81					00.80	4	1	17
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			04.04	4	1	18
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.60	3	3	19
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.51	3	3	20
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.61	3	3	21
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.76	3	3	22
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.17	3	3	23
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.18	3	3	24
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.30	3	2	25
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.52	3	2	26
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.01	3	2	27
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			00.99	3	1	28
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.46	3	1	29
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.98	3	1	30
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.20	3	1	31
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.30	3	1	32
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.50	3	1	33
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.89	2	2	34
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.47	2	2	35



COLLISION CONCENTRATION LISTING

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

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COUNTY	CITY	HWY CL	INT ID	CS/ ST.1	HWY	INT-REL/ TERM-LOC	CITY STREET NAME	-----INTERSECTING-----		MILE/ ST.2	SEV INDEX	NUM COLLS	RANK
								CITY STREET NAME	HWY				
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.54	2	2	36
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.59	2	2	37
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.64	2	2	38
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.77	2	2	39
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.88	2	2	40
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.94	2	2	41
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.40	2	2	42
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.96	2	2	43
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			00.40	2	1	44
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.47	2	1	45
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.54	2	1	46
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.82	2	1	47
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.36	2	1	48
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.40	2	1	49
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.57	2	1	50
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.79	2	1	51
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.87	2	1	52
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.10	2	1	53
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.36	2	1	54
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.69	2	1	55
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.92	2	1	56
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			00.20	1	1	57
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.05	1	1	58
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.10	1	1	59
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.40	1	1	60
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.42	1	1	61
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.48	1	1	62
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.53	1	1	63
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.77	1	1	64
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.	BEG 40 MPH		01.78	1	1	65
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.80	1	1	66
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.85	1	1	67
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.88	1	1	68
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			01.97	1	1	69
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.27	1	1	70



COLLISION CONCENTRATION LISTING

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

COUNTY	CITY	HWY CL	INT ID	CS/ ST.1	HWY	INT-REL/ TERM-LOC	CITY STREET NAME	-----INTERSECTING-----		MILE/ ST.2	SEV INDEX	NUM COLLS	RANK
								CITY STREET NAME	HWY				
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.41	1	1	71
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.43	1	1	72
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.46	1	1	73
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.48	1	1	74
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.49	1	1	75
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.	BEG 35 MPH		02.53	1	1	76
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.58	1	1	77
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.63	1	1	78
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.65	1	1	79
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.67	1	1	80
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.78	1	1	81
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.81	1	1	82
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.86	1	1	83
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.89	1	1	84
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			02.91	1	1	85
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.00	1	1	86
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.06	1	1	87
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.13	1	1	88
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.14	1	1	89
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.21	1	1	90
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.22	1	1	91
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.39	1	1	92
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.47	1	1	93
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.55	1	1	94
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.57	1	1	95
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.60	1	1	96
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.66	1	1	97
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.71	1	1	98
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.72	1	1	99
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.73	1	1	100
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.76	1	1	101
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.77	1	1	102
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.90	1	1	103
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.93	1	1	104
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.			03.99	1	1	105



COLLISION CONCENTRATION LISTING

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

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COUNTY	CITY	HWY CL	INT ID	CS/ST.1	HWY	INT-REL/TERM-LOC	CITY STREET NAME	-----INTERSECTING-----			MILE/ST.2	SEV INDEX	NUM COLLS	RANK
								CITY STREET NAME	HWY					
(26)GRADY	(15)CHICKASHA	7		08	US-81		4 ST.				04.06	1	1	106

USE RESTRICTED

23 USC 409



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Collision Rate Analysis

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION
 Time Period: 01-01-2011 to 12-31-2015 (1826 days)

RATE = No. of Collisions per 100 Million Vehicle Miles

Road Characteristics

Rate Type	Location Rates	Non-Int. Statewide Rates ** (2013 - 2015)
Overall Collision:	149.89	60.57
Fatal Collision:	0.89	0.54
Vis. Injury Collision *:	14.27	8.15

Roadway Length (miles):	04.10
Roadway Width (feet):	24 - 53
Avg. Daily Traffic (Veh/Day):	14971
Number of Lanes *:	FOUR LANES
Access Control *:	PARTIAL
Urban Area Type *:	URBAN
Rural or Municipal *:	MUNICIPAL
Median Type *:	OPEN WITH CURBS
Median Width (feet):	16 - 24

Collision History Summary (Number of Years = 5)

	# Collisions		# People
Involving Fatality:	1	Killed:	1
Vis. Injury *:	16	Vis. Injured *:	17
Poss. Injury:	29	Poss. Injured:	35
Property Damage Only:	122		
TOTAL:	168		

* Predominate value.

$$\text{RATE} = \frac{100,000,000 \times \text{NO. OF COLLISIONS}}{\text{ADT} \times \text{LENGTH} \times \text{NO. OF DAYS IN REPORT}}$$

* Includes Incapacitating and Non-Incapacitating Injuries.

** Statewide rates are computed based on similiar roadways pertaining to number of lanes, divided or undivided, rural or urban, and access control.



HIGHWAY SYSTEM COLLISION LISTING

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
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 Created: 08/10/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
(26) GRADY (15) CHICKASHA HWY: US-81					AT: 00.20 after BEG 45 MPH														
26	15	08		00.20			NO	Y	N	-	1			F-O DITCH	OTHER	DAWN	DRY	PDO	04-06-2011
(26) GRADY (15) CHICKASHA HWY: US-81					AT: 00.10 before PIKE/COTTONWOOD(44														
26	15	08		00.40			NO	Y		-	1	1		F-O FENCE	SLEEPY	DYLGT	DRY	P INJ	01-27-2011
(26) GRADY (15) CHICKASHA HWY: US-81					AT: 00.20 after PIKE/COTTONWOOD(44														
26	15	08		00.70			NO	Y	N	-	1		1	ROLLOVER	IMP-START	DARK	DRY	FAT	01-07-2015
(26) GRADY (15) CHICKASHA HWY: US-81					AT: 00.20 before MED OPEN														
26	15	08		00.80			NO	Y	N	-	1	1		PEDESTRIAN	NO-IMP-ACT	DARK	DRY	I INJ	06-06-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 before MED OPEN														
26	15	08		00.99			NO	Y	W	S	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	06-07-2012
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.05 after MED OPEN														
26	15	08		01.05			NO	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	04-15-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.10 after MED OPEN														
26	15	08		01.10			NO	Y	N	N	2			SIDESWIPE-SAME	WRNG-WAY	DYLGT	DRY	PDO	03-17-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.20 before COUNTRY CLUB RD.														
26	15	08		01.30			NO	Y	S	S	3	1		REAR-END	INATT	DYLGT	DRY	P INJ	02-09-2013
26	15	08		01.30		WKZONE	NO	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	03-11-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.10 before COUNTRY CLUB RD.														
26	15	08		01.40			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	05-19-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.08 before COUNTRY CLUB RD.														
26	15	08		01.42			NO	Y	N	N	2			REAR-END	INATT	DARK	WET	PDO	10-22-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.04 before COUNTRY CLUB RD.														
26	15	08		01.46			NO	Y	N	N	2	1		REAR-END	FOL-CLOSE	DARK	DRY	N-I INJ	12-09-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 before COUNTRY CLUB RD.														
26	15	08		01.47			NO	Y	N	N	3	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	03-28-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 before COUNTRY CLUB RD.														
26	15	08		01.48			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	12-04-2012
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 after COUNTRY CLUB RD.														
26	15	08		01.52			NO	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	12-01-2012
26	15	08		01.52			NO	Y	N	N	2	1		SIDESWIPE-SAME	INATT	DYLGT	DRY	P INJ	09-15-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 after COUNTRY CLUB RD.														
26	15	08		01.53		DRIVEWAY	NO	Y	W	W	2			ANGLE-TURNING	INATT	DARK	DRY	PDO	03-01-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.04 after COUNTRY CLUB RD.														
26	15	08		01.54			NO	Y	E	-	1	1		F-O FENCE	UNSAF-SPD	DARK	DRY	P INJ	01-06-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.08 after COUNTRY CLUB RD.														
26	15	08		01.58		WKZONE	NO	Y	N	N	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	09-01-2011
26	15	08		01.58			NO	Y	S		2	1		OTHER	D-W-I	DYLGT	DRY	N-I INJ	07-30-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.09 before CRANTON DR.														
26	15	08		01.60			NO	Y	S	-	2			OTH-BACKING	IMP-BACK	DYLGT	DRY	PDO	03-30-2011

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



HIGHWAY SYSTEM COLLISION LISTING

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 Created: 08/10/2017 by Robert Powell

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date		
26	15	08		01.60			NO	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	03-02-2012		
26	15	08		01.60			NO	Y	S	-	1			F-O CURB	NO-IMP-ACT	DYLGT	DRY	PDO	01-24-2013		
(26) GRADY (15) CHICKASHA					HWY: US-81, 4 ST.		AT: 00.01 before BEG 40 MPH														
26	15	08		01.77			NO	Y	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	08-10-2013		
(26) GRADY (15) CHICKASHA					HWY: US-81, 4 ST.		AT: BEG 40 MPH														
26	15	08		01.78	BEG 40 MPH		NO	Y	N	N	4			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	10-16-2014		
(26) GRADY (15) CHICKASHA					HWY: US-81, 4 ST.		AT: 00.02 after BEG 40 MPH														
26	15	08		01.80			NO	Y	N	N	2			SIDESWIPE-SAME	FOL-CLOSE	DYLGT	WET	PDO	02-20-2013		
(26) GRADY (15) CHICKASHA					HWY: US-81, 4 ST.		AT: 00.04 after BEG 40 MPH														
26	15	08		01.82		WKZONE	NO	Y	N	N	2	1		REAR-END	UNSAF-SPD	DYLGT	DRY	P INJ	07-26-2011		
(26) GRADY (15) CHICKASHA					HWY: US-81, 4 ST.		AT: 00.02 before ALMAR DR.														
26	15	08		01.85			NO	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	WET	PDO	02-24-2011		
(26) GRADY (15) CHICKASHA					HWY: US-81, 4 ST.		AT: 00.01 after ALMAR DR.														
26	15	08		01.88			NO	Y	S	-	1			F-O TRAFF-SIGN	OTHER	DARK	DRY	PDO	01-24-2013		
(26) GRADY (15) CHICKASHA					HWY: US-81, 4 ST.		AT: 00.02 after ALMAR DR.														
26	15	08		01.89			NO	Y	N	N	3			REAR-END	INATT	DYLGT	DRY	PDO	08-08-2012		
26	15	08		01.89			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	05-12-2015		
(26) GRADY (15) CHICKASHA					HWY: US-81, 4 ST.		AT: 00.09 before H.E.BAILEY RMP														
26	15	08		01.97			NO	Y	S	S	2			REAR-END	IMP-LN-CHG	DYLGT	WET	PDO	05-05-2015		
(26) GRADY (15) CHICKASHA					HWY: US-81, 4 ST.		AT: 00.05 before H.E.BAILEY RMP														
26	15	08		02.01			NO	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	05-05-2011		
26	15	08		02.01			NO	Y	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	12-21-2015		
(26) GRADY (15) CHICKASHA					HWY: US-81, 4 ST.		AT: 00.04 after MORROW RD.														
26	15	08		02.27			NO	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	11-14-2012		
(26) GRADY (15) CHICKASHA					HWY: US-81, 4 ST.		AT: 00.03 after H.E.BAILEY RMP														
26	15	08		02.36			NO	Y	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	08-26-2015		
(26) GRADY (15) CHICKASHA					HWY: US-81, 4 ST.		AT: 00.07 after H.E.BAILEY RMP														
26	15	08		02.40			NO	Y	N	N	2	2		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	01-30-2013		
(26) GRADY (15) CHICKASHA					HWY: US-81, 4 ST.		AT: 00.08 after H.E.BAILEY RMP														
26	15	08		02.41			NO	Y	W	-	1			F-O CURB	NO-IMP-ACT	DYLGT	DRY	PDO	01-25-2012		
(26) GRADY (15) CHICKASHA					HWY: US-81, 4 ST.		AT: 00.08 before GRAND AVE.														
26	15	08		02.42			NO	Y	N	-	1	1		F-O CURB	D-W-I	DYLGT	DRY	P INJ	08-20-2011		
26	15	08		02.42			NO	Y	N	N	2	1		REAR-END	FOL-CLOSE	DAWN	DRY	P INJ	02-07-2012		
(26) GRADY (15) CHICKASHA					HWY: US-81, 4 ST.		AT: 00.07 before GRAND AVE.														
26	15	08		02.43			NO	Y	N	N	2			REAR-END	IMP-LN-CHG	DARK	DRY	PDO	03-10-2011		
(26) GRADY (15) CHICKASHA					HWY: US-81, 4 ST.		AT: 00.06 before GRAND AVE.														
26	15	08		02.44		DRIVEWAY	NO	Y	E	W	2			HEAD-ON	F-YIELD	DYLGT	DRY	PDO	03-09-2013		
26	15	08		02.44		DRIVEWAY	NO	Y	W	W	2	1		SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	N-I INJ	05-11-2013		

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.

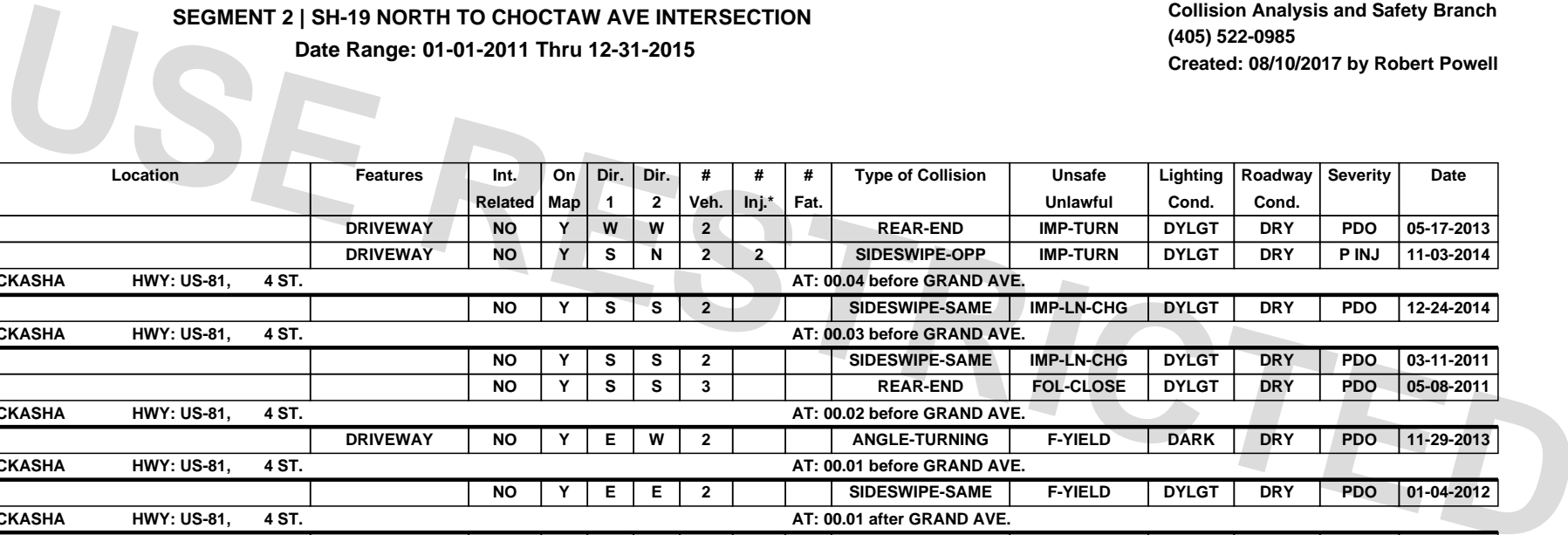


HIGHWAY SYSTEM COLLISION LISTING

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SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015



Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.44		DRIVEWAY	NO	Y	W	W	2			REAR-END	IMP-TURN	DYLGT	DRY	PDO	05-17-2013
26	15	08		02.44		DRIVEWAY	NO	Y	S	N	2	2		SIDESWIPE-OPP	IMP-TURN	DYLGT	DRY	P INJ	11-03-2014
(26) GRADY					(15) CHICKASHA	HWY: US-81, 4 ST.			AT: 00.04 before GRAND AVE.										
26	15	08		02.46			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	12-24-2014
(26) GRADY					(15) CHICKASHA	HWY: US-81, 4 ST.			AT: 00.03 before GRAND AVE.										
26	15	08		02.47			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	03-11-2011
26	15	08		02.47			NO	Y	S	S	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	05-08-2011
(26) GRADY					(15) CHICKASHA	HWY: US-81, 4 ST.			AT: 00.02 before GRAND AVE.										
26	15	08		02.48		DRIVEWAY	NO	Y	E	W	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	11-29-2013
(26) GRADY					(15) CHICKASHA	HWY: US-81, 4 ST.			AT: 00.01 before GRAND AVE.										
26	15	08		02.49			NO	Y	E	E	2			SIDESWIPE-SAME	F-YIELD	DYLGT	DRY	PDO	01-04-2012
(26) GRADY					(15) CHICKASHA	HWY: US-81, 4 ST.			AT: 00.01 after GRAND AVE.										
26	15	08		02.51		DRIVEWAY	NO	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	04-01-2013
26	15	08		02.51		DRIVEWAY	NO	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-20-2013
26	15	08		02.51			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	07-27-2013
(26) GRADY					(15) CHICKASHA	HWY: US-81, 4 ST.			AT: 00.01 before BEG 35 MPH										
26	15	08		02.52			NO	Y	N	-	1	1		PEDAL-CYCLE	NO-IMP-ACT	DYLGT	DRY	N-I INJ	10-18-2011
26	15	08		02.52			NO	Y	W	W	2			ANGLE-TURNING	OTHER	DYLGT	DRY	PDO	03-18-2014
26	15	08		02.52		DRIVEWAY	NO	Y	N	N	2			SIDESWIPE-SAME	UNSAF-SPD	DYLGT	SNOW	PDO	02-23-2015
(26) GRADY					(15) CHICKASHA	HWY: US-81, 4 ST.			AT: BEG 35 MPH										
26	15	08		02.53		BEG 35 MPH	NO	Y	N	N	2			SIDESWIPE-SAME	OTHER	DYLGT	DRY	PDO	08-06-2015
(26) GRADY					(15) CHICKASHA	HWY: US-81, 4 ST.			AT: 00.01 after BEG 35 MPH										
26	15	08		02.54			NO	Y	N	N	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	03-15-2011
26	15	08		02.54			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	02-12-2014
(26) GRADY					(15) CHICKASHA	HWY: US-81, 4 ST.			AT: 00.02 after BEG 35 MPH										
26	15	08		02.55		DRIVEWAY	NO	Y	N	N	2	1		SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	P INJ	01-14-2012
26	15	08		02.55			NO	Y	S	S	2	1		SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	N-I INJ	07-10-2013
26	15	08		02.55		WKZONE DRIVEWAY	NO	Y	W	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	04-20-2015
(26) GRADY					(15) CHICKASHA	HWY: US-81, 4 ST.			AT: 00.03 after BEG 35 MPH										
26	15	08		02.56		DRIVEWAY	NO	Y	N	N	2			SIDESWIPE-SAME	F-YIELD	DYLGT	DRY	PDO	04-28-2013
26	15	08		02.56			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	09-19-2013
26	15	08		02.56		MEDIAN OPNIN	NO	Y	S	N	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	N-I INJ	12-15-2014
26	15	08		02.56		DRIVEWAY	NO	Y	W	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	01-06-2015
(26) GRADY					(15) CHICKASHA	HWY: US-81, 4 ST.			AT: 00.04 after BEG 35 MPH										
26	15	08		02.57			NO	Y	S	S	2	1		REAR-END	FOL-CLOSE	DARK	DRY	P INJ	11-07-2013
(26) GRADY					(15) CHICKASHA	HWY: US-81, 4 ST.			AT: 00.04 before CHISOLM/WALMART DR										
26	15	08		02.58			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	12-26-2013
(26) GRADY					(15) CHICKASHA	HWY: US-81, 4 ST.			AT: 00.03 before CHISOLM/WALMART DR										

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



HIGHWAY SYSTEM COLLISION LISTING

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.59			NO	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	12-01-2012
26	15	08		02.59			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	08-31-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.02 before CHISOLM/WALMART DR																			
26	15	08		02.60			NO	Y	S	S	2			REAR-END	FOL-CLOSE	DARK	WET	PDO	11-21-2011
26	15	08		02.60		DRIVEWAY	NO	Y	E	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-28-2012
26	15	08		02.60			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	02-26-2013
26	15	08		02.60		DRIVEWAY	NO	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	04-19-2013
26	15	08		02.60		DRIVEWAY	NO	Y	S	N	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	05-13-2013
26	15	08		02.60		DRIVEWAY	NO	Y	N	N	2			REAR-END	INATT	DARK	WET	PDO	12-12-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.01 before CHISOLM/WALMART DR																			
26	15	08		02.61			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	06-08-2012
26	15	08		02.61		DRIVEWAY	NO	Y	N	N	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	05-24-2013
26	15	08		02.61			NO	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-14-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.01 after CHISOLM/WALMART DR																			
26	15	08		02.63			NO	Y	S	S	2			REAR-END	IMP-TURN	DYLGT	DRY	PDO	03-14-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.02 after CHISOLM/WALMART DR																			
26	15	08		02.64			NO	Y	S	S	2			SIDESWIPE-SAME	F-YIELD	DYLGT	DRY	PDO	12-01-2012
26	15	08		02.64		DRIVEWAY	NO	Y	S	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	08-27-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.03 after CHISOLM/WALMART DR																			
26	15	08		02.65		2WAY TRN BAY	NO	Y	N	N	2			REAR-END	UNSAF-SPD	DYLGT	WET	PDO	12-03-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.05 after CHISOLM/WALMART DR																			
26	15	08		02.67			NO	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	01-31-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.06 after CHISOLM/WALMART DR																			
26	15	08		02.68			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	01-27-2011
26	15	08		02.68		DRIVEWAY	NO	Y	N	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	01-19-2014
26	15	08		02.68			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	03-14-2014
26	15	08		02.68		DRIVEWAY	NO	Y	S	S	2	1		ANGLE-TURNING	F-YIELD	DARK	DRY	P INJ	06-01-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.07 after CHISOLM/WALMART DR																			
26	15	08		02.69			NO	Y	E	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	05-14-2011
26	15	08		02.69			NO	Y	S	S	2			ANGLE-TURNING	IMP-PASS	DYLGT	DRY	PDO	12-20-2012
26	15	08		02.69			NO	Y	S	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	01-22-2013
26	15	08		02.69			NO	Y	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	I INJ	03-25-2014
26	15	08		02.69		DRIVEWAY	NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	10-23-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.06 before ALABAMA AVE.																			
26	15	08		02.74		DRIVEWAY	NO	Y	E	S	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	06-05-2013
26	15	08		02.74			NO	Y	S	-	1			F-O DROP-OFF	INATT	DYLGT	DRY	PDO	03-27-2015
26	15	08		02.74			NO	Y	E	S	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	10-19-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.05 before ALABAMA AVE.																			

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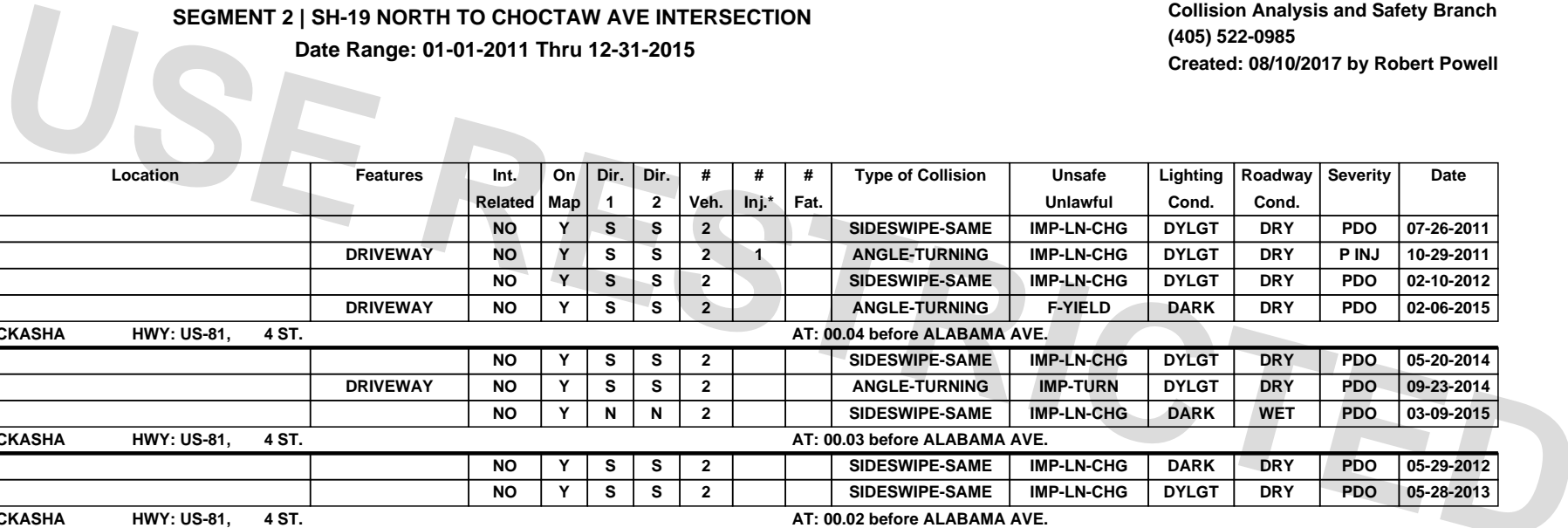


HIGHWAY SYSTEM COLLISION LISTING

Program Provided by:
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 Collision Analysis and Safety Branch
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 Created: 08/10/2017 by Robert Powell

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015



Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.75			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	07-26-2011
26	15	08		02.75		DRIVEWAY	NO	Y	S	S	2	1		ANGLE-TURNING	IMP-LN-CHG	DYLGT	DRY	P INJ	10-29-2011
26	15	08		02.75			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	02-10-2012
26	15	08		02.75		DRIVEWAY	NO	Y	S	S	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	02-06-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.04 before ALABAMA AVE.																			
26	15	08		02.76			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	05-20-2014
26	15	08		02.76		DRIVEWAY	NO	Y	S	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-23-2014
26	15	08		02.76			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	WET	PDO	03-09-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.03 before ALABAMA AVE.																			
26	15	08		02.77			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	05-29-2012
26	15	08		02.77			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	05-28-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.02 before ALABAMA AVE.																			
26	15	08		02.78			NO	Y	E	W	2			HEAD-ON	INATT	DARK	DRY	PDO	12-29-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.01 before ALABAMA AVE.																			
26	15	08		02.79			NO	Y	E	E	2	3		REAR-END	INATT	DYLGT	DRY	P INJ	03-11-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.01 after ALABAMA AVE.																			
26	15	08		02.81		DRIVEWAY	NO	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	08-28-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.01 before STEWART DR.																			
26	15	08		02.82			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	01-12-2012
26	15	08		02.82		DRIVEWAY	NO	Y	N	N	2			REAR-END	F-YIELD	DYLGT	WET	PDO	10-26-2013
26	15	08		02.82		DRIVEWAY	NO	Y	S	S	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	11-02-2015
26	15	08		02.82		DRIVEWAY	NO	Y	N	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	12-19-2015
26	15	08		02.82		DRIVEWAY	NO	Y	W	N	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	12-22-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.03 after STEWART DR.																			
26	15	08		02.86		DRIVEWAY	NO	Y	S	-	1			F-O UTIL-POLE	OTHER	DYLGT	DRY	PDO	10-26-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.03 before 3 ST. VIRGINIA																			
26	15	08		02.87			NO	Y	S	S	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	05-02-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.02 before 3 ST. VIRGINIA																			
26	15	08		02.88		DRIVEWAY	NO	Y	E	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-03-2013
26	15	08		02.88			NO	Y	S	-	1			ROLLOVER	D-W-I	DYLGT	DRY	PDO	06-22-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.01 before 3 ST. VIRGINIA																			
26	15	08		02.89			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	02-24-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.01 after 3 ST. VIRGINIA																			
26	15	08		02.91			NO	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	09-02-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.01 before CONGO CR.																			
26	15	08		02.94		DRIVEWAY	NO	Y	E	S	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	10-19-2013
26	15	08		02.94			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	12-10-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.02 after TENNESSEE AVE.																			

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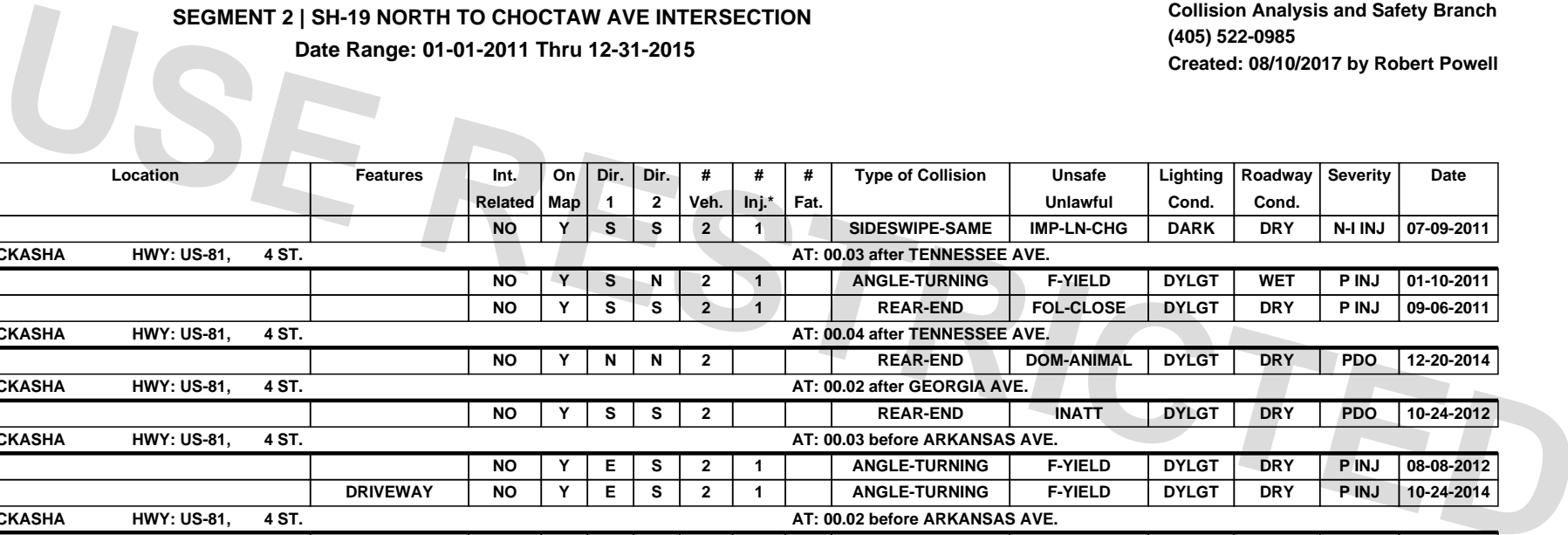


HIGHWAY SYSTEM COLLISION LISTING

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SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015



Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.98			NO	Y	S	S	2	1		SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	N-I INJ	07-09-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 after TENNESSEE AVE.														
26	15	08		02.99			NO	Y	S	N	2	1		ANGLE-TURNING	F-YIELD	DYLGT	WET	P INJ	01-10-2011
26	15	08		02.99			NO	Y	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	09-06-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.04 after TENNESSEE AVE.														
26	15	08		03.00			NO	Y	N	N	2			REAR-END	DOM-ANIMAL	DYLGT	DRY	PDO	12-20-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 after GEORGIA AVE.														
26	15	08		03.06			NO	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	10-24-2012
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 before ARKANSAS AVE.														
26	15	08		03.08			NO	Y	E	S	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	08-08-2012
26	15	08		03.08		DRIVEWAY	NO	Y	E	S	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	10-24-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 before ARKANSAS AVE.														
26	15	08		03.09			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	12-16-2012
26	15	08		03.09			NO	Y	N	N	2	1		REAR-END	IMP-LN-CHG	DARK	DRY	N-I INJ	03-19-2014
26	15	08		03.09			NO	Y	S	-	1	1		F-O POLE-OTHER	D-W-I	DYLGT	DRY	N-I INJ	07-19-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 before ARKANSAS AVE.														
26	15	08		03.10			NO	Y	S	-	1	1		F-O UTIL-POLE	OTHER	DYLGT	DRY	P INJ	01-01-2012
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 after ARKANSAS AVE.														
26	15	08		03.13		DRIVEWAY	NO	Y	N	N	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	04-18-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 after ARKANSAS AVE.														
26	15	08		03.14			NO	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	11-10-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 before MISSOURI AVE.														
26	15	08		03.17		DRIVEWAY	NO	Y	E	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-04-2012
26	15	08		03.17			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	09-15-2012
26	15	08		03.17			NO	Y	S	N	2			SIDESWIPE-OPP	OTHER	DYLGT	DRY	PDO	08-29-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 before MISSOURI AVE.														
26	15	08		03.18			NO	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	12-01-2011
26	15	08		03.18			NO	Y	S	S	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	01-27-2012
26	15	08		03.18			NO	Y	S	S	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-26-2012
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 after MISSOURI AVE.														
26	15	08		03.20			NO	Y	N	N	2	2		REAR-END	IMP-LN-CHG	DYLGT	DRY	N-I INJ	02-01-2012
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 after MISSOURI AVE.														
26	15	08		03.21			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	02-02-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 after MISSOURI AVE.														
26	15	08		03.22			NO	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	03-18-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 before WASHINGTON AVE.														
26	15	08		03.30			NO	Y	S	-	1	1		F-O RET-WALL	UNSAF-SPD	DYLGT	DRY	N-I INJ	01-17-2012
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 after WASHINGTON AVE.														

