



Appendix B

Jefferson County Traffic Forecast

Note: The contents of this Appendix have been excerpted directly from the Rigby/Jefferson County Transportation Plan, 2007. References to figure and table numbers are as they appear in that report.



4 Estimates of Future Traffic Demand

The 13 percent increase in population in Jefferson County between 2000 and 2005 clearly shows that Jefferson County is growing; and growth can be expected to continue. Northeastern Idaho is experiencing dramatic growth due to many factors including its scenic beauty, the growth of BYU-Idaho and appeal of the Yellowstone Park / Teton Mountain complex. Most of the growth in Jefferson County is residential and can be most directly associated with the growth of Idaho Falls to the south and Rexburg to the north. Jefferson County is not directly promoting industrial/commercial growth, although growth in the retail and service sectors can be expected as population climbs.

The future traffic forecast was developed using the traffic forecasting process illustrated in Figure 7. The county was first divided into 27 zones. The increase in trips to and from each zone was then estimated. The process involves three basic steps: Trip Generation, Trip Distribution, and Traffic Assignment. These are discussed below.

Trip Generation

Future trips in Jefferson County were estimated by first forecasting the growth in dwelling units for each zone. This was based on the number of existing dwellings in each zone provided by the Jefferson County Assessor, and an estimate of population growth that had been previously prepared by the Jefferson County Economic Development Office. This forecast is shown in Figure 8. Figure 8 indicates a 20-year population increase from 20,900 in 2005 to 38,200 in 2025. This represents a growth of 83 percent over the 20-year period or a compound rate of 3.07 percent per year.

The increase in population was assumed to apply to dwelling units as well. The number of dwelling units was thus forecast to increase from the existing (2005) total of 6,245 to a future total of 11,427. The total number of additional dwelling units were distributed to the various zones according to the spatial distribution of development shown as brown areas in Figure 8. The results are summarized in Figure 9 which shows the percent increase by various areas within the county.

Future additional trips resulting from the growth in dwelling units were estimated by assuming 1 trip per dwelling unit in the peak hour – resulting in 5,200 additional peak hour trips. This figure represents home-based trips with the home located in Jefferson County. Further adjustments were made to account for other trip making as follows:

- Non-Home Based Trips. Data from other studies indicates that trips between two non-home destinations is about eight percent of the total peak hour trips. 400 trips were added to account for non-home based trips.
- Census data indicates that about 50 percent of the workers in Jefferson County come from outside of the county. 1,300 trips were added to account for implied employment growth in Jefferson County.

FIGURE 7
Jefferson County Transportation Plan
Traffic Forecasting Process

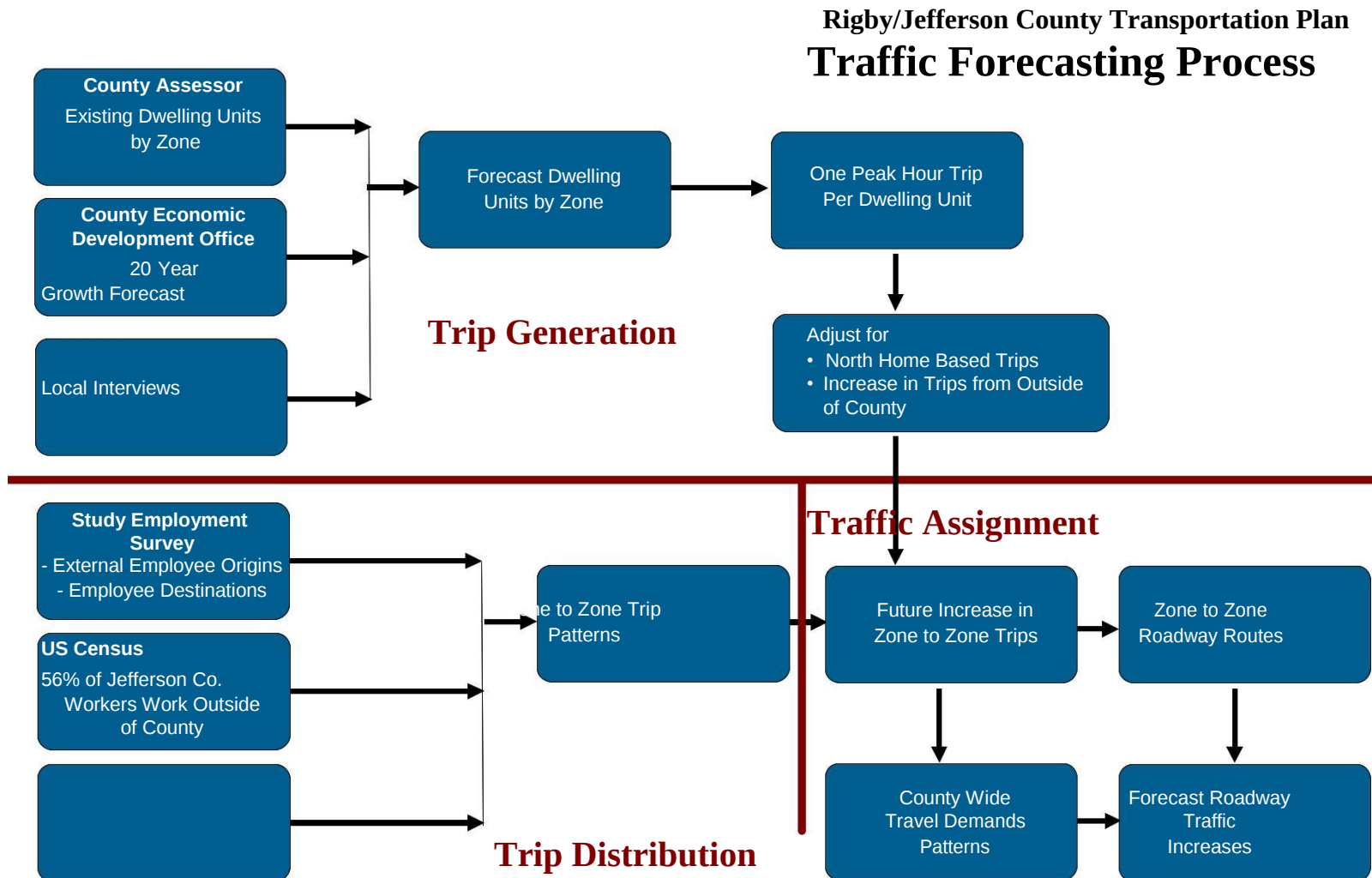


FIGURE 7

FIGURE 8
 Jefferson County Transportation Plan
Estimate of Population Growth 2005 - 2025

