

Safety Assessment Report

SH550A MP 8.88 - MP 16.56 Highway Reconstruction November 2018

Prepared for: The Colorado Department of Transportation Safety and Traffic Engineering Branch 2829 W. Howard Place Denver, Colorado 80204

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Introduction

A Statement of Philosophy

The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all highways in use, it is inappropriate to say of any highway that it is safe. However, it is correct to say that highways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions effecting road safety, it is critical to understand that the expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur and lives will be lost by not spending them in places where more accidents could have been prevented.¹ It is CDOT's objective to maximize accident reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most accidents.

The primary intent of this project is to increase the capacity and drivability of State Highway 550A (US 550) between milepost (MP) 8.88 and MP 16.56. In conjunction with the reconstruction project, an opportunity exists for the detection of safety problems and the implementation of selected improvements at locations where it is justified by crash experience.

The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem within the project limits;
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, and vehicle type;
- Suggest cost effective counter measures to address identified problems; and
- Provide guidance on how to maximize crash reduction within the scope of a resurfacing project.

This report is based on the comprehensive analysis of five years of crash history, a review of aerial imagery, and video log review. The Region is advised to verify, through field survey, the information included in this report regarding physical features and roadside characteristics in the study area.

¹ Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

Site Location and Conditions

This safety assessment report addresses US 550 in La Plata County southeast of the City of Durango, beginning at MP 8.88, north of the intersection with County Road (CR) 218, to MP 16.56 at the intersection with US 160. The reconstruction project is 7.68 miles in length. US 550 is classified as a "Principal Arterial – Other" in mountainous terrain through the study section.

A major feature of the highway widening and reconstruction project changes the alignment of the highway approaching the US 160 intersection on the north end of the study section. The new alignment will connect US 550 to the Grandview Interchange with US 160. A vicinity map showing an aerial view of the study corridor and the general location of the change in alignment is shown on **Figure 1**.



Figure 1: Vicinity Map

The primary direction of increasing milepost on this east/west roadway is from south to north, though most crashes along US 550 are coded as eastbound or westbound.

The 2016 average daily traffic (ADT) was approximately 6,900 vehicles per day (vpd) with 8.6 percent truck traffic. The following observations of the US 550 study corridor were based on a review of aerial photography, the CDOT video log, and the 2016 CORIS data:

- US 550 can generally be described as a 2-lane, undivided highway with 4-foot wide combination material shoulders (asphalt / stabilized).
- The posted speed limit is 60 mph through most of the corridor, dropping to 45 mph in the vicinity of CR 220 (MP 15.68) and to 35 mph at MP 15.81 down Farmington Hill to the US 160 intersection.

- There is an improved section of US 550 proximate to the CR 302 intersection (MP 12.19) from MP 11.75 and 12.56 with the following features:
 - Four (4) 12-foot lanes.
 - Depressed, 35-foot wide median.
 - Left-turn decel lanes (both directions) at CR 302.
 - Left-turn accel lane (secondary direction only) at CR 302.
 - Right-turn accel and decel lanes (primary direction only) at CR 302.
 - Paved, 4-foot wide inside shoulders.
 - Paved, 10-foot wide outside shoulders.

The planned roadway improvements will ultimately widen US 550 to match the improved section listed above. Auxiliary lanes and turnarounds are planned where needed, and the realignment between MP 15.00 and MP 16.56 will connect to the Grandview Interchange with US 160. The slope is not expected to exceed 3-percent as the roadway descends from the top of the mesa to the new interchange.

A predictive analysis for the proposed virgin alignment was conducted in support of the design-build project and is included as an **Appendix** to this report.

US 550 Study Corridor Crash History and Problem Analysis

Crash History

The US 550 crash history for the five-year period, July 1st, 2012 through June 30th, 2017 was examined between MP 8.88 and MP 16.56 to locate clusters and identify crash causes. One hundred seventy-nine (179) crashes were reported along this section of US 550 during the study period; 41 crashes resulted in 59 injuries and no crashes resulted in fatality. **Table 1** summarizes the crash totals for this segment of US 550 over the five-year study period.

Vacr		Cras	Persons			
rear	PDO*	Injury	Fatal	Total	Injured	Killed
7/1/2012 to 6/30/2013	34	10	0	44	18	0
7/1/2013 to 6/30/2014	19	11	0	30	12	0
7/1/2014 to 6/30/2015	25	9	0	34	16	0
7/1/2015 to 6/30/2016	27	5	0	32	6	0
7/1/2016 to 6/30/2017	33	6	0	39	7	0
Total	138	41	0	179	59	0
Average/Yr	27.6	8.2	0.0	35.8	11.8	0.0
*PDO – Property Damage	Only					

Table 1. US	550 Crash	History from	MP 8 88 to	MP 16 56	hv Vear
Table 1:05	550 CI asii	nistory nom	MLL 0.00 IO	MF 10.50	by rear

Wild Animal crashes were the most common crash type observed, accounting for 39 percent of the total crashes; followed by *fence* type crashes at 14 percent, and *rear end* type crashes at 11 percent. **Figure 2** displays the crash distribution, by type, for the study segment.



Figure 2: US 550 Crash Distribution by Type

General Crash Patterns and Mitigation

The improvements made to the roadway surface inherent to a resurfacing project are expected to have a positive impact on the safety performance. Improved skid resistance, improved drainage through reduction in roadway rutting or crown correction, and new or upgraded pavement markings are several examples of mitigation measures.

Fatal Crashes

There were no fatal crashes during the five-year study period.

Crash Locations

The majority of the crashes along the US 550 corridor occurred at non-intersection locations (148 of 179, 83%), followed by crashes in the vicinity of intersections (28 of 179, 16%), with the remaining crashes occurring at driveway accesses (3 of 179, 1%). This breakdown is shown in **Figure 3**. The magnitude of safety problems at intersections was assessed using Safety Performance Functions, and specific patterns were determined using direct diagnostic analysis techniques. The complete listing and detailed crash summary sheets for the study corridor of US 550 are provided in the **Appendix**.





Safety Performance Function

The assessment of the magnitude of safety problems is refined through the use of Safety Performance Functions (SPF). The SPF reflects the complex relationship between traffic exposure measured in Average Daily Traffic (ADT), and crash count measured in crashes per year. The SPF model provides an estimate of the normal or expected crash frequency and severity for a range of ADT among similar facilities. Two kinds of SPF's were calibrated. The first addresses the total number of crashes, and the second addresses crashes involving an injury or fatality, allowing the assessment of the magnitude of the safety problem from the frequency and severity standpoint.

All dataset preparation was performed using the Colorado Department of Transportation (CDOT) crash databases. Crash history for each facility was prepared using the most recent five years of crash data. The ADT for each roadway and/or intersection approach (major and minor) over the five years were entered into the same dataset. Each dataset is corrected for the regression to the mean bias using the Empirical Bayes (EB) procedure.

Development of the SPF lends itself to the conceptual formulation of the Level of Service of Safety (LOSS). The concept of level of service uses qualitative measures that characterize safety of an intersection in reference to its expected performance. If the level of safety predicted by the SPF will represent a normal or expected number of crashes at a specific level of ADT, selected percentiles within the frequency distribution can be stratified to represent specific levels of safety.

- LOSS I Below 20th Percentile Indicates a low potential for crash reduction.
- LOSS II 20th Percentile to Mean Indicates a low to moderate potential for crash reduction.
- LOSS III Mean to 80th Percentile Indicates a moderate to high potential for crash reduction.
- LOSS IV Above 80th Percentile Indicates a high potential for crash reductions.

LOSS reflects how the roadway or intersection is performing in regard to its expected crash frequency at a specific level of ADT (major and minor). It does not, however, provide any information related to the nature of the safety problem itself. If a safety problem is present, LOSS will only describe its magnitude from the frequency and severity standpoints. The nature of the problem is determined through diagnostic analysis using direct diagnostic and pattern recognition techniques discussed later in this assessment.

Intersection Crash Analysis

Crashes that can be attributed to intersections (located at intersections or that are intersection related) accounted for 16% of the total crashes (28 of 179). **Table 2** lists the intersection, number of legs, signalization, crash frequency and LOSS.

МР	Description	Ιοσε	Signal	Number of Crashes				LOSS	LOSS	
1411	Description	Legs		PD0 ¹	Injury	Fatal	Total	Total	Severe	
11.17	CR 214	4	No	1	1	0	2	II	III	
12.19	CR 302	4	No	0	2	0	2	II	II	
15.68	CR 220 (South)	3	No	3	0	0	3	II	II	
15.81	CR 220 (North)	3	No	0	1	0	1	II	III	
16.56	Jct US 160	3	Yes	6	4	0	10	Ι	Ι	
Non-Specific	Intersection Crashes (>100-ft free	om inters	section)	8	2	0	10			
Total 18 10 0 28										
		Averag	ge/Year	3.6	2.0	0.0	5.6			

Table 2: Intersection Crashes by Location

¹ PDO – Property Damage Only crashes

All intersections along the US 550 study corridor with more than two (2) total crashes were in the LOSS I or LOSS II categories for both severe and total crashes, indicating better than expected safety performance and a low to moderate potential for crash reduction.

Intersection Specific Recommendations

Pattern recognition and detailed analysis was not conducted for the intersections along this segment of US 550. The reconstruction and widening project will eliminate the current US 550 intersection with US 160. The connection to US 160 at the end of the realigned corridor will occur at a roundabout intersection at the eastbound ramp terminal intersection at the Grandview Interchange. There were three (3) or fewer crashes at any of the remaining intersections; no recommendations are made for any of these locations at this time.

Non-Intersection Crash Analysis

There were 148 non-intersection crashes during the five-year study period on US 550. *Wild animal* crashes were predominant (47%), followed by *fence* crashes (16%), and *overturning* type crashes (5%). **Figure 4** shows the crash distribution, by type, for the study segment.



Figure 4: US 550 Non-Intersection Crash Distribution by Type

Wild Animal

There were 69 *wild animal* type crashes during the five-year study period along this segment of US 550; one (1) involving an elk, the rest involving deer. There were approximately 1.8 *wild animal* crashes per mile per year (CPMPY) through this section, with a higher concentration between MP 10.5 and MP 13.0 (1.9 CPMPY), and a much higher concentration between MP 13.50 and MP 16.25 (3.0 CPMPY). **Figure 5** shows the frequency of *wild animal* crashes in ¹/₄ mile increments along the study corridor.

Figure 5: Wild Animal Type Crashes by ¼ Mile Increments



The widening and reconstruction project is expected to include wildlife fencing along the entire length of the corridor and several wildlife crossing structures. Two underpasses, one near MP 14.25 and another near MP 15.40, and an overpass near MP 16.14. Two bridge structures (Gulch A and Gulch B) will also provide for wildlife crossings. These proposed improvements should help reduce the frequency of *wild animal* crashes associated with the northern of the two concentrations. Similar facilities should be considered through the southern concentration at appropriate intervals.

Fence Collisions

There were 24 *fence* type crashes during the five-year study period along this segment of US 550. Most occurred when lighting conditions were poor (14 of 24), and four (4) of the daytime crashes occurred when roadway conditions were poor. No locations were detected with a consistent pattern of crashes occurring under similar circumstances.





Even considering all run-off-road type crashes (55 of 148), there were few locations with more than two (2) or three (3) crashes that could be readily associated with the proximate roadway characteristics (curve, access point, etc.). The proposed widening and reconstruction project represents a significant change in the roadway geometry, and no recommendations for mitigation at specific locations are made at this time.

Driveway Access Crashes

There were only three (3) driveway crashes during the five-year study period, each at a different driveway access; no recommendations for improvement are made at this time.

Conclusions and Recommendations

These conclusions and recommendations are based on the analysis of five years of crash history on US 550, and a review of aerial imagery and the video log. The Region is advised to verify through field survey, the observations made in this report regarding physical features, roadside characteristics and traffic control devices.

General Recommendations

The conditions on US 550 between MP 8.88 and MP 16.56 are expected to undergo a significant change following completion of this widening and reconstruction project, including a new alignment on the north end of the study area. The following features typically associated with construction projects should be provided:

- Good skid resistance and drainage of the roadway surface.
- Adjustment, repair, and upgrade of existing guardrail to meet current standards.
- Elimination of pavement edge drop-offs (Safety Edge Application).
- Crown correction where required.
- Appropriate advance warning signing of curves, interchanges and intersections.
- Replace all button reflectors and guardrail reflectors to ensure good nighttime and inclement weather (fog, snow, rain, etc.) delineation.
- Upgrade pavement markings to meet current retroreflectivity standards.
- Review signal timing plans to ensure appropriate signal change period.

Non-Intersection Recommendations

Wild Animal Crashes

69 Total Crashes (6 Injury Crash)

Causal Factors: The location of the roadway lies between grazing land on top of the Mesa and water sources to the northwest, with the easiest descent located on the north side of the study area where the concentration of crashes was the highest.

• The proposed widening and reconstruction project is expected to provide wildlife fencing and several crossing structures that should help reduce the frequency of wild animal crashes.

Fence Crashes

24 Total Crashes (6 Injury Crash)

Causal Factors: Most crashes occurred when lighting or roadway conditions were poor.

• No additional recommendations for the widening and reconstruction are made at this time.

Appendix

Detailed Summary of Crash History:

- Overall Detailed Summary (July 1, 2012 June 30, 2017)
- Individual Year General Summary
 - Year 1: 7/1/2012 to 6/30/2013
 - Year 2: 7/1/2013 to 6/30/2014
 - Year 3: 7/1/2014 to 6/30/2015
 - Year 4: 7/1/2015 to 6/30/2016
 - Year 5: 7/1/2016 to 6/30/2017

Strip Maps

Highway CORIS (Colorado Roadway Inventory System)

Crash Listing (July 1, 2012 through June 30, 2017)

Predictive Analysis for New Alignment (MP 15.00 to MP 16.56) Memorandum

09/17/2018

Job #: 20180917160654

Colorado Department of Transportation DiExSys™ Roadway Safety Systems Detailed Summary of Crashes Report

Location:	550A 1	60A		Begin:	8.88	Enc	1: 16.56	From:07	/01/2012	To:06/30)/2017
- Severity			<mark>Crash Type</mark>								
PDO:	138		Ove	rturning:	9				Bridge Al	outment:	0
INJ:	41 5	9 :Injured	Other Non (Collision:	1				Colu	mn/Pier:	0
FAT:	0	0 :Killed	Ped	estrians:	0				Culvert/H	eadwall:	1
Totol	470		Br	oadside:	1				Emba	nkment:	5
Total:	179		l F	lead On:	3					Curb:	0
<mark>⊢ Number</mark>	of Vehicles —		R	ear End:	21				Delinea	tor Post:	5
	One Vehicle:	131	Sideswipe	(Same):	4					Fence:	25
	Two Vehicles	43	Sideswipe (O	pposite):	4					Tree:	1
	Three or More	5	Approa	ch Turn:	5			Large B	oulders o	r Rocks:	1
	Unknown	. 0	Overtaki	na Turn:	3				Ba	arricade:	0
		. ŭ	Parked Motor	Vehicle:	3				Wall/	Buildina:	0
	Total	: 179	Railwav	Vehicle:	0				Crash (Cushion:	0
- Location				Bicvcle:	0					Mailbox:	3
	- On Road	120	Motorized	Bicvcle:	0			Ot	ther Fixed	Object:	1
	Off Road Left	- 18	Domestic	: Animal:	3			To	tal Fixed	Objects:	47
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	Rain	· 10	E: 0	l: 0			U	nknown:	0	Total:	179
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ADT: 6,401Length: 7.59Any intentional or inadvertant release of this data or any data derived from

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0

179

Unknown:

Total:



Colorado Department of Transportation DiExSys™ Roadway Safety Systems Detailed Summary of Crashes Report

Job #: 20180917160654

Vehicle Type Veh 1 Veh 2 Veh 3 Vehicle Movement Veh 1 Veh 2 Veh Passenger Car/Van: 71 20 1 Going Straight: 120 19 Passenger Car/Van w/Trl: 1 0 0 Slowing: 6 7 Pickup Truck/Utility Van: 49 13 1 Stopped in Traffic: 0 9 Pickup Truck/Utility Van w/Trl: 7 3 0 Making Right Turn: 2 1 SUV: 45 7 2 Making Left Turn: 5 6 SUV w/Trl: 0 0 0 Passing: 8 0 Truck 10k lbs or Less: 0 0 0 Passing: 3 0 School Bus < 15 People: 0 0 0 Enter/Leave Parked Position: 1 0 Non School Bus < 15 People: 0 0 0 Starting in Traffic: 0 0 Motorcycle: 3 1 0 Parked: 0	3 2 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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RX, Medication, or Drugs Involved: 1 0 0	
Illegal Drugs Involved: 0 0 0	
Alcohol and Drugs Involved: 0 0 0	
Driver/Pedestrian not Observed: 0 0 0	
Unknown: 0 0 0	
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		Head O	n: 3			Dust:	0
Number of Vehicles		Rear En	d: 5			Wind:	1
One Vehicle:	26		e: 1			Unknown:	0
Two Vehicles:	17	Sideswipe Oppositi	e: 2			Total:	44
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Off Road:	19	Fixed Objects	s: 14			Slushy:	1
Unknown:	0	Other Objects	s: 1		Foreig	n Material:	1
Total:	44	Unknowi	n: 0		With Road	, Treatment:	1
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Ramps:	0	Vakiala Tumaa			Cobiolo 1 M	abialo 2 Va	hiolo 2
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Frontage Roads:	0	Pa	assenger C	ar/van:	17	4	0
HOV Lanes:	0	Passenger	Car/van w		1	0	0
Unknown:	0	Pickup Diakup Truak/Ut	tility Vop w	illy van. /Troilor	18	6	1
Total	44		unity vari w			2	0
	44		SLIV w	. V UC Trailer	0	4	0
Lighting Conditions		Truc	ck 10k lbs	or Less	0	0	0
Daylight:	27	Trucks > 10k lbs/Bu	isses > 15	People	0	2	0
Dawn or Dusk:	4	School	I Bus < 15	People:	0	0	0
Dark - Lighted:	0	Non School	I Bus < 15	People:	0	0	0
Dark - Unlighted:	13		Moto	orhome	0	0	0
Unknown:	0		Mot	orcycle	1	0	0
Total:	44			Bicycle	0	0	0
Crash Pates			Motorized	Bicycle	0	0	0
PDO: 2.07 * * Per MVMT			Farm Equ	ipment	0	0	0
INU: 0.61* ** Per 100 MVM	т	Hit an	id Run - Ur	hknown:	0	0	0
FΔT: 0.00** Total: 2.60	*			Other	0	0	0
			Ur	hknown	0	0	0
				Total	44	18	1

ADT: 5,922

COLOR COLOR DIE	ndo Department of Transportatio Sys™ Roadway Safety Systems	n		C	09/17/2018
COLORADO Department of Transportation	eral Summary of Crashes Report		Job ‡	<u>4: 201809</u>	917162008
Location: 550A 160A	Begin: 8.88 End: 16.56	From:0	7/01/2013	To: 06/30)/2014
<mark>_ Severity</mark>	<mark>Crash Type</mark>	_ <mark>_ Weat</mark>	her Condi	tions —	
PDO: 19	Overturning: 1			None:	24
INJ: 11 12 :Injured	Other Non Collision: 0			Rain:	4
FAT: 0 0 :Killed	Pedestrians: 0		Snow/SI	eet/Hail:	1
Total: 30	Broadside: 0			Fog:	0
	Head On: 0			Dust:	0
Number of Vehicles	Rear End: 5			Wind:	1
One Vehicle: 2	Sideswipe Same: 0		U	nknown:	0
Two Vehicles:	Sideswipe Opposite: 0			Total:	30
Three or More:	Approach Turn: 1	Road		ne	
Unknown:	Dvenaking Tulli. 0		Condition	Dry:	05
Total: 3	Pailway Vehicle:			Wot	25
	Bicycles: 0			Muddy:	4
- Location -	Domestic Animal: 1			Snowy:	0
On Road: 2	Wild Animal: 12			lcv.	0
Off Road: 1	Fixed Objects: 8			Slushy:	1
Unknown:	Other Objects: 2		Foreign	Material:	0
Total: 3	Unknown: 0	Wit	h Road Tre	eatment:	0
Meinline/Demne/Frentene Dele			U	nknown:	0
Mainline/Ramps/Frontage Rds				Total	30
Ramps:				Total.	50
Frontage/Ramp Intsy:	Vehicle Types	Vehic	le 1 <mark>- Veh</mark> i	icle 2 ₋ Ve	hicle 3 _
Frontage Roads:	Passenger C	ar/Van:	15	3	0
HOV Lanes:	Passenger Car/Van w	Trailer:	0	0	0
Unknown:	Pickup Truck/Util	ity Van:	5	0	0
	Pickup Truck/Utility Van w	Trailer:	0	1	0
Total: 3		SUV:	8	1	1
Lighting Conditions ————————————————————————————————————	SUV W	I railer:	0	0	0
Daylight: 1	Truck to Alle Pueses 15	Dr Less:	0	0	0
Dawn or Dusk:	THUCKS > TUK IDS/DUSSES > 15	People:	0	U	U
Dark - Lighted:	Non School Bus < 15	People. Pooplo:	0	0	0
Dark - Unlighted: 1	NULL SCHOOL BUS < 15	rhome:	0	U	U
Unknown:	Mot	nrovcle:	2	1	0
Total: 2		Ricycle:	2	0	0
	Motorized I	Bicycle:	0	0	0
Crash Rates	Farm Fau	ipment:	õ	0	0
PDO: 1.10* [^] Per MVMI ** Per 100 MVMT	Hit and Run - Un	known:	0	0	0
INJ: 0.64*		Other:	0	õ	0 0
FAT: 0.00** Total: 1.74 *	Un	known:	0	0	0
		Total:	30	6	1

COCO	olorado DiExSy	o Department of Trans s™ Roadway Safety S	sportatio Systems	on S		0	9/17/2018
COLORADO Department of Transportation	Genera	I Summary of Crashes	s Repor	t	Job	o #: 201809	17162037
Location: 550A 160A		Begin: 8.88	End: 16.5	<mark>6 Fro</mark>	m:07/01/201	4 To: 06/30	/2015
- Severity		<mark>Crash Type</mark>			Veather Con	ditions ——	
PDO: 25		Overturnir	ng: 🗧	3		None:	29
INJ: 9 16 :Injure	ed	Other Non Collisio	on: (Rain:	3
FAT: 0 0 :Killed	k k	Pedestriar	ns: (Snow/S	Sleet/Hail:	2
Total: 34		Broadsid	de: (Fog:	0
		Head C	Dn: (Dust:	0
Number of Vehicles		Rear Er	nd: 1			Wind:	0
One Vehicle:	28	Sideswipe San	ne: 1			Unknown:	0
Two Vehicles:	5	Sideswipe Opposi	ite: ()		Total:	34
Three or More:	1	Approach Tu	rn: 2		Pood Conditi	<u></u>	
Unknown:	0	Overtaking Tu	m: (? [<mark>"</mark>		0113	
Total:	34	Parked Motor Vehic				Diy. Wot:	29
		Railway Venic				Wuddy:	2
Location		Domostic Anim	es. (Showay:	0
On Road:	21	Wild Anim	al. 1			lov.	1
Off Road:	13	Fixed Object	ts: 10			Slushv	1
Unknown:	0	Other Object	ts:	, , , , , , , , , , , , , , , , , , , ,	Foreigr	Material [.]	0
Total:	34	Unknow	vn: (-	With Road T	reatment:	1
					in rioud i	Unknown:	0
Mainline/Ramps/Frontage Rds—		Tot	al: 34	<u> </u>			
Mainline:	34					Total:	34
Ramps:	0	Vehicle Types		<mark>V</mark>	ehicle 1 <mark>-</mark> Ve	hicle 2 <mark>-</mark> Vel	nicle 3 _
Frontage/Ramp Intsx:	0	P	assenger (Car/Van:	14	6	1
Frontage Roads:	0	Passenger	^r Car/Van v	/Trailer:	0	0	0
HOV Lanes:	0	Picku	p Truck/Ut	lity Van:	3	0	0
UTIKTIOWIT.	0	Pickup Truck/L	Jtility Van v	/Trailer:	2	0	0
Total:	34			SUV:	14	0	0
Lighting Conditions			SUV v	/Trailer:	0	0	0
Davlight:	15	Tru	ick 10k lbs	or Less:	0	0	0
Daylight. Dawn or Dusk:	6	Trucks > 10k lbs/Bu	usses > 15	People:	0	0	0
Dawn of Dusk.	1	Schoo	ol Bus < 15	People:	0	0	0
Dark - Unlighted:	12	Non Schoo	ol Bus < 15	People:	0	0	0
Unknown:	0		Mot	orhome:	0	0	0
			Mo	torcycle:	0	0	0
Total:	34			Bicycle:	0	0	0
Crash Rates			Motorized	Bicycle:	0	0	0
PDO: 1.41 * * Per MVMT	NAT	1.86	Farm Equ	upment:	0	0	0
INJ: 0.51 *	IVII	Hit ai	na kun - U		0	0	0
FAT: 0.00** Total: 1.9	2 *			other:	1	U	U
			0		U	0	U
				lotal:	- 34	0	1