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SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date	
26	15	08		03.36			NO	Y	N	-	1	1		F-O UTIL-POLE	SLEEPY	DYLGT	DRY	P INJ	07-26-2013	
(26) GRADY					(15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 before TEXAS AVE.										
26	15	08		03.39		DRIVEWAY	NO	Y	N	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	03-28-2013	
(26) GRADY					(15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 before TEXAS AVE.										
26	15	08		03.40			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	10-15-2012	
26	15	08		03.40			NO	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	10-15-2012	
(26) GRADY					(15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 before OREGON AVE.										
26	15	08		03.47		DRIVEWAY	NO	Y		S	2			OTHER	F-YIELD	DYLGT	DRY	PDO	02-09-2015	
(26) GRADY					(15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 after OREGON AVE.										
26	15	08		03.50			NO	Y	S	-	1	1		ROLLOVER	INATT	DYLGT	WET	N-I INJ	04-02-2013	
(26) GRADY					(15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 after IDAHO/ADA SIPUEL										
26	15	08		03.55			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	07-24-2015	
(26) GRADY					(15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 after IDAHO/ADA SIPUEL										
26	15	08		03.57		DRIVEWAY	NO	Y	W	W	2			SIDESWIPE-SAME	F-YIELD	DYLGT	DRY	PDO	04-04-2013	
(26) GRADY					(15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 before DAKOTA AVE.										
26	15	08		03.60			NO	Y	W	W	2			OTH-BACKING	IMP-BACK	DYLGT	DRY	PDO	03-01-2012	
(26) GRADY					(15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.04 after DAKOTA AVE.										
26	15	08		03.66		ALLEY	NO	Y	W	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	11-13-2014	
(26) GRADY					(15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 before MINNESOTA AVE.										
26	15	08		03.69			NO	Y	S	S	3	2		REAR-END	INATT	DYLGT	DRY	P INJ	10-13-2015	
(26) GRADY					(15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 after MINNESOTA AVE.										
26	15	08		03.71			NO	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	10-30-2014	
(26) GRADY					(15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 after MINNESOTA AVE.										
26	15	08		03.72		DRIVEWAY	NO	Y	N	N	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	03-16-2013	
(26) GRADY					(15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.03 after MINNESOTA AVE.										
26	15	08		03.73			NO	Y	N	-	1			F-O UTIL-POLE	UNSAF-SPD	DARK	DRY	PDO	04-30-2011	
(26) GRADY					(15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 before IOWA AVE.										
26	15	08		03.76			NO	Y	S	-	1			OTH-SINGLE-VEH	NO-IMP-ACT	DYLGT	DRY	PDO	06-08-2011	
(26) GRADY					(15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 before IOWA AVE.										
26	15	08		03.77			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	08-22-2014	
(26) GRADY					(15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.04 after COLORADO AVE.										
26	15	08		03.90			NO	Y	N	N	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	07-26-2014	
(26) GRADY					(15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 before KANSAS AVE.										
26	15	08		03.92			NO	Y	N	N	2	1		REAR-END	IMP-LN-CHG	DARK	DRY	P INJ	11-25-2014	
(26) GRADY					(15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.01 before KANSAS AVE.										
26	15	08		03.93			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	12-16-2012	
(26) GRADY					(15) CHICKASHA HWY: US-81, 4 ST.					AT: 00.02 after KANSAS AVE.										
26	15	08		03.96			NO	Y	S	-	1			F-O UTIL-POLE		DARK	DRY	PDO	11-30-2011	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



HIGHWAY SYSTEM COLLISION LISTING

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		03.96			NO	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	11-14-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.03 before CHICKASHA AVE.																			
26	15	08		03.99			NO	Y	S	-	2			OTH-BACKING	DEF-VEH	DYLGT	DRY	PDO	05-20-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.02 after CHICKASHA AVE.																			
26	15	08		04.04			NO	Y	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	I INJ	12-29-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: 00.04 after CHICKASHA AVE.																			
26	15	08		04.06			NO	Y	W	S	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	01-13-2011

23 USC 409

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



STUDY CRITERIA

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

ROADWAY / REGION

QUERY OVER	SELECTIONS
Control Section	County: 26, Control Section: 8, CS Query On: range, Mile Start: 00.00, Mile End: 04.10

DATE

Date Range	01-01-2011 to 12-31-2015
------------	--------------------------

FILTER COLLISIONS

Roadway Type	All Collision Data
Excl. Intersection Related	Checked
Incl. Crashes Assoc. w/ Int.	Unchecked
Environment Fields	

REPORT SECTIONS

Collision Map & Study Totals	(Included)
Collision Analysis Tables	(Included)
- Other Analysis Tables	Checked
Concentration Listing	(Included)
- Sort Concentration List By	Severity Index
Collision Diagram	(Included)
Rate Analysis	(Included)
Collision Listing	(Included)
- Highway Collision Listing	Checked, By Control Section
- City Street Collision Listing	Checked
- County Road Collision Listing	Checked
Query Criteria	(Included)



Program Provided by:
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 Collision Analysis and Safety Branch
 (405) 522-0985
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 by Robert Powell

Study Map & Totals

Legend

- ▲ Fatality
- Injury
- Property Damage



Remarks:

SEGMENTS ONLY

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 thru 12-31-2015

	2011						2012						2013					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions				2	9	11			1	3	4	8			1	1		2
Persons				2		2			1	3		4			2	2		4



STUDY TOTALS (CONT.)

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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	2014						2015					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions			1		2	3			1		3	4
Persons			1			1			1	1		2

	Study Total					
	Fatality	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury	Property Damage	Total
Collisions			4	6	18	28
Persons			5	8		13



TABULATION OF COLLISIONS

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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Collisions By Type Of Collision

Type Of Collision	2011				2012				2013				2014				2015			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Rear-End (front-to-rear)		1	2	3		1		1		2		2			1	1		1		1
Head-On (front-to-front)																				
Right Angle (front-to-side)		1		1		1		1												
Angle Turning						1		1											1	1
Other Angle																				
Sideswipe Same Direction			3	3			1	1											1	1
Sideswipe Opposite Direction			1	1																
Fixed Object			2	2			2	2											1	1
Pedestrian						1		1						1		1				
Pedal Cycle																				
Animal																				
Overturn/Rollover			1	1																
Vehicle-Train																				
Other Single Vehicle Crash																				
Other							1	1							1	1				
Total		2	9	11		4	4	8		2		2		1	2	3		1	3	4
Percent		7.1	32.1	39.3		14.3	14.3	28.6		7.1		7.1		3.6	7.1	10.7		3.6	10.7	14.3

Collisions By Type Of Collision

Type Of Collision	Total				
	Fat	Inj *	PD	Tot	Pct
Rear-End (front-to-rear)		5	3	8	28.6
Head-On (front-to-front)					
Right Angle (front-to-side)		2		2	7.1
Angle Turning		1	1	2	7.1
Other Angle					
Sideswipe Same Direction			5	5	17.9
Sideswipe Opposite Direction			1	1	3.6
Fixed Object			5	5	17.9
Pedestrian		2		2	7.1
Pedal Cycle					
Animal					
Overturn/Rollover			1	1	3.6
Vehicle-Train					
Other Single Vehicle Crash					
Other			2	2	7.1
Total		10	18	28	100
Percent		35.7	64.3	100	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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 Collision Analysis and Safety Branch
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Units By Unit Type

Unit Type	2011				2012				2013				2014				2015			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Train																				
Pedestrian						1		1						1		1				
Animal																				
Pedal Cycle																				
Parked Vehicle							1	1							1	1				
CMV			2	2		1	1	2												
Other Single Vehicle			3	3		1	2	3						1		1		1	1	
Other Multi-Vehicle		4	10	14		5	2	7			5	5			3	3		2	4	6
Total		4	15	19		8	6	14			5	5			2	4		2	5	7
Percent		7.8	29.4	37.3		15.7	11.8	27.5			9.8	9.8			3.9	7.8		3.9	9.8	13.7

Units By Unit Type

Unit Type	Total				
	Fat	Inj *	PD	Tot	Pct
Train					
Pedestrian		2		2	3.9
Animal					
Pedal Cycle					
Parked Vehicle			2	2	3.9
CMV		1	3	4	7.8
Other Single Vehicle		2	6	8	15.7
Other Multi-Vehicle		16	19	35	68.6
Total		21	30	51	100
Percent		41.2	58.8	100	

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TABULATION OF COLLISIONS

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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Vehicles By Vehicle Type

Vehicle Type	2011				2012				2013				2014				2015			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Passenger Vehicle-2 Door		1	1	2											1	1				
Passenger Vehicle-4 Door			8	8			2	2		1		1			1	1		2		2
Passenger Vehicle-Convertible																				
Pickup Truck		1	4	5		3	5	8						1	1				1	1
Single-Unit Truck (2 axles)																			1	1
Single-Unit Truck (3 or more axles)																				
School Bus																				
Truck/Trailer																				
Truck-Tractor (bobtail)																				
Truck-Tractor/Semi-Trailer			1	1			1	1												
Truck-Tractor/Double																				
Truck-Tractor/Triple																				
Bus/Large Van (9-15 seats)																				
Bus (16+ seats)																				
Motorcycle																				
Motor Scooter/Moped																				
Motor Home																				
Farm Machinery																				
ATV																				
Sport Utility Vehicle (SUV)			1	1			1	1		3	1	4			1	1			3	3
Passenger Van															1	1				
Truck More Than 10,000 lbs.			1	1																
Van (10,000 lbs. or less)			1	1																
Other							1	1												
Total		2	17	19		3	10	13		4	1	5			5	5		2	5	7
Percent		4.1	34.7	38.8		6.1	20.4	26.5		8.2	2.0	10.2			10.2	10.2		4.1	10.2	14.3

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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Vehicles By Vehicle Type

Vehicle Type	Total				
	Fat	Inj *	PD	Tot	Pct
Passenger Vehicle-2 Door		1	2	3	6.1
Passenger Vehicle-4 Door		3	11	14	28.6
Passenger Vehicle-Convertible					
Pickup Truck		4	11	15	30.6
Single-Unit Truck (2 axles)			1	1	2.0
Single-Unit Truck (3 or more axles)					
School Bus					
Truck/Trailer					
Truck-Tractor (bobtail)					
Truck-Tractor/Semi-Trailer			2	2	4.1
Truck-Tractor/Double					
Truck-Tractor/Triple					
Bus/Large Van (9-15 seats)					
Bus (16+ seats)					
Motorcycle					
Motor Scooter/Moped					
Motor Home					
Farm Machinery					
ATV					
Sport Utility Vehicle (SUV)		3	7	10	20.4
Passenger Van			1	1	2.0
Truck More Than 10,000 lbs.			1	1	2.0
Van (10,000 lbs. or less)			1	1	2.0
Other			1	1	2.0
Total		11	38	49	100
Percent		22.4	77.6	100	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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Day And Time Of Occurrence Of Collisions

Day	Hour Of The Day																								Tot	Pcnt						
	AM												PM																			
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12								
Sunday												1													1	3.6						
Monday					1				1		1	1		1											5	17.9						
Tuesday						1	1	1			1	1				2	1								8	28.6						
Wednesday							1				1	1				1				1			1		5	17.9						
Thursday								1				1	1												3	10.7						
Friday						1			1							1			1						4	14.3						
Saturday								1							1										2	7.1						
	Early Morning - Sunrise						Morning Peak						Mid Morning/Afternoon						PM Peak						Evening - Late Night						Tot	Pcnt
Total	3						7						9						7						2						28	100
Percent	10.7						25.0						32.1						25.0						7.1						100	

Roadway/Lighting

Roadway Conditions	Lighting Conditions					Total	Percent
	Daylight	Darkness	Twilight	Lighted	Unknown		
Dry	22		1	1		24	85.7
Wet (Water)	2					2	7.1
Ice, Snow, or Slush				1		1	3.6
Mud, Dirt, Gravel, or Sand							
Other	1					1	3.6
Total	25		1	2		28	100
Percent	89.3		3.6	7.1		100	

Weather Conditions

Weather Conditions	Total	Percent
Clear	22	78.6
Clouds Present	4	14.3
Raining/Fog	1	3.6
Snowing/Sleet/Hail	1	3.6
Other		
Total	28	100



TABULATION OF COLLISIONS

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 Thru 12-31-2015

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Drivers By Driver Conditions

Unsafe/Unlawful	Apparently Normal			Alcohol Involved						Sleep Suspected			Drug Use Indicated			Unknown Condition			Total					
				Ability Impaired			Odor Detected												Fat	Inj *	PD	Fat	Inj *	PD
	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD															
Failed to Yield		3	1																	3	1	4	8.5	
Failed to Stop																								
Failed to Signal																								
Improper Turn			1																		1	1	2.1	
Improper Start			1																		1	1	2.1	
Improper Stop																								
Improper Backing																		1			1	1	2.1	
Improper Parking																								
Improper Passing			1																		1	1	2.1	
Improper Lane Change			3																		3	3	6.4	
Left of Center			1																		1	1	2.1	
Following Too Close		2	2																	2	2	4	8.5	
Unsafe Speed			2																		2	2	4.3	
DWI					1																1		1	2.1
Inattention		2	3																		2	3	5	10.6
Negligent Driving																								
Defective Vehicle																								
Wrong Way																								
No Improper Action		10	11										1								11	11	22	46.8
Other			1																		1	1	2.1	
Total		17	27		1								1				1			19	28	47	100	
Percent		36.2	57.4		2.1								2.1				2.1			40.4	59.6	100		

Severities Indicate Highest Severity in Collision

Collisions By Special Feature

Special Feature	Total			
	Fat	Inj *	PD	Tot
Bridge				
Work Zone				
Cross Median				
Train Collision				

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



COLLISION CONCENTRATION LISTING

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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COUNTY	CITY	HWY CL	INT ID	CS/ST.1	HWY	INT-REL/TERM-LOC	CITY STREET NAME	-----INTERSECTING-----		MILE/ST.2	SEV INDEX	NUM COLLS	RANK
								CITY STREET NAME	HWY				
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			09.35	5	3	1
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			09.34	3	3	2
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			08.86	3	2	3
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			06.66	3	1	4
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			08.57	3	1	5
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			09.03	3	1	6
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			09.12	3	1	7
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			08.89	2	1	8
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			08.99	2	1	9
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			09.01	2	1	10
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			06.50	1	1	11
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			06.65	1	1	12
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			06.89	1	1	13
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			08.00	1	1	14
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			08.24	1	1	15
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			08.41	1	1	16
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			08.52	1	1	17
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			08.71	1	1	18
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			08.76	1	1	19
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			08.80	1	1	20
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			09.24	1	1	21
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			09.26	1	1	22
(26)GRADY	(15)CHICKASHA	7		02	US-62		CHOCTAW AVE.			09.29	1	1	23



Program Provided by:

Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Collision Rate Analysis

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Time Period: 01-01-2011 to 12-31-2015 (1826 days)

RATE = No. of Collisions per 100 Million Vehicle Miles

Road Characteristics

Rate Type	Location Rates	Non-Int. Statewide Rates ** (2013 - 2015)
Overall Collision:	52.19	67.45
Fatal Collision:	0.00	0.56
Vis. Injury Collision *:	7.46	8.78

Roadway Length (miles):	03.02
Roadway Width (feet):	24 - 72
Avg. Daily Traffic (Veh/Day):	9730
Number of Lanes *:	FOUR LANES
Access Control *:	NONE
Urban Area Type *:	URBAN
Rural or Municipal *:	MUNICIPAL
Median Type *:	OPEN WITH SHOULDERS
Median Width (feet):	0

Collision History Summary (Number of Years = 5)

# Collisions	# People
Involving Fatality:	0 Killed: 0
Vis. Injury *:	4 Vis. Injured *: 5
Poss. Injury:	6 Poss. Injured: 8
Property Damage Only:	18
TOTAL:	28

* Predominate value.

$$\text{RATE} = \frac{100,000,000 \times \text{NO. OF COLLISIONS}}{\text{ADT} \times \text{LENGTH} \times \text{NO. OF DAYS IN REPORT}}$$

* Includes Incapacitating and Non-Incapacitating Injuries.

** Statewide rates are computed based on similiar roadways pertaining to number of lanes, divided or undivided, rural or urban, and access control.



HIGHWAY SYSTEM COLLISION LISTING

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
(26) GRADY		(15) CHICKASHA		HWY: US-62, CHOCTAW AVE.		AT: 00.06 before INDUSTRIAL													
26	15	02		06.50			NO	Y	E	-	1			ROLLOVER	UNSAF-SPD	DYLGT	DRY	PDO	04-08-2011
(26) GRADY		(15) CHICKASHA		HWY: US-62, CHOCTAW AVE.		AT: 00.09 after INDUSTRIAL													
26	15	02		06.65			NO	Y	W	W	2			SIDESWIPE-SAME	IMP-PASS	DYLGT	DRY	PDO	12-03-2015
(26) GRADY		(15) CHICKASHA		HWY: US-62, CHOCTAW AVE.		AT: 00.09 before BEG 55 MPH													
26	15	02		06.66			NO	Y	W	W	2	2		REAR-END	INATT	DYLGT	DRY	N-I INJ	06-03-2015
(26) GRADY		(15) CHICKASHA		HWY: US-62, CHOCTAW AVE.		AT: 00.14 after BEG 55 MPH													
26	15	02		06.89			NO	Y	W	W	2			REAR-END	SLEEPY	DYLGT	DRY	PDO	08-23-2014
(26) GRADY		(15) CHICKASHA		HWY: US-62, CHOCTAW AVE.		AT: 00.06 after DON ALLEN													
26	15	02		08.00			NO	Y	E	E	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	WET	PDO	09-16-2011
(26) GRADY		(15) CHICKASHA		HWY: US-62, CHOCTAW AVE.		AT: 00.03 before HOLLOW CR.													
26	15	02		08.24			NO	Y	S	N	2			SIDESWIPE-OPP	L-CENTER	DYLGT	DRY	PDO	01-31-2011
(26) GRADY		(15) CHICKASHA		HWY: US-62, CHOCTAW AVE.		AT: 00.07 after BEG 40 MPH													
26	15	02		08.41			NO	Y	W	-	1			F-O GUARDRL-FACE	UNSAF-SPD	DARK	ICE	PDO	01-10-2011
(26) GRADY		(15) CHICKASHA		HWY: US-62, CHOCTAW AVE.		AT: 00.01 after 16 ST/HARLY DAY DR													
26	15	02		08.52			NO	Y	E	-	1			F-O GUARDRL-FACE	NO-IMP-ACT	DYLGT	DRY	PDO	04-16-2012
(26) GRADY		(15) CHICKASHA		HWY: US-62, CHOCTAW AVE.		AT: 00.05 before LINE CR.													
26	15	02		08.57			NO	Y	W	W	3	2		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	03-05-2013
(26) GRADY		(15) CHICKASHA		HWY: US-62, CHOCTAW AVE.		AT: 00.03 before 12 ST. OP													
26	15	02		08.71			NO	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	09-02-2011
(26) GRADY		(15) CHICKASHA		HWY: US-62, CHOCTAW AVE.		AT: 00.02 after 12 ST. OP													
26	15	02		08.76			NO	Y	W	-	1			F-O UTIL-POLE	INATT	DYLGT	DRY	PDO	04-08-2015
(26) GRADY		(15) CHICKASHA		HWY: US-62, CHOCTAW AVE.		AT: 00.01 before BEG 30 MPH													
26	15	02		08.80			NO	Y	W	-	1			F-O UTIL-POLE	INATT	DYLGT	DRY	PDO	04-11-2011
(26) GRADY		(15) CHICKASHA		HWY: US-62, CHOCTAW AVE.		AT: 00.04 after 11 ST.													
26	15	02		08.86			NO	Y	E	E	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	04-21-2011
26	15	02		08.86		DRIVEWAY	NO	Y	E	E	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	03-13-2013
(26) GRADY		(15) CHICKASHA		HWY: US-62, CHOCTAW AVE.		AT: 00.01 before 10 ST.													
26	15	02		08.89		DRIVEWAY	NO	Y	N	W	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	07-01-2012
(26) GRADY		(15) CHICKASHA		HWY: US-62, CHOCTAW AVE.		AT: 00.01 after 9 ST.													
26	15	02		08.99			NO	Y	S	-	1	1		PEDESTRIAN	NO-IMP-ACT	DYLGT	DRY	P INJ	03-02-2012
(26) GRADY		(15) CHICKASHA		HWY: US-62, CHOCTAW AVE.		AT: 00.03 after 9 ST.													
26	15	02		09.01			NO	Y	W	W	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	03-29-2011
(26) GRADY		(15) CHICKASHA		HWY: US-62, CHOCTAW AVE.		AT: 00.03 before 8 ST.													
26	15	02		09.03			NO	Y	E	-	1	1		PEDESTRIAN	NO-IMP-ACT	DYLGT	DRY	N-I INJ	04-29-2014
(26) GRADY		(15) CHICKASHA		HWY: US-62, CHOCTAW AVE.		AT: 00.02 before 7 ST.													
26	15	02		09.12			NO	Y	E	E	2	1		REAR-END	D-W-I	DARK	DRY	N-I INJ	08-29-2012
(26) GRADY		(15) CHICKASHA		HWY: US-62, CHOCTAW AVE.		AT: 00.02 after 6 ST.													
26	15	02		09.24			NO	Y	E	E	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	05-29-2012
(26) GRADY		(15) CHICKASHA		HWY: US-62, CHOCTAW AVE.		AT: 00.04 after 6 ST.													

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



HIGHWAY SYSTEM COLLISION LISTING

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	02		09.26			NO	Y		-	1			F-O OTHER	OTHER	DYLGT	OTHER	PDO	12-08-2012
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 00.01 before 5 ST.																			
26	15	02		09.29			NO	Y	E	E	2			SIDESWIPE-SAME	IMP-START	DAWN	DRY	PDO	02-15-2011
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 00.04 after 5 ST.																			
26	15	02		09.34			NO	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-03-2011
26	15	02		09.34		DRIVEWAY	NO	Y	W	-	2			OTH-BACKING	IMP-BACK	DYLGT	DRY	PDO	06-30-2014
26	15	02		09.34			NO	Y	W	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	12-01-2015
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 00.03 before 4 ST.																			
26	15	02		09.35		DRIVEWAY	NO	Y	N	E	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	WET	P INJ	12-13-2011
26	15	02		09.35		DRIVEWAY	NO	Y	N	E	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	01-24-2012
26	15	02		09.35			NO	Y	W	-	2			OTHER	IMP-TURN	DYLGT	DRY	PDO	11-08-2012

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* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



STUDY CRITERIA

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 Thru 12-31-2015

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ROADWAY / REGION

QUERY OVER	SELECTIONS
Control Section	County: 26, Control Section: 2, CS Query On: range, Mile Start: 06.36, Mile End: 09.38

DATE

Date Range	01-01-2011 to 12-31-2015
------------	--------------------------

FILTER COLLISIONS

Roadway Type	All Collision Data
Excl. Intersection Related	Checked
Incl. Crashes Assoc. w/ Int.	Unchecked
Environment Fields	

REPORT SECTIONS

Collision Map & Study Totals	(Included)
Collision Analysis Tables	(Included)
- Other Analysis Tables	Checked
Concentration Listing	(Included)
- Sort Concentration List By	Severity Index
Collision Diagram	(Included)
Rate Analysis	(Included)
Collision Listing	(Included)
- Highway Collision Listing	Checked, By Control Section
- City Street Collision Listing	Checked
- County Road Collision Listing	Checked
Query Criteria	(Included)



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Study Map & Totals

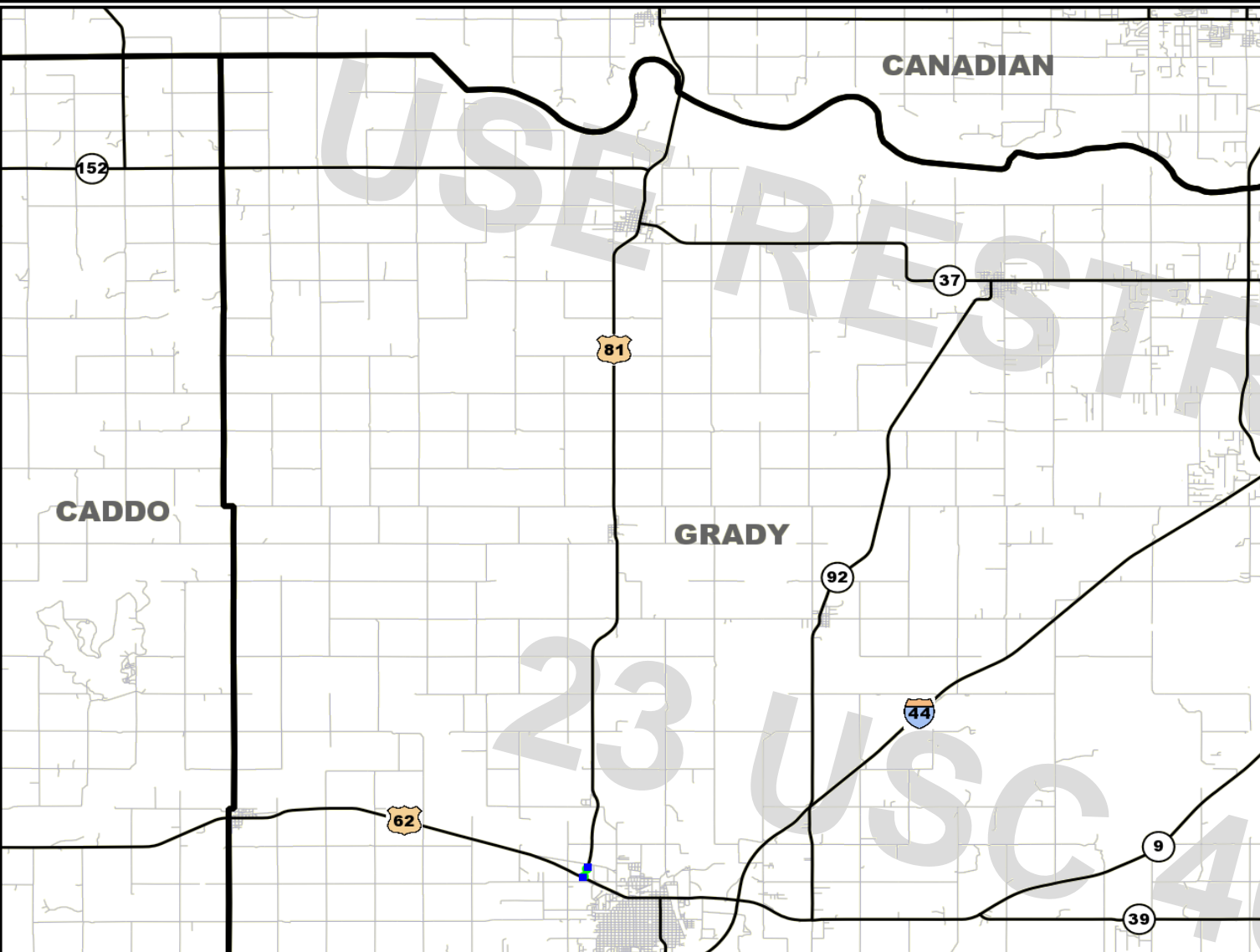
Legend

- ▲ Fatality
- Injury
- Property Damage



Remarks:

SEGMENTS ONLY



SEGMENT 4 | US 62 & CHOCTAW AVE INTERSECTION NORTH TO CHICKASHA CITY LIMITS

Date Range: 01-01-2011 thru 12-31-2015

	2011						2012						2013					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions						0					1	1		1	1			2
Persons						0						0		1	1	1		3



STUDY TOTALS (CONT.)

SEGMENT 4 | US 62 & CHOCTAW AVE INTERSECTION NORTH TO CHICKASHA CITY LIMITS

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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	2014						2015					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions					1	1						0
Persons						0						0

	Study Total					
	Fatality	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury	Property Damage	Total
Collisions		1	1		2	4
Persons		1	1	1		3



TABULATION OF COLLISIONS

SEGMENT 4 | US 62 & CHOCTAW AVE INTERSECTION NORTH TO CHICKASHA CITY LIMITS

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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Collisions By Type Of Collision

Type Of Collision	2011				2012				2013				2014				2015				
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	
Rear-End (front-to-rear)																					
Head-On (front-to-front)																					
Right Angle (front-to-side)																					
Angle Turning																					
Other Angle																					
Sideswipe Same Direction																					
Sideswipe Opposite Direction							1	1													
Fixed Object														1	1						
Pedestrian																					
Pedal Cycle																					
Animal																					
Overturn/Rollover										1	1										
Vehicle-Train																					
Other Single Vehicle Crash																					
Other										1	1										
Total							1	1		2	2				1	1					
Percent							25.0	25.0		50.0	50.0				25.0	25.0					

Collisions By Type Of Collision

Type Of Collision	Total				
	Fat	Inj *	PD	Tot	Pct
Rear-End (front-to-rear)					
Head-On (front-to-front)					
Right Angle (front-to-side)					
Angle Turning					
Other Angle					
Sideswipe Same Direction					
Sideswipe Opposite Direction			1	1	25.0
Fixed Object			1	1	25.0
Pedestrian					
Pedal Cycle					
Animal					
Overturn/Rollover		1		1	25.0
Vehicle-Train					
Other Single Vehicle Crash					
Other		1		1	25.0
Total		2	2	4	100
Percent		50.0	50.0	100	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 4 | US 62 & CHOCTAW AVE INTERSECTION NORTH TO CHICKASHA CITY LIMITS

Date Range: 01-01-2011 Thru 12-31-2015

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Units By Unit Type

Unit Type	2011				2012				2013				2014				2015			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Train																				
Pedestrian										1		1								
Animal																				
Pedal Cycle																				
Parked Vehicle										1		1								
CMV										1		1								
Other Single Vehicle										1		1								
Other Multi-Vehicle								2	2			1				2	2			
Total								2	2			5				2	2			
Percent								22.2	22.2			55.6				22.2	22.2			

Units By Unit Type

Unit Type	Total				
	Fat	Inj *	PD	Tot	Pct
Train					
Pedestrian		1		1	11.1
Animal					
Pedal Cycle					
Parked Vehicle		1		1	11.1
CMV		1		1	11.1
Other Single Vehicle		1		1	11.1
Other Multi-Vehicle		1	4	5	55.6
Total		5	4	9	100
Percent		55.6	44.4	100	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 4 | US 62 & CHOCTAW AVE INTERSECTION NORTH TO CHICKASHA CITY LIMITS

Date Range: 01-01-2011 Thru 12-31-2015

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Vehicles By Vehicle Type

Vehicle Type	2011				2012				2013				2014				2015			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Passenger Vehicle-2 Door																				
Passenger Vehicle-4 Door																				
Passenger Vehicle-Convertible																				
Pickup Truck							1	1			2	2			1	1				
Single-Unit Truck (2 axles)																				
Single-Unit Truck (3 or more axles)																				
School Bus																				
Truck/Trailer																				
Truck-Tractor (bobtail)																				
Truck-Tractor/Semi-Trailer											1	1								
Truck-Tractor/Double																				
Truck-Tractor/Triple																				
Bus/Large Van (9-15 seats)																				
Bus (16+ seats)																				
Motorcycle																				
Motor Scooter/Moped																				
Motor Home																				
Farm Machinery																				
ATV																				
Sport Utility Vehicle (SUV)							1	1												
Passenger Van											1	1			1	1				
Truck More Than 10,000 lbs.																				
Van (10,000 lbs. or less)																				
Other																				
Total							2	2			2	2	4			2	2			
Percent							25.0	25.0			25.0	25.0	50.0			25.0	25.0			

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 4 | US 62 & CHOCTAW AVE INTERSECTION NORTH TO CHICKASHA CITY LIMITS

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
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Vehicles By Vehicle Type

Vehicle Type	Total				
	Fat	Inj *	PD	Tot	Pct
Passenger Vehicle-2 Door					
Passenger Vehicle-4 Door					
Passenger Vehicle-Convertible					
Pickup Truck		2	2	4	50.0
Single-Unit Truck (2 axles)					
Single-Unit Truck (3 or more axles)					
School Bus					
Truck/Trailer					
Truck-Tractor (bobtail)					
Truck-Tractor/Semi-Trailer			1	1	12.5
Truck-Tractor/Double					
Truck-Tractor/Triple					
Bus/Large Van (9-15 seats)					
Bus (16+ seats)					
Motorcycle					
Motor Scooter/Moped					
Motor Home					
Farm Machinery					
ATV					
Sport Utility Vehicle (SUV)			1	1	12.5
Passenger Van			2	2	25.0
Truck More Than 10,000 lbs.					
Van (10,000 lbs. or less)					
Other					
Total		2	6	8	100
Percent		25.0	75.0	100	

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* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 4 | US 62 & CHOCTAW AVE INTERSECTION NORTH TO CHICKASHA CITY LIMITS

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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 Collision Analysis and Safety Branch
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Day And Time Of Occurrence Of Collisions

Day	Hour Of The Day																								Tot	Pcnt	
	AM												PM														
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12			
Sunday																											
Monday																									1	1	25.0
Tuesday							1																			1	25.0
Wednesday																											
Thursday	1																									1	25.0
Friday														1												1	25.0
Saturday																											
	Early Morning - Sunrise						Morning Peak			Mid Morning/Afternoon						PM Peak			Evening - Late Night						Tot	Pcnt	
Total	1						1			1									1						4	100	
Percent	25.0						25.0			25.0									25.0						100		

Roadway/Lighting

Roadway Conditions	Lighting Conditions					Total	Percent
	Daylight	Darkness	Twilight	Lighted	Unknown		
Dry	2	1				3	75.0
Wet (Water)							
Ice, Snow, or Slush							
Mud, Dirt, Gravel, or Sand							
Other		1				1	25.0
Total	2	2				4	100
Percent	50.0	50.0				100	

Weather Conditions

Weather Conditions	Total	Percent
Clear	4	100.0
Clouds Present		
Raining/Fog		
Snowing/Sleet/Hail		
Other		
Total	4	100



TABULATION OF COLLISIONS

SEGMENT 4 | US 62 & CHOCTAW AVE INTERSECTION NORTH TO CHICKASHA CITY LIMITS

Date Range: 01-01-2011 Thru 12-31-2015

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Drivers By Driver Conditions

Unsafe/Unlawful	Apparently Normal			Alcohol Involved						Sleep Suspected			Drug Use Indicated			Unknown Condition			Total					
				Ability Impaired			Odor Detected																	
	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Total	Pcnt	
Failed to Yield																								
Failed to Stop																								
Failed to Signal																								
Improper Turn																								
Improper Start																								
Improper Stop																								
Improper Backing																								
Improper Parking																								
Improper Passing																								
Improper Lane Change																								
Left of Center																								
Following Too Close																								
Unsafe Speed																								
DWI								2													2	2	28.6	
Inattention																								
Negligent Driving																								
Defective Vehicle			2																			2	2	28.6
Wrong Way																								
No Improper Action		1	2																			1	2	42.9
Other																								
Total		1	4					2														3	4	100
Percent		14.3	57.1					28.6														42.9	57.1	100

Severities Indicate Highest Severity in Collision

Collisions By Special Feature

Special Feature	Total			
	Fat	Inj *	PD	Tot
Bridge				
Work Zone				
Cross Median				
Train Collision				

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



COLLISION CONCENTRATION LISTING

SEGMENT 4 | US 62 & CHOCTAW AVE INTERSECTION NORTH TO CHICKASHA CITY LIMITS

Date Range: 01-01-2011 Thru 12-31-2015

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COUNTY	CITY	HWY CL	INT ID	CS/ST.1	HWY	INT-REL/TERM-LOC	CITY STREET NAME	-----INTERSECTING-----		MILE/ST.2	SEV INDEX	NUM COLLS	RANK
								CITY STREET NAME	HWY				
(26)GRADY	(15)CHICKASHA	7		12	US-81		US-81 NORTH			00.33	4	1	1
(26)GRADY	(15)CHICKASHA	7		12	US-81		US-81 NORTH			00.02	3	1	2
(26)GRADY	(15)CHICKASHA	7		12	US-81		US-81 NORTH			00.04	1	1	3
(26)GRADY	(15)CHICKASHA	7		12	US-81		US-81 NORTH			00.25	1	1	4



Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Collision Rate Analysis

SEGMENT 4 | US 62 & CHOCTAW AVE INTERSECTION NORTH TO CHICKASHA CITY LIMITS
 Time Period: 01-01-2011 to 12-31-2015 (1826 days)

RATE = No. of Collisions per 100 Million Vehicle Miles

Road Characteristics

Rate Type	Location Rates	Non-Int. Statewide Rates ** (2013 - 2015)
Overall Collision:	42.70	59.41
Fatal Collision:	0.00	0.83
Vis. Injury Collision *:	21.35	9.95

Roadway Length (miles):	00.90
Roadway Width (feet):	24
Avg. Daily Traffic (Veh/Day):	5700
Number of Lanes *:	TWO-LANES
Access Control *:	NONE
Urban Area Type *:	URBAN
Rural or Municipal *:	MUNICIPAL
Median Type *:	UNDIVIDED
Median Width (feet):	0

Collision History Summary (Number of Years = 5)

# Collisions	# People
Involving Fatality:	Killed: 0
Vis. Injury *:	Vis. Injured *: 2
Poss. Injury:	Poss. Injured: 1
Property Damage Only:	2
TOTAL:	4

* Predominate value.

$$\text{RATE} = \frac{100,000,000 \times \text{NO. OF COLLISIONS}}{\text{ADT} \times \text{LENGTH} \times \text{NO. OF DAYS IN REPORT}}$$

* Includes Incapacitating and Non-Incapacitating Injuries.