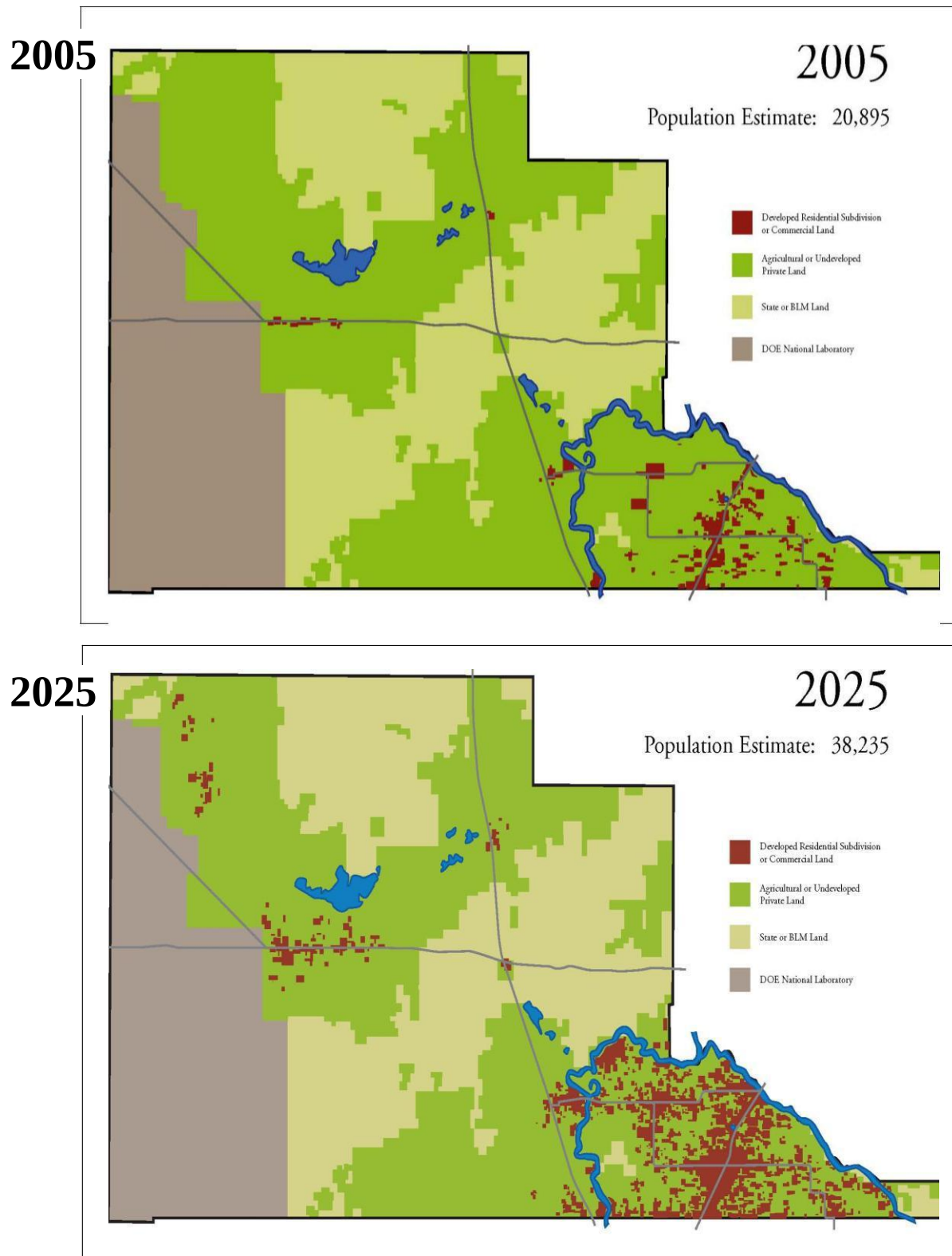
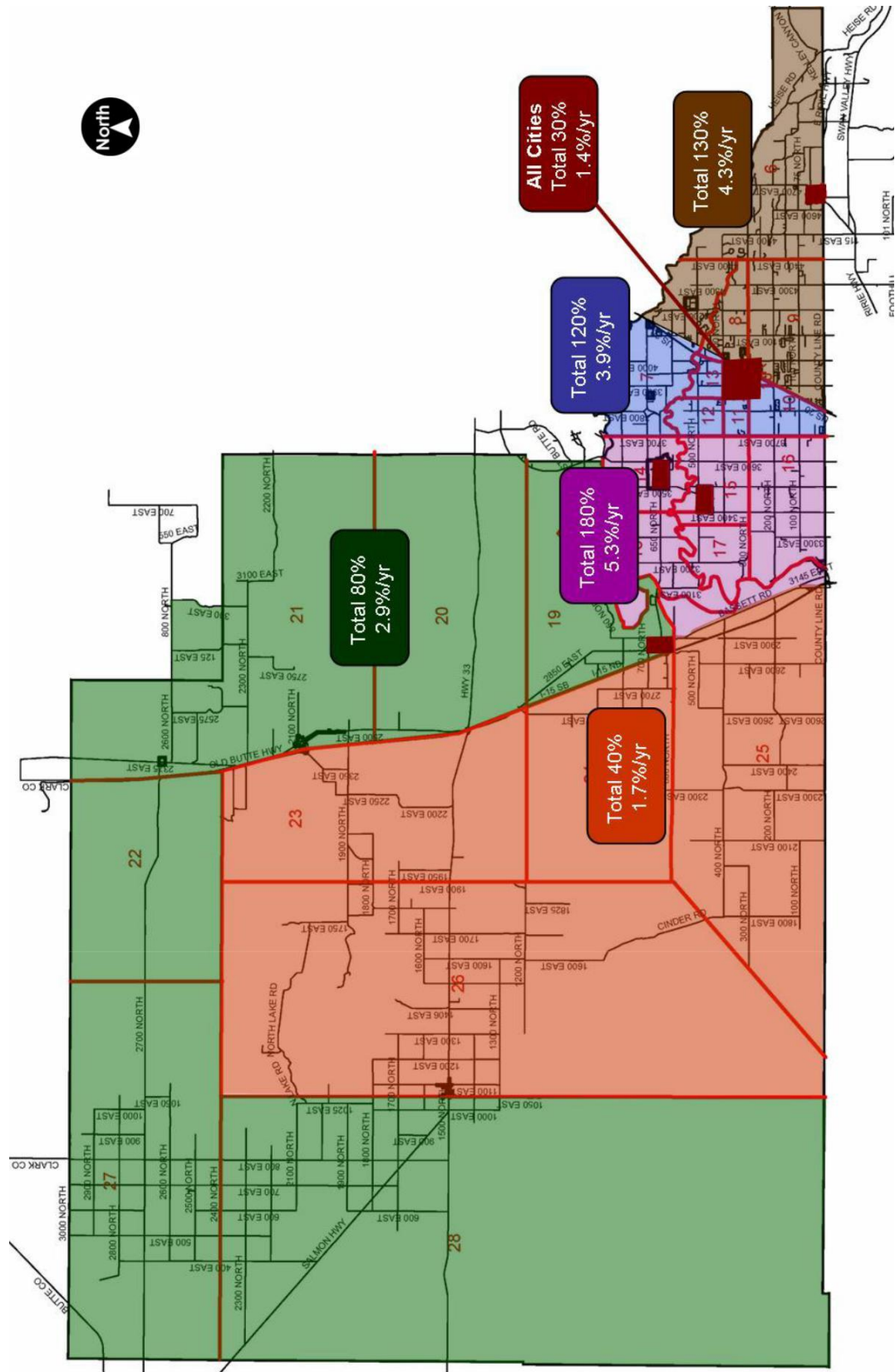