ADT: 6,395

COCO	C	Colorado DiExSv	o Department of Trans s™ Roadway Safety S	sporta Svsten	tion ns		0	9/17/2018
COLORADO Department of Transportation		Genera	I Summary of Crashe	s Repo	ort	Jo	b#: 201809	17162112
Location: 550A	160A		Begin: 8.88	End: 16	6.56 I	From:07/01/20	15 To: 06/30	/2016
_ <mark>Severity</mark>			<mark>_ Crash Type</mark>		r	- Weather Cor	ditions —	
PDO:	27		Overturni	ng:	1		None:	29
INJ:	5 6 :Inju	red	Other Non Collisi	on:	1		Rain:	0
FAT:	0 0 :Kille	ed	Pedestria	ns:	0	Snow	/Sleet/Hail:	2
Total	32		Broadsi	de:	0		Fog:	0
			Head (On:	0		Dust:	0
– Number of Veh	<mark>licles</mark> ————		Rear E	nd:	4		Wind:	1
	One Vehicle:	25	Sideswipe Sar	ne:	1		Unknown:	0
	Two Vehicles:	6	Sideswipe Oppos	ite:	1		Total:	32
	Three or More:	1	Approach Tu	irn:	1 L	Pood Condit	iona	
	Unknown:	0	Overtaking Tu	irn:	0			
	Total:	32	Parked Motor Venic	cie:	0		Dry:	27
			Railway Verilo	00. 00.	0		Muddy:	0
Location			Domestic Anim	es. al·	1		Spowy:	1
	On Road:	22	Wild Anim	nal:	12		lev:	3
	Off Road:	10	Fixed Object	ts:	10		Slushv:	0
	Unknown:	0	Other Object	ots:	0	Foreig	n Material:	0
	Total:	32	Unknow	wn:	0	With Road	Treatment:	1
M							Unknown:	0
– Mainline/Ramp		22			32		Total	32
	Ramps:	0	Male and Transa		L	Vahiala 1 Va	hiele 2 Vel	
Fronta	age/Ramp Intsx:	0	Venicle Types		- <i></i>		enicie z - ver	ncie 3 –
F	Frontage Roads:	0		assenge	er Car/Va	an: 12	3	0
	HOV Lanes:	0	Passenge	r Car/vai	n w/ i raii	er: 0	0	0
	Unknown:	0	Pickup Truck/	IP Truck/	Utility Va	an: 9 or: 0	2	0
	Total	22	Ріскир Писк/с	Junty var	וו w/ ו ali כו		0	0
	I Utai.	52		SUN	/ w/Trail	er: 0	0	0
Lighting Cond	litions		Тп	uck 10k ll	bs or Le	ss: 0	0	0
	Daylight:	17	Trucks > 10k lbs/B	usses >	15 Peop	le: 0	2	0
	Dawn or Dusk:	4	Schoo	ol Bus <	15 Peop	le: 0	0	0
_	Dark - Lighted:	0	Non Schoo	ol Bus <	15 Peop	ole: 0	0	0
E	Dark - Unlighted:	11		N	1otorhon	ne: 1	0	0
	Unknown:	0		Ν	Notorcyc	le: 0	0	0
	Total:	32			Bicyc	le: 0	0	0
Crash Rates				Motoriz	ed Bicyc	le: 0	0	0
	* * Per MVMT			Farm E	Equipme	nt: 0	0	0
IN I: 0.27	** Per 100 M	VMT	Hit a	nd Run -	Unknov	vn: <mark>0</mark>	0	1
FAT: 0.00	** Total: 1	72 *			Oth	er: 0	0	0
		·•			Unknov	vn: 0	0	0
					Tot	al: 32	7	1

ADT: 6,678

	olorado DiExSy	o Department of Transportation ∕s™ Roadway Safety Systems	C)9/17/2018
COLORADO Department of Transportation	Genera	I Summary of Crashes Report Job	#: <u>20180</u> 9	917162147
Location: 550A 160A		Begin: 8.88 End: 16.56 From:07/01/2016	To: 06/30)/2017
- Severity		Crash Type Weather Cond	itions —	
PDO: 33		Overturning: 2	None:	34
INJ: 6 7 :Injure	d	Other Non Collision: 0	Rain:	2
FAT: 0 0 :Killed		Pedestrians: 0 Snow/S	leet/Hail:	3
Total: 39		Broadside: 0	Fog:	0
		Head On: 0	Dust:	0
- Number of Vehicles		Rear End: 6	Wind:	0
One Vehicle:	28	Sideswipe Same: 1	Jnknown:	0
Two Vehicles:	10	Sideswipe Opposite: 1	Total:	39
Three or More:	1	Approach Turn: 1		
Unknown:	0	Overtaking Turn: 1 Road Condition	ns	
Total	20	Parked Motor Vehicle: 0	Dry:	34
lotai.	39	Railway Vehicle: 0	Wet:	3
- Location		Bicycles: 0	Muddy:	0
On Road:	32	Domestic Animal: 0	Snowy:	1
Off Road:	7	Wild Animal: 21	Icy:	1
Unknown:	0	Fixed Objects: 5	Slushy:	0
		Other Objects: 1 Foreign	Material:	0
l otal:	39	Unknown: 0 With Road Ti	eatment:	0
Mainline/Ramps/Frontage Rds		Total: 39	Inknown:	0
Mainline:	39		Total:	39
Ramps:	0	Vehicle Types	icle 2 Ve	hicle 3
Frontage/Ramp Intsx:	0	Passenger Car/Van: 13	Λ	0
Frontage Roads:	0	Passenger Car/Van w/Trailer:	-	0
HOV Lanes:	0	Pickup Truck/Litility Van: 14	5	0
Unknown:	0	Pickup Truck/Litility Van w/Trailer: 2	0	0
Total	39	SUV: 9	2	1
		SUV w/Trailer: 0	0	0
Lighting Conditions		Truck 10k lbs or Less: 0	0	0
Daylight:	20	Trucks > 10k lbs/Busses > 15 People: 1	0	0
Dawn or Dusk:	5	School Bus < 15 People: 0	0	0
Dark - Lighted:	1	Non School Bus < 15 People: 0	0	0
Dark - Unlighted:	13	Motorhome: 0	0	0
Unknown:	0	Motorcvcle: 0	0 0	0 0
Total	39	Bicvcle: 0	0 0	0 0
Oreal Dates		Motorized Bicvcle: 0	0 0	0 0
		Farm Equipment: 0	0	0
PDO: 1.73* ** Per 100 MVI	мт	Hit and Run - Unknown: 0	0	0
INJ: 0.31*		Other: 0	0	0
FAT: 0.00 ** Total: 2.0	<mark>4</mark> *	Unknown: 0	0	0
		Total: 39	11	1

ADT: 6,886









highway	milepoint	t description	rucode	func_class	ptrucks	adt	adt_year
550A	8.80	RD E (CO RD 218)	Rural	Principal Arterial	10.2	6,500	2016
550A	9.00	MILEPOST 9	Rural	Principal Arterial	10.2	6,500	2016
550A	10.00	MILEPOST 10	Rural	Principal Arterial	10.2	6,500	2016
550A	10.93	RD W (BROKEN WHEEL)	Rural	Principal Arterial	10.2	6,500	2016
550A	11.00	MILEPOST 11	Rural	Principal Arterial	10.2	6,500	2016
550A	11.17	RD E AND W (CO RD 214)	Rural	Principal Arterial	10.2	6,500	2016
550A	12.00	MILEPOST 12	Rural	Principal Arterial	10.2	6,500	2016
550A	12.19	RD E (CO RD 302)	Rural	Principal Arterial	7.7	7,300	2016
550A	12.50	RD W (CO RD 219A)	Rural	Principal Arterial	7.7	7,300	2016
550A	13.00	MILEPOST 13	Rural	Principal Arterial	7.7	7,300	2016
550A	13.10	RD N (CO RD 219)	Rural	Principal Arterial	7.7	7,300	2016
550A	13.78	RD W (CO RD 219)	Rural	Principal Arterial	7.7	7,300	2016
550A	14.00	MILEPOST 14	Rural	Principal Arterial	7.7	7,300	2016
550A	14.36	MINORSTR (550A014360BL) UNNAMED IRRIGATION DITCH	Rural	Principal Arterial	7.7	7,300	2016
550A	14.48	MINORSTR (550A014470BR) UNNAMED IRRIGATION DITCH	Rural	Principal Arterial	7.7	7,300	2016
550A	15.00	MILEPOST 15	Rural	Principal Arterial	7.7	7,300	2016
550A	15.68	RD N (TO CO RD 220)	Rural	Principal Arterial	6.3	6,700	2016
550A	15.81	RD E (CO RD 220)	Rural	Principal Arterial	6.3	6,700	2016
550A	16.00	MILEPOST 16	Rural	Principal Arterial	6.3	6,700	2016
550A	16.56	JCT U.S. 160A (FARMINGTON HILL)	Rural	Principal Arterial	6.3	6,700	2016

#	Hwy	MP	Date	Time	Sev	Location	Road Description	# of Veh	Contour	Road Condition	Lighting	Weather
1	550A	8.94	05/26/16	545	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE
2	550A	9.02	08/18/15	2350	PDO	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
3	550A	9.10	07/05/13	1410	INJ	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
4	550A	9.10	09/11/12	703	PDO	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT	NONE
5	550A	9.10	08/21/14	1511	PDO	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
6	550A	9.10	03/27/15	1858	INJ	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE
7	550A	9.10	11/29/15	2025	PDO	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
8	550A	9.16	04/11/15	1620	PDO	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE
<u> </u>	550A	9.30	10/09/14	700	PDO	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	WET	DAWN OR DUSK	RAIN
10	550A	9.30	08/20/13	1630	PDO	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
11	550A	9.50	12/09/14	2015	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
12	550A	9.60	01/25/15	600	PDO	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
13	550A	9.60	02/09/13	1345	PDO	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL
14	550A	9.70	01/29/13	336	PDO		NON-INTERSECTION	1	STRAIGHT ON LEVEL	DRY	DARK-UNLIGHTED	NONE
10	550A	9.80	11/02/15	1000		OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRI	DAYLIGHT	NONE
10	550A	9.90	01/11/13	1524	PDO			1	STRAIGHT ON LEVEL		DAYLIGHT	NONE
1/	550A	10.20	04/03/13	1508				2 1	STRAIGHT ON LEVEL			
10	550A	10.40	01/11/10	20				2				NONE
20	550A	10.50	10/23/13	1905	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY		NONE
21	5504	10.00	05/20/14	330	PDO		NON-INTERSECTION	1	STRAIGHT ON LEVEL	DRY		NONE
- 22	550A	10.50	05/20/17	523	PDO	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE
23	550A	10.50	10/11/12	1720	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE
24	550A	10.60	10/20/15	525	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-I EVEL	DRY	DARK-UNLIGHTED	NONE
25	550A	10.69	09/21/12	24	PDO	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
26	550A	10.70	11/24/12	1831	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
27	550A	10.70	10/15/16	1955	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
28	550A	10.70	04/16/13	1631	PDO	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	WIND
29	550A	10.80	11/21/14	1850	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
30	550A	10.80	05/17/15	451	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
31	550A	10.80	09/27/13	344	INJ	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DARK-UNLIGHTED	RAIN
32	550A	10.90	07/05/12	2045	INJ	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE
33	550A	10.96	11/16/13	244	INJ	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DARK-UNLIGHTED	RAIN
34	550A	11.00	05/21/16	600	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
35	550A	11.04	08/08/12	2100	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
36	550A	11.10	04/11/15	2145	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE
3/	550A	11.16	10/11/12	1/43	PDO	ON OFFICIENT		2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE
- 38	550A	11.17	12/07/15	800	INJ			1	STRAIGHT ON LEVEL	DRY		NONE
35	550A	11.20	03/02/13	429				1	STRAIGHT ON LEVEL		DARK-UNLIGHTED	NONE
40	550A	11.30	10/10//10	2000				1	STRAIGHT ON LEVEL			NONE
41	550A	11.40	10/10/13	2000		ON		1				NONE
42	550A	11.40	11/27/12	1801			NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY		NONE
44	550A	11.40	01/26/14	8	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-I EVEL	DRY	DARK-UNLIGHTED	NONE
45	550A	11.40	02/01/16	1730	PDO	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	ICY	DAWN OR DUSK	SNOW/SLEET/HAIL
46	550A	11.50	01/04/14	1740	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
47	550A	11.50	12/26/14	1440	PDO	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	SLUSHY	DAYLIGHT	NONE
48	550A	11.50	01/18/13	915	PDO	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
49	550A	11.80	09/16/15	1500	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
50	550A	11.80	10/02/16	1625	PDO	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
51	550A	11.80	12/14/16	650	PDO	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAWN OR DUSK	NONE
52	550A	11.80	09/26/12	1845	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE
53	550A	11.90	06/03/16	1015	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
54	550A	11.92	09/02/14	755		OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL			KAIN
55	550A	11.95	01/03/14	1850				1	STRAIGHT UN-LEVEL		DARK-UNLIGHTED	NONE
56	550A	12.00	01/07/15	1/45				1				NONE
5/	550A	12.00	05/10/17	1930				ו ס		WET		
50	550A	12.02	12/27/15	1615		ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
60	550A	12.19	05/22/14	1559	INJ	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
		-			-							