** Statewide rates are computed based on similiar roadways pertaining to number of lanes, divided or undivided, rural or urban, and access control.



HIGHWAY SYSTEM COLLISION LISTING

SEGMENT 4 | US 62 & CHOCTAW AVE INTERSECTION NORTH TO CHICKASHA CITY LIMITS

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
(26) GRADY		(15) CHICKASHA		HWY: US-81, US-81 NORTH		AT: 00.02 after CHOCTAW AVE.													
26	15	12		00.02			NO	Y	N	-	1	1		ROLLOVER	D-W-I	DARK	OIL	N-I INJ	01-24-2013
(26) GRADY		(15) CHICKASHA		HWY: US-81, US-81 NORTH		AT: 00.04 after CHOCTAW AVE.													
26	15	12		00.04			NO	Y	S	N	2			SIDESWIPE-OPP	DEF-VEH	DYLGT	DRY	PDO	07-27-2012
(26) GRADY		(15) CHICKASHA		HWY: US-81, US-81 NORTH		AT: 00.12 before OLD US-62													
26	15	12		00.25			NO	Y	S	N	2			F-O GROUND	DEF-VEH	DYLGT	DRY	PDO	10-14-2014
(26) GRADY		(15) CHICKASHA		HWY: US-81, US-81 NORTH		AT: 00.04 before OLD US-62													
26	15	12		00.33			NO	Y	S	S	3	2		OTHER	D-W-I	DARK	DRY	I INJ	06-10-2013

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* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



STUDY CRITERIA

SEGMENT 4 | US 62 & CHOCTAW AVE INTERSECTION NORTH TO CHICKASHA CITY LIMITS

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

ROADWAY / REGION

QUERY OVER	SELECTIONS
Control Section	County: 26, Control Section: 12, CS Query On: range, Mile Start: 00.00, Mile End: 00.90

DATE

Date Range	01-01-2011 to 12-31-2015
------------	--------------------------

FILTER COLLISIONS

Roadway Type	All Collision Data
Excl. Intersection Related	Checked
Incl. Crashes Assoc. w/ Int.	Unchecked
Environment Fields	

REPORT SECTIONS

Collision Map & Study Totals	(Included)
Collision Analysis Tables	(Included)
- Other Analysis Tables	Checked
Concentration Listing	(Included)
- Sort Concentration List By	Severity Index
Collision Diagram	(Included)
Rate Analysis	(Included)
Collision Listing	(Included)
- Highway Collision Listing	Checked, By Control Section
- City Street Collision Listing	Checked
- County Road Collision Listing	Checked
Query Criteria	(Included)



Program Provided by:
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Study Map & Totals

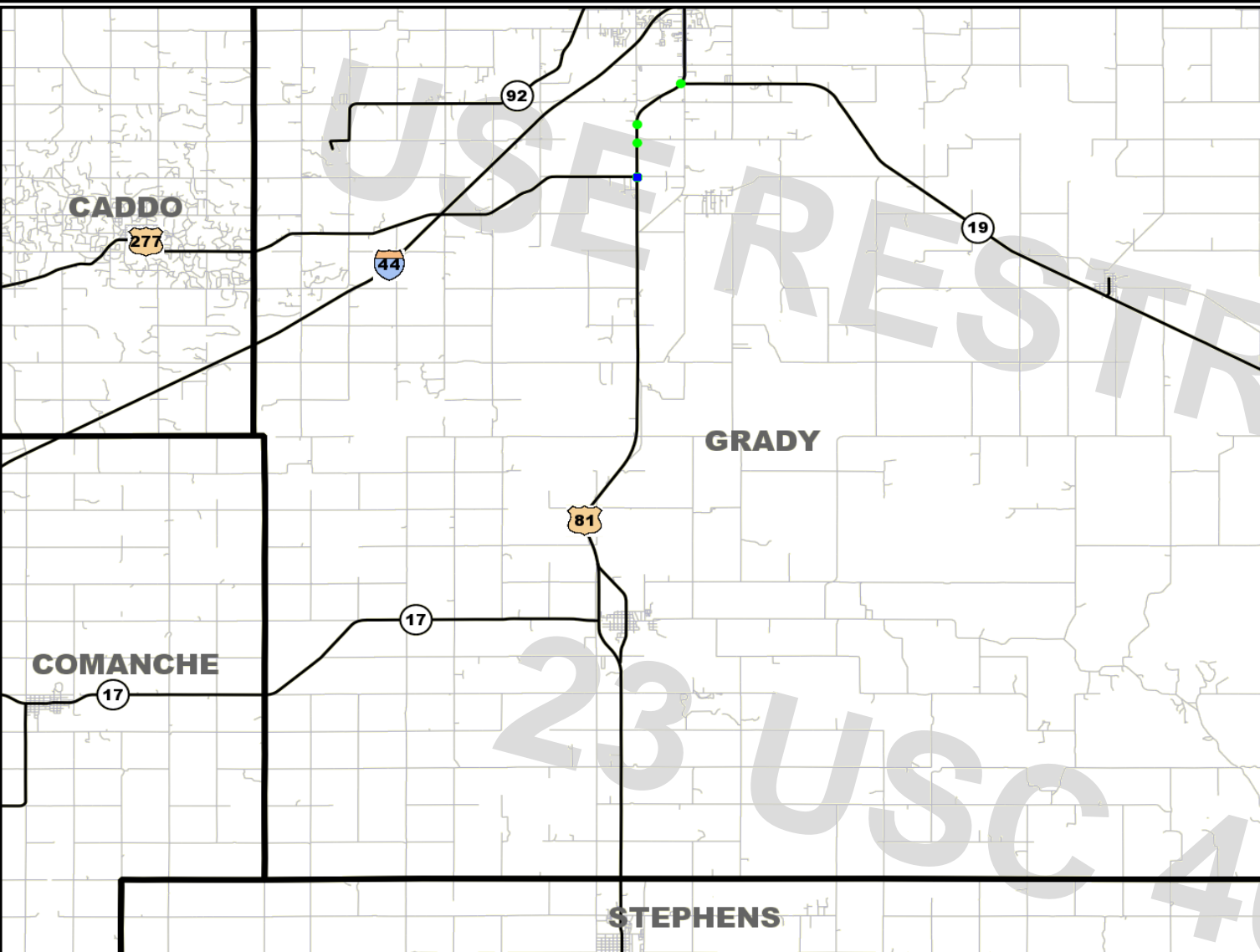
Legend

- ▲ Fatality
- Injury
- Property Damage



Remarks:

INTERSECTION ONLY



SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 thru 12-31-2015

	2011						2012						2013					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions					1	1				1	1	2			2	2		4
Persons						0				1		1			2	3		5



STUDY TOTALS (CONT.)

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
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	2014						2015					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions		2	1		4	7				1	5	6
Persons		2	3	2		7				1		1

	Study Total					
	Fatality	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury	Property Damage	Total
Collisions		2	3	4	11	20
Persons		2	5	7		14



STUDY TOTALS - BY CITY AND HWY CLASS

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

STUDY TOTALS

Year	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
	Fat	Inj*	PD	Tot	Fat	Inj*	PD	Tot	Fat	Inj*	PD	Tot	Fat	Inj*	PD	Tot
2011			1	1											1	1
2012		1	1	2										1	1	2
2013		4		4										4		4
2014		3	4	7										3	4	7
2015		1	5	6										1	5	6
Total:		9	11	20				0				0		9	11	20

County: (26) GRADY

	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
	Fat	Inj*	PD	Tot	Fat	Inj*	PD	Tot	Fat	Inj*	PD	Tot	Fat	Inj*	PD	Tot
(15) CHICKASHA			1	1											1	1
(50) NINNEKAH		9	10	19										9	10	19
Total:		9	11	20				0				0		9	11	20

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Collisions By Type Of Collision

Type Of Collision	2011				2012				2013				2014				2015			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Rear-End (front-to-rear)			1	1		1		1							1	1			1	1
Head-On (front-to-front)																				
Right Angle (front-to-side)							1	1		2		2		2	1	3		1		1
Angle Turning														1	1	2			3	3
Other Angle																				
Sideswipe Same Direction										1		1		1	1					
Sideswipe Opposite Direction																				
Fixed Object																				
Pedestrian																				
Pedal Cycle																				
Animal																				
Overturn/Rollover										1		1								
Vehicle-Train																				
Other Single Vehicle Crash																				
Other																				1 1
Total			1	1		1	1	2		4		4		3	4	7		1	5	6
Percent			5.0	5.0		5.0	5.0	10.0		20.0		20.0		15.0	20.0	35.0		5.0	25.0	30.0

Collisions By Type Of Collision

Type Of Collision	Total				
	Fat	Inj *	PD	Tot	Pct
Rear-End (front-to-rear)		1	3	4	20.0
Head-On (front-to-front)					
Right Angle (front-to-side)		5	2	7	35.0
Angle Turning		1	4	5	25.0
Other Angle					
Sideswipe Same Direction		1	1	2	10.0
Sideswipe Opposite Direction					
Fixed Object					
Pedestrian					
Pedal Cycle					
Animal					
Overturn/Rollover		1		1	5.0
Vehicle-Train					
Other Single Vehicle Crash					
Other			1	1	5.0
Total		9	11	20	100
Percent		45.0	55.0	100	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Units By Unit Type

Unit Type	2011				2012				2013				2014				2015			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Train																				
Pedestrian																				
Animal																				
Pedal Cycle																				
Parked Vehicle																				
CMV							1	1			1	1			2	2			1	1
Other Single Vehicle																			1	1
Other Multi-Vehicle			2	2		2	1	3		6	6		6	6	12		2	7	9	
Total			2	2		2	2	4		7	7		6	8	14		2	9	11	
Percent			5.3	5.3		5.3	5.3	10.5		18.4	18.4		15.8	21.1	36.8		5.3	23.7	28.9	

Units By Unit Type

Unit Type	Total				
	Fat	Inj *	PD	Tot	Pct
Train					
Pedestrian					
Animal					
Pedal Cycle					
Parked Vehicle					
CMV		1	4	5	13.2
Other Single Vehicle			1	1	2.6
Other Multi-Vehicle		16	16	32	84.2
Total		17	21	38	100
Percent		44.7	55.3	100	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Vehicles By Vehicle Type

Vehicle Type	2011				2012				2013				2014				2015			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Passenger Vehicle-2 Door										1	1		1	2	3					
Passenger Vehicle-4 Door			1	1						2		2		1	1				3	3
Passenger Vehicle-Convertible																				
Pickup Truck							1	1		1		1		1	1	2		1	5	6
Single-Unit Truck (2 axles)							1	1			1	1								
Single-Unit Truck (3 or more axles)																			1	1
School Bus																				
Truck/Trailer																				
Truck-Tractor (bobtail)																				
Truck-Tractor/Semi-Trailer							1	1		1		1		2	2					
Truck-Tractor/Double																				
Truck-Tractor/Triple																				
Bus/Large Van (9-15 seats)																				
Bus (16+ seats)																				
Motorcycle						1		1												
Motor Scooter/Moped																				
Motor Home																				
Farm Machinery																				
ATV																				
Sport Utility Vehicle (SUV)			1	1						1		1		2	3	5			1	1
Passenger Van														1	1					
Truck More Than 10,000 lbs.																				
Van (10,000 lbs. or less)																				
Other																				
Total			2	2		1	3	4		5	2	7		6	8	14		1	10	11
Percent			5.3	5.3		2.6	7.9	10.5		13.2	5.3	18.4		15.8	21.1	36.8		2.6	26.3	28.9

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Vehicles By Vehicle Type

Vehicle Type	Total				
	Fat	Inj *	PD	Tot	Pct
Passenger Vehicle-2 Door		1	3	4	10.5
Passenger Vehicle-4 Door		3	4	7	18.4
Passenger Vehicle-Convertible					
Pickup Truck		3	7	10	26.3
Single-Unit Truck (2 axles)			2	2	5.3
Single-Unit Truck (3 or more axles)			1	1	2.6
School Bus					
Truck/Trailer					
Truck-Tractor (bobtail)					
Truck-Tractor/Semi-Trailer		1	3	4	10.5
Truck-Tractor/Double					
Truck-Tractor/Triple					
Bus/Large Van (9-15 seats)					
Bus (16+ seats)					
Motorcycle		1		1	2.6
Motor Scooter/Moped					
Motor Home					
Farm Machinery					
ATV					
Sport Utility Vehicle (SUV)		3	5	8	21.1
Passenger Van		1		1	2.6
Truck More Than 10,000 lbs.					
Van (10,000 lbs. or less)					
Other					
Total		13	25	38	100
Percent		34.2	65.8	100	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Day And Time Of Occurrence Of Collisions

Day	Hour Of The Day																								Tot	Pcnt		
	AM												PM															
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12				
Sunday																				1					1	5.0		
Monday													1	1			1								3	15.0		
Tuesday				1										1						1					5	25.0		
Wednesday								1				1													2	10.0		
Thursday								2			1											1			4	20.0		
Friday										1				1			1								3	15.0		
Saturday																		1					1		2	10.0		
	Early Morning - Sunrise						Morning Peak						Mid Morning/Afternoon						PM Peak			Evening - Late Night					Tot	Pcnt
Total	1						6						6						3			4					20	100
Percent	5.0						30.0						30.0						15.0			20.0					100	

Roadway/Lighting

Roadway Conditions	Lighting Conditions					Total	Percent
	Daylight	Darkness	Twilight	Lighted	Unknown		
Dry	12	2		3		17	85.0
Wet (Water)	2		1			3	15.0
Ice, Snow, or Slush							
Mud, Dirt, Gravel, or Sand							
Other							
Total	14	2	1	3		20	100
Percent	70.0	10.0	5.0	15.0		100	

Weather Conditions

Weather Conditions	Total	Percent
Clear	17	85.0
Clouds Present	1	5.0
Raining/Fog	2	10.0
Snowing/Sleet/Hail		
Other		
Total	20	100



TABULATION OF COLLISIONS

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
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 Created: 08/10/2017 by Robert Powell

Drivers By Driver Conditions

Unsafe/Unlawful	Apparently Normal			Alcohol Involved						Sleep Suspected			Drug Use Indicated			Unknown Condition			Total					
				Ability Impaired			Odor Detected																	
	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Total	Pcnt	
Failed to Yield		1																		1		1	2.6	
Failed to Stop		6	1			1												1		7	2	9	23.7	
Failed to Signal																								
Improper Turn			2																		2	2	5.3	
Improper Start																								
Improper Stop																								
Improper Backing																								
Improper Parking																								
Improper Passing																								
Improper Lane Change			1																		1	1	2.6	
Left of Center																								
Following Too Close			1																		1	1	2.6	
Unsafe Speed			1																		1	1	2.6	
DWI																								
Inattention			4																			4	4	10.5
Negligent Driving																								
Defective Vehicle																								
Wrong Way																								
No Improper Action		9	10																		9	10	19	50.0
Other																								
Total		16	20			1												1			17	21	38	100
Percent		42.1	52.6			2.6												2.6			44.7	55.3	100	

Severities Indicate Highest Severity in Collision

Collisions By Special Feature

Special Feature	Total			
	Fat	Inj *	PD	Tot
Bridge				
Work Zone			2	2
Cross Median				
Train Collision				

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



COLLISION CONCENTRATION LISTING

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

COUNTY	CITY	HWY CL	INT ID	CS/ST.1	HWY	INT-REL/TERM-LOC	CITY STREET NAME	-----INTERSECTING-----		MILE/ST.2	SEV INDEX	NUM COLLS	RANK
								CITY STREET NAME	HWY				
(26)GRADY	(50)NINNEKAH	7	10	06	US-81	INTER		HARRIS RD/142(38)	US-277	19.37	33	17	1
(26)GRADY	(50)NINNEKAH	7		06	US-81	INTER		OLD FRED/141(40)		20.30	1	1	2
(26)GRADY	(50)NINNEKAH	7		06	US-81	INTER		16 ST.		20.80	1	1	3
(26)GRADY	(15)CHICKASHA	7	09	06	US-81	INTER			SH-19	22.30	1	1	4

USE RESTRICTED

23 USC 409



Program Provided by:

Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Collision Rate Analysis

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Time Period: 01-01-2011 to 12-31-2015 (1826 days)

RATE = No. of Collisions per 100 Million Vehicle Miles

Road Characteristics

Rate Type	Location Rates	Statewide Rates ** (2013 - 2015)
Overall Collision:	30.50	110.00
Fatal Collision:	0.00	0.89
Vis. Injury Collision *:	7.63	13.99

Roadway Length (miles):	04.50
Roadway Width (feet):	24
Avg. Daily Traffic (Veh/Day):	7980
Number of Lanes *:	FOUR LANES
Access Control *:	PARTIAL
Urban Area Type *:	RURAL
Rural or Municipal *:	MUNICIPAL
Median Type *:	OPEN WITH SHOULDERS
Median Width (feet):	40 - 99

Collision History Summary (Number of Years = 5)

# Collisions	# People
Involving Fatality:	0 Killed: 0
Vis. Injury *:	5 Vis. Injured *: 7
Poss. Injury:	4 Poss. Injured: 7
Property Damage Only:	11
TOTAL:	20

* Predominate value.

$$\text{RATE} = \frac{100,000,000 \times \text{NO. OF COLLISIONS}}{\text{ADT} \times \text{LENGTH} \times \text{NO. OF DAYS IN REPORT}}$$

* Includes Incapacitating and Non-Incapacitating Injuries.

** Statewide rates are computed based on similiar roadways pertaining to number of lanes, divided or undivided, rural or urban, and access control.



HIGHWAY SYSTEM COLLISION LISTING

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date	
(26) GRADY		(15) CHICKASHA			HWY: US-81			AT: SH-19												
26	15	06	09	22.30	SH-19		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	WET	PDO	05-22-2015	
(26) GRADY		(50) NINNEKAH			HWY: US-81			AT: US-277, HARRIS RD/142(38)												
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y			2	1		REAR-END	F-YIELD	DYLGT	DRY	P INJ	03-12-2012	
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DARK	DRY	PDO	06-28-2012	
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y	N	N	2	1		SIDESWIPE-SAME	NO-IMP-ACT	DARK	DRY	P INJ	03-31-2013	
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y	N	E	2	1		RIGHT-ANGLE	F-YIELD	DARK	DRY	N-I INJ	04-13-2013	
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y			2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	08-20-2013	
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y	S	-	1	1		ROLLOVER		DYLGT	DRY	P INJ	09-24-2013	
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y	W	S	2	3		RIGHT-ANGLE	F-YIELD	DARK	DRY	I INJ	01-28-2014	
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y	N	N	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	03-11-2014	
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y			2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	I INJ	04-30-2014	
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y			2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	07-10-2014	
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y			2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	10-17-2014	
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y			2			REAR-END	UNSAF-SPD	DUSK	WET	PDO	11-22-2014	
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y			2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	WET	PDO	12-05-2014	
26	50	06	10	19.37	HARRIS RD/142(38)	WKZONE	YES	Y	S	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	03-16-2015	
26	50	06	10	19.37	HARRIS RD/142(38)	WKZONE	YES	Y	N	-	1			OTHER	INATT	DARK	DRY	PDO	04-28-2015	
26	50	06	10	19.37	HARRIS RD/142(38)	TURN LN MRGE	YES	Y			2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	08-13-2015	
26	50	06	10	19.37	HARRIS RD/142(38)		YES	Y			2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	10-15-2015	
(26) GRADY		(50) NINNEKAH			HWY: US-81			AT: OLD FRED/141(40)												
26	50	06		20.30	OLD FRED/141(40)		YES	Y			2			REAR-END	INATT	DYLGT	DRY	PDO	11-16-2011	
(26) GRADY		(50) NINNEKAH			HWY: US-81			AT: 16 ST.												
26	50	06		20.80	16 ST.		YES	Y			2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	07-27-2015	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



STUDY CRITERIA

SEGMENT 1 | HALF PENNY ROAD NORTH TO SH-19

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

ROADWAY / REGION

QUERY OVER	SELECTIONS
Control Section	County: 26, Control Section: 6, CS Query On: range, Mile Start: 17.80, Mile End: 22.30

DATE

Date Range	01-01-2011 to 12-31-2015
------------	--------------------------

FILTER COLLISIONS

Roadway Type	All Collision Data
Intersection Related Only	Checked
Incl. Crashes Assoc. w/ Int.	Unchecked
Environment Fields	

REPORT SECTIONS

Collision Map & Study Totals	(Included)
Collision Analysis Tables	(Included)
- Totals By City, Hwy Class	Checked
- Other Analysis Tables	Checked
Concentration Listing	(Included)
- Sort Concentration List By	Severity Index
Collision Diagram	(Included)
Rate Analysis	(Included)
Collision Listing	(Included)
- Highway Collision Listing	Checked, By Control Section
- City Street Collision Listing	Checked
- County Road Collision Listing	Checked
Query Criteria	(Included)



Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017
 by Robert Powell

Study Map & Totals

Legend

- ▲ Fatality
- Injury
- Property Damage



Remarks:

INTERSECTION ONLY

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 thru 12-31-2015

	2011						2012						2013					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions		2	9	10	39	60	1	1	5	9	39	55	1	1	7	14	61	84
Persons		2	14	22		38	1	1	8	14		24	1	1	11	24		37



STUDY TOTALS (CONT.)

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

	2014						2015					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions		2	5	19	45	71			7	7	55	69
Persons		2	8	24		34			8	11		19

	Study Total					
	Fatality	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury	Property Damage	Total
Collisions	2	6	33	59	239	339
Persons	2	6	49	95		152



STUDY TOTALS - BY CITY AND HWY CLASS

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

STUDY TOTALS

Year	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
2011		21	39	60										21	39	60
2012	1	15	39	55									1	15	39	55
2013	1	22	61	84									1	22	61	84
2014		26	45	71										26	45	71
2015		14	55	69										14	55	69
Total:	2	98	239	339				0				0	2	98	239	339

County: (26) GRADY

	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
(15) CHICKASHA	1	98	239	338									1	98	239	338
(50) NINNEKAH	1			1									1			1
Total:	2	98	239	339				0				0	2	98	239	339

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Collisions By Type Of Collision

Type Of Collision	2011				2012				2013				2014				2015			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Rear-End (front-to-rear)		12	14	26		5	12	17		10	19	29		8	17	25		3	17	20
Head-On (front-to-front)																				
Right Angle (front-to-side)		6	4	10	1	4	9	14	1	7	12	20		7	5	12		2	10	12
Angle Turning		3	13	16		4	14	18		3	21	24		7	17	24		6	16	22
Other Angle			1	1																
Sideswipe Same Direction			1	1			1	1		1	3	4		2	3	5		2	6	8
Sideswipe Opposite Direction			1	1											1	1			1	1
Fixed Object			3	3		2	1	3			2	2			2	2		1	1	2
Pedestrian														1		1				
Pedal Cycle																				
Animal																				
Overturn/Rollover																				
Vehicle-Train																				
Other Single Vehicle Crash							1	1												
Other			2	2			1	1		1	4	5		1		1			4	4
Total		21	39	60	1	15	39	55	1	22	61	84		26	45	71		14	55	69
Percent		6.2	11.5	17.7	0.3	4.4	11.5	16.2	0.3	6.5	18.0	24.8		7.7	13.3	20.9		4.1	16.2	20.4

Collisions By Type Of Collision

Type Of Collision	Total				
	Fat	Inj *	PD	Tot	Pct
Rear-End (front-to-rear)		38	79	117	34.5
Head-On (front-to-front)					
Right Angle (front-to-side)	2	26	40	68	20.1
Angle Turning		23	81	104	30.7
Other Angle			1	1	0.3
Sideswipe Same Direction		5	14	19	5.6
Sideswipe Opposite Direction			3	3	0.9
Fixed Object		3	9	12	3.5
Pedestrian		1		1	0.3
Pedal Cycle					
Animal					
Overturn/Rollover					
Vehicle-Train					
Other Single Vehicle Crash			1	1	0.3
Other		2	11	13	3.8
Total	2	98	239	339	100
Percent	0.6	28.9	70.5	100	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Units By Unit Type

Unit Type	2011				2012				2013				2014				2015				
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	
Train																					
Pedestrian														1			1				
Animal																					
Pedal Cycle																					
Parked Vehicle																			1		1
CMV		1	3	4	1	2	7	10		1	8	9		1	10	11		2	10	12	
Other Single Vehicle			3	3		2	1	3			4	4		1	1	2		1		1	
Other Multi-Vehicle		44	69	113	2	27	68	97	2	45	108	155		52	78	130		28	99	127	
Total		45	75	120	3	31	76	110	2	46	120	168		55	89	144		31	110	141	
Percent		6.6	11.0	17.6	0.4	4.5	11.1	16.1	0.3	6.7	17.6	24.6		8.1	13.0	21.1		4.5	16.1	20.6	

Units By Unit Type

Unit Type	Total				
	Fat	Inj *	PD	Tot	Pct
Train					
Pedestrian		1		1	0.1
Animal					
Pedal Cycle					
Parked Vehicle			1	1	0.1
CMV	1	7	38	46	6.7
Other Single Vehicle		4	9	13	1.9
Other Multi-Vehicle	4	196	422	622	91.1
Total	5	208	470	683	100
Percent	0.7	30.5	68.8	100	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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 Collision Analysis and Safety Branch
 (405) 522-0985
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Vehicles By Vehicle Type

Vehicle Type	2011				2012				2013				2014				2015			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Passenger Vehicle-2 Door		3	10	13	1	3	11	15		3	9	12		2	11	13			3	3
Passenger Vehicle-4 Door		7	31	38		5	22	27	1	17	38	56		9	25	34		4	32	36
Passenger Vehicle-Convertible											2	2						1	1	2
Pickup Truck		7	32	39		5	40	45		3	61	64		8	50	58		6	46	52
Single-Unit Truck (2 axles)			2	2							2	2								
Single-Unit Truck (3 or more axles)			2	2			1	1							1	1				
School Bus																				
Truck/Trailer															2	2			1	1
Truck-Tractor (bobtail)							1	1											1	1
Truck-Tractor/Semi-Trailer			3	3		1	5	6			8	8			8	8			9	9
Truck-Tractor/Double																				
Truck-Tractor/Triple																				
Bus/Large Van (9-15 seats)																				
Bus (16+ seats)																				1
Motorcycle		2		2		2		2											1	1
Motor Scooter/Moped																				
Motor Home																				
Farm Machinery																				
ATV																				
Sport Utility Vehicle (SUV)		7	9	16		1	8	9		1	15	16		10	13	23		3	23	26
Passenger Van		1	3	4			3	3		3	4	7			3	3			6	6
Truck More Than 10,000 lbs.																				1
Van (10,000 lbs. or less)																				1
Other			1	1			1	1			1	1		1	1				1	1
Total		27	93	120	1	17	92	110	1	27	140	168		29	114	143		15	126	141
Percent		4.0	13.6	17.6	0.1	2.5	13.5	16.1	0.1	4.0	20.5	24.6		4.3	16.7	21.0		2.2	18.5	20.7

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Vehicles By Vehicle Type

Vehicle Type	Total				
	Fat	Inj *	PD	Tot	Pct
Passenger Vehicle-2 Door	1	11	44	56	8.2
Passenger Vehicle-4 Door	1	42	148	191	28.0
Passenger Vehicle-Convertible		1	3	4	0.6
Pickup Truck		29	229	258	37.8
Single-Unit Truck (2 axles)			4	4	0.6
Single-Unit Truck (3 or more axles)			4	4	0.6
School Bus					
Truck/Trailer			3	3	0.4
Truck-Tractor (bobtail)			2	2	0.3
Truck-Tractor/Semi-Trailer		1	33	34	5.0
Truck-Tractor/Double					
Truck-Tractor/Triple					
Bus/Large Van (9-15 seats)					
Bus (16+ seats)			1	1	0.1
Motorcycle		5		5	0.7
Motor Scooter/Moped					
Motor Home					
Farm Machinery					
ATV					
Sport Utility Vehicle (SUV)		22	68	90	13.2
Passenger Van		4	19	23	3.4
Truck More Than 10,000 lbs.			1	1	0.1
Van (10,000 lbs. or less)			1	1	0.1
Other			5	5	0.7
Total	2	115	565	682	100
Percent	0.3	16.9	82.8	100	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Day And Time Of Occurrence Of Collisions

Day	Hour Of The Day																								Tot	Pcnt		
	AM												PM															
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12				
Sunday	1				1						1	4	4	2	3	1	3	1	1	1			1		24	7.1		
Monday						1		2	3		3	5	5	5	3	9	1	3	2	3					45	13.3		
Tuesday					1		3	3	4		4	10	6	6	3	3	6	1	1	1	4	1			57	16.8		
Wednesday		1					1	2	1	2		7	4	4	10	4	4	3	1	2	1	2	1	1	51	15.0		
Thursday							1	1	4	4	5	5	5	3	7	7	6	5	5	3	1	2		1	65	19.2		
Friday				1	1	1	2	1		5	3	3	9	5	5	3	2	4	4	1	4	1			56	16.5		
Saturday							2	3	2	2	5	3	6	1	3	2		3	1	2	2	1	3		41	12.1		
	Early Morning - Sunrise						Morning Peak						Mid Morning/Afternoon						PM Peak			Evening - Late Night					Tot	
Total	8						35						170						71			55					339	
Percent	2.4						10.3						50.1						20.9			16.2					100	

Roadway/Lighting

Roadway Conditions	Lighting Conditions					Total	Percent
	Daylight	Darkness	Twilight	Lighted	Unknown		
Dry	246	5	4	47		302	89.1
Wet (Water)	15		3	10		28	8.3
Ice, Snow, or Slush	7			1		8	2.4
Mud, Dirt, Gravel, or Sand	1					1	0.3
Other							
Total	269	5	7	58		339	100
Percent	79.4	1.5	2.1	17.1		100	

Weather Conditions

Weather Conditions	Total	Percent
Clear	275	81.1
Clouds Present	39	11.5
Raining/Fog	19	5.6
Snowing/Sleet/Hail	6	1.8
Other		
Total	339	100



TABULATION OF COLLISIONS

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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Drivers By Driver Conditions

Unsafe/Unlawful	Apparently Normal			Alcohol Involved						Sleep Suspected			Drug Use Indicated			Unknown Condition			Total				
				Ability Impaired			Odor Detected																
	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Total	Pcnt
Failed to Yield	1	29	45												1	2	3	2	31	48	81	11.9	
Failed to Stop		16	20					1			1						3		17	24	41	6.0	
Failed to Signal																							
Improper Turn		3	35														2		3	37	40	5.9	
Improper Start			2																	2	2	0.3	
Improper Stop		1																		1	1	0.1	
Improper Backing			5														1			6	6	0.9	
Improper Parking																							
Improper Passing			1																	1	1	0.1	
Improper Lane Change		3	14																3	14	17	2.5	
Left of Center																							
Following Too Close		17	31														3		17	34	51	7.5	
Unsafe Speed		3	4														1		3	5	8	1.2	
DWI			1		1	4								4					1	9	10	1.5	
Inattention		19	38			1					1								20	39	59	8.7	
Negligent Driving			7																	7	7	1.0	
Defective Vehicle			5																	5	5	0.7	
Wrong Way																							
No Improper Action	3	104	219											2			3	3	104	224	331	48.6	
Other		6	14														1		7	14	21	3.1	
Total	4	201	441		1	5		1			1	1		6	1	3	16	5	207	469	681	100	
Percent	0.6	29.5	64.8		0.1	0.7		0.1			0.1	0.1		0.9	0.1	0.4	2.3	0.7	30.4	68.9	100		

Severities Indicate Highest Severity in Collision

Collisions By Special Feature

Special Feature	Total			
	Fat	Inj *	PD	Tot
Bridge				
Work Zone		2	6	8
Cross Median				
Train Collision				

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



COLLISION CONCENTRATION LISTING

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

COUNTY	CITY	HWY CL	INT ID	CS/ST.1	HWY	INT-REL/TERM-LOC	CITY STREET NAME	-----INTERSECTING-----		MILE/ST.2	SEV INDEX	NUM COLLS	RANK
								CITY STREET NAME	HWY				
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	CHISOLM/WALMART DR		02.62	78	49	1
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	GRAND AVE.		02.50	63	49	2
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	COUNTRY CLUB RD.		01.50	60	39	3
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	ALMAR DR.		01.87	49	35	4
(26)GRADY	(15)CHICKASHA	7	05	02	US-62	INTER	CHOCTAW AVE.	4 ST.	US-81	09.38	37	35	5
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	MISSOURI AVE.		03.19	25	18	6
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	MINNESOTA AVE.		03.70	24	19	7
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	CHICKASHA AVE.		04.02	22	16	8
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	IDAHO/ADA SPUEL		03.54	19	7	9
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	KANSAS AVE.		03.94	18	13	10
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	3 ST. VIRGINIA		02.90	17	9	11
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	IOWA AVE.		03.78	13	7	12
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER		PIKE/COTTONWOOD(44		00.50	9	5	13
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	DAKOTA AVE.		03.62	9	3	14
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	ARKANSAS AVE.		03.11	6	6	15
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	TEXAS AVE.		03.41	6	4	16
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	ALABAMA AVE.		02.80	5	4	17
(26)GRADY	(15)CHICKASHA	7	09	06	US-81	INTER			SH-19	22.30	5	3	18
(26)GRADY	(15)CHICKASHA	7	15	08	US-81	INTER	4 ST.	H.E.BAILEY UP*1*	I-44	02.17	5	2	19
(26)GRADY	(15)CHICKASHA	7	15	08	US-81	TERM LOC RIT	4 ST.	H.E.BAILEY UP*1*	I-44	02.17	4	3	20
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	GEORGIA AVE.		03.04	4	2	21
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	WASHINGTON AVE.		03.33	3	2	22
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	TENNESSEE AVE.		02.96	2	2	23
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	FLORIDA AVE.		03.26	2	2	24
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	COLORADO AVE.		03.86	2	2	25
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	MED OPEN		01.00	1	1	26
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.	CRANTON DR.		01.69	1	1	27
(26)GRADY	(15)CHICKASHA	7		08	US-81	INTER	4 ST.			01.74	1	1	28



Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Collision Rate Analysis

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION
 Time Period: 01-01-2011 to 12-31-2015 (1826 days)

RATE = No. of Collisions per 100 Million Vehicle Miles

Road Characteristics

Rate Type	Location Rates	Statewide Rates ** (2013 - 2015)
Overall Collision:	302.45	139.11
Fatal Collision:	1.78	1.01
Vis. Injury Collision *:	34.79	17.43

Roadway Length (miles):	04.10
Roadway Width (feet):	24 - 53
Avg. Daily Traffic (Veh/Day):	14971
Number of Lanes *:	FOUR LANES
Access Control *:	PARTIAL
Urban Area Type *:	URBAN
Rural or Municipal *:	MUNICIPAL
Median Type *:	OPEN WITH CURBS
Median Width (feet):	16 - 24

Collision History Summary (Number of Years = 5)

# Collisions	# People
Involving Fatality:	2 Killed: 2
Vis. Injury *:	39 Vis. Injured *: 55
Poss. Injury:	59 Poss. Injured: 95
Property Damage Only:	239
TOTAL:	339

* Predominate value.

$$\text{RATE} = \frac{100,000,000 \times \text{NO. OF COLLISIONS}}{\text{ADT} \times \text{LENGTH} \times \text{NO. OF DAYS IN REPORT}}$$

* Includes Incapacitating and Non-Incapacitating Injuries.

** Statewide rates are computed based on similiar roadways pertaining to number of lanes, divided or undivided, rural or urban, and access control.