FIGURE 9

FIGURE 9
Jefferson County Transportation Plan
20-Year Dwelling Unit Forecast Summary by Area



Thus, the final 20-year increase in peak hour trips in Jefferson County was estimated to be 6,900 trips. The final step in the trip generation process is to apply factors to split trips by direction and to account for trips traveling into and out of the Jefferson County through the use of “External Zones”. The results of this process are illustrated in Figure

10. Figure 10 shows the estimated number of additional peak hour trips beginning and ending in each of the 27 internal zones and eight external approaches to Jefferson County.

Trip Distribution

In the trip distribution step, trips starting in any given zone are assigned ending zones to form a complete zone to zone movement. Data from a Jefferson County employers survey conducted as part of this study was used to estimate the pattern of trips traveling between zone to zone pairs. In the survey, employers were asked to report the general area of residence of there employees living within Jefferson County, or the roadway used to approach their location for employees living outside of Jefferson County. A zone map was provided to allow the employer to select areas or approach routes.

Figure 11 shows the home location of Jefferson County employees reported in the employer survey. Highlights of the information shown in Figure 11 include:

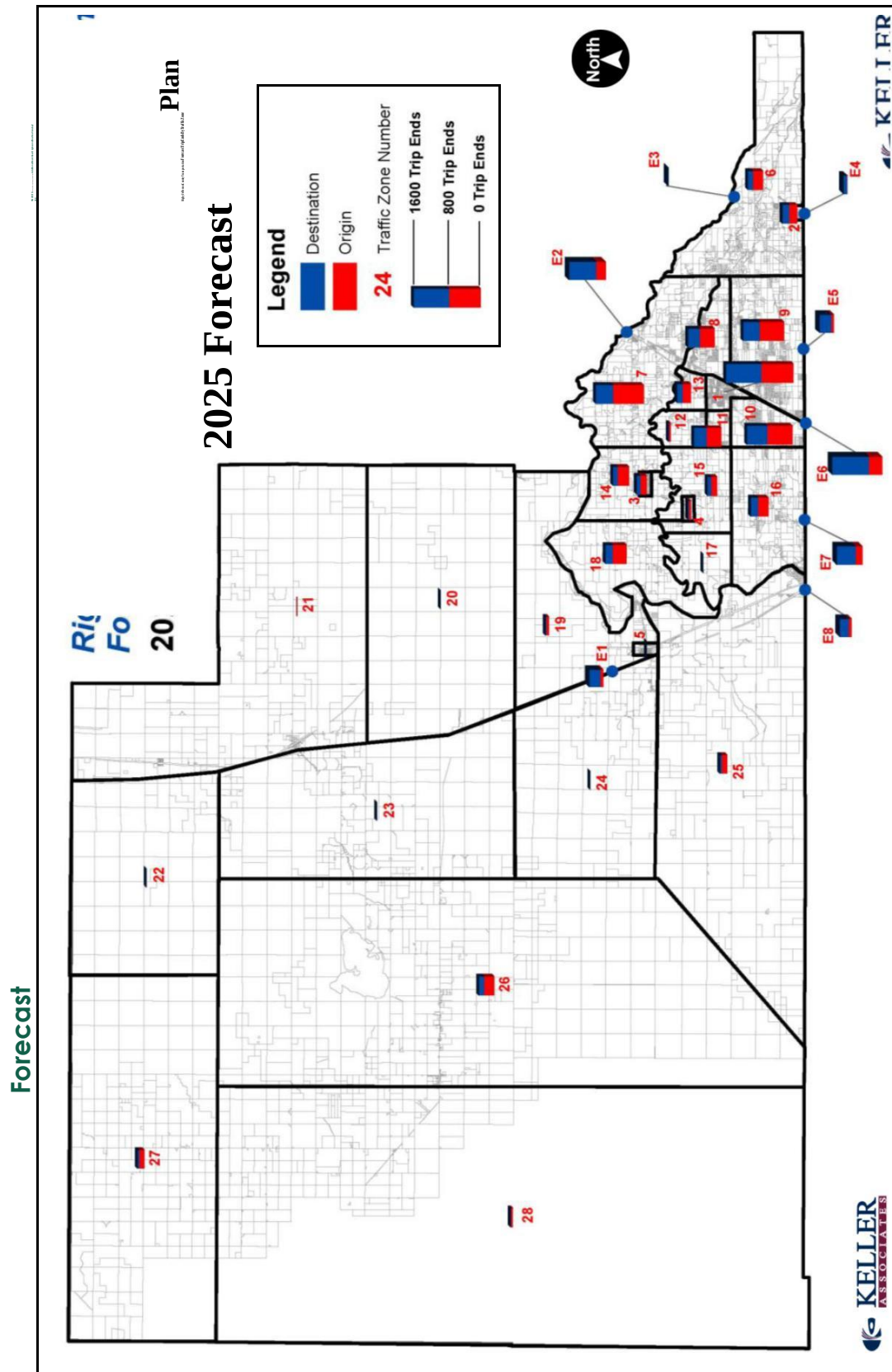
- 11 percent of the employees come from western Jefferson county or beyond.
 - 31 percent of employees come from south of the county line including about 14 percent approaching via US 20.
 - 10 percent of the employees travel to Jefferson County from the north via US 20.
 - The remaining 48 percent of employees reside in Jefferson County, including 17 percent in Rigby.
 - 10 percent come from east of US 20, including 3 percent from Ririe.
- 21 percent of employees come from areas west of US 20/ Rigby, including seven percent from Menan and Lewisville.