State State NULL ANAMAL E PASS CARVAN ALCOMPANIENT State Control 4 State NULL ANAMAL E PASS CARVAN NULL ANAMAL State 4 State State NULL ANAMAL E PASS CARVAN NULL ANAMAL State 4 State S	#	Hwy	MP	Date	Time F	Ramp	Accident Type	Dir	Vehicle Type	Driver Factor	Human Factor	Speed	Vehicle Movement
Z South NUM Event Model Clinical Link Clink <thclink< th=""> Clink</thclink<>	1	550A	8.94	05/26/16	545	Ν	WILD ANIMAL	Е	PASS CAR/VAN	ALCOHOL	NONE APPARENT	55	GOING STRAIGHT
3 555. 510 CPROST FUNCTION	2	550A	9.02	08/18/15	2350	Ν	EMBANKMENT CUT/FILL SLOPE	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	60	OTHER
E Stor NOTE PARS CARVAN NO. MARKENT NOTE PARSENT Stor	3	550A	9.10	07/05/13	1410	Ν	REAR-END	Е	SUV	NO IMPAIRMENT	NONE APPARENT	55	PASSING
S 500, 8.00 802 (14) 111 N DELEMATION FOST E PASS CAPVAN ALCORAL UNINOVAN S50 COUNC STRAGET 8 500, 8.00 900 (14) 1000 NULL AND	4	550A	9.10	09/11/12	703	Ν	WILD ANIMAL	Е	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	55	GOING STRAIGHT
6 560 9.10 92277 1928 NO. OVERSTRAGET PARAGENT PARAGENT <td>5</td> <td>550A</td> <td>9.10</td> <td>08/21/14</td> <td>1511</td> <td>Ν</td> <td>DELINEATOR POST</td> <td>Е</td> <td>PASS CAR/VAN</td> <td>ALCOHOL</td> <td>UNKNOWN</td> <td>55</td> <td>GOING STRAIGHT</td>	5	550A	9.10	08/21/14	1511	Ν	DELINEATOR POST	Е	PASS CAR/VAN	ALCOHOL	UNKNOWN	55	GOING STRAIGHT
7 500 810 910	6	550A	9.10	03/27/15	1858	Ν	OVERTURNING	Е	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	55	GOING STRAIGHT
6 550A 916 641115 1000 FASSING 65 CANAC 1 500A 930 93	7	550A	9.10	11/29/15	2025	Ν	FENCE	Е	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	55	GOING STRAIGHT
9 555. 8.30 100814 700 N WILL ANMAGE E PICKUP TRUCKUTLITY VAN WITHALLEN NOB MATAREENT S55 CONK STRAGHT 12 550. 500 <	8	550A	9.16	04/11/15	1620	Ν	SIDESWIPE SAME DIRECTION	Ν	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	65	PASSING
In State Performance Performa	9	550A	9.30	10/09/14	700	Ν	WILD ANIMAL	Е	PICKUP TRUCK/UTILITY VAN W/TRAILER	NO IMPAIRMENT	NONE APPARENT	55	GOING STRAIGHT
11 Store PASS CARVAN NO IMPARAMENT NOL RE APPARENT 400 COUNCE APPARENT 500 701	10	550A	9.30	08/20/13	1630	Ν	EMBANKMENT CUT/FILL SLOPE	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	55	AVOIDING OBJECT/VEHICLE IN ROAD
12 12 503 9.00 0.102871 600 N CLUPERTHEADWALL SPASS CARVAN NO IMPAREMENT ASILEP AT WHELE 55 COUNS TATURD 15 5030 500 100013 154 NO PARAMENT NO <td>11</td> <td>550A</td> <td>9.50</td> <td>12/09/14</td> <td>2015</td> <td>Ν</td> <td>WILD ANIMAL</td> <td>W</td> <td>PASS CAR/VAN</td> <td>NO IMPAIRMENT</td> <td>NONE APPARENT</td> <td>40</td> <td>GOING STRAIGHT</td>	11	550A	9.50	12/09/14	2015	Ν	WILD ANIMAL	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	40	GOING STRAIGHT
15 550 9.00 000000000000000000000000000000000000	12	550A	9.60	01/25/15	600	Ν	CULVERT/HEADWALL	S	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	55	GOING STRAIGHT
16 500, 9/70 01/2013 330 N FENCE E PASS CARVAN NO MERABULT NO MERABULT S00 MERABULT	13	550A	9.60	02/09/13	1345	Ν	FENCE	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	35	WEAVING
15 15 1002 N DELINEATOR POST S PICKUP TRUCKUTURTY VAN NO MARAMENT DRIVE REPCOCLIPED 67 WELVING 16 550A 1002 11711 520A 1002 1017111 101711 101711	14	550A	9.70	01/29/13	336	Ν	FENCE	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	55	OTHER
16 B604 9.00 01111 11111 11111 11111 11111 11111 11111 11111 11111 11111 11111 11111 11111 11111 11111 111111 111111 111111 111111 1111111 11111111 111111111111111	15	550A	9.80	11/02/15	1000	Ν	DELINEATOR POST	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	67	WEAVING
17 550A 10.20 0.4000/11/116 20 PASSING 18 550A 10.40 0.111/16 20 550A 10.40 0.111/16 20 550A 10.40 0.111/16 20 550A 10.40 0.111/16 20 550A 10.50 0.111/16 20 550A 10.50 0.111/16 20 550A 10.50 0.111/16 20 550A 10.50 0.511/16 10.50 <td>16</td> <td>550A</td> <td>9.90</td> <td>01/11/13</td> <td>1524</td> <td>Ν</td> <td>FENCE</td> <td>E</td> <td>PICKUP TRUCK/UTILITY VAN</td> <td>NO IMPAIRMENT</td> <td>NONE APPARENT</td> <td>50</td> <td>OTHER</td>	16	550A	9.90	01/11/13	1524	Ν	FENCE	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	50	OTHER
18 560A 10.40 01/11/16 20 N FENCE 55 COING STRAIGHT 19 560A 10.50 10/20/21 SIDE SOMPE OPPOSITE DIRECTION N PASS CARVAN NOI MPARIMENT NOIE APARKENT SS COING STRAIGHT 20 560A 10.50 10/20/21 SIDE SOMPE OPPOSITE DIRECTION N PASS CARVAN NOI MPARIMENT NOIE APARKENT SS COING STRAIGHT 20 500A 10.50 10/11/21 12.00 N OVERT ARUNG TURN E POSS CARVAN NOI MPARIMENT NOIE APARKENT 45 PASSING 21 500A 10.50 10/11/21 12.00 N OVERT ARUNG TURN E POSS CARVAN NOI MPARIMENT NOIE APARENT 45 ORIS STRAIGHT 25 500A 10.70 10/47/61 1955 N WILD ANIMAL E POSS CARVAN NOI MPARIMENT NOIE APARENT 46 OOING STRAIGHT 25 500A 10.70 10/47/61 155.51 N <td< td=""><td>17</td><td>550A</td><td>10.20</td><td>04/03/13</td><td>1508</td><td>Ν</td><td>BROADSIDE</td><td>S</td><td>PASS CAR/VAN</td><td>NO IMPAIRMENT</td><td>UNKNOWN</td><td>50</td><td>PASSING</td></td<>	17	550A	10.20	04/03/13	1508	Ν	BROADSIDE	S	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	50	PASSING
19 19 10<	18	550A	10.40	01/11/16	20	Ν	FENCE	Е	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	35	GOING STRAIGHT
20 5604 10.50 10.2013 10.00 N PROVE E SUV NO MAPARMENT NONE APPARENT 65 CONC STRAIGHT 21 5604 10.50 05/2014 30.00 N FENCE E PASS CARVAN PROMEDICATION DR DRIVER PRECOCUPIED 65 OTHER 21 5604 10.50 05/2014 30.00 N FENCE E PASS CARVAN ROMEDICATION DR DRIVER PRECOCUPIED 65 OTHER 25 5604 10/2015 12/2012 X N HELMANKENT CUTFFLL SLOPE S PASS CARVAN NO IMPARMENT NONE APPARENT 60 GOING STRAIGHT 25 5604 10.70 10/151 1055 N WILD ANIMAL E SUV NO IMPARMENT NONE APPARENT 60 GOING STRAIGHT 25 5604 10.70 10/151 1055 N WILD ANIMAL E PASS CARVAN NO IMPARMENT NONE APPARENT 60 GOING STRAIGHT 26 5604 10.80 11/2/14 160 N WILD ANIMAL E PASS CARVAN	19	550A	10.50	01/14/17	1424	Ν	SIDESWIPE OPPOSITE DIRECTION	Ν	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	UK	GOING STRAIGHT
21 560A 10.50 05/2017 531 N FENCE E PASS CARVAN RXMEDICATIONID DRIVER PREDCCUPED 65 OTHER 23 560A 10.50 05/2017 523 N FENCE SPAS CARVAN NO MARIMENT NORE APPARENT 45 PASSING 23 560A 10.50 10/2112 23 N WILD ANIMAL E PICUP TRUCKUTILITY VAN NO MARIMENT NORE APPARENT 45 CONICS STRAGHT 24 560A 10.50 11/2114 131 N WILD ANIMAL E PICUP TRUCKUTILITY VAN NO MARIMENT NORE APPARENT 460 GOING STRAGHT 25 560A 10.70 11/2114 151 N WILD ANIMAL E PASS CARVAN NO MARIMENT NORE APPARENT 40 GOING STRAGHT 25 560A 10.20 11/2114 155 N WILD ANIMAL E PASS CARVAN NO MARIMENT NORE APPARENT 40 GOING STRAGHT 25 560A 10.20 07/112 431 N MILD ANIMAL E P	20	550A	10.50	10/23/13	1905	Ν	WILD ANIMAL	E	SUV	NO IMPAIRMENT	NONE APPARENT	55	GOING STRAIGHT
22 560A 10.50 052017 523 N FENCE S PASS GARVAN ALCOHOL NONE APPARENT 10 GOING STRAIGHT 24 560A 10.80 1001112 123 N VERTAKING TURN E PICKUP TRUCKUTILITY VAN NOI MPARIMENT NOIE APPARENT 64 GOING STRAIGHT 24 560A 10.80 1021112 183 N WILD ANIMAL E SUC NOIE ALCOHOL NOIE APPARENT 64 GOING STRAIGHT 25 560A 10.60 01/2112 183 N WILD ANIMAL E SUC NOIE APPARENT NOIE APPARENT 50 GOING STRAIGHT 25 560A 10.80 01/2114 1950 N WILD ANIMAL N PASS CARVAN NOI MPARIMENT NOIE APPARENT 60 GOING STRAIGHT 25 560A 10.80 092/171 344 N NIEAANA NOI MPARIMENT NOIE APPARENT 60 GOING STRAIGHT 25 560A	21	550A	10.50	05/20/14	330	Ν	FENCE	E	PASS CAR/VAN	RX/MEDICATION/DR	DRIVER PREOCCUPIED	65	OTHER
23 550A 10.50 101112 17.20 N OVERTAKING TURN E PICKUP TRUCKUTITIY VAN NO IMPAIRMENT NO NEE APPARENT 45 PASSING 25 560A 10.50 102011 25 N VILD ANIMAL E PICKUP TRUCKUTITIY VAN NO MEARMENT NO MEAPPARENT 45 COING STRAGHT 25 560A 10.55 N VILD ANIMAL E SSSA NO NO MEARMENT SSSA 10.01617<	22	550A	10.50	05/20/17	523	Ν	FENCE	S	PASS CAR/VAN	ALCOHOL	NONE APPARENT	10	GOING STRAIGHT
24 560A 10.60 102.015 525 N. WILD ANIMAL W. PICKUP TRUCKUTILITY VAN NO IMPAIRMENT NOHE APPARENT 64 GOING STRAGHT 25 560A 10.00 11/24172 1851 N. WILD ANIMAL E SUV NO IMPAIRMENT NOME APPARENT 50 GOING STRAGHT 25 560A 10.00 11/24172 1851 N. WILD ANIMAL E SUV NO IMPAIRMENT NOME APPARENT 50 GOING STRAGHT 26 560A 10.80 11/111650 N. FELE W. PASCLARPAVAN NO IMPAIRMENT NOME APPARENT 6.00 GOING STRAGHT 25 560A 10.80 01/111 10.50 N. MALBOX W. PASS CARVAN NO IMPAIRMENT NOME APPARENT 55 GOING STRAGHT 25 560A 10.80 07/113 344 N. MALBOX W. PASS CARVAN NO IMPAIRMENT NOME APPARENT 55 GOING STRAGHT 35 560A 10.80 07/113 344 N. MELBOX W. PASS CARVAN NO IMPAIRMENT NOME APPARENT 55 GOING STRAGHT 35 560A	23	550A	10.50	10/11/12	1720	Ν	OVERTAKING TURN	Е	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	45	PASSING
25 S50A 10.69 692.1/12 24 N EMBANKMENT CUT/FILL SLOPE S PASS CARVAN ALCOHOL UNKAVWN UK GOING STRAIGHT 27 S50A 10.70 101/15/16 1955 N WILD ANIMAL W PASS CARVAN NOI MPARMENT SOG CONS STRAIGHT 26 S50A 10.70 101/15/16 1955 N WILD ANIMAL W PASS CARVAN NOI MPARMENT NOIE APPARENT 60 GOING STRAIGHT 28 S50A 10.80 101/11/14 1450 N WILD ANIMAL E PASS CARVAN NOI MPARMENT NOIE APPARENT 60 GOING STRAIGHT 28 S50A 10.80 907/16/13 344 N MALBOX W PASS CARVAN NOI MPARMENT NOIR APPARENT 60 GOING STRAIGHT 31 S50A 10.80 907/16/13 344 N MALBOX PASS CARVAN NOI MPARMENT NOIR APPARENT 65 GOING STRAIGHT 33 S50A 11.00 607/16/12 N WILD ANIMAL W PICCUP TRUCKUTILITY VAN NOIMPARM	24	550A	10.60	10/20/15	525	Ν	WILD ANIMAL	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	64	GOING STRAIGHT
26 550A 10.70 11/24/12 1831 N WILD ANIMAL E SUV NO IMPAIRMENT NO IMPAIRMENT 500 GOING STRAIGHT 28 550A 10.70 01/15/16 1635 N FILD ANIMAL W PASS CARVAN NO IMPAIRMENT NOIE APPARENT 60 GOING STRAIGHT 28 550A 10.80 10/17/14 1635 N WILD ANIMAL N PASS CARVAN NO IMPAIRMENT NOIE APPARENT 60 GOING STRAIGHT 30 550A 10.80 00/71/15 451 N WILD ANIMAL E PASS CARVAN NO IMPAIRMENT NOIE APPARENT 60 GOING STRAIGHT 31 550A 10.90 07/67/12 245 N HEAD-ON W PICKUP TRUCKUTILTY VAN NO IMPAIRMENT NOIE APPARENT 60 GOING STRAIGHT 350A 10.90 07/67/12 245 N HEAD-ON W PICKUP TRUCKUTILTY VAN NOIM ARMENT NOIR APPARENT 60 GOING STRAIGHT 350A 11.00 07/17/16 10.00 N WILD ANIMAL W <td>25</td> <td>550A</td> <td>10.69</td> <td>09/21/12</td> <td>24</td> <td>Ν</td> <td>EMBANKMENT CUT/FILL SLOPE</td> <td>S</td> <td>PASS CAR/VAN</td> <td>ALCOHOL</td> <td>UNKNOWN</td> <td>UK</td> <td>GOING STRAIGHT</td>	25	550A	10.69	09/21/12	24	Ν	EMBANKMENT CUT/FILL SLOPE	S	PASS CAR/VAN	ALCOHOL	UNKNOWN	UK	GOING STRAIGHT
27 S50A 10.70 10/15/16 1955 N WILD ANIMAL W PASS CARVAN NO IMPARMENT NONE APPARENT 60 GOING STRAIGHT 28 550A 10.80 11/21/14 1850 N WILD ANIMAL N PASS CARVAN NO IMPARMENT NONE APPARENT 60 GOING STRAIGHT 31 550A 10.80 09/71/13 344 N MAILBOX W PASS CARVAN NO IMPARMENT NONE APPARENT 55 GOING STRAIGHT 31 550A 10.80 09/71/13 344 N MAILBOX W PASS CARVAN NO IMPARMENT NONE APPARENT 55 GOING STRAIGHT 31 550A 10.96 11/16/13 244 N FENCE E PASS CARVAN NO IMPARMENT NONE APPARENT 55 GOING STRAIGHT 35 550A 11.04 08/08/12 100 NVILD ANIMAL W PICKUP TRUCK/UTILITY VAN NO IMPARMENT NONE APPARENT 55 GOING STRAIGHT 11/11/11/11/11/11/1	26	550A	10.70	11/24/12	1831	Ν	WILD ANIMAL	Е	SUV	NO IMPAIRMENT	NONE APPARENT	50	GOING STRAIGHT
28 550A 10.70 Odd P013 FENCE W PICKUP TRUCKUP TRUCKUP NO MEARMENT ASLEEP AT WHEEL 60 GOING STRAIGHT 30 550A 10.80 11/21/14 451 N WILD ANIMAL E PASS CARVAN NO IMPAIRMENT NONE APPARENT 40 GOING STRAIGHT 31 550A 10.80 0927113 344 N MALBOX W PASS CARVAN NO IMPAIRMENT NONE APPARENT 40 GOING STRAIGHT 32 550A 10.80 0751712 244 N FEAOC E PASS CARVAN NO IMPAIRMENT NONE APPARENT 55 GOING STRAIGHT 34 550A 11.00 051716 600 N WILD ANIMAL W PICKUP TRUCKUTILITY VAN W/TAULER NO IMPAIRMENT NONE APPARENT 55 GOING STRAIGHT 35 550A 11.00 0111/11 21/43 N REAR-END E PASS CARVAN NO IMPAIRMENT NONE APPARENT 55 GOING STRAIGHT	27	550A	10.70	10/15/16	1955	Ν	WILD ANIMAL	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	60	GOING STRAIGHT
29 550A 10.80 11/21/14 1850A 10.80 01/21/14 18/21A	28	550A	10.70	04/16/13	1631	N	FENCE	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	60	GOING STRAIGHT
30 Stola 10.80 OSI/1715 451 N WILD ANIMAL E PASS CAR/VAN NO IMPARMENT NONE APPARENT 40 GOING STRAIGHT 31 550A 10.90 07/05/12 2045 N HEAD-ON W PICKUP TRUCKUTILITY VAN NO IMPARMENT NONE APPARENT 55 GOING STRAIGHT 31 550A 10.90 07/05/12 2045 N HEAD-ON W PICKUP TRUCKUTILITY VAN NO IMPARMENT NONE APPARENT 55 GOING STRAIGHT 33 550A 11.00 06/11/15 21/05 N WILD ANIMAL W PICKUP TRUCKUTILITY VAN NO IMPARMENT NONE APPARENT 55 GOING STRAIGHT 35 550A 11.10 04/11/15 21/05 N WILD ANIMAL W SUX NO IMPARMENT NONE APPARENT 65 GOING STRAIGHT 35 550A 11.01 04/11/15 21/05 N NELD ANIMAL W SUX NO IMPARMENT NONE APPARENT 55 GOING STRAIG	29	550A	10.80	11/21/14	1850	N	WILD ANIMAL	N	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	60	GOING STRAIGHT
31 550A 10.80 0927/13 344 N MALBOX W PASS CARVAN NO IMPARMENT NONE APPARENT 55 GOING STRAIGHT 33 550A 10.90 07/05/12 2045 N HEAD-ON W PICKUP TRUCK/UTILITY VAN NO IMPARMENT NONE APPARENT 60 GOING STRAIGHT 35 550A 11.00 09/07/12 2100 N WILD ANIMAL W PICKUP TRUCK/UTILITY VAN NO IMPARMENT NONE APPARENT 60 GOING STRAIGHT 35 550A 11.10 047/11/12 17/31 N REAR-END E PASS CARVAN NO IMPARMENT NONE APPARENT 55 GOING STRAIGHT 35 550A 11.10 047/11/12 17/31 N REAR-END E PASS CARVAN NO IMPARMENT NONE APPARENT 55 GOING STRAIGHT 35 550A 11.20 03/02/13 420 N DELINCENTURY NO IMPARMENT NONE APPARENT 55 GOING STRAIGHT 3550A 11.20 03/02/13 200 N DELNCENTURIVAN NO IMPARMENT	30	550A	10.80	05/17/15	451	N	WILD ANIMAL	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	40	GOING STRAIGHT
32 550A 10.980 07/05/12 2045 N HEAD-ON W PICKUP TRUCKUTLITY VAN NO IMPAREMENT ILLESS 500 WEAVING 33 550A 11.00 652/1/6 600 N WILD ANIMAL W PICKUP TRUCKUTLITY VAN NO IMPAREMENT NONE APPARENT 550 GOING STRAIGHT 33 550A 11.00 04/11/15 2145 N WILD ANIMAL W PICKUP TRUCKUTLITY VAN NO IMPAREMENT NONE APPARENT 550 GOING STRAIGHT 33 550A 11.10 04/11/15 2145 N WILD ANIMAL W SUV NO IMPAREMENT NONE APPARENT 55 GOING STRAIGHT 33 550A 11.20 01/02/11 2143 N REAR-END E PASS CARVAN NO IMPAREMENT NONE APPARENT 55 GOING STRAIGHT 34 550A 11.30 07/07/16 127 N OVERTURNING E PICKUP TRUCKUTLITY VAN NO IMPAREMENT NONE APPARENT 55 GOING STRAIGHT 34 550A 11.30 07/07/16 127 N	31	550A	10.80	09/27/13	344	N	MAILBOX	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	55	GOING STRAIGHT
33 550A 10.96 11/16/13 244 N FEASE CARVAN NO IMPARKENT 600 GOING STRAIGHT 35 550A 11.00 60/07/12 2100 N WILD ANIMAL W PICKUP TRUCKUTILITY VAN NO IMPARKENT NOISE APPARENT 60 GOING STRAIGHT 35 550A 11.00 60/11/12 17/33 N REAR-END E PASS CARVAN NO IMPARKENT NOISE APPARENT 60 GOING STRAIGHT 35 550A 11.10 60/01/12 17/33 N REAR-END E PASS CARVAN NO IMPARKENT NOISE APPARENT 65 SLOWING 35 550A 11.20 60/07/11 240 NO ELINEATOR POST E PASS CARVAN NO IMPAIRMENT NOISE APPARENT 55 MAKING RICHTURN 35 550A 11.20 60/07/16 127 NO VERTURNING E PICKUP TRUCKUTILITY VAN WITALEN NO IMPAIRMENT NOISE APPARENT 50 ALOMING OBECTURN STAGE ALOMING EXEMPSENDENDENDENDENDENDENDENDENDENDENDENDENDE	32	550A	10.90	07/05/12	2045	N	HEAD-ON	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	ILLNESS	50	WEAVING
34 BSDA 11.00 BO/2116 600 N WILD ANIMAL W PICKUP TRUCK/UTILITY VAN NOI MPAIRMENT NONE APPARENT 65 GOING STRAIGHT 36 550A 11.10 40/011/15 2145 N WILD ANIMAL W SUV NOI MPAIRMENT NONE APPARENT 65 GOING STRAIGHT 37 550A 11.10 40/11/15 2145 N WILD ANIMAL W SUV NOI MPAIRMENT NONE APPARENT 55 GOING STRAIGHT 38 550A 11.10 10/11/12 1743 N REAR-EDD E PASS CARVAN NOI MPAIRMENT NONE APPARENT 15 MAING RIGHT TURN 39 550A 11.30 07071/6 1127 N OVERTURNING E PICKUP TRUCK/UTILITY VAN NOI MPAIRMENT NONE APPARENT 5 MULD ANIMAL SUD PICKUP TRUCK/UTILITY VAN NOI MPAIRMENT NONE APPARENT 5 MULD ANIMAL NOI MPAIRMENT NONE APPARENT 5 MULD ANIMAL SUD NULD ANIMAL	33	550A	10.96	11/16/13	244	N	FENCE	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	60	GOING STRAIGHT
35 SDA 11.04 OBJOR Y WILD ANIMAL W PICKUPT RUCKUTILITY VAN NO IMPAIRMENT NORE APPARENT 65 GOING STRAIGHT 37 550A 11.16 1011/12 12713 N REAR-END E PASS CARVAN NO IMPAIRMENT DORE APPARENT 55 GOING STRAIGHT 38 550A 11.12 102717 800 N FENCE N PICKUP TRUCKUTILITY VAN WTRAILER NO IMPAIRMENT DORE APPARENT 15 MAKING RIGHT TURN 39 550A 11.20 0302/13 429 N DELINEATOR POST E PASS CARVAN ALCOHOL UNKNOWN 5 Entremocement approximate proteins 41 550A 11.40 081/15/12 100 N DOMESTIC ANIMAL W PASS CARVAN NO IMPAIRMENT NORE APPARENT 50 AUSMON ASS	34	550A	11.00	05/21/16	600	N	WILD ANIMAL	W	PICKUP TRUCK/UTILITY VAN W/TRAILER			55	GOING STRAIGHT
39 30 30 311.10 04/11/15 214.5 N WILD ANIMAL W SUV NO IMPARMENT NO IMPARMENT SOL MAPPARENT 55 GUING 38 550A 11.17 10/11/12 1743 N MARIAG E PASS CAR/VAN NO IMPARMENT NO I	35	550A	11.04	08/08/12	2100	N	WILD ANIMAL	VV	PICKUP TRUCK/UTILITY VAN			60	GOING STRAIGHT
37 350A 11.10 10/11/12 1/14.3 N REAK-END E PASS CARVAN NO IMPAIRMENT DRXUER PREDCLOPIED 65 SLOWING 38 550A 11.10 20/07/15 800 N FERCE N PICKUP TRUCKUTLILITY VAN WITRAILER NOIMPAIRMENT NONE APPARENT 65 SLOWING 40 550A 11.30 07/07/16 127 NO OVERTURNING E PICKUP TRUCKUTLITY VAN NOIMPAIRMENT NONE APPARENT 50 Avoiding objectrizehicitie in Road 41 550A 11.40 10/18/13 2000 N DOMESTIC ANIMAL S PICKUP TRUCKUTLITY VAN NOIMPAIRMENT NONE APPARENT 50 Avoiding objectrizehicitie in Road 42 550A 11.40 01/27/14 8 N WILD ANIMAL E SUV NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 43 550A 11.40 01/27/14 8 N MILD ANIMAL E SUV NO IMPAIRMENT NONE APPARENT	36	550A	11.10	04/11/15	2145	N			SUV			55	GOING STRAIGHT
33 3500A 11.71 120/715 800 N FENCE N PECRUP IRCUCYUTILITY VAN NOTE APPARENT 15 MARING RIGHT TURN 39 550A 11.20 03/2013 429 N DELINEATOR POST E PASS CARVAN ALCOHOL UNKNOWN 5 ENTERNISALEZING PAREND POST 41 550A 11.40 00/16/15 2100 N DOMESTIC ANIMAL W PASS CARVAN NO IMPAIRMENT DORIVER INEXPERIENCE 61 OTHER 42 550A 11.40 00/15/15 2100 N DOMESTIC ANIMAL S PICKUP TRUCK/UTILITY VAN NO IMPAIRMENT NORE APPARENT 20 SLOWING 43 550A 11.40 01/26/14 8 N WILD ANIMAL S PICKUP TRUCK/UTILITY VAN NO IMPAIRMENT NORE APPARENT 20 SLOWING 44 550A 11.40 01/26/14 8 N NULD ANIMAL W PASS CARVAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT	37	550A	11.16	10/11/12	1/43	N	REAR-END	E	PASS CAR/VAN		DRIVER PREOCCUPIED	65	SLOWING
39 550A 11.20 0302/13 42.9 N DELINEATOR POST E PASS CAR/VAN ALLOHOL UNKNOWN 5 ENTERMICIEANING FARRED POSITION 40 550A 11.30 07/07/16 1127 N OVERTURNING E PICKUP TRUCK/UTILITY VAN NO IMPAIRMENT NOIKE APPARENT 50 Aviotins object/verticle in Road 41 550A 11.40 01/16/15 2100 N DOMESTIC ANIMAL S PICKUP TRUCK/UTILITY VAN NO IMPAIRMENT NOIKE APPARENT 20 SLOWING 42 550A 11.40 01/26/14 8 N WILD ANIMAL E PICKUP TRUCK/UTILITY VAN NO IMPAIRMENT NONE APPARENT 20 SLOWING 44 550A 11.40 01/26/14 8 N WILD ANIMAL E SUCKUP TRUCK/UTILITY VAN NO IMPAIRMENT NONE APPARENT 40 GOING STRAIGHT 45 550A 11.60 01/04/14 1740 N WILD ANIMAL W PASS CAR/VAN NO IMPAIRMENT NONE APP	38	550A	11.17	12/07/15	800	N	FENCE	N	PICKUP TRUCK/UTILITY VAN W/TRAILER			15	MAKING RIGHT TURN
40 530A 11.30 07/07/16 1127 N OVERTORNING E PICKOP TROCKOTICITY VAN NO IMPAIRMENT DRIVER INEXPERIENCE 61 OTHER 41 550A 11.40 01/16/13 2000 N DOMESTIC ANIMAL S PICKUP TRUCK/UTILITY VAN NO IMPAIRMENT DISTRACTED BY PASSENGER 65 GOING STRAIGHT 43 550A 11.40 01/27/12 1801 N WILD ANIMAL S PICKUP TRUCK/UTILITY VAN NO IMPAIRMENT NONE APPARENT 20 SLOWING 44 550A 11.40 01/27/12 1801 N WILD ANIMAL E SUV NO IMPAIRMENT NONE APPARENT 20 SLOWING 45 550A 11.40 02/01/16 1730 N MALBOX W PASS CAR/VAN NO IMPAIRMENT NONE APPARENT 45 OTHER 46 550A 11.50 01/01/14 1740 N WILD ANIMAL W PASS CAR/VAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 47 550A 11.80 01/01/16 1500 N	39	550A	11.20	03/02/13	429	N		E				5	ENTERING/LEAVING PARKED POSITION
41 550A 11.40 10/18/13 2000 N DOMESTIC ANIMAL W PASS CARVAN NO IMPAIRMENT NONE APPARENT 500 Avoiding diget/Treatment and the second and the	40	550A	11.30	07/07/16	1127	IN N		E				50	OTHER
42 550A 11.40 08/15/15 2100 N DUMESTIC ANIMAL S PICKUP TRUCK/UTILITY VAN NO IMPARMENT DISTRACTED BY PASESNGER 6.5 GOING STRAIGHT 43 550A 11.40 01/28/14 8 N WILD ANIMAL E SUV NO IMPARMENT NONE APPARENT 40 GOING STRAIGHT 45 550A 11.50 01/04/14 1730 N MAILBOX W PICKUP TRUCK/UTILITY VAN NO IMPARMENT NONE APPARENT 45 OTHER 46 550A 11.50 01/04/14 1740 N WILD ANIMAL W PASS CAR/VAN NO IMPARMENT NONE APPARENT 60 GOING STRAIGHT 47 550A 11.50 01/04/14 1740 N SIGE SWIPE SAME DIRECTION W PASS CAR/VAN NO IMPARMENT NONE APPARENT 60 GOING STRAIGHT 48 550A 11.80 01/02/16 1625 N SIDESWIPE SAME DIRECTION W MOTOR HOME NO IMPARMENT NONE APPARENT 65<	41	550A	11.40	10/18/13	2000	N		<u></u>				50	AVOIDING OBJECT/VEHICLE IN ROAD
43 530A 11.40 112/12 101 N WILD ANIMAL 5 PICKUP TRUCKUTILITY VAN NO IMPAIRMENT NONE APPARENT 20 SOUVING 44 550A 11.40 02/01/16 1730 N MAILBOX W PICKUP TRUCKUTILITY VAN NO IMPAIRMENT NONE APPARENT 45 OGING STRAIGHT 46 550A 11.50 01/04/14 1740 N WILD ANIMAL E SUV NO IMPAIRMENT NONE APPARENT 45 OGING STRAIGHT 47 550A 11.50 01/04/14 1740 N WILD ANIMAL W PASS CAR/VAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 48 550A 11.50 01/18/13 915 N FENCE E PASS CAR/VAN NO IMPAIRMENT NONE APPARENT 45 GOING STRAIGHT 49 550A 11.80 09/16/15 1500 N SIDESWIPE SAME DIRECTION W MOTOR HOME NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 50 550A 11.80 02/16/16 150 N	42	SOUA	11.40	11/07/10	2100	N		<u> </u>				00	
44 550A 11.40 01/20114 5 and 2010/16 1730 N WILD ANIMAL E Store NOI MPAIRMENT NONE APPARENT 45 OTHER 46 550A 11.40 01/20114 1730 N MAILBOX W PICKUP TRUCK/UTILITY VAN NO IMPAIRMENT NONE APPARENT 45 OTHER 47 550A 11.50 12/2014 1440 N SIGN N PASS CAR/VAN NO IMPAIRMENT NONE APPARENT 45 GOING STRAIGHT 48 550A 11.50 12/2014 1440 N SIGN N PASS CAR/VAN NO IMPAIRMENT NONE APPARENT 45 GOING STRAIGHT 49 550A 11.80 09/16/15 1500 N SIDESWIPE SAME DIRECTION W MOTOR HOME NO IMPAIRMENT NONE APPARENT 45 GOING STRAIGHT 50 550A 11.80 09/16/15 1500 N WILD ANIMAL E PASS CAR/VAN NO IMPAIRMENT NONE APPARENT 60	43	550A	11.40	01/26/14	0	N		<u>о</u>				20	
45 500x 11.40 02/07/10 17.30 N MIRLBOA W PASS W NO MPARMENT NO NO APPARENT 45 Office 46 550A 11.50 01/04/14 1440 N SIGN N PASS CAR/VAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 48 550A 11.50 01/18/13 915 N FENCE E PASS CAR/VAN NO IMPAIRMENT NONE APPARENT 45 GOING STRAIGHT 49 550A 11.80 09/16/15 1500 N SIDESWIPE SAME DIRECTION W PICKUP TRUCK/UTILITY VAN NO IMPAIRMENT NONE APPARENT 65 PASSING 50 550A 11.80 10/16/15 1625 N SIDESWIPE SAME DIRECTION W PICKUP TRUCK/UTILITY VAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 51 550A 11.80 10/26/12 1845 N INVOLVING OTHER OBJECT W PASS CAR/VAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT <	44	550A	11.40	01/20/14	1720	N						45	
46300A11:3001/04/141740NWILD ANIMALWPASS CARVANNO IMPAIRMENTNOIR APPARENT60GOING STRAIGHT47550A11:5001/18/13915NFENCEEPASS CARVANNO IMPAIRMENTNONE APPARENT45GOING STRAIGHT48550A11:8009/16/151500NSIDESWIPE SAME DIRECTIONWMOTOR HOMENO IMPAIRMENTNONE APPARENT65PASSING50550A11:8010/02/161625NSIDESWIPE SAME DIRECTIONWPICKUP TRUCK/UTILITY VAN W/TRAILERNO IMPAIRMENTNONE APPARENT65PASSING51550A11:8010/02/161625NSIDESWIPE SAME DIRECTIONWPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT51550A11:8010/02/161625NWILD ANIMALEPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT52550A11:8009/26/121845NINVOLVING OTHER OBJECTWPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT53550A11:9009/02/14755NOVERTURNINGEPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT54550A11:9209/02/14755NOVERTURNINGEPASS CAR/VANNO IMPAIRMENTNONE APPARENT30GOING STRAIGHT55550A </td <td>40</td> <td>550A</td> <td>11.40</td> <td>02/01/10</td> <td>1730</td> <td>N</td> <td></td> <td><u>vv</u></td> <td></td> <td></td> <td></td> <td>40</td> <td></td>	40	550A	11.40	02/01/10	1730	N		<u>vv</u>				40	
47500A11.3012/20/141440NSIGNNPASS CARVAINNO IMPAIRMENTDRIVER INEXPERIENCE60GOING STRAIGHT48550A11.5001/18/13915NFENCEEPASS CARVAINNO IMPAIRMENTNONE APPARENT45GOING STRAIGHT49550A11.8009/16/151500NSIDESWIPE SAME DIRECTIONWMOTOR HOMENO IMPAIRMENTNONE APPARENT65PASSING50550A11.8010/02/161625NSIDESWIPE SAME DIRECTIONWPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT51550A11.8009/26/121845NINVOLVING OTHER OBJECTWPASS CAR/VANNO IMPAIRMENTNONE APPARENT40GOING STRAIGHT52550A11.8009/26/121845NINVOLVING OTHER OBJECTWPASS CAR/VANNO IMPAIRMENTNONE APPARENT40GOING STRAIGHT53550A11.9006/03/161015NWILD ANIMALEPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT54550A11.9209/02/14755NOVERTURNINGEPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT55550A12.0001/07/151745NWILD ANIMALWPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT56550A12.0001/07/	40	SOUA	11.50	12/26/14	1/40	N			PASS CAR/VAN			60	
40530A11.3001/16/13913NPENCEEPASS CARVANNO IMPAIRMENTNONE APPARENT43GOING STRAIGHT49550A11.8009/16/151500NSIDESWIPE SAME DIRECTIONWMOTOR HOMENO IMPAIRMENTNONE APPARENT65PASSING50550A11.8010/02/161625NSIDESWIPE SAME DIRECTIONWPICKUP TRUCK/UTILITY VAN W/TRAILERNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT51550A11.8009/26/121845NINVOLVING OTHER OBJECTWPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT52550A11.9006/03/161015NWILD ANIMALEPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT54550A11.9209/02/14755NOVERTURNINGEPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT54550A11.9209/02/14755NOVERTURNINGEPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT55550A12.0001/07/151745NWILD ANIMALWPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT56550A12.0001/07/151745NWILD ANIMALWPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT57550A12.0001/07/16	47	550A	11.50	12/20/14	015	N						00	
49350A11.3009/10/151500NSIDESWIPE SAME DIRECTIONWINCIGUT HOMENOINFAIRMENTNONONOAPPARENT60PASSING5050511.8010/02/161625NSIDESWIPE SAME DIRECTIONWPICKUP TRUCK/UTILITY VAN W/TRAILERNOIMPAIRMENTUNKNOWN65PASSING51550A11.8012/14/16650NWILD ANIMALEPICKUP TRUCK/UTILITY VAN W/TRAILERNOIMPAIRMENTNONE APPARENT60GOING STRAIGHT52550A11.8009/26/121845NINVOLVING OTHER OBJECTWPASS CAR/VANNOIMPAIRMENTNONE APPARENT40GOING STRAIGHT53550A11.9006/03/161015NWILD ANIMALEPASS CAR/VANNOIMPAIRMENTNONE APPARENT60GOING STRAIGHT54550A11.9209/02/14755NOVERTURNINGEPASS CAR/VANNOIMPAIRMENTNONE APPARENT60GOING STRAIGHT55550A11.9201/07/151745NWILD ANIMALWPICKUP TRUCK/UTILITY VANNOIMPAIRMENTNONE APPARENT60GOING STRAIGHT56550A12.0011/07/151745NWILD ANIMALWPICKUP TRUCK/UTILITY VANNOIMPAIRMENTNONE APPARENT60GOING STRAIGHT57550A12.0010/01/161950NWILD ANIMALEPASS CAR/VAN <td< td=""><td>40</td><td>550A</td><td>11.50</td><td>00/16/15</td><td>915</td><td>N</td><td></td><td></td><td></td><td></td><td></td><td>45</td><td></td></td<>	40	550A	11.50	00/16/15	915	N						45	
30303001000 <td>- 49</td> <td>550A</td> <td>11.00</td> <td>10/02/16</td> <td>1625</td> <td>N</td> <td>SIDESWIPE SAME DIRECTION</td> <td> </td> <td></td> <td></td> <td></td> <td>65</td> <td>PASSING</td>	- 49	550A	11.00	10/02/16	1625	N	SIDESWIPE SAME DIRECTION	 				65	PASSING
StoreLindsLindsLindsLindsLindsLindsLindsLindsNoNoNoNoNoNoAPPARENT40Going Straight52550A11.9006/03/161015NWILD ANIMALEPASS CAR/VANNONOIMPAIRMENTNONE APPARENT40GOING STRAIGHT54550A11.9209/02/14755NOVERTURNINGEPASS CAR/VANNOIMPAIRMENTNONE APPARENT60GOING STRAIGHT54550A11.9209/02/14755NOVERTURNINGEPASS CAR/VANNOIMPAIRMENTUNKNOWN65PASSING55550A11.9501/03/141850NWILD ANIMALWPASS CAR/VANNOIMPAIRMENTNONE APPARENT30GOING STRAIGHT56550A12.0001/07/151745NWILD ANIMALWPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT57550A12.0001/07/161950NWILD ANIMALEPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT58550A12.0001/07/161950NWILD ANIMALEPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT58550A12.0001/01/161950NWILD ANIMALEPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT59 <td< td=""><td>51</td><td>5504</td><td>11.00</td><td>12/14/16</td><td>650</td><td>N</td><td></td><td>F</td><td></td><td></td><td></td><td>60</td><td>COING STRAIGHT</td></td<>	51	5504	11.00	12/14/16	650	N		F				60	COING STRAIGHT
53500A11.3006/03/161015NWILD ANIMALEPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT54550A11.9209/02/14755NOVERTURNINGEPASS CAR/VANNO IMPAIRMENTUNKNOWN65PASS ING55550A11.9501/03/141850NWILD ANIMALWPASS CAR/VANNO IMPAIRMENTUNKNOWN65PASSING55550A12.0001/07/151745NWILD ANIMALWPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT56550A12.0001/07/151745NWILD ANIMALWPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT57550A12.0001/01/161950NWILD ANIMALEPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT58550A12.0205/101/71637NAPPROACH TURNWPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNONE APPARENT15MAKING LEFT TURN59550A12.1012/27/151615NAPPROACH TURNWSUVNO IMPAIRMENTNONE APPARENT20MAKING LEFT TURN50550A12.1005/22/141559NAPPROACH TURNWPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNONE APPARENT20MAKING LEFT TURN50550A12.1005/22/141559N <td>50</td> <td>550A</td> <td>11.00</td> <td>00/26/12</td> <td>18/5</td> <td>N</td> <td></td> <td>W/</td> <td></td> <td></td> <td></td> <td>40</td> <td></td>	50	550A	11.00	00/26/12	18/5	N		W/				40	
54550A11.3009/02/14755NOVERTURNINGEPASS CAR/VANNOINFARMENTUNKNOWN65PASSING55550A11.9501/07/151745NWILD ANIMALWPASS CAR/VANNO IMPAIRMENTNONE APPARENT30GOING STRAIGHT56550A12.0001/07/151745NWILD ANIMALWPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT57550A12.0001/01/161950NWILD ANIMALEPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT58550A12.0010/01/161950NWILD ANIMALEPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT58550A12.0205/10/171637NAPPROACH TURNWPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNONE APPARENT15MAKING LEFT TURN59550A12.1012/27/151615NAPPROACH TURNWSUVNO IMPAIRMENTNONE APPARENT20MAKING LEFT TURN60550A12.1012/27/151615NAPPROACH TURNWPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNONE APPARENT20MAKING LEFT TURN60550A12.1012/27/151615NAPPROACH TURNWPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNONE APPARENT20MAKING LEFT TURN60550A12.1012/27/15 <td>52</td> <td>550A</td> <td>11.00</td> <td>06/03/16</td> <td>1045</td> <td>N</td> <td></td> <td>F</td> <td></td> <td></td> <td></td> <td>60</td> <td></td>	52	550A	11.00	06/03/16	1045	N		F				60	
StyStock11.32SourceSourceIndicationIndicationSourceSo	5/	550A	11.00	00/03/10	755	N		F				65	PASSING
5656561.0001/07/151745NWILD ANIMALWPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT57550A12.0010/01/161950NWILD ANIMALEPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT58550A12.0205/10/171637NAPPROACH TURNWPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT59550A12.1012/27/151615NAPPROACH TURNWSUVNO IMPAIRMENTNONE APPARENT20MAKING LEFT TURN60550A12.1905/22/141559NAPPROACH TURNWPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNONE APPARENT20MAKING LEFT TURN60550A12.1905/22/141559NAPPROACH TURNWPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNONE APPARENT5MAKING LEFT TURN	55	5504	11.92	01/03/14	1850	N		W	PASS CAR/VAN			30	GOING STRAIGHT
Stress VICE AUROL	56	550A	12.00	01/07/15	1745	N		W				60	GOING STRAIGHT
58 503 12.02 05/10/17 1637 N APPROACH TURN W PICKUP TRUCK/UTILITY VAN NO IMPAIRMENT NONE APPARENT 15 MAKING LEFT TURN 59 550A 12.10 12/27/15 1615 N APPROACH TURN W SUV NO IMPAIRMENT NONE APPARENT 20 MAKING LEFT TURN 60 550A 12.19 05/22/14 1559 N APPROACH TURN W PICKUP TRUCK/UTILITY VAN NO IMPAIRMENT NONE APPARENT 20 MAKING LEFT TURN 60 550A 12.19 05/22/14 1559 N APPROACH TURN W PICKUP TRUCK/UTILITY VAN NO IMPAIRMENT NONE APPARENT 5 MAKING LEFT TURN	57	550A	12.00	10/01/16	1950	N		F	PASS CAR/VAN			60	GOING STRAIGHT
59 550A 12.12 05/22/14 1559 N APPROACH TURN W SUV NO IMPAIRMENT NONE APPARENT 20 MAKING LEFT TURN 60 550A 12.19 05/22/14 1559 N APPROACH TURN W PUCKUP TRUCK/UTILITY VAN NO IMPAIRMENT NONE APPARENT 20 MAKING LEFT TURN	58	5504	12.00	05/10/17	1637	N	APPROACH TURN	W				15	MAKING LEFT TURN
60 550A 12.19 05/22/14 1559 N APPROACH TURN W PICKUP TRUCK/UTILITY VAN NO IMPAIRMENT NONE APPARENT 5 MAKING LEFT TURN	59	550A	12 10	12/27/15	1615	N	APPROACH TURN	Ŵ	SUV		NONE APPARENT	20	MAKING LEFT TURN
	60	550A	12.19	05/22/14	1559	N	APPROACH TURN	Ŵ	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	5	MAKING LEFT TURN