HIGHWAY SYSTEM COLLISION LISTING

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date	
(26) GRADY		(15) CHICKASHA			HWY: US-81, 4 ST.			AT: US-62,			CHOCTAW AVE.									
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	03-10-2011	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	S	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	04-13-2011	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			ANGLE-TURNING	NEG-DRIVING	DYLGT	DRY	PDO	04-16-2011	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	05-24-2011	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	05-31-2011	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-24-2011	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-27-2011	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	10-22-2011	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	10-24-2011	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	11-15-2011	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	E	N	2			ANGLE-TURNING	UNSAF-SPD	DARK	WET	PDO	03-19-2012	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	06-23-2012	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	S	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	08-26-2012	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	03-02-2013	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	03-14-2013	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	WET	PDO	05-21-2013	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	08-09-2013	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	11-04-2013	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	S	S	2			OTH-BACKING	INATT	DUSK	DRY	PDO	12-12-2013	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	12-16-2013	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			REAR-END	DEF-VEH	DYLGT	DRY	PDO	02-05-2014	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			ANGLE-TURNING	NEG-DRIVING	DYLGT	DRY	PDO	02-17-2014	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			ANGLE-TURNING	NEG-DRIVING	DYLGT	DRY	PDO	03-17-2014	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			ANGLE-TURNING	NEG-DRIVING	DYLGT	DRY	PDO	05-18-2014	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			ANGLE-TURNING	NEG-DRIVING	DYLGT	DRY	PDO	05-24-2014	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	05-31-2014	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	12-13-2014	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	04-21-2015	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	07-20-2015	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	08-26-2015	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	E	E	2			SIDESWIPE-SAME	IMP-TURN	DYLGT	DRY	PDO	09-10-2015	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	10-23-2015	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	12-01-2015	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	12-29-2015	
26	15	08	05	04.10	CHOCTAW AVE.		YES	Y	E	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	ICE	PDO	12-30-2015	
(26) GRADY		(15) CHICKASHA			HWY: US-81			AT: SH-19												
26	15	08	09	00.00	SH-19		YES	Y			2			ANGLE-TURNING	IMP-LN-CHG	DYLGT	DRY	PDO	11-01-2012	
26	15	08	09	00.00	SH-19		YES	Y			2			RIGHT-ANGLE	F-STOP	DARK	DRY	PDO	11-08-2014	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



HIGHWAY SYSTEM COLLISION LISTING

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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 Created: 08/10/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08	09	00.00	SH-19		YES	Y			2	1		ANGLE-TURNING	F-STOP	DYLGT	DRY	N-I INJ	01-06-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: I-44, H.E.BAILEY UP																			
26	15	08	15	02.17	H.E.BAILEY UP	TERM LOC RIT WKZONE	YES	Y	N	E	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	07-03-2011
26	15	08	15	02.17	H.E.BAILEY UP	TERM LOC RIT WKZONE	YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	07-12-2011
26	15	08	15	02.17	H.E.BAILEY UP	TERM LOC RIT	YES	Y	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	07-25-2011
26	15	08	15	02.17	H.E.BAILEY UP	RAMP	YES	Y	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	02-04-2012
26	15	08	15	02.17	H.E.BAILEY UP	RAMP	YES	Y	S	S	2	1		REAR-END	IMP-LN-CHG	DARK	DRY	N-I INJ	02-16-2012
(26) GRADY (15) CHICKASHA HWY: US-81 AT: PIKE/COTTONWOOD(44																			
26	15	08		00.50	PIKE/COTTONWOOD(44		YES	Y	N	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	02-20-2012
26	50	08		00.50	PIKE/COTTONWOOD(44		YES	Y	E	S	3	3	1	RIGHT-ANGLE	F-YIELD	DYLGT	DRY	FAT	11-29-2012
26	15	08		00.50	PIKE/COTTONWOOD(44		YES	Y	E	S	2			RIGHT-ANGLE	F-YIELD	DARK	SLUSH	PDO	12-07-2013
26	15	08		00.50	PIKE/COTTONWOOD(44		YES	Y			2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	04-02-2014
26	15	08		00.50	PIKE/COTTONWOOD(44		YES	Y	E	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-06-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: MED OPEN																			
26	15	08		01.00	MED OPEN		YES	Y	N	E	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	08-03-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: COUNTRY CLUB RD.																			
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	07-28-2011
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	-	1			F-O TRAFF-SIGN	UNSAF-SPD	DARK	DRY	PDO	10-05-2011
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	E	E	3	1		REAR-END	INATT	DARK	DRY	N-I INJ	11-09-2011
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	N	2	2		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	01-05-2012
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DUSK	DRY	PDO	02-06-2012
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	S	2			REAR-END	D-W-I	DARK	WET	PDO	02-18-2012
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	W	2			RIGHT-ANGLE	OTHER	DYLGT	DRY	PDO	08-23-2012
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	W	N	2			ANGLE-TURNING	D-W-I	DYLGT	DRY	PDO	11-19-2012
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	W	N	2	2		RIGHT-ANGLE	F-STOP	DYLGT	DRY	N-I INJ	03-20-2013
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	S	2	1		ANGLE-TURNING	F-YIELD	DARK	WET	N-I INJ	05-08-2013
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	06-14-2013
26	15	08		01.50	COUNTRY CLUB RD.	AT-GR SVC RD	YES	Y	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	07-07-2013
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	07-23-2013
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	N	3	1		REAR-END	INATT	DYLGT	DRY	P INJ	07-30-2013
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	E	2			REAR-END	IMP-BACK	DAWN	DRY	PDO	12-27-2013
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	S	2	1		REAR-END	FOL-CLOSE	DARK	DRY	P INJ	01-28-2014
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	E	N	2	2		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	05-30-2014
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	S	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	08-11-2014
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	I INJ	09-17-2014
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	W	3	1		RIGHT-ANGLE	F-YIELD	DARK	DRY	P INJ	10-31-2014

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



HIGHWAY SYSTEM COLLISION LISTING

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

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 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	S	2			REAR-END	UNSAF-SPD	DYLGT	DRY	PDO	11-20-2014
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	01-05-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	01-29-2015
26	15	08		01.50	COUNTRY CLUB RD.	AT-GR SVC RD	YES	Y	N	W	2			RIGHT-ANGLE	F-YIELD	DARK	DRY	PDO	02-09-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	WET	PDO	03-19-2015
26	15	08		01.50	COUNTRY CLUB RD.	AT-GR SVC RD	YES	Y	S	W	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	05-27-2015
26	15	08		01.50	COUNTRY CLUB RD.	AT-GR SVC RD	YES	Y	N	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	05-29-2015
26	15	08		01.50	COUNTRY CLUB RD.	AT-GR SVC RD	YES	Y	E	E	2			OTH-BACKING	INATT	DYLGT	DRY	PDO	06-18-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	E	S	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	06-25-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	07-03-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	N	3			SIDESWIPE-SAME	INATT	DYLGT	DRY	PDO	07-18-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	07-22-2015
26	15	08		01.50	COUNTRY CLUB RD.	AT-GR SVC RD	YES	Y	S	S	2	1		SIDESWIPE-SAME	F-YIELD	DYLGT	DRY	P INJ	07-27-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	E	N	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	N-I INJ	08-05-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	N	4	1		REAR-END	UNSAF-SPD	DYLGT	WET	N-I INJ	08-14-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	W	2			RIGHT-ANGLE	OTHER	DARK	DRY	PDO	09-28-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	E	-	1			F-O TRAFF-SIGNAL	OTHER	DYLGT	DRY	PDO	11-17-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	11-23-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	Y	S	S	2			OTHER	OTHER	DYLGT	DRY	PDO	12-23-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.							AT: CRANTON DR.												
26	15	08		01.69	CRANTON DR.		YES	Y	S	-	1			F-O OTHER	D-W-I	DARK	DRY	PDO	08-27-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.							AT: 00.04 before BEG 40 MPH												
26	15	08		01.74			YES	Y	E	E	2			OTH-BACKING	INATT	DYLGT	DRY	PDO	12-26-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.							AT: ALMAR DR.												
26	15	08		01.87	ALMAR DR.		YES	Y	S	E	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	02-26-2011
26	15	08		01.87	ALMAR DR.		YES	Y	N	N	3	1		REAR-END	UNSAF-SPD	DYLGT	DRY	N-I INJ	05-27-2011
26	15	08		01.87	ALMAR DR.	WKZONE	YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-16-2011
26	15	08		01.87	ALMAR DR.		YES	Y	S	W	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	08-07-2011
26	15	08		01.87	ALMAR DR.	WKZONE	YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	08-17-2011
26	15	08		01.87	ALMAR DR.	WKZONE	YES	Y	S	N	2	2		ANGLE-TURNING	F-STOP	DYLGT	DRY	I INJ	08-28-2011
26	15	08		01.87	ALMAR DR.		YES	Y	W	-	1			OTH-SINGLE-VEH	DEF-VEH	DYLGT	DRY	PDO	02-28-2012
26	15	08		01.87	ALMAR DR.		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	WET	PDO	06-16-2012
26	15	08		01.87	ALMAR DR.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	12-20-2012
26	15	08		01.87	ALMAR DR.		YES	Y	S	S	2	2		OTHER	D-W-I	DYLGT	WET	N-I INJ	04-02-2013
26	15	08		01.87	ALMAR DR.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	04-11-2013
26	15	08		01.87	ALMAR DR.		YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	04-27-2013
26	15	08		01.87	ALMAR DR.		YES	Y	S	S	2			REAR-END	D-W-I	DYLGT	DRY	PDO	06-15-2013
26	15	08		01.87	ALMAR DR.		YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	06-24-2013

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



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SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		01.87	ALMAR DR.		YES	Y	W	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	09-13-2013
26	15	08		01.87	ALMAR DR.		YES	Y	N	N	2			REAR-END	INATT	DARK	WET	PDO	10-19-2013
26	15	08		01.87	ALMAR DR.		YES	Y	W	S	2			RIGHT-ANGLE	NEG-DRIVING	DARK	DRY	PDO	12-04-2013
26	15	08		01.87	ALMAR DR.		YES	Y	S	E	2	1		RIGHT-ANGLE	F-YIELD	DARK	DRY	P INJ	03-29-2014
26	15	08		01.87	ALMAR DR.		YES	Y	S	S	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	04-13-2014
26	15	08		01.87	ALMAR DR.		YES	Y	N	W	2			RIGHT-ANGLE	F-STOP	DARK	DRY	PDO	05-25-2014
26	15	08		01.87	ALMAR DR.		YES	Y	S	S	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	06-02-2014
26	15	08		01.87	ALMAR DR.	AT-GR SVC RD	YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	06-17-2014
26	15	08		01.87	ALMAR DR.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-30-2014
26	15	08		01.87	ALMAR DR.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	07-01-2014
26	15	08		01.87	ALMAR DR.		YES	Y	N	N	3	2		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	07-10-2014
26	15	08		01.87	ALMAR DR.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DUSK	WET	PDO	08-28-2014
26	15	08		01.87	ALMAR DR.		YES	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	WET	PDO	10-10-2014
26	15	08		01.87	ALMAR DR.		YES	Y	E	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	11-02-2014
26	15	08		01.87	ALMAR DR.		YES	Y	N	N	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	11-06-2014
26	15	08		01.87	ALMAR DR.		YES	Y	E	N	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	12-07-2014
26	15	08		01.87	ALMAR DR.		YES	Y	N	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	12-13-2014
26	15	08		01.87	ALMAR DR.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	04-13-2015
26	15	08		01.87	ALMAR DR.		YES	Y	S	E	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	07-24-2015
26	15	08		01.87	ALMAR DR.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-13-2015
26	15	08		01.87	ALMAR DR.		YES	Y	W	W	2	1		REAR-END	INATT	DYLGT	DRY	N-I INJ	09-13-2015

(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.

AT: GRAND AVE.

26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	03-15-2011
26	15	08		02.50	GRAND AVE.		YES	Y	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	03-16-2011
26	15	08		02.50	GRAND AVE.		YES	Y	S	S	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	04-01-2011
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2	3		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	05-14-2011
26	15	08		02.50	GRAND AVE.		YES	Y	W	W	2			REAR-END	NO-IMP-ACT	DYLGT	DRY	PDO	05-27-2011
26	15	08		02.50	GRAND AVE.		YES	Y	S	E	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	06-10-2011
26	15	08		02.50	GRAND AVE.	WKZONE	YES	Y	S	W	2	1		RIGHT-ANGLE	F-STOP	DARK	DRY	P INJ	07-14-2011
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	11-08-2011
26	15	08		02.50	GRAND AVE.		YES	Y	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	11-28-2011
26	15	08		02.50	GRAND AVE.		YES	Y	W	W	3	2		REAR-END	INATT	DYLGT	DRY	N-I INJ	12-09-2011
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	12-09-2011
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	01-06-2012
26	15	08		02.50	GRAND AVE.		YES	Y	W	W	2			REAR-END	DEF-VEH	DYLGT	DRY	PDO	01-11-2012
26	15	08		02.50	GRAND AVE.		YES	Y	W	W	2			OTH-BACKING	IMP-BACK	DARK	DRY	PDO	02-15-2012
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2			REAR-END	IMP-START	DYLGT	DRY	PDO	03-18-2012
26	15	08		02.50	GRAND AVE.		YES	Y	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	03-25-2012

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



HIGHWAY SYSTEM COLLISION LISTING

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

USE

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Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2			REAR-END	NO-IMP-ACT	DYLGT	DRY	PDO	04-07-2012
26	15	08		02.50	GRAND AVE.		YES	Y	W	W	2			REAR-END	D-W-I	DYLGT	DRY	PDO	07-14-2012
26	15	08		02.50	GRAND AVE.		YES	Y	S	N	2	2		ANGLE-TURNING	IMP-TURN	DARK	DRY	P INJ	09-24-2012
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	12-04-2012
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2	1		REAR-END	UNSAF-SPD	DARK	WET	P INJ	03-08-2013
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	04-01-2013
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DARK	WET	PDO	04-03-2013
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-02-2013
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	07-01-2013
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	07-03-2013
26	15	08		02.50	GRAND AVE.		YES	Y	E	S	2			RIGHT-ANGLE	UNSAF-SPD	DYLGT	SLUSH	PDO	11-22-2013
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	11-26-2013
26	15	08		02.50	GRAND AVE.		YES	Y	W	W	2			REAR-END	D-W-I	DARK	DRY	PDO	11-28-2013
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2			SIDESWIPE-SAME	IMP-PASS	DYLGT	DRY	PDO	12-19-2013
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	ICE	PDO	01-28-2014
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-12-2014
26	15	08		02.50	GRAND AVE.		YES	Y	W	W	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	09-20-2014
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	WET	PDO	10-13-2014
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2			ANGLE-TURNING	INATT	DARK	DRY	PDO	12-06-2014
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	12-11-2014
26	15	08		02.50	GRAND AVE.		YES	Y	W	W	2			REAR-END	OTHER	DARK	DRY	PDO	02-21-2015
26	15	08		02.50	GRAND AVE.		YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	03-02-2015
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-09-2015
26	15	08		02.50	GRAND AVE.		YES	Y	E	-	1	1		F-O CURB	NO-IMP-ACT	DYLGT	MUD	P INJ	05-14-2015
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	06-08-2015
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2			REAR-END	INATT	DYLGT	WET	PDO	06-17-2015
26	15	08		02.50	GRAND AVE.		YES	Y	E	S	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	06-27-2015
26	15	08		02.50	GRAND AVE.		YES	Y	W	E	2			SIDESWIPE-OPP	D-W-I	DARK	WET	PDO	07-07-2015
26	15	08		02.50	GRAND AVE.		YES	Y	N	S	2			ANGLE-TURNING	D-W-I	DARK	DRY	PDO	08-16-2015
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2			REAR-END	IMP-START	DYLGT	DRY	PDO	08-29-2015
26	15	08		02.50	GRAND AVE.		YES	Y	W	N	3	1		SIDESWIPE-SAME	F-YIELD	DYLGT	DRY	P INJ	10-15-2015
26	15	08		02.50	GRAND AVE.		YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	10-31-2015
26	15	08		02.50	GRAND AVE.		YES	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	12-15-2015

(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.

AT: CHISOLM/WALMART DR

26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	01-12-2011
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-19-2011
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	S	2			ANGLE-TURNING	OTHER	DYLGT	DRY	PDO	05-24-2011
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	10-25-2011

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



HIGHWAY SYSTEM COLLISION LISTING

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	E	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	I INJ	01-10-2012
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	N	2			SIDESWIPE-SAME	IMP-TURN	DYLGT	DRY	PDO	04-07-2012
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	W	W	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	04-14-2012
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	N	3	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	06-01-2012
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	S	2	2		ANGLE-TURNING	F-YIELD	DARK	WET	P INJ	06-05-2012
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	S	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	07-24-2012
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	E	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	08-10-2012
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	N	2			REAR-END	F-STOP	DARK	DRY	PDO	09-17-2012
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-02-2012
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	N	3	1		ANGLE-TURNING	OTHER	DYLGT	DRY	P INJ	10-05-2012
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	11-16-2012
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	W	2	2		RIGHT-ANGLE	F-STOP	DYLGT	DRY	N-I INJ	01-11-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DAWN	DRY	PDO	02-05-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	02-10-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	W	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	05-10-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	05-15-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-31-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	E	N	2			RIGHT-ANGLE	F-STOP	DARK	DRY	PDO	06-20-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	07-09-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	07-10-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	08-09-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	W	W	2			OTH-BACKING	IMP-BACK	DARK	DRY	PDO	08-09-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	E	2			RIGHT-ANGLE	OTHER	DYLGT	DRY	PDO	08-21-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	S	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	08-25-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	09-24-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	S	2			ANGLE-TURNING	INATT	DARK	WET	PDO	10-30-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	ICE	P INJ	12-05-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	12-31-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	E	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	04-09-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	S	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	04-12-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-13-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	04-30-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	S	2	1		ANGLE-TURNING	OTHER	DYLGT	DRY	P INJ	05-22-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	E	2			ANGLE-TURNING	OTHER	DYLGT	DRY	PDO	06-16-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	-	1	1		PEDESTRIAN	INATT	DARK	DRY	I INJ	08-08-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	W	3	2		RIGHT-ANGLE	F-STOP	DYLGT	DRY	N-I INJ	09-04-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	E	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	11-14-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	S	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	11-20-2014

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



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SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015



Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	12-11-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	02-03-2015
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	N	2	2		ANGLE-TURNING	F-YIELD	DARK	DRY	N-I INJ	03-29-2015
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	N	E	2			RIGHT-ANGLE	F-STOP	DUSK	WET	PDO	04-27-2015
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	W	2			RIGHT-ANGLE	F-STOP	DYLGT	WET	PDO	05-19-2015
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	W	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	06-10-2015
26	15	08		02.62	CHISOLM/WALMART DR		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-21-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: ALABAMA AVE.														
26	15	08		02.80	ALABAMA AVE.		YES	Y	N	N	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	09-21-2011
26	15	08		02.80	ALABAMA AVE.		YES	Y	N	N	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	02-10-2013
26	15	08		02.80	ALABAMA AVE.		YES	Y	W	N	2	1		RIGHT-ANGLE	F-YIELD	DARK	DRY	P INJ	07-02-2013
26	15	08		02.80	ALABAMA AVE.		YES	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	05-28-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: 3 ST. VIRGINIA														
26	15	08		02.90	3 ST. VIRGINIA		YES	Y	S	N	2			SIDESWIPE-OPP	DEF-VEH	DYLGT	DRY	PDO	04-30-2011
26	15	08		02.90	3 ST. VIRGINIA		YES	Y	W	S	2			ANGLE-OTHER	F-YIELD	DYLGT	DRY	PDO	06-13-2011
26	15	08		02.90	3 ST. VIRGINIA		YES	Y	S	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	09-15-2011
26	15	08		02.90	3 ST. VIRGINIA		YES	Y	S	N	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	09-22-2011
26	15	08		02.90	3 ST. VIRGINIA		YES	Y	S	-	1	1		F-O UTIL-POLE	INATT	DARK	DRY	N-I INJ	07-08-2012
26	15	08		02.90	3 ST. VIRGINIA		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-06-2012
26	15	08		02.90	3 ST. VIRGINIA		YES	Y	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	SNOW	P INJ	12-05-2013
26	15	08		02.90	3 ST. VIRGINIA		YES	Y	S	N	2	1		OTHER	F-YIELD	DYLGT	DRY	N-I INJ	04-24-2014
26	15	08		02.90	3 ST. VIRGINIA		YES	Y	S	N	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	10-23-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: TENNESSEE AVE.														
26	15	08		02.96	TENNESSEE AVE.		YES	Y	S	S	3			SIDESWIPE-OPP	D-W-I	DYLGT	WET	PDO	07-16-2014
26	15	08		02.96	TENNESSEE AVE.		YES	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	03-02-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: GEORGIA AVE.														
26	15	08		03.04	GEORGIA AVE.		YES	Y	S	S	2			ANGLE-TURNING	IMP-LN-CHG	DYLGT	DRY	PDO	03-18-2011
26	15	08		03.04	GEORGIA AVE.		YES	Y	S	E	2	2		RIGHT-ANGLE	SLEEPY	DARK	DRY	N-I INJ	07-22-2011
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: ARKANSAS AVE.														
26	15	08		03.11	ARKANSAS AVE.		YES	Y	N	N	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	06-08-2011
26	15	08		03.11	ARKANSAS AVE.		YES	Y	W	N	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	07-21-2011
26	15	08		03.11	ARKANSAS AVE.		YES	Y	W	N	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	01-23-2012
26	15	08		03.11	ARKANSAS AVE.		YES	Y	E	-	1			F-O OTHER	INATT	DYLGT	DRY	PDO	08-31-2013
26	15	08		03.11	ARKANSAS AVE.		YES	Y	S	S	2			SIDESWIPE-SAME	F-YIELD	DARK	DRY	PDO	10-04-2013
26	15	08		03.11	ARKANSAS AVE.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-01-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST.					AT: MISSOURI AVE.														
26	15	08		03.19	MISSOURI AVE.		YES	Y	S	-	1			F-O TRAFF-SIGN	INATT	DARK	DRY	PDO	02-16-2011
26	15	08		03.19	MISSOURI AVE.		YES	Y	S	S	2	1		REAR-END	OTHER	DYLGT	DRY	N-I INJ	05-31-2011

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



HIGHWAY SYSTEM COLLISION LISTING

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		03.19	MISSOURI AVE.		YES	Y	N	N	2	6		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	08-27-2011
26	15	08		03.19	MISSOURI AVE.		YES	Y	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	09-30-2011
26	15	08		03.19	MISSOURI AVE.		YES	Y	N	W	2			RIGHT-ANGLE	INATT	DYLGT	DRY	PDO	08-10-2012
26	15	08		03.19	MISSOURI AVE.		YES	Y	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	WET	PDO	09-13-2012
26	15	08		03.19	MISSOURI AVE.		YES	Y	N	W	2			RIGHT-ANGLE	F-STOP	DARK	DRY	PDO	09-16-2012
26	15	08		03.19	MISSOURI AVE.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	03-30-2013
26	15	08		03.19	MISSOURI AVE.		YES	Y	E	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	08-09-2013
26	15	08		03.19	MISSOURI AVE.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-13-2013
26	15	08		03.19	MISSOURI AVE.		YES	Y	S	S	2	6		REAR-END	INATT	DYLGT	DRY	N-I INJ	10-06-2013
26	15	08		03.19	MISSOURI AVE.		YES	Y	N	E	2			RIGHT-ANGLE	F-STOP	DARK	DRY	PDO	12-19-2013
26	15	08		03.19	MISSOURI AVE.		YES	Y	S	W	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	06-11-2014
26	15	08		03.19	MISSOURI AVE.		YES	Y	S	N	2			ANGLE-TURNING	F-STOP	DARK	DRY	PDO	12-26-2014
26	15	08		03.19	MISSOURI AVE.		YES	Y	S	S	2			REAR-END	F-STOP	DYLGT	WET	PDO	03-19-2015
26	15	08		03.19	MISSOURI AVE.		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	WET	PDO	04-27-2015
26	15	08		03.19	MISSOURI AVE.		YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	05-15-2015
26	15	08		03.19	MISSOURI AVE.		YES	Y	N	W	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	11-05-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: FLORIDA AVE.																			
26	15	08		03.26	FLORIDA AVE.		YES	Y	E	S	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	11-19-2013
26	15	08		03.26	FLORIDA AVE.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-30-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: WASHINGTON AVE.																			
26	15	08		03.33	WASHINGTON AVE.		YES	Y	E	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	06-28-2012
26	15	08		03.33	WASHINGTON AVE.		YES	Y	E	W	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	07-22-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: TEXAS AVE.																			
26	15	08		03.41	TEXAS AVE.		YES	Y	N	-	1			F-O UTIL-POLE	INATT	DARK	DRY	PDO	04-25-2012
26	15	08		03.41	TEXAS AVE.		YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	07-03-2012
26	15	08		03.41	TEXAS AVE.		YES	Y	W	N	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	07-22-2013
26	15	08		03.41	TEXAS AVE.		YES	Y	W	N	2	1		RIGHT-ANGLE	F-YIELD	DARK	DRY	N-I INJ	02-22-2014
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: IDAHO/ADA SIPUEL																			
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	Y	E	N	2	4		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	03-02-2011
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	Y	W	N	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	04-06-2011
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	Y	W	S	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	I INJ	05-17-2011
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	Y	W	E	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	09-15-2011
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	Y	N	-	1	1		F-O UTIL-POLE	INATT	DYLGT	DRY	N-I INJ	08-16-2012
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	Y	S	S	2	1		SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	ICE	P INJ	02-07-2014
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	Y	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	05-27-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: DAKOTA AVE.																			
26	15	08		03.62	DAKOTA AVE.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	03-05-2012
26	15	08		03.62	DAKOTA AVE.		YES	Y	N	N	2	1		SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	N-I INJ	05-28-2013

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



HIGHWAY SYSTEM COLLISION LISTING

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		03.62	DAKOTA AVE.		YES	Y	E	S	2	1	1	RIGHT-ANGLE	F-YIELD	DYLGT	DRY	FAT	11-12-2013
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: MINNESOTA AVE.																			
26	15	08		03.70	MINNESOTA AVE.		YES	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	09-02-2011
26	15	08		03.70	MINNESOTA AVE.		YES	Y	S	W	2			RIGHT-ANGLE	DEF-VEH	DAWN	WET	PDO	01-25-2012
26	15	08		03.70	MINNESOTA AVE.		YES	Y	N	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	03-01-2012
26	15	08		03.70	MINNESOTA AVE.		YES	Y	E	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	04-05-2012
26	15	08		03.70	MINNESOTA AVE.		YES	Y	W	W	3	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	04-12-2012
26	15	08		03.70	MINNESOTA AVE.		YES	Y	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	09-15-2012
26	15	08		03.70	MINNESOTA AVE.		YES	Y	S	E	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	10-28-2012
26	15	08		03.70	MINNESOTA AVE.		YES	Y	S	N	2			ANGLE-TURNING	F-STOP	DYLGT	SNOW	PDO	12-26-2012
26	15	08		03.70	MINNESOTA AVE.		YES	Y	N	E	1	1		RIGHT-ANGLE	INATT	DYLGT	WET	PDO	02-15-2013
26	15	08		03.70	MINNESOTA AVE.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	05-09-2013
26	15	08		03.70	MINNESOTA AVE.		YES	Y	N	S	2			REAR-END	INATT	DYLGT	DRY	PDO	01-30-2014
26	15	08		03.70	MINNESOTA AVE.		YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	02-27-2014
26	15	08		03.70	MINNESOTA AVE.		YES	Y	E	W	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	06-17-2014
26	15	08		03.70	MINNESOTA AVE.		YES	Y	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	WET	PDO	07-30-2014
26	15	08		03.70	MINNESOTA AVE.		YES	Y	S	S	2	2		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	08-04-2014
26	15	08		03.70	MINNESOTA AVE.		YES	Y	S	W	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	09-03-2014
26	15	08		03.70	MINNESOTA AVE.	WKZONE	YES	Y	S	E	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	03-24-2015
26	15	08		03.70	MINNESOTA AVE.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	07-23-2015
26	15	08		03.70	MINNESOTA AVE.		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	12-21-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: IOWA AVE.																			
26	15	08		03.78	IOWA AVE.		YES	Y	W	-	1			F-O CURB	IMP-TURN	DYLGT	DRY	PDO	11-19-2011
26	15	08		03.78	IOWA AVE.		YES	Y	N	N	2	1		REAR-END	IMP-STOP	DYLGT	DRY	P INJ	01-28-2013
26	15	08		03.78	IOWA AVE.		YES	Y	E	S	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	I INJ	02-02-2013
26	15	08		03.78	IOWA AVE.		YES	Y	E	E	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	09-27-2013
26	15	08		03.78	IOWA AVE.		YES	Y	W	-	1			F-O CURB	UNSAF-SPD	DARK	WET	PDO	05-23-2014
26	15	08		03.78	IOWA AVE.	WKZONE	YES	Y	S	S	2			OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	02-10-2015
26	15	08		03.78	IOWA AVE.		YES	Y	E	N	2	1		RIGHT-ANGLE	NO-IMP-ACT	DYLGT	DRY	P INJ	10-01-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: COLORADO AVE.																			
26	15	08		03.86	COLORADO AVE.		YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	12-03-2013
26	15	08		03.86	COLORADO AVE.		YES	Y	E	N	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	05-14-2015
(26) GRADY (15) CHICKASHA HWY: US-81, 4 ST. AT: KANSAS AVE.																			
26	15	08		03.94	KANSAS AVE.		YES	Y	N	W	2	2		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	10-12-2011
26	15	08		03.94	KANSAS AVE.		YES	Y	E	N	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	06-07-2012
26	15	08		03.94	KANSAS AVE.		YES	Y	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	05-17-2013
26	15	08		03.94	KANSAS AVE.		YES	Y	E	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-29-2013
26	15	08		03.94	KANSAS AVE.		YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	06-12-2013

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



HIGHWAY SYSTEM COLLISION LISTING

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date	
26	15	08		03.94	KANSAS AVE.		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	06-24-2013	
26	15	08		03.94	KANSAS AVE.		YES	Y	N	E	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	10-23-2013	
26	15	08		03.94	KANSAS AVE.		YES	Y	N	N	2	1		SIDESWIPE-SAME	FOL-CLOSE	DYLGT	DRY	P INJ	01-02-2014	
26	15	08		03.94	KANSAS AVE.		YES	Y	N	N	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	02-19-2014	
26	15	08		03.94	KANSAS AVE.		YES	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	07-14-2014	
26	15	08		03.94	KANSAS AVE.		YES	Y	N	S	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	08-30-2014	
26	15	08		03.94	KANSAS AVE.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	09-03-2015	
26	15	08		03.94	KANSAS AVE.		YES	Y	N	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-29-2015	
(26) GRADY		(15) CHICKASHA		HWY: US-81, 4 ST.				AT: CHICKASHA AVE.												
26	15	08		04.02	CHICKASHA AVE.		YES	Y	W	W	2			OTH-BACKING	IMP-BACK	DYLGT	DRY	PDO	06-23-2011	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	W	W	2			OTH-BACKING	IMP-BACK	DYLGT	DRY	PDO	02-27-2013	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	N	S	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	03-29-2013	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-10-2013	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	S	S	3	3		REAR-END	INATT	DYLGT	DRY	P INJ	05-16-2013	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	05-24-2013	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	N	W	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	07-08-2013	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	E	E	2			OTH-BACKING	IMP-BACK	DYLGT	DRY	PDO	08-01-2013	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	S	W	2	2		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	09-05-2013	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	N	N	2			SIDESWIPE-SAME	NEG-DRIVING	DYLGT	DRY	PDO	01-14-2014	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	01-31-2014	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	N	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	04-11-2014	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	N	W	2	1		ANGLE-TURNING	F-STOP	DYLGT	DRY	P INJ	07-08-2014	
26	15	08		04.02	CHICKASHA AVE.	INCIDENT	YES	Y	S	-	1			F-O TRAFF-SIGNAL	OTHER	DYLGT	DRY	PDO	10-23-2014	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	N	N	2			OTHER	FOL-CLOSE	DYLGT	DRY	PDO	11-10-2015	
26	15	08		04.02	CHICKASHA AVE.		YES	Y	N	S	3	3		ANGLE-TURNING	F-YIELD	DARK	DRY	N-I INJ	11-13-2015	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



STUDY CRITERIA

SEGMENT 2 | SH-19 NORTH TO CHOCTAW AVE INTERSECTION

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

ROADWAY / REGION

QUERY OVER	SELECTIONS
Control Section	County: 26, Control Section: 8, CS Query On: range, Mile Start: 00.00, Mile End: 04.10

DATE

Date Range	01-01-2011 to 12-31-2015
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FILTER COLLISIONS

Roadway Type	All Collision Data
Intersection Related Only	Checked
Incl. Crashes Assoc. w/ Int.	Unchecked
Environment Fields	

REPORT SECTIONS

Collision Map & Study Totals	(Included)
Collision Analysis Tables	(Included)
- Totals By City, Hwy Class	Checked
- Other Analysis Tables	Checked
Concentration Listing	(Included)
- Sort Concentration List By	Severity Index
Collision Diagram	(Included)
Rate Analysis	(Included)
Collision Listing	(Included)
- Highway Collision Listing	Checked, By Control Section
- City Street Collision Listing	Checked
- County Road Collision Listing	Checked
Query Criteria	(Included)



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 by Robert Powell

Study Map & Totals

Legend

- ▲ Fatality
- Injury
- Property Damage



Remarks:

INTERSECTION ONLY

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 thru 12-31-2015

	2011						2012						2013					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions	1	1	3	4	5	14			3	5	18	26		1	4	3	12	20
Persons	1	1	4	6		12			5	6		11		1	10	4		15



STUDY TOTALS (CONT.)