Figure 12 shows employment destinations within Jefferson County.

The above information indicates that almost half of the employees in Jefferson County reside outside of Jefferson County. This corresponds well with home to work census data that shows approximately one half of the residents of Jefferson County work outside of Jefferson County.

The distribution of travel represented by the data in Figures 11 and 12 was used to distribute the forecast additional trips derived in the trip generation step.

FIGURE 10



Distribution of Jefferson County Employee Home Locations
FIGURE 11

Jefferson County Transportation Plan

Rigby/Jefferson County Transportation Plan

Home Location of Jefferson County Employees

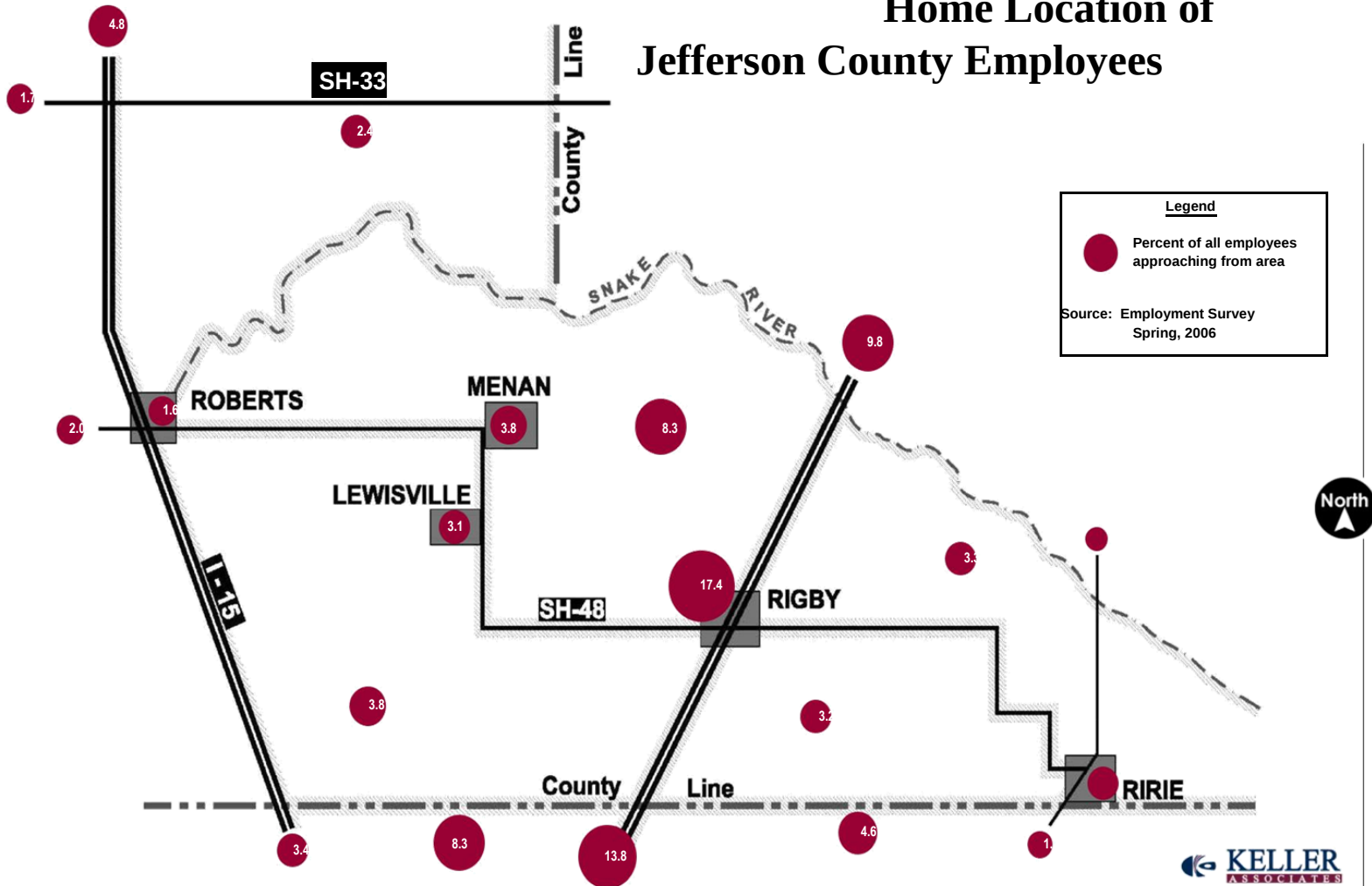
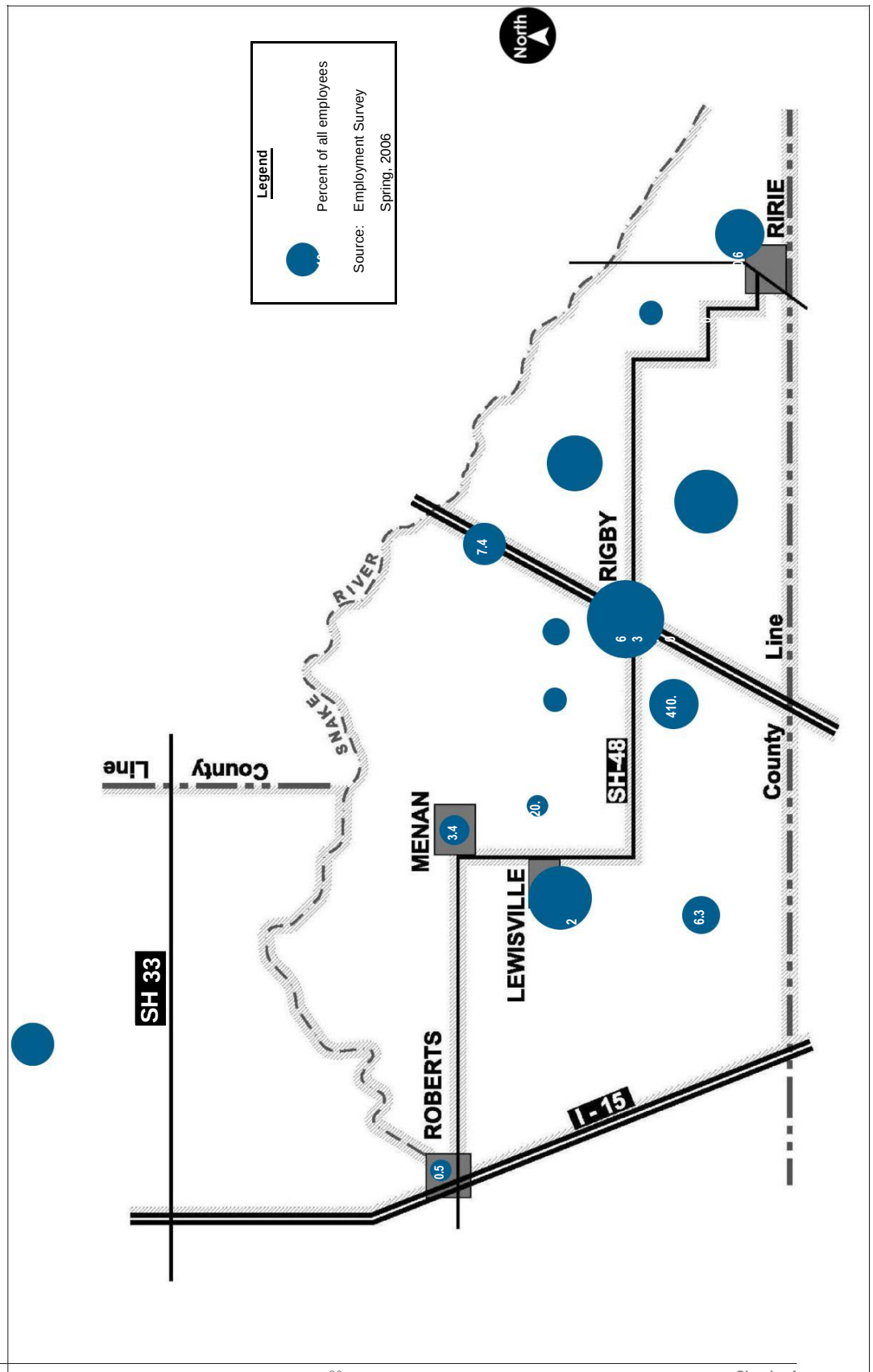