#	Hwy	MP	Date	Time	Sev	Location	Road Description	# of	Contour	Road Condition	Lighting	Weather
64		10.10	00/00/40	4405 5				ven			DAVLICUT	
62	550A	12.19	02/20/13	720				1	STRAIGHT ON LEVEL			SNUW/SLEET/HAIL
63	550A	12.19	10/28/16	1841 F				1	STRAIGHT ON-LEVEL	DRY		NONE
64	550A	12.40	03/25/17	100 F		OFFIFFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
65	550A	12.45	01/18/15	413 F	DO	OFF AT TEE	AT INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE
66	550A	12.50	01/06/16	535 F	DO	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	SNOWY	DARK-UNLIGHTED	SNOW/SLEET/HAIL
67	550A	12.50	11/27/16	2248 F	DO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DARK-UNLIGHTED	RAIN
68	550A	12.50	07/17/16	9	NJ	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
69	550A	12.80	07/01/12	1314 F	DO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
70	550A	12.90	10/25/13	1720 F	DO	OFF RIGHT	AT DRIVEWAY ACCESS	1	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN
71	550A	12.95	12/05/16	640 F	DO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE
72	550A	12.97	02/06/15	1900 F	DO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
73	550A	12.97	02/06/15	1900 F	DO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
74	550A	12.98	11/15/15	100	NJ	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
75	550A	13.00	03/26/13	1326 F	DO	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
76	550A	13.02	02/22/15	430	NJ	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	SNOWY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED	SNOW/SLEET/HAIL
	550A	13.05	08/19/16	1235 F				2			DAYLIGHT	
70	550A	13.20	12/14/12	1710 6				1				
80	550A	13.20	01/04/14	1/10 F				1				
81	550A	13.00	01/04/14	2103				1		DRY		NONE
82	550A	13.40	01/26/16	1845 F			NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY		NONE
83	550A	13.50	06/25/16	1757	N.I		NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
84	550A	13.50	09/26/14	1045 F	DO	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE
85	550A	13.50	07/05/14	1935	NJ	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
86	550A	13.60	03/11/14	645	NJ	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
87	550A	13.60	02/12/15	1835 F	DO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
88	550A	13.60	09/19/15	625 F	DO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE
89	550A	13.70	10/08/16	650 F	DO	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT	NONE
90	550A	13.80	07/18/16	1915 F	DO	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE
91	550A	13.80	12/14/12	1040	NJ	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEET/HAIL
~~		10.00	12/14/12	1040		-					Bitteloin	
92	550A	13.80	05/20/15	1600 F	DO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
92 93	550A 550A	13.80 13.90	05/20/15 07/30/15	1600 F 620 F		ON ON	NON-INTERSECTION NON-INTERSECTION	1	STRAIGHT ON-LEVEL CURVE ON-LEVEL	DRY DRY	DAYLIGHT DAYLIGHT	NONE NONE
92 93 94	550A 550A 550A	13.80 13.90 13.92	05/20/15 07/30/15 01/25/13	1600 F 620 F 1935	PDO PDO NJ	ON ON ON	NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION	1 1 1	STRAIGHT ON-LEVEL CURVE ON-LEVEL STRAIGHT ON-LEVEL	DRY DRY DRY	DAYLIGHT DAYLIGHT DARK-UNLIGHTED	NONE NONE NONE
92 93 94 95	550A 550A 550A 550A	13.80 13.90 13.92 14.00	05/20/15 07/30/15 01/25/13 06/20/14	1600 F 620 F 1935 711 F	PDO PDO NJ PDO	ON ON ON ON	NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION	1 1 1 1	STRAIGHT ON-LEVEL CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL	DRY DRY DRY DRY DRY	DAYLIGHT DAYLIGHT DARK-UNLIGHTED DAYLIGHT	NONE NONE NONE NONE
92 93 94 95 96	550A 550A 550A 550A 550A	13.80 13.90 13.92 14.00 14.00	05/20/15 07/30/15 01/25/13 06/20/14 10/10/16	1600 F 620 F 1935 711 F 645 F	PDO PDO NJ PDO PDO	ON ON ON ON ON	NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION	1 1 1 1 1	STRAIGHT ON-LEVEL CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL CURVE ON-GRADE	DRY DRY DRY DRY DRY DRY	DAYLIGHT DAYLIGHT DARK-UNLIGHTED DAYLIGHT DAWN OR DUSK	NONE NONE NONE NONE NONE
92 93 94 95 96 97	550A 550A 550A 550A 550A 550A	13.80 13.90 13.92 14.00 14.00 14.00	05/20/15 07/30/15 01/25/13 06/20/14 10/10/16 03/01/14	1600 F 620 F 1935 711 F 645 F 831 F	2DO 2DO NJ 2DO 2DO 2DO 2DO	ON ON ON ON OFF RIGHT	NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION	1 1 1 1 1 1 1	STRAIGHT ON-LEVEL CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL CURVE ON-GRADE CURVE ON-GRADE CURVE ON-LEVEL	DRY DRY DRY DRY DRY DRY SLUSHY DRY	DAYLIGHT DAYLIGHT DARK-UNLIGHTED DAYLIGHT DAWN OR DUSK DAWN OR DUSK	NONE NONE NONE NONE NONE SNOW/SLEET/HAIL
92 93 94 95 96 97 98	550A 550A 550A 550A 550A 550A 550A	13.80 13.90 13.92 14.00 14.00 14.00 14.00	05/20/15 07/30/15 01/25/13 06/20/14 10/10/16 03/01/14 05/20/17	1600 F 1600 F 620 F 1935 711 645 F 831 F 1402 720	200 200 NJ 200 200 200 200 NJ	ON ON ON ON OFF RIGHT OFF RIGHT	NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION	1 1 1 1 1 1 1 1	STRAIGHT ON-LEVEL CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL CURVE ON-GRADE CURVE ON-LEVEL CURVE ON-LEVEL STRAIGHT ON LEVEL	DRY DRY DRY DRY DRY SLUSHY DRY	DAYLIGHT DAYLIGHT DARK-UNLIGHTED DAYLIGHT DAWN OR DUSK DAWN OR DUSK DAYLIGHT DAYLIGHT	NONE NONE NONE NONE SNOW/SLEET/HAIL NONE SNOW/SLEET/HAIL
92 93 94 95 96 97 98 99 99	550A 550A 550A 550A 550A 550A 550A 550A	13.80 13.90 13.92 14.00 14.00 14.00 14.00 14.04 14.04	05/20/15 07/30/15 01/25/13 06/20/14 10/10/16 03/01/14 05/20/17 03/06/17 01/05/15	1600 F 1600 F 620 F 1935 711 645 F 831 F 1402 730 7600 F	2DO 2DO NJ 2DO 2DO 2DO 2DO 2DO 2DO	ON ON ON ON OFF RIGHT OFF RIGHT OFF RIGHT OFF OFF	NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION	1 1 1 1 1 1 1 1 1 1	STRAIGHT ON-LEVEL CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL CURVE ON-GRADE CURVE ON-LEVEL CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-GRADE	DRY DRY DRY DRY DRY SLUSHY DRY ICY DRY	DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAWN OR DUSK DAWN OR DUSK DAYLIGHT DAYLIGHT DAYLIGHT	NONE NONE NONE NONE SNOW/SLEET/HAIL NONE SNOW/SLEET/HAIL NONF
92 93 94 95 96 97 98 99 100	550A 550A 550A 550A 550A 550A 550A 550A	$\begin{array}{c} 13.00\\ 13.80\\ 13.90\\ 13.92\\ 14.00\\ 14.00\\ 14.00\\ 14.00\\ 14.04\\ 14.04\\ 14.04\\ 14.04\\ 14.10\end{array}$	05/20/15 07/30/15 01/25/13 06/20/14 10/10/16 03/01/14 05/20/17 03/06/17 01/05/15 06/21/14	1600 F 1600 F 620 F 1935 711 645 F 831 F 1402 730 7600 F 1600 F	200 200 NJ 200 200 200 NJ 200 200 200 200	ON ON ON ON OFF RIGHT OFF RIGHT OFF RIGHT ON ON	NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION	1 1 1 1 1 1 1 1 1 1 1	STRAIGHT ON-LEVEL CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL CURVE ON-GRADE CURVE ON-LEVEL CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-GRADE CURVE ON-I EVEI	DRY DRY DRY DRY DRY SLUSHY DRY ICY DRY DRY DRY DRY	DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYN OR DUSK DAWN OR DUSK DAYLIGHT DAYLIGHT DAYLIGHT	NONE NONE NONE NONE SNOW/SLEET/HAIL NONE SNOW/SLEET/HAIL NONE NONE
92 93 94 95 96 97 98 99 100 101 102	550A 550A 550A 550A 550A 550A 550A 550A	13.80 13.90 13.92 14.00 14.00 14.00 14.00 14.00 14.04 14.04 14.10 14.20	05/20/15 07/30/15 01/25/13 06/20/14 10/10/16 03/01/14 05/20/17 03/06/17 01/05/15 06/21/14 06/01/13	1600 F 620 F 1935 711 711 F 645 F 831 F 1402 730 730 F 1600 F 1000 F 520 F	200 200 NJ 200 200 200 200 200 200 200 200 200 20	ON ON ON OFF RIGHT OFF RIGHT OFF RIGHT ON ON ON	NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION	1 1 1 1 1 1 1 1 1 1 1 1 1	STRAIGHT ON-LEVEL CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL CURVE ON-GRADE CURVE ON-LEVEL CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL	DRY DRY DRY DRY DRY SLUSHY DRY ICY DRY DRY DRY DRY DRY DRY DRY	DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAVN OR DUSK DAWN OR DUSK DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYN OR DUSK	NONE NONE NONE NONE SNOW/SLEET/HAIL NONE SNOW/SLEET/HAIL NONE NONE NONE
92 93 94 95 96 97 98 99 100 101 102 103	550A 550A 550A 550A 550A 550A 550A 550A	13.80 13.90 13.92 14.00 14.00 14.00 14.00 14.04 14.04 14.10 14.20 14.20	05/20/15 07/30/15 01/25/13 06/20/14 10/10/16 03/01/14 05/20/17 03/06/17 01/05/15 06/21/14 06/01/13 06/21/17	1600 F 1600 F 620 F 1935 711 711 F 645 F 831 F 1402 730 730 F 1600 F 1600 F 1000 F 520 F 535 F	200 200 NJ 200 200 200 200 200 200 200 200 200 20	ON ON ON OFF RIGHT OFF RIGHT OFF RIGHT ON ON ON ON	NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	STRAIGHT ON-LEVEL CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL CURVE ON-GRADE CURVE ON-LEVEL CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-GRADE	DRY DRY DRY DRY DRY SLUSHY DRY ICY DRY DRY DRY DRY DRY DRY DRY DRY DRY	DAYLIGHT DAYLIGHT DARK-UNLIGHTED DAVNOR DUSK DAWN OR DUSK DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAWN OR DUSK DAYLIGHT	NONE NONE NONE NONE SNOW/SLEET/HAIL NONE SNOW/SLEET/HAIL NONE NONE NONE NONE
92 93 94 95 96 97 98 99 100 101 102 103 104	550A 550A 550A 550A 550A 550A 550A 550A	13.80 13.90 13.92 14.00 14.00 14.00 14.00 14.04 14.04 14.04 14.10 14.20 14.20 14.20	05/20/15 07/30/15 01/25/13 06/20/14 10/10/16 03/01/14 05/20/17 03/06/17 01/05/15 06/21/14 06/21/17 06/21/17	1600 F 1600 F 620 F 1935 711 711 F 645 F 831 F 1402 730 730 F 1600 F 1000 F 520 F 535 F 1144	200 200 NJ 200 200 200 200 200 200 200 200 200 20	ON ON ON OFF RIGHT OFF RIGHT OFF RIGHT OFF RIGHT ON ON ON ON OFF LEFT	NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	STRAIGHT ON-LEVEL CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL CURVE ON-GRADE CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-GRADE CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-GRADE STRAIGHT ON-GRADE STRAIGHT ON-LEVEL	DRY DRY DRY DRY DRY SLUSHY DRY ICY DRY DRY DRY DRY DRY DRY DRY DRY DRY DR	DAYLIGHT DAYLIGHT DARK-UNLIGHTED DAYLIGHT DAWN OR DUSK DAWN OR DUSK DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT	NONE NONE NONE NONE SNOW/SLEET/HAIL NONE SNOW/SLEET/HAIL NONE NONE NONE NONE NONE NONE
92 93 94 95 96 97 98 99 100 101 102 103 104 105	550A 550A 550A 550A 550A 550A 550A 550A	$\begin{array}{c} 13.80\\ 13.80\\ 13.90\\ 13.92\\ 14.00\\ 14.00\\ 14.00\\ 14.00\\ 14.04\\ 14.04\\ 14.10\\ 14.20\\ 14.20\\ 14.20\\ 14.20\\ 14.30\\ \end{array}$	05/20/15 07/30/15 01/25/13 06/20/14 10/10/16 03/01/14 05/20/17 03/06/17 01/05/15 06/21/17 06/21/17 06/21/14 06/21/17	1600 F 1600 F 620 F 1935 F 711 F 645 F 831 F 1402 F 1600 F 1600 F 1600 F 520 F 535 F 1144 1845	200 200 NJ 200 200 200 200 200 200 200 200 200 20	ON ON ON OFF RIGHT OFF RIGHT OFF RIGHT OFF RIGHT ON ON ON ON ON ON OFF LEFT ON	NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION NON-INTERSECTION	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	STRAIGHT ON-LEVEL CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL CURVE ON-GRADE CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-GRADE CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL	DRY DRY DRY DRY DRY SLUSHY DRY ICY DRY DRY DRY DRY DRY DRY DRY DRY DRY DR	DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAWN OR DUSK DAWN OR DUSK DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT	NONE NONE NONE NONE SNOW/SLEET/HAIL NONE SNOW/SLEET/HAIL NONE NONE NONE NONE NONE NONE NONE NON
92 93 94 95 96 97 98 99 100 101 102 103 104 105 106	550A 550A 550A 550A 550A 550A 550A 550A	$\begin{array}{c} 13.80\\ 13.80\\ 13.92\\ 14.00\\ 14.00\\ 14.00\\ 14.00\\ 14.00\\ 14.04\\ 14.04\\ 14.10\\ 14.20\\ 14.20\\ 14.20\\ 14.30\\ 14.30\\ 14.30\\ \end{array}$	05/20/15 07/30/15 07/30/15 01/25/13 06/20/14 05/20/17 03/06/17 01/05/15 06/21/14 06/01/13 06/21/17 02/14/14 05/27/13 12/11/16	1600 F 1600 F 620 F 1935 T11 645 F 831 F 1402 T30 730 F 1600 F 1000 F 520 F 535 F 1144 F 1845 F 1800 F	200 200 NJ 200 200 200 200 200 200 200 200 200 20	ON ON ON ON OFF RIGHT OFF RIGHT OFF RIGHT ON ON ON ON ON ON ON ON ON ON ON ON ON	NON-INTERSECTION	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	STRAIGHT ON-LEVEL CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL CURVE ON-GRADE CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-GRADE CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL	DRY DRY DRY DRY DRY SLUSHY DRY ICY DRY DRY DRY DRY DRY DRY DRY DRY DRY DR	DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYN OR DUSK DAWN OR DUSK DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DARK-UNLIGHTED DARK-UNLIGHTED	NONE NONE NONE NONE SNOW/SLEET/HAIL NONE SNOW/SLEET/HAIL NONE NONE NONE NONE NONE NONE NONE NON
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92 93 94 95 96 97 98 99 90 100 101 102 103 104 105 106 107 108 109	550A 550A 550A 550A 550A 550A 550A 550A	$\begin{array}{c} 13.80\\ 13.90\\ 13.92\\ 14.00\\ 14.00\\ 14.00\\ 14.00\\ 14.00\\ 14.04\\ 14.10\\ 14.20\\ 14.20\\ 14.20\\ 14.30\\ 14.30\\ 14.30\\ 14.50\\ 14.60\\ \end{array}$	05/20/15 07/30/15 01/25/13 06/20/14 10/10/16 03/01/14 05/20/17 03/06/17 03/06/17 03/06/17 03/06/17 03/06/17 03/06/17 06/21/14 06/01/13 06/21/17 02/14/14 05/27/13 12/11/16	1600 F 1600 F 620 F 1935 F 1935 F 645 F 831 F 1402 F 520 F 535 F 1144 1845 1800 F 740 524 524 F 1645 F	PDO PDO PDO	ON ON ON OFF RIGHT OFF RIGHT OFF RIGHT OFF RIGHT ON ON ON ON ON ON ON ON ON ON ON ON	NON-INTERSECTION	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 3 1 1	STRAIGHT ON-LEVEL CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL CURVE ON-GRADE CURVE ON-LEVEL STRAIGHT ON-LEVEL	DRY DRY DRY DRY DRY DRY SLUSHY DRY DRY DRY DRY DRY DRY DRY DRY DRY DR	DAYLIGHT DAYLIGHT DAYLIGHT DAK-UNLIGHTED DAYNOR DUSK DAWN OR DUSK DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DARK-UNLIGHTED DARK-UNLIGHTED DARK-UNLIGHTED DARK-UNLIGHTED DAYLIGHT DAWN OR DUSK	NONE NONE NONE NONE SNOW/SLEET/HAIL NONE SNOW/SLEET/HAIL NONE NONE NONE NONE NONE NONE NONE NON
92 93 94 95 96 97 98 99 90 100 101 102 103 104 105 106 107 108 109 110	550A 550A 550A 550A 550A 550A 550A 550A	$\begin{array}{c} 13.80\\ 13.90\\ 13.92\\ 14.00\\ 14.00\\ 14.00\\ 14.00\\ 14.04\\ 14.04\\ 14.04\\ 14.20\\ 14.20\\ 14.20\\ 14.20\\ 14.30\\ 14.30\\ 14.50\\ 14.60\\ 14.60\\ 14.60\\ \end{array}$	12/14/14 05/20/15 07/30/15 01/25/13 06/20/14 10/10/16 03/01/14 05/20/17 03/06/17 01/05/15 06/21/14 06/01/13 06/21/14 06/01/13 06/21/17 02/14/14 05/27/13 12/11/16 09/20/16 07/04/14 11/27/16 12/08/16	1600 F 1600 F 620 F 1935 F 711 F 645 F 831 F 1402 F 730 F 1600 F 520 F 535 F 1144 F 1845 F 1800 F 740 F 524 F 1645 F 1530 F	PDO	ON ON ON OFF RIGHT OFF RIGHT OFF RIGHT OFF RIGHT ON ON ON ON ON ON ON ON ON ON ON ON ON	NON-INTERSECTION	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	STRAIGHT ON-LEVEL CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL CURVE ON-GRADE CURVE ON-LEVEL STRAIGHT ON-LEVEL	DRY DRY DRY DRY DRY SLUSHY DRY DRY DRY DRY DRY DRY DRY DRY DRY DR	DAYLIGHT DAYLIGHT DARK-UNLIGHTED DAWN OR DUSK DAWN OR DUSK DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DARK-UNLIGHTED DARK-UNLIGHTED DARK-UNLIGHTED DARK-UNLIGHTED DAYLIGHT DAWN OR DUSK DAWN OR DUSK DAWN OR DUSK	NONE NONE NONE SNOW/SLEET/HAIL NONE SNOW/SLEET/HAIL NONE NONE NONE NONE NONE NONE NONE NON
92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111	550A 550A 550A 550A 550A 550A 550A 550A	$\begin{array}{c} 13.80\\ 13.90\\ 13.92\\ 14.00\\ 14.00\\ 14.00\\ 14.00\\ 14.00\\ 14.00\\ 14.20\\ 14.20\\ 14.20\\ 14.20\\ 14.30\\ 14.30\\ 14.30\\ 14.60\\ 14$	12/10/12 05/20/15 07/30/15 07/30/15 06/20/14 05/20/17 03/06/17 03/06/17 03/06/17 01/05/15 06/21/14 06/01/13 06/21/17 02/14/14 05/27/13 12/11/16 09/20/16 07/04/14 11/27/16 11/26/12	1600 F 1600 F 620 F 1935 F 645 F 1402 F 1600 F 1600 F 1600 F 520 F 535 F 1144 F 1845 F 1800 F 740 524 1630 F 1455 F	PDO PDO PDO NJ PDO PDO <	ON ON ON ON OFF RIGHT OFF RIGHT OFF RIGHT OFF RIGHT ON ON ON ON ON ON ON ON ON ON ON ON ON	NON-INTERSECTION	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	STRAIGHT ON-LEVEL CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL CURVE ON-GRADE CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-GRADE CURVE ON-LEVEL STRAIGHT ON-LEVEL	DRY DRY DRY DRY DRY SLUSHY DRY DRY DRY DRY DRY DRY DRY DRY DRY DR	DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAWN OR DUSK DAWN OR DUSK DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DARK-UNLIGHTED DARK-UNLIGHTED DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT	NONE NONE NONE NONE SNOW/SLEET/HAIL NONE NONE NONE NONE NONE NONE NONE NON
92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 111	550A 550A 550A 550A 550A 550A 550A 550A	$\begin{array}{c} 13.80\\ 13.90\\ 13.92\\ 14.00\\ 14.00\\ 14.00\\ 14.00\\ 14.00\\ 14.00\\ 14.00\\ 14.20\\ 14.20\\ 14.20\\ 14.30\\ 14.30\\ 14.30\\ 14.30\\ 14.60\\ 14.60\\ 14.60\\ 14.65\\ 14$	12/10/12 05/20/15 07/30/15 07/30/15 01/25/13 06/20/14 05/20/17 03/01/14 05/20/17 03/06/17 01/05/15 06/21/14 06/01/13 06/21/17 02/14/14 05/27/13 05/27/13 05/27/13 05/27/13 05/27/14 05/27/14 05/27/14 12/04/14 11/27/16 12/08/16 11/26/12 01/09/14	1600 F 1600 F 620 F 1935 F 645 F 831 F 1402 F 730 F 1600 F 520 F 535 F 1144 1845 1800 F 740 524 1530 F 1530 F 1530 F 1455 719	PDO	ON ON ON ON OFF RIGHT OFF RIGHT OFF RIGHT OFF RIGHT ON OFF IN MEDI OFF RIGHT	NON-INTERSECTION NON-INTERSECTION	1 1 1 1 1 1 1 1 1 1 1 1 1 1	STRAIGHT ON-LEVEL CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL CURVE ON-GRADE CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-GRADE CURVE ON-LEVEL STRAIGHT ON-LEVEL	DRY DRY DRY DRY DRY DRY DRY SLUSHY DRY DRY DRY DRY DRY DRY DRY DRY DRY DR	DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAWN OR DUSK DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DARK-UNLIGHTED DARK-UNLIGHTED DARK-UNLIGHTED DAYLIGHT DAWN OR DUSK DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT	NONE NONE NONE NONE SNOW/SLEET/HAIL NONE NONE NONE NONE NONE NONE NONE NON
92 93 94 95 96 97 98 99 99 100 101 102 103 104 105 106 107 108 109 110 111 112	550A 550A 550A 550A 550A 550A 550A 550A	$\begin{array}{c} 13.80\\ 13.90\\ 13.92\\ 14.00\\ 14.00\\ 14.00\\ 14.00\\ 14.00\\ 14.00\\ 14.00\\ 14.20\\ 14.20\\ 14.20\\ 14.20\\ 14.30\\ 14.50\\ 14.60\\ 14.60\\ 14.60\\ 14.65\\ 14.70\\ 14.55\\ 14.70\\ 14.55\\ 14$	12/10/12 05/20/15 07/30/15 07/30/15 01/25/13 06/20/14 03/01/14 05/20/17 03/06/17 01/05/15 06/21/14 06/01/13 06/21/17 02/14/14 05/27/13 06/21/17 02/14/14 05/27/13 12/11/16 02/20/16 07/04/14 11/26/12 01/09/14 09/18/14	1600 F 1600 F 620 F 1935 F 645 F 831 F 1402 F 730 F 1600 F 1600 F 520 F 535 F 1144 1845 1800 F 1530 F 1535 F 1445 F 1800 F 1530 F 1445 F 1530 F 1455 F 2000 F	PDO	ON ON ON ON OFF RIGHT OFF RIGHT OFF RIGHT ON ON ON ON ON ON ON ON ON ON ON ON ON	NON-INTERSECTION	1 1 1 1 1 1 1 1 1 1 1 1 1 1	STRAIGHT ON-LEVEL CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-LEVEL CURVE ON-GRADE CURVE ON-LEVEL CURVE ON-LEVEL STRAIGHT ON-LEVEL STRAIGHT ON-GRADE CURVE ON-LEVEL STRAIGHT ON-LEVEL	DRY	DAYLIGHT DAYLIGHT DAYLIGHT DAYK-UNLIGHTED DAYLIGHT DAWN OR DUSK DAWN OR DUSK DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DAYLIGHT DARK-UNLIGHTED DARK-UNLIGHTED DAYLIGHT DAWN OR DUSK DAYLIGHT DAWN OR DUSK DAYLIGHT DAWN OR DUSK DAYLIGHT DAWN OR DUSK DAYLIGHT DAWN OR DUSK DAYLIGHT DAWN OR DUSK DAYLIGHT DAWN OR DUSK	NONE NONE NONE NONE SNOW/SLEET/HAIL NONE NONE NONE NONE NONE NONE NONE NON
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B B B PECK N PECK/PTUCK/UTUTY VAN NO IMARMENT NOISE APPROPERT 60 OTHER 6 SEA 1/2 SCO S	#	Hwy	MP	Date	Time	Ramp	Accident Type	Dir	Vehicle Type	Driver Factor	Human Factor	Speed	Vehicle Movement
10 10 10 APPENDENT NO. APPENDENT 10 MARKED [16]*T ILLING 10 100 <td>61</td> <td>550A</td> <td>12.19</td> <td>02/20/13</td> <td>1135</td> <td>Ν</td> <td>FENCE</td> <td>Ν</td> <td>PICKUP TRUCK/UTILITY VAN</td> <td>NO IMPAIRMENT</td> <td>NONE APPARENT</td> <td>50</td> <td>OTHER</td>	61	550A	12.19	02/20/13	1135	Ν	FENCE	Ν	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	50	OTHER
Start Start Start Number PERCEPT FULCE/UTULY VAN NOMEAPARENT ONCE APARENT OD COME STRAGHT 05 Start	62	550A	12.19	02/20/15	720	Ν	APPROACH TURN	W	SUV	NO IMPAIRMENT	NONE APPARENT	10	MAKING LEFT TURN
et Eise PASS EARL PASS CAMPAC Denter Rescource Denter Rescource <thdenter rescource<="" th=""> Denter Rescource</thdenter>	63	550A	12.40	10/28/16	1841	Ν	WILD ANIMAL	Е	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	60	GOING STRAIGHT
6 560 1245 01195 133 Mole Database Prace Careford All Core 6 500 120 </td <td>64</td> <td>550A</td> <td>12.40</td> <td>03/25/17</td> <td>100</td> <td>Ν</td> <td>FENCE</td> <td>Е</td> <td>PASS CAR/VAN</td> <td>NO IMPAIRMENT</td> <td>DRIVER PREOCCUPIED</td> <td>60</td> <td>GOING STRAIGHT</td>	64	550A	12.40	03/25/17	100	Ν	FENCE	Е	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	60	GOING STRAIGHT
Bit Bit Stat TWD VMD ANIMAL E PICUP TRUCKUTLITY VAN NO BAPARENT Add CONC STRACHT 69 Stat 1.20 21014 2.30 1.20 CONC STRACHT VAD CONC STRACHT 40 CONC	65	550A	12.45	01/18/15	413	Ν	MAILBOX	W	PASS CAR/VAN	ALCOHOL	UNKNOWN	UK	GOING STRAIGHT
PT Statu N NUMBARMENT NOBLE APPARENT SS GONG STRAGHT 81 Statu Statu Statu NOBLE APPARENT Statu Statu <td>66</td> <td>550A</td> <td>12.50</td> <td>01/06/16</td> <td>535</td> <td>Ν</td> <td>WILD ANIMAL</td> <td>Е</td> <td>PICKUP TRUCK/UTILITY VAN</td> <td>NO IMPAIRMENT</td> <td>NONE APPARENT</td> <td>45</td> <td>GOING STRAIGHT</td>	66	550A	12.50	01/06/16	535	Ν	WILD ANIMAL	Е	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	45	GOING STRAIGHT
68 580 200 071712 131 COUNTS TEAL 60 COUNT	67	550A	12.50	11/27/16	2248	Ν	WILD ANIMAL	Ν	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	55	GOING STRAIGHT
B SSB 1250 07017 1314 N WILD ANMAL W PCCUP TRUCKUTTUTY VAN WITTALLER NOIL PARALLET NOIL PARALLET A DECUP TRUCKUTTUTY VAN WITTALLER NOIL PARALLET NOIL PARALLET DECUP TRUCKUTTUTY VAN WITTALLER NOIL PARALLET NOIL PARALLET NOIL PARALLET DEVER TRUCKUTTUTY VAN WITTALLER NOIL PARALLET	68	550A	12.50	07/17/16	9	Ν	SIGN	S	SUV	NO IMPAIRMENT	ASLEEP AT WHEEL	60	GOING STRAIGHT
To Box Link Product Truck No Desk	69	550A	12.80	07/01/12	1314	Ν	WILD ANIMAL	W	PICKUP TRUCK/UTILITY VAN W/TRAILER	NO IMPAIRMENT	NONE APPARENT	40	GOING STRAIGHT
T T T Start T COUNT	70	550A	12.90	10/25/13	1720	Ν	INVOLVING OTHER OBJECT	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	5	BACKING
72 5504 12.97 020015 1900 N WLD ANMAL E SUV MO IM-RARMENT NOME APPARENT 00 COING STRAGHT 75 5504 12.07 020015 1900 N PLSS CARVAN NO IM-RARMENT NOME APPARENT 00 COING STRAGHT 75 5504 13.00 022215 53 N PEAR-NO S PASS CARVAN NO IM-RARMENT NOME APPARENT 00 COING STRAGHT 77 5504 13.05 021112 1040 NO PEAR-NO E TRUCK GWV 1/02005258.5 × 15 POIDL NO IM-RARMENT NOME APPARENT 05 COING STRAGHT 75 5504 13.20 101014 1430 N CARONEST COING STRAGHT NO IM-RARMENT NOME APPARENT 15 COING STRAGHT 75 5504 13.20 102141 1430 N PEAR-ND E PEAR-ND NO IM-RARMENT NOME APPARENT 15 COING STRAGHT 76 5504 13.20 102141 1430 N PEAR-ND E PEAR-ND NO IM-RARMENT	71	550A	12.95	12/05/16	640	Ν	WILD ANIMAL	Е	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	55	GOING STRAIGHT
73 550A 12.97 000001 N WILL DAMIAL W PASS CARVAN NO IMPARAMENT NOIL # APARENT 60 CONREST FRAIGHT 75 550A 12.02 110116 100 N FEBRCE 60 SUM CONREST FRAIGHT FEBRCE 60 OTHER FEBRCE 60 OTHER FEBRCE 70 SUM CONREST FRAIGHT 50 OTHER FEBRCE FEBRCE W SUV NO IMPARAMENT NOME APPARENT 50 OTHER FEBRCE FEBRCE W SUV NO IMPARAMENT NOME APPARENT 50 OTHER FEBRCE FEBRCE <td< td=""><td>72</td><td>550A</td><td>12.97</td><td>02/06/15</td><td>1900</td><td>Ν</td><td>WILD ANIMAL</td><td>Е</td><td>SUV</td><td>NO IMPAIRMENT</td><td>NONE APPARENT</td><td>60</td><td>GOING STRAIGHT</td></td<>	72	550A	12.97	02/06/15	1900	Ν	WILD ANIMAL	Е	SUV	NO IMPAIRMENT	NONE APPARENT	60	GOING STRAIGHT
74 550 12.8 10.1 10.1 N FINCE NU 80.0 0.0 N FINCE NU 60.0 0.0	73	550A	12.97	02/06/15	1900	N	WILD ANIMAL	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	60	GOING STRAIGHT
T5 Stot 13:00 N REALED SPASE CARVAN NO MPAIRMENT DRIVER AT ALGUE SC CONS STRAGHT Stot 15:00<	74	550A	12.98	11/15/15	100	N	FENCE	W	SUV	ALCOHOL	DRIVER INEXPERIENCE	60	OTHER
76 5604 13.02 02/2175 43.0 N FERCE W SUV COV 100/01328E3-13 SPEOPLE NO MARAMEENT UNION 680 OTHER 77 5504 13.02 12/2171 T10 N FERCE E PICKUP TRUCKUTLITY VAN NO NO MARAMEENT 55 CONSTRUCT S5 CONSTRUCT S5 CONSTRUCT S5 CONSTRUCT S5 S504 13.0 Other TRUCKUTLITY VAN NO MARAMEENT NO MARAMEENT S5 CONSTRUCT S504 13.0 Other TRUCKUTLITY VAN NO MARAMEENT NO MARAMEENT TS CONSTRUCT S504 13.0 Other TRUCKUTLITY VAN NO MARAMEENT NO REARCH S504 13.0 Other TRUCKUTLITY VAN NO MARAMEENT NO REARCH S504 13.0 Other TRUCKUTLITY VAN NO MARAMEENT NO REARCH S504 13.0 Other TRUCKUTLITY VAN NO MARAMEENT NO REARCH S504	75	550A	13.00	03/26/13	1326	Ν	REAR-END	S	PASS CAR/VAN	NO IMPAIRMENT	DRIVER FATIGUE	50	GOING STRAIGHT
7/1 2004 13.00 2014/01	76	550A	13.02	02/22/15	430	N	FENCE	W	SUV	NO IMPAIRMENT	UNKNOWN	80	OTHER
78 580A 13.20 72/34/12 7100 N Curker FLACUP INCOVULITY VAN NO IMPARAMENT NO.E FPARENT 55 OTHER 15 560A 13.40 VA2313 2103 N FENCE		550A	13.05	08/19/16	1235	N	REAR-END	<u> </u>	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	55	GOING STRAIGHT
9 90 100	78	550A	13.20	12/14/12	1040	N	OVERTURNING	<u> </u>	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	15	GOING STRAIGHT
Bit 200 Bit 200 POPERATION POPERATION <td></td> <td>550A</td> <td>13.20</td> <td>12/24/12</td> <td>1/10</td> <td>N</td> <td></td> <td><u> </u></td> <td>PICKUP TRUCK/UTILITY VAN</td> <td></td> <td></td> <td>55</td> <td></td>		550A	13.20	12/24/12	1/10	N		<u> </u>	PICKUP TRUCK/UTILITY VAN			55	
1 1	80	550A	13.30	01/04/14	1430	N	VEHICLE CARGO/DEBRIS	E				60	GOING STRAIGHT
24 2001 3530 0120110 1640 NULL ANIMAL E SUC NULL ANIMAL E ASS CARYAN NULL ANIMAL NULL ANIMAL E ASS CARYAN NULL ANIMAL	81	550A	13.40	04/25/13	2103	N			PICKUP TRUCK/UTILITY VAN			75	PASSING
93 93<	82	550A	13.50	01/26/16	1845	N		<u> </u>				60	
BS BORA 12.50 DORA DORA <thd< td=""><td>83</td><td>550A</td><td>13.50</td><td>00/25/10</td><td>1/5/</td><td>IN N</td><td></td><td>E</td><td>PASS CAR/VAN</td><td></td><td></td><td>55</td><td></td></thd<>	83	550A	13.50	00/25/10	1/5/	IN N		E	PASS CAR/VAN			55	
B B B Chier Chier <thchier< th=""> <thchier< th=""> <thchier< th=""></thchier<></thchier<></thchier<>	04	550A	13.50	09/20/14	1045	IN N						60	
90 930 130 931 930 1300 931 930 1300 930 930 1300 930 </td <td>00</td> <td>550A</td> <td>13.50</td> <td>07/05/14</td> <td>1935</td> <td>IN N</td> <td></td> <td>-</td> <td>MOTORCYCLE</td> <td></td> <td></td> <td>00</td> <td></td>	00	550A	13.50	07/05/14	1935	IN N		-	MOTORCYCLE			00	
18 18<	00	550A	13.00	03/11/14	1925	N						40	
88 890A 13.70 1008/16 690 NULD ANIMAL N PASS CARVAN NO MPARMENT NOME APPARENT 690 GOING STRAGHT 91 550A 13.80 0712/11 1915 N VENCLE CARGODEBRIS E PICKUP TRUCKUTILITY VAN WITRAILER NO MPARMENT DRIVER INSZPERIENCE 30 OTIFER 91 550A 13.80 0720/15 620 N WILD ANIMAL S SUV 92 550A 13.90 0730/15 620 N WILD ANIMAL E PICKUP TRUCKUTILITY VAN NO MPARMENT NONE APPARENT 50 GOING STRAGHT 93 550A 14.00 052014 711 N WILD ANIMAL E PASS <carvan< td=""> NO IMPARMENT NONE APPARENT 600 GOING STRAGHT 95 550A 14.00 0301/14 81 N LIGHTUTITY VAN NO IMPARMENT NONE APPARENT 600 GOING STRAGHT 95 550A 14.00 030217 710 N OVERTURING<</carvan<>	88	550A	13.00	02/12/13	625	N		W				60	
200 201 202 <td>89</td> <td>550A</td> <td>13.00</td> <td>10/08/16</td> <td>650</td> <td>N</td> <td></td> <td>N</td> <td></td> <td></td> <td></td> <td>60</td> <td></td>	89	550A	13.00	10/08/16	650	N		N				60	
91 SSOA, 13.80 12/14/12 1040 N HEAD-ON E PICKUP TRUCKUTILITY VAN NO IMPAIRMENT DRIVER INEXPERIENCE 30 OTHER 92 SSOA, 13.80 12/14/12 1400 N WILD ANIMAL SUV NO NO IMPAIRMENT NONE APPARENT 45 GOING STRAIGHT 94 SSOA, 13.92 01/24/13 1935 N WILD ANIMAL E PICKUP TRUCKUTILITY VAN NO IMPAIRMENT NONE APPARENT 66 GOING STRAIGHT 95 SSOA, 13.00 10/10/16 645 N WILD ANIMAL E PICKUP TRUCKUTILITY VAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 96 SSOA, 14.00 10/10/16 645 N WILD ANIMAL E PICKUP TRUCKUTILITY VAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 96 SSOA, 14.00 02/01/1 431 N ILGHTUTILITY VAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 96 SSOA 14.00 02/01/17	90	550A	13.80	07/18/16	1915	N	VEHICLE CARGO/DEBRIS	F	PICKUP TRUCK/UTILITY VAN W/TRAILER			55	GOING STRAIGHT
29 ESGA 13.80 DEGUNIS INDIMARIANT LONE APPARENT LONE APPARENT LONE APPARENT SOUND STRAIGHT 35 SEGA 13.80 DEGUNIS NULD ANIMAL E PRICKUPT RUCKUTLITY VAN NOI MEPARMENT NONE APPARENT 60 GOING STRAIGHT 36 SEGA 13.90 DEGUNIS NULD ANIMAL E PASS CARVAN NOI MEPARMENT NONE APPARENT 60 GOING STRAIGHT 36 SEGA 14.00 DEGUNIS REAL PASS CARVAN NOI MEPARMENT NONE APPARENT 60 GOING STRAIGHT 36 SEGA 14.00 DEGUNIS REAL E PICKUP TRUCKUTLITY VAN NOI MEPARMENT NONE APPARENT 60 GOING STRAIGHT 36 SEGA 14.00 DEGUNIS REAL E PICKUP TRUCKUTLITY VAN NOI MEPARENT MORE APPARENT 60 GOING STRAIGHT 36 SEGA 14.00 DEGUNIS REAL E PICKUP TRUCKUTLITY VAN NOI MEPARMENT NONE APPARENT 60 GOING STRAIGHT	91	5504	13.80	12/14/12	1040	N		F				30	OTHER
98 550A 13.90 0750/15 620 N WILD ANIMAL E PICKUP TRUCKUTLITY VAN NO IMPAIRMENT NONE APPARENT 50 COINC STRAIGHT 98 550A 13.00 10750/15 620 N WILD ANIMAL E PASS CARVAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 98 550A 14.00 10710/16 645 N WILD ANIMAL E PICKUP TRUCKUTLITY VAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 98 550A 14.00 0010/14 831 N UIGHT/UTILTY POLE N PICKUP TRUCKUTLITY VAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 98 550A 14.00 602/01/1 431 N IEGHT/UTILTY VAN NO IMPAIRMENT NONE APPARENT 50 GOING STRAIGHT 98 550A 14.00 602/01/13 S01 NO IMPAIRMENT NONE APPARENT 50 GOING STRAIGHT 100 550A 14.20 602/01/13 <td>92</td> <td>550A</td> <td>13.80</td> <td>05/20/15</td> <td>1600</td> <td>N</td> <td></td> <td>S</td> <td>SUV</td> <td></td> <td></td> <td>45</td> <td>GOING STRAIGHT</td>	92	550A	13.80	05/20/15	1600	N		S	SUV			45	GOING STRAIGHT
94 550A 13.92 O1(2/13 1935 N WILD ANIMAL E PASS CARWAN NOI MPAIRMENT NONE APPARENT 60 GOING STRAIGHT 95 550A 14.00 06/20/14 711 N WILD ANIMAL W PASS CARWAN NOI MPAIRMENT NONE APPARENT 60 GOING STRAIGHT 96 550A 14.00 03/01/14 81 N LIGHTUTUTUTUTY POLE N PICKUP TRUCKUTUTUY VAN NOI MPAIRMENT NONE APPARENT 05 GOING STRAIGHT 95 550A 14.00 03/01/14 81 N LIGHTUTUTUTY VAN NOI MPAIRMENT NONE APPARENT 05 GOING STRAIGHT 95 550A 14.00 03/06/17 730 N OVERTURING N PICKUP TRUCKUTUTY VAN NOI MPAIRMENT NONE APPARENT 50 GOING STRAIGHT 101 550A 14.00 06/21/14 1000 N WILD ANIMAL E PASS CARVAN NOI MPAIRMENT NONE APPARENT 60 GOING STRAIGHT	93	550A	13.90	07/30/15	620	N	WILD ANIMAL	Ē	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	50	GOING STRAIGHT
95 550A 14.00 06/201/4 711 N WILD ANIMAL W PASS CARVAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 96 550A 14.00 03/01/14 831 N LIGHT/UTILTY POLE N PICKUP TRUCK/UTILITY VAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 98 550A 14.00 05/201/7 140.2 N FENCE E SUV NO IMPAIRMENT NONE APPARENT 50 GOING STRAIGHT 99 550A 14.04 03/01/14 831 N DVERTURNING N PICKUP TRUCK/UTILITY VAN NO IMPAIRMENT NONE APPARENT 50 GOING STRAIGHT 100 550A 14.04 03/01/14 1000 NULD ANIMAL SUV NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 101 550A 14.20 06/01/13 520 N WILD ANIMAL E PASS CARVAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 10 <td< td=""><td>94</td><td>550A</td><td>13.92</td><td>01/25/13</td><td>1935</td><td>N</td><td>WILD ANIMAL</td><td>Ē</td><td>PASS CAR/VAN</td><td>NO IMPAIRMENT</td><td>NONE APPARENT</td><td>60</td><td>GOING STRAIGHT</td></td<>	94	550A	13.92	01/25/13	1935	N	WILD ANIMAL	Ē	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	60	GOING STRAIGHT
96 550A 14:00 10/10/16 645 N WILD ANIMAL E PICKUP TRUCK/UTILITY VAN NO IMPARMENT NONE APPARENT 60 GOING STRAIGHT 97 550A 14:00 03/01/14 81 NO IMPARMENT NONE APPARENT UK 00 GOING STRAIGHT 98 550A 14:00 03/01/14 81 NO IMPARMENT NONE APPARENT 55 GOING STRAIGHT 99 550A 14:04 01/05/15 100 N DICKUP TRUCK/UTILITY VAN NO IMPARMENT NONE APPARENT 50 OTHER 100 550A 14:04 01/05/17 500 N DICKUP TRUCK/UTILITY VAN NO IMPARMENT NONE APPARENT 50 OTHER DICKUP TRUCK/UTILITY VAN NO IMPARMENT NONE APPARENT 50 OTHER DICKUP TRUCK/UTILITY VAN NO IMPARMENT NONE APPARENT 60 GOING STRAIGHT 101 550A 14:00 06/21/13 1844 N VILD ANIMAL E	95	550A	14.00	06/20/14	711	Ν	WILD ANIMAL	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	60	GOING STRAIGHT
97 550A 14.00 03/01/14 831 N LIGHT/UTILITY POLE N PICKUP TRUCK/UTILITY VAN NOI MPAIRMENT NONE APPARENT UK GOING STRAIGHT 98 550A 14.00 05/2017 740.2 N FENCE E SUV NOI MPAIRMENT NONE APPARENT 550 OTHER 100 550A 14.04 01/05/15 1600 N OVERTURNING N PICKUP TRUCK/UTILITY VAN NOI MPAIRMENT NONE APPARENT 50 GOING STRAIGHT 101 550A 14.04 01/05/15 1600 N DUMESTIC ANIMAL S SUV NOI MPAIRMENT NONE APPARENT 50 GOING STRAIGHT 102 550A 14.20 06/01/13 520 N WILD ANIMAL E PASS CAR/VAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 103 550A 14.20 06/21/13 1845 N WILD ANIMAL E PASS CAR/VAN NO IMPAIRMENT NONE APPARENT 50 GOING STRAI	96	550A	14.00	10/10/16	645	Ν	WILD ANIMAL	Е	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	60	GOING STRAIGHT
98 550A 14.00 05/20/17 1402 NO FENCE E SUV NO IMPAIRMENT NONE APPARENT 55 OGING STRAIGHT 99 550A 14.04 03/06/17 730 N OVERTURNING N PICKUP TRUCK/UTILITY VAN NO IMPAIRMENT NONE APPARENT 50 OTHER 101 550A 14.04 01/05/15 1600 N DURDATINAL N PASS CARVAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 102 550A 14.20 06/21/17 535 N WILD ANIMAL E PASS CARVAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 103 550A 14.20 06/21/17 535 N WILD ANIMAL E PASS CARVAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 104 550A 14.30 02/21/14 1144 N FENCE W SUV NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT	97	550A	14.00	03/01/14	831	Ν	LIGHT/UTILITY POLE	Ν	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT
99 550A 14.04 03/06/17 730 N OVERTURNING N PICKUP TRUCKUTLILITY VAN NO IMPARMENT NONE APPARENT 50 OTHER 100 550A 14.04 016/51 1600 N DMEDTIC ANIMAL SUV NO IMPARMENT NONE APPARENT 60 GOING STRAIGHT 101 550A 14.20 06/01/13 520 N WILD ANIMAL E PASS CAR/VAN NO IMPARMENT NONE APPARENT 60 GOING STRAIGHT 104 550A 14.20 06/01/17 530 NUID ANIMAL E PASS CAR/VAN NO IMPARMENT NONE APPARENT 60 GOING STRAIGHT 104 550A 14.20 06/21/17 5350 NUID ANIMAL PASS CAR/VAN NO IMPARMENT NONE APPARENT 60 GOING STRAIGHT 104 550A 14.30 02/14/14 144 N FENCE WJUV NO IMPARMENT NONE APPARENT 45 GOING STRAIGHT 105 550A 14.30 02/21/16	98	550A	14.00	05/20/17	1402	Ν	FENCE	Е	SUV	NO IMPAIRMENT	NONE APPARENT	55	GOING STRAIGHT
100 550A 14.04 01/05/15 1600 N DOMESTIC ANIMAL SUV NO IMPAIRMENT NONE APPARENT 50 GOING STRAIGHT 101 550A 14.10 06/21/14 1000 N WILD ANIMAL N PASS CAR/VAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 102 550A 14.20 06/21/17 535 N WILD ANIMAL E PASS CAR/VAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 104 550A 14.20 06/21/17 114 N FECCE W SUV NO IMPAIRMENT NONE APPARENT 45 GOING STRAIGHT 105 550A 14.30 05/27/13 1845 N WILD ANIMAL E SUV NO IMPAIRMENT NONE APPARENT 45 GOING STRAIGHT 106 550A 14.30 09/20/16 740 N REAR-END N SUV NO IMPAIRMENT NONE APPARENT 30 SLOWING 108 550A <td>99</td> <td>550A</td> <td>14.04</td> <td>03/06/17</td> <td>730</td> <td>Ν</td> <td>OVERTURNING</td> <td>Ν</td> <td>PICKUP TRUCK/UTILITY VAN</td> <td>NO IMPAIRMENT</td> <td>NONE APPARENT</td> <td>50</td> <td>OTHER</td>	99	550A	14.04	03/06/17	730	Ν	OVERTURNING	Ν	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	50	OTHER
101 550A 14.20 06/21/14 1000 N WILD ANIMAL N PASS CARVAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 102 550A 14.20 06/01/13 520 N WILD ANIMAL E PASS CARVAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 104 550A 14.20 06/21/17 535 N WILD ANIMAL E PASS CARVAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 104 550A 14.20 06/21/17 1345 N WILD ANIMAL N PASS CARVAN NO IMPAIRMENT ASLEEP AT WHEEL 60 GOING STRAIGHT 105 550A 14.30 05/27113 1845 N WILD ANIMAL E SUV NO IMPAIRMENT NORE APPARENT 55 GOING STRAIGHT 106 550A 14.30 05/27114 524 N WILD ANIMAL E SUV NO IMPAIRMENT NORE APPARENT 50 SOING STRAIGHT	100	550A	14.04	01/05/15	1600	Ν	DOMESTIC ANIMAL	S	SUV	NO IMPAIRMENT	NONE APPARENT	50	GOING STRAIGHT
102 550A 14.20 06/01/13 520 N WILD ANIMAL E PASS CAR/VAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 103 550A 14.20 06/21/17 535 N WILD ANIMAL E PASS CAR/VAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 104 550A 14.20 02/14/14 1144 N FENCE W SUV NO IMPAIRMENT NONE APPARENT 45 GOING STRAIGHT 105 550A 14.30 02/14/14 1144 N FENCE W SUV NO IMPAIRMENT NONE APPARENT 45 GOING STRAIGHT 106 550A 14.30 09/20/16 740 N REAR-END N SUV NO IMPAIRMENT NONE APPARENT 50 GOING STRAIGHT 107 550A 14.60 17/21/16 1644 N WILD ANIMAL E PASS CAR/VAN NO IMPAIRMENT NONE APPARENT 50 GOING STRAIGHT 108<	101	550A	14.10	06/21/14	1000	Ν	WILD ANIMAL	Ν	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	60	GOING STRAIGHT
103 550A 14.20 06/21/17 535 N WILD ANIMAL E PASS CAR/VAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 104 550A 14.30 05/27/13 1845 N WILD ANIMAL N PASS CAR/VAN W/TRAILER NO IMPAIRMENT NONE APPARENT 45 GOING STRAIGHT 106 550A 14.30 05/27/13 1845 N WILD ANIMAL E SUV NO IMPAIRMENT NONE APPARENT 45 GOING STRAIGHT 107 550A 14.30 05/27/13 1845 N WILD ANIMAL E SUV NO IMPAIRMENT NONE APPARENT 55 GOING STRAIGHT 108 550A 14.50 07/04/14 524 N WILD ANIMAL E PASS CAR/VAN NO IMPAIRMENT NONE APPARENT 50 GOING STRAIGHT 109 550A 14.60 11/2/16 1645 N WILD ANIMAL W PASS CAR/VAN NO IMPAIRMENT NONE APPARENT 55 GOING STRAIGHT	102	550A	14.20	06/01/13	520	Ν	WILD ANIMAL	Е	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	60	GOING STRAIGHT
104 550A 14.20 02/14/14 114 N FENCE W SUV NO IMPAIRMENT ASLEEP AT WHEEL 60 GOING STRAIGHT 105 550A 14.30 05/27/13 1845 N WILD ANIMAL E SUV NO IMPAIRMENT NONE APPARENT 45 GOING STRAIGHT 106 550A 14.30 09/20/16 740 N REA-END N SUV NO IMPAIRMENT NONE APPARENT 30 SLOWING 108 550A 14.50 07/04/14 524 N WILD ANIMAL E SUV NO IMPAIRMENT NONE APPARENT 30 SLOWING 109 550A 14.60 11/26/16 1645 N WILD ANIMAL W PASS CAR/VAN NO IMPAIRMENT NONE APPARENT 55 GOING STRAIGHT 110 550A 14.60 11/26/16 1645 N WILD ANIMAL W PICKUP TRUCK/UTILITY VAN NO IMPAIRMENT NONE APPARENT 55 GOING STRAIGHT 111	103	550A	14.20	06/21/17	535	Ν	WILD ANIMAL	Е	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	60	GOING STRAIGHT
105550A14.3005/27/131845NWILD ANIMALNPASS CARVAN W/TRAILERNO IMPAIRMENTNONE APPARENT45GOING STRAIGHT106550A14.3012/11/161800NWILD ANIMALESUVNO IMPAIRMENTNONE APPARENT55GOING STRAIGHT107550A14.3007/04/14524NWILD ANIMALESUVNO IMPAIRMENTNONE APPARENT30SLOWING108550A14.6011/27/161645NWILD ANIMALEPASS CAR/VANNO IMPAIRMENTNONE APPARENT55GOING STRAIGHT109550A14.6011/26/121455NWILD ANIMALWPASS CAR/VANNO IMPAIRMENTNONE APPARENT55GOING STRAIGHT110550A14.6011/26/121455NWILD ANIMALWPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNONE APPARENT55GOING STRAIGHT111550A14.6011/26/121455NSIDESWIPE OPPOSITE DIRECTIONEPICKUP TRUCK/UTILITY VANNO IMPAIRMENTDRIVER PREOCCUPIED50GOING STRAIGHT112550A14.7001/18/14200NOVERTURNINGESUVNO IMPAIRMENTNONE APPARENT60AvooIDNO GOING STRAIGHT113550A14.7001/18/14200NOVERTURNINGESUVNO IMPAIRMENTNONE APPARENT50GOING STRAIGHT114550A14.7001/18/14200	104	550A	14.20	02/14/14	1144	Ν	FENCE	W	SUV	NO IMPAIRMENT	ASLEEP AT WHEEL	60	GOING STRAIGHT
106 550A 14.30 12/11/16 1800 N WILD ANIMAL E SUV NO IMPAIRMENT NONE APPARENT 55 GOING STRAIGHT 107 550A 14.30 09/20/16 740 N REAR-END N SUV NO IMPAIRMENT NONE APPARENT 30 SLOWING 109 550A 14.60 11/27/16 1645 N WILD ANIMAL E PASS CAR/VAN NO IMPAIRMENT NONE APPARENT 55 GOING STRAIGHT 109 550A 14.60 11/26/16 1645 N WILD ANIMAL W PASS CAR/VAN NO IMPAIRMENT NONE APPARENT 55 GOING STRAIGHT 110 550A 14.60 11/26/12 1455 N WILD ANIMAL W PICKUP TRUCK/UTILITY VAN NO IMPAIRMENT NONE APPARENT 55 GOING STRAIGHT 111 550A 14.60 11/26/12 1455 N SIDESWIPE OPPOSITE DIRECTION E PICKUP TRUCK/UTILITY VAN NO IMPAIRMENT NONE APPARENT 60 <t< td=""><td>105</td><td>550A</td><td>14.30</td><td>05/27/13</td><td>1845</td><td>Ν</td><td>WILD ANIMAL</td><td>Ν</td><td>PASS CAR/VAN W/TRAILER</td><td>NO IMPAIRMENT</td><td>NONE APPARENT</td><td>45</td><td>GOING STRAIGHT</td></t<>	105	550A	14.30	05/27/13	1845	Ν	WILD ANIMAL	Ν	PASS CAR/VAN W/TRAILER	NO IMPAIRMENT	NONE APPARENT	45	GOING STRAIGHT
107550A14.3009/20/16740NREAR-ENDNSUVNO IMPAIRMENTNONE APPARENT30SLOWING108550A14.5007/04/14524NWILD ANIMALEPASS CAR/VANNO IMPAIRMENTNONE APPARENT50GOING STRAIGHT109550A14.6011/27/161645NWILD ANIMALWPASS CAR/VANNO IMPAIRMENTNONE APPARENT55GOING STRAIGHT110550A14.6011/26/121455NSIDESWIPE OPPOSITE DIRECTIONEPICKUP TRUCK/UTILITY VANNO IMPAIRMENTDRIVER PREOCCUPIED50GOING STRAIGHT111550A14.6011/26/121455NSIDESWIPE OPPOSITE DIRECTIONEPICKUP TRUCK/UTILITY VANNO IMPAIRMENTDRIVER PREOCCUPIED50GOING STRAIGHT112550A14.6011/26/13741NFENCEEPASS CAR/VANNO IMPAIRMENTNONE APPARENT60AVOIDING OBJECTIVEHICLE IN ROAD113550A14.7009/18/142000NOVERTURNINGESUVNO IMPAIRMENTNONE APPARENT50GOING STRAIGHT114550A14.7011/26/13741NWILD ANIMALWSUVNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT115550A14.7011/26/13741NWILD ANIMALWSUVNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT116550A14.7006/25/17 </td <td>106</td> <td>550A</td> <td>14.30</td> <td>12/11/16</td> <td>1800</td> <td>Ν</td> <td>WILD ANIMAL</td> <td>Е</td> <td>SUV</td> <td>NO IMPAIRMENT</td> <td>NONE APPARENT</td> <td>55</td> <td>GOING STRAIGHT</td>	106	550A	14.30	12/11/16	1800	Ν	WILD ANIMAL	Е	SUV	NO IMPAIRMENT	NONE APPARENT	55	GOING STRAIGHT
108550A14.5007/04/14524NWILD ANIMALEPASS CAR/VANNO IMPAIRMENTNONE APPARENT50GOING STRAIGHT109550A14.6011/27/161645NWILD ANIMALWPASS CAR/VANNO IMPAIRMENTNONE APPARENT55GOING STRAIGHT110550A14.6011/26/121455NSIDESWIPE OPPOSITE DIRECTIONEPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNONE APPARENT55GOING STRAIGHT111550A14.6011/26/121455NSIDESWIPE OPPOSITE DIRECTIONEPICKUP TRUCK/UTILITY VANNO IMPAIRMENTDRIVER PREOCCUPIED50GOING STRAIGHT112550A14.6501/09/14719NFENCEEPASS CAR/VANNO IMPAIRMENTASLEEP AT WHEEL55GOING STRAIGHT113550A14.7009/18/142000NOVERTURNINGESUVNO IMPAIRMENTNONE APPARENT60Avvoiding object relict in ROAD114550A14.7011/26/13741NWILD ANIMALWSUVNO IMPAIRMENTNONE APPARENT50GOING STRAIGHT115550A14.7006/25/171800NWILD ANIMALWSUVNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT116550A14.7006/25/171800NWILD ANIMALWPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT116550A <td>107</td> <td>550A</td> <td>14.30</td> <td>09/20/16</td> <td>740</td> <td>N</td> <td>REAR-END</td> <td>N</td> <td>SUV</td> <td>NO IMPAIRMENT</td> <td>NONE APPARENT</td> <td>30</td> <td>SLOWING</td>	107	550A	14.30	09/20/16	740	N	REAR-END	N	SUV	NO IMPAIRMENT	NONE APPARENT	30	SLOWING
100550A14.6011/2/1161645NWILD ANIMALWPASS CAR/VANNO IMPAIRMENTNORE APPARENT55GOING STRAIGHT110550A14.6012/08/161530NWILD ANIMALWPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNORE APPARENT55GOING STRAIGHT111550A14.6501/09/14719NFENCEEPICKUP TRUCK/UTILITY VANNO IMPAIRMENTDRIVER PREOCCUPIED55GOING STRAIGHT112550A14.6501/09/14719NFENCEEPASS CAR/VANNO IMPAIRMENTASLEEP AT WHEEL55GOING STRAIGHT113550A14.7009/18/142000NOVERTURNINGESUVNO IMPAIRMENTNONE APPARENT60AvoidNo object which is none114550A14.7011/26/13741NWILD ANIMALWSUVNO IMPAIRMENTNONE APPARENT50GOING STRAIGHT115550A14.7001/26/13741NWILD ANIMALEPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT115550A14.7006/25/171800NWILD ANIMALWPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT116550A14.8008/04/12200NDELINEATOR POSTWPICKUP TRUCK/UTILITY VANALCOHOLUNKNOWN70OTHER117550A14.8008/04/12200<	108	550A	14.50	07/04/14	524	N	WILD ANIMAL	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	50	GOING STRAIGHT
110550A14.6012/08/1615.30NWILD ANIMALWPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNOIMPAIRMENTNOIL APPARENT55GOING STRAIGHT111550A14.6011/26/121455NSIDESWIPE OPPOSITE DIRECTIONEPICKUP TRUCK/UTILITY VANNO IMPAIRMENTDRIVER PREOCCUPIED50GOING STRAIGHT112550A14.6011/26/121455NSIDESWIPE OPPOSITE DIRECTIONEPICKUP TRUCK/UTILITY VANNO IMPAIRMENTASLEEP AT WHEEL55GOING STRAIGHT113550A14.7009/18/142000NOVERTURNINGESUVNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT114550A14.7011/26/13741NWILD ANIMALWSUVNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT115550A14.7006/25/171800NWILD ANIMALWPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT116550A14.7006/25/171800NWILD ANIMALWPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT117550A14.8008/04/12200NDELINEATOR POSTWPICKUP TRUCK/UTILITY VANALCOHOLUNKNOWN0KGOING STRAIGHT118550A14.8008/04/12200NDELINEATOR POSTWPICKUP TRUCK/UTILITY VANALCOHOLUNKNOWNUK <td< td=""><td>109</td><td>550A</td><td>14.60</td><td>11/27/16</td><td>1645</td><td>N</td><td>WILD ANIMAL</td><td>W</td><td>PASS CAR/VAN</td><td>NO IMPAIRMENT</td><td>NONE APPARENT</td><td>55</td><td>GOING STRAIGHT</td></td<>	109	550A	14.60	11/27/16	1645	N	WILD ANIMAL	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	55	GOING STRAIGHT
111550A14.0011/20/121435NSIDESWIPE OPPOSITE DIRECTIONEPICKUP IRUCK/UTILITY VANNO IMPAIRMENTDRIVER PREOCCUPIED50GOING STRAIGHT112550A14.6501/09/14719NFENCEEPASS CAR/VANNO IMPAIRMENTASLEEP AT WHEEL55GOING STRAIGHT113550A14.7009/18/142000NOVERTURNINGESUVNO IMPAIRMENTNONE APPARENT60Avoiding objectiveHicle IN ROAD114550A14.7011/26/13741NWILD ANIMALWSUVNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT115550A14.7011/26/13741NWILD ANIMALEPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT116550A14.7006/25/171800NWILD ANIMALWPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT117550A14.8008/04/12200NDELINEATOR POSTWPICKUP TRUCK/UTILITY VANALCOHOLUNKNOWN70OTHER118550A14.8009/09/122237NSIDESWIPE OPPOSITE DIRECTIONWSUVALCOHOLUNKNOWNUKOTHER120550A14.8001/08/17830NDELINEATOR POSTNPICKUP TRUCK/UTILITY VANALCOHOLUNKNOWN55OTHER120550A14.8009/09/122237 <td>110</td> <td>550A</td> <td>14.60</td> <td>12/08/16</td> <td>1530</td> <td>N</td> <td></td> <td>VV</td> <td></td> <td></td> <td></td> <td>55</td> <td></td>	110	550A	14.60	12/08/16	1530	N		VV				55	
112500A14.0501/09/14713NFENCEEPASS CAR/VANNO IMPAIRMENTASLEP AT WHELL55GOING STRAIGHT113550A14.7009/18/142000NOVERTURNINGESUVNO IMPAIRMENTNONE APPARENT60AVOIDING OBJECTIVEHICLE IN ROAD114550A14.7011/01/12945NWILD ANIMALWSUVNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT115550A14.7011/26/13741NWILD ANIMALEPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT116550A14.7006/25/171800NWILD ANIMALWPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT116550A14.8008/04/12200NDELINEATOR POSTWPICKUP TRUCK/UTILITY VANALCOHOLUNKNOWN70OTHER117550A14.8007/16/121702NFENCENPICKUP TRUCK/UTILITY VANALCOHOLUNKNOWNUKGOING STRAIGHT118550A14.8007/16/121702NFENCENPICKUP TRUCK/UTILITY VANALCOHOLUNKNOWNUKGOING STRAIGHT119550A14.8009/09/122237NSIDESWIPE OPPOSITE DIRECTIONWSUVALCOHOLUNKNOWN55OTHER120550A14.9001/08/17830NDELINEATOR POSTN </td <td>111</td> <td>550A</td> <td>14.60</td> <td>11/26/12</td> <td>1455</td> <td>N</td> <td>SIDESWIPE OPPOSITE DIRECTION</td> <td><u> </u></td> <td></td> <td></td> <td></td> <td>50</td> <td></td>	111	550A	14.60	11/26/12	1455	N	SIDESWIPE OPPOSITE DIRECTION	<u> </u>				50	
110150/A14.7009/16/1420/00NOVER LUNNINGESUVNO IMPAIRMENTNONE APPARENT60Avoid/Income callection road114550A14.7011/01/12945NWILD ANIMALWSUVNO IMPAIRMENTNONE APPARENT50GOING STRAIGHT115550A14.7011/26/13741NWILD ANIMALEPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT116550A14.7006/25/171800NWILD ANIMALWPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT117550A14.8008/04/12200NDELINEATOR POSTWPICKUP TRUCK/UTILITY VANALCOHOLUNKNOWN70OTHER118550A14.8009/09/122237NSIDESWIPE OPPOSITE DIRECTIONWSUVALCOHOLUNKNOWNUKGOING STRAIGHT120550A14.8001/08/17830NDELINEATOR POSTNPASS CAR/VANNO IMPAIRMENTUNKNOWN55OTHER120550A14.9001/08/17830NDELINEATOR POSTNPASS CAR/VANNO IMPAIRMENTUNKNOWNUK OTHER	112	AUGG	14.65	01/09/14	/19	N		E	PASS CAR/VAN			55	GUING STRAIGHT
114500/A14.7011/0/1/2945NWILD ANIMALWSUVNO IMPAIRMENTNONE APPARENT50GOING STRAIGHT115550A14.7011/26/13741NWILD ANIMALEPASS CAR/VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT116550A14.7006/25/171800NWILD ANIMALWPICKUP TRUCK/UTILITY VANNO IMPAIRMENTNONE APPARENT60GOING STRAIGHT117550A14.8008/04/12200NDELINEATOR POSTWPICKUP TRUCK/UTILITY VANALCOHOLUNKNOWN70OTHER118550A14.8009/09/122237NSIDESWIPE OPPOSITE DIRECTIONWSUVALCOHOLUNKNOWN55OTHER120550A14.9001/08/17830NDELINEATOR POSTNPASS CAR/VANNO IMPAIRMENTUNKNOWNUKOTHER	113	AUCC	14.70	09/18/14	2000	N		E				60	AVOIDING OBJECT/VEHICLE IN ROAD
110 DSG 14.0 112010 14.1 N WILD ANIMAL E FASS CARVAN INC INFARMENT NONE APPARENT 60 GOING STRAIGHT 116 550A 14.70 06/25/17 1800 N WILD ANIMAL W PICKUP TRUCK/UTILITY VAN NO IMPAIRMENT NONE APPARENT 60 GOING STRAIGHT 117 550A 14.80 08/04/12 200 N DELINEATOR POST W PICKUP TRUCK/UTILITY VAN ALCOHOL UNKNOWN 70 OTHER 118 550A 14.80 08/04/12 200 N FENCE N PICKUP TRUCK/UTILITY VAN ALCOHOL UNKNOWN UK GOING STRAIGHT 118 550A 14.80 09/09/12 2237 N SIDESWIPE OPPOSITE DIRECTION W SUV ALCOHOL UNKNOWN UK OTHER 120 550A 14.90 01/08/17 830 N DELINEATOR POST N PASS CAR/VAN NO IMPAIRMENT UNKNOWN UK OTHER	114	550A	14.70	11/01/12	940	N		VV E				00	
117 550A 14.80 08/04/12 200 N DELINEATOR POST W PICKUP TRUCK/UTILITY VAN ALCOHOL UNKNOWN 70 OTHER 118 550A 14.80 08/04/12 200 N DELINEATOR POST W PICKUP TRUCK/UTILITY VAN ALCOHOL UNKNOWN 70 OTHER 118 550A 14.80 08/04/12 200 N FENCE N PICKUP TRUCK/UTILITY VAN ALCOHOL UNKNOWN VK GOING STRAIGHT 118 550A 14.80 09/09/12 2237 N SIDESWIPE OPPOSITE DIRECTION W SUV ALCOHOL UNKNOWN 55 OTHER 120 550A 14.90 01/08/17 830 N DELINEATOR POST N PASS CAR/VAN NO IMPAIRMENT UNKNOWN UK OTHER	110	550A	14.70	11/20/13	1900	IN NI						60	
118 550A 14.80 07/16/12 1702 N FENCE N PICKUP TRUCK/OTHETT VAN ALCOHOL UNKNOWN UK GOING STRAIGHT 119 550A 14.80 07/16/12 1702 N FENCE N PICKUP TRUCK/UTILITY VAN ALCOHOL UNKNOWN UK GOING STRAIGHT 119 550A 14.90 01/08/17 830 N DELINEATOR POST N PASS CAR/VAN NO IMPAIRMENT UNKNOWN UK OTHER	110	550A	14.70	08/04/42	200	N		VV \//				70	
119 550A 14.85 09/09/12 2237 N SIDESWIPE OPPOSITE DIRECTION W SUV ALCOHOL UNKNOWN 55 OTHER 120 550A 14.90 01/08/17 830 N DELINEATOR POST N PASS CAR/VAN NO IMPAIRMENT UNKNOWN UK OTHER	118	550A	14.80	07/16/12	1702	N	FENCE	N		ALCOHOL		11K	GOING STRAIGHT
120 550A 14.90 01/08/17 830 N DELIGATOR POST N PASS CAR/VAN NO IMPAIRMENT UNKNOWN UK OTHER	119	550A	14 85	09/09/12	2237	N	SIDESWIPE OPPOSITE DIRECTION	Ŵ	SUV	ALCOHOL	UNKNOWN	55	OTHER
	120	550A	14.90	01/08/17	830	N	DELINEATOR POST	N	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	UK	OTHER