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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	2014						2015					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions		2	3	2	19	26			2	4	23	29
Persons		2	4	3		9			4	5		9

	Study Total					Total
	Fatality	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury	Property Damage	
Collisions	1	4	15	18	77	115
Persons	1	4	27	24		56



STUDY TOTALS - BY CITY AND HWY CLASS

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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 Created: 08/10/2017 by Robert Powell

STUDY TOTALS

Year	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
	Fat	Inj*	PD	Tot	Fat	Inj*	PD	Tot	Fat	Inj*	PD	Tot	Fat	Inj*	PD	Tot
2011	1	8	5	14									1	8	5	14
2012		8	18	26										8	18	26
2013		8	12	20										8	12	20
2014		7	19	26										7	19	26
2015		6	23	29										6	23	29
Total:	1	37	77	115				0				0	1	37	77	115

County: (26) GRADY

	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
	Fat	Inj*	PD	Tot	Fat	Inj*	PD	Tot	Fat	Inj*	PD	Tot	Fat	Inj*	PD	Tot
(15) CHICKASHA	1	37	77	115									1	37	77	115

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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 Collision Analysis and Safety Branch
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Collisions By Type Of Collision

Type Of Collision	2011				2012				2013				2014				2015			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Rear-End (front-to-rear)		2	3	5		3	4	7		1	3	4		2	8	10		2	9	11
Head-On (front-to-front)																				
Right Angle (front-to-side)	1	4		5		3	3	6		5	2	7		5	6	11		3	5	8
Angle Turning		2	1	3		2	6	8		1	5	6			5	5		1	4	5
Other Angle																				
Sideswipe Same Direction			1	1			2	2			1	1							4	4
Sideswipe Opposite Direction																				
Fixed Object																				
Pedestrian										1		1								
Pedal Cycle																				
Animal																				
Overturn/Rollover							1	1												
Vehicle-Train																				
Other Single Vehicle Crash																				
Other							2	2			1	1							1	1
Total	1	8	5	14		8	18	26		8	12	20		7	19	26		6	23	29
Percent	0.9	7.0	4.3	12.2		7.0	15.7	22.6		7.0	10.4	17.4		6.1	16.5	22.6		5.2	20.0	25.2

Collisions By Type Of Collision

Type Of Collision	Total				
	Fat	Inj *	PD	Tot	Pct
Rear-End (front-to-rear)		10	27	37	32.2
Head-On (front-to-front)					
Right Angle (front-to-side)	1	20	16	37	32.2
Angle Turning		6	21	27	23.5
Other Angle					
Sideswipe Same Direction			8	8	7.0
Sideswipe Opposite Direction					
Fixed Object					
Pedestrian		1		1	0.9
Pedal Cycle					
Animal					
Overturn/Rollover			1	1	0.9
Vehicle-Train					
Other Single Vehicle Crash					
Other			4	4	3.5
Total	1	37	77	115	100
Percent	0.9	32.2	67.0	100	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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 Collision Analysis and Safety Branch
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Units By Unit Type

Unit Type	2011				2012				2013				2014				2015			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Train																				
Pedestrian									1			1								
Animal																				
Pedal Cycle																				
Parked Vehicle											1	1								
CMV			1	1		1	6	7			2	2			1	1		1	7	8
Other Single Vehicle									1			1								
Other Multi-Vehicle	2	16	9	27		16	28	44		14	22	36		14	38	52		12	43	55
Total	2	16	10	28		17	34	51		16	25	41		14	39	53		13	50	63
Percent	0.8	6.8	4.2	11.9		7.2	14.4	21.6		6.8	10.6	17.4		5.9	16.5	22.5		5.5	21.2	26.7

Units By Unit Type

Unit Type	Total				
	Fat	Inj *	PD	Tot	Pct
Train					
Pedestrian		1		1	0.4
Animal					
Pedal Cycle					
Parked Vehicle			1	1	0.4
CMV		2	17	19	8.1
Other Single Vehicle		1		1	0.4
Other Multi-Vehicle	2	72	140	214	90.7
Total	2	76	158	236	100
Percent	0.8	32.2	66.9	100	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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Vehicles By Vehicle Type

Vehicle Type	2011				2012				2013				2014				2015			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Passenger Vehicle-2 Door		2	2	4			1	1		1	5	6		2		2			3	3
Passenger Vehicle-4 Door			3	3		4	9	13		2	7	9		3	12	15		3	13	16
Passenger Vehicle-Convertible																			1	1
Pickup Truck		3	8	11		3	18	21		3	13	16		1	16	17		1	16	17
Single-Unit Truck (2 axles)											1	1								
Single-Unit Truck (3 or more axles)			1	1										1	1				2	2
School Bus																				
Truck/Trailer							1	1											1	1
Truck-Tractor (bobtail)											1	1								
Truck-Tractor/Semi-Trailer							5	5			1	1							4	4
Truck-Tractor/Double																				
Truck-Tractor/Triple																				
Bus/Large Van (9-15 seats)																				
Bus (16+ seats)																				
Motorcycle	1	1		2							1	1								
Motor Scooter/Moped																				
Motor Home																				
Farm Machinery																				
ATV																				
Sport Utility Vehicle (SUV)		1	4	5		1	5	6		2	1	3		2	13	15		3	9	12
Passenger Van		1	1	2		2	2	4		1	1			1	1			1	4	5
Truck More Than 10,000 lbs.																				
Van (10,000 lbs. or less)																				
Other											1	1		2	2				2	2
Total	1	8	19	28		10	41	51		9	31	40		8	45	53		8	55	63
Percent	0.4	3.4	8.1	11.9		4.3	17.4	21.7		3.8	13.2	17.0		3.4	19.1	22.6		3.4	23.4	26.8

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Vehicles By Vehicle Type

Vehicle Type	Total				
	Fat	Inj *	PD	Tot	Pct
Passenger Vehicle-2 Door		5	11	16	6.8
Passenger Vehicle-4 Door		12	44	56	23.8
Passenger Vehicle-Convertible			1	1	0.4
Pickup Truck		11	71	82	34.9
Single-Unit Truck (2 axles)			1	1	0.4
Single-Unit Truck (3 or more axles)			4	4	1.7
School Bus					
Truck/Trailer			2	2	0.9
Truck-Tractor (bobtail)			1	1	0.4
Truck-Tractor/Semi-Trailer			10	10	4.3
Truck-Tractor/Double					
Truck-Tractor/Triple					
Bus/Large Van (9-15 seats)					
Bus (16+ seats)					
Motorcycle	1	1	1	3	1.3
Motor Scooter/Moped					
Motor Home					
Farm Machinery					
ATV					
Sport Utility Vehicle (SUV)		9	32	41	17.4
Passenger Van		5	8	13	5.5
Truck More Than 10,000 lbs.					
Van (10,000 lbs. or less)					
Other			5	5	2.1
Total	1	43	191	235	100
Percent	0.4	18.3	81.3	100	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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Day And Time Of Occurrence Of Collisions

Day	Hour Of The Day																								Tot	Pcnt		
	AM												PM															
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12				
Sunday								1				1	1				1							4	3.5			
Monday							3	4	1		1	3	1	1	2	1	2							21	18.3			
Tuesday							1	2	2	1	2	1	3		5	2	1			2				23	20.0			
Wednesday		1					1	2	1	2		2	2	2		3	4					1		21	18.3			
Thursday					1		1	2	5	2	5	2	2	3	1				1					25	21.7			
Friday							1		1		2	3	5	1	1		1							15	13.0			
Saturday								1		1		1		2								1		6	5.2			
	Early Morning - Sunrise						Morning Peak						Mid Morning/Afternoon						PM Peak			Evening - Late Night					Tot	Pcnt
Total	2						29						61						16			7					115	100
Percent	1.7						25.2						53.0						13.9			6.1					100	

Roadway/Lighting

Roadway Conditions	Lighting Conditions					Total	Percent
	Daylight	Darkness	Twilight	Lighted	Unknown		
Dry	94	1		9		104	90.4
Wet (Water)	5					5	4.3
Ice, Snow, or Slush	5			1		6	5.2
Mud, Dirt, Gravel, or Sand							
Other							
Total	104	1		10		115	100
Percent	90.4	0.9		8.7		100	

Weather Conditions

Weather Conditions	Total	Percent
Clear	89	77.4
Clouds Present	19	16.5
Raining/Fog	2	1.7
Snowing/Sleet/Hail	5	4.3
Other		
Total	115	100



TABULATION OF COLLISIONS

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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Drivers By Driver Conditions

Unsafe/Unlawful	Apparently Normal			Alcohol Involved						Sleep Suspected			Drug Use Indicated			Unknown Condition			Total					
				Ability Impaired			Odor Detected												Fat	Inj *	PD	Fat	Inj *	PD
	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD															
Failed to Yield	1	15	16												1				1	15	17	33	14.1	
Failed to Stop		5	5													1				6	5	11	4.7	
Failed to Signal																								
Improper Turn		4	11														2			4	13	17	7.3	
Improper Start																								
Improper Stop																								
Improper Backing			3														1				4	4	1.7	
Improper Parking			1																		1	1	0.4	
Improper Passing																								
Improper Lane Change			6											1			1				8	8	3.4	
Left of Center			1																		1	1	0.4	
Following Too Close		3	12														1			3	13	16	6.8	
Unsafe Speed		1	3																	1	3	4	1.7	
DWI					1	1															1	1	2	0.9
Inattention		3	9								1						2				4	11	15	6.4
Negligent Driving			1																			1	1	0.4
Defective Vehicle																								
Wrong Way																								
No Improper Action	1	37	74												2					1	37	76	114	48.7
Other		4	3																		4	3	7	3.0
Total	2	72	145		1	1					1				4		1	7		2	75	157	234	100
Percent	0.9	30.8	62.0		0.4	0.4					0.4				1.7		0.4	3.0		0.9	32.1	67.1	100	

Severities Indicate Highest Severity in Collision

Collisions By Special Feature

Special Feature	Total			
	Fat	Inj *	PD	Tot
Bridge				
Work Zone				
Cross Median				
Train Collision				

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



COLLISION CONCENTRATION LISTING

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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COUNTY	CITY	HWY CL	INT ID	CS/ST.1	HWY	INT-REL/TERM-LOC	CITY STREET NAME	-----INTERSECTING-----		MILE/ST.2	SEV INDEX	NUM COLLS	RANK
								CITY STREET NAME	HWY				
(26)GRADY	(15)CHICKASHA	7	05	02	US-62	INTER	CHOCTAW AVE.	4 ST.	US-81	09.38	39	31	1
(26)GRADY	(15)CHICKASHA	7		02	US-62	INTER	CHOCTAW AVE.	9 ST.		08.98	29	15	2
(26)GRADY	(15)CHICKASHA	7		02	US-62	INTER	CHOCTAW AVE.	16 ST/HARLY DAY DR		08.51	28	16	3
(26)GRADY	(15)CHICKASHA	7		02	US-62	INTER	CHOCTAW AVE.	DON ALLEN		07.94	22	9	4
(26)GRADY	(15)CHICKASHA	7		02	US-62	INTER	CHOCTAW AVE.	5 ST.		09.30	14	9	5
(26)GRADY	(15)CHICKASHA	7		02	US-62	INTER	CHOCTAW AVE.	6 ST.		09.22	13	12	6
(26)GRADY	(15)CHICKASHA	7		02	US-62	INTER	CHOCTAW AVE.	LINVILLE RD/29 ST.		07.29	9	6	7
(26)GRADY	(15)CHICKASHA	7		02	US-62	INTER	CHOCTAW AVE.	10 ST.		08.90	8	5	8
(26)GRADY	(15)CHICKASHA	7		02	US-62	INTER	CHOCTAW AVE.	11 ST.		08.82	5	3	9
(26)GRADY	(15)CHICKASHA	7		02	US-62	INTER	CHOCTAW AVE.	8 ST.		09.06	4	4	10
(26)GRADY	(15)CHICKASHA	7	04	02	US-62	INTER	CHOCTAW AVE.	WEST INTERSECTION	US-81	07.65	3	2	11
(26)GRADY	(15)CHICKASHA	7		02	US-62	INTER	CHOCTAW AVE.	INDUSTRIAL		06.56	3	1	12
(26)GRADY	(15)CHICKASHA	7		02	US-62	INTER	CHOCTAW AVE.	7 ST.		09.14	2	2	13

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Program Provided by:

Traffic Engineering Division
 Collision Analysis and Safety Branch
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Collision Rate Analysis

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Time Period: 01-01-2011 to 12-31-2015 (1826 days)

RATE = No. of Collisions per 100 Million Vehicle Miles

Road Characteristics

Rate Type	Location Rates	Statewide Rates ** (2013 - 2015)
Overall Collision:	214.33	159.11
Fatal Collision:	1.86	1.06
Vis. Injury Collision *:	35.41	19.68

Roadway Length (miles):	03.02
Roadway Width (feet):	24 - 72
Avg. Daily Traffic (Veh/Day):	9730
Number of Lanes *:	FOUR LANES
Access Control *:	NONE
Urban Area Type *:	URBAN
Rural or Municipal *:	MUNICIPAL
Median Type *:	OPEN WITH SHOULDERS
Median Width (feet):	0

Collision History Summary (Number of Years = 5)

# Collisions	# People
Involving Fatality:	1 Killed: 1
Vis. Injury *:	19 Vis. Injured *: 31
Poss. Injury:	18 Poss. Injured: 24
Property Damage Only:	77
TOTAL:	115

* Predominate value.

$$\text{RATE} = \frac{100,000,000 \times \text{NO. OF COLLISIONS}}{\text{ADT} \times \text{LENGTH} \times \text{NO. OF DAYS IN REPORT}}$$

* Includes Incapacitating and Non-Incapacitating Injuries.

** Statewide rates are computed based on similiar roadways pertaining to number of lanes, divided or undivided, rural or urban, and access control.



HIGHWAY SYSTEM COLLISION LISTING

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
(26) GRADY		(15) CHICKASHA			HWY: US-62, CHOCTAW AVE.		AT: US-81,			WEST INTERSECTION									
26	15	02	04	07.65	WEST INTERSECTION		YES	Y	W	-	1			ROLLOVER	UNSAF-SPD	DARK	DRY	PDO	02-29-2012
26	15	02	04	07.65	WEST INTERSECTION		YES	Y	W	W	3	1		REAR-END	INATT	DYLGT	DRY	P INJ	07-12-2012
(26) GRADY		(15) CHICKASHA			HWY: US-62, CHOCTAW AVE.		AT: US-81,			4 ST.									
26	15	02	05	09.38	4 ST.		YES	Y	W	E	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	10-03-2011
26	15	02	05	09.38	4 ST.		YES	Y	E	-	1			OTHER	OTHER	DYLGT	DRY	PDO	03-23-2012
26	15	02	05	09.38	4 ST.		YES	Y	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	07-05-2012
26	15	02	05	09.38	4 ST.		YES	Y	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	07-12-2012
26	15	02	05	09.38	4 ST.		YES	Y	E	E	2	1		REAR-END	D-W-I	DYLGT	DRY	N-I INJ	07-20-2012
26	15	02	05	09.38	4 ST.		YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	08-03-2012
26	15	02	05	09.38	4 ST.		YES	Y	S	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	08-06-2012
26	15	02	05	09.38	4 ST.		YES	Y	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-05-2012
26	15	02	05	09.38	4 ST.		YES	Y	N	N	2			REAR-END	NEG-DRVING	DYLGT	DRY	PDO	11-05-2012
26	15	02	05	09.38	4 ST.		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-14-2013
26	15	02	05	09.38	4 ST.		YES	Y	W	E	3			ANGLE-TURNING	L-CENTER	DARK	DRY	PDO	08-14-2013
26	15	02	05	09.38	4 ST.		YES	Y	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	11-01-2013
26	15	02	05	09.38	4 ST.		YES	Y	W	W	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	11-14-2013
26	15	02	05	09.38	4 ST.		YES	Y	W	W	2			ANGLE-TURNING	IMP-LN-CHG	DYLGT	DRY	PDO	12-19-2013
26	15	02	05	09.38	4 ST.		YES	Y	E	E	2	2		REAR-END	INATT	DARK	DRY	P INJ	01-07-2014
26	15	02	05	09.38	4 ST.		YES	Y	W	W	2			REAR-END	IMP-BACK	DYLGT	DRY	PDO	01-07-2014
26	15	02	05	09.38	4 ST.		YES	Y	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	04-18-2014
26	15	02	05	09.38	4 ST.		YES	Y	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	06-03-2014
26	15	02	05	09.38	4 ST.		YES	Y	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-11-2014
26	15	02	05	09.38	4 ST.		YES	Y	W	W	2	1		REAR-END	F-STOP	DYLGT	DRY	I INJ	08-17-2014
26	15	02	05	09.38	4 ST.		YES	Y	E	E	3			REAR-END	INATT	DYLGT	DRY	PDO	11-27-2014
26	15	02	05	09.38	4 ST.		YES	Y	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	01-14-2015
26	15	02	05	09.38	4 ST.		YES	Y	N	N	2			SIDESWIPE-SAME	IMP-TURN	DYLGT	DRY	PDO	01-20-2015
26	15	02	05	09.38	4 ST.		YES	Y	S	E	2			RIGHT-ANGLE	F-YIELD	DARK	DRY	PDO	02-10-2015
26	15	02	05	09.38	4 ST.		YES	Y	E	E	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	SNOW	PDO	02-28-2015
26	15	02	05	09.38	4 ST.		YES	Y	E	E	3			REAR-END	INATT	DYLGT	DRY	PDO	03-06-2015
26	15	02	05	09.38	4 ST.		YES	Y	W	W	3			REAR-END	INATT	DYLGT	WET	PDO	04-27-2015
26	15	02	05	09.38	4 ST.		YES	Y	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	06-16-2015
26	15	02	05	09.38	4 ST.		YES	Y	E	E	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	08-07-2015
26	15	02	05	09.38	4 ST.		YES	Y	W	W	2			REAR-END	INATT	DARK	DRY	PDO	10-24-2015
26	15	02	05	09.38	4 ST.		YES	Y	W	W	2			ANGLE-TURNING	IMP-LN-CHG	DYLGT	DRY	PDO	12-22-2015
(26) GRADY		(15) CHICKASHA			HWY: US-62, CHOCTAW AVE.		AT: INDUSTRIAL												
26	15	02		06.56	INDUSTRIAL		YES	Y	S	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	09-09-2015
(26) GRADY		(15) CHICKASHA			HWY: US-62, CHOCTAW AVE.		AT: LINVILLE RD/29 ST.												
26	15	02		07.29	LINVILLE RD/29 ST.		YES	Y	E	E	2	3		REAR-END	SLEEPY	DYLGT	DRY	P INJ	06-07-2011

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



HIGHWAY SYSTEM COLLISION LISTING

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	02		07.29	LINVILLE RD/29 ST.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	05-12-2012
26	15	02		07.29	LINVILLE RD/29 ST.		YES	Y	W	E	2	1		ANGLE-TURNING	OTHER	DYLGT	DRY	P INJ	12-31-2012
26	15	02		07.29	LINVILLE RD/29 ST.		YES	Y	W	E	2			ANGLE-TURNING	OTHER	DYLGT	DRY	PDO	05-15-2013
26	15	02		07.29	LINVILLE RD/29 ST.		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	07-31-2014
26	15	02		07.29	LINVILLE RD/29 ST.		YES	Y	E	E	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	07-22-2015
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: DON ALLEN																			
26	15	02		07.94	DON ALLEN		YES	Y	N	N	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	03-16-2011
26	15	02		07.94	DON ALLEN		YES	Y	S	E	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	05-04-2011
26	15	02		07.94	DON ALLEN		YES	Y	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	SLUSH	PDO	12-28-2012
26	15	02		07.94	DON ALLEN		YES	Y	E	N	2	4		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	11-19-2013
26	15	02		07.94	DON ALLEN		YES	Y	S	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	02-14-2014
26	15	02		07.94	DON ALLEN		YES	Y	W	E	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	I INJ	04-10-2014
26	15	02		07.94	DON ALLEN		YES	Y	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	05-04-2015
26	15	02		07.94	DON ALLEN		YES	Y	S	E	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	07-27-2015
26	15	02		07.94	DON ALLEN		YES	Y	N	W	3	4		RIGHT-ANGLE	F-YIELD	DARK	DRY	N-I INJ	10-08-2015
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 16 ST/HARLY DAY DR																			
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	03-24-2011
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	W	S	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	N-I INJ	09-01-2011
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	S	W	2	3		RIGHT-ANGLE	F-STOP	DYLGT	DRY	N-I INJ	01-05-2012
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	N	E	2	1		RIGHT-ANGLE	OTHER	DYLGT	DRY	P INJ	06-08-2012
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	S	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	10-30-2012
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	W	S	2	2		RIGHT-ANGLE	F-STOP	DYLGT	DRY	I INJ	03-25-2013
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	S	S	2	1		REAR-END	UNSAF-SPD	DYLGT	ICE	N-I INJ	11-22-2013
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	02-07-2014
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	W	N	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	06-23-2014
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	S	W	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	07-10-2014
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	N	W	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	N-I INJ	08-05-2014
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	02-09-2015
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	S	S	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-01-2015
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	N	N	2			REAR-END	F-STOP	DYLGT	DRY	PDO	04-20-2015
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	10-22-2015
26	15	02		08.51	16 ST/HARLY DAY DR		YES	Y	E	N	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	12-23-2015
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 11 ST.																			
26	15	02		08.82	11 ST.		YES	Y	N	W	2	2		RIGHT-ANGLE	F-YIELD	DARK	DRY	N-I INJ	12-05-2011
26	15	02		08.82	11 ST.		YES	Y	S	S	2			OTH-BACKING	IMP-BACK	DYLGT	DRY	PDO	02-28-2012
26	15	02		08.82	11 ST.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	07-13-2013
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 10 ST.																			
26	15	02		08.90	10 ST.		YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	03-01-2012

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HIGHWAY SYSTEM COLLISION LISTING

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	02		08.90	10 ST.		YES	Y	W	W	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	12-05-2012
26	15	02		08.90	10 ST.		YES	Y	W	E	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	11-18-2013
26	15	02		08.90	10 ST.		YES	Y	S	E	2	1		RIGHT-ANGLE	IMP-TURN	DYLGT	DRY	N-I INJ	02-26-2014
26	15	02		08.90	10 ST.		YES	Y	W	W	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	03-26-2015
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 9 ST.																			
26	15	02		08.98	9 ST.		YES	Y	W	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	03-01-2011
26	15	02		08.98	9 ST.		YES	Y	S	W	2		1	RIGHT-ANGLE	F-YIELD	DYLGT	DRY	FAT	04-12-2011
26	15	02		08.98	9 ST.		YES	Y	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	12-04-2012
26	15	02		08.98	9 ST.		YES	Y	S	N	2	1		ANGLE-TURNING	F-YIELD	DYLGT	WET	N-I INJ	12-30-2012
26	15	02		08.98	9 ST.		YES	Y	S	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	WET	P INJ	01-09-2013
26	15	02		08.98	9 ST.		YES	Y	N	E	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	03-21-2013
26	15	02		08.98	9 ST.		YES	Y	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	04-08-2013
26	15	02		08.98	9 ST.		YES	Y	W	-	1	1		PEDESTRIAN	NO-IMP-ACT	DYLGT	DRY	P INJ	04-16-2013
26	15	02		08.98	9 ST.		YES	Y	S	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	09-30-2013
26	15	02		08.98	9 ST.		YES	Y	E	W	2	2		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	12-04-2013
26	15	02		08.98	9 ST.		YES	Y	N	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	08-14-2014
26	15	02		08.98	9 ST.		YES	Y	S	W	2	1		RIGHT-ANGLE	F-STOP	DARK	ICE	P INJ	11-16-2014
26	15	02		08.98	9 ST.		YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	02-18-2015
26	15	02		08.98	9 ST.		YES	Y	N	N	2			OTH-BACKING	IMP-BACK	DYLGT	DRY	PDO	03-25-2015
26	15	02		08.98	9 ST.		YES	Y	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	WET	PDO	04-28-2015
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 8 ST.																			
26	15	02		09.06	8 ST.		YES	Y	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	11-28-2011
26	15	02		09.06	8 ST.		YES	Y	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	10-08-2012
26	15	02		09.06	8 ST.		YES	Y	N	N	2			REAR-END	IMP-BACK	DYLGT	DRY	PDO	02-05-2013
26	15	02		09.06	8 ST.		YES	Y	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	01-29-2015
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 7 ST.																			
26	15	02		09.14	7 ST.		YES	Y	W	W	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	04-13-2011
26	15	02		09.14	7 ST.		YES	Y	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	09-23-2014
(26) GRADY (15) CHICKASHA HWY: US-62, CHOCTAW AVE. AT: 6 ST.																			
26	15	02		09.22	6 ST.		YES	Y	W	W	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	03-24-2011
26	15	02		09.22	6 ST.		YES	Y	E	E	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	02-22-2012
26	15	02		09.22	6 ST.		YES	Y	-	-	2			OTHER	IMP-PARK	DYLGT	DRY	PDO	07-03-2013
26	15	02		09.22	6 ST.		YES	Y	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	02-13-2014
26	15	02		09.22	6 ST.		YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	03-17-2014
26	15	02		09.22	6 ST.		YES	Y	W	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	03-28-2014
26	15	02		09.22	6 ST.		YES	Y	E	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-04-2014
26	15	02		09.22	6 ST.		YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	11-07-2014
26	15	02		09.22	6 ST.		YES	Y	W	S	2			RIGHT-ANGLE	F-STOP	DYLGT	SNOW	PDO	12-27-2014

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HIGHWAY SYSTEM COLLISION LISTING

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	02		09.22	6 ST.		YES	Y	W	E	2			ANGLE-TURNING	UNSAF-SPD	DYLGT	SNOW	PDO	02-28-2015
26	15	02		09.22	6 ST.		YES	Y	W	W	2			SIDESWIPE-SAME	D-W-I	DYLGT	DRY	PDO	03-26-2015
26	15	02		09.22	6 ST.		YES	Y	N	N	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-22-2015
(26) GRADY		(15) CHICKASHA		HWY: US-62, CHOCTAW AVE.		AT: 5 ST.													
26	15	02		09.30	5 ST.		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	01-04-2011
26	15	02		09.30	5 ST.		YES	Y	W	W	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	I INJ	06-28-2011
26	15	02		09.30	5 ST.		YES	Y	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	04-19-2012
26	15	02		09.30	5 ST.		YES	Y	N	W	2	1		RIGHT-ANGLE	F-YIELD	DARK	DRY	P INJ	10-29-2012
26	15	02		09.30	5 ST.		YES	Y	W	W	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	11-02-2012
26	15	02		09.30	5 ST.		YES	Y	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	06-11-2013
26	15	02		09.30	5 ST.		YES	Y	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	WET	PDO	07-17-2014
26	15	02		09.30	5 ST.		YES	Y	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	12-15-2014
26	15	02		09.30	5 ST.		YES	Y	N	E	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	05-12-2015

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* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



STUDY CRITERIA

SEGMENT 3 | CHICKASHA CITY LIMITS EAST TO CHOCTAW AVENUE

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ROADWAY / REGION

QUERY OVER	SELECTIONS
Control Section	County: 26, Control Section: 2, CS Query On: range, Mile Start: 06.36, Mile End: 09.38

DATE

Date Range	01-01-2011 to 12-31-2015
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FILTER COLLISIONS

Roadway Type	All Collision Data
Intersection Related Only	Checked
Incl. Crashes Assoc. w/ Int.	Unchecked
Environment Fields	

REPORT SECTIONS

Collision Map & Study Totals	(Included)
Collision Analysis Tables	(Included)
- Totals By City, Hwy Class	Checked
- Other Analysis Tables	Checked
Concentration Listing	(Included)
- Sort Concentration List By	Severity Index
Collision Diagram	(Included)
Rate Analysis	(Included)
Collision Listing	(Included)
- Highway Collision Listing	Checked, By Control Section
- City Street Collision Listing	Checked
- County Road Collision Listing	Checked
Query Criteria	(Included)



Program Provided by:
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Study Map & Totals

Legend

- ▲ Fatality
- Injury
- Property Damage



Remarks:

INTERSECTION ONLY

SEGMENT 4 | US 62 & CHOCTAW AVE INTERSECTION NORTH TO CHICKASHA CITY LIMITS

Date Range: 01-01-2011 thru 12-31-2015

	2011						2012						2013						
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	
Collisions				1		1			1	2		3			1	1		3	5
Persons				1		1			1	3		4			1	1			2



STUDY TOTALS (CONT.)

SEGMENT 4 | US 62 & CHOCTAW AVE INTERSECTION NORTH TO CHICKASHA CITY LIMITS

Date Range: 01-01-2011 Thru 12-31-2015

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	2014						2015					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions			1		1	2					1	1
Persons			1	1		2						0

	Study Total					
	Fatality	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury	Property Damage	Total
Collisions			3	4	5	12
Persons			3	6		9



TABULATION OF COLLISIONS

SEGMENT 4 | US 62 & CHOCTAW AVE INTERSECTION NORTH TO CHICKASHA CITY LIMITS

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Collisions By Type Of Collision

Type Of Collision	2011				2012				2013				2014				2015			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Rear-End (front-to-rear)						2		2		1	1	2		1		1				
Head-On (front-to-front)																				
Right Angle (front-to-side)						1		1												
Angle Turning											2	2			1	1			1	1
Other Angle																				
Sideswipe Same Direction																				
Sideswipe Opposite Direction																				
Fixed Object		1		1						1		1								
Pedestrian																				
Pedal Cycle																				
Animal																				
Overturn/Rollover																				
Vehicle-Train																				
Other Single Vehicle Crash																				
Other																				
Total		1		1		3		3		2	3	5		1	1	2			1	1
Percent		8.3		8.3		25.0		25.0		16.7	25.0	41.7		8.3	8.3	16.7			8.3	8.3

Collisions By Type Of Collision

Type Of Collision	Total				
	Fat	Inj *	PD	Tot	Pct
Rear-End (front-to-rear)		4	1	5	41.7
Head-On (front-to-front)					
Right Angle (front-to-side)		1		1	8.3
Angle Turning			4	4	33.3
Other Angle					
Sideswipe Same Direction					
Sideswipe Opposite Direction					
Fixed Object		2		2	16.7
Pedestrian					
Pedal Cycle					
Animal					
Overturn/Rollover					
Vehicle-Train					
Other Single Vehicle Crash					
Other					
Total		7	5	12	100
Percent		58.3	41.7	100	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 4 | US 62 & CHOCTAW AVE INTERSECTION NORTH TO CHICKASHA CITY LIMITS

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Units By Unit Type

Unit Type	2011				2012				2013				2014				2015				
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	
Train																					
Pedestrian																					
Animal																					
Pedal Cycle																					
Parked Vehicle																					
CMV						2		2			1	1							1	1	
Other Single Vehicle		1		1						1		1									
Other Multi-Vehicle						5		5		3	6	9		2	2	4			1	1	
Total		1		1		7		7		4	7	11		2	2	4			2	2	
Percent		4.0		4.0		28.0		28.0		16.0	28.0	44.0		8.0	8.0	16.0			8.0	8.0	

Units By Unit Type

Unit Type	Total				
	Fat	Inj *	PD	Tot	Pct
Train					
Pedestrian					
Animal					
Pedal Cycle					
Parked Vehicle					
CMV		2	2	4	16.0
Other Single Vehicle		2		2	8.0
Other Multi-Vehicle		10	9	19	76.0
Total		14	11	25	100
Percent		56.0	44.0	100	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 4 | US 62 & CHOCTAW AVE INTERSECTION NORTH TO CHICKASHA CITY LIMITS

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Vehicles By Vehicle Type

Vehicle Type	2011				2012				2013				2014				2015					
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot		
Passenger Vehicle-2 Door		1		1		2		2														
Passenger Vehicle-4 Door							1	1		2	2	4		1		1						
Passenger Vehicle-Convertible																						
Pickup Truck							1	1			4	4			2	2				1	1	
Single-Unit Truck (2 axles)						1		1														
Single-Unit Truck (3 or more axles)											1	1										
School Bus																						
Truck/Trailer																						
Truck-Tractor (bobtail)							1	1														
Truck-Tractor/Semi-Trailer																					1	1
Truck-Tractor/Double																						
Truck-Tractor/Triple																						
Bus/Large Van (9-15 seats)																						
Bus (16+ seats)																						
Motorcycle																						
Motor Scooter/Moped																						
Motor Home																						
Farm Machinery																						
ATV																						
Sport Utility Vehicle (SUV)						1		1			2	2			1	1						
Passenger Van																						
Truck More Than 10,000 lbs.																						
Van (10,000 lbs. or less)																						
Other																						
Total		1		1		4	3	7		2	9	11		1	3	4				2	2	
Percent		4.0		4.0		16.0	12.0	28.0		8.0	36.0	44.0		4.0	12.0	16.0				8.0	8.0	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



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Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Vehicles By Vehicle Type

Vehicle Type	Total				
	Fat	Inj *	PD	Tot	Pct
Passenger Vehicle-2 Door		3		3	12.0
Passenger Vehicle-4 Door		3	3	6	24.0
Passenger Vehicle-Convertible					
Pickup Truck			8	8	32.0
Single-Unit Truck (2 axles)		1		1	4.0
Single-Unit Truck (3 or more axles)			1	1	4.0
School Bus					
Truck/Trailer					
Truck-Tractor (bobtail)			1	1	4.0
Truck-Tractor/Semi-Trailer			1	1	4.0
Truck-Tractor/Double					
Truck-Tractor/Triple					
Bus/Large Van (9-15 seats)					
Bus (16+ seats)					
Motorcycle					
Motor Scooter/Moped					
Motor Home					
Farm Machinery					
ATV					
Sport Utility Vehicle (SUV)		1	3	4	16.0
Passenger Van					
Truck More Than 10,000 lbs.					
Van (10,000 lbs. or less)					
Other					
Total		8	17	25	100
Percent		32.0	68.0	100	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SEGMENT 4 | US 62 & CHOCTAW AVE INTERSECTION NORTH TO CHICKASHA CITY LIMITS

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Day And Time Of Occurrence Of Collisions

Day	Hour Of The Day																								Tot	Pcnt
	AM												PM													
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12		
Sunday														2											2	16.7
Monday							1									1									2	16.7
Tuesday						1					1					1									3	25.0
Wednesday												1													1	8.3
Thursday												2											1		3	25.0
Friday								1																	1	8.3
Saturday																										
	Early Morning - Sunrise						Morning Peak			Mid Morning/Afternoon						PM Peak			Evening - Late Night						Tot	Pcnt
Total	1						2			6						2			1						12	100
Percent	8.3						16.7			50.0						16.7			8.3						100	

Roadway/Lighting

Roadway Conditions	Lighting Conditions					Total	Percent
	Daylight	Darkness	Twilight	Lighted	Unknown		
Dry	9			1		10	83.3
Wet (Water)	1					1	8.3
Ice, Snow, or Slush	1					1	8.3
Mud, Dirt, Gravel, or Sand							
Other							
Total	11			1		12	100
Percent	91.7			8.3		100	

Weather Conditions

Weather Conditions	Total	Percent
Clear	9	75.0
Clouds Present	2	16.7
Raining/Fog		
Snowing/Sleet/Hail	1	8.3
Other		
Total	12	100



TABULATION OF COLLISIONS

SEGMENT 4 | US 62 & CHOCTAW AVE INTERSECTION NORTH TO CHICKASHA CITY LIMITS

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Drivers By Driver Conditions

Unsafe/Unlawful	Apparently Normal			Alcohol Involved						Sleep Suspected			Drug Use Indicated			Unknown Condition			Total					
				Ability Impaired			Odor Detected																	
	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Total	Pcnt	
Failed to Yield																								
Failed to Stop		1																		1		1	4.0	
Failed to Signal																								
Improper Turn			1																		2	2	8.0	
Improper Start																								
Improper Stop																								
Improper Backing																								
Improper Parking																								
Improper Passing			2																		2	2	8.0	
Improper Lane Change																								
Left of Center																								
Following Too Close		2	1																	2	1	3	12.0	
Unsafe Speed																								
DWI																								
Inattention		2																			2	2	8.0	
Negligent Driving																								
Defective Vehicle		1																			1	1	4.0	
Wrong Way																								
No Improper Action		7	6																		7	6	13	52.0
Other																					1	1	4.0	
Total		13	10																		1	1	25	100
Percent		52.0	40.0																		4.0	4.0	100	

Severities Indicate Highest Severity in Collision

Collisions By Special Feature

Special Feature	Total			
	Fat	Inj *	PD	Tot
Bridge				
Work Zone				
Cross Median				
Train Collision				

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



COLLISION CONCENTRATION LISTING

SEGMENT 4 | US 62 & CHOCTAW AVE INTERSECTION NORTH TO CHICKASHA CITY LIMITS

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
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COUNTY	CITY	HWY CL	INT ID	CS/ST.1	HWY	INT-REL/TERM-LOC	CITY STREET NAME	-----INTERSECTING-----		MILE/ST.2	SEV INDEX	NUM COLLS	RANK
								CITY STREET NAME	HWY				
(26)GRADY	(15)CHICKASHA	7		12	US-81	INTER	US-81 NORTH	OLD US-62		00.37	10	5	1
(26)GRADY	(15)CHICKASHA	7	04	02	US-62	INTER	CHOCTAW AVE.	WEST INTERSECTION	US-81	07.65	8	4	2
(26)GRADY	(15)CHICKASHA	7		12	US-81	INTER	US-81 NORTH	REDDING RD.		00.65	4	3	3

USE RESTRICTED

23 USC 409



Program Provided by:

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Collision Rate Analysis

SEGMENT 4 | US 62 & CHOCTAW AVE INTERSECTION NORTH TO CHICKASHA CITY LIMITS

Time Period: 01-01-2011 to 12-31-2015 (1826 days)

RATE = No. of Collisions per 100 Million Vehicle Miles

Road Characteristics

Rate Type	Location Rates	Statewide Rates ** (2013 - 2015)
Overall Collision:	128.10	136.47
Fatal Collision:	0.00	1.25
Vis. Injury Collision *:	32.03	18.97

Roadway Length (miles):	00.90
Roadway Width (feet):	24
Avg. Daily Traffic (Veh/Day):	5700
Number of Lanes *:	TWO-LANES
Access Control *:	NONE
Urban Area Type *:	URBAN
Rural or Municipal *:	MUNICIPAL
Median Type *:	UNDIVIDED
Median Width (feet):	0

Collision History Summary (Number of Years = 5)

# Collisions	# People
Involving Fatality:	0 Killed: 0
Vis. Injury *:	3 Vis. Injured *: 3
Poss. Injury:	4 Poss. Injured: 6
Property Damage Only:	5
TOTAL:	12

* Predominate value.

$$\text{RATE} = \frac{100,000,000 \times \text{NO. OF COLLISIONS}}{\text{ADT} \times \text{LENGTH} \times \text{NO. OF DAYS IN REPORT}}$$

* Includes Incapacitating and Non-Incapacitating Injuries.