FIGURE 11

FIGURE 12

FIGURE 12 Jefferson County Transportation Plan Distribution of Jefferson County Work Locations



Traffic Assignment

Trips from one zone to another can be routed along existing roadway links as needed to complete the trip, thus providing an indication of the number of additional trips traveling throughout various areas of the county. Figure 13 shows the results of this process. Because of the many choices available in a mile grid system and the size of the traffic zones, the process is not sensitive to predicting traffic on a specific roadway. Thus, estimates of existing and future traffic are shown in Figure 13 as corridor based movements from one area to another without specific assignment to a particular roadway. Translating the increases in traffic movements shown in Figure 13 into specific recommendations for improvements is discussed in Chapters 5 and 6.



Appendix C

SH 48 Safety Analyses



APPENDIX C
SH 48 Corridor Study
Safety Analysis Summary

Analysis Section Mile Post		2001 through 2006 Accident Safety Evaluation Results Summary												
		Accident Severity									Analysis Results			
		Fatal	Injury Type				PDO	Total All			Severity Rating	Signif	Acc per MVM	Base Rate
Start	End		A	B	C	Total			ADT	5-Year Ave ADT				
0.00	1.00					0	2	2	1,400	1,370	-0.9	No	0.80	1.48
1.90	4.60	1	1	2	1	4	4	9	1,300	1,270	1.1	No	1.44	1.48
7.49	9.86	1		1	2	3	5	9	1,700	1,660	0.6	No	1.11	1.48
10.30	14.21		1	2	5	8	12	20	2,700	2,630	-0.6	No	1.07	1.48
14.21	15.55			7	14	21	25	46	4,800	4,680	7.9	Yes(95%)	4.02	2.33
15.55	20.41	1		3	6	9	16	26	1,900	1,850	-1.1	No	1.58	1.48
20.41	24.14				1	1	2	3	1,200	1,170	-0.3	No	0.38	1.48
Total		3	2	15	29	46	66	115						

SAFETY EVALUATION



I. PROJECT DATA

	DISTRICT	ROUTE	SEG CODE	B.M.P.	E.M.P.	LENGTH	AADT	TYPE RDWY
EXIST. RDWY	6	SH 48	2440	0.00	1.00	1.00	1.37	44
LOCATION	SH 48 - Jefferson County				PROPOSED IMPROVEMENT			
					COST (1000)			
IMPROVEMENT	Corridor Study				LIFE	CONST	R/W	TOTAL

II. ACCIDENT SUMMARY - SIGNIFICANCE

MO.	YR.	TOTAL	FATAL	INJURY	I + F	PDO	SV	MV	WET	DRY		
				0	0							
				0	0							
				0	0							
				0	0							
				0	0	2						
TOTAL-----		2	0	0	0	2	0	0		0	0	0

AVE. SEVERITY % FOR THIS ROAD TYPE-----

42.8

57.2

EXPECTED I+F AND PDO ACCIDENTS-----

0.9

1.1

DIFFERENCE (DEVIATION FROM EXPECTED)---

-0.9

STATISTICALLY SIGNIFICANT?-----

NO

CONFIDENCE LEVEL-----

-

☐ SPOT INTERSECTION (INCLUDE X STREET)☐ SPOT NON-INTERSECTION☒ SEGMENT (ALL ACCIDENTS)

III. TRAFFIC DATA

1	2	3	4	5	6	7	8	9	10	11	12
AADT (1000)					TOTAL NO. OF			TOTAL TRAVEL			
				CROSS VCF			ACC/YR	MV/YR	MVM/YR	ACC/MV	ACC/MVM
PRES.	FUT.	AVE.	STREET	(3÷1)	YEARS	ACC.	(7 ÷ 6)	.365(1+4)	(9 x MI.)	(8 ÷ 9)	(8 ÷ 10)
1.37					5	2	0.40	0.50	0.50	-	0.80