#	Hwy	MP	Date	Time Sev	Location	Road Description	# of Veh	Contour	Road Condition	Lighting	Weather
121	550A	14.94	06/06/14	800 INJ	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT	NONE
122	550A	14.99	11/14/15	1315 PDO	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE
123	550A	15.00	01/10/14	1600 PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
124	550A	15.00	12/05/14	1845 PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE
125	550A	15.00	08/02/16	2048 PDO	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
126	550A	15.00	10/06/16	600 INJ	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
127	550A	15.00	12/20/16	1710 PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
128	550A	15.00	12/20/16	1715 PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
129	550A	15.00	11/13/15	830 PDO	ON	NON-INTERSECTION	3	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE
130	550A	15.01	11/07/12	250 PDO	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
131	550A	15.04	02/11/16	1610 PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE
132	550A	15.10	03/21/14	725 PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE
133	550A	15.10	05/20/16	744 PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE
134	550A	15.10	10/28/16	2110 PDO	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-LIGHTED	NONE
135	550A	15.20	07/03/14	1645 INJ	ON	NON-INTERSECTION	1	HILLCREST	DRY	DAYLIGHT	NONE
136	550A	15.20	11/20/14	710 PDO	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAWN OR DUSK	NONE
137	550A	15.40	11/18/16	1920 PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE
138	550A	15.40	11/29/15	2200 PDO	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL		DARK-UNLIGHTED	NONE
139	550A	15.40	01/01/16	1920 PDO			1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE
140	550A	15.40	09/28/14	1435 PDU	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	WEI	DAYLIGHT	
141	550A	15.50	02/09/13	1530 INJ	ON	NON-INTERSECTION	2	CURVE ON-GRADE		DAYLIGHT	SNOW/SLEET/HAIL
142	550A	15.50	05/19/17	1802 PDO		NON-INTERSECTION	2	CURVE ON-GRADE	DRY		NONE
143	550A	15.50	11/01/13	1835 PDO			1			DAWN OR DUSK	NONE
144	SSUA	15.50	12/07/14	704 PDU			1				NONE
145	550A	15.00	10/10/13	2343 INJ			1				
146	550A	15.60	12/26/14	755 PDU			1				SNOW/SLEET/HAIL
147	550A	15.00	09/20/14	740 INJ	ON		2				NONE
140	550A	15.00	02/13/13	1615 PDO			2				NONE
149	550A	15.00	11/03/15	1644 PDO			2		DRY		NONE
151	550A	15.80	10/15/13	1633 IN I	ON		2		DRY	DAVIJCHT	NONE
152	550A	15.00	01/20/17	1814 PDO			1		WET		
152	550A	15.00	07/09/15	1140 IN I			2		DRY		NONE
154	550A	15.90	10/24/15	1610 PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
155	550A	15.00	04/12/17	1730 PDO	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT	NONE
156	5504	16.00	10/05/12	700 PDO	ON		1		DRY		NONE
157	550A	16 10	04/19/16	1050 PDO	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT	NONE
158	550A	16.10	07/26/13	945 IN.I	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE
159	550A	16.20	03/31/15	700 PDO	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAWN OR DUSK	NONE
160	550A	16.20	10/20/16	1640 PDO	ON	AT INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE
161	550A	16.20	02/25/14	714 PDO	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE
162	550A	16.20	12/05/15	930 PDO	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	WET W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
163	550A	16.30	06/11/14	1300 PDO	ON	INTERSECTION RELATED	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE
164	160A	88.32	07/02/12	1625 PDO	ON	INTERSECTION RELATED	1	CURVE ON-LEVEL	FOREIGN MATERIAL	DAYLIGHT	NONE
165	160A	88.32	12/05/14	1600 PDO	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE
166	160A	88.31	07/13/12	1720 PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-GRADE	WET	DAYLIGHT	RAIN
167	160A	88.32	06/09/13	1810 INJ	ON	INTERSECTION RELATED	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE
168	160A	88.32	07/06/16	800 PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
169	160A	88.30	08/09/16	1305 INJ	ON	INTERSECTION RELATED	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE
170	160A	88.30	06/08/17	1720 PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
171	160A	88.30	05/04/16	1420 PDO	ON	INTERSECTION RELATED	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE
172	160A	88.32	04/11/15	1927 INJ	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE
173	160A	88.30	02/09/13	1135 INJ	OFF RIGHT	NON-INTERSECTION	2	CURVE ON-GRADE	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL
174	160A	88.30	02/09/13	1140 PDO	OFF RIGHT	NON-INTERSECTION	2	CURVE ON-GRADE	ICY	DAYLIGHT	SNOW/SLEET/HAIL
175	160A	88.30	02/10/13	1140 PDO	OFF RIGHT	NON-INTERSECTION	3	CURVE ON-GRADE	ICY	DAYLIGHT	SNOW/SLEET/HAIL
176	160A	88.30	02/09/13	1135 PDO	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY	DAYLIGHT	SNOW/SLEET/HAIL
177	160A	88.32	11/13/15	1252 PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE
178	160A	88.30	02/09/13	1125 INJ	ON	NON-INTERSECTION	2	CURVE ON-GRADE	ICY	DAYLIGHT	SNOW/SLEET/HAIL
179	160A	88.30	09/22/13	1728 INJ	ON	INTERSECTION RELATED	3	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN

#	Hwy	MP	Date	Time	Ramp	Accident Type	Dir	Vehicle Type	Driver Factor	Human Factor	Speed	Vehicle Movement
121	550A	14.94	06/06/14	800	Ν	OVERTURNING	Ν	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	55	GOING STRAIGHT
122	550A	14.99	11/14/15	1315	Ν	WILD ANIMAL	Е	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	60	GOING STRAIGHT
123	550A	15.00	01/10/14	1600	Ν	WILD ANIMAL	S	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	45	GOING STRAIGHT
124	550A	15.00	12/05/14	1845	Ν	WILD ANIMAL	Е	SUV	NO IMPAIRMENT	NONE APPARENT	60	GOING STRAIGHT
125	550A	15.00	08/02/16	2048	Ν	WILD ANIMAL	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	60	GOING STRAIGHT
126	550A	15.00	10/06/16	600	Ν	WILD ANIMAL	Е	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	35	GOING STRAIGHT
127	550A	15.00	12/20/16	1710	N	WILD ANIMAL	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	60	GOING STRAIGHT
128	550A	15.00	12/20/16	1715	N	WILD ANIMAL	W	SUV	NO IMPAIRMENT	NONE APPARENT	40	GOING STRAIGHT
129	550A	15.00	11/13/15	830	N	REAR-END	N	PASS CAR/VAN			55	GOING STRAIGHT
130	550A	15.01	11/07/12	250	N		VV	PASS CAR/VAN		ASLEEP AT WHEEL	50	OTHER OUT
131	550A	15.04	02/11/16	1610	N		E				60	GOING STRAIGHT
132	550A	15.10	05/20/16	720	N		<u>vv</u>				40	
133	550A	15.10	10/28/16	2110	N		N				60	
134	550A	15.10	07/03/14	1645	N		F				60	GOING STRAIGHT
136	550A	15.20	11/20/14	710	N		E				65	OTHER
137	550A	15.20	11/18/16	1920	N		F	SUV			60	GOING STRAIGHT
138	550A	15 40	11/29/15	2200	N	FENCE	W	SUV			40	GOING STRAIGHT
139	550A	15.40	01/01/16	1920	N	FENCE	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT
140	550A	15.40	09/28/14	1435	N	LARGE BOULDERS OR ROCKS	Ē	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	45	GOING STRAIGHT
141	550A	15.50	02/09/13	1530	Ν	HEAD-ON	Е	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	35	WEAVING
142	550A	15.50	05/19/17	1802	Ν	OVERTAKING TURN	W	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	15	MAKING U-TURN
143	550A	15.50	11/01/13	1835	Ν	WILD ANIMAL	S	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	60	GOING STRAIGHT
144	550A	15.50	12/07/14	704	Ν	WILD ANIMAL	Е	SUV	NO IMPAIRMENT	NONE APPARENT	55	GOING STRAIGHT
145	550A	15.60	10/10/13	2343	Ν	SIGN	Е	SUV	NO IMPAIRMENT	ILLNESS	45	OTHER
146	550A	15.60	12/26/14	755	Ν	FENCE	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	35	GOING STRAIGHT
147	550A	15.60	09/20/14	1640	Ν	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	35	GOING STRAIGHT
148	550A	15.68	02/13/13	748	Ν	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	10	GOING STRAIGHT
149	550A	15.68	04/06/13	1515	Ν	OVERTAKING TURN	W	SUV	NO IMPAIRMENT	NONE APPARENT	5	MAKING LEFT TURN
150	550A	15.70	11/03/15	1644	Ν	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	20	GOING STRAIGHT
151	550A	15.80	10/15/13	1633	Ν	REAR-END	W	SUV	NO IMPAIRMENT	DRIVER PREOCCUPIED	35	GOING STRAIGHT
152	550A	15.80	01/20/17	1814	N	WILD ANIMAL	E	SUV	NO IMPAIRMENT	NONE APPARENT	60	GOING STRAIGHT
153	550A	15.90	07/09/15	1140	N	REAR-END	S	SUV	NO IMPAIRMENT	NONE APPARENT	35	GOING STRAIGHT
154	550A	15.90	10/24/15	1610	N	REAR-END	W	SUV	NO IMPAIRMENT	DRIVER PREOCCUPIED	35	GOING STRAIGHT
155	550A	15.90	04/12/17	1/30	N	WILD ANIMAL	E	PASS CAR/VAN			35	GOING STRAIGHT
156	550A	16.00	10/05/12	700	N		VV				35	GOING STRAIGHT
157	550A	16.10	04/19/16	1050	N	DI HER NON-COLLISION					25	
150	550A	16.10	02/21/15	945 700	N						30	
160	550A	16.20	10/20/16	1640	N	REAR-END	5	SUV			35	SLOWING
161	550A	16.20	02/25/14	71/	N		W	SUV			30	
162	550A	16.20	12/05/15	930	N	EMBANKMENT CUT/EUL SLOPE	F	PASS CAR//AN			35	GOING STRAIGHT
163	550A	16.30	06/11/14	1300	N	REAR-END	W	PICKUP TRUCK/UTILITY VAN			45	GOING STRAIGHT
164	160A	88.32	07/02/12	1625	N	OVERTURNING	E	MOTORCYCLE	NO IMPAIRMENT	NONE APPARENT	10	MAKING RIGHT TURN
165	160A	88.32	12/05/14	1600	N	VEHICLE CARGO/DEBRIS	Ŵ	OTHER - SEE REPORT	NO IMPAIRMENT	NONE APPARENT	UK	OTHER
166	160A	88 31	07/13/12	1720	N	REAR-END	F	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	10	OTHER
167	160A	88.32	06/09/13	1810	N	REAR-END	Ē	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	5	BACKING
168	160A	88.32	07/06/16	800	Ν	REAR-END	NW	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	5	BACKING
169	160A	88.30	08/09/16	1305	Ν	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	45	GOING STRAIGHT
170	160A	88.30	06/08/17	1720	Ν	REAR-END	Е	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	25	GOING STRAIGHT
171	160A	88.30	05/04/16	1420	Ν	SIDESWIPE OPPOSITE DIRECTION	W	SUV	ALCOHOL	ILLNESS	50	WEAVING
172	160A	88.32	04/11/15	1927	Ν	APPROACH TURN	Е	SUV	NO IMPAIRMENT	DRIVER PREOCCUPIED	50	GOING STRAIGHT
173	160A	88.30	02/09/13	1135	Ν	PARKED MOTOR VEHICLE	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	40	OTHER
174	160A	88.30	02/09/13	1140	N	PARKED MOTOR VEHICLE	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	20	SLOWING
175	160A	88.30	02/10/13	1140	N	PARKED MOTOR VEHICLE	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	35	OTHER
176	160A	88.30	02/09/13	1135	N	GUARD RAIL	W	SUV	NO IMPAIRMENT	UNKNOWN	30	OTHER
177	160A	88.32	11/13/15	1252	N	OVERTURNING	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	ILLNESS	35	GOING STRAIGHT
178	160A	88.30	02/09/13	1125	N	SIDESWIPE SAME DIRECTION	W	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	35	OTHER
179	160A	88.30	09/22/13	1728	Ν	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	50	OTHER