** Statewide rates are computed based on similiar roadways pertaining to number of lanes, divided or undivided, rural or urban, and access control.



HIGHWAY SYSTEM COLLISION LISTING

SEGMENT 4 | US 62 & CHOCTAW AVE INTERSECTION NORTH TO CHICKASHA CITY LIMITS

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
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 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
(26) GRADY		(15) CHICKASHA			HWY: US-81, US-81 NORTH		AT: US-62,						CHOCTAW AVE.						
26	15	12	04	00.00	CHOCTAW AVE.		YES	Y	S	S	3	2		REAR-END	INATT	DYLGT	DRY	P INJ	11-27-2012
26	15	12	04	00.00	CHOCTAW AVE.		YES	Y	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	ICE	P INJ	12-28-2012
26	15	12	04	00.00	CHOCTAW AVE.		YES	Y	W	-	1	1		F-O CURB	DEF-VEH	DARK	DRY	N-I INJ	03-28-2013
26	15	12	04	00.00	CHOCTAW AVE.		YES	Y	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-11-2014
(26) GRADY		(15) CHICKASHA			HWY: US-81, US-81 NORTH		AT: OLD US-62												
26	15	12		00.37	OLD US-62		YES	Y	W	N	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	N-I INJ	02-06-2012
26	15	12		00.37	OLD US-62		YES	Y	S	S	3	1		REAR-END	INATT	DYLGT	DRY	P INJ	07-07-2013
26	15	12		00.37	OLD US-62		YES	Y	S	S	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-06-2013
26	15	12		00.37	OLD US-62		YES	Y	S	S	2	2		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	05-25-2014
26	15	12		00.37	OLD US-62		YES	Y	S	S	2			ANGLE-TURNING	IMP-PASS	DYLGT	WET	PDO	06-15-2015
(26) GRADY		(15) CHICKASHA			HWY: US-81, US-81 NORTH		AT: REDDING RD.												
26	15	12		00.65	REDDING RD.		YES	Y	S	-	1	1		F-O POLE-OTHER	OTHER	DYLGT	DRY	P INJ	01-12-2011
26	15	12		00.65	REDDING RD.		YES	Y	S	S	2			ANGLE-TURNING	IMP-PASS	DYLGT	DRY	PDO	01-31-2013
26	15	12		00.65	REDDING RD.		YES	Y	S	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-14-2013

23 USC 409

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.



STUDY CRITERIA

SEGMENT 4 | US 62 & CHOCTAW AVE INTERSECTION NORTH TO CHICKASHA CITY LIMITS

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/10/2017 by Robert Powell

ROADWAY / REGION

QUERY OVER	SELECTIONS
Control Section	County: 26, Control Section: 12, CS Query On: range, Mile Start: 00.00, Mile End: 00.90

DATE

Date Range	01-01-2011 to 12-31-2015
------------	--------------------------

FILTER COLLISIONS

Roadway Type	All Collision Data
Intersection Related Only	Checked
Incl. Crashes Assoc. w/ Int.	Unchecked
Environment Fields	

REPORT SECTIONS

Collision Map & Study Totals	(Included)
Collision Analysis Tables	(Included)
- Other Analysis Tables	Checked
Concentration Listing	(Included)
- Sort Concentration List By	Severity Index
Collision Diagram	(Included)
Rate Analysis	(Included)
Collision Listing	(Included)
- Highway Collision Listing	Checked, By Control Section
- City Street Collision Listing	Checked
- County Road Collision Listing	Checked
Query Criteria	(Included)

APPENDIX D: HCS Facilities and Synchro Output Reports

HCS 2010 Facilities Report

Project Information

Analyst	BENHAM	Agency	ODOT
Jurisdiction	GRADY COUNTY	Time Period Analyzed	AM PEAK
Analysis Year	2040 "NO BUILD"	Date	7/12/2017
Project Description	EASTBOUND FROM ELGIN TO EXISTING US-81 INTERCHANGE		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	15
Total Time Periods	1	Time Period Duration, min	15

Segment Geometric Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Begin Segment->Elgin via I-44 EB	5280	2
2	Diverge	Diverge	Exit to 277->E 277 North	800	2
3	Basic	Basic	->	2600	2
4	Merge	Merge	277->I-44 EB	570	2
5	Basic	Basic	I-44 EB->Fletcher	44880	2
6	Merge	Merge	FLETCH (ON)->	1000	2
7	Basic	Basic	I-44 EB->Toll Booth	18480	2
8	Diverge	Diverge	CASH/ACM->IN	500	2
9	Basic	Basic	ETC->	4000	2
10	Merge	Merge	CASH/ACM->OUT	1370	2
11	Basic	Basic	Toll Booth->Chickasha via I-44	95871	2
12	Diverge	Diverge	I-44 EB->Old US-81	1500	2
13	Basic	Basic	->	1500	2
14	Merge	Merge	Old US-81->I-44 EB	1500	2
15	Basic	Basic	I-44 EB->End Segment	5280	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		1159		4800		0.24		75.0		7.7		A

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1159	747	4800	2000	0.24	0.37	56.5	56.5	10.3	10.2	B

Segment 3: Basic

Time	PHF		fHV		Flow Rate		Capacity		d/c		Speed		Density		LOS
------	-----	--	-----	--	-----------	--	----------	--	-----	--	-------	--	---------	--	-----

Period			(pc/h)		(pc/h)		Ratio		(mi/h)		(pc/mi/ln)				
1	0.95	0.909	412		4800		0.09		75.0		2.7		A		
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	481	69	4800	2000	0.10	0.03	66.2	66.2	3.6	2.9	A
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		482		4800		0.10		75.0		3.2		A
Segment 6: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.913	0.952	523	43	4800	2000	0.11	0.02	65.8	65.8	4.0	4.5	A
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.913		525		4800		0.11		75.0		3.5		A
Segment 8: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.913	0.909	525	160	4800	2000	0.11	0.08	60.4	60.4	4.3	5.5	A
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.914		365		4800		0.08		75.0		2.4		A
Segment 10: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.913	0.909	525	160	4800	2000	0.11	0.08	66.5	66.5	3.9	3.2	A
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.913		525		4800		0.11		75.0		3.5		A
Segment 12: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.912	0.909	525	98	4800	2100	0.11	0.05	62.7	62.7	4.2	4.7	A

Segment 13: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.913	427	4800	0.09	72.9	2.9	A

Segment 14: Merge

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS							
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.911	0.909	984	556	4800	2100	0.20	0.26	66.7	66.7	7.4	6.6	A

Segment 15: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.911	982	4800	0.20	73.8	6.7	A

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	74.4	3.7	3.4	28.3	A

Facility Overall Results

Space Mean Speed, mi/h	74.4	Density, veh/mi/ln	3.4
Average Travel Time, min	28.3		

HCS 2010 Facilities Report

Project Information

Analyst	BENHAM	Agency	ODOT
Jurisdiction	GRADY COUNTY	Time Period Analyzed	PM PEAK
Analysis Year	2040 "NO BUILD"	Date	7/12/2017
Project Description	EASTBOUND FROM ELGIN TO EXISTING US-81 INTERCHANGE		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	15
Total Time Periods	1	Time Period Duration, min	15

Segment Geometric Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Begin Segment->Elgin via I-44 EB	5280	2
2	Diverge	Diverge	Exit to 277->E 277 North	800	2
3	Basic	Basic	->	2600	2
4	Merge	Merge	277->I-44 EB	570	2
5	Basic	Basic	I-44 EB->Fletcher	44880	2
6	Merge	Merge	FLETCH (ON)->	1000	2
7	Basic	Basic	I-44 EB->Toll Booth	18480	2
8	Diverge	Diverge	CASH/ACM->IN	500	2
9	Basic	Basic	ETC->	4000	2
10	Merge	Merge	CASH/ACM->OUT	1370	2
11	Basic	Basic	Toll Booth->Chickasha via I-44	95871	2
12	Diverge	Diverge	I-44 EB->Old US-81	1500	2
13	Basic	Basic	->	1500	2
14	Merge	Merge	Old US-81->I-44 EB	1500	2
15	Basic	Basic	I-44 EB->End Segment	5280	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		1487		4800		0.31		75.0		9.9		A

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1487	957	4800	2000	0.31	0.48	55.9	55.9	13.3	13.0	B

Segment 3: Basic

Time	PHF		fHV		Flow Rate		Capacity		d/c		Speed		Density		LOS
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Period			(pc/h)		(pc/h)		Ratio		(mi/h)		(pc/mi/ln)				
1	0.95	0.909	530		4800		0.11		75.0		3.5		A		
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	620	90	4800	2000	0.13	0.04	66.2	66.2	4.7	4.0	A
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		621		4800		0.13		75.0		4.1		A
Segment 6: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.913	0.952	673	55	4800	2000	0.14	0.03	65.7	65.7	5.1	5.7	A
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.913		676		4800		0.14		75.0		4.5		A
Segment 8: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.913	0.909	676	206	4800	2000	0.14	0.10	60.2	60.2	5.6	6.8	A
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.914		470		4800		0.10		75.0		3.1		A
Segment 10: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.913	0.909	676	206	4800	2000	0.14	0.10	66.5	66.5	5.1	4.4	A
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.913		676		4800		0.14		75.0		4.5		A
Segment 12: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.912	0.909	676	69	4800	2100	0.14	0.03	62.8	62.8	5.4	6.0	A

Segment 13: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.913	606	4800	0.13	72.9	4.2	A

Segment 14: Merge

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS							
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.911	0.909	973	365	4800	2100	0.20	0.17	66.7	66.7	7.3	6.6	A

Segment 15: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.911	972	4800	0.20	73.8	6.6	A

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	74.5	4.7	4.2	28.3	A

Facility Overall Results

Space Mean Speed, mi/h	74.5	Density, veh/mi/ln	4.2
Average Travel Time, min	28.3		

HCS 2010 Facilities Report

Project Information

Analyst	BENHAM R.P.	Agency	ODOT
Jurisdiction	GRADY COUNTY	Time Period Analyzed	AM PEAK
Analysis Year	2040 "NO BUILD"	Date	7/12/2017
Project Description	WESTBOUND FROM EXISTING US-81 INTERCHANGE TO ELGIN		

Facility Global Input

Jam Density, pc/mi/ln	150.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	15
Total Time Periods	1	Time Period Duration, min	15

Segment Geometric Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Begin Segment->I-44 to Exist US81	5280	2
2	Diverge	Diverge	Exit to US-81->Exist. US-81 North	800	2
3	Basic	Overlap	->	1500	2
4	Merge	Merge	Existing US81->I-44 WB	500	2
5	Basic	Basic	I-44 WB->Toll Booth	30231	2
6	Diverge	Diverge	CASH/ACM->IN	500	2
7	Basic	Basic	ETC->	4000	2
8	Merge	Merge	CASH/ACM->OUT	1370	2
9	Basic	Basic	TOLL->FLETCH	44880	2
10	Diverge	Diverge	FLETCH (OFF)->	1000	2
11	Basic	Basic	I-44 WB->ELGIN	84120	2
12	Diverge	Diverge	Exit to 277->E. on 277 North	800	2
13	Basic	Basic	I-44 WB->I-44 WB	2600	2
14	Merge	Merge	E. 277 N->I-44 WB	600	2
15	Basic	Basic	I-44 WB->End Segment	5280	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		1456		4800		0.30		73.7		9.9		A

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1456	388	4800	2100	0.30	0.18	61.9	61.9	11.8	12.7	B

Segment 3: Basic

Time	PHF		fHV		Flow Rate		Capacity		d/c		Speed		Density		LOS
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Period			(pc/h)		(pc/h)		Ratio		(mi/h)		(pc/mi/ln)				
1	0.95	0.909	1068		4800		0.22		72.9		7.3		A		
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1195	127	4800	2100	0.25	0.06	66.6	66.6	9.0	8.5	A
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		1195		4800		0.25		75.0		8.0		A
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1195	481	4800	2000	0.25	0.24	59.5	59.5	10.0	7.3	A
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		714		4800		0.15		75.0		4.8		A
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1195	481	4800	2000	0.25	0.24	67.1	67.1	8.9	6.0	A
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		1195		4800		0.25		75.0		8.0		A
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1195	44	4800	2000	0.25	0.02	58.6	58.6	10.2	7.3	A
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		1151		4800		0.24		75.0		7.7		A
Segment 12: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1151	41	4800	2100	0.24	0.02	62.9	62.9	9.1	10.1	B

Segment 13: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.909	1111	4800	0.23	75.0	7.4	A

Segment 14: Merge

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS							
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1337	226	4800	2100	0.28	0.11	66.6	66.6	10.0	9.5	A

Segment 15: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.909	1336	4800	0.28	75.0	8.9	A

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	74.5	7.9	7.2	28.0	A

Facility Overall Results

Space Mean Speed, mi/h	74.5	Density, veh/mi/ln	7.2
Average Travel Time, min	28.0		

HCS 2010 Facilities Report

Project Information

Analyst	BENHAM R.P.	Agency	ODOT
Jurisdiction	GRADY COUNTY	Time Period Analyzed	PM PEAK
Analysis Year	2040 "NO BUILD"	Date	7/12/2017
Project Description	WESTBOUND FROM EXISTING US-81 INTERCHANGE TO ELGIN		

Facility Global Input

Jam Density, pc/mi/ln	150.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	15
Total Time Periods	1	Time Period Duration, min	15

Segment Geometric Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Begin Segment->I-44 to Exist US81	5280	2
2	Diverge	Diverge	Exit to US-81->Exist. US-81 North	800	2
3	Basic	Overlap	->	1500	2
4	Merge	Merge	Existing US81->I-44 WB	500	2
5	Basic	Basic	I-44 WB->Toll Booth	30231	2
6	Diverge	Diverge	CASH/ACM->IN	500	2
7	Basic	Basic	ETC->	4000	2
8	Merge	Merge	CASH/ACM->OUT	1370	2
9	Basic	Basic	TOLL->FLETCH	44880	2
10	Diverge	Diverge	FLETCH (OFF)->	1000	2
11	Basic	Basic	I-44 WB->ELGIN	84120	2
12	Diverge	Diverge	Exit to 277->E. on 277 North	800	2
13	Basic	Basic	I-44 WB->I-44 WB	2600	2
14	Merge	Merge	E. 277 N->I-44 WB	600	2
15	Basic	Basic	I-44 WB->End Segment	5280	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		1866		4800		0.39		73.7		12.7		B

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1866	556	4800	2100	0.39	0.26	61.4	61.4	15.2	16.2	B

Segment 3: Basic

Time	PHF		fHV		Flow Rate		Capacity		d/c		Speed		Density		LOS
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Period			(pc/h)		(pc/h)		Ratio		(mi/h)		(pc/mi/ln)				
1	0.95	0.909	1310		4800		0.27		72.9		9.0		A		
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1374	64	4800	2100	0.29	0.03	66.6	66.6	10.3	9.9	A
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		1373		4800		0.29		75.0		9.1		A
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1373	616	4800	2000	0.29	0.31	59.1	59.1	11.6	8.9	A
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		757		4800		0.16		75.0		5.0		A
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1373	616	4800	2000	0.29	0.31	67.1	67.1	10.2	7.3	A
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		1373		4800		0.29		75.0		9.1		A
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1373	58	4800	2000	0.29	0.03	58.6	58.6	11.7	8.9	A
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		1315		4800		0.27		75.0		8.8		A
Segment 12: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1315	52	4800	2100	0.27	0.02	62.9	62.9	10.5	11.5	B

Segment 13: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.909	1263	4800	0.26	75.0	8.4	A

Segment 14: Merge

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS							
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1553	290	4800	2100	0.32	0.14	66.5	66.5	11.7	11.2	B

Segment 15: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.909	1553	4800	0.32	75.0	10.3	A

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	74.5	9.1	8.3	28.0	A

Facility Overall Results

Space Mean Speed, mi/h	74.5	Density, veh/mi/ln	8.3
Average Travel Time, min	28.0		

HCS 2010 Facilities Report

Project Information

Analyst	BENHAM	Agency	ODOT
Jurisdiction	GRADY COUNTY	Time Period Analyzed	AM PEAK
Analysis Year	2040 "BUILD"	Date	7/12/2017
Project Description	EASTBOUND FROM ELGIN TO EXISTING US-81 INTERCHANGE		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	19
Total Time Periods	1	Time Period Duration, min	15

Segment Geometric Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Begin Segment->Elgin via I-44 EB	5280	2
2	Diverge	Diverge	Exit to 277->E 277 North	800	2
3	Basic	Basic	->	2600	2
4	Merge	Merge	277->I-44 EB	570	2
5	Basic	Basic	I-44 EB->Fletcher	44880	2
6	Merge	Merge	FLETCH (ON)->	1000	2
7	Basic	Basic	I-44 EB->Toll Booth	18480	2
8	Diverge	Diverge	CASH/ACM->IN	500	2
9	Basic	Basic	ETC->	4000	2
10	Merge	Merge	CASH/ACM->OUT	1370	2
11	Basic	Basic	Toll Booth->Chickasha via I-44	79615	2
12	Diverge	Diverge	I-44 EB->New US81 SB	1500	2
13	Basic	Basic	->	2000	2
14	Merge	Merge	New US81 NB->I-44 EB	1500	2
15	Basic	Basic	->	14256	2
16	Diverge	Diverge	I-44 EB->Old US-81	1500	2
17	Basic	Basic	->	1500	2
18	Merge	Merge	Old US-81->I-44 EB	1500	2
19	Basic	Basic	I-44 EB->End Segment	5280	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.909	1152	4800	0.24	75.0	7.7	A

Segment 2: Diverge

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1152	747	4800	2000	0.24	0.37	56.5	56.5	10.2	10.1	B
Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		405		4800		0.08		75.0		2.7		A
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	474	69	4800	2000	0.10	0.03	66.2	66.2	3.6	2.9	A
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		475		4800		0.10		75.0		3.2		A
Segment 6: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.913	0.952	516	43	4800	2000	0.11	0.02	65.8	65.8	3.9	4.5	A
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.913		518		4800		0.11		75.0		3.5		A
Segment 8: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.913	0.909	518	160	4800	2000	0.11	0.08	60.4	60.4	4.3	5.5	A
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.914		358		4800		0.07		75.0		2.4		A
Segment 10: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.913	0.909	519	160	4800	2000	0.11	0.08	66.5	66.5	3.9	3.2	A
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS

1	0.95	0.913	518	4800	0.11	75.0	3.5	A							
Segment 12: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.913	0.909	518	47	4800	2100	0.11	0.02	65.0	65.0	4.0	4.7	A
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.913		470		4800		0.10		75.0		3.1		A
Segment 14: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.912	0.909	646	175	4800	2100	0.13	0.08	67.1	67.1	4.8	4.2	A
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.912		645		4800		0.13		72.9		4.4		A
Segment 16: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.912	0.909	645	75	4800	2100	0.13	0.04	62.8	62.8	5.1	5.7	A
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.913		570		4800		0.12		72.9		3.9		A
Segment 18: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.911	0.909	1052	481	4800	2100	0.22	0.23	66.7	66.7	7.9	7.2	A
Segment 19: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.911		1050		4800		0.22		73.8		7.1		A
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	74.1		3.8		3.5		28.9		A						

Facility Overall Results

Space Mean Speed, mi/h	74.1	Density, veh/mi/ln	3.5
Average Travel Time, min	28.9		

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HCS 2010 Facilities Report

Project Information

Analyst	BENHAM	Agency	ODOT
Jurisdiction	GRADY COUNTY	Time Period Analyzed	PM PEAK
Analysis Year	2040 "BUILD"	Date	7/12/2017
Project Description	EASTBOUND FROM ELGIN TO EXISTING US-81 INTERCHANGE		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	19
Total Time Periods	1	Time Period Duration, min	15

Segment Geometric Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Begin Segment->Elgin via I-44 EB	5280	2
2	Diverge	Diverge	Exit to 277->E 277 North	800	2
3	Basic	Basic	->	2600	2
4	Merge	Merge	277->I-44 EB	570	2
5	Basic	Basic	I-44 EB->Fletcher	44880	2
6	Merge	Merge	FLETCH (ON)->	1000	2
7	Basic	Basic	I-44 EB->Toll Booth	18480	2
8	Diverge	Diverge	CASH/ACM->IN	500	2
9	Basic	Basic	ETC->	4000	2
10	Merge	Merge	CASH/ACM->OUT	1370	2
11	Basic	Basic	Toll Booth->Chickasha via I-44	79615	2
12	Diverge	Diverge	I-44 EB->New US81 SB	1500	2
13	Basic	Basic	->	2000	2
14	Merge	Merge	New US81 NB->I-44 EB	1500	2
15	Basic	Basic	->	14256	2
16	Diverge	Diverge	I-44 EB->Old US-81	1500	2
17	Basic	Basic	->	1500	2
18	Merge	Merge	Old US-81->I-44 EB	1500	2
19	Basic	Basic	I-44 EB->End Segment	5280	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.909	1487	4800	0.31	75.0	9.9	A

Segment 2: Diverge

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1487	957	4800	2000	0.31	0.48	55.9	55.9	13.3	13.0	B
Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		530		4800		0.11		75.0		3.5		A
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	620	90	4800	2000	0.13	0.04	66.2	66.2	4.7	4.0	A
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		621		4800		0.13		75.0		4.1		A
Segment 6: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.913	0.952	673	55	4800	2000	0.14	0.03	65.7	65.7	5.1	5.7	A
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.913		676		4800		0.14		75.0		4.5		A
Segment 8: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.913	0.909	676	206	4800	2000	0.14	0.10	60.2	60.2	5.6	6.8	A
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.914		470		4800		0.10		75.0		3.1		A
Segment 10: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.913	0.909	676	206	4800	2000	0.14	0.10	66.5	66.5	5.1	4.4	A
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS

1	0.95	0.913	676	4800	0.14	75.0	4.5	A							
Segment 12: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.913	0.909	676	117	4800	2100	0.14	0.06	64.8	64.8	5.2	6.0	A
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.913		559		4800		0.12		75.0		3.7		A
Segment 14: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.912	0.909	746	186	4800	2100	0.16	0.09	67.1	67.1	5.6	4.9	A
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.912		746		4800		0.16		72.9		5.1		A
Segment 16: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.912	0.909	746	69	4800	2100	0.16	0.03	62.8	62.8	5.9	6.6	A
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.913		676		4800		0.14		72.9		4.6		A
Segment 18: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.911	0.909	1042	365	4800	2100	0.22	0.17	66.7	66.7	7.8	7.2	A
Segment 19: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.911		1041		4800		0.22		73.8		7.0		A
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	74.1		4.7		4.3		28.8		A						

Facility Overall Results

Space Mean Speed, mi/h	74.1	Density, veh/mi/ln	4.3
Average Travel Time, min	28.8		

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HCS 2010 Facilities Report

Project Information

Analyst	BENHAM R.P.	Agency	ODOT
Jurisdiction	GRADY COUNTY	Time Period Analyzed	AM PEAK
Analysis Year	2040 "BUILD"	Date	7/12/2017
Project Description	WESTBOUND FROM EXISTING US-81 INTERCHANGE TO ELGIN		

Facility Global Input

Jam Density, pc/mi/ln	150.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	19
Total Time Periods	1	Time Period Duration, min	15

Segment Geometric Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Begin Segment->I-44 to Exist US81	5280	2
2	Diverge	Diverge	Exit to US-81->Exist. US-81 North	800	2
3	Basic	Overlap	->	1500	2
4	Merge	Merge	Existing US81->I-44 WB	500	2
5	Basic	Basic	I-44 WB->New I-44	14256	2
6	Diverge	Diverge	Exit to New US-81 ->New US-81 North	1500	2
7	Basic	Basic	New I-44->New I-44	2000	2
8	Merge	Merge	S. New US-81->I-44 WB	1500	2
9	Basic	Basic	I-44 WB->Toll Booth	13975	2
10	Diverge	Diverge	CASH/ACM->IN	500	2
11	Basic	Basic	ETC->	4000	2
12	Merge	Merge	CASH/ACM->OUT	1370	2
13	Basic	Basic	TOLL->FLETCH	44880	2
14	Diverge	Diverge	FLETCH (OFF)->	1000	2
15	Basic	Basic	I-44 WB->ELGIN	84120	2
16	Diverge	Diverge	Exit to 277->E. on 277 North	800	2
17	Basic	Basic	I-44 WB->I-44 WB	2600	2
18	Merge	Merge	E. 277 N->I-44 WB	600	2
19	Basic	Basic	I-44 WB->End Segment	5280	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.909	1456	4800	0.30	73.7	9.9	A

Segment 2: Diverge

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1456	365	4800	2100	0.30	0.17	61.9	61.9	11.8	12.7	B
Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		1091		4800		0.23		72.9		7.5		A
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1160	69	4800	2100	0.24	0.03	66.7	66.7	8.7	8.2	A
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		1160		4800		0.24		72.9		8.0		A
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1160	186	4800	2100	0.24	0.09	62.5	62.5	9.3	10.2	B
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		974		4800		0.20		75.0		6.5		A
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	986	12	4800	2100	0.21	0.01	66.7	66.7	7.4	6.9	A
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		985		4800		0.21		75.0		6.6		A
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	985	481	4800	2000	0.21	0.24	59.5	59.5	8.3	5.5	A
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS

1	0.95	0.909	505	4800	0.11	75.0	3.4	A							
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	986	481	4800	2000	0.21	0.24	67.2	67.2	7.3	4.4	A
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.909		985		4800		0.21		75.0		6.6		A
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	985	45	4800	2000	0.21	0.02	58.6	58.6	8.4	5.5	A
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.909		940		4800		0.20		75.0		6.3		A
Segment 16: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	940	41	4800	2100	0.20	0.02	62.9	62.9	7.5	8.3	A
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.909		900		4800		0.19		75.0		6.0		A
Segment 18: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1126	226	4800	2100	0.23	0.11	66.7	66.7	8.4	7.9	A
Segment 19: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.909		1126		4800		0.23		75.0		7.5		A
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	74.2		6.7		6.1		28.6		A						

Facility Overall Results

Space Mean Speed, mi/h	74.2	Density, veh/mi/ln	6.1
Average Travel Time, min	28.6		

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HCS 2010 Facilities Version 6.90
2040_BUILD_WB_Alone_I44_AM.xuf

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HCS 2010 Facilities Report

Project Information

Analyst	BENHAM R.P.	Agency	ODOT
Jurisdiction	GRADY COUNTY	Time Period Analyzed	PM PEAK
Analysis Year	2040 "BUILD"	Date	7/12/2017
Project Description	WESTBOUND FROM EXISTING US-81 INTERCHANGE TO ELGIN		

Facility Global Input

Jam Density, pc/mi/ln	150.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	19
Total Time Periods	1	Time Period Duration, min	15

Segment Geometric Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Begin Segment->I-44 to Exist US81	5280	2
2	Diverge	Diverge	Exit to US-81->Exist. US-81 North	800	2
3	Basic	Overlap	->	1500	2
4	Merge	Merge	Existing US81->I-44 WB	500	2
5	Basic	Basic	I-44 WB->New I-44	14256	2
6	Diverge	Diverge	Exit to New US-81 ->New US-81 North	1500	2
7	Basic	Basic	New I-44->New I-44	2000	2
8	Merge	Merge	S. New US-81->I-44 WB	1500	2
9	Basic	Basic	I-44 WB->Toll Booth	13975	2
10	Diverge	Diverge	CASH/ACM->IN	500	2
11	Basic	Basic	ETC->	4000	2
12	Merge	Merge	CASH/ACM->OUT	1370	2
13	Basic	Basic	TOLL->FLETCH	44880	2
14	Diverge	Diverge	FLETCH (OFF)->	1000	2
15	Basic	Basic	I-44 WB->ELGIN	84120	2
16	Diverge	Diverge	Exit to 277->E. on 277 North	800	2
17	Basic	Basic	I-44 WB->I-44 WB	2600	2
18	Merge	Merge	E. 277 N->I-44 WB	600	2
19	Basic	Basic	I-44 WB->End Segment	5280	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.909	1866	4800	0.39	73.7	12.7	B

Segment 2: Diverge

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
-------------	-----	-----	------------------	-----------------	-----------	--------------	--------------------	-----

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1866	481	4800	2100	0.39	0.23	61.6	61.6	15.1	16.2	B
Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		1385		4800		0.29		72.9		9.5		A
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1449	64	4800	2100	0.30	0.03	66.5	66.5	10.9	10.5	B
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		1449		4800		0.30		72.9		9.9		A
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1449	175	4800	2100	0.30	0.08	62.5	62.5	11.6	12.7	B
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		1274		4800		0.27		75.0		8.5		A
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1321	47	4800	2100	0.28	0.02	66.6	66.6	9.9	9.5	A
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.909		1321		4800		0.28		75.0		8.8		A
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1321	616	4800	2000	0.28	0.31	59.1	59.1	11.2	8.4	A
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS

1	0.95	0.909	705	4800	0.15	75.0	4.7	A							
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1321	616	4800	2000	0.28	0.31	67.1	67.1	9.8	6.9	A
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.909		1321		4800		0.28		75.0		8.8		A
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1321	58	4800	2000	0.28	0.03	58.6	58.6	11.3	8.4	A
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.909		1263		4800		0.26		75.0		8.4		A
Segment 16: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1263	52	4800	2100	0.26	0.02	62.9	62.9	10.0	11.1	B
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.909		1211		4800		0.25		75.0		8.1		A
Segment 18: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.909	0.909	1501	290	4800	2100	0.31	0.14	66.5	66.5	11.3	10.8	B
Segment 19: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.909		1501		4800		0.31		75.0		10.0		A
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	74.2		8.9		8.0		28.6		A						

Facility Overall Results

Space Mean Speed, mi/h	74.2	Density, veh/mi/ln	8.0
Average Travel Time, min	28.6		

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HCS 2010 Facilities Version 6.90
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Lanes, Volumes, Timings
1: 4th St. (US-81) & Country Club Rd.

Exist 81 2040 "No-Build" AM Peak Hour
07/21/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (vph)	130	35	40	15	25	40	70	610	15	10	300	55
Future Volume (vph)	130	35	40	15	25	40	70	610	15	10	300	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	130		0	125		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.974			0.932			0.996			0.977	
Flt Protected		0.969			0.991		0.950			0.950		
Satd. Flow (prot)	0	1708	0	0	1671	0	1570	3127	0	1570	3067	0
Flt Permitted		0.758			0.927		0.950			0.950		
Satd. Flow (perm)	0	1336	0	0	1563	0	1570	3127	0	1570	3067	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			42			5			40	
Link Speed (mph)		40			40			45			35	
Link Distance (ft)		948			1072			5302			2990	
Travel Time (s)		16.2			18.3			80.3			58.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	15%	15%	15%	15%	15%	15%
Adj. Flow (vph)	137	37	42	16	26	42	74	642	16	11	316	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	216	0	0	84	0	74	658	0	11	374	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	

Lanes, Volumes, Timings
1: 4th St. (US-81) & Country Club Rd.

Exist 81 2040 "No-Build" AM Peak Hour
07/21/2017

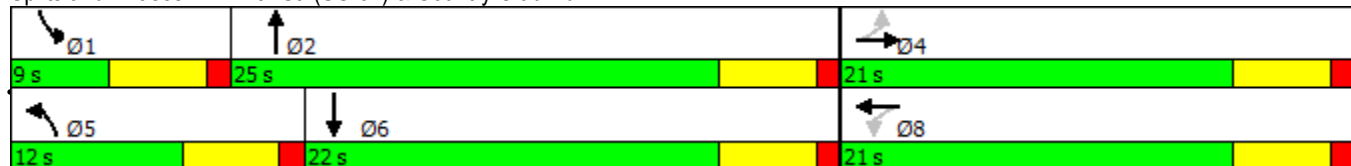


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Permitted Phases	4		8		8		5		2		1		6
Detector Phase	4	4	8		8	5		2	1		6		
Switch Phase													
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0	21.0		21.0	9.0		21.0	9.0		21.0		
Total Split (s)	21.0	21.0	21.0		21.0	12.0		25.0	9.0		22.0		
Total Split (%)	38.2%	38.2%	38.2%		38.2%	21.8%		45.5%	16.4%		40.0%		
Maximum Green (s)	16.0	16.0	16.0		16.0	7.0		20.0	4.0		17.0		
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0		4.0		
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0		1.0		
Lost Time Adjust (s)	0.0				0.0		0.0		0.0		0.0		
Total Lost Time (s)	5.0				5.0		5.0		5.0		5.0		
Lead/Lag							Lead	Lag	Lead		Lag		
Lead-Lag Optimize?							Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None		None	None		Min	None		Min		
Act Effct Green (s)	11.1				10.7		6.8		22.3		4.3		17.6
Actuated g/C Ratio	0.27				0.26		0.17		0.55		0.11		0.43
v/c Ratio	0.57				0.19		0.28		0.38		0.07		0.28
Control Delay	19.6				9.5		22.0		9.5		22.9		12.2
Queue Delay	0.0				0.0		0.0		0.0		0.0		0.0
Total Delay	19.6				9.5		22.0		9.5		22.9		12.2
LOS	B				A		C		A		C		B
Approach Delay	19.6				9.5				10.7				12.5
Approach LOS	B				A				B				B
Queue Length 50th (ft)	41				8		16		45		3		37
Queue Length 95th (ft)	110				36		55		133		16		74
Internal Link Dist (ft)	868				992				5222				2910
Turn Bay Length (ft)							130				125		
Base Capacity (vph)	576				684		290		1912		165		1638
Starvation Cap Reductn	0				0		0		0		0		0
Spillback Cap Reductn	0				0		0		0		0		0
Storage Cap Reductn	0				0		0		0		0		0
Reduced v/c Ratio	0.38				0.12		0.26		0.34		0.07		0.23

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 40.6
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 12.5
 Intersection Capacity Utilization 51.3%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

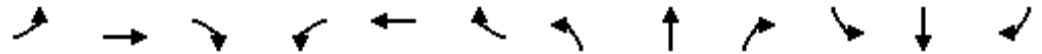
Splits and Phases: 1: 4th St. (US-81) & Country Club Rd.