IV. REDUCTION FACTOR

1	2	3	4	5	6
		BASE RATE		EXPECTED	
ACC/MVM		ACC/MV(M)		D.R.	
		R.F.		MV(M)	
				1-(>3 OR 4)	
				(5 ÷ 1)	
0.80		*		*	

V. SAFETY INDEX CALCULATION (METHOD I)

1	2	3	4	5	6	7	8	9	10	11
	ACC.		BEFORE	ACC. COST						
			(\$1000)							
	TYPE	NO.	COST	TOTAL						
	I+F									
	PDO									
YES(+)					\$/ACC.	ACC./YR	VCF	LIFE	1.00-CRF	\$ BEFORE \$ AFTER
YES(-)										
NO			32.71		0.4		0			
SAFETY INDEX = (BOX 10 - BOX 11) ÷ TOTAL COST =										0
ANNUAL SAFETY BENEFIT = (BOX 10 - BOX 11) ÷ (BOX 8) =										

COMPUTED BY: T. A. Reynen

DATE: 04/26/08

PROJECT NO.: STP-0006(121)

CHECKED BY:

DATE:

KEY NUMBER: 9573

SAFETY EVALUATION



I. PROJECT DATA

	DISTRICT	ROUTE	SEG CODE	B.M.P.	E.M.P.	LENGTH	AADT	TYPE RDWY
EXIST. RDWY	6	SH 48	2440	1.90	4.60	2.70	1.27	44
LOCATION	SH 48 - Jefferson County				PROPOSED IMPROVEMENT			
					COST (1000)			
IMPROVEMENT	Corridor Study				LIFE	CONST	R/W	TOTAL

II. ACCIDENT SUMMARY - SIGNIFICANCE

MO.	YR.	TOTAL	FATAL	INJURY	I + F	PDO	SV	MV	WET	DRY		
				0	0							
				0	0							
				0	0							
				0	0							
			1	4	5	4						
TOTAL-----		9	1	4	5	4	0	0		0	0	0

AVE. SEVERITY % FOR THIS ROAD TYPE-----

42.8 57.2

EXPECTED I+F AND PDO ACCIDENTS-----

3.9 5.1

DIFFERENCE (DEVIATION FROM EXPECTED)---

1.1

STATISTICALLY SIGNIFICANT?-----

NO

CONFIDENCE LEVEL-----

-

☐ SPOT INTERSECTION (INCLUDE X STREET)☐ SPOT NON-INTERSECTION☒ SEGMENT (ALL ACCIDENTS)

III. TRAFFIC DATA

1	2	3	4	5	6	7	8	9	10	11	12
AADT (1000)					TOTAL NO. OF			TOTAL TRAVEL			
				CROSS VCF			ACC/YR	MV/YR	MVM/YR	ACC/MV	ACC/MVM
PRES.	FUT.	AVE.	STREET	(3÷1)	YEARS	ACC.	(7 ÷ 6)	.365(1+4)	(9 x MI.)	(8 ÷ 9)	(8 ÷ 10)
1.27					5	9	1.80	0.46	1.25	-	1.44

IV. REDUCTION FACTOR

1	2	3	4	5	6
		BASE RATE	EXPECTED	D.R.	CALC.
ACC/MVM	R.F.	ACC/MV(M)	ACC/MV(M)	MV(M)	R.F.
				1-(>3 OR 4)	(5 ÷ 1)
1.44	*	1.48	*	*	*

V. SAFETY INDEX CALCULATION (METHOD I)

1	2	3	4	5	6	7	8	9	10	11
	ACC.	BEFORE	ACC. COST							
			(\$1000)							
	TYPE NO.	COST	TOTAL							
	I+F									
	PDO									
YES(+)										
YES(-)										
NO		32.71			1.8		0			
SAFETY INDEX = (BOX 10 - BOX 11) ÷ TOTAL COST =				÷ = 0						
ANNUAL SAFETY BENEFIT = (BOX 10 - BOX 11) ÷ (BOX 8) =				÷ =						

COMPUTED BY: T. A. Reynen DATE: 04/26/08 PROJECT NO.: STP-0006(121)

CHECKED BY: DATE: KEY NUMBER: 9573

SAFETY EVALUATION



I. PROJECT DATA

	DISTRICT	ROUTE	SEG CODE	B.M.P.	E.M.P.	LENGTH	AADT	TYPE RDWY
EXIST. RDWY	6	SH 48	2440	7.49	9.86	2.37	1.66	44
LOCATION	SH 48 - Jefferson County				PROPOSED IMPROVEMENT			
					COST (1000)			
IMPROVEMENT	Corridor Study				LIFE	CONST	R/W	TOTAL

II. ACCIDENT SUMMARY - SIGNIFICANCE

MO.	YR.	TOTAL	FATAL	INJURY	I + F	PDO	SV	MV	WET	DRY		
				0	0							
				0	0							
				0	0							
				0	0							
			1	3	4	4						
TOTAL-----		8	1	3	4	4	0	0		0	0	0

AVE. SEVERITY % FOR THIS ROAD TYPE-----

42.8 57.2

EXPECTED I+F AND PDO ACCIDENTS-----

3.4 4.6

DIFFERENCE (DEVIATION FROM EXPECTED)---

0.6

STATISTICALLY SIGNIFICANT?-----

NO

CONFIDENCE LEVEL-----

-

☐ SPOT INTERSECTION (INCLUDE X STREET)☐ SPOT NON-INTERSECTION☒ SEGMENT (ALL ACCIDENTS)

III. TRAFFIC DATA

1	2	3	4	5	6	7	8	9	10	11	12
AADT (1000)					TOTAL NO. OF			TOTAL TRAVEL			
				CROSS VCF			ACC/YR	MV/YR	MVM/YR	ACC/MV	ACC/MVM
PRES.	FUT.	AVE.	STREET	(3÷1)	YEARS	ACC.	(7 ÷ 6)	.365(1+4)	(9 x MI.)	(8 ÷ 9)	(8 ÷ 10)
1.66					5	8	1.60	0.61	1.44	-	1.11

IV. REDUCTION FACTOR

1	2	3	4	5	6
		BASE RATE	EXPECTED	D.R.	CALC.
ACC/MVM	R.F.	ACC/MV(M)	ACC/MV(M)	MV(M)	R.F.
				1-(>3 OR 4)	(5 ÷ 1)
1.11	*	1.48	*	*	*