MEMORANDUM

Project:	US 550 South Connection to US 160
To:	David Swenka, PE
From:	Kenneth A. Ryan, PE, PTOE
Date:	November 1, 2018
Subject:	Predictive Analysis for New Alignment MP 15.00 to MP 16.56

This memorandum summarizes the existing safety conditions on US 550 up to and including the US 160 intersection. It also examines the potential future safety conditions for the new alignment of the US 550 south connection to US 160 between milepost (MP) 15.00 and MP 16.56. Information provided in this review is based on existing crash data, projected traffic volumes, and the roadway geometry shown in the design-build reference documents. Graphics showing the study limits and the basic configuration of the roadway are provided in **Appendix A**.

EXISTING SAFETY CONDITIONS

The existing conditions portion of this memorandum is a summary of five years of reported crash data between July 1, 2012 and June 30, 2017. A comprehensive analysis of the five-year crash history associated with the US 550 project will be documented in the safety assessment report associated with the TSM&O process for the project limits between MP 8.88 and MP 16.56.

There were 51 crashes reported along this section of US 550 during the study period; twelve crashes resulted in 20 injuries and no crashes resulted in fatality. **Table 1** summarized the total number and severity of crashes in this section of US 550 over the five-year study period.

Veer		Cras		Persons				
rear	PDO*	Injury	Fatal	Total	Injured	Killed		
7/1/2012 to 6/30/2013	6	2	0	8	5	0		
7/1/2013 to 6/30/2014	5	4	0	9	5	0		
7/1/2014 to 6/30/2015	7	3	0	10	7	0		
7/1/2015 to 6/30/2016	10	1	0	11	1	0		
7/1/2016 to 6/30/2017	11	2	0	13	2	0		
Total	39	12	0	51	20	0		
Average/Yr	7.8	2.4	0.0	10.2	4.0	0.0		
*PDO – Property Damage Or	PDQ – Property Damage Only							

Table 1: US 550 Total Crash History from MP 15.00 to MP 16.56 by Year

The majority of the crashes along the study corridor were non-intersection (33 of 51, or 65 percent). The remaining crashes (35 percent) were described as intersection-related or at-intersection crashes (27 percent and 8 percent, respectively). This breakdown is shown in **Figure 1**.



Figure 1: Crashes by Location



Intersection Crashes

Intersection crashes accounted for 35 percent of the total crashes on this section of highway (18 of 51). **Table 2** lists the location, number of legs, signalization, number of crashes, and the Level of Service of Safety (LOSS) for each of the three intersections.

MD	Description	Logs	Signal	N	umber o	f Crashe	es	LOSS	LOSS
IVIE	Description	2053	Jigitai	PDO ¹	Injury	Fatal	Total	Total	Severe
15.68	CR 220 (North Leg)	3	No	3	0	0	3	III	П
15.81	CR 220 (East Leg)	3	No	0	1	0	1	Ш	П
16.56	US 160	3	Yes	6	4	0	10	I	Ι
Non-Specifi	c Intersection Crashes (>100-ft from in	ntersecti	on)	3	1	0	4		
			Total	12	6	0	18		
		Avera	ge/Year	2.4	1.2	0.0	3.6		
¹ PDO – Proper	rty Damage Only crashes								

Table 2: US 550 Intersection Crashes by Location

The proposed improvements associated with the US 550 South Connection to US 160 project will consolidate the two CR 220 intersections into a single four-leg intersection connecting US 550 to both the existing CR 220 and the planned Frontage Road along the west side of US 550 associated with the project. The current intersection with US 160 will be removed completely as the new alignment connects US 550 at the Grandview Interchange.

Non-Intersection Crashes

There were 33 crashes within the project limits over the five-year study period that can be categorized as non-intersection crashes. *Wild animal* type crashes were predominant (55 percent), followed by crashes involving fixed objects (21 percent) and *rear end* type crashes (9 percent). **Figure 2** shows the crash type distribution for the study section.





Figure 2: US 550 Non-Intersection Crashes

Wild Animal Collisions

A higher than expected frequency of wild animal crashes occurred along this section of US 550 when compared to similar facilities statewide (55 percent compared to 15 percent). There were 18 crashes involving wild animals (all deer) during the study period, approximately 2.3 crashes per mile per year (CPMPY). A review of the crash data indicated that 15 of the crashes occurred south of the CR 220 intersection. Most occurred in dark-unlighted or dawn/dusk conditions (12 of 18) and were more common during the fall and winter months (13 of 18).

The proposed improvements associated with the US 550 South Connection to US 160 project includes wild animal fencing along US 550 atop the mesa, as well as two dedicated wildlife crossing structures and two bridges that also act as wildlife crossing structures. These measures should significantly reduce the frequency of collisions involving wild animals.

FUTURE SAFETY CONDITIONS

Future (2040) traffic volumes were estimated by Fehr & Peers. These volumes were applied using the Highway Safety Manual (HSM) (AASHTO, 2010) predictive method to provide an estimate of the future crash frequency of the new roadway alignment based on the geometric features of the roadway geometry shown in the design-build reference documents. The Interactive Highway Safety Design Model (IHSDM) software developed by the Federal Highway Administration (FHWA), last updated in March 2018, was used as the primary analysis tool.

Predictive analysis is typically used to evaluate the effectiveness of alternatives in terms of their potential safety impacts. To date, several such analyses have been performed to arrive at the roadway geometry associated with the Preferred Alternative as documented in the 2015 Record of Decision and shown in the design-build reference documents. Since the "no action" scenario is no longer a potential scenario, the focus of this predictive analysis is to provide some insight as to how certain geometric features can

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impact the predicted safety performance of the roadway. This analysis may also provide a starting point for future evaluations of significant geometric changes proposed during the design-build process.

The Highway Safety Manual Predictive Method

In the HSM predictive models, the number of expected crashes is derived by combining nationally developed safety performance functions (SPFs) with crash modification factors (CMFs) along with calibration factors based on observed crash experience. The SPFs derived by CDOT, though in many ways more robust than the HSM models, were derived for use in evaluating roadway segments with similar general characteristics, which does not lend itself to the application of CMFs for specific features within a segment. Thus, the SPF models from the HSM were used for this analysis.

The SPFs developed for the HSM apply to a generic cross section, and then modified by CMFs to account for features that deviate from the base assumptions. For example, the HSM model for a two-lane divided highway assumes no horizontal or vertical curves, 12-foot wide lanes, and 6-foot paved shoulders. A CMF is then derived for each horizonal or vertical curve and applied to the crash prediction for those specific sections of roadway.

Safety Performance Function and Crash Modification Factor Selection

The planned roadway improvements will include a four-lane cross section with a depressed or barrier separated median. Therefore, the base SPF model selected for this study is the rural, multi-lane, divided highway SPF (HSM Chapter 11). The base assumptions for this type of facility are:

- Lane width: 12-feet
- Outside shoulder width: 8-feet
- Median width: 30-feet
- Lighting: None
- Automated speed enforcement: None

The CMFs associated with each of these elements were applied as per the HSM methodology using the IHSDM software. However, these five elements alone (only three of which apply to this facility) were not sufficient to account for the design features of the proposed roadway alignment. As such, CMFs for features not addressed in the rural, multi-lane, divided highway SPF that were developed for freeway segments were additionally applied for the following features:

- Horizontal Alignment
- Median Barrier
- Outside Barrier

The horizontal alignment CMF considers the radius and length of each curve, and the barrier CMFs account for the presence of median barrier or guard rail where present. The effect of horizontal curvature and median barrier is an important distinction through the northern section of US 550 approaching the interchange, and the guard rail CMFs help account for the reduction in clear zone associated with the bridge structures. Each of these CMFs have a separate calculation for fatal and injury (FI) crashes, and for property damage only (PDO) crashes. In addition, there are separate calculations for multi-vehicle and



single-vehicle CMFs in the horizontal curve and median barrier CMFs, while the outside barrier CMFs only apply to single-vehicle crashes.

Traffic Volumes Used for Analysis

The 2040 weekday traffic forecasts for segments of US 550 and CR 220 were adjusted using the difference method to account for model error in the calibration. The difference between the 2040 and 2016 model was added to the observed counts to provide the forecasted volumes used in the analysis. The data provided by Fehr & Peers is shown in **Table 3**.

Roadway Segment	Observed	2016 Model	2040 Model	2040 Forecast
US 550 (s/o US 160)	9,214	11,385	16,917	14,800
US 550 (n/o CR 302)	8,824	9,942	11,808	10,700
CR 220 (e/o US 550)	1,679	1,848	8,951	8,800

Table 3: Observed and Forecasted Traffic Volumes

Observed traffic counts source:

- US 550: CDOT (counted 7/27/16 & 7/28/16)

- CR 220: La Plata County (counted 2014)

Safety Performance Function Application

The geometric features associated with the reference document roadway geometry were entered into the IHSDM software for mainline US 550. The new roadway alignment connecting to the Grandview Interchange is slightly (0.24 miles) longer than the existing alignment and is expected to begin operations in the year 2021. The analysis was performed for future traffic conditions between 2021 and 2040 (inclusive) to provide a total number of FI and PDO crash estimate over 20 years. The IHSDM output report is provided in **Appendix B**. The results of the HSM analysis output are summarized in terms of the total crashes over the 20-year time period over the 1.80-mile segment of US 550 and are provided in **Table 4**.

Table 4: HSM Analysis Results (Unadjusted)

Element	Crash Type	Fatal and Injury	Property Damage Only	Total
Highway Segment	Multi-Vehicle	13.93	10.90	24.83
Highway Segment	Single-Vehicle	26.70	27.47	54.17
Grand Total	All	40.63	38.37	79.00

These results were then imported into a spreadsheet where the CMFs for the horizontal alignment, median barrier, and outside barrier were applied to the relevant segments of US 550.

Crash Modification Factor Details

The CMFs were applied on a segment by segment basis using the methodology documented in HSM Chapter 11 for the base rural multilane highway CMFs and in Chapter 18 for the secondary CMFs typically applied to freeway facilities. The split between multi-vehicle and single-vehicle crashes was based on the CDOT diagnostic data for rural, four-lane, divided highways, while the split between FI and PDO crashes as calculated by the IHSDM was maintained.



Lane Width (Rural Multilane)

The base assumption for lane width on rural multilane highways is 12-foot wide lanes. All lane widths within the study segment are presently designed as 12-foot lanes, thus the CMF is 1.00 throughout. For this facility, a CMF of 1.03 would apply to segments with 11-foot lanes, and a CMF of 1.15 would apply to segments with 10-foot lanes.

Outside Shoulder Width (Rural Multilane)

The base assumption for outside shoulder width on rural multilane highways is 8-foot wide paved shoulders. Except where auxiliary lanes are present (which count as shoulder width for the through lane) outside shoulders are 10-feet wide, thus the CMF is 1.00 throughout. The CMF for outside shoulder widths less than 8-feet increases at a rate of approximately 4.5% per 2-foot reduction up to a CMF of 1.18 for 0-foot wide shoulders.

Median Width (Rural Multilane)

The base assumption for median width on rural multilane highways is a 30-foot wide median. The median width is measured as the distance between the through lanes, including inside shoulders and auxiliary lanes, and the CMF only applies to traversable medians (4:1 slope or flatter) with no barrier. Unlike the previous two CMFs, exceeding the width of the base assumption yields a CMF less than 1.00 (crash reduction). The median width prior to the beginning of the median barrier is approximately 40-feet in width, resulting in a CMF between 0.98 and 0.99. Reducing the total median width (including auxiliary lanes and inside shoulders) to 20-feet or 10-feet would result in a CMF of 1.02 or 1.04, respectively.

Horizontal Curve (Freeway Facilities)

There are four horizontal curves through the study section. The first carries through the CR 220 intersection while the remaining three curves are north of CR 220 approaching US 160. The CMF function is based on the curve radius with an overdispersion parameter associated with each of the four general crash categories. **Table 5** shows the resulting CMF values.

Horizontal	Curve	Multi-Vehicle	Multi-Vehicle	Single-Vehicle	Single-Vehicle	
Curve Radius		Fatal + Injury	PDO	Fatal + Injury	PDO	
Curve 1	3,500 feet	1.0461	1.0911	1.1927	1.1678	
Curve 2	1,060 feet	1.5026	1.9935	3.1010	2.8292	
Curve 3	4,000 feet	1.0353	1.0698	1.1475	1.1285	
Curve 4	4,000 feet	1.0353	1.0698	1.1475	1.1285	

Table 5: Horizontal Curve CMFs

Smaller curve radii result in higher CMF values, thus a higher number of predicted crashes when applied to the SPF values. Longer curves of the same radius require the application of the CMF over greater distances, likewise increasing the predicted crash frequency.

Median Barrier (Freeway Facilities)

The median barrier begins north of the CR 220 intersection where the median changes from depressed to level with 8-foot wide inside shoulders. The median barrier terminates just before the interchange with

US 160. The CMF function is based on the distance from the edge of traveled way to the barrier, which is the inside shoulder width in this case, and the overdispersion parameter associated with each of the four general crash categories. **Table 6** shows the resulting CMF values.

Median	Distance from	Multi-Vehicle	Multi-Vehicle	Single-Vehicle	Single-Vehicle
Barrier	Thru Lane	Fatal + Injury	PDO	Fatal + Injury	PDO
Barrier 1	8 feet	1.0165	1.0213	1.0165	1.0213

Table 6: Median Barrier CMFs

Decreasing the distance from the edge of traveled way to the median barrier will increase the CMF, resulting in additional predicted crashes. Additional median barrier installation will apply the CMF more broadly and increase the number of predicted crashes.

Outside Barrier (Freeway Facilities)

There are three primary locations with outside barrier (guardrail) relevant to the safety conditions on the roadway. The first is in the secondary direction only near the southbound approach to CR 220. The second two are on both sides of the road associated with the two bridge structures between CR 220 and US 160. The CMF function is based on the distance from the edge of traveled way to the barrier, adjusted for the proportion of the roadway for which guardrail is located (0.5 when only located on one side of the roadway), and the overdispersion parameter associated with each of two single-vehicle general crash categories. **Table 7** shows the resulting CMF values.

Table	7:	Outside	Barrier	CMFs
-------	----	---------	---------	------

Outside	Distance from	Proportion	Multi-Vehicle	Multi-Vehicle	Single-Vehicle	Single-Vehicle
Barrier	Thru Lane of Segment		Fatal + Injury	PDO	Fatal + Injury	PDO
Barrier 1	10 feet	0.5	1.000	1.000	1.0066	1.0085
Barrier 2	10 feet	1.0	1.000	1.000	1.0132	1.0170
Barrier 3	10 feet	1.0	1.000	1.000	1.0132	1.0170

Decreasing the distance from the edge of traveled way to the outside barrier will increase the CMF, resulting in additional predicted crashes. Additional guard rail location or increased length of guard rail installation will result in the CMF being applied more broadly and increase the number of predicted crashes.

Crash Modification Factor Application

The results of the SPF calculations summarized in **Table 4** were adjusted using the CMFs for horizontal curve, median barrier, and outside barrier on a segment by segment basis in accordance with HSM methodologies. The adjusted crash prediction for a 20-year period is shown in **Table 8**.



Element	Crash Type	Fatal and Injury	Property Damage Only	Total
Highway Segment	Multi-Vehicle	15.68	13.59	29.27
Highway Segment	Single-Vehicle	40.22	39.85	80.07
Grand Total	All	55.90	53.44	109.34

Table 8: HSM Analysis Results (Adjusted)

These adjustments accounting for geometric features associated with the roadway geometry shown in the reference documents resulted in an 18 percent increase in multi-vehicle crashes and a 48 percent increase in single-vehicle collisions. The factors applied for horizontal curvature had the greatest impact on the predicted number of single vehicle collisions, subtly exacerbated by the median barrier and guard rail sections on the roadway leading up to the US 160 interchange.

Adjusted Crash Rate Over Time

The HSM analysis performed using the IHSDM was calculated for each year between 2021 (opening year) and 2040 (inclusive). This was based on a linear interpolation of ADT volumes between 2016 and 2040 using the volumes from **Table 3**. The adjusted crash rate for the 1.80-mile study section over this 20-year time period was approximately 3.04 CPMPY. **Table 9** provides additional detail showing the total crashes and crash rates for the existing highway facility versus the planned highway in the opening year as well as the 2040 horizons. Since the Grandview interchange was excluded from the HSM analysis, the crashes that occurred at the US 550 intersection with US 160 were excluded from the existing crash rate calculation.

Horizon	Time Period	Segment Fatal + Injury Property Length Crashes Damage Only		Total Crashes	Crash Rate (CPMPY)	
Existing ¹	5 years	1.56 mi	6	27	33	4.23
Year 2021	1 year	1.80 mi	2.39	2.21	4.60	2.56
Year 2040	1 year	1.80 mi	3.19	3.14	6.33	3.52
20-year	20 years	1.80 mi	55.90	53.44	109.34	3.04
¹ Existing,	non-interse	ction related	d crashes only.			

Table 9: Adjusted Crash Rates Over Time

There are inherently some discrepancies between the existing (field observed) crashes and those predicted by the HSM methodology, yet the analysis indicates that the project should result in a roadway with fewer overall crashes.

CONCLUSIONS AND RECOMMENDATIONS

The purpose of this memorandum is to document the predictive crash analysis based on the draft roadway geometry provided. The adjusted HSM results predict that the average crash rate between 2021 and 2040 over this 1.80-mile section of US 550 to be approximately 3.04 CPMPY. In the opening year (2021) the improved highway would have approximately 2.56 CPMPY, which is less than the current crash rate even with the increased amount of traffic on US 550.



Several of the design decisions regarding inside and outside shoulder widths, median width, barrier placement, and the horizontal alignment of the road were explicitly accounted for as part of this analysis. Careful consideration should be given when changing features that would likely have a significant impact on potential crashes, such as reducing curve radius or longer curves.

APPENDIX A

Roadway Configuration Graphic







US 550 SOUTH CONNECTION: DESIGN-BUILD BASIC CONFIGURATION PLAN AND PROFILE

APPENDIX B

Interactive Highway Safety Design Model Crash Prediction Evaluation Report



Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

Disclaimer

The Interactive Highway Design Model (IHSDM) software is disseminated under the sponsorship of the Department of Transportation in the interest of information exchange. The United States Government assumes no liability for its content or use thereof. This document does not constitute a standard, specification, or regulation.