Lanes, Volumes, Timings
2: 4th St. (US-81)/US-81 & I-44 NB On/Off Ramp

Exist 81 2040 "No-Build" AM Peak Hour

07/21/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕↕	↕	↕	↕↕	
Traffic Volume (vph)	20	15	5	15	25	45	5	740	380	85	755	10
Future Volume (vph)	20	15	5	15	25	45	5	740	380	85	755	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		250	190		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt		0.984				0.850			0.850		0.998	
Flt Protected		0.976			0.981					0.950		
Satd. Flow (prot)	0	1789	0	0	1775	1538	0	3112	1392	1556	3106	0
Flt Permitted		0.882			0.857			0.951		0.950		
Satd. Flow (perm)	0	1617	0	0	1551	1538	0	2960	1392	1556	3106	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				218			400		4	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		169			764			2990			956	
Travel Time (s)		3.8			17.4			58.2			18.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	16%	16%	16%	16%	16%	16%
Adj. Flow (vph)	21	16	5	16	26	47	5	779	400	89	795	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	42	0	0	42	47	0	784	400	89	806	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			18	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Prot	NA	
Protected Phases		4			8			2		1	6	

Lanes, Volumes, Timings
2: 4th St. (US-81)/US-81 & I-44 NB On/Off Ramp

Exist 81 2040 "No-Build" AM Peak Hour

07/21/2017



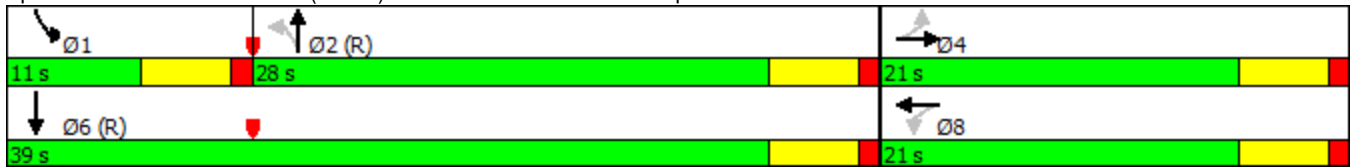
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		Free	2		Free			
Detector Phase	4	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		9.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		28.0	28.0		11.0	39.0	
Total Split (%)	35.0%	35.0%		35.0%	35.0%		46.7%	46.7%		18.3%	65.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		23.0	23.0		6.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
Act Effct Green (s)		7.0			7.1	60.0		38.8	60.0	8.9	52.6	
Actuated g/C Ratio		0.12			0.12	1.00		0.65	1.00	0.15	0.88	
v/c Ratio		0.22			0.23	0.03		0.41	0.29	0.39	0.30	
Control Delay		24.0			26.5	0.0		9.6	0.5	18.3	4.4	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		24.0			26.5	0.0		9.6	0.5	18.3	4.4	
LOS		C			C	A		A	A	B	A	
Approach Delay		24.0			12.5			6.6			5.8	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		12			14	0		51	0	14	0	
Queue Length 95th (ft)		36			38	0		174	0	m58	174	
Internal Link Dist (ft)		89			684			2910			876	
Turn Bay Length (ft)									250	190		
Base Capacity (vph)		434			413	1538		1915	1392	233	2723	
Starvation Cap Reductn		0			0	0		0	0	0	0	
Spillback Cap Reductn		0			0	0		0	0	0	0	
Storage Cap Reductn		0			0	0		0	0	0	0	
Reduced v/c Ratio		0.10			0.10	0.03		0.41	0.29	0.38	0.30	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.41
 Intersection Signal Delay: 6.8
 Intersection Capacity Utilization 63.2%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

m Volume for 95th percentile queue is metered by upstream signal.

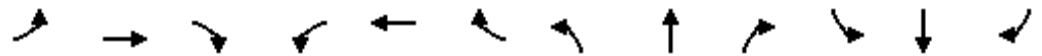
Splits and Phases: 2: 4th St. (US-81)/US-81 & I-44 NB On/Off Ramp



Lanes, Volumes, Timings
 3: I-44 SB On/Off Ramp & 4th St. (US-81)

Exist 81 2040 "No-Build" AM Peak Hour

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↕	↕	↕	↕↕	
Traffic Volume (vph)	45	10	5	185	35	115	5	770	30	70	660	15
Future Volume (vph)	45	10	5	185	35	115	5	770	30	70	660	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	225		0	260		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.989				0.850			0.850		0.997	
Flt Protected		0.964			0.960		0.950			0.950		
Satd. Flow (prot)	0	1776	0	0	1788	1583	1556	3112	1392	1504	2999	0
Flt Permitted		0.686			0.716		0.950			0.950		
Satd. Flow (perm)	0	1264	0	0	1334	1583	1556	3112	1392	1504	2999	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				218			218			4
Link Speed (mph)		30			30			35				35
Link Distance (ft)		156			507			442				892
Travel Time (s)		3.5			11.5			8.6				17.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	16%	16%	16%	20%	20%	20%
Adj. Flow (vph)	47	11	5	195	37	121	5	811	32	74	695	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	0	0	232	121	5	811	32	74	711	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			18			18	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Free	Prot	NA	Free	Prot	NA	
Protected Phases		4			8		5	2		1	6	

Lanes, Volumes, Timings
3: I-44 SB On/Off Ramp & 4th St. (US-81)

Exist 81 2040 "No-Build" AM Peak Hour
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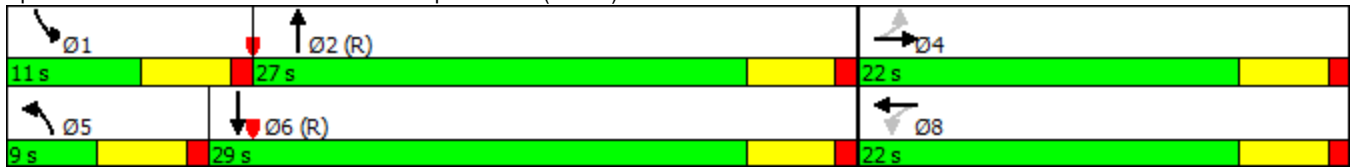


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		Free			Free			
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	22.0	22.0		22.0	22.0		9.0	27.0		11.0	29.0	
Total Split (%)	36.7%	36.7%		36.7%	36.7%		15.0%	45.0%		18.3%	48.3%	
Maximum Green (s)	17.0	17.0		17.0	17.0		4.0	22.0		6.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)		14.3			14.3	60.0	4.9	28.8	60.0	6.4	33.9	
Actuated g/C Ratio		0.24			0.24	1.00	0.08	0.48	1.00	0.11	0.56	
v/c Ratio		0.21			0.73	0.08	0.04	0.54	0.02	0.46	0.42	
Control Delay		17.7			34.9	0.1	16.6	21.7	0.0	35.8	9.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		17.7			34.9	0.1	16.6	21.7	0.0	35.8	9.8	
LOS		B			C	A	B	C	A	D	A	
Approach Delay		17.7			23.0			20.8			12.2	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)		16			75	0	2	66	0	25	66	
Queue Length 95th (ft)		41			#141	0	m4	229	m0	#71	151	
Internal Link Dist (ft)		76			427			362			812	
Turn Bay Length (ft)							225			260		
Base Capacity (vph)		361			377	1583	127	1495	1392	164	1697	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.17			0.62	0.08	0.04	0.54	0.02	0.45	0.42	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 17.8
 Intersection LOS: B
 Intersection Capacity Utilization 51.6%
 ICU Level of Service A
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: I-44 SB On/Off Ramp & 4th St. (US-81)



Lanes, Volumes, Timings
4: 4th St. (US-81) & Grand Ave. /Grand Ave.

Exist 81 2040 "No-Build" AM Peak Hour
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	310	165	100	315	25	180	585	140	135	380	65
Future Volume (vph)	210	310	165	100	315	25	180	585	140	135	380	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	150		0	185		0	80		0
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.989			0.971				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	1776	1509	1687	3337	0	1626	4537	0	1687	3374	1509
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1687	1776	1509	1687	3337	0	1626	4537	0	1687	3374	1509
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			148		10			70				102
Link Speed (mph)		25			25			40				35
Link Distance (ft)		1334			1232			892				3097
Travel Time (s)		36.4			33.6			15.2				60.3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	11%	11%	11%	7%	7%	7%
Adj. Flow (vph)	221	326	174	105	332	26	189	616	147	142	400	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	221	326	174	105	358	0	189	763	0	142	400	68
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			18				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA	pt+ov	Prot	NA		Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4	4 5	3	8		5	2		1	6	6 7

Lanes, Volumes, Timings
4: 4th St. (US-81) & Grand Ave. /Grand Ave.

Exist 81 2040 "No-Build" AM Peak Hour
07/21/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												
Detector Phase	7	4	4 5	3	8		5	2		1	6	6 7
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	17.0	26.0		12.0	21.0		15.0	23.0		14.0	22.0	
Total Split (%)	22.7%	34.7%		16.0%	28.0%		20.0%	30.7%		18.7%	29.3%	
Maximum Green (s)	12.0	21.0		7.0	16.0		10.0	18.0		9.0	17.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	12.1	20.6	36.8	7.3	13.5		11.1	20.2		9.2	18.3	35.4
Actuated g/C Ratio	0.16	0.27	0.49	0.10	0.18		0.15	0.27		0.12	0.24	0.47
v/c Ratio	0.82	0.67	0.21	0.64	0.59		0.78	0.60		0.69	0.49	0.09
Control Delay	55.6	32.1	3.7	53.1	31.1		56.8	24.6		50.6	27.4	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	55.6	32.1	3.7	53.1	31.1		56.8	24.6		50.6	27.4	1.5
LOS	E	C	A	D	C		E	C		D	C	A
Approach Delay		32.5			36.1			31.0			29.9	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	101	137	6	48	77		86	106		63	86	0
Queue Length 95th (ft)	#213	219	37	#120	116		#200	147		#147	128	11
Internal Link Dist (ft)		1254			1152			812			3017	
Turn Bay Length (ft)	150		150	150			185			80		
Base Capacity (vph)	278	516	799	165	719		241	1272		214	832	756
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.79	0.63	0.22	0.64	0.50		0.78	0.60		0.66	0.48	0.09

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 32.0 Intersection LOS: C
 Intersection Capacity Utilization 60.4% ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: 4th St. (US-81) & Grand Ave. /Grand Ave.

 Ø1 14 s	 Ø2 (R) 23 s	 Ø3 12 s	 Ø4 26 s
 Ø5 15 s	 Ø6 (R) 22 s	 Ø7 17 s	 Ø8 21 s

Lanes, Volumes, Timings
5: 4th St. (US-81) & Choctaw Rd. (US-62)

Exist 81 2040 "No-Build" AM Peak Hour
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕		↗	↕↕			↕↕	
Traffic Volume (vph)	30	340	190	195	490	55	240	85	90	25	30	5
Future Volume (vph)	30	340	190	195	490	55	240	85	90	25	30	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.949			0.989			0.933			0.989	
Flt Protected		0.997			0.987		0.950	0.993			0.980	
Satd. Flow (prot)	0	2562	0	0	2497	0	1235	1204	0	0	1625	0
Flt Permitted		0.886			0.650		0.950	0.993			0.980	
Satd. Flow (perm)	0	2277	0	0	1645	0	1235	1204	0	0	1625	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		122			11			39			4	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		3191			1235			5302			426	
Travel Time (s)		72.5			28.1			144.6			11.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	20%	20%	20%	27%	27%	27%	25%	25%	25%	2%	2%	2%
Adj. Flow (vph)	32	358	200	205	516	58	253	89	95	26	32	5
Shared Lane Traffic (%)							12%					
Lane Group Flow (vph)	0	590	0	0	779	0	223	214	0	0	63	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												

Lanes, Volumes, Timings
5: 4th St. (US-81) & Choctaw Rd. (US-62)

Exist 81 2040 "No-Build" AM Peak Hour
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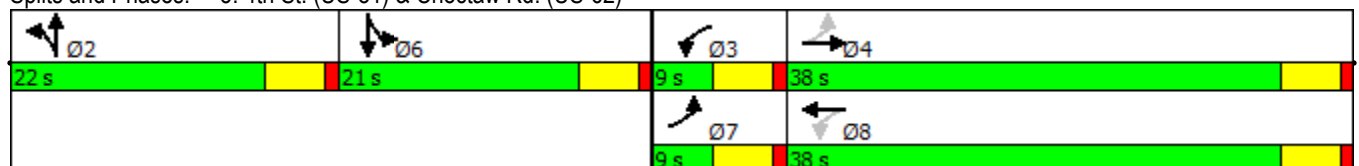


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	9.0	38.0		9.0	38.0		22.0	22.0		21.0	21.0	
Total Split (%)	10.0%	42.2%		10.0%	42.2%		24.4%	24.4%		23.3%	23.3%	
Maximum Green (s)	4.0	33.0		4.0	33.0		17.0	17.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0			5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		33.0			33.0		17.0	17.0			8.1	
Actuated g/C Ratio		0.45			0.45		0.23	0.23			0.11	
v/c Ratio		0.54			1.04		0.78	0.69			0.35	
Control Delay		13.7			67.0		47.9	35.2			33.7	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		13.7			67.0		47.9	35.2			33.7	
LOS		B			E		D	D			C	
Approach Delay		13.7			67.0			41.7			33.7	
Approach LOS		B			E			D			C	
Queue Length 50th (ft)		74			~202		100	75			25	
Queue Length 95th (ft)		131			#331		#226	#187			60	
Internal Link Dist (ft)		3111			1155			5222			346	
Turn Bay Length (ft)												
Base Capacity (vph)		1095			748		287	310			359	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.54			1.04		0.78	0.69			0.18	

Intersection Summary

Area Type: CBD
 Cycle Length: 90
 Actuated Cycle Length: 73.1
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 43.1
 Intersection LOS: D
 Intersection Capacity Utilization 74.7%
 ICU Level of Service D
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: 4th St. (US-81) & Choctaw Rd. (US-62)



Lanes, Volumes, Timings
6: US-62 & US-81

Exist 81 2040 "No-Build" AM Peak Hour
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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗↗	↖↖	↗	↘	↘
Traffic Volume (vph)	75	330	300	165	250	80
Future Volume (vph)	75	330	300	165	250	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	100				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1517	3034	2911	1302	1492	1335
Fl _t Permitted	0.950				0.950	
Satd. Flow (perm)	1517	3034	2911	1302	1492	1335
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				174		84
Link Speed (mph)		55	50		50	
Link Distance (ft)		2452	5892		913	
Travel Time (s)		30.4	80.3		12.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	19%	19%	24%	24%	21%	21%
Adj. Flow (vph)	79	347	316	174	263	84
Shared Lane Traffic (%)						
Lane Group Flow (vph)	79	347	316	174	263	84
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Prot	Perm	Free
Protected Phases	7	4	8	8		

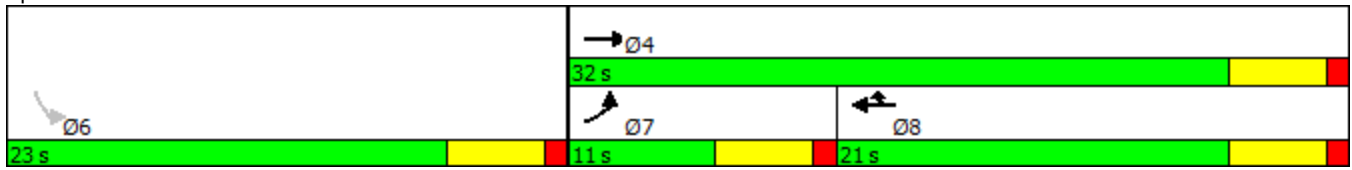


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases					6	Free
Detector Phase	7	4	8	8	6	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	21.0	21.0	
Total Split (s)	11.0	32.0	21.0	21.0	23.0	
Total Split (%)	20.0%	58.2%	38.2%	38.2%	41.8%	
Maximum Green (s)	6.0	27.0	16.0	16.0	18.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	
Act Effct Green (s)	7.7	17.0	11.9	11.9	13.5	37.5
Actuated g/C Ratio	0.21	0.45	0.32	0.32	0.36	1.00
v/c Ratio	0.25	0.25	0.34	0.33	0.49	0.06
Control Delay	23.0	7.8	14.7	5.2	16.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.0	7.8	14.7	5.2	16.7	0.1
LOS	C	A	B	A	B	A
Approach Delay		10.6	11.3		12.7	
Approach LOS		B	B		B	
Queue Length 50th (ft)	18	23	35	0	55	0
Queue Length 95th (ft)	#67	52	72	36	131	0
Internal Link Dist (ft)		2372	5812		833	
Turn Bay Length (ft)	125			200		
Base Capacity (vph)	323	2216	1504	756	830	1335
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.16	0.21	0.23	0.32	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 37.5
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 11.4
 Intersection LOS: B
 Intersection Capacity Utilization 38.8%
 ICU Level of Service A
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6: US-62 & US-81



Lanes, Volumes, Timings
1: 4th St. (US-81) & Country Club Rd.

Exist 81 2040 "No-Build" PM Peak Hour
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕↔		↗	↕↔	
Traffic Volume (vph)	140	65	50	30	50	25	85	735	25	90	810	145
Future Volume (vph)	140	65	50	30	50	25	85	735	25	90	810	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	130		0	125		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.973			0.968			0.995			0.977	
Flt Protected		0.973			0.986		0.950			0.950		
Satd. Flow (prot)	0	1713	0	0	1727	0	1570	3123	0	1570	3067	0
Flt Permitted		0.806			0.873		0.950			0.950		
Satd. Flow (perm)	0	1419	0	0	1529	0	1570	3123	0	1570	3067	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			25			6			40	
Link Speed (mph)		40			40			45			35	
Link Distance (ft)		948			1072			5302			2990	
Travel Time (s)		16.2			18.3			80.3			58.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	15%	15%	15%	15%	15%	15%
Adj. Flow (vph)	147	68	53	32	53	26	89	774	26	95	853	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	268	0	0	111	0	89	800	0	95	1006	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	

Lanes, Volumes, Timings
1: 4th St. (US-81) & Country Club Rd.

Exist 81 2040 "No-Build" PM Peak Hour
07/21/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		11.0	28.0		11.0	28.0	
Total Split (%)	35.0%	35.0%		35.0%	35.0%		18.3%	46.7%		18.3%	46.7%	
Maximum Green (s)	16.0	16.0		16.0	16.0		6.0	23.0		6.0	23.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)		13.8			13.8		6.0	24.0		6.0	24.0	
Actuated g/C Ratio		0.25			0.25		0.11	0.43		0.11	0.43	
v/c Ratio		0.74			0.28		0.53	0.60		0.57	0.76	
Control Delay		32.8			16.4		39.7	16.2		41.7	19.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		32.8			16.4		39.7	16.2		41.7	19.9	
LOS		C			B		D	B		D	B	
Approach Delay		32.8			16.4			18.6			21.8	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)		80			24		31	121		34	161	
Queue Length 95th (ft)		#176			59		#85	176		#92	#269	
Internal Link Dist (ft)		868			992			5222			2910	
Turn Bay Length (ft)							130			125		
Base Capacity (vph)		423			458		170	1335		170	1331	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.63			0.24		0.52	0.60		0.56	0.76	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 56.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 21.6
 Intersection LOS: C
 Intersection Capacity Utilization 65.1%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: 4th St. (US-81) & Country Club Rd.



Lanes, Volumes, Timings
2: 4th St. (US-81) & I-44 NB Off/On Ramp

Exist 81 2040 "No-Build" PM Peak Hour

07/21/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗		↕	↗	↖	↕	↖
Traffic Volume (vph)	10	15	10	15	5	90	10	1165	235	135	1405	20
Future Volume (vph)	10	15	10	15	5	90	10	1165	235	135	1405	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		250	190		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt		0.961				0.850			0.850		0.998	
Flt Protected		0.986			0.963					0.950		
Satd. Flow (prot)	0	1765	0	0	1743	1538	0	3112	1392	1556	3106	0
Flt Permitted		0.895			0.859			0.936		0.950		
Satd. Flow (perm)	0	1602	0	0	1554	1538	0	2913	1392	1556	3106	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				164			188		4	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		169			764			2990			956	
Travel Time (s)		3.8			17.4			58.2			18.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	16%	16%	16%	16%	16%	16%
Adj. Flow (vph)	11	16	11	16	5	95	11	1226	247	142	1479	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	21	95	0	1237	247	142	1500	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			18	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Prot	NA	
Protected Phases		4			8			2		1	6	

Lanes, Volumes, Timings
2: 4th St. (US-81) & I-44 NB Off/On Ramp

Exist 81 2040 "No-Build" PM Peak Hour

07/21/2017



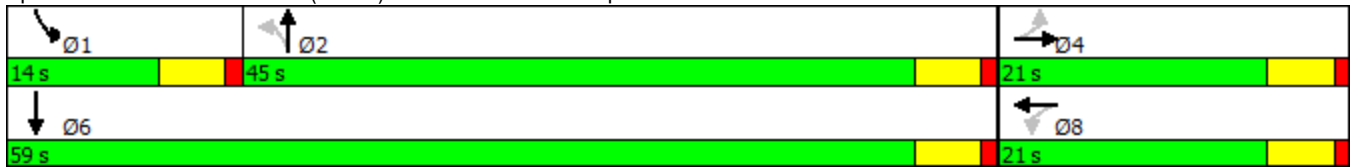
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		Free	2		Free			
Detector Phase	4	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		9.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		45.0	45.0		14.0	59.0	
Total Split (%)	26.3%	26.3%		26.3%	26.3%		56.3%	56.3%		17.5%	73.8%	
Maximum Green (s)	16.0	16.0		16.0	16.0		40.0	40.0		9.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		None	Min	
Act Effct Green (s)		6.8			6.8	63.5		37.5	63.5	9.0	54.0	
Actuated g/C Ratio		0.11			0.11	1.00		0.59	1.00	0.14	0.85	
v/c Ratio		0.21			0.13	0.06		0.72	0.18	0.64	0.57	
Control Delay		25.7			30.6	0.1		13.6	0.3	44.8	4.2	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		25.7			30.6	0.1		13.6	0.3	44.8	4.2	
LOS		C			C	A		B	A	D	A	
Approach Delay		25.7			5.6			11.4			7.7	
Approach LOS		C			A			B			A	
Queue Length 50th (ft)		10			8	0		192	0	57	111	
Queue Length 95th (ft)		37			28	0		295	0	#149	188	
Internal Link Dist (ft)		89			684			2910			876	
Turn Bay Length (ft)									250	190		
Base Capacity (vph)		420			399	1538		1874	1392	225	2670	
Starvation Cap Reductn		0			0	0		0	0	0	0	
Spillback Cap Reductn		0			0	0		0	0	0	0	
Storage Cap Reductn		0			0	0		0	0	0	0	
Reduced v/c Ratio		0.09			0.05	0.06		0.66	0.18	0.63	0.56	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 63.5
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 9.5
 Intersection Capacity Utilization 93.1%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service F

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: 4th St. (US-81) & I-44 NB Off/On Ramp



Lanes, Volumes, Timings
3: I-44 SB On/Off Ramp & 4th St. (US-81)

Exist 81 2040 "No-Build" PM Peak Hour
07/21/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↕	↕	↕	↕↕	
Traffic Volume (vph)	60	5	15	315	25	140	25	1220	20	30	1230	40
Future Volume (vph)	60	5	15	315	25	140	25	1220	20	30	1230	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	225		0	260		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.974					0.850		0.850		0.995	
Flt Protected		0.964			0.956		0.950			0.950		
Satd. Flow (prot)	0	1749	0	0	1781	1583	1556	3112	1392	1504	2993	0
Flt Permitted		0.492			0.713		0.950			0.950		
Satd. Flow (perm)	0	893	0	0	1328	1583	1556	3112	1392	1504	2993	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				147			145			5
Link Speed (mph)		30			30			30				35
Link Distance (ft)		156			507			442				892
Travel Time (s)		3.5			11.5			10.0				17.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	16%	16%	16%	20%	20%	20%
Adj. Flow (vph)	63	5	16	332	26	147	26	1284	21	32	1295	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	84	0	0	358	147	26	1284	21	32	1337	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			18			18	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Free	Prot	NA	Free	Prot	NA	
Protected Phases		4			8		5	2		1	6	

Lanes, Volumes, Timings
3: I-44 SB On/Off Ramp & 4th St. (US-81)

Exist 81 2040 "No-Build" PM Peak Hour
07/21/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		8		Free		Free		1		6	
Detector Phase	4	4	8		8	5		2	1		6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
Minimum Split (s)	21.0	21.0	21.0		21.0	9.0		21.0	9.0		21.0	
Total Split (s)	32.0	32.0	32.0		32.0	9.0		49.0	9.0		49.0	
Total Split (%)	35.6%	35.6%	35.6%		35.6%	10.0%		54.4%	10.0%		54.4%	
Maximum Green (s)	27.0	27.0	27.0		27.0	4.0		44.0	4.0		44.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0		4.0	
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0		1.0	
Lost Time Adjust (s)	0.0				0.0		0.0		0.0		0.0	
Total Lost Time (s)	5.0				5.0		5.0		5.0		5.0	
Lead/Lag							Lead	Lag	Lead		Lag	
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	None		None	None		Min	None		Min	
Act Effct Green (s)	25.3				25.3	81.2	4.1	40.8	81.2	4.1	42.4	
Actuated g/C Ratio	0.31				0.31	1.00	0.05	0.50	1.00	0.05	0.52	
v/c Ratio	0.29				0.87	0.09	0.33	0.82	0.02	0.43	0.85	
Control Delay	24.0				51.3	0.1	53.0	23.7	0.0	59.9	24.7	
Queue Delay	0.0				0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	24.0				51.3	0.1	53.0	23.7	0.0	59.9	24.7	
LOS	C				D	A	D	C	A	E	C	
Approach Delay	24.0				36.4			23.9			25.5	
Approach LOS	C				D			C			C	
Queue Length 50th (ft)	31				194	0	15	320	0	18	272	
Queue Length 95th (ft)	71				#360	0	#42	418	0	#58	#511	
Internal Link Dist (ft)	76				427			362			812	
Turn Bay Length (ft)							225			260		
Base Capacity (vph)	313				453	1583	78	1731	1392	75	1727	
Starvation Cap Reductn	0				0	0	0	0	0	0	0	
Spillback Cap Reductn	0				0	0	0	0	0	0	0	
Storage Cap Reductn	0				0	0	0	0	0	0	0	
Reduced v/c Ratio	0.27				0.79	0.09	0.33	0.74	0.02	0.43	0.77	

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 81.2
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 26.5
 Intersection LOS: C
 Intersection Capacity Utilization 66.0%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: I-44 SB On/Off Ramp & 4th St. (US-81)



Lanes, Volumes, Timings
4: 4th St. (US-81) & Grand Ave.

Exist 81 2040 "No-Build" PM Peak Hour
07/21/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	490	320	240	480	160	325	675	290	100	730	335
Future Volume (vph)	330	490	320	240	480	160	325	675	290	100	730	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	150		0	185		0	80		0
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.963			0.955				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	1776	1509	1687	3249	0	1626	4463	0	1687	3374	1509
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1687	1776	1509	1687	3249	0	1626	4463	0	1687	3374	1509
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			64		34			91				109
Link Speed (mph)		25			25			40				35
Link Distance (ft)		1334			1232			892				3097
Travel Time (s)		36.4			33.6			15.2				60.3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	11%	11%	11%	7%	7%	7%
Adj. Flow (vph)	347	516	337	253	505	168	342	711	305	105	768	353
Shared Lane Traffic (%)												
Lane Group Flow (vph)	347	516	337	253	673	0	342	1016	0	105	768	353
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			18				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA	pt+ov	Prot	NA		Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4	4 5	3	8		5	2		1	6	6 7

Lanes, Volumes, Timings
4: 4th St. (US-81) & Grand Ave.

Exist 81 2040 "No-Build" PM Peak Hour
07/21/2017

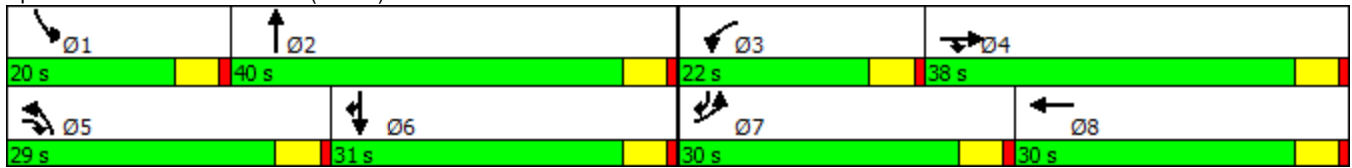


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												
Detector Phase	7	4	4 5	3	8		5	2		1	6	6 7
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	30.0	38.0		22.0	30.0		29.0	40.0		20.0	31.0	
Total Split (%)	25.0%	31.7%		18.3%	25.0%		24.2%	33.3%		16.7%	25.8%	
Maximum Green (s)	25.0	33.0		17.0	25.0		24.0	35.0		15.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	25.0	33.0	62.0	17.0	25.0		24.0	37.8		12.2	26.0	56.0
Actuated g/C Ratio	0.21	0.28	0.52	0.14	0.21		0.20	0.32		0.10	0.22	0.47
v/c Ratio	0.99	1.06	0.42	1.06	0.96		1.05	0.69		0.61	1.05	0.46
Control Delay	93.1	99.0	16.0	125.2	69.9		110.8	36.0		66.7	92.8	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	93.1	99.0	16.0	125.2	69.9		110.8	36.0		66.7	92.8	16.8
LOS	F	F	B	F	E		F	D		E	F	B
Approach Delay		74.0			85.0			54.8			68.7	
Approach LOS		E			F			D			E	
Queue Length 50th (ft)	270	~438	124	~215	261		~289	231		79	~341	123
Queue Length 95th (ft)	#465	#653	196	#381	#383		#476	293		136	#466	205
Internal Link Dist (ft)		1254			1152			812			3017	
Turn Bay Length (ft)	150		150	150			185			80		
Base Capacity (vph)	351	488	810	238	703		325	1468		210	731	762
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.99	1.06	0.42	1.06	0.96		1.05	0.69		0.50	1.05	0.46

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 69.2
 Intersection LOS: E
 Intersection Capacity Utilization 93.9%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: 4th St. (US-81) & Grand Ave.



Lanes, Volumes, Timings
5: 4th St. (US-81) & Choctaw Rd (US-62)

Exist 81 2040 "No-Build" PM Peak Hour
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕		↕	↕			↕	
Traffic Volume (vph)	10	510	360	245	395	10	440	60	200	30	95	45
Future Volume (vph)	10	510	360	245	395	10	440	60	200	30	95	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	175		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.939			0.998			0.911			0.965	
Flt Protected		0.999			0.982		0.950	0.989			0.991	
Satd. Flow (prot)	0	2540	0	0	2319	0	1235	1171	0	0	1603	0
Flt Permitted		0.945			0.515		0.950	0.989			0.991	
Satd. Flow (perm)	0	2403	0	0	1216	0	1235	1171	0	0	1603	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		181			2			60			12	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		3191			1235			5302			426	
Travel Time (s)		72.5			28.1			144.6			11.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	20%	20%	20%	27%	27%	27%	25%	25%	25%	2%	2%	2%
Parking (#/hr)					10							
Adj. Flow (vph)	11	537	379	258	416	11	463	63	211	32	100	47
Shared Lane Traffic (%)							18%					
Lane Group Flow (vph)	0	927	0	0	685	0	380	357	0	0	179	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.14	1.14	1.14	1.14	1.26	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		2	2		1	2	
Detector Template	Left	Thru		Left	Thru			Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		100	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		6	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94		94	94			94	
Detector 2 Size(ft)		6			6		6	6			6	
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0	0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	9.0	52.0		9.0	52.0		38.0	38.0		21.0	21.0	
Total Split (%)	7.5%	43.3%		7.5%	43.3%		31.7%	31.7%		17.5%	17.5%	
Maximum Green (s)	4.0	47.0		4.0	47.0		33.0	33.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0			5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		47.0			47.0		33.0	33.0				14.9
Actuated g/C Ratio		0.43			0.43		0.30	0.30				0.14
v/c Ratio		0.82			2.77dl		1.02	0.91				0.79
Control Delay		29.4			183.7		92.6	59.4				67.4
Queue Delay		0.0			0.0		0.0	0.0				0.0
Total Delay		29.4			183.7		92.6	59.4				67.4
LOS		C			F		F	E				E
Approach Delay		29.4			183.7			76.5				67.4
Approach LOS		C			F			E				E
Queue Length 50th (ft)		251			~336		~307	221				116
Queue Length 95th (ft)		346			#457		#506	#415				#221
Internal Link Dist (ft)		3111			1155			5222				346
Turn Bay Length (ft)							175					
Base Capacity (vph)		1131			521		371	393				243
Starvation Cap Reductn		0			0		0	0				0
Spillback Cap Reductn		0			0		0	0				0
Storage Cap Reductn		0			0		0	0				0
Reduced v/c Ratio		0.82			1.31		1.02	0.91				0.74

Intersection Summary

Area Type: CBD
 Cycle Length: 120
 Actuated Cycle Length: 109.9
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.31
 Intersection Signal Delay: 87.6
 Intersection Capacity Utilization 98.4%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service F

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 5: 4th St. (US-81) & Choctaw Rd (US-62)

↖ Ø2	↙ Ø6	↘ Ø3	↗ Ø4
38 s	21 s	9 s	52 s
		↖ Ø7	↙ Ø8
		9 s	52 s

Lanes, Volumes, Timings
6: US-62 & US-81

Exist 81 2040 "No-Build" PM Peak Hour
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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	85	420	430	240	195	60
Future Volume (vph)	85	420	430	240	195	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	100				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1517	3034	2911	1302	1492	1335
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1517	3034	2911	1302	1492	1335
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				253		63
Link Speed (mph)		55	50		50	
Link Distance (ft)		2452	5892		913	
Travel Time (s)		30.4	80.3		12.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	19%	19%	24%	24%	21%	21%
Adj. Flow (vph)	89	442	453	253	205	63
Shared Lane Traffic (%)						
Lane Group Flow (vph)	89	442	453	253	205	63
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Prot	Perm	Free
Protected Phases	7	4	8	8		

Lanes, Volumes, Timings
6: US-62 & US-81

Exist 81 2040 "No-Build" PM Peak Hour
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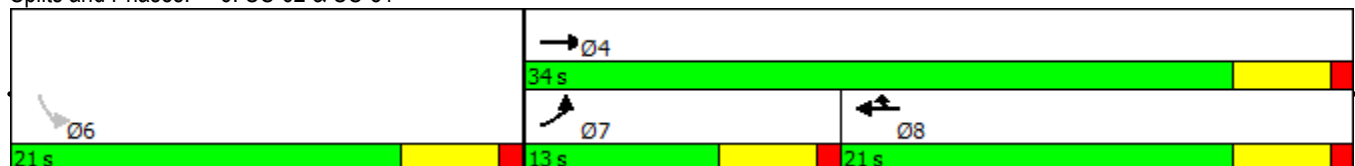


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases					6	Free
Detector Phase	7	4	8	8	6	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	21.0	21.0	
Total Split (s)	13.0	34.0	21.0	21.0	21.0	
Total Split (%)	23.6%	61.8%	38.2%	38.2%	38.2%	
Maximum Green (s)	8.0	29.0	16.0	16.0	16.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	Min	
Act Effct Green (s)	7.7	18.5	12.3	12.3	11.4	41.3
Actuated g/C Ratio	0.19	0.45	0.30	0.30	0.28	1.00
v/c Ratio	0.32	0.32	0.52	0.45	0.50	0.05
Control Delay	22.9	7.5	16.3	5.5	19.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	7.5	16.3	5.5	19.9	0.1
LOS	C	A	B	A	B	A
Approach Delay		10.1	12.5		15.2	
Approach LOS		B	B		B	
Queue Length 50th (ft)	22	30	56	0	50	0
Queue Length 95th (ft)	63	60	103	44	107	0
Internal Link Dist (ft)		2372	5812		833	
Turn Bay Length (ft)	125			200		
Base Capacity (vph)	334	2227	1284	716	658	1335
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.20	0.35	0.35	0.31	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 41.3
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 12.1
 Intersection Capacity Utilization 39.9%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 6: US-62 & US-81



Lanes, Volumes, Timings
1: 4th St. (US-81) & Country Club Rd.