V. SAFETY INDEX CALCULATION (METHOD I)

1	2	3	4	5	6	7	8	9	10	11
	ACC.	BEFORE	ACC. COST							
			(\$1000)							
	TYPE NO.	COST	TOTAL							
	I+F									
	PDO									
YES(+)										
YES(-)										
NO		32.71			1.6		0			
SAFETY INDEX = (BOX 10 - BOX 11) ÷ TOTAL COST =										0
ANNUAL SAFETY BENEFIT = (BOX 10 - BOX 11) ÷ (BOX 8) =										

COMPUTED BY: T. A. Reynen DATE: 04/26/08 PROJECT NO.: STP-0006(121)

CHECKED BY: DATE: KEY NUMBER: 9573

SAFETY EVALUATION



I. PROJECT DATA

	DISTRICT	ROUTE	SEG CODE	B.M.P.	E.M.P.	LENGTH	AADT	TYPE RDWY
EXIST. RDWY	6	SH 48	2440	10.30	14.21	3.91	2.63	44
LOCATION	SH 48 - Jefferson County				PROPOSED IMPROVEMENT			
					COST (1000)			
IMPROVEMENT	Corridor Study				LIFE	CONST	R/W	TOTAL

II. ACCIDENT SUMMARY - SIGNIFICANCE

MO.	YR.	TOTAL	FATAL	INJURY	I + F	PDO	SV	MV	WET	DRY		
				0	0							
				0	0							
				0	0							
				0	0							
				8	8	12						
TOTAL-----	20		0	8	8	12	0	0		0	0	0

AVE. SEVERITY % FOR THIS ROAD TYPE-----

42.8 57.2

EXPECTED I+F AND PDO ACCIDENTS-----

8.6 11.4

DIFFERENCE (DEVIATION FROM EXPECTED)---

-0.6

STATISTICALLY SIGNIFICANT?-----

NO

CONFIDENCE LEVEL-----

-

SPOT INTERSECTION (INCLUDE X STREET)

SPOT NON-INTERSECTION

SEGMENT (ALL ACCIDENTS)

III. TRAFFIC DATA

1	2	3	4	5	6	7	8	9	10	11	12
AADT (1000)					TOTAL NO. OF			TOTAL TRAVEL			
			CROSS STREET	VCF (3÷1)			ACC/YR	MV/YR	MVM/YR	ACC/MV	ACC/MVM
PRES.	FUT.	AVE.			YEARS	ACC.	(7 ÷ 6)	.365(1+4)	(9 x MI.)	(8 ÷ 9)	(8 ÷ 10)
2.63					5	20	4.00	0.96	3.75	-	1.07

IV. REDUCTION FACTOR

1	2	3	4	5	6
		BASE RATE	EXPECTED	D.R.	CALC.
ACC/MVM	R.F.	ACC/MV(M)	ACC/MV(M)	MV(M)	R.F.
				1-(>3 OR 4)	(5 ÷ 1)
1.07	*	1.48	*	*	*

V. SAFETY INDEX CALCULATION (METHOD I)

1	2	3	4	5	6	7	8	9	10	11
	ACC.	BEFORE	ACC. COST							
			(\$1000)							
	TYPE NO.	COST	TOTAL							
	I+F									
	PDO									
YES(+)				\$/ACC.	ACC./YR	VCF	LIFE	1.00-CRF	\$ BEFORE	\$ AFTER
YES(-)										
NO		32.71		4	0					
SAFETY INDEX = (BOX 10 - BOX 11) ÷ TOTAL COST =										
ANNUAL SAFETY BENEFIT = (BOX 10 - BOX 11) ÷ (BOX 8) =										

COMPUTED BY: T. A. Reynen DATE: 04/26/08 PROJECT NO.: STP-0006(121)

CHECKED BY: DATE: KEY NUMBER: 9573

SAFETY EVALUATION



I. PROJECT DATA

	DISTRICT	ROUTE	SEG CODE	B.M.P.	E.M.P.	LENGTH	AADT	TYPE RDWY
EXIST. RDWY	6	SH 48	2440	14.21	15.55	1.34	4.68	11
LOCATION	SH 48 - Jefferson County				PROPOSED IMPROVEMENT			
					COST (1000)			
IMPROVEMENT	Corridor Study				LIFE	CONST	R/W	TOTAL

II. ACCIDENT SUMMARY - SIGNIFICANCE

MO.	YR.	TOTAL	FATAL	INJURY	I + F	PDO	SV	MV	WET	DRY		
				0	0							
				0	0							
				0	0							
				0	0							
				21	21	25						
TOTAL-----		46	0	21	21	25	0	0		0	0	0

AVE. SEVERITY % FOR THIS ROAD TYPE-----

28.4 71.6

EXPECTED I+F AND PDO ACCIDENTS-----

13.1 32.9

DIFFERENCE (DEVIATION FROM EXPECTED)---

7.9

STATISTICALLY SIGNIFICANT?-----

YES(+)

CONFIDENCE LEVEL-----

95%

SPOT INTERSECTION (INCLUDE X STREET)

SPOT NON-INTERSECTION

SEGMENT (ALL ACCIDENTS)



III. TRAFFIC DATA

1	2	3	4	5	6	7	8	9	10	11	12
AADT (1000)					TOTAL NO. OF			TOTAL TRAVEL			
				CROSS VCF			ACC/YR	MV/YR	MVM/YR	ACC/MV	ACC/MVM
PRES.	FUT.	AVE.	STREET	(3÷1)	YEARS	ACC.	(7 ÷ 6)	.365(1+4)	(9 x MI.)	(8 ÷ 9)	(8 ÷ 10)
4.68					5	46	9.20	1.71	2.29	-	4.02

IV. REDUCTION FACTOR

1	2	3	4	5	6
		BASE RATE	EXPECTED	D.R.	CALC.
ACC/MVM	R.F.	ACC/MV(M)	ACC/MV(M)	MV(M)	R.F.
				1-(>3 OR 4)	(5 ÷ 1)
4.02		2.33			

V. SAFETY INDEX CALCULATION (METHOD I)

1	2	3	4	5	6	7	8	9	10	11
	ACC.		BEFORE ACC. COST (\$1000)							
	TYPE	NO.	COST	TOTAL						
	I+ F	21	26.3	552.3						
	PDO	25	3.0	75.0	\$/ACC.	ACC./YR	VCF	LIFE	1.00-CRF	\$ BEFORE \$ AFTER
YES(+)		46	38.4	627.3	13.6	9.2	0		#VALUE!	#VALUE!
YES(-)										
NO										
SAFETY INDEX = (BOX 10 - BOX 11) ÷ TOTAL COST = ÷ =										
ANNUAL SAFETY BENEFIT = (BOX 10 - BOX 11) ÷ (BOX 8) = ÷ =										