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Report Overview

Report Generated: Aug 22, 2018 1:29 PM Report Template: System: Single Page [System] (mlcpm3, Apr 20, 2018 10:26 AM)

Evaluation Date: Wed Aug 22 13:28:54 MDT 2018 **IHSDM Version:** v13.1.0 (Mar 16, 2018) **Crash Prediction Module:** v8.1.0 (Mar 16, 2018)

User Name: kryan Organization Name: Phone: E-Mail:

Project Title: SA42(Copy 1) Project Comment: SH 550A - MP 15.00 to MP 16.56 Project Unit System: U.S. Customary

Highway Title: SH550A Highway Comment: 2018-07-18 Current Plan Set Highway Version: 2

Evaluation Title: HSM Crash Prediction **Evaluation Comment:** Created Wed Aug 22 13:28:39 MDT 2018

Minimum Location: 946+00.000 Maximum Location: 1040+87.340 Policy for Superelevation: AASHTO 2011 U.S. Customary Calibration: HSM Configuration Crash Distribution: CDOT Diagnostic Adjustments Model/CMF: HSM Configuration Empirical-Bayes Analysis: None Highway with Crash History: SH550A Highway with Crash History Comment: 2018-07-18 Current Plan Set Highway with Crash History Version: 2 First Year of Analysis: 2021 Last Year of Analysis: 2040

Section Types

Section 1 Evaluation

Section: Section 1 Evaluation Start Location: 946+00.000 Evaluation End Location: 1040+87.340 Area Type: Rural Functional Class: Arterial Type of Alignment: Divided, Multilane Model Category: Rural, Multilane Calibration Factor: 4D=1.0;



Figure 1. Crash Prediction Summary (Section 1)

Seg. No.	Туре	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length(mi)	AADT	Left Lane Width (ft)	Right Lane Width (ft)	Left Shoulder Width (ft)	Right Shoulder Width (ft)	Median Width (ft)	Median Type	Effective Median Width (ft)	Lighting	Automated Speed Enforcement	Left Side Slope	Right Side Slope
1	4D	946+00.000	953+00.000	700.00	0.1326	2021: 9,214; 2022: 9,293; 2023: 9,371; 2024: 9,449: 2025: 9,527; 2026: 9,605; 2027: 9,683; 2028: 9,762; 2029: 9,840; 2030: 9,918; 2031: 9,996; 2032: 10,074; 2033: 10,152; 2034: 10,231; 2035: 10,309; 2036: 10,387; 2037: 10,465; 2038: 10,543; 2039: 10,621; 2040: 10,700	12.00	12.00	10.00	10.00	36.00	Traversable Median	44.00	false	false		
2	4D	953+00.000	955+29.530	229.53	0.0435	2021: 9,214; 2022: 9,293; 2023: 9,371; 2024: 9,449: 2025: 9,527; 2026: 9,605; 2027: 9,683; 2028: 9,762; 2029: 9,840; 2030: 9,918; 2031: 9,996; 2032: 10,074; 2033: 10,152; 2034: 10,231; 2035: 10,309; 2036: 10,387; 2037: 10,465; 2038: 10,543; 2039: 10,621; 2040: 10,700	12.00	12.00	10.00	10.00	36.00	Traversable Median	44.00	false	false		
3	4D	955+29.530	961+00.000	570.47	0.1080	2021: 9,214; 2022: 9,293; 2023: 9,371; 2024: 9,449; 2025: 9,527; 2026: 9,605; 2027: 9,683; 2028: 9,762; 2029: 9,840; 2030: 9,918; 2031: 9,996; 2032: 10,074; 2033: 10,152; 2034: 10,231; 2035: 10,309; 2036: 10,387; 2037: 10,465; 2038: 10,543; 2039: 10,621; 2040: 10,700	12.00	12.00	10.00	10.00	36.00	Traversable Median	44.00	false	false		
4	4D	961+00.000	963+00.000	200.00	0.0379	2021: 9,214; 2022: 9,293; 2023: 9,371; 2024: 9,449; 2025: 9,527; 2026: 9,605; 2027: 9,683; 2028: 9,762; 2029: 9,840; 2030: 9,918; 2031: 9,996; 2032: 10,074; 2033: 10,152; 2034: 10,231; 2035: 10,309; 2036: 10,387; 2037: 10,465; 2038: 10,543; 2039: 10,621; 2040: 10,700	12.00	12.00	10.00	10.00	36.00	Traversable Median	44.00	false	false		
5	4D	963+00.000	964+00.000	100.00	0.0189	2021: 9,214; 2022: 9,293; 2023: 9,371; 2024: 9,449; 2025: 9,527; 2026: 9,605; 2027: 9,683; 2028: 9,762; 2029: 9,840; 2030: 9,918; 2031: 9,996; 2032: 10,074; 2033: 10,152; 2034: 10,231; 2035: 10,309; 2036: 10,387; 2037: 10,465; 2038: 10,543; 2039: 10,621; 2040: 10,700	12.00	12.00	10.00	10.00	36.00	Traversable Median	44.00	false	false		
6	4D	964+00.000	971+50.000	750.00	0.1421	2021: 9,214; 2022: 9,293; 2023: 9,371; 2024: 9,449; 2025: 9,527; 2026: 9,605; 2027: 9,683; 2028: 9,762; 2029: 9,840; 2030: 9,918; 2031: 9,996; 2032: 10,074; 2033: 10,152; 2034: 10,231; 2035: 10,309; 2036: 10,387; 2037: 10,465; 2038: 10,543; 2039: 10,621; 2040: 10,700	12.00	12.00	10.00	10.00	36.00	Traversable Median	44.00	false	false		
7	4D	971+50.000	974+60.000	310.00	0.0587	2021: 9,214; 2022: 9,293; 2023: 9,371; 2024: 9,449: 2025: 9,527: 2026: 9,605; 2027: 9,683; 2028: 9,762; 2029: 9,840; 2030: 9,918; 2031: 9,996; 2032: 10,074; 2033: 10,152; 2034: 10,231; 2035: 10,309; 2036: 10,387; 2037: 10,465; 2038: 10,543; 2039: 10,621; 2040: 10,700	12.00	12.00	10.00	10.00	24.00	Traversable Median	44.00	false	false		
8	4D	974+60.000	980+00.500	540.50	0.1024	2021: 9,214; 2022: 9,293; 2023: 9,371; 2024: 9,449: 2025: 9,527: 2026: 9,605; 2027: 9,683; 2028: 9,762; 2029: 9,840; 2030: 9,918; 2031: 9,996; 2032: 10,074; 2033: 10,152; 2034: 10,231; 2035: 10,309; 2036: 10,387; 2037: 10,465; 2038: 10,543; 2039: 10,621; 2040: 10,700	12.00	12.00	10.00	10.00	12.00	Traversable Median	44.00	false	false		
9	4D	980+00.500	982+80.680	280.18	0.0531	2021: 10,377; 2022: 10,610; 2023: 10,843; 2024: 11,076; 2025: 11,308; 2026: 11,541; 2027: 11,774; 2028: 12,007; 2029: 12,239; 2030: 12,472; 2031: 12,705; 2032: 12,938; 2033: 13,170; 2034: 13,403; 2035: 13,636; 2036: 13,869; 2037: 14,101; 2038: 14,334; 2039: 14,567; 2040: 14,800	12.00	12.00	10.00	10.00	12.00	Traversable Median	44.00	false	false		
10	4D	982+80.680	984+00.000	119.32	0.0226	2021: 10,377; 2022: 10,610; 2023: 10,843; 2024: 11,076; 2025: 11,308; 2026: 11,541; 2027: 11,774; 2028: 12,007; 2029: 12,239; 2030: 12,472; 2031: 12,705; 2032: 12,938; 2033: 13,170; 2034: 13,403; 2035: 13,636; 2036: 13,869; 2037: 14,101; 2038: 14,334; 2039: 14,567; 2040: 14,800	12.00	12.00	10.00	10.00	12.00	Traversable Median	44.00	false	false		
11	4D	984+00.000	985+00.000	100.00	0.0189	2021: 10,377; 2022: 10,610; 2023: 10,843; 2024: 11,076; 2025: 11,308; 2026: 11,541; 2027: 11,774; 2028: 12,007; 2029: 12,239; 2030: 12,472; 2031: 12,705; 2032: 12,938; 2033: 13,170; 2034: 13,403; 2035: 13,636; 2036: 13,869; 2037: 14,101; 2038: 14,334; 2039: 14,567; 2040: 14,800	12.00	12.00	10.00	10.00	12.00	Traversable Median	44.00	false	false		
12	4D	985+00.000	985+50.000	50.00	0.0095	2021: 10,377; 2022: 10,610; 2023: 10,843; 2024: 11,076; 2025: 11,308; 2026: 11,541; 2027: 11,774; 2028: 12,007; 2029: 12,239; 2030: 12,472; 2031: 12,705; 2032: 12,938; 2033: 13,170; 2034: 13,403; 2035: 13,636; 2036: 13,869; 2037: 14,101; 2038: 14,334; 2039: 14,567; 2040: 14,800	12.00	12.00	10.00	10.00	12.00	Traversable Median	44.00	false	false		
13	4D	985+50.000	986+00.000	50.00	0.0095	2021: 10,377; 2022: 10,610; 2023: 10,843; 2024: 11,076; 2025: 11,308; 2026: 11,541; 2027: 11,774; 2028: 12,007; 2029: 12,239; 2030: 12,472; 2031: 12,705; 2032: 12,938; 2033: 13,170; 2034: 13,403; 2035: 13,636; 2036: 13,869; 2037: 14,101; 2038: 14,334; 2039: 14,567; 2040: 14,800	12.00	12.00	10.00	10.00	12.00	Traversable Median	44.00	false	false		
14	4D	986+00.000	987+50.000	150.00	0.0284	2021: 10,377; 2022: 10,610; 2023: 10,843; 2024: 11,076; 2025: 11,308; 2026: 11,541; 2027: 11,774; 2028: 12,007; 2029: 12,239; 2030: 12,472; 2031: 12,705; 2032: 12,938; 2033: 13,170; 2034: 13,403; 2035: 13,636; 2036: 13,869; 2037: 14,101; 2038: 14,334; 2039: 14,567; 2040: 14,800	12.00	12.00	10.00	10.00	12.00	Traversable Median	44.00	false	false		
15	4D	987+50.000	988+80.860	130.86	0.0248	2021: 10,377; 2022: 10,610; 2023: 10,843; 2024: 11,076; 2025: 11,308; 2026: 11,541; 2027: 11,774; 2028: 12,007; 2029: 12,239; 2030: 12,472; 2031: 12,705; 2032: 12,938; 2033: 13,170; 2034: 13,403; 2035: 13,636; 2036: 13,869; 2037: 14,101; 2038: 14,334; 2039: 14,567; 2040: 14,800	12.00	12.00	10.00	10.00	24.00	Traversable Median	44.00	false	false		
16	4D	988+80.860	989+00.000	19.14	0.0036	2021: 10,377; 2022: 10,610; 2023: 10,843; 2024: 11,076; 2025: 11,308; 2026: 11,541; 2027: 11,774; 2028: 12,007; 2029: 12,239; 2030: 12,472; 2031: 12,705; 2032: 12,938; 2033: 13,170; 2034: 13,403; 2035: 13,636; 2036: 13,869; 2037: 14,101; 2038: 14,334; 2039: 14,567; 2040: 14,800	12.00	12.00	10.00	10.00	24.00	Traversable Median	44.00	false	false		
17	4D	989+00.000	990+00.000	100.00	0.0189	2021: 10,377; 2022: 10,610; 2023: 10,843; 2024: 11,076; 2025: 11,308; 2026: 11,541; 2027: 11,774; 2028: 12,007; 2029: 12,239; 2030: 12,472; 2031: 12,705; 2032: 12,938; 2033: 13,170; 2034: 13,403; 2035: 13,636; 2036: 13,869; 2037: 14,101; 2038: 14,334; 2039: 14,567; 2040: 14,800	12.00	12.00	10.00	10.00	36.00	Traversable Median	44.00	false	false		
18	4D	990+00.000	998+50.000	850.00	0.1610	2021: 10,377; 2022: 10,610; 2023: 10,843; 2024: 11,076; 2025: 11,308; 2026: 11,541; 2027: 11,774; 2028: 12,007; 2029: 12,239; 2030: 12,472; 2031: 12,705; 2032: 12,938; 2033: 13,170; 2034: 13,403; 2035: 13,636; 2036: 13,869; 2037: 14,101; 2038: 14,334; 2039: 14,567; 2040: 14,800	12.00	12.00	10.00	10.00	36.00	Traversable Median	44.00	false	false		

Table 1. Evaluation Highway - Homogeneous Segments (Section 1)

Crash Prediction Evaluation Report

Seg. No.	Туре	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length(mi)	AADT	Left Lane Width (ft)	Right Lane Width (ft)	Left Shoulder Width (ft)	Right Shoulder Width (ft)	Median Width (ft)	Median Type	Effective Median Width (ft)	Lighting	Automated Speed Enforcement	Left Side Slope	Right Side Slope
19	4D	998+50.000	1001+00.00 0	250.00	0.0474	2021: 10,377; 2022: 10,610; 2023: 10,843; 2024: 11,076; 2025: 11,308; 2026: 11,541; 2027: 11,774; 2028: 12,007; 2029: 12,239; 2030: 12,472; 2031: 12,705; 2032: 12,938; 2033: 13,170; 2034: 13,403; 2035: 13,636; 2036: 13,869; 2037: 14,101; 2038: 14,334; 2039: 14,567; 2040: 14,800	12.00	12.00	10.00	10.00	20.00	Non-Traversable Median	36.00	false	false		
20	4D	1001+00.00 0	1006+18.73 0	518.73	0.0982	2021: 10,377; 2022: 10,610; 2023: 10,843; 2024: 11,076; 2025: 11,308; 2026: 11,541; 2027: 11,774; 2028: 12,007; 2029: 12,239; 2030: 12,472; 2031: 12,705; 2032: 12,938; 2033: 13,170; 2034: 13,403; 2035: 13,636; 2036: 13,869; 2037: 14,101; 2038: 14,334; 2039: 14,567; 2040: 14,800	12.00	12.00	10.00	10.00	20.00	Non-Traversable Median	36.00	false	false		
21	4D	1006+18.73 0	1009+00.00 0	281.27	0.0533	2021: 10,377; 2022: 10,610; 2023: 10,843; 2024: 11,076; 2025: 11,308; 2026: 11,541; 2027: 11,774; 2028: 12,007; 2029: 12,239; 2030: 12,472; 2031: 12,705; 2032: 12,938; 2033: 13,170; 2034: 13,403; 2035: 13,636; 2036: 13,869; 2037: 14,101; 2038: 14,334; 2039: 14,567; 2040: 14,800	12.00	12.00	10.00	10.00	20.00	Non-Traversable Median	36.00	false	false		
22	4D	1009+00.00 0	1010+17.68 0	117.68	0.0223	2021: 10,377; 2022: 10,610; 2023: 10,843; 2024: 11,076; 2025: 11,308; 2026: 11,541; 2027: 11,774; 2028: 12,007; 2029: 12,239; 2030: 12,472; 2031: 12,705; 2032: 12,938; 2033: 13,170; 2034: 13,403; 2035: 13,636; 2036: 13,869; 2037: 14,101; 2038: 14,334; 2039: 14,567; 2040: 14,800	12.00	12.00	10.00	10.00	20.00	Non-Traversable Median	36.00	false	false		
23	4D	1010+17.68 0	1015+00.00 0	482.32	0.0914	2021: 10,377; 2022: 10,610; 2023: 10,843; 2024: 11,076; 2025: 11,308; 2026: 11,541; 2027: 11,774; 2028: 12,007; 2029: 12,239; 2030: 12,472; 2031: 12,705; 2032: 12,938; 2033: 13,170; 2034: 13,403; 2035: 13,636; 2036: 13,869; 2037: 14,101; 2038: 14,334; 2039: 14,567; 2040: 14,800	12.00	12.00	10.00	10.00	20.00	Non-Traversable Median	36.00	false	false		
24	4D	1015+00.00 0	1020+00.00 0	500.00	0.0947	2021: 10,377; 2022: 10,610; 2023: 10,843; 2024: 11,076; 2025: 11,308; 2026: 11,541; 2027: 11,774; 2028: 12,007; 2029: 12,239; 2030: 12,472; 2031: 12,705; 2032: 12,938; 2033: 13,170; 2034: 13,403; 2035: 13,636; 2036: 13,869; 2037: 14,101; 2038: 14,334; 2039: 14,567; 2040: 14,800	12.00	12.00	10.00	10.00	20.00	Non-Traversable Median	36.00	false	false		
25	4D	1020+00.00 0	1021+98.88 0	198.88	0.0377	2021: 10,377; 2022: 10,610; 2023: 10,843; 2024: 11,076; 2025: 11,308; 2026: 11,541; 2027: 11,774; 2028: 12,007; 2029: 12,239; 2030: 12,472; 2031: 12,705; 2032: 12,938; 2033: 13,170; 2034: 13,403; 2035: 13,636; 2036: 13,869; 2037: 14,101; 2038: 14,334; 2039: 14,567; 2040: 14,800	12.00	12.00	10.00	10.00	20.00	Non-Traversable Median	36.00	false	false		
26	6 4D	1021+98.88 0	1025+39.12 0	340.24	0.0644	2021: 10,377; 2022: 10,610; 2023: 10,843; 2024: 11,076; 2025: 11,308; 2026: 11,541; 2027: 11,774; 2028: 12,007; 2029: 12,239; 2030: 12,472; 2031: 12,705; 2032: 12,938; 2033: 13,170; 2034: 13,403; 2035: 13,636; 2036: 13,869; 2037: 14,101; 2038: 14,334; 2039: 14,567; 2040: 14,800	12.00	12.00	10.00	10.00	20.00	Non-Traversable Median	36.00	false	false		
27	4D	1025+39.12 0	1030+00.00 0	460.88	0.0873	2021: 10,377; 2022: 10,610; 2023: 10,843; 2024: 11,076; 2025: 11,308; 2026: 11,541; 2027: 11,774; 2028: 12,007; 2029: 12,239; 2030: 12,472; 2031: 12,705; 2032: 12,938; 2033: 13,170; 2034: 13,403; 2035: 13,636; 2036: 13,869; 2037: 14,101; 2038: 14,334; 2039: 14,567; 2040: 14,800	12.00	12.00	10.00	10.00	20.00	Non-Traversable Median	36.00	false	false		
28	4D	1030+00.00 0	1033+00.00 0	300.00	0.0568	2021: 10,377; 2022: 10,610; 2023: 10,843; 2024: 11,076; 2025: 11,308; 2026: 11,541; 2027: 11,774; 2028: 12,007; 2029: 12,239; 2030: 12,472; 2031: 12,705; 2032: 12,938; 2033: 13,170; 2034: 13,403; 2035: 13,636; 2036: 13,869; 2037: 14,101; 2038: 14,334; 2039: 14,567; 2040: 14,800	12.00	12.00	10.00	10.00	20.00	Non-Traversable Median	36.00	false	false		
29	4D	1033+00.00 0	1035+11.23 0	211.23	0.0400	2021: 10,377; 2022: 10,610; 2023: 10,843; 2024: 11,076; 2025: 11,308; 2026: 11,541; 2027: 11,774; 2028: 12,007; 2029: 12,239; 2030: 12,472; 2031: 12,705; 2032: 12,938; 2033: 13,170; 2034: 13,403; 2035: 13,636; 2036: 13,869; 2037: 14,101; 2038: 14,334; 2039: 14,567; 2040: 14,800	12.00	12.00	10.00	10.00	20.00	Non-Traversable Median	36.00	false	false		
30	4D	1035+11.23	1036+50.00 0	138.77	0.0263	2021: 10,377; 2022: 10,610; 2023: 10,843; 2024: 11,076; 2025: 11,308; 2026: 11,541; 2027: 11,774; 2028: 12,007; 2029: 12,239; 2030: 12,472; 2031: 12,705; 2032: 12,938; 2033: 13,170; 2034: 13,403; 2035: 13,636; 2036: 13,869; 2037: 14,101; 2038: 14,334; 2039: 14,567; 2040: 14,800	12.00	12.00	10.00	10.00	20.00	Non-Traversable Median	36.00	false	false		
31	4D	1036+50.00	1040+87.34 0	437.34	0.0828	2021: 10,377; 2022: 10,610; 2023: 10,843; 2024: 11,076; 2025: 11,308; 2026: 11,541; 2027: 11,774; 2028: 12,007; 2029: 12,239; 2030: 12,472; 2031: 12,705; 2032: 12,938; 2033: 13,170; 2034: 13,403; 2035: 13,636; 2036: 13,639; 2037: 14,101; 2038: 14,334: 2039: 14,567; 2040: 14,800	12.00	12.00	10.00	10.00	20.00	Non-Traversable Median	36.00	false	false		

First Year of Analysis	2021
Last Year of Analysis	2040
Evaluated Length (mi)	1.7968
Average Future Road AADT (vpd)	11,645
Expected Crashes	
Total Crashes	79.00
Fatal and Injury Crashes	40.63
Fatal and Serious Injury Crashes	25.77
Property-Damage-Only Crashes	38.37
Percent of Total Expected Crashes	
Percent Fatal and Injury Crashes (%)	51
Percent Fatal and Serious Injury Crashes (%)	33
Percent Property-Damage-Only Crashes (%)	49
Expected Crash Rate	
Crash Rate (crashes/mi/yr)	2.1982
Fatal and Injury Crash Rate (crashes/mi/yr)	1.1305
Fatal and Serious Injury Crash Rate (crashes/mi/yr)	0.7171
Property-Damage-Only Crash Rate (crashes/mi/yr)	1.0677
Expected Travel Crash Rate	
Total Travel (million veh-mi)	152.75
Travel Crash Rate (crashes/million veh-mi)	0.52
Travel Fatal and Injury Crash Rate (crashes/million veh-mi)	0.27
Travel Fatal and Serious Injury Crash Rate (crashes/million veh-mi)	0.17
Travel Property-Damage-Only Crash Rate (crashes/million veh-mi)	0.25

Table 2. Expected Highway Crash Rates and Frequencies (Section 1)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Expected No. Crashes for Evaluation Period	Crash Rate (crashes/mi/yr)	Travel Crash Rate (crashes/million veh-mi)
1	946+00.000	953+00.000	0.1326	4.900	1.8478	0.51
2	953+00.000	955+29.530	0.0435	1.607	1.8478	0.51
3	955+29.530	961+00.000	0.1080	3.993	1.8478	0.51
4	961+00.000	963+00.000	0.0379	1.400	1.8478	0.51
5	963+00.000	964+00.000	0.0189	0.700	1.8478	0.51
6	964+00.000	971+50.000	0.1420	5.250	1.8478	0.51
7	971+50.000	974+60.000	0.0587	2.170	1.8478	0.51
8	974+60.000	980+00.500	0.1024	3.783	1.8478	0.51
9	980+00.500	982+80.680	0.0531	2.509	2.3638	0.51
10	982+80.680	984+00.000	0.0226	1.068	2.3638	0.51
11	984+00.000	985+00.000	0.0189	0.895	2.3638	0.51
12	985+00.000	985+50.000	0.0095	0.448	2.3638	0.51
13	985+50.000	986+00.000	0.0095	0.448	2.3638	0.51
14	986+00.000	987+50.000	0.0284	1.343	2.3638	0.51
15	987+50.000	988+80.860	0.0248	1.172	2.3638	0.51
16	988+80.860	989+00.000	0.0036	0.171	2.3638	0.51
17	989+00.000	990+00.000	0.0189	0.895	2.3638	0.51
18	990+00.000	998+50.000	0.1610	7.611	2.3638	0.51
19	998+50.000	1001+00.000	0.0473	2.279	2.4071	0.52
20	1001+00.000	1006+18.730	0.0982	4.730	2.4071	0.52
21	1006+18.730	1009+00.000	0.0533	2.565	2.4071	0.52
22	1009+00.000	1010+17.680	0.0223	1.073	2.4071	0.52
23	1010+17.680	1015+00.000	0.0913	4.398	2.4071	0.52
24	1015+00.000	1020+00.000	0.0947	4.559	2.4071	0.52
25	1020+00.000	1021+98.880	0.0377	1.813	2.4071	0.52
26	1021+98.880	1025+39.120	0.0644	3.102	2.4071	0.52
27	1025+39.120	1030+00.000	0.0873	4.202	2.4071	0.52
28	1030+00.000	1033+00.000	0.0568	2.735	2.4071	0.52
29	1033+00.000	1035+11.230	0.0400	1.926	2.4071	0.52
30	1035+11.230	1036+50.000	0.0263	1.265	2.4071	0.52
31	1036+50.000	1040+87.340	0.0828	3.988	2.4071	0.52

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Expected No. Crashes for Evaluation Period	Crash Rate (crashes/mi/ yr)	Travel Crash Rate (crashes/mil lion veh-mi)
Tangent	946+00.000	955+29.530	0.1760	6.506	1.8478	0.51
Simple Curve 1	955+29.530	982+80.680	0.5211	19.804	1.9004	0.51
Tangent	982+80.680	988+80.860	0.1137	5.374	2.3638	0.51
Simple Curve 2	988+80.860	1006+18.730	0.3291	15.686	2.3829	0.52
Tangent	1006+18.730	1010+17.680	0.0756	3.638	2.4071	0.52
Simple Curve 3	1010+17.680	1021+98.880	0.2237	10.770	2.4071	0.52
Tangent	1021+98.880	1025+39.120	0.0644	3.102	2.4071	0.52
Simple Curve 4	1025+39.120	1035+11.230	0.1841	8.864	2.4071	0.52
Tangent	1035+11.230	1040+87.340	0.1091	5.253	2.4071	0.52

 Table 4. Expected Crash Frequencies and Rates by Horizontal Design Element (Section 1)

 Table 5. Expected Segment Crash Type Distribution (Section 1)

	Crash Type	Fatal and Injury		Fatal and Serious Injury		Property Damage Only		Total	
Element Type		Crashes	Crashes (%)	Crashes	Crashes (%)	Crashes	Crashes (%)	Crashes	Crashes (%)
Highway Segment	Angle Collision	0.77	1.0	0.77	1.0	0.00	0.0	0.00	0.0
Highway Segment	Head-on Collision	0.45	0.6	0.41	0.5	0.08	0.1	0.40	0.5
Highway Segment	Other Collision	3.09	3.9	2.04	2.6	3.19	4.0	6.56	8.3
Highway Segment	Rear-end Collision	7.39	9.4	3.27	4.1	3.45	4.4	10.27	13.0
Highway Segment	Sideswipe	2.23	2.8	1.16	1.5	4.18	5.3	6.95	8.8
Highway Segment	Single	26.69	33.8	18.11	22.9	27.47	34.8	54.82	69.4
	Total Crashes	40.63	51.4	25.77	32.6	38.37	48.6	79.00	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.