Exist 81 2040 "Build" AM Peak Hour
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (vph)	150	30	55	15	30	55	70	665	25	15	365	135
Future Volume (vph)	150	30	55	15	30	55	70	665	25	15	365	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	130		0	125		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.968			0.926			0.995			0.960	
Flt Protected		0.969			0.993		0.950			0.950		
Satd. Flow (prot)	0	1697	0	0	1664	0	1570	3123	0	1570	3014	0
Flt Permitted		0.744			0.935		0.950			0.950		
Satd. Flow (perm)	0	1303	0	0	1567	0	1570	3123	0	1570	3014	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			58			7			100	
Link Speed (mph)		40			40			45			35	
Link Distance (ft)		948			1072			5306			2964	
Travel Time (s)		16.2			18.3			80.4			57.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	15%	15%	15%	15%	15%	15%
Adj. Flow (vph)	158	32	58	16	32	58	74	700	26	16	384	142
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	248	0	0	106	0	74	726	0	16	526	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	

Lanes, Volumes, Timings
1: 4th St. (US-81) & Country Club Rd.

Exist 81 2040 "Build" AM Peak Hour
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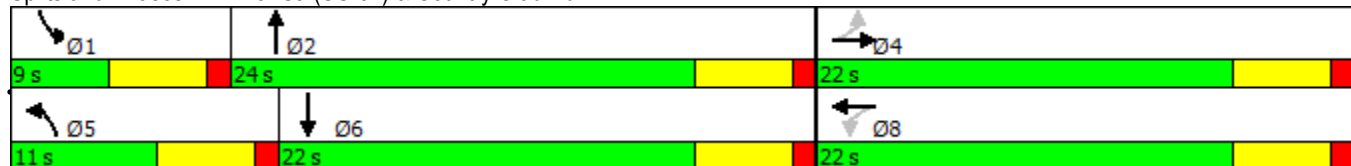


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4				8							
Detector Phase	4	4			8	8	5	2			1	6
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)	21.0	21.0			21.0	21.0	9.0	21.0			9.0	21.0
Total Split (s)	22.0	22.0			22.0	22.0	11.0	24.0			9.0	22.0
Total Split (%)	40.0%	40.0%			40.0%	40.0%	20.0%	43.6%			16.4%	40.0%
Maximum Green (s)	17.0	17.0			17.0	17.0	6.0	19.0			4.0	17.0
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0	4.0			4.0	4.0
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)	0.0				0.0		0.0				0.0	
Total Lost Time (s)	5.0				5.0		5.0				5.0	
Lead/Lag							Lead	Lag			Lead	Lag
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode	None	None			None	None	None	Min			None	Min
Act Effct Green (s)	12.2				12.2		6.2	21.0			4.2	16.6
Actuated g/C Ratio	0.27				0.27		0.14	0.47			0.09	0.37
v/c Ratio	0.67				0.23		0.35	0.50			0.11	0.45
Control Delay	23.0				9.0		25.7	11.2			24.7	12.2
Queue Delay	0.0				0.0		0.0	0.0			0.0	0.0
Total Delay	23.0				9.0		25.7	11.2			24.7	12.2
LOS	C				A		C	B			C	B
Approach Delay	23.0				9.0		12.5				12.6	
Approach LOS	C				A		B				B	
Queue Length 50th (ft)	51				10		19	56			4	50
Queue Length 95th (ft)	123				40		57	154			20	97
Internal Link Dist (ft)	868				992		5226				2884	
Turn Bay Length (ft)							130				125	
Base Capacity (vph)	529				651		217	1599			145	1341
Starvation Cap Reductn	0				0		0	0			0	0
Spillback Cap Reductn	0				0		0	0			0	0
Storage Cap Reductn	0				0		0	0			0	0
Reduced v/c Ratio	0.47				0.16		0.34	0.45			0.11	0.39

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 45.1
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 13.9
 Intersection Capacity Utilization 54.9%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

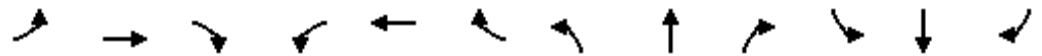
Splits and Phases: 1: 4th St. (US-81) & Country Club Rd.



Lanes, Volumes, Timings
2: I-44 NB On/Off Ramp

Exist 81 2040 "Build" AM Peak Hour

07/21/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗		↕	↗	↘	↕	↗
Traffic Volume (vph)	25	10	5	15	5	45	5	505	320	85	540	10
Future Volume (vph)	25	10	5	15	5	45	5	505	320	85	540	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		250	190		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt		0.984				0.850			0.850		0.997	
Flt Protected		0.970			0.963					0.950		
Satd. Flow (prot)	0	1778	0	0	1743	1538	0	3112	1392	1556	3103	0
Flt Permitted		0.952						0.951		0.950		
Satd. Flow (perm)	0	1745	0	0	1810	1538	0	2960	1392	1556	3103	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				218			337		4	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		169			786			2964			1410	
Travel Time (s)		3.8			17.9			57.7			27.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	16%	16%	16%	16%	16%	16%
Adj. Flow (vph)	26	11	5	16	5	47	5	532	337	89	568	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	42	0	0	21	47	0	537	337	89	579	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			18	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Free	Prot	NA	Free	Prot	NA	
Protected Phases		4			8		5	2		1	6	

Lanes, Volumes, Timings
2: I-44 NB On/Off Ramp

Exist 81 2040 "Build" AM Peak Hour

07/21/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		Free			Free			
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		9.0	29.0		10.0	30.0	
Total Split (%)	35.0%	35.0%		35.0%	35.0%		15.0%	48.3%		16.7%	50.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		4.0	24.0		5.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)		7.0			6.8	60.0		38.7	60.0	9.2	52.6	
Actuated g/C Ratio		0.12			0.11	1.00		0.64	1.00	0.15	0.88	
v/c Ratio		0.20			0.10	0.03		0.72	0.24	0.37	0.21	
Control Delay		23.6			24.1	0.0		23.4	0.4	26.7	2.1	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		23.6			24.1	0.0		23.4	0.4	26.7	2.1	
LOS		C			C	A		C	A	C	A	
Approach Delay		23.6			7.5			14.5			5.4	
Approach LOS		C			A			B			A	
Queue Length 50th (ft)		12			7	0		48	0	29	0	
Queue Length 95th (ft)		36			23	0		#211	0	63	51	
Internal Link Dist (ft)		89			706			2884			1330	
Turn Bay Length (ft)									250	190		
Base Capacity (vph)		469			482	1538		747	1392	238	2723	
Starvation Cap Reductn		0			0	0		0	0	0	0	
Spillback Cap Reductn		0			0	0		0	0	0	0	
Storage Cap Reductn		0			0	0		0	0	0	0	
Reduced v/c Ratio		0.09			0.04	0.03		0.72	0.24	0.37	0.21	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 10.8
 Intersection Capacity Utilization 50.7%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: I-44 NB On/Off Ramp



Lanes, Volumes, Timings
3: I-44 SB On/Off Ramp & 4th St. (US-81)

Exist 81 2040 "Build" AM Peak Hour
07/21/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↕	↕	↕	↕↕	
Traffic Volume (vph)	55	5	5	210	10	95	10	555	10	45	420	15
Future Volume (vph)	55	5	5	210	10	95	10	555	10	45	420	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	225		0	260		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.990				0.850			0.850		0.995	
Flt Protected		0.959			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	0	0	1779	1583	1556	3112	1392	1504	2993	0
Flt Permitted		0.648			0.687		0.950			0.950		
Satd. Flow (perm)	0	1195	0	0	1280	1583	1556	3112	1392	1504	2993	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				139			139		7	
Link Speed (mph)		30			30			30			35	
Link Distance (ft)		156			522			1410			840	
Travel Time (s)		3.5			11.9			32.0			16.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	16%	16%	16%	20%	20%	20%
Adj. Flow (vph)	58	5	5	221	11	100	11	584	11	47	442	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	68	0	0	232	100	11	584	11	47	458	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			18			18	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8		5	2		1	6	

Lanes, Volumes, Timings
 3: I-44 SB On/Off Ramp & 4th St. (US-81)

Exist 81 2040 "Build" AM Peak Hour
 07/21/2017

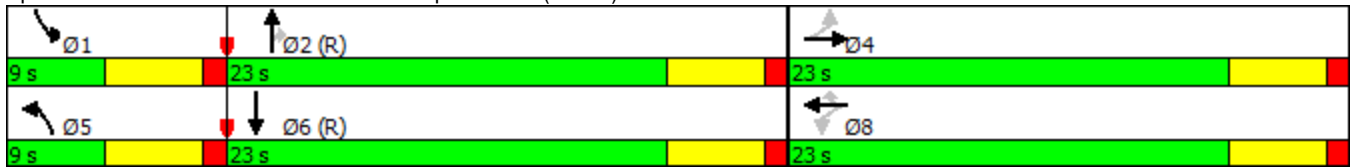


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8			2			
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	23.0	23.0		23.0	23.0	23.0	9.0	23.0	23.0	9.0	23.0	
Total Split (%)	41.8%	41.8%		41.8%	41.8%	41.8%	16.4%	41.8%	41.8%	16.4%	41.8%	
Maximum Green (s)	18.0	18.0		18.0	18.0	18.0	4.0	18.0	18.0	4.0	18.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)		14.3		14.3	14.3	5.0	27.0	27.0	5.5	28.9		
Actuated g/C Ratio		0.26		0.26	0.26	0.09	0.49	0.49	0.10	0.53		
v/c Ratio		0.22		0.70	0.19	0.08	0.38	0.01	0.32	0.29		
Control Delay		15.3		29.4	2.6	24.9	12.0	0.0	30.9	9.7		
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay		15.3		29.4	2.6	24.9	12.0	0.0	30.9	9.7		
LOS		B		C	A	C	B	A	C	A		
Approach Delay		15.3		21.3			12.0			11.6		
Approach LOS		B		C			B			B		
Queue Length 50th (ft)		16		67	0	3	50	0	14	36		
Queue Length 95th (ft)		38		122	16	16	125	0	#49	96		
Internal Link Dist (ft)		76		442			1330			760		
Turn Bay Length (ft)							225		260			
Base Capacity (vph)		394		418	611	142	1528	754	149	1575		
Starvation Cap Reductn		0		0	0	0	0	0	0	0		
Spillback Cap Reductn		0		0	0	0	0	0	0	0		
Storage Cap Reductn		0		0	0	0	0	0	0	0		
Reduced v/c Ratio		0.17		0.56	0.16	0.08	0.38	0.01	0.32	0.29		

Intersection Summary
























Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 55
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 14.1
 Intersection LOS: B
 Intersection Capacity Utilization 44.3%
 ICU Level of Service A
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: I-44 SB On/Off Ramp & 4th St. (US-81)



Lanes, Volumes, Timings
4: 4th St. (US-81) & Grand Ave.

Exist 81 2040 "Build" AM Peak Hour
07/21/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	290	155	80	240	110	180	420	255	135	255	30
Future Volume (vph)	170	290	155	80	240	110	180	420	255	135	255	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	185		0	80		0
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.953			0.943				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	1776	1509	1687	1692	0	1492	4042	0	1492	2983	1335
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1687	1776	1509	1687	1692	0	1492	4042	0	1492	2983	1335
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			163		27			189				95
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1334			1232			840			2631	
Travel Time (s)		30.3			28.0			16.4			51.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	21%	21%	21%	21%	21%	21%
Adj. Flow (vph)	179	305	163	84	253	116	189	442	268	142	268	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	179	305	163	84	369	0	189	710	0	142	268	32
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			18			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pt+ov	Prot	NA		Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4	4 5	3	8		5	2		1	6	6 7

Lanes, Volumes, Timings
4: 4th St. (US-81) & Grand Ave.

Exist 81 2040 "Build" AM Peak Hour
07/21/2017

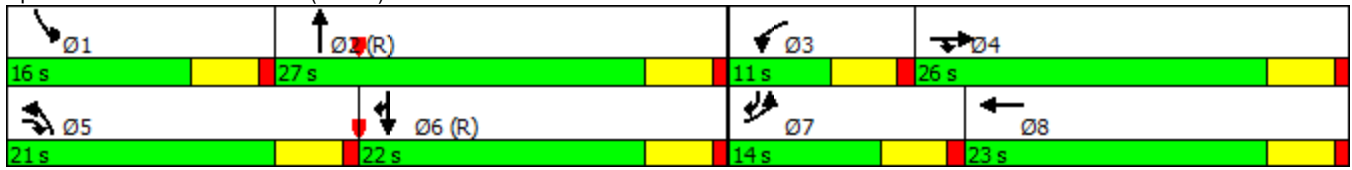


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												
Detector Phase	7	4	4 5	3	8		5	2		1	6	6 7
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		9.0	21.0	
Total Split (s)	14.0	26.0		11.0	23.0		21.0	27.0		16.0	22.0	
Total Split (%)	17.5%	32.5%		13.8%	28.8%		26.3%	33.8%		20.0%	27.5%	
Maximum Green (s)	9.0	21.0		6.0	18.0		16.0	22.0		11.0	17.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	12.1	24.5	43.4	7.7	17.9		13.9	19.6		10.4	16.1	33.1
Actuated g/C Ratio	0.15	0.31	0.54	0.10	0.22		0.17	0.24		0.13	0.20	0.41
v/c Ratio	0.70	0.56	0.18	0.52	0.92		0.73	0.63		0.73	0.45	0.05
Control Delay	51.0	29.6	2.3	48.1	59.7		47.8	22.3		56.6	31.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	51.0	29.6	2.3	48.1	59.7		47.8	22.3		56.6	31.3	0.2
LOS	D	C	A	D	E		D	C		E	C	A
Approach Delay		28.6			57.6			27.6			37.2	
Approach LOS		C			E			C			D	
Queue Length 50th (ft)	84	134	0	39	169		88	87		69	65	0
Queue Length 95th (ft)	#210	221	27	#110	#332		#161	118		#152	97	0
Internal Link Dist (ft)		1254			1152			760			2551	
Turn Bay Length (ft)	150			150			185			80		
Base Capacity (vph)	254	544	928	162	404		298	1260		205	670	591
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.70	0.56	0.18	0.52	0.91		0.63	0.56		0.69	0.40	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 35.2
 Intersection LOS: D
 Intersection Capacity Utilization 66.7%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: 4th St. (US-81) & Grand Ave.



Lanes, Volumes, Timings
5: 4th St. (US-81) & Choctaw Rd. (US-62)

Exist 81 2040 "Build" AM Peak Hour
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕		↗	↕↕				↕↕
Traffic Volume (vph)	30	290	255	270	500	40	150	80	120	30	70	10
Future Volume (vph)	30	290	255	270	500	40	150	80	120	30	70	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Fr _t		0.934			0.993			0.916				0.987
Fl _t Protected		0.997			0.984		0.950	0.996				0.987
Satd. Flow (prot)	0	2801	0	0	2777	0	1372	1317	0	0	1815	0
Fl _t Permitted		0.882			0.622		0.950	0.996				0.987
Satd. Flow (perm)	0	2478	0	0	1756	0	1372	1317	0	0	1815	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		268			7			61				5
Link Speed (mph)		30			35			25				30
Link Distance (ft)		3557			1320			5187				426
Travel Time (s)		80.8			25.7			141.5				9.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	20%	20%	20%	27%	27%	27%	25%	25%	25%	2%	2%	2%
Adj. Flow (vph)	32	305	268	284	526	42	158	84	126	32	74	11
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	0	605	0	0	852	0	142	226	0	0	117	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split		NA
Protected Phases	7	4		3	8		2	2		6		6
Permitted Phases	4			8								
Detector Phase	7	4		3	8		2	2		6		6
Switch Phase												

Lanes, Volumes, Timings
5: 4th St. (US-81) & Choctaw Rd. (US-62)

Exist 81 2040 "Build" AM Peak Hour
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


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	9.0	39.0		9.0	39.0		21.0	21.0		21.0	21.0	
Total Split (%)	10.0%	43.3%		10.0%	43.3%		23.3%	23.3%		23.3%	23.3%	
Maximum Green (s)	4.0	34.0		4.0	34.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0			5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)		34.2			34.2		13.8	13.8			9.8	
Actuated g/C Ratio		0.47			0.47		0.19	0.19			0.13	
v/c Ratio		0.46			1.03		0.55	0.76			0.47	
Control Delay		9.0			62.9		35.8	38.1			34.9	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		9.0			62.9		35.8	38.1			34.9	
LOS		A			E		D	D			C	
Approach Delay		9.0			62.9			37.2			34.9	
Approach LOS		A			E			D			C	
Queue Length 50th (ft)		50			~233		61	73			49	
Queue Length 95th (ft)		100			#374		125	#187			96	
Internal Link Dist (ft)		3477			1240			5107			346	
Turn Bay Length (ft)												
Base Capacity (vph)		1303			826		302	338			404	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.46			1.03		0.47	0.67			0.29	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 72.9
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 39.6
 Intersection LOS: D
 Intersection Capacity Utilization 72.6%
 ICU Level of Service C
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: 4th St. (US-81) & Choctaw Rd. (US-62)

 Ø2	 Ø6	 Ø3	 Ø4
21 s	21 s	9 s	39 s
		 Ø7	 Ø8
		9 s	39 s

Lanes, Volumes, Timings
1: Country Club Rd. & 4th St. (US-81)

Exist 81 2040 "Build" PM Peak Hour
07/21/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (vph)	140	60	70	30	45	35	85	950	30	55	820	150
Future Volume (vph)	140	60	70	30	45	35	85	950	30	55	820	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	130		0	125		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.965			0.957			0.995			0.977	
Flt Protected		0.975			0.986		0.950			0.950		
Satd. Flow (prot)	0	1703	0	0	1707	0	1570	3123	0	1570	3067	0
Flt Permitted		0.815			0.871		0.950			0.950		
Satd. Flow (perm)	0	1423	0	0	1508	0	1570	3123	0	1570	3067	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			37			6			41	
Link Speed (mph)		40			40			45			35	
Link Distance (ft)		948			1072			5306			2964	
Travel Time (s)		16.2			18.3			80.4			57.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	15%	15%	15%	15%	15%	15%
Adj. Flow (vph)	147	63	74	32	47	37	89	1000	32	58	863	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	284	0	0	116	0	89	1032	0	58	1021	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	

Lanes, Volumes, Timings
1: Country Club Rd. & 4th St. (US-81)

Exist 81 2040 "Build" PM Peak Hour
07/21/2017

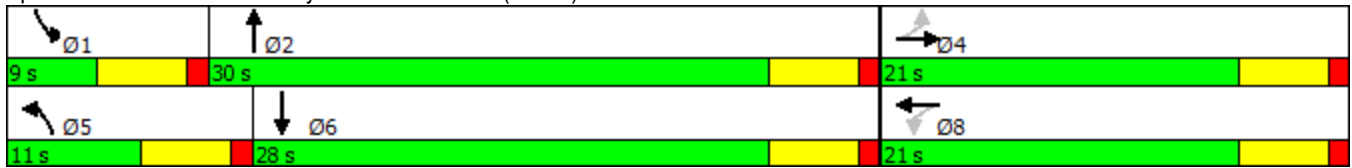


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4				8							
Detector Phase	4	4			8	8	5	2			1	6
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)	21.0	21.0			21.0	21.0	9.0	21.0			9.0	21.0
Total Split (s)	21.0	21.0			21.0	21.0	11.0	30.0			9.0	28.0
Total Split (%)	35.0%	35.0%			35.0%	35.0%	18.3%	50.0%			15.0%	46.7%
Maximum Green (s)	16.0	16.0			16.0	16.0	6.0	25.0			4.0	23.0
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0	4.0			4.0	4.0
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0		0.0				0.0	
Total Lost Time (s)	5.0				5.0		5.0				5.0	
Lead/Lag							Lead	Lag			Lead	Lag
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode	None	None			None	None	None	Min			None	Min
Act Effct Green (s)	13.9				13.9		6.0	26.8			4.1	23.5
Actuated g/C Ratio	0.25				0.25		0.11	0.48			0.07	0.42
v/c Ratio	0.76				0.29		0.53	0.69			0.51	0.78
Control Delay	33.2				15.0		39.3	16.2			46.0	20.7
Queue Delay	0.0				0.0		0.0	0.0			0.0	0.0
Total Delay	33.2				15.0		39.3	16.2			46.0	20.7
LOS	C				B		D	B			D	C
Approach Delay	33.2				15.0		18.0				22.1	
Approach LOS	C				B		B				C	
Queue Length 50th (ft)	83				22		31	162			21	165
Queue Length 95th (ft)	#186				58		#85	234			#68	#276
Internal Link Dist (ft)	868				992		5226				2884	
Turn Bay Length (ft)							130				125	
Base Capacity (vph)	435				466		172	1524			114	1315
Starvation Cap Reductn	0				0		0	0			0	0
Spillback Cap Reductn	0				0		0	0			0	0
Storage Cap Reductn	0				0		0	0			0	0
Reduced v/c Ratio	0.65				0.25		0.52	0.68			0.51	0.78

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 55.9
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 21.2
 Intersection LOS: C
 Intersection Capacity Utilization 66.5%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Country Club Rd. & 4th St. (US-81)



Lanes, Volumes, Timings
2: 4th St. (US-81) & I-44 NB On/Off Ramp

Exist 81 2040 "Build" PM Peak Hour
07/21/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕↕	↕	↕	↕↕	
Traffic Volume (vph)	10	10	15	10	10	40	10	990	210	95	1115	15
Future Volume (vph)	10	10	15	10	10	40	10	990	210	95	1115	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		250	190		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt		0.943				0.850			0.850		0.998	
Flt Protected		0.986			0.976			0.999		0.950		
Satd. Flow (prot)	0	1732	0	0	1766	1538	0	3109	1392	1556	3106	0
Flt Permitted		0.894			0.968			0.940		0.950		
Satd. Flow (perm)	0	1570	0	0	1752	1538	0	2925	1392	1556	3106	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				218			221		4	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		169			786			2964			1410	
Travel Time (s)		3.8			17.9			57.7			27.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	16%	16%	16%	16%	16%	16%
Adj. Flow (vph)	11	11	16	11	11	42	11	1042	221	100	1174	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	22	42	0	1053	221	100	1190	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			18	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Prot	NA	
Protected Phases		4			8			2		1	6	

Lanes, Volumes, Timings
2: 4th St. (US-81) & I-44 NB On/Off Ramp

Exist 81 2040 "Build" PM Peak Hour

07/21/2017

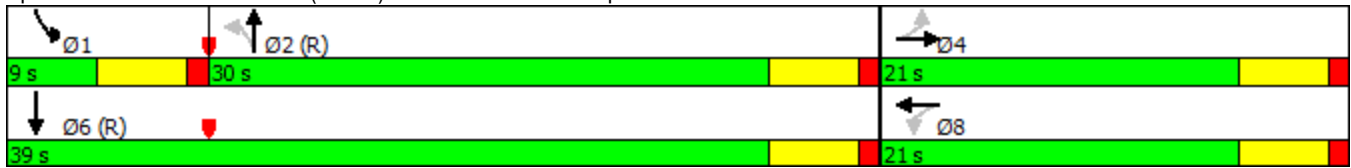


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		Free	2		Free			
Detector Phase	4	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		9.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		30.0	30.0		9.0	39.0	
Total Split (%)	35.0%	35.0%		35.0%	35.0%		50.0%	50.0%		15.0%	65.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		25.0	25.0		4.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
Act Effct Green (s)		6.5			6.6	60.0		34.3	60.0	10.6	52.9	
Actuated g/C Ratio		0.11			0.11	1.00		0.57	1.00	0.18	0.88	
v/c Ratio		0.21			0.12	0.03		0.63	0.16	0.37	0.43	
Control Delay		19.5			24.8	0.0		13.7	0.2	25.6	2.9	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		19.5			24.8	0.0		13.7	0.2	25.6	2.9	
LOS		B			C	A		B	A	C	A	
Approach Delay		19.5			8.5			11.4			4.6	
Approach LOS		B			A			B			A	
Queue Length 50th (ft)		7			7	0		88	0	32	0	
Queue Length 95th (ft)		30			24	0		#290	0	69	125	
Internal Link Dist (ft)		89			706			2884			1330	
Turn Bay Length (ft)									250	190		
Base Capacity (vph)		430			467	1538		1674	1392	273	2739	
Starvation Cap Reductn		0			0	0		0	0	0	0	
Spillback Cap Reductn		0			0	0		0	0	0	0	
Storage Cap Reductn		0			0	0		0	0	0	0	
Reduced v/c Ratio		0.09			0.05	0.03		0.63	0.16	0.37	0.43	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 8.2
 Intersection Capacity Utilization 80.1%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: 4th St. (US-81) & I-44 NB On/Off Ramp



Lanes, Volumes, Timings
3: 4th St. (US-81) & I-44 SB On/Off Ramp

Exist 81 2040 "Build" PM Peak Hour

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↕	↕	↕	↕↕	
Traffic Volume (vph)	80	10	10	320	10	85	10	1015	15	30	895	40
Future Volume (vph)	80	10	10	320	10	85	10	1015	15	30	895	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	225		0	260		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.986				0.850			0.850		0.994	
Flt Protected		0.962			0.954		0.950			0.950		
Satd. Flow (prot)	0	1767	0	0	1777	1583	1556	3112	1392	1504	2990	0
Flt Permitted		0.455			0.695		0.950			0.950		
Satd. Flow (perm)	0	836	0	0	1295	1583	1556	3112	1392	1504	2990	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				187			187		8	
Link Speed (mph)		30			30			30			35	
Link Distance (ft)		156			522			1410			840	
Travel Time (s)		3.5			11.9			32.0			16.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	16%	16%	16%	20%	20%	20%
Adj. Flow (vph)	84	11	11	337	11	89	11	1068	16	32	942	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	106	0	0	348	89	11	1068	16	32	984	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			18			18	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Free	Prot	NA	Free	Prot	NA	
Protected Phases		4			8		5	2		1	6	

Lanes, Volumes, Timings
3: 4th St. (US-81) & I-44 SB On/Off Ramp

Exist 81 2040 "Build" PM Peak Hour
07/21/2017

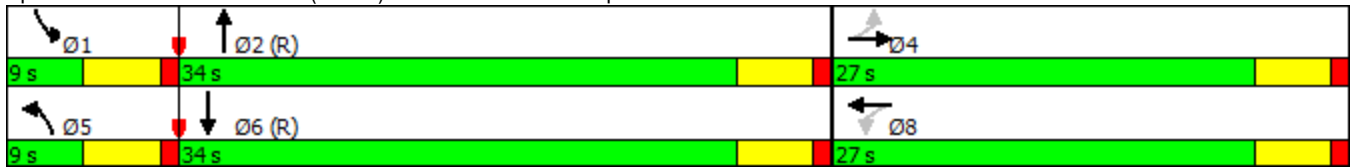


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		Free			Free			
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	27.0	27.0		27.0	27.0		9.0	34.0		9.0	34.0	
Total Split (%)	38.6%	38.6%		38.6%	38.6%		12.9%	48.6%		12.9%	48.6%	
Maximum Green (s)	22.0	22.0		22.0	22.0		4.0	29.0		4.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)		21.0			21.0	70.0	4.6	35.4	70.0	4.7	37.2	
Actuated g/C Ratio		0.30			0.30	1.00	0.07	0.51	1.00	0.07	0.53	
v/c Ratio		0.41			0.89	0.06	0.11	0.68	0.01	0.32	0.62	
Control Delay		23.0			51.2	0.1	33.8	17.7	0.0	40.5	14.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		23.0			51.2	0.1	33.8	17.7	0.0	40.5	14.8	
LOS		C			D	A	C	B	A	D	B	
Approach Delay		23.0			40.8			17.6			15.6	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)		32			139	0	5	154	0	14	137	
Queue Length 95th (ft)		75			#282	0	19	#296	0	#42	261	
Internal Link Dist (ft)		76			442			1330			760	
Turn Bay Length (ft)							225			260		
Base Capacity (vph)		269			408	1583	102	1572	1392	100	1590	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.39			0.85	0.06	0.11	0.68	0.01	0.32	0.62	

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 20.9
 Intersection Capacity Utilization 57.3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: 4th St. (US-81) & I-44 SB On/Off Ramp



Lanes, Volumes, Timings
4: Grand Ave. & 4th St. (US-81)

Exist 81 2040 "Build" PM Peak Hour
07/21/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	490	290	255	405	135	305	595	185	110	560	275
Future Volume (vph)	305	490	290	255	405	135	305	595	185	110	560	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	185		0	80		0
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.962			0.964				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	1776	1509	1687	1708	0	1492	4132	0	1492	2983	1335
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1687	1776	1509	1687	1708	0	1492	4132	0	1492	2983	1335
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			64		14			65				136
Link Speed (mph)		30			30			35				35
Link Distance (ft)		1334			1232			840				2631
Travel Time (s)		30.3			28.0			16.4				51.3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	21%	21%	21%	21%	21%	21%
Adj. Flow (vph)	321	516	305	268	426	142	321	626	195	116	589	289
Shared Lane Traffic (%)												
Lane Group Flow (vph)	321	516	305	268	568	0	321	821	0	116	589	289
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			18				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA	pt+ov	Prot	NA		Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4	4 5	3	8		5	2		1	6	6 7

Lanes, Volumes, Timings
4: Grand Ave. & 4th St. (US-81)

Exist 81 2040 "Build" PM Peak Hour
07/21/2017



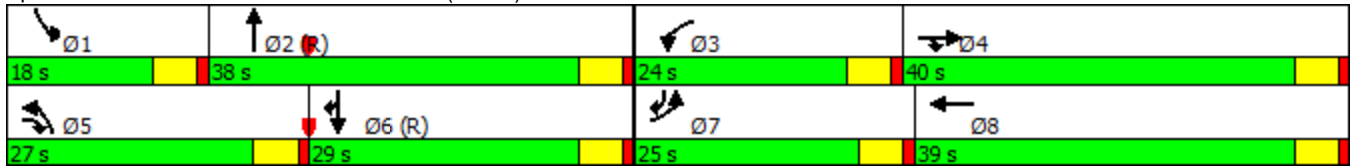
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												
Detector Phase	7	4	4 5	3	8		5	2		1	6	6 7
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	25.0	40.0		24.0	39.0		27.0	38.0		18.0	29.0	
Total Split (%)	20.8%	33.3%		20.0%	32.5%		22.5%	31.7%		15.0%	24.2%	
Maximum Green (s)	20.0	35.0		19.0	34.0		22.0	33.0		13.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	20.0	35.0	62.0	19.0	34.0		22.0	33.8		12.2	24.0	49.0
Actuated g/C Ratio	0.17	0.29	0.52	0.16	0.28		0.18	0.28		0.10	0.20	0.41
v/c Ratio	1.14	1.00	0.38	1.00	1.15		1.18	0.68		0.77	0.99	0.46
Control Delay	142.7	81.5	15.0	106.8	128.0		153.8	38.6		83.6	82.2	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	142.7	81.5	15.0	106.8	128.0		153.8	38.6		83.6	82.2	15.8
LOS	F	F	B	F	F		F	D		F	F	B
Approach Delay		81.0			121.2			71.0			63.1	
Approach LOS		F			F			E			E	
Queue Length 50th (ft)	~291	399	106	~211	~511		~297	193		88	241	81
Queue Length 95th (ft)	#473	#629	172	#388	#736		#479	242		#179	#363	161
Internal Link Dist (ft)		1254			1152			760			2551	
Turn Bay Length (ft)	150			150			185			80		
Base Capacity (vph)	281	518	810	267	493		273	1211		161	596	625
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	1.14	1.00	0.38	1.00	1.15		1.18	0.68		0.72	0.99	0.46

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.18
 Intersection Signal Delay: 82.1
 Intersection LOS: F
 Intersection Capacity Utilization 95.5%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

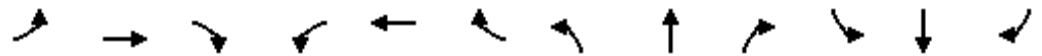
Splits and Phases: 4: Grand Ave. & 4th St. (US-81)



Lanes, Volumes, Timings
5: Choctaw Rd. (US-62) & 4th. St. (US-81)

Exist 81 2040 "Build" PM Peak Hour

07/21/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕		↗	↕			↕	
Traffic Volume (vph)	10	490	110	350	360	10	260	70	270	30	80	45
Future Volume (vph)	10	490	110	350	360	10	260	70	270	30	80	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.973			0.998			0.889				0.961
Flt Protected		0.999			0.976		0.950	0.997				0.990
Satd. Flow (prot)	0	2632	0	0	2305	0	1235	1152	0	0	1595	0
Flt Permitted		0.939			0.560		0.950	0.997				0.990
Satd. Flow (perm)	0	2474	0	0	1323	0	1235	1152	0	0	1595	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			2			110				14
Link Speed (mph)		30			30			25				30
Link Distance (ft)		3557			1320			5187				426
Travel Time (s)		80.8			30.0			141.5				9.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	20%	20%	20%	27%	27%	27%	25%	25%	25%	2%	2%	2%
Parking (#/hr)					10							
Adj. Flow (vph)	11	516	116	368	379	11	274	74	284	32	84	47
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	0	643	0	0	758	0	247	385	0	0	163	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
Headway Factor	1.14	1.14	1.14	1.14	1.26	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split		NA
Protected Phases	7	4		3	8		2	2		6		6
Permitted Phases	4			8								
Detector Phase	7	4		3	8		2	2		6		6

Lanes, Volumes, Timings
5: Choctaw Rd. (US-62) & 4th. St. (US-81)

Exist 81 2040 "Build" PM Peak Hour
07/21/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	9.0	57.0		9.0	57.0		33.0	33.0		21.0	21.0	
Total Split (%)	7.5%	47.5%		7.5%	47.5%		27.5%	27.5%		17.5%	17.5%	
Maximum Green (s)	4.0	52.0		4.0	52.0		28.0	28.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0			5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		52.0			52.0		28.0	28.0				14.2
Actuated g/C Ratio		0.48			0.48		0.26	0.26				0.13
v/c Ratio		0.54			1.96dl		0.78	1.02				0.74
Control Delay		21.5			134.1		56.8	82.5				62.6
Queue Delay		0.0			0.0		0.0	0.0				0.0
Total Delay		21.5			134.1		56.8	82.5				62.6
LOS		C			F		E	F				E
Approach Delay		21.5			134.1			72.5				62.6
Approach LOS		C			F			E				E
Queue Length 50th (ft)		160			~351		173	~244				102
Queue Length 95th (ft)		216			#476		#311	#446				#190
Internal Link Dist (ft)		3477			1240			5107				346
Turn Bay Length (ft)												
Base Capacity (vph)		1193			630		316	376				245
Starvation Cap Reductn		0			0		0	0				0
Spillback Cap Reductn		0			0		0	0				0
Storage Cap Reductn		0			0		0	0				0
Reduced v/c Ratio		0.54			1.20		0.78	1.02				0.67

Intersection Summary







Area Type: CBD
 Cycle Length: 120
 Actuated Cycle Length: 109.3
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.20
 Intersection Signal Delay: 78.1
 Intersection Capacity Utilization 87.5%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service E

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 5: Choctaw Rd. (US-62) & 4th. St. (US-81)

 Ø2	 Ø6	 Ø3	 Ø4
33 s	21 s	9 s	57 s
		 Ø7	 Ø8
		9 s	57 s