COMPUTED BY: T. A. Reynen

DATE: 04/26/08

PROJECT NO.: STP-0006(121)

CHECKED BY:

DATE:

KEY NUMBER: 9573

SAFETY EVALUATION



I. PROJECT DATA

	DISTRICT	ROUTE	SEG CODE	B.M.P.	E.M.P.	LENGTH	AADT	TYPE
EXIST. RDWY	6	SH 48	2440	15.55	20.41	4.86	1.85	44
LOCATION	SH 48 - Jefferson County				PROPOSED IMPROVEMENT			
					LIFE	COST (1000)		
	CONST	R/W	TOTAL					
IMPROVEMENT	Corridor Study							

II. ACCIDENT SUMMARY - SIGNIFICANCE

MO.	YR.	TOTAL	FATAL	INJURY	I + F	PDO	SV	MV	WET	DRY		
				0	0							
				0	0							
				0	0							
				0	0							
			1	9	10	16						
TOTAL-----		26	1	9	10	16	0	0		0	0	0

AVE. SEVERITY % FOR THIS ROAD TYPE-----

42.8 57.2

EXPECTED I+F AND PDO ACCIDENTS-----

11.1 14.9

DIFFERENCE (DEVIATION FROM EXPECTED)---

-1.1

STATISTICALLY SIGNIFICANT?-----

NO

CONFIDENCE LEVEL-----

-

SPOT INTERSECTION (INCLUDE X STREET)

SPOT NON-INTERSECTION

SEGMENT (ALL ACCIDENTS)



III. TRAFFIC DATA

1	2	3	4	5	6	7	8	9	10	11	12
AADT (1000)					TOTAL NO. OF			TOTAL TRAVEL			
				CROSS VCF			ACC/YR	MV/YR	MVM/YR	ACC/MV	ACC/MVM
PRES.	FUT.	AVE.	STREET	(3÷1)	YEARS	ACC.	(7 ÷ 6)	.365(1+4)	(9 x MI.)	(8 ÷ 9)	(8 ÷ 10)
1.85					5	26	5.20	0.68	3.28	-	1.58

IV. REDUCTION FACTOR

1	2	3	4	5	6
		BASE RATE	EXPECTED	D.R.	CALC.
ACC/MVM		ACC/MV(M)	ACC/MV(M)	MV(M)	R.F.
				1-(>3 OR 4)	(5 ÷ 1)
1.58		1.48	#VALUE!	#VALUE!	#VALUE!

V. SAFETY INDEX CALCULATION (METHOD I)

1	2	3	4	5	6	7	8	9	10	11
ACC.		BEFORE	ACC. COST							
			(\$1000)							
TYPE		NO.	COST	TOTAL						
I+ F		10	69.1	691						
PDO		16	4.3	68.8	\$/ACC.	ACC./YR	VCF	LIFE	1.00-CRF	\$ BEFORE \$ AFTER
YES(+)										
YES(-)										
NO			32.71		5.2		0			
SAFETY INDEX = (BOX 10 - BOX 11) ÷ TOTAL COST =										
ANNUAL SAFETY BENEFIT = (BOX 10 - BOX 11) ÷ (BOX 8) =										

COMPUTED BY: T. A. Reynen

DATE: 04/26/08

PROJECT NO.: STP-0006(121)

CHECKED BY:

DATE:

KEY NUMBER: 9573

SAFETY EVALUATION



I. PROJECT DATA

	DISTRICT	ROUTE	SEG CODE	B.M.P.	E.M.P.	LENGTH	AADT	TYPE RDWY
EXIST. RDWY	6	SH 48	2440	20.41	24.14	3.73	1.17	44
LOCATION	SH 48 - Jefferson County				PROPOSED IMPROVEMENT			
					COST (1000)			
IMPROVEMENT	Corridor Study				LIFE	CONST	R/W	TOTAL

II. ACCIDENT SUMMARY - SIGNIFICANCE

MO.	YR.	TOTAL	FATAL	INJURY	I + F	PDO	SV	MV	WET	DRY		
				0	0							
				0	0							
				0	0							
				0	0							
				1	1	2						
TOTAL-----		3	0	1	1	2	0	0		0	0	0

AVE. SEVERITY % FOR THIS ROAD TYPE-----

42.8 57.2

EXPECTED I+F AND PDO ACCIDENTS-----

1.3 1.7

DIFFERENCE (DEVIATION FROM EXPECTED)---

-0.3

STATISTICALLY SIGNIFICANT?-----

NO

CONFIDENCE LEVEL-----

-

SPOT INTERSECTION (INCLUDE X STREET)

SPOT NON-INTERSECTION

SEGMENT (ALL ACCIDENTS)3

III. TRAFFIC DATA

1	2	3	4	5	6	7	8	9	10	11	12
AADT (1000)					TOTAL NO. OF			TOTAL TRAVEL			
				CROSS VCF			ACC/YR	MV/YR	MVM/YR	ACC/MV	ACC/MVM
PRES.	FUT.	AVE.	STREET	(3÷1)	YEARS	ACC.	(7 ÷ 6)	.365(1+4)	(9 x MI.)	(8 ÷ 9)	(8 ÷ 10)
1.17					5	3	0.60	0.43	1.59	-	0.38

IV. REDUCTION FACTOR

1	2	3	4	5	6
		BASE RATE		EXPECTED	
ACC/MVM		ACC/MV(M)		D.R.	
		R.F.		MV(M)	
				1-(>3 OR 4)	
				(5 ÷ 1)	
0.38		*		*	

V. SAFETY INDEX CALCULATION (METHOD I)

1	2	3	4	5	6	7	8	9	10	11
	ACC.		BEFORE	ACC. COST						
			(\$1000)							
	TYPE	NO.	COST	TOTAL						
	I+F									
	PDO									
YES(+)					\$/ACC.	ACC./YR	VCF	LIFE	1.00-CRF	\$ BEFORE \$ AFTER
YES(-)										
NO			32.71		0.6		0			
SAFETY INDEX = (BOX 10 - BOX 11) ÷ TOTAL COST = ÷ = 0										
ANNUAL SAFETY BENEFIT = (BOX 10 - BOX 11) ÷ (BOX 8) = ÷ =										

COMPUTED BY: T. A. Reynen DATE: 04/26/08 PROJECT NO.: STP-0006(121)

CHECKED BY: DATE: KEY NUMBER: 9573